

RIVERSIDE COUNTY OFF-HIGHWAY VEHICLE SITE CONCEPTS AND SELECTION

Tier 4

2026 FINAL REPORT

Acknowledgements

Riverside County Regional Park and Open-Space District

Kyla Brown, Parks Director/General Manager

Robert Williams, Assistant Parks Director

Gaby Adame-Algrim, Bureau Chief

Lynda Ramos, Senior Park Planner

Grant Samaniego, Park Planner

KTUA

Mark Carpenter

Alex Samarin

Madeline Pysher

Ashlie Zinn

Rincon

Emily Marino

Wendy Worthey

Mark Strother

Kyle Pritchard

Kearns & West

Joan Isaacson

Danielle Berger

Taylor Funderburk

Christian Mendez

Table of Contents

EXECUTIVE SUMMARY

1 INTRODUCTION

1.1 Introduction 12

2 SITE CONCEPTS

2.1 Site programming 14

2.2 Schematic design 20

3 DESIGN DEVELOPMENT

3.1 Banning South 35

3.2 Double Butte 39

3.3 Rochelle 44

4 COST ESTIMATES

4.1 Land acquisition 50

4.2 Access construction 51

4.3 Site construction 52

4.4 Operations and Maintenance 53

4.5 Potential visitation and revenue 55

5 COMMUNITY ENGAGEMENT

5.1 Community engagement summary 60

6 SITE EVALUATION

6.1 Evaluation criteria 64

6.2 Evaluation, recommendation, and next steps 69

6.3 Next steps 69

APPENDICES

Public Outreach Summary Report Outline 73

List of Figures

Figure 2-1: Simple schematic design 20
Figure 2-2: Banning North schematic design 24
Figure 2-3: Coachella South schematic design 26
Figure 2-4: San Timoteo conserved land status 27
Figure 2-5: Banning South schematic design 29
Figure 2-6: Double Butte schematic design 30
Figure 2-7: Rochelle schematic design 31
Figure 3-1: Banning South developable areas 37
Figure 3-2: Banning South design development 38
Figure 3-3: Double Butte developable areas 42
Figure 3-4: Double Butte design development 43
Figure 3-5: Rochelle developable areas 46
Figure 3-6: Rochelle design development 47

List of Tables

Table 2-1: Trail widths and difficulty per vehicle based on OHMVR guidance _____ 16
Table 3-1: Feature counts per site: tracks per rider experience level, trail miles, challenge areas, and non-OHV uses _____ 34
Table 3-2: Combinations of OHV and rider experience on tracks at Banning South __ 35
Table 3-3: Parking and camping at Banning South _____ 35
Table 3-4: Combinations of OHV and rider experience on tracks at Double Butte ___ 39
Table 3-5: Parking and camping at Double Butte _____ 39
Table 3-6: Combinations of OHV and rider experience on tracks at Rochelle _____ 44
Table 3-7: Parking and camping at Rochelle _____ 44
Table 4-1: Land acquisition costs per acre _____ 50
Table 4-2: Site access costs _____ 51
Table 4-3: Site construction costs _____ 52
Table 4-4: Annual cost of base operations per park _____ 53
Table 4-5: Annual operations and maintenance cost per site _____ 54
Table 4-6: Cost Estimates Summary _____ 54
Table 4-7: Estimated annual OHV day-use ridership _____ 56
Table 4-8: Estimated day-use revenue scenarios _____ 56
Table 4-9: Annual revenue scenarios from Riverside County OHV site camping fees _ 57
Table 4-10: Annual revenue for day use and camping occupancy scenarios _____ 57
Table 4-11: Operating costs versus Revenue (Profit and loss) _____ 58
Table 6-1: OHV registrations within 45-minute drive of sites _____ 64
Table 6-2: OHV registrations within 45-minute drive of sites _____ 65
Table 6-3: Evaluation summary _____ 69

Acronym Table

ACRONYM	DEFINITION
2022 Study	2022 Feasibility Study (Tiers 1-3)
2024 Report	2024 Tier 4 Opportunities and Constraints Report
4x4	Four-wheel-drive vehicle
APN	Assessor's Parcel Number
ATV	All-terrain vehicle
CEQA	California Environmental Quality Act
District	Riverside County Regional Park and Open-Space District
GHG	Greenhouse Gas
HHSVRA	Hollister Hills State Vehicular Recreation Area
O&M	Operations and maintenance
OHMVR	California State Parks Off-Highway Motor Vehicle Recreation Division
OHV	Off-highway vehicle
RJU	Rancho Jurupa Regional Park
ROM	Rough order-of-magnitude
SUV	Sport utility vehicle
SVRA	State Vehicular Recreation Area
SxS	Side-by-side vehicle

00 EXECUTIVE SUMMARY



Riverside County has a need for a safe, legal, and accessible location for off-highway vehicle (OHV) recreation. This planning-level study evaluated six candidate sites and advanced Banning South, Double Butte, and Rochelle through site design, cost estimation, public outreach, and comparative evaluation. Based on the weight of available evidence, Double Butte provides the strongest overall opportunity for development as a County OHV park and is recommended to advance into final design and environmental review.

Double Butte most effectively balances the project's three objectives: providing safe and accessible recreation for a wide range of users, protecting environmental and cultural resources, and operating as a responsible neighbor to surrounding communities. It has a high likelihood of meeting eight of the nine evaluation criteria and a moderate likelihood of meeting the remaining noise criterion. Neither Banning South nor Rochelle performs as consistently: both have multiple criteria with a low likelihood of success, including limitations related to recreational capacity, access, circulation, and the cost of required roadway improvements.

THE STRONGEST RECREATIONAL PROGRAM

Double Butte can accommodate the most complete and varied recreational program of the three sites. Its preliminary design provides ten tracks—more than Banning South and Rochelle combined—including separate beginner and intermediate tracks for dirt bikes and ATVs, advanced riding areas, approximately four miles of trails, and multiple challenge features. It is also the only site with the physical capacity and setting for a professional-level event track. Separating vehicles and experience levels improves rider safety while allowing the park to serve children, families, recreational riders, experienced riders, and organized events within one facility.

The site's relatively broad areas of flatter terrain also support 111 parking spaces and 63 campsites, substantially more than either of the other sites. Existing old landfill roads provide a useful backbone for internal circulation, and the proposed staging areas, campground, and riding facilities can be connected without the extensive circulation constraints found at the other sites. The concept retains flexibility to reduce or phase individual riding areas if later studies identify environmental or neighborhood constraints.

THE BEST ACCESS TO THE REGIONAL MARKET

Double Butte is the most accessible candidate site and is closest to the largest concentration of potential users. Approximately 117,980 registered OHVs are located within a 45-minute drive—roughly three times the number near either Banning South or Rochelle. The site is immediately adjacent to paved Grand Avenue and requires approximately 0.23 miles of turn-lane and acceleration-lane improvements rather than miles of new or reconstructed access road. Multiple routes can reach the site, and vehicles can be queued on-site to reduce potential effects on adjacent roads.

This combination of market proximity and site access increases the likelihood that the park would be regularly used and could redirect existing illicit riding into a managed setting. Double Butte already experiences unauthorized OHV activity, and its proposed capacity is sufficient to accommodate that demand while also attracting riders from the broader region. A legal facility would allow riding to occur under enforceable operating hours, designated routes, safety rules, resource protections, dust controls, and ongoing maintenance.

THE STRONGEST BUSINESS CASE

Double Butte is County-owned, eliminating the estimated land-acquisition costs associated with Banning South and Rochelle. It also avoids the major off-site access costs required at the other locations. Banning South would require approximately $5.7 million to $10.3 million in access improvements, while access to Rochelle is estimated at approximately $31.6 million to $40.8 million. No separate site-access construction cost was identified for Double Butte beyond entry improvements included in the site construction estimate.

Double Butte has the highest estimated annual revenue potential because it combines a strong day-use market with the largest campground and the only potential event facility. Estimated annual revenue ranges from approximately $662,000 under the lower scenario to $1.74 million under the upper scenario. Although all three concepts would require operating support under conservative assumptions, Double Butte is the only site that could approximately cover estimated annual operations and maintenance costs under the upper scenario, producing a planning-level surplus of approximately $169,000. Rochelle would remain approximately $171,000 below break-even, and Banning South would remain approximately $600,000 below break-even. These comparisons exclude capital construction costs and should be treated as planning-level scenarios rather than financial forecasts.

The site's larger campground is particularly important to its economic performance. Double Butte includes 63 campsites—23 tent sites and 40 trailer sites—with estimated annual camping revenue ranging from approximately $258,000 at 30-percent occupancy to $857,000 at full occupancy. Camping provides a more stable and diversified revenue source than day-use admission alone and reduces reliance on high riding volumes to support park operations.

CHALLENGES THAT CAN BE POTENTIALLY ADDRESSED THROUGH DESIGN

Double Butte is not without constraints. Nearby existing and planned residences make noise, dust, traffic, fire protection, and emergency response central considerations. Biological and cultural resources are also known to occur within the broader site. These concerns must be evaluated through California Environmental Quality Act (CEQA), technical studies, consultation, and final design before the Riverside County Regional Park and Open-Space District (District) determines whether or how the project should be approved.

The preliminary design demonstrates, however, that these issues can potentially be addressed without eliminating the core recreational program. Tracks and intensive uses have been placed primarily in disturbed areas, including land affected by the former landfill and existing illicit riding. Known resource concentrations can be avoided, protected with buffers, fencing, signage, and access controls, or incorporated into areas excluded from development. The buttes, ridgelines, and central knoll provide natural separation around much of the site, while earthen berms are proposed along the less-contained southern edge. Additional measures could include limits on track capacity, vehicle types, event frequency, operating hours, lighting, amplified sound, and seasonal use. A detailed noise study will be necessary to test the preliminary design and determine the dimensions and effectiveness of required mitigating features.

This adaptability is a key advantage. Double Butte has enough program capacity that individual tracks, campsites, or support areas could be reduced, relocated, or phased in response to environmental findings while retaining a functional and economically credible park. The other sites have less flexibility: reducing Banning South's already-limited riding program would further weaken its recreational value, while Rochelle's fundamental access challenge would remain regardless of changes within the park.

RECOMMENDATION

Double Butte provides the most practical path toward meeting Riverside County's need for managed OHV recreation. It offers the best access, the largest nearby rider market, the safest and most diverse riding program, the greatest camping and event potential, no land-acquisition requirement, limited off-site access construction, and the strongest operating-revenue outlook. Its principal challenges—particularly noise and resource protection—are significant but can be directly studied and addressed through environmental review, final design, phased implementation, and enforceable operating controls.

The District should advance Double Butte as the preferred site for final design and CEQA environmental review. The next phase should confirm the project's feasibility through detailed biological (vegetation, habitats, wetlands, sensitive/listed species) and cultural surveys, noise and air-quality analysis, traffic and emergency-access studies, fire-protection planning, hydrology and water quality analysis, landfill and geotechnical investigation, community engagement, and refinement of the operating and funding model. Advancement does not constitute project approval; it identifies Double Butte as the candidate with the strongest overall case for investing in the technical work needed to make an informed final decision.

01 INTRODUCTION



1.1 INTRODUCTION

Following the 2022 Feasibility Study Tiers 1–3, the 2024 Tier 4 Opportunities and Constraints Report recommended removing three of the six candidate OHV sites: San Timoteo, Double Butte, and Coachella South. In response, the Riverside County Regional Park and Open-Space District (District) removed San Timoteo from further consideration because securing the amount of land required for conserved land compensation appeared infeasible.

However, before deciding whether to remove any of the remaining sites, the District determined that additional, detailed information was necessary to fully understand how each site could support or limit the overall project goals. The recommendations in the Report were based on a preliminary level of analysis, and the District sought more refined site designs to evaluate the five remaining locations under consistent, project-specific criteria. This additional review ensured that each candidate OHV site was assessed not only against the constraints identified in the Report, but also in relation to the District's broader planning objectives, including feasibility, environmental stewardship, recreational value, and operational considerations.

OBJECTIVE 1: PROVIDE SAFE AND ACCESSIBLE OHV RECREATION FOR A WIDE RANGE OF USERS

- **Criteria 1.1:** For user safety, the site can provide separate OHV riding areas for different vehicle types and rider level of experience.
- **Criteria 1.2:** High concentrations of owners of registered OHV vehicles within central and western Riverside County can reach the site within a convenient drive time.
- **Criteria 1.3:** The site is easily accessible for the expected types of access vehicles and access vehicles can easily circulate among non-OHV uses on-site.
- **Criteria 1.4:** The site can support OHV recreation for a wide range of users.
- **Criteria 1.5:** The site can provide a diversity of uses that contribute to economic viability of the site for the District.

OBJECTIVE 2: PROTECT ENVIRONMENTAL AND CULTURAL RESOURCES.

- **Criteria 2.1:** The site has enough area outside of known sensitive environmental and cultural resources to support an economically viable OHV park for a wide range of users.

OBJECTIVE 3: BE A GOOD NEIGHBOR TO SURROUNDING COMMUNITIES

- **Criteria 3.1:** The site is in an accessible and convenient location and has potential for a diversity of uses to reduce illegal riding elsewhere.
- **Criteria 3.2:** The site has potential to be designed and managed in a way that reduces noise propagation into surrounding neighborhoods and respects County sound level standards.
- **Criteria 3.3:** Likely site access points and routes can be improved to safely and effectively accommodate additional traffic generated by an OHV park.

Detailed analysis of potential impacts to all applicable resource topics (noise, traffic, biological, cultural, air quality, greenhouse gas (GHG), hydrology, water quality, public services, visual, etc.) will occur during a future California Environmental Quality Act (CEQA) environmental review phase once a discretionary project is fully programmed.

02 SITE CONCEPTS



Site design was used to demonstrate the degree to which each site could accommodate OHV riding and supportive site uses like staging areas and camping. Site design progressed through several steps - each tied to achieving project objectives - that help determine whether a site could realistically accommodate an OHV park. The site design steps were site programming, schematic design, and design development. Site design informed cost estimates and site evaluation, which are addressed in following sections.

2.1 SITE PROGRAMMING

Site programming bridges project objectives and physical site design. It is the process of identifying the desired site uses and defining their spatial requirements. Site programming addresses Objective 1.

Site programming for this plan refined the site uses from the 2022 Study and 2024 Report. The programmed uses for an OHV park are OHV riding, roads, parking, and support uses.

2.1.1 OHV RIDING

Four types of OHV are desired to be programmed for each site: dirt bikes, all-terrain vehicles (ATV), side-by-side (SxS), and SUV/truck (4x4). A range of rider experience levels are also desired for each OHV: beginner, intermediate, or advanced. Ideally, all experience levels would be programmed for dirt bike and ATVs, with only intermediate and advanced areas programmed for SxS and 4x4, partially due to the requirements for a California driver's license.

Electric OHV were considered in programming but did not determine the form or function of riding areas. As designed, OHV riding areas can be used by electric OHV.

The following OHV riding experiences were designed for each site: tracks, trails, and challenge areas.

VEHICLE USE COMPATIBILITY MATRIX

VEHICLE TYPE	ALONE	WITH DIRT BIKE	WITH ATV	WITH SxS	WITH 4x4
 DIRT BIKE	✓	—	✓	✓	✓*
 ATV	✓	✓	—	✓	✓*
 SxS	✗	✓	✓	—	✓
 4x4	✗	✓*	✓*	✓	—

✓ = explicitly allowed
✗ = not listed as standalone
✓* = only allowed when part of a broader mixed-use scenario

Note: Tracks designed specifically for dirt bikes and ATVs - individually or together - may be used with SxS, or with SxS and 4x4 vehicles.

RIDING SCENARIO BREAKDOWN	
SCENARIO #	**ALLOWED COMBINATION**
1	Dirt Bike Only
2	Dirt Bike + ATV
3	ATV Only
4	ATV + Dirt Bike
5	SxS + Dirt Bike + ATV
6	SxS + Dirt Bike + ATV + 4x4
7	SxS + Dirt Bike
8	SxS + ATV
9	SxS + 4x4 + Dirt Bike
10	SxS + 4x4 + ATV
11	SxS + 4x4 + Dirt Bike + ATV

Note: Scenarios 1-4 are for dirt bikes and ATVs (individually or together). These may be used with SxS ad 4x4 vehicles.







