

# City of Isleton

## Special City Council Staff Report

DATE: May 28, 20242024

ITEM#: 1-D

CATEGORY: Staff Report

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### **SUBJECT**

#### **Community Service/Code Enforcement Division Report**

### **SUMMARY**

The City of Isleton Community Service/Code Enforcement Division is committed to enhancing public safety, maintaining general code compliance, fostering community service initiatives, and revitalizing Downtown Main Street. This monthly report highlights our accomplishments, challenges, and ongoing efforts in these key areas.

### **DISCUSSION**

#### **Public Safety:**

-Community Service was requested by the Elementary School to show a presence at the intersection of Union and D Street. Per the Principal, vehicles have been driving recklessly and running the 3-way Stop Sign at the intersection.

-Community Service has seen an increase in vehicles failing to stop at stop signs and driving at high rates of speed within the City limits. CHP has been updated with the locations and will attempt to provide additional Traffic Enforcement.

-Community Service has located several stolen vehicles within the City limits and has heard there were several more taken recently. CHP and Sheriff's Office have been notified of the uptick in vehicle thefts.

#### **General Code Enforcement:**

- Code Enforcement has been issuing numerous parking violations and towing expired vehicles throughout the City.

- Code Enforcement met with County Code Enforcement and DA's Office regarding open complaint within the County Jurisdiction within City of Isleton City Limits.

#### **On-Going/Open Complaints/Cases:**

- 57 Main Street, all information provided to the City Attorney (awaiting direction for further enforcement)

- 6<sup>th</sup> Street Livestock complaint (open case)

- Hotel Del Rio, all information provided to the City Attorney (awaiting direction to proceed in)

#### **Future Projects:**

None

### **FISCAL IMPACT**

**No fiscal impact with this report**

**ATTACHMENTS**

There are no attachments.

Reviewed by: Scott Baroni, Interim City Manager/Fire Chief \_\_\_\_\_

Submitted and prepared by: *Nate Anderson, Code Enforcement* \_\_\_\_\_

# City of Isleton

City Council  
Staff Report

DATE: May 28, 2024

ITEM#: 5.A

CATEGORY: Consent Calendar

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## MINUTES OF THE REGULAR CITY COUNCIL MEETING OF MAY 14, 2024.

### SUMMARY

A. Review of the Regular City Council Meeting minutes of May 14, 2024.

### FISCAL IMPACT

There is no fiscal impact associated with this action.

### RECOMMENDATION

A. City Council review and approve the draft minutes of the Regular City Council Meeting of May 14, 2024.

### ATTACHMENTS

- Minutes of the Regular City Council Meeting of May 14, 2024.

Reviewed by: Scott Baroni, Interim City Manager & Fire Chief

Prepared and Submitted by: Yvonne Zepeda, Deputy City Clerk





## CITY OF ISLETON

### City Council Meeting Minutes

Tuesday, May 14, 2024 at 6:30pm  
208 Jackson Boulevard  
Isleton, California 95641

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The public may participate and provide public comments in person. Please be advised that teleconferencing option is provided as a courtesy to the public. If, for any reason, there are technical difficulties, the City Council meeting will continue in person.

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#### How to Listen to the City Council Meeting

<https://us02web.zoom.us/j/3379037904?pwd=cWdVNkN5aHUxcjVwRGRlMlBpajcwZz09>

Meeting ID: 337 903 7904

Passcode: 123456

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### 1. OPENING CEREMONIES

- A. Welcome & Call to Order – Mayor Pamela Bulahan called to order 6:31pm.
- B. Pledge of Allegiance
- C. Roll Call: Councilmember’s Kelly Hutson, David Kent, Iva Walton, Vice Mayor Paul Steele, Mayor Pamela Bulahan.
- D. Staff Reports – Code Enforcement report at next meeting as he has been out sick. Internet has been down. Code Enforcement met with County Code Enforcement/IHRPB met with them to resolve pending. Structure Fire F Street mostly outside of house-IFD, RDF and RVFD helped. Contained in garage and attic. Sewer infrastructure work needs done. FEMA Claims are through, just not sure when we receive them.
- E. Council Reports-Kelly Hutson-None., David Kent-UnWire \$40.00 a month for internet. Iva Walton-Letter of cause to LAFCo-GHAD and elections, we will have to pay for it? Right? Scott Baroni said looks like we may have to pay, we need to say yes or no for Isleton. We have not received a dime for our time and services. Iva Walton insurance rates came down, so back out of it. Not sign and agendaize at next meeting. Thank the business community leading us to a good place. Thank staff for format of agenda. For some reason the three of you voted no? Don’t just shoot it down. Thanks David Kent. Paul Steele-Delta Protection Meeting at 5 and Point Restaurant in Rio Vista and talk to Bruce. Memorial Weekend Viera’s resort will conduct a flag ceremony, respectful ritual of WWI and WWII. Mayor Pamela

**AMERICANS WITH DISABILITIES ACT NOTICE:** In compliance with the Americans with Disabilities Act, persons needing a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, may contact Deputy City Clerk Yvonne Zepeda, at (916) 777-7770, by fax at (916) 777-7775 or by email to Yvonne.zepeda@cityofisleton.com at least 48 hours prior to the meeting.

**GOV. CODE § 54957.5 NOTICE:** Public records related to an agenda item that are distributed less than 72 hours before this meeting are available for public inspection during normal business hours at Isleton City Hall located at 101 Second Street, Isleton, California 95641.

Bulahan None.

**2. AGENDA CHANGES OR DELETIONS**

ACTION: None.

**3. PUBLIC COMMENT**

This is an opportunity for the public to speak to the Council on any item other than those listed for public hearing on this Agenda. Speakers are requested to use the podium in front of the Council and to begin by stating their name, whether they reside in Isleton and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker depending on the number of people wanting to speak and the time available for the rest of the Agenda. In the event comments are related to an item scheduled on the Agenda, speakers will be asked to wait to make their comments until that item is being considered.

ACTION: None.

**4. COMMUNICATION**

A. None.

**5. CONSENT CALENDAR**

A. **SUBJECT:** Approval of Minutes of the Regular City Council Meeting of April 23, 2024 and Special City Council Meeting of May 2, 2024.

**RECOMMENDATION:** City Council review and approve draft minutes of the Regular City Council Meeting of April 23, 2024 and Special City Council Meeting of May 2, 2024.

ACTION: Councilmember Iva Walton motion to approve minutes of the Regular City Council Meeting of April 23, 2024, and Special City Council Meeting of May 2, 2024. Councilmember Kelly Hutson second the motion. AYES: Councilmember's Kelly Hutson, David Kent, Iva Walton, Mayor Pamela Bulahan. NOES: None. ABSTAIN: Vice Mayor Paul Steele. ABSENT: None. PASSED 4-1 ABSTAN.

**6. PUBLIC HEARING**

A. **SUBJECT:** None.

**7. OLD BUSINESS**

A. **SUBJECT:** The City of Isleton Crawdad Festival for Father's Day Weekend-Special Event Permit Application.

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**RECOMMENDATION:** Status report on the Special Event Permit Application for The City of Isleton Crawdad Festival for 15-16 June 2024.

**ACTION:** Vice Mayor Paul Steele motion to approve Interim City Manager Scott Baroni to complete the finalization of the paperwork due to the city. Due Insurance, Letters from property owners and ABC license is needed to move forward and bonds and permits fees and encroachment fee roughly \$12, 694.00. Councilmember Iva Walton second the motion. AYES: Councilmember's Kelly Hutson, David Kent, Iva Walton, Vice Mayor Paul Steele, Mayor Pamela Bulahan. NOES: None. ABSTAIN: None. ABSENT: None. PASSED 5-0.

**COMMENTS:** Councilmember David Kent-positive responses, resident plan, comp access, parking and driving access. Permits-short term residents. Sebastian M. car show and more space, layout-when I was a kid I enjoyed it, Cajun. POA Sheriff's allow them to work on off shift. 8 Deputies, 1 Supervisor and Captain and 2 vehicles. Traffic plan by June 7, 2024 before we can sign off on anything. Councilmember Iva Walton-Hot line on info sheet. Kelly Hutson-Need to reiterate the festival is here in Isleton, not Cal Expo. Public Comment- Aleida Suarez, Chamber is involved has been meeting with coordinator.

**B. SUBJECT:** Sacramento Transportation Authority Board of Directors appointment of City of Isleton representative and alternate.

**RECOMMENDATION:** It is recommended that City Council appoint a representative and alternate to the Sacramento Transportation Authority Board (STA).

**ACTION:** Vice Mayor Paul Steele motion to appoint Councilmember David Kent as representative to the Sacramento Transportation Authority Board (STA). Councilmember Iva Walton second the motion. AYES: Councilmember's Kelly Hutson, David Kent, Iva Walton, Vice Mayor Paul Steele, Mayor Pamela Bulahan. NOES: None. ABSTAIN: None. ABSENT: None. PASSED 5-0.

No Public Comments. Closed.

## **8. NEW BUSINESS**

**A. SUBJECT:** Resolution No. 09-24, a Resolution of Intention by the City Council of the City of Isleton Initiating Assessment Proceedings indication its intention to Levy and

Collect Annual Assessments for the Village on the Delta Landscaping and Lighting  
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Assessment District No. 2007-01 (LLAD), Fiscal Year 2024-2025, and set the time and date of the public hearing.

**RECOMMENDATION:** It is recommended that City Council adopt Resolution No. 09-24, a Resolution of Intention by the City Council of the City of Isleton Initiating Assessment Proceedings indication its intention to Levy and Collect Annual Assessments for the Village on the Delta Landscaping and Lighting Assessment District No. 2007-01 (LLAD), Fiscal Year 2024-2025, and set the time and date for the public hearing.

**ACTION:** Vice Mayor Paul Steele motion to adopt Resolution No. 09-24, a Resolution of Intention by the City Council of the City of Isleton Initiating Assessment Proceedings indication its intention to Levy and Collect Annual Assessments for the Village on the Delta Landscaping and Lighting Assessment District No. 2007-01 (LLAD), Fiscal Year 2024-2025, and set the time and date for the public hearing. Councilmember Kelly Hutson second the motion. **AYES:** Councilmember's Kelly Hutson, David Kent, Iva Walton, Vice Mayor Paul Steele, Mayor Pamela Bulahan. **NOES:** None. **ABSTAIN:** None. **ABSENT:** None. **PASSED** 5-0.

**B. SUBJECT:** Isleton Historical Preservation Review Board (IHPRB) Report May 14, 2024 for review, staff direction and approval where needed.

**RECOMMENDATION:** It is recommended and requested for City Council to review, give staff direction and approval as needed for the IHPRB May 14, 2024 Report, Important Notice to Property and Business Property and Business Owners, Residents, and Tenants along the Isleton's Historic Chinese and Japanese Commercial District fronting Main Street.

**ACTION:** Paul Cantelli and Lori Kent spoke in regards to the IHPRB. Could not understand what they were saying. Internet and email issues and COA to IHPRB and work with building department and staff. Need one more member to the IHPRB, post on website and city newsletter. Kelly Hutson-IHPRB needs to follow the guidelines. No Public Comments. Closed.

## **9. STAFF GENERAL REPORTS AND DISCUSSION**

**A. Future Agenda Items – LLAD, Zoning Code update, Meadows 1<sup>st</sup> presentation. Impact fees and cost. Draft budget.**

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## 10. CLOSED SESSION

11.1 Public Employee Performance Evaluation Pursuant to Government Section §54957, position: City Manager.

**ACTION:** Review resumes and selected five candidates. Staff will set up the interviews.

## 11. ADJOURNMENT

AYES:

NOES:

ABSTAIN:

ABSENT:

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MAYOR, Pamela Bulahan

ATTEST:

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DEPUTY CITY CLERK, Yvonne Zepeda

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# City of Isleton

## City Council Staff Report

DATE: May 28, 2024

ITEM#: 6.A

CATEGORY: Public Hearings

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### ZONING CODE AMENDMENT ZOA 2024-01 ADOPTION OF ORDINANCE 2024-04

**BACKGROUND** *(Due to size of document you can view/download at:*  
<https://cityofisleton.com/bebuilder-3143/>)

The Zoning Code/Ordinance is a chapter of the City's Municipal Code that regulates the development of buildings, activities, uses, and signs. It affects how the City looks and how projects work now and in the future. The primary purpose of this update is to bring the zoning regulations into conformance with current State Housing laws, but also simplify it, make it internally consistent, and consistent with other parts of the Municipal Code.

The City Council and Planning Commission conducted a public workshop on August 9 last year to kick off the Zoning Code Update project. That workshop involved a presentation from the City's Zoning Code Update Consultant, Interwest, that described the need for the update and covered what to expect in the updated Zoning Code. Members of the City Council and Planning Commission provided input to City staff and Interwest, in addition to comments from members of the public who attended the workshop. A second public workshop was held with the City Council on February 13, 2024, introducing a draft of the new regulations. At that meeting the Council directed to circulate the draft for a 30-day comment period and have it ready for adoption in May 2024. During the public review period, which included outreach to each of the Council members, no written comments were received. However, after the second workshop some further changes were made to the draft to improve clarity. The proposed draft code is available for review at:

<https://cityofisleton.com/bebuilder-3143/>

Two documents for review include:

1. Complete Draft ready for adoption: **Clean public review draft 5-24**
2. Redline Draft which shows the changes made to the document from the original draft reviewed by the City Council at the February 13, 2024, Workshop: **Redline public review draft 5-24**

Microsoft WORD versions of these documents are available by request of staff.

Eric Norris from Interwest, will provide a presentation to the Council and public on the adoption draft updated Zoning Code. The update involves repealing Appendix A of the Municipal Code with a replacement set of regulations. The project has been assigned Planning Application Zoning Ordinance Amendment ZOA 2024-01 and would be adopted as Ordinance No. 2024-\_\_ with a first reading of the ordinance and then a second reading at a future Council meeting.

*Summary of Update:* The following summarizes proposed changes to the City of Isleton's Zoning Code. The proposed amendments combine and reorganize Articles to simplify and ensure consistency within the regulations and within the overall municipal code. Much of this effort has been to address commitments made to address State mandated housing law, but also to set up the Code to allow a second phase of amendments to address other future needs, such as recommendations that are expected from the Downtown Revitalization Plan (which is currently in process).

The existing code contains 23 Articles. The proposed new code simplifies the Zoning Code into 6 Articles as described more completely as follows:

1. Article 1 now consists of General Administrative procedures and establishes the authority of the code and names administrators of the code. Establishes the duties and responsibilities of the administrators of the code, the relationship of the code to previous codes, and other current policy documents as well as state and federal laws. This Article also establishes authority and procedures for public hearings, interpretations, amendments, inconsistencies, enforcement, and violations. Article 1 contains 16 sections, half of which have been retained from the existing code, and half consisting of new regulations to make administration of the code easier and be consistent with state and federal regulations.

2. Article 2 now consists of all the established zoning districts within the City as well as the Urban Reserve District that has been identified for annexation but has not been annexed. Four new tables have been added to this Article:

- Identifying the allowable land uses within the residential zones,
- Identifying the basic development standards for the residential zones (e.g., height limitations, setback requirements, lot coverage, etc.),
- Allowable land uses in all other zones, and
- Identifying the basic development standards for all other zones.

This article implements Action H-1.1 of the Housing Element update with commitments made by the City to the State for compliance with State Housing Law by accomplishing the following:

- a. Removed the Conditional Use Permit (CUP) requirement for second units or accessory dwelling units (ADUs). Required to implement the Housing Element.
- b. Removed the CUP requirement for group homes for more than six people. Required to implement the Housing Element.

- c. Reduced residential development processing time by allowing more by right residential developments and removing City Council review of CUPs. Required to implement the Housing Element.
  - d. Article 2 also implements part of Action H-1.1 of the Housing Element update which requires the zoning code to replace references to R-1-6 with references to R-1-7 and corresponding sizes. In reviewing the existing code along with the existing zoning map and General Plan land use designations, several inconsistencies were found in relation to the R-1 districts and it was determined that all the previously identified separate R-1 districts should be combined into a single zoning district. The R-1 district requires a minimum lot size of 7,000 square feet with exceptions for existing small lots and smaller lots allowed with the approval of a Planned Development, which satisfies the intention of replacing R-1-6 references with R-1-7, and also satisfies other parts of Action H-1.1 by allowing for a larger range of housing types and densities. Required to implement the Housing Element, plus additional changes to address existing inconsistencies in the Code.
3. Article 3 establishes general development and operational standards that apply across zoning districts and has introduced graphics to facilitate understanding of the development standards. Areas covered under this Article include lot coverage and yard measurement standard, uniform rules of measurement, landscaping requirements, nonconforming uses, sites, and structures, off-street parking and loading, screening and fencing requirements, and signage.
4. Article 4 establishes development standards for specific uses. This article also contains the bulk of the changes made to implement Action H-1.1 of the Housing Element update and removed many of the existing zoning barriers to allowing a more diverse range of housing types. Specifically, Article 4 does the following:
- a. Removes requirements for two additional parking spaces for ADUs. Required to implement the Housing Element.
  - b. Provides for allowing affordable housing developments by right pursuant to Cal. Gov. code Section 65583.2(c). Required to comply with state law.
  - c. Provides for by right transitional and supportive housing. Required to comply with the state law.
  - d. Provides for Single Room Occupancy in conformance with Cal. Gov. Code Section 65583 (c)(1) and 65583.2 (c). Required to comply with state law.
  - e. Provides for allowing farmworker housing consistent with Cal. Health & Safety Code Section 17021.6. Required to comply with state law.
  - f. Modifies emergency shelter regulations to comply with parking requirements consistent with Cal. Gov. Code Section 65583 (a)(4)(A). Required to comply with state law.
  - g. Provides reasonable accommodation for housing for persons with disabilities in accordance with fair housing and disability laws. Required to comply with state law.
  - h. Provides for allowing by right Low Barrier Navigation Centers meeting the requirements of Cal. Gov. Code Section 65662 (a-d). Required to comply with state law.
  - i. Revised regulations related to manufactured housing to be treated the same as other single-family housing. Required to comply with state law.

5. Article 5 combines the various planning permit procedures into one article and reduces permit processing time by allowing more Planning Director, and Planning Commission level review for permits now requiring City Council review. The existing Site Plan Review and Architectural Design Review have been combined into one procedure for site plans and architecture to be reviewed at the same time and approved by the Planning Commission, no longer requiring redundant review by two bodies. Added an Administrative Permit, Minor Modification Permit, and Reasonable Accommodation Permit for approval by the Planning Director. Added provisions for Development Agreements for approval by both the Planning Commission and City Council.

6. Article 6 establishes a glossary of terms for understanding the code and includes several new and/or revised definitions for consistency with California Fair Housing Laws and provides a single location for all definitions. Graphics have been included to facilitate the efficient use and understanding of the definitions. This article implements Action H-1.1 of the Housing Element update and complies with State Housing Law by accomplishing the following:

- a. Provided definitions for by right transitional and supportive housing. Required to comply with state law.
- b. Updated definition of “family” to remove the limit of five unrelated persons living together, in accordance with current state law. Required to comply with state law.

The glossary also included new terms and definitions to accommodate future update for Phase II of the Comprehensive Zoning Code Update Program.

### **GENERAL PLAN CONSISTENCY**

There are several programs in the recently adopted General Plan, Housing Element, which provides for amending the Zoning Code in compliance with many recent housing related statutes. Also, the new code has been reviewed for consistency with other elements of the General Plan, such as the Land Use and Safety Elements. The draft document was also reviewed for consistency with preliminary drafts of the General Plan that is currently undergoing a comprehensive update and found to be consistent. Included in the Council’s motion to adopt Zoning Ordinance Amendment ZOA 2024-01, the Council should determine that the project is consistent with the General Plan.

### **ENVIRONMENTAL CONSIDERATIONS**

Adoption of these code amendments are exempt from environmental review under the “Common Sense Rule” of the California Environmental Quality Act - CEQA Guidelines Section 15061 (b) (3) that this is not a project that would result in a direct impact on the environment. Included in the Council’s motion to adopt Zoning Ordinance Amendment ZOA 2024-01, the Council should determine that the project is exempt from environmental review.

### **FISCAL IMPACT**

The project is not expected to have any direct fiscal impact on the City. It will, however, improve efficiency in reviewing projects for compliance, which in turn, is expected to result in indirect cost reductions in the reviewing land use projects.

### **LEGAL REVIEW**

The City Attorney reviewed the proposed ordinance amendments and has indicated that they are legally correct.

### **RECOMMENDATIONS**

1. Conduct public hearing and consider public comments.
2. Determine that this action to amend the Zoning Ordinance is exempt from environmental review.
3. Determine that this action is consistent with the General Plan.
4. Waive first reading and adopt Ordinance No. 2024-04, an amendment to repeal Appendix A of the Municipal Code of the City of Isleton Zoning Code.

### **ATTACHMENTS**

1. Ordinance 2024-04 An Ordinance of the City Council of the City of Isleton to Repeal Appendix A of the Municipal Code of the City of Isleton and Reenact Appendix A of the Municipal Code of the City of Isleton, Zoning Code and Making a Finding of Exemption from CEQA Under Sections 15060(C)(2), 15060(C)(3) and 15061(B)(3) of the CEQA Guidelines
2. Draft Zoning Code Update 2024 (*Due to size of document you can view/download at: <https://cityofisleton.com/bebuilder-3143/>*)

Submitted by: Gary Price, Price Consulting Services

Reviewed by: Scott Baroni, Interim City Manager \_\_\_\_\_

Submitted by: Yvonne Zepeda, Deputy City Clerk 





**ORDINANCE NO. 2024-04**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ISLETON TO REPEAL APPENDIX A OF THE MUNICIPAL CODE OF THE CITY OF ISLETON AND REENACT APPENDIX A OF THE MUNICIPAL CODE OF THE CITY OF ISLETON, ZONING CODE AND MAKING A FINDING OF EXEMPTION FROM CEQA UNDER SECTIONS 15060(C)(2), 15060(C)(3) AND 15061(B)(3) OF THE CEQA GUIDELINES**

The City Council of the City of Isleton hereby finds and declares as follows:

**SECTION 1. FINDINGS.**

WHEREAS, the City of Isleton has initiated Zoning Ordinance Application ZOA 2024-01 to update the Zoning Code and incorporate applicable State housing law provisions into the Isleton Zoning Ordinance; and

WHEREAS, the General Plan Housing Element prioritizes the need to update the Zoning Code to comply with various State Housing laws; and

WHEREAS, the City obtained a Local Early Action Planning (LEAP) Grant from the California Department of Housing and Community Development to conduct the Zoning Code update primarily for the purpose of increasing the opportunity for housing preservation and production; and

WHEREAS, several opportunities were provided for public review of the Zoning Code including the following:

- August 8, 2023 meeting with the Planning Commission and City Council reviewing the current zoning code and discussing needed changes.
- February 13, 2024, meeting with the City Council to review the preliminary draft of the zoning code document.
- March 8, 2024, meeting with the City Council to review the revised draft of the zoning code document.

and;

WHEREAS, a draft of the Zoning Code Update document was circulated for public review and comment for a minimum of 30 days starting March 8, 2024, including sending to the City Council for review; and

WHEREAS, the City Council finds that the provisions of this Ordinance are consistent with the City of Isleton's General Plan and meets the requirements of State Housing law; and

WHEREAS, the proposed amendments to the Municipal Code of Isleton set forth herein provide for the "public necessity and convenience and general welfare" and would not be detrimental to the public's health, safety, and welfare; and

WHEREAS, the Isleton City Council has considered public comment at a duly noticed public hearing.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ISLETON HEREBY ORDAINS AS FOLLOWS:**

**Section 1.** The Isleton City Council finds that this Ordinance is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment), 15060(c)(3) (the activity is not a project as defined in Section 15378) , and Section 15061 (b)(3) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3.

