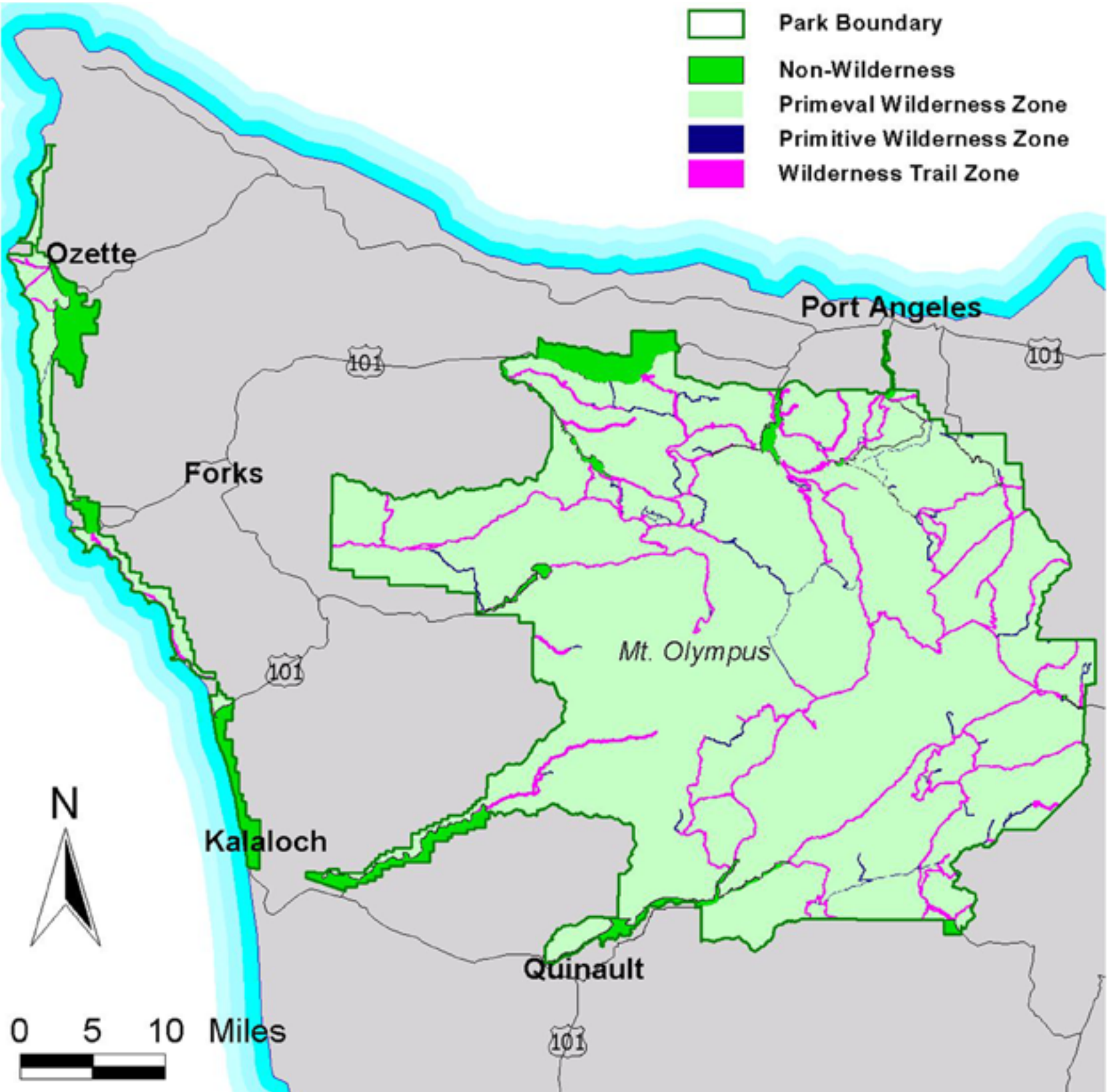


AREA-SPECIFIC PRESCRIPTIONS

WILDERNESS

Alt. A – Current Management (No Action)



Wilderness boundaries would not be adjusted to maintain road access.

Existing trails would be maintained. Some way trails would be allowed to remain and some would be removed.

Some facilities would be allowed to degrade. Some degraded structures would be rehabilitated. Facilities might include temporary research facilities, radio repeaters, historic structures, and boundary and resource signs. Wilderness shelters would be available for emergency use. Some public use of shelters would be available on first-come first-served basis.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative

WILDERNESS

Alt. B – Resource Protection Emphasis



Wilderness boundaries would not be adjusted to maintain road access. The possible expansion of park wilderness for resource protection in the Ozette and Queets areas would be studied.

Wider trails would be reduced by converting them to narrower trails.

Facilities would be maintained. Facilities might include temporary research facilities, radio repeaters, historic structures, and boundary and resource signs. Wilderness shelters/chalets would be available on emergency basis.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative

WILDERNESS

Alt. C –Visitor Opportunities Emphasis



Wilderness boundaries might be modified to allow relocation of roads out of flood plains to maintain road and/or transit access.

Narrower trails would be converted to wider trails. Some abandoned trails might be restored. Some way trails would be allowed to remain; others would be removed. Some new trail segments would be developed.

Facilities would be maintained and/or improved. Facilities might include temporary research facilities, radio repeaters, historic structures, and boundary and resource signs. Where appropriate and justified, facilities compatible with protection of wilderness values and character could be built for administrative or safety purposes. Wilderness shelters or chalets would be available for rental by reservation.

Alt D

The NPS has not yet designated/developed a Preferred Alternative

HEADQUARTERS AREA

Alt. A – Current Management (No Action)

Centralized administrative facilities and operations functions would be retained in the park at this location.

The principal visitor center would be here.

Current facilities would be maintained.

Existing parking would be maintained.

A transit stop at the visitor center would be developed in cooperation with the city transit agency.

Existing interpretive and operational trails would be maintained.

Alt. B – Resource Protection Emphasis

Centralized administrative facilities and operations functions would be reduced by locating some functions outside the park in or near Port Angeles.

The principal visitor center would be here.

Visitor contact area would be improved and combined with the wilderness information center (WIC).

Parking at the visitor center and WIC would be maintained and redesigned to accommodate mass transit.

Connections with regional multimodal transit providers would be coordinated to improve access.

Existing interpretive and operational trails would be maintained.

Alt. C –Visitor Opportunities Emphasis

Centralized administrative facilities and operations functions would be retained and expanded to meet the need.

The visitor center here would be one of several throughout the park. A Port Angeles regional visitor and transit center would be further explored in cooperation with local agencies.

Visitor contact area would be improved, expanded, and combined with the wilderness information center (WIC).

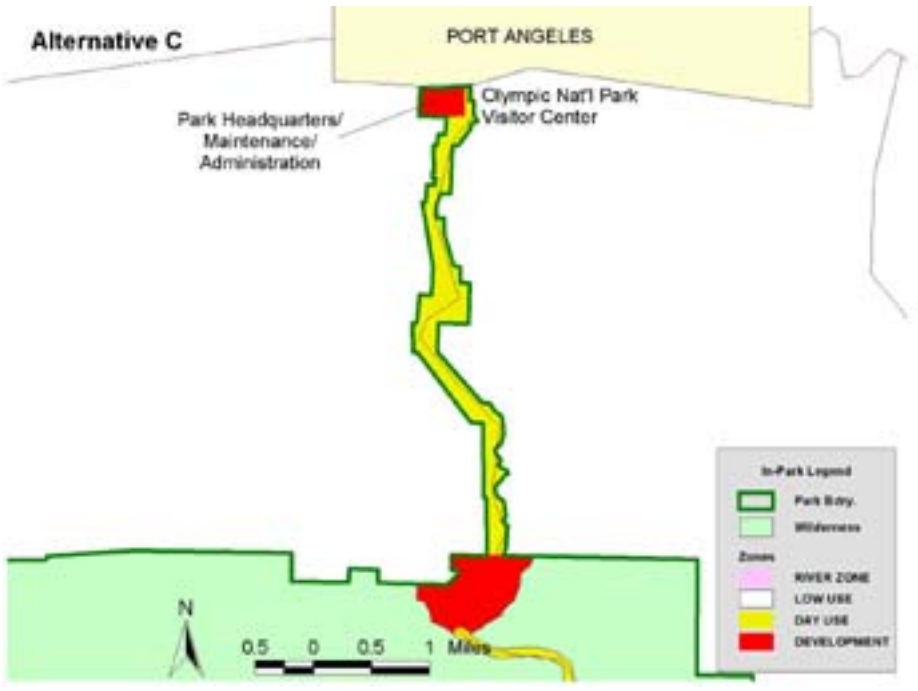
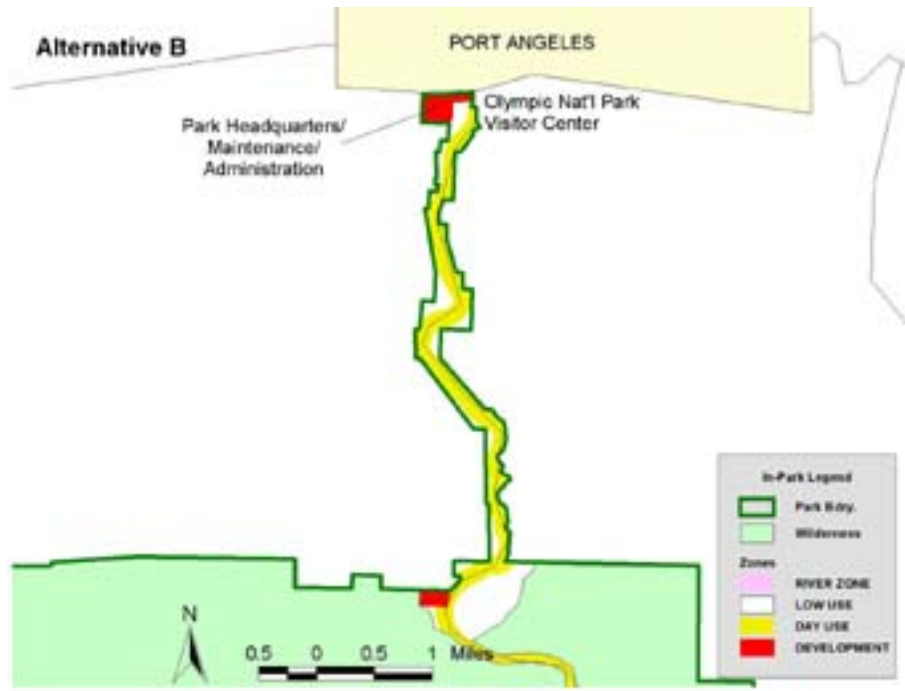
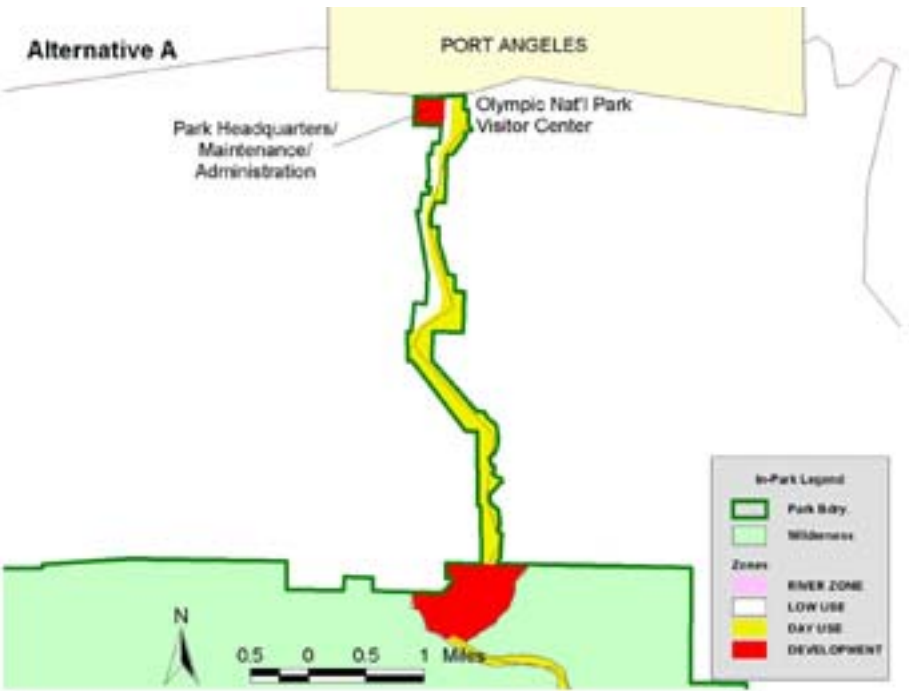
Parking at the visitor center and WIC would be improved to increase efficiency and accommodate alternative transit.

Connections with regional multimodal transit providers would be coordinated to improve access.

Trails would be improved, expanded, and connected to regional trail networks and the local community.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative



HURRICANE RIDGE, HEART O THE HILLS, AND OBSTRUCTION POINT

Alt. A – Current Management (No Action)

These areas would provide the opportunity to access alpine areas year-round via private vehicle. Obstruction Point road would be closed in winter.

Weekend and holiday alternative transit would be encouraged.

Parking would be maintained at Hurricane Ridge.

Current park operations and visitor facilities would be maintained.

