



# Welcome

TO THE OPEN HOUSE FOR THE  
CAPE LOOKOUT NATIONAL SEASHORE  
DRAFT OFF-ROAD VEHICLE MANAGEMENT PLAN/EIS

## AGENDA

6:00 p.m. - 6:30 p.m. Sign-in and Open House

6:30 p.m. - 7:00 p.m. NPS Presentation

7:00 p.m. - 8:00 p.m. Open House



CAPE LOOKOUT NATIONAL SEASHORE  
**DRAFT OFF-ROAD VEHICLE MANAGEMENT PLAN/EIS**





# Project Area



## CAPE LOOKOUT NATIONAL SEASHORE DRAFT OFF-ROAD VEHICLE MANAGEMENT PLAN/EIS





# Purpose and Need

*The purpose of this ORV management plan/EIS is to evaluate whether or not to allow ORV use at the Seashore. If ORV use is allowed, this ORV management plan/EIS will address how to manage that use in compliance with the Seashore's enabling legislation, executive orders, NPS management policies, and other laws and regulations to ensure protection of the natural, cultural, and recreational values of the Seashore's dynamic coastal barrier island environment for present and future generations.*

An ORV management plan for Cape Lookout National Seashore is needed to:

- Comply with Executive Orders 11644 and 11989 regarding ORV use, and with NPS laws and regulations (36 CFR 4.10) to minimize impacts on Seashore resources and values;
- Establish an approved plan, incorporating public input, that evaluates whether or not to allow ORV use, and reduces the potential for inconsistent management of ORV use, user conflicts, and safety concerns where ORVs may be allowed;
- Provide for sustainable recreational use;
- Protect natural and cultural resources from potential effects of ORV use; and
- Provide for protected species management in relation to ORV and other uses and replace the *Cape Lookout National Seashore Interim Protected Species Management Plan /Environmental Assessment* and associated Biological Opinion, in compliance with all associated laws and regulations such as the Endangered Species Act and Migratory Bird Treaty Act.







# Objectives in Taking Action

Objectives are “what must be achieved to a large degree for the action to be considered a success”. All alternatives selected for detailed analysis must meet project objectives to a large degree and resolve the purpose of and need for action. Objectives must be grounded in the Seashore’s enabling legislation, purpose, significance, and mission goals. The following are objectives identified during public scoping and by NPS staff for developing this ORV management plan/EIS. Some objectives are only applicable to those alternatives allowing ORV use.

## MANAGEMENT METHODOLOGY

Establish ORV management practices and procedures that have the ability to adapt in response to changes in the Seashore’s dynamic physical and biological environment.

Continue an ongoing and meaningful dialogue with the multiple public groups interested in and/or affected by ORV management.

Establish procedures for prompt and efficient public notification of management actions (for example, beach access status) including any temporary ORV use restrictions for reasons such as resource and public safety closures or storm events

Build stewardship through public awareness and understanding of NPS resource management and visitor use policies and responsibilities as they pertain to the Seashore and ORV management.

## NATURAL PHYSICAL RESOURCES

Minimize impacts from ORV use to soils and topographic features; for example, dunes, ocean beach, wetlands, tidal flats, and other features.

## THREATENED, ENDANGERED, AND OTHER PROTECTED SPECIES

Provide protection for threatened, endangered, and other protected species (e.g., state-listed species) and their habitats, and minimize impacts related to ORV and other uses as required by laws and policies, such as the Endangered Species Act, the Migratory Bird Treaty Act and NPS laws and management policies.

## VEGETATION

Minimize impacts on native plant species related to ORV use.

## OTHER WILDLIFE AND WILDLIFE HABITAT

Minimize impacts on other wildlife species and their habitats related to ORV use.





# Objectives in Taking Action

## CULTURAL RESOURCES

Protect cultural resources, such as shipwrecks, archeological sites, and cultural landscapes, from impacts related to ORV use.

## VISITOR USE AND EXPERIENCE

Manage ORV use to allow for a variety of appropriate visitor use experiences.

Minimize conflicts between ORV use and other users. Retain an experience where typically a family or individual traveling by ORV can experience the Seashore by finding a remote and otherwise unused stretch of beach.

Retain a non-ORV experience that allows access to a beach that is undisturbed by motorized uses.

