

## Side by Side Line-up of the Alternatives in NPS March 2007 Newsletter 4

### **No-Action Alternative**

#### **Overall Vision:**

The no-action alternative primarily reflects current conditions and activities (a “snapshot in time”) at the Lakeshore. This alternative is provided as a baseline against which to compare the other management alternatives.

#### **Management Zones:**

Not applicable. (The management zones describe future management, which does not apply to existing conditions.)

### **Alternative A**

#### **Overall Vision:**

The Lakeshore is valued primarily for conservation of its natural resources.

#### **Management Zones:**

In this alternative there would be about 910 acres of the high use zone, 3,440 acres of the experience history zone, 13,450 acres of the recreation zone, and 51,300 acres of the experience nature zone (see map on facing page).

### **Alternative B**

#### **Overall Vision:**

The Lakeshore is valued primarily for its recreational opportunities in scenic outdoor settings.

#### **Management Zones:**

In this alternative there would be about 2,610 acres of the high use zone, 3,470 acres of the experience history zone, 40,500 acres of the recreation zone, and 23,720 acres of the experience nature zone (see map on facing page).

### **Alternative C**

#### **Overall Vision:**

The Lakeshore is managed in such a way that most visitor use is concentrated in selected areas, with more natural, primitive conditions promoted in the rest of the Lakeshore.

#### **Management Zones:**

In this alternative there would be about 3,130 acres of the high use zone, 3,690 acres of the experience history zone, 17,640 acres of the recreation zone, and 46,350 acres of the experience nature zone (see map on facing page).

**(CURRENT) Wilderness:**

The existing wilderness proposal (30,903 acres total) would remain in place. As directed by Congress in 1982, the NPS would continue to manage lands proposed for wilderness in the 1981 Wilderness

Recommendation to maintain their existing wilderness character. Some county roads are within areas proposed for wilderness. Areas proposed for wilderness include the following (see map on facing page):

- North area of the mainland: most of the area north of M-22, including a portion of Port Oneida.
- Central area of the mainland: none.
- South area of the mainland: much of the area north and west of M-22.
- North Manitou Island: most of the island. The historic village is excluded; part of Cottage Row is included.
- South Manitou Island: most of the island. The lighthouse complex, historic village, and farm tour route are excluded.

**(A) Wilderness:**

About 33,600 acres located in various areas of the National Lakeshore would be proposed as wilderness. No developed county roads are within areas proposed for wilderness. Areas of proposed wilderness are:

- North area of the mainland: an area north of M-22 and east of Port Oneida, none in Port Oneida.
- Central area of the mainland: Sleeping Bear Plateau.
- South area of the mainland: much of the area north and west of M-22.
- North Manitou Island: most of the island. The historic village and cottage row would be excluded.
- South Manitou Island: most of the island. The lighthouse complex, historic village, and county roads on the farm tour and “giant cedars” routes would be excluded.

**(B) Wilderness:**

About 13,900 acres located on North Manitou Island would be proposed as wilderness. No county roads are within areas proposed for wilderness. Areas of proposed wilderness are:

- North area of the mainland: none.
- Central area of the mainland: none.
- South area of the mainland: none.
- North Manitou Island: most of the island. The historic village and Cottage Row would be excluded.
- South Manitou Island: none.

**© Wilderness:**

About 23,200 acres, located in various areas of the National Lakeshore, would be proposed as wilderness. No developed county roads are within areas proposed for wilderness. Areas of proposed wilderness are:

- North area of the mainland: none.
- Central area of the mainland: Sleeping Bear Plateau.
- South area of the mainland: much of the area north of M-22.
- North Manitou Island: most of the island. The historic village and Cottage Row would be excluded.
- South Manitou Island: the northwestern two-thirds of the island. The lighthouse complex, historic village, farm tour route, Florence Lake, and “giant cedars” would be excluded.