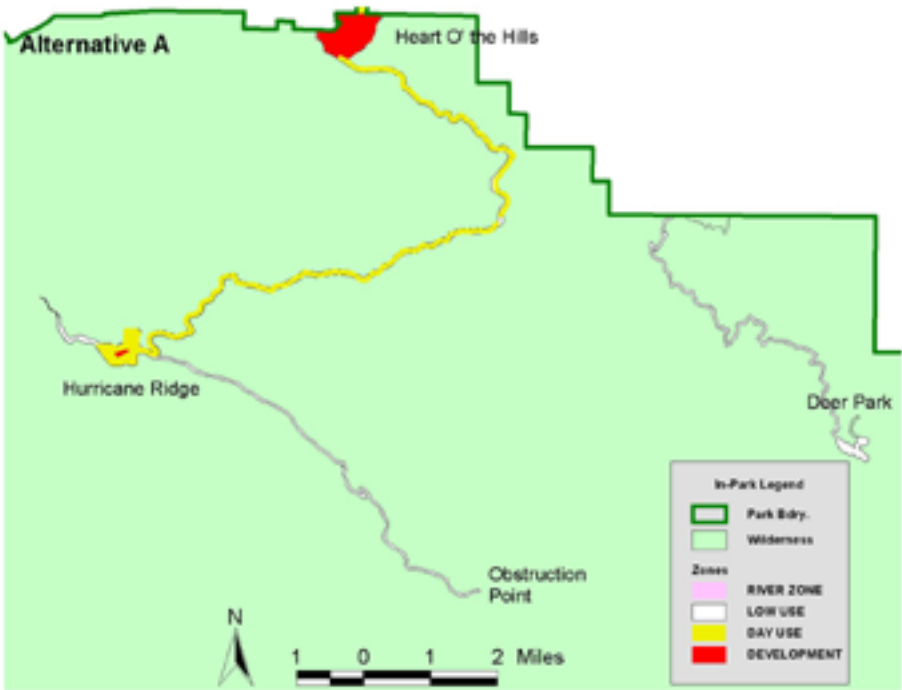
Heart O’ the Hills campground would be redesigned, but left at the current capacity.

Trails would be maintained.

The unimproved seasonal road access to Obstruction Point would be maintained.

Limited downhill skiing support facilities would be maintained (e.g., only rope tows and poma lifts allowed).

Cross-country skiing and snowshoeing would be encouraged, with some groomed trails provided.



Alt. B – Resource Protection Emphasis

Road access via private vehicle to Hurricane Ridge and Heart O’ the Hills would only be seasonally maintained.

Winter transit to Hurricane Ridge would be provided via mandatory snow coach.

Parking at Hurricane Ridge would be maintained and better defined to prevent adjacent resource damage.

Current development at Hurricane Ridge would be retained.

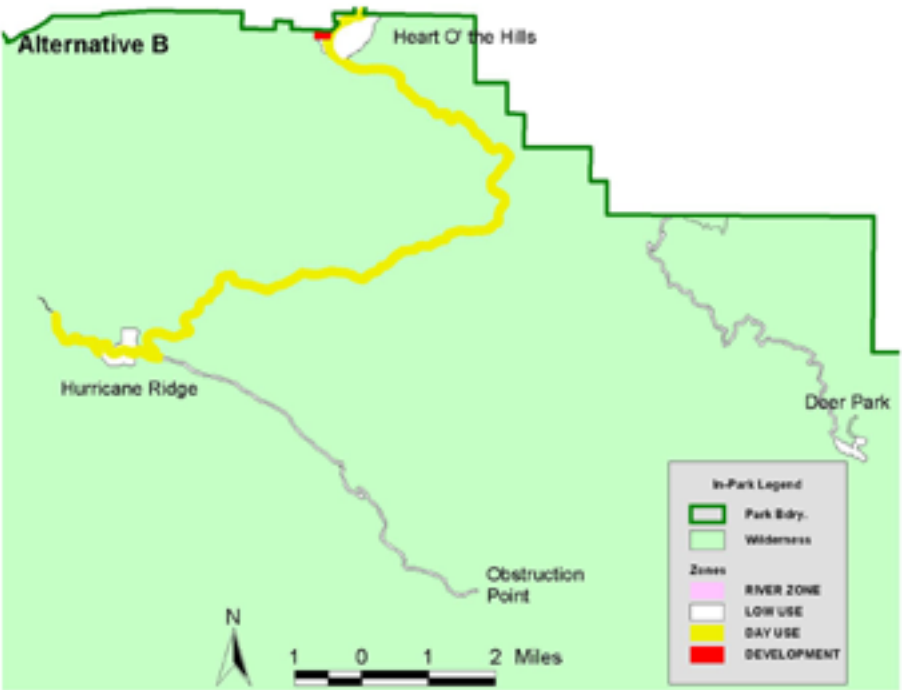
Heart O’ the Hills campground would be redesigned and might be reduced or relocated to another location in or outside of the park.

Some trails might be eliminated.

The Obstruction Point road would be converted to a trail.

Downhill ski support facilities would be closed and removed. Resource conditions would be restored.

Cross-country skiing and snowshoeing would be encouraged.



Alt. C –Visitor Opportunities Emphasis

These areas would provide year-round access to alpine areas via private vehicle. Obstruction Point road would be closed in winter.

Regional and private transit partnerships would provide and coordinate alternative transportation access.

Parking would be expanded and improved at Hurricane Ridge.

Park operations and visitor facilities would be redesigned and improved to accommodate alternative transit, improve circulation, and eliminate use conflicts.

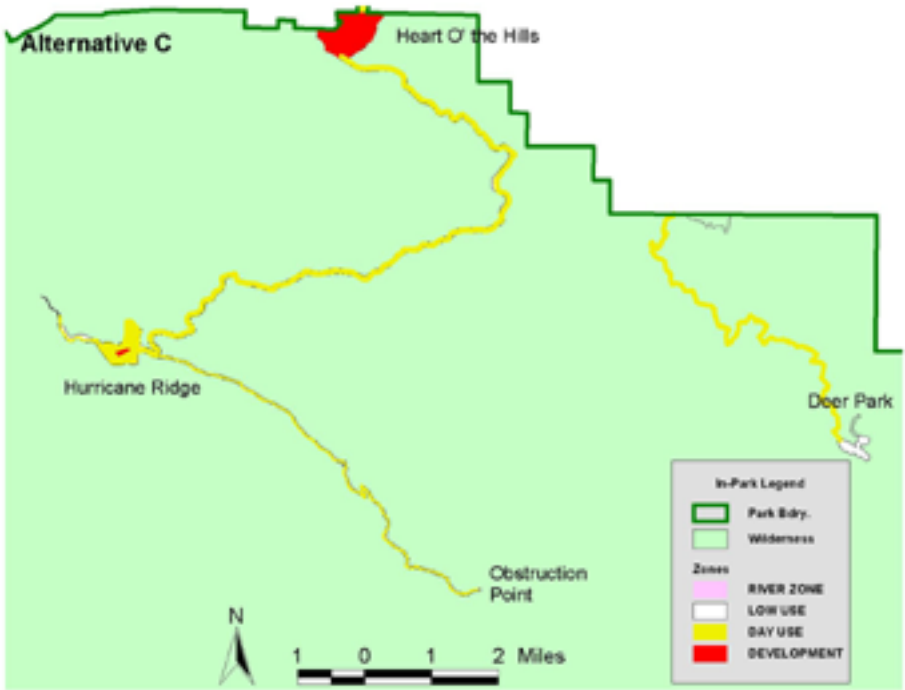
The Heart O’ the Hills campground would be redesigned, but left at the current capacity.

Trails would be improved, including developing and maintaining a universally accessible trail.

The Obstruction Point road would be paved.

Limited downhill ski support facilities would be improved (e.g., rope tows, poma lifts, and chair lifts) with no area expansion.

Cross-country skiing and snowshoeing would be encouraged and expanded; groomed trails would be provided.



Alt. D

The NPS has not yet designated/developed a Preferred Alternative

ELWHA

Alt. A – Current Management (No Action)

Management authority of Elwha project land would be transferred from the National Park Service to another land management entity in accord with the Elwha River Ecosystem and Fisheries Restoration Act of October 24, 1992 (PL 102-495) to ensure the long-term protection of river and fisheries values.

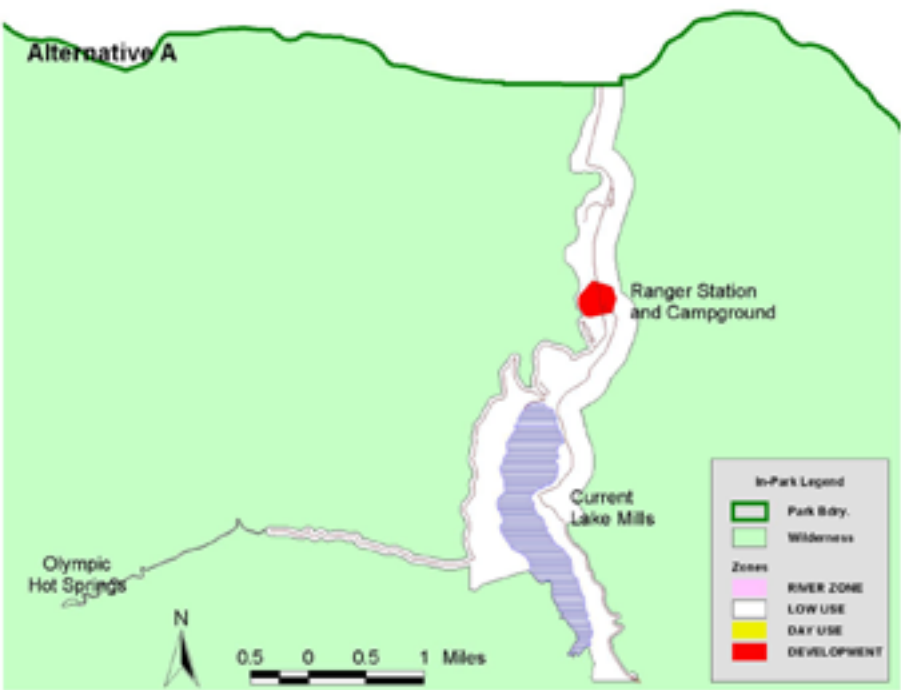
Road access would be maintained to the Boulder Creek trailhead, and bicycling opportunities would continue on this road.

Altaire and Elwha campgrounds would be maintained.

The historic CCC car campground at Olympic Hot Springs would provide walk-in camping opportunities.

There would be limited interpretation of the Glines Dam historic facilities, restoration of the fisheries, and ecological restoration would be interpreted according to agreement with Washington State Historic Preservation Office.

The Elwha restoration plan would be complied with as required by law.



Alt. B – Resource Protection Emphasis

The park boundary would be adjusted to include the lower Elwha project lands.

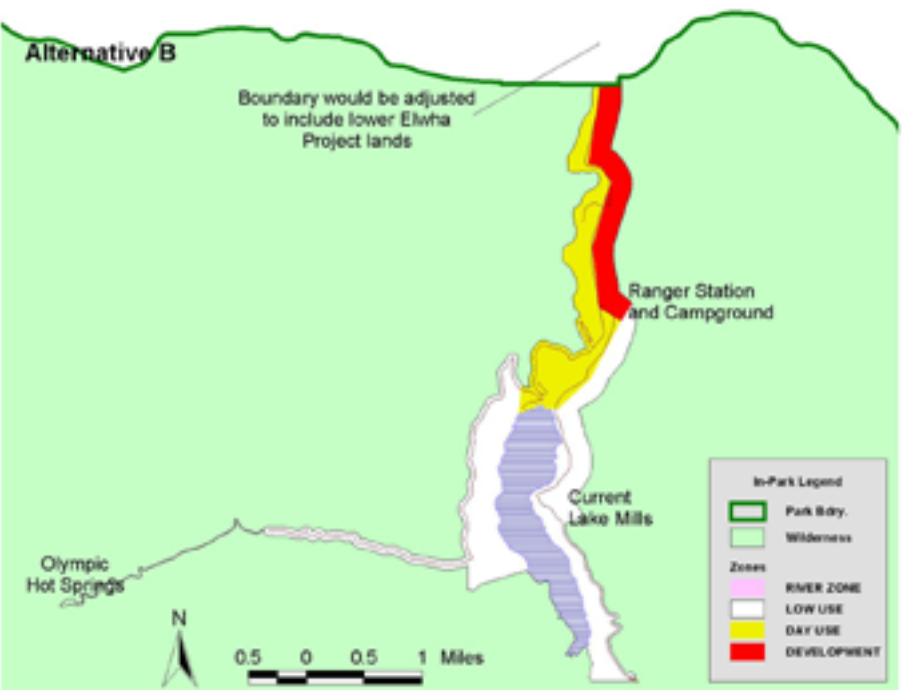
Road access would be provided to Altaire, and a trailhead would be developed.

Altaire campground would be converted to a day-use river access point. Elwha campground would be retained.

The historic CCC car campground at Olympic Hot Springs would be removed and the area rehabilitated to provide wilderness camping opportunities.

Education/interpretation efforts at the Glines Dam historic facilities would focus on restoration of fisheries and ecological restoration in agreement with Washington State Historic Preservation Office.

The Elwha restoration plan would be complied with as required by law.



Alt. C –Visitor Opportunities Emphasis

Partnerships would be developed to manage resources and/or to explore ultimate disposition of the lower Elwha project lands.

