National Park Service
U.S. Department of the Interior

Yellowstone National Park
Wyoming, Montana, Idaho

Lake Area Comprehensive Plan

April 17, 2012

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Abbreviations & Acronyms

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effect
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CLI	Cultural Landscape Inventory
CWA	Clean Water Act
dBA	Decibels, A-weighted
DO	Director's Order
HD	Historic District
EA	Environmental Assessment
EIS	Environmental Impact Statement
E.O.	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESB	Emergency Services Building
GHG	Greenhouse Gas
GYA	Greater Yellowstone Area
GYE	Greater Yellowstone Ecosystem
HABS	Historic American Building Survey
LACP/EA	Lake Area Comprehensive Plan/Environmental Assessment
Lake Hotel	Lake Yellowstone Hotel
Leq	Equivalent Continuous Noise Level
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NPS	National Park Service
OPA	Oil Pollution Act
PEPC	Planning, Environment, and Public Comment website
ROD	Record of Decision
RV	Recreational Vehicle
SEIS	Supplemental Environmental Impact Statement
SHPO	State Historic Preservation Office
SPCC	Spill Prevention, Control, and Countermeasure
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
YCR	Yellowstone Center for Resources
YNP	Yellowstone National Park
YPSS	Yellowstone Park Service Stations

Chapter 1: Introduction

1.1 Background

National park system units are established by Congress to fulfill specific purposes. A park's purpose is the fundamental building block for its decisions to conserve resources while providing for the "enjoyment of future generations" (National Park Service Organic Act, 1916). A park's significance statement describes why the park is important within a global, national, regional, and ecosystem-wide context and is directly linked to the purpose of the park.

Yellowstone's purpose and significance are rooted in the intent of its enabling legislation, subsequent legislation, and current knowledge of its natural, cultural, and scenic resources. It is important to understand the significance of the Lake Area within the context of Yellowstone National Park's significance. Yellowstone:

- Is the world's first national park.
- Preserves geologic wonders, including the world's most extraordinary collection of geysers and hot springs and the underlying volcanic activity that sustains them. Yellowstone is positioned on a "hot spot" where the earth's crust is unusually thin and magma rises relatively close to the surface.
- Preserves abundant and diverse wildlife in one of the largest remaining intact temperate ecosystems on earth, supporting spectacular biodiversity. Preserved as mostly wild and undeveloped, Yellowstone and the surrounding ecosystem serve as a benchmark for understanding nature.
- Preserves an 11,000 year continuum of human history, including archeological sites, historic structures, and National Historic Landmarks that reflect our shared heritage.
- Provides for the benefit, enjoyment, education, and inspiration of this and future generations. Visitors have a range of opportunities to experience the essence of Yellowstone's wonders and wildness in a way that honors the park's value to the human spirit and deepens the public's understanding and connection to it.

Congress established Yellowstone National Park on March 1, 1872 to "dedicate and set apart as a public park or pleasuring-ground for the benefit and enjoyment of the people; . . . for the preservation, from injury or spoliation, of all timber, mineral deposits, natural curiosities, or wonders within said park, and their retention in their natural condition" (Yellowstone National Park Protection Act, 1872). Yellowstone National Park encompasses approximately 2.2 million acres (3,472 square miles) in the northwest corner of Wyoming and extends west into Idaho and north and west into Montana. It is the core of the Greater Yellowstone Ecosystem (GYE), an approximately 18 million-acre area that includes Grand Teton National Park and John D. Rockefeller, Jr. Memorial Parkway, six national forests, three national wildlife refuges, Bureau of Land Management holdings, and additional tribal land, state land, towns, and private property.

1.1.1 Brief History of the Lake Area Development

Many of the Lake Area's modern issues and concerns stem from its history. The Lake Hotel, the area's first permanent visitor-use structure, was built in 1889 and then rehabilitated to its Colonial Revival façade, designed by architect Robert Reamer, in 1903 and 1923. The hotel

formed the nucleus of what is referred to in this document as the Lake Village. This location, which embodied contemporary ideas of civilization in the midst of wilderness for early travelers, was accessed by stagecoach via the Grand Loop Road or by steamboat across Yellowstone Lake. The location soon underwent additional development to expand visitor and operational facilities. Most notable included the Fish Hatchery and its associated structures, which was instrumental in early fish conservation in the United States, and the rustic Lake Lodge, which catered to visitors who came to the park by automobile. By the 1920s, the location also featured the Lake ranger station, Lake General Store, Lake Service Station, cottages, cabins, boat docks, and various other administrative and concessioner buildings. The final major development in this location was the hospital and surrounding housing, which was completed in the early 1960s to provide medical facilities on the east side of the park.

The Fishing Bridge location was the second to be developed within the Lake Area and reflects the growing importance of the automobile in American culture after 1915. The East Entrance Road, which connected to the Grand Loop Road just north of the Yellowstone River outlet, was completed in 1903, with the first Fishing Bridge completed a year earlier. The road and bridge initially served stagecoach companies that operated in the park. However, once the automobile became the standard transportation mode, Fishing Bridge grew rapidly. In 1921, the bridge was rebuilt and the Fishing Bridge Campground established, just a year after visitation numbers furthered the construction of another general store in the area. Other buildings included a cafeteria, bathhouse, and service and auto repair stations. Approximately 250 cabins were added behind the general store between 1924 and 1942. The Fishing Bridge Museum, now a National Historic Landmark, was completed in 1931. The Fishing Bridge RV Park was constructed in 1963-1964.

Photo 1-1: Fishing Bridge Development, 1963

The Bridge Bay location, with its marina and large campground, was built in the 1950s and 1960s as part of the Park Service's Mission 66 program. The marina area, including the ranger station

and general store, may be considered for nomination as a historic district, as they exemplify Mission 66 architecture and planning.

Park managers and the public engaged in a series of planning efforts during the 1980s and 1990s that resulted in many changes in the Lake Area, particularly in the Lake and Fishing Bridge locations. While early access to the Lake Hotel was by water or from the road along the lakeshore, circulation changes now direct visitors to the back of the hotel and the parking area. With no docks or formalized paths along the shoreline, which is steep and eroding, visitors have few ways to access the lakeshore. The small overlook in front of the hotel attracts visitors but is inadequate.

Meanwhile, Fishing Bridge during the 1970s was a much larger development and destination in the midst of wildlife habitat. The 1988 Fishing Bridge EIS decision document directed that cabins be removed from behind the general store and that the campground be restored to natural conditions. The historically significant Fishing Bridge museum remained on the lake-side of the road with the other components of the area's commerce and activity focused on the other side.

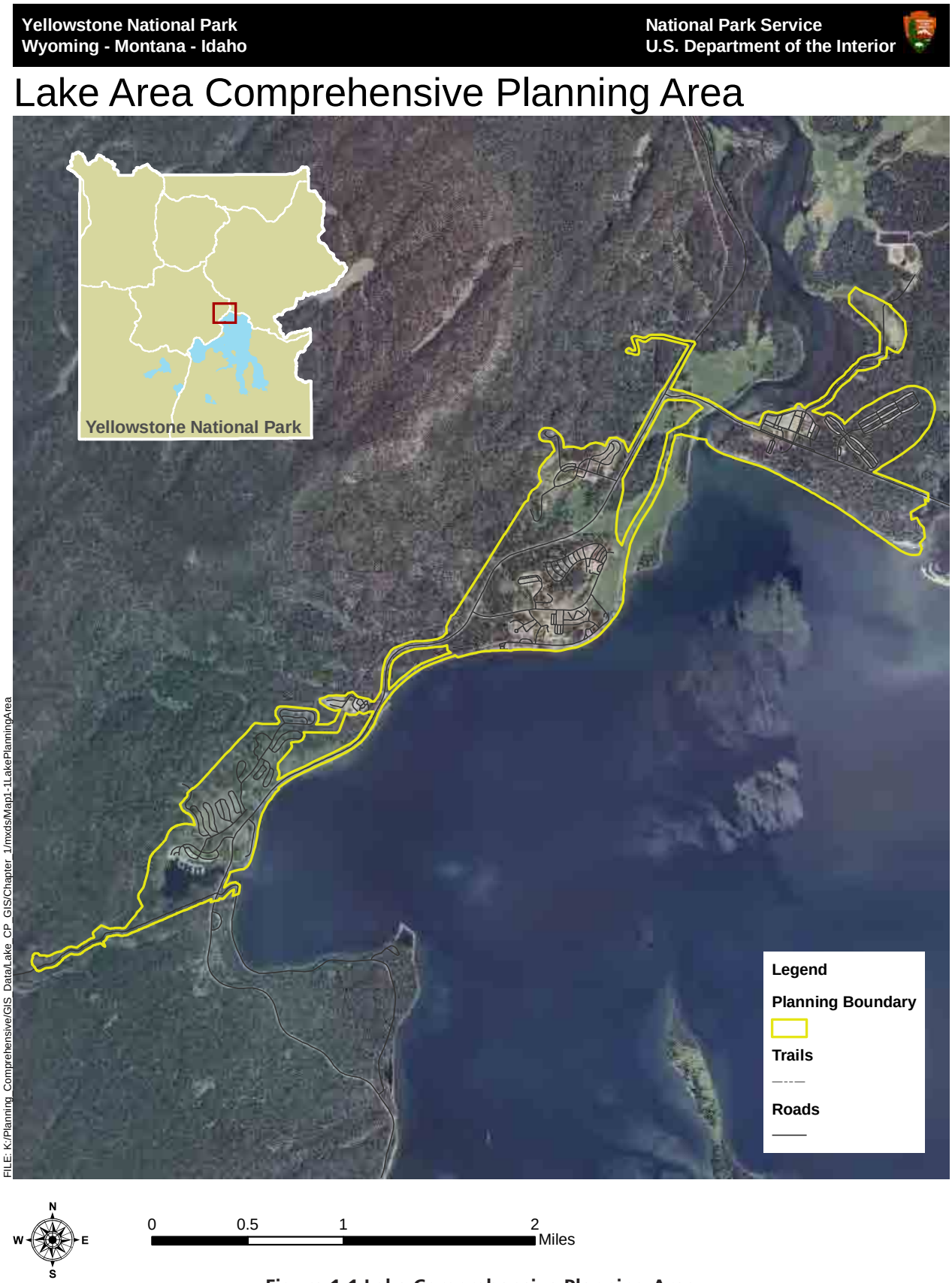

Figure 1-1 Lake Comprehensive Planning Area

1.2 Plan Location

This Comprehensive Plan looks at the development and infrastructure on the northwest shore of Yellowstone Lake (Map 1-1). The Lake Area is an important location for visitor services on the Grand Loop Road and the East Entrance Road. For the purposes of this plan, the Lake Area has been divided into six separate planning locations where the area's features and facilities are clustered: Fishing Bridge, Lake Administrative, Lake Lodge, Lake Hotel, Lakeshore, and Bridge Bay (Map1-2).

- **Fishing Bridge Location:** The Fishing Bridge location lies between Pelican Creek, the Yellowstone River, and the shore of Yellowstone Lake. This location combines wildlife habitat and scenic and cultural resources. The most significant prehistoric archeological sites in the park are at this location. The Fishing Bridge Historic District includes a National Historic Landmark Structure, the Fishing Bridge Museum, and the Fishing Bridge. The present Fishing Bridge at the outlet of Yellowstone Lake was built in 1937 but has several predecessors and a long history of human use. Other structures in the area include the Fishing Bridge General Store and the oldest service station in the park. This area also encompasses the Fishing Bridge Recreational Vehicle (RV) Park. It is the first development that visitors encounter when driving from the park's East Entrance, 26 miles away.
- **Lake Administrative Location:** The Lake Administrative location serves NPS park operations. Closed to the public, this location provides employee housing, meeting space, and maintenance facilities that serve visitor facilities and resource protection in all of the other locations (Lake Hotel, Lake Lodge, Bridge Bay, Fishing Bridge, and Lakeshore).
- **Lake Lodge Location:** The historic Lake Lodge and its attendant cabins were built as the successors to an earlier tent camp and provide a lower cost alternative to the Lake Hotel. The Lake Lodge is part of the Lake Historic District and is situated on the edge of a meadow, framing scenic views of Yellowstone Lake and the mountains beyond. The scale and location of the cabins within the Lodge Creek setting create an intimate experience for visitors. The concessions administrative area is located adjacent to the Lake Lodge cabins and provides dormitory and RV housing for employees.
- **Lake Hotel Location:** Built in 1889 and proposed as a National Historic Landmark, the Lake Yellowstone Hotel is the oldest surviving hotel in Yellowstone and the National Park Service. From its onset, Lake Hotel influenced tourism patterns in the West and today its Colonial Revivalist architecture, lakefront location, and scenic resources are welcome attractions to visitors. This location also encompasses the cluster of historic Lake Cottages, the post office behind the hotel, and the concessions administrative functions associated with the hotel.
- **Lakeshore Location**: Along the lakeshore, a string of historic buildings, including the Lake Ranger Station, Lake General Store, Lake Service Station, and Fish Hatchery, tell the story of both tourism and conservation in this area. Historic structures populate the Hatchery Historic District, nominated for its architecture and influence in fisheries conservation practices in Yellowstone National Park and the western United States. The Hatchery structure contains original aquaria and equipment. Historic boathouses, offices, and residences provide spaces for the current fisheries operations. The Lake Clinic occupies a portion of the old hospital, a Mission 66 structure providing medical services and life flights for the east side of the park. From these locations along the lakeshore, visitors can view a wilderness setting and some of the most remote areas in the lower United States.
- **Bridge Bay Location:** This development was built in the 1950s and 1960s to provide recreational services associated with the Lake including boat rental, tour boats, docks/ boat

slips, and other marina operations, as well as a campground. The NPS anticipates nominating the Bridge Bay Marina as a Historic District. The nearby Natural Bridge adds an interpretive exhibit and a bicycle trail to the visitor experience.

Yellowstone National Park
Wyoming - Montana - Idaho

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Lake Planning Locations

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_2/mxds/Map2-1LakePlanningZones&Locations

N
W E
S

0 0.5 1 2 Miles

Figure 1-2 Lake Planning Locations

1.3 Purpose and Need

The purpose of the LACP is to enhance visitor experience and employee living conditions while preserving the natural, cultural, and scenic resources in the Lake Area by setting desired future conditions for resources and visitor experience and guiding development while minimizing impacts to resources. Comprehensive planning proposes to retain and enhance the Lake Area natural and cultural resources, the architectural mix of rustic and colonial revival styles, and the existing range of visitor experiences and opportunities. Specific needs for individual projects are described in Chapter 2.

The LACP addresses the following issues and concerns:

- **Natural resources, including wildlife habitat and ecosystems need to be protected while managing visitor experience in the park. As human use and influence continues in the Lake Area, and factors such as ecological change influence resources, there is a need to protect sensitive natural resources.** This area, which encompasses rich habitat along the lakeshore, riverbeds, and meadows, supports a wide variety of wildlife, including grizzly and black bears, elk, bison, Yellowstone cutthroat trout, various amphibians, and pelicans. Whitebark pine, a USFWS candidate species, also is found in this area.
- **Cultural resources, including archaeological sites, historic structures, and landscapes, need to be protected while managing maintenance to structures and underground utilities.** Many older buildings and utilities are deteriorating or have reached their maximum lifespan. Utilities such as waterlines are in need of replacement. As structures and operations are updated, they risk conflicting with the desired character of the Lake Area. Structural and operational maintenance and improvements need to occur in a manner that maintains cultural resources while also protecting natural resources and visitor experience.
- **Visitor experience, including wildlife viewing or enjoying the vistas across Yellowstone Lake, needs to provide an appropriate level of use such that the park will remain unimpaired for future generations. Determining that level is often complex and involves balancing many resources. There is a need to improve visitor experience along the lakeshore.** Visitors are attracted to the lakeshore in front of Lake Hotel, but have limited access or accommodations for seating or walking. Steep terrain, eroding cliffs, and fluctuating water levels leave minimal physical space for vehicles and pedestrians along the shore. Yellowstone is committed to providing a variety of types and rates of lodging throughout the Lake Area.
- **Pedestrian and vehicular circulation needs a more efficient and practical configuration.** Visitors often find circulation in the Lake Hotel and Lakeshore locations confusing and frustrating. Roads and parking areas are sometimes difficult to navigate and there are insufficient pedestrian routes along the lakeshore. Improvements need to connect facilities and resources while addressing appropriate levels of use.
- **There is a need to preserve and maintain cultural and natural landscapes. Views have historically extended across the lake into remote wilderness.** Cultural landscapes are living landscapes where tree stands may decline. Meanwhile, development could inadvertently impact natural scenes of the night sky, wilderness, the forested landscape, and unobstructed views of the lake.

1.3.1 Objectives

The objectives of the Lake Area Comprehensive Plan are to:

1. Protect natural ecosystem processes, while reducing human-induced changes to the natural environment.
2. Preserve and protect cultural resources, to the maximum extent practicable, for current and future generations.
3. Ensure that visitor facilities support necessary and appropriate levels of service and enhance visitor experience in the Lake Area.
4. Preserve and, where possible, improve the natural scenery and soundscapes.
5. Enhance park operations, including infrastructure, to better serve visitors and protect natural resources.

1.3.2 Fundamental Resources and Values

The qualities that are critical to achieving the park's purpose and maintaining its significance are termed Fundamental Resources and Values. Parks may also have other resources and values that may not be fundamental to the park's purpose and significance but are nevertheless determined to be particularly important considerations for planning. The following fundamental resources and values are considered important for the Lake Area and are essential components of this planning effort.

Natural Resources

Yellowstone Lake and associated geologic wonders: This large, high-elevation lake is in the center of the Lake Area and the core for one of the most significant, near-pristine aquatic ecosystems found in the United States. Beneath the lake's surface are geothermal features and processes associated with the Yellowstone caldera. At the southern edge of the Lake developed area, the stone and earth Natural Bridge has long been a destination for visitors.

Vast and diverse habitat: The intersection of lake, river, and terrestrial communities nourishes a diversity of plant and animal life. The Lake Area is the core of grizzly bear habitat in the Greater Yellowstone Ecosystem (GYE), especially the meadows interspersed with forested areas. Habitats include numerous spawning streams feeding the Lake and geothermal features within the Lake itself. Rare plants and wetlands are also critical in the Lake area.

Wildlife: Wildlife thrives within the diverse habitat along the northern shores of Yellowstone Lake. Visitors have the opportunity to see grizzly and black bears, bison, moose, deer, otters, eagles, pelicans, osprey, and elk. Amphibians also populate the numerous wetlands near the Lake Area.

Night Sky and Natural Soundscapes: The Lake Area provides an ideal place to view the sky and listen to natural soundscapes. The undeveloped views across the lake at night create a setting for viewing the dark night sky.

Native Fisheries: Historically, the Lake Area was the core of the Yellowstone cutthroat trout fishery which shipped 310 million cutthroat eggs across the U.S. and elsewhere from 1901 to 1956 (Varley 1981). In the greater Yellowstone ecosystem, Yellowstone cutthroat trout are considered a keystone species, upon which many other species depend. At one time, bears

fished streams extensively in the spring and visitor services were managed to decrease bear/human conflicts. Due to various reasons including lake trout and whirling disease, the Yellowstone cutthroat trout population has been greatly diminished. The restoration of native cutthroat trout is an ongoing project in Yellowstone Lake and was recently evaluated in the Native Fish Conservation Plan/EA.

Outstanding natural scenery: Unobstructed views across the lake to the Absaroka Mountains provide a visual portal into a vast wilderness that is for the most part, ecologically intact and nearly devoid of human development. The natural features of this picturesque setting are a major component of the experience and many structures were sited to take advantage of them.

Cultural Resources
Extensive Human History: The lake's geomorphology and prehistoric popularity provides a complex record of seasonal human use over a long time span and is some of the most significant prehistoric archeology in the park. The archaeological record in the lake area reveals an 11,000-year pattern of use.

Lake Yellowstone Hotel (a proposed National Historic Landmark): The Lake Hotel was built in 1889. It is the oldest surviving hotel in any national park. The Lake Hotel began as a plain building, with a flat-faced front and yellow clapboard exterior. In 1903-04, however, it was extensively redesigned by architect, Robert Reamer, who transformed the early Westlake style Lake Hotel building into a prominent work of Colonial Revival style.

Lake Lodge: The Lake Lodge was designed by Robert Reamer and constructed in 1923 to cater to an increase of visitors touring the park in private automobiles. The Lake Lodge was sited at the edge of a meadow, framing views of Yellowstone Lake with the signature "park-itecture" of the period. Serving as intermediate style lodging for visitors, the lodge and cabins provided more rustic, less expensive accommodations.

Lake Fish Hatchery Historic District: These buildings, which include the hatchery, three residences, two office buildings, and other support buildings, are significant for their architecture and for their role in the conservation policies of the NPS and fisheries conservation nationwide. Some of these structures currently serve fisheries operations.

Lake Ranger Station: Built in 1923, this building was designed as a combination ranger station and community center and includes an octagonal-shaped community room with a central stone fireplace. The design reflected the views of early NPS officials, such as first NPS director Stephen Mather and YNP superintendent Horace Albright, about the combined role of rangers in educating the public and protecting park resources.

Lake General Store: In 1919, concessioner Charles Hamilton began construction of a new store facing the Yellowstone Lake. This rustic structure originally featured a porch railing structure composed of "knotty" logs. One surviving rustic feature is the stone face on the foundation making the building feel more rustic and rooted in the landscape. The Lake General Store provides services to both hotel and lodge visitors.

Fishing Bridge Museum National Historic Landmark: The last of four trailside museums planned and designed by architect Herbert Maier, the Fishing Bridge Museum was completed in 1931 and illustrates the NPS's rustic design concept. Built of native rock and stone, it was

designed to reflect the beauty of nature itself. It became a prototype of rustic architecture in parks all over the nation and was declared a National Historic Landmark in 1987, including the caretaker's residence and amphitheater. The Museum was originally intended to serve visitors staying in the adjacent auto camp, providing visitors with information about Yellowstone.

Fishing Bridge: Originally built in 1902, it was a rough-hewn corduroy log bridge with a slightly different alignment than the current bridge which was built in 1937. The Fishing Bridge was historically a popular place to fish; however, it was closed to fishing in 1973. Since that time, it has become a popular place to walk across the Yellowstone River, observe fish, and enjoy unobstructed views up and down the river. It is one of the few places where native Yellowstone cutthroat trout can be observed during their spawning activities.

Bridge Bay Marina: The marina represents a unique architectural example of east coast marina village architecture in a western national park. NPS anticipates this property will be determined eligible for listing in the National Register of Historic Places.

Visitor Experience
Visitor activities: Visitors can experience the wild character of the Lake through ranger-led programs, sight-seeing, wildlife viewing, boating, fishing, walking along the lakeshore, and hiking both short and long trails.

Lake access: Visitors access the lake via several points including the Bridge Bay Marina, the lakeshore behind the Fishing Bridge Museum, or along the road in front of the Lake Hotel.

Range of Visitor Accommodations and Services: A range of visitor accommodations and services are available to meet a diversity of visitor needs including the hotel, cabins, RV Park, stores, campgrounds, fuel, amphitheaters, and marina.

1.4 Relationship to Other Plans

The LACP/EA is consistent with past plans but does modify guidance from the 1988 and 1993 Fishing Bridge/Lake Development Concept Plans.

Yellowstone National Park Master Plan (1974)
The Master Plan strived to balance human impacts and preservation of park natural, cultural, and scenic resources by developing objectives for General Management, Resource Management, Visitor Use, and Interpretation. It provided recommendations for resource protection and development of facilities, accommodations, and support services that occur in individual developed areas.

"Current planning proposes to ultimately relieve congestion and eliminate accommodations and services from this existing developed area [Fishing Bridge] in order to facilitate restoration of critical wildlife habitats at Yellowstone Lake's outlet." p. 17

"The area from the mouth of the Yellowstone River at Lake to one mile downstream is superb ecological environment and should be restored to natural conditions. Consideration should be given to the development of an interpretation and information facility for visitor enjoyment of the stream

wildlife. A system of walking paths and overlooks would be developed in conjunction with the proposed visitor wildlife information center on the north shore of the lake." p. 31

EA/Development Concept Plan for Grant Village (1982)
The plan included the proposal to construct approximately 700 visitor lodging units with 2.5 to 3 acres of additional parking, a registration office, a restaurant complex including a gift shop and a store featuring camping supplies. Support facilities proposed included: dormitories for 275 concessioner employees, 50 additional trailer sites for concessioner employees, housing for 40 YACC members, housing for National Park Service employees and a multi-purpose building containing recreation and possibly food-service facilities for employees. Also included in the plan were construction of trails among new facilities, rerouting trails north of the visitor center, and reengineering of two road intersections to eliminate traffic circulation problems are also included. Approximately 300 visitor lodging units were eventually constructed at Grant. The Grant Village DCP was completed because the 1974 Master Plan recommended that fragile thermal areas at Old Faithful and West Thumb as well as the prime wildlife habitat of the Pelican Valley-Fishing Bridge area be converted to predominantly day use while "Grant Village will become a major development containing several classes of accommodations". In 1975, all but 23 of the 285 cabins were removed from the Fishing Bridge location. Of the 23, five cabins remain and are used by concession employees. Grant Village was not constructed to replace Fishing Bridge, but began in the late 1950s when it was intended that Grant Village would become a supplemental visitor service area. It was determined later, during preparation of the 1974 Master Plan, that Grant Village could instead replace comparable facilities in the Park (i.e., Old Faithful, Fishing Bridge, West Thumb).

Construct Dormitories to Replace Existing Employee Housing at the Old Faithful and Lake Areas EA/FONSI (1983)
This EA approved the construction of a 50-room dormitory in the Lake Area to replace existing employee cabins.

Lake Hotel Access EA (1987)
This EA proposed to bring arriving visitors to the front of the historic Lake Hotel and return primary guest orientation/registration to this area. The rear of the hotel would be used for secondary visitor drop off and hotel access from the improved parking area. The service entry at the back of the hotel would be separated from the guest entry. Architectural modifications and landscaping would improve the appearance of the hotel and grounds as viewed from the west side and the rear.

Final Environmental Impact Statement/Development Concept Plan for Fishing Bridge Developed Area (1988)
This plan addresses the Fishing Bridge development and its effects on important resources in the area, especially grizzly bears. It proposed actions to reduce grizzly bear deaths and human injuries in the area. In consultation prior to this EIS, the USFWS had expressed concerns about "(1) the level of human-caused grizzly bear mortality attributable directly or indirectly to the Fishing Bridge development; and (2) human displacement of grizzlies from prime habitat in the Fishing Bridge/Pelican Valley area due to high levels of human use associated with Fishing Bridge." The 1988 EIS attempted to address these concerns by removing development in the Fishing Bridge area and adopting additional visitor use restrictions. Specifically the EIS proposed:

- Removal of the 310-site NPS campground at Fishing Bridge
- Removal of the auto repair shop, service station, and photo shop
- Removal of all employee and concessioner housing (with exception of housing on second floor of general store)
- Removal of the Fishing Bridge contractor's camp, helipad, and ball field and restoration of the site to natural conditions
- Obliteration of all informal trails radiating from any remaining camping facilities at Fishing Bridge and the placement of signs at campground perimeters advising occupants that the areas beyond the campground are closed
- Assignment of a special patrol to the perimeters of any remaining camping facilities at Fishing Bridge from 10:00 p.m. to 6:30 a.m. to discourage bears from entering the campground
- Restriction of the Fishing Bridge sewage treatment plant road to administrative vehicle use only (public foot travel would continue to be permitted to use the Howard Eaton Trail)
- Removal of the Turbid Lake road in Pelican Valley
- Removal and relocation of all trails and backcountry campsites that are in prime grizzly bear habitat in Pelican Valley (including the Turbid Lake trail and six backcountry campsites in Pelican Valley) would continue to be accessible on the Pelican Valley trail and the campsites would be relocated outside prime grizzly bear habitat.
- Restriction of Pelican Valley to day-use only for all but horse parties until the above removals and relocations are accomplished
- Closure of Pelican Valley to off-trail travel.
- Closure to human use during the spawning season of areas surrounding all spawning streams tributary to Yellowstone Lake that are used by grizzly bears
- Park staff would continue to monitor bear-human conflicts at the remaining Fishing Bridge facilities and, if high levels of conflicts continued, additional measures including removal of other facilities would be considered.

Since 1988, a majority of the actions were completed. The only items not completed were the removal of the auto repair shop, service station, Fishing Bridge housing, and the helipad. With the grizzly bear population increase and the low human caused mortality rate in the park, and specifically in the Fishing Bridge Area, conditions indicate that removal of the these facilities at Fishing Bridge may no longer be a priority.

Parkwide Road Improvement Plan/EA (1992)
The purpose of this plan is to preserve and extend the service life of principal park roads, enhance their safety, and continue access to Yellowstone National Park and its features.

Final Environmental Assessment/Development Concept Plan for Lake/Bridge Bay (1993)
This plan proposed no new visitor-use developments in the Lake/Bridge Bay Area, except a potential fish hatchery museum. It stated that new visitor facilities should only be constructed as replacements for existing structures that are no longer serviceable. Administrative buildings would also primarily be replacements of older facilities, minimizing the need to increase the development footprint. The plan also evaluated moving the service and auto repair stations and employee housing from Fishing Bridge to the Lake Village and Lake Administrative Area.

Grizzly Bear Management Plan (1994)

The objective of this plan is to preserve and maintain the processes affecting the genetic integrity, distribution, abundance, and behavior of the black and grizzly bear populations within the park. The plan emphasizes preventative management as the first step toward solving bear management problems and provides guidance and direction to park employees responding to bear management situations. Guidance in the plan states that direct manipulation of bears or their habitat will be kept to a minimum.

Fishing Bridge Fuel Storage Replacement FONSI (1998)
This FONSI amends the 1993 Lake – Bridge Bay DCP EA, which identified a new location for the service station. It proposed replacing the fuel storage tanks at Fishing Bridge to meet EPA guidelines while the park's commercial services plan and EIS is being developed (which would address the future of service stations in the park as a whole).

YNP Long-Range Interpretive Plan (2000)
This plan provides visitor experience goals and primary interpretive themes, followed with recommendations. The Interpretive Plan provided the LACP fundamental resources and values for visitor experience.

YNP Strategic Plan (2005)
This strategic plan reexamined the park's fundamental mission and took a fresh long-range view, in concrete terms, of what results or outcomes are needed to more effectively and efficiently accomplish that mission.

Grizzly Bear Conservation Strategy (2007)
The purpose of the strategy is to "describe and summarize the coordinated efforts to manage the grizzly bear population and its habitat to ensure continued conservation in the Greater Yellowstone Area; specifically the population, habitat, and nuisance bear standards to maintain a recovered grizzly bear population for the foreseeable future; document the regulatory mechanisms and legal authorities, policies, management, and monitoring programs that exist to maintain the recovered grizzly bear population; and document the commitment of the participating agencies" (p. 5). The strategy mandates no net loss of grizzly bear habitat from the 1998 baseline and no change in developed areas within Bear Management Units, with some exceptions for administrative and maintenance needs.

