

0026941

From: [Fox, Lori](#)
To: [Sandra_Hamilton@nps.gov](#); [Doug_Wetmore@nps.gov](#)
Cc: [Van_Dyke, Nancy](#); [Byron, Rebecca](#); [richard.podolsky](#); [Smith, Spence](#)
Subject: Table for alt F changes
Date: 06/24/2010 09:56 AM
Attachments: [Alt F changes table 062410.docx](#)
[Table 10.Selected Alternative Final Park Edits.061810.doc](#)

Hi Sandy and Doug,

Internally to help us out, we put together a table using the table 8 alternative element headings to note the proposed changes (using them against alternative F until we hear for sure that is the one being modified). This combined with Mike's table 10 revisions (also attached) should get at all of the larger changes proposed. I hope this is helpful!

Take care,
Lori

Lori Fox

Deputy Director, Denver Operations/Senior Planner

Direct 303-985-6602
Main 303-985-6600
Mobile 301-461-8772

Fax 303-984-4942

The Louis Berger Group, Inc. | 12596 West Bayaud Street| Suite 201 | Lakewood, CO 80228-2031 | www.louisberger.com

This message, including any attachments hereto, may contain privileged and/or confidential information and is intended solely for the attention and use of the intended addressee(s). If you are not the intended addressee, you may neither use, copy, nor deliver to anyone this message or any of its attachments. In such case, you should immediately destroy this message and its attachments and kindly notify the sender by reply mail. Unless made by a person with actual authority conferred by The Louis Berger Group, Inc., (Berger) the information and statements herein do not constitute a binding commitment or warranty by Berger. Berger assumes no responsibility for any misperceptions, errors or misunderstandings. You are urged to verify any information that is confusing and report any errors/concerns to us in writing.

Element	Alt F – Original	Change to Alt F
ORV Routes, Use, Areas and Corridors	ORV routes: ORV access would be prohibited in all areas of the Seashore except where an ORV route is specifically designated. The definition of ORV route is same as for alternative C.	
	ORV corridors: Same as alternative C, except: Year-round: Where the ocean beach is at least 30 meters wide above the high tide line, the corridor would be posted 10 meters seaward of the toe of the dune to provide an ocean backshore closure.	
	Seasonally designated ORV routes: These would occur as indicated in table 7.	
Village Campgrounds, and Day Use Area Beaches	Village beaches would be managed as follows (also described in table 7): Seasonally restricted ORV routes: (closed to ORVs as indicated below) <ul style="list-style-type: none"> - Rodanthe, Waves, Salvo, and Avon beaches (closed to ORVs May 15 to Sep 15). - Frisco and Hatteras Village beaches would be closed to ORVs Mar 1 to Nov 30. - Ocracoke Campground Beach, from 0.5 mile northeast to 0.5 mile southwest of ramp 68 (closed to ORVs Apr 1 to Oct 31). - Ocracoke day use area beach, from 1.2 miles northeast to 0.5 mile northeast of ramp 70 (closed to ORVs Apr 1 to Oct 31). Non-ORV areas year-round: <ul style="list-style-type: none"> - Bodie Island from ramp 1 to approx. 0.5 mile south of Coquina Beach. Buxton Beach south to 0.4 mile north of ramp 43.	Change: All village beaches would be closed to ORV (and would be a vehicle free area) year-round. No change to day use areas. Still in discussion, not finalized
ORV Access: Oceanside	To provide access to the designated ORV routes and non-ORV areas in addition to the existing ramps, which would be maintained, new or improved ramps would be developed as	

