

ACTIONS COMMON TO ALTERNATIVES 2-6

The *Merced River Plan/DEIS* would address many management concerns or considerations in the same way, regardless of the alternative selected. This section groups these common actions to avoid redundancy under each alternative. These actions do not constitute an independent alternative, but rather, are an integral part of Alternatives 2-6. These common actions are the heart of the *Merced River Plan*: they address how river values would be protected, regardless of how the visitor experience might vary across Alternatives 2-6 and how related services and facilities might vary.

In addition to the actions listed in this section, each alternative would incorporate the boundaries, classifications, and Section 7 determination process outlined in Chapters 3 and 4. The mitigation measures described in Table 2-2 and the Mitigation Measures described in Appendix C would also be common to Alternatives 2-6.

Actions to Protect and Enhance River Values

The protection and enhancement of river values that would be common to Alternatives 2-6 is described in greater detail in Chapter 5, “River Values and Their Management.” That chapter (1) states the management standards for each value, (2) analyzes the current condition of each value and the management concerns or considerations related to achieving and maintaining the management standards, and (3) identifies the actions that would be required to protect and enhance each value. The actions to protect and enhance the river’s geologic, hydrologic, and biological values are described in detail in the Ecological Restoration Plan included in Appendix E.

Many of the actions included in the Ecological Restoration Plan would protect or enhance multiple river values; for example, removal of road shoulder parking would improve natural water flows into meadows and discourage informal foot trails through meadows, protecting and/or enhancing hydrologic, biological, cultural, and scenic values.

Table 8-8 and the maps that follow highlight major actions for protecting and enhancing river values that are common to all the action alternatives.

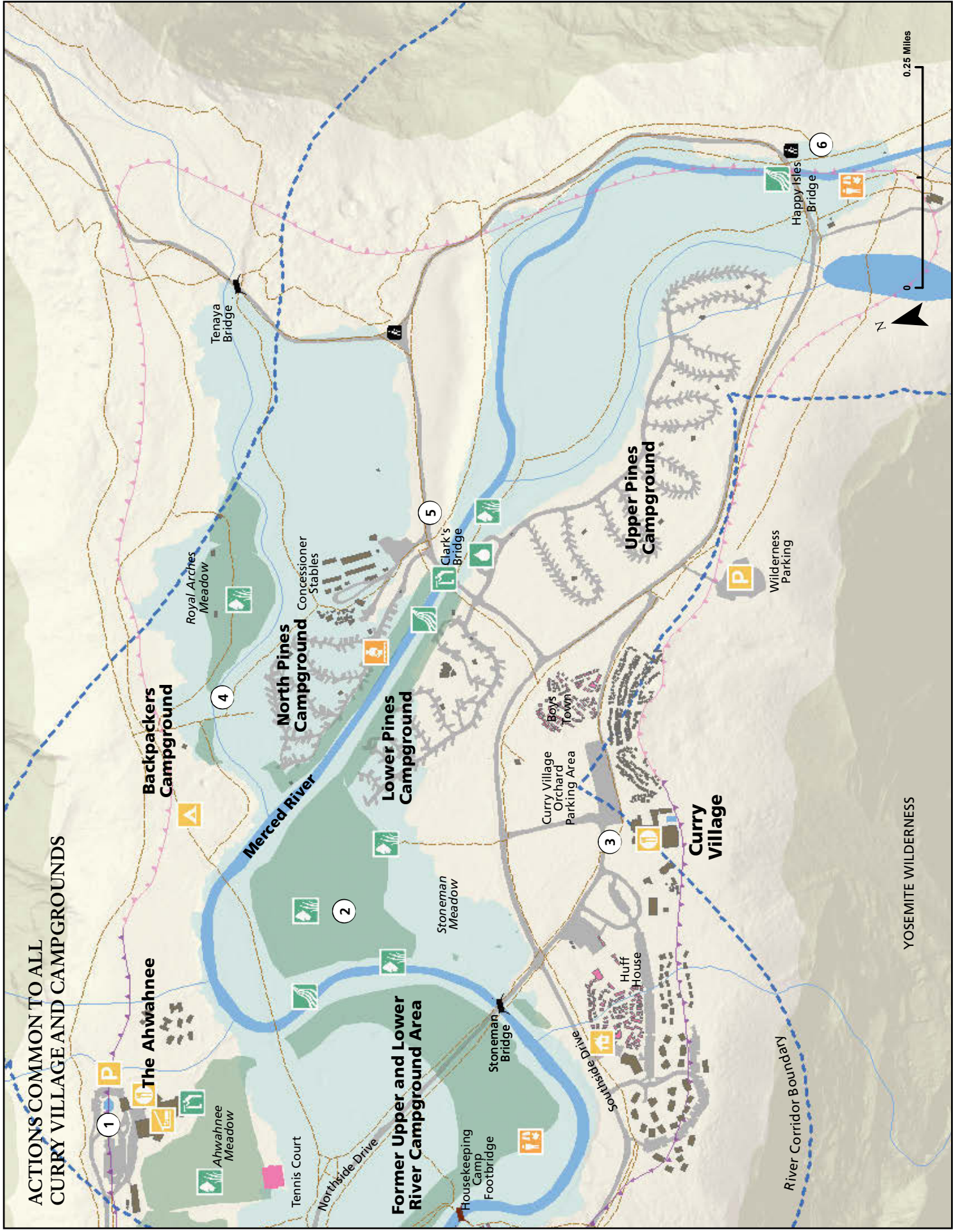
TABLE 8-8: SUMMARY OF MAJOR ACTIONS FOR PROTECTING AND ENHANCING RIVER VALUES—COMMON TO ALTERNATIVES 2-6

Ecological Restoration Actions (Free Flow, Water Quality, Geologic/Hydrologic, and Biological Values)	
Corridorwide	
Ecological Restoration Acreage	164 acres total (refer to Appendix E for specific locations)
Riprap to be Removed	5,700 linear feet (refer to Appendix E for specific locations)
Segment 2: Yosemite Valley	
Free Flow / Geologic/Hydrologic Values	- Place large wood into river banks and river channel and construct log jams between Clark’s and Sentinel bridges to enhance riparian habitat and channel complexity. - Remove riverbank riprap. - Remove the Happy Isles bridge footings and outdated infrastructure at the Pohono gauging station.

TABLE 8-8: SUMMARY OF MAJOR ACTIONS FOR PROTECTING AND ENHANCING RIVER VALUES—COMMON TO ALTERNATIVES 2-6

Ecological Restoration Actions (Free Flow, Water Quality, Geologic/Hydrologic, and Biological Values)	
Segment 2: Yosemite Valley (continued)	
Riparian Buffer / Floodplain	- At a minimum, remove existing campsites from within 100 feet of the bed and banks of the river. - Establish a riparian buffer to prohibit any new development within 150 feet of the bed and banks of the river. - Move Yosemite Village Day-use Parking Area parking north at least 150 feet away from the river. - Implement a 50-foot riparian setback from Indian Creek. - Direct river access to resilient sandy beaches and sandbars; fence off sensitive riparian areas and restore native riparian vegetation.
Meadow Restoration	- Remove abandoned infrastructure, including tiles, pipes, and abandoned roads, and ecologically restore sites. - Improve meadow hydrology by removing artificial fill, filling ditches, constructing culverts, and removing remnants of abandoned underground utilities to enhance water flows into meadows (actions in particular meadows would sometimes vary among alternatives). - Remove 6 miles of informal trails to reduce meadow fragmentation; restore disturbed areas to natural conditions; eliminate some roadside parking and fence some areas to reduce the potential for informal trailing through sensitive meadow habitat. - Eliminate some roadside parking and fence some areas to reduce the potential for informal trailing through sensitive meadow habitat. - Improve the condition of plant communities at specific locations in Yosemite Valley (67 potential acres targeted) by restoring the mosaic of meadow, riparian deciduous, black oak, and open mixed conifer forest vegetation. Management actions could include revegetation, prescribed fire, mechanical removal of conifers, and infrastructure redesign.
Segment 4: El Portal	
Riparian Buffer / Floodplain	- Ecologically restore Greenemeyer sand pit. - Enhance valley oaks in Old El Portal by creating an oak recruitment area of at least 1 acre in the vicinity of the current bulk fuel storage area.
Segment 7: Wawona	
Riparian Buffer / Floodplain	Ecologically restore portions of the Wawona campground. Relocate or remove all campsites currently within 100 feet of the bed and banks of the river.
Scenic Values	
Segment 2: Yosemite Valley	
Iconic Scenic Views	- Reduce visual intrusions as part of the ecological restoration program. - Ensure that new development is protective of scenic values. - Implement management treatments, including removal of vegetation, to protect views from 47 vista points within the river corridor.
Cultural Values	
Segment 2: Yosemite Valley	
Ethnographic and Archeological Resources	- Remove informal trails, non-essential roads, and infrastructure that impacts archeological sites. - Delineate bike paths, roads, bridle paths, parking, staging, and trails away from sensitive cultural and ethnographic resource areas. - Remove graffiti, and install fencing around rock art and other sensitive features to discourage inappropriate visitor use. - Develop site management plans for archeological sites with complex uses and impacts such as Yosemite Village.
Recreational Values	
Segment 2: Yosemite Valley	
River-related Recreation	- Improve circulation and access while reducing crowding at key attraction sites. - Manage boating to improve dispersed recreation along the river in Yosemite Valley.

COMMON TO ALL ACTION ALTERNATIVES



EAST YOSEMITE VALLEY: CURRY VILLAGE AND CAMPGROUNDS

1. The Ahwahnee

Meadow Restoration: Restore 5.7 acres by removing conifers to reconnect isolated meadow portions to improve hydrologic connectivity. Remove tennis courts from black oak woodland and ecologically restore area.

Scenic Views: Selectively thin trees that encroach on views toward Yosemite Falls and maintain views from inside the historic building.

Lodging: Retain the existing 123 units.

Parking: Redesign existing parking lot; providing for proper drainage. Construct new 50-space parking lot east of the area. Follow Ahwahnee Historic Structure Report and cultural landscape report recommendations for parking area configuration and gatehouse restoration.

Services and Facilities: Retain bar and food service, dining room, gift shop, and sweet shop. Remove pool.

2. Stoneman Meadow and River Reach Between Bridges

Meadow Ecological Restoration: Use restoration fencing to protect the meadow's north end. Remove encroaching conifers and invasive plants.

Interpretation of River Processes: Create an interpretive nature walk through Lower Rivers area that emphasizes river-related natural processes and stewardship.

Large Wood Management: Leave large wood in river that does not compromise visitor safety or infrastructure. Incorporate large wood into riverbanks to provide structure for highly eroded riverbanks.

Hydrologic Processes: Place eight naturally-looking constructed log jams to address river widening in the channel between Clark's and Sentinel Bridges. Restore riverbank erosion through brushlayering and revegetation.

Riparian Restoration: Ecologically restore 20 acres of the former Lower Pines Campground, which was closed after the 1997 flood.

3. Curry Village

Curry Village Residential Area: Remove temporary housing at Huff House and Boys Town. Replace with new housing units at Huff House to accommodate 164 employee beds.

Services and Facilities: Retain Curry grocery store, pizza deck and bar, pavilion and cafeteria, Happy Isles Nature Center, and Curry Village swimming pool. Remove the Happy Isles snack stand, bike and raft stand, and Curry Village ice rink. Eliminate commercial horseback day rides at Concessioner Stables in Yosemite Valley.

Wilderness Parking Area: Formalize parking using best management practices to protect water quality. Remediate soils in the area, which was once a landfill site for Curry Village.

4. North Pines and Backpackers Campgrounds

Backpackers Campground Western Expansion: Construct 16 new camping sites west of Backpackers Campground.

Royal Arches Meadow Restoration: Remove conifers, decompact soils, and revegetate area with native species. Remove infrastructure, such as tiles, pipes, and abandoned road.

River Access: Direct visitors at Lower and North Pines campgrounds to four resilient sandy beaches through signage and maps.

5. Clark's Bridge Area

Clark's Bridge: Place large wood to lessen scouring from the bridge, along with a constructed log jam.

Upper Pines RV Dump Station: Relocate RV dump station and utilities away from the river to mitigate potential threat to water quality.

Riverbank Restoration: Direct visitors to resilient river access point. Stabilize eroded riverbanks.

6. Happy Isles Area

Happy Isles Wayfinding: Improve wayfinding from the shuttle stop to Happy Isles and the Mist Trail.

Happy Isles Road Bridge: Place large wood to lessen scouring from the bridge along with brush layering and a constructed log jam. Remove former footbridge abutments.

Pack Stock Trail: Remove 3,800 feet of pack stock trail near the riverbank. Remove asphalt and decompact hardened surfaces. Re-vegetate with native plants.
- Cultural Resource Protection
Delineate trails; remove informal trails; and remove graffiti to protect culturally sensitive resources. Also, direct visitor use for additional protection.

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1. Superintendent's Bridge Area
Cook's Meadow South Boardwalk: Selectively thin conifers encroaching on open vistas across the meadows and views of Yosemite Falls, Sentinel Rock, North Dome, and Glacier Point.

-  **Superintendent's Bridge Scenic Views:** Thin conifers to maintain views of Sentinel Rock and North Dome.
-  **Hutchings View:** Selectively thin conifers to maintain distant views of Half Dome, Yosemite Falls, Sentinel Rock, North Dome, Glacier Point, Royal Arches, and Washington Column.

-  **Scenic Views:** Selectively thin encroaching conifers and burn undergrowth to open distant views of Half Dome.
-  **Informal Shoulder Parking:** Remove roadside parking along Sentinel Drive that encroaches on sensitive habitat. Ecologically restore area to natural conditions.

 **Roadbed Restoration near Cook's Meadow:** Remove fill of former roadbed north of Northside Drive between the Rangers' Club and the three-way stop. Re-vegetate with native meadow species.

 Yosemite Village Services and Facilities: Retain Village Store and Grill. Re-purpose the Village Sport (Mountain) Shop as a visitor contact center.

P Concessioner Garage Relocation: Remove Concessioner Garage building, and re-locate the function to the Government Utility Building area, outside the river corridor. Re-develop garage footprint as visitor parking. Expand visitor vehicle services in El Portal and Wawona service stations.

5. Ahwahnee Meadow Area
 Valley Meadow Ditch Restoration: Fill 2,155 feet of human-constructed ditches in Valley.

6.  **Housekeeping Camp Area**
Ecological Restoration and River Access: Restore riverbank by brush-layering, decompacting soils, and planting riparian species. Direct visitors to two resilient beach locations at the western edge of camp. Fence off current eastern river access point on a steep eroded bank.

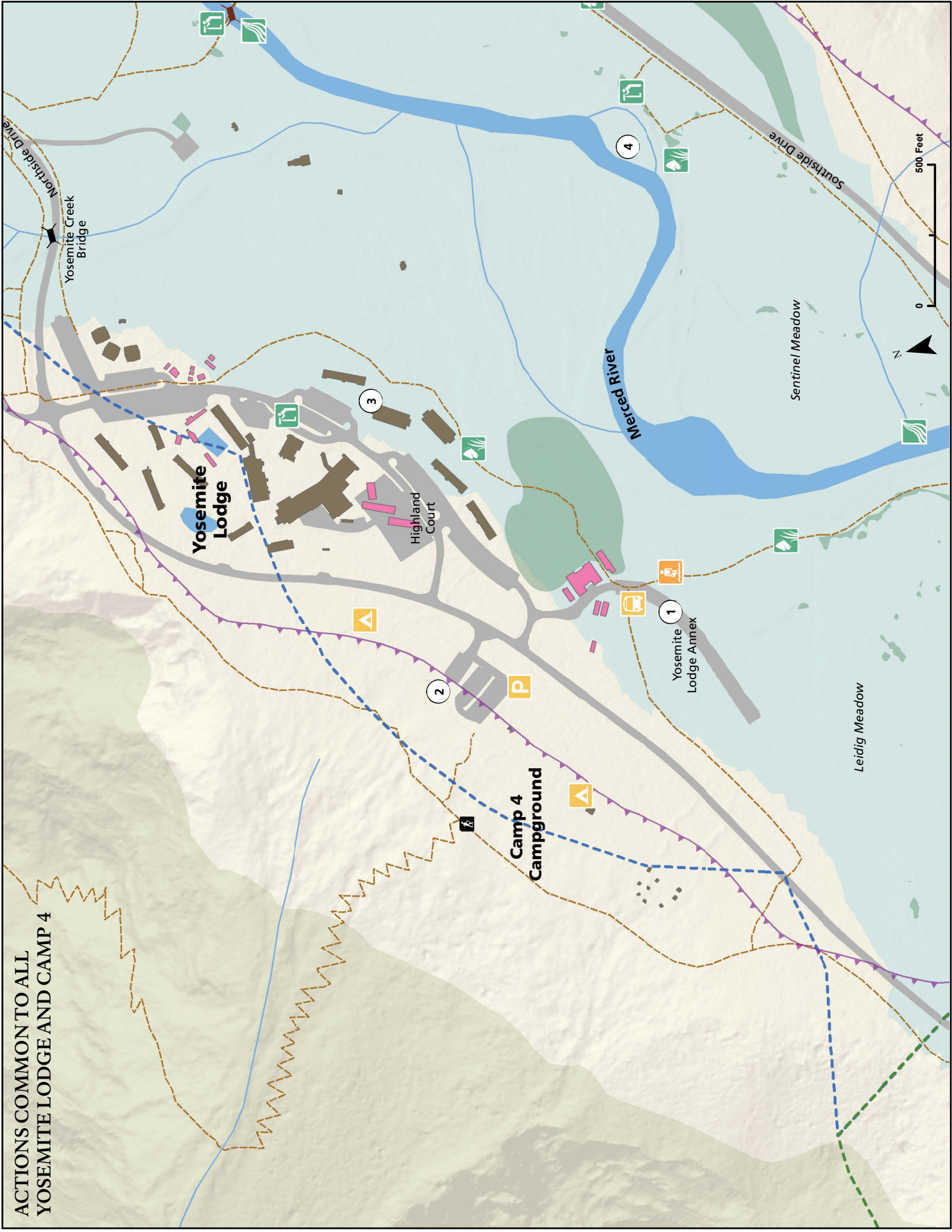
 **Revetment Removal:** Remove 3,400 feet of revetment built into the riverbank that impacts hydrologic flow. Re-vegetate with riparian species. Replace an additional 2,300 feet of revetment with bioengineered riverbank stabilization.

