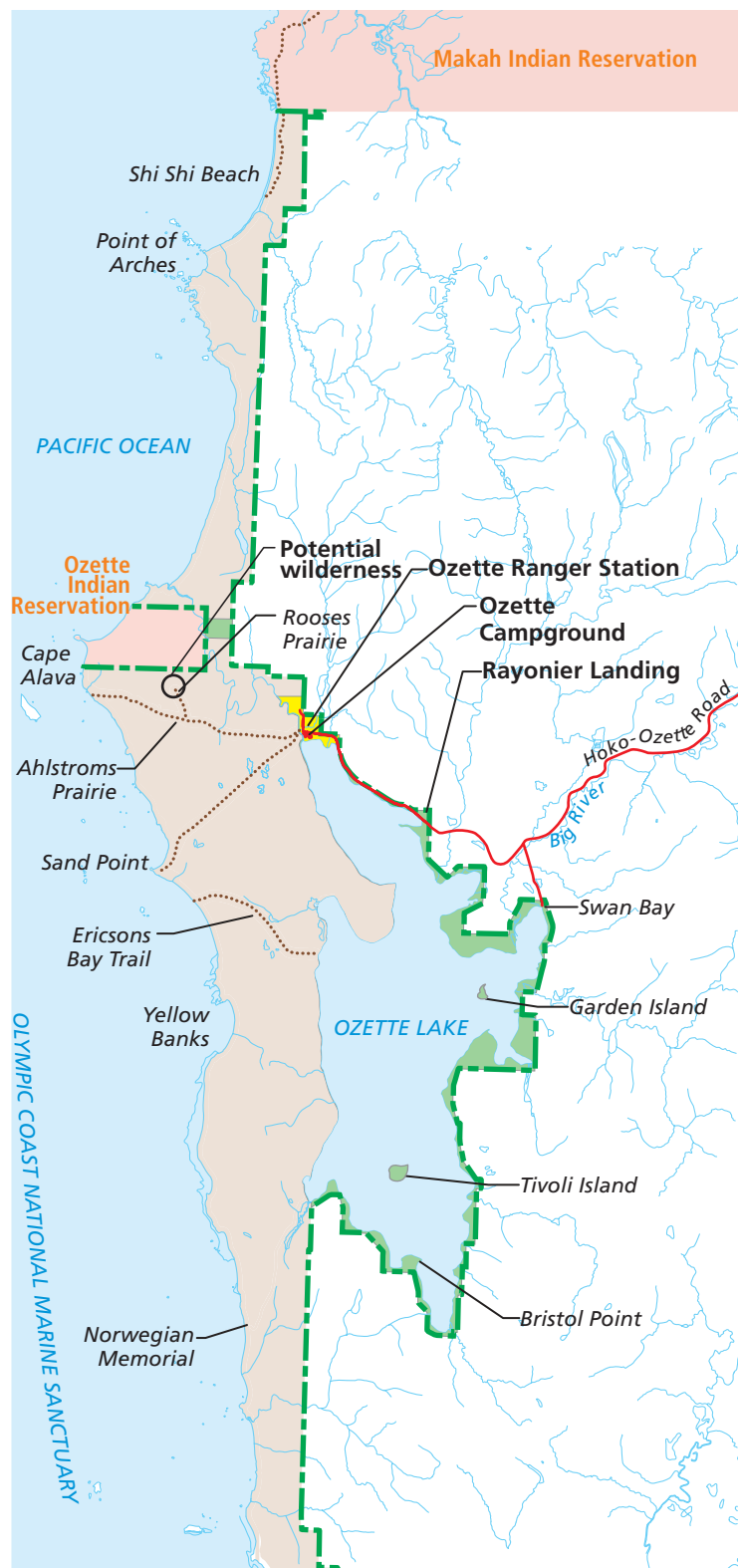


# Ozette Alternative A - Current Management



## Legend

- |                  |                    |
|------------------|--------------------|
| Low Use Zone     | NPS Boundary       |
| Day Use Zone     | Trail              |
| Development Zone | Paved road         |
| NPS Wilderness   | Unpaved road       |
|                  | Indian Reservation |

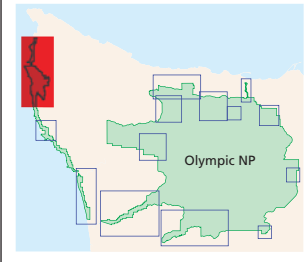


0 1 2 miles

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Private lands are not shown on map

## Location



1. The parking area would be retained.

2. Motorized and nonmotorized boating opportunities would be allowed.

No wilderness eligibility study would be completed for Ozette Lake.

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

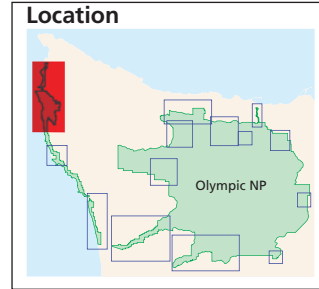
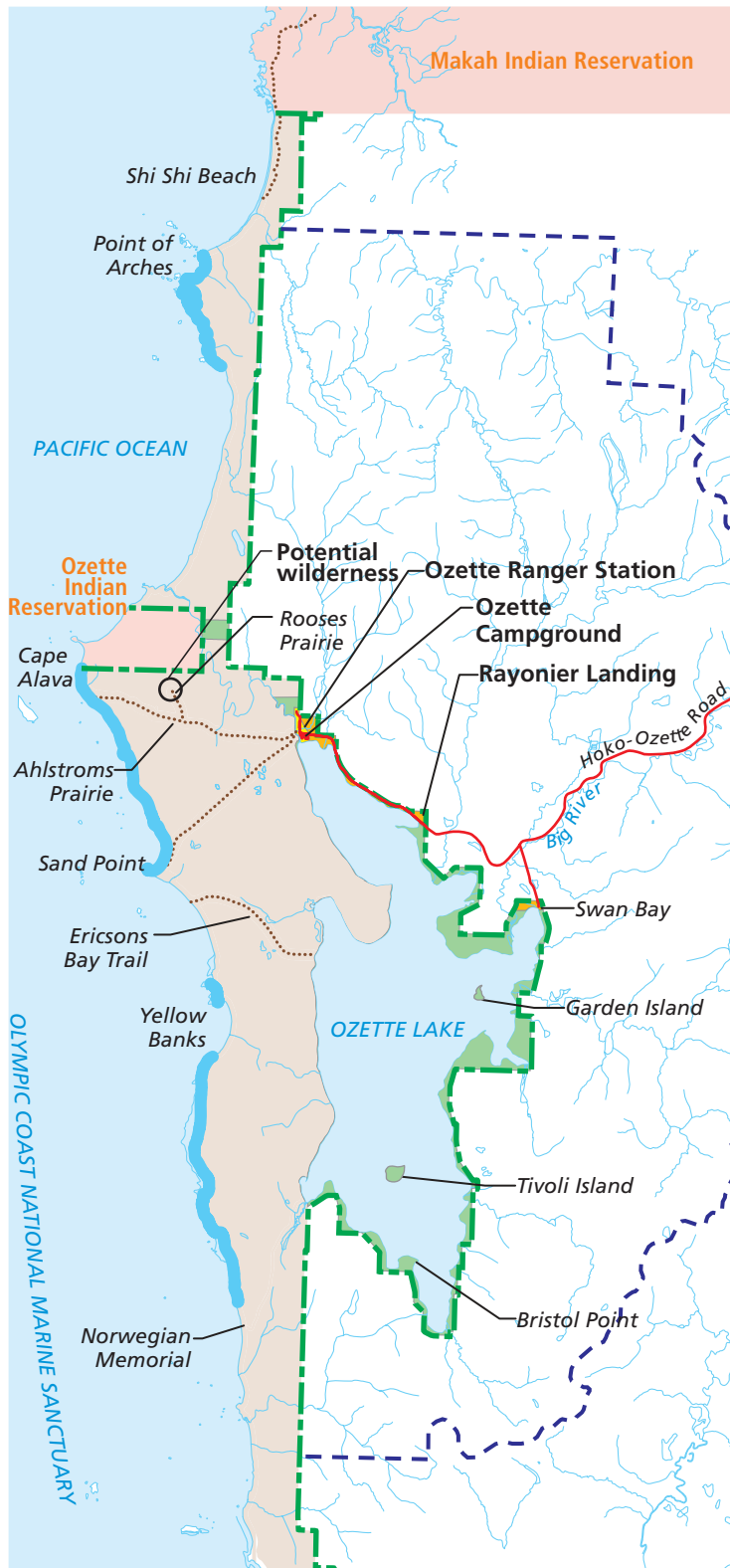
4. Several lakeside camping opportunities would be retained.

5. Overnight use, day use, fishing and water access at Swan Bay and Rayonier Landing would continue.

6. There would be no park boundary adjustments.

7. No accessible frontcountry trail would be developed.

# Ozette Alternative B - Resource Protection Emphasis



1. The parking area would be retained and better defined to prevent adjacent resource damage.
2. Only nonmotorized boating opportunities would be allowed.  
  
A wilderness eligibility assessment followed by a wilderness study, as appropriate, for Ozette Lake would be initiated after the completion of this general management plan.
3. Park visitor facilities, park housing, and operations facilities would remain at existing levels.
4. Lakeside camping opportunities would be reduced. The Ozette Campground would be redesigned and/or relocated.
5. Only day use at Swan Bay and Rayonier Landing would be allowed. Minimum facilities would be provided.
6. Boundary would be adjusted through willing seller acquisitions and/or land exchanges to include the entire Ozette Lake watershed into the park to maximize protection for this important resource and fisheries. Land acquisitions by willing seller only would be sought.
7. No accessible frontcountry trail would be developed.