**Natural Resources:**

Natural resource management programs would continue to emphasize protection of natural resources and processes, as outlined in the park-wide desired condition statements; see Newsletter #3. (Examples include controlling invasive species; restoring disturbed sites; protecting open dune areas; and protecting threatened and endangered species). These actions are not proposed as part of the GMP; that is, they would occur regardless of the GMP alternative.

**Natural Resources:**

Based on the emphasis placed on natural resource conditions and experiences in this alternative, the experience nature zone would extend across most of the Lakeshore. Natural resource management programs that would occur regardless of the GMP are outlined in the park-wide desired condition statements (see Newsletter #3). Examples include controlling invasive species, restoring disturbed sites, protecting open dune areas, and protecting threatened and endangered species.

**Natural Resources:**

Based on the large extent of the recreation zone in this alternative, natural resources may be modified to provide for a variety of recreational activities. Natural resource management programs that would occur regardless of the GMP are outlined in the park-wide desired condition statements (see Newsletter #3). Examples include controlling invasive species, restoring disturbed sites, protecting open dune areas, and protecting threatened and endangered species.

**Natural Resources:**

Within the high use areas and experience history zones there would be less emphasis on managing the Lakeshore for natural conditions. Outside those areas, the Lakeshore would be managed for more natural conditions. Natural resource management programs that would occur regardless of the GMP are outlined in the park-wide desired condition statements (see Newsletter #3). Examples include controlling invasive species; restoring disturbed sites; protecting open dune areas; protecting threatened and endangered species.

## Cultural Resources:

Efforts to preserve as many historic structures and landscapes as possible would continue given available funds and park priorities; management would depend on fundamental park resources, National Register significance, documentation, condition, interpretive value, and suitability for park operations. More information on individual areas is provided below:

- **Glen Haven**: Elements of the Glen Haven Historic District and cultural landscape would be preserved, restored or rehabilitated. Elements of the Sleeping Bear Point Life Saving Station would be preserved, restored or rehabilitated.
- **Port Oneida**: Historic structures and landscapes would be preserved, restored, or rehabilitated.

• **North Manitou Island**: The historic life saving station structures would be preserved, restored, or rehabilitated. Preservation and/or adaptive use of the rehabilitated historic former Manitou Island Association structures for administrative and operational purposes would continue. Historic structures on Cottage Row and elsewhere on the island would be preserved.

• **South Manitou Island**: The historic life saving station, lighthouse complex, schoolhouse, and village historic structures would be preserved, restored, or rehabilitated. Structures and landscapes elsewhere on the island would be preserved.

• **Other mainland historic structures and landscapes**: Historic structures and landscapes range from preserved to rehabilitated.

## Cultural Resources:

Historic structures and landscapes would be managed as specified for the management zone in which they lie (see alternative map and zone descriptions). More information on individual areas is provided below:

- **Glen Haven**: Elements of the Glen Haven Historic District and cultural landscape would be preserved, restored or rehabilitated. Elements of the Sleeping Bear Point Life Saving Station would be preserved, restored or rehabilitated (*same in all alternatives*).
- **Port Oneida**: Historic structures and landscapes would be preserved, restored, or rehabilitated (*same in all alternatives*).

• **North Manitou Island**: The historic life saving station structures would be preserved, restored, or rehabilitated. Preservation and/or adaptive use of the rehabilitated historic former Manitou Island Association structures for administrative and operational purposes would continue. Historic structures and landscapes on Cottage Row and elsewhere on the island would be preserved or would return to nature if available funds do not allow for their preservation.

• **South Manitou Island**: The historic life saving station, lighthouse complex, and village historic structures would be preserved, rehabilitated, or restored. Historic structures and landscapes elsewhere on the island would be preserved or would return to nature if available funds do not allow for their preservation.

• **Other mainland historic structures and landscapes**: Historic structures and landscapes would be managed as specified for the management zone in which they lie (see alternative map and zone descriptions).

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- **Port Oneida**: Historic structures and landscapes would be preserved, restored, or rehabilitated (*same in all alternatives*).