Element	Alt F – Original	Change to Alt F
	identified in table 7. Toilet facilities and trash receptacles would be provided at high use locations. (Same as C)	
ORV Access: Soundside	<p>To provide access to the designated ORV routes and non-ORV areas in addition to the existing ramps, which would be maintained, new or improved ramps would be developed as identified in table 7. Toilet facilities and trash receptacles would be provided at high use locations.</p> <p>Ocracoke Island: Develop a new soundside access point approx. 0.65 mile south of ramp 72 by establishing short, seasonally open ORV route perpendicular from ocean beach toward sound, ending in a small unpaved parking area with a pedestrian trail leading to the sound. Both the trail and ORV route would be subject to resource closures.</p>	
ORV Access: Interdunal Roads	Same as alternative A, plus: Existing interdunal roads would be better maintained as needed to provide access to ORV areas. Pullouts or road widening would be provided where appropriate to provide safe passage.	Specifically, pullouts with limited parking would be added to the interdunal road on Cape Point to allow easier access to South Beach , which is now closed to ORV year round from MP 47 east to about 0.4 miles west of the point.
ORV Access: Bodie Island	None (same as A)	
ORV Access: Hatteras Island	<ul style="list-style-type: none"> - Cape Point between ramp 44 and ramp 45. - Hatteras Inlet from ramp 55 to the inlet (includes Pole Road, Cable Crossing, and Spur Road). - South Beach: Extend interdunal road W of ramp 45 to ramp 49. Establish new ramps 47 and 48 off of interdunal road. 	<ul style="list-style-type: none"> - Cape Point between ramp 44 and ramp 45 <u>about 0.4 miles west of the point (east of ramp 45).</u> - Hatteras Inlet from ramp 55 to the inlet (includes Pole Road, Cable Crossing, and Spur Road). - South Beach: Extend interdunal road W of ramp 45 to ramp 49. Establish new ramps <u>a new ramp</u>

Element	Alt F – Original	Change to Alt F
	<ul style="list-style-type: none"> - Hatteras Inlet Spit: Re-route Pole Road toward the sound west of the Overwash Fan to provide natural barrier to bird nesting area south of road; and establish new interdunal road, with southwest and northeast extensions parallel to the beach, from the southern terminus of Pole Road to provide access to False Point and inlet. 	<p><u>(one instead of two) between 47 and 48 off of</u> interdunal road.</p> <p>Hatteras Inlet Spit: Re-route Pole Road toward the sound west of the Overwash Fan to provide natural barrier to bird nesting area south of road; and establish new interdunal road, with southwest and northeast extensions parallel to the beach, from the southern terminus of Pole Road to provide access to False Point and inlet.</p>
ORV Access: Ocracoke Island	<p>North Ocracoke Spit: Establish new interdunal road parallel to the beach from ramp 59 for 0.3 mile northeast toward the inlet, with parking area at the terminus.</p>	<p>North Ocracoke Spit: Establish new interdunal road parallel to the beach from ramp 59 for 0.3 mile northeast toward the inlet, with parking area at the terminus. Move ramp 59 to south of the existing parking and establish pedestrian access to spit.</p>
Hours of Allowable ORV Operation on Beach	<p>Nov 16 to Apr 30: Designated ORV routes would be open to ORV use 24 hours a day.</p> <p>May 1 to Nov 15: Designated ORV routes in potential sea turtle nesting habitat (ocean intertidal zone, ocean backshore, and dunes) would be closed to non-essential ORV use from 1 hour after sunset until turtle patrol has checked the beach in the morning (by approx. one-half hour after sunrise).</p> <p>Sep 16 to Nov 15: ORV routes with no or low density of turtle nests remaining would reopen for night driving, subject to terms and conditions of an ORV permit.</p> <p>Hours of night-driving prohibition would be established in the Superintendent's Compendium and subject to periodic review.</p>	<p>Nov 16 to Apr 30: Same, no change</p> <p><u>May 15 or after the first loggerhead or green turtle nest of the season is found</u>, to November <u>September 15</u>: all Seashore beaches would be closed to ORV use from <u>9:00 pm to 7:00 am</u></p> <p>Sep 16 to Nov 15: ORV routes with no or low density of turtle nests remaining would reopen for night driving, subject to terms and conditions of an ORV permit. <u>"No turtle nests" means keeping a distance of 350 feet to any nest- needs to be discussed/ decided</u></p> <p>Hours of night-driving prohibition would be established in the Superintendent's Compendium and subject to periodic review.</p>
ORV Safety Closures	<p>ORV safety closures would be established on designated ORV routes as needed to address ORV and pedestrian safety considerations, including the following:</p> <ul style="list-style-type: none"> - Debris on the beach. 	<p>ORV safety closures would be established on designated ORV routes as needed to address ORV and pedestrian safety considerations, including the following:</p> <ul style="list-style-type: none"> - Debris on the beach. - Narrow beaches.