**Section 2.** Appendix A of the Municipal Code of the City of Isleton, Zoning Code, is hereby repealed in its entirety and reenacted as set forth in the attached Exhibit A, that is incorporated herein by this reference.

**Section 3.** The City Council declares that, should any provision, section, subsection, sentence, paragraph, clause, phrase, or word of this Ordinance, or the Code section hereby adopted, be rendered or declared invalid by any final court action in a court of competent jurisdiction, or by any reason of any preemptive legislation, the remaining provisions, sections, subsections, sentences, paragraphs, clauses, phrases or words of this Ordinance and Code section hereby adopted shall remain in full force and effect.

**Section 4.** The Mayor shall assign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause a summary of the same to be published once in the official newspaper within 15 days after its adoption. This Ordinance shall become effective 30 days from its adoption.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Isleton that it hereby:

Introduced at a Regular Meeting of the City Council of the City of Isleton on May 28, 2024, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

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Pamela Bulahan, Mayor  
City of Isleton

ATTEST:

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Deputy City Clerk, Yvonne Zepeda

# City of Isleton

## City Council Staff Report

DATE: May 28, 2024

ITEM#: 8.A

CATEGORY: New Business

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### **CITY COUNCIL SUB COMMITTEE ASSIGNMENT FOR SMALL COMMUNITIES ORGANIZED RISK EFFORT (SCORE)**

#### **SUMMARY**

These sub-committees are established to carry out a single particular purpose and generally are comprised of two Council members. These committees are created by formal action, but fall under the ad hoc sub-quorum committee Brown Act 's meeting requirements. Government Code §54952(b).

#### **DISCUSSION**

##### **Appointments Board Member**

Small Communities Organized Risk Effort (municipal insurance) 'SCORE':

#### **FISCAL IMPACT**

There is no fiscal impact associated with this item.

#### **RECOMMENDATION**

That City Council appoint representative and alternate to Small Communities Organized Risk Effort (SCORE).

Reviewed by: Interim City Manager, Scott Baroni   
Submitted and prepared by: Deputy City Clerk, Yvonne Zepeda 



# City of Isleton

City Council  
Staff Report

DATE: May 28, 2024

ITEM#: 8.B

CATEGORY: New Business

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**THE MEADOWS RV PARK  
DEVELOPMENT FEE REDUCTION/DEFERRAL REQUEST  
SANDEEP LIDDER, APPLICANT**

## **BACKGROUND**

The City Council approved Conditional Use Permit 01-23 on March 28, 2023, for construction and operation of a recreational vehicle (RV) park, 121 RV sites, 14 small home rental cabins, a central lodge and related amenities on 13.73 acres at 301, 401, 501 Jackson Slough Rd. In accordance with Chapter 3.40, Capital Facilities, the building permit cannot be issued for the project until fees are collected in accordance with this regulation. Fees are collected to offset the project's impact on the City's capital facilities, such as roads, fire, recreational, sewer, and other government facilities. Also referred to as development impact fees, established in accordance with AB 1600, the applicant is requesting a reduction and deferring payment on an annual basis for five years. Attached is the applicant's statement from representative, Robert Wood, Millenium Planning and Engineering, that describes the reduction request. Included in this request and attached are:

1. Economic Analysis for a different project
2. Traffic Impact Analysis that demonstrates reduced impacts.
3. Sewer Impact Analysis that demonstrates reduced impacts

Staff has worked with the applicant to develop this request including an impact assessment cost per facility category analysis (see Table in attached letter request).

### *Fee Reduction:*

- The regulations limit fees to commercial/industrial/residential, none of which are applicable to an RV Park.
- Those impact fees which are intended for a typical single-family home add up

to more than \$18,500 per unit. If applied to The Meadows RV Park RV spaces and small rental cabins, these fees alone would be more than \$2.5 million, rendering the project infeasible.

- A reduction in fees is supported by facility category that show that the RV Park's impacts are much less than residential development.

*Fee Payment Deferment:*

- Reduction in fees from \$2,238,500 to \$761,130.
- The plan would be a repayment of about \$137,000 per year for five years through an agreement between the City and the Owner/Applicant.
- In lieu of payment of any impact fees as the time the building permit is issued, a \$76,113 (10%) fee will be collected when the occupancy permit is issued for the Park.

*School Impact Fees:* As referenced in Condition No. B-4 of Conditional Use Permit UP 01-23 for one manager's permanent dwelling would still need to be collected at the time the building permit is issued for the RV Park. This was a negotiated condition between the City and the School District and should not be affected by this request.

*Staff Analysis:* The project was evaluated for environmental impacts in the environmental initial study/mitigated negative declaration (ISMND). Please see the following link to refer to the ISMND at:

<https://cityofisleton.com/wp-content/uploads/2023/02/Meadows-at-Isleton-IS-FINAL-DRAFT-NO.-1.pdf>

Although the ISMND acknowledges that the project is subject to payment of impact fees, the actual fees/costs were not assessed, and it was assumed that for related impact categories (fire, sewer, transportation, recreation) the project would not result in a significant adverse impact to those facilities as long as the development impact fees were paid. In applicable impact categories the ISMND states:

*"The applicant will be required to pay the City's Development Impact Fees, including fees for municipal facilities, fire, and transportation/streets. The fees collected by the City are used to augment fire, police, parks, and other public facilities. Accordingly, impacts to fire protection, police protection, schools, parks, or other public facilities are considered less than significant."*

Based on the applicant's assessment and supporting documentation, the reduced fees seem reasonable since:

1. The City's Capital Facilities regulations don't specifically address RV parks and an RV park has less impact than residential use overall.
2. In addition to property tax revenues associated with residential uses, the RV Park will be paying transient occupancy fees to the City which can further off-set impacts on City services.
3. There appears to be other revenue enhancing benefits from the RV park per the economic analysis presented by the applicant for a similar sized project.

Fee deferment allows the project to be feasible to the applicant/developer to build the RV Park. The applicant indicates that the project is not feasible if impact fees are required to be paid as per the regulations, all up front when the building permit is issued. Deferring fees seems reasonable, but the Council may request that the applicant provide more financial information on how the collecting the impact fees up-front makes the project infeasible.

### **ENVIRONMENTAL CONSIDERATIONS**

When the project was approved, the City Council concurred that the project would not result in an adverse environmental impact as long as certain mitigation measures were followed, and the project is developed according to the plan. That conclusion assumed that fees would be paid in accordance with the City's Capital Fee Program. As part of this review the Council will need to consider that the fee reduction will adequately offset the project's impacts on City facilities. It is noted that the traffic impact study that was included in the project's environmental review demonstrates reduced traffic impacts as compared to residential uses.

### **FISCAL IMPACT**

Fiscal impacts of development and operation of the project to the City are unknown. However, operation of an RV park as conceived in this project could increase revenue to the City in terms of transient occupancy, sales, and property tax. Attached is an economic analysis submitted by the applicant conducted for another RV Park in Grass Valley, CA in 2019. Although times have changed since Covid, the study is helpful in identifying potential fiscal impacts for this project in Isleton.

### **CITY ATTORNEY REVIEW**

The City Attorney has reviewed this initial request and has indicated that an agreement would need to be approved by the City Council to allow the fee reduction/deferment.

### **RECOMMENDATION**

Approve request and authorize the City Attorney to work with staff and the applicant on preparing an agreement for fee reduction/deferment to return at a future City Council meeting with or without adjustments to impact fee and length of time for payments. This includes a

requirement for the applicant to post a deposit with the City to pay the costs of City preparation of the agreement.

#### **ATTACHMENTS**

1. Letter from Rob Wood
2. Economic Analysis for a different project
3. Traffic Impact Analysis that demonstrates reduced impacts.
4. Sewer Impact Analysis that demonstrates reduced impacts

Prepared by Gary Price, Planner \_\_\_\_\_  
Reviewed by: Interim City Manager, Scott Baroni \_\_\_\_\_  
Submitted by: Deputy City Clerk, Yvonne Zepeda \_\_\_\_\_



# Sauers Engineering, Inc.

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Civil & Environmental Engineers

September 10, 2019

Rob Wood, AICP  
Principal Planner  
Millennium Planning & Engineering  
471 Sutton Way, Suite 210  
Grass Valley, CA 95945

## **PROPOSED 11425 McCOURTNEY ROAD RV PARK WATER USAGE AND WASTEWATER GENERATION REPORT**

Dear Rob,

This report is our technical evaluation of the water usage and wastewater discharge for the proposed 11425 McCourtney Road RV Park. The report is based on research of historic RV campground water and wastewater information, discussions with persons working in the RV campground industry, and current standards for RV campground water usage and wastewater discharge. The report provides recommendations for consideration by the Nevada County Environmental Health Department in determining wastewater flows for design of the on-site wastewater treatment and disposal system for the proposed RV Park.

### **BACKGROUND**

A new recreational vehicle park and campground is being proposed at 11425 McCourtney Road at the intersection of McCourtney Road and Auburn Road in Nevada County. The property is approximately a half mile from the City of Grass Valley city limits and according to the City's Sphere of Influence, is in an "Area of Concern" meaning the City has no proposed time line for annexation. As sewer service is not available outside the city limits, the RV Park will be utilizing an on-site wastewater treatment and disposal system. Potable water will be provided through a metered connection to the Nevada Irrigation District treated water system and irrigation water will be provided through a connection to the NID raw water system.

Historically, the common wastewater generation factor for RV parks has been 100 gallons per day per space with full hookups. Nevada County Land Use and Development Code, Chapter VI, Table 2, Quantities of Sewage Flow, requires 100 gallons per space for recreational vehicle parks with individual water sewer hookups. This quantity of wastewater generation may be based on older assumptions of water and wastewater usage.

In September 2007, the U.S. Forest Service Technology and Development Program published a report titled "Water Use in Forest Service Recreation Areas: Guidelines for Water System Designers." Among the conclusions included in the report, the author stated, "Interestingly, water use does seem to be

lower than it used to be in more developed campgrounds, but it seems to be higher than it used to be in less developed campgrounds.” The report recommended a reduction in water demand flow of 40% compared to the current design flow for developed campgrounds with individual site water and sewer connections.

Both the California Travel Parks Association (CTPA) and the National Association of RV Parks and Campgrounds (ARVC) indicated that the standard used for design of RV campgrounds is NFPA 1194, “Standard for Recreational Vehicle Parks and Campgrounds.” In addition to fire safety issues, NFPA 1194 also covers Environmental Health and Sanitation and includes standards for potable water and sewerage facilities.

**NFPA 1194 STANDARD FOR RECREATIONAL VEHICLE PARKS AND CAMPGROUNDS**

Chapter 7, Environmental Health and Sanitation, Section 7.2 Potable Water Supply and Distribution, 7.2.4 Supply, states:

The water supply system shall be designed and constructed in accordance with the following:

- (1) A minimum of 25 gal per day per site for sites without individual connections
- (2) A minimum of 50 gal per day per site for sites with individual water connections
- (3) A minimum of 50 gal per day per site if water flush closets are provided in restrooms.

According to ARVC’s Jeff Sims, Senior Director of State Relations and Program Advocacy, these design values are intended to include RV usage at the site as well as other park facilities such as restrooms, showers, and laundry facilities.

Chapter 7, Environmental Health and Sanitation, Section 7.8 Sewerage Facilities, 7.8.2 Waste Treatment System, states:

The waste treatment system design capacity shall be based on a minimum discharge of 50 gal per day per site and a maximum discharge of 100 gal per day per site.

Again, according to ARVC’s Jeff Sims, this design value of 50 gal per day per site is intended to include RV discharge at the site as well as other park facilities such as restrooms, showers, and laundry facilities, and that the range in wastewater discharge rates was written into the standard to account for unusual conditions such as higher than normal per site water usage or additional, less common facilities that may contribute flows to the wastewater system.

**PROPOSED 11425 McCOURTNEY ROAD RV PARK**

The proposed 11425 McCourtney Road RV Park will consist of RV sites with full hookups, glamping campsites (essentially permanent tent sites), restrooms, showers, and a coin operated laundry. The glamping sites will have no water or sewer hookups and will utilize public restrooms with showers and sinks. The proposed park fits within the NFPA 1194 definition of minimum design capacity in that there are no additional facilities outside of a typical RV park that will be using potable water or generating wastewater.

**RECOMMENDATIONS**

Based on the RV park as proposed, and on the NFPA 1194 standards for water supply and wastewater discharge, the following design criteria are recommended for consideration by the Nevada County Environmental Health Department:

**Water Supply:**

- 50 gallons per day for RV sites with full hookups
- 25 gallons per day for glamping sites

**Wastewater Generation:**

- 50 gallons per day for RV sites with full hookups
- 25 gallons per day for glamping sites.

These recommendations assume that all potable water used within the park will be discharged into the wastewater system.

Please let me know if there are any questions on the information provided in this report.

Sincerely,



Keith Knibb, P.E.  
Sauers Engineering, Inc.



9-25-19

**PROPOSED 11425 McCOURTNEY ROAD RV PARK  
WATER USAGE AND WASTEWATER GENERATION REPORT  
REFERENCES**

Snodgrass, Kathleen, Project Leader, "Water Use in Forest Service Recreation Areas: Guidelines for Water System Designers," United States Department of Agriculture, Forest Service, Technology and Development Program, September 2007

NFPA 1194, "Standard for Recreational Vehicle Parks and Campgrounds," 2018 Edition

Sims, Jeff, Senior Director of State Relations and Program Advocacy, National Association of RV Parks & Campgrounds, Personal Communication, August 20, 2019

**Grass Valley RV Resort  
Economic Analysis**

**December 20, 2019**

HEC No. 190298

The following report was prepared by Hansford Economic Consulting LLC.

The analyses and findings contained within this report are based on primary data provided by the applicant's consultants, as well as additional secondary sources of data available as of the date of this report. Updates to information used in this report could change or invalidate the findings contained herein. While it is believed that the primary and secondary sources of information are accurate, this is not guaranteed.

Every reasonable effort has been made in order that the data contained in this study reflect the most accurate and timely information possible. No responsibility is assumed for inaccuracies in reporting by the applicant, its consultants and representatives, or any other data source used in the preparation of this study.

Changes in economic and social conditions that may negatively affect the findings of this report include, but are not limited to, major recessions, major environmental problems or natural disasters.

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# Section 1: INTRODUCTION AND SUMMARY OF FINDINGS

## 1.1 PURPOSE OF THE STUDY

This report examines the economic impact of an applicant's proposal to rezone a parcel from Office Professional to Recreation<sup>1</sup>. The proposed new development is the Grass Valley RV Resort (hereafter "RV Resort" or "Project") as described below. The proposed development is currently on property that is zoned Office Professional. Nevada County ("County") Economic Development Element Action Policy 2.6 requires that any time a General Plan land use rezone is proposed an economic analysis shall be performed. This report provides the required economic analysis, including the effect of the Project on the short-term and long-term job to housing balance. **Appendix A** includes support tables for the economic analysis.

Specifically, Policy 2.5 of the Economic Development Element seeks to ensure that the balance of business and residential development provide for a countywide jobs to housing ratio of 1.2 jobs per dwelling unit and that land use designations lead to balanced resource management and production.

## 1.2 APPLICANT PROPOSAL

The Project is on a parcel just outside of the City of Grass Valley opposite the Nevada County Fairgrounds on McCourtney Road. The Project applicant proposes developing the RV Resort with 137 RV sites and 15 glamping sites. In addition, a campus facility/office building with showers and a pool, laundry room, community room, barbeque sites and other ancillary amenities would be centrally located in a 4,565 square foot building. The Project applicant anticipates that the development of the RV Resort would occur in three phases over two calendar years.

## 1.3 SUMMARY OF FINDINGS

This report makes the following key findings:

1. **The property has a much higher likelihood of being developed within the next twenty years as an RV park than it does as office professional.** The office market is sluggish in Western Nevada County and shows no signs of change. There is no financial incentive for a developer to bring more office square feet onto the market. In contrast, the RV market continues to grow stronger nationally and in California. Sales of RVs continue to rise and gross economic output from RVing continues to increase.
2. **Barring some very specialized use of the parcel that falls under the Office Professional definition in the County General Plan, the parcel would not develop for many years.** A parcel of 20 acres could generate 120,000 building square feet of office space; it would take

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<sup>1</sup> Definitions of these land uses are in Nevada County Code Title 3 Chapter II Article 2.4 and 2.6.

many years to absorb this quantity of new space. A developer could have significant carrying costs as the infrastructure to serve the parcel would all have to be constructed in the first phase of development. This makes development of the parcel even less attractive.

3. **Even if there was a financial incentive to develop the property as Office Professional, the location of the parcel does not lend itself to office professional uses, unless the use were highly specialized.** Office land uses are most often situated near conveniences for employees. For example, there is a lot more appeal to have an office within walking distance of restaurants, gymnasiums, and shops. There are no commercial centers near the Project site. The property is surrounded on three sides by vacant land and on the fourth side by a few residential properties and the Fairgrounds on the opposite side of McCourtney Road. The proposed RV Resort would support events at the Nevada County Fairgrounds.
  
4. **It is estimated that development of the property as an RV park would bring in net new revenue to Nevada County which would benefit the residents of Nevada County.** It is estimated that \$321,900 in new tax revenue would accrue to Nevada County annually and \$38,200 to Grass Valley annually at buildout of the property as the RV Resort. Annual Nevada County expenditures on the Project are estimated at \$60,700 annually resulting in an estimated net new revenue gain of \$261,200 annually to Nevada County. Estimated new tax revenues from the Project are shown in **Table 1**.

**Table 1**  
**Estimated Net New Tax Revenues**

| Tax Source                       | Uninc. Co.                     | Grass Valley        |
|----------------------------------|--------------------------------|---------------------|
|                                  | <i>rounded to hundreds \$s</i> |                     |
| Property Tax                     | \$6,700                        | \$0                 |
| Sales Tax                        | \$36,100                       | \$38,200            |
| Transient Occupancy Tax          | \$279,100                      | \$0                 |
| <b>Total Estimated New Taxes</b> | <b>\$321,900</b>               | <b>\$38,200</b>     |
| <br>Estimated Expenses           | <br>\$60,700                   | <br>\$0             |
| <br><b>Net Revenues</b>          | <br><b>\$261,200</b>           | <br><b>\$38,200</b> |

Source: HEC December 2019.

new tax

5. **There are unquantifiable economic benefits to be gained from an RV park at the proposed location.** A synergy of recreation uses would be created with the Fairgrounds which would result in increased attendance at the Fairgrounds because more people would be able to stay and walk over to events. The leisure and hospitality industry is the second largest employment sector in Nevada County. The RV Resort would support and enhance this industry by bolstering the supply of cheaper accommodations for visitors which would benefit Nevada County's labor force and residents by way of increased spending on local goods and services as well as additional tax revenues.
6. **The jobs to housing ratio would not be affected if the property developed as an RV park.** With an estimated 8 new jobs and no new housing units, there would not be any noticeable change in the jobs to housing units ratio countywide; it could however slightly improve the unemployment rate as it would provide unskilled jobs.

If the property developed as Office Professional it would slightly increase the jobs to housing units ratio in Western Nevada County. The increase would generally be good for the countywide goal but it would worsen the ratio in the urban portion of Western Nevada County because the Project site is so close to Grass Valley's urban limit. The estimated impact of development of the Project site is shown in **Table 2**.

**Table 2**  
**Estimated Project Impact on Jobs to Housing Ratio**

| Area                                      | Current Ratio | With RV Park | With Office |
|---|---------------|--------------|-------------|
| Incorporated Western County [1]           | 1.92          | 1.93         | 1.98        |
| Unincorporated Western County [1]         | 0.30          | 0.30         | 0.32        |
| Eastern County                            | 0.54          | 0.54         | 0.54        |
| <b>County Jobs to Housing Units Ratio</b> | <b>0.62</b>   | <b>0.62</b>  | <b>0.62</b> |

impact

[1] Given the site proximity to the City of Grass Valley, the impact is shown for both urban and rural Western County.

## Section 2: MARKET ANALYSIS

This section discusses the proposed land use for the Project, compatibility with existing and future planned land uses in the vicinity, and the market demand for Office Professional (current zoning) and Recreation (proposed zoning).

### 2.1 LAND USE PROPOSAL AND COMPATIBILITY

The Project site is located directly across from the Nevada County Fairgrounds on McCourtney Road just outside of the City of Grass Valley limits. The proposed project is entirely contained within Assessor Parcel Number (APN) 007-550-016-000, which encompasses 20 acres. The parcel is currently zoned OP (Office Professional). Surrounding land uses are developed estate residential, undeveloped large parcel residential, undeveloped office professional, and undeveloped mixed-use commercial, industrial and residential. Three adjacent sides are undeveloped; the only developed properties surrounding the parcel are estate residential properties with existing homes and the Fairgrounds on the other side of McCourtney Road.

The Project applicant proposes developing the RV Resort with 137 RV sites and 15 glamping sites. In addition, a campus facility/office building with showers and a pool, laundry room, community room, barbeque sites and other ancillary amenities would be centrally located in a 4,565 square foot building. Table 3 summarizes the proposed land uses. The Project applicant anticipates that the development of the RV Resort would occur in three phases over two calendar years.

**Table 3  
Proposed Land Use**

| Land Use                      | Phase            |                  |                | Total |
|-------------------------------|------------------|------------------|----------------|-------|
|                               | 1<br>Spring 2021 | 2<br>Spring 2022 | 3<br>Fall 2022 |       |
| <b>Grass Valley RV Resort</b> |                  |                  |                |       |
| Glamping Sites                | site             |                  | 15             | 15    |
| RV Sites                      | site             | 80               | 57             | 137   |
| Campus Facility/Office Bldg.  | sq. ft.          | 4,565            |                | 4,565 |

Source: Millenium Engineering November 2019.

phase

[1] Approximate buildable square feet provided by Millenium Engineering.