Examples of track riding

TRACKS

OHV tracks are conceptualized as typical looped motocross tracks that have:

- One travel direction
- Riding features like banked turns and jumps
- A consistent width
- Clear entry and exit points
- Potentially start and finish locations or facilities for races

Tracks are designed to match rider experience level and may be designed for a single OHV type alone or in combination with others. For this plan, tracks were designed for the following riding scenarios:

Longer, steeper tracks with larger riding features are meant for intermediate and advanced OHV riders. Shorter, flatter tracks with small riding features are meant for beginner riders. Operationally, tracks may be managed so that one or more compatible types are in use at any time. While tracks for any OHV type or rider experience level may be designed for competition, site programming considered only advanced tracks for a mix of dirt bike, ATV, and SxS for potential competitive events.

Tracks may have adjacent roads for track maintenance vehicles like water trucks for dust control.

TRAILS

OHV trails may accommodate one or more OHV types and rider level experience. Trails may be connective - with the intended purpose being circulation among use areas - or networked as looped trails in an area with a variety of widths, terrain, and difficulty. Compared to tracks, trails have less emphasis on riding features like jumps and more focus on natural terrain. Enforcing one-way travel may be necessary on narrow trails, but wider trails may accommodate two-way travel with general safety practices encouraged.

Though trail widths are not specified in this document, designed widths often determine difficulty and necessary rider experience level. 2020 guidelines from California State Parks Off-Highway Motor Vehicle Recreation Division (OHMVR) provide trail difficulty for different OHV and trail tread width.

Trail alignments created during design development gave initial consideration to construction feasibility and best practices for erosion control through site design.

TABLE 2-1: Trail widths and difficulty per vehicle based on OHMVR guidance

OHV	TRAIL WIDTH	DIFFICULTY
Dirt bike	24 - 30″	Beginner
	18 - 24″	Intermediate
	12 - 18″	Advanced
ATV	48 - 60″	Beginner
	60 - 72″	Intermediate
	72 - 86″	Advanced
4x4	96 - 120″	Beginner
	84 - 96″	Intermediate
	72 - 84″	Advanced







Examples of trail riding

CHALLENGE AREAS

Challenge areas are natural or modified terrain features such as hill climbs, scrambles, and rock crawls, programmed only for advanced riders of all OHV types in a mixed riding scenario.

- **Hill climb:** A steep, high-speed riding area with the goal being to reach the top of an extreme slope. Hill climbs areas identified in design do not have specific routes, but would generally follow 2020 OHMVR guidance that states hill climbs are generally 8 to 20 feet wide and 125 feet or more in length (bottom to top) on slopes 50% or greater, ending below the crest of the slope, with separate routes no less than 100 feet apart on the slope face. The guidance further addresses ideal soil type, erosion management, hill climb spacing, and management.
- **Rock crawl:** A slow-speed riding area focused on maneuvering through rough terrain like steep, gullied slopes with large boulders.
- **Scramble:** Riding across terrain with a variety of slopes and barriers where route selection can determine speed and difficulty.







Examples of hill climb







Examples of rock crawl and scramble

2.1.2 ROADS

Access roads lead from existing public roads through a site entry station to a staging area or other non-OHV use. These roads need to be designed to County standards (Ordinance No.461, amended 3/2/23) for width and slope and accommodate two-way traffic their entire length. Internal site circulation roads may only accommodate one-way traffic as on-site loops connecting non-OHV areas. Both access roads and circulation roads can be used by OHV but are assumed to be designed to accommodate three types of access vehicles:

- A pickup truck or SUV towing a camping trailer, such as a "toy hauler." This setup is approximately 60' long (20' truck, 40' trailer) with an turning radius of 35'.
- A pickup truck or SUV towing a small trailer for OHV. This setup is approximately 40' long (20' truck, 20' trailer) with an turning radius of 35'.
- A pickup truck carrying OHV in the truck bed, approximately 20' long with an turning radius of 25'.

Access and circulation roads may also be used by OHV vehicles for site circulation, with expectations for speed and type of riding (such as speed limits, no racing, or no passing).








Examples of access vehicle setups

2.1.3 SUPPORT USES

Three types of support uses are programmed for each site: parking, day use, and camping.

- Parking spaces were designated for access vehicles with and without trailers. Parking areas with day use amenities are often called staging areas.
- Day use designed as part of or separate of parking areas can include OHV parking, shade structures, restrooms, water, signage, or vehicle repair spaces.
- Campsites were programmed for both trailers and tent camping. Camping is a highly desired non-OHV use because camping fees at other regional parks are a major revenue source for the District. Creating a similar revenue stream at an OHV park decreases the risk of capital loss and improves economic viability given initial uncertainty about OHV visitation.





Examples of support uses, camping





Examples of support uses, day uses





Examples of support uses, parking

2.2 SCHEMATIC DESIGN

Schematic design first identifies areas suited for one or more programmed uses, then assigns uses considering trade-offs on how each area can best meet project objectives. Commonly referred to as "bubble diagrams ," these conceptual sketches (**Figure 2-1**) use loosely defined shapes to identify potential use areas and their connections while accounting site constraints, opportunities, and programmatic needs. While schematic design strives to meet all project objectives and evaluation criteria, some sites cannot fully meet them all. This can also reveal constraints or programmed use conflicts that causes a site to be removed from further consideration.



FIGURE 2-1: Simple schematic design

To facilitate the development of schematic designs, footprints from examples of tracks were used from public and private OHV facilities around California. Examples came from Glen Helen Raceway, Cahuilla Creek Motocross Park, and the State Vehicular Recreation Area (SVRA) at Hungry Valley and Hollister Hills. Track length, topography, and frequency of riding features like turns and jumps helped differentiate vehicle types and rider experience levels. While there is no standard track criteria for different rider experience levels, riding features tend to be larger and closer together on intermediate and advanced tracks than on beginner tracks. Track length also tends to increase with rider skill level. Tracks used as examples range from approximately 1/8-mile to 1-mile in length. Schematic design followed these broad guidelines.

Examples of tracks for different rider experience levels.
Examples of beginner tracks



Beginner Dirt Bike @ Hungry Valley SVRA, 0.14-miles, limited features, 20-ft radius corners.



Beginner ATV @ Hungry Valley, 0.25-miles, limited features, 30-ft radius corners.

Examples of intermediate, advanced, and professional tracks



'Arroyo Vet' Intermediate All Vehicle @ Glen Helen Raceway, 1.15-miles, speed, hills, jumps, 15-ft radius corners.



Advanced Dirt bike/ATV @ Hollister Hills SVRA, 0.70-miles, numerous features, 15-ft radius corners.



4x4 Feature Area @ Hungry Valley SVRA, 1.88-miles, many features/ routes, slow speeds.



'Short Course' Intermediate All Vehicle @ Glen Helen Raceway, 0.82-miles, numerous features, 25-ft radius corners.



'National Track' Pro Dirt Bike/ATV @ Glen Helen Raceway, 1.31-miles, high speed, jumps, hills, 15-ft radius corners, grandstand.



Intermediate Dirt bike / ATV @ Cahuilla Creek Motocross Park, 0.92-miles, numerous features, 10-ft radius corners.

Meeting project objectives and their criteria in schematic design often creates planning and design trade-offs. For example, creating "diverse uses" (Criteria 1.5) for a "wide range of users" (Criteria 1.4) can be at odds with reducing noise propagation into surrounding neighborhoods (Criteria 3.2), depending on site characteristics. A solution may be to reduce or remove a use area, which has a potential negative effect of creating competing needs in other areas. Complicating the matter is the fact that most programmed uses - excluding challenge areas and trails - are best suited for relatively flat terrain. For schematic design of an OHV park, this generally means slopes of 20% or less. While slope was an initial site characteristic used to determine suitable areas, there are other considerations in assigning a programmed use, such as landowner permission, sensitive resource avoidance, access, circulation, and the potential for noise containment.

Other key design considerations included are landowner permission, sensitive resource avoidance, access, circulation, and the potential for noise containment.

These considerations removed Banning North and Coachella South from further consideration. Each of these design considerations is briefly addressed below for the sites that advanced to design development. For the sites removed from design development, more detail is given to how these design considerations combined to make a site infeasible.

2.2.1 SITES REMOVED DURING SCHEMATIC DESIGN

The considerations that led to Banning North (**Figure 2-2**) and Coachella South (**Figure 2-3**) being removed are outlined below.

BANNING NORTH

Landowner permission

The single landowner at Banning North opted for all their land to be considered in this planning and design process. Landowner permission was not one of the considerations that led to Banning North being removed from further consideration.

Sensitive resource avoidance

Banning North has low potential for sensitive biological and cultural resource constraints as outlined in the 2024 Report. Still, in areas more likely to have sensitive resources - like riparian areas in the central and eastern canyons - only less intensive uses like day use and connective OHV trails could be programmed. This consideration limited the intensity of uses in otherwise suitable areas that are easily accessed from the southeast access point and created competing needs for the western side of the site.

Access

Banning North has several possible access routes connecting to improved and unimproved roads in the City of Banning: Sunset Avenue, Mountain Avenue, and unimproved 14th Street, each with its own challenges from potential traffic impacts or access rights. Though potentially challenging, access was not one of the considerations that led to Banning North being removed from further consideration.

Circulation

Banning North has steep slopes that create two pinch points for circulation roads. These pinch points would be costly to improve for access vehicles. Vehicles accessing the site from either the primary or secondary access point face the same two pinch points but in a different sequence.

The primary access point at the southwest corner of the site gives immediate access to small area for potential parking, camping, and OHV riding, though these areas are not large enough to support the capacity or variety in use for an economically viable OHV park. Heading north, a pinch point would require costly improvement to gain access to a main activity area in the northwest corner with potential parking, riding, and camping. Routing a road through flatter areas on adjacent private land is not likely because of the planned residential Butterfield Specific Plan area. To the east, costly improvements to allow access vehicles past the other pinch point would not yield much parking, day use, or camping due to limitations from possible sensitive biological resources. The east side could possibly be planned for OHV access alone, but it is possible that this route would need to be improved to County standards for evacuation needs.

The secondary access point gives immediate access to small support and OHV riding areas. The total size of support areas in this location is likely to mean that they would be needed for access vehicle parking and could not be programmed for additional revenue generation from camping. Getting access vehicles from the secondary access point to additional use areas in the southwest or northwest corners of the site would require costly improvements to one or both pinch points.

Circulation challenges at Banning North are a contributing factor to the site being removed from consideration.

Potential for noise containment

Access and use are focused on the west side of Banning North for two reasons:

- The potential riparian resource constraints and associated compensatory mitigation requirements in the central and eastern canyons
- Circulation challenges traversing the site between eastern and western use areas

As a result, noise from OHV uses on the west side of the site would likely not meet County standards in adjacent existing and planned residential areas and noise reducing features (berms or walls) would not be effective as the OHV use areas are higher in elevation than the adjacent existing and planned residential areas. Reducing the OHV use areas to minimize noise would negatively affect economic viability and OHV capacity and variety. The potential for noise impacts was a contributing factor to removing Banning North from consideration.

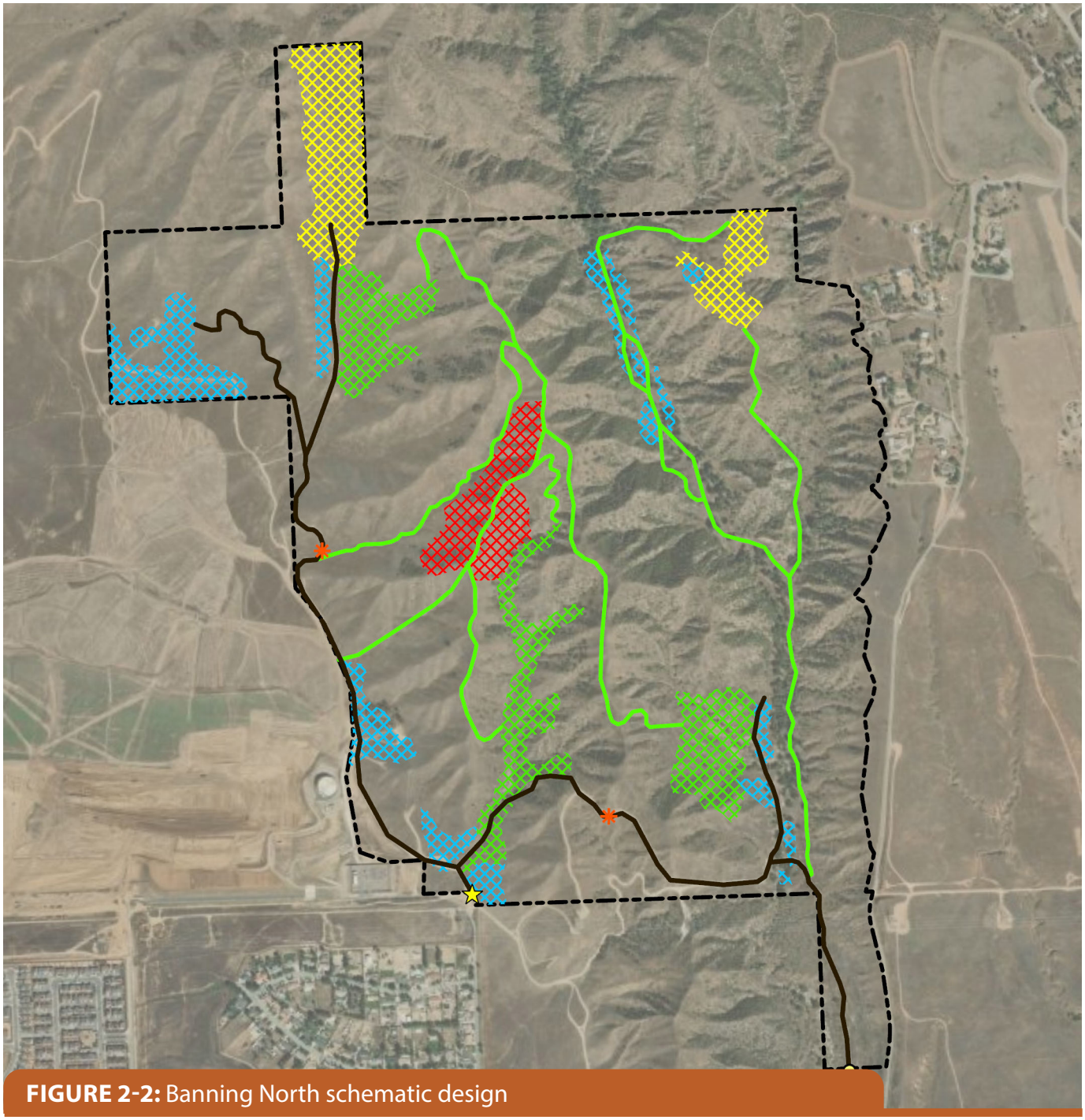


FIGURE 2-2: Banning North schematic design

COACHELLA SOUTH

Landowner permission

While a large contiguous area at Coachella South is owned by landowners who opted into this planning process, the locations of parcels that opted out are in locations that limit circulation among OHV and non-OHV use areas.

Landowner permission was a contributing factor to Coachella South being removed from consideration.

Sensitive resource avoidance

The 2024 Report identifies moderate biological and cultural resource constraints at Coachella South, specifically identifying desert washes as suitable habitat for special status species. As a result, washes were largely programmed as the less-intensive trail area use, though assigning any use here would likely require additional wetland resource permitting and associated compensatory mitigation requirements.

No prehistoric cultural resources are recorded at Coachella South, though there are historic resources on site, and prehistoric resources in the site vicinity. The known resources could be planned around and were not a contributing factor to removing the site from consideration.

Access

Coachella South has access challenges that are likely insurmountable for this plan. The site is adjacent to Interstate 10 but has no nearby connecting ramps or routes providing interstate access. While the adjacent residential La Entrada Specific Plan area identifies potential future interstate ramps, there is no timeline or guarantee for construction.

The Coachella Canal blocks site access through developed areas in the City of Coachella, the closest existing bridge is at Airport Blvd 2.25-miles to the south and is likely undersized for the potential new traffic generated, and permitting public access road construction near critical water infrastructure like canals is procedurally difficult. Additionally, the adjacent residential La Entrada Specific Plan area identifies potential canal crossings and access roads, there is no timeline or guarantee for construction.

Additionally, the last segment of all access roads to Coachella South would cross sandy desert washes, possibly subject to flood and additional engineering and construction costs.