 Cultural Resource Protection

Remove informal trails that contribute to archeological site disturbance. Develop historic structure report and address recommendations for treatment to bring LeConte Memorial Lodge, which is an National Historic Landmark, to "good condition."

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COMMON TO ALL ACTION ALTERNATIVES



EAST YOSEMITE VALLEY: YOSEMITE LODGE AND CAMP 4

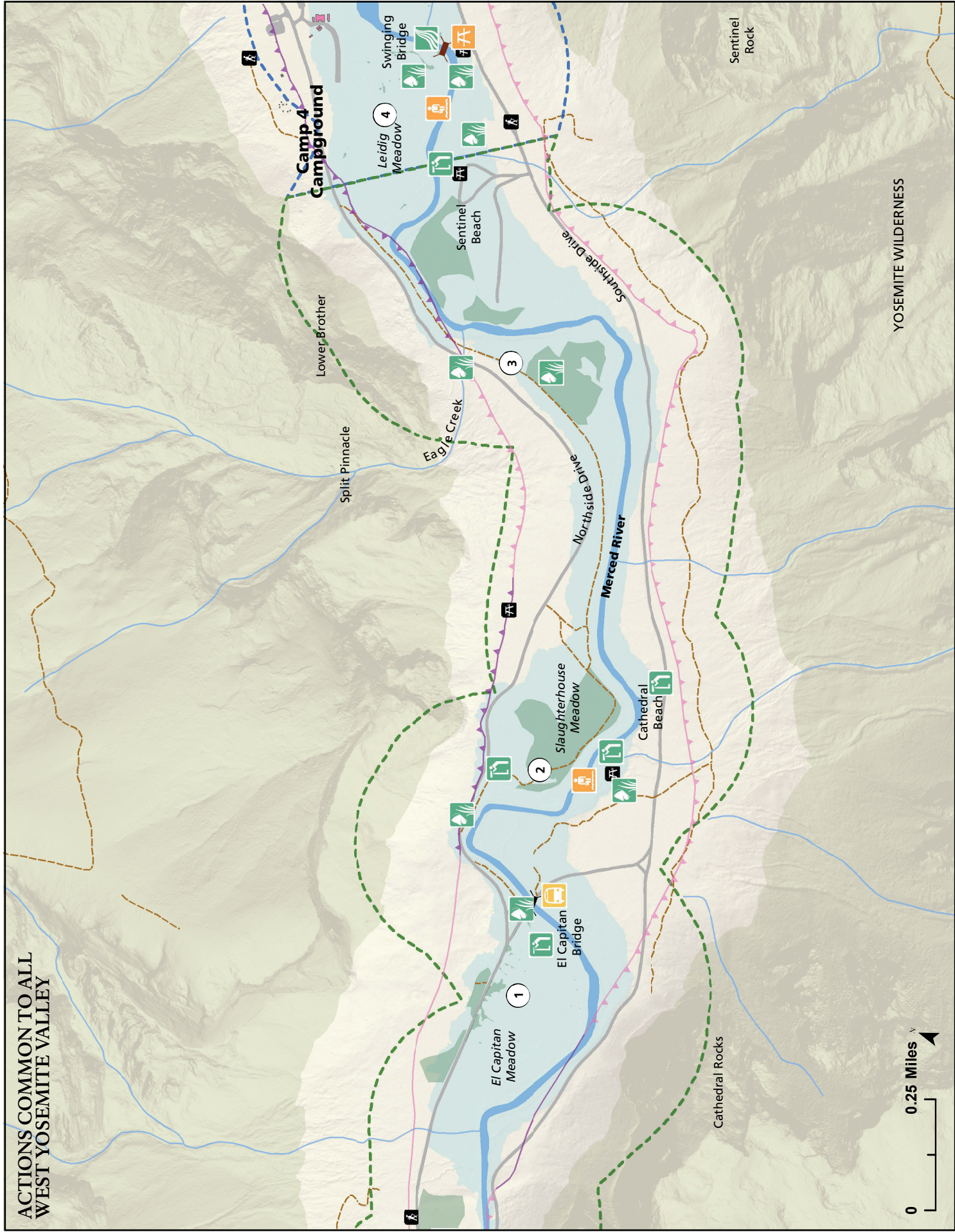
- Yosemite Lodge Annex**
Leidig Meadow Bike Path: Replace a section of paved trail within the bed and banks of the river with an elevated boardwalk.
Yosemite Lodge Beach Access: Direct river access to the Swinging Bridge sandbar and fence sensitive riparian area.
Former Yosemite Lodge Cabin Area Restoration: Restore 4.5 acres on western portion of Yosemite Lodge complex at site of lodging units removed after the 1997 flood. Remove fill, decompact soils, and plant native riparian species.
- Camp 4 Area**
Parking: Construct a 41-space parking lot for the Camp 4 Campground.
Camp 4 Campground: Retain 35 campsites. Expand Camp 4 eastward with 35 additional walk-in sites.
Camp 4 Shuttle Stop: Construct a formal shuttle stop near Camp 4.
- Yosemite Lodge Area**
Yosemite Lodge Portico Scenic Views: Selectively thin conifers to maintain views of Sentinel Rock and Yosemite Falls.
Yosemite Lodge Concessioner Housing: Remove old and temporary housing at Highland Court and at the Thousands Cabins.
- Sentinel Meadow**
Meadow Boardwalk: Add a 150-foot section of boardwalk to the west of the existing boardwalk to accommodate visitor use and reduce meadow trampling.
Meadow Scenic Views: Selectively thin conifers to maintain view of Half Dome, Yosemite Falls, Sentinel Rock, North Dome, Royal Arches, Cathedral Rocks, and Washington Column for boardwalk visitors.

Cultural Resource Protection

Divert visitor use away from large bedrock mortar next to trail.

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COMMON TO ALL ACTION ALTERNATIVES



WESTYOSEMITE VALLEY

1. El Capitan and West Valley Meadows
- Plant Community Changes: Improve condition of plant communities at specific locations in Yosemite Valley (67 potential acres targeted) by restoring the mosaic of meadow, riparian deciduous vegetation, black oak, and open mixed conifer forest. Management actions could include re-vegetation, prescribed fire, mechanical removal of conifers, and infrastructure re-design.

El Capitan Meadow Restoration: Re-route climber use trails on north side of road from meadow habitat to an appropriate upland route (a few meters to the east). Remove informal trails through meadow and oak woodland. Protect re-vegetated areas with fencing or other natural barriers and sign the area to reduce trampling of sensitive meadow vegetation. As opportunities arise through maintenance or restoration projects, improve hydrologic flow and meadow connectivity by extending the permeable road base across the entire segment of Northside Drive through El Capitan Meadow and add additional box culverts with bottom elevations equal to the meadow-surface elevation. Remove conifer saplings encroaching on meadow habitat.

El Capitan Bridge River Access: Re-direct visitors accessing the Merced River near El Capitan Bridge from sensitive riverbanks to resilient sandbar points. Fence and re-vegetate the eroded area.

El Capitan Shuttle Stop: Construct a formal shuttle bus stop in a location appropriate for the design for the restoration of the meadow and formalized river access.

Upstream of El Capitan Moraine: Localized ecological restoration would enhance channel complexity in the river reach upstream of the El Capitan moraine to the Sentinel picnic area. Restoration would include willow planting, brush layering, uninhibited accumulation, and strategic placement of large wood.

Devil's Elbow and Cathedral Beach

Devil's Elbow Restoration: Relocate parking from Devil's Elbow to the east of current parking lot. Delineate a trail for river access to the large sandbar to the east. Remove the informal trail. Restore meadow conditions.

Cathedral Beach Picnic Area River Access: Designate a formal river access point, and direct use to more resilient areas. Remove infrastructure in the 10-year floodplain. Restore area by fencing sensitive areas, decompacting soils and planting native vegetation. Selectively thin conifers to maintain views of El Capitan

3. Eagle Creek Area

Eagle Creek Meadow Restoration: Remove Eagle Creek/Rocky Point sewage plant abandoned infrastructure to restore 3.5 acres of meadow habitat. Remove berm and parking lot abutting the creek, add culverts to allow dispersed water delivery, and re-vegetate with native plants.

4. Sentinel Beach and Swinging Bridge Area

Sentinel Beach Picnic Area: Redesign the picnic area in its current location to better accommodate visitor-use levels at this picnic area. Formalize parking. Designate formal river access point. Re-establish riparian vegetation. Fence off sensitive areas, and re-direct use to more resilient areas. Selectively thin deciduous trees to open distant views upriver.

Leidig Meadow Restoration: Remove informal trails that incise and fragment meadow. Restore native meadow vegetation.

Swinging Bridge Ecological Restoration: Install protective fencing along denuded area. Re-vegetate with native plants. Connect new fencing to bridge to direct river access to a large sandbar downstream. Place a constructed log jam and large wood to lessen scouring from the bridge to improve hydrologic processes.

Swinging Bridge Picnic Area: Delineate picnic area by fencing and re-vegetate the river terrace 50 feet from the river. Use fences to re-direct visitor use across the bridge to river access to the Swinging Bridge sandbar. Remove revetment. Rebuild riverbank through bioengineering techniques. Re-establish riparian vegetation.

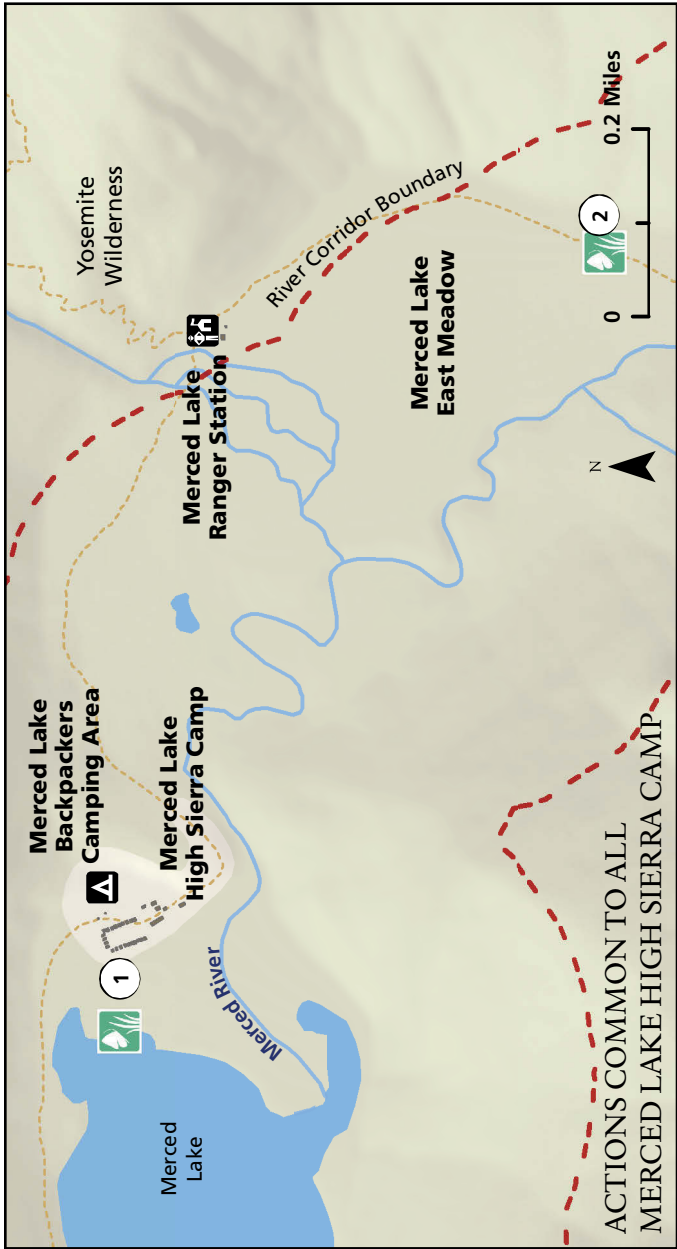
Cultural Resource Protection

Rehabilitate informal trails that impact archeological sites. Prohibit climbing on rock art boulders. Divert visitor use away from prehistoric rock art shelter. Increase interpretation and education effort about cultural resources for climbers and other visitors.

Management Actions	Lodging	Meadow and Riparian Restoration	River Access	Buildings	Calculated Rock-fall Hazard Line
Camping					
Circulation					
Cultural Resources					
Free-flow					
Housing					

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COMMON TO ALL ACTION ALTERNATIVES



MERCED LAKE HIGH SIERRA CAMP

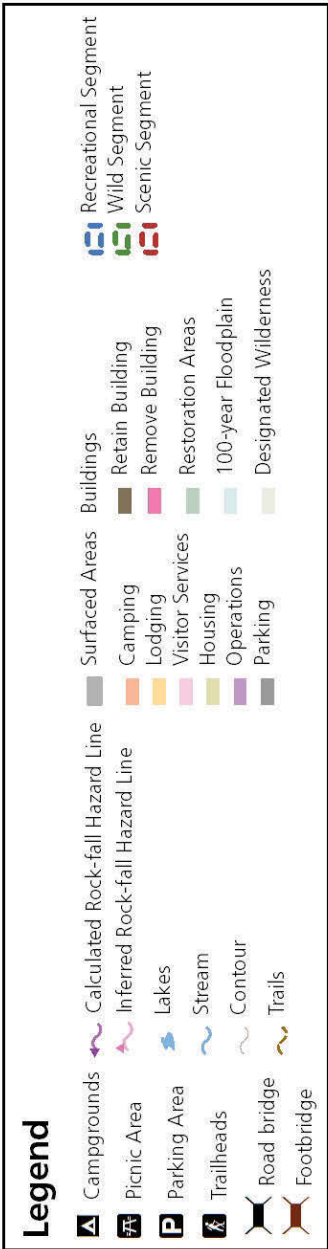
- Merced Lake Shore Meadow
Restoration: Ecologically restore the meadow adjacent to the Merced Lake High Sierra Camp. Remove informal trails, decompact soils, fill ruts with native soils, and re-vegetate denuded areas.
- Special-Status Plants
Restoration: Re-route trails out of wetlands to avoid special-status plant habitat.

EL PORTAL

- NPS Administrative Complex
 Parking: Formalize and pave dirt parking area located across Foresta Road from NPS Warehouse building, using best management practices, within existing footprint. Remove informal roadside parking, between Foresta Road and the Merced River, and ecologically restore the area.
- Rancheria Flat
Employee Housing: Construct infill housing units to replace removed temporary housing in Yosemite Valley (the number of infill units varies across the alternatives).
- Greenemeyer Sand Pit
Restoration: Ecologically restore the former mine operation area to natural conditions. Remove nonnative fill material and re-contour.
- Abbieville and Trailer Village
Restoration: Remove asphalt and imported fill. Re-contour and plant native riparian species and oaks within 150 feet of the river.
- Old El Portal
Employee Housing: Construct infill-housing units, for 12 beds, in Old El Portal to replace Yosemite Valley temporary housing.
- Valley Oaks Restoration: Protect valley oaks in El Portal through best management practices related to invasive species removal, overwatering, tree pruning, and prohibiting grading and parking in the drip line of valley oaks.
- Fuel Storage Facility in the Floodplain: Remove bulk fuel storage facility, all associated development, and non-native fill from the floodplain. Decompact soils, and plant appropriate native plant species, including valley oak. Relocate the fuel storage area outside the Merced River corridor or find an alternate source for emergency fuel supplies.