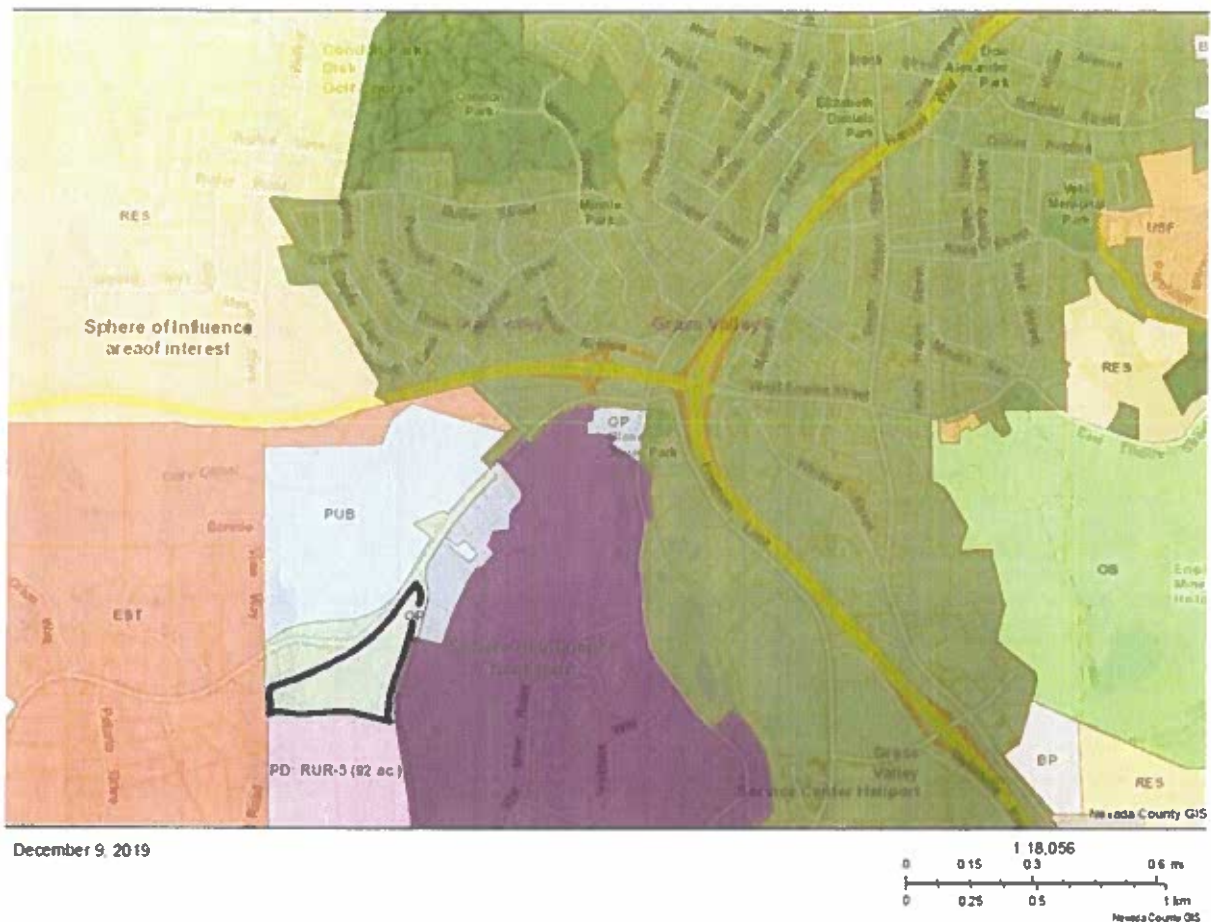
Actual phasing would be driven by market demand.

For the Project to develop as an RV park, Nevada County would have to rezone the parcel as Recreation. Per the Nevada County General Plan, Recreation is intended to provide for a wide range of recreation uses and supporting services. Such uses may include destination resorts, including country clubs; ski resorts; golf clubs and golf courses; marinas; campgrounds providing a full range of services; and other similar uses. Because such uses are likely to attract significant vehicular trips,

such uses should be in close proximity to a major highway or arterial road, but with controlled or indirect access.

**Map 1** shows the Project site parcel and surrounding land uses per the County's General Plan. The map shows that the parcel is just outside the city of Grass Valley's sphere of influence, close to major highways, and that surrounding land uses are intended to be predominantly rural, recreation, office, and industrial. Also shown on the map is Empire Mine State Park, which would be a major attraction for visitors staying at the RV Resort. As discussed more fully in the next section of this report, recreation (active and passive) is a major employment sector in Nevada County. Bolstering the supply of cheaper accommodations for visitors would support those employed in the sector and benefit the citizens of Nevada County.

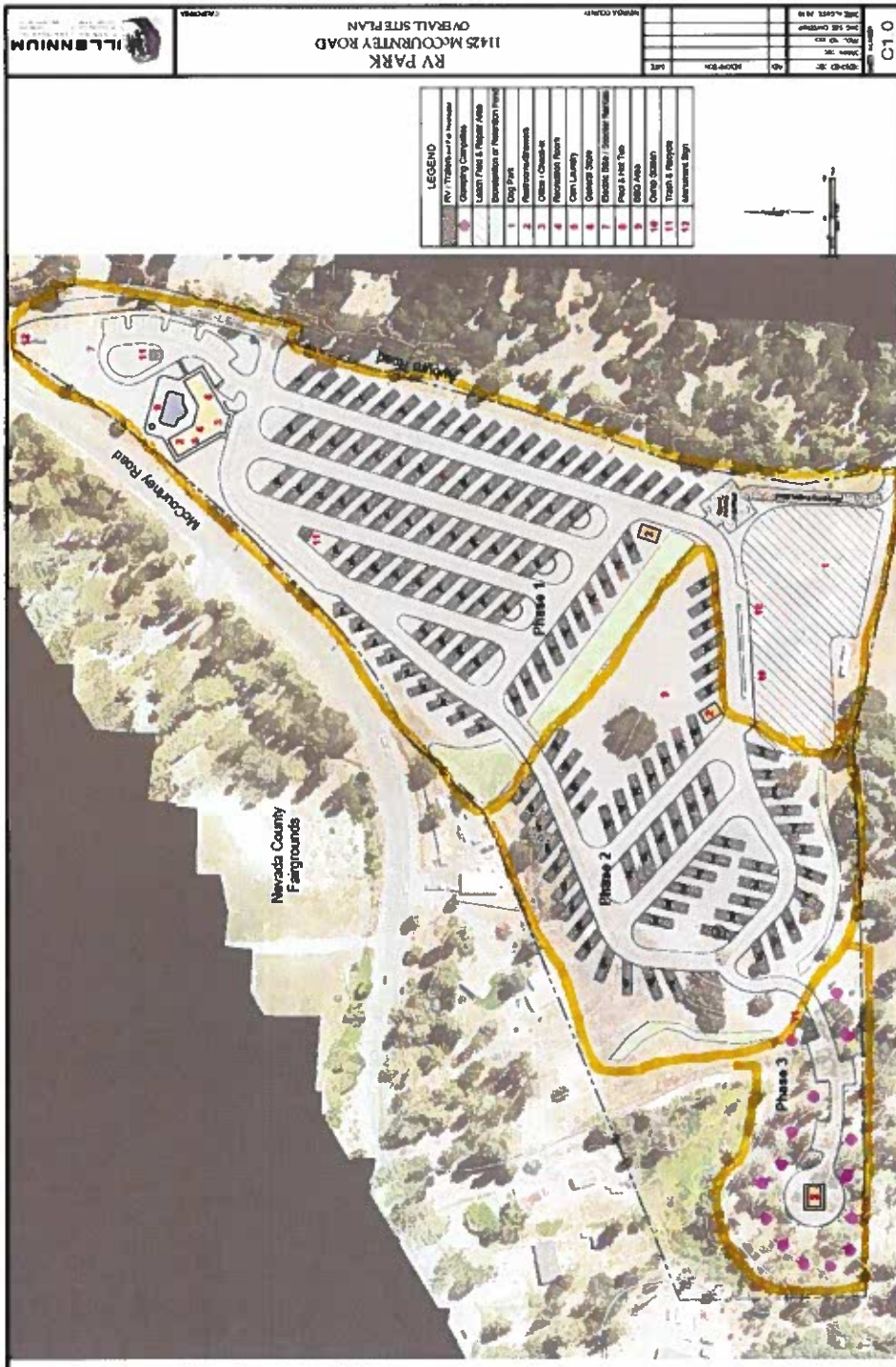
**Map 1**  
**Surrounding Land Uses**



**Map 2** on the next page shows the proposed Project site plan with development phases outlined in yellow. The campus facility/office is located at the RV Resort entrance. RV sites are shown as shaded diagonal rectangles. The glamping sites are shown as purple dots. There are three additional

restrooms provided in the RV Resort in addition to restrooms and showers at the campus facility. A dog friendly area is also planned near the entrance.

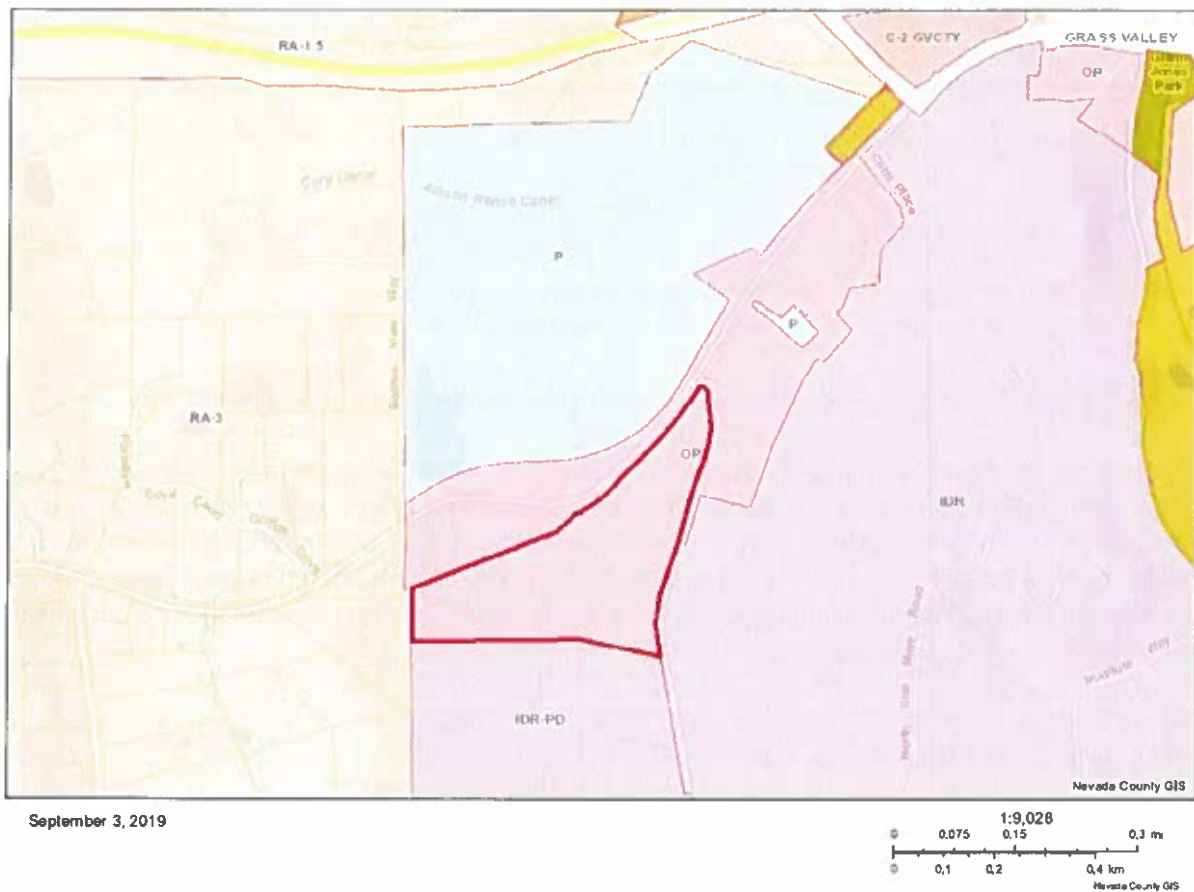
**Map 2  
Proposed Site Plan**





Map 3 below shows current zoning of the parcel and surrounding parcels. The parcels shaded in pink are zoned Office Professional. The Project parcel is by far the largest of zoned Office Professional parcels.

**Map 3**  
**Current Zoning Map**

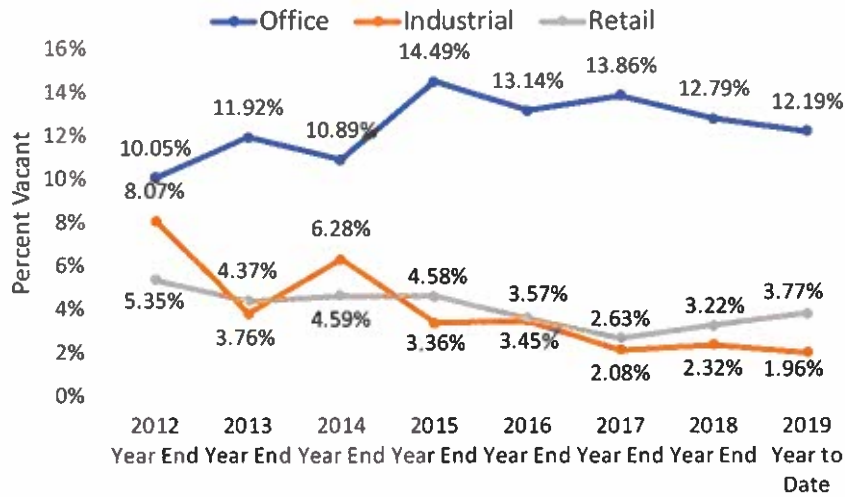


## 2.2 OFFICE MARKET

Western Nevada County has a weak office market. Data regarding office land use in Grass Valley and Nevada City show a lack of demand for office/professional/administrative and related uses.

The office vacancy rate has been greater than 10% for the past seven years. While the general economy has rebounded from the Great Recession (2007 through 2010), use of office space has not in Western Nevada County. Figure 1 below shows vacancy rates for office, industrial, and retail uses in Grass Valley and Nevada City combined. The graph shows that the demand for industrial use has been steadily improving (dropping from 8% vacancy to 2% vacancy) and retail has remained below 5% vacancy.

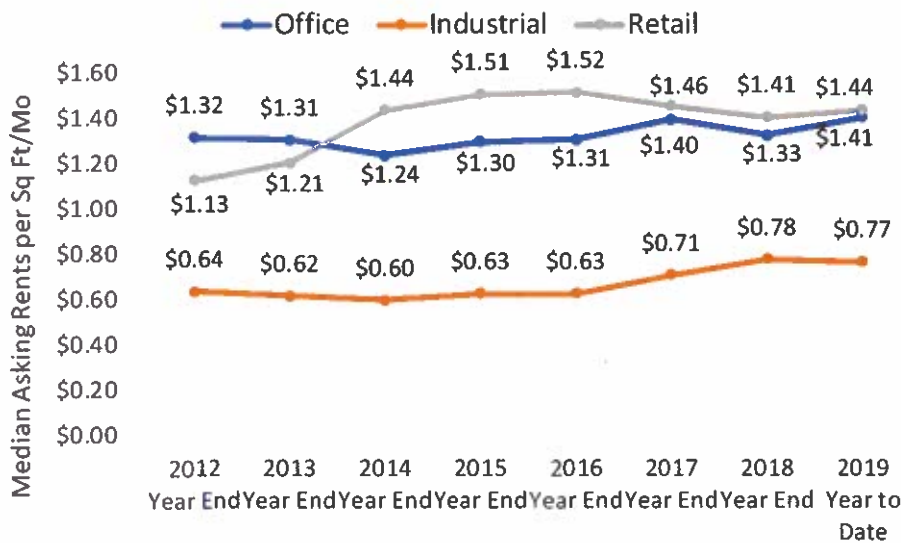
**Figure 1**  
**Commercial Real Estate Vacancy Rates**



Source: Highland Commercial Inc., Commercial Real Estate Market Activity, Grass Valley & Nevada City

**Figure 2** shows median asking rents per square foot per month for office, retail, and industrial uses. When demand for space increases relative to supply (as shown by the vacancy rate) asking rents increase; when there is greater supply than demand rents decrease. The graph shows that the asking rent for office has been static for the last seven years. In contrast, the retail market improved considerably in 2014 and has remained about the same since; industrial appears to have become a hot market over the last three years.

**Figure 2**  
**Median Asking Rents (Gross) Sq Ft/Mo**

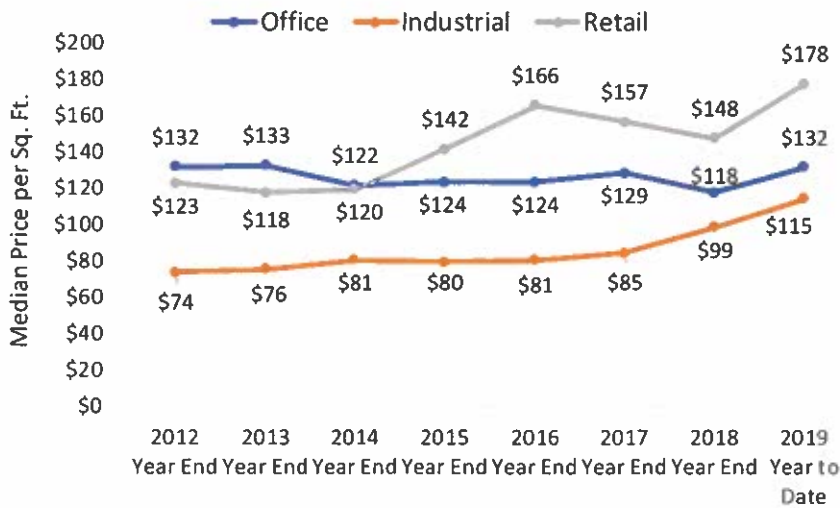


Source: Highland Commercial Inc., Commercial Real Estate Market Activity, Grass Valley & Nevada City



For buildings that are bought and sold rather than leased, the data shows much the same story. Office buildings are selling for about the same per building square foot as they were seven years ago (if adjusted for inflation, prices would have decreased the last seven years). In contrast, the industrial and retail sales prices have improved considerably. **Figure 3** illustrates the median sales price per square foot for each building type since 2012.

**Figure 3**  
**Median Sales Prices per Sq. Ft (3-Yr Moving Average)**



Source: Highland Commercial Inc., Commercial Real Estate Market Activity, Grass Valley & Nevada City

All three graphs provide evidence that demand for additional office space in Western Nevada County is weak. It is possible that some specialty use could be successful at the Project applicant’s site, but there isn’t currently demand for new general office space. An example of a specialty use is the California Highway Patrol station, which also is situated along McCourtney Road near the Fairgrounds.

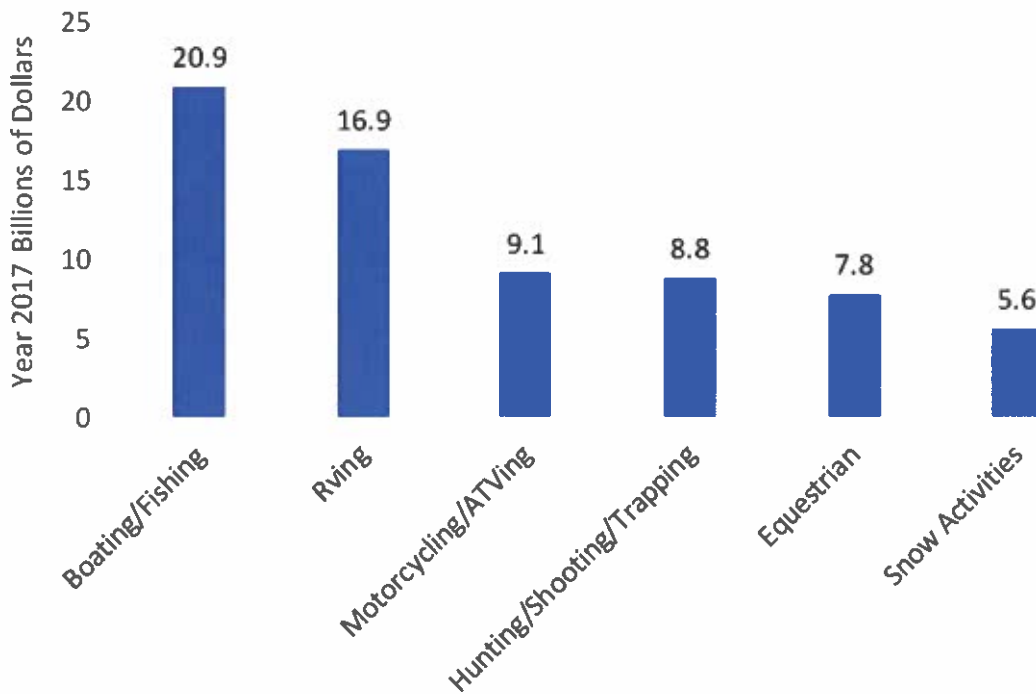
If the parcel were developed as Office Professional, it could provide up to an additional 120,000 building square feet. This estimate of space is very preliminary based on known site constraints at this time<sup>2</sup>. It would take many years to absorb this amount of additional office space, and it is most likely that the buildings would be constructed in phases. Additionally, office land uses are most often situated near conveniences for employees. For example, there is a lot more appeal to have an office within walking distance of restaurants, gymnasiums, and shops. Per Nevada County Code, Office Professional is intended to complement other commercial centers. There are no commercial centers near the Project site.

<sup>2</sup> Estimate provided by Millenium Engineering, November 2019.

### 2.3 RV MARKET AND COMPARISON RV PARKS

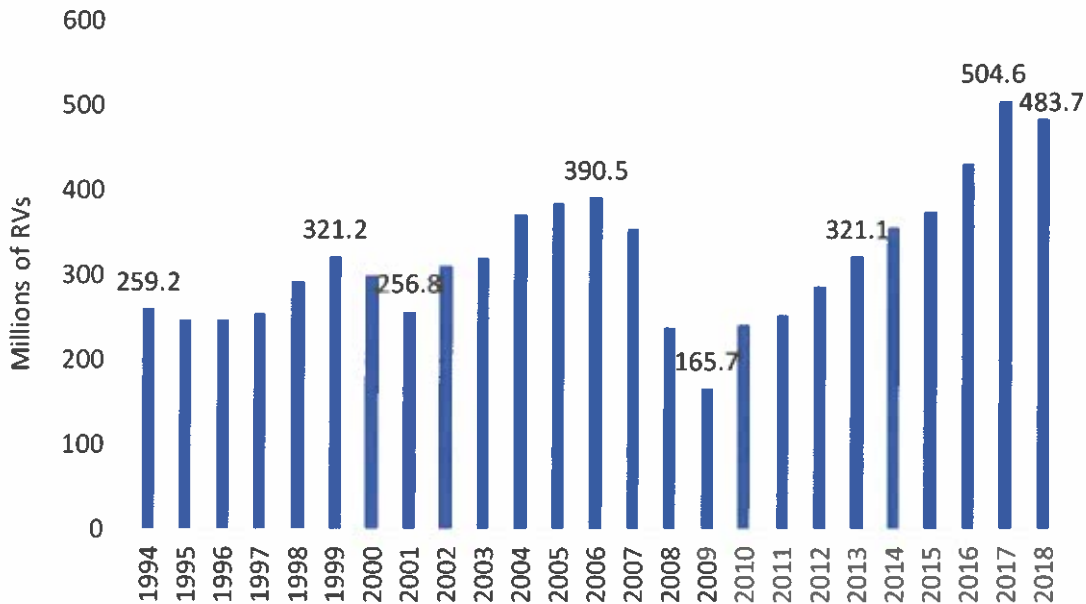
The Bureau of Economic Analysis released its first ever report on the contribution of outdoor recreation activities to the US economy in 2019. **Figure 4** below shows that RVing is the second largest contributor to value added by outdoor recreation activities in the US, providing approximately \$17 billion annually in gross domestic product. Boating/fishing is the largest contributor at approximately \$21 billion in gross domestic product annually.

**Figure 4**  
**Nominal Value Added for Largest Conventional Outdoor Recreation Activities**



The popularity of going RVing is also on the rise. **Figure 5** on the next page shows the output of RVs made in the US since 1994 (the past 25 years). The annual number of RV units produced has approximately doubled from about 250 million to about 500 million. Note the dip in number of units produced during the Great Recession and the rapid increase in output since 2010.

**Figure 5**  
**Historical Annual RV Unit Shipments (last 25 years)**



In California, the value, in millions of dollars, from RVing, has also been steadily increasing, as shown in **Figure 6** below. The graph is adjusted for inflation. The value of RVing as an activity, to California gross domestic output, increased from about \$1.1 billion to about \$1.5 billion between 2012 and 2017 (a five-year period). Supporting data is provided in **Appendix Table A-1**.

