

From: [Mike Murray](#)
To: [David Carter](#)
Cc: [Paul Stevens](#)
Subject: Re: please review
Date: 06/22/2011 05:42 PM

Thanks David. Going with the larger parking area opportunity makes sense to me.

I envision that these two roadside parking areas would have some sort of hardened surface connected to Hwy 12 that would be suitable for and open to all vehicles, not just ORVs (i.e., it is not an ORV parking area). It is premature to say exactly what the surface treatment might be (it is an engineering design question; ideally something porous that is acceptable to CAMA and does not create stormwater drainage issues). Given the ongoing discussions about kite entanglements, safety issues, etc. I think if we provide adequate roadside parking in several locations along this stretch it would facilitate the possibility of restricting vehicles from driving the little extra distance onto the shoreline where the vehicle impacts exacerbate erosion problems, etc.

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▼ [David Carter/CAHA/NPS](#)

**David
Carter/CAHA/NPS**

To: Mike Murray/CAHA/NPS@NPS
cc: Paul Stevens/CAHA/NPS@NPS

06/22/2011 05:10 PM

Subject: Re: please review 

Mike

I would recommend that the parking lot next to the Soundside Access #59 not be made.

I do not remember the size of the parking lot we talked about at Kite Point, but I think it should be pretty good sized maybe 30-40 vehicles. If ORV permits are required for the soundside areas also, it would create more pressure on the parking lot at Haulover, (which is primarily windsurfers.) Kite Boarding I believe has become more popular than windsurfing.

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▼ Mike Murray/CAHA/NPS

**Mike
Murray/CAHA/NPS**

To David Carter/CAHA/NPS@NPS
cc Paul Stevens/CAHA/NPS@NPS

06/22/2011 04:20 PM Subject please review

David,

This past spring we did the field trip to map proposed parking areas, ORV ramps, etc. in each of the districts. Katy is in the process of finalizing maps of the proposed sites. Please take a look at the two attached maps for new parking between Haulover Beach and Buxton, where we identified three potential new parking areas (two areas are shown on the Kite Point map). Given that this section of the island is potentially vulnerable to storm damage and erosion, before we proceed with further planning I'd like to reduce it to only two proposed parking areas to limit the amount of infrastructure that would be "at risk" in the future. Would you please look at the two maps and re-visit the sites, then let me know which two of the three proposed parking areas you think would be the most beneficial (based on visitor use patterns, safety issues, etc.) and sustainable.

Since the files are large, please "**Reply without Attachment(s)**" by Monday, June 27 to let me know what you recommend.

[attachment "Proposed Parking Kite Point.pdf" deleted by David Carter/CAHA/NPS]
 [attachment "Proposed Parking SS Access 60.pdf" deleted by David Carter/CAHA/NPS]

Thanks,

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