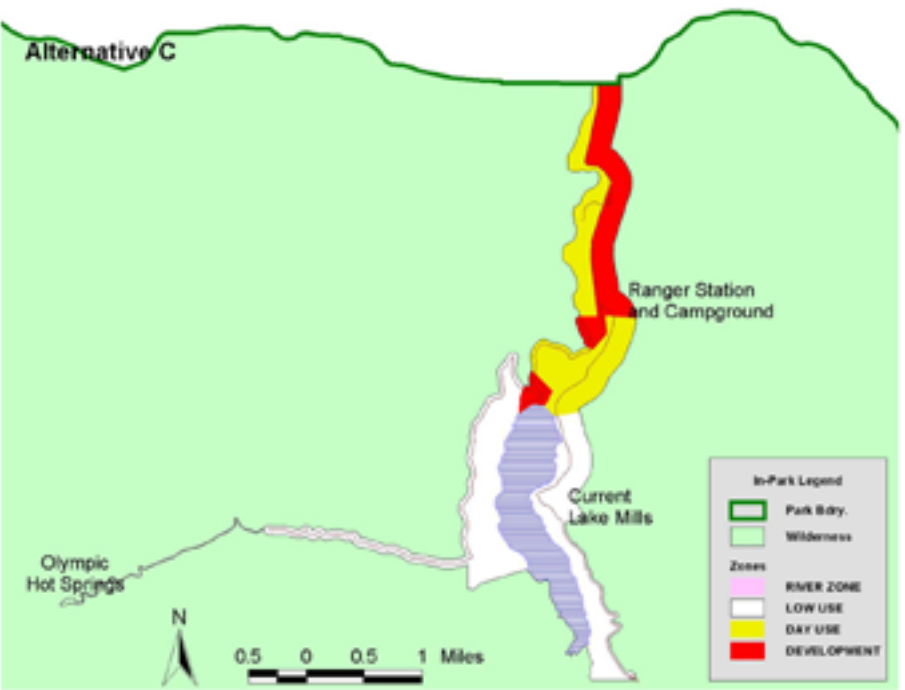
Road access would be maintained to Boulder Creek trailhead, and bicycling opportunities and handicap accessibility would be provided on the remainder of the road.

Altaire and Elwha campgrounds would be expanded or improved. Additional campgrounds would be considered within the Elwha drainage.

The historic CCC car campground at Olympic Hot Springs would be converted to provide walk-in camping opportunities.

Education/interpretation would emphasize the Glines Dam history and industrial uses as well as restoration of the fisheries and ecological restoration according to agreement with Washington State Historic Preservation Office.

The Elwha restoration plan would be complied with as required by law.



Alt. D

The NPS has not yet designated/developed a Preferred Alternative

SOL DUC

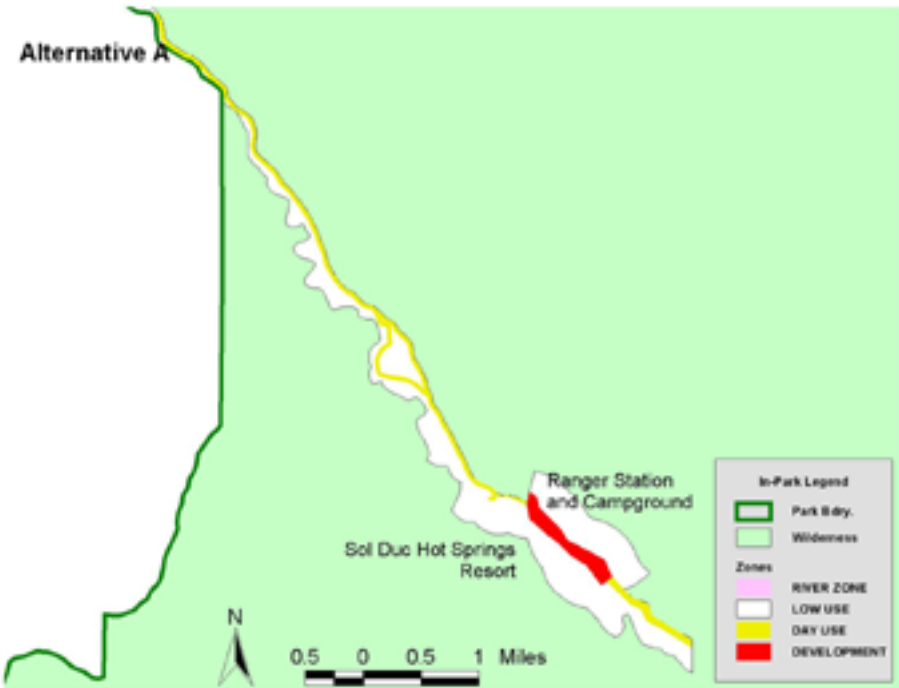
Alt. A – Current Management (No Action)

Existing hot springs resort facilities would be maintained.

Seasonal road access would be maintained.

The current size and function of facilities (e.g., campground and park operations areas) would be maintained.

Trail access would be maintained.



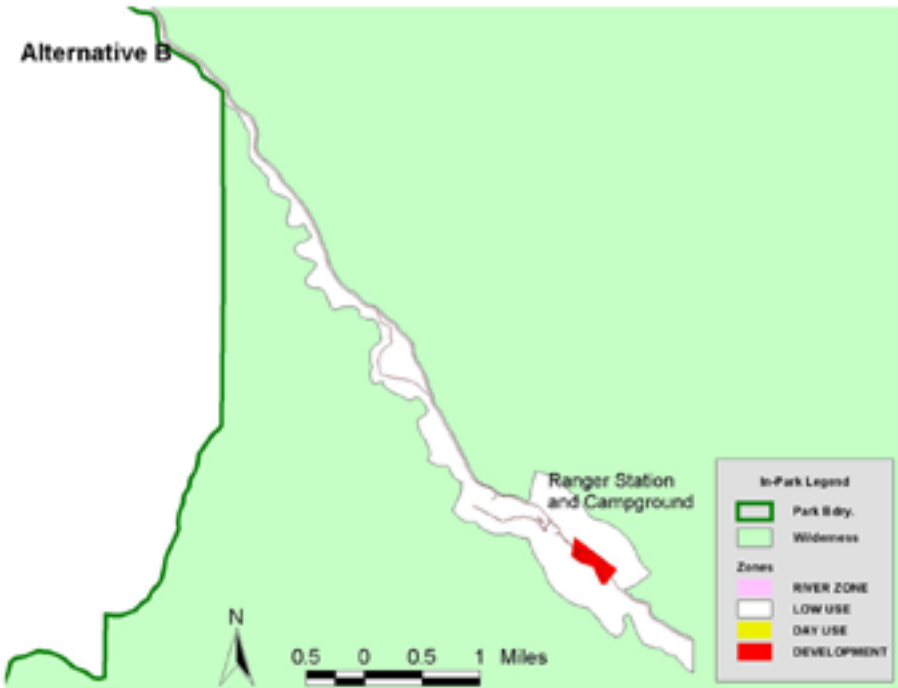
Alt. B – Resource Protection Emphasis

The hot springs resort would be closed and the area would be restored.

Seasonal road would be maintained until threatened by river movement, and then alternative access would be explored.

The current size and function of facilities (e.g., campground and park operations areas) would be reduced.

Trail access would be maintained.



Alt. C –Visitor Opportunities Emphasis

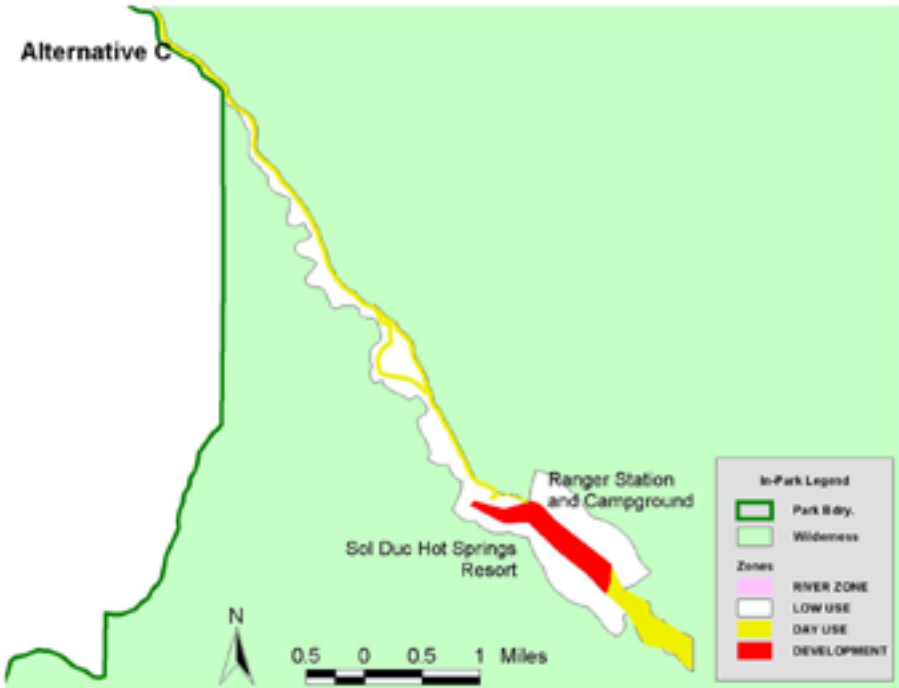
The hot springs resort facilities would be expanded and improved, and the resort season would be extended to year-round operation if economically feasible.

Year-round road access would be provided and improved. An optional seasonal transit system would be implemented.

The current size and function of park operations and campground areas would be redesigned, enlarged, and improved.

Trail network would be improved.

A universally accessible trail would be developed and maintained.



Alt. D

The NPS has not yet designated/developed a Preferred Alternative

OZETTE

Alt. A – Current Management (No Action)

The parking area would be maintained.

Motorized and nonmotorized boating opportunities would be maintained.

Park visitor facilities, park housing, and operations facilities would be maintained or improved.

Several lakeside camping opportunities would be maintained. The Ozette campground would be maintained.

Camping, day use, and water access at Swan Bay and Rayonier landings would continue.

There would be no park boundary adjustments.

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

A network of protected intertidal areas along the coast would be studied, and marine resources would be protected in partnership with the national marine sanctuary.

Alt. B – Resource Protection Emphasis

The parking area would be maintained and better defined to prevent adjacent resource damage.

Only nonmotorized boating opportunities would be allowed.

Park visitor and operations facilities would be reduced. Park housing would be relocated outside the park.

Lakeside camping opportunities would be reduced. The Ozette campground would be redesigned and/or relocated.

Only day use at Swan Bay and Rayonier would be allowed. No facilities would be provided.

Boundary would be adjusted to include the entire Ozette Lake watershed into the park.

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

A network of protected intertidal areas along the coast would be studied, and marine resources would be protected in partnership with the national marine sanctuary.

Alt. C –Visitor Opportunities Emphasis

The parking area would be enlarged and improved.

Motorized boating might be restricted to avoid conflicts with other users.

Park visitor and operations facilities would be expanded and improved. Park housing would be relocated outside the park. Additional wilderness access points might be provided.

Campgrounds would be redesigned, expanded, and/or relocated. Camping opportunities outside the park would be encouraged.

Only day use facilities would be provided at Rayonier and Swan Bay.

Private/public land conservancy strategies would be used to protect watersheds.