**Figure 6**  
**California Recreation Value Added from RVing**



With the increased growth in RVing and a limited supply of public RV parks, the market for privately owned RV parks has been very strong<sup>3</sup>. Within the region there are several privately-run RV Parks. Many of these are only open seasonally (April or May through October), but there are several that are open year-round that provide good comparison information with which to gage the potential success of an RV park at the Project applicant's site.

Comparison RV parks in this report include:

- Inn Town Campground (Nevada City)
- Nevada County Fairgrounds (opposite Project site)
- Auburn RV Resort (Auburn)
- Auburn Gold Country RV Park (Auburn)
- Jackson Rancheria RV Park (Jackson)
- Angels Camp RV Resort (Angels Camp)

**Appendix Table A-2** provides information on each of these RV parks. The comparison data is used to develop assumptions for the Project site such as daily site fees, occupancy, and number of employees generated. Information for each of the comparison RV parks was obtained by telephone interviews with owners and available information on each of the RV park websites.

**Appendix Table A-3** provides the assumptions used in the economic analysis in the next section of this report. It is estimated that the proposed RV Resort would generate over 42,000 occupied site days annually and employ 8 persons. Site occupancy is estimated at 70% for glamping sites when they are open; since these sites would likely only be open seven months of the year, the year-round occupancy rate is estimated at 40%. The occupancy is estimated at 80% year-round for the RV sites. The Nevada County Fairgrounds achieves 80% occupancy of their RV sites during the summer; however, the Project applicant's RV Resort would provide a very different experience from the Fairgrounds. The Project applicant's RV Resort would be higher-end, offering more in the way of amenities and services, and longer stays. RVs have a maximum 7-day stay at the Fairgrounds.

## **2.4 MARKET ANALYSIS FINDINGS**

The office market shows no signs of major change. Asking rents and building sales prices have remained stagnant for the last seven years, and vacancy rates have remained greater than 10% for the last seven years for office uses. Barring some very specialized use of the parcel that falls under the Office Professional definition in the County General Plan, the parcel would not develop for many years; even then, the parcel would likely develop in several phases to absorb approximately 120,000 square feet of new office space. A developer could have significant carrying costs as the infrastructure to serve the parcel would all have to be constructed in the first phase of development. This makes development of the parcel even less attractive.

While the parcel is zoned Office Professional, surrounding land uses are recreation and residential. There are no conveniences for future employees to walk to from the property.

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<sup>3</sup> Dean Runyan Associates, Campers in California Travel Patterns and Economic Impacts, "Private/Commercial campgrounds account for over two-thirds of all campsites in the state."

A Recreation re-zone for the property would allow for the development of an RV park, camping/glamping, and other recreation uses. The proposed RV Resort would support events at the Nevada County Fairgrounds.<sup>4</sup> The RV industry outlook is good. Sales of RVs have climbed steadily over the last 25 years (with the exception of the Great Recession from 2007 through 2010). RVing is the second largest outdoor recreation activity contributing to gross domestic product in the US. The contribution of RVing to the California economy continues to grow steadily. These economic indicators point to a much higher likelihood of successful development of the site as an RV park and campground than as Office Professional, at least for the foreseeable future (next ten to twenty years).

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<sup>4</sup> Note that during major events only participants can use the RV sites at the Fairgrounds.

## Section 3: ECONOMIC BENEFITS

In this section of the report, potential quantifiable and non-quantifiable economic benefits of the site as the RV Resort are presented. The new tax revenue fiscal analysis presented is intended to provide a general indication of revenues and expenses for the site. It is not a detailed fiscal analysis.

### 3.1 NEW TAX REVENUE

The largest source of new tax revenue to Nevada County from the site developing as the RV Resort would be transient occupancy tax (TOT). Currently, the unincorporated portion of Nevada County generates about \$655,000 in TOT. The RV Resort could potentially increase the TOT by more than 40% to about \$935,000. The estimate of TOT is based on assumptions shown in Table 4 below. The County collects 10% TOT on all stays less than 30 days. All of the sites in the Project would have a maximum stay of thirty days; therefore, all stays would be taxed 10% TOT. All of this revenue would go to the County's General Fund.

Assumptions for average daily rate and occupancy are based on the comparison RV parks presented in Appendix A and discussed in the prior section of the report. Actual pricing will vary based on whether the site is a pull-through or back-in site; pricing may also be higher at weekends or during peak periods. The average daily glamping rate is based on units at the Inn Town Campground in Nevada City. In October 2019, Inn Town Campground in Nevada City was named one of the best (seventh best) camping spots in California by TimeOut.com.

**Table 4**  
**Estimated Transient Occupancy Tax Revenue**

| Site Type  | Average Daily Rate | Est. Monthly Revenue | Occupancy | Est. Annual Revenue | Number of Sites | Tax Rate | Est. Annual TOT Revenue |
|--|--------------------|----------------------|-----------|---------------------|-----------------|----------|-------------------------|
|  | <i>per site</i>    | <i>per site</i>      | [1]       | <i>per site</i>     |                 |          |                         |
| Glamping Site  | \$105              | \$3,150              | 40%       | \$15,120            | 15              | 10%      | \$22,680                |
| RV Site  | \$65               | \$1,950              | 80%       | \$18,720            | 137             | 10%      | \$256,464               |
| <b>Total Estimated Annual TOT Revenue</b>                  |                    |                      |           |                     |                 |          | <b>\$279,144</b>        |
| Nevada County TOT FY 2019                                  |                    |                      |           |                     |                 |          | \$655,488               |
| <b>Total Uninc. County TOT with Grass Valley RV Resort</b> |                    |                      |           |                     |                 |          | <b>\$934,632</b>        |
| <b>Percentage increase in TOT</b>                          |                    |                      |           |                     |                 |          | <b>43%</b>              |

Source: Nevada County Audited Financials FY 2019 and HEC December 2019.

tot

[1] Glamping site occupancy averaged over seven months per year.

Another source of new revenue from the Project site is sales tax. Sales taxes would be generated by the visitors and employees of the RV Resort. Most of the spending would take place in Grass Valley; therefore, the City of Grass Valley would receive most of the sales tax generated by new spending from the Project. In addition to the Bradley-Burns sales tax rate of 1.0%, Nevada County receives a half-cent sales tax for public safety per Proposition 172, and a quarter-cent sales tax for its libraries (per voter-approved measure). In total, the estimated sales tax revenues are \$38,200 to Grass Valley's General Fund, \$4,200 to Nevada County's General Fund, \$21,100 to Nevada County's Public Safety Fund, and \$10,600 to Nevada County's Library Fund. The calculation of sales taxes is shown in **Table 5** below.

**Table 5**  
**Estimated RV Resort Sales Taxes**

| Taxable Sales Item                                  | Phase          |                    |                    |
|---|----------------|--------------------|--------------------|
|   | 1              | 2                  | 3                  |
| <b>Annual Taxable Sales from Employees</b>          |                |                    |                    |
| Average Daily Taxable Sales per Employee            | \$15           |                    |                    |
| Days Worked per Year                                | 240            |                    |                    |
| Estimated Employees                                 | 4              | 7                  | 8                  |
| <b>Total Taxable Sales from Employees</b>           | <b>A</b>       | <b>\$14,400</b>    | <b>\$25,200</b>    |
| <b>Annual Taxable Sales from Visitors</b>           |                |                    |                    |
| Average Taxable Daily Spending per Site [1]         | \$100          |                    |                    |
| Occupied Site Days                                  | 23,360         | 40,004             | 42,240             |
| <b>Total Taxable Sales from Visitors</b>            | <b>B</b>       | <b>\$2,330,758</b> | <b>\$3,991,424</b> |
| <b>Total Estimated Taxable Sales from RV Park</b>   | <b>C = A+B</b> | <b>\$2,345,158</b> | <b>\$4,016,624</b> |
| Assumed Capture Grass Valley                        | 90.0%          | \$2,110,643        | \$3,614,961        |
| Assumed Capture Uninc. NV County                    | 10.0%          | \$234,516          | \$401,662          |
| <b>Bradley Burns Local Sales Tax Rate [1]</b>       | <b>1.00%</b>   | <b>\$23,452</b>    | <b>\$40,166</b>    |
| Grass Valley  |                | \$21,106           | \$36,150           |
| Unincorporated County                               |                | \$2,345            | \$4,017            |
| <b>Public Safety Sales Tax (Prop. 172 - County)</b> | <b>0.5%</b>    | <b>\$11,726</b>    | <b>\$20,083</b>    |
| <b>Nevada County Library Quarter-Cent Sales Tax</b> | <b>0.25%</b>   | <b>\$5,863</b>     | <b>\$10,042</b>    |

Source: HEC December 2019.

proj tax sales

[1] Per Senate Bill 1096 (amended by Assembly Bill 2115) 1/4 of the 1% sales tax revenue will be exchanged for an equal dollar amount of property tax revenue.

A much smaller amount of new tax from the Project would be property tax, including a supplemental tax as well as annual taxes thereafter based on the revised new assessed value of the parcel. **Table 6** on the next page estimates the net new annual property tax revenue to Nevada County's General Fund. In total, it is estimated that the Project would generate an additional \$6,700 each year to the County. Property tax in-lieu of motor vehicle in-lieu fee revenue would also be

generated by the Project; however, this amount would be relatively small and is not included in the property tax estimate.

**Table 6**  
**Estimated Property Tax from Project**

| Item  | Percent Share | Phase              |                    |                    |
|---|---------------|--------------------|--------------------|--------------------|
|   |               | 1                  | 2                  | 3                  |
| Facility/Store/Office                         |               | \$3,369,500        |                    |                    |
| RV Sites & Glamping                           |               | \$563,050          | \$0                | \$0                |
| Estimated Total A.V.                          |               | \$3,932,550        | \$0                | \$0                |
| <b>Cumulative A.V.</b>                        |               | <b>\$3,932,550</b> | <b>\$3,932,550</b> | <b>\$3,932,550</b> |
| <b>Total Property Tax</b>                     | <b>1.0%</b>   | <b>\$39,326</b>    | <b>\$39,326</b>    | <b>\$39,326</b>    |
| General Fund                                  | 28.4%         | \$11,180           | \$11,180           | \$11,180           |
| less ERAF Adjustment [1]                      | 39.9%         | \$4,456            | \$4,456            | \$4,456            |
| <b>General Fund Property Taxes after ERAF</b> |               | <b>\$6,724</b>     | <b>\$6,724</b>     | <b>\$6,724</b>     |

Source: HEC December 2019 and Nevada County Auditor-Controller.

prop

[1] Provided by the Nevada County Auditor-Controller.

Supporting tables for the estimate of new taxes are included in **Appendix A Tables A-4** through **A-7**, and a comparison of assessed value at other RV parks is shown in **Appendix Table A-8**.

Development of the Project site would incur additional annual County expenses. Using an unsophisticated financial modeling methodology, the estimate of expenses to serve the RV Resort is estimated at \$60,700 annually, as shown in **Table 7** on the following page. The table estimates costs that are anticipated to be affected by Project development based on the County's annual budgeted expenditures for fiscal year 2019/20 shown in **Appendix Table A-9**.



**Table 7  
Estimated County Expenses**

| <b>County Function</b>                              | <b>Total Expenditures</b> | <b>Jan-19 Population [1]</b> | <b>Expense per Person</b> |
|---|---------------------------|------------------------------|---------------------------|
| General Government                                  | \$26,075,867              | 66,693                       | \$391                     |
| Public Protection                                   | \$85,046,917              | 66,693                       | \$1,275                   |
| Public Ways & Facilities                            | \$21,447,118              | 66,693                       | \$322                     |
| Health & Sanitation                                 | \$57,377,109              | 99,024                       | \$579                     |
| Public Assistance                                   | \$40,794,160              | 99,024                       | \$412                     |
| Education, Recreation & Culture                     | \$5,363,831               | 99,024                       | \$54                      |
| <b>Total Expense</b>                                |                           |                              | <b>\$3,033</b>            |
| <b>Grass Valley RV Resort Persons [1] - rounded</b> |                           | <b>20</b>                    | <b>\$60,700</b>           |

Source: Nevada County adopted FY 19/20 Budget, exp  
California Department of Finance population estimates, and HEC.

[1] The lower figure is unincorporated county population.  
The higher figure is total county population.

[1] Calculation of persons at the RV Park:

|                                     |     |
|-------------------------------------|-----|
| Persons per Site                    | 2   |
| Number of Sites                     | 152 |
| Average Occupancy                   | 76% |
| RV Person Impact as % of Resident * | 8%  |

\* Calculated as a maximum stay of 30 days per year.

### 3.2 UNQUANTIFIABLE ECONOMIC BENEFITS

Unquantifiable economic benefits of the site developing as the RV Resort include the synergy created with the Fairgrounds which will result in increased attendance at the Fairgrounds because more people will be able to stay and walk over to events. Events occur throughout the year; examples of major events at the Fairgrounds include:

- Home and Garden Show (April)
- Nevada County Fair (August)
- Draft Horse Classic (September)
- Country Christmas Faire (November)

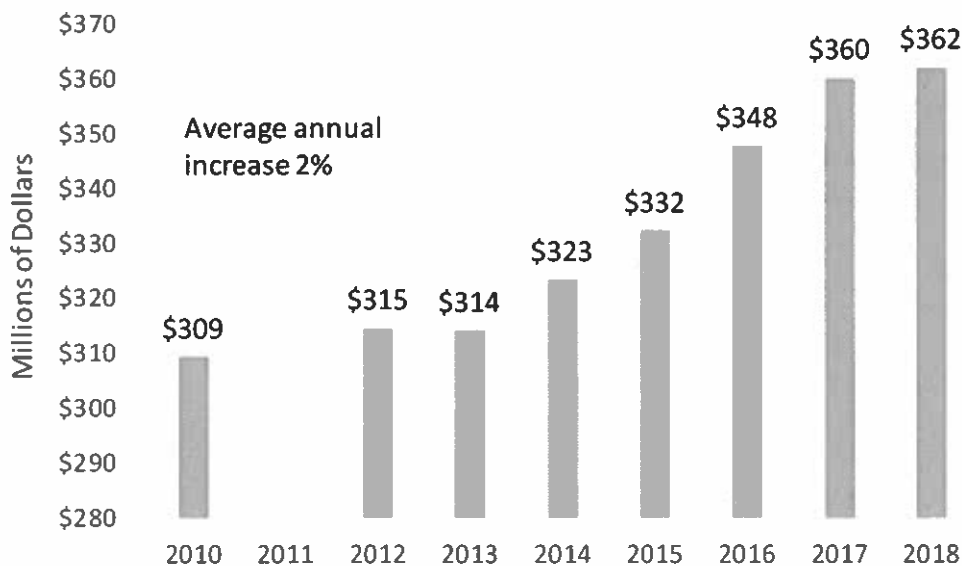
The official online guide to Nevada County, "Go Nevada County" states,

"The California Gold County, including Nevada City in particular, has been listed among the top 10 travel destinations by Lonely Planet (a travel guide). We are rated #2 of best "river cities" in America by Outside magazine."

Western Nevada County has a rich history of mining, logging, and boating/fishing; and has created a more recent draw for both road and mountain biking, cross-country equestrian activities, and wine tasting. Cultural activities include the Wild and Scenic Film Festival and frequent plays at “Off Broadstreet” and the “Nevada Theatre” (the oldest continuously operated theatre venue on the west coast of the US), both located in Nevada City. Grass Valley has seen the recent launch of local breweries, and there are several art galleries between Grass Valley and Nevada City.

The California Travel Impacts report for 2018, prepared by Dean Runyan Associates Inc for Visit California, provides data demonstrating that visitor spending in Nevada County has risen an average 2% each year after accounting for inflation. In 2018 it was estimated that visitors spent \$362 million in the county. **Figure 7** below illustrates the growth in visitor spending since 2010 in real dollars<sup>5</sup>. Data for 2011 is not available.

**Figure 7**  
**Visitor Spending in Nevada County in Real Dollars**



**Appendix Table A-10** shows that in comparison to California, visitor spending in Nevada County is greater for arts, entertainment and recreation and food services.

<sup>5</sup> Nominal dollars were adjusted to real dollars using the California CPI.

### **3.3 ECONOMIC BENEFITS FINDINGS**

In summary, the development of the Project site as the RV Resort would:

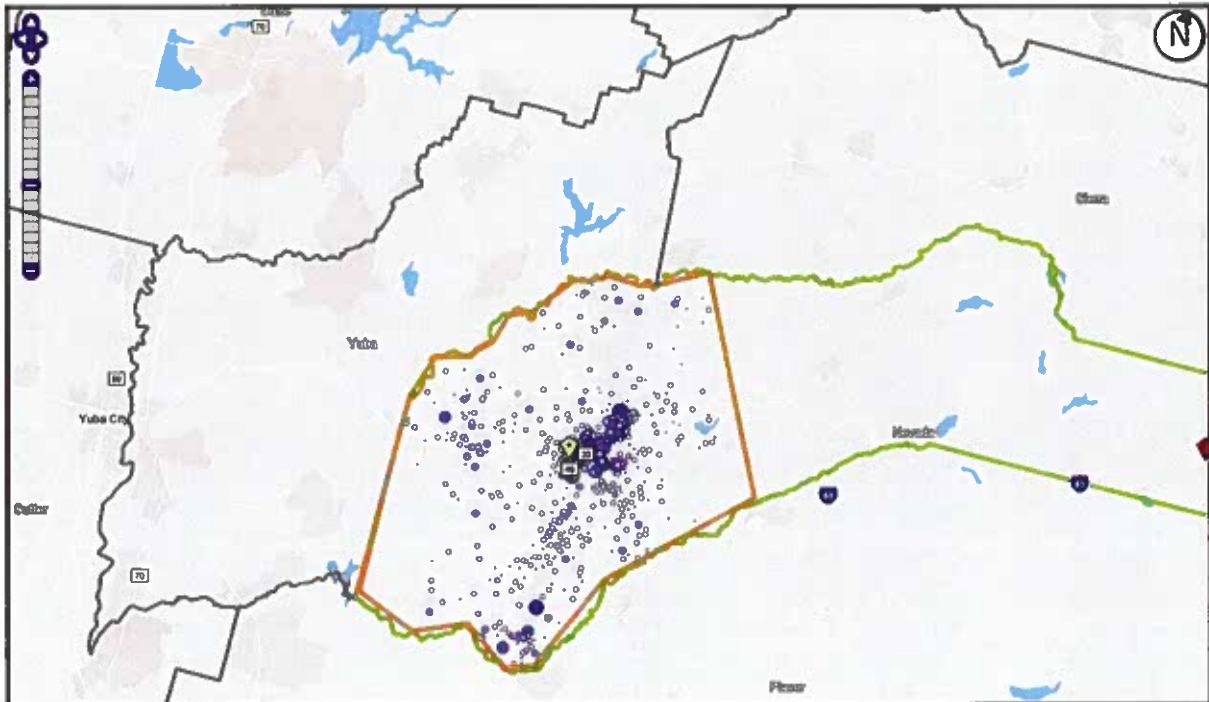
- Increase tax revenues to Nevada County as well as the City of Grass Valley by an amount greater than expenditures to serve the site thereby benefiting the residents of Nevada County,
- Lead to greater economic activity around the Fairgrounds, and
- Fill a growing demand for RV travelers and capture of their visitor spending in Nevada County.

## Section 4: JOBS TO HOUSING RATIO

This economic analysis examines the trends since 2010 in population, housing, households, labor force and jobs in different portions of Nevada County, as well as countywide. This data is then used to estimate jobs to housing balance.

The analysis separates Nevada County into three areas. Area 1 includes the incorporated cities of Grass Valley and Nevada City. Area 2 includes the remainder of the Western portion of unincorporated Nevada County. Area 3 is the entire eastern portion of the county, including the city of Truckee. **Map 4** below shows the County (green outline), and what is considered the Western portion of the County for this analysis (orange outline).

**Map 4**  
**Jobs to Housing Analysis Areas**



Source: On the Map, US Census.

**Appendix Table A-11** defines the areas, communities within the areas, and corresponding 2010 census tracts and designated places used in the analysis.

### 4.1 INDUSTRY AND MAJOR EMPLOYERS

Most of the major employers in Nevada County are located in Grass Valley. **Table 8** on the next page lists the organizations with the most employees in Nevada County.

**Table 8  
Major Employers in Nevada County**

| <b>Employer</b>                | <b>Location</b> | <b>Industry</b>                   |
|--------------------------------|-----------------|-----------------------------------|
| AJA Video                      | Grass Valley    | Television Station Equipment-Mfrs |
| American Rivers Inc            | Nevada City     | Organizations                     |
| Boreal Mountain Resort         | Truckee         | Resorts                           |
| Briarpatch Community Market    | Grass Valley    | Health & Diet Foods-Retail        |
| Clear Capital                  | Truckee         | Real Estate Loans                 |
| Donner Ski Ranch               | Soda Springs    | Skiing Centers & Resorts          |
| Golden Empire Nurse & Rehab    | Grass Valley    | Nursing & Convalescent Homes      |
| Interfaith Food Ministry       | Grass Valley    | Non-Profit Organizations          |
| Jehovah's Witnesses            | Grass Valley    | Churches                          |
| Kmart                          | Grass Valley    | Department Stores                 |
| Milhous School Inc             | Nevada City     | Schools                           |
| Networked Insurance Agents LLC | Grass Valley    | Insurance                         |
| Nevada Irrigation District     | Grass Valley    | Water & Sewage Companies-Utility  |
| Nevada Union High School       | Grass Valley    | Schools                           |
| Raley's                        | Grass Valley    | Grocers-Retail                    |
| Robinson Enterprises Inc       | Nevada City     | Logging Companies (mfrs)          |
| Safeway                        | Grass Valley    | Grocers-Retail                    |
| Safeway                        | Truckee         | Grocers-Retail                    |
| Save Mart                      | Grass Valley    | Grocers-Retail                    |
| Sierra NV Meml Miners Hsptls   | Grass Valley    | Lawn & Grounds Maintenance        |
| Sierra NV Memorial Hospital    | Grass Valley    | Hospitals                         |
| Spring Hill Manor Rehab        | Grass Valley    | Skilled Nursing Care Facilities   |
| Sugar Bowl Ski Area            | Soda Springs    | Skiing Centers & Resorts          |
| Tahoe Forest Hospital District | Truckee         | Health Care Management            |
| Towers Casino & Card Room      | Grass Valley    | Casinos                           |

Source: California EDD, Labor Market Information.

maj

Many of the major employers are grocers and health care providers. There is one large manufacturer, many not-for-profit organizations (such as schools, churches and utility providers), and several private enterprises centered around resource extraction (logging) and enjoyment/recreation (ski resorts and casinos).

The main industry sector in Nevada County is service-providing (such as education and health services, leisure and hospitality, trade, transportation and utilities), followed by government, goods producing, and lastly farming. Jobs by industry is shown in Table 9 on the following page. It is estimated that 46% of all jobs are located in Grass Valley and Nevada City, 27% in unincorporated Western County and 27% in the eastern portion of the county. The total number of jobs countywide grew from 28,370 in 2010 to 32,890 in 2017, per US Census estimates. The greatest job growth was in education and health services.