• **North Manitou Island**: The historic life saving station and Cottage Row structures would be preserved, restored, or rehabilitated. Preservation and/or adaptive use of the rehabilitated historic former Manitou Island Association structures for administrative and operational purposes would continue. Historic structures and landscapes elsewhere on the island would be preserved or would return to nature if available funds do not allow for their preservation.

• **South Manitou Island**: The historic life saving station, lighthouse complex, and village historic structures would be preserved, rehabilitated, or restored. Historic structures and landscapes elsewhere on the island would be preserved, rehabilitated, or would return to nature if available funds do not allow for their preservation.

• **Other mainland historic structures and landscapes**: Historic structures and landscapes would be managed as specified for the management zone in which they lie (see alternative map and zone descriptions).

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- **Glen Haven**: Elements of the Glen Haven Historic District and cultural landscape would be preserved, restored or rehabilitated. Elements of the Sleeping Bear Point Life Saving Station would be preserved, restored or rehabilitated (*same in all alternatives*).
- **Port Oneida**: Historic structures and landscapes would be preserved, restored, or rehabilitated (*same in all alternatives*).

• **North Manitou Island**: The historic life saving station and Cottage Row structures would be preserved, restored, or rehabilitated. Preservation and/or adaptive use of the rehabilitated historic former Manitou Island Association structures for administrative and operational purposes would continue. Historic structures and landscapes elsewhere on the island would be preserved or would return to nature if available funds do not allow for their preservation (same as alternative B).

• **South Manitou Island**: The historic life saving station, lighthouse complex, and village historic structures would be preserved, rehabilitated or restored. Farm loop historic structures and landscapes would be preserved, rehabilitated, or restored. Historic structures and landscapes elsewhere on the island would be preserved or would return to nature if available funds do not allow for their preservation.

• **Other mainland historic structures and landscapes**: Historic structures and landscapes would be managed as specified for the management zone in which they lie (see alternative map and zone descriptions).

**Visitor Orientation,  
Interpretation and Education:**

Visitor orientation services would continue at the NPS visitor center in Empire, at Glen Haven, and at the visitor contact station on South Manitou Island. Interpretation activities would continue throughout the Lakeshore, with special emphasis at the Dune Climb, the major campgrounds, Port Oneida, Glen Haven, and Sleeping Bear Point Maritime Museum. A variety of interpretive and educational programs (e.g., guided hikes, summer and school programs, etc.) would continue. On South Manitou Island, concession-operated farm loop auto tours would continue. There would be no concession tours to the “giant cedars.”

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Interpretation and Education:**

Visitor orientation services would continue at the NPS visitor center in Empire, at Glen Haven, and at the visitor contact station on South Manitou Island. Interpretation activities would continue throughout the Lakeshore, with special emphasis at the Dune Climb, the major campgrounds, Port Oneida, Glen Haven, and Sleeping Bear Point Maritime Museum. Interpretive opportunities relating to natural resource interpretive themes would be emphasized. On South Manitou Island, concession-operated farm loop auto tours would end at the west end of Chicago Road. There would be no concession tours to the “giant cedars.”

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Interpretation and Education:**

Visitor orientation services would continue at the NPS visitor center in Empire, at Glen Haven, and at the visitor contact station on South Manitou Island. Interpretation activities would continue throughout the Lakeshore, with special emphasis at the Dune Climb, the major campgrounds, Port Oneida, Glen Haven, and Sleeping Bear Point Maritime Museum. On South Manitou Island, concession-operated farm loop auto tours would continue. Concession auto tours to the “giant cedars” would be considered.

**Visitor Orientation,  
Interpretation and Education:**

Visitor orientation services would continue at the NPS visitor center in Empire, at Glen Haven, and at the visitor contact station on South Manitou Island. Interpretation activities would continue throughout the Lakeshore, with special emphasis at the Dune Climb, the major campgrounds, Port Oneida, Glen Haven, and Sleeping Bear Point Maritime Museum. Educational and interpretive programs for visitors would be more structured (e.g., more guided programs) in the concentrated use areas. Outside the concentrated use areas, most interpretive opportunities would be self-guided. On South Manitou Island, concession-operated farm loop auto tours would continue. Concession auto tours to the “giant cedars” would be considered.