## VISITOR SAFETY

Ensure that ORV management promotes the safety of all visitors.

## PARK OPERATIONS

Ensure that core operational needs and associated costs required to fully implement an ORV management plan and to monitor species and ORV use are identified.







# Project Timeline

The NPS is preparing an EIS in accordance with the National Environmental Policy Act (NEPA), which requires federal agencies to analyze the impacts of any major federal actions, including the development of this plan, on the natural and human environment. NEPA also encourages the participation of affected citizens and federal and state agencies in the decision-making process. The schedule for this planning process is identified below.

These dates give a very general idea of when planning may be completed and implementation can begin. Project updates will be available on the Planning, Environment, and Public Comment website (PEPC) at <http://parkplanning.nps.gov/calo>

DRAFT PLAN/EIS SCHEDULE	
EARLY SUMMER 2014	DRAFT EIS/PLAN RELEASED
SUMMER 2014	PUBLIC COMMENT PERIOD
LATE SUMMER 2014	ANALYSIS OF PUBLIC COMMENTS
FALL 2014	RELEASE OF PLAN / FINAL EIS
SPRING 2015	RELEASE OF PROPOSED RULE FOR PUBLIC COMMENT
SUMMER 2015	ANALYSIS OF PUBLIC COMMENT ON PROPOSED RULE
FALL 2015	RECORD OF DECISION AND FINAL RULE PUBLISHED
LATE FALL 2015	PLAN IMPLEMENTATION