Draft Cultural Landscape Inventories for Lake Historic District, Fishing Bridge Historic District, and Lake Fish Hatchery Historic District
Currently under review, these inventories for the Lake Village, Fishing Bridge, and Lake Fish Hatchery historic districts are the basis for a recent determination of eligibility of cultural landscape features and patterns to be included in these districts.

Native Fish Conservation Plan EA/FONSI (2011)
The primary purpose of this plan is the restoration of Yellowstone cutthroat trout in Yellowstone Lake, but it also addresses native fish management throughout the park. Various lake trout suppression efforts were adopted, including gillnetting, piscicide use, electroshock, and angling. The LACP/EA assumes that because of the Native Fish Conservation Plan, native fish will return to the spawning streams of Yellowstone Lake.

Winter Use EIS (2012)

The park and the National Park Service (NPS) have issued a 'One-Year Rule' for this winter season (Dec. 15, 2011 to mid-March 2012) to allow more time to address significant public comments about the proposed plan for long-term winter-use management of the park. Yellowstone received nearly 59,000 comments about the Draft Environmental Impact Statement (DEIS) during a 60-day comment period that closed on July 18, 2011. The goal had been to have a new long-term final Environmental Impact Statement (EIS) and rule in effect for winter use by December 2011. However, after reviewing the public comments, the NPS wants to analyze some issues in greater detail, including:

Variable preset use limits (differing levels of snowmobile/snowcoach use on different days)

- Air quality and sound modeling assumptions
- Proposed "best available technology" (BAT) for snowcoaches
- Adaptive management framework for emerging technologies
- Sylvan Pass avalanche operations and costs
- Opportunities for non-commercially guided access

Accordingly, the NPS has issued a Final Environmental Impact Statement (FEIS), Record of Decision (ROD), and published a Final Rule that selected the 'transition year' portion of the preferred alternative. Under the one-year rule, use levels and restrictions will be the same as the interim rule that has governed use over the past two seasons. The rule allows for up to 318 commercially guided BAT snowmobiles and up to 78 commercially guided snowcoaches per day into Yellowstone this winter. The rule continues to provide for motorized oversnow travel on the park's East Entrance road over Sylvan Pass.

The Park Service will begin the Supplemental (S)EIS process in January 2012. It intends to have a final SEIS, ROD, and a long-term regulation in place before the start of the 2012-2013 winter season.

Other Planning Documents

The LACP also references other planning documents and operating procedures for Yellowstone National Park including: Yellowstone Sign Standards (1992), Yellowstone Revegetation Guidelines (2002), and Yellowstone Lighting Guidelines (2004).

1.5 Lake Area Comprehensive Planning

1.5.1 Defining Area Significance

As Yellowstone National Park plans for the future of the Lake Area, a shared understanding of what resources and values warrant primary consideration is helpful in achieving the park's purpose. The purpose and significance of Yellowstone National Park are described in Section 1.2. These statements explain the specific reasons the park was established and express why the park's natural, cultural, and scenic resources and values are important enough to warrant national park designation. The significance statement for the Lake Area tiers off of the park's significance statement and describes both visitor experience and natural, cultural, and scenic resources and values that are important to preserve in this part of the park. The Lake Area's significance statement:

While protecting park resources, the Lake Area balances appropriate visitor experience and retains what is significant for the future of this portion of Yellowstone National Park. Visitors to the Lake Area, comprised of Lake Village, Fishing Bridge, and Bridge Bay, experience the grandeur and changing conditions of Yellowstone Lake, which highlights views across the water into one of the most remote areas in the continental United States. The intersection of lake, river, and terrestrial communities provides a complex diversity of plant and animal life, including the Yellowstone cutthroat trout and grizzly bears. This wealth of resources has provided connections, both ancient and current, to human occupation and inspiration for over 11,000 years. More recently, this area plays an ongoing and important role in the interpretation of the park's history, including the evolution of tourism, fisheries management, and wildlife conservation. The Lake Area provides three distinct visitor destinations, all connected to the beauty of the lakeshore and the surrounding habitat.

Central to the Greater Yellowstone Ecosystem and surrounded by wilderness, the Lake Village offers tranquility and serenity to visitors seeking respite, often in the grand Lake Hotel, a proposed National Historic Landmark. The Village's combination of cultural and natural resources is the key to its identity; here the visitor enjoys scenic views across the Yellowstone Lake while embraced in a historic setting. The Fish Hatchery and boathouses, Lake Hotel, ranger station, and Lake Lodge form a string of historic architectural structures, telling the long story of tourism and conservation in the area.

Situated on the northern shore of Yellowstone Lake, the Fishing Bridge spans the Yellowstone River, providing visitors with excellent fish and wildlife watching. This development includes a historic amphitheater and a National Historic Landmark, the Fishing Bridge Museum, which serves as visitor education center and bookstore. The Fishing Bridge General Store offers goods and services to visitors coming in from the Park's east entrance as well as those staying at the Fishing Bridge RV Park.

South and slightly west of the Lake Village development, the Bridge Bay Campground and Marina serve yet other visitors—those wishing to camp or boat. In addition to evening interpretive programs at the amphitheater, visitors enjoy water activities departing from the marina, where some dock their private vessels.

1.5.2 Surveying and Mapping Area Natural, Cultural, and Scenic Resources

Resource information is used in three ways for the LACP: (1) it increases knowledge of fundamental resources and values in the area, which then contributes to establishing desired resource conditions, (2) it gives geographic boundaries for resources that may require special compliance, and (3) it provides specific information to define acceptable limits of change.

Resource survey maps provide valuable information for all park staff, empowering them to actively protect resources. Project proponents will be required to use the most up to date resource maps and describe how their proposals will affect resources. Projects not analyzed in this EA can also use these maps during the NEPA process. There are some resource sites that are not shown in this plan due to their sensitive nature. This information may be revealed to project proponents through the project evaluation process.

It is important that these maps maintain accuracy. Because resources are dynamic and conditions change over time, resource inventories within the Lake Area should be updated every ten years, or as needed.

1.5.3 Establishing Desired Future Conditions for Resources and Visitor Experience

The desired future conditions for fundamental natural, cultural, and scenic resources and values and visitor experience should be achieved while considering changes to the area. The following five desired future conditions, and strategies for accomplishing those conditions, are critical for planning within the Lake Area:

1. **Dynamic natural ecosystem processes associated near the outlet of Yellowstone Lake continue and remain intact without additional human-caused interference or manipulation. Broad strategies include:**
   - Wildlife habitat is retained and diverse; abundant native wildlife (including bears, bison, birds, fish, etc.) continue to inhabit the Lake Area.
   - Diverse aquatic communities, including spawning streams, are preserved to help maintain native fisheries, amphibians, etc.
   - Ongoing efforts to prevent non-native species establishment continues with eradication efforts directed at multiple species.
   - Geologic, hydrologic, and hydrothermal resources on land and underwater continue to be protected.
   - The vegetation communities of forest, meadows, wetlands, and sagebrush steppe remain intact, including mixed age class of forests.
   - In order to promote a healthy ecosystem, fuels reduction is well integrated with other natural resource values, visitor experience, and cultural landscape values.
   - The area behind the Fishing Bridge General Store is restored with native vegetation.
   - The Lake Area continues to provide research opportunities for scientific exploration and discovery including archeology, biodiversity, and geology.
   - Federal and state listed threatened and endangered species and their habitats continue to be protected and sustained.
   - Natural landscaping within the development should maintain an environment of fire protection, aesthetics, and wildlife management.

2. **Cultural resources and the features/patterns that contribute to their significance and integrity continue to be preserved and retained to the maximum extent possible. Broad strategies include:**
   - Visitors continue to experience the Lake Hotel as an iconic National Park Service structure, prominent on the shore of Yellowstone Lake, in its historic setting.
   - The rustic Lake Lodge overlooking Yellowstone Lake from across a meadow is preserved.
   - The historic Fishing Bridge Museum NHL and the Fishing Bridge General Store are preserved and continue to provide visitor services along the historic East Entrance Road.
   - The historic Grand Loop Road, which connects the Fish Hatchery complex, the Lake Hotel, general store, and ranger station remains intact and is enhanced
   - Unobstructed views across the lake remain intact and vegetation continues to partially screen development from the lake.
   - The record of archaeological resources of the area is protected and rich human history interpreted.
   - Ethnographic resources will be identified and appropriately managed.
   - Visitors continue to enjoy and experience a sense of place provided by rustic and grand architecture and cultural landscape within a wilderness landscape.
   - Design standards are used to ensure new facilities and changes to existing buildings are compatible with the existing development. Guidance from §106 NHPA and the Secretary of the Interiors Standards is followed.
   - Historic buildings, cultural landscapes, and features are maintained to the maximum extent possible

3. **The existing range of visitor services, the recreational and educational opportunities to experience the lake and the historic character of the Lake Area, and the geologic features near the outlet of Yellowstone Lake are preserved for the benefit, enjoyment, education, and inspiration for this and future generations. Broad strategies include:**
   - Visitors of all ages and abilities enjoy a diversity of opportunities to experience and connect with the lake, which is dominated by natural processes, cultural heritage, and natural scenery.
     - Wildlife viewing, including large mammals, in their natural setting is enhanced.
     - Unique geologic and other natural features viewed from roads, overlooks, trails, and boats are interpreted.
     - Opportunities exist to experience the wildness of Yellowstone Lake through multiple means including boating, viewing, and hiking.
     - Visitors continue to enjoy fishing, camping, and ranger programs.
   - Existing range of visitor services remains intact and is preserved. Visitors easily find adequate facilities that support their stay and exploration of the area including: suitable accommodations, dining, retail services, fuel service, camping, and marina services.
   - Way-finding around the Lake Area is easy to understand beginning with a sequence of arrival.
   - The character, sights, and sounds of the natural and historic setting are preserved.
   - Educational opportunities to learn about natural and cultural resources are enhanced.
   - Visitors feel inspired by the tranquility and experience the natural quiet and sounds of the lake.

- Universal, safe access to the lake, or viewing areas where access is not possible, is provided.

4. **The predominately natural scenery and soundscapes of the area are preserved and improved. Broad strategies include:**
   - Historic views are preserved, including the views of the lake from the hotel and lodge as well as views from the lake and roads to the hotel.
   - Structures and buildings are blended into the landscape with vegetation.
   - Administrative areas and utilities are screened from visitor views.
   - Predominately natural scenery of the area remains intact and is preserved.
   - Predominately natural soundscapes of the area remain intact and are preserved.
   - Opportunities to experience the area's spectacular dark night sky remain intact and enhanced.
   - The experience of natural sounds, wind, and stillness associated with the lake are preserved.

5. **Necessary park and concessioner operations will be enhanced to better serve the visitor and protect the area's natural resources.** Broad strategies include:
   - Employee housing is consolidated in safe, desirable housing options.
   - Year-round staff have year-round facilities.
   - Working and living conditions are improved and made more efficient with proper facilities, such as housing and emergency services and office buildings.
   - Utilities that meet the needs of park and concessioner operations.
   - Sufficient storage facilities for NPS and concession's operations.

1.5.4 Establishing Acceptable Limits of Change

While desired future conditions for resources and visitor experience provide guidance for what the park would like to achieve in the Lake Area, acceptable limits of change define how project proponents can achieve those desired future conditions. Acceptable limits of change are guiding principles that define what kind, where, and how much development and redevelopment can occur in the Lake Area without resulting in unacceptable impacts to natural, cultural, and scenic resources and visitor experience. Acceptable limits of change are comprised of three distinct components—buildable planning zones, planning prescriptions, and design standards.

1.5.4.1 Component 1: Planning Zones

Five types of land-use classifications are defined within the developed areas as buildable planning zones where potential changes may take place. They provide guidance for balancing the level of resource preservation and protection with visitor experience that will be emphasized while considering changes to visitor services, facilities, and utilities. They are based on and are to be used with mapped resource inventories (see Appendix C).

Planning zones delineate areas that are suitable for development. The five different zones are: (1) Natural, (2) Historic, (3) Circulation, (4) Development, and (5) Administrative.

- **Natural** zones are adjacent to or surrounding developed areas or roads where emphasis is placed on preserving predominantly natural scenery and/or historic views. This zone accommodates utilities, trails, and boardwalks that do not obstruct views or scenery. The zone covers most of the area within the planning boundary. Projects within the natural zone should remain at a resource impact threshold equal to or less than a "minor adverse impact," as defined under each impact topic in Chapter 4 of the LACP/EA.
- **Historic** zones are areas within existing historic districts where development changes can occur, provided they follow the Secretary of the Interior Standards for the Treatment of Historic Properties under Section 106 of the National Historic Preservation Act. It is important to note that not all of a historic district is zoned as "buildable." In order to preserve those historic building and circulation patterns that contribute to the integrity of the district, some portions of a historic district are not zoned as buildable. These include important views, existing building cluster arrangements, and certain natural features such as meadows. Development and redevelopment of buildings, roads, parking areas, and trails can occur where zoned, in certain sections of the historic district, in a way that maintains historic integrity. Emphasis is placed on guiding limited changes and improvements while preserving the historic integrity of buildings, structures, roads, parking areas, trails, and other landscape features and patterns.
- **Circulation** overlay zones apply to vehicular circulation that includes major roads, parking areas, and pedestrian pathways. Changes to these areas may occur, but must adhere to the design standards of the underlying zone; i.e., roads within historic zones must address design standards for that zone. Circulation should always emphasize a park-like driving experience

Development and administrative zones are more suited for future development than other zones because they mostly avoid sensitive natural or cultural resources and are not within historic districts.

- **Development** zones are areas where projects mostly associated with visitor services can occur, such as buildings and parking areas. Emphasis is placed on providing or improving facilities and utilities in a way that complements the natural and cultural setting.
- **Administrative** zones are areas that are typically not viewed or visited by the public, are dedicated to operations activities, and are not intended as part of the visitor experience. Emphasis is placed on providing appropriate support facilities such as buildings, parking, storage, etc., while screening these areas from visitor views and access.

Using Resource and Zoning Maps in the LACP: Maps showing the location of natural, cultural, and scenic resources are shown in Appendix C. These resource maps can be compared to the zoning maps found in Chapter 2. Impacts resulting from situations where certain zones overlap natural and cultural resources are discussed in Chapter 4 of the LACP/EA.

1.5.4.2 Component 2: Planning Prescriptions

Planning prescriptions further define the acceptable limits of change within a particular zone by identifying the development footprint (how much) and primary function (what kind) of changes that could occur to the built environment without unacceptable impacts to natural, cultural, and scenic resources.

Examples of Existing Single-Building Footprints	
Lake Hotel	179,124 ft^2
Lake Lodge	29,878 ft^2
Lake Hotel Cottages	308 ft^2
Lake Ranger Station	2,400 ft^2
Lake General Store	5,356 ft^2
Fishing Bridge General Store	19,881 ft^2

Each location has its own set of planning prescriptions that are based on (a) existing functions, (b) available space for new development, and (c) desired future conditions for visitor experience and resources.

Maximum Change in Development Footprint: Development footprint is the square footage of buildings (at ground level), roads, and paved parking in the developed portions of the Lake Area. This planning prescription defines the most any road, building, or parking area can change in size and determines the maximum size of any new construction.

It is important to note that if existing buildings, roads, and paved parking are removed, they can be replaced by similar-sized facilities at no net-gain in development footprint, as long as they fall within the other components for acceptable limits of change. For example, if a dormitory is removed in the Lake Area, that square footage is "banked" and project proponents can use that square footage as part of their allotted footage when they build a new dormitory.

Primary Functions: Different types of facilities have different potential to impact natural, cultural, and scenic resources and visitor experience. For example, visitor facilities near spawning streams may impact grizzly bears. The primary function defines the appropriate use of a space, be it roads, parking lots, or buildings, within the developed area, thus minimizing use conflicts between resources.

Methodology for Determining Projects and Development Footprint
Projects and their corresponding development footprints were determined through public and staff input and resource surveys in order to achieve the following guiding principles:

a) Meet the purpose and objectives of the LACP (Chapter 1).
b) Achieve desired future conditions for natural, cultural, and scenic resources and visitor experience (Chapter 1).
c) Prevent unacceptable impacts to resources through the use of recent resource surveys (Appendix C).
d) When impacts are unavoidable, disclose these impacts and mitigation measures (Chapter 2).

Public and Staff Input: During the comprehensive planning process, park staff and partners and the public identified resource, visitor use, and operational issues and needs critical for meeting the desired future conditions at the Lake Area. See Table 2-1 for a list of projects that were proposed to address issues and needs and consequently meet desired future conditions.

Resource Surveys: Some surveys revealed resources that may require additional compliance and that restrict the extent to which the development footprint could expand. Resource surveys, such as a scenic resource analysis and historic district evaluations, also inform restrictions that preserve contributing features and patterns.

1.5.4.3 Component 3: Design Standards

Design standards, the third planning component, ensure that changes to facilities take into consideration important natural and cultural resource principles for specific locations within the Lake Area. These standards define character-defining features to be retained when designing facilities, including building character, height, appearance, setting, and layout. They are also important mitigating measures for natural, cultural, and scenic resources. Design standards are found in Chapter 2.

Design standards are more flexible in some locations than in others. For example, there is greater flexibility in facility design in administrative zones than in historic zones, because these areas are not seen or accessed by the public. Additionally, design standards are not the same for every historic zone because different historic districts reflect different historic significance, periods of history, and physical features. For example, the standards for Lake Hotel and Lake Lodge historic zones differ considerably; those for Lake Lodge reflect its historic rustic architecture, informal character, and meadow location, while those for Lake Hotel reflect its historic Colonial Revival architecture, formal character, and lake-side location. Design standards identify these differences.

Design standards can also act as mitigation measures for impacts to natural, cultural, and scenic resources. They include:

- Important revegetation techniques

- Standards for preserving dark skies
- Fire management guidance
- Links to Secretary of the Interior Standards for the Treatment of Historic Properties
- Sustainable development guidance
- Character and key concept illustrations.
- Standards for setting, layout, character, scale/size, methods, surroundings, roof design, openings, materials and color.

These standards illustrate and preserve the natural, historic, and scenic integrity of the Lake Area. They follow the Secretary of the Interior's Standards for the Treatment of Historic Properties, and help achieve desired future conditions for scenic resources and historic settings. Design standards address desired future conditions for historic and scenic resources regardless of the proposed level of change and are used as mitigating measures. It is important to note, however, that consultation for §106 assessment of effect would be ongoing and completed for projects as appropriate.

1.5.5 Planning Strategies

Planning strategies have been developed for the Lakeshore location, which propose additional concepts to illustrate proposed actions. The strategies identify key design ideas involving the proposed pedestrian walkway along the lakeshore. The strategies are found in Figure 2-12.

1.5.6 Evaluating Future Projects

Park staff, managers, and partners will follow the guiding principles of acceptable limits of change to design and evaluate projects and ensure that proposals meet resource protection regulations and policies.

Project Approval Process: Park Staff will work with the park's compliance office to determine what level of compliance needs to occur for individual projects. The compliance Project Application Form provides an electronic link to a short project application that references the planning components for the Lake Area. Comprehensive Planning staff will A will fill out the application, referring to the established desired future conditions, planning prescriptions, design standards, , and resource survey maps to ensure compliance with the plan. Projects may be implemented with the approval of the superintendent if they fall within the scope of the Lake Area's acceptable limits of change.

Fig. 1-3: Project Review Process

The planning process involves use of the following: planning locations, zones, and prescriptions, design standards, and planning strategies. Together they guide development in the Lake area.

1. Find the **Planning Location** of the proposal (example Figure 1-2).

2. Identify the **Planning Zone** in which the proposal occurs (example Figure 2-16.1.2).

3. Verify whether the proposal fits one of the categories shown in **Planning Prescriptions**, and whether it falls within net gain for footprint (example Figure 2-16.2.1).

4. Apply **Design Standards** to the proposal (example Figure 2-16.3.3).

5. In the Lakeshore Location, **Planning Strategies** give further guidance (Figure 2-17).

Fig. 1-4.1: Acceptable Limits of Change - Planning Components

Acceptable limits of change consist of three components: planning zones, planning prescriptions, and design standards. Together with desired future conditions, acceptable limits of change guide development in the Lake area.

Buildable Planning Zones 1

Buildable planning zones show where changes in development can take place. The plan uses five types of buildable zones to determine the type of resource protection and visitor experience to be applied to services, facilities, and utilities. The zones and their application are explained in this section. Refer to **Figures 2-6 to 2-19** of the plan for more detail.

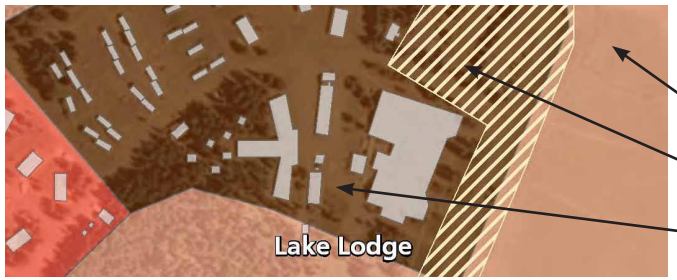
Administrative Zones are areas that are typically not viewed or accessed by visitors, are functional, and are not intended as part of the visitor experience. Emphasis is placed on support facilities for visitor use and resource protection.

Development Zones are areas where recent development has already occurred and future building can occur. Emphasis is placed on providing or improving facilities in ways that compliment the existing setting.

Historic Zones are areas within or adjacent to existing historic districts where changes in development may occur. Emphasis is placed on guiding limited changes and improvement while preserving historic integrity.

Natural Zones are adjacent to, or surrounding, developed areas or roads where underground utilities, boardwalks, or trails may occur. Emphasis is placed on preserving predominantly natural scenery and resources, cultural resources, and/or historic views.

Circulation Overlay Zones are paved roads that are part of the developed area where changes may occur. Emphasis is placed on preserving historic character and providing a park-like driving experience for visitors. Design standards for the underlying zone will apply.



Planning zones vary in size, shape, and relationship to each other at each location.

Surrounding Natural Zone

Circulation Overlay Zone

Historic Zone

Fig. 1-4.2: Acceptable Limits of Change - Planning Components

Planning Prescriptions 2

The LACP provides for balancing resource protection and visitor experience, including reduction, replacement, and new development footprint. Planning prescriptions identify the primary functions (visitor services, housing, etc.) of the development footprint (square footage of buildings, roads, and pavement) that can take place within a particular planning zone. Additionally, design standards provide guidance for the size of an individual building within a location.

Zone	Selected Action		
	Maximum Change In Development Footprint	**Primary Functions**	**Projects**
Any one of the Five Buildable Planning Zones within a Location	Maximum Change in Development Footprint describes the proposed net gain of square footage for buildings and paved surface at ground level*	Primary Functions describes the types of uses for facilities in this location	Identifies projects evaluated for NEPA compliance
Note: This EA/Plan provides for reduction, replacement, and new development footprint. If impacts are not greater than those assessed, no further NEPA is required. Changes to historic properties require compliance with Section 106 of NHPA. Changes to floodplains, wetlands, and other waters of the U.S. require compliance with applicable law and policy.			

Design Standards 3

Design standards are the specific guidelines that will be applied to facilities and infrastructure constructed, renovated, or removed within the planning zones. The design standards are defined by both the type of planning zone and the location within the Lake area.

Any one of the Five Buildable Planning Zones within a Location	**Description**	Describes current facilities and operations at this location.
	Primary Objectives	Describes design objectives for this location.
	Setting	Describes design limits for building orientation, excavation, and vegetation management for all buildings and landscapes in this location.
	Layout	Describes design limits for spatial configuration of buildings in their setting, separation for visual screening, setbacks, and proximity to features in the landscape such as access roads or significant views.
	Scale, Size	Describes design limits for scale, size, height, and building clustering in this location.
	Site Features	Describes design limits for site development features in this location, such as walkways, barriers, signs, night lighting, and vegetation.
	Site Work and Restoration	Describes design limits for restoration of disturbed landscape areas in this location.
	Design and Construction Methods	Describes design methods, materials, technologies, and building codes applicable to this location.
	Roof Design	Describes design limits including pitch, materials, and load-bearing requirements for roofs in this location.
	Materials	Describes design limits for type, purpose, architectural character, and detailing of materials in this location.
	Color	Describes design limits for color range, historic color selection, type of finish, durability, and reflectivity of colors used in this location.

1.5.7 Continued Responsibility for Resource Protection beyond the LACP/EA

Responsibility for resource protection will not end once a project is evaluated using the planning components. Section 106 NHPA consultation of effect with SHPO and ACHP, Section 7 of the Threatened & Endangered Species Act, Section 404 Clean Water Act, and other aspects of environmental compliance continue as the project is better defined.

For example, in the natural zone, exact locations and development footprint for utilities are not shown because their designs are dependent upon projects selected in the future. The plan suggests that all projects within the natural zone remain at a resource impact threshold equal to or less than a "minor adverse impact," as defined under each impact topic in Chapter 4. These projects will be documented through the Yellowstone environmental compliance process with consultation with Comprehensive Planning staff.

Additional Environmental Compliance: Yellowstone National Park is responsible for meeting applicable environmental compliance processes that are required by law and policy after a project is proposed and designed, even if it falls within the limits of acceptable change for the LACP/EA. Project proponents must follow the established Yellowstone environmental compliance process, which is included at the end of the project approval form.

Although the zones, prescriptions, and design standards provide direction for future development within historic districts using guidance from the Secretary of the Interior Standards for the Treatment of Historic Properties, this plan and Environmental Assessment only partially fulfills the requirements of Section 106 of the NHPA.

Sustainable, environmentally-friendly, universally accessible designs achieve conservation stewardship and high-quality visitor services. Environmentally sustainable building practices and designs mitigate impacts to local resources, as well as those within a larger geographic context. For example, hard surfaces that restrict infiltration of precipitation can be mitigated through options such as utilizing permeable surfaces. Stormwater drainage can be managed to return water to vegetation through grading design.

Replacement footprint rather than additional footprint is encouraged; for example, replacing trailers with multiplex housing units. This encourages the reinvestment of park staff, time, and money into improving the condition of the park's assets. It also lets the park concentrate efforts on core services at core locations during peak visitation periods while maintaining essential services.

CHAPTER 2: THE PLAN

2.1 General Overview

Complex and inter-related problems are addressed in this plan (see Chapter 1, Purpose and Need). The plan provides direction for park staff, while still allowing flexibility to adapt to changing future conditions. Implementation of any of the projects will depend on resource protection priorities, environmental and cultural compliance, and future funding and could take many years. For this reason, desired future conditions combine with limits determined by planning components to create a plan that provides guidance and flexibility for future actions.

In the spring of 2007, the Yellowstone Park Foundation sponsored a week-long brainstorming workshop attended by NPS staff, Montana State University staff and students, and five design firms from the private sector, which allowed park staff to explore solutions for the area's issues and needs. In winter of 2010, the NPS created an interdisciplinary team of staff and resource experts that compiled information about the area, including environmental surveys and studies, user data, public scoping comments, and direct site observations. The project team then developed alternatives for different areas of concern including natural and cultural resource protection, vehicular and pedestrian circulation and wayfinding, and changes to park operational facilities such as employee housing, utilities, and visitor facilities.

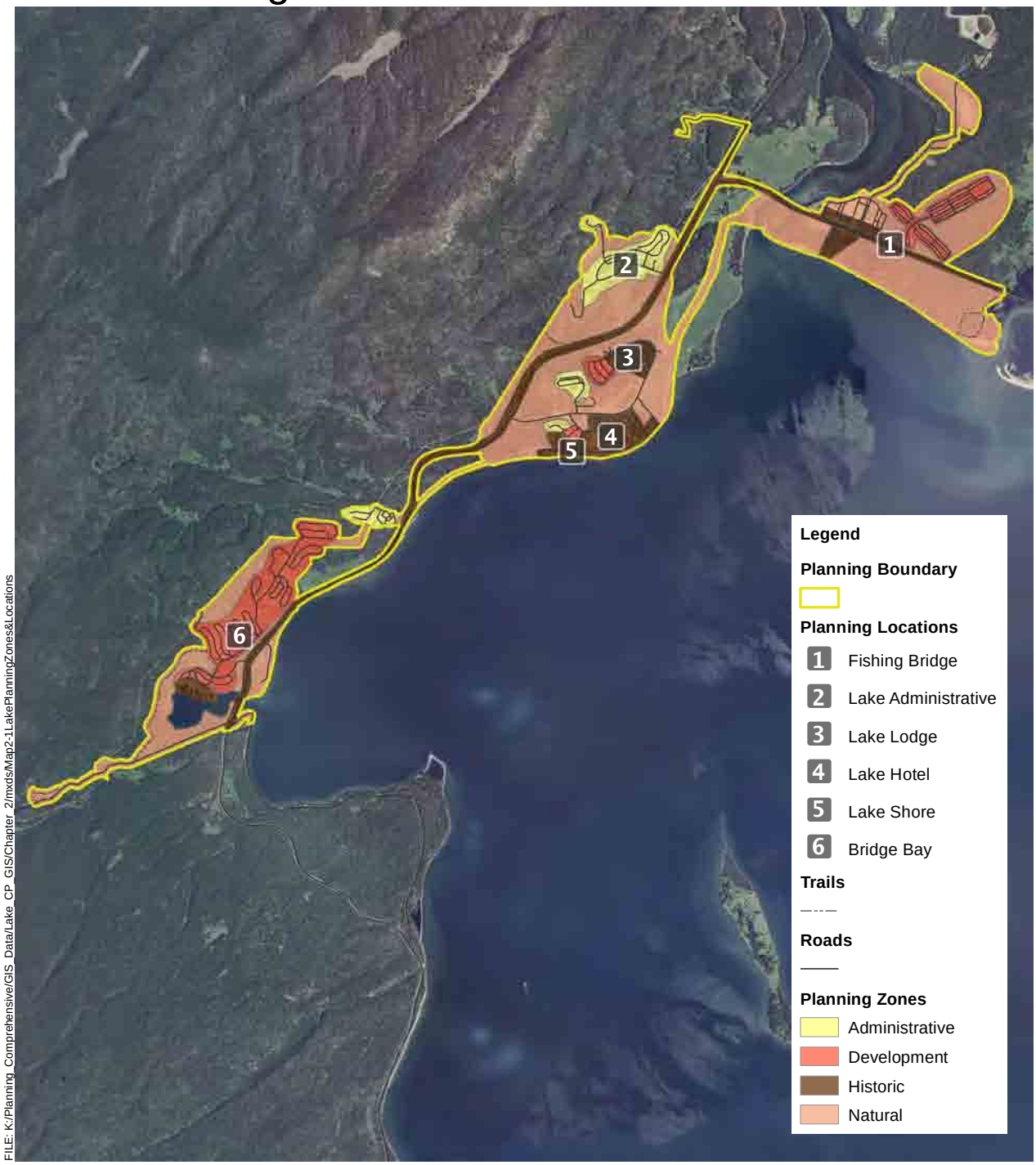
The NPS released an environmental assessment for the Lake Area Comprehensive Plan, with three alternatives, for a month-long public review January 30, 2012. Park staff conducted three public meetings to gather input in Cody and Jackson, Wyoming and Bozeman, Montana. Staff sent the completed FONSI and LACP to the Intermountain Region Director for signature on March 30, 2012.