## Legend

- |                                  |                    |
|----------------------------------|--------------------|
| Low Use Zone                     | NPS Boundary       |
| Day Use Zone                     | Trail              |
| Development Zone                 | Paved road         |
| NPS Wilderness                   | Unpaved road       |
| Intertidal Reserve Zone          | Indian Reservation |
| Proposed NPS Boundary Adjustment |                    |

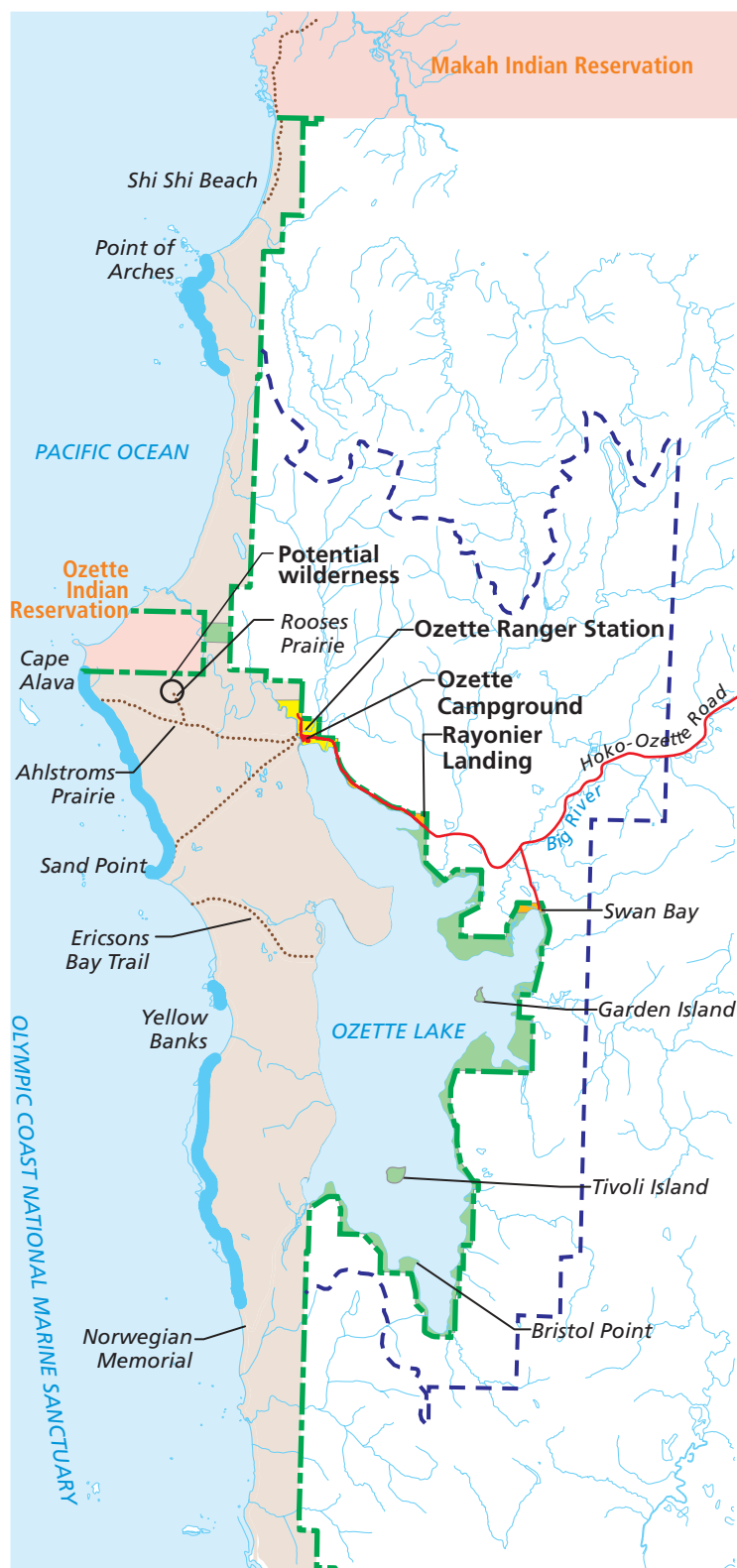


0 1 2 miles

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Private lands are not shown on map

# Ozette Alternative C - Visitor Opportunities Emphasis



## Legend

Low Use Zone	NPS Boundary
Day Use Zone	Trail
Development Zone	Paved road
NPS Wilderness	Unpaved road
Intertidal Reserve Zone	Indian Reservation
Proposed NPS Boundary Adjustment	

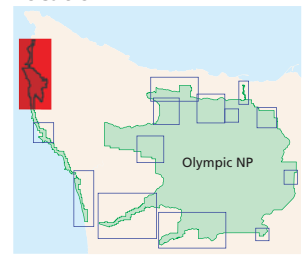


0 1 2 miles

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Private lands are not shown on map

## Location

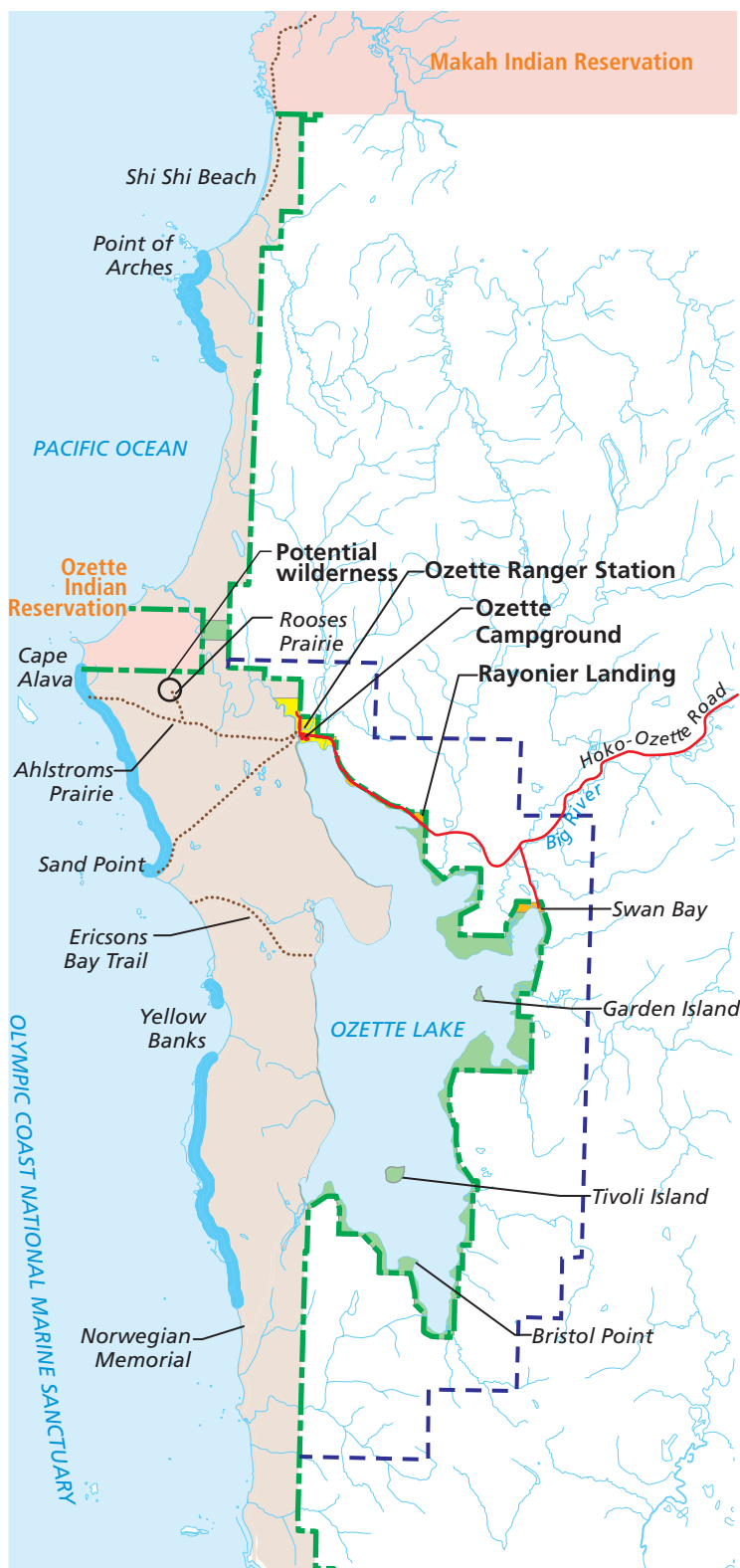


1. The parking area would be enlarged and improved.
2. Nonmotorized boating opportunities would be allowed; motorized boating might be regulated to avoid conflicts with other users.

A wilderness eligibility assessment followed by a wilderness study, as appropriate, for Ozette Lake would be initiated after the completion of this general management plan.

3. Park visitor facilities, park housing, and operations facilities would be expanded and improved.
4. Campgrounds would be redesigned, expanded, and/or relocated. Camping opportunities outside the park would be encouraged.
5. Only day use facilities would be provided at Rayonier Landing and Swan Bay. Minimum facilities would be provided.
6. Options would be sought to protect the Ozette Lake watershed including making park boundary adjustments and land acquisitions by willing sellers to bring this area into the park or develop partnerships to acquire land easements to protect fisheries and the water quality of the lake.
7. A universally accessible frontcountry trail would be developed.