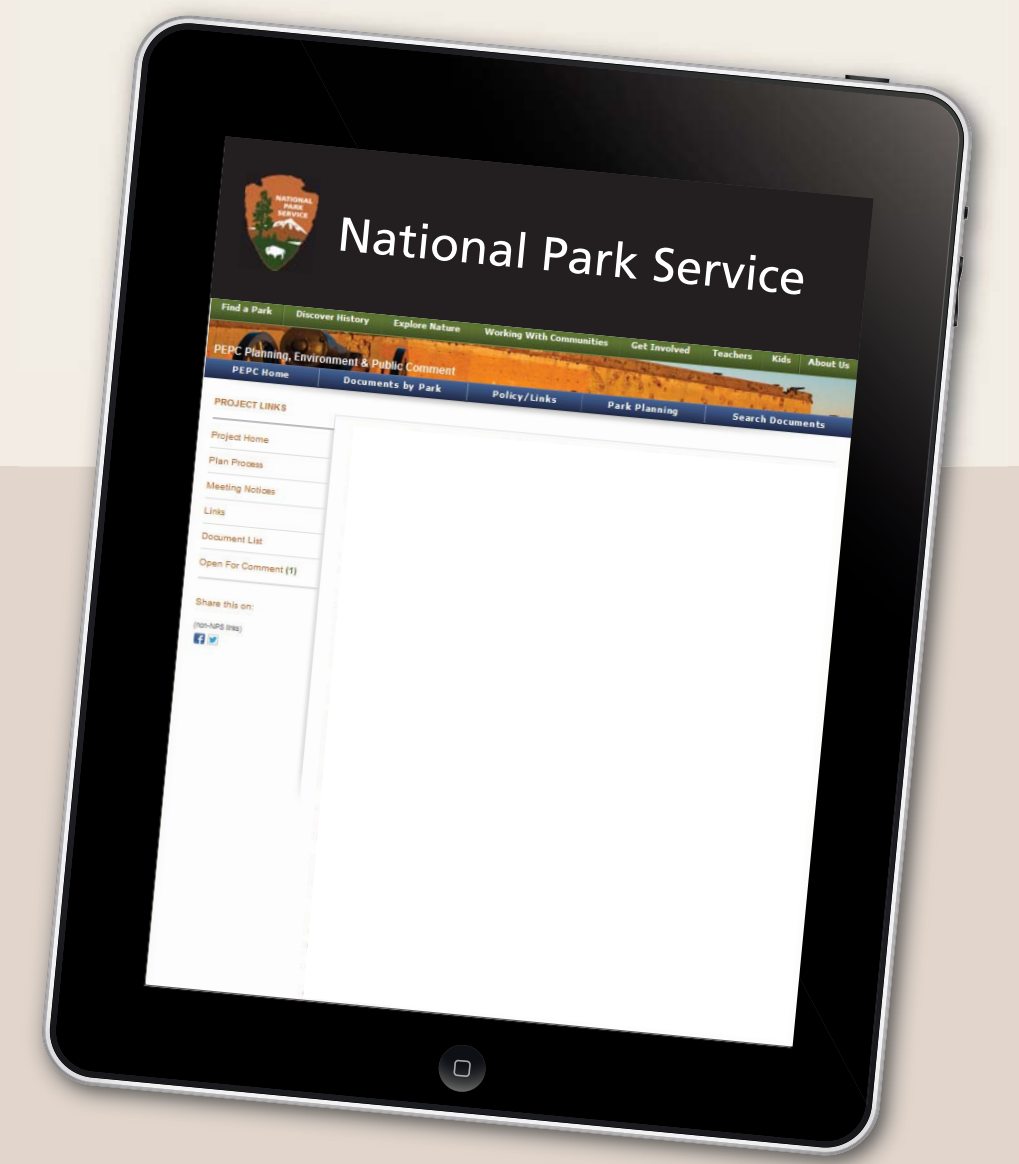


# Options for Public Comment

There are several ways to provide input:

**1**

Submit comments electronically to:  
*<http://parkplanning.nps.gov/CALO-ORV-DEIS>*



**2**

Submit written comments at a public meeting



**3**

Submit written comments at the park's offices or by mail to:  
Superintendent  
Cape Lookout National Seashore  
131 Charles Street Harkers Island, NC 28531



Please submit comments no later than

**July 21, 2014.**

If you would like to stay informed about this project, please include your full name and address and/or email address with the comments, so you can be added to the mailing list for future notices about this process.

*You should be aware that your entire comment—including personal identifying information, such as your address, phone number, and e-mail address—may be made public at any time. While you can ask in your comment that your personal identifying information be withheld from public review, the National Park Service cannot guarantee that it will be able to do so.*



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# Alternatives

## ALTERNATIVE A: NO-ACTION

### *Area of Seashore Open to ORV Use:*

81% of the entire length of the Seashore would be potentially available for ORV use from March 16 through December 31.

This percentage does not account for safety or resource closures that may be implemented, as needed, and which may adjust the percentages open or closed to ORV use.

### *Designated ORV Routes:*

Areas and routes open to ORV use, unless closed for safety or resource protection, would be designated; the designated areas would be identical to those areas and routes currently marked and designated under the Superintendent's Compendium.

No ORV use would be allowed on Portsmouth Flats (except the designated route from the ocean beach to the village), on the beach between mile marker 41a and 41b, the interior of the point of Cape Lookout (at mile marker 44), and at Power Squadron Spit (from mile marker 46.2 to the end of the spit).

No soundside driving would be allowed except designated access points.

No ORV use would be allowed at Shackleford Banks; this area is a designated Proposed Wilderness Zone.

The superintendent may temporarily limit, restrict, or terminate access to the areas designated for off-road motor vehicle use after taking into consideration public health and safety, natural and cultural resource protection, and other management activities and objectives, such as those described in this ORV management plan/EIS. The public would be notified of such closures through one or more methods listed in 36 CFR 1.7(a). Violation of any closure is prohibited.

### *Use of All-Terrain Vehicles (ATVs) and Utility-Type Vehicles (UTVs) at the Seashore:*

ATV and UTVs would be allowed from March 16 through December 31 at the Seashore.

### *Vehicle Delivery:*

Visitors would be allowed to deliver ATVs or UTVs to the Seashore non-commercially for personal use at designated and marked soundside access points.

Other ORVs may only be delivered via NPS authorized vehicle ferries.

### *Summary of Pedestrian-only Areas:*

19% of Seashore beaches (11 of 56 miles) would be available as a pedestrian-only beach year-round.

100% of the Seashore (56 of 56 miles) would be available as a pedestrian-only beach from January 1 through March 15 each year.





# Alternatives

## ALTERNATIVE A: NO-ACTION (CONTINUED)

*Vehicle Permits and Vehicle Permit Fees:*

Not applicable—no vehicle permit would be required.

*Number of Vehicle Permits Available (annual and weekly):*

Not applicable—no vehicle limits would be established.

*Operator Education Certificates:*

Not applicable—no operator education certificate would be required.