Element	Alt F – Original	Change to Alt F
	<ul style="list-style-type: none"> - Narrow beaches. - Congested areas. <p>Safety closures would preclude ORV access, while pedestrian and commercial fishing access would generally be maintained through safety closures.</p> <p>NPS law enforcement staff would monitor ORV safety closures on a weekly basis. Sufficient reduction or elimination of the conditions prompting the closure, so there is no longer an imminent hazard, would constitute the trigger for reopening an ORV safety closure.</p> <p>An ORV safety closure would be implemented in the event of a clear and imminent threat of significant bodily injury or death, and/or damage to personal property, including vehicles and their contents.</p> <p>Triggers that could justify a safety closure include, but are not limited to:</p> <ul style="list-style-type: none"> - Deep beach cuts that block the beach from dune to surf with no obvious way around. - Obstacles, such as exposed stumps, shipwrecks, or debris, that cannot be safely bypassed or that block the entire width of the beach and cannot be easily removed. - Severe beach slope that puts vehicles in an unsafe gradient position and increases the chances of the loss of vehicular control. - A high concentration of pedestrian users coupled with a narrow beach. <p>Triggers do not include:</p> <ul style="list-style-type: none"> - A narrow beach by itself. - High tides that block access through portions of beaches occur periodically and predictably, and are an obvious, easily avoidable hazard. - Hazards blocking only a portion of the beach, where safe passage is available around the hazard. 	<ul style="list-style-type: none"> - Congested areas. <p>Safety closures would preclude ORV access, while pedestrian and commercial fishing access would generally be maintained through safety closures.</p> <p>NPS law enforcement staff would monitor ORV safety closures on a weekly basis. Sufficient reduction or elimination of the conditions prompting the closure, so there is no longer an imminent hazard, would constitute the trigger for reopening an ORV safety closure.</p> <p>An ORV safety closure would be implemented in the event of a clear and imminent threat of hazard that could result in significant bodily injury or death, and/or damage to personal property, including vehicles and their contents.</p> <p>Triggers that could justify a safety closure include, but are not limited to:</p> <ul style="list-style-type: none"> - Deep beach cuts that block the beach from dune to surf with no obvious way around. - Obstacles, such as exposed stumps, shipwrecks, or debris, that cannot be safely bypassed or that block the entire width of the beach and cannot be easily removed. - Severe beach slope that puts vehicles in an unsafe gradient position and increases the chances of the loss of vehicular control. - A high concentration of pedestrian users coupled with a narrow beach. - <u>A narrow beach where there is insufficient width to safely exit the beach in the vehicle corridor during normal (non-storm) tides.</u> - The beach area in front of villages that is less than XX feet wide, when open to ORV use (note: remove if always closed, if not fill in distance) <p>Triggers do not include:</p> <ul style="list-style-type: none"> — A narrow beach by itself. — High tides that block access through portions of beaches occur periodically and predictably, and are an obvious, easily avoidable hazard.