# Ozette Alternative D - Preferred Alternative



## Legend

- |                                  |                    |
|----------------------------------|--------------------|
| Low Use Zone                     | NPS Boundary       |
| Day Use Zone                     | Trail              |
| Development Zone                 | Paved road         |
| NPS Wilderness                   | Unpaved road       |
| Intertidal Reserve Zone          | Indian Reservation |
| Proposed NPS Boundary Adjustment |                    |

North

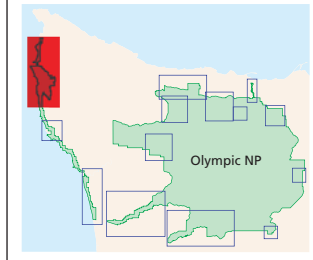


0 1 2 miles

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Private lands are not shown on map

## Location



1. The parking area would be retained and better defined to prevent adjacent resource damage.
2. Nonmotorized and motorized boating opportunities would be allowed but may be regulated to provide a range of opportunities; motorized access to private property would continue to be allowed.

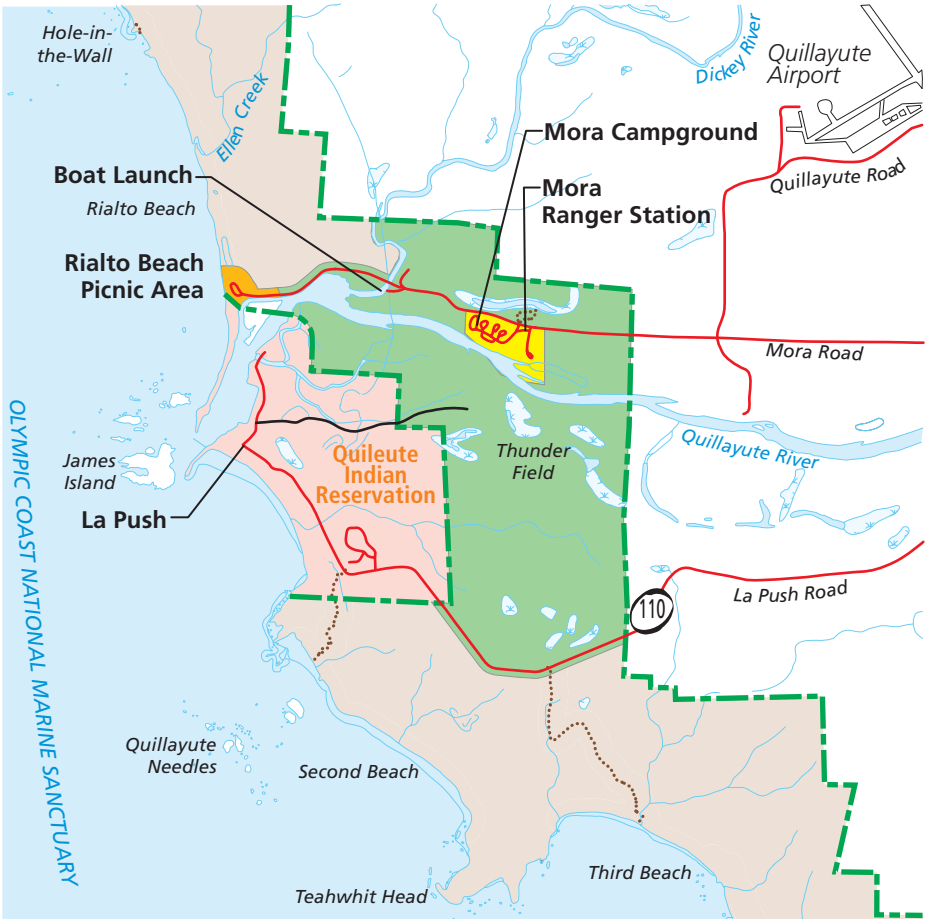
A wilderness eligibility assessment followed by a wilderness study, as appropriate, for Ozette Lake would be initiated after the completion of this general management plan. (This study would address access and motorized use of the lake.)

3. Park visitor facilities, park housing, and operations facilities would be retained or improved.
4. The Ozette Campground could be redesigned and/or relocated and individual sites could be removed or relocated to protect shoreline habitat. Camping opportunities outside the park would be encouraged. Additional locations could be explored for another drive-in campground.
5. Swan Bay would be closed to camping, the boat launch would remain, and overnight parking would be by permit only. Rayonier Landing would remain open to day use only.

6. Options would be sought to protect the Ozette Lake watershed including making park boundary adjustments and land acquisitions by willing sellers to bring this area into the park or develop partnerships to acquire land easements to protect fisheries and the water quality of the lake.

7. A universally accessible frontcountry trail would be developed.

# Mora Alternative A - Current Management



1. The roads, access, and parking would be retained. The existing frontcountry trails would be retained.
2. Mora campground and ranger station would remain. Rialto Beach facilities would be retained.
3. There would be no boat service from Mora to La Push.

**Legend**

Low Use Zone

Day Use Zone

Development Zone

NPS Wilderness

NPS Boundary

Trail

Paved road

Unpaved road

Indian Reservation

USFS

North

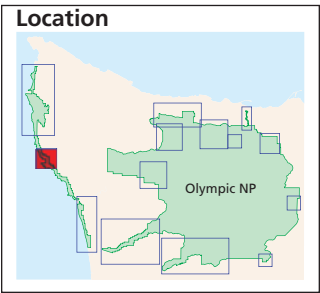
0

.25

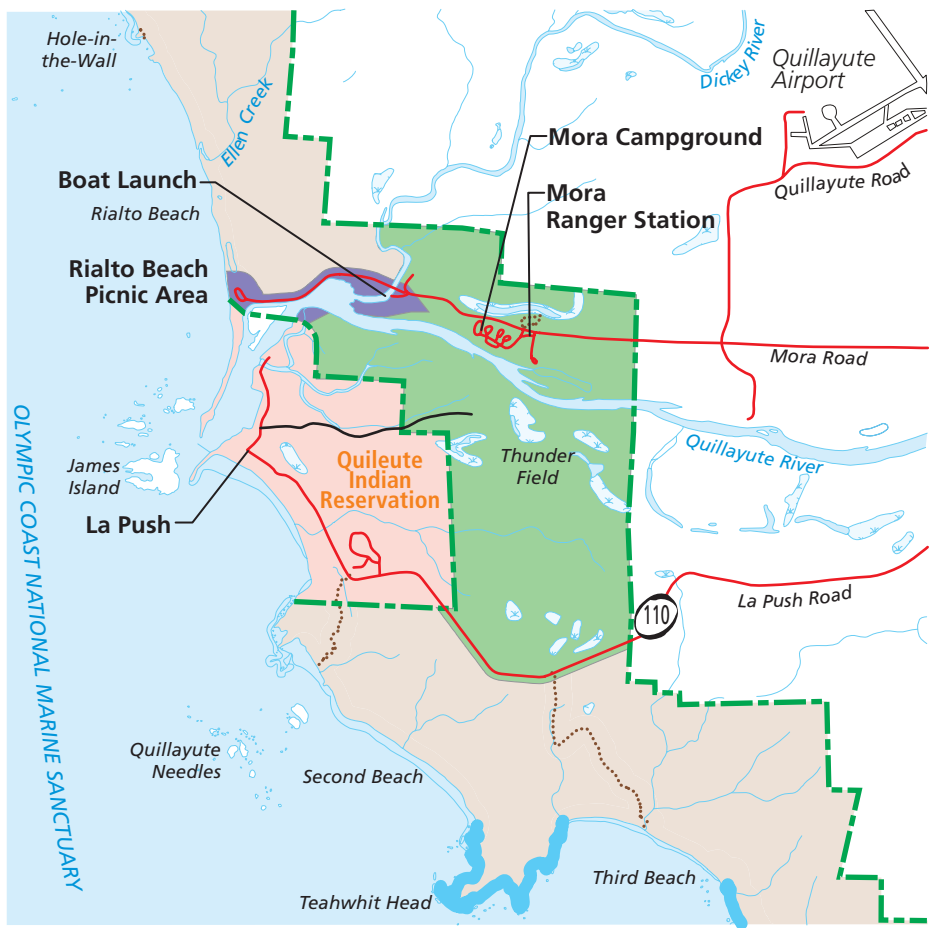
.5 mile

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Private lands are are not shown on map



# Mora Alternative B - Resource Protection Emphasis

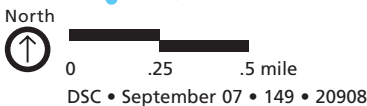
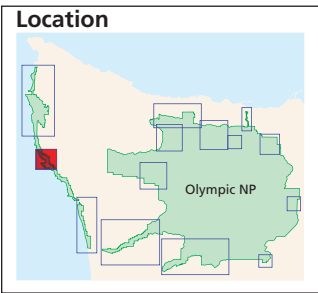


1. Roads, access, and parking would be retained unless threatened by river movement; then they would be relocated outside the river meander area, if possible. The existing frontcountry trails would be retained.
2. Mora campground and ranger station would remain. Rialto Beach facilities would be relocated to improve resource conditions.
3. There would be no boat service from Mora to La Push.