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

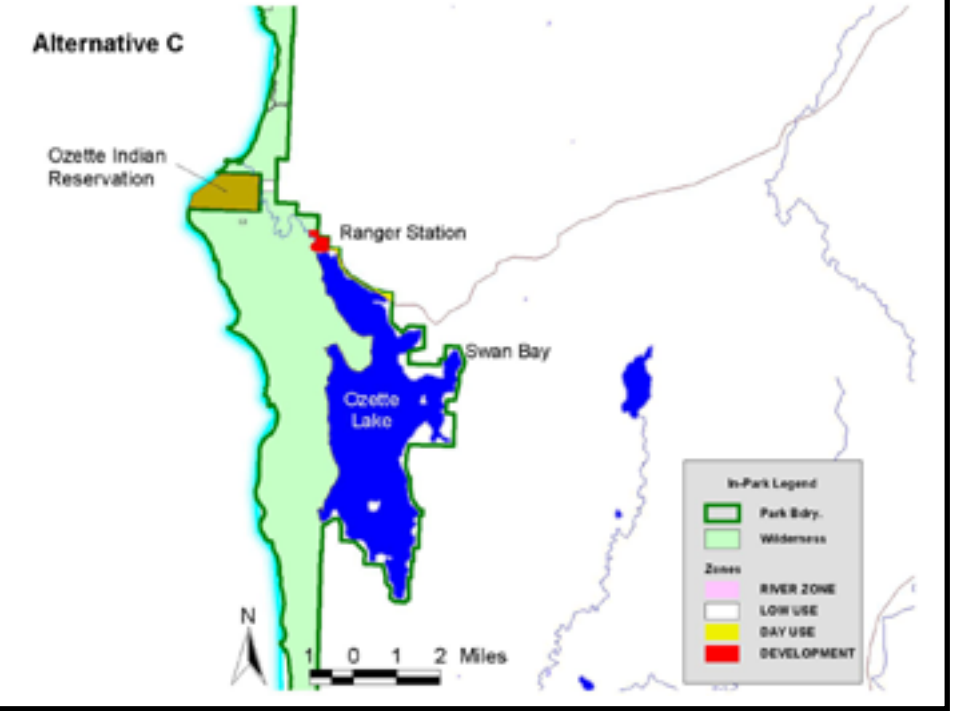
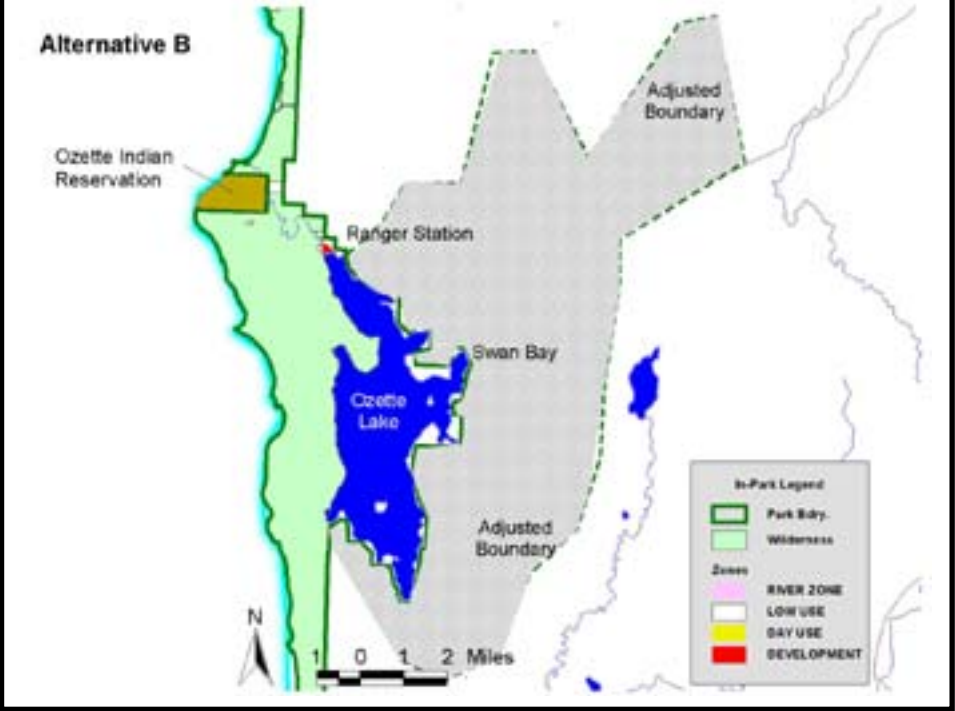
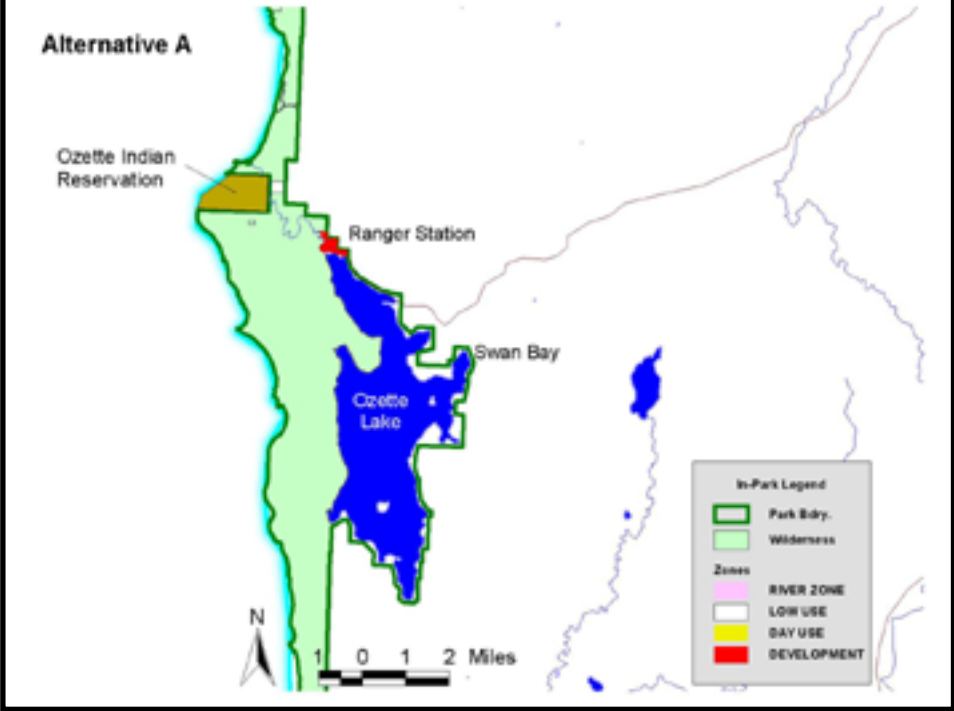
A modest boundary change would be proposed in order to provide public access to areas along the eastern shoreline of the lake. The remainder of the Lake Ozette watershed would be protected by other cooperative private/public land conservancy strategies that would be used to protect fisheries and the water quality of the lake.

A network of protected intertidal areas along the coast would be studied, and marine resources would be protected in partnership with the national marine sanctuary.

A universally accessible trail would be developed and maintained.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative



MORA

Alt. A – Current Management (No Action)

A network of protected intertidal areas along the coast would be studied, and marine resources would be protected in partnership with the national marine sanctuary.

The roads and parking would be maintained.

Rialto Beach/Mora facilities would be maintained.

Alt. B – Resource Protection Emphasis

A network of protected intertidal areas along the coast would be studied, and marine resources would be protected in partnership with the national marine sanctuary.

Roads and parking would be maintained until threatened by river movement; then they would be relocated outside the river meander area, if possible

Rialto Beach facilities would be relocated to improve resource conditions.

Alt. C –Visitor Opportunities Emphasis

A network of protected intertidal areas along the coast would be studied, and marine resources would be protected in partnership with the national marine sanctuary.

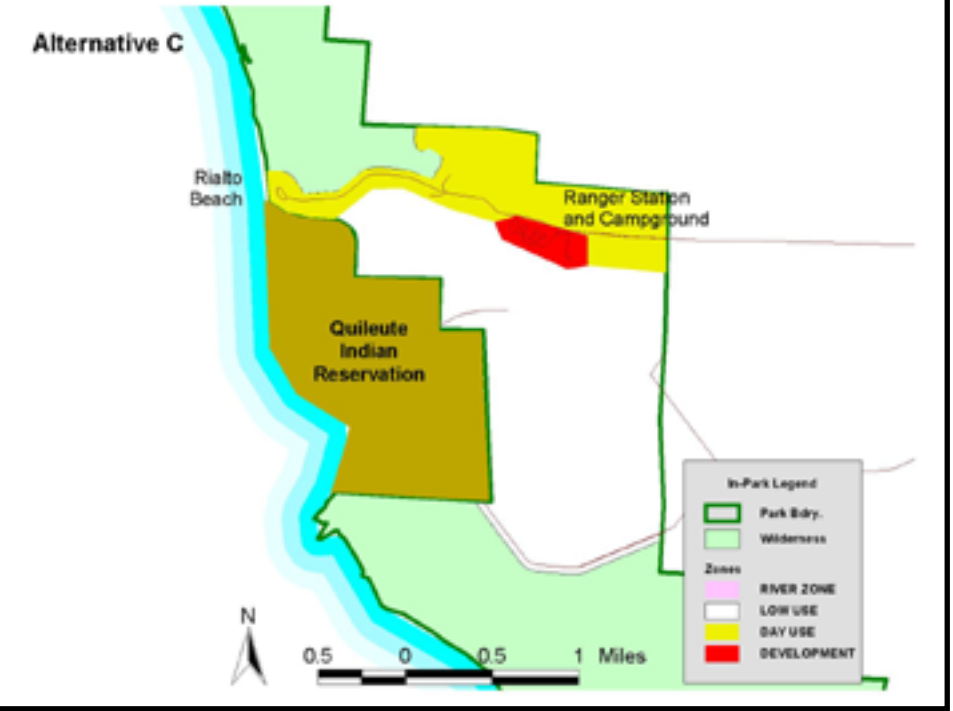
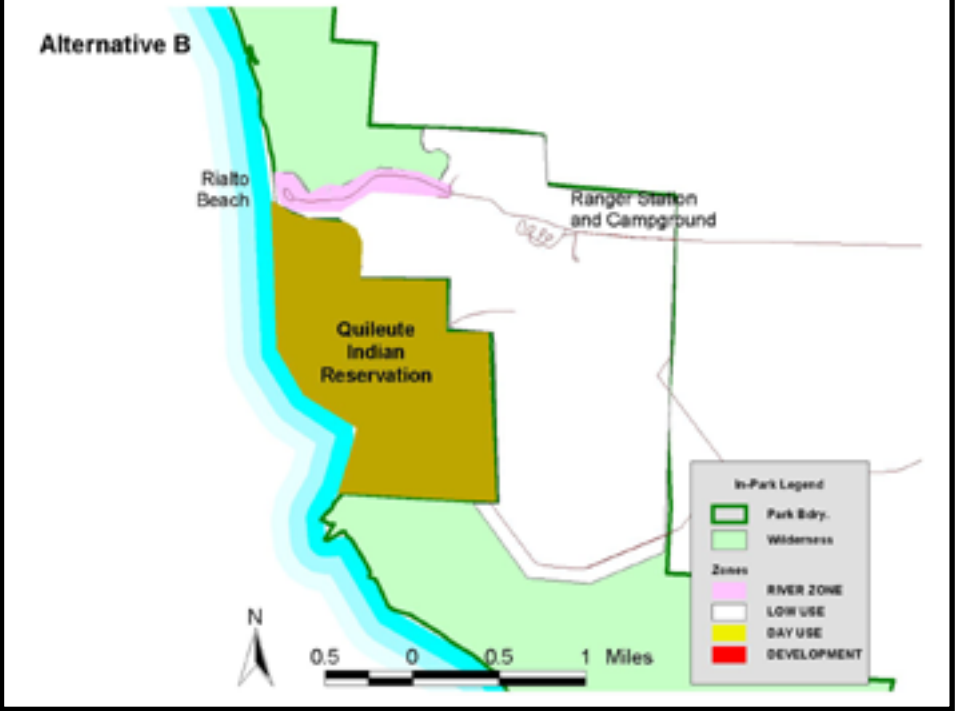
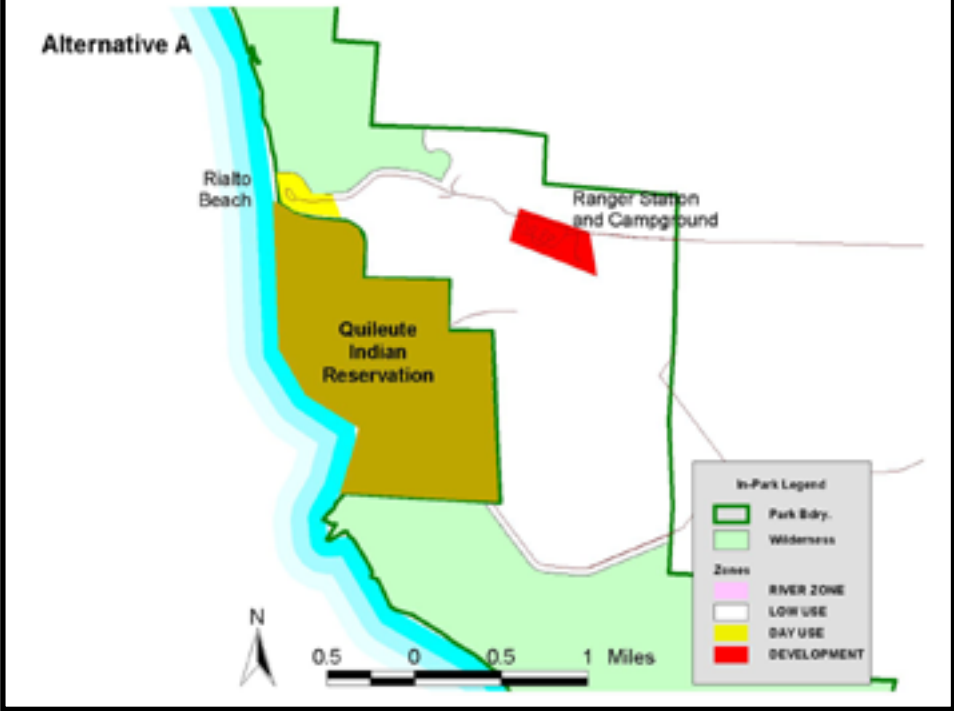
Roads, access, and parking would be improved and/or increased.

Park would seek to partner with the Quileute Tribe to provide a canoe service from Mora to La Push.

Rialto Beach/Mora facilities would be upgraded. Some facilities, e.g., destination learning center, might be located outside the park. A visitor center might be developed in the park.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative



HOH

Alt. A – Current Management (No Action)

- Year-round road access would be maintained.
- Current facilities would be maintained.
- Campsites and/or other facilities would be maintained, as feasible.
- The trail system would be maintained.