**Table 9**  
**Nevada County Jobs by Industry**

| Industry                              | Nevada County Industry Employment December of each Year |               |               |               |               |               |               |               |
|---------------------------------------|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
|                                       | 2010  | 2011          | 2012          | 2013          | 2014          | 2015          | 2016          | 2017          |
| <b>Goods Producing</b>                |   |               |               |               |               |               |               |               |
| Natural Resources/Mining/Construction | 1,990   | 2,280         | 2,290         | 2,400         | 2,640         | 2,650         | 2,760         | 2,900         |
| Manufacturing                         | 1,730   | 1,740         | 1,450         | 1,420         | 1,390         | 1,360         | 1,410         | 1,450         |
| <b>Subtotal Goods Producing</b>       | <b>3,720</b>  | <b>4,020</b>  | <b>3,740</b>  | <b>3,820</b>  | <b>4,030</b>  | <b>4,010</b>  | <b>4,170</b>  | <b>4,350</b>  |
| <b>Service Providing</b>              |   |               |               |               |               |               |               |               |
| Trade, Transportation & Utilities     | 4,680   | 4,700         | 4,770         | 4,830         | 4,820         | 5,090         | 4,990         | 5,090         |
| Information                           | 300   | 300           | 300           | 300           | 300           | 280           | 280           | 270           |
| Financial Activities                  | 1,370   | 1,360         | 1,460         | 1,450         | 1,350         | 1,340         | 1,360         | 1,370         |
| Professional & Business Services      | 2,250   | 2,120         | 2,040         | 2,100         | 2,060         | 2,150         | 2,140         | 2,190         |
| Education and Health Services         | 4,190   | 4,680         | 4,690         | 5,090         | 5,080         | 5,480         | 5,600         | 5,550         |
| Leisure and Hospitality               | 4,890   | 4,700         | 4,840         | 4,840         | 4,800         | 4,870         | 5,130         | 5,370         |
| Other - Unclassified                  | 1,010   | 1,140         | 1,280         | 1,610         | 1,700         | 1,800         | 1,890         | 2,040         |
| <b>Subtotal Service Providing</b>     | <b>14,010</b>   | <b>14,300</b> | <b>14,610</b> | <b>15,390</b> | <b>15,290</b> | <b>15,920</b> | <b>16,400</b> | <b>16,790</b> |
| <b>Government</b>                     | <b>5,870</b>  | <b>5,950</b>  | <b>5,910</b>  | <b>5,980</b>  | <b>6,480</b>  | <b>6,440</b>  | <b>6,470</b>  | <b>6,600</b>  |
| <b>Farm</b>                           | <b>90</b>   | <b>80</b>     | <b>70</b>     | <b>60</b>     | <b>60</b>     | <b>60</b>     | <b>50</b>     | <b>60</b>     |
| <b>Total Jobs</b>                     | <b>28,370</b>   | <b>29,050</b> | <b>29,100</b> | <b>30,080</b> | <b>30,680</b> | <b>31,520</b> | <b>32,080</b> | <b>32,890</b> |
| Incorporated Western County           | 12,619  | 12,700        | 13,826        | 14,197        | 14,439        | 14,881        | 16,501        | 15,204        |
| Unincorporated Western County         | 8,060   | 7,922         | 7,558         | 7,470         | 7,717         | 8,266         | 8,435         | 8,748         |
| Eastern County                        | 7,690   | 8,427         | 7,716         | 8,412         | 8,524         | 8,374         | 7,144         | 8,938         |
| <b>Total County</b>                   | <b>28,370</b>   | <b>29,050</b> | <b>29,100</b> | <b>30,080</b> | <b>30,680</b> | <b>31,520</b> | <b>32,080</b> | <b>32,890</b> |

Source: California EDD and On the Map, US Census Data.

jobs

**Table 10** on the next page presents the characteristics of workers with jobs in Grass Valley because the Project site is so close to the city. The table shows that 61% of the workers travel less than 10 miles to work and 39% travel more than 10 miles. Only 16 percent of the workers live in Grass Valley, about 14% in surrounding areas including Nevada City, and 70% live outside of Nevada County.

Of the labor force in Grass Valley, 68% work elsewhere.

The data in **Table 10** suggest that Grass Valley has a large inflow and outflow of workers. Usually such flows point to a lack of available housing and/or lack of skilled labor in the area.

**Table 10**  
**City of Grass Valley Jobs**

| Item  | Number        | Percentage |
|---|---------------|------------|
| <b>Distance Travelled to Jobs in Grass Valley</b>     |               |            |
| Less than 10 Miles                                    | 6,173         | 61%        |
| 10 to 24 Miles  | 1,195         | 12%        |
| 25 to 50 Miles  | 1,226         | 12%        |
| More than 50 Miles                                    | 1,511         | 15%        |
| <b>Total Jobs in Grass Valley</b>                     | <b>10,105</b> |            |
| <b>Origination of Workers to Jobs in Grass Valley</b> |               |            |
| Grass Valley  | 1,567         | 16%        |
| Alta Sierra   | 633           | 6%         |
| Nevada City   | 309           | 3%         |
| Lake Wildwood   | 291           | 3%         |
| North Auburn  | 135           | 1%         |
| Sacramento  | 122           | 1%         |
| Yuba City   | 115           | 1%         |
| Lake of the Pines                                     | 113           | 1%         |
| Auburn  | 110           | 1%         |
| Penn Valley   | 106           | 1%         |
| Other   | 6,604         | 65%        |
| <b>Total Jobs in Grass Valley</b>                     | <b>10,105</b> |            |
| <b>Employed G.V. Residents</b>                        |               |            |
| Live in Area, Employed Outside                        | 3,390         | 68%        |
| Live in Area and Employed in Area                     | 1,567         | 32%        |
| <b>Total Employed G.V. Residents</b>                  | <b>4,957</b>  |            |

Source: On the Map, US Census Data.

gv jobs

## 4.2 LABOR FORCE AND UNEMPLOYMENT

The majority of Nevada County's labor force (persons 16 and older able to work) live in unincorporated Western County. **Table 11** on the next page shows that the total labor force is about 45,700 persons. With an overall county unemployment rate of 7.3% there are about 42,300 persons living in Nevada County that are employed. The unemployment rate is lowest in the eastern portion of the county and highest within the cities of Grass Valley and Nevada City.

Countywide the labor force has decreased over the last seven years<sup>6</sup>; however, the unemployment rate has also decreased so a greater proportion of the labor force in the County is employed now than it was in 2010. The higher unemployment rate in the Western County cities could also be indicative of an unskilled labor force.

**Table 11**  
**Labor Force and Unemployment Rate**

| Civilian Labor Force               | 2010          | 2011          | 2012          | 2013          | 2014          | 2015          | 2016          | 2017          |
|------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Labor Force</b>                 |               |               |               |               |               |               |               |               |
| Incorporated Western County        | 7,238         | 7,311         | 6,991         | 6,849         | 6,733         | 6,868         | 6,705         | 6,771         |
| Unincorporated Western County      | 30,141        | 29,823        | 29,104        | 28,563        | 28,430        | 27,603        | 27,064        | 27,084        |
| Eastern County                     | 11,670        | 11,595        | 11,769        | 11,687        | 11,618        | 11,526        | 11,450        | 11,795        |
| <b>County Labor Force</b>          | <b>49,049</b> | <b>48,729</b> | <b>47,864</b> | <b>47,099</b> | <b>46,781</b> | <b>45,997</b> | <b>45,219</b> | <b>45,650</b> |
| <b>Employed Labor Force</b>        |               |               |               |               |               |               |               |               |
| Incorporated Western County        | 6,596         | 6,538         | 6,192         | 6,047         | 5,958         | 6,160         | 6,059         | 6,140         |
| Unincorporated Western County      | 27,747        | 27,198        | 26,101        | 25,576        | 25,375        | 24,903        | 24,554        | 25,030        |
| Eastern County                     | 10,721        | 10,496        | 10,590        | 10,454        | 10,455        | 10,410        | 10,638        | 11,132        |
| <b>County Employed Labor Force</b> | <b>45,064</b> | <b>44,232</b> | <b>42,883</b> | <b>42,077</b> | <b>41,788</b> | <b>41,473</b> | <b>41,251</b> | <b>42,302</b> |
| <b>Unemployment Rate</b>           |               |               |               |               |               |               |               |               |
| Incorporated Western County        | 8.9%          | 10.6%         | 11.4%         | 11.7%         | 11.5%         | 10.3%         | 9.6%          | 9.3%          |
| Unincorporated Western County      | 7.9%          | 8.8%          | 10.3%         | 10.5%         | 10.7%         | 9.8%          | 9.3%          | 7.6%          |
| Eastern County                     | 8.1%          | 9.5%          | 10.0%         | 10.6%         | 10.0%         | 9.7%          | 7.1%          | 5.6%          |
| <b>County Unemployment Rate</b>    | <b>8.1%</b>   | <b>9.2%</b>   | <b>10.4%</b>  | <b>10.7%</b>  | <b>10.7%</b>  | <b>9.8%</b>   | <b>8.8%</b>   | <b>7.3%</b>   |

Source: On the Map, US Census Data.

laborf

### 4.3 POPULATION, HOUSING AND HOUSEHOLDS

Total population of the county has seen little change since 2010, growing by only 652 people. The total number of housing units has grown by 1,546. Of the total number of housing units, occupancy has decreased from 80% to 76%; however, the majority of the decline in occupancy has occurred in the eastern portion of the county. There has been very little change in occupancy of housing units in the western portion of the county.

<sup>6</sup> The decrease is most noticeable in Western Nevada County. The labor force has been stable in Eastern Nevada County.



**Table 12**  
**Nevada County Population and Housing Units**

| County Area                          | 2010          | 2011          | 2012          | 2013          | 2014          | 2015          | 2016          | 2017          |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Population</b>                    |               |               |               |               |               |               |               |               |
| Incorporated Western County          | 15,852        | 15,874        | 15,884        | 15,910        | 15,912        | 15,956        | 15,978        | 16,005        |
| Unincorporated Western County        | 63,197        | 63,169        | 63,040        | 62,641        | 62,799        | 62,728        | 62,433        | 62,564        |
| Eastern County                       | 19,137        | 19,349        | 19,597        | 19,958        | 19,895        | 19,886        | 20,228        | 20,269        |
| <b>Total Population</b>              | <b>98,186</b> | <b>98,392</b> | <b>98,521</b> | <b>98,509</b> | <b>98,606</b> | <b>98,570</b> | <b>98,639</b> | <b>98,838</b> |
| <b>Housing</b>                       |               |               |               |               |               |               |               |               |
| Incorporated Western County          | 7,541         | 7,860         | 8,260         | 8,249         | 8,262         | 8,146         | 8,000         | 7,902         |
| Unincorporated Western County        | 29,381        | 29,476        | 29,026        | 28,939        | 29,117        | 28,759        | 29,034        | 29,062        |
| Eastern County                       | 14,925        | 14,968        | 15,181        | 15,474        | 15,453        | 16,112        | 16,155        | 16,429        |
| <b>Total Housing</b>                 | <b>51,847</b> | <b>52,304</b> | <b>52,467</b> | <b>52,662</b> | <b>52,832</b> | <b>53,017</b> | <b>53,189</b> | <b>53,393</b> |
| <b>Households (Occupied Units)</b>   |               |               |               |               |               |               |               |               |
| Incorporated Western County          | 6,745         | 7,079         | 7,333         | 7,243         | 7,338         | 7,487         | 7,318         | 7,205         |
| Unincorporated Western County        | 26,781        | 26,697        | 26,400        | 25,940        | 24,775        | 25,670        | 25,566        | 25,421        |
| Eastern County                       | 7,729         | 7,785         | 7,893         | 7,808         | 8,725         | 7,836         | 7,703         | 7,760         |
| <b>Total Households</b>              | <b>41,255</b> | <b>41,561</b> | <b>41,626</b> | <b>40,991</b> | <b>40,838</b> | <b>40,993</b> | <b>40,587</b> | <b>40,386</b> |
| <b>Percent of Housing Occupied</b>   |               |               |               |               |               |               |               |               |
| Incorporated Western County          | 89%           | 90%           | 89%           | 88%           | 89%           | 92%           | 91%           | 91%           |
| Unincorporated Western County        | 91%           | 91%           | 91%           | 90%           | 85%           | 89%           | 88%           | 87%           |
| Eastern County                       | 52%           | 52%           | 52%           | 50%           | 56%           | 49%           | 48%           | 47%           |
| <b>Total County Occupied Housing</b> | <b>80%</b>    | <b>79%</b>    | <b>79%</b>    | <b>78%</b>    | <b>77%</b>    | <b>77%</b>    | <b>76%</b>    | <b>76%</b>    |

Source: US Census 5-year American Community Survey.

pop

#### 4.4 JOBS TO HOUSING BALANCE

Jobs-housing provides an indicator of how well land uses are meeting economic development goals. Not only does the ratio indicate whether there is a jobs or a housing surplus or deficit in an area, it indirectly suggests whether an area is attractive to new residents and businesses. For example, an area with a jobs-housing balance ratio greater than 1.0 has more jobs than workers available within the area, suggesting an inflow of workers, which in turn implies greater drive time, and potentially congestion and pollution in an area. Jobs to housing balance is therefore a tool for local planners to assess how balanced their land uses are to meet the needs of current economic drivers and future potential growth.<sup>7</sup>

Nevada County strives for a long-term jobs to housing ratio of 1.2. Table 13 shows the calculated jobs to housing ratios for each of the three areas and countywide since 2010. The jobs to housing ratio for the county improved between 2010 and 2017 from 0.55 to 0.62 as measured by the

<sup>7</sup> California Government Code Section 65890.1, "balancing of employment-generating land uses and residential land uses improves economic and housing opportunities and reduces loss of economic productivity caused by transportation delay."

County's General Plan definition of jobs to housing ratio. Other ratios often used include the jobs to households ratio and the jobs to employed labor force ratio. Jobs to employed labor force is considered the best of the ratios as it directly compares jobs with workers, whereas the other two ratios use housing as a proxy for number of workers.<sup>8</sup> Regardless which of the three ratios is used, the trend is the same: for unincorporated Western County and the whole of the Eastern County, the ratio has improved. For incorporated Western County, the ratio has worsened since 2010. In the incorporated portion of the Western County, there are more jobs than people living there (or housing units there). The number of housing units in the cities of Grass Valley and Nevada City is insufficient to house the workers that fill the number of jobs in those cities. Residential units in the unincorporated portion of Nevada County are supplying a portion of the housing for workers filling jobs in the cities.

**Table 13**  
**Estimated Jobs to Housing Ratios**

| Ratio  | 2010        | 2011        | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Jobs to Housing Units Ratio - Nevada County goal of 1.2</b> |             |             |             |             |             |             |             |             |
| Incorporated Western County                                    | 1.67        | 1.62        | 1.67        | 1.72        | 1.75        | 1.83        | 2.06        | 1.92        |
| Unincorporated Western County                                  | 0.27        | 0.27        | 0.26        | 0.26        | 0.27        | 0.29        | 0.29        | 0.30        |
| Eastern County   | 0.52        | 0.56        | 0.51        | 0.54        | 0.55        | 0.52        | 0.44        | 0.54        |
| <b>County Jobs to Housing Units Ratio</b>                      | <b>0.55</b> | <b>0.56</b> | <b>0.55</b> | <b>0.57</b> | <b>0.58</b> | <b>0.59</b> | <b>0.60</b> | <b>0.62</b> |
| <b>Jobs to Households Ratio</b>                                |             |             |             |             |             |             |             |             |
| Incorporated Western County                                    | 1.87        | 1.79        | 1.89        | 1.96        | 1.97        | 1.99        | 2.25        | 2.11        |
| Unincorporated Western County                                  | 0.30        | 0.30        | 0.29        | 0.29        | 0.31        | 0.32        | 0.33        | 0.34        |
| Eastern County   | 0.99        | 1.08        | 0.98        | 1.08        | 0.98        | 1.07        | 0.93        | 1.15        |
| <b>County Jobs to Households Ratio</b>                         | <b>0.69</b> | <b>0.70</b> | <b>0.70</b> | <b>0.73</b> | <b>0.75</b> | <b>0.77</b> | <b>0.79</b> | <b>0.81</b> |
| <b>Jobs to Employed Labor Force Ratio</b>                      |             |             |             |             |             |             |             |             |
| Incorporated Western County                                    | 1.91        | 1.94        | 2.23        | 2.35        | 2.42        | 2.42        | 2.72        | 2.48        |
| Unincorporated Western County                                  | 0.29        | 0.29        | 0.29        | 0.29        | 0.30        | 0.33        | 0.34        | 0.35        |
| Eastern County   | 0.72        | 0.80        | 0.73        | 0.80        | 0.82        | 0.80        | 0.67        | 0.80        |
| <b>County Jobs to Employed Labor Force Ratio</b>               | <b>0.63</b> | <b>0.66</b> | <b>0.68</b> | <b>0.71</b> | <b>0.73</b> | <b>0.76</b> | <b>0.78</b> | <b>0.78</b> |

Source: HEC December 2019.

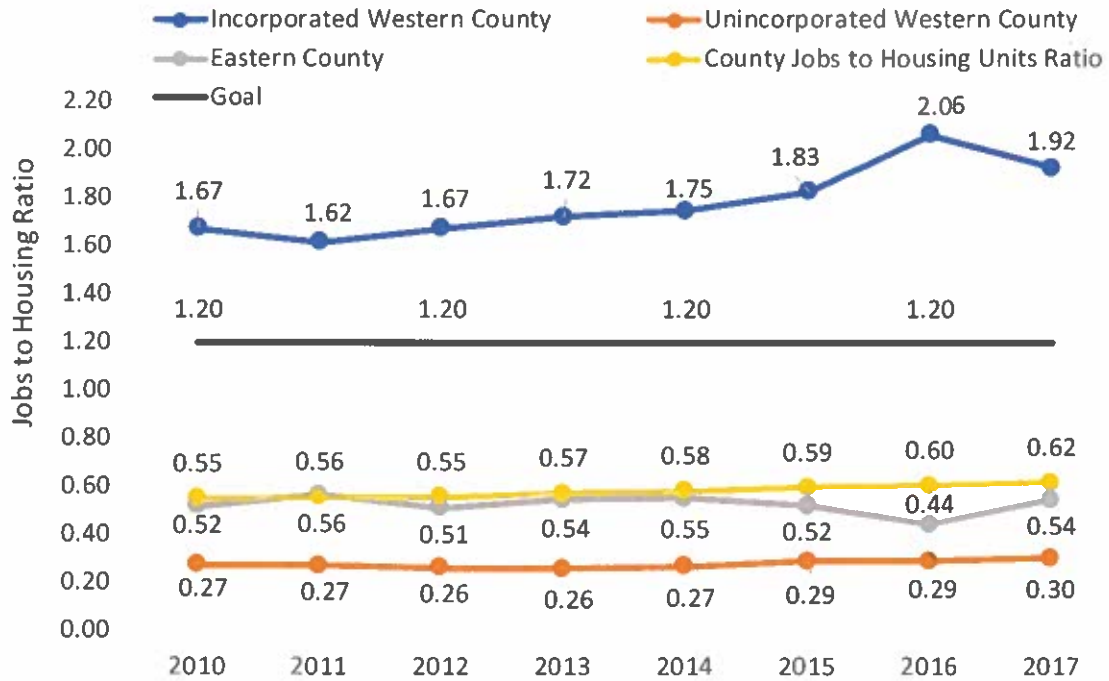
ratios

## 4.5 JOBS TO HOUSING RATIO FINDINGS

Overall, Nevada County's jobs to housing ratio has been improving. A greater number of jobs must still be generated to meet a goal of 1.2, as the current ratio is 0.62. **Figure 8** illustrates the jobs to housing units ratio in the three areas of Nevada County. The figure clearly demonstrates a shortage of jobs countywide, as well as in eastern and unincorporated Western County to meet the goal of 1.2. The figure also shows that the cities have a greater jobs to housing units ratio than is typically considered desirable.

<sup>8</sup> California Planning Roundtable "Deconstructing Job-Housing Balance", 2008.

**Figure 8**  
**Nevada County Jobs to Housing Ratios by Geographic Area**



The impact of the Project on the jobs to housing ratio is negligible because it generates few jobs and no new housing. With an increase of an estimated 8 new jobs at the RV Resort the countywide jobs to housing ratio would not change; it could however slightly improve the unemployment rate as it would provide unskilled jobs. If the parcel remained Office Professional and 120,000 building square feet was built generating 480 new employees<sup>9</sup> then the impact on the countywide ratio would still be negligible.

The Project site is very close to the limits of Grass Valley. If the Project was included as part of incorporated Western County, then the ratio for that area would worsen from 1.92 to 1.98.

<sup>9</sup> Assumes 250 square feet per employee.