## Legend

<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Low Use Zone	<span style="display:inline-block; width:15px; border-bottom:2px dashed green;"></span> NPS Boundary
<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> River Zone	<span style="display:inline-block; width:15px; border-bottom:1px dotted brown;"></span> Trail
<span style="display:inline-block; width:15px; height:15px; background-color:tan; border:1px solid black;"></span> NPS Wilderness	<span style="display:inline-block; width:15px; border-bottom:2px solid red;"></span> Paved road
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Intertidal Reserve Zone	<span style="display:inline-block; width:15px; border-bottom:2px solid black;"></span> Unpaved road
	<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> Indian Reservation
	<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> USFS

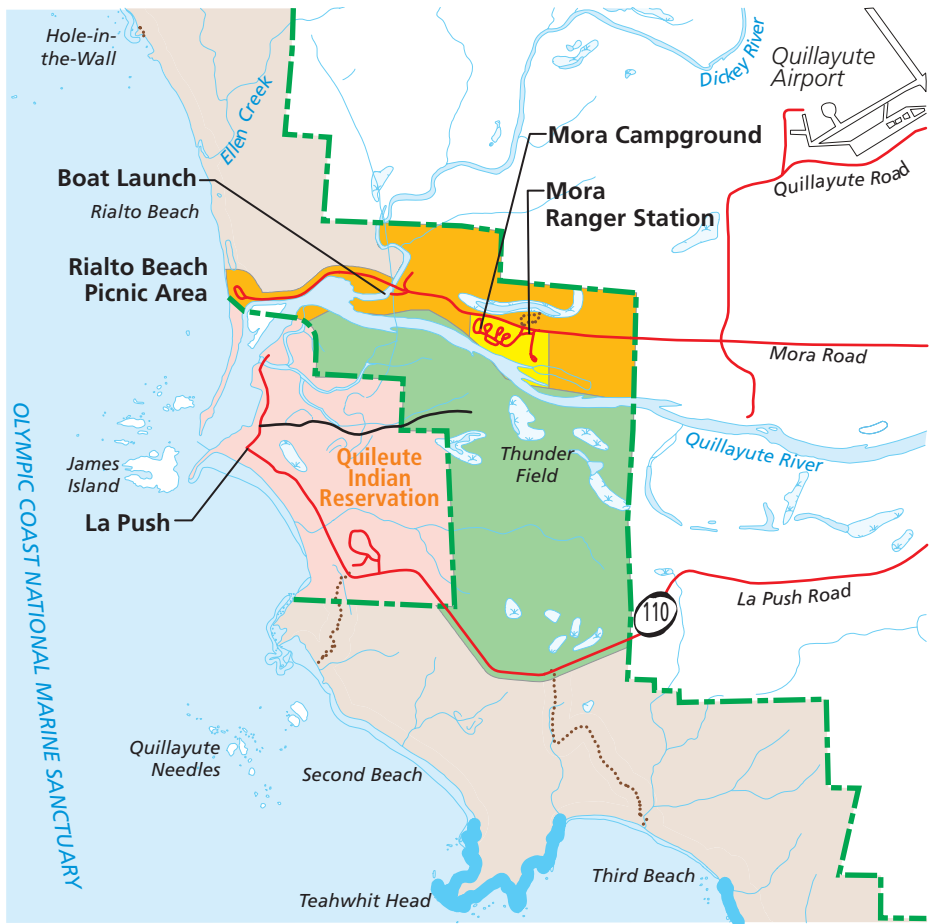
Private lands are are not shown on map



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# Mora Alternative C - Visitor Opportunities Emphasis

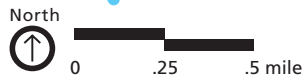


1. Roads, access, and parking would be improved and/or increased. The existing frontcountry trails would be retained.
2. Mora and Rialto Beach facilities would be upgraded. Some facilities (e.g., destination learning center) might be located outside the park. A visitor center might be developed in the park.
3. Park would seek to partner with the Quileute Tribe to provide a boat service from Mora to La Push, where visitors may access tribal facilities and land.

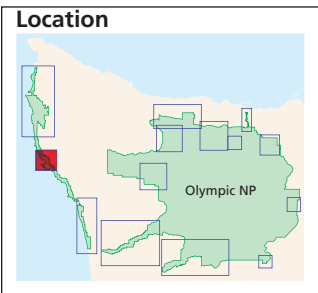
## Legend

Low Use Zone	NPS Boundary
Day Use Zone	Trail
Development Zone	Paved road
NPS Wilderness	Unpaved road
Intertidal Reserve Zone	Indian Reservation
	USFS

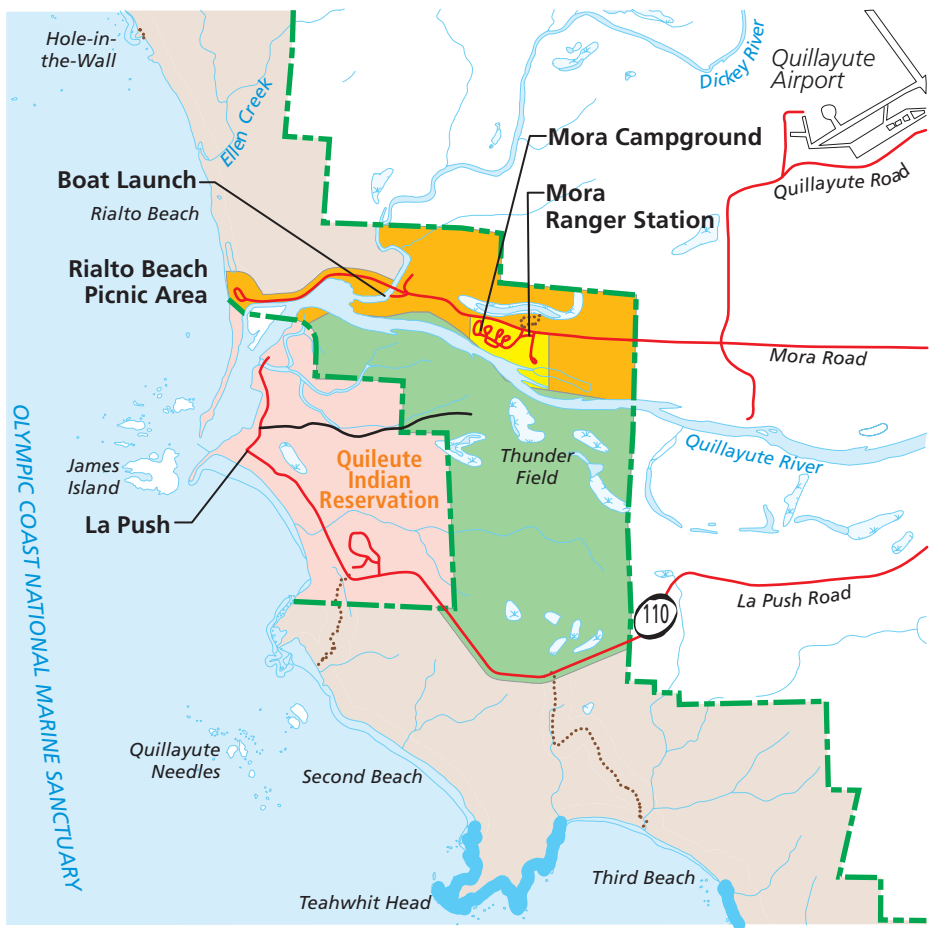
Private lands are are not shown on map



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# Mora Alternative D - Preferred Alternative



1. The last half-mile of road would be retained unless lost to a catastrophic event and reconstruction is infeasible due to topography. Access would then be provided by a frontcountry accessible trail from a parking area. The existing frontcountry trails would be retained.

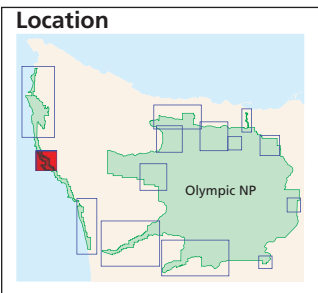
2. Mora campground and ranger station would remain. Facilities at Rialto Beach would be retained unless lost to a catastrophic event and/or road access is lost. A foot trail, trailhead, and parking would then be established where road becomes a trail.

3. Park would seek to partner with the Quileute Tribe to provide a boat or canoe service from Mora to La Push, where visitors may access tribal facilities and land.