The following is a general overview of the plan followed by a more in-depth section divided by planning locations.

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Planning Locations & Zones



FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_2/mxds/Map2-1LakePlanningZones&Locations

N W E S

0 0.5 1 2 Miles

Figure 2-1 Lake Planning Locations & Zones

2.1.2 Plan Summary

Using the planning process described in Chapter 1, and building upon past planning efforts, the plan balances the protection of park resources and values and enhances visitor experience by (a) adopting desired future conditions for resources and visitor experience, and (b) setting acceptable limits of change to existing development that supports these desired future conditions.

If projects from past plans still meet current needs, they have been included in this plan. The plan also proposes changes to some past planning decisions in order to better meet current resource and visitor needs. Most of these projects involved removing structures and relocating their functions to new locations. In these cases, current resource conditions indicate that it is appropriate to keep the structures in their current locations. Although there are many important resources in the Lake Area, one species listed as Threatened under the Endangered Species Act by the United States Fish and Wildlife Service (USFWS) is the grizzly bear. Grizzly bear distribution within the GYE has expanded during the last two decades as bears began to recolonize habitats outside YNP. Bears increased their range by 11% during the 1980s, and an additional 34% during the 1990s (Schwartz et al. 2002). Grizzly bears continue to expand their range and currently occupy more than 8.5 million acres (Schwartz et al. 2006*b*). As the population of grizzly bears expanded in the ecosystem, bear density inside YNP also increased. Recent studies suggest that bears inside YNP may be near carrying capacity, a term used to define the limits of available space, food, and other resources in the environment (Schwartz et. al. 2006*c*). At the same time, there have been few grizzly bear-human conflicts within the planning boundary. Due to the increased population of grizzly bears combined with decreased incidences of human-caused mortality, past planning decisions are re-evaluated in this plan.

All projects in are subject to zoning, planning prescriptions and strategies, and design standards.

The existing overall net change in development footprint for buildings in the Lake Area could be increased by up to approximately 120,600 square feet (2.8 acres). The overall development footprint for pavement could be increased by up to approximately 277,600 square feet (6.4 acres). These overall ranges in development footprint are dispersed throughout the Lake Area in specified locations described below. The planning prescriptions list development footprint by zone within each location.

Table 2-1: Summary of projects

Projects	
Fishing Bridge	Net gain of up to 7,000 square feet in building footprint. Net gain of up to 226,100 square feet in paved surfaces (permeable where possible). Projects include: • Retain, rehabilitate, and expand Fishing Bridge Auto Repair Station by approximately 600 square feet • Retain and rehabilitate Fishing Bridge Service Station • Retain and rehabilitate Fishing Bridge Boy's Dorm for seismic stabilization • Retain and expand YPSS dorm by approximately 40% • Rehabilitate/infill Fishing Bridge RV Park within existing footprint to accommodate a mixture of longer and shorter oversized • Rehabilitate camper services building, comfort stations, and parking within existing footprint • Retain remaining cabins and storage sheds • Widen road between RV Park and Fishing Bridge to allow for turning lane into RV Park and other facilities • Retain and rehabilitate Fishing Bridge warming hut • Replace water lines throughout Fishing Bridge location • Improve pedestrian connection between General Store and Museum • Maintain fire camp behind Fishing Bridge store until replacement location is determined • Maintain helispots until fire camp is relocated • Modify Pelican Creek nature trail to protect rare plant habitat and archeological sites
Administrative	Net gain of up to 58,000 square feet building footprint and 7,200 square feet gain of paved surfaces (permeable where possible). Projects include: • Construct 40 bedrooms for NPS housing in multiplex units (1- 2 bedroom each) • Remove trailers • Replace Utah Dorm • Consolidate and expand maintenance and storage facilities • Construct animal-proof recycling and garbage transfer station • Update, improve, and expand utilities and the water tank throughout entire Lake Area • Construct offices, Emergency Services Building (ESB) • Construct community/recreation center
Lake Lodge	Not to exceed 11,900 square feet net gain in additional building footprint and 8,100 square foot net gain in additional pavement (permeable where possible). Projects include: • Move lodge cabins away from Lodge Creek to alternative sites within the location • Retain and adaptively re-use Seagull Dorm • Retain and rehabilitate Pub facility • Maintain fencing between cabin area and Lodge Creek • Retain lodge cabin road in current location • Construct 60-room dormitory at site of Teal Dorm • Construct employee recreation hall in concessions' administrative area • Formalize pedestrian walkway for employees between concessions' administrative area to Lake Lodge area • Provide night lighting for pedestrian pathways within developed area that meets Night Lighting Standards

Projects	
Lake Hotel	Not to exceed 3,700 square feet net gain in building footprint and no net change in paved surfaces footprint. Projects include: • Retain hotel cottages in current configuration • Construct breezeway between hotel and boiler room • Provide seismic stabilization for Lake Hotel • Install emergency generator for Lake Hotel • Construct maintenance building for concessions use behind Lake Hotel • Rehabilitate post office to conform to design standards • Retain winterkeeper's cabin • Develop entry structure adjacent to rear of Lake Hotel to define entrance to structure • Construct elevator at the Lake Hotel to comply with American Disabilities Act requirements
Lakeshore	Not to exceed 13,100 square feet net gain in additional building footprint and 36,000 net gain in pavement (permeable where possible). Projects include: • Construct 16 bedrooms in multiplex housing to replace transahomes in fisheries area • Rehabilitate and adaptively use Lake Service Station • Convert current road to pedestrian-only traffic between Lake Hotel and Lake General Store, no parking in front of hotel, create pedestrian/bike pathway along lakeshore, historic bus access to porte cochere • Create an entry kiosk (signage, orientation panels) at pull-out on south side of access road • Replace pedestrian viewing platform in front of Hotel • Rehabilitate Lake Ranger Station offices for year-round occupancy with public space • Construct new road behind ranger station to enhance circulation in day-use area • Construct/improve parking between ranger station and general store • Adaptive use of hatchery for visitor use • Construct lift station to enhance adaptive use of hatchery • Enhance picnic area near hatchery (with seasonal closures) • Rehabilitate hospital structure to conform with design standards • Retain both boathouses • Construct ESB near hospital
Bridge Bay	Not to exceed 26,900 square feet net gain in additional building footprint and 200 square feet net gain in additional pavement. Projects include: • Construct shower facilities in campground • Construct shower/laundry facility near marina • Relocate fuel pump at marina • Install electricity in Loops A-D • Construct fence to separate humans and bears from utility corridor near H Loop of the Bridge Bay campground • Utilize darker colors to blend transfer station buildings • Repair marina bulkhead • Dredge mouth of Bridge Bay marina • Construct storage facilities at transfer station to replace storage currently in hatchery • Keep campground circulation in current configuration • Rehabilitate campground amphitheatre

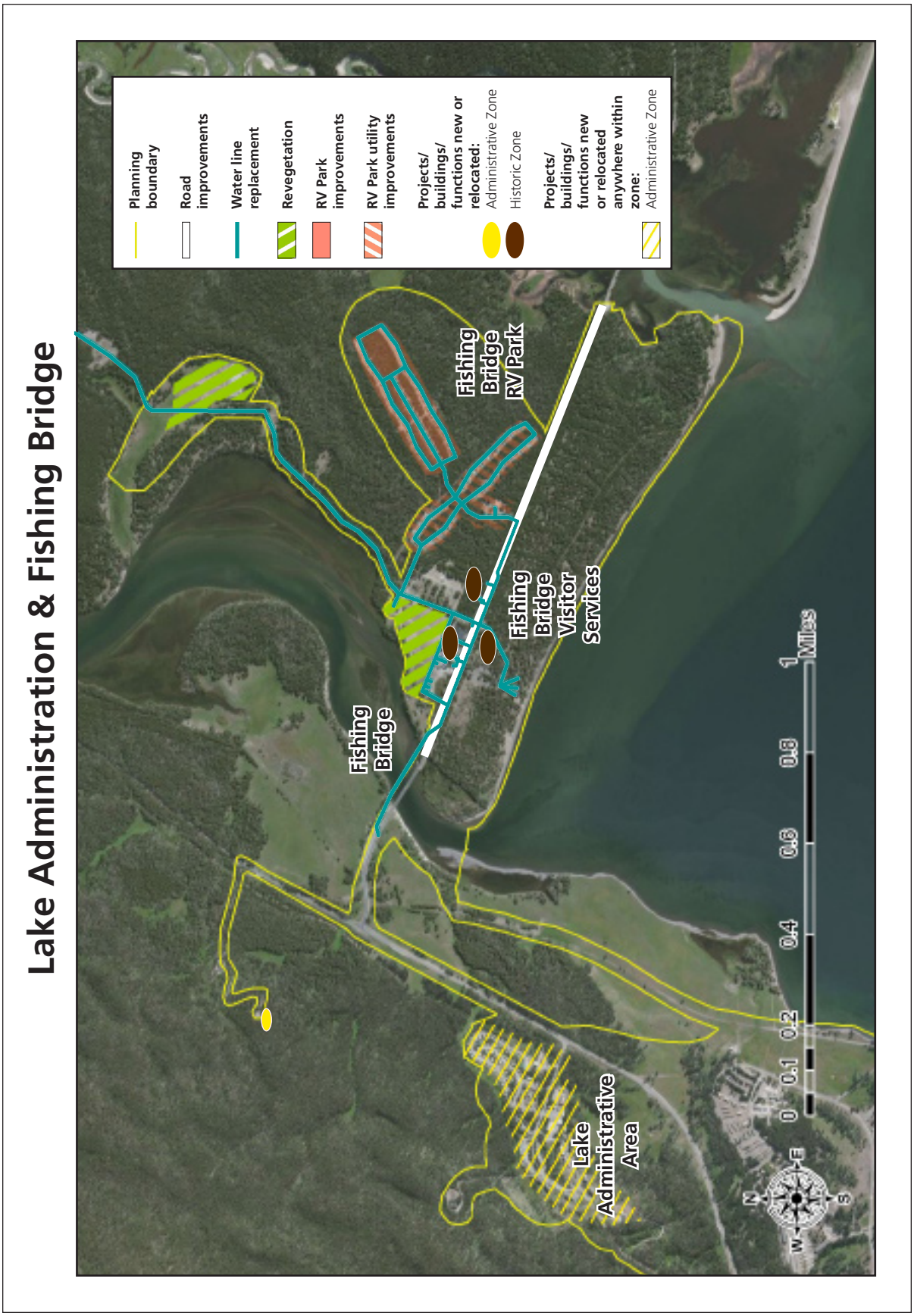


Figure 2-2 Lake Administration & Fishing Bridge - Overview

Figure 2-3 Lake Village - Overview

Figure 2-4 Bridge Bay - Overview

2.2 Fishing Bridge Location

The Fishing Bridge location will continue to provide support and education to visitors. Comprehensive planning components for the Fishing Bridge location follow:

Planning zones: This location contains the following planning zones: natural, historic, circulation overlay, and development.

- **Design Standards:** See Figure 2-6 for specific design standards for natural, historic, development, and circulation overlay zones.
- **Planning prescriptions**: The acceptable net increase in development footprint will be 7,000 square feet; which can accommodate projects such as an expanded auto repair shop and the addition of a shower facility in the RV park. The acceptable net increase in development footprint for pavement will be 226,000 square feet (most pavement is associated with infill at the Fishing Bridge RV Park and widening the East Entrance Road for a turning lane). Please see the planning prescriptions table for distribution of development footprint.

Projects:

- **Retain, rehabilitate, and expand the Fishing Bridge Auto Repair Shop**
  The historic auto repair shop roof collapsed in March, 2011 and requires extensive repair. At the same time, this historic structure will be slightly expanded (by approximately 600 square feet) to accommodate modern vehicles. Renovation will follow the Secretary of the Interior's guidelines for historic structures.
- **Retain and rehabilitate Fishing Bridge Service Station**
  This service station is heavily used by visitors traveling along the east entrance road and is the oldest service station in the park. Moving it to another location within the planning boundary area would cause greater impacts to resources than leaving it in its current location. Renovation will follow the Secretary of the Interior's guidelines for historic structures.
- **Retain and rehabilitate Fishing Bridge Boy's Dorm for seismic stabilization**
  This historic building is part of the Fishing Bridge cultural properties and will be rehabilitated for seismic stabilization within its existing footprint. Renovation will follow the Secretary of the Interior's guidelines for historic structures.
- **Retain and expand Yellowstone Park Service Station (YPSS) dorm**
  By expanding this dorm by 40% (approximately 1,100 square feet), YPSS will be able to consolidate their housing into this one structure.
- **Retain remaining cabins and storage sheds in the Fishing Bridge location**
  YPSS currently uses the cabins to house employees, but will no longer need to do so after the YPSS dorm is enlarged. The cabins will be used for storage and to tell the history of development in the Fishing Bridge location.
- **Rehabilitate Fishing Bridge RV Park (within existing footprint) to accommodate longer vehicles.**
  This rehabilitation will involve redesigning and infilling the northern loop of the RV park to accommodate longer vehicles. A shower/restroom facility will also be constructed. All changes will take place within the current RV park footprint and result in a decrease in site capacity by approximately 33 sites.

- **Rehabilitate camper services building, comfort stations, and parking within existing footprint**
  The camper services building, comfort stations, and parking need to undergo lifecycle maintenance in order to improve their condition and improve efficiency. This project will not increase footprint development.
- **Widen road between the RV park and Fishing Bridge**
  The existing road will be widened to include a center turn lane in this area. Pedestrian crosswalks will be included. During the summer season, traffic becomes congested between the RV park and general store and is hazardous to pedestrians attempting to cross the road. Cone-bearing whitebark pine trees will be avoided wherever possible during construction.
- **Retain and rehabilitate the Fishing Bridge warming hut**
  This structure is used by visitors and employees during the winter months. Currently, the roof leaks and is in need of repair. Renovation will follow the Secretary of the Interior's guidelines for historic structures.
- **Replace main water lines throughout location**
  The Fishing Bridge location has some of the oldest utilities in Yellowstone National Park. Most of the water lines in the Fishing Bridge location are 70-80 years old and have degraded and no longer operate efficiently, leading to a 20-35% water loss. In order to support visitors and protect resources, water lines must be replaced. In addition to leakage, the current system is too shallow to allow operation during the winter. Because of this, historic structures do not have fire protection in the winter. Approximately 25,000 linear feet of water line needs to be replaced in the Fishing Bridge location. Currently, the water main is attached under the Fishing Bridge as it crosses the Yellowstone River. The water main is exposed and contributes to the requirement for draining prior to winter. As part of the proposed action, horizontal directional drilling will be completed underneath the river to allow an 18 inch pipe to be inserted. The horizontal drilling will maintain a minimum depth of 15 feet below the bottom of the river.
- **Maintain fire camp behind Fishing Bridge General Store until a replacement location is determined**
  The fire camp is currently staged behind the Fishing Bridge General Store in order to provide a central location during major fire events in the eastern portion of Yellowstone. Fire camp location is a complex issue, with human safety being of foremost importance. However, managers recognize that natural and cultural resources conflict at this site and will search for a new location that meets both human safety and resource protection requirements.
- **Reclaim/restore native vegetation behind general store.**
  As stated in previous consultation (1988 Fishing Bridge DCP/EIS), the NPS will restore the area behind the general store to natural conditions.
- **Modify Pelican Creek Nature Trail to protect rare plant habitat**
  This trail, which starts with a boardwalk through wetlands, is heavily used by visitors. The trail brings visitors near the lakeshore, which has led to social trails, trampling, and local extirpation of Yellowstone sand verbena, a plant endemic to the park. This project will redesign a portion of the trail. Rangers could still conduct interpretive walks in the area and it will be open to visitors, but rare plant habitat will be protected by directing visitors away from sensitive areas.

Fishing Bridge Location

Design Standards

The Fishing Bridge Location is sited on the Pelican peninsula, and is bounded by the confluence of Yellowstone Lake, the Yellowstone River, and Pelican Creek, which creates abundant wildlife habitat, particularly for the grizzly bear.

The history of human use in this area is told through archaeological sites and historic rustic architecture.

The Fishing Bridge location includes the historic log bridge over the Yellowstone River, visitor facilities, and the National Historic Landmark Fishing Bridge Museum on the lakeshore. Visitors enjoy unobstructed views of the lake and river from the bridge and views of the lake from the museum terrace.

The historich "streetscape" appearance of Fishing Bridge should be maintained and development consolidated in this location.

Archaeological sites and mature whitebark pines should be avoided. Changes to development should be within existing footprint.

Fishing Bridge Location

Fig. 2-5.1.1: Planning Zones 1

Existing Conditions

Legend

Planning Boundary

Fishing Bridge Location

Fig. 2-5.1.2: Planning Zones 1

Fishing Bridge Location planning zones allow development footprint that accommodates additional visitor use, administrative facilities, and road improvements.

Legend

- Planning Boundary
- Buildings

Planning Zones

- Administrative
- Development
- Historic
- Natural
- Circulation Overlay

Fishing Bridge Location

Fig. 2-5.2.1: Planning Prescriptions 2

Zone	Selected Action		
	Maximum Change In Development Footprint	**Primary Functions**	**Projects**
Administrative Zone	Not to exceed 8,000 s.f. net gain for structures	NPS operational facilities	• Construct water tank
Development Zone	Not to exceed 5,200 s.f. net gain for buildings; 152,000 s.f. net gain for pavement	Concession visitor facilities	• Rehabilitate RV Park (mixture of vehicle lengths) • Rehabilitate camper services building • Construct additional shower/comfort facility within existing footprint of RV Park
Historic Zone	Not to exceed 1,800 s.f. net gain for buildings; no gain or loss for pavement	NPS visitor facilities	• Retain and rehabilitate winter warming hut • Upgrade utilities as described in Section 2.3.2 • Construct/improve pedestrian pathways • Retain/adaptively re-use cabins (storage)
		Concession visitor facilities	• Retain/rehabilitate/enlarge auto repair shop • Retain/rehabilitate auto service station
		Concession operational facilities	• Rehabilitate Boy's Dorm • Expand YPSS dorm
Natural Zone	No gain or loss for pavement	Walkways Roads and parking Minor facilities like utilities	• Construct/improve pedestrian pathways • Upgrade utilities as described in Section 2.3.2 • Restore vegetation • Remove fire camp/helispot when alternate site available
Circulation Overlay Zone	Not to exceed 74,100 s.f. net gain for pavement	Circulation and parking	• Widen road through Fishing Bridge developed area with turn lane
Note: Refer to Section 2.3.2 and Table 2-1 for description of utilities projects potentially occurring in all zones.			
Note: This EA/Plan provides for reduction, replacement, and new development footprint. If impacts are not greater than those assessed, no further NEPA is required. Changes to historic properties require compliance with Section 106 of NHPA. Changes to floodplains, wetlands, and other waters of the U.S. require compliance with applicable law and policy.			

Fishing Bridge Location

Fig. 2-5.3.1: Design Standards 3

Keep height of structures below average height of surrounding tree canopy

Set structures within surrounding trees

Administrative Zone	**Description**	Area currently contains water supply facilities not accessed or visible to the public.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of both visitor-use areas and Grand Loop Road.
	Scale, Size	Total facility height remains near average tree canopy; maximum two stories.
	Site Features	Integrate new construction within existing topography and landscaping. Avoid reflective surfaces. Consolidate footprint to avoid impacts. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands and cone-bearing whitebark pine trees. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Historic Fishing Bridge structure crossing the river at the north end of Yellowstone Lake

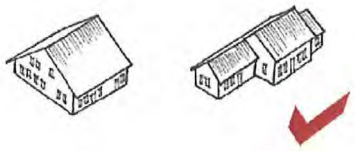
Fishing Bridge Location

Fig. 2-5.3.2: Design Standards 3

Development Screening

Preserve natural screening between development and visitor use areas

Building Shape



Shape large buildings as collections of smaller identifiable parts

Setting

Development Zone	**Description**	Zone contains Fishing Bridge RV Park and associated service buildings such as registration, laundry, and comfort stations.
	Primary Objectives	• Zone is limited to current footprint of RV park development. Ensure operational facilities are screened and out of visitor view. • Protect wetland, wildlife habitat, whitebark pine, and archaeological resources. • Maintain vegetation screening between RV park and Grand Loop Road.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings where possible. Screen operational facilities from view of visitor-use areas.
	Layout	Connect visitor-use areas to general store with universally accessible pedestrian pathway system.
	Scale, Size	Total building height remains near average tree canopy; maximum two stories. Break up building mass through use of roof overhangs, porches, and combinations of smaller units or different shapes.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Note potential for archaeological and whitebark pine resources in area. See mitigation measures. Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to immediate area structures and appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with adjacent historic district. Avoid reflective surfaces.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Fishing Bridge Location

Fig. 2-5.3.3: Design Standards 3

Fishing Bridge Museum

National Historic Landmark situated on the shore of Yellowstone Lake

Rustic stone and log structure with strong sense of place

Historic Zone	**Description**	Museum sits near shore of Yellowstone Lake, surrounded by trees and hidden from direct view of East Entrance Road. Remaining historic buildings, such as cabins, repair shop, service station, general store, and dormitory are along north side of East Entrance Road. Significant structures are rustic style, blending with surrounding landscape. Trees interspersed around buildings.
	Primary Objectives	• Retain and preserve integrity of historic structures within their setting. • Location is part of Fishing Bridge Historic District. Fishing Bridge Museum is a National Historic Landmark. Additions and exterior alterations to follow "The Secretary of the Interior's Standards for the Treatment of Historic Properties". • Improve pedestrian connections between museum and other visitor services. • Protect wetland, archaeological, and whitebark pine resources. • Relocate fire camp/helispot and revegetate area. • Vegetation used to blend buildings into landscape.
	Setting	Museum is surrounded by trees and a portal to the shore of Yellowstone Lake. Historic cabins, repair shop, service station, general store, and dormitory are on vehicular access road (early strip development) running parallel to East Entrance Road; trees in rock masonry medians provide screening between the two roads. Vegetation blends buildings into landscape.
	Layout	Preserve relationship of museum to historic setting; maintain surrounding tree cover. Preserve vehicular entry sequence on the north side of East Entrance Road; preserve trees between the two roads. Improve parking along access road and east of general store. Preserve/consolidate operational functions away from visitor use areas.
	Scale, Size	Retain and preserve separate buildings within surrounding tree cover.
	Site Features	Retain and preserve historic landscape and site development features. Retain historic patterns in site features, such as plain concrete with scoring lines in wave-like patterns. Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/ or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid cone-bearing whitebark pine trees. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Fishing Bridge Location

Fig. 2-5.3.4: Design Standards 3

Boy's Dorm

Rustic exposed log structure with sheathing placed on interior of framing

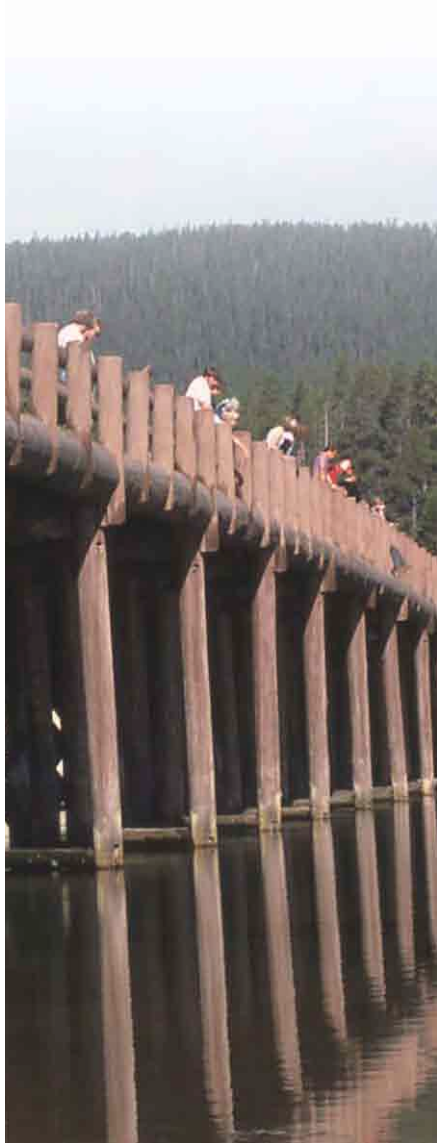
Historic Zone	**Design and Construction Methods**	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to traditional park structures and appropriate for heavy snow accumulation. Use preservation requirements for historic buildings and landmarks. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in heavy snow accumulations.
	Materials	Use materials identified in nominations for historic districts and landmarks. Where possible, use fire resistant materials that appear natural and are compatible with historic district. Avoid reflective surfaces.
	Color	Compatible with historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Fishing Bridge Service Station

Concrete and log structure viewed through trees in masonry edged medians along roadway

Fishing Bridge General Store, in historic setting; visitors experience the Fishing Bridge developed area within tree-covered surroundings



Watching fish from Fishing Bridge
Example:
Bridge is in historic zone
with circulation overlay

Fishing Bridge Location

Fig. 2-5.3.5: Design Standards 3

Natural Zone	**Setting**	Maintain appearance of natural landscape with few above-ground features that lie lightly on the land, such as small utility boxes, hydrants, signs, trails, and boardwalks. Minimize structures in visible locations. Preserve unencumbered natural views and habitat within landscape.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid cone-bearing whitebark pine trees. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of currently applicable building codes.
	Color	Compatible with historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		
Circulation Overlay Zone	**Setting**	Meet design standards specified for underlying zones, for example natural zone or historic zone.
	Layout	Protect wetland and whitebark pine resources. Minimize intrusion into other sensitive resources.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid cone-bearing whitebark pine trees. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of currently applicable building codes.
	Materials	Minimize use of impervious materials where possible.

Fishing Bridge Location

Setting of Fishing Bridge visitor services at the north end of Yellowstone Lake, with historic Fishing Bridge to the right

2.3 Lake Administrative Location

The Lake Administrative location will continue to provide operational support allowing increased efficiency in protecting visitor experience and resources and enhancing public safety. Comprehensive planning components for the Administrative location follow:

Planning zones: This location contains administrative, natural, and circulation overlay planning zones.

- **Design Standards:** See Figure 2-8 and for specific design standards for administrative, natural, and circulation overlay zones. The boundary of the current Administrative location will not expand; new construction projects will be infill.
- **Planning prescriptions**: The acceptable net gain in development footprint will be 58,000 square feet; which could accommodate projects such as an emergency services and offices building and employee housing. The acceptable net change in development footprint for pavement will be 7,200 square feet. Please see the planning prescriptions table for distribution of development footprint.

Projects:

- **Construct the equivalent of 40 bedrooms for NPS housing in multiplex units**
  In some cases this project will remove the trailers currently used for housing and replace them with multiplexes. The trailers are nearing the end of their life and inadequate for housing. The multiplexes will replace this sub-standard housing currently used by seasonal and year-round employees in a consolidated footprint.
- **Replace Utah Dorm**
  The Utah Dorm is in poor condition and will be removed to make room for the consolidated administrative buildings or housing. It will be replaced with the same development footprint.
- **Consolidate and expand maintenance and storage facilities**
  There is currently a shortage of maintenance and storage facilities for the Lake Area and maintenance functions are distributed among several small, inadequate cabins and other buildings. This project will construct one or more new buildings to accommodate maintenance and storage needs and will also improve worker efficiency and safety. This plan assumes that the existing maintenance cabins will be removed.
- **Construct animal-proof recycling and garbage transfer station**
  Currently, winter garbage solutions attract wildlife, which is then conditioned to human food. Secure garbage and recycling facilities will alleviate this problem. This project consists of a building to secure the garbage with associated fencing.
- **Update, improve, and expand water tank and utilities throughout Lake Area**
  Due to their age, utilities need to be upgraded in order to increase efficiency, protect resources, and maintain visitor safety. Utility upgrades would occur throughout the Lake Area under this plan. These upgrades would be completed in place whenever possible. In the case of utility replacements, the new utility line may be placed alongside the existing to ensure utilities are provided during the replacement. This project would also include replacement of the Fishing Bridge Water Tank. The tank is a partially buried 250,000 gallon concrete tank that was built in the 1930s. The outside of the tank is covered by layers of calcium deposit and is likely the result of leakage out of the tank. Leakage from the tank is calculated at 12,000 gallons per day. Currently on high summer use days the tank is drained

so the amount of water loss is decreased and demands can be met. This results in limited fire supply storage to the entire Fishing Bridge, Lake and Bridge Bay areas.

- **Construct office/Emergency Services Building (ESB)**
  There is inadequate office space for year-round employees, who have to move offices multiple times per year. Additionally, this area requires better facilities to house emergency vehicles such as ambulances and fire trucks in order to enhance visitor safety. This project will construct a facility similar to the Old Faithful ESB to provide year-round office space and emergency vehicle storage.
- **Construct community/recreation center**
  The mess hall currently used for meeting space and as a community center is inadequate in terms of size. Additionally, rangers do not have a facility to maintain their fitness requirements year-round.