Alt. B – Resource Protection Emphasis

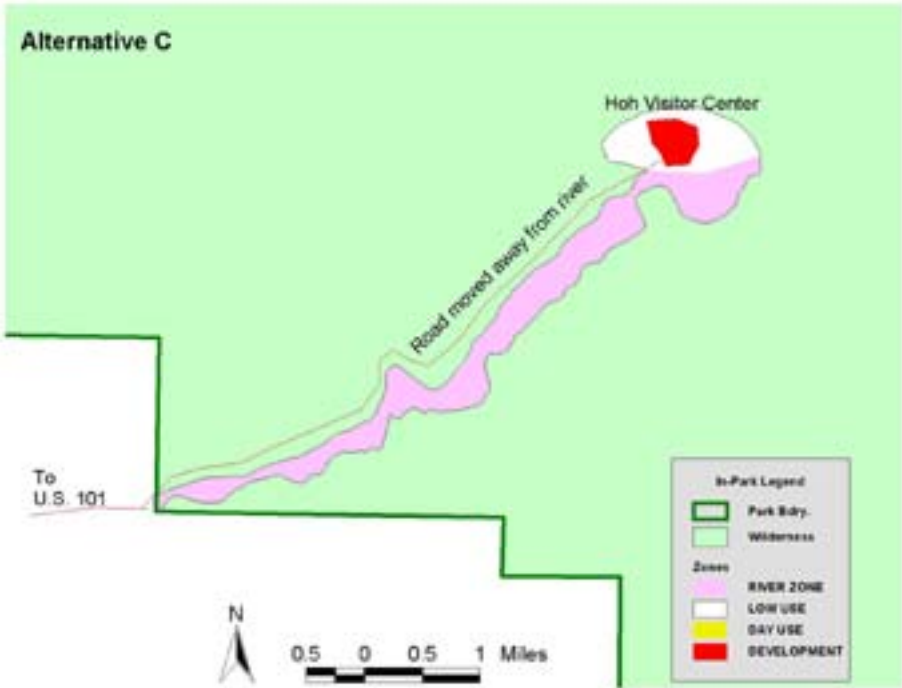
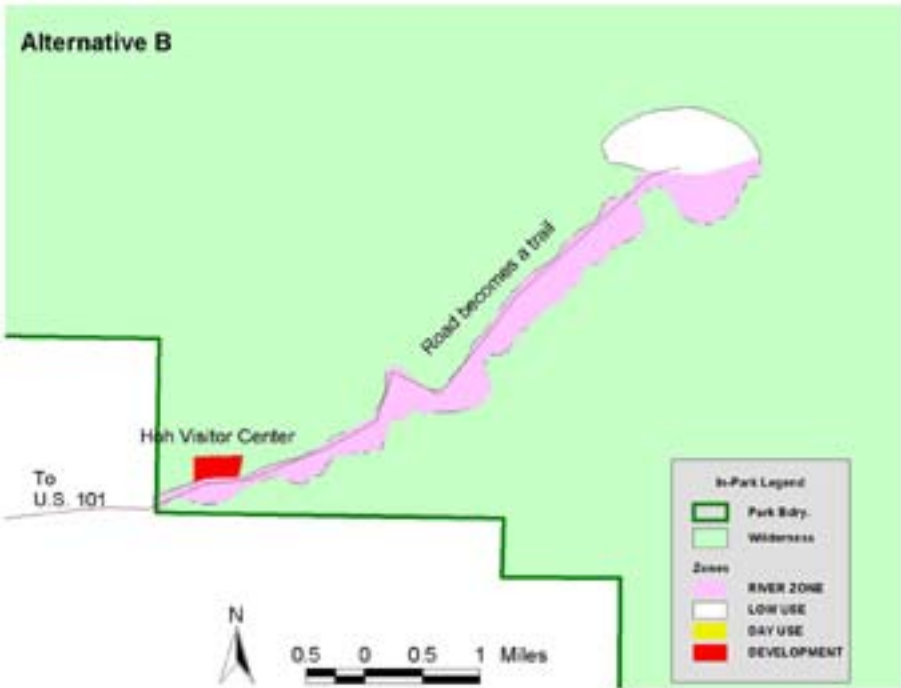
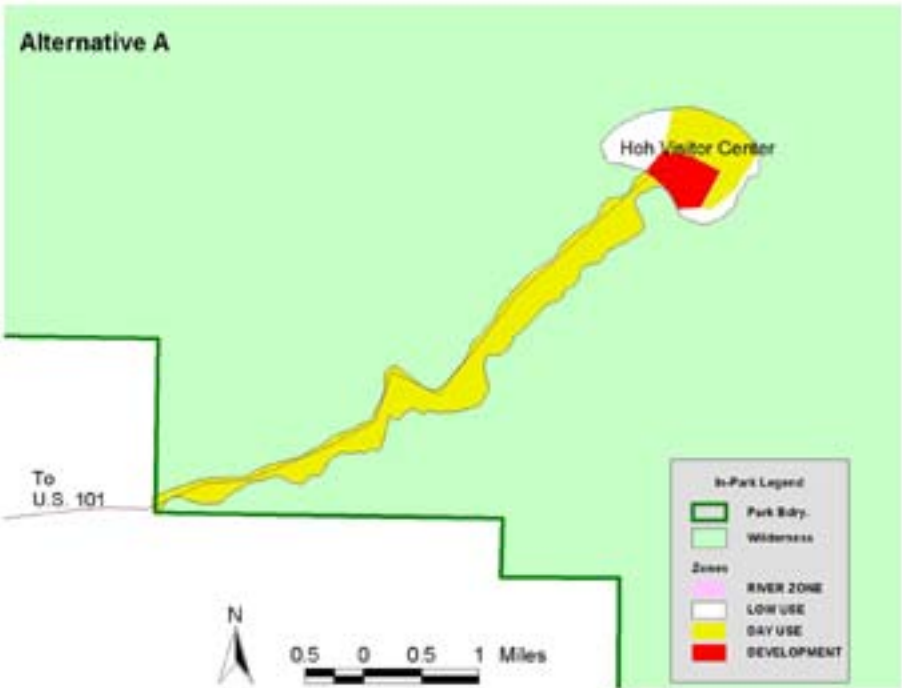
- Year-round road access would be provided as long as river meander processes did not make access infeasible. Then, mandatory transit would be provided on a primitive road from the park boundary to the Hoh rainforest visitor center (hike/bike/transit) as long as feasible. Road access might eventually be converted to a trail access dependent on the severity of future road damage caused by flooding and river meanders.
- Existing facilities would be maintained until threatened by river movement; then they would be removed and rebuilt outside the park.
- Campgrounds would be reduced to provide more primitive (walk-in) camping.
- The trail system would be reduced.

Alt. C –Visitor Opportunities Emphasis

- Year-round road access would be improved. Road access would be relocated out of the river meander zone to a more sustainable location. The wilderness boundary would be modified to accommodate the road relocation.
- An optional seasonal transit system would be provided. Transit/visitor center/day use parking would be developed outside the park.
- Visitor center would be redesigned and relocated out of the floodplain at the east end of the road.
- Campgrounds would be relocated out of the floodplain.
- The trail system would be increased and/or improved including improving and maintaining a universally accessible trail. Park trails would connect with regional trail systems.
- Visitor opportunities to visit the rainforest canopy would be provided.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative



KALALOCH

Alt. A – Current Management (No Action)

Highway 101 would be repaired as needed to maintain access. Slight realignments would be allowed.

The visitor information station would eventually be replaced by a larger visitor center in the Kalaloch area.

The Kalaloch lodge resort and related facilities (restaurant, store, gasoline pump) would be relocated outside the coastal erosion zone.

Camping opportunities would be maintained at Kalaloch and South Beach.

Vehicular and trail access to the Big Cedar tree would be maintained.

Other existing trails would be maintained. Some trails would remain; others would be eliminated.

Alt. B – Resource Protection Emphasis

Highway 101 could be relocated out of the park. Vehicular access would be provided to some coast overlooks. Abandoned portions of old Highway 101 would be removed and the area would be rehabilitated or abandoned portions could be converted to bicycling or pedestrian use.

The visitor information station would be maintained.

Overnight cabin and lodging accommodations would not be provided in the park.

Camping opportunities would be maintained only at Kalaloch. Additional camping opportunities would be encouraged outside the park. The South Beach overflow/RV campground would be converted to day use.

Vehicular access to the Big Cedar tree would be eliminated.

Trail system would be reduced.

Alt. C –Visitor Opportunities Emphasis

Highway 101 would be maintained for vehicular access, and alignment would be adjusted as necessary.

The visitor information station would be proposed to be replaced with a multiagency/tribal visitor facility which features the coastal marine and cultural resources of the area.

Kalaloch lodge resort and related facilities (restaurant, store, gasoline pump) would be relocated outside the coastal erosion zone and expanded.

Camping opportunities would be improved at Kalaloch and South Beach.

Vehicular and trail access to Big Cedar tree would be improved.

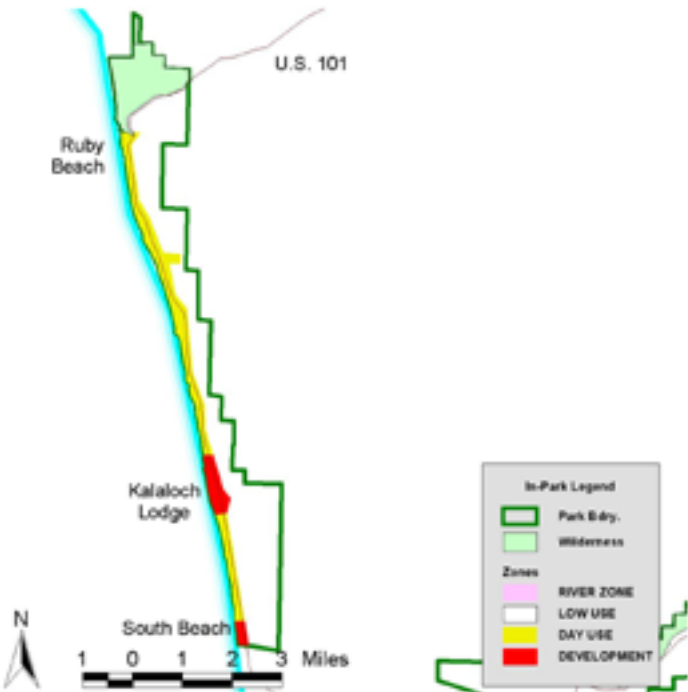
Additional trails and wayside exhibits would be provided.

A universally accessible trail would be developed and maintained.

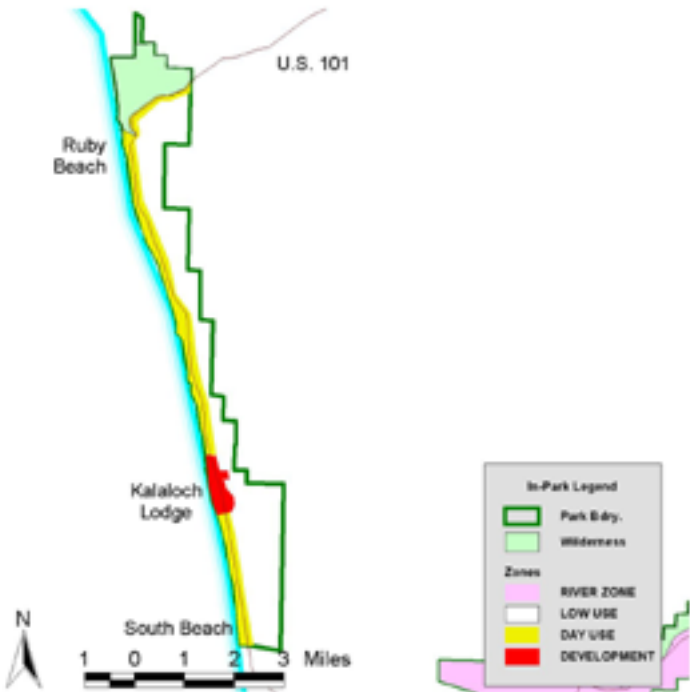
Alt. D

The NPS has not yet designated/developed a Preferred Alternative

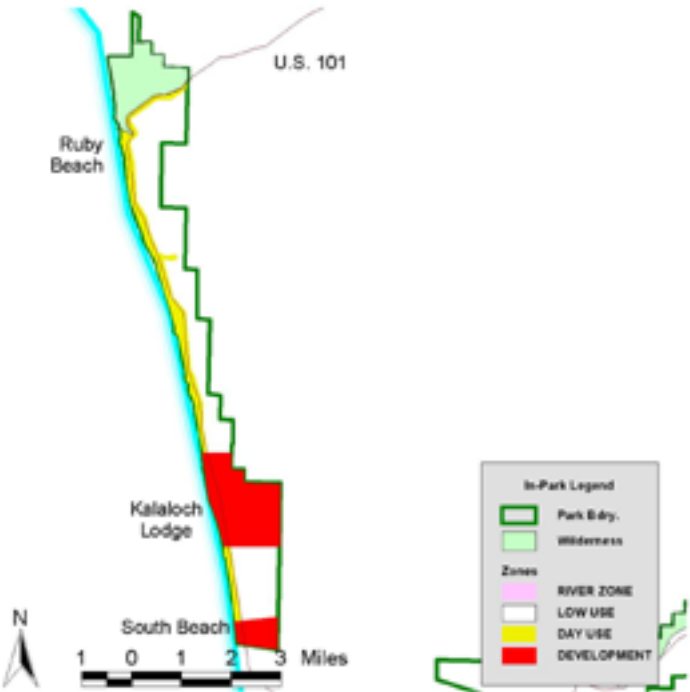
Alternative A



Alternative B



Alternative C



QUEETS

Alt. A – Current Management (No Action)

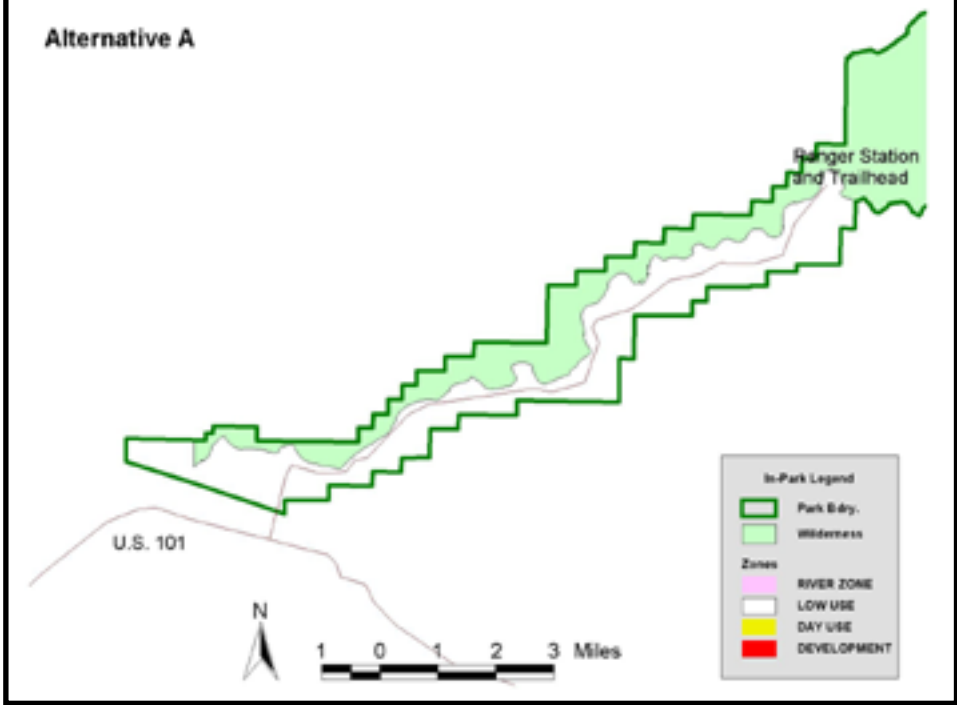
The unpaved road would be maintained.