## Legend

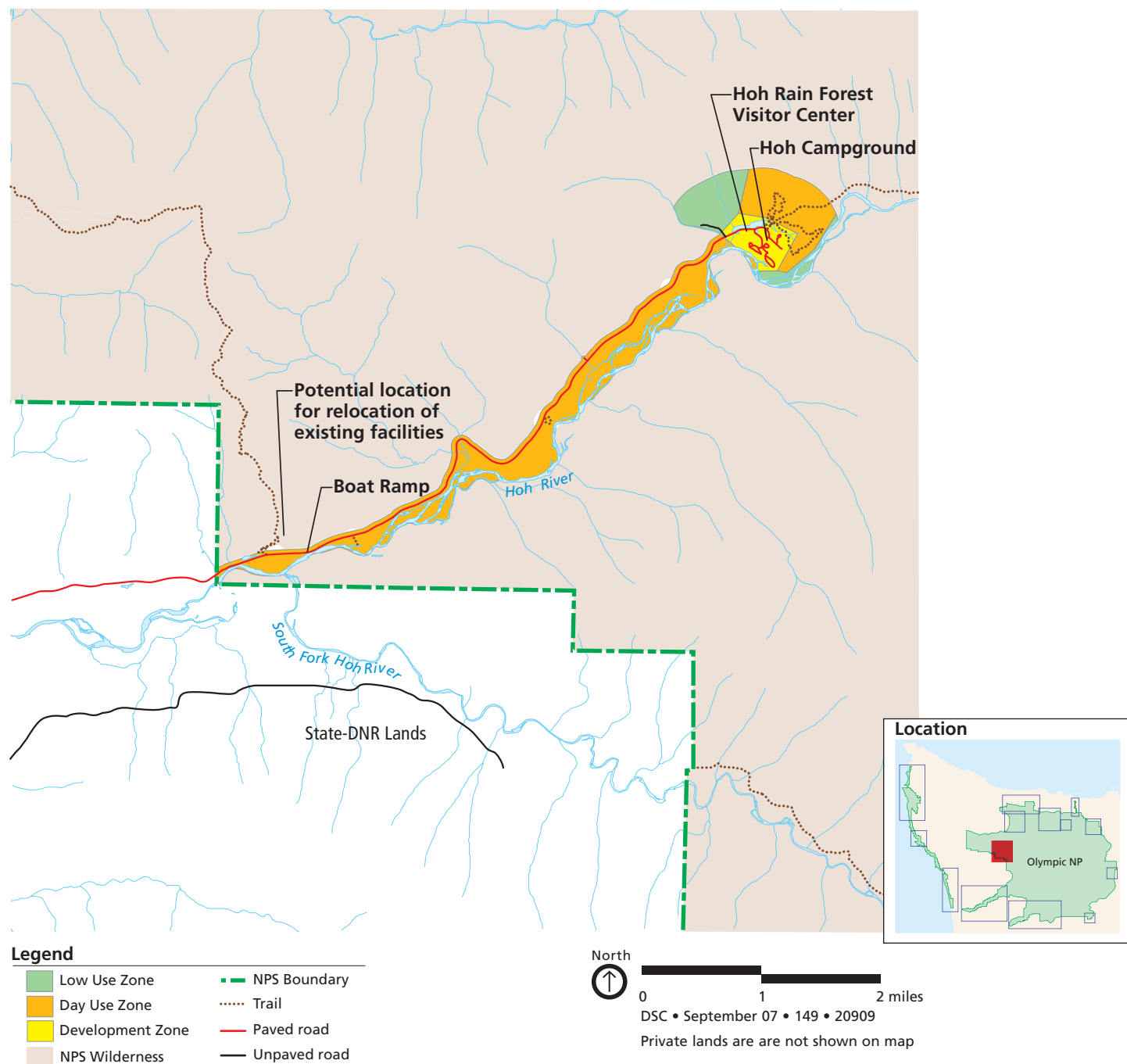
Low Use Zone	NPS Boundary
Day Use Zone	Trail
Development Zone	Paved road
NPS Wilderness	Unpaved road
Intertidal Reserve Zone	Indian Reservation
	USFS

Private lands are are not shown on map





# Hoh Alternative A - Current Management



1. Year-round road access would be provided.

Wilderness boundary modifications would not be sought to accommodate roads relocated away from river meander areas

2. Existing facilities would be retained.

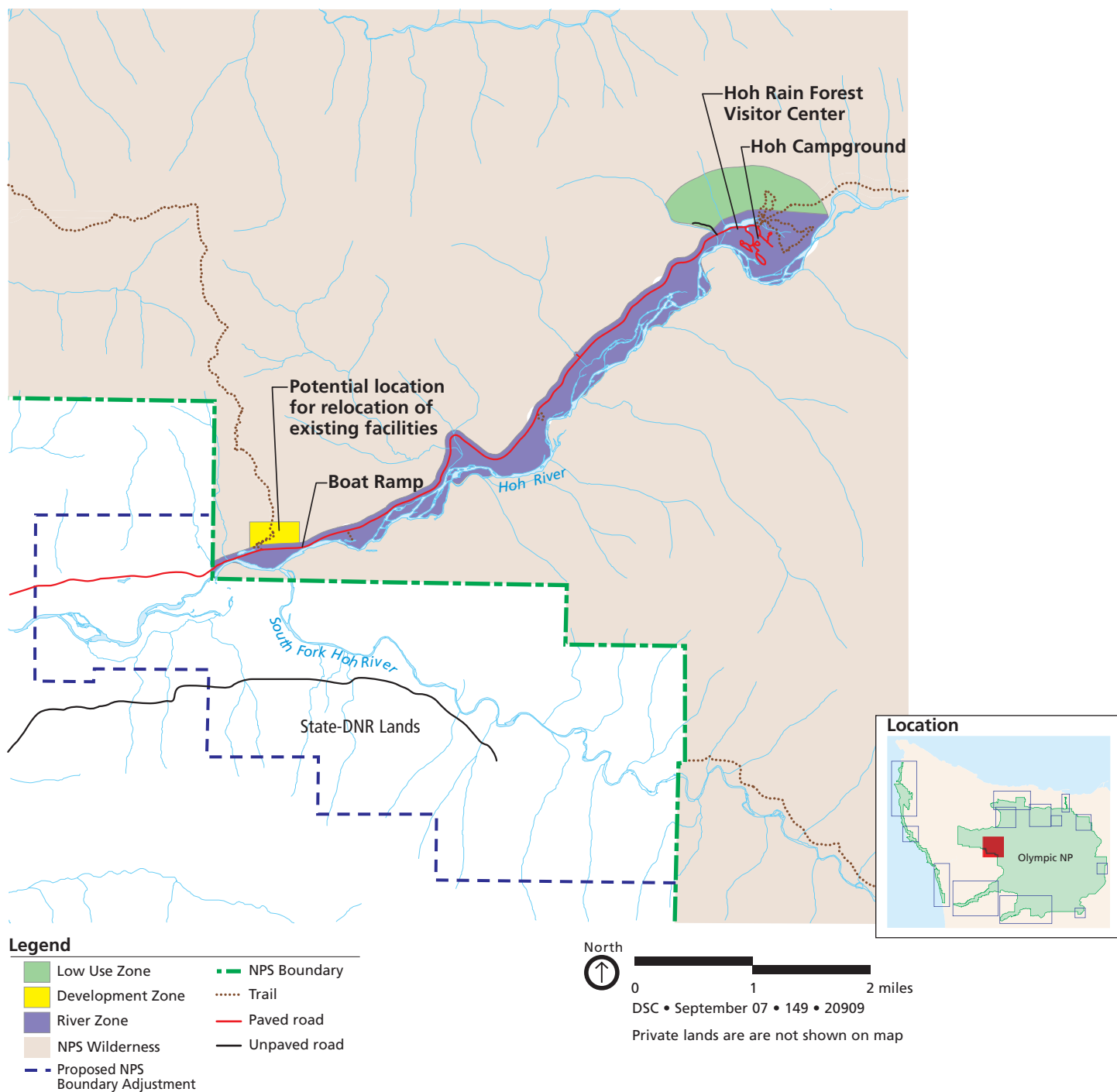
3. Campground facilities would be retained, as feasible.

4. The frontcountry trail system would be retained.

5. No transit system would be developed.

6. There would be no park boundary adjustments or proactive partnerships developed to protect elk habitat and fisheries outside the park in the Hoh area.

# Hoh Alternative B - Resource Protection Emphasis



**1.** Year-round road access would be provided as long as river meander processes did not make access infeasible. Then, options would be explored for alternative access, and could include a primitive road, mandatory transit, multi-purpose trails, etc.

**2.** Existing facilities would be retained until threatened by river movement; then

options would be explored to relocate the facilities including the visitor center, outside the park boundary if feasible.

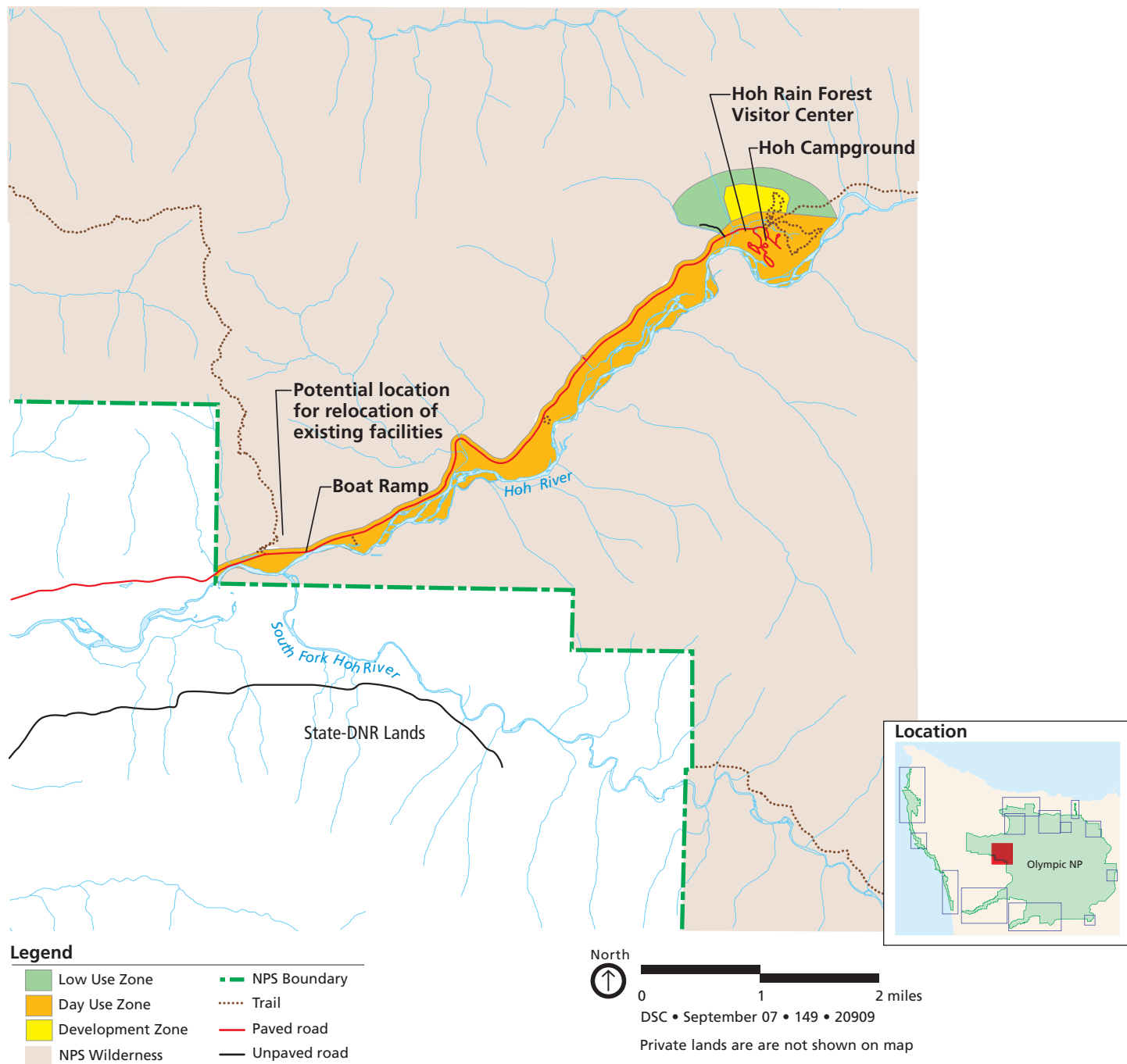
**3.** Campground facilities would be reduced to provide more primitive (walk-in) camping.