**Visitor Facilities,  
Opportunities, and Activities:  
ITEMIZED COMPARISON**

• Roads: Roads would remain essentially the same as now.

• Roads: Roads would remain essentially the same as now, except that two NPS-owned roads located within the experience nature zone would be closed and returned to more natural conditions: the farm loop road off of Chicago Road on South Manitou Island and Tiesma Road on the mainland. All developed county roads would be zoned compatible with motor vehicle and bicycle use.

• Roads: Roads would remain essentially the same as now, except that a new scenic road would eventually be built within the Benzie Corridor. All county road rights-of-way would be zoned compatible with motor vehicle and bicycle use.

• Roads: Roads would remain essentially the same as now. All developed county roads would be zoned compatible with motor vehicle and bicycle use.

- Trails: Trails would remain essentially the same as now.

- Trails: Trails would remain the same, except for a few additions: (1) a hike/bike trail located primarily along M-22 and M-109 could be developed at the initiative of partners; a separate study would be needed to make certain that such a trail would have no significant impact, (2) a “bay-to-bay” trail for hikers and Lake Michigan paddlers would parallel the mainland shoreline within the Lakeshore; on land, this trail would make use of active beach areas or existing disturbed areas and corridors, and (3) a short loop hiking trail (with trailhead parking area) would be provided at Bow Lakes.

- Campgrounds: campgrounds and camping would remain essentially the same as now.

- Campgrounds: Campgrounds and camping would remain essentially the same, except that (1) four or five small, primitive campgrounds would be constructed an easy day’s hike or paddle apart along the Lake Michigan shoreline, for paddlers and hikers (see “trails” above), and (2) Valley View backcountry campground would be abandoned and the area returned to more natural conditions; a “replacement” campground for hikers and paddlers would be provided closer to the Lake Michigan shoreline (location to be determined).

- Trails: Trails would be expanded in several areas of the National Lakeshore: (1) a hike/bike trail located primarily along M-22 and M-109 could be developed at the initiative of partners; a separate study would be needed to make certain that such a trail would have no significant impact, (2) a “bay-to-bay” trail for hikers and Lake Michigan paddlers would parallel the mainland shoreline within the Lakeshore; on land, this trail would make use of active beach areas or existing disturbed areas and corridors, and (3) a modest, multi-loop hiking trail system (with trailhead parking area) would be provided at Bow Lakes. Existing trails would be evaluated to see if a select few could be groomed for skiing in winter.

- Campgrounds: Campgrounds and camping would remain essentially the same, except that: (1) four or five small, primitive campgrounds would be constructed an easy day’s hike or paddle apart along the Lake Michigan shoreline, for paddlers and hikers (see “trails” above), (2) the D.H. Day group campground would be relocated to the main D.H. Day campground, and (3) on North Manitou Island, dispersed camping would no longer occur; instead, designated campgrounds would be provided (locations to be determined).

- Trails: Additional trails would be considered within the high use zone near Little Glen Lake to increase both recreational options and connectivity between park attractions. Other trail opportunities would be added: (1) a hike/bike trail located primarily along M-22 and M-109 could be developed at the initiative of partners; a separate study would be needed to make certain that such a trail would have no significant impact, (2) a “bay-to-bay” trail for hikers and Lake Michigan paddlers would parallel the mainland shoreline within the Lakeshore; on land, this trail would make use of active beach areas or existing disturbed areas and corridors, (3) a short loop hiking trail (with trailhead parking area) would be provided at Bow Lakes, and (4) a hike/bike trail would eventually be developed within the Benzie Corridor.

- Campgrounds: Campgrounds and camping would remain essentially the same, except that: (1) the D.H. Day group campground would be relocated to the main D.H. Day campground, (2) the D.H. Day campground would be zoned high use, allowing for improved facilities and/or campground expansion, and (3) on North Manitou Island, in addition to dispersed camping, additional designated campgrounds would be provided (locations to be determined).