Lake Administrative Location

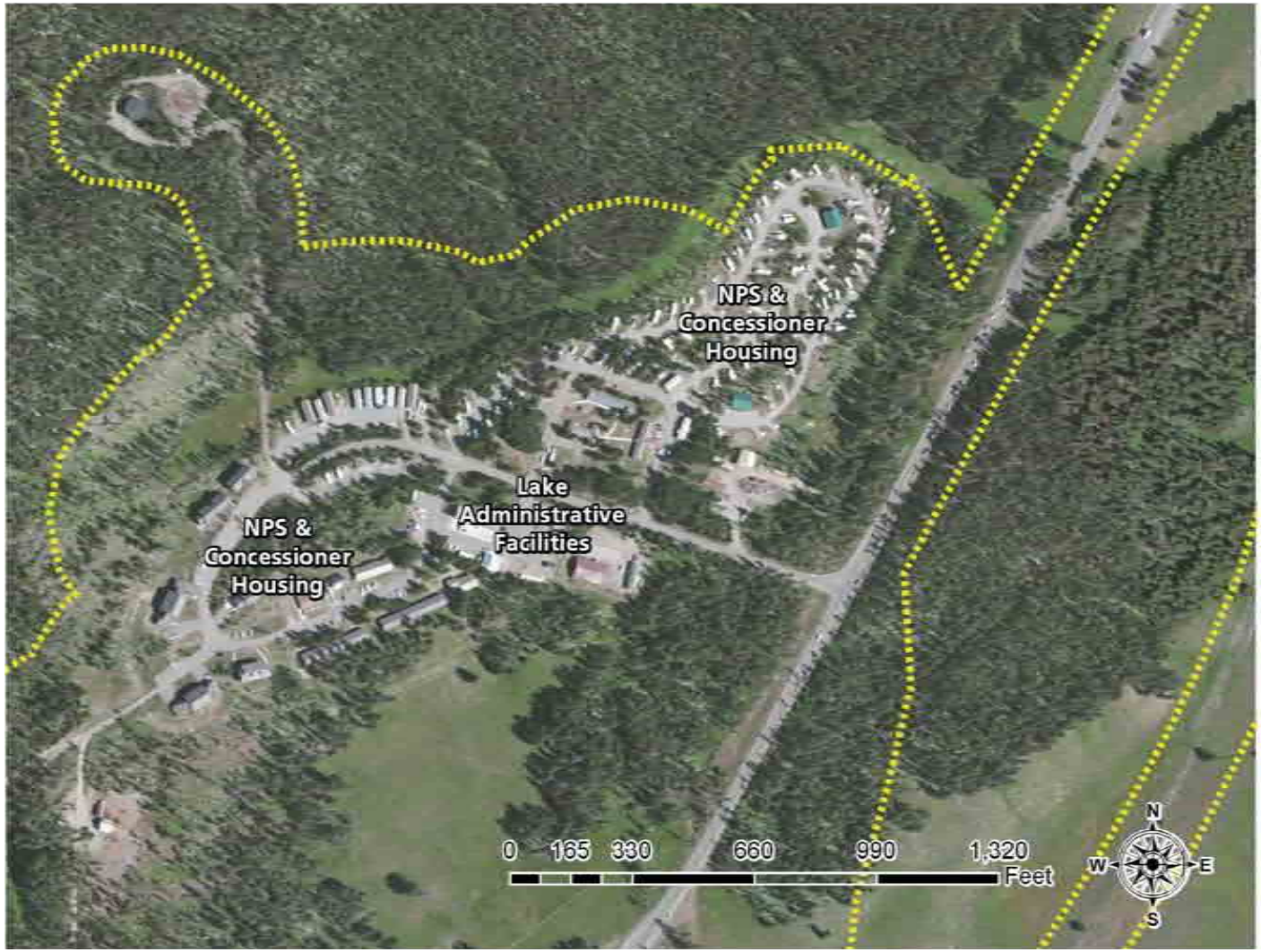
Design Standards

Located at the base of Elephant Back mountain, screened from visitor facility view, this location provides operational support.

Development footprint should be consolidated to avoid wetlands and wildlife habitat. Operational facilities should be improved and living conditions enhanced for employees. Screening from visitor facilities and the Grand Loop Road should be maintained.

Lake Administrative Location

Fig. 2-6.1.1: Planning Zones 1



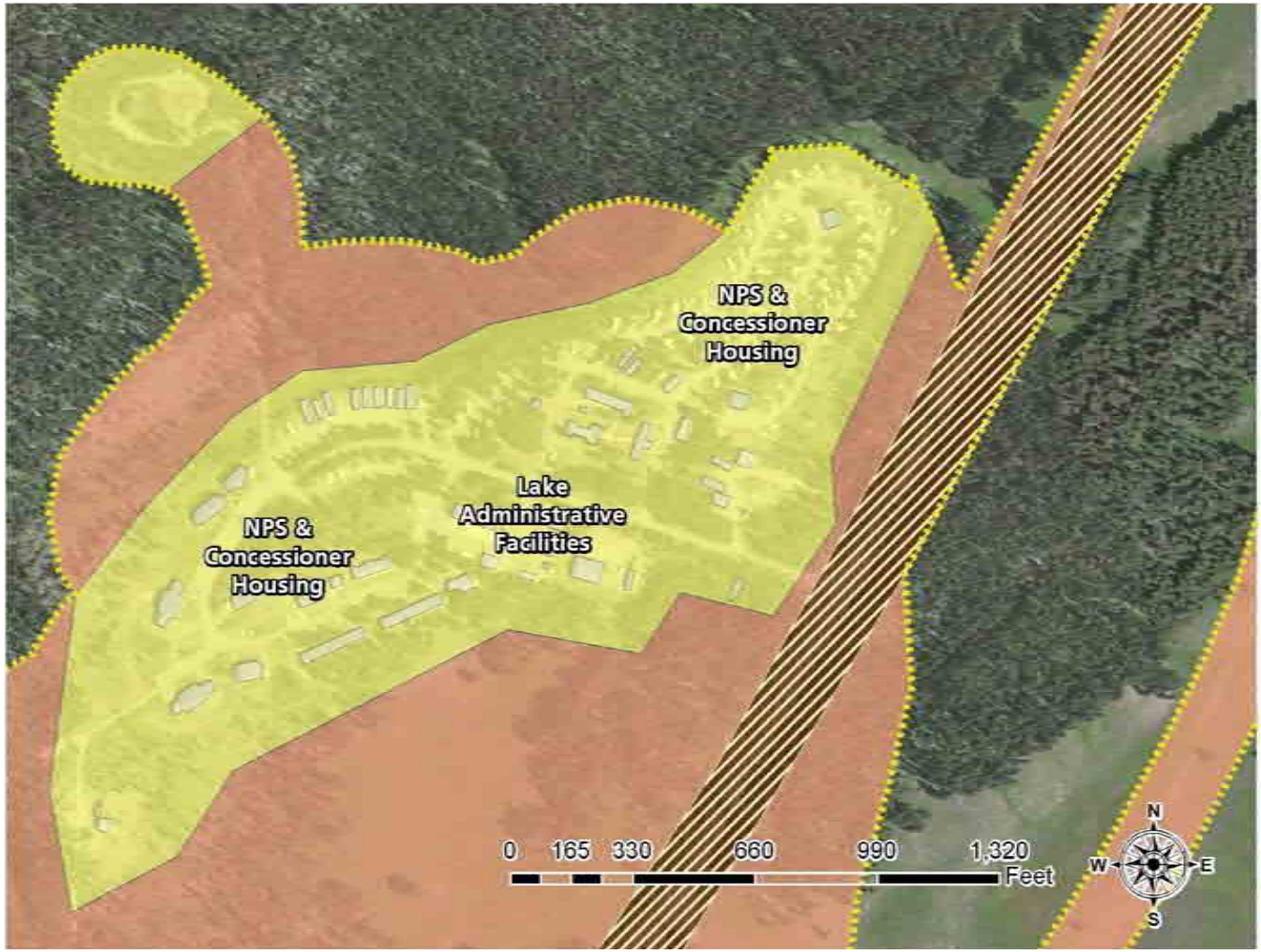
Existing Conditions

Legend

Planning Boundary

Lake Administrative Location

Fig. 2-6.1.2: Planning Zones 1



Lake Administrative Location planning zones allow development footprint that accommodates additional administrative facilities.

Legend

- Planning Boundary
- Buildings

Planning Zones

- Administrative
- Development
- Historic
- Natural
- Circulation Overlay

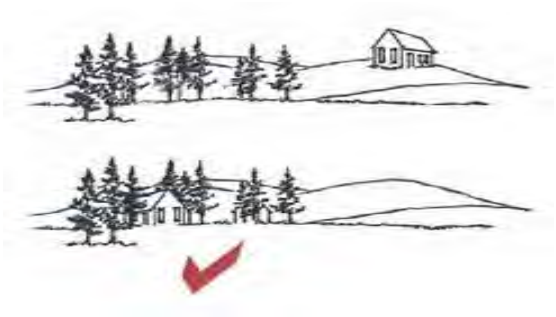
Lake Administrative Location

Fig. 2-6.2.1: Planning Prescriptions 2

Housing with character appropriate to this area

Zone	Selected Action		
	Maximum Change In Development Footprint	**Primary Functions**	**Projects**
Administrative Zone	Not to exceed 50,300 s.f. net gain for buildings; 7,200 s.f. net gain for pavement	NPS operational facilities	• Remove and reconstruct Utah Dorm • Remove and reconstruct administrative buildings • Upgrade utilities/waterlines • Construct animal-proof garbage storage • Construct additional parking • Construct emergency services building • Construct recreation/fitness center • Replace trailers with multiplex housing
Natural Zone	No gain or loss for pavement	Walkways Roads and parking Minor facilities like utilities	• Upgrade utilities as described in Section 2.3.2
Circulation Overlay Zone	No gain or loss for pavement	Circulation improvements	• none
Note: Refer to Section 2.3.2 and Table 2-1 for description of utilities projects potentially occurring in all zones.			
Note: This EA/Plan provides for reduction, replacement, and new development footprint. If impacts are not greater than those assessed, no further NEPA is required. Changes to historic properties require compliance with Section 106 of NHPA. Changes to floodplains, wetlands, and other waters of the U.S. require compliance with applicable law and policy.			

Recreation building with character appropriate to this area



Set structures within surrounding trees, and place below horizon

Lake Administrative Location

Fig. 2-6.3.1: Design Standards 3

Building Screening

Preserve natural screening between administrative buildings and visitor use areas

Building Height

Keep height of buildings below average height of surrounding tree canopy

Administrative Zone	**Description**	Area currently contains operational facilities not accessed or visible to the public used by concessioners such as vehicle maintenance, repair shops, storage, NPS housing, and concessioner housing.
	Primary Objectives	• Location is across Grand Loop Road from Lake Village visitor services, and supports those functions. Ensure operational facilities are screened and out of visitor view. • Protect wetland resources. Minimize intrusion into other resources. • Limit size of individual buildings.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of both visitor-use areas and Grand Loop Road.
	Layout	Improve pedestrian pathway between housing areas and visitor services across Grand Loop Road. Preserve landscape screening between operational facilities and housing areas.
	Scale, Size	Total building height remains near average tree canopy; maximum two and one-half stories. Maximum individual building footprint 5,500 s.f. Break up building mass through use of roof overhangs, porches, and combinations of smaller units or different shapes.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands and cone-bearing whitebark pine trees. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to traditional park structures and appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with nearby historic district. Avoid reflective surfaces.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.

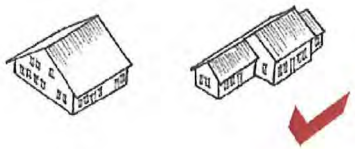
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ;
Revegetation: Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf
(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design: http://www.nps.gov/dscw/dssustain.htm ;
Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings: http://www.nps.gov/tps/sustainability.htm ;
Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ;
Guidelines for the Treatment of Cultural Landscapes: http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Lake Administrative Location

Fig. 2-6.3.2: Design Standards 3

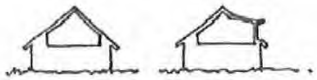
Housing with character appropriate to this area

Building Shape



Shape large buildings as collections of smaller identifiable parts

Upper Stories



Minimize height of upper stories; use attic space

Natural Zone	**Setting**	Minimize structures in visible locations. Preserve unencumbered natural views within landscape. Preserve vegetative screening and wildlife habitat between Administrative Area and Grand Loop Road.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands and cone-bearing whitebark pine trees. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		
Circulation Overlay Zone	**Setting**	Meet design standards specified for underlying zones, for example natural zone or historic zone.
	Layout	Protect wetland resources. Minimize intrusion into other sensitive resources.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands and cone-bearing whitebark pine trees. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Materials	Minimize use of impervious materials where possible.

2.4 Lake Lodge Location

The Lake Lodge location will continue to provide visitor support such as dining and lodging as well as employee housing for concessioner employees. Comprehensive planning components for the Lake Lodge location follow:

Planning zones: This location contains historic, administrative, natural, development, and circulation overlay planning zones.

- **Design Standards:** See Figure 2-10 for specific design standards for historic, administrative, natural, development, and circulation overlay zones for the Lake Lodge location.
- **Planning prescriptions**: The acceptable net gain in development footprint will be 11,900 square feet; which can accommodate projects such as a new dormitory. There will be a net gain of 8,100 square feet in pavement in this location. Please see the planning prescriptions table for distribution of development footprint.

Projects**:**

- **Move Lodge cabins away from Lodge Creek to alternative location**
  In order to alleviate potential conflicts between grizzly bears and humans during spawning season, the plan proposes moving cabins within 100 yards of Lodge Creek to outside that radius. Additionally, Mission 66-era cabins in this location will be moved to the western outside loop, making room for the historic cabins to be consolidated nearer to the Lodge. This project was agreed upon in previous consultation with the USFWS but has yet to be completed.
- **Retain Lodge cabin road in current location**
  While this plan does propose moving cabins away from the creek, the road will stay in its current configuration. The 1993 DCP proposed relocating the road away from Lodge Creek.
- **Retain and adaptively re-use Seagull Dorm**
  This historic building is used sporadically to house concession employees when no other housing is available. It is in poor condition and is substandard for housing. It will be adaptively re-used by the concessioner for functions other than housing.
- **Retain and rehabilitate Pub facility**
  This project will rehabilitate the historic pub, which is part of the Lake Historic District. In the 1993 DCP, the reasoning for removal was cited as conflicts (noise) between visitors and employees. Potential noise conflicts between employees and visitors will be managed administratively (i.e., restrictions on operating hours).
- **Construct a dormitory at site of Teal Dormitory**
  This new dorm, which was also proposed in the 1993 Lake/Bridge Bay DCP/EA, will provide approximately 60 rooms for concessions employees that work in the Lake Area. The Teal Dorm will be removed and the new, larger dorm constructed in its place. Construction of this dorm will also provide rooms for those lost from the removal of Seagull Dorm.
- **Construct employee recreation hall in concessions' administrative area**
  Currently, employees use the recreation hall in the southern wing of the Lake Lodge. This plan proposes building a new recreation hall in the concessions' housing area, which will allow employees to recreate near their homes and allow the Lake Lodge recreation hall to be available for visitor use. This action will also reduce noise conflicts between visitors and employees.

- **Formalize pedestrian walkway with night lighting that meets Night Lighting Standards for employees between Concessions Administrative Area to Lake Lodge area**
  This project will reduce trampling and social trails as employees travel between Lake Lodge and their housing units. Appropriate lighting will make walking through this area safer for employees.

Lake Lodge Location

Design Standards

Lodge Creek, Yellowstone Lake, and open meadows frame the views in this location.

The predominant cultural/historic feature of this location is the Lodge, a 1918 rustic style structure, and its relationship to the adjacent meadow. Rustic cabins, as well as more modern cabins, are located in trees near the Lodge.

Open views from the Lodge porch across the meadow to Yellowstone Lake should be maintained, as should the pedestrian scale of the area. Preserve screen of trees that obscure visibility of buildings from the lake.

Lake Lodge Location

Fig. 2-7.1.1: Planning Zones 1

Existing Conditions

Legend

Planning Boundary

Lake Lodge Location

Fig. 2-7.1.2: Planning Zones 1

Lake Lodge Location planning zones allow development footprint that accommodates additional visitor use and administrative facilities, and parking expansion.

Legend

- Planning Boundary
- Buildings

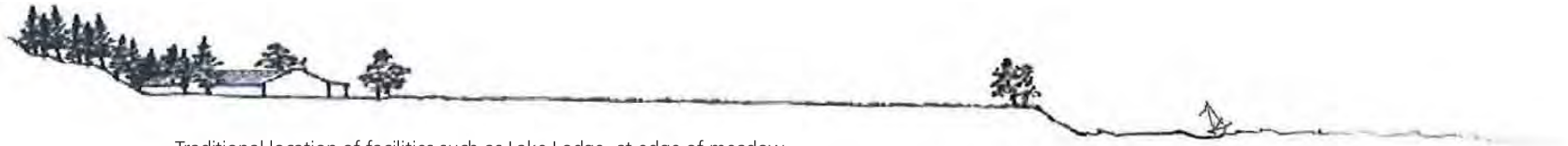
Planning Zones

- Administrative
- Development
- Historic
- Natural
- Circulation Overlay

Lake Lodge Location

Fig. 2-7.2.1: Planning Prescriptions 2

Zone	Alternative B (Preferred		
	Maximum Change In Development Footprint	**Primary Functions**	**Projects**
Administrative Zone	Not to exceed 13,800 s.f. net gain for buildings; 8,100 s.f. net gain for pavement	Concession operational facilities	• Remove Teal Dorm • Construct winterkeeper's housing • Construct recreation hall/pub • Construct new dorm at Teal Dorm site
Development Zone	Not to exceed 8,800 s.f. net gain for buildings; no gain or loss for pavement	Concession visitor facilities	• Relocate cabins
Historic Zone	Not to exceed 10,700 s.f. net loss for buildings; no gain or loss for pavement	Concession visitor facilities	• Relocate cabins • Retain fencing along Lodge Creek
		Concession operational facilities	• Retain/adaptively re-use Seagull Dorm • Retain/rehabilitate pub
Natural Zone	No gain or loss for pavement	Walkways Roads and parking Minor facilities like utilities	• Construct/improve pedestrian pathways • Upgrade utilities as described in Section 2.3.2
Circulation Overlay Zone	No gain or loss for pavement	Circulation and parking	• Retain cabin road in current location
Note: Refer to Section 2.3.2 and Table 2-1 for description of utilities projects potentially occurring in all zones.			
Note: This EA/Plan provides for reduction, replacement, and new development footprint. If impacts are not greater than those assessed, no further NEPA is required. Changes to historic properties require compliance with Section 106 of NHPA. Changes to floodplains, wetlands, and other waters of the U.S. require compliance with applicable law and policy.			



Traditional location of facilities such as Lake Lodge, at edge of meadow

Lake Lodge Location

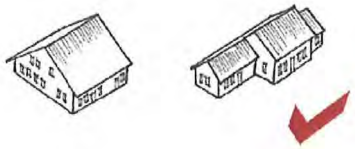
Fig. 2-7.3.1: Design Standards 3

Employee housing with character appropriate to this area

Building Height

Keep height of buildings below average height of surrounding tree canopy

Building Shape



Shape large buildings as collections of smaller identifiable parts

Administrative Zone	**Description**	Area currently contains operational facilities not accessed or visible to the public used by concessioners such as housing.
	Primary Objectives	• Zone is close to Lake Lodge cabins, and within sight of Lake Yellowstone Hotel parking area. Ensure operational facilities are screened and out of visitor view. • Protect wetland resources. • Maintain safe pedestrian connection to Hotel and Lodge areas.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of both visitor-use areas and Lake Village entrance road.
	Layout	Improve pedestrian pathway between housing area and Lake Lodge, and across entrance road to Lake Yellowstone Hotel. Preserve landscape screening between operational facilities and housing areas.
	Scale, Size	Total building height remains near average tree canopy; maximum two and one half stories. Break up building mass through use of roof overhangs, porches, and combinations of smaller units or different shapes.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to immediate area structures and appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with nearby historic district. Avoid reflective surfaces.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ;
Revegetation: Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf
(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design: http://www.nps.gov/dscw/dssustain.htm ;
Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings: http://www.nps.gov/tps/sustainability.htm ;
Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ;
Guidelines for the Treatment of Cultural Landscapes: http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

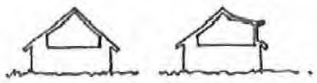
Lake Lodge Location

Fig. 2-7.3.2: Design Standards 3

Building Screening

Preserve natural screening between administrative buildings and visitor use areas

Upper Stories



Minimize height of upper stories; use attic space

Development Zone	**Description**	Zone contains 1960s era cabins.
	Primary Objectives	• Zone is adjacent to historic district cabins, and close to Concessioner administrative area. Organize/consolidate cabin types. Ensure operational facilities are screened and out of visitor view. • Protect wetland resources. • Maintain/improve setbacks from Lodge Creek.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of visitor-use areas.
	Layout	Connect parking and visitor-use areas with universally accessible pedestrian pathway system.
	Scale, Size	Total building height remains near average in adjacent historic district; maximum one story. Break up building mass through use of roof overhangs, porches, and combinations of smaller units.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to immediate area structures and appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with adjacent historic district. Avoid reflective surfaces.
	Color	Compatible with adjacent historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Lake Lodge Location

Fig. 2-7.3.3: Design Standards 3

Lake Lodge

Rustic log framed building in trees at edge of meadow bordering Yellowstone Lake

Log framed entry porch overlooking meadow

Historic Zone	**Description**	Lodge prominent building overlooking meadow on shore of Yellowstone Lake. Lodge, historic adjacent buildings, and cabins are rustic style, blending with surrounding landscape; nearby dorm and newer cabins are more modern structures. Trees interspersed around buildings.
	Primary Objectives	• Purpose of location is to retain and preserve historic integrity of Lake Lodge, and its relationship to meadow on the shore of Yellowstone Lake, while relocating cabins away from Lodge Creek wildlife habitat. • Location is part of Lake Historic District. Additions and exterior alterations to follow "The Secretary of the Interior's Standards for the Treatment of Historic Properties." Maintain small scale, rustic architecture. • Vegetation used to blend buildings into landscape.
	Setting	Lodge entry porch, lobby, and dining room overlook meadow on shore of Yellowstone Lake, with uninterrupted views of surrounding wilderness. Vegetation around Lake Lodge, adjacent buildings, and cabins blends buildings into landscape.
	Layout	Preserve relationship of Lodge to meadow, and maintain open view of Yellowstone Lake. Preserve vehicular entry sequence, pedestrian connections to lakeshore, and scattered cabins in wooded surroundings. Lodge parking located north of building. Preserve/consolidate operational functions away from visitor use areas.
	Scale, Size	Retain and preserve Lodge as dominant building within ensemble of buildings.
	Site Features	Retain and preserve historic landscape and site development features. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of currently applicable building codes.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ;
Revegetation: Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18:* http://www.nps.gov/fire/download/fir_wil_rm18.pdf
(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design: http://www.nps.gov/dscw/dssustain.htm ;
Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings: http://www.nps.gov/tps/sustainability.htm ;
Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ;
Guidelines for the Treatment of Cultural Landscapes: http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Lake Lodge Location

Fig. 2-7.3.4: Design Standards 3

	Roof Design	Sloped roofs of design, pitch and composition similar to traditional park structures and appropriate for heavy snow accumulation. Use preservation requirements for historic buildings and landmarks. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in heavy snow accumulations.
	Materials	Use materials identified in nominations for historic districts and landmarks. Where possible, use fire resistant materials that appear natural and are compatible with historic district. Avoid reflective surfaces.
	Color	Compatible with historic district. Blend into surrounding landscape using neutral colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ;
Revegetation: Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf
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Guidelines for the Treatment of Cultural Landscapes: http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

View from front entry of Lake Lodge, across meadow to Yellowstone Lake

View of Lake Lodge with Seagull and Mallard dorms

Lake Lodge Location

Fig. 2-7.3.5: Design Standards 3

Lake Lodge Cabins

Historic cabins situated betweeen Lodge and nearby Lodge Creek

1960s era cabins in scattered trees behind Lodge

Natural Zone	**Setting**	Maintain appearance of natural landscape with few above-ground features that lie lightly on the land, such as small utility boxes, hydrants, signs, trails and boardwalks. Minimize structures in visible locations. Preserve unencumbered natural views within landscape.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Color	Compatible with historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		
Circulation Overlay Zone	**Setting**	Meet design standards specified for underlying zones, for example natural zone or historic zone.
	Layout	Protect wetland resources. Minimize intrusion into other sensitive resources. Retain cabin road in place.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Avoid wetlands. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Materials	Minimize use of impervious materials where possible.

Lake Lodge Location

Setting of Lake Lodge and historic cabins, at the edge of a meadow beside Yellowstone Lake;
Lodge and meadow to the left, cabins and Lodge Creek to the right

2.5 Lake Hotel Location

The Lake Hotel location will continue to provide visitor support such as dining, lodging, and postal services. Comprehensive planning components for the Lake Hotel location follow:

Planning zones: This location contains historic, natural, and circulation overlay planning zones.

- **Design Standards:** See Figure 2-12 for specific design standards for historic, natural, and circulation overlay zones for the Lake Hotel location.
- **Planning prescriptions**: The acceptable net gain in development footprint will be 3,700 square feet; which could accommodate projects such as a maintenance facility. There will be no net gain in pavement in this location. Please see the planning prescriptions table for distribution of development footprint.

Projects:

- **Develop entry structure adjacent to rear of Lake Hotel to define entrance to structure**
  An entry structure will be constructed adjacent to the rear of the Lake Hotel, but will not be physically attached to the hotel. Most visitors arrive at the rear of the hotel, which is not designed as the main entrance to the hotel. This entry structure will complement the front of the hotel and provide a sense of arrival for guests. The construction will take place within the confines of the hotel's rear parking area and be done in accordance with the Secretary of the Interior Standards for the Treatment of Historic Properties.
- **Construct breezeway between Lake Hotel and the boiler room**
  This project will provide safe passage in inclement weather for concessions employees moving between the hotel and offices located in the boiler room. As with the entry structure, this project will also be done in accordance with the Secretary of the Interior Standards for the Treatment of Historic Properties.
- **Conduct seismic stabilization for the Lake Hotel**
  This project would provide life-safety upgrades to the Lake Hotel. Currently, the hotel has no seismic upgrades and is at risk for damage or destruction by a seismic event.
  There will be specific site disturbance and excavation regarding bore testing for soil conditions both around the exterior perimeter of the hotel and specific excavation locations for a number of footings; foundation walls; removal and relocation of concrete structures such as the laundry transfer dock in the rear of the building; a variety of elevator and Americans with Disabilities Act (ADA) compliant ramp installation locations; construct concrete pad, and shear wall foundations for seismic stability. A temporary contractor's camp, similar to the one at Old Faithful, will be used during the renovation of the Lake Hotel. It will be located within the footprint of the concessioners' administrative area.
- **Construct maintenance building for concessions use behind Lake Hotel**
  Concessions maintenance workers do not currently have adequate workspace in the Lake Area. This building will allow concessions operations, including maintenance of historic buildings, to operate more smoothly and efficiently. The building will also be designed and placed so that it provides screening between the hotel and the clinic road.
- **Retain and rehabilitate post office to conform to design standards**
  The post office is located within a historic district, but does not conform to design standards in this location. All changes will take place within the building's existing footprint.
- **Retain hotel cottages in current configuration**
  Although the 1993 Lake/Bridge Bay DCP determined that the Lake Hotel cottages should

be replaced with motel-type units in a ring behind the hotel, this plan will leave the historic cottages in their current configuration, which contributes to providing a wide range of prices for lodging in the Lake Area and will not impact the proposed National Historic Landmark status of the hotel or the historic district.

- **Construct elevator at back of hotel**
  This project will ensure that the Lake Hotel meets federal Americans with Disabilities Act requirements and will not affect the historic character of the hotel.
- **Retain and rehabilitate the winterkeeper's cabin**
  Although this building was proposed for removal under past plans, this plan proposes to repair and rehabilitate the structure and continue to use it as housing.

Lake Hotel Location

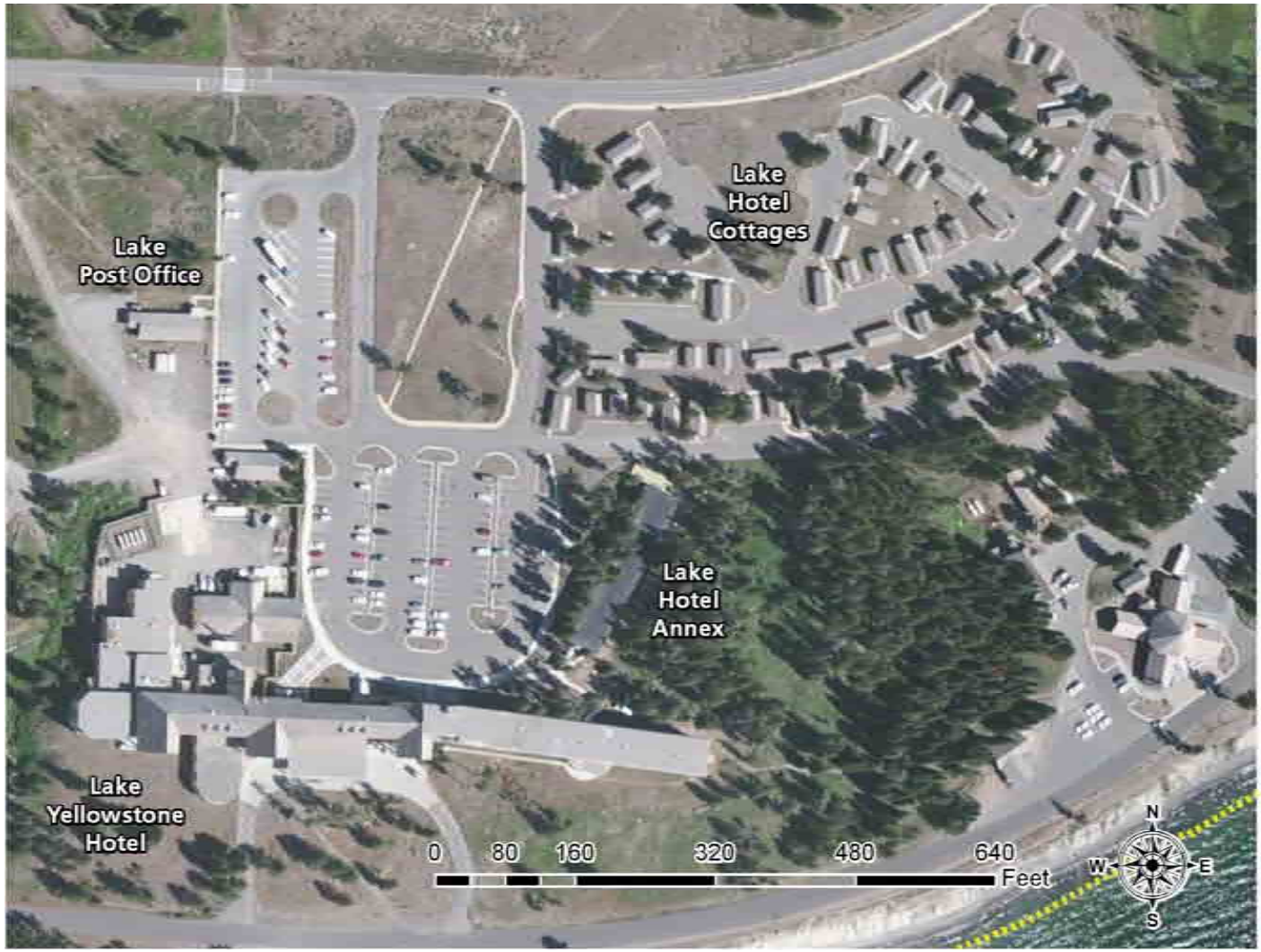
Design Standards

Hotel and Hatchery Creeks border an area that is located on a steep cliff above Yellowstone Lake. Lake Hotel is located on this point, overlooking the lake and surrounding wilderness. Prominent views should remain unobstructed.

The Lake Hotel, an 1889 historic structure in Colonial Revival style and pastel colors contrasting with its wilderness setting, is the oldest hotel in the National Park System. Cottages in similar color and style are located near the hotel.