**4.** The frontcountry trail system would be reduced.

**5.** An optional seasonal transit system would be studied, and implemented if feasible. Transit/visitor center/day use parking would be developed outside the park.

**6.** The boundary would be adjusted to protect elk habitat and fisheries resources in the Hoh floodplain.

# Hoh Alternative C - Visitor Opportunities Emphasis



**1.** Year-round road access would be improved. Road access would be relocated out of the river meander zone to a more sustainable location.

If road relocation away from river meander areas is feasible, wilderness boundary modifications would be sought as necessary.

**2.** The visitor center would be redesigned and relocated, if feasible, out of the

floodplain at the east end of the road or possibly outside of the park boundary. Other existing facilities would be moved out of floodplain.

**3.** Campground facilities would be relocated out of the floodplain.

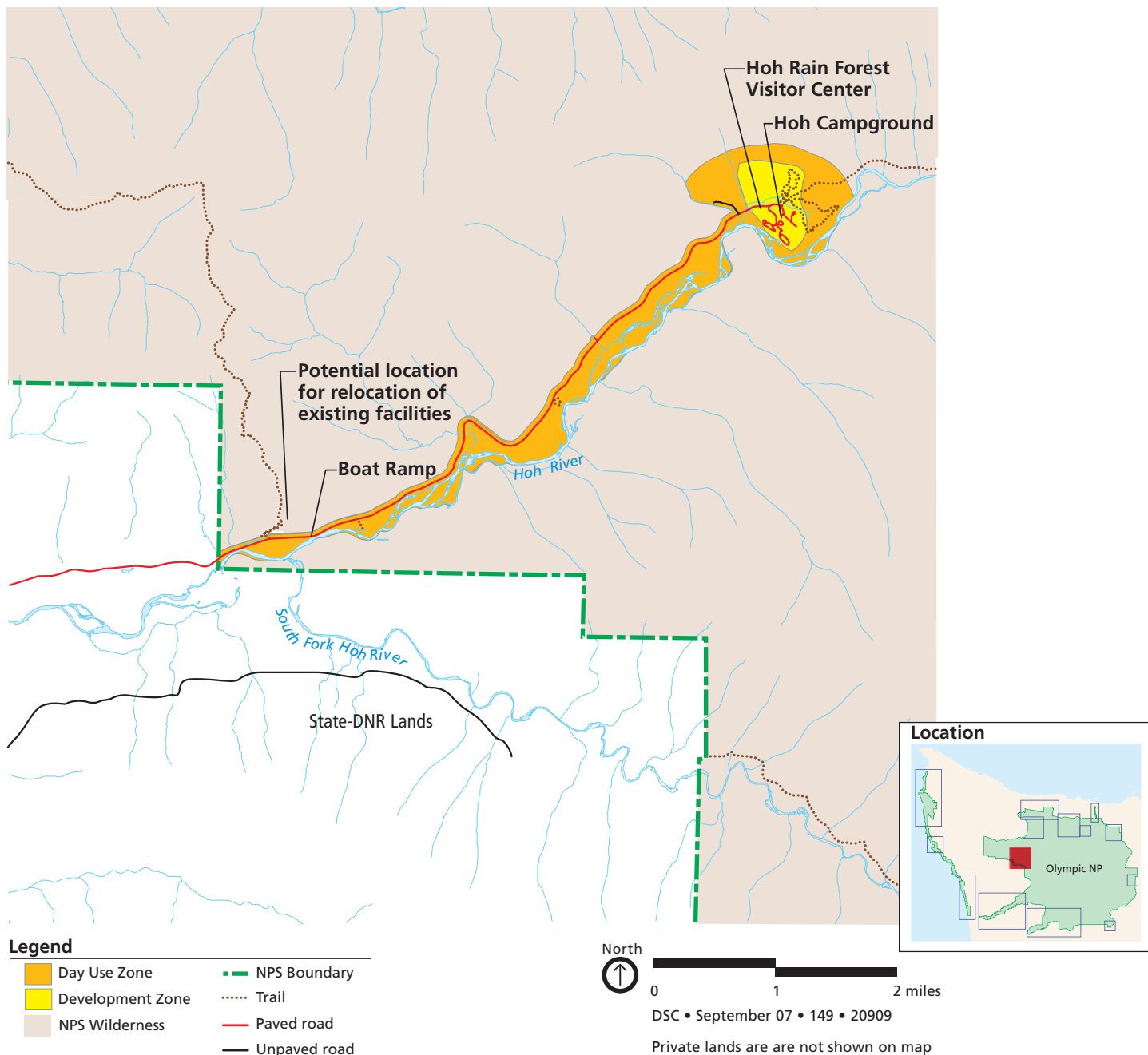
**4.** The frontcountry trail system would be increased and/or improved including upgrading an existing trail to universally accessible trail standards.

Park trails would connect with regional trail systems.

**5.** An optional seasonal transit system would be studied, and implemented if feasible. Transit/day use parking would be developed outside the park in conjunction with a relocated visitor center.

**6.** Partnerships would be sought to protect elk habitat and fisheries outside the park boundary.

# Hoh Alternative D - Preferred Alternative



**1.** Year-round road access would be retained, using methods that minimize adverse effects on river processes and aquatic and riparian habitats, to the extent possible.

If road relocation away from river meander areas is feasible, wilderness boundary modifications would be sought as necessary, with no net loss of total Olympic National Park wilderness acreage.

NPS staff would work with county, partners, and tribes (Hoh and Quileute) to

maintain road access from outside the park and to provide other appropriate services.

**2.** The visitor center may be retained and improved, but could be relocated outside the floodplain after a feasibility study to determine if there is a suitable location. A location outside of the park boundary may be considered.

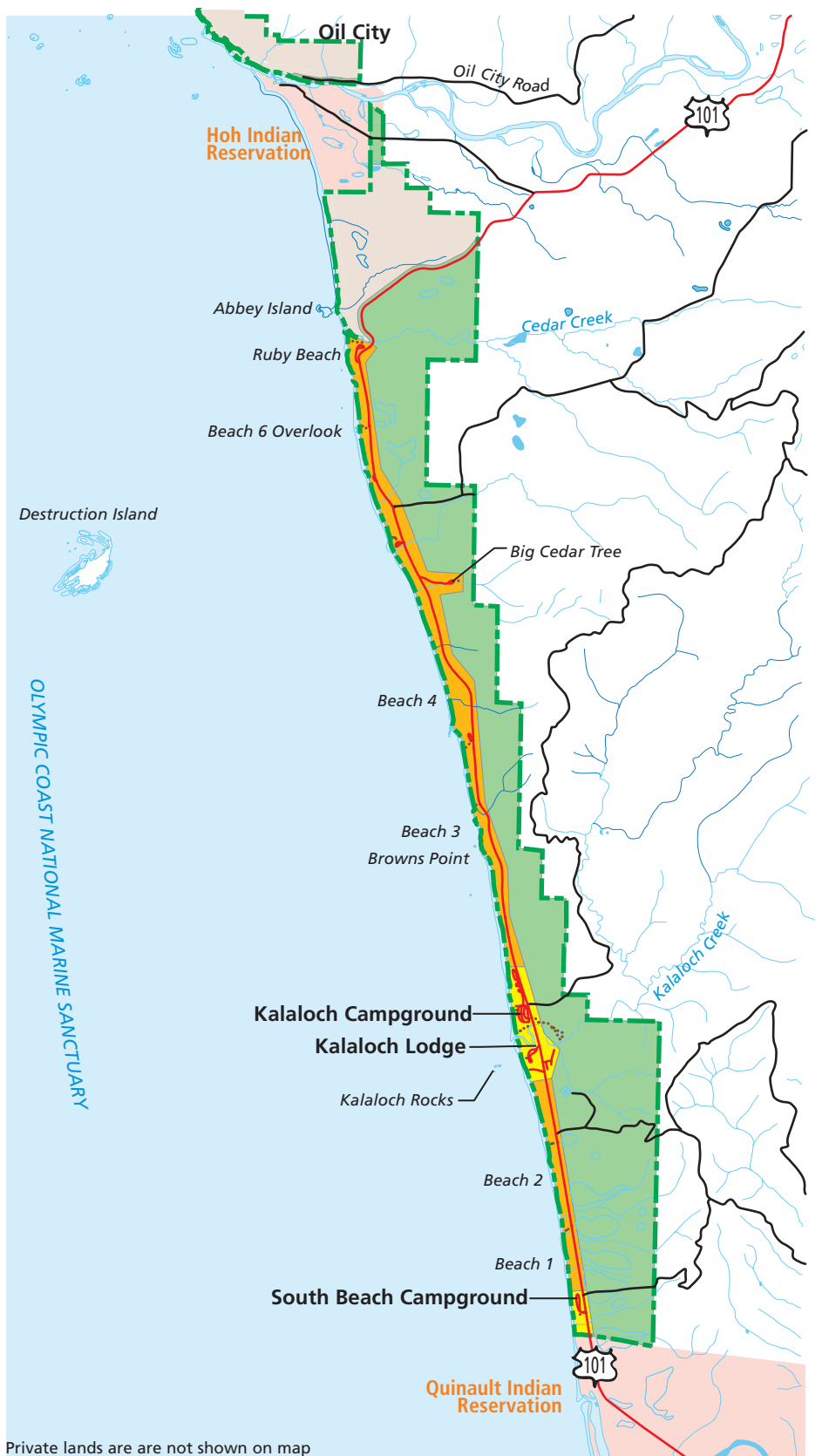
**3.** Campground facilities would be retained, at their current location, as feasible.