Existing facilities would be maintained.

Current sport fishing would continue. Support facilities for fishing would be provided.

The park boundary would not be adjusted to protect the watershed.

The park boundary would not be adjusted to protect the watershed.



Alt. B – Resource Protection Emphasis

Portions of the road would be converted to a trail.

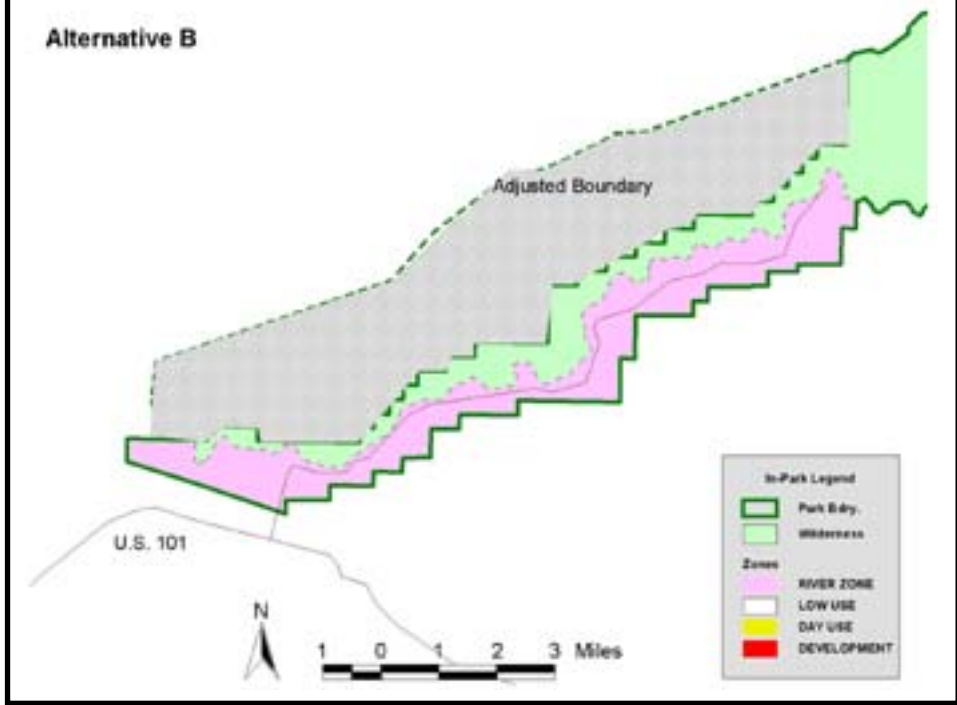
Facilities would be removed.

Only bank fishing would be allowed.

The park boundary would be adjusted to protect the watershed.

Watershed protection emphasis would be on exploring partnership opportunities with others including land exchanges and any opportunity purchases that may be needed would be limited to willing sellers only.

Watershed protection emphasis would be on exploring partnership opportunities with others including land exchanges and any opportunity purchases that may be needed would be limited to willing sellers only.



Alt. C –Visitor Opportunities Emphasis

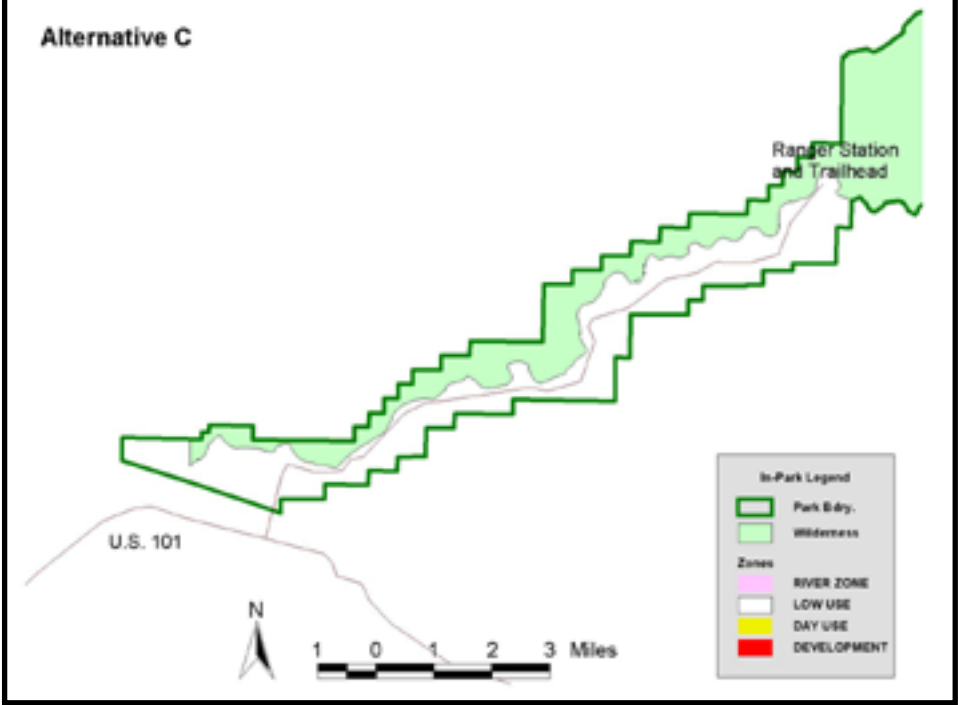
The road would be relocated out of the floodplain (out of the park) and paved.

Facilities would be improved. A pedestrian bridge across the Queets River to the trail would be provided. Regional hiking trail connections from the park to the coast would be developed in partnership with the Quinault tribe, public agencies, and other landowners.

Current sport fishing would continue. Support facilities for fishing would be upgraded.

The park boundary would not be adjusted to protect the watershed however, cooperative protection measures would be fully explored with various public and private partners to assist in protection of the Queets watershed.

The park boundary would not be adjusted to protect the watershed however, cooperative protection measures would be fully explored with various public and private partners to assist in protection of the Queets watershed.



The NPS has not yet designated/developed a Preferred Alternative

QUINAUT

Alt. A – Current Management (No Action)

The Lake Quinault loop drive would be maintained to provide access to the North Fork and Graves Creek areas and across Finley Creek.

North Fork and Graves Creek road access would be maintained. Minor relocations of the roads might be necessary due to river processes.

Existing park facilities would be maintained.

Visitor and administrative facilities would be maintained at their current location.

A variety of car-camping opportunities would be retained.

Historic districts (Kestner, North Fork, Graves Creek) would be adaptively reused for visitor education/park operations.

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

Alt. B – Resource Protection Emphasis

Lake Quinault loop drive would be maintained with unimproved primitive stretches and seasonal low-water crossing at Finley Creek.

North Fork and Graves Creek road access would be converted to a trail.

Existing park facilities would be reduced or eliminated.

Visitor and administrative facilities would be relocated out of the floodplain.

Less-developed camping opportunities would be provided.

The Kestner historic district would be adaptively reused to provide day use education.

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

The south park boundary upstream of Quinault Lake would be adjusted to include the full meander width of the Quinault River.

Alt. C –Visitor Opportunities Emphasis

The Lake Quinault loop drive/bridges would be improved (paved and widened with bicycle lane). An elevated roadbed would be built in the Kestner/Finley floodplain.

Access across Finley Creek and on North Fork and Graves Creek roads would be improved and might be relocated.

Existing park facilities would be maintained.

Additional visitor orientation/education and camping facilities would be located outside the park and would be coordinated with the U.S. Forest Service, the tribes, and the local community.

A variety of car camping opportunities would be retained or improved.

Historic districts (Kestner, North Fork, Graves Creek) would be adaptively reused for visitor education/park operations. Cultural activities, demonstrations, and living history would be expanded.

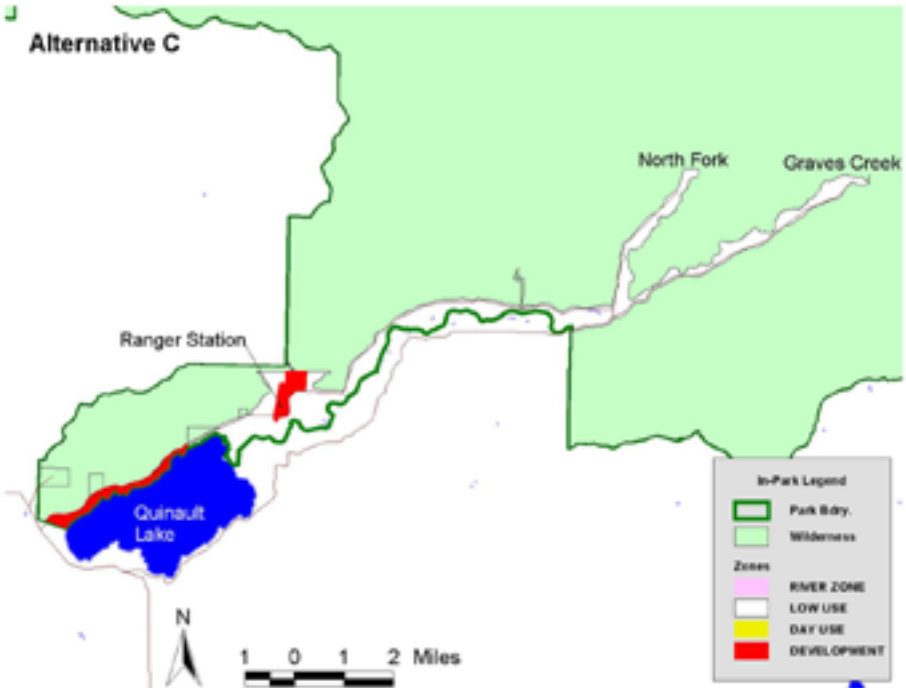
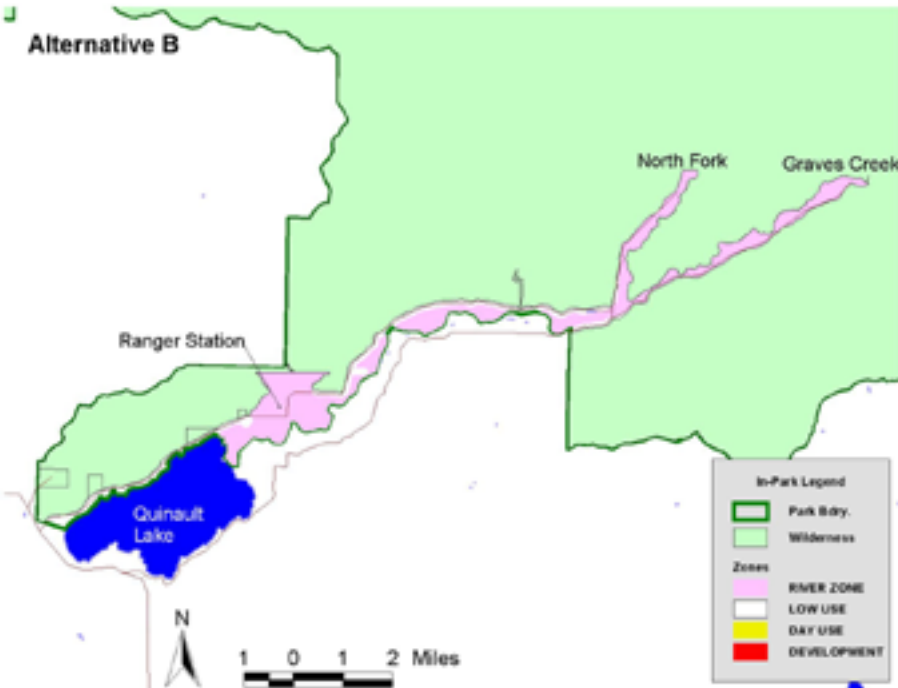
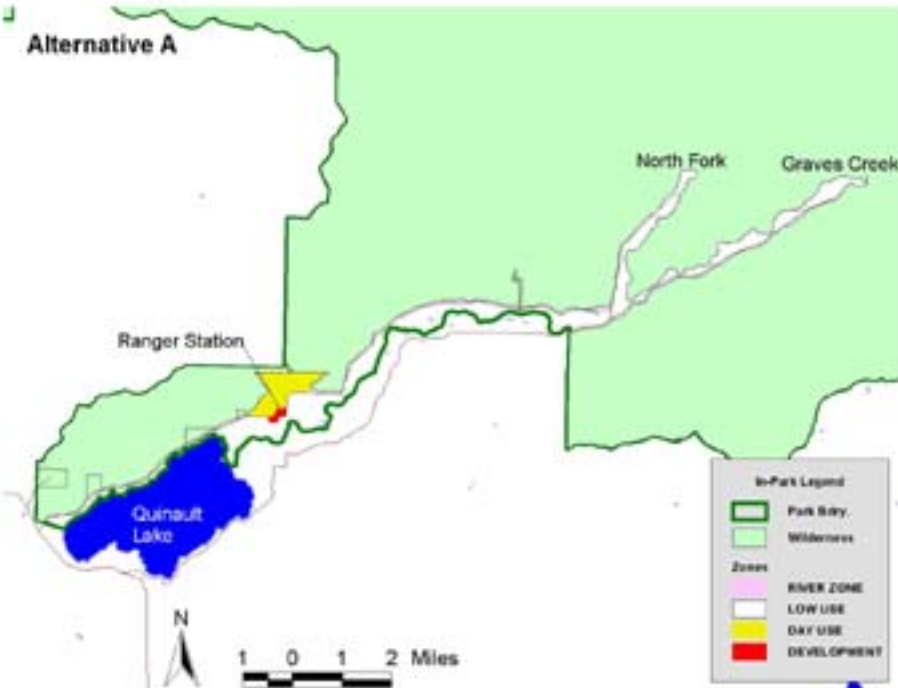
Bicycling opportunities would be improved.