*Long-Term Vehicle Storage and Parking, Number of Lots, Parking Permits and Fees, Lot Sizes and Capacities:*

**Parking and Permits**—long-term vehicle storage and parking would be provided at four lots at the Seashore.

A parking permit would be required for long-term vehicle storage. The fee for the parking permit, as of 2010, was \$15 per week. Fees are nonrefundable and nontransferable.

**Permit Limits**—there would be no limits on the number of long-term parking permits issued.

**Lot Capacity**—in 2010, the parking lots accommodated approximately the following number of vehicles:

**March 16 through December 31**

- North Core Banks Long Point = 32 vehicles
- South Core Banks Great Island = 150 vehicles (Includes South Core Banks Great Island main lot and Great Island Carly Dock lot)
- South Core Banks Light Station = 34 vehicles.

Parking lots are for vehicle storage only. Day use and camping within storage lots is not allowed.

Long-term vehicle storage and parking lots would be closed from January 1 through March 15.

(Annual closure of the lots and required removal of all vehicles from the island helps ensure that vehicles are properly inspected and that they remain operational.)





# Alternatives

## ALTERNATIVE B

### *Area of Seashore Open to ORV Use:*

81% of the entire length of the Seashore would be potentially available for ORV use from March 16 through December 31.

This percentage does not account for safety or resource closures that may be implemented, as needed, and which may adjust the percentages open or closed to ORV use.

### *Designated ORV Routes:*

Same as alternative A, except

- ORV use would be discontinued (i.e., designated routes would be closed) on sections of the Core Banks where no ferry landing access is available (i.e., such as the case of Middle Core Banks and Ophelia Banks that were cut off from North and South Core Banks). This applies to new land areas created and cut off from existing ferry access areas by storm events. In the event that a previously cut off area rejoins an area with ferry access (i.e., when an inlet fills in naturally), ORV use would resume in the area previously closed to ORV use on the designated routes and areas in that area.
- Routes within the Cape Lookout Village Historic District would be open to vehicle through traffic.
- The Seashore would provide users a map showing where designated routes, areas, and ramps exist.

### *Use of ATVs and UTVs allowed within the Seashore:*

Non-sport ATVs and UTVs would be allowed from March 16 through December 31, provided they have not been modified and still meet the manufacturer's original specifications for a utility model.

All high-performance sport-model and two-stroke ATV and UTVs would be prohibited after a five-year grace period.

### *Vehicle Delivery:*

Same as alternative A.

### *Summary of Pedestrian-only Areas:*

Same as alternative A.

### *Vehicle Permits and Vehicle Permit Fees:*

A vehicle permit would be required, issued under Special Use Permit authority. This permit will be nontransferable, and would be attached to an individual vehicle. The permit would be valid on a long-term (annual) or short-term (10-day) basis.

A NPS goal is to make the vehicle permit convenient to obtain, and ensure the permit system is simple, straightforward, fair, accessible, and cost efficient to manage. The NPS reserves the right to change the reservation system over time, such as to a lottery or partial lottery system.





# Alternatives

## ALTERNATIVE B (CONTINUED)

### *Vehicle Permits and Vehicle Permit Fees (continued):*

A long-term (annual) and short-term (10-day) vehicle fee would be established; the amount of the fee would be based on guidance in NPS Director's Order and Reference Manual 53, which focuses on cost recovery (including route maintenance, law enforcement species protection, permit issuance, and other associated program costs). The fee is estimated to be \$150 for long-term (annual) permits or \$80 for short-term (10-day) permits.

The long-term (annual) permit fee would not be prorated for partial years.

### *Number of Vehicle Permits Available (annual and short-term):*

There would be no limit on the number of long-term (annual) and short-term (10-day) vehicle permits issued, except as recommended to implement adaptive management.

### *Operator Education Certificates:*

An operator education certificate would be required for a licensed driver to operate a vehicle at the Seashore.

The education certificate would be issued in a manner to be determined; alternatives/locations for presenting an education program and issuing a certificate include: at the Seashore headquarters on Harkers Island, on-line, or by special request for groups.

The free certificate would be valid for one calendar year. Drivers would be required to carry this certificate with them at all times when operating a vehicle on the Seashore.