**4.** The frontcountry trail system would be retained including upgrading an existing trail to universally accessible trail standards.

**5.** An optional seasonal transit system would be studied, and implemented if feasible. Transit/day use parking would be located outside the park.

**6.** Partnerships would be sought to protect elk habitat and fisheries outside the park boundary.

# Kalaloch Alternative A - Current Management



**Legend**

Low Use Zone	NPS Boundary
Day Use Zone	Trail
Development Zone	Paved road
NPS Wilderness	Unpaved road
	Indian Reservation

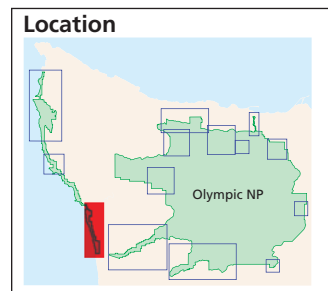
North

0 1 2 miles

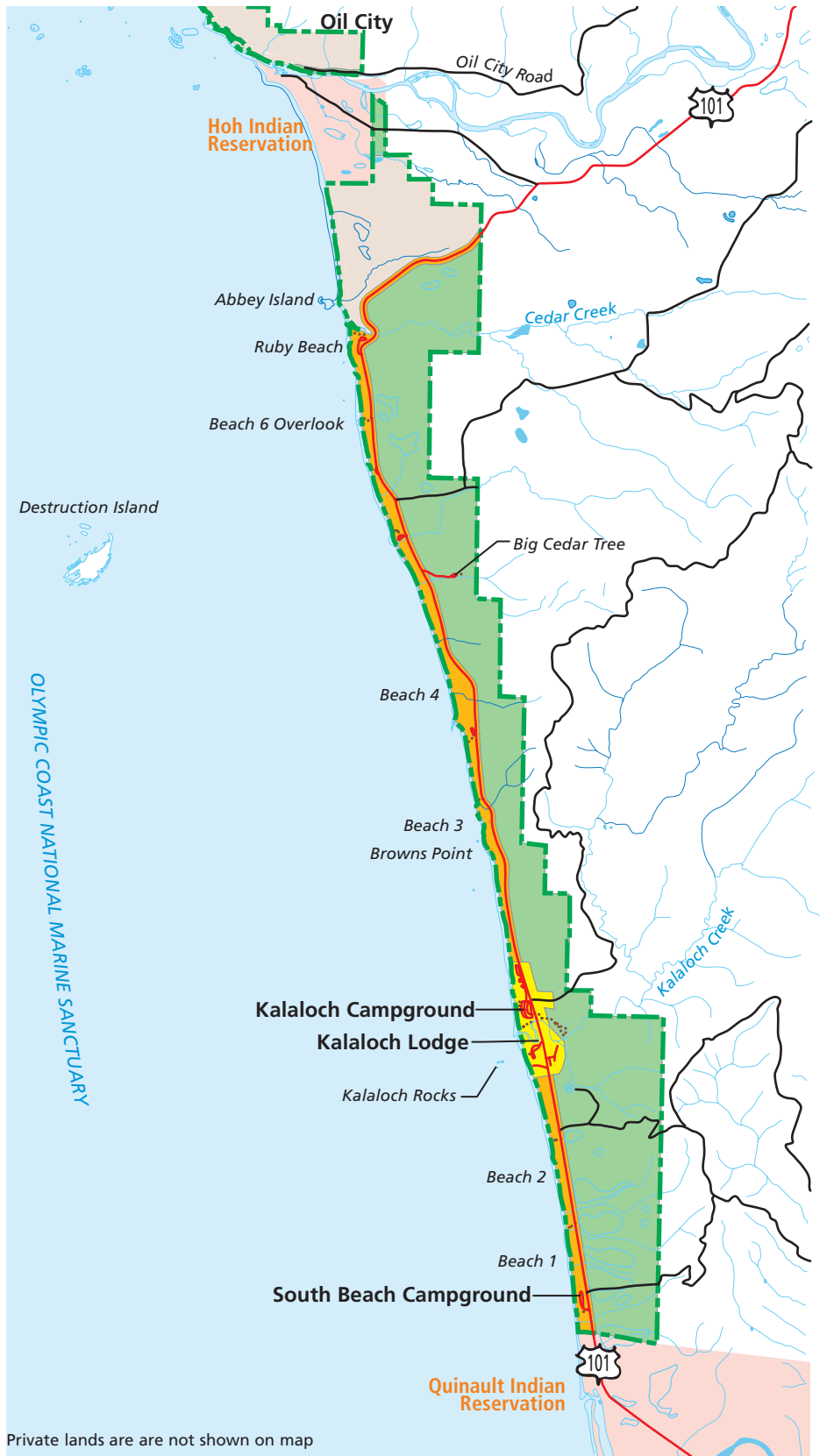
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116  
(M33)

- 1,2.** - NPS staff would continue to work with the Washington State Department of Transportation to maintain Highway 101 for vehicular access, and to adjust the alignment as necessary outside the active coastal erosion zone. (Note: no alternative route has been developed.)
- 3.** The visitor information station would eventually be replaced by a larger facility in the coastal area.
- 4.** The Kalaloch Lodge, cabins, and related facilities (restaurant, store, gasoline pump) would be relocated in phases outside the active coastal erosion zone.
- 5.** Camping opportunities would be retained at Kalaloch and South Beach.
- 6.** Vehicle parking and trail access to the Big Cedar tree would be retained at existing levels.
- 7.** Other existing frontcountry trails would be retained.



# Kalaloch Alternative B - Resource Protection Emphasis



1. NPS staff would work with the Washington State Department of Transportation to determine options for relocating Highway 101 outside the active coastal erosion zone. Vehicular access would be provided to some coast overlooks. (Note: no alternative route has been developed.)

2. 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.

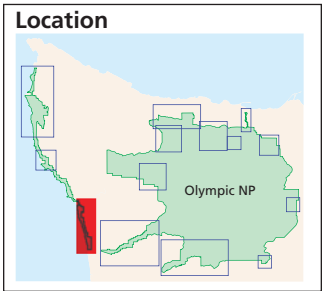
3. The visitor information station would be retained.

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

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

6. Vehicle parking and trail access to the Big Cedar tree would be eliminated.

7. The frontcountry trail system would be reduced. Some trails would remain; others would be eliminated. Unwanted paths, such as social and way trails, would be rehabilitated.