Element	Alt F – Original	Change to Alt F
	<p>ORV safety closures would preclude ORV access, while pedestrian and commercial fishing access would be maintained through most safety closures.</p> <p>NPS law enforcement staff will monitor ORV safety closures on a weekly basis. Sufficient reduction or elimination of the conditions prompting the closure, so there is no longer an imminent hazard, would constitute the trigger for reopening a closure.</p>	<ul style="list-style-type: none"> - Hazards blocking only a portion of the beach, where safe passage is available around the hazard. <p>ORV safety closures would preclude ORV access, while pedestrian and commercial fishing access would be maintained through most safety closures.</p> <p>NPS law enforcement staff will monitor ORV safety closures on a weekly basis. Sufficient reduction or elimination of the conditions prompting the closure, so there is no longer an imminent hazard, would constitute the trigger for reopening a closure.</p>
<p>Pedestrian Safety</p>	<p>36 CFR 4.20, Right-of-Way: An operator of a motor vehicle shall yield the right of way to pedestrians (as well as saddle and pack animals, and vehicles drawn by animals). Failure to yield the right of way is prohibited.</p> <p>36 CFR 4.22, Unsafe Operation: (b) The following are prohibited:</p> <p>(3) Failing to maintain that degree of control of a motor vehicle necessary to avoid danger to persons, property, or wildlife.</p> <ul style="list-style-type: none"> - Vehicles must yield to pedestrians on all ORV routes. - When approaching or passing a pedestrian on the beach, ORVs shall move to the landward side of the available ORV corridor in order to yield the wider portion of the beach corridor to the pedestrian. - ORVs shall slow to 5 mph (or the slowest possible speed to maintain traction without exceeding the overall speed limit) when traveling within 30 meters (100 feet) or less of pedestrians at any location on the beach at any time of year. <p>Pedestrians should not block access ramps and should use pedestrian ramps/boardwalks where available. If a pedestrian walkover is not available, pedestrians should walk to the side of ORV ramps, not in the tire tracks.</p>	

Element	Alt F – Original	Change to Alt F
Administrative ORV Closures	No administrative closures would be established. ORV routes and non-ORV areas would be designated as described in table 7.	No change.
Temporary Emergency ORV Closures	<p>Temporary emergency ORV closures established per Superintendent’s Compendium and NPS policy.</p> <ul style="list-style-type: none"> - NPS retains the authority to implement a temporary emergency ORV closure if any of the following conditions are observed: - ORV traffic is backing up on the beach access ramps, either on- or off-beach bound, which threatens to impede traffic flow. - ORV traffic on the beach is parked in such a way that two-way traffic is impeded. <p>Multiple incidents of disorderly behavior are observed or reported.</p> <p>Beaches would be temporarily closed to additional ORV use if/when carrying capacity is reached or exceeded.</p>	
Ramp Characteristics	<p>Ramps would be two lanes wide with shell/clay base and have:</p> <ul style="list-style-type: none"> - Standard regulatory signs and information boards at all ramps. - Gates at all ramps and access points. <p>Designated “air down” area with hardened surface (e.g., shell/clay base).</p> <p>Preferably, each ORV route would have an access ramp at either end of the route.</p>	
Permit Requirements	ORV permit required.	No change.
Permit Distribution	Available in person at designated permit issuing stations and online.	Remove “and on line” – all permits in person to ensure educational component is completed and to promote contact with Seashore staff.