• Lake Michigan Beach Access:

Beach access points that are accessible to motor vehicles [Lake Michigan Road (Leelanau County), Glen Haven, North Bar Lake, Esch Beach, Peterson Road, Tiesma Road, and Lake Michigan Road (Platte River mouth)] would remain essentially the same. County Road 651 and 669 road ends would be upgraded.

• Lake Michigan Beach Access:

The following beach access points that are accessible to motor vehicles would remain essentially the same: Lake Michigan Road (Leelanau County), Glen Haven, North Bar Lake, Esch Beach, Peterson Road, and Lake Michigan Road (Platte River mouth). Tiesma Road (NPS owned) would be closed. County Road 651 and 669 road ends would be upgraded.

• Lake Michigan Beach Access:

The following beach access points that are accessible to motor vehicles would remain essentially the same: Lake Michigan Road (Leelanau County), Glen Haven, North Bar Lake, and Tiesma Road. Parking at the ends of Peterson Road, County Roads 651 and 669, and Esch Road would be improved. The area around the mouth of the Platte River would be zoned high use and managed as a more developed beach access area (e.g., expanded parking and picnicking, comfort station, etc.).

• Lake Michigan Beach Access:

The following beach access points that are accessible to motor vehicles would remain essentially the same: Lake Michigan Road (Leelanau County), Glen Haven, North Bar Lake, Peterson Road, and Tiesma Road. The areas around the ends of County Road 669, Esch Road, and the Platte River mouth would be zoned high use and managed as more developed beach access areas (e.g., expanded parking and picnicking, comfort station, etc.). The County Road 651 road end would be upgraded.

• Lake Michigan Boat Access: Boat access to Lake Michigan would remain at the end of Lake Michigan Road, near the mouth of the Platte River.

• Lake Michigan Boat Access:

Boat access to Lake Michigan would remain at the end of Lake Michigan Road, near the mouth of the Platte River (same as no action).

• Lake Michigan Boat Access: A high use zone is located east of the mouth of the Platte River. The high use zone allows for boat ramps or docks for access to Lake Michigan, although no new boat ramps or docks are proposed by the NPS. A separate study would be needed to determine whether any such facilities would be appropriate for this area.

• Lake Michigan Boat Access: High use zones are located near the end of County Road 669, around the Platte River mouth, and near the end of Esch Road. The high use zone allows for boat ramps or docks for access to Lake Michigan, although no new boat ramps or docks are proposed by the NPS. Separate studies would be needed to determine whether any such facilities would be appropriate in these areas.

• Inland Lake Use and Access: Motorized boats would continue to be allowed on School, Bass (Leelanau County), North Bar, and Loon lakes.

• Picnic Areas: Existing picnic areas would remain.

• Ferry Service: Ferry service for day and overnight stays on South Manitou Island and overnight stays on North Manitou Island would continue.

• Inland Lake Use and Access: Motorized boats would be allowed on School, Loon, and North Bar lakes. Motorized boats would no longer be allowed on Bass Lake (Leelanau County).

• Picnic Areas: Existing picnic areas would remain, except for Little Glen Lake picnic area, which would be restored to a natural state, in keeping with the experience nature zone.

• Ferry Service: Ferry service for day and overnight stays on South Manitou Island and overnight stays on North Manitou Island would continue (same as no action).

• Inland Lake Use and Access: Motorized boats would be allowed on School, Bass (Leelanau County), Loon, North Bar, Shell, and Tucker lakes. Access (parking areas, ramps or docks) would be improved at a few inland lakes (locations to be determined).

• Picnic Areas: Existing picnic areas would remain. A few of these areas would be upgraded.

• Ferry Service: Ferry service for day and overnight stays on South Manitou Island and overnight stays on North Manitou Island would continue. Day trips to North Manitou Island would be added, but these would occur once or twice a week, not daily.

