

Yolo County OHV Park Concept





OVERVIEW

- The overall goal of creating off-highway vehicle (OHV) parks within Yolo County is to mitigate the impacts that is currently happening in Cache Creek.
- These impacts include environmental degradation, noise, safety, and illegal trespass.
- Yolo County desires to create a viable alternative(s) for OHV users that provides a comparable or better experience than currently exists in Cache Creek, in order to eliminate the impacts from current use of Cache Creek.
- To achieve this goal and to create a viable but managed OHV experience within the region, the concept is to assess two different OHV park options.
 - The first concept is to take advantage of the proximity of the Knoxville State Vehicle Recreation Area (SVRA) located in Napa County by creating a small “Gateway Park,” the purpose of which is primarily to facilitate access to federal land with existing OHV riding opportunities.
 - The second concept has been developed out of the extensive background, economic, and rider research conducted and would consist of developing a stand-alone OHV park with approximately 330 acres with a variety of riding experiences.

RESEARCH UNDERTAKEN

What is the existing situation/What do people like?

- Research
 - Yolo County information and reports on OHV use, concerns
 - Existing OHV parks in the region for management and structure/benchmarking
 - Industry trends – registrations, sales for types of OHVs
- *Survey
 - Gauge rider's interests across multiple parameters
- Stakeholder Workshop
 - “Virtual” feedback on results and interests

OHV Setting

- California State Parks Statistical Report 2016/17
- Cow Mountain Recreational Brochure
- DMV OHV registrations 2008-2020
- 2020 California Statewide Comprehensive Outdoor Strategy
- Cal Trans OHV Fuel Tax Funding Study 2017
- OHMR Attendance Study Report 2014
- OHMVR Commission Program Report
- Previous Yolo County OHV survey

SUMMARY OF SURVEY RESULTS

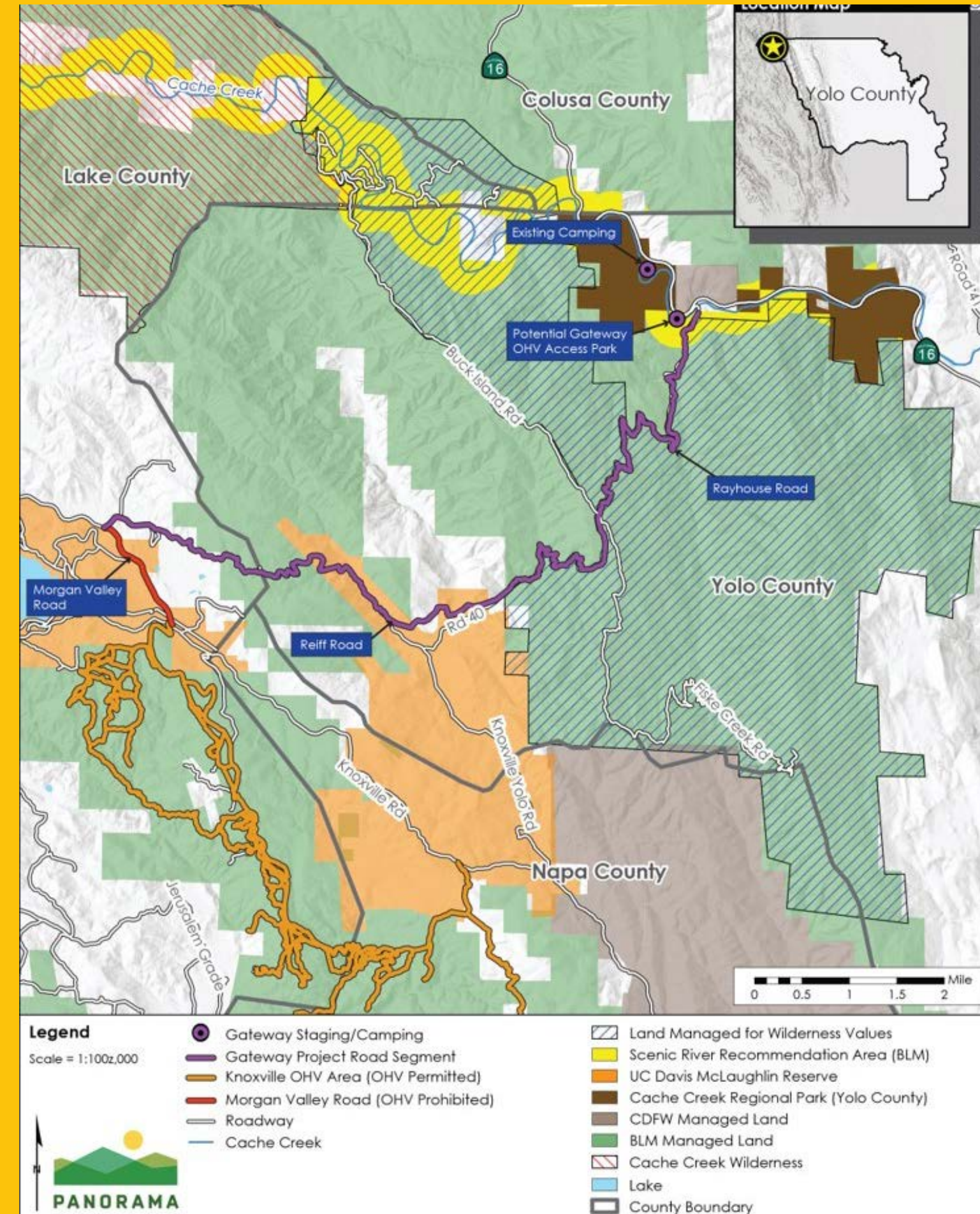
- Majority of riders are intermediate, few beginners
- Prairie City, Carnegie, and Hollister Hills are most popular
- Most riders would visit a new park in Yolo County
- Most ride with friends and family
- High quality, well maintained open riding areas and wildland trails are in high demand
- As many as 20% of likely overnighters would be destination visitors
- Camping without hookups is more desirable than with hookups