Lake Hotel Location

Fig. 2-8.1.1: Planning Zones 1



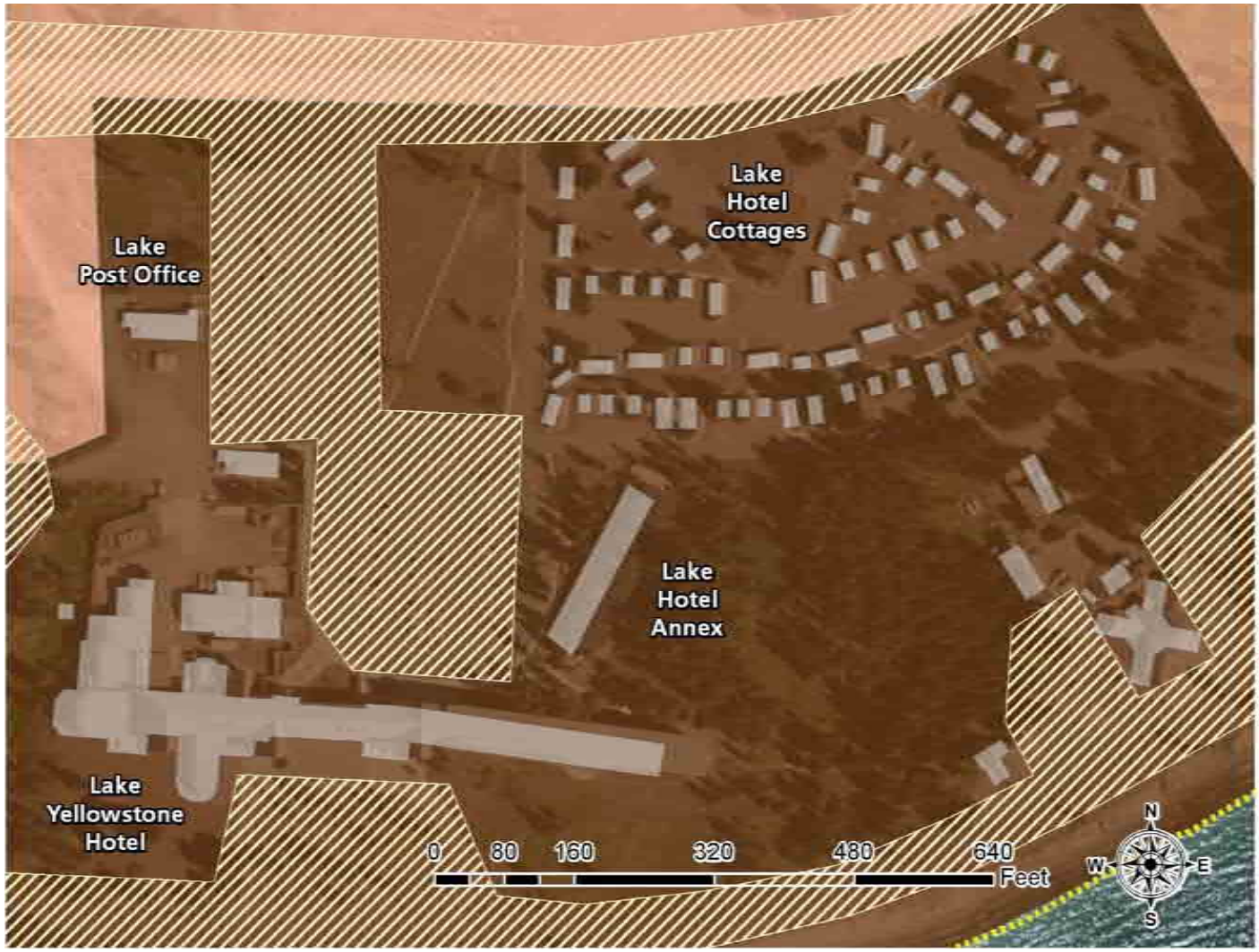
Existing Conditions

Legend

Planning Boundary

Lake Hotel Location

Fig. 2-8.1.2: Planning Zones 1



Lake Hotel Location planning zones allow development footprint that accommodates additional visitor use and administrative facilities, pedestrian access changes, and road improvements.

Legend

- Planning Boundary
- Buildings

Planning Zones

- Administrative
- Development
- Historic
- Natural
- Circulation Overlay

Lake Hotel Location

Fig. 2-8.2.1: Planning Prescriptions 2

Lake Yellowstone Hotel

Porte Cochere and porticoes in Colonial Revival architectural style at front of hotel

Painted wooden detailing in white and pastel yellow, contrasting with natural setting

Zone	Selected Action		
	Maximum Change In Development Footprint	**Primary Functions**	**Projects**
Historic Zone	Not to exceed 3,700 s.f. net gain for buildings; no gain or loss for pavement	NPS visitor facilities	• Construct/improve pathways
		Concession visitor facilities	• Retain hotel cottages • Construct entry structure behind hotel • Hotel seismic rehabilitation • Construct hotel elevator • Retain and rehabilitate post office
		Concession operational facilities	• Adaptively re-use boiler building • Install emergency generator • Screen operational items from visitor use areas • Retain winterkeeper's residence • Construct breezeway • Construct maintenance building behind hotel
Natural Zone	No gain or loss for pavement	Walkways Roads and parking Minor facilities like utilities	• Upgrade utilities as described in Section 2.3.2
Circulation Overlay Zone	No gain or loss for pavement	Circulation improvements	• Resurface road as pathway
Note: Refer to Section 2.3.2 and Table 2-1 for description of utilities projects potentially occurring in all zones.			
Note: This EA/Plan provides for reduction, replacement, and new development footprint. If impacts are not greater than those assessed, no further NEPA is required. Changes to historic properties require compliance with Section 106 of NHPA. Changes to floodplains, wetlands, and other waters of the U.S. require compliance with applicable law and policy.			

Lake Hotel Location

Fig. 2-8.3.1: Design Standards 3

Stagecoaches departing
Lake Yellowstone Hotel - 1905

Wood framed cottages in colors
similar to the Lake Hotel

Historic Zone	**Description**	Hotel prominent building within Lake Village, on rise overlooking Yellowstone Lake. Hotel, adjacent buildings, and cottages are distinctive color/style contrasting with surrounding landscape. Trees interspersed around buildings.
	Primary Objectives	• Retain and preserve historic integrity of Lake Yellowstone Hotel as a proposed National Historic Landmark within its setting. • Location is part of Lake Hotel Historic District. Additions and exterior alterations to follow "The Secretary of the Interior's Standards for the Treatment of Historic Properties". • Integrate color scheme of hotel, hotel annex, cottages, post office, service buildings, and operational facilities screening. • Use vegetation to blend buildings into landscape.
	Setting	Hotel porte cochere, lobby, dining room, and guest rooms overlook shore of Yellowstone Lake, with views through screen of trees to surrounding wilderness. Vegetation around Lake Yellowstone Hotel blends building into landscape.
	Layout	Preserve vehicular entry sequence from original Grand Loop Road to hotel porte cochere, pedestrian connection to lakeshore, and scattered cottages in wooded surroundings. Maintain open view of Yellowstone Lake. Hotel parking located behind building. Preserve/consolidate operational functions away from visitor use areas.
	Scale, Size	Retain and preserve hotel as dominant building within area.
	Site Features	Retain and preserve historic landscape and site development features. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of currently applicable building codes.
Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.		
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		

Lake Hotel Location

Fig. 2-8.3.2: Design Standards 3

	Roof Design	Sloped roofs of design, pitch, and composition similar to traditional park structures and appropriate for heavy snow accumulation. Satisfy preservation requirements for historic buildings and landmarks. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in heavy snow accumulations.
	Materials	Use materials identified in nominations for historic districts and landmarks. Where possible, use fire resistant materials that appear natural and are compatible with historic district. Avoid reflective surfaces.
	Color	Buildings and accompanying features compatible with pastel colors of historic structures. Blend other items into landscape using neutral natural colors, such as dark brown.
Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.		
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm	

Yellowstone Lake from Hotel terrace

Current back entrance to Lake Yellowstone Hotel from parking area

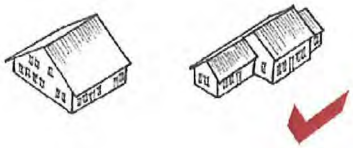
Lake Hotel Location

Fig. 2-8.3.3: Design Standards 3

Building Height

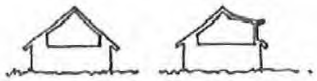
Keep height of buildings below average height of surrounding tree canopy

Building Shape



Shape large buildings as collections of smaller identifiable parts

Upper Stories



Minimize height of upper stories; use attic space

Natural Zone	**Setting**	Maintain appearance of natural landscape with few above-ground features that lie lightly on the land, such as small utility boxes, hydrants, signs, trails and boardwalks. Minimize structures in visible locations. Preserve unencumbered natural views within landscape.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Reduce erosion where possible. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Color	Compatible with historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.
Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.		
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		
Circulation Overlay Zone	**Setting**	Meet design standards specified for underlying zones, for example natural zone or historic zone.
	Layout	Protect wetland resources. Minimize intrusion into other sensitive resources.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Reduce erosion where possible. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Materials	Minimize use of impervious materials where possible. Use gray colors for pavement.

Lake Hotel Location

Setting of Lake Yellowstone Hotel, with dining room and lobby to the left, porte cochere center, cottages upper center, and original Grand Loop Road across the bottom

2.6 Lakeshore Location

The Lakeshore location will continue to support visitor experience as well as provide administrative functions such as housing for NPS employees. Comprehensive planning components for the Lakeshore location follow:

Planning zones: This location contains historic, administrative, natural, development, and circulation overlay planning zones.

- **Design Standards:** See Figures 2-16 and 2-17 for specific design standards and strategies for historic, administrative, natural, development, and circulation overlay zones for the Lakeshore location.
- **Planning prescriptions**: The acceptable net gain in development footprint will be 13,100 square feet; which can accommodate the projects listed below. There will be a net gain of 36,000 square feet in pavement in this location. Please see the planning prescriptions table for distribution of development footprint.

Projects:

- **Construct multiplex housing units to replace transahomes**
  Seven transit homes will be demolished and replaced with new multiplex housing for up to 16 bedrooms. The transahomes homes are inadequate for employee housing and nearing the end of their life.
- **Rehabilitate and adaptively re-use the historic Lake Service Station for visitor use**
  The 1993 Lake/Bridge Bay DCP/EA proposed that this structure be adaptively re-used; it has not been used as a service station since the 1980s. The structure is currently used by park rangers for storage. However, since it is a historic structure and provides views across Yellowstone Lake, the plan proposes that it be converted to visitor use. This project may require utility upgrades or additions such as electricity, sewer, and/or water.
- **Modify circulation between the Lake Hotel and Lake General Store**
  This action contains two options, both of which involve the road between the Lake Hotel and the general store. Regardless of which option is chosen, the road will be converted to a different surface to alert drivers that pedestrians may be in the area. Additionally, to provide pedestrian access all the way to the ranger station, a new one-way lane will be constructed behind the ranger station and the parking will be expanded between the ranger station and the general store to alter vehicle circulation and alleviate potential conflicts with pedestrians. Day-use visitors will be directed to this parking area, which will serve the general store, the rehabilitated Lake Service Station, and the ranger station. Bicycles will still transit from Bridge Bay along the lakeshore and then use the Grand Loop road to access the Fishing Bridge Area. The abandoned road segment that connects Lake to Fishing Bridge will continue as a pedestrian only route. Due to concerns over grizzly bear encounters, bicyclists will not be allowed to use the abandoned road segment.
    - Option 1 (Figure 2-22): Open the road from the Lake General Store to the entrance of the hotel's porte cochere to pedestrian-only traffic. Public vehicles, except for RVs and vehicles with trailers, will be able to access the porte cochere from the west, but will need to turn around to park at the rear of the hotel or access the day-use area. Parking will not be allowed along the porte cochere and circle drive since this will cause congestion. This option will provide options for pedestrians and bicyclists to walk along the lakeshore without potential conflicts with vehicles.

- Option 2: (Figure 2-23): Open the road from the Lake General Store to the T-intersection southwest of the hotel to pedestrian-only use. Only historic buses will be able to use the road to access the porte cochere during tour operations. This will provide a safe, welcoming visitor use experience for pedestrians and bicyclists, as well as improve pedestrian safety; currently the only lakeshore route between the hotel and the store is in the roadway.

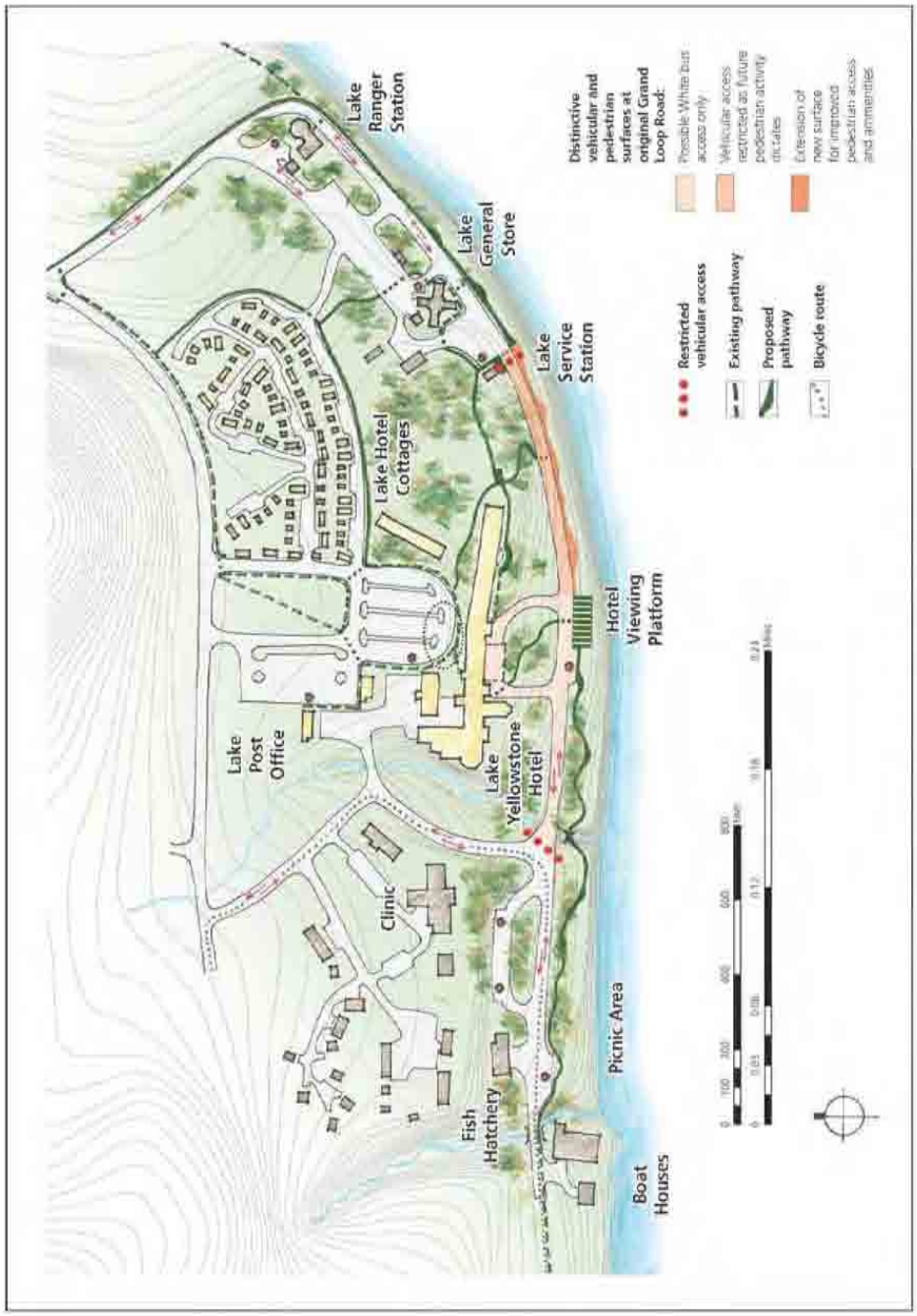


Figure 2-9 Lakeshore Pathway Concept - Option 1

In Option 1 vehicular traffic is removed from the front of the hotel and along the shore to the Lake Service Station; historic Yellowstone tour busses are allowed access to the porte cochere

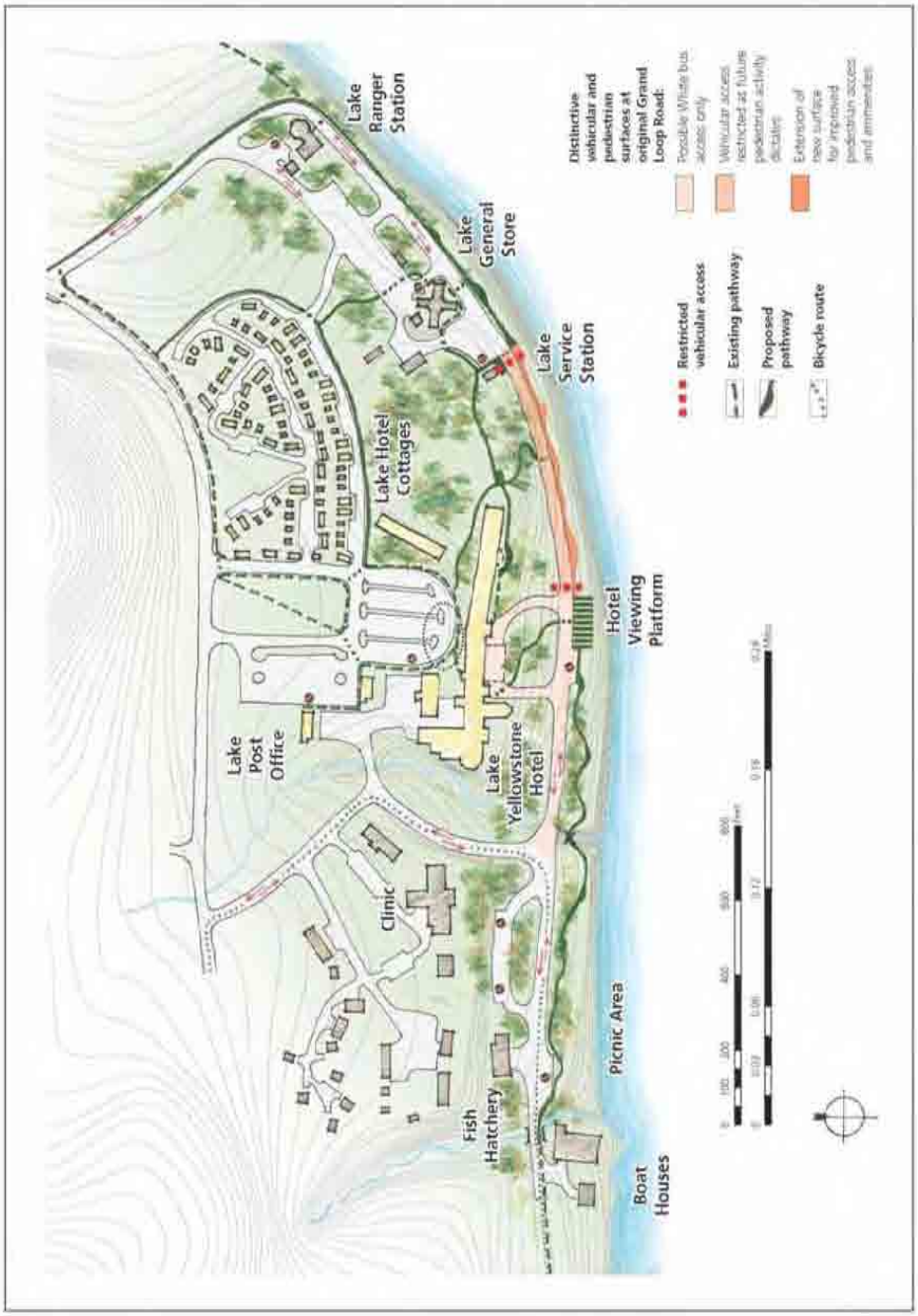


Figure 2-10 Lakeshore Pathway Concept - Option 2

In Option 2 vehicular traffic is removed between Lake Yellowstone Hotel Viewing Platform and Lake Service Station, providing a pedestrian-only area

- **Construct an entry kiosk (e.g., signage, orientation panels) with pull-out on south side of access road**
  A vehicle pull-out will be constructed near the entrance to the Lake Village. Signs and/or orientation panels will be placed at the pullout to orient visitors to the Lake Area and direct them to their desired destination within the village. This project will help alleviate

confusion in the Lake Area, which has been identified as a problem in numerous planning documents.

- **Enlarge the pedestrian viewing area to replace the existing platform in front of hotel**
  The current platform is approximately 10 X 55 feet and is not visually compatible with the Lake Hotel or historic district. The new area will be approximately 25% larger and placed in the same area as the existing. It will be designed to complement the architecture of the historic hotel, and may be partially covered along with increased seating capacity. This plan also proposes eliminating parking in front of the platform to enhance views to and from the hotel and the lake.
- **Rehabilitate the Lake Ranger Station for year-round occupancy with public space**
  Currently, the Lake Ranger Station is not suitable for winter occupation. Consequently, rangers move offices during the winter to temporary offices. Additionally, the building is not open to the public. This plan proposes that the necessary improvements be done to allow rangers to use the space year-round and the public visit it to obtain backcountry permits, as it was historically used until the 2000s. This project will entail mainly internal (i.e., insulation, HVAC, etc) renovations with some exterior roof repair.
- **Convert hatchery building to visitor use with limited parking and utilities**
  This project may include upgrades to or installation of utilities and increased visitor day use to the area. Seasonal closures will remain in effect. As part of this project a lift station will be constructed to allow restrooms and potable water.
- **Enhance picnic area near Fish Hatchery**
  This project will include increased parking and picnic facilities while maintaining seasonal closures.
- **Rehabilitate clinic to conform with design standards**
  Under the plan, interior and exterior renovations to the clinic will occur. The building footprint will remain the same.
- **Retain both boathouses**
  The Lake/Bridge Bay DCP/EA proposed removing the newer boathouse. However, both structures are currently used by the NPS to house boats in the winter and for general storage. Because of changing resource conditions near Hatchery Creek, there is no longer a need to remove either structure, especially since they both still serve their original purpose.
- **Construct Emergency Services Building (ESB) near clinic**
  The ESB will house emergency response vehicles, such as ambulances or fire trucks. Locating some of these vehicles near the clinic will increase efficiency in response time during medical events.

Lakeshore Location

Design Standards

Yellowstone Lake, Hatchery Creek, and Hotel Creek frame this location, below the Lake Hotel terrace.

The Lakeshore location consists of a series of historic structures along a section of the Grand Loop Road, beside the shore of Lake Yellowstone. Pedestrian access with unobstructed views should be maintained.

The Ranger Station, Lake General Store, Lake Service Station, Hatchery, and boathouses form a series of rustic architectural features. Future development or redevelopment should be complimentary with this style.

See Lakeshore Planning Strategies, Figure 2-17, for more detail about this location.

Lakeshore Location

Fig. 2-11.1.1: Planning Zones 1

Existing Conditions

Legend

Planning Boundary

Lakeshore Location

Fig. 2-11.1.2: Planning Zones 1

Lakeshore Location planning zones allow development footprint that accommodates additional visitor use and administrative facilities, pedestrian access changes, and road improvements.

Legend

- Planning Boundary
- Buildings

Planning Zones

- Administrative
- Development
- Historic
- Natural
- Circulation Overlay

Lakeshore Location

Fig. 2-11.2.1: Planning Prescriptions 2

Zone	Alternative B (Preferred		
	Maximum Change In Development Footprint	**Primary Functions**	**Projects**
Administrative Zone	Not to exceed 7,600 s.f. net gain for buildings; 2,000 s.f. net gain for pavement	NPS operational facilities	• Remove transa homes and construct multiplex housing
Development Zone	Not to exceed 3,000 s.f. net gain for buildings; no gain or loss for pavement	NPS operational facilities	• Construct emergency services building
		Concession operational facilities	• Rehabilitate Clinic
Historic Zone	Not to exceed 2,500 s.f. net gain for buildings; 4,000 s.f. net loss for pavement	NPS visitor facilities	• Retain housing in historic structures • Construct pedestrian pathway • Rehabilitate viewing platform • Rehabilitate Ranger Station for year-round public use • Eliminate vehicular traffic from Hotel to Service Station • Adaptively reuse Hatchery • Construct lift station
		NPS operational facilities	• Retain and rehabilitate both boathouses
		Concession visitor facilities	• Adaptively reuse Lake Service Station
Natural Zone	Not to exceed 1,000 s.f. net gain for pavement	Walkways Roads and parking Minor facilities like utilities	• Improve picnic area • Construct entry kiosk • Upgrade utilities as described in Section 2.3.2
Circulation Overlay Zone	Not to exceed 37,000 s.f. net gain for pavement	Circulation and parking	• Resurface road as pathway • Construct new road behind Ranger Station • Construct additional parking near General Store
Note: Refer to Section 2.3.2 and Table 2-1 for description of utilities projects potentially occurring in all zones.			
Note: This EA/Plan provides for reduction, replacement, and new development footprint. If impacts are not greater than those assessed, no further NEPA is required. Changes to historic properties require compliance with Section 106 of NHPA. Changes to floodplains, wetlands, and other waters of the U.S. require compliance with applicable law and policy.			

Exploring the beach - 2011

Lakeshore Location

Fig. 2-11.3.1: Design Standards 3

Nearby Historic Structure

Historic housing with heavy rustic log framing and battered stone chimney

Building Screening

Preserve natural screening between historic and contemporary buildings

Administrative Zone	**Description**	Area currently contains operational facilities not accessed or visible to the public used by NPS and concessioner such as NPS housing and operations.
	Primary Objectives	• Location is between Lake Village access road and Hatchery historic district. Ensure facilities are screened and out of visitor view. • Maintain sense-of-place of rustic style village.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of both visitor-use areas and Lake Village access road.
	Layout	Preserve landscape screening between operational facilities and housing. Consolidate housing footprint into multiplex units.
	Scale, Size	Total building height remains near average in adjacent historic district; maximum one story. Break up building mass through use of roof overhangs, porches, and combinations of smaller units and different shapes.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to immediate area structures and appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with adjacent historic district. Avoid reflective surfaces.
	Color	Compatible with adjacent historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.
Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.		
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		

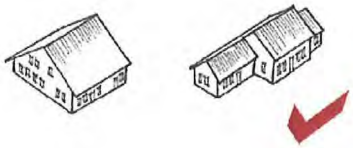
Lakeshore Location

Fig. 2-11.3.2: Design Standards 3

Building Height

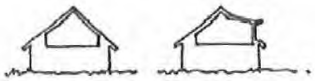
Keep height of buildings below average height of surrounding tree canopy

Building Shape



Shape large buildings as collections of smaller identifiable parts

Upper Stories



Minimize height of upper stories; use attic space

Development Zone	**Description**	Zone currently contains clinic used by visitors and associated housing.
	Primary Objectives	• Zone is across road from Lake Yellowstone Hotel and adjacent to Hatchery historic district. Rehabilitate structures to be more compatible with historic surroundings. Ensure operational facilities are screened and out of visitor view. • Clinic is easy to find and accessible in emergencies.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of both visitor-use areas and Hotel Creek Road.
	Layout	Connect parking and visitor-use areas with universally accessible pedestrian pathway system. Consolidate footprint.
	Scale, Size	Total building height remains near average in adjacent historic district; maximum one story. Break up building mass through use of roof overhangs, porches, and combinations of smaller units and different shapes.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to immediate area structures and appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with adjacent historic district. Avoid reflective surfaces.
	Color	Compatible with adjacent historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.

Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ;
Revegetation: Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf
(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design: http://www.nps.gov/dscw/dssustain.htm ;
Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings: http://www.nps.gov/tps/sustainability.htm ;
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Lakeshore Location

Fig. 2-11.3.3: Design Standards 3

Historic Boathouse

Rustic Exposed log structure with sheathing placed on interior of framing

On the Lakeshore

Shore line view across Yellowstone Lake and into surrounding wilderness

Historic Zone	**Description**	Area extending along shore of Yellowstone Lake, past historic boathouses, Hatchery, Lake Yellowstone Hotel, Lake Service Station, Lake General Store, and Ranger Station. At west end includes administrative area and clinic. Route of original Grand Loop Road along lakeshore.
	Primary Objectives	• Identify/connect day-use facilities along shore of Yellowstone Lake, to provide visitor access, and to enhance visitor experience. • Zone is part of Lake Historic District. Additions and exterior alterations to follow "The Secretary of the Interior's Standards for the Treatment of Historic Properties". • Vegetation used to blend buildings into landscape.
	Setting	Maintain unobstructed view of Lake Yellowstone and surrounding wilderness. Route of original Grand Loop Road follows lakeshore. Vegetation around buildings blends them into landscape.
	Layout	Primary Concepts: 1. Enhance visitor experience of the lakeshore and Lake Yellowstone Hotel. 2. Provide safe and comfortable pedestrian pathway along shore of Yellowstone Lake. 3. Identify/connect visitor services along pedestrian pathway. 4. Improve access to lakeshore from Lake Yellowstone Hotel, parking area, and other Lake Village facilities. 5. Retain and preserve historic buildings and adapt for visitor use. 6. Provide emergency service access. 7. Protect landscape and encourage its natural regeneration. Maintain view of Yellowstone Lake and surrounding wilderness. 8. Preserve/consolidate operational functions away from visitor-use areas.

Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Lakeshore Location

Fig. 2-11.3.4: Design Standards 3

Lake Yellowstone Hotel

Portico and lobby as seen from the lakeshore

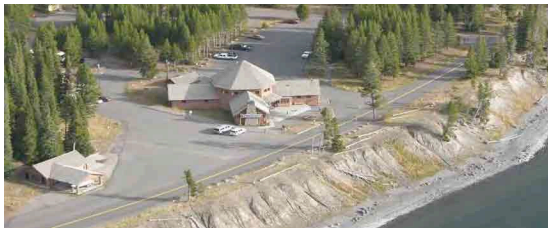
Historic Zone	**Scale, Size**	Maintain scale of existing buildings.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Limit erosion where possible. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to traditional park structures and appropriate for heavy snow accumulation. Satisfy preservation requirements for historic buildings and landmarks. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in heavy snow accumulations.
	Materials	Use materials identified in nominations for historic districts and landmarks. Where possible, use fire resistant materials that appear natural and are compatible with historic district. Avoid reflective surfaces.
	Color	Items connected to hotel, and between hotel and shore, compatible with pastel colors of historic structure. Blend other items into landscape using neutral colors, such as dark brown.

Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ;
Revegetation: Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf
(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design: http://www.nps.gov/dscw/dssustain.htm ;
Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings: http://www.nps.gov/tps/sustainability.htm ;
Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ;
Guidelines for the Treatment of Cultural Landscapes: http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Lakeshore at boathouses and picnic area

Lakeshore at Lake Yellowstone Hotel



Lakeshore at Lake Service Station and Lake General Store

Lakeshore Location

Fig. 2-11.3.5: Design Standards 3

General Store

Octagonal shingled structure looking over the lake

Ranger Station

Octagonal log structure with central chimney

Natural Zone	**Setting**	Maintain appearance of natural landscape with few above-ground features that lie lightly on the land, such as small utility boxes, hydrants, signs, trails and boardwalks. Minimize structures in visible locations. Preserve unencumbered natural views within landscape.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Limit erosion where possible. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Color	Compatible with historic district. Blend into surrounding landscape using neutral natural colors, such as dark brown.
Note: See Lakeshore Planning Strategies (Figure 2-17) for planning concepts.		
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		
Circulation Overlay Zone	**Setting**	Meet design standards specified for underlying zones, for example natural zone or historic zone.
	Layout	Protect wetland resources. Minimize intrusion into other sensitive resources.
	Site Features	Integrate new construction within existing topography and landscaping. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Limit erosion where possible. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Materials	Minimize use of impervious materials where possible.

Lakeshore Location

Setting along lakeshore, with Lake Yellowstone Hotel left, original Grand Loop Road, and shore of Yellowstone Lake

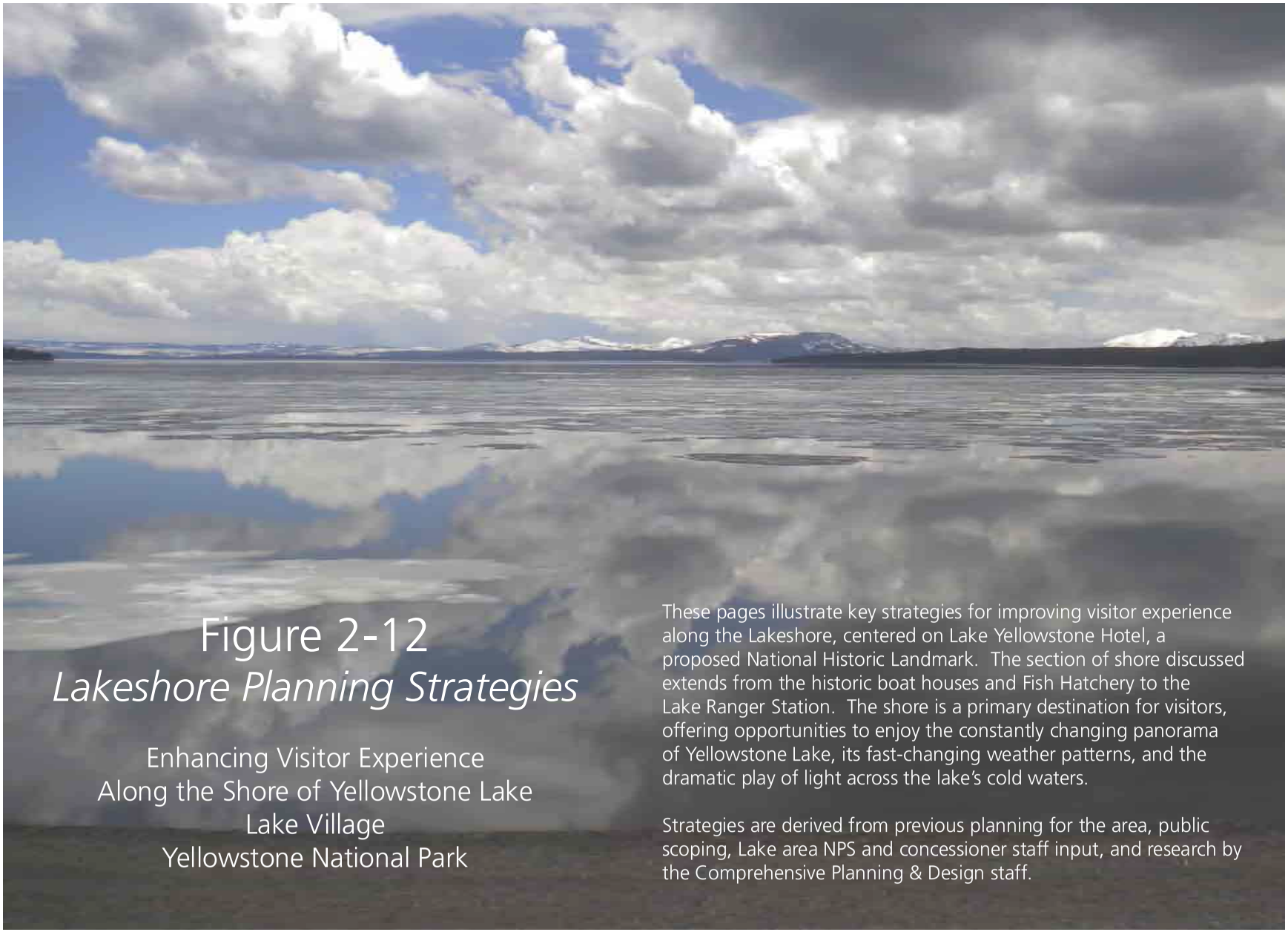


Figure 2-12
Lakeshore Planning Strategies

Enhancing Visitor Experience
Along the Shore of Yellowstone Lake
Lake Village
Yellowstone National Park

These pages illustrate key strategies for improving visitor experience along the Lakeshore, centered on Lake Yellowstone Hotel, a proposed National Historic Landmark. The section of shore discussed extends from the historic boat houses and Fish Hatchery to the Lake Ranger Station. The shore is a primary destination for visitors, offering opportunities to enjoy the constantly changing panorama of Yellowstone Lake, its fast-changing weather patterns, and the dramatic play of light across the lake's cold waters.

Strategies are derived from previous planning for the area, public scoping, Lake area NPS and concessioner staff input, and research by the Comprehensive Planning & Design staff.

Area Map of Existing Conditions

Numbers correspond to discussion on following pages

Area Map of Proposed Future Conditions

Map shows Option 1
Numbers correspond to discussion on following pages

Lakeshore Integrated Pathway System

The lakeshore at the Lake Yellowstone Hotel vicinity is an under-utilized opportunity for visitors to experience the splendor of Yellowstone Lake. Along the shore visitors may:

- Watch the play of light across the lake and experience its dynamic weather patterns
- Spot a wide variety of birds and other wildlife in the air or water, and on the land
- Experience the tranquility of the lake in a grand historical setting
- Visit historic structures that provide a variety of services

This plan proposes strategies to enhance visitor experience in the area. It illustrates an integrated pedestrian path system that orients the visitor; improvements in pedestrian amenities and vehicular safety; and options for traffic circulation that can respond to visitor use.

Successful pedestrian paths have the following attributes (Alexander):

a. They connect features at natural points of interest
b. They vary in shape, providing wider places for people to rest or to congregate
c. They identify pockets of activity
d. They provide places for people to watch

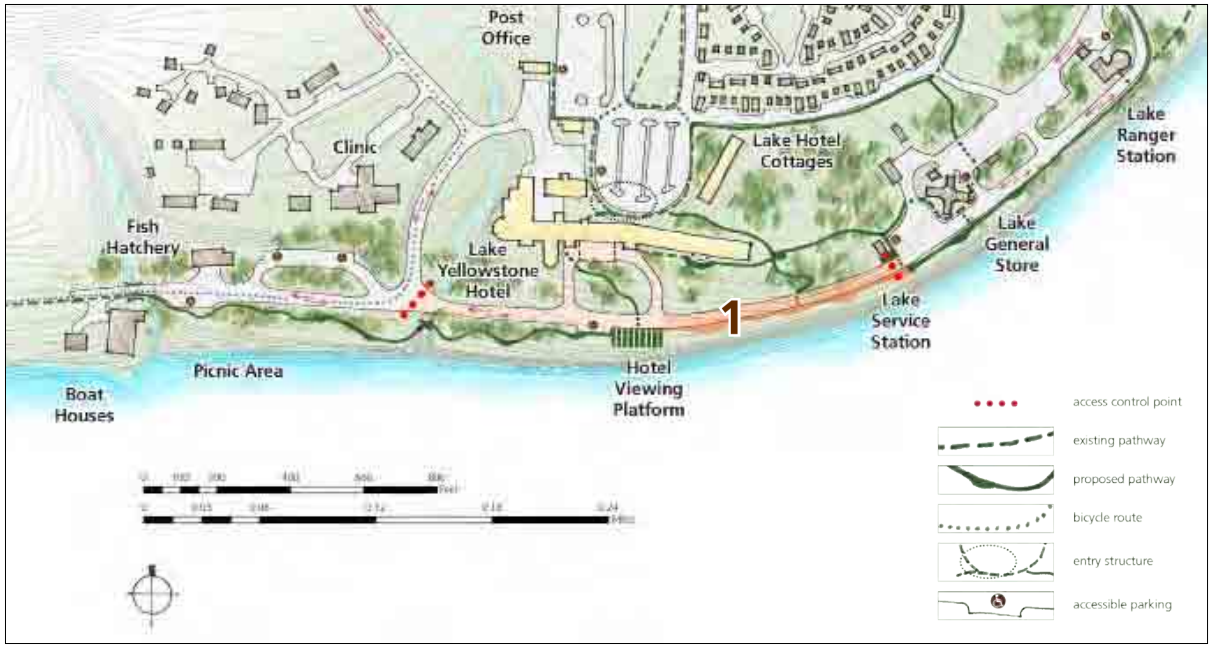
Both existing and proposed visitor use paths are illustrated in this document. The following pages discuss each particular section of the lakeshore path in further detail.

This plan proposes significant improvements in pedestrian and vehicular pavements for that portion of the lakeshore path in front of Lake Yellowstone Hotel extending to Lake Service Station. Different circulation strategies discussed here would all occur as management options within this area. Benefits of this approach:

a. Does not disrupt currently established patterns of pedestrian use
b. Defines pedestrian activity as the highest priority
c. Provides amenities for pedestrians
d. Improves safety and maintains full emergency services access
e. Preserves the original route of the Grand Loop Road and its relationship to the hotel
f. Provides flexibility in addressing the future; allows a range of vehicular access options, adjusted in response to pedestrian use.
g. Clearly identifies this section of roadway as something different from standard driving routes
h. Slows any allowed vehicular traffic

Lakeshore Path: Carney Architects 2007

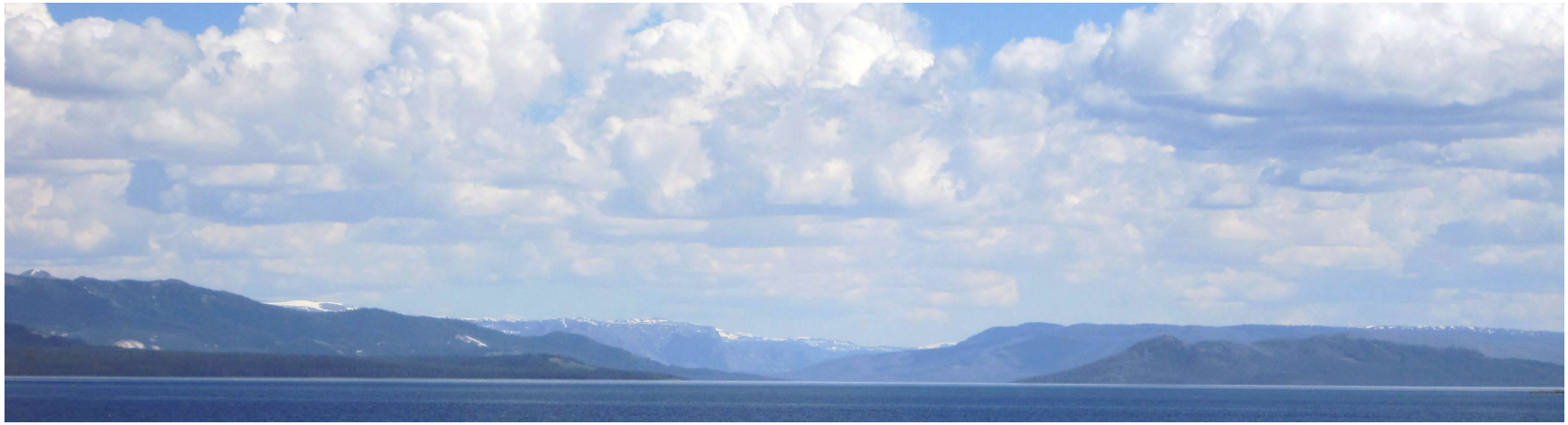
Lake Yellowstone Hotel as seen from the historic Grand Loop Road along the lakeshore



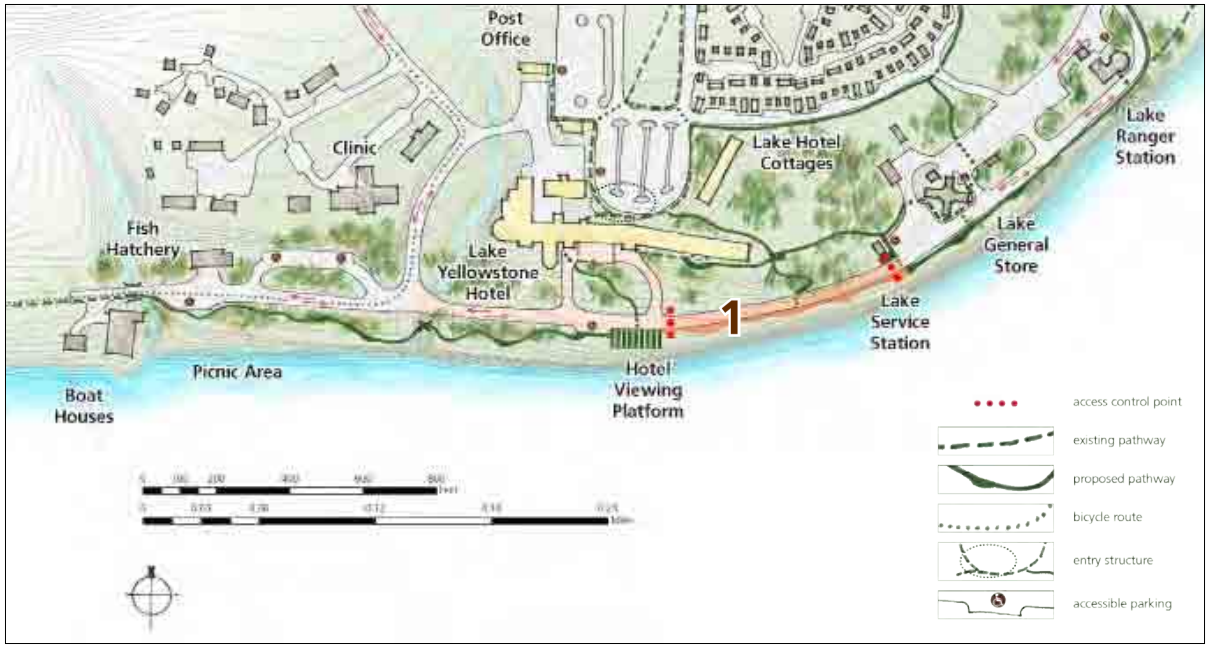
In Option 1 vehicular traffic is removed from the front of the hotel to Lake Service Station; historic Yellowstone tour buses are allowed access to the porte cochere

1 Change vehicular and pedestrian traffic patterns along the lakeshore. These strategies propose different ways to alter circulation routes at the front of Lake Yellowstone Hotel. These changes would improve visitor experience and safety. All strategies also include changes in vehicular circulation at the Lake Ranger Station, to provide room for safe pedestrian passage in front of the ranger station.

a. Option 1 proposes to eliminate all vehicular traffic in front of Lake Yellowstone Hotel, as well as between the viewing platform and Lake Service Station. The route through the porte cochere of the hotel would continue to be used by historic Yellowstone tour buses.



Yellowstone Lake and the surrounding wilderness as seen from Lake Yellowstone Hotel and the lakeshore



In Option 2 vehicular traffic is removed between Lake Yellowstone Hotel Viewing Platform and Lake Service Station, providing a pedestrian-only area

1 Vehicular and pedestrian traffic patterns (cont.)

b. Option 2 proposes to eliminate vehicular traffic between the hotel viewing platform and Lake Service Station, making this section of the lakeshore pathway pedestrian-only. Visitors could still drive to the front of the hotel.

Picnic area looking toward the historic boat house

Lake access at the historic boat house

2 Picnic Area. The picnic area is situated at the western end of the Lakeshore planning location. A surviving bridge from the original Grand Loop Road crosses Hatchery Creek nearby and is a gateway to the pedestrian/bicycle trail to Bridge Bay; bicycles would rejoin the Lake area road system at this point. Neighboring buildings include the historic Fish Hatchery and two historic lakeshore boat houses, which are identified in this plan as having potential for visitor or storage uses. Picnic area facilities would be subject to seasonal closure for bear activity. East of the picnic area there is room for the lakeshore path to leave the side of the road and remain in wooded land between the road and the lakeshore. This route opens to views of Lake Yellowstone Hotel, and leads to the hotel viewing platform.

a. Picnic area improvements:
   i. Provide more picnic tables
   ii. Preserve access to the lake
   iii. Provide minimal restroom facility
b. Pathway:
   i. Route in wooded area between road and lakeshore
   ii. Cross Hotel Creek with a footbridge over the existing roadway culvert

Lake Yellowstone Hotel as seen from the lake

Path to viewing platform from Lake Yellowstone Hotel

3 Lake Yellowstone Hotel. Built in 1889 and proposed as a National Historic Landmark, the Lake Yellowstone Hotel is the oldest surviving hotel in Yellowstone and the National Park System. From its beginning Lake Yellowstone Hotel influenced tourism patterns, and today its Colonial Revival architecture and lake front location are attractions to visitors. The grand hotel expresses an elegant counterpoint to its wilderness setting.

Many visitors enjoy relaxing in the hotel lobby while looking out over Yellowstone Lake. However, there is no formal provision or accessible path for pedestrians to get to the shore from the hotel (most use the road), only a social path diagonally crossing the landscape area in front of the porte cochere, following a natural axis of view from the hotel toward the lake. Opportunity exists to improve this situation, and to establish a more amenable viewing platform that attracts visitors and enhances their experience.

Front of Lake Yellowstone Hotel

Lake Yellowstone Hotel as seen from viewing platform

3 Lake Yellowstone Hotel (cont.)

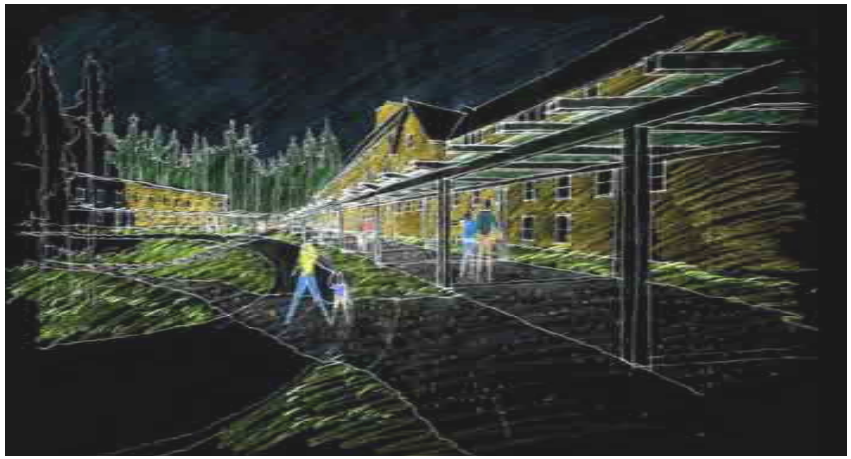
The lakeshore path and viewing platform should reflect the character of Lake Yellowstone Hotel. Extending the hotel's elegant aesthetic to the viewing platform invites the visitor to venture outside the hotel to the lakeshore; intensifies appreciation of both the wilderness and the hotel; and clarifies this viewpoint on the lakeshore path.

a. Hotel Viewing Platform:
   i. Formalize a footpath from the hotel to the lakeshore, following the existing social route
   ii. Construct a new viewing platform at the lakeshore, safe from adjacent vehicular traffic, with ample seating opportunities
   iii. Complete all elements in a character appropriate to the Lake Yellowstone Hotel experience
   iv. Tie viewing platform directly to adjacent sections of the lakeshore path

Back of Lake Yellowstone Hotel

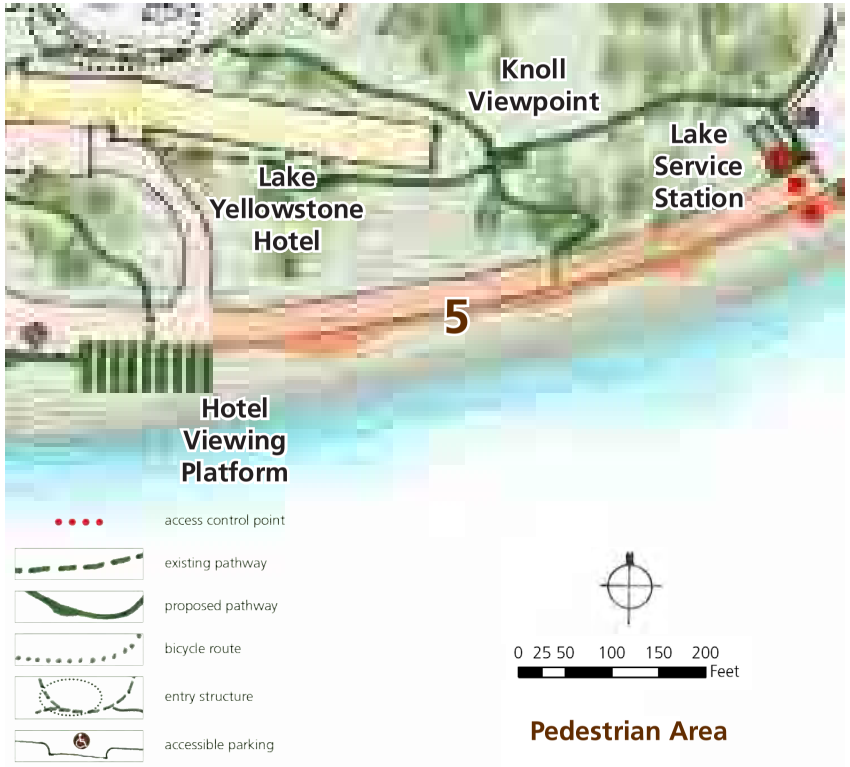
4 Behind Lake Yellowstone Hotel. The parking area behind the Lake Yellowstone Hotel is the primary orientation point for visitors to the hotel and the lakeshore. Though a visitor may currently drive to the front of the hotel on the lakeshore, or visit other places in the immediate vicinity, they most often park at the back of the hotel and explore the Lake area from there. Previous planning efforts have suggested construction of an entry structure adjacent to the hotel in this area.

a. Entry structure:
   i. Provide weather protection for hotel guests
   ii. Identify as a major entry to the hotel
   iii. Formalize the existing east-west social path to general store
   iv. Follow character that is appropriate to the Lake Yellowstone Hotel experience and respects surrounding historic buildings
   v. Provide clear signage that directs visitors to the hotel entry, lakeshore, and general store
   vi. Not physically connected to Lake Yellowstone Hotel



Hotel Entry Structure: Boylin Cywinski Jackson 2007

Yellowstone Lake as seen from a natural setting



View to the east with knoll at Left

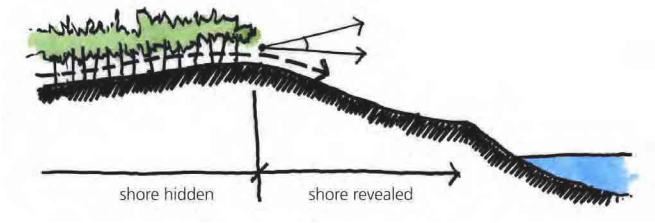
5 Pedestrian Area. This section of the lakeshore path has the least development within sight of the lakeshore. Under the selected action and the second strategy, it would be free of vehicular traffic. From this part of the path, lakeshore buildings recede from immediate view and the lake itself can be appreciated from a more natural setting.

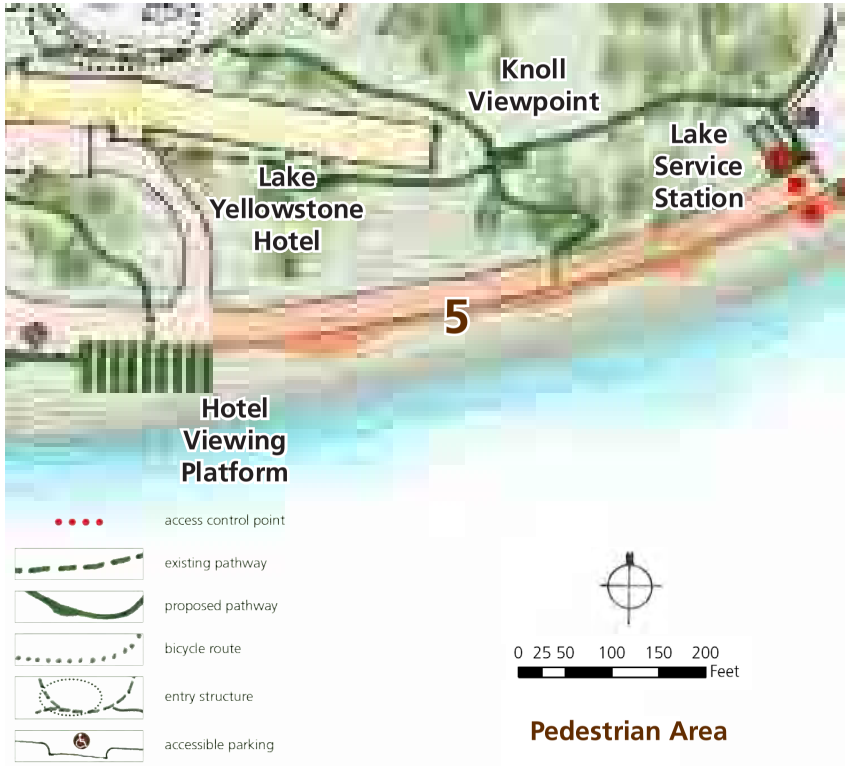
While walking on this section of the lakeshore path, views toward either end are of nature without buildings; the curve in the shore and the existing tree cover hide structures from sight.

This section of the path is bound at the west end by the hotel viewing platform, and at the east end by Lake Service Station.

View from knoll

View from slope





5 Pedestrian Area (cont.)

Using the path behind the Lake Yellowstone Hotel, approaching the lakeshore directly from the parking area, visitors can enjoy the vastness of the lake from two different perspectives. At the top of the knoll just east of the hotel, the view of the lakeshore itself is hidden, and the lake and surrounding wilderness appear as if the lakeshore path did not exist. Below the top of the knoll, a grassy slope overlooks the lakeshore; from this position both the goings-on of the lakeshore path and the wild expanse beyond are visible.

a. Pathway along lakeshore:
   i. Reconstruct road with additional path along lakeshore, including ample seating opportunities and picnic tables
   ii. Ensure clear passage for emergency service vehicles
b. Pathway over knoll:
   i. Construct viewing area at the top of the knoll, where the lakeshore itself is not visible
   ii. Complete path down the slope to the lakeshore roadway; design to encourage visitors to rest and enjoy the view
   iii. Formalize existing social path connecting eastwards to Lake General Store and Lake Service Station

Lake Service Station Coffee Shop: Mithune 2007

6 Services Area. At the west end of this section of the lakeshore path is the Lake Service Station. One suggestion for potential reuse of this building is as a gathering place with limited food services, a spot along the lakeshore for people to relax and share their experiences. This location provides a transition from the pedestrian area to the services area. Nearby is Lake General Store, and further along is Lake Ranger Station, proposed for reopening to the public.

This plan suggests several things in regard to vehicular circulation in this area. Current utilization of existing parking is ineffective and it is likely that additional parking will be required in the future. There is not enough room to complete the lakeshore path around Lake Ranger Station unless the road and parking are reconfigured.

Immediately outside the Lake Ranger Station is a natural viewing platform on the lakeshore, currently used informally. Other than path improvements to prevent erosion and increase pedestrian safety, this particular area is best left undisturbed. Beyond the ranger station, the lakeshore path connects to an existing trail following the original route of the Grand Loop Road around the lakeshore.

Services Area

Lake General Store

Lake Ranger Station

6 Services Area (cont.)

Many visitors access the services area by foot from Lake Hotel Cottages and Lake Lodge, either using the roads or social paths adjacent to the roads.

a. Redevelop Lake Service Station:
   i. Provide minor food and beverage services
   ii. Include ample open and sheltered seating
   iii. Becomes gateway to pedestrian area
b. Construct pathway along lakeshore:
   i. Provide ample seating opportunities and picnic tables
   ii. Separate pedestrians from vehicles
c. Redevelop parking and access:
   i. Improve signage and pavement marking to better utilize existing parking east of Lake General Store
   ii. Construct parking expansion toward Lake Ranger Station
   iii. Complete paths to Lake Hotel Cottages and Lake Lodge

2.7 Bridge Bay Location

The Bridge Bay location will continue to provide support to visitors. Comprehensive planning components for the Bridge Bay location follow:

Planning zones: This location contains historic, administrative, natural, development, and circulation overlay planning zones.