## Legend

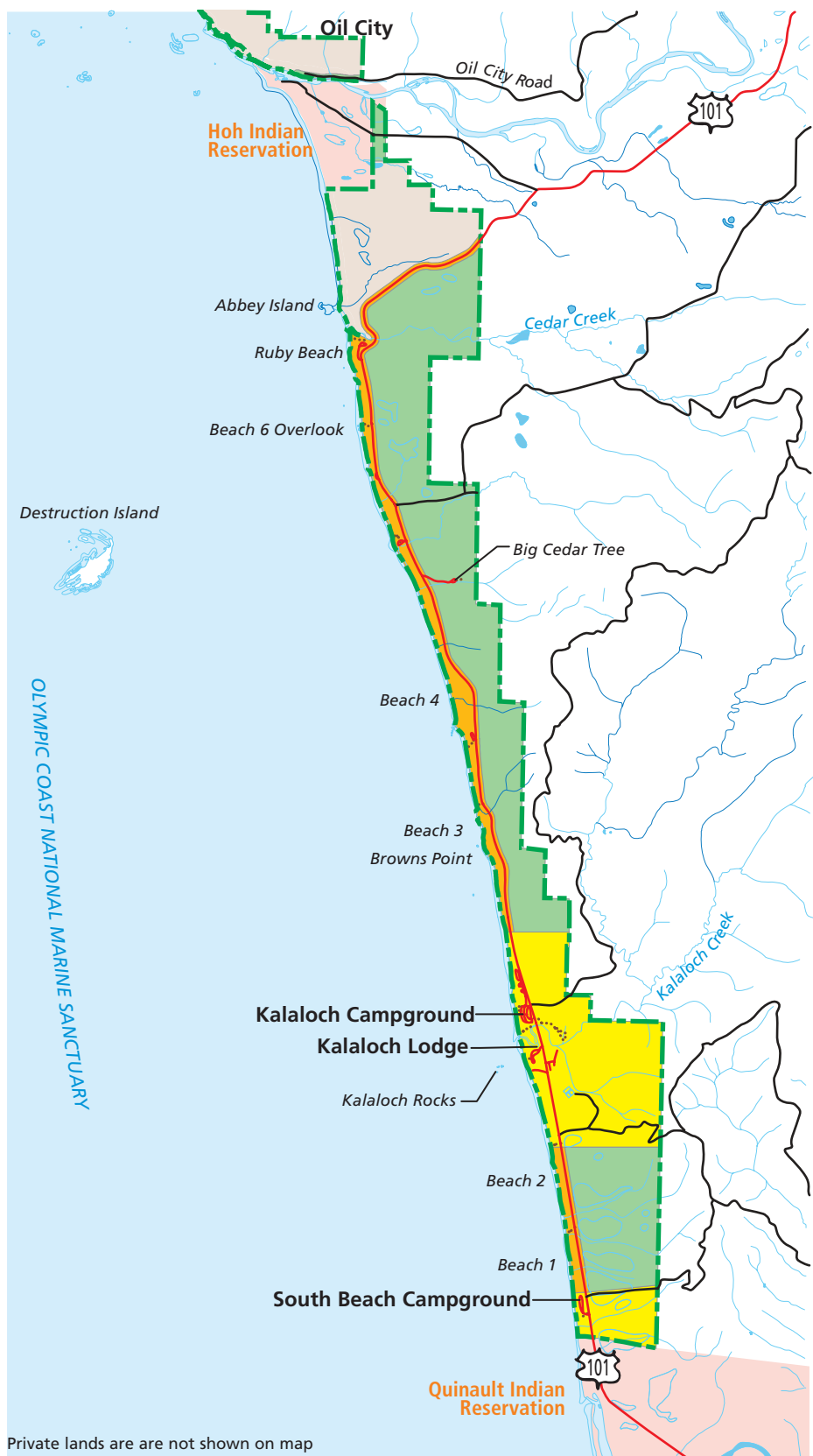
Low Use Zone	NPS Boundary
Day Use Zone	Trail
Development Zone	Paved road
NPS Wilderness	Unpaved road
	Indian Reservation



II7  
(M34)



# Kalaloch Alternative C - Visitor Opportunities Emphasis



Private lands are are not shown on map

## Legend

Low Use Zone	NPS Boundary
Day Use Zone	Trail
Development Zone	Paved road
NPS Wilderness	Unpaved road
	Indian Reservation



0 1 2 miles  
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118  
(M35)

**1 & 2.** NPS staff would work with the Washington State Department of Transportation to maintain Highway 101 for vehicular access, and to adjust the alignment as necessary outside the active coastal erosion zone. (Note: no alternative route has been developed.)

**3.** The visitor information station would be replaced with a facility that features the coastal marine and cultural resources of the area.

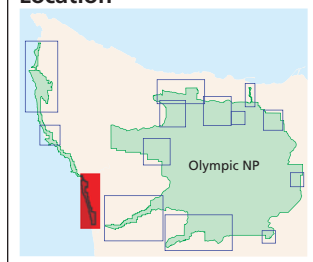
**4.** Kalaloch Lodge, cabins, and related facilities (restaurant, store, and gasoline pump) would be relocated in phases outside the active coastal erosion zone and expanded.

**5.** Camping opportunities would be improved at Kalaloch and South Beach.

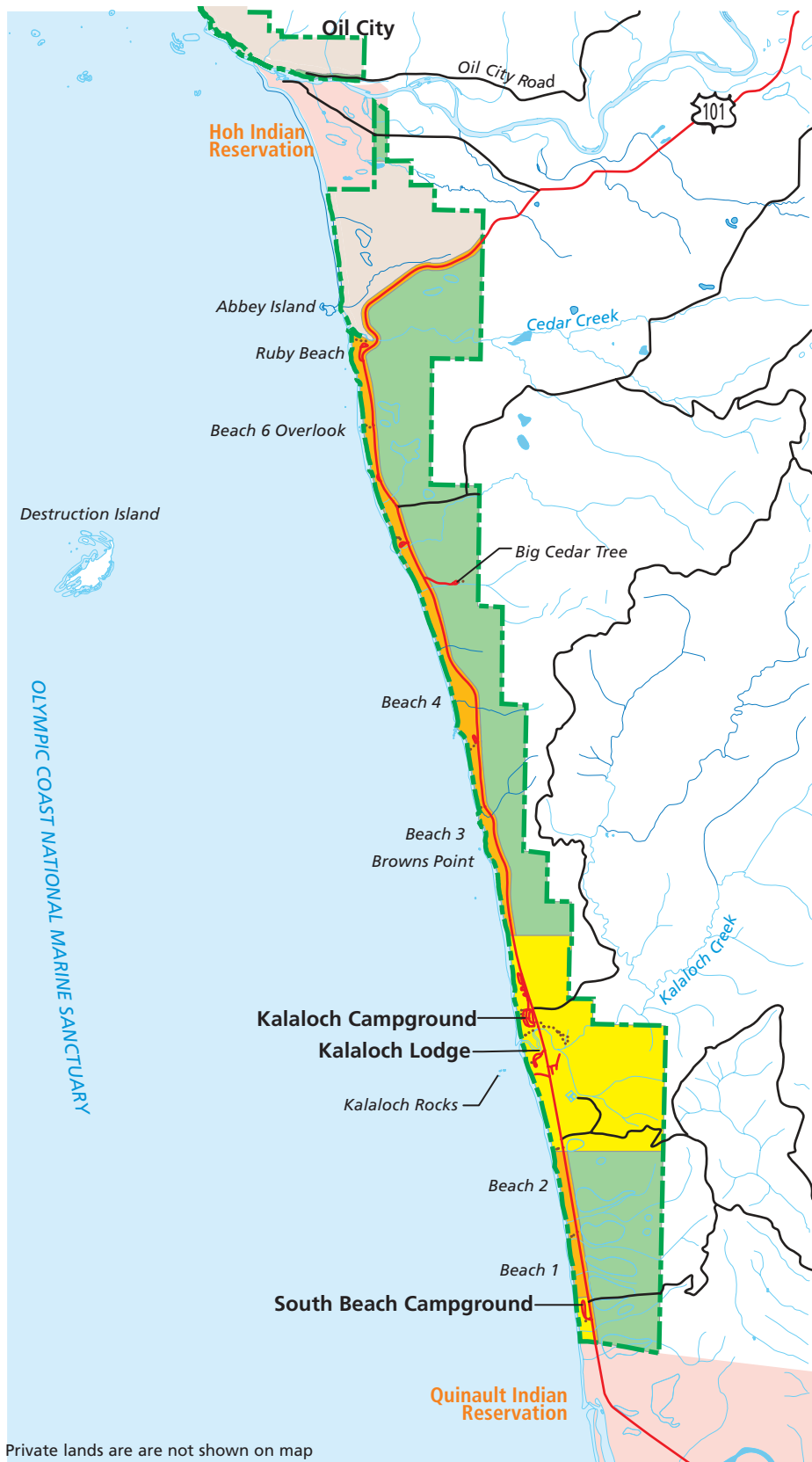
**6.** Vehicle parking and trail access to Big Cedar tree would be improved.

**7.** Additional frontcountry trails and wayside exhibits would be provided. Unwanted paths, such as social and way trails, would be rehabilitated. A universally accessible frontcountry trail would be developed and maintained to provide beach access.

## Location



# Kalaloch Alternative D - Preferred Alternative



## Legend

Low Use Zone	NPS Boundary
Day Use Zone	Trail
Development Zone	Paved road
NPS Wilderness	Unpaved road
	Indian Reservation



0 1 2 miles  
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119  
(M36)

1. NPS staff would work with the Washington State Department of Transportation to relocate all or portions of Highway 101 as needed to maintain access and for the protection of the coastal portion of the park. The reroute would provide a safer (for visitor and through traffic) and more sustainable route. (Note: A risk assessment and feasibility study would be needed to identify the at-risk portions of the highway and determine suitable areas for a reroute.)
2. The current Highway 101 roadway would be repaired as necessary and feasible to maintain visitor access to coastal facilities and features. Slight realignments would be allowed. A high season shuttle would be considered to move people about this area. Provisions for bicycling and pedestrian use would be provided.
3. The visitor information station would be replaced with a facility that would better serve the needs of the visiting public and serve as a model for cooperative efforts with many possible partners, and would feature the coastal marine and cultural resources of the area. If feasible, this facility would be in the park and would be near a coastal view.
4. The Kalaloch Lodge, cabins, and related facilities (restaurant, store, and gasoline pump) would be relocated in phases outside the active coastal erosion and channel migration zones and outside the floodplain of Kalaloch Creek. The location would be determined through a feasibility study.
5. Campground facilities would be retained at Kalaloch and South Beach areas, though they could be moved outside the active coastal erosion zone.
6. Vehicle parking and trail access to the Big Cedar tree would be retained.
7. Other existing frontcountry trails would be retained. Unwanted paths, such as social and way trails, would be rehabilitated. A universally accessible frontcountry trail would be developed and maintained to provide beach access.

## Location