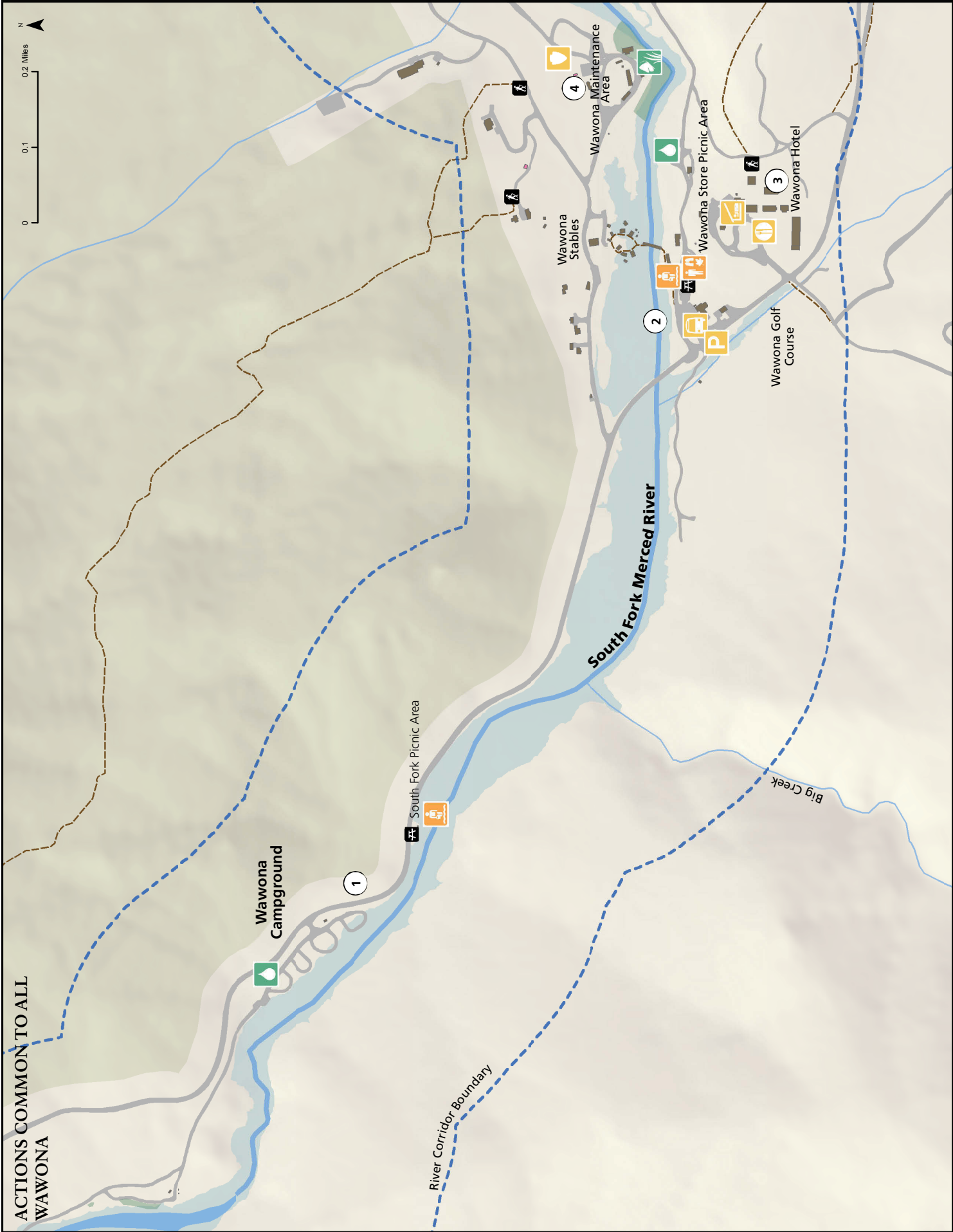
Cultural Resource Protection

Address abandoned infrastructure, and remove informal trails, and non-essential roads to protect archeological resources. The plan to address abandoned infrastructure will be developed in consultation with traditionally associated American Indian tribes and groups. Any solution developed will include a recommended approach for deterring visitor use.



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COMMON TO ALL ACTION ALTERNATIVES



WAWONA

1. Wawona Campground and South Fork Picnic Area
- Wawona Campground Septic System: Remove septic system, and connect to the sewer system. Build a lift station above the campground to connect to the existing water treatment plant.
- South Fork Picnic Area: Delineate picnic area. Add formal river access and path to the South Fork Merced River that encourages visitors to walk in resilient areas.
2. Wawona Store Area

Picnic Area and River Access: Add picnic benches. Place fencing to direct visitors to three hardened river access points. Add a path to river that encourages visitors to walk in resilient areas.
- Parking: Retain day-use parking. Formalize eight tour bus parking spaces at Wawona Store. Remove roadside parking between store and Chinualna Falls Road.
- Shuttle Stop: Retain all shuttles. Re-design bus stop for both tour buses and shuttles to accommodate existing visitor-use levels.
- Public Restroom: Replace existing public restroom facilities with larger restrooms to accommodate existing visitor-use levels.
- Wawona Recreational Vehicle Dump Station: Relocate the RV dump station to the Wawona Campground, away from the river. Design and construct the RV dump station on a new sewer line near the campground entrance, at least 150 feet away from the ordinary high-water mark.
3. Wawona Hotel Area

Lodging: Retain the existing 104 lodging units at the Wawona Hotel.
- Services/Facilities: Retain hotel restaurant and swimming pool.
4. Wawona Maintenance Area

Operations: Construct a building and grounds facility, a combined structural and wildland fire station, and a roads facility. Rehabilitate CCC structures for potential re-use.
- Ecological Restoration: Remove staged materials, abandoned utilities, vehicles, and parking lot within 150 feet of the river. Restore native ecosystem.

Cultural Resource Protection
Relocate two stock use campground sites from sensitive resource area. Remove informal trails. Remove shoulder and off-road parking from sensitive resource area. Follow the Wawona Hotel Historic Structures Report to bring contributing elements to “good” condition.

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Free-flowing Condition

Management considerations associated with this river value include the riverbank riprap, infrastructure within the bed and banks of the river, and bridges. These considerations would be addressed under all the action alternatives by removing riprap (although the amount of riprap removed would vary by alternative) and by removing abandoned infrastructure from the river channel. Once these structures were removed, the natural topography would be restored and the sites would be revegetated with native riparian vegetation. The alternatives would vary primarily in whether any of the historic bridges would also be removed from the bed and banks of the river to improve free flow. To prevent future impacts, the NPS would require all projects involving construction within the bed or banks of the river to undergo a Section 7 analysis as described in Chapter 4.

The actions common to Alternatives 2-6 are listed below, by segment.

All Segments

- Develop a set of best management practices for revetment construction and repair throughout the river corridor. Practices would include use of vertical retaining walls where possible to limit impacts on the river channel.

Segment 2: Yosemite Valley

- Remove riprap from a minimum of 5,700 linear feet of river bank to restore natural river processes. Replace riprap with native riparian vegetation, and revegetate the river banks with riparian species (3,400 linear feet). Use bioengineering techniques where riverbank stabilization is necessary for infrastructure protection (2,300 linear feet).
- Remove remnants of former sewer treatment facilities, sewer and water lines, and man-holes.
- Remove the abutments and infrastructure associated with the former Happy Isles footbridge; remove the river gauge base.
- Move the gauging station north of the river outside of the bed and banks of the river.
- Place large wood to lessen the scouring from the bridge abutments on all remaining bridges. Use brush layering and place constructed log jams.

Segment 4: El Portal

- Remove abandoned infrastructure and imported fill at the Cascades Picnic Area, Abbieville, and Trailer Village.
- Ecologically restore to natural conditions at Greenemeyer Sandpit by removing fill material and re-contouring while maintaining river and utility access.
- Develop standards for revetment construction and repair throughout the river corridor. Vertical walls should be used wherever possible. Provide Caltrans with recommendations when repair/replacement is necessary.

Segments 6/7: Wawona and Wawona Impoundment

A water conservation plan is in effect at Wawona to help ensure that water withdrawals remain within levels determined by a minimum flow analysis to be protective of the river's free flowing condition and water

quality (see Chapter 5). Additionally the following actions would be taken under Alternatives 2-6 to protect the river's free-flowing condition.

- Retain the current water collection and distribution system at the Wawona Impoundment.
- Remove abandoned infrastructure from the South Fork side channel.

Water Quality

Management considerations pertaining to water quality include the impacts of surface water runoff from parking lots; potential hazards related to dump stations, septic tanks, and leach fields; and accelerated erosion and potential sediment loading in the Merced River. These considerations would be addressed under all the action alternatives by relocating facilities away from the river. (Actions to address accelerated riverbank erosion and potential sediment loading are addressed under "Geologic/Hydrologic Values," below.) The common actions that would be taken under Alternatives 2-6 are listed below, by segment.

Segment 2: Yosemite Valley

- Relocate the Upper Pines Dump Station away from the river to a site between Curry Village and the entrance to the Pines Campgrounds.
- Move the Yosemite Village Day-use Parking Area (Camp 6 portion) away from the river and implement best management practices to mitigate stormwater runoff (see Appendix C: Mitigation Measures).

Segment 4: El Portal

- Pave the parking area at the NPS Maintenance and Administrative Complex using best management practices (see Appendix C, Mitigation Measures) to formalize employee parking within the existing footprint. Remove the informal parking sites between Foresta Road and the river and restore the site to natural conditions.

Segments 6/7: Wawona and Wawona Impoundment

- Retain the current water collection and distribution system.
- Remove the current septic system for the Wawona campground. Develop a wastewater collection system and a pump station above the campground to connect the facility to the existing wastewater treatment plant.
- Relocate the Wawona RV dump site away from the river. Design and construct the RV dump station on a new sewer line near the campground entrance, at least 150 feet away from the ordinary high water mark.
- Delineate the boundaries of the two formal picnic areas in Wawona. Add formal river access points and paths to river that encourages visitors to walk in the resilient areas. Harden the three steep river access points at the Wawona Store Picnic Area using rockwork or staircase construction to prevent riverbank erosion. If needed, place fencing to direct visitors to these hardened access points.

Geologic/Hydrologic Values

The fundamental alluvial processes in Yosemite Valley are affected by accelerated riverbank erosion in localized areas, lack of natural levels of large wood in the river system, altered surface and groundwater flow

patterns, and alterations to the distribution and extent of connected floodplain. Management considerations and concerns about riverbank stability and channel widening (see Chapter 5) would be addressed under all the action alternatives by enhancing channel complexity and mitigating the scouring that has been encouraged by riverbank instability. Effort would be focused on Segment 2 through Yosemite Valley. (Restoration of riparian habitat addressed further under “Biological Values,” below.)

Segment 2: Yosemite Valley

- Incorporate large wood into riverbanks to enhance habitat quality and provide structure for eroded riverbanks. Place large wood in river to enhance channel complexity and mitigate scouring from bridges. Construct eight log jams in the river channel between Clark’s Bridge and Sentinel Bridge to address river widening and low channel complexity. Design log jams to look natural, retaining root wads and avoiding straight-cut edges. (This work is described in detail in Chapter 5 and in the Ecological Restoration Plan in Appendix E.)
- Remove the berm and parking lot abutting Eagle Creek to improve drainage and reduce channelization; add culverts to allow more dispersed water delivery to the Eagle Creek Meadow; revegetate with native upland species.
- Plant willows, install brush layering, and allow uninhibited accumulation and strategic placement of large wood to enhance channel complexity in localized areas of the river reach upstream of the El Capitan moraine to the Sentinel picnic area.

Biological Values

As described in detail in Chapter 5, management concerns include meadow fragmentation in several Yosemite Valley meadows localized impacts on riparian habitat along the river. These concerns would be addressed under Alternatives 2-6 through an extensive ecological restoration program that is described in detail in Chapter 5 and in the Ecological Restoration Plan in Appendix E. Alternatives 2-6 would differ primarily in the width of a riparian buffer along the river (and consequently in the amount of existing development that would be removed from the riparian zone) and in the extent of meadow restoration (and consequently in the amount of existing development that would be removed from meadows). The major common actions are summarized below, by segment:

All Segments

- Establish a 150-foot riparian buffer for all segments of the Merced Wild and Scenic River. Prohibit new development within this buffer, which would extend 150 feet beyond the ordinary high-water mark on both sides of the river.

Segment 1: Wilderness above Nevada Fall

Meadow Habitat

- Remove informal trails that incise meadow habitat, trails in wet and/or sensitive vegetation, and trails that fragment meadow habitat, including trails in the Triple Peak Fork meadow, wetlands near Echo Valley and Merced Lake shore, mineral springs between Merced Lake and Washburn Lake, and other areas as necessary.

Segment 2: Yosemite Valley

Riparian Habitat

- At a minimum, remove existing campsites from within 100 feet of the bed and banks of the river. (Some alternatives would remove additional development for a wider riparian buffer; see Chapter 5 for a detailed discussion of riparian buffers). This would require the removal of some campsites from the Backpackers Camp, North Pines Campground, and Lower Pine Campground (including removal of the loop between sites 60-62 that is within the bed and banks of the river); a portion of the Yosemite Village day parking; and many of the lodging units at Housekeeping Camp. (The alternatives would differ in the possible replacement of these facilities.)
- Establish a 50-foot buffer for Indian Creek. At Ahwahnee Row and Tecoya Dorms, relocate parking and reduce residential yards so that they are outside the 50-foot buffer; restore native riparian vegetation and protect with restoration fencing.
- Redirect visitor use to more stable and resilient river access points, such as sandbars, and designate formal river access sites. Use fencing and signing to protect sensitive areas and restore native riparian vegetation. Locations would include Upper Pines Campground, Upper and Lower River Campgrounds, and Housekeeping Camp (refer to Appendix E for additional site-specific details).
- Pave and formalize five roadside pull-outs for river access Between Pohono Bridge and the intersection of the Big Oak Flat Road. Install curbing along pull-outs and along El Portal Road to prevent further encroachment towards the river and associated resource damage. Completely remove one pull-out that is not protective of resources. In the areas that require ecological restoration following parking and river access formalization, decompact soil and revegetate with riparian species, including willow. Install drainage improvements and head walls at 11 locations.
- Use brush layering techniques to repair localized riverbank erosion, and revegetate areas with appropriate native plants. Protect revegetated areas with closure signs, fencing, and/or natural barriers, such as rocks and logs. Riverbanks that would be addressed include those adjacent to Backpackers Camp and the Lower Pines and North Pines Campgrounds; Housekeeping Camp; the Yosemite Lodge beach access; the Swinging Bridge, Sentinel Beach, and Cathedral Beach picnic areas Devil's Elbow; the riverside areas between Pohono Bridge and the El Portal Road/Big Oak Flat Road intersection; and along the Valley Loop Trail. (See Appendix E for a detailed description of these ecological restoration actions.)
- In accordance with NPS policy, continue management toward removal of nonnative species, and re-introduction of extirpated or declining species as priorities and opportunities are developed. Prioritize studies of the Western pond turtle and foothill yellow-legged frog.

Conceptual site drawings for river access improvements along El Portal Road have been completed to allow the analysis of impacts of this potential project. See "Conceptual Site Drawings" at the end of the "Common to Alternatives 2-6" discussion for site details and design drawings.

Meadow Habitat

Ecological restoration of meadows in Yosemite Valley would involve the following general kinds of management activities:

- Remove abandoned infrastructure (including tiles, pipes, and abandoned roads) from meadow, riparian, and floodplain habitat. Decompact soils, remove fill, and revegetate with riparian species. Areas that would be addressed include the former Eagle Creek/Rocky Point Sewage Plant site, Royal Arches Meadow, Cook's Meadow, western (closed) portion of former Lower Pines Campground, and the former lodge cabin/volunteer center at Yosemite Lodge.

- Improve meadow hydrology by removing artificial fill, filling ditches, and constructing culverts to enhance water flows into meadows (actions in particular meadows would sometimes vary among alternatives).
- Remove 6 miles of informal trails in Yosemite Valley meadows; restore natural conditions by decompacting soils, filling ruts with native soils, and revegetating denuded vegetation with appropriate native plants. Define and delineate formal trails in meadows with signs, fencing, and/or other natural barriers such as rocks and logs
- Eliminate some roadside parking and fence some areas to reduce the potential for informal trailing through sensitive meadow habitat.
- Improve the condition of plant communities at specific locations in Yosemite Valley (67 potential acres targeted) by restoring the mosaic of meadow, riparian deciduous, black oak, and open mixed conifer forest vegetation. Management actions could include revegetation, prescribed fire, mechanical removal of conifers, and infrastructure redesign.

Specific meadows in Yosemite Valley would receive the following protective management under Alternatives 2-6 (additional actions might be taken to further enhance these meadows under some alternatives):

- **Bridalveil Meadow:** Address stream headcutting by inserting live willow cuttings into the disturbed riverbank and adjacent meadow; reestablish the riparian shrub layer in the meadow to enhance meadow habitat.
- **El Capitan Meadow:** Remove all informal trails; restore areas disturbed by foot traffic and other areas of bare, compacted soils to natural conditions. Reroute climber use trails on the north side of the road away from the El Capitan meadow habitat to an appropriate upland route (a few meters to the east). As opportunities arise through maintenance or restoration projects, improve hydrologic flow and meadow connectivity by extending the permeable road base across the entire segment of Northside Drive through El Capitan Meadow and add additional box culverts with bottom elevations equal to the meadow surface elevation. Remove conifer saplings encroaching on meadow habitat.
- **Eagle Creek Meadow:** Remove abandoned infrastructure from the vicinity of Eagle Creek; restore the meadow to natural conditions.
- **Leidig Meadow:** Replace a section of paved trail with an elevated boardwalk.
- **Cooks Meadow:** Remove roadside parking along Cook's Meadow at Sentinel Drive and Northside Drive; remove informal trails in Cook's Meadow; ecologically restore meadow to natural conditions. Address use patterns to protect meadow habitat and black oak woodland (this action would additionally enhance the cultural value of the black oak woodland).
- **Ahwahnee Meadow:** Remove abandoned irrigation lines and fill, fill in ditches, and re-vegetate with native meadow vegetation. Remove the abandoned tennis courts from the black oak woodland. Reconnect currently disjunct portions of Ahwahnee Meadow by removing conifers (about 5.7 acres of meadow restoration). Remove the abandoned tennis courts from the black oak woodland.
- **Stoneman Meadow:** Redesign the Orchard Parking Lot and apply engineering solutions to promote water flow from the cliff walls to Stoneman Meadow.