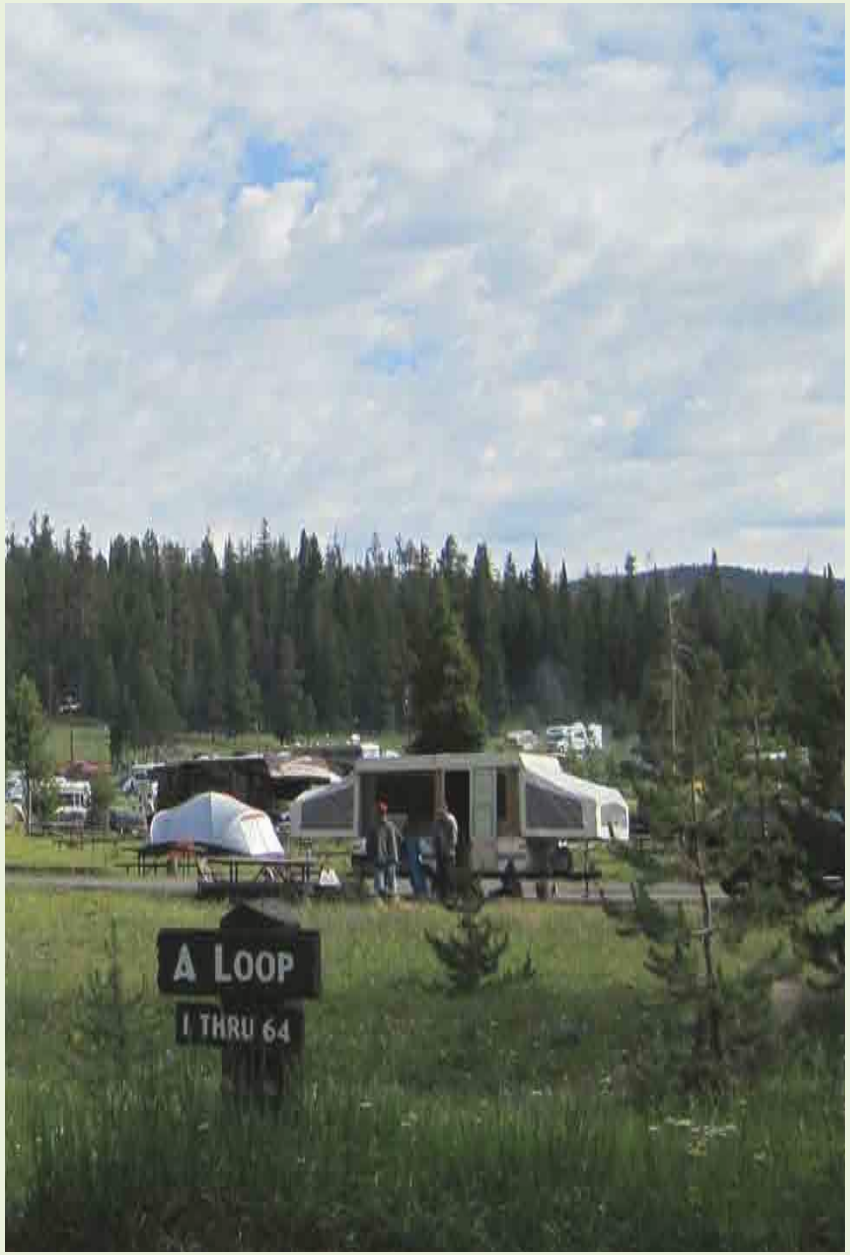
- **Design Standards:** See Figure 2-19 for specific design standards for historic, administrative, natural, development, and circulation overlay zones.
- **Planning prescriptions**: The acceptable net gain in development footprint will be 26,900 square feet; which could accommodate projects such as NPS storage facilities and shower services at the campground. The acceptable net change in development footprint for pavement will be 200 square feet. Please see the planning prescriptions table for distribution of development footprint.

Projects:

- **Construct 2 shower facilities in campground**
  There are currently no showers in the Bridge Bay Campground, which consists of 425 spaces. Visitors often spend multiple days in the Bridge Bay location and have to travel to the Fishing Bridge RV Park to use showers there, increasing local area traffic. Shower facilities will be constructed within the boundary of the Bridge Bay Campground.
- **Construct a shower and laundry facility near the marina**
  This facility will provide showers and laundry to visitors at both the campground and marina. Visitors often spend multiple days in the Bridge Bay location, and have to travel to Fishing Bridge for showers and Lake Lodge for laundry facilities. This project will enhance visitor experience and will take place within the marina's existing footprint.
- **Relocate the marina fuel pump**
  Currently, the fuel pump is over the marina's waters, leading to occasional fuel spills into the lake. This project will move the pump to a location adjacent to the marina, but over ground. Boats will still be able to fuel up from the water, but fuel spills into the water will decrease.
- **Install electrical hook-ups in Loops A-D of the campground**
  Currently, the only electrical hook-ups in the campground are used by campground employees, who live in RVs the entire summer. Therefore, visitors in RVs run generators for electricity. This leads to noise pollution in the campground. This project will decrease noise pollution and enhance visitor experience.
- **Construct fence to separate humans and bears from the utility corridor near H Loop of the campground**
  The utility corridor runs between H Loop and the rest of the campground, providing a level, treeless space that campers sometimes use for their tents and bears sometimes use as they move through the area. This could lead to a conflict between bears and humans. Additionally, there is the risk of the overhead powerlines falling on campers or tent poles coming into contact with the powerlines, causing injury or loss of life. This project will install a fence along the edges of the corridor to dissuade campers from setting up their tents in the open space, thus alleviating safety and resource concerns.
- **Improve marina bulkhead**

The bulkhead in the marina needs standard repair and improvement. The improvements will consist of shoring up the existing bulkhead within its present footprint.

- **Dredge marina entry**
  The marina entry is becoming shallower due to natural silting in Yellowstone Lake. The current depth is 4 feet, which is inadequate for some NPS and visitor boats. This project will dredge the marina entry to provide adequate depth. This project will remove approximately 2,400 cubic yards of sediment from the mouth of the marina. The spoils will be disposed of in an approved landfill facility.
- **Retain campground circulation in current configuration**
  The 1993 Lake/Bridge Bay DCP/EA proposed that the A Loop road be moved to improve circulation. This project was not completed, but other changes to adjacent roads have alleviated circulation problems in the A Loop, thus negating the need for this project.
- **Rehabilitate campground amphitheater**
  This project, which was proposed in the 1993 Lake/Bridge Bay DCP/EA, involves standard upgrades to the campground amphitheatre. Modifications will not change the amphitheatre capacity or footprint.
- **Utilize darker colors to blend the transfer station building**
  The transfer building is located in the trees north of Bridge Bay campground. It is not accessed by visitors, but is visible from several points along the Grand Loop Road. A darker paint color will blend this administrative function within the surrounding forest and thus make it less apparent to the visitor.
- **Construct storage facilities at the transfer station**
  There is currently inadequate storage for NPS maintenance operations in the Lake Area. This problem will increase when the hatchery, which is used partially for storage, is converted to visitor use. The storage facilities will be constructed in the transfer station location and will not expand the location's boundaries.



Bridge Bay Location

Design Standards

Bridge Bay is a protected bay providing marina facilities and a campground on a natural terrace above Yellowstone Lake. Views are through woods and meadows to the lake.

Wetlands should be avoided, and development footprint consolidated, to minimize impacts on wildlife and habitat.

The Mission 66 era marina is a potential Historic District; development in this location should retain this architectural style.

Bridge Bay Location

Fig. 2-13.1.1: Planning Zones 1

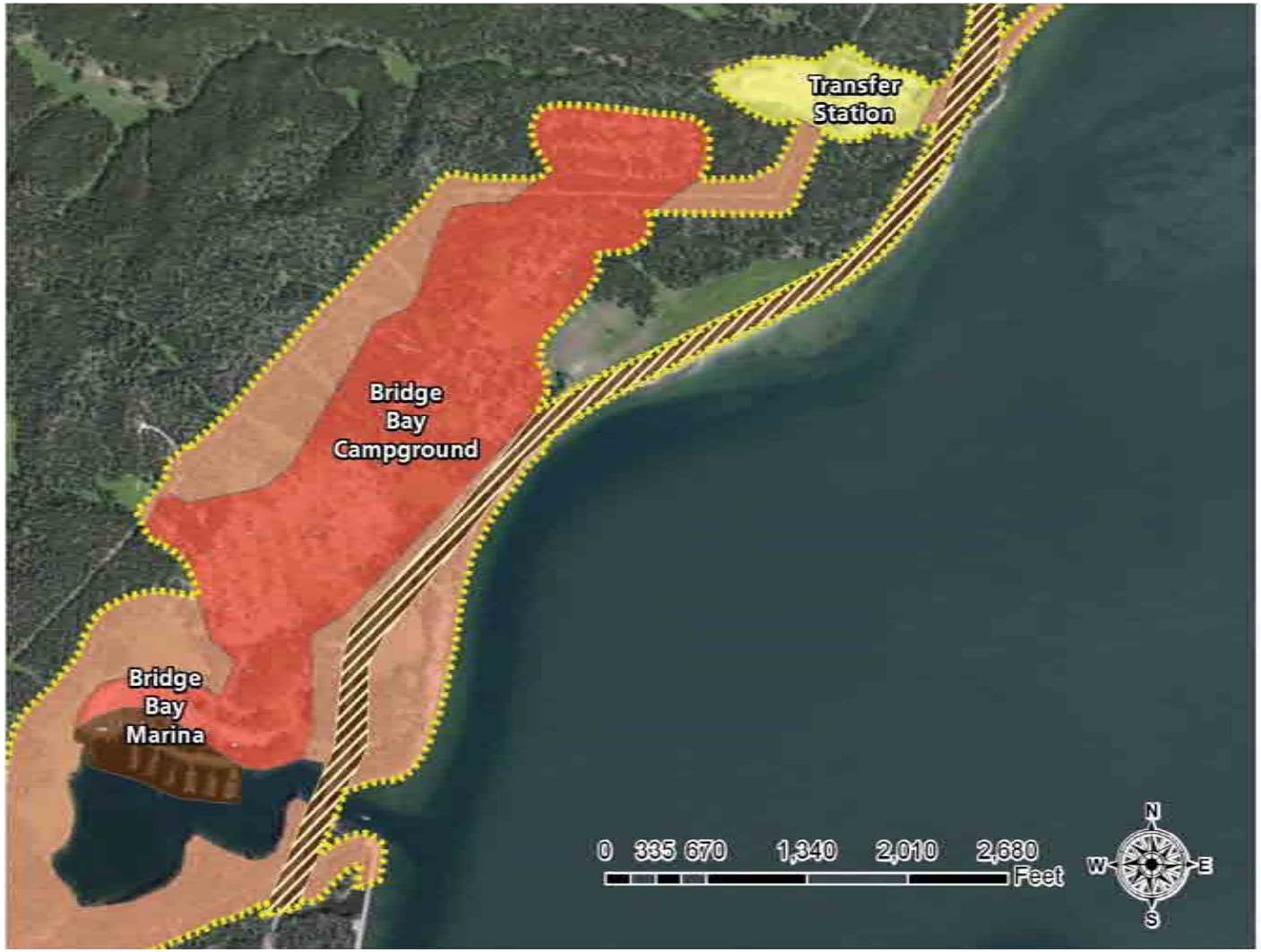
Existing Conditions

Legend

Planning Boundary

Bridge Bay Location

Fig. 2-13.1.2: Planning Zones 1



Bridge Bay Location planning zones allow development footprint that accommodates additional visitor use facilities, and campground improvements.

Legend

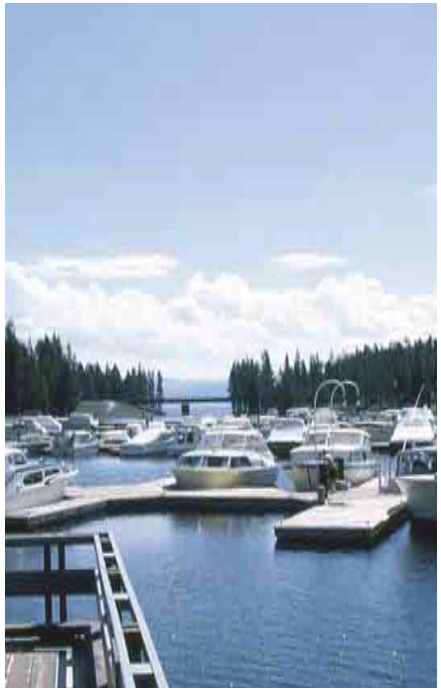
- Planning Boundary
- Buildings

Planning Zones

- Administrative
- Development
- Historic
- Natural
- Circulation Overlay

Bridge Bay Location

Fig. 2-13.2.1: Planning Prescriptions 2



Marina in protected bay; Grand Loop Road bridge and Yellowstone Lake beyond

Zone	Selected Action		
	Maximum Change In Development Footprint	**Primary Functions**	**Projects**
Administrative Zone	Not to exceed 10,000 s.f. net gain for buildings; no gain or loss for pavement	NPS operational facilities	• Construct storage facilities
Development Zone	Not to exceed 10,600 s.f. net gain for buildings; no gain or loss for pavement	Concession visitor facilities	• Install electrical connections at campsites A-D loops • Construct one shower with laundry • Construct fence at utility corridor • Rehabilitate campground amphitheatre
Historic Zone	Not to exceed 6,300 s.f. net gain for buildings; 200 s.f. net gain for pavement	NPS visitor facilities	• Repair marina bulkhead
		Concession visitor facilities	• Relocate fuel pump and storage • Construct shower/laundry
Natural Zone	No gain or loss for pavement	Walkways Roads and parking Minor facilities like utilities	• Dredge marina entry • Upgrade utilities as described in Section 2.3.2
Circulation Overlay Zone	No gain or loss for pavement	Circulation and parking	• none
Note: Refer to Section 2.3.2 and Table 2-1 for description of utilities projects potentially occurring in all zones.			
Note: This EA/Plan provides for reduction, replacement, and new development footprint. If impacts are not greater than those assessed, no further NEPA is required. Changes to historic properties require compliance with Section 106 of NHPA. Changes to floodplains, wetlands, and other waters of the U.S. require compliance with applicable law and policy.			

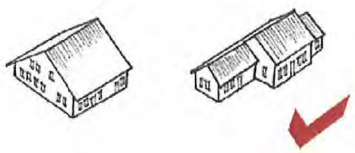
Bridge Bay Location

Fig. 2-13.3.1: Design Standards 3

Building Screening

Preserve natural screening between buildings and camping area

Building Shape



Shape large buildings as collections of smaller identifiable parts

Administrative Zone	**Description**	Area currently contains operational facilities not accessed or visible to the public used by NPS and concessioner such as transfer station and recycling processing. Also contains wastewater treatment plant.
	Primary Objectives	• Location is adjacent to Grand Loop Road. Ensure operational facilities are screened and out of visitor view. • Protect wetland resources. Minimize intrusion into other resources. • Limit size of individual buildings.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of both visitor-use areas and Grand Loop Road.
	Layout	Preserve landscape screening between operational facilities, visitor-use areas and Grand Loop Road.
	Scale, Size	Total building height remains near average tree canopy; maximum two stories. Break up building mass through use of roof overhangs, porches, and combinations of smaller units or different shapes.
	Site Features	Integrate new construction within existing topography and landscaping. Avoid wetlands. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with adjacent historic district. Avoid reflective surfaces.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Bridge Bay Location

Fig. 2-13.3.2: Design Standards 3

Campground Comfort Station

Neutral colored masonry building with wood framed roof

Setting

Set buildings within surrounding trees

Development Zone	**Description**	Zone currently contains campground used by visitors, with north end crossed by utility corridor.
	Primary Objectives	• Zone is adjacent to Grand Loop Road, and across road from Yellowstone Lake. Zone is also adjacent to potential Bridge Bay Marina Historic District. Ensure operational facilities are screened and out of visitor view. Maintain campground experience. • Protect wetland resources. Minimize intrusion into other resources.
	Setting	Retain and restore clusters of trees and vegetation to blend facilities into surroundings. Screen operational facilities from view of visitor-use areas.
	Layout	Improve pedestrian pathway between camping area and Yellowstone Lake across Grand Loop Road. Preserve/improve landscape screening between campground and Grand Loop Road.
	Scale, Size	Total building height remains near average tree canopy; maximum two stories. Break up building mass through use of roof overhangs, porches, and combinations of smaller units or different shapes.
	Site Features	Integrate new construction within existing topography and landscaping. Avoid wetlands. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to immediate area structures and appropriate for heavy snow accumulation. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in deep snow conditions.
	Materials	Where possible, use fire resistant materials that appear natural and are compatible with adjacent historic district. Avoid reflective surfaces.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18:* http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Bridge Bay Location

Fig. 2-13.3.3: Design Standards 3

Bridge Bay Marina

Mission 66 wood framed ranger station adjacent to marina

Rental shop and store with front entry facing Bridge Bay

Historic Zone	**Description**	Area includes potential Bridge Bay Marina Historic District, with buildings such as ranger station, rental shop, store, and marine services.
	Primary Objectives	• Retain and preserve historic integrity of Bridge Bay Marina, and its relationship to the adjacent bay off Yellowstone Lake. • Zone is part of proposed Bridge Bay Marina Historic District. Additions and exterior alterations to follow "The Secretary of the Interior's Standards for the Treatment of Historic Properties". • Vegetation used to blend buildings into landscape.
	Setting	Ranger Station and store are immediately adjacent to marina, looking out over Bridge Bay. Surrounding vegetation blends buildings into landscape.
	Layout	Preserve relationship of buildings to marina, and maintain open view of Bridge Bay. Preserve vehicular entry sequence and pedestrian connections to picnic area east of facilities. Marina parking located northwest of buildings. Preserve/consolidate operational functions away from visitor use areas.
	Scale, Size	Retain and preserve small scale of ranger station, store, and marina facilities.
	Site Features	Retain and preserve historic landscape and site development features. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of currently applicable building codes.
	Roof Design	Sloped roofs of design, pitch, and composition similar to traditional park structures and appropriate for heavy snow accumulation. Suit preservation requirements for historic buildings and landmarks. Avoid reflective finishes. Provide roof overhangs and porches over doors to maintain access in heavy snow accumulations.
	Materials	Use materials identified in nominations for historic districts and landmarks. Where possible, use fire resistant materials that appear natural and are compatible with historic district. Avoid reflective surfaces.
	Color	Buildings and accompanying features compatible with colors of historic structures. Blend other items into landscape using neutral colors, such as dark brown.

References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ;
Revegetation: Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf
(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design: http://www.nps.gov/dscw/dssustain.htm ;
Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings: http://www.nps.gov/tps/sustainability.htm ;
Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ;
Guidelines for the Treatment of Cultural Landscapes: http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm

Bridge Bay Location

Fig. 2-13.3.4: Design Standards 3

Bridge Bay Campground

Open and wooded compsites on rise overlooking Yellowstone Lake

View over Yellowstone Lake toward surrounding wilderness

Natural Zone	**Setting**	Maintain appearance of natural landscape with few above-ground features that lie lightly on the land, such as small utility boxes, hydrants, signs, trails and boardwalks. Minimize structures in visible locations. Preserve unencumbered natural views within landscape.
	Site Features	Integrate new construction within existing topography and landscaping. Avoid wetlands. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Mitigate for contaminated materials removed during dredging operations. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Color	Blend into surrounding landscape using neutral natural colors, such as dark brown.
References: *Night Lighting:* Yellowstone Outdoor Lighting Standards.pdf ; *Signs:* Yellowstone Sign Code Standards.pdf ; *Revegetation:* Yellowstone Vegetation Management.pdf ; *NPS Reference Manual 18*: http://www.nps.gov/fire/download/fir_wil_rm18.pdf *(see also International Wildland-Urban Interface Code Sections 603 & 604); Sustainable Design:* http://www.nps.gov/dscw/dssustain.htm ; *Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings:* http://www.nps.gov/tps/sustainability.htm ; Secretary of the Interior's: *Standards for the Treatment of Historic Properties:* http://www.nps.gov/tps/standards.htm ; *Guidelines for the Treatment of Cultural Landscapes:* http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm		
Circulation Overlay Zone	**Setting**	Meet design standards specified for underlying zones, for example natural zone or historic zone.
	Layout	Protect wetland resources. Minimize intrusion into other sensitive resources.
	Site Features	Integrate new construction within existing topography and landscaping. Avoid wetlands. Blend walkways, barriers, bear-proof containers, signs, light fixtures, etc. into landscape using natural-appearing materials and/or colors that recede into background, such as dark brown. Avoid reflective surfaces. Night lighting, signs, and vegetation to follow existing park guidelines.
	Site Work and Restoration	Follow YNP vegetation management guidelines. Strip and stockpile topsoil before construction and replace in disturbed areas after finished grading. Restore grade to match surrounding landscape; match natural surface drainage patterns and undulations in topography.
	Design and Construction Methods	Use sustainable design methods, materials, and technologies. Follow NPS Reference Manual 18 for fire mitigation. Satisfy requirements of all currently applicable building codes.
	Materials	Minimize use of impervious materials where possible.

2.8 Mitigation Measures for all Projects

The three planning components, (1) buildable planning zones, (2) planning prescriptions, and (3) design standards, are tools that preserve and protect fundamental resources and values and visitor experience while guiding future changes in development. Therefore, these planning components act as mitigation measures to minimize impacts to resources.

To further mitigate impacts that can potentially result during project implementation the following mitigation measures would be implemented for all alternatives:

- Workers and supervisors would be informed about relevant park regulations and the importance of taking appropriate measures to minimize impacts to park resources.
- Workers and supervisors would be informed about special status species. If one of these species is discovered in a project area, contract provisions would require diversion of construction activities from the location until park staff can assess the situation.
- Construction activities would not be permitted in locations where archeological or paleontological resources are known to be present without the presence of an archeological monitor. If such resources are discovered during construction, the work would cease until park staff have consulted with the state historic preservation officer and the Advisory Council on Historic Preservation (§36 CFR 800.13, *Post-review Discoveries*). In the unlikely event that human remains are discovered, provisions outlined in the Native American Graves Protection and Repatriation Act (1990) would be followed.
- Contractors and subcontractors would be informed of the penalties for illegally collecting artifacts or intentionally damaging paleontological materials, archeological sites, or historic properties.
- All wetlands would be avoided to the extent possible.
- Temporary impacts, such as soil and vegetation disturbance and the possibility of soil erosion, associated with construction activities would occur. In an effort to avoid introduction of exotic plant species, no hay bales would be used. Hay often contains seed of undesirable or harmful alien plant species. Therefore, on a case-by-case basis the following materials could be used for any necessary erosion control dams: wood bark mulch, straw, sand bags, coir logs, and silt fences. Wood bark mulch would be used to reduce surface erosion, help retain soil moisture and promote seed generation of native plants. Standard erosion control measures such as silt fences and/or sand bags would be used to minimize any potential soil erosion where appropriate.
- The minimum area needed for an approved construction activity would be delineated by construction tape, snow fencing, or similar material. All protection measures would be clearly stated in the construction specifications and workers would be instructed to avoid conducting activities beyond the identified construction zone.
- Silt fencing fabric would be inspected weekly or after every major storm. Accumulated sediments would be removed when the fabric is estimated to be approximately 50% full. Silt removal would be accomplished in such a way as to avoid introduction of fine particle materials into any wetlands or flowing water bodies.
- Equipment would not be serviced or refueled near streams; storage and refueling or construction parking and staging areas, would be at least 150 feet (46 m) from streams or riparian areas. Fuel would be stored in fuel trucks or aboveground storage tanks, and all fuel storage would be in staging areas.

- Staging and stockpiling areas would be located in previously disturbed sites, away from visitor use areas to the extent possible, and returned to pre-construction conditions following construction.
- If necessary, dust generated by construction activity would be controlled by spraying water from an approved source on the site.
- Contractors would regularly monitor and check construction equipment to identify and repair any petrochemical leaks.
- To reduce noise and emissions, construction equipment would not be permitted to idle for extended periods and construction workers would not be permitted to broadcast portable audio devices through speakers. The use of jake brakes would be minimized when transporting materials in large trucks.
- The timing of construction activities may be altered to minimize impacts on park visitors, wildlife, or fisheries activities.
- All disturbed areas would be restored shortly after construction activities are completed.
- The Park Vegetation Guidelines including topsoil salvaging would be implemented in construction projects.
- A Park Wetland Specialist would be consulted when a project in or near wetlands is considered.
- A Park Resource Operations or Nonnative Plant Specialist would be consulted when a project involves ground disturbance activities.
- Revegetation and recontouring would be designed to minimize visual intrusions while replicating as nearly as possible pre-construction conditions.
- Revegetation efforts would strive to replicate the natural spacing, abundance, and diversity of the native plant community.
- Weed control methods would be implemented to prevent the introduction of non-native species. Material sources (e.g., sand, gravel, rock, mulch, etc.) would come from a park approved weed free material source pit or area.

Measures to reduce impacts to grizzly bears

- Educating park visitors about the causes of bear-human conflicts and how park visitors can modify their behavior to prevent conflicts from occurring. Educational efforts are made both before and after park visitors arrive in the park.
- All garbage cans and dumpsters are constructed of a bear-proof design.
- Food storage devices are provided in all designated backcountry campsites. Backcountry users not staying in designated backcountry campsites are required to store their food and garbage in a bear-proof manner.
- Regulations that require all anthropogenic foods, garbage, and other attractants to be stored in a bear-proof manner are strictly enforced.
- Regulations prohibiting park visitors from feeding bears are strictly enforced. Developed areas and roadside auto campgrounds are frequently patrolled to ensure compliance with food and garbage storage regulations. All anthropogenic bear attractants left unattended in auto campgrounds are confiscated.
- Seasonal closures around high-use bear areas (i.e., spawning streams, Pelican Valley, etc.)
- Close areas to public use if impacts to resources are evident.
- Bear awareness training provided to employees and contractors
- Maintain and enforce current 45-mph (or lower) speed limits.

- Providing shower facilities within the Bridge Bay Campground and Marina so that visitors do not have to drive to facilities in Fishing Bridge in the morning and evening.
- Fencing visitors and tent use away from known bear use corridors.
- Compliance with 36 C.F.R. 2.10 for camping and food storage
- Removal of wildlife carcasses from roads and roadsides to reduce vehicle strike mortality of bears.
- Park staff will continue to enforce regulations and implement existing procedures to make anthropogenic foods unavailable to grizzly bears and black bears within developments, along roads, and in the backcountry to reduce the chances of bears becoming conditioned to human foods and garbage.

Measures to reduce impacts to the gray wolf

- Removal of carcasses from roads and roadsides.
- Enforce park regulations on visitors maintaining a minimum distance of 100-yards from wolves (or at greater distances if human presence alters natural behaviors).
- Park staff will enforce regulations and implement existing procedures to make anthropogenic foods unavailable to gray wolves along roads and in developed areas during and after construction. The park will follow its approved plan for managing habituated and food-conditioned wolves. Contractors will receive an orientation concerning proper vehicle speeds, food storage, and human behavior in the presence of wolves.
- YNP will limit contractor camps to existing facilities
- Control traffic, parking, and speed should visitation affect wolf activity.
- Close areas to public use if impacts to resources are evident.
- Close areas to the public should a wolf den occur in the future.
- YNP will reduce speed limits and post visitor warnings at road crossings near active den sites, and maintain a maximum speed limit of 45 mph on interior park roads.
- If a den site is located within a construction zone, the zone will be closed until June 15th or until the wolf pups are mobile.

2.9 List of Preparers

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Appendix A: List of Historic Structures

Lake Historic District (YE48YE0852) Contributing Structures (From LCS)					
	Name	Number	LCS #	Eligibility	Date
1	Lake Fire Cache	HS-0190	10637	Eligible	8/4/1994
2	Lake Ranger Station	HS-0191	10636	Eligible	8/4/1994
3	Lake Barn	HS-0195	10639	Eligible	8/4/1994
4	Lake Sign Cache/Comfort Station	HS-0197	50601	Eligible	8/4/1994
5	Lake Pumphouse	HS-0288	50603	Eligible	8/4/1994
6	Lake Pumping Station Vault	HS-0289	50960	Eligible	8/4/1994
7	Lake Fish Hatchery Laundry	HS-0735			6/25/1985
8	Lake Hamilton Store	HS-4020	50606	Eligible	8/4/1994
9	Lake Hamilton Store Storage Cellar	HS-4020A	267167	Eligible	8/4/1994
10	Lake Service Station	HS-4021	50607	Eligible	8/4/1994
11	Lake Hamilton Residence	HS-4022	50608	Eligible	8/4/1994
12	Lake Lodge	HS-4050	50609	Eligible	8/4/1994
13	Lake Lodge Powerhouse	HS-4051	50610	Eligible	8/4/1994
14	Lake Lodge Linen Building	HS-4052	50611	Eligible	8/4/1994
15	Lake Lodge Laundry Building	HS-4053	50612	Eligible	8/4/1994
16	Lake Lodge Comfort Station	HS-4059	50614	Eligible	8/4/1994
17	Lake Hotel	HS-4300	50615	Listed	5/16/1991
18	Lake Hotel Boiler/Power House	HS-4301	50616	Eligible	8/4/1994
19	Lake Sandpiper Dormitory	HS-4303	50618	Eligible	8/4/1994
20	Lake Hotel Root Cellar	HS-4309	50623	Eligible	8/4/1994
21	Lake Hotel Pump House	HS-4310	257331	Eligible	8/4/1994
22	Lake Hotel Caretaker's Residence	HS-4313	50624	Eligible	8/4/1994
23	Yellowstone Park Boat Company Boathouse	HS-4314	50625	Eligible	8/4/1994
24	Lake Lodge Personnel Building	HS-7005	50629	Eligible	8/4/1994
25	Lake Lodge Boy's Dormitory	HS-7006	50630	Eligible	8/4/1994
26	Lake Lodge Employee Cabin #2	HS-7021	50631	Eligible	8/4/1994
27	Lake Lodge Employee Cabin #03	HS-7023	50633	Eligible	8/4/1994
28	Lake Lodge Old Duplex Guest Cabin (#E11-E12)	HS-7036	266355	Eligible	8/4/1994
29	Lake Lodge Old Duplex Guest Cabin (#C11-C12)	HS-7038	50635	Eligible	8/4/1994
30	Lake Lodge Old Duplex Guest Cabin (#C5-C6)	HS-7039	50636	Eligible	8/4/1994
31	Lake Lodge Old Duplex Guest Cabin (#E9-E10)	HS-7040	50637	Eligible	8/4/1994
32	Lake Lodge Old Duplex Guest Cabin (#E13-E14)	HS-7041	50638	Eligible	8/4/1994
33	Lake Lodge Old Quadruplex Cabin (#E15-E18)	HS-7042	50639	Eligible	8/4/1994
34	Lake Lodge Old Quadruplex Cabin (#D17-D20)	HS-7043	50640	Eligible	8/4/1994
35	Lake Lodge Old Quadruplex Cabin (#E1-E4)	HS-7044	50641	Eligible	8/4/1994
36	Lake Lodge Old Quadruplex Cabin (#C13-C16)	HS-7045	50642	Eligible	8/4/1994
37	Lake Lodge Old Quadruplex Cabin (#C1-C4)	HS-7046	50643	Eligible	8/4/1994
38	Lake Lodge Old Quadruplex Cabin (#C7-C10)	HS-7047	50644	Eligible	8/4/1994
39	Lake Lodge Old Quadruplex Cabin (#A21-A24)	HS-7048	50645	Eligible	8/4/1994
40	Lake Lodge Old Quadruplex Cabin (#A17-A20)	HS-7049	50646	Eligible	8/4/1994
41	Lake Lodge Old Quadruplex Cabin (#D1-D4)	HS-7050	50647	Eligible	8/4/1994
42	Lake Lodge Old Quadruplex Cabin (#E5-E8)	HS-7051	50648	Eligible	8/4/1994
43	Lake Lodge Old 6-plex Cabin (#D11-D16)	HS-7052	50649	Eligible	8/4/1994
44	Lake Lodge Old 6-plex Cabin (#B5-B10)	HS-7053	50650	Eligible	8/4/1994