Gateway Concept

The Gateway OHV Access Park (Gateway) concept is to provide a small public facility that includes parking and other simple amenities to allow access from Yolo County through the Bureau of Land Management's (BLM) Berryessa Snow Mountain National Monument to the Knoxville Recreation Area.

Access would be along Road 40 (Rayhouse/Reiff Road). Morgan Valley Road in Lake County would also need to have a change in designation to allow OHV riders on the road for approximately 125 miles to connect Road 40 to Knoxville.



Gateway Park Features

Features

Approximately 48 parking spaces, with some landscaping work to match or add continuity with the design of the adjacent Cache Creek Regional Park.

- Public restroom facilities with flush toilets and tap water with solar facilities to provide power
- Up to 15 picnic tables and barbeques with shade structures or shade trees and improved trails to each
- Information Kiosk identifying where riding can occur within Berryessa Snow Mountain National Monument and restrictions
- Dump stations/garbage
- Pay station



Aerial of Cache Creek Canyon Regional Park Showing Existing Parking and Trails

Allowable Time of Usage

OHV activities along Road 40 may be limited during certain times of the year during wet conditions. The County can have the option of opening roads for longer periods, or year-round, but would require additional maintenance to do so.

Land use and environmental constraints need to be further explored on this parcel. Potential constraints may include sensitive or cultural resources and development limitations within a flood zone.

Numerous land use constraints would be applicable to the OHV usage in the Berryessa Snow Mountain National Monument; however, this project would primarily only improve existing access along Road 40, and as such would not require any changes to uses in the Monument. It should be noted that the BLM is undertaking a Travel Management Planning effort that may result in allowing for greater OHV usage in the Monument along other routes.



Land Use and Environmental Constraints

OHV Park Concept

Description: 330-Acre Park



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The OHV rider survey conducted for this study illuminated rider preferences is an important source of information for guiding the development of a new OHV park in Yolo County. The Gateway would primarily offer road riding, scenic vistas, and access to Knoxville. A second OHV park should include the specific amenities and experiences outlined in this section.

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The second option that is being considered would be a County-owned or sanctioned and permitted self-contained OHV park. The recommended size and features for this park have been devised based on background research, market research, surveys and other research on riding preferences, and costs and environmental constraints.

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This option would include an approximately 330-acre park with a focus on motorcycle and ATV trails and a 4 x 4 area comprising the largest percentage of the acreage, with additional acreage for minor features and facilities. While camping facilities are highly desired, the expected usage is day use from within the County or nearby areas, and as such, camping facilities are not the highest priority.

No Location Has Been Selected

330-Acre Park and Features

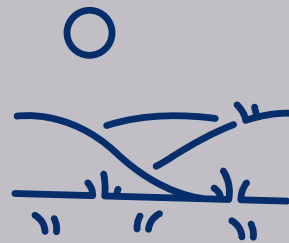
This table shows the relative demand for each experience as either a high, medium or low score.