Segment 4: El Portal

100-Year Floodplain

- Ecologically restore the Greenemeyer sand pit.

- Restore the rare floodplain community of valley oaks in Old El Portal through implementation of best management practices. Create a valley oak recruitment area of 2.5 acre in Old El Portal in the vicinity of the current Odger's bulk fuel storage area, including the adjacent parking lots. Decomact soils, plant appropriate native understory plant species, and treat invasive plants. Prohibit new building construction within the oak recruitment area.

Segments 6/7: Wawona and Wawona Impoundment

Riparian Habitat

- Relocate or remove all campsites at the Wawona campground currently within 100 feet of the bed and banks of the river; ecologically restore native riparian habitat.

Cultural Values

Cultural values are associated with traditionally used plant populations, archeological sites throughout the corridor, and historic resources in Yosemite Valley and at Wawona. Management concerns include the sustainability of traditionally used plant populations, notably black oak in Yosemite Valley. Management considerations include impacts to archeological sites caused by visitor use, and the condition of certain historic buildings and structures that are currently only in fair condition. These concerns and considerations would be addressed similarly under Alternatives 2-6, with little difference among the alternatives. The major common actions are summarized below, by segment:

Segment 2: Yosemite Valley

Traditionally Used Plant Populations

Natural conditions for traditionally used plant populations would be restored in selected locations:

- Implement specific actions in the ecological restoration plan and the invasive plant management program aimed at addressing impacts to traditionally used plant populations.
- Introduce new black oak seedlings into stands stressed by past human activities.
- Implement more general actions to restore ecological conditions to meadow and riparian areas.

Archeological Sites

Many of the actions common to Alternatives 2-6 related primarily to visitor use and ecological restoration would also be protective of archeological sites. In addition, all the action alternatives would include ongoing inventory, documentation and monitoring, increased interpretation and outreach to help visitors understand the importance of protecting sensitive resources, and the development of archeological site management plans for areas with complex uses and impacts. The common actions are listed below.

- Protect archeological sites by managing visitor use and development:
 - Manage visitor use levels; design and locate facilities to direct use and avoid sensitive cultural and ethnographic resource areas.
 - Remove informal trails; use natural features to conceal and divert foot traffic around sites.
 - Protect rock art by removing graffiti and installing fencing to discourage inappropriate visitor use.

- Mitigate the potential effects of ecological restoration activities on archeological sites by using noninvasive techniques wherever possible.
- Remove climbing hardware from sensitive cultural features.
- Develop site management plans for archeological sites in areas with complex uses and impacts, such as Yosemite Village. The purpose of the plans would be to avoid resource loss through park actions such as development, repair, and maintenance of facilities and underground utilities.

Historic Structures

Historic structures that have fallen into fair or poor condition would be managed to return them to good condition through the following actions:

- Implement the recommendations from the Ahwahnee Historic Structures Report (1997) and the Ahwahnee Cultural Landscape Report (2010) when redesigning the Ahwahnee parking lot to bring the Ahwahnee stone gate house and the Ahwahnee parking lot to “good” condition.
- Develop a historic structures report for the LeConte Memorial Lodge National Historic Landmark to determine the rehabilitation needed to bring the building to “good” condition.
- Rehabilitate the Superintendent’s House (Residence 1) per the Secretary of the Interior’s Standards for the Treatment of Historic Properties (NPS 1995) and the Historic Structure Report (Lingo 2012) to bring the building to “good” condition. This rehabilitation of the building would occur under all action alternatives, regardless of whether the building was relocated.

Segment 4: El Portal

Archeological Sites

In recognition of the high cultural significance of sites CA-MRP-0181/H, CA-MRP-0250/H and CA-MRP-0251/H for traditionally associated American Indians, these sites would be protected from any further development. In addition, the following management action would occur:

- Prepare a plan of action for addressing the abandoned infrastructure on site CA-MRP-0181/H in consultation with traditionally associated American Indian tribes and groups. Any solution(s) developed would include a recommended approach for deterring visitor use within the site.

Segment 5: South Fork above Wawona

Archeological Sites

The rock rings in this segment would be protected as follows:

- Complete documentation of rock ring features
- Remove informal trails and charcoal rings
- Inform Wilderness visitors about the importance of protecting archeological resources, and restrict Wilderness camping in the area of the site.

Segments 6/7: Wawona and Wawona Impoundment

Archeological Sites

Impacts to the Wawona Archeological District associated with park operations, visitor use, and natural forces would be minimized by the following management actions:

- Increase monitoring frequency for affected sites; increase management protection designed to counteract or minimize impacts, crafted to individual site specifications. At the districtwide level, amend the district's National Register of Historic Places nomination to reflect district changes and impacts.
- Remove seven campsites from the Wawona Campground in culturally sensitive areas.
- Remove shoulder and off-road parking at the Wawona Hotel to protect cultural resources.

Historic Structures

- Follow the recommendations from the Wawona Hotel Historic Structures Report (2012) to return the contributing elements at Clark Cottage to good condition.
- Follow the recommendations from the Wawona Hotel Historic Structures Report (2012) to return the contributing elements at the Main Hotel, Manager's Cottage, and Annex Building to good condition.

Scenic Values

As described in detail in Chapter 5, visitor and administrative facilities intrude into the outstandingly remarkable natural scenery at several locations within the river corridor. Notable visual intrusions are caused by the Merced Lake High Sierra Camp (Segment 1) and by certain roads, traffic, and structures in Yosemite Valley (Segment 2). Natural scenery in Yosemite Valley is also diminished by unnatural conditions along river banks and in meadows, where eroded or compacted soils and denuded or trampled vegetation detracts from views. In other locations vegetation is intruding into views from scenic vista points traditionally enjoyed by park visitors, or into direct and foreground views of the river, often with peaks and walls rising in the background.

These considerations would be addressed under all the action alternatives by ecologically restoring natural conditions to riparian and meadow habitat, ensuring that future development is protective of scenic values, and managing vegetation at important vista points to protect viewing opportunities. The alternatives would differ primarily in the amount of existing development that would be removed to protect scenic values. The actions common to Alternatives 2-6 are listed below, by segment.

Wild Segments 1 and 5: Wilderness above Nevada Fall and South Fork Merced River Above Wawona

Visual intrusions in these wild segments would be reduced or avoided through the following actions:

- Conduct a Visual Resource Management (VRM) contrast analysis (described in Chapter 5) to ensure that future development would not exceed a contrast rating of 4.

Segment 2: Yosemite Valley

Reduce visual intrusions by removing unnecessary facilities from the river corridor (see the Analysis of Public-Use Facilities and Services, below, for the list of facilities that would be removed under all the action alternatives).

Improve natural scenery as part of the ecological restoration program:

- Ecologically restore eroded river banks, informal trails, and riparian vegetation that affect direct and foreground views of the river, river-dependent resources, and the peaks and walls rising above the river.
- Avoid future visual intrusions into the riparian zone by requiring a 150-foot setback from the ordinary high-water mark for any new development.
- Eliminate visual intrusions from meadows associated with informal trails.

Protect air quality by continuing to cooperate with regional authorities to reduce airborne contaminants caused by combustion, including carbon dioxide emissions, smoke caused by fire, and particulate matter generated by construction.

Ensure that new development or redevelopment in Yosemite Valley is protective of scenic values:

- Follow the guidance provided in “A Sense of Place: Design Guidelines for Yosemite Valley” in the location and design of new facilities. These design guidelines are intended to promote harmony between the built and natural environments.
- Conduct a Visual Resource Management (VRM) contrast analysis (described in Chapter 5) to ensure that future development would not exceed a contrast rating of 13 for West Yosemite Valley or a contrast rating of 22 for East Yosemite Valley.
- Selectively thin conifers and other trees and shrubs that encroach on selected scenic vista points (47 vista points, 14 of which have prominent views of the river in the foreground and 33 of which occur within the broader river corridor). See Appendix H, Scenic Vista Actions in the Merced River Corridor, for details regarding scenic vista actions.

Segment 3: Merced Gorge

Ensure that new development or redevelopment is protective of scenic values:

- Conduct a Visual Resource Management (VRM) contrast analysis (described in Chapter 5) to ensure that future development would not exceed a contrast rating of 13.

Recreational Values

As described in Chapter 5, management considerations for the recreational value in the wild segment above Nevada Fall are high levels of use and crowding at designated camping areas and high encounter rates along the trail between Little Yosemite Valley and Merced Lake.

In Yosemite Valley, the NPS determined there is a management concern on the recreational value resulting from a substantial shortage of parking available during the summer season (see Chapter 5 for more information). In addition, there are management considerations regarding the supply of Wilderness parking, insufficient parking at The Ahwahnee, crowding and congestion at popular attraction sites, and resource impacts resulting from boating activity.

Segment 1: Wilderness above Nevada Fall

Alternatives 2-6 provide options to reduce, repurpose, or remove the Merced Lake High Sierra Camp to address impacts on wilderness experience at that location. Alternatives 2-6 also propose reductions in the Wilderness zone capacities to address crowding and encounter rates on trails (see User Capacities, Land Use, and Facilities Management – Visitor Overnight Capacity – Segment 1, below, for more on zone capacities.)

In addition, the following actions would be common to Alternatives 2-6:

Recreation Activity Participation

- Provide opportunities for hiking, backpacking, and stock-use.
- Allow private boating on the stretch of river above Nevada Fall.

Recreational Setting Attributes

- Enhance wilderness quality by providing education on “Leave-No-Trace” and minimum impact practices, maintaining regulations on food storage, area closers, resource monitoring, and regular ranger patrols and trail maintenance. Actions to protect natural and cultural ORVs would also benefit the recreational values by providing high quality settings for visitors to enjoy.

Recreational Experience Quality

- Provide opportunities for solitude in designated Wilderness by managing overnight capacity through the Wilderness trailhead quota and permit system, maintaining group size limits, monitoring resources to study the effects of visitor use, and implementing area closures where necessary to protect river values.

Segment 2: Yosemite Valley

Alternatives 2-6 consider a variety of management responses to address the management considerations identified in Chapter 5. Primary among these is the user capacity management program, which is used to drive decisions that result in common actions specifically addressing user capacity. (These are presented below under the heading “User Capacity, Land Use, and Facilities Management.”) User capacity, as it relates to specific locations and uses, is also addressed in detail and under each individual alternative.

Many general actions regarding the recreational setting, recreational activities, and quality of the recreational experience in Yosemite Valley would be common to Alternatives 2-6, and these are summarized below:

Recreational Activity Participation

A range of high-quality, resource-based recreational and interpretive opportunities would be sustained by

- continuing use of the camping and lodging reservation systems
- improving facilities such as restrooms and trails
- improving infrastructure to promote access for people with disabilities
- monitoring and studying the effects of visitor use

Boating would be managed to prevent resource impacts by

- designating put-in and take-out locations
- conducting periodic checks of vessels for aquatic invasive species; and maintaining the prohibition on motorized boats

Swimming would be allowed on all segments of the river, except where disallowed in the Superintendent's Compendium.

Recreational Setting Attributes

Monitoring of the visitor densities and parking occupancies would ensure use does not exceed acceptable levels for key attraction sites and parking areas that provide for recreational access to the river. Actions to protect natural and cultural ORVs would also benefit the recreational values providing high quality settings for visitors to enjoy.

Recreational Experience Quality

Under Alternatives 2-6, monitoring of the visitor densities and parking occupancies (see Chapter 5) would ensure use did not exceed acceptable levels for key attraction sites and parking areas that provide for recreational access to the river.

User Capacity, Land Use and Facilities Management

Visitor Activities and Services

The overall diversity of activities that currently exists within the river corridor would generally be retained under Alternatives 2-6.

Segment 1: Wilderness above Nevada Fall

The primary river-related activities would remain hiking and overnight backpacking. The following management actions would be common to Alternatives 2-6:

Use would be managed in accordance with the findings of the "Determination of Extent Necessary" (Appendix L). Following is a summary of the management that would be common to all the action alternatives:

- Disallow camping or travel by commercial groups more than ¼ mile from a maintained trail or public access road.
- Limit all commercial stock trips to a 1:1.5 person-to-stock ratio. Accordingly, for every multiple of 3 persons (including employees), only two pack animals would be allowed in addition to three riding stock.
- Apply additional seasonal and weekend restrictions in the Mount Lyell, Merced Lake, and Little Yosemite Valley zones as specified in Appendix L.
- Private boating would be allowed using dispersed, undesignated put-ins and take-outs. Generally, this kind of use would consist of short floats using pack raft or other craft that can easily be carried into this remote area. (The alternatives would vary in whether or not use levels would be restricted.)

Segment 2: Yosemite Valley

The primary river-related activities would remain swimming, floating and water play, fishing, hiking, biking, climbing, camping, creative pursuits (such as writing, painting, photography), and educational and interpretive pursuits (such as attending ranger-led walks and programs). All the action alternatives would include the following actions to protect and enhance river-related recreation and reduce congestion at attraction sites:

- Allow private boating (commercial boating would be allowed only under Alternatives 4 and 6). Expected water craft would include rafts, kayaks, paddle boards, inner tubes, and inflatable mattresses. The locations where boating would be allowed would also vary among the alternatives.
- Create an interpretive nature walk through the Lower River area that emphasizes river-related natural processes, the park's ecological restoration work, and what visitors can do to protect the river.
- Improve opportunities for picnicking at the Cathedral, Sentinel, and Swimming Bridge picnic areas.
- Discontinue stock day rides provided by the concessioner.
- Improve the sense of arrival for park visitors as they are guided toward the primary Yosemite Village day-use parking area.
- Reduce congestion at Bridalveil Fall by redesigning trails, boardwalks, and the viewing platform at the base of the fall; improve accessibility; provide restrooms.

Alternatives 2-6 would eliminate services and facilities that were not determined necessary for public use. All existing and potential facilities were analyzed against two criteria: Is the facility needed for public use or resource protection, and if the facility is necessary, is it feasible to relocate it outside the river corridor? The results of this analysis, conducted for both visitor use and administrative facilities across all segments of the river corridor, is presented in tables located near the end of each alternative description. Results that were common across Alternatives 2-6 are presented in Table 8-11 at the end of this Actions Common to Alternatives 2-6 section. The following is a summary of the findings of that analysis related to visitor facilities in Segment 2:

- Visitor facilities that would be removed under all alternatives:
 - The Ahwahnee swimming pool and tennis court
 - Yosemite Village concessioner general offices, garage, and the art activity center/bank building (relocated outside the river corridor)
 - Yosemite Lodge swimming pool, snack stand, bike stand, and post office
 - Happy Isles snack stand
 - Curry village ice rink, bike stand, raft stand, and stock day rides
- Visitor facilities that would be reduced or converted to another use:
 - Yosemite Village sports shop (converted to noncommercial visitor use)
 - Yosemite Lodge nature shop (converted to noncommercial visitor use)
 - Lower Pines and North Pines Campgrounds (reduced)
 - Housekeeping Camp Lodging Units (reduced)

Segment 3: Merced Gorge

Alternatives 2-6 would provide for similar kinds and amounts of use as exist today. The primary activity in this segment would remain scenic driving along Highway 140, with some picnicking, swimming, and fishing in summer, when the river is low and the air and water temperatures are warm, and rock-climbing during the spring and fall seasons, when the rock is dry and temperatures are cool.

Segment 4: El Portal

Most recreational activities that currently take place in this segment are swimming, fishing, and boating by community residents, while the vast majority of park visitors pass through enroute to Yosemite Valley and other park destinations. However, additional use by visitors who might not continue into the park would be expected in this segment in the future. This use would be supported under Alternatives 2-6 by constructing an additional public restroom to accommodate visitors recreating in the El Portal segment.

Segment 5: South Fork Merced above Wawona

Recreational activities in this segment would remain limited to occasional overnight backpacking, day hiking, and stock-assisted pack trips. The finding of the Determination of Extent Necessary (Appendix L) for commercial use in wilderness would be implemented across the action alternatives.

Segments 6/7: Wawona and Wawona Impoundment

The current range of visitor recreation activities would remain at Wawona. River-related activities would include swimming, fishing, boating, picnicking, camping, and education and interpretation at the History Museum. The Wawona impoundment would remain closed to visitor use due to water quality and safety concerns. Therefore, the summary of user capacity provided below pertains only to Segment 7, where the following actions would be common to Alternatives 2-6:

- Replace the existing public restroom facilities next to the Wawona Store with larger restrooms to accommodate visitor use levels.
- Increase the number of picnic tables to accommodate more picnicking near the Wawona Store.
- Redesign Wawona Store bus stop (for both tour buses and shuttles) with seating and sun cover to accommodate the current volume and types of use.
- Provide access to the Wawona Swinging Bridge on the south side of the river on public land, delineating a trail and formal access that includes restrooms, waste disposal, and parking.