45	Lake Lodge Old 6-plex Cabin (#B11-B16)	HS-7054	50651	Eligible	8/4/1994
46	Lake Lodge Old 6-plex Cabin (#B17-B22)	HS-7055	50652	Eligible	8/4/1994
47	Lake Lodge Old 6-plex Cabin (#D5-D10)	HS-7056	50653	Eligible	8/4/1994
48	Lake Lodge Old 6-plex Cabin (#A25-A30)	HS-7057	50654	Eligible	8/4/1994
49	Lake Hotel Single Guest Cabin (#502)	HS-7058	50656	Eligible	8/4/1994
50	Lake Hotel Single Guest Cabin (#503)	HS-7059	50657	Eligible	8/4/1994
51	Lake Hotel Single Guest Cabin (#504)	HS-7060	50658	Eligible	8/4/1994
52	Lake Hotel Single Guest Cabin (#549)	HS-7061	50659	Eligible	8/4/1994
53	Lake Hotel Single Guest Cabin (#626)	HS-7062	50660	Eligible	8/4/1994
54	Lake Hotel Single Guest Cabin (#649)	HS-7063	50661	Eligible	8/4/1994
55	Lake Hotel Single Guest Cabin (#651)	HS-7064	50662	Eligible	8/4/1994
56	Lake Hotel Single Guest Cabin (#650)	HS-7065	50663	Eligible	8/4/1994
57	Lake Hotel Single Guest Cabin (#622)	HS-7066	50664	Eligible	8/4/1994
58	Lake Hotel Single Guest Cabin (#632)	HS-7067	50665	Eligible	8/4/1994
59	Lake Hotel Single Guest Cabin (#510)	HS-7068	50666	Eligible	8/4/1994
60	Lake Hotel Single Guest Cabin (#531)	HS-7069	228094	Eligible	8/4/1994
61	Lake Hotel Single Guest Cabin (#558)	HS-7070	260356	Eligible	8/4/1994
62	Lake Hotel Housekeeping Cabin	HS-7071	260749	Eligible	8/4/1994
63	Lake Hotel Single Guest Cabin (#543)	HS-7072	260167	Eligible	8/4/1994
64	Lake Hotel Single Guest Cabin (#644)	HS-7073	261165	Eligible	8/4/1994
65	Lake Hotel Single Guest Cabin (#636)	HS-7074	260938	Eligible	8/4/1994
66	Lake Hotel Single Guest Cabin (#641)	HS-7075	261098	Eligible	8/4/1994
67	Lake Hotel Single Guest Cabin (#631)	HS-7076	260815	Eligible	8/4/1994
68	Lake Hotel Single Guest Cabin (#635)	HS-7077	260867	Eligible	8/4/1994
69	Lake Hotel Single Guest Cabin (#540)	HS-7078	260021	Eligible	8/4/1994
70	Lake Hotel Single Guest Cabin (#621)	HS-7080	260671	Eligible	8/4/1994
71	Lake Hotel Single Guest Cabin (#534)	HS-7082	228127	Eligible	8/4/1994
72	Lake Hotel Single Guest Cabin (#535)	HS-7083	228171	Eligible	8/4/1994
73	Lake Hotel Single Guest Cabin (#525)	HS-7084	228045	Eligible	8/4/1994
74	Lake Hotel Single Guest Cabin (#544)	HS-7085	260201	Eligible	8/4/1994
75	Lake Hotel Single Guest Cabin (#606)	HS-7086	228589	Eligible	8/4/1994
76	Lake Hotel Single Guest Cabin (#609)	HS-7087	260484	Eligible	8/4/1994
77	Lake Hotel Single Guest Cabin (#613)	HS-7088	228615	Eligible	8/4/1994
78	Lake Hotel Single Guest Cabin (#614)	HS-7089	228652	Eligible	8/4/1994
79	Lake Hotel Single Guest Cabin (#524)	HS-7090	50687	Eligible	8/4/1994
80	Lake Hotel Single Guest Cabin (#608)	HS-7091	50688	Eligible	8/4/1994
81	Lake Hotel Single Guest Cabin (#612)	HS-7092	50689	Eligible	8/4/1994
82	Lake Hotel Single Guest Cabin (#607)	HS-7093	50690	Eligible	8/4/1994
83	Lake Hotel Single Guest Cabin (#511)	HS-7094	50691	Eligible	8/4/1994
84	Lake Hotel Single Guest Cabin (#516)	HS-7095	50692	Eligible	8/4/1994
85	Lake Hotel Single Guest Cabin (#517)	HS-7096	50693	Eligible	8/4/1994
86	Lake Hotel Single Guest Cabin (#518)	HS-7097	50694	Eligible	8/4/1994
87	Lake Hotel Single Guest Cabin (#523)	HS-7098	228017	Eligible	8/4/1994
88	Lake Hotel Single Guest Cabin (#552)	HS-7099	50695	Eligible	8/4/1994
89	Lake Hotel Single Guest Cabin (#553)	HS-7100	50696	Eligible	8/4/1994
90	Lake Hotel Single Guest Cabin (#530)	HS-7101	50697	Eligible	8/4/1994
91	Lake Hotel Duplex Guest Cabin (#505-506)	HS-7102	50698	Eligible	8/4/1994
92	Lake Hotel Duplex Guest Cabin (#512-513)	HS-7103	50699	Eligible	8/4/1994
93	Lake Hotel Duplex Guest Cabin (#556-557)	HS-7104	50700	Eligible	8/4/1994
94	Lake Hotel Duplex Guest Cabin (#547-548)	HS-7105	50701	Eligible	8/4/1994
95	Lake Hotel Duplex Guest Cabin (#507-508)	HS-7106	50702	Eligible	8/4/1994
96	Lake Hotel Single Guest Cabin (#509)	HS-7107	50703	Eligible	8/4/1994
97	Lake Hotel Duplex Guest Cabin (#514-515)	HS-7108	50704	Eligible	8/4/1994

98	Lake Hotel Duplex Guest Cabin (#600-601)	HS-7110	50705	Eligible	8/4/1994
99	Lake Hotel Duplex Guest Cabin (#604-605)	HS-7111	50706	Eligible	8/4/1994
100	Lake Hotel Duplex Guest Cabin (#629-630)	HS-7112	50707	Eligible	8/4/1994
101	Lake Hotel Duplex Guest Cabin (#645-646)	HS-7113	50708	Eligible	8/4/1994
102	Lake Hotel Duplex Guest Cabin (#647-648)	HS-7114	50709	Eligible	8/4/1994
103	Lake Hotel Duplex Guest Cabin (#633-634)	HS-7115	50710	Eligible	8/4/1994
104	Lake Hotel Duplex Guest Cabin (#637-638)	HS-7116	50711	Eligible	8/4/1994
105	Lake Hotel Duplex Guest Cabin (#639-640)	HS-7117	50712	Eligible	8/4/1994
106	Lake Hotel Duplex Guest Cabin (#642-643)	HS-7118	50713	Eligible	8/4/1994
107	Lake Hotel Duplex Guest Cabin (#602-603)	HS-7119	50714	Eligible	8/4/1994
108	Lake Hotel Duplex Guest Cabin (#610-611)	HS-7120	50715	Eligible	8/4/1994
109	Lake Hotel Duplex Guest Cabin (#532-533)	HS-7121	50716	Eligible	8/4/1994
110	Lake Hotel Duplex Guest Cabin (#541-542)	HS-7122	50717	Eligible	8/4/1994
111	Lake Hotel Duplex Guest Cabin (#536-537)	HS-7123	50718	Eligible	8/4/1994
112	Lake Hotel Duplex Guest Cabin (#521-522)	HS-7124	50719	Eligible	8/4/1994
113	Lake Hotel Duplex Guest Cabin (#519-520)	HS-7125	50720	Eligible	8/4/1994
114	Lake Hotel Duplex Guest Cabin (#526-527)	HS-7126	50721	Eligible	8/4/1994
115	Lake Hotel Duplex Guest Cabin (#538-539)	HS-7127	50722	Eligible	8/4/1994
116	Lake Hotel Duplex Guest Cabin (#500-501)	HS-7128	50723	Eligible	8/4/1994
117	Lake Hotel Duplex Guest Cabin (#545-546)	HS-7129	50724	Eligible	8/4/1994
118	Lake Hotel Duplex Guest Cabin (#550-551)	HS-7130	50725	Eligible	8/4/1994
119	Lake Hotel Duplex Guest Cabin (#627-628)	HS-7131	50726	Eligible	8/4/1994
120	Lake Hotel Duplex Guest Cabin (#554-555)	HS-7132	50727	Eligible	8/4/1994
121	Lake Hotel Duplex Guest Cabin (#619-620)	HS-7133	50728	Eligible	8/4/1994
122	Lake Hotel Duplex Guest Cabin (#615-616)	HS-7134	50729	Eligible	8/4/1994
123	Lake Hotel Duplex Guest Cabin (#617-618)	HS-7135	50730	Eligible	8/4/1994
124	Lake Hotel Duplex Guest Cabin (#623-624)	HS-7136	50731	Eligible	8/4/1994
125	Lake Hotel Duplex Guest Cabin (#528-529)	HS-7137	50732	Eligible	8/4/1994
126	Lake Lodge Employee Cabin #4	HS-7580	50733	Eligible	8/4/1994
127	Lake Lodge Employee Cabin #6	HS-7597	50736	Eligible	8/4/1994
128	Lake Lodge Storage Building	HS-7598	50737	Eligible	8/4/1994
129	U.S Bureau of Fisheries Boathouse	HS-0734	50605	Eligible	8/4/1994

Lake Fish Hatchery Historic District (48YE0510) Contributing Structures					
	Name	**Number**	**LCS #**	**Eligibility**	**Date**
1	Lake Fish Hatchery Mess Hall (currently) South District Office	HS-0725		Listed	6/25/85
2	Lake Fish Hatchery	HS-0726		Listed	6/25/85
3	Lake Fish Hatchery Office/Quarters	HS-0729		Listed	6/25/85
4	Lake Fish Hatchery Quarters	HS-0730		Listed	6/25/85
5	Lake Fish Hatchery Quarters	HS-0731		Listed	6/25/85
6	Lake Fish Hatchery Garage	HS-0732		Listed	6/25/85
7	Lake Fish Hatchery Bunkhouse	HS-0733		Listed	6/25/85
8	Lake Fisheries Boathouse	HS-0734			
9	Lake Fish Hatchery Laundry	HS-0735		Listed	6/25/85
10	Lake Fish Hatchery Fuel Storage Shed	HS-0737		Listed	6/25/85

Fishing Bridge Historic District (48YE0675) Contributing Structures					
	Name	**Number**	**LCS #**	**Eligibility**	**Date**
1	Fishing Bridge Ranger Station (warming hut)	HS-0301	050495	Eligible	1981

2	Fishing Bridge Museum (NHL 48YE0686)	HS-0302	050573	Listed	5/28/1987
3	Amphitheater	HS-0302A	051059		
4	Observation Terrace	HS-0302D	279389		
5	Naturalist's Residence	HS-0303	050574		
6	Comfort Station	HS-0324	050499	Eligible	
7	Fishing Bridge Repair Garage	HS-5104	050504	Eligible	1981
8	Fishing Bridge Hamilton Stores, Inc. General Store	HS-5500	050507	Eligible	1981
9	Fishing Bridge Service Station	HS-5501	050508	Eligible	1981
10	Fishing Bridge Tourist Cabin-One Room #2	050516	HS-7143	Eligible	1981
11	Fishing Bridge Tourist Cabin-One Room #19	050517	HS-7144	Eligible	1981
12	Fishing Bridge Tourist Cabin-One Room #52	050513	HS-7140	Eligible	1981
13	Fishing Bridge Tourist Cabin-One Room #32333	050512	HS-7139	Eligible	1981
14	Fishing Bridge Tourist Cabin-One Room #35211	050514	HS-7141	Eligible	1981
15	Fishing Bridge	051035	HS-BRDG037P	Eligible	1981
16	Fishing Bridge Hamilton Stores, Inc. Dormitory	HS-5101	050505	Not included	1981
17	Fishing Bridge Storage/Hose Reel House	HS-5389	050506	Not included	1981
18	Warehouse	HS-7138	050511	Not included	1981
19	Incinerator	050497	HS-0309	Outside boundary	1981
20	Fishing Bridge Bunkhouse	050496	HS-0308	Outside boundary	1981
21	Gauging Station		HS-5504	Outside boundary	1981
22	Footbridge along pedestrian path between parking area and riverfront and Fishing Bridge			Outside Boundary	1981
23	Culverts with Stone headwalls (several)				
24	YP Dormitory (behind repair garage)			Non-contributing	
25	Building #760			Non-contributing	

Lake Area
Project Application Form

Yellowstone National Park

Instructions

This application applies to construction projects in the Lake Area. The information provided in the application must address the three components included in the LACP; (1) zoning for the Lake Area (where changes may occur), (2) planning prescriptions, which define the primary function (what kind of structure) and development footprint (how big it is), and (3) design standards, which ensure that the character of facilities is historically and visually compatible with specific locations within the Lake area. The components will be used to evaluate the project in terms of consistency with the plan.

This application form requires the following information:

a. **Resources Compliance Checklist**
b. **Completed application form.**
c. **Preliminary drawings and specifications of your project**. It is advisable that you submit your project early. Conceptual ideas are encouraged—it is a good idea to talk with the Planning Office staff before you submit this form, to open a channel for dialog and to eliminate surprises on both sides of the building process!
d. **Map showing the location of your project.** Please refer to Figure 1-2 of the LACP.

The Comprehensive Planning Staff will prepare this form. Return by email to doug_madsen@nps.gov, fax to 307-344-2211, or mail it to:

Compliance Coordinator
P.O. Box 168
Yellowstone National Park, WY 82190

If you have any questions regarding any of the requirements of this form, please contact the Compliance Coordinator, Doug Madsen, at (307) 344-2895, doug_madsen@nps.gov, at the Resource Compliance Office.

Lake Area
Project Application Form

This form is to be completed early in the planning process. Project plans will be attached electronically.

Date		**Applicant Name**			
Organization/ Division Name					
Phone Number		**Fax**		**Email**	
Address					
City, State, Zip					
Proposed Project Title					
Proposed Project Start Date					
Description of Proposed Project					

1. **Project List:** Describe how the project is contained within the scope of the list in Table 2-1 of the LACP.

2. **Location(s) of proposed project.** Please check all that apply. See Figure 1-2 of the LACP for a map of these locations.

- ☐ Lake Hotel
- ☐ Lakeshore
- ☐ Lake Lodge
- ☐ Lake Administrative
- ☐ Bridge Bay
- ☐ Fishing Bridge

3. **Buildable planning zone.** Please check all that apply. Please see Figure 2-1 of the LACP for these zones and their locations.

- ☐ Natural
- ☐ Circulation
- ☐ Historic Development
- ☐ Administrative
- ☐ Development
- ☐ Other

Describe how the project meets the requirements of the Buildable Planning Zone(s) for each proposed location. Review Figures 2a-b through 9a-b of the LACP for descriptions and requirements of the Planning Zones.

4. **Does the project affect (i.e. is proposed within) resources that may require further compliance?** Compare the location of the project to the resources maps found in Appendix C of the LACP. If yes, please complete 4a and 4b. If no, proceed to question 5. ☐NO ☐YES

4a.

Please explain how the project is proposed within a cultural resource, which requires further compliance.	
Contact the Compliance Coordinator to help determine the cultural resources affected: Historic District and Archeological resource site	
Please describe the additional compliance the Compliance Coordinator has recommended.	

4b.

Please explain how the project is proposed within a natural resource. This may require further compliance.	
Contact the Compliance Coordinator to help determine the natural resources affected: Wetland, Rare plants, Threatened and endangered species	
Please describe the additional compliance the Compliance Coordinator has recommended.	

5. **Does the project involve utilities within the Buildable Natural Zone?** If so, please answer the following:

What utilities are proposed?	
Please describe how this project meets the requirements of the zone	
How much area will be disturbed?	
Compliance Coordinator recommendation for level of effect being a minor adverse impact or less	

6. **Primary Function:** Check all functions that apply to the project. Refer to Planning Prescriptions in Chapter 2 of the LACP for descriptions.
   - ☐ NPS visitor services
   - ☐ Concession visitor services
   - ☐ NPS administrative and/or operational support
   - ☐ Concession administrative and/or operational support
   - ☐ Other. Please describe:

   How is this function consistent with the LACP for these locations?

7. **Development Footprint:** The Comprehensive Planning Staff will determine this amount. Refer to Planning Prescriptions in Chapter 2 of the Lake Area Comprehensive Plan to complete the following.
   Buildings at this location:

Development footprint (ft^2) shown in the LACP as available for buildings at this location (see Chapter 2)	
If proposal includes removal of an existing structure, indicate square feet of building(s) that will be removed	(-)
Square feet of proposed building(s) (first floor)	(+)

If the project will not affect building footprint (i.e. remodel) show (0) here	
Total net gain in development footprint for buildings	(=)

Paved Parking/Roads at this location:

Development footprint (ft^2) shown in the LACP as available for paved parking/roads at this location	
If proposal includes removal of existing paved parking/road, indicate square feet of pavement that will be removed	(+)
Square feet of proposed paved parking/roads	(-)
If the project will not affect footprint for paved parking/roads (i.e. redesign) show (0) here	
Total net gain in development footprint for paved parking/roads	(=)

Unpaved Parking/Unpaved Roads (no net gain available) at this location:

Ft^2 unpaved parking/roads that will be restored to natural conditions	(+)
Square feet proposed unpaved parking/roads	(-)
Square feet of proposed paved parking/roads	
Total net gain in development footprint for unpaved parking/roads	(=)

8. **Design Standards:** Each Buildable Planning Zone at each location has Design Standards that guide the appearance for development. Refer to Chapter 2 of the LACP for these standards. Describe how the project meets the Design Standards for that zone at the proposed location(s) for the following design elements:

Materials	
Color	
Scale, size	
Roof Design	
Layout	
Setting	

9. **Please attach preliminary drawings and specifications for the project.** (If sending electronically, please use PDF, JPG, or TIFF formats)

10. **Please attach a map showing the location of the project.** A page out of the LACP may be used.

11. **Additional documentation:** Once the project is approved, the compliance coordinator will recommend the additional documentation and/or environmental compliance analyses (i.e. Memo to File, Categorical Exclusion, Section 106 Consultation, Wetlands/Waters of the U.S., etc.). This form serves as a Memo to the File, documenting that the project is within the scope of the plan and environmental assessment.

Lake Area Project Approval and Requirements Form

Project Title and Date:
Additional Forms or Sheets Attached: ☐ Yes ☐ No

_____

Comprehensive Planning and Design Consultant signature **date**

Do you recommend this project as falling within the scope, guidance, and environmental compliance of the Lake Area Comprehensive Plan?	☐ Yes ☐ No
Describe	
Is the square footage within the range defined in the LACP?	☐ Yes ☐ No
Comments or requirements	

_____

Compliance Coordinator signature **date**

Does the project fall within a natural or cultural resource, which requires further compliance?	☐ Yes ☐ No
Describe	
Do you recommend this project as falling within the scope, guidance, and environmental compliance of the Lake Area Comprehensive Plan?	☐ Yes ☐ No
Comments or requirements	

Division Chief Signature (of division proposing project) **date**

Comments or requirements:

Superintendent's Approval **signature** **date**

Comments or requirements:

Appendix C: Resource Maps

Included in this Appendix:

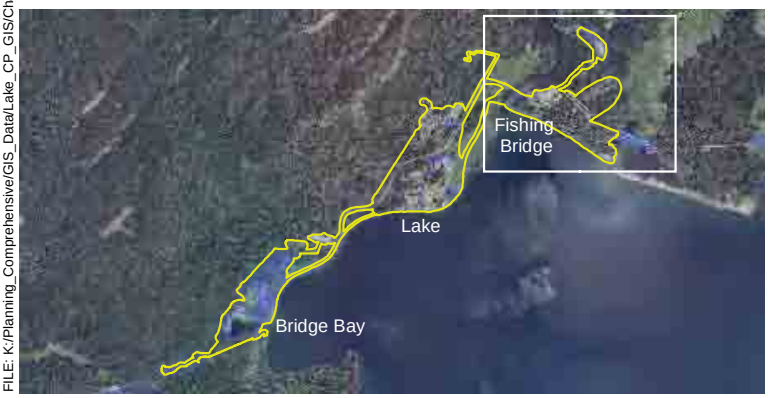
- Wetlands
- Historic Resources
- Visitor Use
- Scenic Resources
- Area Operations

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Wetlands - Fishing Bridge

0 0.25 0.5 1 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Wetlands

Buildings

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-1cLakeWetlands

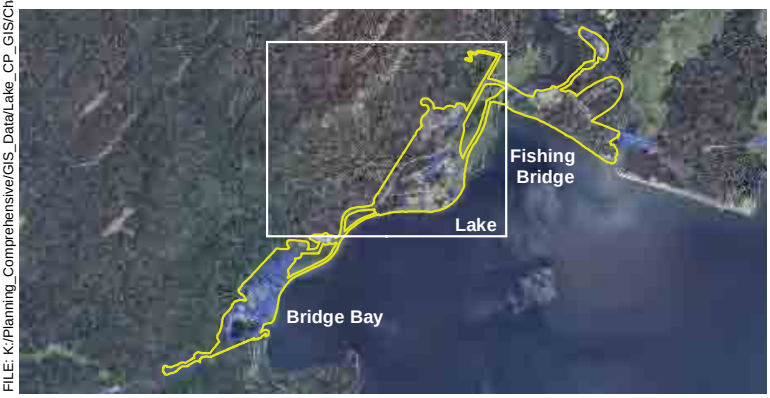
Figure C-1a Lake Wetlands - Fishing Bridge

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Wetlands - Lake Village & Gov't Area

0 0.25 0.5 1 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Buildings

Wetlands

N
W E
S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-1bLakeWetlands

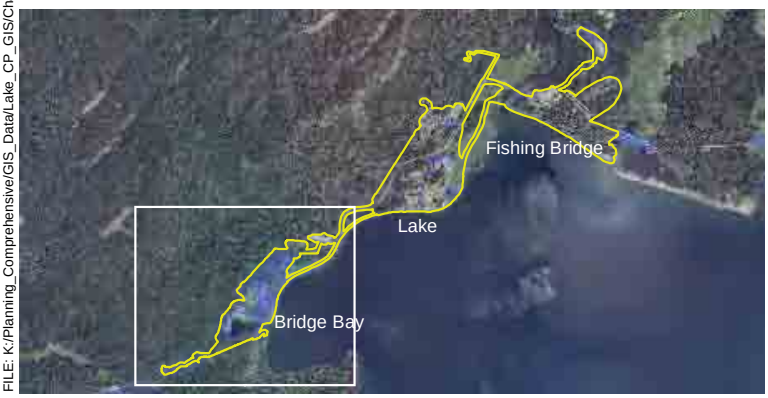
Figure C-1b Lake Wetlands - Lake Village & Gov't Area

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Wetlands - Bridge Bay

0 0.25 0.5 1 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Buildings

Wetlands

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-1aLakeWetlands

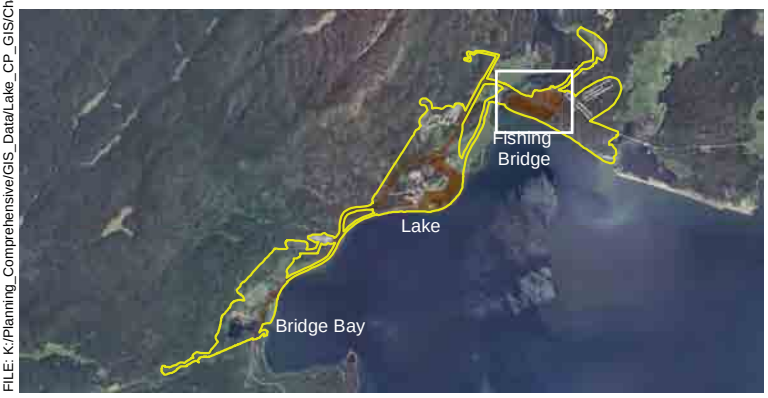
Figure C-1c Lake Wetlands - Bridge Bay

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Historic Resources - Fishing Bridge

0 0.05 0.1 0.2 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Buildings

Historic Resources

Historic District

Proposed Historic Dist.

Landmark

Proposed Landmark

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-2cLakeHistoricResources

Figure C-2a Lake Historic Resources - Fishing Bridge

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Historic Resources - Lake Village

0 0.05 0.1 0.2 Miles

0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Buildings

Historic Resources

Historic District

Proposed Historic Dist.

Landmark

Proposed Landmark

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/exported_maps/Map3-2bLakeHistoricResources

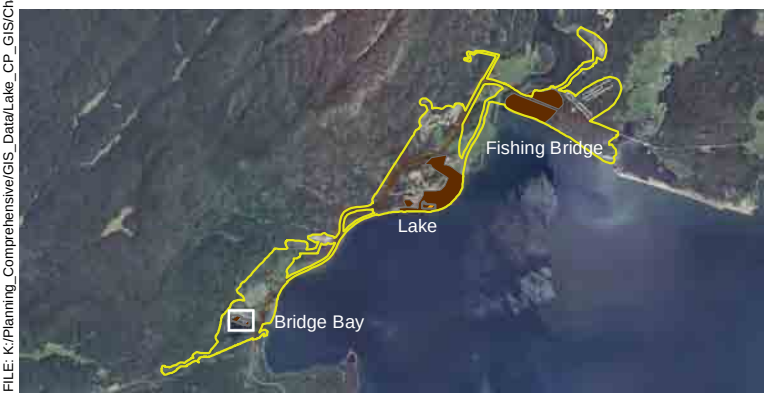
Figure C-2b Lake Historic Resources - Lake Village

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Historic Resources - Bridge Bay

0 0.025 0.05 0.1 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Buildings

Historic Resources

Historic District

Proposed Historic Dist.

Landmark

Proposed Landmark

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-2aLakeHistoricResources

Figure C-2c Lake Historic Resources - Bridge Bay

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Visitor Use - Fishing Bridge

0 0.25 0.5 1 Miles

0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Buildings

Primary User

Administrative

Visitor

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-3cLakeVisitorUse

Figure C-3a Lake Visitor Use - Fishing Bridge

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Visitor Use - Lake Village & Gov't Area

0 0.25 0.5 1 Miles

0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Buildings

Primary User

Administrative

Visitor

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-3bLakeVisitorUse

Figure C-3b Lake Visitor Use - Lake Village & Gov't Area

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Visitor Use - Bridge Bay

Legend

Planning Boundary

Trails

Roads

Buildings

Primary User

Administrative

Visitor

N
W
E
S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-3aLakeVisitorUse

Figure C-3c Lake Visitor Use - Bridge Bay

Figure C-4a Lake Scenic Resources - Fishing Bridge

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Scenic Resources - Lake Village

N
W E
S

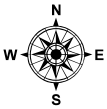
0 0.05 0.1 0.2 Miles

Figure C-4b Lake Scenic Resources - Lake Village

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Scenic Resources - Bridge Bay



0 0.05 0.1 0.2 Miles

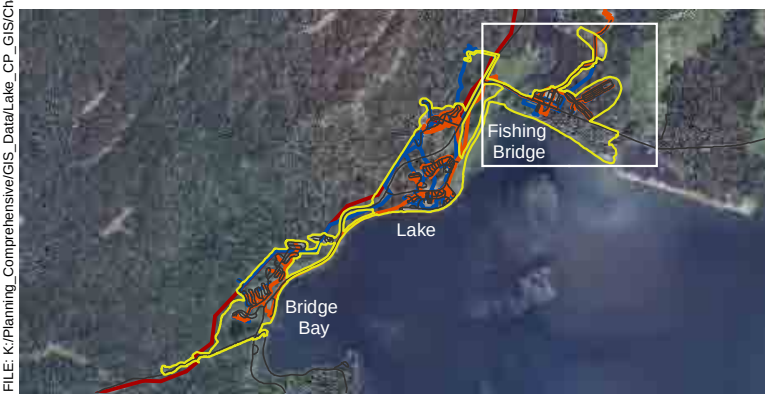
Figure C-4c Lake Scenic Resources - Bridge Bay

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Area Operations - Fishing Bridge

0 0.25 0.5 1 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Utilities

Sewer Lines

Water Lines

Electric Lines

Buildings

N W E S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-5cLakeAreaOperations

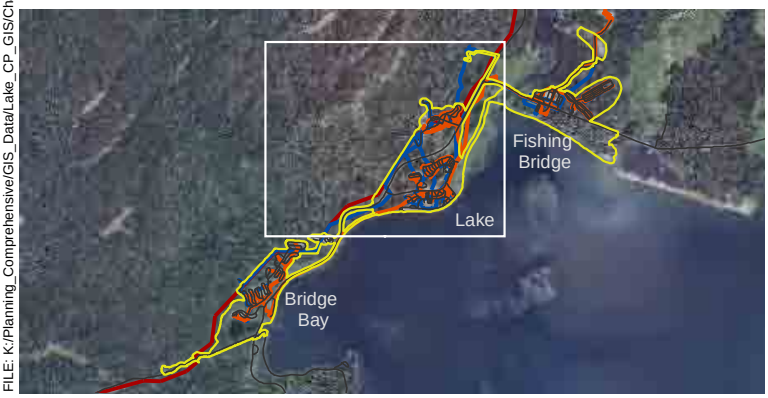
Figure C-5a Lake Area Operations - Fishing Bridge

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Area Operations - Lake Village & Gov't Area

0 0.25 0.5 1 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Utilities

Sewer Lines

Water Lines

Electric Lines

Buildings

N
W E
S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-5bLakeAreaOperations

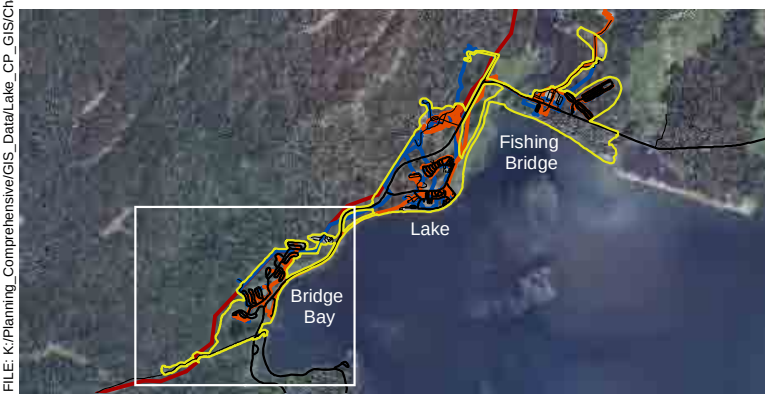
Figure C-5b Lake Area Operations - Lake Village & Gov't Area

Yellowstone National Park
Wyoming - Montana - Idaho

National Park Service
U.S. Department of the Interior

Lake Area Operations - Bridge Bay

0 0.25 0.5 1 Miles



0 0.5 1 2 Miles

Legend

Planning Boundary

Trails

Roads

Utilities

Sewer Lines

Water Lines

Electric Lines

Buildings

N
W E
S

FILE: K:/Planning_Comprehensive/GIS_Data/Lake_CP_GIS/Chapter_3/mxds/Map3-5aLakeAreaOperations

Figure C-5c Lake Area Operations - Bridge Bay