

August 12, 2024

Crystal Lake Township
Tom Kucera, Zoning Administrator
1651 Frankfort Highway
PO Box 2129
Frankfort MI, 49635

Re: Camp Nearby, Special Use Application

Dear Tom,

Thank you for meeting with me last week to discuss modifications to the Camp Nearby site plan. The updates outlined below are based on the heart of Camp Nearby including three core values: being adventurous, creative, and minimal. The mission of Camp Nearby is to curate exceptional outdoor experiences for modern travelers, and we are confident that the following enhancements will benefit both the community and camping guests.

Elimination of RV and Trailer Sites, over and above a Class B motorhome, also known as a camper van or conversion van, which is the smallest type of motorized RV. They are typically built on a van chassis and range in size from 16 to 21 feet long.: To reduce traffic concerns, we have removed RV and trailer sites from our proposal Our campground will now accommodate campers having passenger sized vehicles only, eliminating trailer traffic altogether.

The maximum length of stay will remain at 2 weeks to prevent long term stays.

Preservation of Trees and Reduced Land Impact: Without RV accommodations, our site plan requires less hard surface area, allowing us to preserve more trees and maintain the natural landscape. Also, there will no longer be a need for sewer hookups at each campsite, nor a dump station.

Installation of Smokeless Fire Pits: To address concerns about campfire smoke, we will install smokeless fire pits at every campsite, reducing air pollution and smoke-related issues for nearby residents. See attached specifications.

Prohibition of Boat Trailers: We will not allow boat trailers on our property and will direct guests with kayaks or SUPs to nearby rivers or the DNR boat launch, not the road end on Onkeonwe Road. Our swimming guests will be directed to our on-site pool or the beaches in Frankfort and Beulah.

You have asked for a **Traffic Assessment** pursuant to that required by the City of Manistee. We have contracted for such a Traffic Assessment, but it will take a while to obtain. I will say the synopsis of such a report will read as follows:

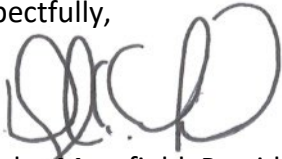
The current Site is located on the Southside of M-115 Hwy. in between the Village of Benzonia and Frankfort, and between the westerly intersection of Casey Road, a “Local” Road, and the east side by Onkeonwe Road, a “Seasonal” Road. The road is posted at 55 mph and has East/West traffic lanes. The Michigan Department of Transportation map of Annual Average Daily Trips 2023 update indicates that there is an average daily traffic count of 5,446 trips per day. This trunkline has Easterly and Westerly traffic lanes and a Westerly passing lane, with wide paved shoulders. The proposed use is to be a Campground which prohibits RV’s (except Class “B”) as well as boat trailers. The existing driveway approach is to be abandoned and traffic will be routed onto Onkeonwe Road which will be improved to a point some 250 feet south of the Highway intersection. There are 66 camp sites proposed. The International Highway Traffic Engineer manuals provide “Campgrounds as a Prescribed Land Use under Code 416.” Previous studies provide that Campground produce an average daily trip count of 3.47 trips/day/site. This would provide that the campground will create 229 average trips per day total. In comparison the average daily trip count for a single-family dwelling is 9.44 trips/day/lot-unit. (there could be 6 individual homesites developed on the subject parcel by right). Furthermore, the township allows that a 2,000 square foot accessory dwelling unit can be permitted by right potentially doubling the household members and resulting traffic count. For this study we are assuming 100% occupancy in the campground. The peak hour traffic, the primary concern in any traffic study, is that of 7-8 am and 5-6 pm on a weekday, (the rush hour). It can be stated at this point that the campground could increase the average daily trips by 4.2%. Through applying the ITE manual and inclusive studies it appears that am peak hour trips would include 5 trips in and 9 out of the facility, or 14 trips /60 min., a movement in or out of the intersection every 4 ½ min. Peak PM hour calculations would provide that there could be 11 trips in to the site and 6 trips out for a total pm peak hour count of 17 trips, or a movement into or out of the Campground every 3.5 minutes. Turning movements would generally be thought to be split 50/50 as similar destinations exist along the trunkline in either direction. The existing cross section is a benefit as there is minimal distance to cross the east bound lane and the passing lane westerly aids in potential conflicts. It needs to be noted that studies of a single-family dwelling equivalent would suggest that each dwelling unit creates 1 peak hour trip out and in per unit, both in the morning and evening peak hours. That is the summary at this point. We hope to have more information soon.

You requested a 2- hour maximum pump rate **water well draw down analysis** on the existing well. That is scheduled to be completed locally on the 15th.

Additional documents attached to this correspondence include updated site plans (both color and black/white) and a response to Township Findings of Fact.

Per our discussion last week, I plan to be at the regular meeting of the Planning Commission this month to go into further detail and continue what has been a very constructive evolution of the project. In the meantime, should you have any further questions or concerns, please do not hesitate to contact me. We truly appreciate your township's commitment and time.

Respectfully,



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