The budget, coordination, and timeline required for creating access from the existing road network to Coachella South was a contributing factor to removing Coachella South from consideration.

Circulation

Coachella South is a desert site with bluffs, mesas, and washes that create circulation difficulties. While two access points from the west give immediate access to support-use areas that could be used for parking and camping, there is likely not enough area at either entrance alone to support the visitation needed for a viable OHV park. Though a route appears possible between the two western access points, it would be costly to construct.

Circulation issues would remain even if Coachella South were accessed from the northeast by constructing new highway ramps. The northeast access puts visitors in a desert wash that is cut off from the rest of the site in multiple directions:

- To the south and west, impassable terrain and land "opted out" prevents passage of access vehicles or OHV
- Hill climbs to the north allow a route uphill into other areas of the site only for advanced riders, and who would then be cut off from circulating back to the entry point by land "opted out"

The circulation limitations at Coachella South are a contributing factor to the site being removed from consideration.

Potential for noise containment

With current noise estimation using viewsheds, noise may be an issue in limited areas of the adjacent planned residential La Entrada Specific Plan area. Noise was a minor contributing factor in removing Coachella South from further consideration.

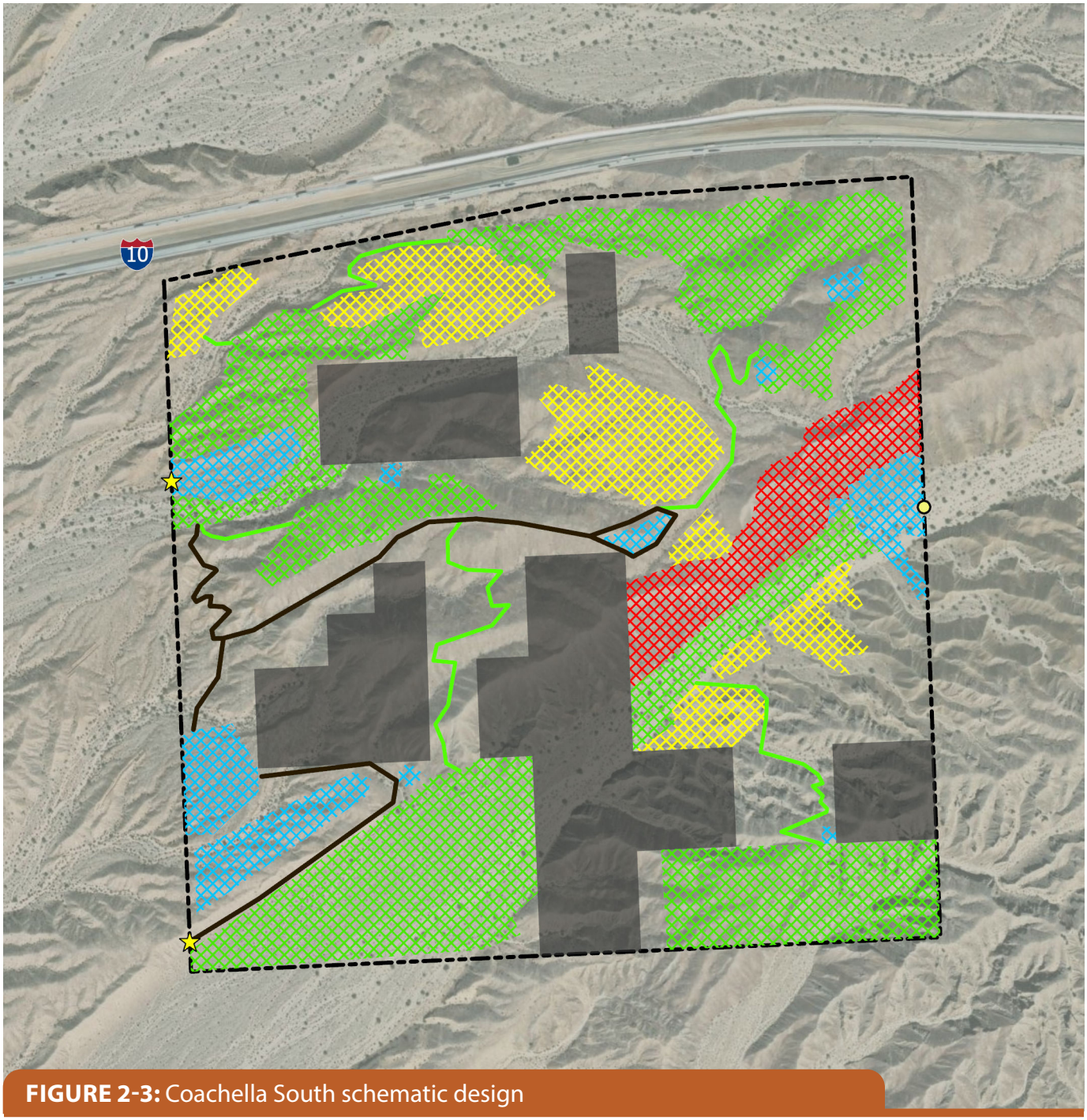


FIGURE 2-3: Coachella South schematic design

SAN TIMOTEO

As stated previously, San Timoteo did not advance to the schematic design process because it is a portion of the Norton Younglove Reserve (**Figure 2-4**) and the scale and type of land that would be required to replace the existing conserved resources is infeasible.

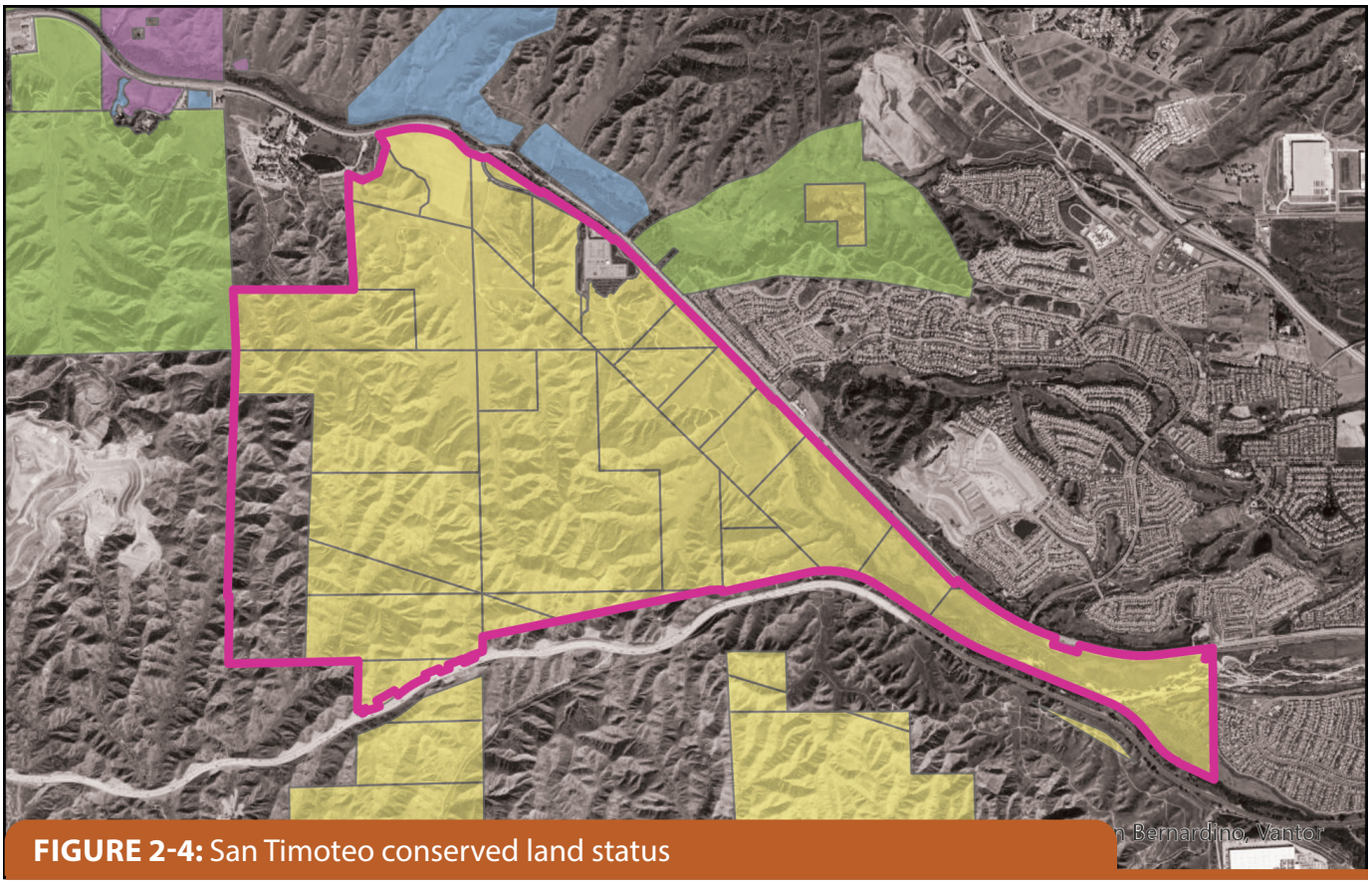


FIGURE 2-4: San Timoteo conserved land status

2.2.2 SITES ADVANCED TO DESIGN DEVELOPMENT

The design considerations that led to Banning South (**Figure 2-5**), Double Butte (**Figure 2-6**), and Rochelle (**Figure 2-7**) advancing to design development are outlined below.

LANDOWNER PERMISSION

For privately owned land, the District requested permission from landowners for their land to be included in this planning and design process. Double Butte is County-owned and so did not require similar permission.

The District received varying responses from landowners for Banning South and Rochelle. Owners at Banning South and Rochelle gave mixed responses - the location of parcels whose owners opted out did not present significant challenges to schematic design for these two sites.

SENSITIVE RESOURCE AVOIDANCE

The 2024 Report identifies moderate biological and cultural resource constraints at Banning South and Rochelle, so riparian areas and drainages were avoided or programmed with less intensive uses like day use and connective OHV trails. At Double Butte, known cultural resource mapping identified concentrated areas that could be avoided during schematic design. The more intensive tracks and trail areas were largely placed on disturbed areas and existing roads.

The size and accessibility of areas outside of known sensitive areas that were used in schematic design at Banning South, Rochelle, and Double Butte were deemed sufficient to advance these sites to design development. This consideration is an application of Criteria 2.1.

ACCESS

The three sites advanced to design development have a range of potential access options from the existing road network to site entry points. Double Butte is adjacent to a developed road and requires the shortest length of access road with no known significant challenges. Banning South and Rochelle have narrow unimproved dirt road access, that will be challenging, though not infeasible, to improve these to County road standards for access and evacuation.

The consideration of access in schematic design is an application of Criteria 1.3 and 3.1.

CIRCULATION

Site circulation at Banning South, Double Butte, and Rochelle is possible on existing dirt roads that could be improved to the specifications of different vehicles, depending on the use areas accessed. There are few known challenges to developing circulation routes at these sites.

The consideration of site circulation in schematic design is an application of Criteria 1.3.

POTENTIAL FOR NOISE CONTAINMENT

The potential for on-site noise containment or reduction was a consideration in programming use areas. To the degree possible, OHV uses were programmed in natural site topography such as interior valleys or designed with physical barriers to reduce noise propagation into existing and planned residential areas, such as at Double Butte.

The degree to which noise may propagate outside a site was approximated using viewsheds from schematic design use areas. A viewshed is the area visible from a given point or set of points and does not replace a detailed noise impact study that would estimate noise propagation from more precise use areas, use levels, and topographic and atmospheric effects. Viewsheds are a rough "if you see it, you can hear it" method that highlights potential problem areas using the use areas from schematic design.

OHV uses at Banning South and Rochelle were largely programmed in interior valleys that will help contain noise on site. At Double Butte, noise from OHV uses is contained within the site by the natural terrain of the buttes to the west and east. Terrain to the north helps reduce noise, though a valley trending northwest is an area of concern for noise escaping the site. Existing and planned residential to the south will require mitigating features. Earthen berms combined with a natural ridgeline will be included to help reduce noise propagation.

The consideration of noise containment in schematic design is an application of Criteria 3.2.

