

# Holly Oaks Park Plan and Standards Manual

## Appendix H. Recreation Plan Excerpt

Adopted by Oakland County Board of Commissioners on February 1, 2018

### Proposed Off-Road Vehicle Park – STATUS UPDATE

**STATUS:** The Michigan Department of Resources, earlier this year, purchased 235 acres of sand and gravel mines for the future development of an Off-Road Vehicle (ORV) park in Groveland and Holly Townships. This acquisition was made possible due to a \$2.9 million grant from the Michigan Natural Resources Trust Fund to the Michigan Department of Natural Resources (MDNR) to develop and ORV facility in southeast Michigan. The intent of the grant is for the MDNR to partner with Oakland County Parks and Recreation (OCPR) to operate the facility, which is across Dixie Highway from Groveland Oaks County Park and Campground. The Oakland County Parks and Recreation Commission is currently reviewing adjacent parcels and access to the site to develop a site plan for the proposed park. At this time, there is not yet an agreement between the MDNR and OCPR, nor is there a projected timeframe in which the park will open.

PLEASE NOTE that portions of the site, while now owned by the MDNR, are still active mining and extraction sites while the mining operations wind down and remove the remaining material. As of December 2017, there is currently NO VEHICULAR ACCESS allowed at the site. The proposed Off-Road Vehicle Park (“ORV Park”) is a joint project of Oakland County Parks and Recreation Commission (OCPRC) and the Michigan Department of Natural Resources (MDNR).

Please direct your comments and questions to:

OCPR: Melissa Prowse at 248-249-2801 or [prowsem@oakgov.com](mailto:prowsem@oakgov.com)

MDNR: Jason Fleming at 517-930-6726 or [flemingj@michigan.gov](mailto:flemingj@michigan.gov)

### 10-Year Park Vision for proposed Off-Road Vehicle Park

In the first 10 years at the proposed ORV Park, we will transform a landscape that was shaped by surface mining into an ORV recreation area that is frequented by Oakland County ORV-users and is a valued addition to the selection of ORV facilities in Michigan. The area will offer multi-use ORV trails, event and competition venues, and winter-time recreation opportunities. It will be a gateway to ORV recreation by offering introductory experiences and the opportunity to advance in skills. The park will be financially sustainable and an asset to the economic development of surrounding communities.

The proposed ORV Park will be the centerpiece of a larger recreation area that incorporates state, county, local and private recreational facilities and events. Together, these facilities will help meet the need for ORV and other types of adventure recreation at the county level and will constitute a statewide tourist destination.

### Park Concepts for proposed Off-Road Vehicle Park

The following concepts have been identified for the proposed facility by Oakland County Parks and Recreation staff:

ADMINISTRATION AND MAINTENANCE:

**Contact Station/Check Point:** Create a contact station or similar facility; Structure should not be permanent, fixed, or a major investment – it may evolve or the location changed as our outcomes are evaluated; develop protocols that may include security, staffing, storage, sale and storage of MDNR permits, ORV flags, and management of OCPR vehicle identifier needed to confirm that each vehicle entering the park leaves the park;

**Restrooms:** Provide portable toilets for at least the first year of park operation until use/need/demand determine the need and location for more permanent restroom facilities – number needed and locations to be determined

**Network connectivity:** initial point of sale should be via cellular data and not a fixed line;

**Boundary management:** set guidelines for boundary management (OCPR and MDNR practices are very different in this regard) – suggest starting with minimal boundary demarcation and increase as the need is identified;

**Equipment storage:** utilize a trailer for equipment storage as needed;

**Materials storage:** explore making use of maintenance contracts for materials storage;

**Utilities:** provide electrical service and water; gas and sanitary can be planned for in the future;

**Security:** contract security as deemed appropriate with Oakland County Sheriff in conjunction with services at Groveland

NATURAL RESOURCES MANAGEMENT:

**Freshwater stewardship:** Manage artificial water features on site for drainage and recreation; monitor to ensure contamination from vehicles is not an issue; create a spill response protocol in compliance with Michigan Department of Environmental Quality regulations; research biodegradable alternatives for dust control

**Natural areas stewardship:** Invasive species may function as pioneer species in this highly-disturbed location; partner with operations to encourage ecological succession; research best practices and protocols for movement of fill dirt

**Forestry management:** Woodlands consist mainly of pioneer species; identify and evaluate higher value tree populations and locate trails away from these

**Wildlife management:** Promote movement of wildlife through site without being trapped or harmed; evaluate types of wildlife on site (e.g. cliff swallows, raptors, insects) and encourage species that can tolerate or thrive on the site

**ORGANIZED PROGRAMS AND EVENTS:** Events are an important component of park operations and many will be managed by outside vendors or ORV clubs; this planning will be affected by the layout and components of the proposed ORV Park; design of the park should enable events to be held while allowing the rest of the park to function normally and should be designed to avoid traffic conflicts with park visitor and event attendee vehicles

**PARK ENTRANCES, ROADWAYS AND PARKING:**

**Park signage:** Design and install park signage and informational signage; park entrance (and potentially exit) locations to be determined and may change over time;

**Entry and exit roads:** Entry road and parking lot will need to accommodate stacking, provide emergency vehicle bypass, and be designed for traffic safety; Separate exit road may be designed to promote safe and orderly vehicle egress on high capacity days and events; Multiple points of access may be identified for first responders and contractors;

**Internal roads (ORV routes):** Provide a network of ORV routes that will provide both recreational access and emergency access to all points in the park; ORV routes will delimit the 'road-bounded areas' that contain the features within the park; it is desirable to have all ORV routes within 200' of any part of site (first responders will not need to carry equipment or people more than 200');

**Parking lot:** Design and construct a gravel parking lot, making use of materials on site; grade for drainage and stability; location and size may change as the park develops and outcomes are evaluated; with current 200 acres site – plan for 100 spaces for trailers and 60-80 spaces for vehicles (30% of maximum capacity of 3 persons per acre)

**TRAILS:**

**Access routes:** Provide access routes for persons of all abilities from the parking lot to the contact station and to pedestrian viewing spots

**ORV trails wider than 50":** these are for all vehicles and are bi-directional; post speed limits

**ORV trails narrower than 50":** these are for quads and motorcycles and are uni-directional and accommodate higher speed travel

**ROAD-BOUNDED AREAS (defined by ORV routes):**

**Scramble areas:** this is defined by a geographic area where you can go anywhere and in any direction; it may contain challenge elements – bowls, vegetation, mud pits, rock crawls, etc.; post that user must expect vehicles from any direction at any time; the features slow down traffic

**Trail area:** these are trails within a geographic area with challenge elements such as logs, boulders, wash-outs, etc. (ORV routes will NOT contain these as they need to be accessible to emergency vehicles at all times).

**Track area:** Tracks are contained within a geographic area with controlled access; the surface of the track limits the type of vehicle that can use it; direction of travel is posted and will change in orientation as appropriate:

- Clay tracks are designed to accommodate vehicles narrower than 50" and use is limited to quads and motorcycles; they will contain challenge elements (such as "whoops" and "table-tops") specific to these vehicles; clay tracks will be closed when wet

- Sand tracks are typically wider than clay tracks and designed to accommodate all vehicle types (although use of the sand tracks may be segregated by vehicle type as appropriate); sand tracks will not have fixed challenge elements, the instability of the sand being the characteristic of the track; sand tracks will be all-weather