Segment 8: South Fork Merced below Wawona

Most use along this segment would remain swimming or hiking by day visitors. The NPS would continue to allow kayakers attempting the Class 5 multi-day adventure down the South Fork through the Sierra National Forest to put in below the Wawona Campground.

Visitor Overnight Capacity

Overnight capacity would be managed through ongoing permit and reservation systems. The Wilderness permit system would manage use in the backcountry, while the reservation systems would manage frontcountry camping and lodging accommodations.

Segment 1: Wilderness above Nevada Fall

Backpack camping would continue at undesignated sites dispersed throughout the wilderness. (The alternatives would vary in whether or not facilities would be provided to support backpack camping.)

The zone capacities for Merced Lake, Washburn Lake, Mount Lyell and Clark Range zones would remain the same across Alternatives 2-6 (Table 8-9).

TABLE 8-9: WILDERNESS ZONE CAPACITIES SEGMENT 1

Wilderness Zones	Common to All Zonewide Capacity	Common to All Zone Capacity Specific to the River Corridor
Merced Lake Zone	50	50
Washburn Lake Zone	150	100
Mount Lyell Zone	50	10
Clark Range Zone	50	10
* Note: Little Yosemite Valley (LYV): The number of people in the LYV zone differs by alternative		

Segment 2: Yosemite Valley

Camping

New walk-in campgrounds would be provided under Alternatives 2-6 west of the Backpackers Camp (16 sites) and east of Camp 4 (35 sites). These sites would partially offset the number of sites that would be removed under each alternative to restore ecological conditions (the number of which would differ among the alternatives). Common to Alternatives 2-6, two campsites would be removed from the Upper Pines Campground to protect cultural resources, and at the Lower Pines Campground, the loop road between sites 60 and 62 would be removed from the bed and banks of the river. The total amount of camping at all campgrounds would differ among the alternatives.

Lodging

Lodging at the Ahwahnee and the Wawona Hotel would remain at current levels under all the alternatives (123 units at the Ahwahnee and 104 units at the Wawona Hotel). Lodging at other locations would differ among the alternatives.

Segment 3: Merced Gorge

No overnight accommodations would exist in this segment under any alternative.

Segment 4: El Portal

No overnight visitor accommodations would exist in this segment under any alternative. Private overnight lodging located adjacent to the river and bounded by this segment would not be affected by any alternative as this lodging facility is on private land and is not regulated by the NPS.

Segment 5: South Fork Merced above Wawona

Very little overnight use would occur in this segment. The wilderness zone capacities would remain the same across Alternatives 2-6 (Table 8-10).

TABLE 8-10: WILDERNESS ZONE CAPACITIES-SEGMENT 5

Wilderness Zones	Zone Capacity	Zone Capacity in River Corridor
South Fork Zone	150	15
Johnson Creek Zone	50	5
Chilnualna Creek Zone	100	0

Segments 6/7: Wawona and Wawona Impoundment

The overnight capacity of the Wawona Hotel would remain the same at 104 rooms accommodating a maximum of 247 people per night. The capacity of the Wawona Campground would vary by alternative.

Segment 8: South Form Merced below Wawona

No overnight use would occur in this segment.

Visitor Day Use Capacity

The following paragraphs discuss the management of visitor day use and user capacity, which were introduced in Chapter 5 (as part of the discussion of management standards for river values) and Chapter 6 (as part of the discussion of visitor use and user capacity). As noted in Chapter 6, the maximum number of day use visitors at one time in the river corridor would vary among the alternatives. However, the method for calculating the maximum number of day use visitors at one time would be the same under all the alternatives and is summarized below.

In Segment 2 (Yosemite Valley) and Segment 7 (Wawona), visitor day use capacities would be determined through a combination of day-use parking spaces for visitors arriving in private vehicles, and by the capacity of regional transit and commercial tour buses. In Segment 3 (Merced Gorge) and Segment 4 (El Portal), visitor day use capacities would be determined through the number of day-use parking spaces for visitors arriving by private vehicles. In Segments 2, 3, 4, and 7, visitor day use capacities also include people in vehicles circulating on park roads. In-park shuttles would facilitate visitor circulation within the Merced River corridor, but would not affect the number of people who could be in the corridor, or a specific segment of the corridor, at one time.

The only access to wild segments of the river corridor (Segments 1, 5, and 8) is via hiking trails, and the trailheads that provide access to these segments would remain located in Yosemite Valley (Segment 2) or Wawona (Segment 7).

A summary of user capacities by alternative is provided in the overview section of the alternatives descriptions in this chapter. The actions related to visitor day use capacity that would be common to Alternatives 2-6 are described below, by segment.

Segment 1: Wilderness above Nevada Fall

The only access to this wild segment is via hiking trails, and the trailheads that provide access to this segment would remain located in Yosemite Valley (Segment 2). Transportation options for accessing the trailheads are included in the discussion of day use capacity for Yosemite Valley, below.

Segment 2: Yosemite Valley

The day use capacity of Segment 2 would differ under the alternatives, depending on the amount of available day parking, but also some differences in regional transit service. Action related to visitor day-use parking under Alternatives 2-6 would include:

- Retain a total 15 day parking spaces for commercial tour buses near Yosemite Lodge, accommodating up to 720 people at one time in Yosemite Valley.
- Remediate the soils at the Wilderness parking lot, which was once a landfill for Curry Village and formalize parking with 190 spaces.
- Remove roadside parking from areas where parking does resource damage or is in conflict with ORVs. Specifically this includes 40 spaces along Cook's Meadow, 58 spaces along Sentinel Drive, 12 spaces along Village Drive, 20 spaces near Northside drive and the Curry 4-way, and 14 spaces between Big Oak Flat Road/El Portal Road intersection and El Portal Bridge.
- Redesign and formalize the existing parking lot at The Ahwahnee, providing for proper drainage. Construct an additional 50 parking space lot to the east of the existing parking lot. The parking lot at The Ahwahnee would be designed to accommodate the 50 spaces lost after a rock fall in 2009.

Under Alternatives 2-6, an East Yosemite Valley day-use parking permit system could be instituted whenever conditions reached the point where day use demand frequently exceeded available day parking for a particular alternative. Because day parking would be reduced under Alternatives 2-4, a day-use reservation system would need to be implemented immediately under these alternatives. Under Alternative 5 or 6, an East Yosemite Valley day-use parking permit system would be implemented whenever visitation to the East Yosemite Valley exceeded the parking availability and caused formal traffic diversions to be instituted at the El Capitan Crossover for 14 or more days during the summer season for two consecutive years (see Chapter 6). If implemented, the day-use parking permit system would require follow-on planning and environmental compliance, taking into account all of the following factors:

- **Seasonality** – The permit system would be instituted during the peak use summer season and during daylight hours only.
- **Allocation** – The system would ensure fair and equitable allocation of permits to all visitors on a mixed first-come, first-served and advanced reservation basis.
- **Distribution** – Permits would be available by multiple means including internet, telephone and in-person.
- **Permit Compliance** – Permits might be checked at either park entrance stations and/or on-site at day-use parking areas in the Valley.
- **Costs and Fees** – The permit system would need to address the costs of administration and whether fees would be required.
- **Thru Traffic and other Considerations** – The permit system would need to take into account the various types of day users to Yosemite Valley including administrative traffic, pass-thru travelers, special events and groups, etc. Similarly, development of the permit system would also need to account for the economic impacts (both positive and negative) to gateway communities.

Public transit options common to Alternatives 2-6 include:

- New public transit service between Fresno and Yosemite Valley would be established across the alternatives.

- Under Alternatives 2-6, the concession operated in-park shuttle services in Yosemite Valley and from Wawona to Yosemite Valley would remain. Additionally, a formal shuttle bus stop at El Capitan Meadow would be constructed in all alternatives and access to meadows would be formalized to address informal trail impacts.

Segment 3: Merced Gorge

The day-use parking capacity in this alternative would continue to total 180 spaces at various roadside pull-out locations. This parking capacity would be consistent across Alternatives 2-6 and would accommodate up to 869 people at one time. No visitors would be delivered to this segment via public transit. This river segment is considered a “pass through” segment and therefore it would not contain any stops for passengers to enter or depart from transit services traveling through this corridor under Alternatives 2-6.

Segment 4: El Portal

The visitor day-use parking capacity in El Portal would vary among the alternatives. However, because most visitors parking in the day parking spaces at El Portal would be expected to take shuttles into the park, under alternatives that increase visitor day-use parking in El Portal (Alternatives 4, 5, and 6), those visitors are counted as part of the day use calculations for Yosemite Valley and not for El Portal.

Segment 5: South Fork Merced above Wawona

The only access to this wild segment is via hiking trails, and the trailheads that provide access to this segment would remain located in Wawona (Segment 7). Transportation options for accessing the trailheads are included in the discussion of day use capacity for Wawona, below.

Segments 6/7: Wawona and Wawona Impoundment

The day parking capacity would remain 290 spaces across all actions alternatives, accommodating up to 911 people at one time. Roadside parking between the store and Chilnualna Falls Road would be removed across all action alternatives. Tour bus parking spaces would continue to be provided for eight buses accommodating up to 384 people at one time. The number of people arriving via regional transit would vary by alternative (from a low of 26 to a maximum of 311 people at one time).

Segment 8: South Fork Merced below Wawona

The only access to this wild segment is via hiking trails, and the trailheads that provide access to this segment would remain located in Wawona (Segment 7). Transportation options for accessing the trailheads are included in the discussion of day use capacity for Wawona, below.

Administrative Activities

Administrative functions and facilities would generally be retained in their current locations under Alternatives 2-6, with some changes in housing capacity and office space allocations. All such activity would remain within the overall management and oversight of the NPS.

Segment 1: Wilderness above Nevada Fall

Administrative uses in this segment would consist primarily of ranger patrols and backcountry utility work. These activities are seasonal in nature and minimal in comparison to visitor use and would not affect the overall user capacity.

Segment 2: Yosemite Valley

Administrative uses would remain prevalent in this segment. No changes in NPS administrative facilities would be proposed under any alternative. The following changes in concessioner administrative facilities would be included in Alternatives 2-6.

- Remove the Concessioner Garage from the 100-year floodplain and relocate the NPS garage function to the historic Government Utility Building in the NPS Government Utility Area, which is outside the river corridor. Repair and towing services for the public that previously operated from the garage would be available in El Portal.
- Remove the Concessioner General Office Building and relocate the function to the Concessioner Warehouse Building (which would be expanded in Alternative 6).
- Visitor-use management program would ensure access for traditionally associated American Indians for participation in annually scheduled traditional and cultural events.

Conceptual site drawings have been completed for the relocation of the garage and the Concessioner General Office Building, to allow the analysis of impacts of these potential projects. See "Conceptual Site Drawings" at the end of the Actions Common to Alternatives 2-6 discussion for site details and design drawings.

Segment 3: Merced Gorge

Only administrative use associated with the Arch Rock Entrance Station occurs in this segment. The associated residential use is described below.

Segment 4: El Portal

Administrative uses would remain prevalent in this segment under Alternatives 2-6. This would include all administrative uses associated with the NPS Maintenance Facility. Existing uses would remain in their existing locations with the following exception:

- Remove the Odger's Bulk Petroleum Storage from its current location to facilitate valley oak habitat restoration; relocate this facility outside the river corridor.
- In consultation with traditionally associated American Indian tribes and groups, determine the best method for removing the aboveground abandoned infrastructure associated with CA-MRP-0181.

Segments 6/7: Wawona and Wawona Impoundment

The NPS maintenance and administrative building complex within Segment 7 would be redesigned and improved under all the action alternatives, as follows:

- Construct a 4,500 square foot building and grounds maintenance facility, a 6,800 square foot combined structural and wildland fire station, and a 4,000 square foot roads maintenance facility to provide facilities to optimize operational efficiency.
- Rehabilitate the existing California Conservation Corp structures for potential reuse.

- Remove staged materials, abandoned utilities, vehicles, and parking lot from the riparian buffer at the Wawona Maintenance Yard and restore native ecosystem. Provide a 150-foot wide restoration buffer.

Coordination with Traditionally Associated American Indian Tribes and Groups

The National Park Service would coordinate with traditionally associated American Indian tribes and groups to protect ethnographic resources:

- Implement best management practices to ensure continued coordination between traditionally associated American Indian tribes, groups, and traditional practitioners (through the Park American Indian Liaison) with law enforcement, fire management, interpretation, invasive species management, ecological restoration, and facilities management programs; include operational guidelines for material staging areas, parking, etc., to protect ethnographic resources.
- Assure access for traditionally associated American Indians for participation in annually scheduled traditional cultural events. In addition, assure tribal access for the personal conduct of traditional cultural practices through the Yosemite tribal fee waiver pass program.

Employee Housing and Employee Parking

Segment 1: Wilderness above Nevada Fall

The Merced Lake Ranger station and the Little Yosemite Valley trail crew and ranger camp would remain as temporary housing for employees working in this area. Rangers are stationed in this segment for 4-8 days at a time and these seasonal camps would continue to be used under all alternatives. There would be no permanent housing in this segment under any alternative.

Segment 2: Yosemite Valley

The existing employee housing for 164 NPS required occupants would be retained under Alternatives 2-6.

Under Alternatives 2-6 the temporary concessioner employee housing would be removed; the total housing provided for concessioner employees would differ among the alternatives, based on the visitor experience to be provided and the commercial services needed to support that experience. Under Alternatives 2-6, the following temporary concessioner employee housing would be removed:

- Curry Village: Remove temporary housing at Boys Town and Huff House housing.
- Yosemite Village: Remove Lost Arrow temporary housing
- Ahwahnee Hotel: Remove Ahwahnee tents
- Yosemite Lodge: Remove Thousand Cabins and Highland Court.

Under all alternatives, parking for administrative functions would be provided within the land assignments for these uses (adjacent to administrative buildings), where it would not compete with visitor parking spaces or conflict with visitor circulation patterns.

Segment 3: Merced Gorge

The residential unit at the Arch Rock would continue to house up to 9 NPS employees under Alternatives 2-6. Minimal designated parking would continue to be available for exclusive employee and administrative use in this area and would not compete with visitor parking and access.

Segment 4: El Portal

Additional employee housing would be developed in El Portal for concessioner employees under Alternatives 2-6. The amount and type of housing (high density vs. single-family homes) would differ among the alternatives. The following actions would be common to all the alternatives:

- Add infill units (duplexes) to the El Portal Village Center to accommodate up to 12 employees.
- Remove or relocate 36 existing private residences in the Abbieville/Trailer Village area to accommodate restoration and housing actions. The former footprints that are within the 150-foot riparian buffer would be ecologically restored. All new housing re-development would be outside the 100-year floodplain. Other redevelopment would be outside of the 150-foot riparian buffer.

Segment 5: Wilderness above Wawona

No employee housing would be provided in this segment.

Segments 6/7: Wawona and Wawona Impoundment

The existing NPS and concessioner employee housing in the Wawona community and elsewhere outside the river corridor would be retained.

Segment 8: South Fork below Wawona

No employee housing would be provided in this segment.