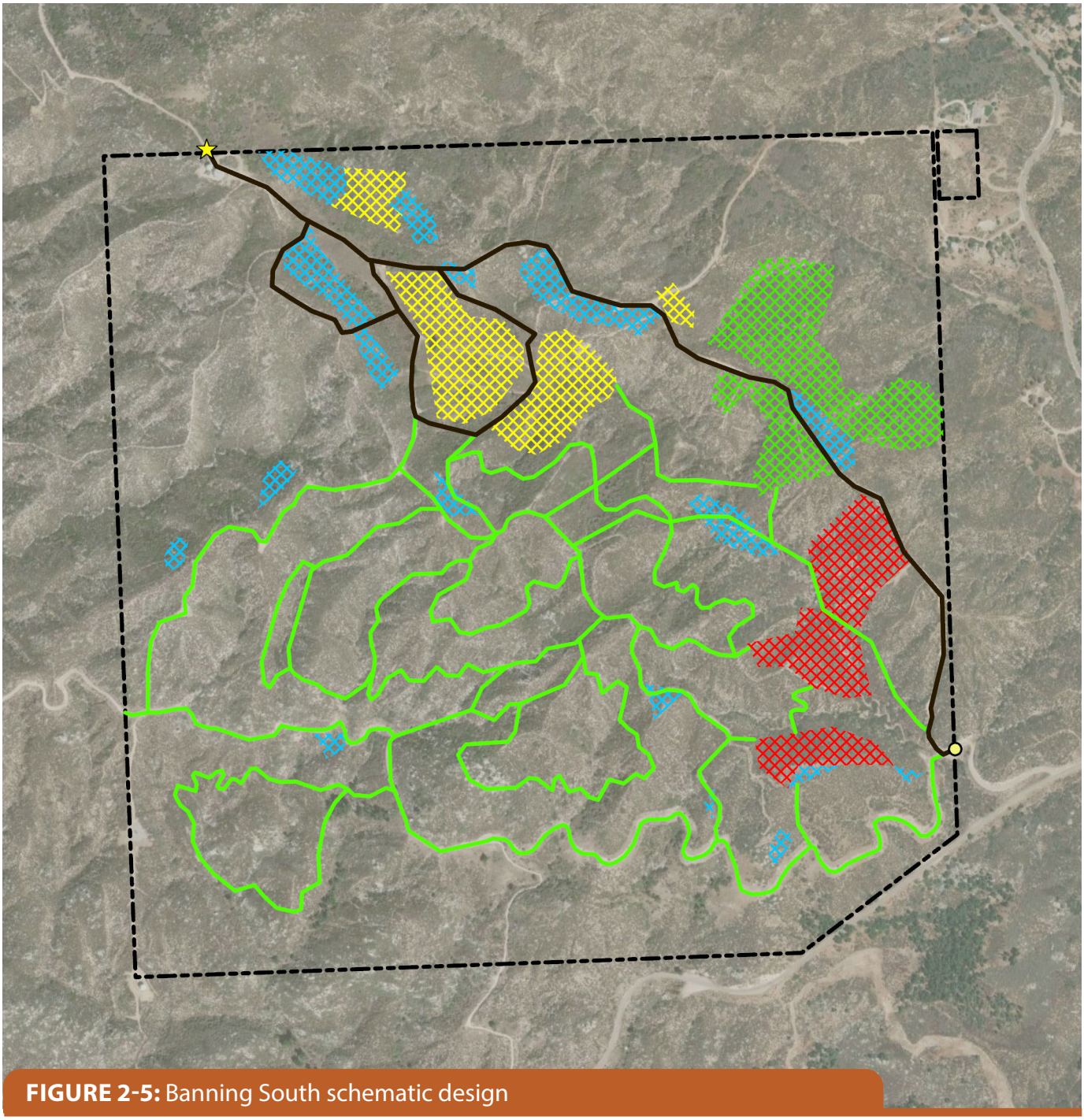


FIGURE 2-5: Banning South schematic design

Access point
- Primary
- Secondary

Road

OHV trail

General use area
- Track area
- Trail area
- Challenge area
- Support use

Site

Source: KTUA

0 0.25 Mile

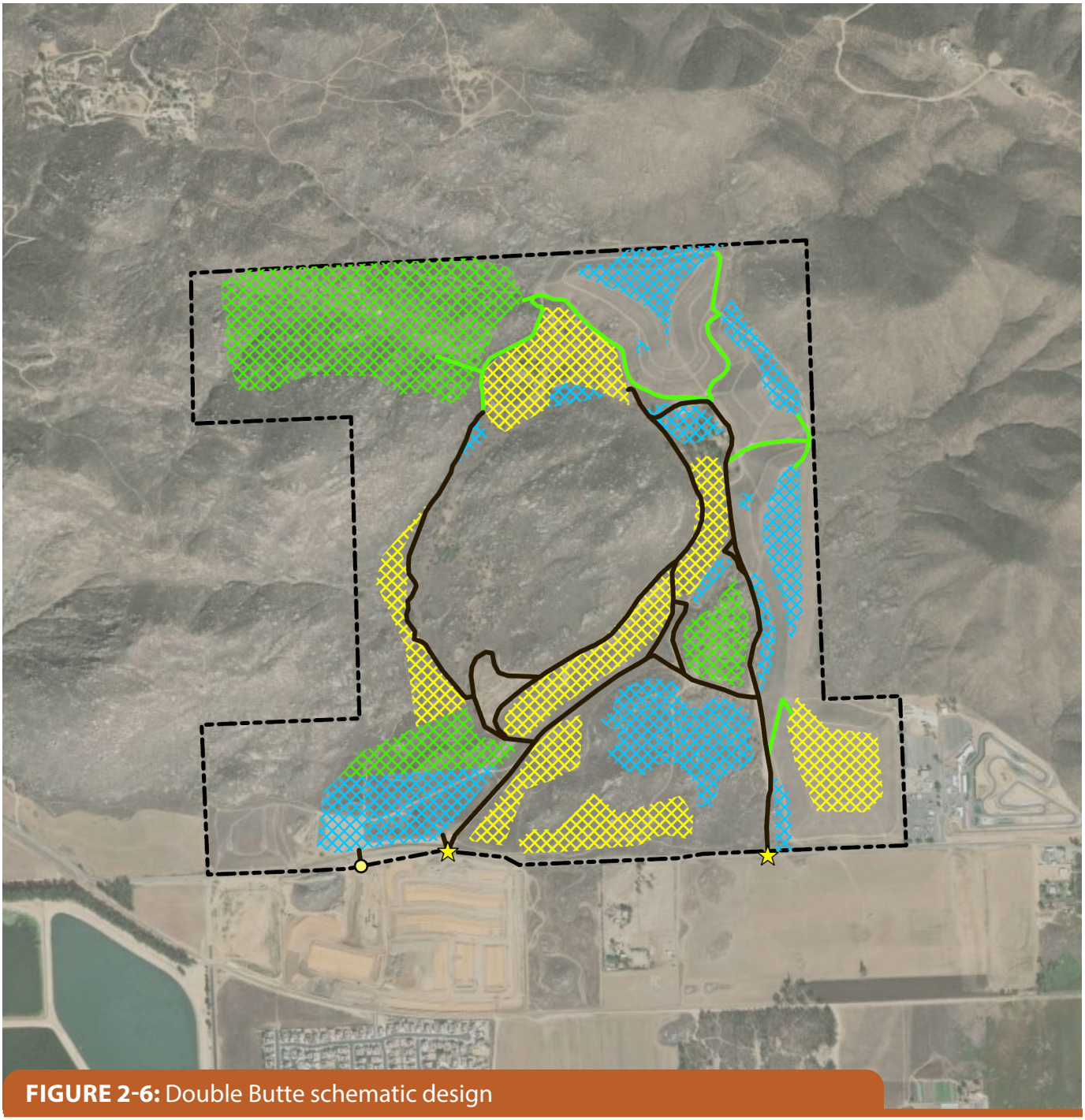


FIGURE 2-6: Double Butte schematic design

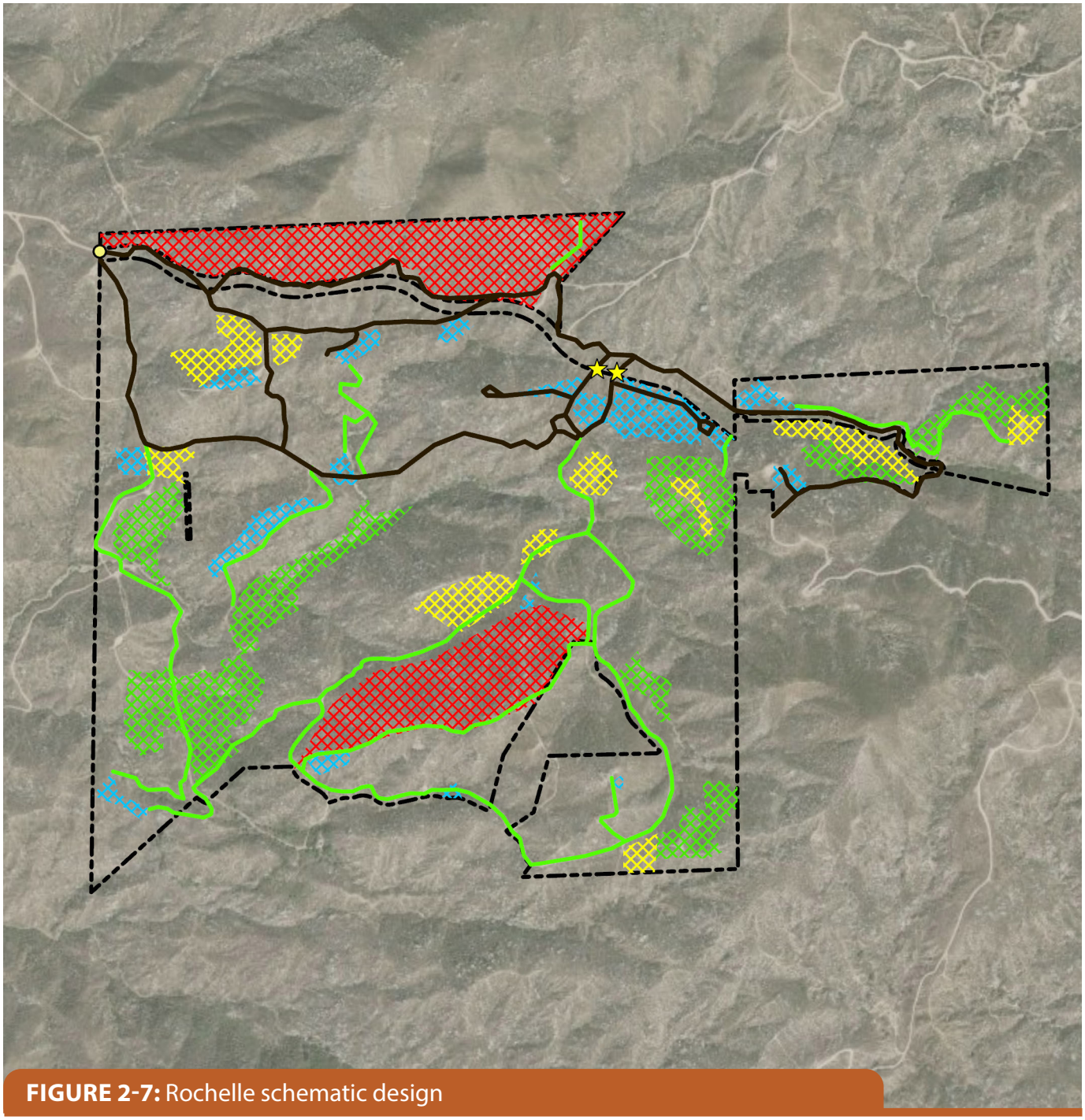


FIGURE 2-7: Rochelle schematic design

Access point
- Primary
- Secondary

Road

OHV trail

General use area
- Track area
- Trail area
- Challenge area
- Support use

Site

Source: KTUA

0 0.25 Mile

Page intentionally left blank

03 DESIGN DEVELOPMENT



The design development phase builds on schematic design and provides the specificity needed for preliminary planning-level cost estimates and final site evaluation. In design development, details take shape within the schematic "bubble diagrams" like the number of campsites or length of track that are needed for construction and operation cost estimates. Design development generally follows schematic design use areas, though areas could be expanded or contracted as a more detailed look is taken at site opportunities or constraints.

While detail is gained during design development, it is not adequate for obtaining permits or beginning construction. These preliminary designs have two purposes: to identify likely project footprints – which will be refined in final design – for the environmental review process; and to identify a logical progression of construction – or phasing – based on the risk-reward potential of each OHV park area. Use areas are expected to be refined during final design and environmental review process as it related to the CEQA to reduce potential impacts. Areas with the lowest cost path for development and highest demand or revenue return may be developed first. For instance, to test rider demand and operations, a disturbed area could be developed into tracks for beginner and intermediate riders and a portion of a campground.

Table 3-1 shows that all designs for all sites accommodate all OHV uses to some degree, with the exception for a potential professional-level event track only at Double Butte. Amounts and proportions of each use vary per site (**Table 3-2**). Each site design and their key design decisions are discussed in their own sections below.

TABLE 3-1: Feature counts per site: tracks per rider experience level, trail miles, challenge areas, and non-OHV uses

USE	BANNING SOUTH	DOUBLE BUTTE	ROCHELLE
OHV			
Beginner tracks	-	2	2
Mixed beginner/intermediate tracks	1	-	-
Intermediate tracks	1	5	2
Advanced tracks	1	2	2
Pro track	-	1	-
Trail (miles)	4	4	6
Hill climbs/scrambles/rock crawls	0/1/1	1/2/2	1/1/1
Non-OHV			
Parking spaces (standard/trailer)	63 total (33/30)	111 total (50/61)	70 total (56/14)
Campsites (tent/trailer)	29 total (16/13)	63 total (23/40)	35 total (19/16)

3.1 BANNING SOUTH

Banning South is centrally located along the Interstate 10 corridor with many OHV registrations within a driving distance of 60 miles. The site is approximately 651 acres of land with varied topography. About 120 acres (18%) of the entire site has 0-15% slopes and were targeted for staging, looped tracks, and campground development. Another 276 acres (41%) of the site has 15-30% slopes which were used for the outer edges of the looped tracks and the trails. A central ridgeline splits the site from southeast to northwest, with a secondary ridgeline splitting the northeastern portion of the site in half again. The interior valley between these ridgelines is the focus of development to help contain noise within the site.

By focusing on the interior valley, only 30% of the site (about 200 acres) is available for development as shown in **Figure 3-1**. Existing road cuts along the ridgelines were targeted for interior circulation and staging areas. The dirt road along the eastern ridgeline is used to access the High Valley water tanks at the north edge of property and this access will need to be maintained into the future. This road required less grading and re-alignment than the older unused road along the central ridgeline. More extensive grading and realignment was required along this route.



Banning South: main entrance



Banning South: lower interior valley

TABLE 3-2: Combinations of OHV and rider experience on tracks at Banning South

OHV	BEGINNER	INTERMEDIATE	ADVANCED	PRO / EVENT	TOTAL
Dirt bike only	-	-	-	-	-
ATV only	-	-	-	-	-
Dirt bike, ATV mixed	1				1
SxS only	-	-	-	-	-
Dirt bike, ATV, SxS mixed	-	1	1	-	2
4x4 only	-	-	-	-	-
All OHV mixed	-	-	-	-	-
Total	1	1	1	-	3

TABLE 3-3: Parking and camping at Banning South

NON-OHV	NO TRAILER	TRAILER	TOTAL
Parking spaces	33	30	63
Campsites	16	13	29

The campground and looped tracks at the northern end of the interior valley use about 60 acres of land (light green area in **Figure 3-1**) and the trails and access roads within the southern portion of the site use about 140 acres of land (light blue area in **Figure 3-1**).

Based on the area of land available for development, Banning South offers the fewest parking spots (63), tracks (3), and campsites (29), and requires the mixing of beginner and intermediate riders, which is not desirable (**Figure 3-2**). The site does offer 4 miles of trails which is comparable to the other sites.

The site has the potential to support one or more special-status species, but no known occurrences exist. Additional biological surveys will need to be conducted during a future environmental process to confirm species and habitats requiring protection on the site.