### *Long-Term Vehicle Storage and Parking, Number of Lots, Parking Permits and Fees, Lot Sizes and Capacities:*

**Parking and Permits**—long-term vehicle storage and parking would be provided at four lots at the Seashore.

A parking permit would be required for long-term vehicle storage. The fee for the parking permit would be valid on a monthly basis, and would be based on guidance in NPS Director's Order and Reference Manual 53. Fees would be nonrefundable and nontransferable.

**Permit Limits**—the parking lots would have the following vehicle capacity:

Spring/Summer Season (from March 15 through September 14).

- North Core Banks Long Point = 20 vehicles
- South Core Banks Great Island = 90 vehicles (Includes South Core Banks Great Island main lot and Great Island Carly Dock lot)
- South Core Banks Light Station = 20 vehicles.

Fall Season (September 15 through December 15)

- North Core Banks Long Point = 50 vehicles
- South Core Banks Great Island = 150 vehicles (Includes South Core Banks Great Island main lot and Great Island Carly Dock lot)
- South Core Banks Light Station = 35 vehicles.

Long-term vehicle lots would be closed from December 16 through March 15.





# Alternatives

## ALTERNATIVE C

### *Area of Seashore Open to ORV Use:*

Same as alternative B, except

- 79% of the entire length of the Seashore would be potentially available for ORV use from March 16 through the Thursday preceding Memorial Day and from the day after Labor Day through December 15.
- 74% of the entire length of the Seashore would be potentially available for ORV use from the Friday preceding Memorial Day through Labor Day.

This percentage does not account for safety or resource closures that may be implemented, as needed, and which may adjust the percentages open or closed to ORV use.

### *Designated ORV Routes:*

Same as alternative B.

### *Use of ATVs and UTVs at the Seashore:*

Non-sport ATVs and UTVs would be allowed from September 15 through December 15 within the Seashore, provided the non-sport ATVs and UTVs have not been modified and still meet the manufacturer's original specifications for a non-sport or utility model.

All high-performance sport-model and two-stroke ATV and UTVs would be prohibited.

Closure of the Seashore to high-performance sport-model ATV and UTVs would begin after a five-year grace period.

### *Vehicle Delivery:*

Vehicles may only be transported to the Seashore via NPS authorized ferries.

### *Summary of Pedestrian-only Areas:*

Alternative C would add about 4 miles of pedestrian-only areas (0.7 miles year-round and 3.1 miles in the summer).

The increase in year-round closures for pedestrians from 2 miles to 2.7 miles increases the amount of pedestrian-only areas by 2%.

21% of Seashore beach (12 of 56 miles) would be available as pedestrian-only from March 16 through the Thursday preceding Memorial Day and from the day after Labor Day through December 15.

26% of Seashore beach (15 of 56 miles) would be available as pedestrian-only from the Friday preceding Memorial Day through Labor Day.

100% of the Seashore (56 of 56 miles) would be available as a pedestrian-only beach from December 16 through March 15 each year.





# Alternatives

## ALTERNATIVE C (CONTINUED)

### *Vehicle Permits and Vehicle Permit Fees:*

Same as alternative B.

### *Number of Vehicle Permits Available (annual and weekly):*

A limit on the number of long-term (annual) and short-term (10-day) vehicle permits issued per year would be established. Each island would have an individual permit.

The limit on the number of long- and short-term vehicle permits issued would be determined in year 4 of this ORV management plan/EIS and will be based on the average number of permits issued per island in years 1–3 of this ORV management plan/EIS.

The initial limit on the number of vehicle permits issued is based on 2005–2012 user data for the average number of vehicles delivered to each island. The initial limit would be as follows:

- North Core Banks: 2,500 permits annually
- South Core Banks: 3,000 permits annually.

Permits would be issued on a first-come, first-served basis. An annual lottery may be established to equitably allocate permits.

### *Operator Education Certificates:*

Same as alternative B.

### *Long-Term Vehicle Storage and Parking, Number of Lots, Parking Permits and Fees, Lot Sizes and Capacities:*

Same as alternative B, except

- Long-term vehicle storage and parking would be provided at three lots at the Seashore. The parking lots at Great Island would be consolidated by moving the current large lot next to the smaller lot to the north, near Great Island Carly Dock, while still accommodating the number of vehicles shown.