Analysis of Facilities and Services

Table 8-11 presents the park's assessment of the particular facilities and services that would be needed to support public use and/or to protect river resources based on the types, levels, and locations of use proposed across all the action alternatives. As an example, wayfinding to the Yosemite Village area from the primary parking area would be improved by removing and relocating both the Concession General Office building and the Yosemite Village Garage (shuttle and fleet maintenance facility) to a location outside the river corridor in Yosemite Valley. Additionally, an overall reduction in commercial services would occur across all alternatives, with services such as bike rentals, the Curry Village ice rink, and commercial horseback day rides eliminated. Additionally, existing development within 100 feet of the river are removed such as campsites in North Pines, Lower Pines, and Backpacker's Campgrounds as well as units within the ordinary high water mark at Housekeeping Camp. Finally, all temporary employee housing at Curry Village and the Yosemite Lodge would be removed.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds			
Curry Pavilion and Food Service	Retained	Yes: This food service facility is necessary to support day visitors and those overnight visitors who are staying at lodging facilities without kitchenettes.	No. Food services are components of the overnight guest accommodations at this location. They are required to be located very near the overnight sleeping units.
Curry Village Grocery Store	Retained	Yes: This grocery provides visitors (as well as park residents) a limited range of merchandise including packaged and fresh groceries, sundries, and outdoor products that are frequently needed by campers and hikers, and day and overnight visitors.	No. Groceries are a component of overnight accommodations and need to be provided proximate to sleeping units
Curry Village Pizza Deck & Bar	Retained	Yes: Food services are necessary to support day visitors and those overnight visitors who are staying in lodging facilities without kitchenettes. The Curry Village Pizza Deck and Bar serve casual dining lunch and dinner to lodging guests and many other visitors to Yosemite Valley.	No. Food services are components of the overnight guest accommodations at this location. They are required to be located very near the overnight sleeping units.
Curry Village Ice Rink	Service eliminated / facility removed	No: The ice rink at Curry Village, which has offered seasonal commercial ice skate rental and recreation in an outdoor setting within a closed loop ice creation facility, is not a vital visitor experience.	N/A: This service will be eliminated.
Commercial Horseback Day Rides in Yosemite Valley	Service eliminated	No: To date, the stable operations in Yosemite Valley provides seasonal commercial guided equestrian services for recreational use. This facility and service also supports the High Sierra Camp operations.	N/A: This service will be eliminated.
Curry Village Bike Rental	Service eliminated / facility removed	No: The bike rental operation at Curry Village is not a vital visitor service.	N/A: This service will be eliminated.
The Ahwahnee Rooms and Cottages	Retained	Yes: This National Historic Landmark is a significant contributing element of the Valley Historic ORV that cannot feasibly be relocated outside the corridor. Its retention in the river corridor is integral to protecting the historic ORV in this segment.	No. The Ahwahnee hotel is a National Historic Landmark within a historic district. It is not feasible to consider moving the hotel structure or the cottages in their entirety.
The Ahwahnee Bar & Food Service	Retained	Yes: This food service facility is necessary to support day visitors and those overnight visitors who are staying in the hotel.	No. Food services are a key component of the hotel. The existing bar, dining room and kitchen are located within the interior of the main hotel building and are not feasible to remove or relocate
The Ahwahnee Dining Room	Retained	Yes: This food service facility is necessary to support day visitors and those overnight visitors who are staying in the hotel.	No. Food services are a key component of the hotel. The existing bar, dining room and kitchen are located within the interior of the main hotel building and are not feasible to remove or relocate.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
The Ahwahnee Gift Shop	Retained	Yes: Located within the interior of the NHL, the gift shop offers a variety of gifts and souvenirs, consistent with the gift shop mission statement and the visitor experience goals of this alternative.	No. The Ahwahnee hotel gift shop is located within the interior of the hotel. It is not practical to consider moving it to an alternative location.
The Ahwahnee Sweet Shop	Retained	Yes: Located within the interior of the NHL, the gift shop offers a variety of gifts and souvenirs, consistent with the gift shop mission statement and the visitor experience goals of this alternative.	No. The Ahwahnee hotel Sweet Shop retail service is located within the interior of the hotel. It is not practical to consider moving it to an alternative location.
The Ahwahnee Swimming Pool	Removed	No: The hotel swimming pool is not integral to the Historic ORV or to the integrity of the hotel's National Historic Landmark Status. (Please confirm)	No. The Ahwahnee hotel swimming pool is a feature of the hotel.
The Ahwahnee Tennis Court	Removed	No: These are currently obsolete and have not been maintained since 2005.	N/A: This facility will be removed
The Ahwahnee Parking Lot	Retained	Yes: This parking lot is immediately outside the Ahwahnee hotel and is utilized by hotel guests.	No. This parking lot serves hotel guests. It would not be feasible to remove the parking lot near the hotel to an alternative outside the river corridor.
Boys Town Employee Housing Area	Re-located (to Huff House area)	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Huff House Employee Housing Area	Re-developed (with high-density housing)	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Ahwahnee Employee Dormitory	Retained	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Curry Village Employee Residence Area	Retained and Targeted removal of buildings in rock-fall zone will take place prior to MRP	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
Happy Isles Nature Center	Retained	Yes: Serves as the primary interpretation & education center for visitors to east Yosemite Valley and the John Muir / Mist Trail. This facility is used by Nature Bridge as a winter classroom. Classroom activities revolve around the river water quality.	Yes. The services provided from this facility could be provided from an alternative outside of the river corridor if a suitable alternative location is identified. However, the river resource is currently an important component of activities taking place at this location.
Happy Isles Snack Stand	Removed	No: This facility, a mobile food service cart that provides limited food and beverages to visitors hiking the Vernal-Nevada Fall corridor, is not a vital visitor service.	No. There are not suitable locations for this service to be relocated to because the purpose is proximity to the Mist Trail, one of these most popular day hikes in Yosemite Valley and numerous visitors are under-prepared in terms of hydration.
Le Conte Memorial Lodge	Retained	Yes: This National Historic Landmark building is used by the Sierra Club for visitor interpretive and education programs. It is a significant contributing element of the Valley Historic ORV that cannot feasibly be relocated outside the corridor. Its retention in its historic location is integral to protecting the historic ORV in this segment.	No: The Le Conte Memorial Lodge is a National Historic Landmark that would not be feasible to relocate outside the river corridor. The services offered at this location could be relocated should an alternative site be identified.
Happy Isles Loop Road	Retained	Yes: This road is consistent with a recreational classification and is needed to support public use of the river corridor. It is a component of the primary transportation & circulation road system that connects all major visitor service nodes. The bridge is also use by NPS for law enforcement and fire protection.	No. It is not feasible to relocate the existing roadway from its present location
Clark's Bridge	Retained	Yes: This vehicle/pedestrian/ bicycle bridge is consistent with a recreational classification and is needed to support public use of the river corridor. It allows for safe crossing of the Merced River and access to campgrounds and other points of interest in the east end of Yosemite Valley. Pedestrian and bicycle bridges protect riparian habitat from destruction caused by random crossings throughout the river corridor. The bridge is also use by NPS for law enforcement and fire protection.	No. It is not feasible to relocate the existing roadway and bridges from their present location given the circulation system for Yosemite Valley.
Happy Isles Road Bridge	Retained	Yes: This vehicle/pedestrian/ bicycle bridge is consistent with a recreational classification and is needed to support public use of the river corridor. It allows for safe crossing of the Merced River and access to the John Muir Trailhead and the Mist Trail, and is part of the Yosemite Valley Loop Trail. The bridge supports the east Yosemite Valley shuttle bus route to Happy Isles and Mirror Lake and used by NPS for law enforcement and fire protection.	No. It is not feasible to relocate the existing roadway and bridges from their present location
West of Backpackers Campground (New)	New Construction	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight accommodations that allow visitors to have a direct outdoor experience.	No. No alternative areas of sufficient size could accommodate this campground in Yosemite Valley.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Village and Housekeeping Camp			
Housekeeping Camp Bridge	Retained	Yes: Vehicle/pedestrian/ bicycle bridges are needed to support public use of the river corridor. They allow safe crossing of the Merced River and access to campgrounds and other points of interest in the east end of Yosemite Valley. Pedestrian and bicycle bridges also protect riparian habitat from destruction caused by random crossings throughout the river corridor.	No. This bridge could not be relocated outside the river corridor as it is a bridge across the Merced River. The bridge could be removed and foot traffic redirected to Stoneman and/or Sentinel bridges.
Concessioner General Office	Facility Removed and Service Re-located to Concessioner Maintenance and Warehouse Building, which is outside the river corridor	Yes: It is essential that most of the administrative, managerial and logistical support functions located in this facility remain centrally located in Yosemite Valley. As such there are adequate facilities outside of the river corridor that could, with interior modification, absorb these functions.	Yes. The services currently being performed in this facility could be relocated to alternate locations outside the river corridor.
Concessioner Garage	Facility Removed and Service Re-located to Government Utility Building, which is outside the river corridor	Yes: The concession operated garage is a critical component of the park operation. Services offered at the garage include: public automotive repairs; maintenance of park shuttle fleet(s); maintenance of the concession fleet; sales of automotive accessories (including snow chains); and dispatching of tow trucks. The park shuttle fleets are dispatched from a central office located at the garage.	Yes. It could be feasible to relocate some of the services provided at the existing garage to locations outside the river corridor, including shuttle fleet maintenance, public automotive repairs and concessioner fleet maintenance. Relocation of shuttle maintenance and public automotive repairs would be contingent upon identifying a suitable location outside the river corridor, but near primary visitor services to meet the operational needs of the shuttle service as well as visitors who may be without transportation while their vehicles are being repaired.
Concessioner Fire Station	Retained	Yes: Fire support services and apparatus are essential to provide for public health and safety and resource protection.	No. The concessioner fire station could not be relocated to an alternative location as its proximity to visitor services is inherent in its current siting.
Village Store	Retained	Yes: This grocery and retail facility is needed to support day use visitors, park residents and overnight visitors. It offers a limited range of merchandise including packaged and fresh groceries, sundries, and outdoor products frequently needed by campers and hikers.	No. The services offered at the Village Store could be not relocated outside the river corridor if a suitable location
Village Grill	Retained	Yes: This food service facility is necessary to support day visitors and those overnight visitors who are staying at lodging facilities without kitchenettes. The Village Grill serves a menu that is quickly prepared and modestly priced, and is convenient for visitors to Yosemite Village.	Yes. The services offered at the Village Grill could be relocated outside the river corridor if a suitable alternative location in Yosemite Village is identified.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Village and Housekeeping Camp (cont.)			
Village Sports Shop	Service eliminated and facility re-purposed	No: This service is a retail outlet that includes sales of recreational equipment, outdoor clothing, books and maps that pertain to park resources and activities, is not a vital visitor service.	N/A: This service will be eliminated.
Village Store Parking Lot	Expanded	Yes: A visitor parking area in this location is vital because it is proximate to the main visitor services core in Yosemite Valley, including major destinations like the Yosemite Valley Visitor Center, Wilderness Center, the Museum, Ansel Adams Gallery, and Degnan's Deli.	No. Parking facilities must be proximate to the Yosemite Village area.
Art Activity Center / Bank Building	Removed	No: This building, originally constructed to house the former branch office of the Wells Fargo Bank, now serves three purposes: (1) Yosemite Conservancy Art Activity Center, a visitor education opportunity, (2) cash operations for the primary concessioner, and (3) site of the Valley First Credit Union automated teller machine that serves local resident banking needs as well as dispensing cash to visitors who use debit and credit cards.	N/A: This facility will be removed and the services will be co-located within existing buildings.
Yosemite Valley Chapel	Retained	Yes: This is a historic structure that has been used as a place of non-denominational worship, and life events such as memorial services and wedding ceremonies in Yosemite Valley for many decades.	No. The Yosemite Valley Chapel is a historic structure located in its original site. Relocation would diminish its historic integrity to the degree that it would no longer meet the criteria for inclusion on the National Register of Historic Places.
Sentinel Crossover	Retained	Yes: This road is consistent with a recreational classification and is needed to support public use of the river corridor. It is a component of the primary transportation & circulation road system that connects all major visitor service nodes.	No. This roadway segment serves as a vital linkage between Northside and Southside Drives. Sentinel Bridge was constructed in 1990 to align with this roadway segment.
Segment 2: Yosemite Lodge and Camp 4 Area			
Camp 4 Campground	Retained	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight accommodations that allow visitors to have a direct outdoor experience.	No. Camp 4 is listed on the National Register of Historic Places and must remain in its current location to maintain its historic integrity.
Yosemite Lodge Swimming Pool and Snack Stand	Removed	No: The Yosemite Lodge pool has been operated as a public pool, open to Lodge guests as well as other patrons, including park employees and their dependents. The snack stand serves a very limited menu of quick serve refreshments. The pool and snack stand are not considered a vital visitor or community service.	No. These facilities are for Lodge guests and it would not be practical to relocate outside the river corridor.
Yosemite Lodge Nature Shop	Service eliminated and facility re-purposed as non-commercial use	No: This facility is a retail outlet that offers visitors a selection of nature themed gifts and souvenirs. It is not essential to support public use of the river corridor.	No. The building currently housing the Nature Shop is part of the Yosemite Lodge food service structure and would be infeasible to relocate.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Lodge and Camp 4 Area (cont.)			
Yosemite Lodge Housekeeping/Maintenance	Relocated within the Lodge Complex	Yes: The Yosemite Lodge housekeeping and maintenance facility serves as the property-specific worksite from which visitor services, including daily room cleaning and maintenance operations for the entire complex, include food service and multi-purpose spaces (such as the Garden Terrace and the Cliff Room) are based. All lodging properties require some "back of the house" location for storage and staging.	Yes. The existing housekeeping and maintenance facilities could be relocated to an alternative location within the Yosemite Lodge complex
Yosemite Lodge Food Court	Retained	Yes: Food services are necessary to support day visitors and those overnight visitors who are staying in lodging facilities without kitchenettes. The Yosemite Lodge Food Court is a high volume guest service available to Yosemite Lodge patrons, as well as day visitors and overnight users.	No. The building currently housing the Food Court is part of the Yosemite Lodge food service structure and would be infeasible to relocate.
Yosemite Lodge Post Office	Removed	No: This post office has operated as a satellite of the main Yosemite Post Office. (Note: prior to the 1997 flood, this post office served the employees who resided near Yosemite Lodge. Much of that housing has been removed from the area). This facility is no longer necessary.	No. This post office is no longer needed to serve visitors or employees in this area.
Yosemite Lodge Bike Stand	Service eliminated / facility removed	No: To date, the bike rental operation at the Yosemite Lodge offers seasonal commercial bicycle and accessibility device rental for unguided visitor recreation. This service is not a vital visitor service.	N/A: This service will be eliminated.
NPS Volunteer Office	Facility removed and service relocated outside the river corridor	Yes: Worksite assigned to NPS staff who manage the NPS volunteer program who play a vital role in various resource protection projects annually.	Yes. The administrative program managed from this facility y could be relocated to a site outside the river corridor.
Swinging Bridge	Retained	Yes: This pedestrian foot bridge is consistent with a recreational classification and is needed to support public use of the river corridor. It allows for safe crossing of the Merced River and access to points of interest in Yosemite Valley. Pedestrian bridges protect riparian habitat from destruction caused by random crossings throughout the river corridor.	No. Swinging Bridge is part of the Valley pedestrian/bicycle corridor that provides access to important visitor destinations.
Superintendent's Footbridge	Retained	Yes: This pedestrian foot bridge is consistent with a recreational classification and is needed to support public use of the river corridor. It allows for safe crossing of the Merced River access to points of interest in Yosemite Valley. Pedestrian bridges protect riparian habitat from destruction caused by random crossings throughout the river corridor.	No. Under the current pedestrian and bicycle circulation system in Yosemite Valley, this bridge connects two segments of the bicycle path and provides a pedestrian link between Northside Drive and the chapel area.
Yosemite Lodge Parking Area (New)	New construction	Yes: Will serve as a visitor parking and queuing area during times of peak visitation to assist with reducing vehicle congestion on roadways. The parking area replaces approximately 35 roadside parking spaces adjacent to Cook's Meadow. It also is the primary tour bus parking for Yosemite Valley.	No. No alternative areas of sufficient size or location (i.e., proximity to Yosemite Falls trailhead, Wahoga, Camp 4 and the Yosemite Lodge) could accommodate this parking area.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Lodge and Camp 4 Area (cont.)			
East of Camp 4 Campground (New)	New construction	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds provide overnight accommodations that allow visitors to have a direct outdoor experience.	No. No alternative areas of sufficient size or location (i.e., proximity to Camp 4 and the Yosemite Lodge) could accommodate this campground.
Segment 2: West Yosemite Valley			
El Capitan Cross-over	Retained	Yes: This road is consistent with a recreational classification and is needed to support public use of the river corridor. It is a component of the primary transportation & circulation road system that provides a vital west Valley river crossing.	No. It is not feasible to relocate the existing roadway and bridges from their present location
El Capitan Cross-over Bridge	Retained	Yes: This vehicle/pedestrian/ bicycle bridge is consistent with a recreational classification and is needed to support public use of the river corridor. It provides a vital west Valley river crossing. The bridge supports the west Yosemite Valley shuttle bus route to El Capitan Meadow and used by NPS for law enforcement and fire protection.	No. It is not feasible to relocate the existing roadway and bridges from their present location
Pohono Bridge	Retained	Yes: This vehicle/pedestrian/ bicycle bridge is consistent with a recreational classification and is needed to support public use of the river corridor. It allows for safe crossing of the Merced River and access to the John Muir Trailhead and the Mist Trail, and is part of the Yosemite Valley Loop Trail. The bridge supports the east Yosemite Valley shuttle bus route to Happy Isles and Mirror Lake and used by NPS for law enforcement and fire protection.	No. It is not feasible to relocate the existing roadway and bridges from their present location
Segment 2: Utilities Across All of Segment 2			
Utility Infrastructure	Retained	Yes: Consistent with a recreational classification. Water, wastewater, electrical and telecommunication systems provide necessary infrastructure to protect water quality, park resources, and human health & safety.	No. Utility systems serving facilities that will remain within the river corridor could not be relocated. If facilities within the river corridor are relocated, their utility system components could be removed.
Segment 3: The Gorge			
Arch Rock Entrance Station Kiosk	Retained	Yes: This facility serves as one of the five entry points to Yosemite National Park. It is necessary to have Park staff working at this facility to collect entrance fees and provide visitors with information.	No. The entrance station facility must be located along the El Portal Road in an area with sufficient sight distance for motorists traveling to and from Yosemite Valley to make safe stops to transact fee payments with park staff.
Arch Rock Housing (2 duplexes)	Retained	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs.	Yes. These workforce housing units could be relocated if satisfactory substitute housing is made available.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 3: The Gorge (cont.)			
Arch Rock VUA Office	Retained	Yes: This administrative space provides vital safe operational space for employees who work at the Arch Rock Entrance Station.	No. This administrative space must be collocated with the entrance station.
Utility Infrastructure	Retained	Yes: Consistent with a scenic classification. Water, wastewater, electrical and telecommunication systems provide necessary infrastructure to protect water quality, park resources, and human health & safety.	No. Utility systems serving facilities that will remain within the river corridor could not be relocated. If facilities within the river corridor are relocated, their utility system components could be removed.
Segment 4: El Portal			
El Portal Administrative Complex	Retained	Yes: This facility houses wastewater treatment processing, large vehicle maintenance and fleet storage, shops for all maintenance operations; a central distribution point for supply, commissary, and warehouse operations, the park's emergency communications center and fire cache operation; and training, office, and critical administrative operations space for park operations. This facility is essential to support public use of the river corridor, public health and safety, and resource protection.	No. This facility houses key operational functions that could not be relocated unless a suitable alternative site is identified.
Rancheria Employee Housing Area (Existing)	Retained	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs, and to accommodate employees who provide resource protection services consistent with the mission of the National Park Service and current agency management policies.	No. This workforce housing could not be relocated unless a suitable alternative site is identified.
Old El Portal Employee Housing Area (Existing)	Retained	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs, and to accommodate employees who provide resource protection services consistent with the mission of the National Park Service and current agency management policies.	No. This workforce housing could not be relocated unless a suitable alternative site is identified.
Old El Portal Employee Housing Area (New)	Constructed	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs, and to accommodate employees who provide resource protection services consistent with the mission of the National Park Service and current agency management policies.	No. In-fill employee housing should occur within existing employee housing areas
El Portal Market and Gas Station Complex	Retained	Yes: Due to the concentration and number of employees living in El Portal, this is considered a vital community service.	No. These two concession operated services must be located along State Route 140. The service station requires considerable underground fuel distribution equipment that would be infeasible to relocate.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 4: El Portal (cont.)			
Murchison House	Retained	Yes: This structure has been closed for many years pending an extensive renovation. However, it was most recently used as a park office facility.	No: This is a significant historic structure in El Portal and would lose its historic integrity if removed from this location.
El Portal Post Office	Retained	Yes: Due to the concentration and number of employees living in El Portal, this is considered a vital community service.	No: No suitable lands in size or proximity exist outside the river corridor. This service is a functional requirement for the number of employees living in this location.
El Portal Elementary School / High School	Retained	Yes: Due to the concentration and number of employees living in El Portal, this is considered a vital community service.	No: No suitable lands in size or proximity exist outside the river corridor. This service is a functional requirement for the number of employees living in this location.
NPS Offices in Old El Portal	Retained	Yes: This facility provides vital administrative space for park operations which support public use and resource protection efforts in the river corridor.	No: No suitable lands exist outside the river corridor, however, co-locating within the NPS maintenance complex would be desirable.
NatureBridge Office / Employee Housing Building	Retained	Yes: NatureBridge hosts multi-day environmental education programs in Yosemite for school children. This facility provides necessary employee housing and administrative space for this park partner organization.	No: This facility houses key operational functions, and workforce housing that could not be relocated unless a suitable alternative site is identified.
Carroll Clark Community Hall	Retained	Yes: Due to the concentration and number of employees living in El Portal, this is considered a vital community service.	No: No suitable lands in size or proximity exist outside the river corridor. This service is a functional requirement for the number of employees living in this location.
Mariposa County Pool at Rancheria Flat	Retained	Yes: Due to the concentration and number of employees living in El Portal, this is considered a vital community service.	No: No suitable lands in size or proximity exist outside the river corridor. This service is a functional requirement for the number of employees living in this location.
El Portal Fire Station	Retained	Yes: Fire support services and apparatus are essential to provide for public health and safety and resource protection.	No: No suitable lands in size or proximity exist outside the river corridor. This service is a functional requirement for the number of employees living in this location.
Motor Inn Cabins	Retained	Yes: Employees provide visitor services that are consistent with the types and amounts of use that are protective of ORV. These employees must live proximate to their work site.	No: This facility houses key operational functions that could not be relocated unless a suitable alternative site is identified.
AT&T Building	Retained	Yes: Serves as central distribution point for telecommunications network in El Portal. This telecommunication facility is necessary to support NPS's management and administration of the river corridor. This facility is also required for the transmission of microwave signals.	No: Due to transmission and receiving requirements of the system.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 4: El Portal (cont.)			
Odger's Fuel Storage Facility	Removed	Yes: Provides bulk fuel storage vital to park operations serving utility infrastructure, back-up generators and heating / cooling systems for numerous visitor services.	Yes: Either a suitable location within park lands will be identified or a determination will be made that the service can be obtained outside the park.
Old Wastewater Treatment Plant	Removed	No: This facility has been obsolete for decades. A plan of action to remove abandoned infrastructure will be developed with American Indian groups.	No: A plan of action to address the abandoned infrastructure will develop in consultation with American Indian groups.
Utility Infrastructure	Retained	Yes: Consistent with a recreational classification. Water, wastewater, electrical and telecommunication systems provide necessary infrastructure to protect water quality, park resources, and human health & safety.	No: Utility systems serving facilities that will remain within the river corridor could not be relocated. If facilities within the river corridor are relocated, their utility system components could be removed.
Segment 5 (Wild), Segments 6 & 7 (Recreational), Segment 8 (Wild)			
Wawona Hotel Lodging Units	Retained	Yes: This National Historic Landmark is a significant contributing element of the Wawona Historic ORV that cannot feasibly be relocated outside the corridor. Its retention in the river corridor is integral to protecting the historic ORV in this segment.	No: The Wawona Hotel and its surrounding buildings, lawn, swimming tank, golf course are listed on the National Register of Historic Place. Their locations are integral to their historic significance that would be diminished by any relocation outside the river corridor.
Wawona Hotel Restaurant	Retained	Yes: The restaurant is located inside the Wawona Hotel which is a National Historic Landmark. Food services are a necessary to support hotel guests. The nearest food services outside Wawona are located in Yosemite Valley, Fishcamp and Oakhurst.	No: The Wawona Hotel and its surrounding buildings, lawn, swimming tank, golf course are listed on the National Register of Historic Place. Their locations are integral to their historic significance that would be diminished by any relocation outside the river corridor.
Hill Studio Interpretation and Retail	Retained	Yes: The Hill Studio is a National Historic Landmark. It cannot feasibly be moved outside the river corridor and its retention in the river corridor is integral to protecting the historic ORV in this segment. It functions as a visitor contact station and sales outlet for the Yosemite Conservancy.	No: Hill Studio is listed on the National Register of Historic Place. Its location is integral to their historic significance that would be diminished by any relocation outside the river corridor.
Wawona Hotel Swimming Pool	Retained	Yes: The Wawona Hotel pool is open to hotel guests during peak periods only when weather conditions are favorable and reduces the number of people swimming in the river.	No: The Wawona Hotel and its surrounding buildings, lawn, swimming tank, golf course are listed on the National Register of Historic Place. Their locations are integral to their historic significance that would be diminished by any relocation outside the river corridor.