Banning South: main internal site access



Banning South: Old Idyllwild Rd

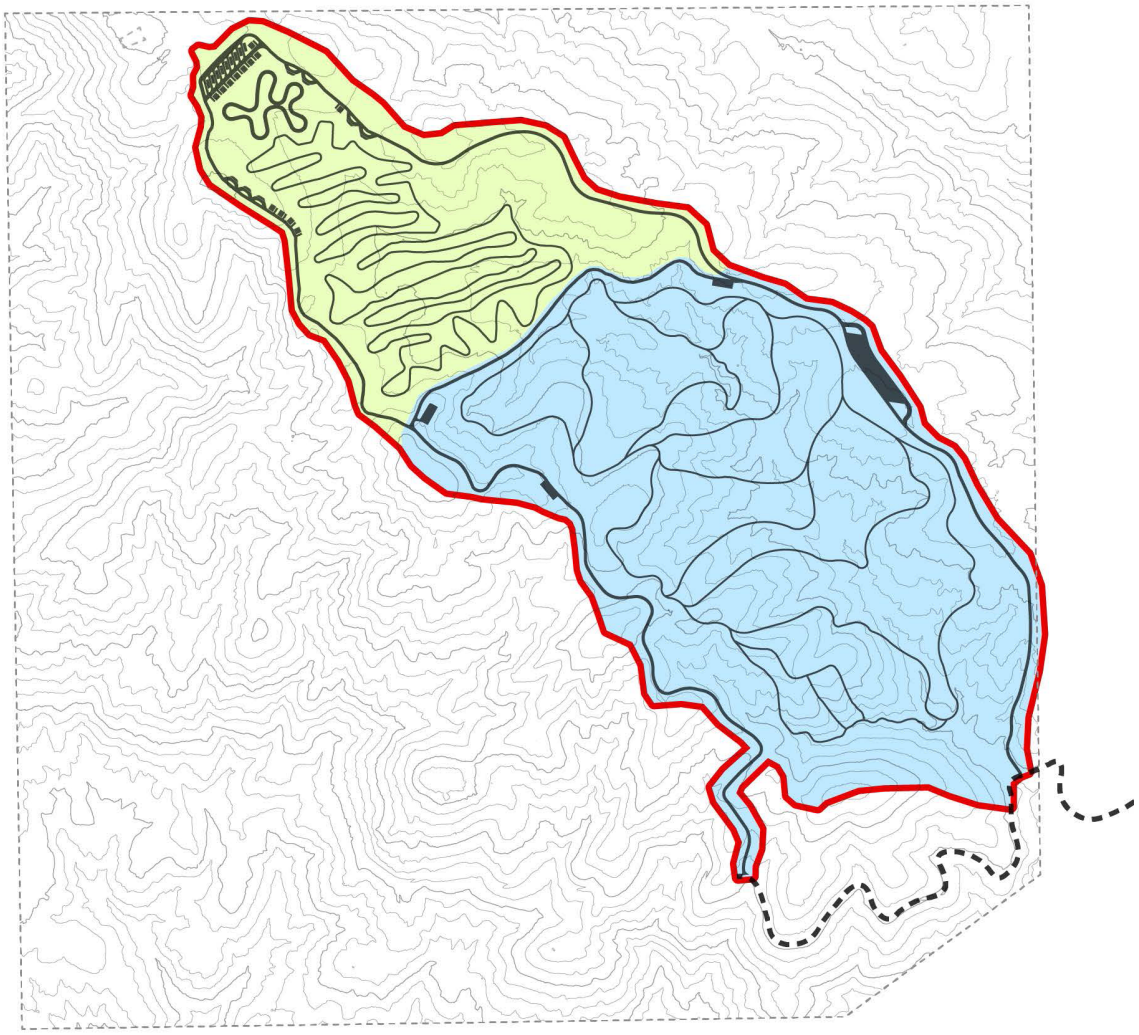


FIGURE 3-1: Banning South developable areas

LEGEND

Property Boundary

Entry route

Developable Area

Track / Camp

Trail

1000 ft

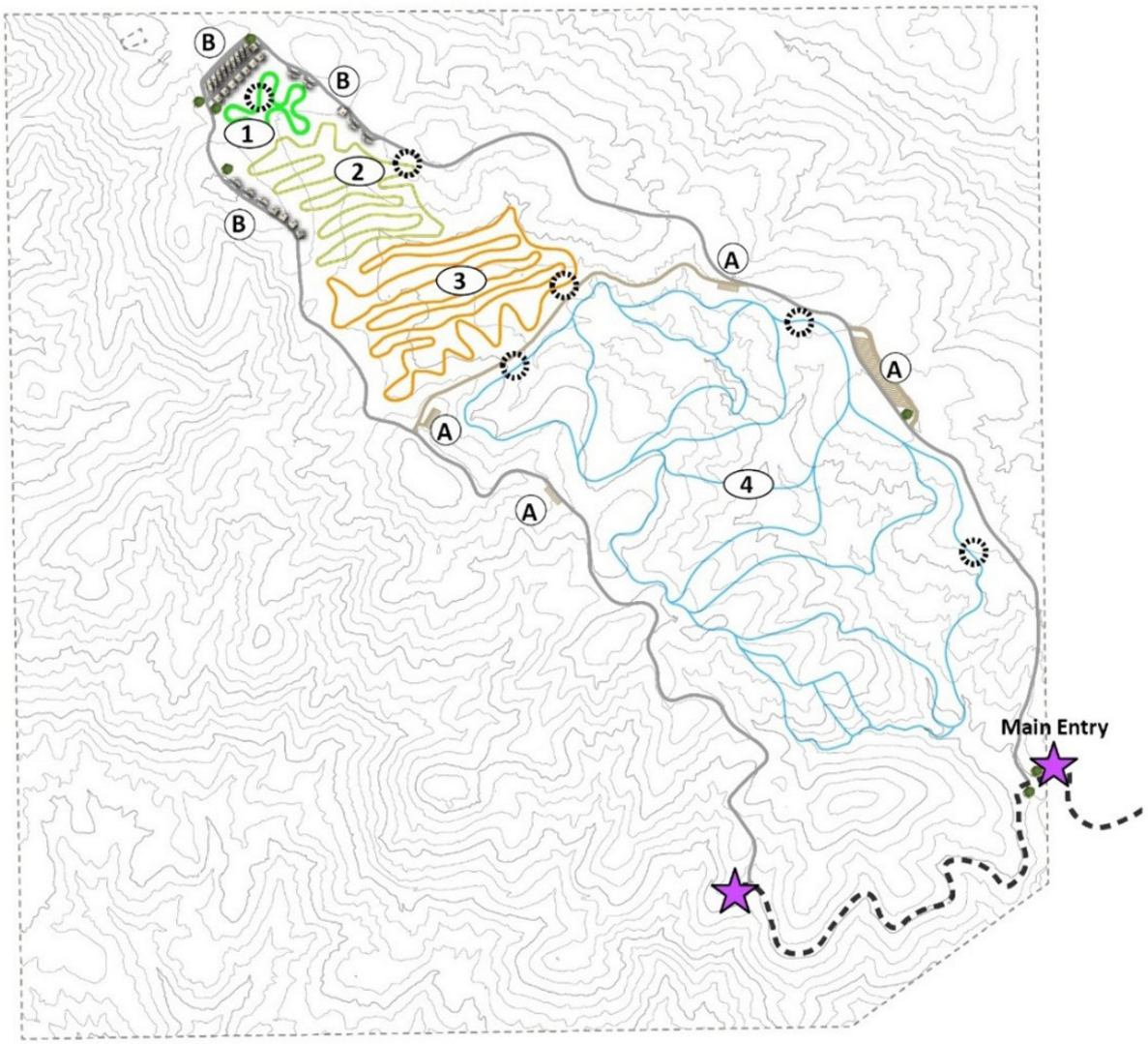


FIGURE 3-2: Banning South design development

LEGEND

Site Entrance

Entry route

Proposed OHV

Track / Trail Entrance

Track / Trail User Type

Track	Bike	ATV	SxS	4x4	miles
1					0.36
2					1.27
3					2.12
Trail					
4					4.09

Proposed Non OHV

A	**Staging Area**	63 spaces
	Vehicle w/ Trailer	30
	Truck w/o Trailer	33
B	**Camping**	29 spaces
	Pull Through	9
	Parallel	7
	Tent	13

Course Skill Level

Kids / Beginner

Intermediate

Advanced

Variable

1000 ft

3.2 DOUBLE BUTTE

Double Butte is centrally located along the Interstate 215 corridor with most OHV registrations within a driving distance of 40 miles. The site is approximately 580 acres of land with varied topography nestled in a small valley between an east and west butte. About 311 acres (54%) of the entire site has 0-15% slopes that were targeted for staging, tracks, and campground development. Another 147 acres (25%) has slopes 15-30% which were used for the outer edges of tracks and trails. The northern edge of the site is defined be an east-to-west trending ridgeline that separates the site from the Homeland community to the north. A central knoll effectively separates the site into north and south use areas, south of which the site has less defining topography and opens with views towards Salt Creek.

About 247 acres (43%) of the site is available for development as shown in **Figure 3-3**. Staging and camping were developed on 24 acres, with another 16 acres used for day use and event support, and tracks were developed on 92 acres (light green areas in **Figure 3-3**). Trails and challenge features were developed on 46 acres (light blue areas in **Figure 3-3**). Lastly, 40 acres were reserved as a visual buffer and construction of noise containment berms (light red area in **Figure 3-3**). A total of 194 acres (79%) of the developable 247 acres at Double Butte is proposed for OHV and support uses.



Double Butte: landfill entrance looking west



Double Butte: 4x4 Area

TABLE 3-4: Combinations of OHV and rider experience on tracks at Double Butte

OHV	BEGINNER	INTERMEDIATE	ADVANCED	PRO / EVENT	TOTAL
Dirt bike only	1	1	-	-	2
ATV only	1	1	-	-	2
Dirt bike, ATV mixed	-	-	-	-	-
SxS only	-	-	-	-	-
Dirt bike, ATV, SxS mixed	-	2	2	1	5
4x4 only	-	-	-	-	-
All OHV mixed	-	1	-	-	1
Total	2	5	2	1	10

TABLE 3-5: Parking and camping at Double Butte

NON-OHV	NO TRAILER	TRAILER	TOTAL
Parking spaces	50	61	111
Campsites	23	40	63

The site also offers a good network of access dirt roads that are remnants from the operation of the landfill. These provide a good backbone for internal site circulation for both OHV and maintenance vehicles. Access from Grand Avenue would be improved with turn pockets and acceleration lanes to appropriately manage traffic coming into and leaving the site. An existing illicit riding track located behind the central knoll provides an opportunity for an event track; the knoll will help with noise containment and adjacent areas associated with the closed landfill can accommodate grandstand seating, a vendor area, and separate event access and parking. This is an opportunity the other sites do not provide.

The amount of flatter topography allows for a denser arrangement of tracks (10), more parking (111), and more campsites (63) than the other two sites, while still providing comparable trail miles (4), and challenge features (**Figure 3-4**). Noise propagation to the south is a concern and earthen berms have been integrated into the preliminary design to help contain the noise. Depending on the final design, a technical noise study of the berm effectiveness may be completed as part of the environmental review process. Management practices can also help limit noise, such as restrictions on OHV type and limiting the track capacity and riding schedule.

The site is known to have biological and cultural resources to protect. The conceptual design takes these into consideration. Management decisions like signage and fencing for restricting access to these resources were not identified in design development, though these can be an effective deterrent.



Double Butte: Interior valley looking southwest at off-site residential development



Double Butte: day use area



Double Butte: professional track area looking southwest



Double Butte: Professional track area looking towards scramble area



Double Butte: interior valley planned for advanced tracks



Double Butte: mouth of interior valley needing noise barrier



Double Butte: interior valley targeted for intermediate track

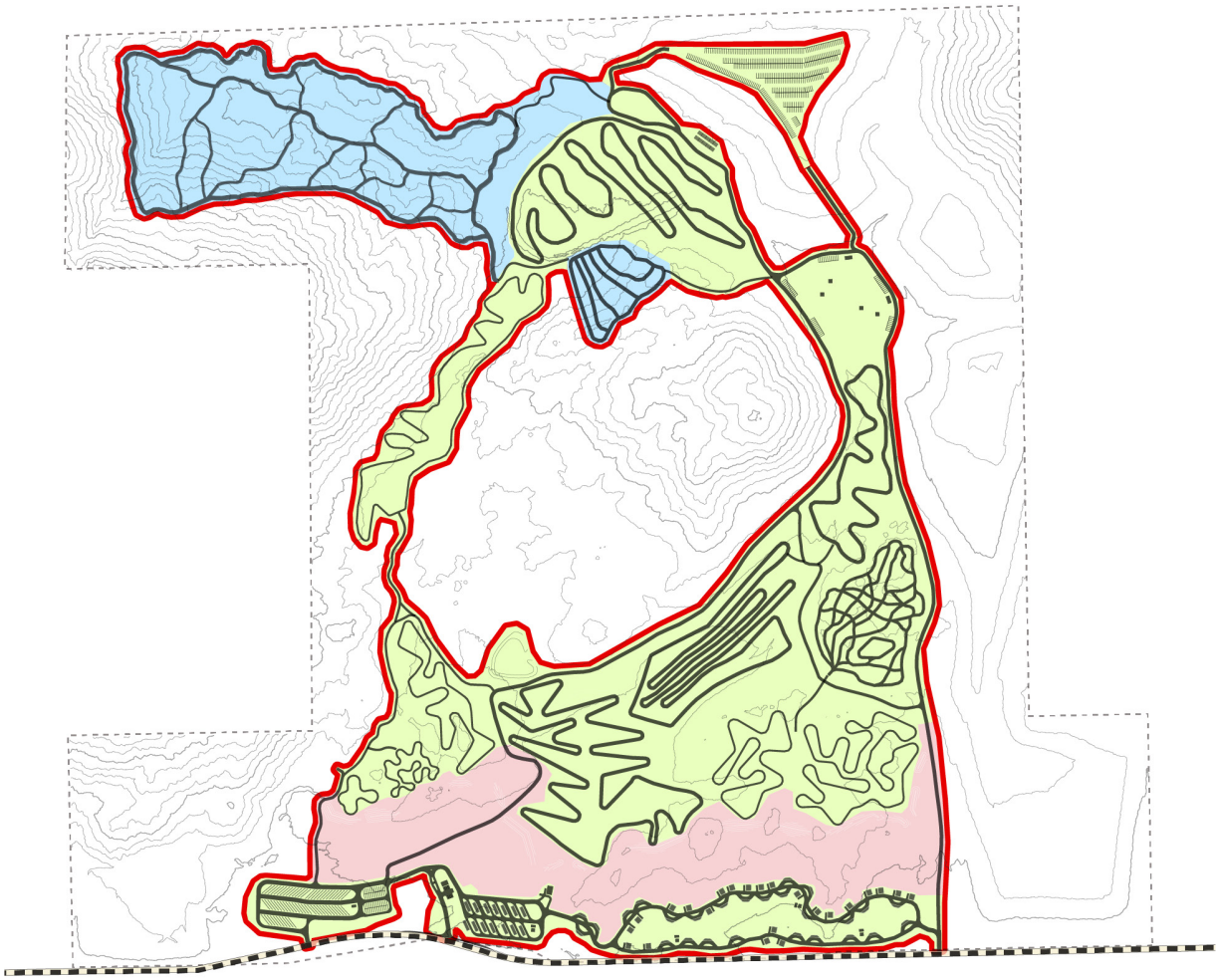


FIGURE 3-3: Double Butte developable areas

LEGEND

- Property Boundary
- Entry route
- Developable Area
- Track / Camp
- Trail
- Noise Mitigation

1000 ft



FIGURE 3-4: Double Butte design development

LEGEND

Site Entrance

Entry route

Proposed OHV

Track / Trail Entrance

Course Skill Level

- Kids / Beginner
- Intermediate
- Advanced
- Pro
- Variable

Track / Trail User Type

Track	Bike	ATV	SxS	4x4	miles
1		■			0.14
2	■				0.33
3	■				0.59
4		■			0.61
5	■	■	■		0.98
6	■	■	■		0.97
7	■	■	■	■	0.64
8	■	■	■		1.49
9	■	■	■		1.61
10	■	■	■		1.57
Trail					
11	■	■	■	■	5 climbs
12	■	■	■	■	1.80
13	■	■	■	■	2.38

Proposed Non OHV

A	**Staging Area**	111 spaces
	Vehicle w/ Trailer	61
	Truck w/o Trailer	50
B	**Camping**	63 spaces
	Pull Through	14
	Parallel	25
	Back-in	1
	Tent	23
C	**Day Use / Vendor**	
	Picnic Tables	34
	Shade Shelters	4
D	**Event Parking**	412 spaces

1000 ft

3.3 ROCHELLE

Rochelle is centrally located along the Interstate 10 corridor with many OHV registrations within a driving distance of 60 miles. The site is approximately 607 acres of land with varied topography. Only about 75 acres (12%) of the entire site has 0-15% slopes and were targeted for staging, tracks, and campground development. Another 212 acres (35%) of the site has 15-30% slopes which were used for the outer edges of tracks and the trails. Over 50% of the site is comprised of slopes steeper than 30% which limits their potential use to trails and challenge areas. A central drainage splits the site from northeast to southwest. While Mount Edna defines the northern edge of the site, the site itself is very complex with numerous interior ridgelines and tributary drainages.

About 56% of the site (about 340 acres) is available for development as shown in **Figure 3-5**. Only 9 acres were targeted for staging/parking and campgrounds, and 80 acres were targeted for looped tracks (light green areas in **Figure 3-5**). The remaining 251 acres was used for trails and challenge areas (light blue areas in **Figure 3-5**). Existing road cuts were targeted for interior circulation, staging areas, and trails where feasible to minimize environmental impacts.

By orienting tracks to utilize the sloping sides of the interior valley, Rochelle provides good diversity of loop tracks (6), but the lack of flatter areas reduces the parking (70) and campground sites (35) to just a few more than Banning South (**Figure 3-6**). The site does offer the most trail miles (6).

The site has the potential to support one or more endangered species, but no known locations exist. Additional biological surveys would need to be conducted during the environmental review process to confirm species and habitats requiring protection on the site.