# Alternatives

## ALTERNATIVE D

### *Area of Seashore Open to ORV Use:*

Same as alternative B, except

- 73% of the entire length of the Seashore would be potentially available for ORV use from March 16 through the Thursday preceding Memorial Day and from the day after Labor Day through December 15.
- 63% of the entire length of the Seashore would be potentially available for ORV use from the Friday preceding Memorial Day through Labor Day.

This percentage does not account for safety or resource closures that may be implemented, as needed, and which may adjust the percentages open or closed to ORV use.

### *Designated ORV Routes:*

Routes within the Cape Lookout Village Historic District would be closed to through-vehicle traffic. A short-term parking area would be designated for those people driving to the village to visit.

### *Use of ATVs and UTVs at the Seashore:*

Non-sport UTVs would be allowed from September 15 through December 15 within the Seashore, provided the UTVs have not been modified and still meet the manufacturer’s original specifications for a non-sport or utility model.

All ATVs are prohibited. All high-performance sport-model and two-stroke UTVs would be prohibited.

Closure of the Seashore to ATVs and high-performance sport-model UTVs would begin after a five-year grace period.

### *Vehicle Delivery:*

Same as alternative C.

### *Summary of Pedestrian-only Areas:*

Alternative D would add about 10 miles of pedestrian-only areas (4.2 miles year-round and 5.7 miles in the summer).

The increase in year-round pedestrian closures from 2 miles to 6.2 miles increases the amount of pedestrian areas by 8%.

27% of Seashore beach (15 of 56 miles) would be available as pedestrian-only beach from March 16 through the Thursday preceding Memorial Day and from the day after Labor Day through December 15.

37% of Seashore beach (21 of 56 miles) would be available as pedestrian-only beach from the Friday preceding Memorial Day through Labor Day.

100% of the Seashore (56 of 56 miles) would be available as pedestrian-only beach from December 16 through March 15 each year.





# Alternatives

## ALTERNATIVE D (CONTINUED)

### *Vehicle Permits and Vehicle Permit Fees:*

Same as alternative B.

### *Number of Vehicle Permits Available (annual and short-term):*

Same as alternative C, except:

The limit on the number of long-term (annual) and short-term (10-day) vehicle permits issued would be determined in year 4 of this ORV management plan/EIS and would be based on the average number of permits per island issued in years 1–3 of this ORV management plan/EIS. (This three-year average may be adjusted to exclude events deemed to reduce visitation numbers, such as hurricanes.)

(The reduction of 8% is based on percentage increase of year-round pedestrian-only areas; this reduction is intended to keep average vehicle density similar to current use.)

### *Operator Education Certificates:*

Same as alternative B.

### *Long-Term Vehicle Storage and Parking, Number of Lots, Parking Permits and Fees, Lot Sizes and Capacities:*

No long-term vehicle storage and parking would be provided at the Seashore.

Parking lots would be retained as emergency overnight parking areas.





# Alternatives

## ALTERNATIVE E

### *Area of Seashore Open to ORV Use:*

The entire area of the Core Banks and Shackleford Banks would be closed to public ORV use.

Entry by public vehicles into these areas would be prohibited.

Use by NPS essential vehicles, and other vehicle use authorized by the NPS (such as concession vehicles) for official business would continue as required for general park management, law enforcement, and safety.

### *Use of ATVs and UTVs at the Seashore:*

Not applicable—public ORV use would not be allowed at the Seashore.

### *Vehicle Delivery:*

Not applicable—public ORV use would not be allowed at the Seashore.

### *Summary of Pedestrian-only Areas:*

The entire Seashore would be closed to public ORV use.

Entry by public vehicles into these areas would be prohibited.

Use by NPS essential vehicles and other vehicle use authorized by the NPS for official business would continue.

### *Vehicle Permits and Vehicle Permit Fees:*

Not applicable—public ORV use would not be allowed at the Seashore.

### *Number of Vehicle Permits Available (annual and weekly):*

Not applicable—public ORV use would not be allowed at the Seashore.

### *Operator Education Certificates:*

Not applicable—public ORV use would not be allowed at the Seashore.

### *Long-Term Vehicle Storage and Parking, Number of Lots, Parking Permits and Fees, Lot Sizes and Capacities:*

Not applicable—public ORV use would not be allowed at the Seashore.