# **APPENDIX A**

## **GRASS VALLEY RV RESORT ECONOMIC ANALYSIS SUPPORT TABLES**



Table A-1  
 Grass Valley RV Resort Economic Analysis  
 Recreation Value Added by Activity

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| Recreation Activities                            | 2012  | 2013                 | 2014                 | 2015                 | 2016                 | 2017                 | Change              | % Change           |
|--|---|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|--------------------|
| <b>CALIFORNIA</b>                                |   |                      |                      |                      |                      |                      |                     |                    |
| <b>Core Recreation Activities</b>                | Figures in Thousands of Dollars; Adjusted for Inflation |                      |                      |                      |                      |                      |                     | <b>Avg. Annual</b> |
| Bicycling  | \$318,428   | \$324,334            | \$340,295            | \$337,115            | \$386,817            | \$392,963            | \$74,535            | 4.3%               |
| Boating/Fishing                                  | \$1,548,001   | \$1,545,982          | \$1,598,226          | \$1,661,281          | \$1,701,839          | \$1,805,319          | \$257,318           | 3.1%               |
| Climbing/Hiking/Tent Camping                     | \$356,609   | \$365,876            | \$380,028            | \$396,862            | \$405,143            | \$413,198            | \$56,589            | 3.0%               |
| Equestrian                                       | \$409,562   | \$430,612            | \$487,309            | \$509,934            | \$542,015            | \$602,016            | \$192,454           | 8.0%               |
| Hunting/Shooting/Trapping                        | \$445,091   | \$491,635            | \$468,015            | \$498,323            | \$490,907            | \$551,102            | \$106,011           | 4.4%               |
| Motorcycling/ATVing                              | \$758,633   | \$802,623            | \$852,212            | \$890,518            | \$908,096            | \$911,623            | \$152,990           | 3.7%               |
| Recreational Flying                              | \$157,576   | \$158,285            | \$162,764            | \$174,020            | \$187,388            | \$224,448            | \$66,872            | 7.3%               |
| RVing  | \$1,120,359   | \$1,164,770          | \$1,228,914          | \$1,314,338          | \$1,370,187          | \$1,492,339          | \$371,980           | 5.9%               |
| Snow Activities                                  | \$567,100   | \$550,625            | \$595,983            | \$617,890            | \$610,265            | \$652,463            | \$85,363            | 2.8%               |
| Other Conventional Outdoor Recreation Activities | \$1,080,172   | \$1,081,200          | \$1,119,778          | \$1,174,828          | \$1,177,117          | \$1,259,314          | \$179,142           | 3.1%               |
| Multi-use Apparel and Accessories (Conventional) | \$5,748,849   | \$5,867,920          | \$5,988,823          | \$6,298,201          | \$6,300,308          | \$6,598,471          | \$849,622           | 2.8%               |
| <b>Subtotal Core Recreation Activities</b>       | <b>\$12,510,380</b>                                     | <b>\$12,783,862</b>  | <b>\$13,222,347</b>  | <b>\$13,873,310</b>  | <b>\$14,080,082</b>  | <b>\$14,903,256</b>  | <b>\$2,392,876</b>  | <b>3.6%</b>        |
| <b>Other Outdoor Recreation</b>                  | <b>\$9,080,655</b>                                      | <b>\$9,213,210</b>   | <b>\$9,578,543</b>   | <b>\$10,011,040</b>  | <b>\$10,404,966</b>  | <b>\$11,103,139</b>  | <b>\$2,022,484</b>  | <b>4.1%</b>        |
| <b>Supporting Outdoor Recreation</b>             | <b>\$20,533,632</b>                                     | <b>\$21,118,722</b>  | <b>\$21,753,018</b>  | <b>\$23,224,619</b>  | <b>\$23,874,864</b>  | <b>\$26,113,856</b>  | <b>\$5,580,224</b>  | <b>4.9%</b>        |
| <b>Total Recreation</b>                          | <b>\$42,124,667</b>                                     | <b>\$43,115,794</b>  | <b>\$44,553,908</b>  | <b>\$47,108,969</b>  | <b>\$48,359,912</b>  | <b>\$52,120,251</b>  | <b>\$9,995,584</b>  | <b>4.4%</b>        |
| <b>UNITED STATES</b>                             |   |                      |                      |                      |                      |                      |                     |                    |
| <b>Core Recreation Activities</b>                | Figures in Thousands of Dollars; Adjusted for Inflation |                      |                      |                      |                      |                      |                     | <b>Avg. Annual</b> |
| Bicycling  | \$1,750,000   | \$1,877,000          | \$1,904,000          | \$1,839,000          | \$2,073,000          | \$2,091,000          | \$341,000           | 3.6%               |
| Boating/Fishing                                  | \$17,436,000  | \$17,165,000         | \$17,235,000         | \$17,629,000         | \$17,897,000         | \$18,733,000         | \$1,297,000         | 1.4%               |
| Climbing/Hiking/Tent Camping                     | \$3,067,000   | \$3,141,000          | \$3,179,000          | \$3,106,000          | \$3,266,000          | \$3,241,000          | \$174,000           | 1.1%               |
| Equestrian                                       | \$5,245,000   | \$5,389,000          | \$5,686,000          | \$5,800,000          | \$6,139,000          | \$6,800,000          | \$1,555,000         | 5.3%               |
| Hunting/Shooting/Trapping                        | \$6,514,000   | \$7,288,000          | \$6,821,000          | \$7,393,000          | \$6,938,000          | \$7,900,000          | \$1,386,000         | 3.9%               |
| Motorcycling/ATVing                              | \$8,144,000   | \$8,177,000          | \$8,384,000          | \$8,474,000          | \$8,255,000          | \$8,315,000          | \$171,000           | 0.4%               |
| Recreational Flying                              | \$1,166,000   | \$1,111,000          | \$1,186,000          | \$1,208,000          | \$1,247,000          | \$1,258,000          | \$92,000            | 1.5%               |
| RVing  | \$12,654,000  | \$13,048,000         | \$13,146,000         | \$13,314,000         | \$13,485,000         | \$14,797,000         | \$2,143,000         | 3.2%               |
| Snow Activities                                  | \$5,041,000   | \$4,888,000          | \$5,214,000          | \$5,220,000          | \$5,055,000          | \$5,152,000          | \$111,000           | 0.4%               |
| Other Conventional Outdoor Recreation Activities | \$8,813,000   | \$8,694,000          | \$9,425,000          | \$9,603,000          | \$9,797,000          | \$10,111,000         | \$1,298,000         | 2.8%               |
| Multi-use Apparel and Accessories (Conventional) | \$41,519,000  | \$41,842,000         | \$41,851,000         | \$42,451,000         | \$42,255,000         | \$43,722,000         | \$2,203,000         | 1.0%               |
| <b>Subtotal Core Recreation Activities</b>       | <b>\$111,349,000</b>                                    | <b>\$112,620,000</b> | <b>\$114,031,000</b> | <b>\$116,037,000</b> | <b>\$116,407,000</b> | <b>\$122,120,000</b> | <b>\$10,771,000</b> | <b>1.9%</b>        |
| <b>Other Outdoor Recreation</b>                  | <b>\$69,833,000</b>                                     | <b>\$69,828,000</b>  | <b>\$71,388,000</b>  | <b>\$70,445,000</b>  | <b>\$70,613,000</b>  | <b>\$74,407,000</b>  | <b>\$4,574,000</b>  | <b>1.3%</b>        |
| <b>Supporting Outdoor Recreation</b>             | <b>\$179,327,000</b>                                    | <b>\$178,700,000</b> | <b>\$177,768,000</b> | <b>\$183,951,000</b> | <b>\$184,743,000</b> | <b>\$189,505,000</b> | <b>\$10,178,000</b> | <b>1.1%</b>        |
| <b>Total Recreation</b>                          | <b>\$360,509,000</b>                                    | <b>\$361,148,000</b> | <b>\$363,187,000</b> | <b>\$370,433,000</b> | <b>\$371,763,000</b> | <b>\$386,032,000</b> | <b>\$25,523,000</b> | <b>1.4%</b>        |

Source: Bureau of Economic Analysis Outdoor Recreation Satellite Account.

recr

Measures the economic activity and sales generated by outdoor recreation activities. The statistics also measure each industry's production of outdoor goods and services and its contribution to US Gross Domestic Product.

Table A-2  
 Grass Valley RV Resort Economic Analysis  
 Comparison Year-Round RV Parks

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| Name                        | Location     | RV Sites | Glamp Sites | Camp Sites | Daily Rates |                          |            | Number of Employees |          | Occupancy                | Facilities  | Notes  |
|-----------------------------|--------------|----------|-------------|------------|-------------|--------------------------|------------|---------------------|----------|--------------------------|---|--|
|                             |              |          |             |            | RV Sites    | Glamp Sites              | Camp Sites | Employees           | per Site |                          |   |  |
| NV County Fairgrounds       | Grass Valley | 100      |             |            | \$50.00     |                          |            | 2.00                | 0.02     | Apr-Oct 85%; Nov-Mar 60% | Premium, full hookup, water and electric only RV site options available   | 50 full hook up sites (non premium sites are \$40/day), 56 water & electric only and some dry camping, no tents allowed. CLOSED during all major events, festivals etc. Max stay is 7 days; most visitors are there for events                                     |
| Inn Town Campground         | Nevada City  | 18       | 18          | 31         | \$68.00     | \$105.00                 | \$45.00    |                     |          |                          | Camp store, community kitchen, eating area, living room, foosball, TV, fireplace, kids area, showers, laundry, picnic tables, swimming pool, firepit. Called 'The Commons' - 3,000 square feet facility building.   | Closest similar facility.  |
| Coachland RV Park           | Truckee [1]  | 133      |             |            | \$65.00     |                          |            |                     |          |                          | dog park, 2000 ft clubhouse, playground/picnic area, bbq pits, lawn games area, laundry facilities, showers, laundry, picnic tables, swimming pool, TV lounge, Wifi, pickle ball court, ping pong, convenience store, outdoor game area, showers, basketball court, horseshoes, allows monthly rentals    | All are pull through with Full hookups, Direct TV and basic wireless internet included in rate, some sites have landscaping (can do some gardening)  |
| Auburn RV Resort            | Auburn       | 51       |             |            | \$60.00     |                          |            |                     |          |                          | Laundry, showers, BBQ area, rec room with billiards, TVs, dog park and wash station, picnic tables, Wifi; allows monthly rentals  | Full service sites price \$53-\$63   |
| Auburn Gold Country RV Park | Auburn       | 65       | 2           | 12         | \$63.00     |                          | \$40.00    | 8.00                | 0.10     | 95%                      | Heated pool and spa, playground, fishing pond, TV lounge, Wifi, pickle ball court, ping pong, convenience store, outdoor game area, showers, basketball court, horseshoes, allows monthly rentals   | Full hookup \$63-\$73 / day  |
| Jackson Rancheria RV Park   | Jackson      | 100      |             |            | \$60.00     | mid-week: \$70 Fri & Sat |            |                     |          |                          | Heated pool, rec hall, exercise room, hot tub, game room, horseshoes, casino, outdoor games, pet park   | Max stay 14 days.  |
| Angels Camp RV Resort       | Angels Camp  | 102      | 7           | 8          | \$65.00     | Range \$55-\$70 daily    |            |                     |          |                          | Close to Calaveras County Fairground. RV Sites, Lodges, Cabins, Tents; pool, playground, tetherball, sand volleyball, horseshoes, basketball, laundry, showers. Back in sites cheaper than pull through. Price range for cabins/lodges is \$70-\$85 daily and for lodges with bathrooms \$130-\$145 daily | Pull through, full hook-ups; small fee for dogs, 2-night min on weekends, holidays & events. Lodges have bathroom and small kitchen. Bring your own linens, 2-night min. sleeps up to 6; cabins similar to lodges no bathroom or kitchen; tent sites have electric |

Source: HEC website research and telephone interviews December 2019

[1] Summer rates shown. Winter rates are lower between October and April.



**Table A-3**  
**Grass Valley RV Resort Economic Analysis**  
**Estimated Visitation, Employees, and Occupancy**

**DRAFT**

| Item                              | Phase            |                  |                |
|-----------------------------------|------------------|------------------|----------------|
|                                   | 1<br>Spring 2021 | 2<br>Spring 2022 | 3<br>Fall 2022 |
| <b>Visitors [1]</b>               |                  |                  |                |
| Annual Glamping Visitors          | 0                | 0                | 4,380          |
| Annual RV Site Visitors           | 46,720           | 33,288           | 0              |
| <b>Cumulative Annual Visitors</b> | <b>46,720</b>    | <b>80,008</b>    | <b>84,388</b>  |
| <b>Employees</b>                  |                  |                  |                |
| New Employees (FTEs) [2]          | 4                | 3                | 1              |
| <b>Cumulative Employees</b>       | <b>4</b>         | <b>7</b>         | <b>8</b>       |
| <b>Visitation Days</b>            |                  |                  |                |
| Cumulative Glamping Sites         | 0                | 0                | 15             |
| Cumulative RV Sites               | 80               | 137              | 137            |
| <b>Available Site Days</b>        |                  |                  |                |
| Cumulative Glamping Sites [3]     | 0                | 0                | 2,745          |
| Cumulative RV Sites [4]           | 29,200           | 50,005           | 50,005         |
| <b>Occupancy</b>                  |                  |                  |                |
| Glamping Sites [3]                | 70%              | 70%              | 70%            |
| RV Sites [4]                      | 80%              | 80%              | 80%            |
| <b>Occupied Site Days</b>         |                  |                  |                |
| Cumulative Glamping Sites         | 0                | 0                | 1,922          |
| Cumulative RV Sites               | 23,360           | 40,004           | 40,004         |
| <b>Total Occupied Site Days</b>   | <b>23,360</b>    | <b>40,004</b>    | <b>41,926</b>  |

Source: HEC December 2019.

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[1] Assumes 2 persons on average per site.

[2] Estimate based on 0.05 FTEs per site.

[3] Occupancy April through October; remainder of the year vacant.

[4] Estimate based on 90% occupancy April through October and 70% occupancy the remaining months.

**Table A-4**  
**Grass Valley RV Resort Economic Analysis**  
**Private Campground User Expenditures**

**DRAFT**

| Category                                    | Annual Spending            |             | Avg. Daily Spending |              |
|---|----------------------------|-------------|---------------------|--------------|
|   | <i>Millions of Dollars</i> |             | 1999 \$             | 2019 \$      |
| Restaurants                                 | \$553                      | 25%         | \$30                | \$50         |
| Vehicle & Fuel                              | \$199                      | 9%          | \$11                | \$18         |
| Campground Fees                             | \$488                      | 22%         | \$27                | \$44         |
| Groceries                                   | \$399                      | 18%         | \$22                | \$36         |
| Shopping                                    | \$342                      | 16%         | \$19                | \$31         |
| Recreation                                  | \$191                      | 9%          | \$10                | \$17         |
| <b>Total</b>                                | <b>\$2,172</b>             | <b>100%</b> | <b>\$119</b>        | <b>\$198</b> |
| <b>Approx. Taxable Spending per Day [1]</b> |                            |             |                     | <b>\$100</b> |

Source: Dean Runyan, July 2000, "Campers in California - Travel Patterns and Economic Impacts". dean

[1] Broadly, includes restaurants, vehicle & fuel, and shopping.

**Table A-5**  
**Grass Valley RV Resort Economic Analysis**  
**Nevada County Taxable Sales**

**DRAFT**

| <b>Calendar Year</b> | <b>Incorporated<br/>County</b> | <b>Unincorporated<br/>County</b> | <b>Unallocated</b> | <b>Total Taxable<br/>Transactions</b> |
|----------------------|--------------------------------|----------------------------------|--------------------|---------------------------------------|
|                      |                                |                                  |                    |                                       |
|                      |                                | <i>In Millions of Dollars</i>    |                    |                                       |
| 2010                 | \$700.9                        | \$159.2                          | \$151.8            | \$1,011.8                             |
| 2011                 | \$739.3                        | \$169.4                          | \$166.0            | \$1,074.8                             |
| 2012                 | \$757.3                        | \$176.2                          | \$172.0            | \$1,105.5                             |
| 2013                 | \$781.3                        | \$187.3                          | \$191.9            | \$1,160.5                             |
| 2014                 | \$811.8                        | \$197.1                          | \$211.4            | \$1,220.4                             |
| 2015                 | \$859.6                        | \$197.1                          | \$229.4            | \$1,286.1                             |
| 2016                 | \$880.5                        | \$207.7                          | \$246.9            | \$1,335.1                             |
| 2017                 | \$914.2                        | \$225.8                          | \$294.3            | \$1,434.4                             |
| <b>2017</b>          |                                |                                  |                    |                                       |
| Grass Valley         |                                |                                  | 34%                | \$491.0                               |
| Nevada City          |                                |                                  | 6%                 | \$81.7                                |
| Truckee              |                                |                                  | 24%                | \$341.5                               |
| Unincorp.            |                                |                                  | 36%                | \$520.19                              |
| <b>Total County</b>  |                                |                                  |                    | <b>\$1,434.40</b>                     |

Source: California Department of Tax and Fee Administration and HEC.

taxable

**Table A-6**  
**Grass Valley RV Resort Economic Analysis**  
**Allocation of 1% Property Tax**

**DRAFT**

**Tax Rate Area: 062-032**

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| <b>Agency</b>                           | <b>Pre-ERAF<br/>Allocation</b> |
|---|--------------------------------|
| County General                          | 28.4294%                       |
| Nevada Irrigation District              | 6.0842%                        |
| Grass Valley Elementary                 | 27.5748%                       |
| County School Service Fund              | 1.1926%                        |
| Nevada Union High School                | 17.5987%                       |
| Sierra College                          | 8.2484%                        |
| Regional Occupation PGM                 | 0.4764%                        |
| Nevada Cemetery District                | 0.4745%                        |
| Resource Conservation District          | 0.0553%                        |
| North County Consolidated Fire District | 9.8657%                        |
| <b>Total</b>                            | <b>100.0000%</b>               |

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Source: Nevada County Auditor-Controller

ab8

Note: Figures are pre-ERAF adjustment.

**Table A-7**  
**Grass Valley RV Resort Economic Analysis**  
**Estimated New Assessed Value**

**DRAFT**

| Development                            | Estimated Assessed Value |                    |                  |                    |
|--|--------------------------|--------------------|------------------|--------------------|
|  | Land                     | Structure          | Other            | Total              |
| <b>Current - Undeveloped</b>           | <b>\$2,000,000</b>       |                    |                  | <b>\$2,000,000</b> |
| <b>Estimate - Developed as RV Park</b> |                          |                    |                  |                    |
| Facility/Store/Office [1]              | \$2,000,000              | \$1,369,500        |                  | <b>\$3,369,500</b> |
| RV Sites & Glamping [2]                |                          |                    | \$563,050        | <b>\$563,050</b>   |
| <b>Subtotal RV Park</b>                | <b>\$2,000,000</b>       | <b>\$1,369,500</b> | <b>\$563,050</b> | <b>\$3,932,550</b> |

Source: ParcelQuest, HEC November 2019, and Millenium Engineering.

av

[1] Estimate of \$300 per building square foot.

[2] Some portion of other improvements may be assessed. The estimate of total other improvement costs ranges \$5 M to \$7 M. The analysis assumes that 10% of those costs are assessable.

**Table A-8**  
**Grass Valley RV Resort Economic Analysis**  
**Assessed Value Information for Comparison RV Grounds**

**DRAFT**

| RV Park                                  | Use Code    | Land             | Improvements       | Other      | Total              | % Improved | Acres        |
|--|-------------|------------------|--------------------|------------|--------------------|------------|--------------|
| <b>Inn Town Campground</b>               | <b>2000</b> | <b>\$328,766</b> | <b>\$1,196,460</b> | <b>\$0</b> | <b>\$1,525,226</b> | <b>78%</b> | <b>15.09</b> |
| <b>Coachland RV Park</b>                 |             |                  |                    |            |                    |            |              |
| Parcel 1                                 | 900         | \$704,335        | \$1,302,067        | \$0        | \$2,006,402        | 64%        | 26.22        |
| Parcel 2                                 | 3000        | \$80,831         | \$0                | \$0        | \$80,831           | 0%         | 3.33         |
| <b>Total Coachland RV Park</b>           |             | <b>\$785,166</b> | <b>\$1,302,067</b> | <b>\$0</b> | <b>\$2,087,233</b> |            | <b>29.55</b> |
| <b>Auburn RV Resort</b>                  |             |                  |                    |            |                    |            |              |
| Parcel 1                                 | 68          | \$12,629         | \$10,000           | \$0        | \$22,629           | 44%        | 0.40         |
| Parcel 2                                 | 20          | \$10,906         | \$305,000          | \$0        | \$315,906          | 96%        | 0.58         |
| Parcel 3                                 | 68          | \$114,847        | \$275,000          | \$0        | \$389,847          | 70%        | 6.00         |
| Parcel 4                                 | 68          | \$22,967         | \$0                | \$0        | \$22,967           | 0%         | 1.10         |
| Parcel 5                                 | 29          | \$150,451        | \$510,632          | \$0        | \$661,083          | 77%        | 8.00         |
| Parcel 6                                 | 68          | \$22,967         | \$0                | \$0        | \$22,967           | 0%         | 1.10         |
| Parcel 7                                 | 68          | \$132,075        | \$0                | \$0        | \$132,075          | 0%         | 7.20         |
| Parcel 8                                 | 68          | \$68,907         | \$0                | \$0        | \$68,907           | 0%         | 3.89         |
| <b>Total Auburn RV Resort</b>            |             | <b>\$535,749</b> | <b>\$1,100,632</b> | <b>\$0</b> | <b>\$1,636,381</b> |            | <b>28.27</b> |
| <b>Auburn Gold Country RV Park</b>       |             |                  |                    |            |                    |            |              |
| Parcel 1                                 | 8           | \$7,400          | \$0                | \$0        | \$7,400            | 0%         | n.a.         |
| Parcel 2                                 | 68          | \$143,505        | \$0                | \$0        | \$143,505          | 0%         | 1.18         |
| <b>Total Auburn Gold Country RV Park</b> |             | <b>\$150,905</b> | <b>\$0</b>         | <b>\$0</b> | <b>\$150,905</b>   |            |              |

Source: ParcelQuest.

comp av

**Table A-9  
Grass Valley RV Resort Economic Analysis  
Nevada County FY 19/20 Adopted Budget**

**DRAFT**

| <b>Revenues and Expenses</b>    | <b>Fiscal Year<br/>2019/20 Budget</b> | <b>% of<br/>Budget</b> |
|---------------------------------|---------------------------------------|------------------------|
| <b>Revenues</b>                 |                                       |                        |
| Taxes                           | \$59,347,289                          | 24%                    |
| Licenses, Permits & Franchises  | \$5,065,074                           | 2%                     |
| Fines, Forfeitures & Penalties  | \$2,506,159                           | 1%                     |
| Use of Money & Property         | \$8,817,876                           | 4%                     |
| Federal/State Intergov.         | \$102,543,021                         | 41%                    |
| Charges for Services            | \$20,938,148                          | 8%                     |
| Miscellaneous Revenues          | \$3,633,919                           | 1%                     |
| Other                           | \$46,509,280                          | 19%                    |
| <b>Total Budgeted Revenues</b>  | <b>\$249,360,766</b>                  | <b>100%</b>            |
| <b>Expenditures</b>             |                                       |                        |
| General Government              | \$26,075,867                          | 10%                    |
| Public Protection               | \$85,046,917                          | 33%                    |
| Public Ways & Facilities        | \$21,447,118                          | 8%                     |
| Health & Sanitation             | \$57,377,109                          | 22%                    |
| Public Assistance               | \$40,794,160                          | 16%                    |
| Education, Recreation & Culture | \$5,363,831                           | 2%                     |
| Enterprise                      | \$10,337,623                          | 4%                     |
| Internal Services               | \$11,517,518                          | 4%                     |
| <b>Total Expenditures</b>       | <b>\$257,960,143</b>                  | <b>100%</b>            |

Source: Nevada County adopted FY 19/20 Budget.

budget

**Table A-10**  
**Grass Valley RV Resort Economic Analysis**  
**Visitor Spending by Commodity**

**DRAFT**

| Commodity                               | Nevada County              |             | California                 |             |
|---|----------------------------|-------------|----------------------------|-------------|
|   | Spending in                | Percentage  | Spending                   | Percentage  |
|   | 2018                       | of Spending | in 2018                    | of Spending |
|   | <i>Millions of Dollars</i> |             | <i>Billions of Dollars</i> |             |
| Accommodations                          | \$82                       | 23%         | \$29                       | 23%         |
| Food Service                            | \$115                      | 32%         | \$34                       | 26%         |
| Food Stores                             | \$20                       | 5%          | \$4                        | 3%          |
| Local Transportation & Gas              | \$44                       | 12%         | \$20                       | 16%         |
| Arts, Entertainment & Recreation        | \$57                       | 16%         | \$18                       | 14%         |
| Retail Sales                            | \$45                       | 12%         | \$17                       | 14%         |
| Visitor Air Transportation              | \$0                        | 0%          | \$6                        | 5%          |
| <b>Estimated Total Visitor Spending</b> | <b>\$362</b>               | <b>100%</b> | <b>\$128</b>               | <b>100%</b> |

Sources: Dean Runyan Associates, California Travel Impacts, 2018.

travel



**Table A-11**  
**Grass Valley RV Resort Economic Analysis**  
**Job:Housing Analysis Areas**

**DRAFT**

| Area                           | Communities   | 2010 Census Tracts & CDPs  |
|--------------------------------|---|--|
| <b>1: Urban Western County</b> | City of Grass Valley, City of Nevada City   | Grass Valley CDP, Nevada City CDP, 5.01 and 5.02                                     |
| <b>2: Rural Western County</b> | Lake Wildwood, Rough and Ready, Penn Valley, North San Juan, Alta Sierra, Lake of the Pines, North San Juan | 3, 4.01, 4.02, 6, 8.01, 8.02, 1.02, 1.03, 1.04, 1.05, 2, 7.01, 7.02, N. San Juan CDP |
| <b>3: Eastern County</b>       | Washington, Graniteville, Floriston, Soda Springs, Kingvale, City of Truckee                                | 9 (minus N. San Juan CDP), 12.03, 12.04, 12.05, 12.06                                |

Source: HEC.

areas





## TECHNICAL MEMORANDUM

**TO:** Mr. Ethan Mobley | DYNAMIC PLANNING  
**FROM:** Giancarlo Ganddini | GANDDINI GROUP, INC.  
**DATE:** August 31, 2022 (Revision 1)  
**SUBJECT:** Meadows of Isleton RV Resort Focused Transportation Study  
Project No. 19542

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Ganddini Group, Inc. is pleased to provide this vehicle miles traveled (VMT) analysis for the proposed Meadows of Isleton RV Resort Project in the City of Isleton. The purpose of this analysis is to assess the level of potential transportation impacts associated with the proposed Project both in the context of vehicle miles traveled (VMT) for California Environmental Quality Act (CEQA) requirements and forecast traffic conditions for non-CEQA purposes. We trust the findings of this analysis will aid you and the City of Isleton in assessing the project.