Rochelle: Old Idyllwild Road south of the main site entrance



Rochelle: North entrance looking into the interior of the site

TABLE 3-6: Combinations of OHV and rider experience on tracks at Rochelle

OHV	BEGINNER	INTERMEDIATE	ADVANCED	PRO / EVENT	TOTAL
Dirt bike only	1	-	-	-	1
ATV only	1	-	-	-	1
Dirt bike, ATV mixed	-	-	-	-	-
SxS only	-	-	-	-	-
Dirt bike, ATV, SxS mixed	-	2	2	-	4
4x4 only	-	-	-	-	-
All OHV mixed	-	-	-	-	-
Total	2	2	2	-	6

TABLE 3-7: Parking and camping at Rochelle

NON-OHV	NO TRAILER	TRAILER	TOTAL
Parking spaces	56	14	70
Campsites	19	16	35



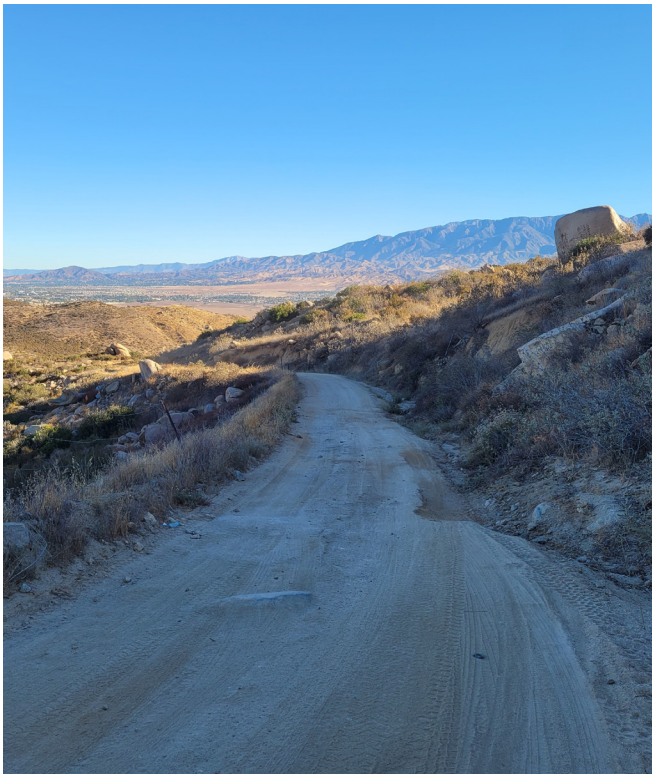
Rochelle: camping area



Rochelle: SDGE access looking south



Rochelle: Mt. Edna Road looking west



Rochelle: Old Idyllwild Road north of the site

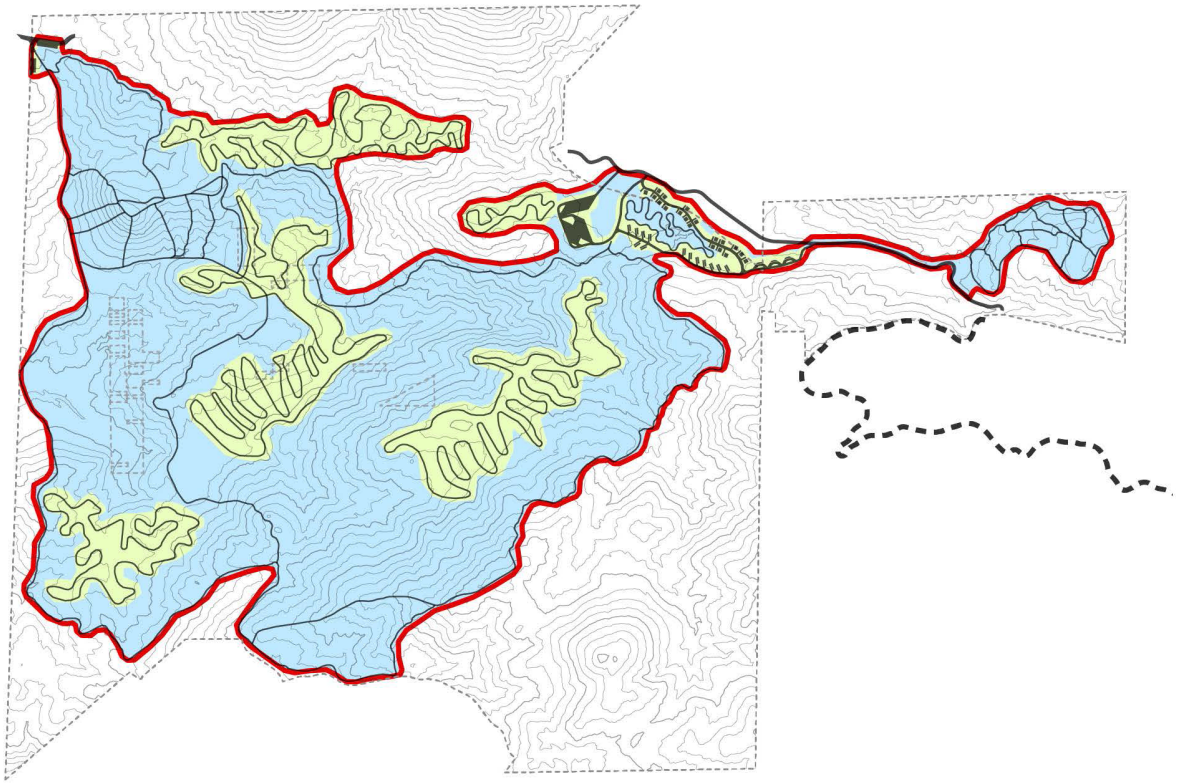


FIGURE 3-5: Rochelle developable areas

LEGEND

Property Boundary
Entry route
Developable Area
Track / Camp
Trail

1000 ft

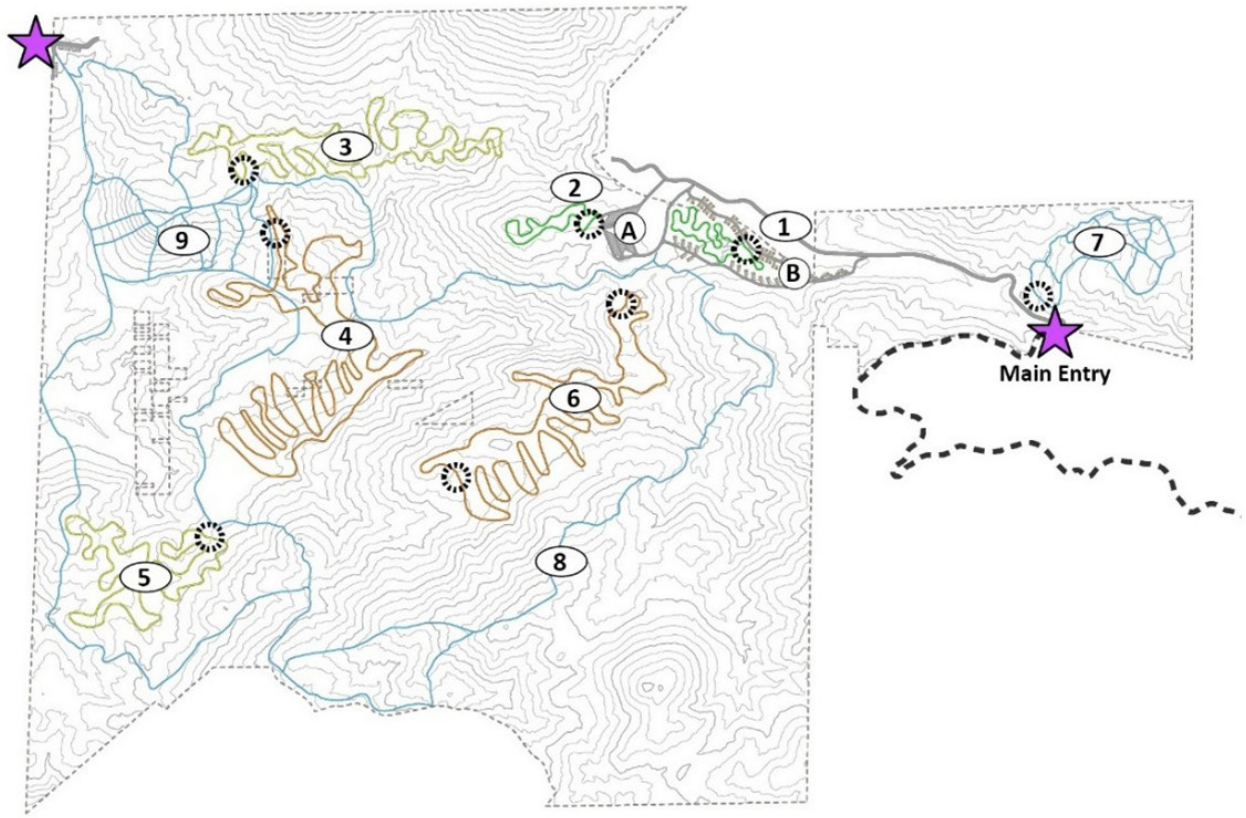


FIGURE 3-6: Rochelle design development

LEGEND

Site Entrance

Entry route

Proposed OHV

Track / Trail Entrance

Course Skill Level

- Kids / Beginner
- Intermediate
- Advanced
- Variable

Track / Trail User Type

Track	Bike	ATV	SxS	4x4	miles
1		■			0.47
2	■				0.37
3	■	■	■		1.67
4	■	■	■		2.60
5	■	■	■		1.25
6	■	■	■		2.04
Trail					
7	■	■	■	■	0.98
8	■	■	■	■	4.94
9	■	■	■	■	5 climbs

Proposed Non OHV

A	**Staging Area**	70 spaces
	Vehicle w/ Trailer	14
	Truck w/o Trailer	56
B	**Camping**	35 spaces
	Pull Through	
	Parallel	3
	Back-in	13
	Tent	9

1000 ft

PAGE INTENTIONALLY LEFT BLANK

04 COST ESTIMATES



Rough-order-of-magnitude (ROM) planning level costs were developed for five different aspects of the project: land acquisition, site access, site construction, site operations, and revenue potential.

4.1 LAND ACQUISITION

An opinion of land acquisition costs was developed by an regional land broker by using market data as of September 2025 (**Table 4-1**) to determine an estimated range of costs.

4.1.1 BANNING SOUTH

Banning South is 651 +/- acres across three parcels (APN 544-050-011, 544-050-006, and 544-050-008) of unimproved vacant land off Poppet Flats Road south of Banning along Highway 243. Comparable sales at the time provided a cost per acre range of $1,150 - $5,800. A fair market value of $1,700,000 - $1,900,000 ($2,611 - $3,089/acres) was determined.

4.1.2 DOUBLE BUTTE

Double Butte is currently owned by the County of Riverside. No land acquisition costs will be required to develop this site for an OHV park. In addition, County ownership will help the planning and development process move forward sooner than the other two sites.

4.1.3 ROCHELLE

Rochelle is 607 +/- acres across 141 parcels of unimproved vacant land off Old Idyllwild Road south of Banning. Due to the varying size of component parcels, multiple assessments of comparable sales at the time were conducted. Small parcels (<1 acre) were assessed at $0.60 - $1.40 per square foot ($26,136 - $60,984 per acre) ; parcels 1-11-acres in size were $5,000 - $22,000 per acre; parcels 20-55-acres in size were $1,000 - $3,000 per acre, and parcels 160-610-acres in size were $1,150 - $5,800 per acre. A composite fair market value of $2,075,000 - $2,625,000 ($3,418 - $4,325/acres) was determined.

TABLE 4-1: Land acquisition costs per acre

ACRES	LOW COST PER ACRE	HIGH COST PER ACRE
< 1	$26,136	$60,984
1-11	$5,000	$22,000
20-55	$1,000	$3,000
160-610	$1,150	$5,800

4.2 ACCESS CONSTRUCTION

Planning-level ROM cost estimates for improving or constructing access roads to comply with Riverside County Road Standards were applied to each site. Additional off-site traffic or road improvements for safety and volume were not included in this assessment. The lower values of ROM cost estimates include a 25% contingency and the higher value a 50% contingency (**Table 4-2**).

4.2.1 BANNING SOUTH

Two site access options were evaluated for Banning South.

Option 1 improves approximately 3,300 feet of road (500 feet of Poppet Flats Road and 2,800 feet of Old Idyllwild Road). Poppet Flats Road improvements are limited to pavement resurfacing and striping. Old Idyllwild Road improvements include road widening, creating wider turns considering County road standards and alignment constraints, , and installing guard rails, paving, and striping. The ROM cost estimate for Banning South Option 1 access ranges from $5,676,000 - $6,812,000.

Option 2 constructs a new access road approximately 3,100 feet long off Highway 243. Approximately 550 feet of Wonderland Drive would be widened, and an additional 2,550 feet of new road would be constructed. Improvements include grading, guard rails, paving, and striping. The ROM cost estimate for Banning South Option 2 access ranges from $8,577,000 - $10,293,000.

4.2.2 DOUBLE BUTTE

Double Butte is immediately adjacent to Grand Ave, a two-lane paved road. No site access costs were identified for this site. Minor modifications to the entry points off Grand Avenue were included in the site construction estimate.

4.2.3 ROCHELLE

Two site access options were evaluated for Rochelle.

Option 1 would improve approximately 22,500 feet (4.26 miles) of road (500 feet of Poppet Flats Road and 22,000 feet of Old Idyllwild Road). Poppet Flats Road improvements are limited to pavement resurfacing and striping. Old Idyllwild Road improvements include widening, realigning turns to 150-foot radii, and installing guard rails, paving, and striping. The ROM cost estimate for Rochelle Option 1 access ranges from $31,561,000 - $37,873,000.

Option 2 would improve approximately 28,000 feet (5.30 miles) of Old Idyllwild Road from West Victory Avenue in Banning to the main entrance of the site. Improvements include widening, realigning turns to 150-foot radii, and installing guard rails, paving, and striping. The ROM cost estimate for Rochelle Option 2 access ranges from $34,021,000 - $40,826,000.

TABLE 4-2: Site access costs

SITE	LOW COST	HIGH COST
BS-1	$5,676,000	$6,812,000
BS-2	$8,577,000	$10,293,000
DB	N/A	N/A
R-1	$31,561,000	$37,873,000.
R-2	$34,021,000	$40,826,000

4.3 SITE CONSTRUCTION

ROM cost estimates for site construction were based on the design development plans. A planning-level ROM for site construction costs was developed for Double Butte as it represented the largest development footprint and included an earthen berm for noise reduction. The other two sites were then estimated as a percentage of these costs for comparison. The lower values of ROM costs include a 25% contingency and the higher value a 50% contingency (**Table 4-3**).

4.3.1 BANNING SOUTH

Banning South was estimated as 67% of the site construction costs of Double Butte. While the quantity of OHV use areas, campground sites, and staging areas are all significantly smaller, the grading for internal site circulation roads is higher. The site construction ROM cost estimate for Banning South ranges from $16,525,000 to $19,850,000.

4.3.2 DOUBLE BUTTE

Assumed unit costs were applied to planimetric and volumetric quantities from the Double Butte design development plan. For example (in general order of costs from high to low), paved site circulation roads were calculated at 9.10 acres and assumed to be constructed as 6-inch-thick aggregate base with 4-inch-thick asphalt pavement, and a square yard unit cost was applied. Other features that were estimated include: site clearing and grubbing, campground sites (6-inch-thick decomposed granite, compacted), unpaved access roads (10-inch-thick compacted gravel), cut-and-fill for tracks and features, additional soil import for earthen berm, export of spoils, and installation of stormwater management components. Due to the lack of detail and refinement in the plan drawings, individual item costs were not provided. All costs were aggregated together to provide an overall site construction cost. The site construction ROM cost estimate for Double Butte ranges from $24,675,000 to $29,600,000.

4.3.3 ROCHELLE

Rochelle was estimated as 80% of the site construction costs of Double Butte. While the quantity of OHV use areas, campground sites, and staging areas are all smaller, the grading for internal site circulation roads is higher. The site construction ROM cost estimate for Rochelle ranges from $19,750,000 to $23,675,000.

TABLE 4-3: Site construction costs

SITE	LOW COST	HIGH COST
Banning South	$16,525,000	$19,850,000
Double Butte	$24,675,000	$29,600,000
Rochelle	$19,750,000	$23,675,000

4.4 OPERATIONS AND MAINTENANCE

ROM cost estimates for site operations and maintenance (O&M) were based on design development, staffing and utility costs from the District for a park with similar non-OHV use and scale, and maintenance and equipment information from other OHV parks, both public and private.

Interviews for operations information were conducted with managers of a District park, a SVRA, and private OHV parks. These included the Supervising Ranger of Rancho Jurupa Regional Park (RJU), an Environmental Scientist involved with management at Hollister Hills SVRA, and operators at Glen Helen Raceway and Cahuilla Creek Motocross Park.

RJU was used as a comparable baseline for operations activities and equipment, staffing, and their associated costs. Non-OHV operations activities were scaled for each candidate OHV site based on comparison to RJU. Three years of recent budget information for RJU were used to capture expenses like maintenance supplies and utilities.

Operations activities and equipment used at the SVRA and private OHV parks were cross-referenced with District organizational charts, volunteer positions, job descriptions, and equipment. It was determined that existing organizational structure and volunteerism at RJU could be used to maintain most maintenance at a County OHV park apart from track maintenance, which would require a maintenance team consisting of one equipment operator, one park maintenance worker, a heavy-duty dozer, and a water truck.

4.4.1 BASELINE PARK OPERATIONS

The baseline operations at an OHV park that includes camping could be supported by the organizational structure and annual staffing costs at RJU, which are approximately $800,000. Using RJU costs as a base – and scaling for the size of operations at each park – the cost of utilities, supplies, and services such as electricity, fuel, waste management, and portable toilet service total $150,000 for Banning South, $270,000 for Double Butte, and $160,000 for Rochelle.

Annual operations costs without riding area maintenance are shown in **Table 4-4.**

4.4.2 RIDING AREA MAINTENANCE

Base riding area maintenance costs range from $300,000 for Banning South to $500,000 for Double Butte and Rochelle (**Table 4-5**). This assumes one dozer and one water truck rental, which places equipment maintenance responsibility on the rental agency. Equipment purchase could break-even within five years, but costly maintenance could follow.