Element	Alt F – Original	Change to Alt F
Permit Issuance Requirements	ORV owners must complete a short education program in person or online and pass a basic knowledge test. Owners would sign for their permits to acknowledge understanding of the rules and regulations governing ORV use at the Seashore.	Add “education on leash law” to this. ORV owners must complete a short education program in person, <u>which could include a short video</u> or online <u>and pass a basic knowledge test.</u> Owners would <u>view or read educational materials</u> , and sign for their permits to acknowledge understanding of the rules and regulations governing ORV use at the Seashore.
Permit types	Weekly (7-day) and annual (12-month) ORV permits would be valid from date of purchase. Permits would include night-driving component for September 16 to November 15.	No change.
Permit Number Limits	No limit on ORV permit.	No change.
Permit Fees	ORV permit fee would be based on cost recovery as described in NPS Director’s Order and Reference Manual 53. (weekly fee would be less than annual)	No change.
Permit Form	ORV permit would be affixed to vehicle in a manner approved by the NPS.	No change.
Permit Revocation	ORV permit may be revoked for violation of applicable park regulations or terms and conditions of the permit.	Add at end, “including violation of leash law.”
Beach Parking	Parking within routes is allowed in any configuration, as long as parked vehicles do not obstruct traffic.	Parking would be limited to one car deep in order to provide one lane of parking for cars, and maintain two lanes of traffic at all times.
Vehicle Carrying Capacity Determination	Carrying capacity would be a “peak use limit” determined for all areas based on the linear feet of beachfront and the following physical space requirements (“mile” refers to miles of beach open to ORV use): Bodie Island District: – 260 vehicles/mile (20 feet/vehicle). Hatteras Island District: – 260 vehicles/mile (20 feet/vehicle).	Same limits kept, no carrying capacity for pedestrians added.

Element	Alt F – Original	Change to Alt F
	<p>Ocracoke Island District:</p> <ul style="list-style-type: none"> - 260 vehicles/mile (20 feet/vehicle). <p>Temporary exceptions to carrying-capacity limits may be approved for short-term events operating under a special use permit.</p> <p>Carrying-capacity criteria would be subject to periodic review.</p>	
ORV Characteristics Requirements	<p>Vehicle characteristics:</p> <ul style="list-style-type: none"> - All vehicles must be registered, licensed, and insured for highway use and must comply with state inspection regulations within the state, country, or province where the vehicle is registered - Four-wheel-drive vehicles are recommended. - Two-wheel-drive vehicles are allowed. - Motorcycles and ATVs are prohibited. - There is a three-axle maximum for vehicles (this is the axle maximum for the powered vehicle only and does not include the additional number of axles on towed trailers). - Any trailers are limited to no more than two axles. - The maximum vehicle length is 30 feet (this is the maximum length for the powered vehicle and does not include the additional length of a towed trailer). <p>Tires must be U.S. Dept. of Transportation-listed or approved.</p>	
Equipment Requirements	<p>Equipment requirements:</p> <ul style="list-style-type: none"> - All vehicles shall contain a low-pressure tire gauge, shovel, jack, and jack stand. <p>A full-sized spare tire, first-aid kit, fire extinguisher, trash bag or container, flashlight (if night driving), and tow strap are <i>recommended</i>.</p>	
Tire Pressure	<p>When driving on designated routes, tire pressure must be lowered sufficiently to maintain adequate traction within the posted</p>	

Element	Alt F – Original	Change to Alt F
	speed limit. Tire pressure of 20 psi is <i>recommended</i> for most vehicles. The softer the sand, the lower the pressure needed. Re-inflate tires to normal pressure as soon as possible after vehicle returns to paved roads.	
Speed Limit	Speed limit is 15 mph (unless otherwise posted). Emergency vehicles exempt when responding to a call.	
Essential Vehicles	Essential vehicles are allowed in non-ORV areas and within resource closures subject to guidelines in the “Essential Vehicles” section of appendix G of the USFWS <i>Piping Plover, Atlantic Coast Population, Revised Recovery Plan</i> . To the extent practicable, emergency response vehicle operators will consult with trained resource management staff regarding protected species before driving into or through resource closures; however, prior consultation may not always be practical.	
Non-ORV Ares (Change to Vehicle Free Areas)	Non-ORV areas would be designated as indicated in table 7.	
Resource Education	General information would remain available as described in alternative A. There would be a new required education program for ORV users, as described under ORV Permit Issuance Requirements. There would be a new voluntary resource education program targeted toward non-ORV beach users.	Add: education programs would include a “turtle watch” program. Add: Language about increasing education for all Seashore users, including pedestrian users
Temporary ORV use of Non-ORV Areas	Under the terms and conditions of a special use permit, the Superintendent could authorize the following: - Temporary emergency ORV use of non-ORV areas if needed to bypass sections of NC-12 that	