TABLE 8-11. NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES – COMMON TO ALTERNATIVES 2-6

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 5 (Wild), Segments 6 & 7 (Recreational), Segment 8 (Wild) (cont.)			
Wawona Maintenance Yard Complex	Retained and re-developed	Yes: This facility provides large vehicle and fleet storage, indoor, outdoor and shop spaces for necessary maintenance operations; fire, law enforcement, entrance station, campground reservation, and the wilderness operation administrative office space. The facility houses critically important park operation functions the absence of which would undermine NPS's ability to support public use of the river corridor, public health and safety, and resource protection.	No. This facility houses key operational functions that could not be relocated unless a suitable alternative site is identified.
Wawona Wastewater Treatment Plant	Retained	Yes: This facility provides wastewater treatment processing and water distribution monitoring. This facility is critically needed to support public use of the river corridor, public health and safety, and resource protection (by preventing discharge of untreated water into the Merced River).	No. This facility houses key operational functions that could not be relocated unless a suitable alternative site is identified.
Wawona Gas Station	Retained	Yes: Serves visitors and local residents. Provides vehicle fuel, limited automotive services such as tire repair, and snow chain sales/installation. The concessioner currently operates a tow truck from this site. This garage provides necessary support services to park employees and private citizens who own property within the river corridor in Wawona.	Yes. This facility could be relocated if a suitable alternative site is identified.
Wawona Store	Retained	Yes: This store is needed to support visitors, park employees, and private in-holders. It offers a limited range of merchandise including packaged and fresh groceries, sundries, and outdoor products frequently needed by campers, hikers and residents.	Yes. This facility could be relocated if a suitable alternative site is identified.
Pioneer History Center (Wawona)	Retained	Yes: This facility contains interpretive displays, historic structures and equipment used in NPS's living history programs. This facility interprets the history of the Wawona area for park visitors and thus supports public understanding of the history and resources in this portion of the river corridor.	No. This facility houses key operational functions that could not be relocated unless a suitable alternative site is identified.
Wawona Store Parking Lot	Retained	Yes: This is a parking facility immediately outside the Wawona Store	Yes. This facility could be relocated if a suitable alternative site is identified.
Utility Infrastructure	Retained	Yes: Water, wastewater, electrical and telecommunication systems provide necessary infrastructure to protect water quality, park resources, and human health & safety.	No. Utility systems serving facilities that will remain within the river corridor could not be relocated. If facilities within the river corridor are relocated, their utility system components could be removed.

Conceptual Site Drawings

Parking along El Portal Road from the Big Oak Flat Road to Pohono Bridge

The 0.6 mile road segment of El Portal Road from the intersection of the Big Oak Flat Road to Pohono Bridge currently contains a number of non-delineated, dirt roadside pullouts. Five of the larger pullouts are located on the south side of the road immediately adjacent to the Merced River, while one is located on the north side of the road just west of the intersection with Northside Drive and Southside Drive. The use of these dirt pullouts and associated informal trails on the south side of the road is causing erosion and vegetation trampling of the riverbank in some locations. Common to all of the action alternatives, four of the pullouts on the south side of the road would be paved and formalized to provide parking for a limited number of vehicles. These pull-outs would be curbed to prevent further encroachment towards the river and would accommodate up to 20 total vehicles with the remaining roadside and riverbank soils would be decompacted and restored to natural conditions. The largest pullout, located just east of the Big Oak Flat Road/El Portal Road intersection, would be removed and restored to natural conditions to avoid impacts to sensitive resources and to address safety concerns. The existing paved pullout on the north side of the road just west of the intersection with Northside/Southside Drive would also be formalized to accommodate 6 vehicles for a total parking capacity of 26 vehicles along this section of road. Curbing would be installed along the remaining south side road shoulder to prevent vehicles from creating additional informal pullouts, causing further resource damage. Of the 13 existing drainage culverts along this segment of the road, two would be removed and the remainder either retained or reconstructed in a manner that is consistent with their historic character and function.

NPS Government Utility Area

The NPS Government Utility Area, located just north of Yosemite Village, is the primary location for Yosemite Valley utilities, park operations and maintenance. It consists of a large operations building and smaller outbuildings, maintenance yard, administrative fueling station, NPS stables, law enforcement and search and rescue headquarters. Eleven of the buildings and sheds are contributing elements to the Yosemite Valley Historic District. In order to improve circulation at the complex and to provide parking spaces for larger vehicles, six of the non-historic outbuildings would be removed or relocated as NPS operations are further consolidated within existing facilities in El Portal and structures are removed from the rock fall hazard zone. However, Law Enforcement operations and Valley Utilities would remain in their existing locations within the Government Utility Area. The current function of the Concessioner Garage, which is located in the 100-year floodplain, would be relocated to the historic Government Utility Building within the complex. Services would consist of light maintenance and repair for shuttle busses, tour buses, and concessioner vehicles. A new roads and trails maintenance building would be built which would house essential winter park operations equipment such as snow removal and sand spreading vehicles and equipment. The new building would include four (4) vehicle bays with support functions. All anticipated development activities and improvements would occur within the existing disturbed 4.75 acre site. Repair and towing services for the public that previously operated from the Concessioner Garage would be available in El Portal.

Concessioner General Office

The existing 18,000 square foot Concessioner General Office building located in Yosemite Village, just south of the Village Store parking lot would be removed under all alternatives to allow redesign and expansion of visitor parking, improved traffic and pedestrian circulation and resource restoration. The park has developed two alternatives that would allow the concessioner to redevelop existing facilities, but would establish a limit of approximately 14,000 square feet of replacement facilities. This would reduce office space, and therefore housing needs for approximately 15 concession employees in the valley.

Alternatives 2-5

The office space would be replaced by reconfiguring the interior of the existing Concessioner Maintenance and Warehouse building located east of the NPS Government Utility Area. The existing structure would be updated to include office space on a mezzanine floor. In addition to this, nearby existing concessioner employee housing would be converted to office use. The residential needs of employees displaced from housing facilities would be accommodated in other buildings in Yosemite Valley.

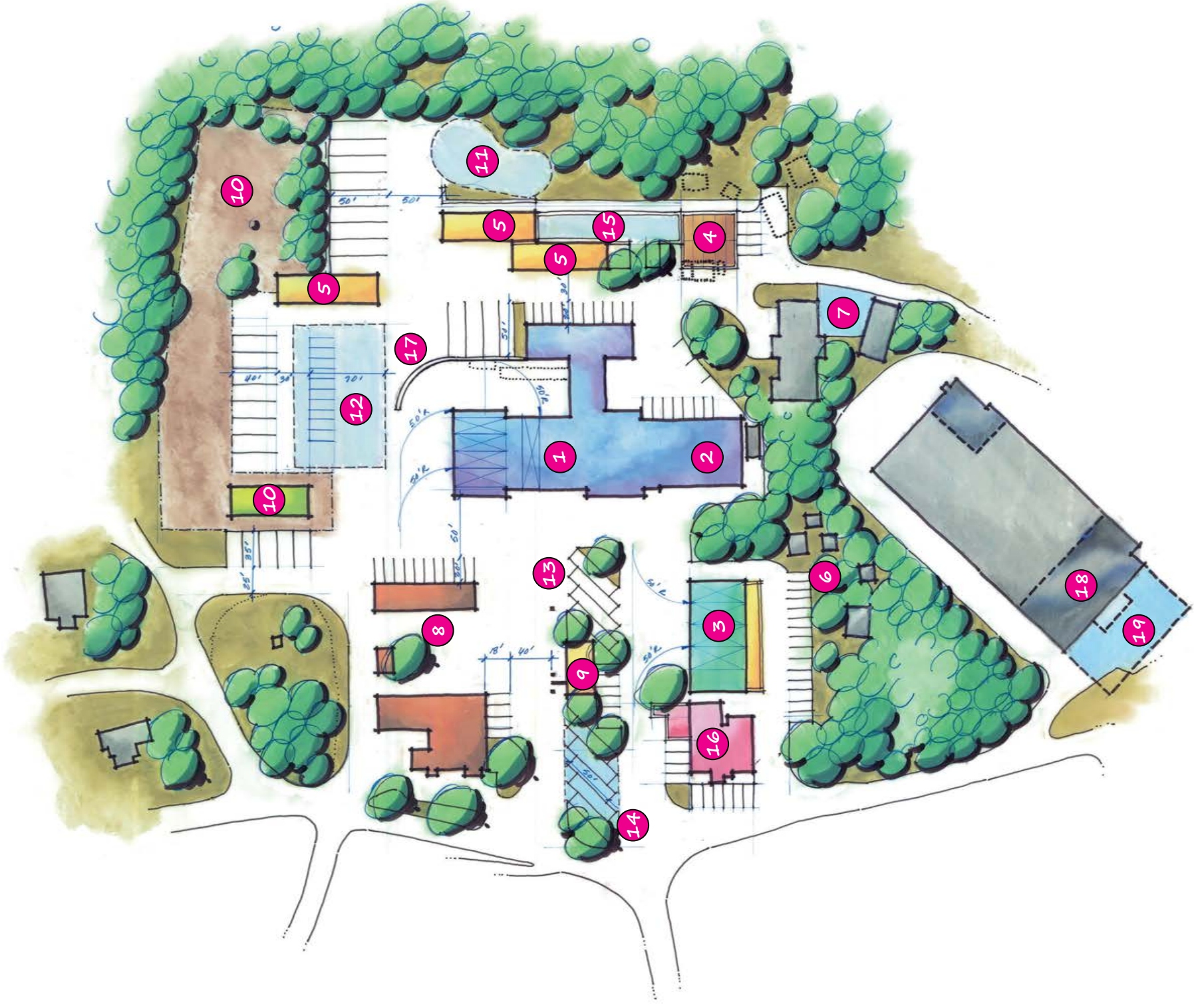
Additional parking spaces for vehicles associated with the existing and relocated maintenance and warehousing operations, administrative vehicles and private vehicles used by employees would be expanded near the facility to accommodate the increased occupancy of the remodeled worksite. Specific locations being considered for parking include formalizing approximately 17 spaces along Village Drive, 6 to the northeast of the warehouse building, approximately 16 along Boulder Lane, approximately 15 spaces along the north side of Tenaya Way and an additional 15 spaces north of the existing auditorium. Development of parking spaces behind the auditorium would require the removal of one existing employee residence.

Alternative 6

In Alternative 6, the office space would be replaced by reconfiguring the interior of the existing Concessioner Maintenance and Warehouse building located east of the NPS Government Utility Area. A 4,000 square foot addition to this building would also be constructed. The expansion of the building would require the elimination of 10 to 12 parking spaces that would be replaced nearby along Village Drive.