- Practice track
- Kids tracks
- 4x4 area
- Motorcycle ATV area
- Parking and picnic area and concessions
- Learn to ride area
- Single track riding

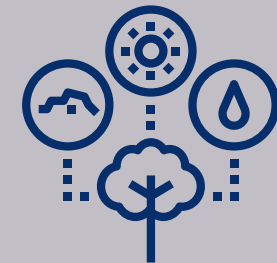
Importance of specific experiences	Rank (High Med Low)
Open riding area	High
Kids track	High
Well maintained/watering, etc. (access to water)	High
Motocross track	Med
ATV track/UTV	Med
4WD area	Med
AWD obstacle course	Med
Campgrounds with hookups	Med
Campgrounds with no hookups	Med
Full baths (shower/toilets, etc.)	Med
Shower facilities	Med
Onsite store	Med
Mountain bike area	Low
TT track	Low
Truck track	Low
Swimming pool	Low



Location/ Accessibility



Land Use Conflict Considerations



Natural Resource Impacts

Land Use and Environmental Consideration

- Far enough from residences to minimize noise and dust impacts, or otherwise provide adequate buffer and screening
- Access to major roadways (including for emergency services), water, and electricity
- Commercial services nearby (Gas station/food)
- Not enrolled in Williamson Act or designated farmlands or conservation easement
- Land use designation that allows for OHV or that can be changed through a planning process (ie., general plan amendment) to recreation
- Does not conflict with any local natural resource plans/policies, or HCP/NCCP
- Location does not conflict with known cultural resources
- Lower fire hazard area or if an area of higher fire hazard, able to implement fuel breaks and other treatments to reduce risks
- Reduce impact to in-stream and riparian impacts
- Fewer impacts to nesting birds and songbirds
- If an area of high soil erosion or slope instability, able to implement erosion control-limited downstream receptors that could be impacted
- Avoids or is compatible with protection of tribal and cultural resources

Summary of Four Gateway Park Pro Formas

Gateway Park revenue scenarios	1st year fees	1st year shortfall	Yolo County Tax Revenue
Low demand and low fee	\$215,572	(\$210,000)	\$20,185
Low demand and high fee	\$277,164	(\$150,000)	\$20,185
High demand and low fee	\$323,372	(\$95,000)	\$29,945
High demand and high fee	\$415,764	\$0	\$29,945

	Low Demand	High Demand
User Demand	7,698	11,548

Summary of Four 330 Acre Conceptual Park Pro Formas

330-Acre Park Revenue Scenarios	1st Year Fees	1st Year Shortfall	Yolo County Tax Revenue
Low demand and low fee	\$296,744	(\$935,000)	\$28,545
Low demand and high fee	\$381,528	(\$835,000)	\$28,545
High demand and low fee	\$593,600	(\$585,000)	\$59,840
High demand and high fee	\$763,200	(\$405,000)	\$59,840

	Low Demand	High Demand
User Demand	10,599	21,999

Development Scenarios for Consideration

Scenario 1: Gateway Park Only Development



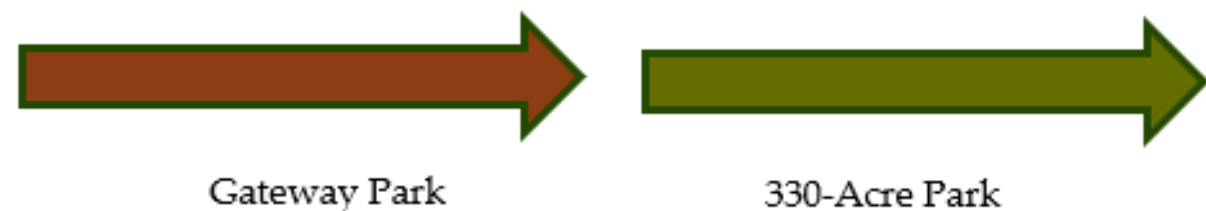
This scenario is singularly focused on the development of the Gateway Park with no further effort to develop the 330-Acre Park.

Scenario 2A: Simultaneous Development of Both Parks



This scenario develops the 330-acre Park simultaneously with the development of the Gateway Park.

Scenario 2B: Sequential Development of Both Parks



Questions?



PHASE 2