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

No boundary adjustments would be made under this alternative.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative



STAIRCASE

Alt. A – Current Management (No Action)

Road access would be maintained year-round.
Facilities would be maintained.

Alt. B – Resource Protection Emphasis

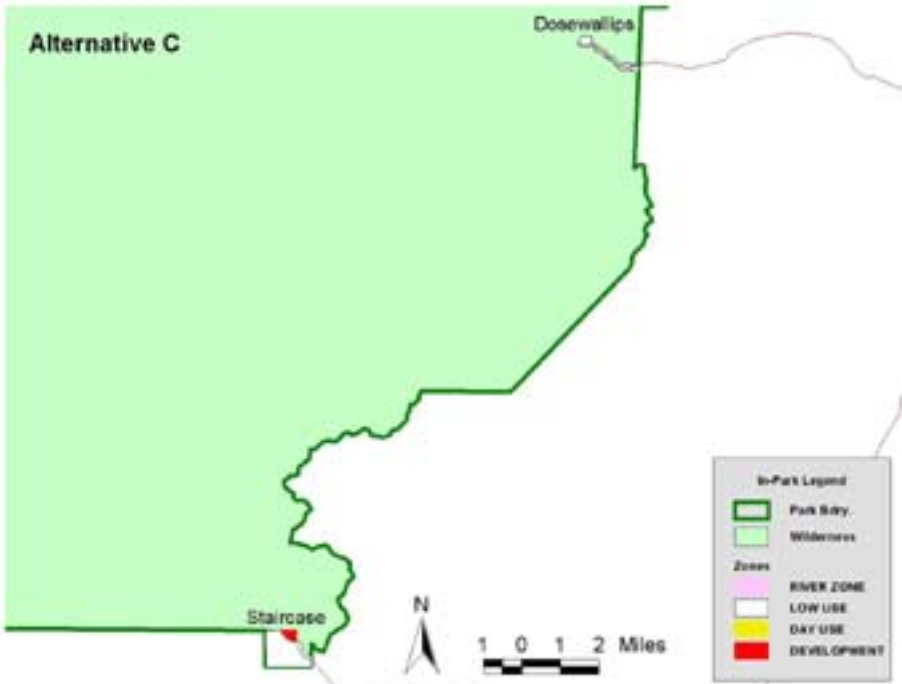
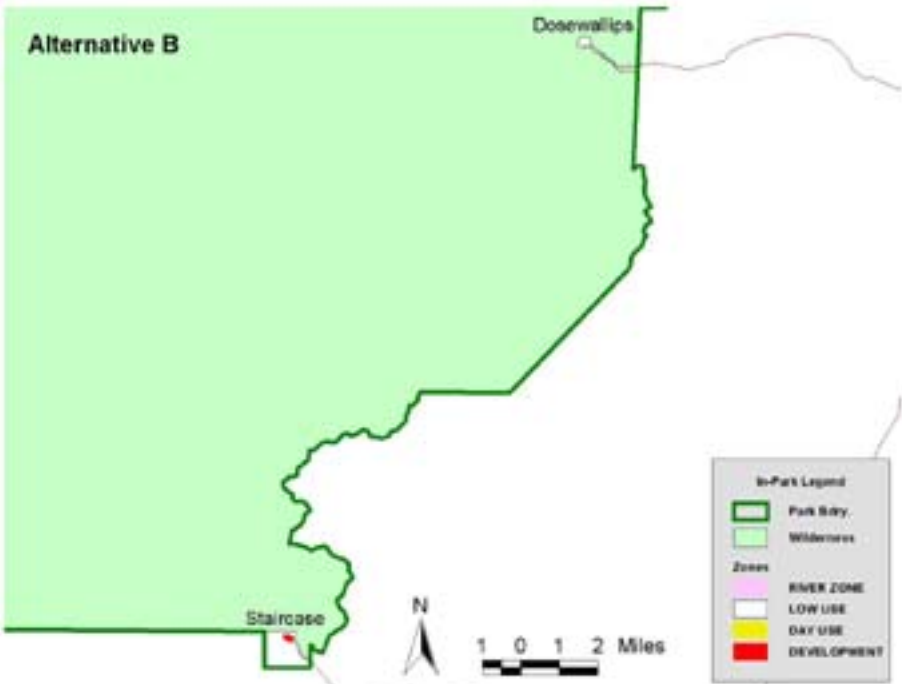
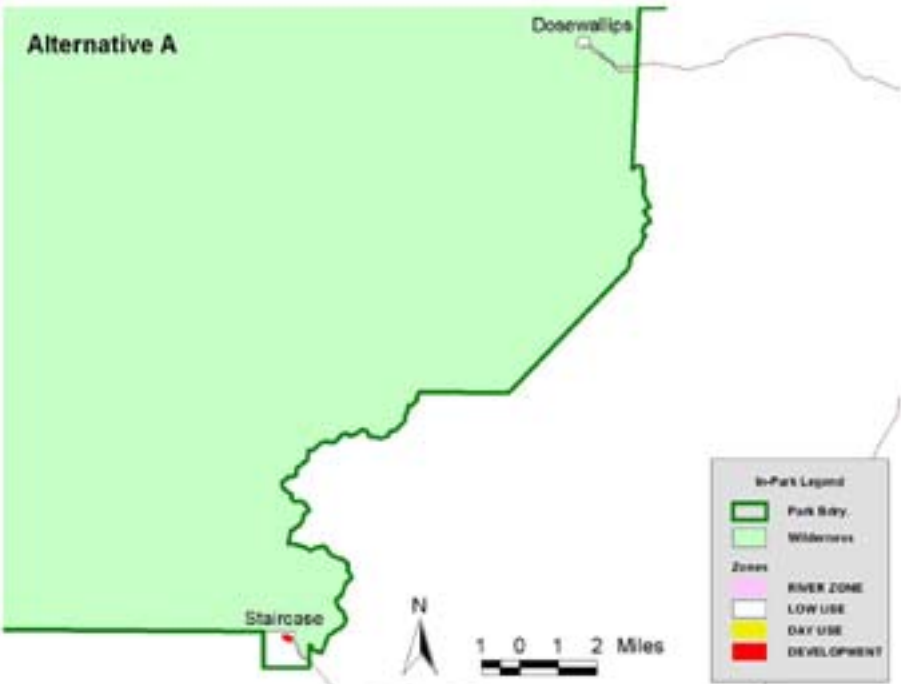
Road access would be maintained seasonally. The Four Stream road would be closed in coordination with U.S. Forest Service.
Facilities would be maintained.

Alt. C –Visitor Opportunities Emphasis

Access to the park would be improved for year-round use through coordination with the U.S. Forest Service.
Facilities might be improved and/or relocated. Additional camping opportunities would be provided outside the park through coordination with other agencies/partnerships.

Alt. D

The NPS has not yet designated/developed a Preferred Alternative



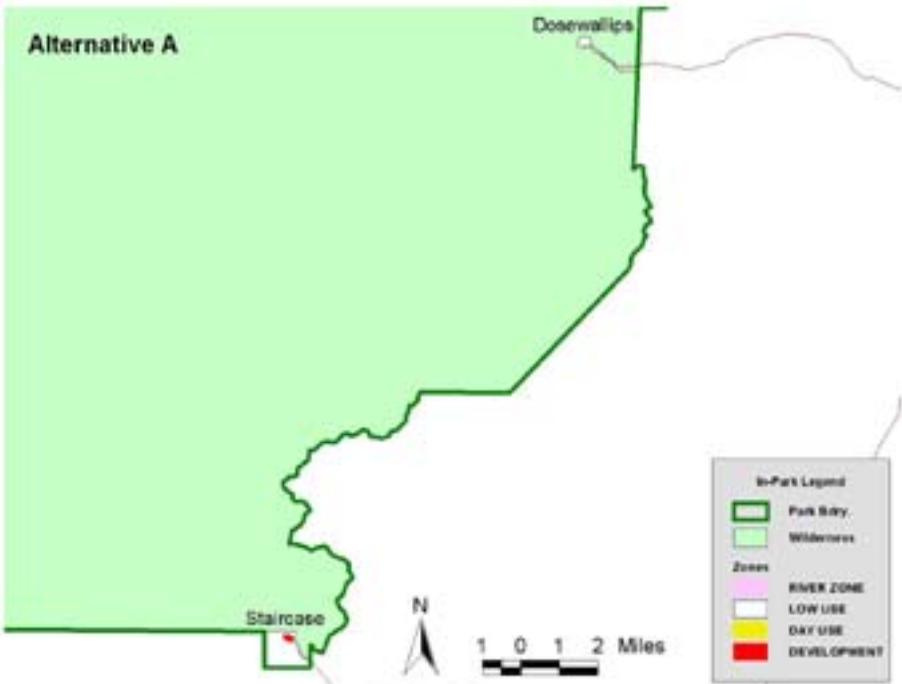
DOSEWALLIPS

Alt. A – Current Management (No Action)

Road access would be maintained.

Road access would be coordinated with the U.S. Forest Service.

The campground and ranger station would be maintained seasonally.

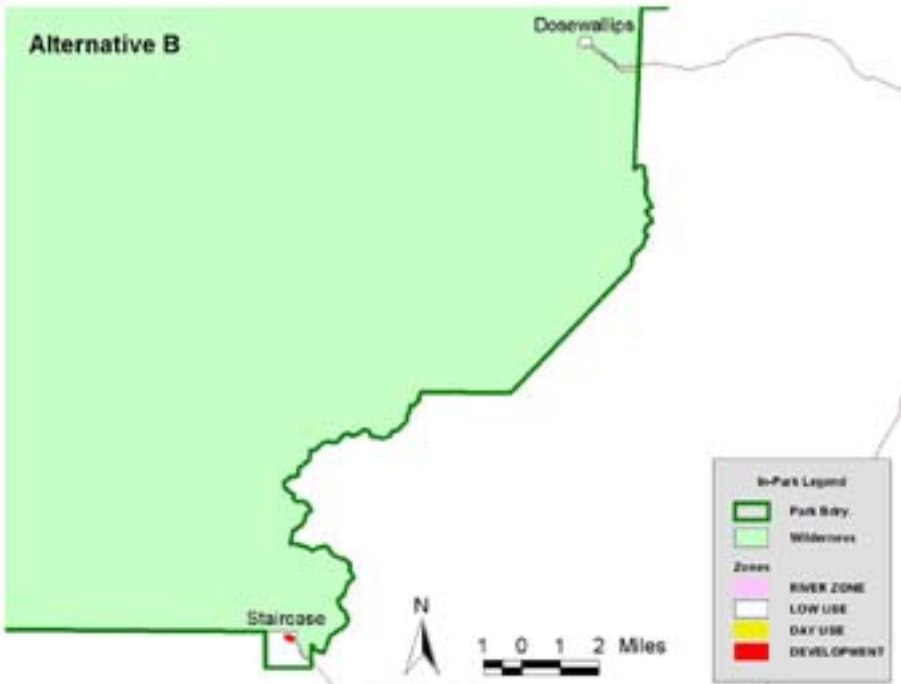


Alt. B – Resource Protection Emphasis

Road would not be repaired if damage occurs within the park; the road would be converted to a trail and the area would be rehabilitated.

Access would be coordinated with U.S. Forest Service.

The campground and ranger station would be reduced or eliminated.

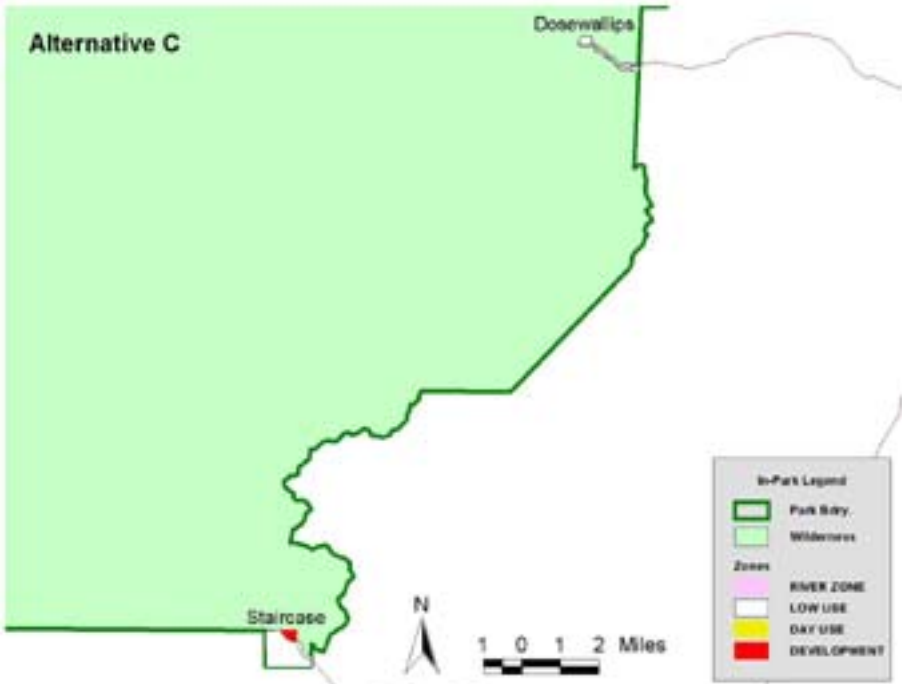


Alt. C –Visitor Opportunities Emphasis

Road access would be improved.

Road access would be coordinated with U.S. Forest Service.

The campground and ranger station would be maintained year-round.