### PROJECT DESCRIPTION

The project site is situated west of Jackson Slough Road and Andrus Circle at 301, 401, and 501 Jackson Slough Road in the City of Isleton, California. The project site is part of a working farm that currently offers 20 campsites. Figure 1 shows the regional location map and Figure 2 shows the project location map.

The proposed project involves development of a recreational vehicle (RV) park with up to 135 camp sites. The proposed site plan is provided in Attachment A.

### PROJECT TRIP GENERATION

Table 1 shows the project generation forecast based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021).

Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 416 (Campground/RV Park) were determined to adequately represent the proposed project and were used for the analysis. The number of trips forecast to be generated are determined by multiplying the trip rates by the land use quantity. Since the existing site currently includes 20 campsites, the project trip generation was calculated for the proposed net increase of 115 additional campsites. No existing trip credits are applied for the existing farm activities as these are assumed to be nominal, thus providing a conservative estimate of the net project trips generated.

As shown in Table 1, the proposed project is forecast to generate approximately 311 daily trips, including 24 trips during the AM peak hour and 31 trips during the PM peak hour.

### CRITERIA FOR THE PREPARATION OF A LOCAL TRANSPORTATION ANALYSIS

In the absence of formal traffic study guidelines established by the City of Isleton, the need to prepare a local transportation analysis (LTA) was assessed based on guidance from the County of Sacramento *Transportation*

*Analysis Guidelines* (September 2020) ["County TIA Guidelines"]. According to the County TIA Guidelines, certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing an LTA with more detailed level of service (LOS) analysis. As specified in the County TIA Guidelines, an LTA is typically required under any of the following conditions:

1. The project will generate 100 or more new AM or PM peak hour vehicle trip-ends.
2. The project will generate 1,000 or more daily vehicle trip-ends.
3. New project traffic will substantially affect an intersection or a roadway segment already identified as operating at an unacceptable level of service.
4. The project may result in a decrease in public safety on any roadway for any mode of travel.
5. The project will substantially change the off-site transportation system or connections to it.
6. Any other land development or transportation project requiring an LTA, at the sole determination of the Department of Transportation.

As shown in Table 1, the proposed project is forecast to generate fewer than 100 trips during the weekday AM and PM peak hours. Based on review of the City of Isleton General Plan Update Traffic Impact Analysis (Ganddini Group, March 2022), intersections and roadways in the project vicinity currently operate at LOS C or better. The project would not decrease public safety assuming on-site and site access improvements are constructed in accordance with City of Isleton design standards nor does the project propose changes to off-site transportation systems. Therefore, Preparation of an LTA is not warranted based on the criteria specified in the County TIA Guidelines.

Notwithstanding the above, sight distance and the need for installation of dedicated turning lanes at the proposed project driveway were evaluated to ensure adequate site access.

### **PROJECT DRIVEWAY SIGHT DISTANCE**

Roadways are designed to provide sufficient stopping sight distance continuously along each travel lane so that drivers have adequate view of the roadway ahead. If the available sight distance equals or exceeds the appropriate stopping sight distance for the major road, sufficient sight distance is provided to anticipate and avoid collisions. In some cases, however, vehicles traveling on the major road may need to substantially slow down or stop to accommodate vehicles entering or crossing from the minor road. Therefore, to enhance traffic operations at uncontrolled or minor street stop-controlled intersections, it is desirable to provide intersection sight distances that exceed the stopping sight distances along the major road.

The sight distance analysis was prepared based on the sight distance guidelines specified in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Street (7th Edition, 2018)* ["AASHTO Greenbook"]. Both stopping sight distance and intersection sight distance were evaluated. The stopping sight distances are based on passenger car operation and do not explicitly consider design for truck operations. While trucks typically require longer braking distances, they generally travel slower and truck drivers are more experienced than the average passenger car driver; therefore, separate stopping distances for trucks and passenger cars are not generally used in highway design. For intersection sight distance, AASHTO notes that the minor road design vehicle can usually be assumed to be a passenger car, except in cases where substantial volumes of heavy vehicles enter the major road, such as ramp terminals.

Assuming level major street roadways (less than three percent grade), stopping sight distance is determined by the following formula:

$$\text{Stopping Sight Distance} = 1.47 Vt + 1.075 (V^2 / a)$$

where:  
V = design speed (miles per hour)  
t = brake reaction time, 2.5 seconds  
a = deceleration rate (feet / second<sup>2</sup>), 11.2 feet/second<sup>2</sup>

The intersection sight distance was determined based on "Case B - Intersections with stop control on the minor road." For Case B conditions, the intersection sight distance along the major road is determined by the following formula:

$$\text{Intersection Sight Distance} = 1.47 V_{\text{major}} t_g$$

where:  
V<sub>major</sub> = design speed of the major road (miles per hour)  
t<sub>g</sub> = time gap for minor road vehicle to enter the major road (seconds)

Time gaps are determined based on the design vehicle, number of lanes crossed, median widths, minor road approach grade, design vehicle, and turning movement from the minor road.

Signage along Jackson Slough Road describes the roadway as a winding levee road with advisory speeds ranging from 25 to 40 miles per hour. There is no posted regulatory speed limit on Jackson Slough Road. Therefore, to provide a conservative assessment, the design speed used for the sight distance analysis is based on the California statutory speed limit of 55 miles per hour for two lane undivided highways, although the critical speed (i.e., 85th-percentile) is likely lower due to the horizontal alignment of the road.

Intersection sight distance at the project driveway was calculated for two cases: left turn from stop (Case B1) and right turn from stop (Case B2). Since most vehicles utilizing the project driveway are expected to consist of heavier RV vehicles, time gaps for single unit trucks were used for the analysis. In accordance with AASHTO recommendations, a 9.5-second time gap was used for left turn from stop (Case B1) and an 8.5-second time gap was used for right turn from stop (Case B2). Based on the intersection sight distance formulas, an intersection sight distance of 770 feet is desirable for left turn from stop and 690 feet is desirable for right turn from stop. In both cases, the minimum stopping sight distance is 495 feet.

Figure 3 shows the sight distance analysis for the proposed project driveway at Jackson Slough Road. The restricted use areas shown on Figure 3 should be kept free of objects that could substantially obstruct the line of sight, including parked vehicles and landscaping over two feet in height. As shown on Figure 3, sufficient stopping sight distance would be provided for vehicles (passenger cars and RVs) exiting the proposed project driveway at Jackson Slough Road with implementation of the recommended landscaping restrictions.

Ideally, intersection sight distance for left turn from stop would provide 770 feet of clear sight for RV vehicles based on a design speed of 55 miles per hour. As shown on Figure 3, the ideal intersection sight distance does not appear to be provided due to existing trees near the roadway bend at the south of the project site. This indicates there is adequate sight distance to avoid collisions, however, vehicles traveling on the major road may need to substantially slow down or stop to accommodate RVs exiting the site and turning left. In reality, vehicles exiting the bend are unlikely to be traveling at 55 miles per hour based on the advisory speeds of 30 miles per hour through this area. Additionally, the volume of vehicles exiting the project driveway is forecast to be relatively low, especially when considering only RVs making a left turn, and thus would have a minimal

impact in terms of the likelihood of requiring northbound vehicles on Jackson Slough Road to substantially slow. For these reasons, adequate stopping sight distance is provided to avoid collisions and the available intersection sight distance for vehicles departing the project site driveway is not anticipated to result in substantial disruptions to flow along Jackson Slough Road.

### **NEED FOR DEDICATED TURNING LANES**

The need for installation of dedicated left or right turn lanes at the proposed project driveway on Jackson Slough Road was evaluated based on National Cooperative Highway Research Program (NCHRP) 457 guidance. The NCHRP turn lane warrant analysis worksheets are provided in Attachment B.

The peak season average daily traffic (ADT) on Jackson Slough Road is estimated as 1,250 trips per day (both directions) based on a 24-hour roadway segment count obtained in December 2021. Based on review of California Department of Transportation (Caltrans) data on nearby State Route 160, the December 2021 count was increased by approximately 20 percent to account for peak season and pandemic adjustments. Peak hour flows were determined based on the adjusted daily volume and factored based on the observed peak hour ratios. The existing roadway segment count worksheet is provided in Attachment C.

Based on the NCHRP criteria, installation of a dedicated left turn or right turn lane is not warranted at the proposed project driveway on Jackson Slough Road.

### **GENERAL PLAN CONSISTENCY AND SR-160 CAPACITY ASSESSMENT**

The City of Isleton recently completed a General Plan Update, which included growth projections for 135 campsites at the project site in addition to Citywide growth projections through year 2040. The *City of Isleton General Plan Update Traffic Impact Analysis (Ganddini Group, March 2022)* includes a capacity analysis for several roadway segments in the project vicinity and five intersections along State Route 160 (SR-160).

As documented in the General Plan Update traffic study, the intersection of A Street and SR-160 is forecast to operate at Level of Service B during the AM peak hour and Level of Service C during the PM peak hour for Existing Plus Project conditions (i.e., Existing Plus General Plan growth inclusive of the proposed project). The proposed project represents a small portion of the total growth and would have an even smaller impact on capacity. Since the proposed project is consistent with the General Plan Update traffic analysis, which did not identify any Level of Service deficiencies, the proposed project is forecast to cause no substantial adverse effects on roadway capacity.

### **VMT ASSESSMENT**

#### Background

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the CEQA Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are

required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

### Methodology

The City of Isleton is the Lead Agency responsible for identifying potential impacts associated with development of the proposed project in accordance with CEQA requirements. In the absence of formal VMT analysis guidelines established by the City of Isleton, this VMT analysis was prepared in accordance with available guidance from the OPR Technical Advisory and County TIA Guidelines.

### Screening Assessment

As noted in the County TIA Guidelines, certain types of projects are not required to prepare a detailed CEQA transportation analysis due to the project description, characteristics, and/or location. As specified in the County TIA Guidelines, the following project types are expected to result in a less than significant VMT impact:

- Small projects (fewer than 237 daily trips)
- Local-serving retail
- Local-serving public facilities/services
- Projects in VMT-efficient areas
- Project near transit stations
- Affordable residential projects

Additional details for each of the screening criteria are provided in the County TIA Guidelines. As shown in Table 1, the proposed project is forecast to generate more than 237 daily trips. Appendix A of the County TIA Guidelines classifies recreation vehicle/travel trailer parks as regional public facilities/services (FCPS). The County TIA Guidelines state that regional retail and public facilities, services, and recreation typically draws from a larger area compared to local serving uses, potentially resulting in higher VMT. Therefore, the proposed project does not satisfy any of the County-established screening criteria.

### Significance Threshold

When assessing a regional retail or public facilities, services, or recreation project, the project's significance threshold is zero increase in total regional VMT.

### Project VMT Impact Assessment

To calculate net change in total regional VMT, the County TIA Guidelines recommend use of the Sacramento Council of Governments (SACOG) regional travel forecasting model known as the Sacramento Activity-Based Travel Simulation Model (SACSIM); however, SACSIM is not conducive to modeling recreational uses since

land use / socio-economic data is primarily related to households and employees. Therefore, it is necessary to use an alternative method for assessing the project's VMT impact.

To assess whether the project is likely to increase or decrease regional VMT, a qualitative review of the project location relative to competing facilities and destination centers in the region was performed.

Figure 4 shows the location of at 40 other existing RV and trailer facilities in the region. As shown on Figure 4, the project site is generally located centrally relative to other similar facilities; therefore, capture of any new customers/guests from other existing facilities is not anticipated to result in any substantial net changes to VMT for the region. Addition of the proposed project would introduce more opportunities for RV camp sites in a relatively central area of the region, thus reducing the need for visitors to find accommodations farther away during the peak season. The proposed project is not anticipated to be the primary reason for visitors traveling to the region. Visitors, particularly RV owners interested in outdoor activities, are primarily drawn to the region for its existing water recreation, fishing, and hiking spots. Therefore, addition of the proposed project is not anticipated to induce latent demand for travel to the region that would not otherwise occur without addition of the proposed project. Trips associated with the project site will likely have similar or shorter trip lengths compared to visitors that would have to find accommodations elsewhere if the project is not constructed.

For the reasons noted above, the proposed project can reasonably be anticipated to result in either a net decrease or negligible effect on total VMT for the region and would have a less than significant VMT impact.

## CONCLUSIONS

The proposed project is forecast to generate approximately 311 daily trips, including 24 trips during the AM peak hour and 31 trips during the PM peak hour.

Preparation of an LTA is not warranted based on the criteria specified in the County TIA Guidelines.

Adequate stopping sight distance is provided to avoid collisions and the available intersection sight distance for vehicles departing the project site driveway is not anticipated to result in substantial disruptions to flow along Jackson Slough Road.

Installation of a dedicated left turn or right turn lane is not warranted at the proposed project driveway on Jackson Slough Road.

Since the proposed project is consistent with the General Plan Update traffic analysis, which did not identify any Level of Service deficiencies, the proposed project is forecast to cause no substantial adverse effects on roadway capacity.

Addition of the proposed project is not anticipated to induce latent demand for travel to the region that would not otherwise occur without addition of the proposed project. Trips associated with the project site will likely have similar or shorter trip lengths compared to visitors that would have to find accommodations elsewhere if the project is not constructed. For these reasons, the proposed project can reasonably be anticipated to result in either a net decrease or negligible effect on total VMT for the region and would have a less than significant VMT impact.



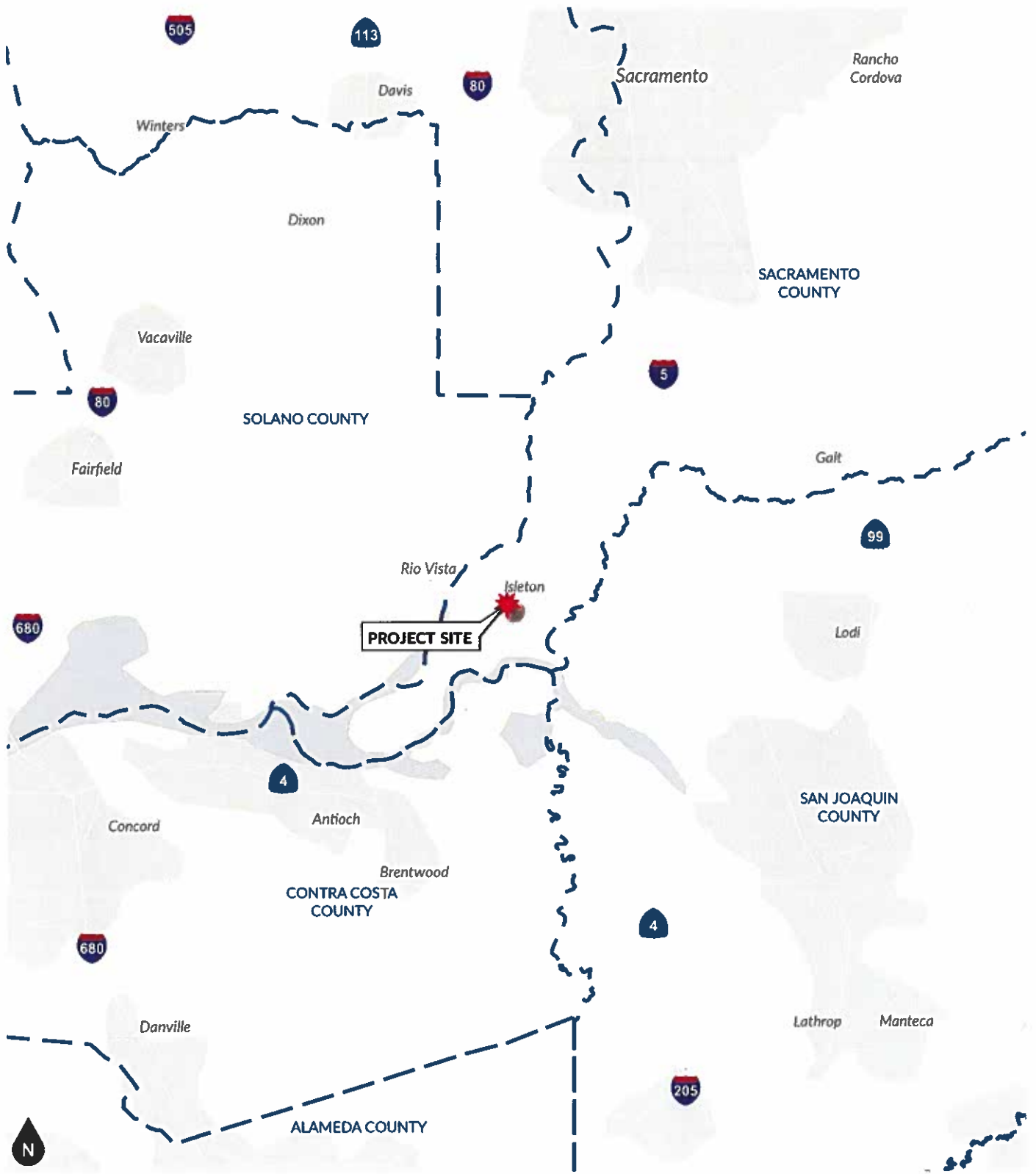
**Table 1  
Project Trip Generation**

| Trip Generation Rates                |                     |                                |              |       |      |              |       |      |            |
|--------------------------------------|---------------------|--------------------------------|--------------|-------|------|--------------|-------|------|------------|
| Land Use                             | Source <sup>1</sup> | Land Use Variable <sup>2</sup> | AM Peak Hour |       |      | PM Peak Hour |       |      | Daily Rate |
|                                      |                     |                                | % In         | % Out | Rate | % In         | % Out | Rate |            |
| Campground Recreational Vehicle Park | ITE 416             | OCS                            | 36%          | 64%   | 0.21 | 65%          | 35%   | 0.27 | 2.70       |

| Trips Generated                      |         |          |              |     |       |              |     |       |            |
|--------------------------------------|---------|----------|--------------|-----|-------|--------------|-----|-------|------------|
| Land Use                             | Source  | Quantity | AM Peak Hour |     |       | PM Peak Hour |     |       | Daily      |
|                                      |         |          | In           | Out | Total | In           | Out | Total |            |
| Campground Recreational Vehicle Park | ITE 416 | 115 OCS  | 9            | 15  | 24    | 20           | 11  | 31    | <b>311</b> |

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code  
The daily trip rate was estimated as 10 times the PM peak hour rate in the absence of data from ITE.
2. OCS = Occupied Campsites



**Figure 1**  
**Regional Location Map**



**Figure 2**  
**Project Location Map**



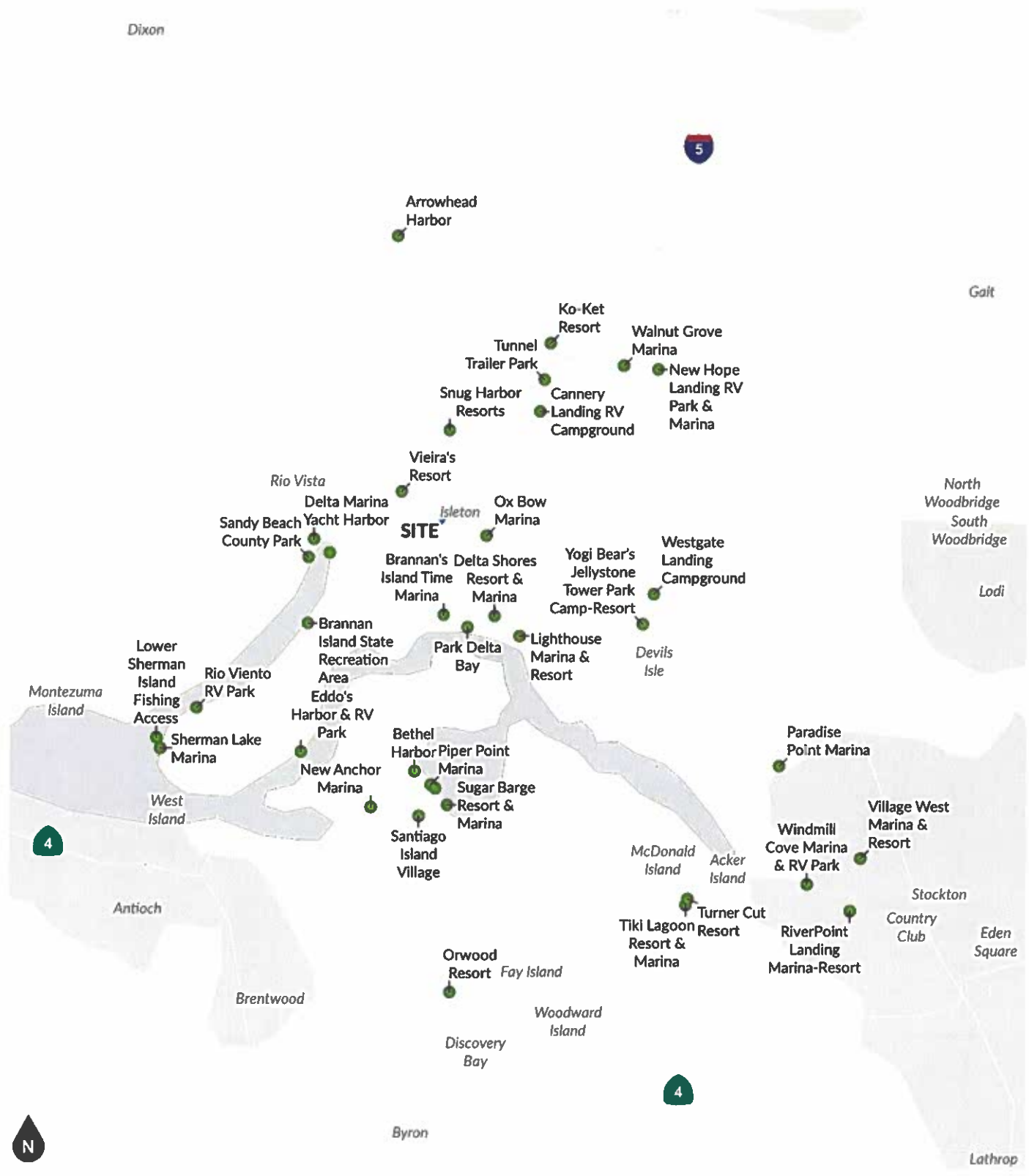


0 50 100  
1" = 100'

- Legend**
- Intersection Sight Distance
  - Stopping Sight Distance
  - ▣ Restricted Use Area
  - Driver's Eye (10 foot setback from curbline extension and 3 feet right of centerline)