It is assumed that one maintenance team grooms track with a set frequency. Higher frequency for a higher track capacity or standard of maintenance would require additional teams, creating a stepwise rather than linear increase in cost. The difference in cost between sites - $300,000 compared to $500,000 – comes from the increased fuel costs and addition of one park maintenance worker for relatively more trail miles at Rochelle, and one park maintenance worker at Double Butte for light maintenance and grooming of relatively more trail miles.

TABLE 4-4: Annual cost of base operations per park

OHV SITE	STAFFING	UTILITIES, SUPPLIES, SERVICES	BASELINE PARK OPERATIONS TOTAL
Banning South	$800,000	$150,000	$950,000
Double Butte	$800,000	$270,000	$1,070,000
Rochelle	$800,000	$160,000	$960,000

4.4.3 OPERATIONS AND MAINTENANCE COSTS

Table 4-5 shows that annual operations and maintenance costs per site are not a major differentiator among the sites, with only about 20% between the low ($1,250,000 for Banning South) and the high ($1,570,000) for Double Butte. Double Butte and Rochelle are more costly to run because of additional riding area maintenance, while the difference between Rochelle and Double Butte is driven by the larger camping operation.

TABLE 4-5: Annual operations and maintenance cost per site

OHV SITE	BASELINE PARK OPERATIONS	RIDING AREA MAINTENANCE	ANNUAL OPERATIONS AND MAINTENANCE TOTAL
Banning South	$950,000	$300,000	$1,250,000
Double Butte	$1,070,000	$500,000	$1,570,000
Rochelle	$960,000	$500,000	$1,460,000

4.4.4 COST SUMMARY

The estimated costs to acquire, construct, operate, and maintain each of the sites is summarized is **Table 4-6**. Based on the scale of cost, the construction costs to improve public road access to the sites is a major differentiator as it represents ~30% of the costs for Banning South and >60% of the costs for Rochelle.

TABLE 4-6: Cost Estimates Summary

COST	SCENARIO	BANNING SOUTH	DOUBLE BUTTE	ROCHELLE
Land Acquisition	Low	$1,700,000	$0	$2,075,000
	High	$1,900,000	$0	$2,625,000
Access Construction	Low	$5,676,000	$0	$31,561,000
	High	$10,293,000	$0	$40,826,000
Site construction	Low	$16,525,000	$24,675,000	$19,750,000
	High	$19,850,000	$29,600,000	$23,675,000
Total	Low	$23,901,000	$24,675,000	$53,386,000
	High	$32,043,000	$29,600,000	$67,126,000

4.5 POTENTIAL VISITATION AND REVENUE

Potential visitation and revenue were estimated using Hollister Hills State Vehicular Recreation Area (HHSVRA) as a comparable publicly operated OHV facility. This analysis first adjusted HHSVRA visitation data to reflect differences in the size of the proposed riding areas and the number of registered OHVs within a convenient driving distance. Estimated visitation was then used to calculate potential revenue from day-use and camping fees. These estimates are intended for planning-level comparison and should not be interpreted as forecasts of actual attendance or revenue.

4.5.1 COMPARABLE FACILITY AND VISITATION ADJUSTMENT

HHSVRA was selected as the comparable facility because it is a publicly operated OHV recreation area serving a mix of nearby urban and rural communities. The park is approximately one hour from San Jose, Santa Cruz, and Monterey and within about 45 minutes of Salinas, Gilroy, and Hollister.

HHSVRA encompasses approximately 6,800 acres divided among several areas:

- The approximately 800-acre Upper Ranch and 1,500-acre Hudner Ranch provide trails and obstacle areas primarily for four-wheel-drive vehicles.
- The approximately 3,300-acre Lower Ranch provides trails and tracks for dirt bikes, all-terrain vehicles, and side-by-side vehicles.
- The approximately 850-acre Mudstone Ranch is reserved for non-motorized uses and also provides separation from neighboring properties.

Additional acreage in each park area is set aside for non-motorized use.

There are eight tracks for different OHV and rider experience levels, like beginner and intermediate kids tracks, dirt bike-only and ATV-only tracks, mixed dirt bike and ATV tracks, and advanced tracks. This compares favorably to the ten tracks at Double Butte. There is also one designated scrambling area and one rock crawl area at HHSRVA, and a trail system. The trail system is much larger than any of the Riverside County designs. The overall area actively used for OHV for each park area was estimated, which served as a benchmark to calculate visitation for comparison to the Riverside County sites.

4.5.2 SITE COMPARISON FOR ADJUSTMENT FACTORS

Approximately 1,650 acres, or 50 percent of the Lower Ranch, are estimated to be actively used for OHV recreation. By comparison, approximately 194 acres are proposed for development at Double Butte. Double Butte therefore has approximately 12 percent as much developed riding area as the comparable portion of Hollister Hills, producing a **site-size adjustment factor of 0.12.**

The surrounding market for OHV recreation was evaluated using 2019 OHV registration data. HHSVRA has approximately 17,000 registered OHVs within a 45-minute drive, compared with approximately 118,000 near Double Butte. Double Butte therefore has approximately 6.94 times as many registered OHVs within the same travel time, producing a **market adjustment factor of 6.94.**

Combining the two factors results in an overall **visitation adjustment factor of approximately 0.82**:

0.12 x 6.94 = 0.82

This factor was applied to estimated HHSVRA visitation data to develop planning-level visitation estimates for Double Butte.

4.5.3 ESTIMATING VISITATION

HHSVRA records visitation through day-use vehicle passes rather than by counting individual riders or OHVs. The Riverside County analysis compares visitation with the number of registered OHVs in the surrounding area, so vehicle-pass sales were converted into an estimated number of riders.

2025 visitation data for HHSVRA records 31,590 day-use passes and 7,006 camping passes sold.

A range of HHSVRA visitation was developed using two assumptions:

1. The lower estimate assumes that each day-use pass represents one rider and one OHV.
2. The upper estimate applies a State Parks conversion factor of 1.9 visitors per day-use vehicle and assumes that 90 percent of visitors participate in OHV recreation.

These assumptions produce an estimated annual OHV day-use visitation range of approximately 28,500 to 54,000 riders at HHSRVA. Applying the 0.82 adjustment factor results in an estimated 23,000 to 44,000 annual day-use riders at Double Butte (**Table 4-7**).

TABLE 4-7: Estimated annual OHV day-use ridership

OHV SITE	MINIMUM	MAXIMUM
Double Butte	**23,200**	**44,100**
Banning South	7,200	13,700
Rochelle	21,900	41,500

Banning South and Rochelle were estimated relative to Double Butte rather than directly to Hollister Hills. This provides a more comparable basis because the three Riverside County concepts are more similar in overall site area, developed footprint, trail mileage, and design approach.

The adjustment for each site combines its proposed developed area and number of tracks relative to Double Butte:

- Banning South has approximately 1.04 times the developed area of Double Butte but only 30 percent as many tracks. [200/194 = 1.03 *0.30 = 0.31] Its combined adjustment factor is approximately 0.31.
- Rochelle has approximately 1.57 times the developed area of Double Butte and 60 percent as many tracks. [304/194 = 1.57 * 0.60 = 0.94] Its combined adjustment factor is approximately 0.94.

Applying these factors produces the following estimated annual day-use visitation:

These estimates reflect potential day-use ridership under the proposed concepts. Actual visitation would depend on final park design, operating schedule, fee structure, marketing, competition from other recreation areas, and the quality and variety of the riding experience.

ESTIMATED DAY-USE REVENUE

State Vehicular Recreation Areas currently charge approximately $5 per day-use vehicle. Based on typical vehicle occupancy, this is equivalent to approximately $2.50 per rider. Riverside County regional parks generally charge higher entrance fees, while privately operated OHV facilities in and near Riverside County charge approximately $35 to $40 per rider per day.

Considering the specialized maintenance requirements of an OHV park and the public-service mission of the District, this analysis evaluates day-use fees of $10 and $20 per rider. Estimated annual day-use revenue is calculated by multiplying the applicable fee by the estimated annual number of riders (**Table 4-8**).

TABLE 4-8: Estimated annual day-use revenue scenarios

OHV SITE	ANNUAL DAY-USE VISITATION	$10 DAY-USE FEE	$20 DAY-USE FEE
Banning South	Minimum: 7,200	$72,000	$144,000
	Maximum: 13,700	$137,000	$274,000
Double Butte	Minimum: 23,200	$232,000	$464,000
	Maximum: 44,100	$441,000	$882,000
Rochelle	Minimum: 21,900	$219,000	$438,000
	Maximum: 41,500	$415,000	$830,000

4.5.4 ESTIMATED CAMPING REVENUE

Potential camping revenue was estimated using current District camping fees as a basis. This analysis applies an average nightly rate of:

- $32.50 for tent sites
- $45 for trailer sites

Annual revenue was calculated for occupancy levels of 30, 75, and 100 percent. At 30-percent occupancy, each campsite is occupied for approximately 110 nights per year; at 75-percent occupancy, approximately 274 nights; and at 100-percent occupancy, 365 nights (**Table 4-9**).

Based on the proposed campsite inventories, annual camping revenue could range from approximately:

- $57,000 to $380,000 at Banning South
- $82,000 to $857,000 at Double Butte
- $68,000 to $459,000 at Rochelle

Double Butte has the greatest camping revenue potential because its proposed design includes 63 campsites, compared with 29 at Banning South and 35 at Rochelle.

TABLE 4-9: Annual revenue scenarios from Riverside County OHV site camping fees

SITE TYPE	BANNING SOUTH				DOUBLE BUTTE				ROCHELLE			
	# of sites	*Annual revenue ($) by occupancy rate (nights*			*# of sites*	*Annual revenue ($) by occupancy rate (nights*			*# of sites*	*Annual revenue ($) by occupancy rate (nights*		
		30% (110)	75% (274)	100% (365)		30% (110)	75% (274)	100% (365)		30% (110)	75% (274)	100% (365)
Tent	16	57,200	142,480	189,800	23	82,225	204,815	272,838	19	67,925	169,195	225,288
Trailer	13	57,200	142,480	189,800	40	176,000	438,400	584,000	16	70,400	175,360	233,600
Total	29	114,400	284,960	379,600	63	258,225	643,215	856,838	35	138,325	344,555	458,988

4.5.5 COMBINED REVENUE SCENARIOS

Combined revenue consists of day-use fees and camping fees. The lower revenue scenario assumes lower visitation, a $10 day-use fee, and 50-percent camping occupancy. The upper scenario assumes higher visitation, a $20 day-use fee, and 100-percent camping occupancy.

Under these assumptions, estimated annual revenue (**Table 4-10**) would range from:

- $186,400 to $654,000 at Banning South
- $490,225 to $1,740,000 at Double Butte
- $357,325 to $1,289,000 at Rochelle

TABLE 4-10: Annual revenue for day use and camping occupancy scenarios

DAY USE FEE	BANNING SOUTH		DOUBLE BUTTE		ROCHELLE	
	Camping occupancy		*Camping occupancy*		*Camping occupancy*	
	30%	100%	30%	100%	30%	100%
$10	$ 186,400	$ 451,600	$490,225	$1,088,838	$357,325	$677,988
$20	$ 331,200	$ 653,600	$1,058,000	$1,738,838	$900,400	$1,288,988

4.5.6 THE BUSINESS CASE: COMPARING COST AND REVENUE

Estimated operating revenue was compared with annual operations and maintenance costs (**Table 4-11**). This comparison excludes land acquisition, access-road improvement, and site construction.

Under the lower revenue scenario, all three sites would generate a $870,000 to $1 million deficit.

Under the upper scenario:

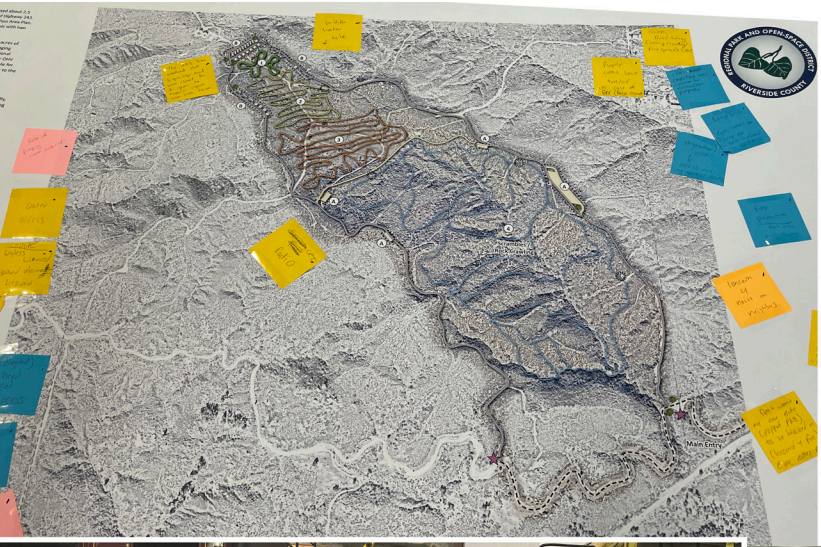
- Banning South would remain substantially below break-even, with an estimated annual shortfall of approximately $596,000.
- Double Butte could approximately cover annual operations and maintenance costs, with an estimated surplus of approximately $169,000.
- Rochelle would approach operating break-even but would retain an estimated annual shortfall of approximately $171,000.

Charging per rider, as calculated here, may be better management practice because maintenance costs such as frequency of track grooming increases with rider volume. As track grooming needs increase, recurring costs increase can increase linearly with diesel costs for maintenance equipment, or stepwise as additional maintenance teams are added to handle additional workload.

TABLE 4-11: Operating costs versus Revenue (Profit and loss)

OHV SITE	ANNUAL OPERATIONS AND MAINTENANCE (O&M)	PROFIT AND LOSS (LOW REVENUE ESTIMATE)	PROFIT AND LOSS (HIGH REVENUE ESTIMATE)
Banning South	$1,250,000	-$1,063,600	-$596,400
Double Butte	$1,570,000	-$1,079,775	$168,838
Rochelle	$1,460,000	-$1,102,675	-$171,013

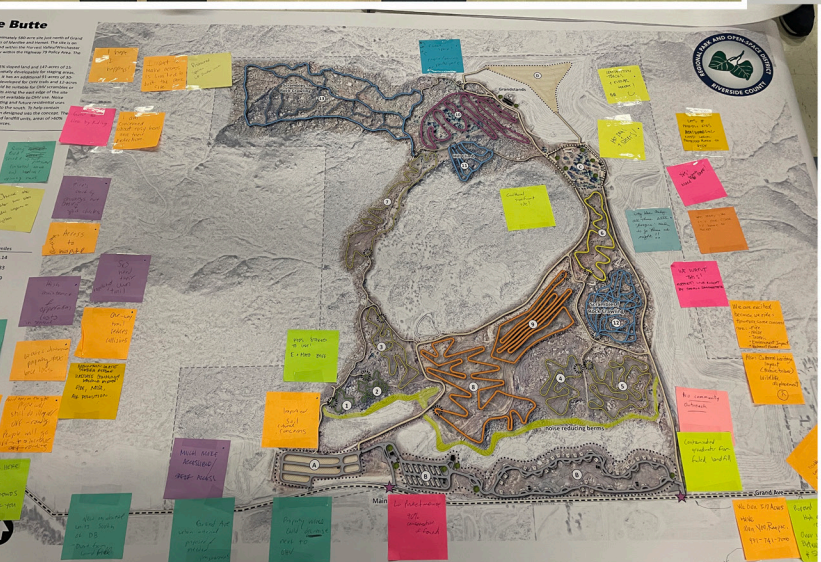
05 COMMUNITY ENGAGEMENT













5.1 COMMUNITY ENGAGEMENT SUMMARY

Site designs were shared at three public outreach events near each of the sites, as well as in a virtual outreach event. Attendees were invited to provide open-ended input on site locations and designs both during the events and through a two-week public review period following the final event. Similar themes of support and opposition were expressed across all three sites. Public input informed site selection and may inform final site design in subsequent phases.

Supporters emphasized the need for a nearby location for safe and legal OHV recreation and highlighted the potential economic benefits of an OHV park. Support came from a wide range of users, including families with young riders, OHV industry professionals, and long-time enthusiasts. Opponents raised concerns related to noise and dust impacts on nearby communities, protection of biological resources, roadway capacity and traffic safety, fire prevention and suppression, and evacuation challenges in the event of fire. While strong opposition was present at all events, most attendees expressed support for development of an OHV park.