Element	Alt F – Original	Change to Alt F
	<p>are closed for repairs. This could apply to all vehicles, including private vehicles, and would require a special use permit during the temporary emergency situation.</p> <ul style="list-style-type: none"> - Temporary non-emergency ORV use of non-ORV areas traditionally used for fishing tournaments that were established prior to Jan 1, 2009. - Temporary non-emergency ORV use of non-ORV areas to transport mobility-impaired individuals to join their family or friends on an open beach that is otherwise closed to ORVs. ORV use would be limited to the shortest, most direct distance between the nearest designated ORV route and the location of the gathering. <p>Temporary non-emergency use by <i>nonessential</i> vehicles would not be permitted within resource closures.</p>	
Parking areas for Non-ORV access	<p>New or expanded parking would be established to support pedestrian access to non-ORV areas as identified in table 7.</p> <p>NPS would use environmentally appropriate design standards to minimize stormwater runoff and other resource impacts. Toilet facilities and trash receptacles would be provided at high-use locations.</p>	
Alternative Transportation	<p>NPS would consider applications for commercial use authorization to offer beach shuttle services.</p>	
Camping and Nighttime Beach Use	<p>Per 36 CFR 2.10: Camping^a is prohibited except in designated areas. In the Superintendent's Compendium, camping is prohibited on Seashore beaches. In areas open to ORV use, ORVs are allowed on the beach overnight if someone associated with the vehicle is actively fishing.</p> <p>^a<i>Camping</i> is defined in 36 CFR 1.4 as the erecting of a tent or shelter of natural or synthetic material, preparing a sleeping bag or other bedding material for use, parking of a motor vehicle, motor home, or trailer,</p>	

Element	Alt F – Original	Change to Alt F
	<p>or mooring of a vessel for the apparent purpose of overnight occupancy</p> <ul style="list-style-type: none"> - Nighttime use of ORVs is seasonally restricted as described under the Hours of Allowable ORV Operation section. - Unattended beach equipment (e.g., chairs, canopies, volleyball nets, watersports gear) is prohibited on the Seashore at night. Turtle patrol and law enforcement will tag equipment found at night. Owners have 24 hours to remove equipment before it is removed by NPS staff. 	
Beach Fires	<p>Per 36 CFR 2.13: Fires are prohibited except in designated areas. In the Superintendent's Compendium, beach fires are authorized year-round, with the following restrictions:</p> <ul style="list-style-type: none"> - Fires are prohibited from midnight to 6:00 a.m. year-round. <p>Fires are prohibited within resource closures.</p> <ul style="list-style-type: none"> - A non-fee educational fire permit is required for any beach fire year-round. - The hours that beach fires are permitted are subject to periodic review. <p>May 1 to Nov 15: Beach fires would be permitted only in front of Coquina Beach, Rodanthe, Waves, Salvo, Avon, Buxton, Frisco, Hatteras Village, and Ocracoke day use area during the sea turtle nesting season</p>	<p>Same except:</p> <ul style="list-style-type: none"> - Fires are prohibited from midnight <u>10:00 pm</u> to 6:00 a.m. year-round. <p>May 1 to Nov 15: Beach fires would be permitted only in front of Coquina Beach, Rodanthe, Waves, Salvo, Avon, Buxton, Frisco, Hatteras Village, and Ocracoke day use area during the sea turtle nesting season <u>up until 10:00 pm.</u></p>
Pets	<p>Pets would be prohibited in all designated Breeding Shorebird SMAs from Mar 15 to Jul 31, or 2 weeks after all shorebird breeding activities have ceased or all chicks in the area have fledged, whichever comes later.</p> <ul style="list-style-type: none"> - Pets would be prohibited within all Nonbreeding Shorebird SMAs that are otherwise open to 	<p>Change to:</p> <p>Enforce leash law in all areas, 6-foot leash with strict enforcement. Pets are permitted subject to the 6-foot leash requirement and prohibited where posted.</p>