• Inland Lake Use and Access: Motorized boats would be allowed on School, Bass (Leelanau County), North Bar, and Loon Lakes. Access (parking areas, ramps or docks) would be improved at a few inland lakes (locations to be determined).

• Picnic Areas: Existing picnic areas would remain and the Glen Lake picnic area would be formalized and upgraded (including a comfort station) to facilitate beach and picnic use.

• Ferry Service: Ferry service for day and overnight stays on South Manitou Island and overnight stays on North Manitou Island would continue (same as no action)

- Boat Access for River Use: Motorized and non-motorized watercraft use along the Platte and Crystal Rivers would continue.

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- Boat Access for River Use: Motorized and non-motorized watercraft use along the Platte and Crystal Rivers would continue. The Crystal River access area would be upgraded or relocated and a small parking area would be provided.

- Boat Access for River Use: Motorized and non-motorized watercraft use along the Platte and Crystal Rivers would continue.

- Dune Climb: The Dune Climb would remain essentially the same, but the parking area would be upgraded.

- Dune Climb: The Dune Climb would remain essentially the same, except that the parking area would be upgraded and social trails leading into Sleeping Bear Plateau would be rehabilitated and managed to limit resource damage.

- Dune Climb: The Dune Climb would remain essentially the same, except that parking area would be upgraded.

- Dune Climb: Facilities at the Dune Climb would be upgraded (e.g., parking paved, picnic table areas better defined, etc.) to support continued heavy use.

- Bicycle Use: Bicycle use would continue to be allowed on roads used by motor vehicles, but not on hiking trails.

- Bicycle Use: Bicycle use would continue to be allowed on roads used by motor vehicles and would be evaluated for expansion in zones that permit it (recreation, high use, experience history zones).

- Bicycle Use: Bicycle use would continue to be allowed on roads used by motor vehicles and would be evaluated for expansion in zones that permit it (recreation, high use, experience history zones). Bike rentals on South Manitou Island would be considered.

- Bicycle Use: Bicycle use would continue to be allowed on roads used by motor vehicles and would be evaluated for expansion in zones that permit it (recreation, high use, experience history zones).

- Hang Gliding: Hang gliding would continue to be allowed at designated sites within the Lakeshore.

- Hang Gliding: Hang gliding would continue to be allowed at designated sites within the Lakeshore, although not at Empire Bluff.

- Hang Gliding: Hang gliding would continue to be allowed at designated sites within the Lakeshore (same as no action).

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**Benzie Corridor:**

The NPS would continue to purchase lands within the Benzie Corridor on a willing seller basis for future development of a scenic road. However, the road is not expected to be built within the life of this plan.

**Benzie Corridor:**

The NPS would cease acquisition of lands within the Benzie Corridor. No scenic roadway or trail would be developed. The NPS would recommend that the Lakeshore's enabling legislation be amended to remove the Benzie corridor from the boundary.

**Benzie Corridor:**

The NPS would continue to purchase lands within the Benzie Corridor on a willing seller basis for future development of a scenic road.

**Benzie Corridor:**

The NPS would continue to purchase lands within the Benzie Corridor on a willing seller basis for future development of a hike/bike (non-motorized) trail.

**Bow Lakes:**

Nature observation and backcountry hiking on informal, undesignated trails would continue. The NPS would acquire properties within this area of the Lakeshore as they become available.

**Bow Lakes:**

Nature observation and backcountry hiking would be facilitated by development of a small parking lot and short loop trail. The NPS would acquire properties within this area of the Lakeshore as they become available.

**Bow Lakes:**

Nature observation and backcountry hiking would be facilitated by development of a modest, multi-loop trail system, which would link up with the nearby public school if possible, to facilitate use by students. The NPS would acquire properties within this area of the Lakeshore as they become available.

**Bow Lakes:**

Nature observation and backcountry hiking on informal, undesignated trails would continue. The NPS would acquire properties within this area of the Lakeshore as they become available (same as no action).