Public input tended to place the sites into two groups based on site characteristics, surrounding land uses, and community context. As rural, mountainous sites near each other, Banning South and Rochelle were often discussed together, as they share similar access and evacuation constraints, environmental considerations, and proximity to rural residences. For these sites, concerns were framed in comparable ways, particularly around traffic safety on mountain roads like Highway 243, potential impacts to evacuation routes from increased traffic, potential impacts on biological resources, and OHV noise affecting rural community character. Discussion often focused on both the challenges and importance in addressing these issues in remote areas. At the same time, the relative remoteness of these sites was viewed as an advantage, contributing to the riding experience while limiting potential impacts to fewer people.

While similar constraints were identified at Double Butte, different site characteristics, surrounding land uses, and community context shifted the focus of discussion. Access constraints were framed in terms of how planned roadway improvements for adjacent roads – per the County General Plan Circulation Element – could be triggered by site development, rather than the challenges of improving traffic safety on constrained mountain roads. Due to its location within the wildland-urban interface, discussion about fire hazard at Double Butte centered less on-site evacuation and more on the need for rapid on-site fire suppression and emergency response given nearby existing and planned residences. Concern about noise and dust were also prominent – perhaps more than for Banning South and Rochelle – although many participants recognized that site characteristics, design, and management could reduce these potential impacts.

While public outreach may not fully represent all stakeholder perspectives and can sometimes be dominated by those with the time, resources, and capacity to participate, it remains a valuable tool for identifying community priorities, concerns, and aspirations. These concerns and preferences can be addressed in planning and design decisions to advance a project through community support and legal processes such as CEQA environmental review.



February 10th Workshop at Beaumont Unified School District



February 10th Workshop at Beaumont Unified School District



February 11th Workshop at Gilman Historic Ranch and Wagon Museum



February 18th Workshop at Heritage High School

06 SITE EVALUATION



The designs for the three sites (Banning South, Double Butte, and Rochelle) were evaluated against project criteria. The likelihood of each site meeting evaluation criteria was assessed as high likelihood, moderate likelihood, or low likelihood. These assessments are based on quantitative data to the extent possible. There is no predetermined threshold for the number of criteria needing to be met at a certain likelihood or a total "score" needed for a site to be selected as preferred. Rather, the likelihood of criteria being met using information known at this point in time helps present a weight of evidence in decision-making.

6.1 EVALUATION CRITERIA

In each section below, evaluation criteria are organized by their respective planning objective. Each section includes a description of the evaluation method and an assessment of the criteria for each site.

6.1.1 OBJECTIVE 1: PROVIDE SAFE AND ACCESSIBLE OHV RECREATION FOR A WIDE RANGE OF USERS.

CRITERIA 1.1

For user safety, the site can provide separate OHV riding areas for different vehicle types and rider level of experience.

While all sites make the design consideration toward rider safety by not combining rider experience levels, not all sites could accommodate beginner dirt bikes and ATV each on their own track. Banning South is the only site that mixes beginner dirt bikes and ATV on the same track (**Table 3-2**), due to space constraints. Rochelle is able to provide separate tracks for beginner dirt bikes and ATV (**Table 3-6**), while Double Butte offers separate tracks for both beginner and intermediate riders of both vehicles (**Table 3-4**).

Banning South has a low likelihood of meeting Criteria 1.1. Rochelle has a moderate likelihood of meeting this criteria, and Double Butte has a high likelihood.

CRITERIA 1.2

High concentrations of owners of registered OHV vehicles can reach the site within a convenient drive time.

Evaluating Criteria 1.2 utilized analysis for user convenience from the 2022 Study. Using 2019 data, this analysis quantified OHV registrations within distinct drive times, and identified a 45-minute drive time as the threshold providing the most differentiation among the sites. While Rochelle was not part of the 2022 Study, an identical analysis was done for an equal comparison among all sites.

Table 6-1 shows the number of 2019 "green sticker" OHV registrations within a 45-minute drive of each site. A higher number of OHV registrations indicates that more OHV riders are likely to live in a convenient driving distance.

Double Butte has the highest number of nearby OHV registrations and therefore a high likelihood of meeting Criteria 1.2. With approximately one-third the registrations of Double Butte, Banning South and Rochelle have moderate likelihood at meeting this criterion.

TABLE 6-1: OHV registrations within 45-minute drive of sites

Site	"Green sticker" OHV registrations within 45-minute drive
Double Butte	117,980
Banning South	39,331
Rochelle	39,088

Evaluating Criteria 1.2 also considered a comparison to the distance concentrations of OHV registered users are driving to existing OHV use areas, such as Hungry Valley SVRA, Ocotillo Wells SVRA, Glen Helen Raceway, and Cahuilla Motocross Park.

Table 6-2 shows the number of miles five different OHV-owning communities (Jurupa Valley/Riverside, Corona/Norco, Murrieta, Beaumont, and Indio) travel to the four existing OHV use areas and to the three proposed sites.

All three sites would improve access to OHV facilities to all five communities. Glen Helen Raceway and Cahuilla Motocross Park are within similar distances to

the five communities as the three sites. Double Butte is the most centrally located of the three sites and provides the best proximity for the communities of Jurupa Valley / Riverside, Corona / Norco, and Murrieta; is closer than the existing OHV areas for Beaumont; and a similar distance for Indio.

TABLE 6-2: OHV registrations within 45-minute drive of sites

Distance to Site (miles)	Jurupa Valley / Riverside (~29,000 OHV registrations)	Corona / Norco (~21,000 OHV registrations)	Murrieta (~29,000 OHV registrations)	Beaumont (~10,000 OHV registrations)	Indio (~9,000 OHV registrations)	Avg. distance (mi)
Existing OHV use areas						
Hungry Valley SVRA	115	115	150	150	195	145
Ocotillo Wells SVRA	130	120	90	115	70	105
Glen Helen Raceway	30	35	60	35	85	49
Cahuilla Motocross Park	75	65	35	45	45	53
Candidate OHV sites						
Banning South	45	60	50	15	50	44
Double Butte	35	35	15	20	70	34
Rochelle	40	55	45	10	50	40

CRITERIA 1.3

The site is easily accessible for the expected types of access vehicles and access vehicles can easily circulate among non-OHV uses on-site.

Banning South has a moderate likelihood of meeting Criteria 1.3. Between two access roads, The site requires approximately 1.25 miles of access road improvements. Staging areas and campground are separate and internal circulation is designed as one-way.

Double Butte has a high likelihood of meeting Criteria 1.3. The site requires 0.23 miles of turn lane and acceleration lane improvements, and possible improvement based on the County General Plan Circulation Element. Staging and campground are near each other with two-way roads in between. The campground has portions that are one-way travel. The event area has separate access roads and parking capability.

Rochelle has a low likelihood of meeting Criteria 1.3. The site requires 4.3 to 5.3 miles of access road improvements. The main staging and campground are near each other, but both utilize one-way roads. Secondary staging is disconnected from the campground.

CRITERIA 1.4

The site can support OHV recreation for a wide range of users.

Table 3-2 through **Table 3-7** describe the diversity and capacity of uses at each site. All sites can support the same diversity of OHV users, except for Double Butte, which has additional potential with a professional event track.

Double Butte has the highest number of tracks and track miles, tracks designated for separate OHV vehicles and rider experience levels, and trail mileage comparable to the other two sites. Rochelle falls in the middle of the other two sites with six tracks and also offers separate riding experiences for beginners only and the highest trail mileage. Banning South is the lowest by all measures.

Double Butte and Rochelle have a high likelihood of meeting Criteria 1.4, while Banning South has a low likelihood.

CRITERIA 1.5

The site can provide a diversity of uses that contribute to economic viability of the site for the District.

The diversity of uses measured in Criteria 1.5 refers to the ability to support non-OHV revenue-generating uses; namely, camping. Camping is a major source of revenue for the District. Double Butte has a high likelihood of meeting Criteria 1.5 because it has the most campsites (63). Though this criterion is focused on camping revenue, Double Butte also has revenue generating potential from an event track that the other sites cannot provide based on topographic and access constraints. Banning South and Rochelle have approximately half of this number and so have equally moderate likelihood of meeting this criterion.

6.1.2 OBJECTIVE 2: PROTECT ENVIRONMENTAL AND CULTURAL RESOURCES.

CRITERIA 2.1

The site has enough area outside of known sensitive environmental and cultural resources to support an economically viable OHV park for a wide range of users.

If all sites were advanced through environmental review, it is expected that they all would be modified in response to new information unearthed about site constraints at that time. The potential to protect resources while creating an economically viable OHV park, then, is more closely tied to the area identified for use to date than on actual resource protection. Resource protection is mandated and will occur, but economic viability and diversity of use depend on the amount of usable area.

Each site has different amounts of land identified for tracks, which is the site use most closely tied to the type of riding envisioned for an OHV park that meets project objectives. Larger areas identified for track use represent a higher likelihood of creating an economically viable OHV park while protecting environmental and cultural resources. While it is true that support uses like camping can be developed in areas similar to those for riding and can provide an economic base, it is not the goal of this project to create a park focused on camping. Additionally, the preliminary site designs place camping in vehicularly accessible areas where restrooms can also be provided and not all OHV track areas meet these requirements.

Banning South has 30 acres identified for tracks, giving it a low likelihood of being able to support an economically viable OHV park while protecting sensitive resources. Double Butte and Rochelle have 92 and 80 acres identified for tracks, respectively, giving both sites a high likelihood of meeting this criterion.

6.1.3 OBJECTIVE 3: BE A GOOD NEIGHBOR TO SURROUNDING COMMUNITIES.

CRITERIA 3.1

The site is in an accessible and convenient location and has potential for a diversity of uses to reduce illegal riding elsewhere.

Banning South has a low likelihood of meeting Criteria 3.1, while Double Butte and Rochelle have a high and moderate likelihood, respectively.

Little to no illicit OHV use is observed at Banning South, so developing an OHV park here may not divert much existing demand. The design itself is the smallest in terms of number and diversity of tracks and miles of trails, so the effort of development creates relatively low capacity for legal riding.

Double Butte has a high amount of existing illicit use and the likely capacity to hold that demand in the form of legal riding and attract more from surrounding areas.

Rochelle has some illicit OHV use and is close to known illicit riding areas in the foothills closer to Banning. It falls in the middle of the three sites in terms of diversity of and capacity for OHV use. As a result, it may attract and has the potential to hold riders from other areas.

Location, current illicit OHV use, and OHV design capacity are only part of the picture when curbing illicit riding elsewhere. Cost of day-use, seasonal, or annual passes must be optimized as not to be a barrier to local riders who may want to visit frequently.

CRITERIA 3.2

The site has potential to be designed and managed in a way that reduces noise propagation into surrounding neighborhoods and respects County sound level standards.

Policy N 1.1 of the Riverside County General Plan Noise Element protects noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

From a design perspective, Banning South and Rochelle have a high likelihood of meeting Criteria 3.2, while Double Butte has a moderate likelihood.

Banning South and Rochelle have a high likelihood of meeting Criteria 3.2 because use is limited to interior valleys which help contain noise onsite.

Double Butte has a moderate likelihood of meeting Criteria 3.2 because the challenges for noise containment depend on the effectiveness of an earthen berm in reducing noise propagation offsite. Using landscaping features to reduce noise at Double Butte is not a choice; it will be required by Riverside County policy.

From a day-to-day OHV site management perspective, all sites have equal potential to meet Criteria 3.2.

Management of noise through non-physical means is not a differentiating factor because all sites can manage the schedule of site construction, operations, and OHV riding. However, details are included here due to noise concerns from the public, with the goal being to highlight applicable County policy and municipal code.

Policy N 6.4 of the Riverside County General Plan Noise Element states that the County will enforce strict operating hours on OHV in order to minimize noise impacts on sensitive land uses adjacent to public trails and parks.

In addition to managing noise from OHV riding, it will likely be necessary to manage construction and operations schedules to meet sound level standards for these sources. Sound from private construction projects located one-quarter of a mile or more from an inhabited dwelling is exempt from County sound standards. Sound from private construction projects within one-quarter of a mile or more from an inhabited dwelling are also exempt provided that "construction does not occur between the hours of six p.m. and six a.m. during the months of June through September, and…between the hours of six p.m. and 7 a.m. during the months of October through May" (Section 9.52.020, County of Riverside 2024).

All sites can address these to the same level, so the sites are not evaluated on these. They are presented for reference only.

CRITERIA 3.3:

Likely site access points and routes have potential to safely and effectively accommodate additional traffic generated by an OHV park.

Banning South has a moderate likelihood of meeting Criteria 3.3, while Double Butte has a high likelihood and Rochelle has a low likelihood.

Highway 243 would be the primary access to Banning South from Interstate 10 in Banning. While this is a mountainous two-lane undivided highway with numerous sharp turns and a relatively steep gradient, no off-site improvements are likely required along this route. However, Poppet Flat Road and Old Idyllwild Road will require roadway and intersection improvements.

Not only are there multiple routes to reach Double Butte, but the site has potential to accommodate a queue of access vehicles on-site that would reduce traffic impacts.

Rochelle has two distinct routes that require significant development to accommodate additional traffic, the most direct of which begins through residential streets in Banning. There are no known improvement plans for these routes that would likely be necessary to accommodate more large vehicle traffic.

6.2 EVALUATION, RECOMMENDATION, AND NEXT STEPS

Table 6-3 summarizes all criteria evaluated in Section 6.1. The likelihoods assigned to each site are relative estimates based on quantitative methods to the extent possible. However, the relative importance of each criterion is not equal across sites, and the degree of estimation is large, so likelihoods are not meant to be quantified in any way.

Within the constraints of information gathered and created for this planning-level analysis, it is recommended that Double Butte be moved forward into final design and environmental review.

While none of the sites meet every criterion with a high likelihood of success, Double Butte provides the best opportunity. Both Banning South and Rochelle have multiple criteria where there is a low likelihood of success, including for Rochelle a very large cost associated with improvements to Old Idyllwild Road to gain access to the site. While Double Butte is not without challenges, there is capacity within the site programming and management to reduce footprints or limit site and track capacity to address the primary areas of concern: noise and resource protection.

6.3 NEXT STEPS

6.3.1 CEQA AND FINAL DESIGN

The next step will be the development of an initial project description to assist in the scoping of the required CEQA process, including conducting field surveys (vegetation, habitats, wetlands, sensitive/listed species, and cultural resources) and the execution of technical studies (biological, cultural, noise, traffic, air quality, GHG, and visual). This information will allow the District to secure funding for the CEQA process, which may require a year or more. The CEQA process is anticipated to take 24 to 36 months to complete. The results of the CEQA process will provide the District with adequate information to secure funding for permits, required mitigation, and the initial phase of site construction, which may take the District years to secure.

TABLE 6-3: Evaluation summary

CRITERIA	BANNING SOUTH	DOUBLE BUTTE	ROCHELLE
Probability of successful OHV Park development			
1.1 Separate vehicle types for rider safety and experience	Low	High	Moderate
1.2 Proximity to where County OHV users live	Moderate	High	Moderate
1.3 Access / circulation for RVs with trailers	Moderate	High	Low
1.4 Diversity in OHV users / experiences	Low	High	High
1.5 Diversity of uses support economic viability	Moderate	High	Moderate
2.1 Site size can minimize impacts to resources	Low	High	High
3.1 Ability to reduce illegal OHV use	Low	High	Moderate
3.2 Ability to manage noise on-site	High	Moderate	High
3.3 Existing roads support site access	Moderate	High	Low

6.3.2 FUNDING OPPORTUNITIES

California State Parks' OHMVR Division administers a statewide grants program that supports the development, operation, and stewardship of OHV recreation areas. The program provides annual funding—typically totaling $20–30 million statewide—to public agencies. Its primary goal is to ensure high-quality, sustainable OHV recreation while protecting natural and cultural resources.

For Riverside County, the program can support projects that are still in earlier implementation phases, including land acquisition if needed to secure access or expand OHV opportunities. Funding is also available for planning and pre-construction activities such as final design and environmental review. As projects move forward, development funding can be pursued. Structuring a phased approach—linking acquisition (if necessary), environmental clearance, and construction—can help the County deliver a complete OHV site over time. The program runs annually, with applications typically due around March.

This grant program supports:

- Land acquisition
- Planning
- Environmental review
- Final design and engineering
- Development / construction
- Ground operations
- Law enforcement
- Restoration
- Education and safety programs