Element	Alt F – Original	Change to Alt F
Horses	<p>recreational use.</p> <ul style="list-style-type: none"> - Horse use would be allowed in some non-ORV areas, except for SMAs, and on a limited number of trails to be designated in the Superintendent's Compendium after ORV routes are determined. - Horse use would be allowed on village beaches from Sep 16 to May 14. <p>The designated horse use trails and areas would be subject to periodic review.</p> <p>Horse use would be authorized in any upper beach ORV corridor(s), if such is provided at "floating" Nonbreeding Shorebird SMAs as described in the final section of this table.</p>	
Commercial Fishing Vehicles	<ul style="list-style-type: none"> - Commercial fishermen would not be required to obtain an ORV permit that would be required for recreational ORVs. - Commercial fishing vehicles would be authorized to enter non-ORV areas, except for full resource closures and lifeguarded beaches. <p>In areas outside of existing resource closures, the Superintendent would be able to modify the hours of night-driving restrictions by +/- two hours, subject to terms and conditions of the fishing permit, for commercial fishermen who are actively engaged in authorized commercial fishing activity and can produce fish house receipts from the past 30 days. Such modifications would be subject to periodic review.</p>	
Periodic Review	<p>Every 5 years NPS would conduct a systematic review of the ORV management measures that are identified in this plan as being subject to Periodic Review. This could result in changes to those management actions in order to improve</p>	

Element	Alt F – Original	Change to Alt F
Resource Protection: Breeding Season Measures	<p>effectiveness.</p> <p>Breeding Shorebird SMAs would be designated. Shorebird pre-nesting areas and ORV/pedestrian buffers for observed shorebird breeding behavior, sea turtle nests, and seabeach amaranth would be established as described in table 10.</p> <p>ML2 area at Bodie Island Spit would include a pedestrian access corridor, and ML2 areas at Cape Point and South Point Ocracoke would include an ORV access corridor, using standard buffer distances as described in table 10.</p>	<ul style="list-style-type: none"> - Add general language about potentially reducing signage as time passes and compliance is shown
Resource Protection: Non-Breeding Season Measures	<p>Nonbreeding Shorebird SMAs would be established at the points and spits based on an annual habitat assessment. In addition, year-round non-ORV areas along the ocean shoreline outside of the villages, as identified in table 7, would be managed as Nonbreeding Shorebird SMAs with recreational activity restrictions as described in table 10.</p> <p>Designated SMAs would be subject to periodic review.</p> <p>the following areas would be managed as “floating” non-ORV areas during the nonbreeding season (i.e., as soon as breeding season closures are reduced or removed):</p> <ul style="list-style-type: none"> - “Floating” 1.5 miles of ocean shoreline habitat between ramp 23 (Salvo) and ramp 34 (Avon) would be non-ORV (in addition to ramps 27–30), based on habitat assessment and nonbreeding surveys. - “Floating” 1.5 miles of ocean shoreline on South Beach between ramp 45 and ramp 49, based on habitat assessment and nonbreeding surveys. ORV access to be provided via interdunal road or upper beach route (where 50-meter buffer can be maintained). - “Floating” 1.0 mile of ocean shoreline between ramp 72 and inlet, based on annual habitat 	<p>Non breeding protection includes additional areas that are now vehicle free year round – see table 7 . Floating areas have been removed.</p>

Element	Alt F – Original	Change to Alt F
	<p>assessment and nonbreeding surveys. Upper-beach ORV corridor will be used to bypass the 1.0 mile shoreline area.</p> <p>The “floating” Nonbreeding Shorebird SMAs would be monitored as described in table 10 and would be subject to periodic review.</p>	
Vegetation	ORV use would be restricted or prohibited in locations where ORV use is causing unacceptable impacts to vegetation.	