**Figure 3**  
**Project Driveway Sight Distance Analysis**

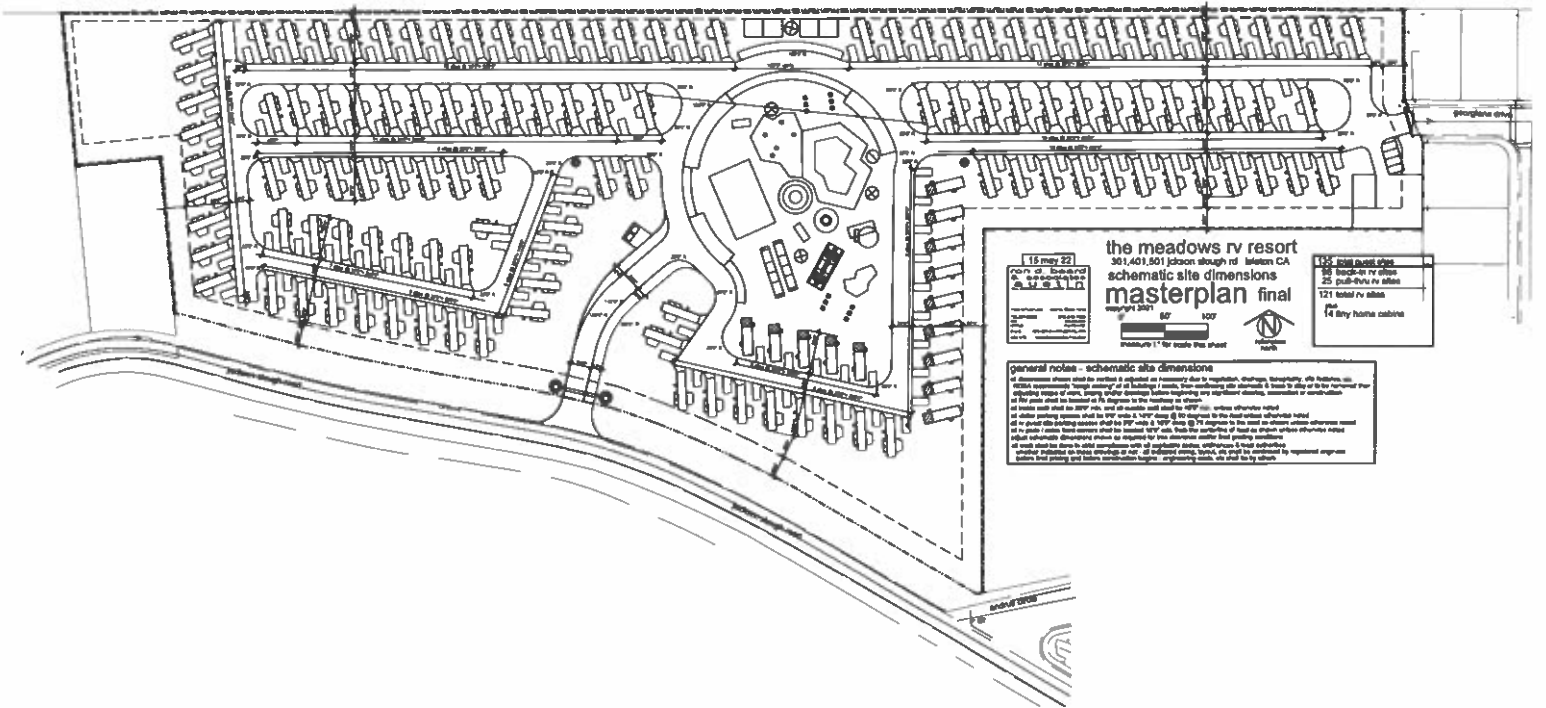




**Figure 4**  
Existing RV & Trailer Parks

# **ATTACHMENT A**

## **Site Plan**



**ATTACHMENT B**

**NCHRP Turn Lane Warrant Analysis Worksheets**



Project Driveway at Jackson Slough Road  
 Existing Plus Project - PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

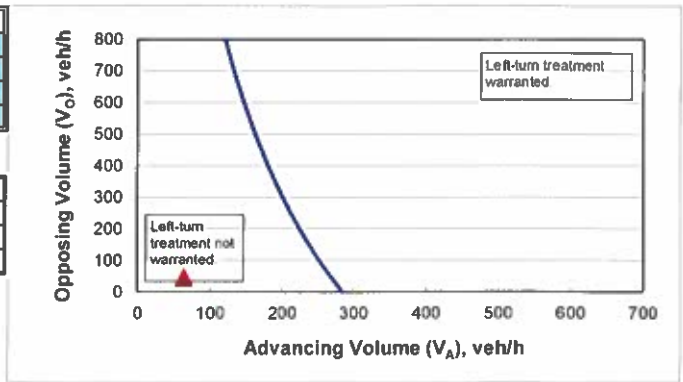
2-lane roadway (English)

INPUT

| Variable  | Value |
|---|-------|
| 85 <sup>th</sup> percentile speed, mph:                 | 55    |
| Percent of left-turns in advancing volume ( $V_A$ ), %: | 38%   |
| Advancing volume ( $V_A$ ), veh/h:                      | 64    |
| Opposing volume ( $V_O$ ), veh/h:                       | 46    |

OUTPUT

| Variable   | Value |
|--|-------|
| Limiting advancing volume ( $V_A$ ), veh/h:                              | 268   |
| <b>Guidance for determining the need for a major-road left-turn bay:</b> |       |
| <b>Left-turn treatment NOT warranted.</b>                                |       |



CALIBRATION CONSTANTS

| Variable   | Value |
|--|-------|
| Average time for making left-turn, s:                              | 3.0   |
| Critical headway, s:   | 5.0   |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9   |

Project Driveway at Jackson Slough Road  
 Existing Plus Project - PM Peak Hour

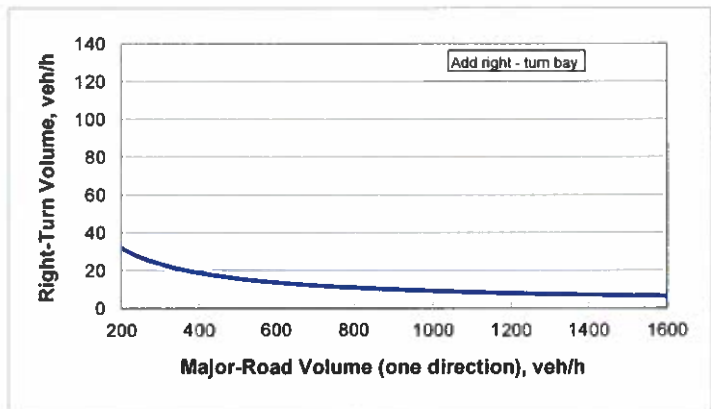
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

|   |                |       |
|---|----------------|-------|
| Roadway geometry:                         | 2-lane roadway |       |
|   | Variable       | Value |
| Major-road speed, mph:                    |                | 55    |
| Major-road volume (one direction), veh/h: |                | 46    |
| Right-turn volume, veh/h:                 |                | 24    |

OUTPUT

|   |          |       |
|---|----------|-------|
|   | Variable | Value |
| Limiting right-turn volume, veh/h:  |          | 101   |
| Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway: |          |       |
| Do NOT add right-turn bay.  |          |       |



**ATTACHMENT C**  
**Roadway Segment Count Worksheet**

### VOLUME

Jackson Slough Rd Bet. West City Limits & Jackson Blvd

Day: Wednesday  
Date: 12/15/2021

City: Isleton  
Project #: CA21\_090144\_002

| DAILY TOTALS   |    |    |       |       |       | NB             | SB | EB  | WB    | Total |       |
|----------------|----|----|-------|-------|-------|----------------|----|-----|-------|-------|-------|
|                |    |    |       |       |       | 0              | 0  | 537 | 496   | 1,033 |       |
| AM Period      | NB | SB | EB    | WB    | TOTAL | PM Period      | NB | SB  | EB    | WB    | TOTAL |
| 00:00          |    |    | 2     | 1     | 3     | 12:00          |    |     | 19    | 10    | 29    |
| 00:15          |    |    | 0     | 0     | 0     | 12:15          |    |     | 9     | 5     | 14    |
| 00:30          |    |    | 0     | 1     | 1     | 12:30          |    |     | 12    | 3     | 15    |
| 00:45          |    |    | 0     | 2     | 2     | 12:45          |    |     | 7     | 47    | 54    |
| 01:00          |    |    | 0     | 0     | 0     | 13:00          |    |     | 16    | 9     | 25    |
| 01:15          |    |    | 0     | 0     | 0     | 13:15          |    |     | 8     | 6     | 14    |
| 01:30          |    |    | 0     | 1     | 1     | 13:30          |    |     | 14    | 7     | 21    |
| 01:45          |    |    | 1     | 1     | 2     | 13:45          |    |     | 11    | 49    | 60    |
| 02:00          |    |    | 0     | 0     | 0     | 14:00          |    |     | 15    | 13    | 28    |
| 02:15          |    |    | 0     | 1     | 1     | 14:15          |    |     | 15    | 11    | 26    |
| 02:30          |    |    | 1     | 0     | 1     | 14:30          |    |     | 6     | 14    | 20    |
| 02:45          |    |    | 1     | 2     | 3     | 14:45          |    |     | 10    | 46    | 56    |
| 03:00          |    |    | 0     | 2     | 2     | 15:00          |    |     | 6     | 24    | 30    |
| 03:15          |    |    | 0     | 0     | 0     | 15:15          |    |     | 4     | 11    | 15    |
| 03:30          |    |    | 2     | 1     | 3     | 15:30          |    |     | 9     | 10    | 19    |
| 03:45          |    |    | 0     | 2     | 2     | 15:45          |    |     | 16    | 35    | 51    |
| 04:00          |    |    | 1     | 3     | 4     | 16:00          |    |     | 10    | 10    | 20    |
| 04:15          |    |    | 0     | 1     | 1     | 16:15          |    |     | 15    | 6     | 21    |
| 04:30          |    |    | 1     | 2     | 3     | 16:30          |    |     | 18    | 14    | 32    |
| 04:45          |    |    | 1     | 3     | 4     | 16:45          |    |     | 10    | 53    | 63    |
| 05:00          |    |    | 3     | 1     | 4     | 17:00          |    |     | 10    | 9     | 19    |
| 05:15          |    |    | 1     | 0     | 1     | 17:15          |    |     | 10    | 3     | 13    |
| 05:30          |    |    | 4     | 1     | 5     | 17:30          |    |     | 7     | 4     | 11    |
| 05:45          |    |    | 3     | 11    | 14    | 17:45          |    |     | 10    | 37    | 47    |
| 06:00          |    |    | 0     | 3     | 3     | 18:00          |    |     | 5     | 8     | 13    |
| 06:15          |    |    | 2     | 4     | 6     | 18:15          |    |     | 3     | 4     | 7     |
| 06:30          |    |    | 7     | 7     | 14    | 18:30          |    |     | 8     | 4     | 12    |
| 06:45          |    |    | 4     | 13    | 17    | 18:45          |    |     | 3     | 19    | 22    |
| 07:00          |    |    | 5     | 4     | 9     | 19:00          |    |     | 4     | 2     | 6     |
| 07:15          |    |    | 5     | 4     | 9     | 19:15          |    |     | 6     | 7     | 13    |
| 07:30          |    |    | 4     | 5     | 9     | 19:30          |    |     | 5     | 1     | 6     |
| 07:45          |    |    | 8     | 22    | 30    | 19:45          |    |     | 4     | 19    | 23    |
| 08:00          |    |    | 11    | 10    | 21    | 20:00          |    |     | 4     | 2     | 6     |
| 08:15          |    |    | 9     | 8     | 17    | 20:15          |    |     | 6     | 7     | 13    |
| 08:30          |    |    | 8     | 8     | 16    | 20:30          |    |     | 0     | 6     | 6     |
| 08:45          |    |    | 11    | 39    | 50    | 20:45          |    |     | 4     | 14    | 18    |
| 09:00          |    |    | 13    | 3     | 16    | 21:00          |    |     | 4     | 4     | 8     |
| 09:15          |    |    | 8     | 8     | 16    | 21:15          |    |     | 3     | 1     | 4     |
| 09:30          |    |    | 6     | 7     | 13    | 21:30          |    |     | 0     | 3     | 3     |
| 09:45          |    |    | 8     | 35    | 43    | 21:45          |    |     | 1     | 8     | 9     |
| 10:00          |    |    | 8     | 8     | 16    | 22:00          |    |     | 2     | 0     | 2     |
| 10:15          |    |    | 12    | 5     | 17    | 22:15          |    |     | 0     | 2     | 2     |
| 10:30          |    |    | 4     | 3     | 7     | 22:30          |    |     | 0     | 1     | 1     |
| 10:45          |    |    | 6     | 30    | 36    | 22:45          |    |     | 4     | 6     | 10    |
| 11:00          |    |    | 3     | 11    | 14    | 23:00          |    |     | 0     | 1     | 1     |
| 11:15          |    |    | 13    | 8     | 21    | 23:15          |    |     | 2     | 0     | 2     |
| 11:30          |    |    | 5     | 9     | 14    | 23:30          |    |     | 0     | 0     | 0     |
| 11:45          |    |    | 18    | 39    | 57    | 23:45          |    |     | 3     | 5     | 8     |
| <b>TOTALS</b>  |    |    | 199   | 199   | 398   | <b>TOTALS</b>  |    |     | 338   | 297   | 635   |
| <b>SPLIT %</b> |    |    | 50.0% | 50.0% | 38.5% | <b>SPLIT %</b> |    |     | 53.2% | 46.8% | 61.5% |

| DAILY TOTALS |  |  |  |  |  | NB | SB | EB  | WB  | Total |
|--------------|--|--|--|--|--|----|----|-----|-----|-------|
|              |  |  |  |  |  | 0  | 0  | 537 | 496 | 1,033 |

|                 |       |       |       |                 |       |       |       |
|-----------------|-------|-------|-------|-----------------|-------|-------|-------|
| AM Peak Hour    | 11:45 | 10:45 | 11:15 | PM Peak Hour    | 15:45 | 14:15 | 13:30 |
| AM Pk Volume    | 58    | 38    | 92    | PM Pk Volume    | 59    | 60    | 100   |
| Pk Hr Factor    | 0.763 | 0.864 | 0.793 | Pk Hr Factor    | 0.819 | 0.625 | 0.893 |
| 7 - 9 Volume    | 61    | 60    | 121   | 4 - 6 Volume    | 90    | 61    | 151   |
| 7 - 9 Peak Hour | 08:00 | 07:45 | 08:00 | 4 - 6 Peak Hour | 16:00 | 18:00 | 16:00 |
| 7 - 9 Pk Volume | 39    | 37    | 75    | 4 - 6 Pk Volume | 53    | 38    | 91    |
| Pk Hr Factor    | 0.600 | 0.700 | 0.886 | Pk Hr Factor    | 0.600 | 0.600 | 0.711 |



**MILLENNIUM**

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Grass Valley, CA 95945

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May 13, 2024

City of Isleton  
City Council Members  
101 2<sup>nd</sup> Street  
Isleton, CA 95641

**RE: The Meadows RV Park – Request for Fee Reduction and Repayment Plan**

Dear Members of the City Council,

I am writing to formally request your consideration for a reduction of the impact fees proposed for The Meadows RV Park to coincide with the proposed land use (camping/lodging) and the implementation of a 5-year repayment plan for such fees.

Developer impact fees are essential for funding infrastructure and public services necessitated by new development projects. These impact fees are intended to be based on the level of impact which is commonly based on the proposed land use. This approved land use (RV Park) has significantly less impact than a single-family home, which is what the City's "Developer Impact Fees" are calculated from.

Additionally, the upfront costs associated with these fees can pose significant challenges for projects. The current economic climate, compounded by the ongoing challenges of development funding, further exacerbates these financial burdens, and puts the success of project development at risk.

The Meadows RV Park (CUP 01-23) was approved by the City Council on March 28, 2023, subject to Conditions of Approval including payment of Development Impact Fees. The approved project consists of 121 RV sites, a lodge and 14 small rental cabins for a total of 135 units. The developer impact fees applied to this project are based on a 2021 Development Impact Fee Study that evaluated the impacts to the City based on one Equivalent Dwelling Unit (EDU), or 210 gallons of wastewater per day. Those impact fees which are intended for a typical single-family home add up to more than \$18,500 per unit. If applied to The Meadows RV Park RV spaces and small rental cabins, these fees alone would be more than \$2.5 million, rendering the project infeasible.

Many land uses result in only a fraction of an EDU for wastewater and other proposed impacts to public services. Multiple studies have shown that RV parks use far less water and have much less

impacts that single family development. As such, most jurisdictions define RV parks as a “lodging or camping” use and significantly reduce impact fees for uses based on a lesser percentage of one EDU. Research of historic RV campgrounds shows water supply and wastewater discharge (used for design criteria) to be 50 gallons per day for RV sites with full hookups which is less than 25% of one EDU.

An RV Park is a short-term recreational use which more closely fits the definition of a temporary lodging facility such as a hotel or motel. As defined in the City of Isleton Code of Ordinances Sec. 2103 (Definitions): *Travel trailer parks: A parcel, or contiguous parcels of land under single ownership, designed or intended to be used to accommodate travel trailers on a transient basis.*

The chart below outlines the Developer Impact Fees associated with Single Family Development (equivalent to 1 EDU) and the fees associated with the proposed lodging/camping use.

| <b>The Meadows RV Park</b>      |                                |                   |                                    |                              |             |
|---------------------------------|--------------------------------|-------------------|------------------------------------|------------------------------|-------------|
| <b>Developer Impact Fees</b>    |                                |                   |                                    |                              |             |
| <b>Impact Fee</b>               | <b>1 EDU<br/>(for SF home)</b> | <b>Proposed %</b> | <b>Proposed Fee<br/>(per unit)</b> | <b>Total<br/>(135 units)</b> | <b>Note</b> |
| <b>WWTP</b>                     | \$6,200                        | 24%               | \$1,488                            | \$200,880                    | 1           |
| <b>Fire</b>                     | \$3,750                        | 50%               | \$1,875                            | \$253,125                    | 2           |
| <b>Parks</b>                    | \$1,750                        | 0%                | \$0                                | \$0                          | 3           |
| <b>Stormwater</b>               | \$1,563                        | 0%                | \$0                                | \$0                          | 4           |
| <b>Municipal<br/>Facilities</b> | \$1,875                        | 50%               | \$938                              | \$126,630                    | 5           |
| <b>Streets</b>                  | \$1,406                        | 24%               | \$337                              | \$45,495                     | 6           |
| <b>Measure A</b>                | \$2,000                        | 50%               | \$1,000                            | \$135,000                    | 7           |
| <b>TOTAL</b>                    | <b>\$18,544</b>                |                   | <b>\$5,638</b>                     | <b>\$761,130</b>             |             |

Notes:

1. *A typical RV space uses less than 50 gpd vs 210 gpd for a single-family home (50/210 ~24%).*
2. *Assumed 50% average occupancy rate of the RV park (67.5 spaces filled per day on average).*
3. *RV Park provides recreation and park area so should not be charged an additional recreation fee.*
4. *RV Park spots are pervious and there is no impact to the City drainage system. Onsite upgrades are proposed to reduce the amount of water running offsite.*
5. *Assumed 50% average occupancy rate of the RV park (67.5 spaces filled per day on average).*
6. *Traffic Study indicates 2.3 trips per day for this RV Park vs 9.8 trips per day for a single-family home (2.3 / 9.8 ~ 24%)*
7. *Assumed 50% average occupancy rate of the RV park (67.5 spaces filled per day on average).*

The City of Isleton is a great tourist location, and the RV park has the potential to bring significant revenue to the city for those wanting to enjoy the Sacramento River, visit the local shops, and dine at the local restaurants. By reducing impact fees to align with the potential impact (typical of lodging/campground land uses per the chart above), we believe this project could be financially viable and bring long term benefits including TOT (Transient Occupancy Taxes) to the City.

Additionally, to help offset initial high costs associated with fees, design, and construction, we are requesting your consideration to allow a 5-year repayment plan for the impact fees to spread out the financial obligation over a reasonable period of time. This approach will provide much-needed flexibility and relief to allow the project to be successful. The applicant proposes to pay 10% of the total negotiated fees upon Certificate of Occupancy with a repayment plan quarterly over 5 years (see Repayment Plan as an example). The repayment of approximately \$137k per year (based on the negotiated reduction of Developer Impact Fees) would be generated from the project based on 50% average occupancy rate X \$5.56 per space/per day. This fee of ~\$5.56 would be added to the daily cost of each space rented, listed as an "Impact Fee" until the City is paid in full.

| <b>5-Year Repayment Plan<br/>(Based on Total Impact Fees of \$761,130)</b> |                         |  |                          |
|--|-------------------------|--|--------------------------|
| <b>Downpayment (10%)</b>   |                         | <b>Starting Balance<br/>(After Down Payment)</b> | <b>Total</b>             |
| <b>\$76,113.00</b>   |                         | <b>\$685,017.00</b>                              | <b>\$761,130.00</b>      |
| <b>Quarterly</b>   | <b>Starting Balance</b> | <b>Payment</b>                                   | <b>Remaining Balance</b> |
| 1  | \$685,017.00            | -\$34,250.85                                     | \$650,766.15             |
| 2  | \$650,766.15            | -\$34,250.85                                     | \$616,515.30             |
| 3  | \$616,515.30            | -\$34,250.85                                     | \$582,264.45             |
| 4  | \$582,264.45            | -\$34,250.85                                     | \$548,013.60             |
| 5  | \$548,013.60            | -\$34,250.85                                     | \$513,762.75             |
| 6  | \$513,762.75            | -\$34,250.85                                     | \$479,511.90             |
| 7  | \$479,511.90            | -\$34,250.85                                     | \$445,261.05             |
| 8  | \$445,261.05            | -\$34,250.85                                     | \$411,010.20             |
| 9  | \$411,010.20            | -\$34,250.85                                     | \$376,759.35             |
| 10   | \$376,759.35            | -\$34,250.85                                     | \$342,508.50             |
| 11   | \$342,508.50            | -\$34,250.85                                     | \$308,257.65             |
| 12   | \$308,257.65            | -\$34,250.85                                     | \$274,006.80             |
| 13   | \$274,006.80            | -\$34,250.85                                     | \$239,755.95             |
| 14   | \$239,755.95            | -\$34,250.85                                     | \$205,505.10             |
| 15   | \$205,505.10            | -\$34,250.85                                     | \$171,254.25             |
| 16   | \$171,254.25            | -\$34,250.85                                     | \$137,003.40             |
| 17   | \$137,003.40            | -\$34,250.85                                     | \$102,752.55             |
| 18   | \$102,752.55            | -\$34,250.85                                     | \$68,501.70              |
| 19   | \$68,501.70             | -\$34,250.85                                     | \$34,250.85              |
| 20   | \$34,250.85             | -\$34,250.85                                     | \$0.00                   |

In summary, the reduction of impact fees consistent with the impacts associated with this project (ie. Lodging/camping services), combined with a repayment plan will help ensure the success of this project. A successful RV Park will benefit the City of Isleton and contribute to long-term



prosperity and sustainability with an increase of revenue to the City in terms of Transient Occupancy Taxes (TOT), sales and property tax.

We greatly appreciate your consideration of this matter.

Sincerely,

**Millennium Planning & Engineering**

A handwritten signature in black ink that reads "Robert E. Wood". The signature is written in a cursive style with a large, stylized "R" and "W".

Robert E. Wood, AICP  
Principal Planner

Enclosures *(as stated herein)*