Alt. D

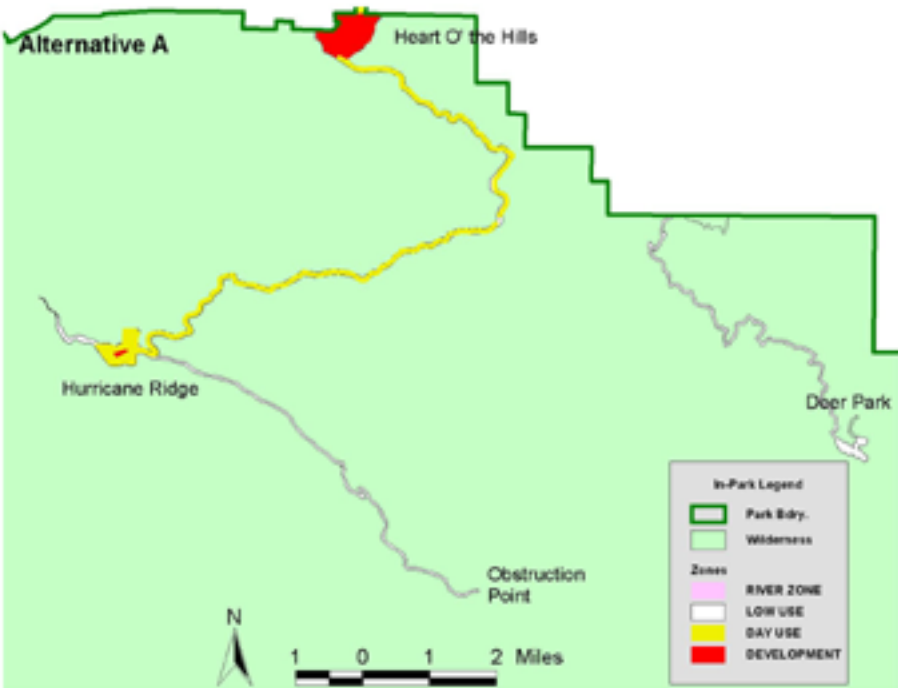
The NPS has not yet designated/developed a Preferred Alternative

DEER PARK

Alt. A – Current Management (No Action)

The unpaved road would be maintained and open seasonally.

The ranger station and campground would be maintained.

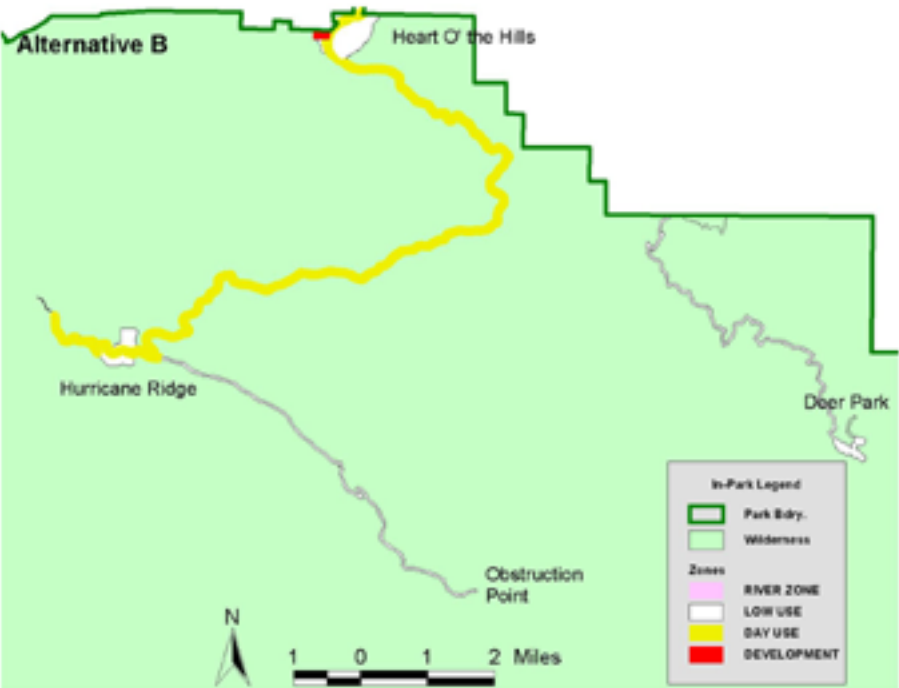


Alt. B – Resource Protection Emphasis

The unpaved road would be maintained and open seasonally.

The ranger station would be eliminated and the campground would be reduced or eliminated.

The two historic shelters at Deer Park would be preserved and maintained.

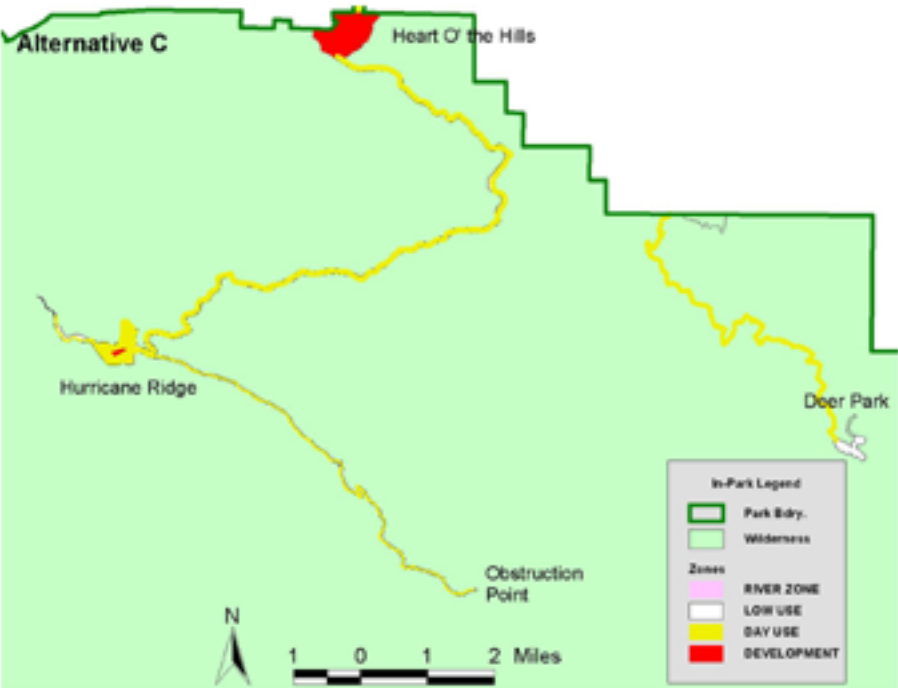


Alt. C –Visitor Opportunities Emphasis

The road would be paved and open year-round.

The ranger station would be maintained and campground would be expanded.

The two historic shelters at Deer Park would be preserved and maintained.



Alt. D

The NPS has not yet designated/developed a Preferred Alternative

LAKE CRESCENT

Alt. A – Current Management (No Action)

*Note: The *Lake Crescent Management Plan* is the guiding document for actions in the Lake Crescent management area. Prescriptions will be consistent with that document. No analysis will be performed unless there are new initiatives associated with a specific alternative.

Seasonal lodging would be provided.

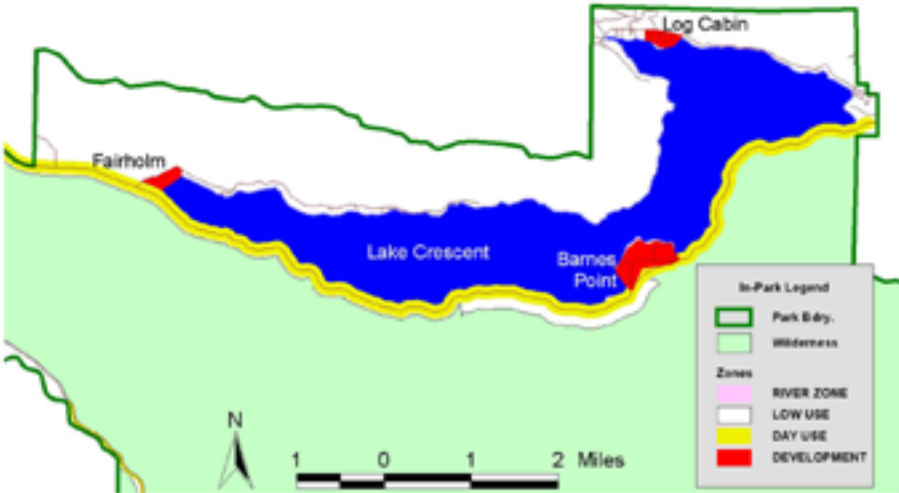
The facilities would be retained at Barnes Point, Log Cabin, and Fairholm.

Olympic Park Institute educational facilities at Rosemary would be improved.

Continued development of the Spruce railroad grade for a multiuse nonmotorized trail (e.g., bicycling, hiking, stock use) that would be connected to a regional trail system (as per *Lake Crescent Management Plan** and Record of Decision).

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

Alternative A



Alt. B – Resource Protection Emphasis

*Note: The *Lake Crescent Management Plan* is the guiding document for actions in the Lake Crescent management area. Prescriptions will be consistent with that document. No analysis will be performed unless there are new initiatives associated with a specific alternative.

Seasonal lodging would be provided.

The facilities at Barnes Point and Log Cabin would be retained. Commercial facilities would be eliminated at Fairholm.

Olympic Park Institute educational facilities at Rosemary would be maintained.

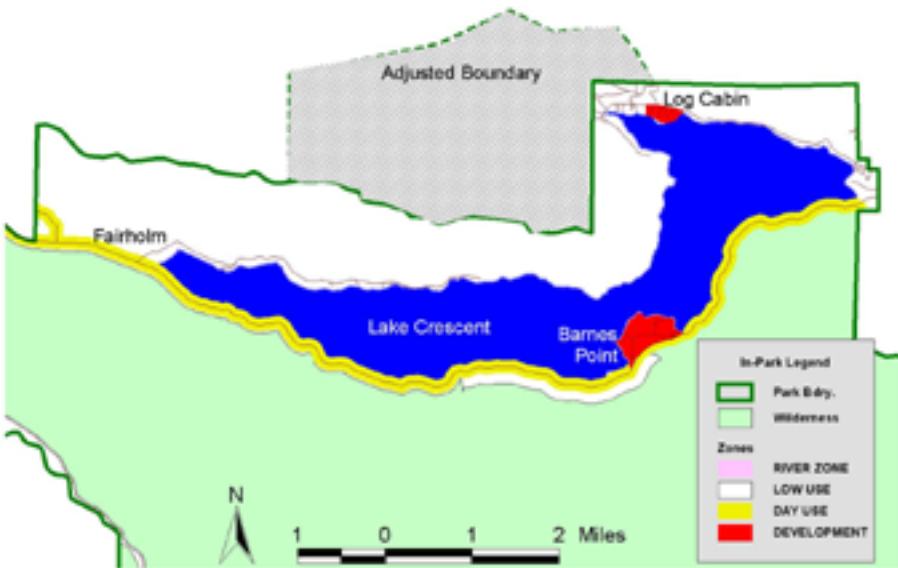
The park boundary would be adjusted to incorporate areas near the lake outlet at the head of the Lyre River to protect the Beardslee trout spawning areas and the viewshed.

There would be a nonmotorized trail (e.g., hiking, stock use) on the Spruce railroad grade that would be connected to regional trail systems (as per *Lake Crescent Management Plan** and Record of Decision).

A wilderness suitability study would be conducted for the area north of the Spruce railroad trail.

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

Alternative B



Alt. C –Visitor Opportunities Emphasis

*Note: The *Lake Crescent Management Plan* is the guiding document for actions in the Lake Crescent management area. Prescriptions will be consistent with that document. No analysis will be performed unless there are new initiatives associated with a specific alternative.

A longer lodging season would be encouraged.

The facilities at Barnes Point would be expanded; facilities at Log Cabin and Fairholm would be retained.

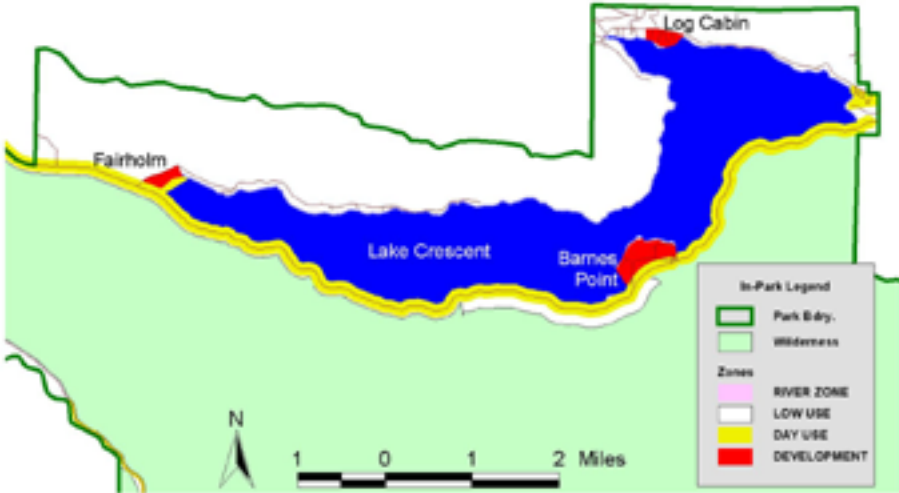
Olympic Park Institute educational facilities at Rosemary would be improved and expanded.

There would be a multiuse nonmotorized trail (e.g., bicycling, hiking, stock use) on the Spruce railroad grade that would be connected to regional trail systems (as per *Lake Crescent Management Plan** and Record of Decision).

Private property would remain except for opportunity purchases based upon willing seller/ willing buyer conditions that would be done in accord with an updated and approved Olympic National Park Land Protection Plan which addresses resource protection, visitor use and operational needs within a priority context.

No boundary adjustments would be made under this alternative.

Alternative C



Alt. D

The NPS has not yet designated/developed a Preferred Alternative