Additional parking spaces for vehicles associated with the existing and relocated maintenance and warehousing operations, administrative vehicles and private vehicles used by employees would be expanded near the facility to accommodate the increased occupancy of the remodeled worksite. Specific locations being considered for parking include formalizing approximately 17 spaces along Village Drive, 6 spaces to the northeast of the warehouse building, approximately 16 spaces along Boulder Lane, approximately 15 spaces along the north side of Tenaya Way and an additional 15 spaces north of the existing auditorium. Development of parking spaces behind the auditorium would require the removal of one existing employee residence.

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- 1 Relocate shuttle bus maintenance to existing service bays in the Government Utility Building.
- 2 Maintain NPS use and operation of historic Government Utility Building.
- 3 Construct a 4,500 square-foot building with light-duty service bays with administrative office space. Provide covered parking for road-clearing vehicles and equipment.
- 4 Relocate outdoor vehicle temporary storage yard.
- 5 Rehabilitate covered storage buildings for more efficient use.
- 6 Retain historic Camp 1 employee housing unit complex.
- 7 Construct a structural, load-bearing pad for emergency generator; improve access road.
- 8 Retain search and rescue operations.
- 9 Retain concessioner fueling station.
- 10 Retain NPS stables and corrals.
- 11 Maintain outdoor sand storage area for winter use.
- 12 Delineate flex parking and equipment staging area.
- 13 Delineate short-term, high-turnover shuttle bus parking spaces.
- 14 Provide additional shuttle bus parking or designated snow storage area.
- 15 Outdoor storage area to be re-organized and improved.
- 16 Maintain utility building use with park partner.
- 17 Reconstruct retaining wall to provide for bus access to existing bay door.
- 18 Construct a 10,000 square-foot mezzanine in the existing Concessioner Maintenance Building and Warehouse. Relocate Concessioner General Office from Yosemite Village Day-use Parking Area; Alternatives 2, 3, 4 and 5 only.
- 19 Construct a 4,000 square-foot office addition to the Concessioner Maintenance Building and Warehouse for Concessioner General Office use; Alternative 6 only.



Alternatives 2,3,4,5,6

Conceptual Site Drawing for

Yosemite Valley Maintenance Area

Yosemite National Park
United States Department of the Interior • National Park Service

* These drawings are provided to demonstrate where facilities would be removed, relocated, or constructed according to actions more fully described by project alternatives. The drawings do not represent a final proposal. More detailed design and construction documents would be developed consistent with the general concepts presented here.

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ALTERNATIVE 2: SELF-RELIANT VISITOR EXPERIENCES AND EXTENSIVE FLOODPLAIN RESTORATION

Overview

The guiding principles of Alternative 2 would include maximizing the restoration of the 100-year floodplain by removing infrastructure not essential to resource-related recreation, and creating a more self-reliant visitor experience, where fewer commercial services would be available. Visitor-use levels would be managed to allow for visitor experiences free of crowding or congestion.

Management actions in Alternative 2 would:

- Restore 347 acres of meadow and riparian habitat.
- Slightly reduce the available campsites in all river segments (-8%) and in Yosemite Valley (-3%).
- Significantly reduce the available lodging in all river segments (-43%) and in Yosemite Valley (-46%).
- Reduce day-use parking spaces in Yosemite Valley (-23%).
- Reduce commercial services.
- Make significant changes to traffic-circulation patterns in Yosemite Valley to accommodate ecological restoration goals and reduce traffic congestion.
- Accommodate approximately 13,900 visitors per day in East Yosemite Valley.
- Continue to manage overnight use through wilderness permit system and a reservation system for lodging and camping.
- Manage day-use capacity for East Yosemite Valley through parking permit system required during peak summer season.

Actions to Protect and Enhance River Values

Alternative 2 would protect and enhance river values through major ecological restoration to enhance the connectivity of the river to its floodplain. It would prioritize enhancement of ecological river values, including large portions of the 100-year floodplain, dynamic areas of the 10-year floodplain in East Yosemite Valley, and corridorwide riparian and meadow habitat, over the retention of existing infrastructure and circulation patterns. In addition to actions common to the other action alternatives, it would ecologically restore the areas currently occupied by the Merced Lake High Sierra Camp, campsites and lodging units in Yosemite Valley, the Wawona Golf Course, and the Concessioner Stables, and it would create a large valley oak habitat protection area. The free-flowing condition of the river would be enhanced by removing three bridges within the bed and banks of the river that constrict flow during high-water events. Hydrologic connectivity of meadows to the riparian floodplain would be enhanced through the removal of certain road segments that bisect meadows.

Cultural and scenic values would be protected and enhanced as described under “Actions Common to Alternatives 2-6” (beginning on page 8-53). Recreational values would be protected and enhanced through the removal of the Merced Lake High Sierra Camp, and by improving visitor circulation and reducing crowding in Yosemite Valley. Table 8-12 provides a summary of the actions that would occur under Alternative 2 to protect and enhance river values.

TABLE 8-12: ADDITIONAL ACTIONS TO PROTECT AND ENHANCE RIVER VALUES, ALTERNATIVE 2

Ecological Restoration Actions (Free Flow, Water Quality, Geologic/Hydrologic, and Biological Values)	
Corridorwide	
Ecological Restoration Acreage	164 acres (common to all) plus an additional 183 acres (refer to Appendix E for specific locations)
Riprap to be Removed	5,700 linear feet (common to all) plus an additional 964 feet (refer to Appendix E for specific locations)
Segment 1: Wilderness above Nevada Fall	
Riparian Buffer / Floodplain	Ecologically restore the Merced Lake High Sierra Camp.
Segment 2: Yosemite Valley	
Free Flow / Geologic/Hydrologic Values	Remove Ahwahnee, Sugar Pine, and Stoneman Bridges to enhance the free-flowing condition of the river.
Riparian Buffer / Floodplain	- Ecologically restore 35.6 acres of floodplain at former Upper and Lower River Campgrounds. - Move Yosemite Village Day-use Parking Area parking north outside the 10-year floodplain. - Ecologically restore 25 acres of 100-year floodplain at the North Pines Campground, Backpackers Campground, Yellow Pine Administrative Campground, and portions of Lower Pines campground. - Ecologically restore large areas of Yosemite Lodge and Housekeeping Camp, - Ecologically restore Concessioner Stables, Ahwahnee Row, and Tecoya housing area.
Meadow Restoration	- Remove 900 feet of Northside Drive through Ahwahnee Meadow to enhance connectivity of the meadow and floodplain. - Remove 1,335 feet of Southside Drive through Stoneman Meadow to enhance connectivity of the meadow and floodplain.
Segment 7 : Wawona	
Meadow Restoration	Ecologically restore the 42-acre Wawona Golf Course to meadow habitat.
Recreational Values	
Segment 1: Wilderness above Nevada Fall	
Wilderness Recreation	- Enhance wilderness character by removing the Merced Lake High Sierra Camp and converting this area to designated Wilderness. - Reduce zone capacities and convert overnight use to dispersed camping

User Capacity, Land Use, and Facilities Management

Alternative 2 would focus on providing a more self-reliant visitor experience, with a marked reduction in commercial services and facilities. As a result of this focus on self-reliance, as well as the goal of extensive floodplain restoration, the overall visitor use levels would be lower than current use levels to allow for increased resource restoration and for reduced crowding and congestion in the most popular areas of the river corridor. Table 8-13 provides a summary of user capacities by use type and location.

TABLE 8-13: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 2

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 2	
	Unit Type	Units	People	Units	People
Wilderness Above Nevada Fall					
Visitor Overnight Use	Zone Capacities & Beds	380	380	195	195
Visitor Day Use	Day Hikers	350	350	350	350
Employee Housing	Employee Beds	15	15	5	5
Administrative Day Use	People on Day Patrols	5	5	5	5

TABLE 8-13: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 2

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 2	
	Unit Type	Units	People	Units	People
Yosemite Valley					
Visitor Overnight Use	Rooms & Sites	1,500	6,564	1,006	4,758
Visitor Day Use	Parking Spaces & Buses		8,272	-	6,819
Employee Housing	Employee Beds	1,315	1,315	658	658
Administrative Day Use	Parking Spaces	166	332	166	332
Merced Gorge					
Visitor Overnight Use	Rooms & Sites	-	-	-	-
Visitor Day Use	Parking Spaces	180	869	180	869
Employee Housing	Employee Beds	9	9	9	9
Administrative Day Use	Parking Spaces	2	4	2	4
EI Portal					
Visitor Overnight Use	Rooms & Campsites	-	-	-	-
Visitor Day Use	Parking Spaces	214	740	214	740
Employee Housing	Employee Beds	192	192	618	618
Administrative Day Use	Parking Spaces	610	1,220	610	1,220
South Fork Above Wawona					
Visitor Overnight Use	Zone Capacities	20	20	20	20
Visitor Day Use	Day Hikers	6	6	6	6
Employee Housing	Beds	-	-	-	-
Administrative Day Use	Day Patrols	1	1	1	1
Wawona					
Visitor Overnight Use	Rooms & Sites	203	865	171	673
Visitor Day Use	Parking Spaces & Buses	-	1,295	-	1,321
Employee Housing	Beds	121	121	121	121
Administrative Day Use	Parking Spaces	30	60	30	60
South Fork Below Wawona					
Visitor Overnight Use	Zone Capacities	3	3	3	3
Visitor Day Use	Day Hikers	3	3	3	3
Employee Housing	Employee Beds	-	-	-	-
Administrative Day Use	Day Patrols	1	1	1	1

Visitor Overnight Capacity

Camping

The campsite inventory in the Merced Wild and Scenic River corridor, including Yosemite Valley, would be reduced by approximately 8% as a result of natural and cultural resource protection measures. All campsites within the 100-year floodplain would be removed. Campsite losses would be offset by the addition of new walk-in camping at a redeveloped Yosemite Lodge, east of Camp 4 Campground, and west of Backpackers Campground. Under Alternative 2, the total number of campsites in Yosemite Valley would be 450 sites, and the total number of campsites available in the corridor would be 521 sites. Table 8-14 provides a summary of the proposed changes to camping and the reasons for those proposed changes.

TABLE 8-14: CAMPING FACILITIES- ALTERNATIVE 2

Existing Locations	Alt 1 (No Action)	Alt 2	Details
Backpackers	25 sites	0 sites	25 walk-in sites removed from the 100-year floodplain, some of which will be relocated west of Backpackers
Camp 4	35 sites	35 sites	No change to this National Historic Register Site
Lower Pines	76 sites	44 sites	32 sites removed from the 100-year floodplain
North Pines	86 sites	0 sites	86 sites removed from the 100-year floodplain
Upper Pines	240 sites	216 sites	22 sites removed from the 100-year floodplain and 2 sites for cultural resource concerns
Yellow Pine Administrative	4 sites	0 sites	4 group administrative sites removed from the 100-year floodplain
Wawona Campground	99 sites	67 sites	32 sites removed from the 100-year floodplain or in culturally sensitive areas
Total Existing Locations	565 sites	362 sites	
New Locations	Alt 1 (No Action)	Alt 2	Details
West of Backpackers	0 sites	16 sites	16 walk-in sites relocated from Backpackers Camp to less sensitive area outside 100-year floodplain
East of Camp 4	0 sites	35 sites	35 walk-in sites constructed in area east of Camp 4
Yosemite Lodge walk-in	0 sites	104 sites	100 walk-in sites and 4 group sites constructed
Abbeville / Trailer Court	0 sites	4 sites	4 group administrative sites constructed in El Portal to replace Yellow Pine administrative sites
Total New Camping	0 sites	159 sites	
Total Camping in Corridor	565 sites	521 sites	

Lodging

In-park lodging availability would be reduced by approximately 43% as compared to existing conditions. Management actions related to lodging would focus on removing lodging from the 100-year floodplain at Yosemite Lodge and Housekeeping Camp, and in Wilderness. New hard-sided lodging would be constructed in Curry Village to offset the loss of year-round accommodations at Yosemite Lodge. As a result of these actions, the in-corridor lodging inventory would be reduced from 1,160 units to 660 units. Table 8-15 provides a summary of the proposed changes to lodging and the reasons for those proposed changes.

TABLE 8-15: LODGING FACILITIES- ALTERNATIVE 2

Wilderness	Alt 1 (No Action)	Alt 2	Details
Merced Lake High Sierra Camp (MLHSC)	60 beds (22 units)	0 beds	Remove all infrastructure and expand dispersed camping into re-purposed MLHSC area
Yosemite Valley	Alt 1	Alt 2	Details
Ahwahnee Hotel	123 rooms	123 rooms	No change at this National Historic Landmark
Housekeeping Camp	266 tent cabins	0 tent cabins	Remove all units from 100-year floodplain
Curry Village	400 units	433 units (290 tents and 143 hard-sided units)	- Retain 290 tents - Retain 47 hard-sided cabin-with-bath units - Retain 18 units at Stoneman House - Construct 78 hard-sided units in Boys Town
Yosemite Lodge	245 rooms	0 rooms	Remove entire lodging complex, including those units in the 100-year floodplain
Wawona	Alt 1	Alt 2	Details
Wawona Hotel	104 rooms	104 rooms	No change at this National Historic Landmark
Total Lodging in Corridor	1,160 units	660 units	
* El Portal: Private accommodations exist but are not on NPS land; therefore, they are not listed here			

Visitor Day Use Capacity and Access Improvements

Day-use parking capacity in Yosemite Valley would be reduced by 23% compared to current levels. Day-use capacity would be actively managed and potentially restricted during peak use season (May through September). A day use permit system would be implemented in this alternative for East Yosemite Valley during the peak summer season. Table 8-16 provides a summary of the total number of day-use parking spaces for each segment of the corridor where parking occurs.

TABLE 8-16: NUMBER OF DAY-USE PARKING SPACES BY SEGMENT, ALTERNATIVE 2

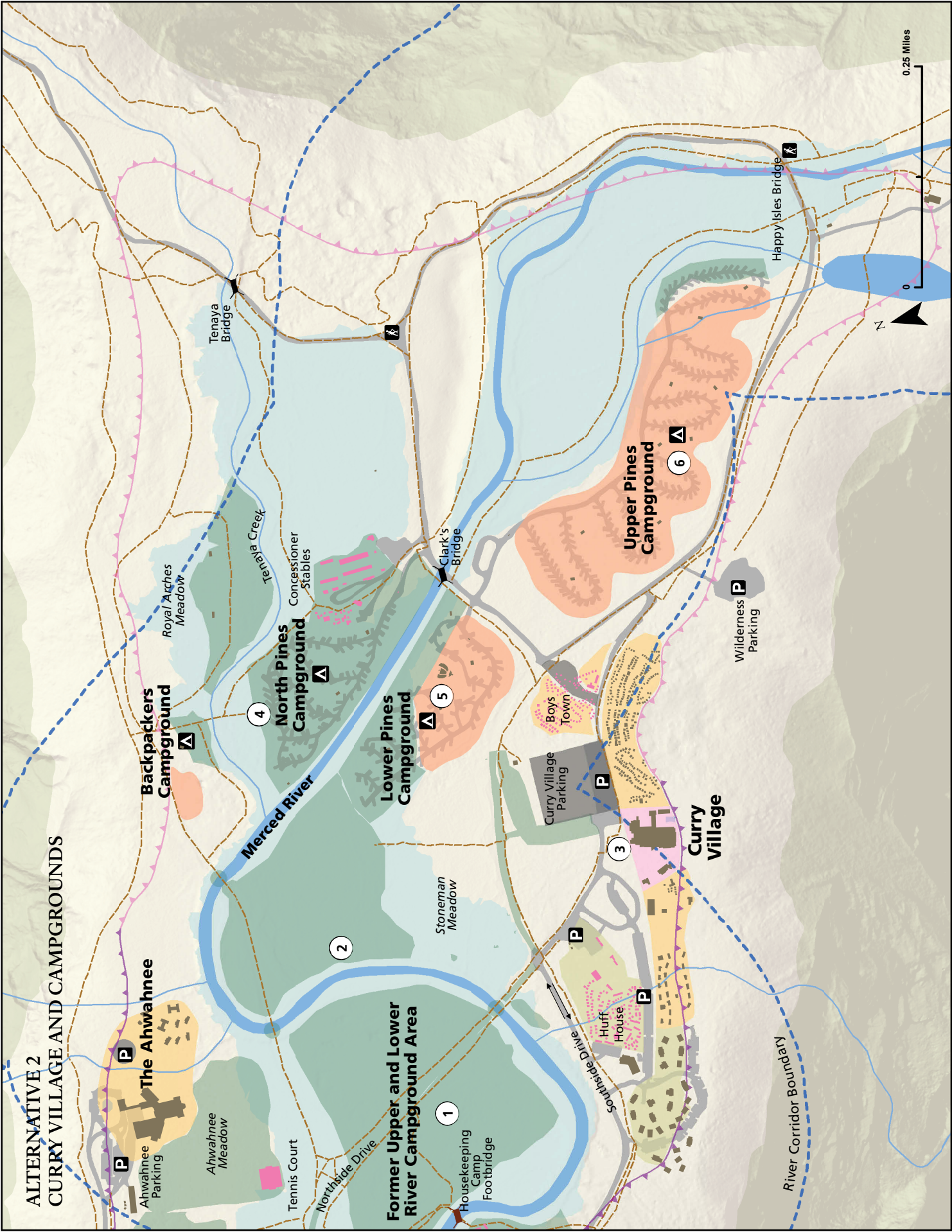
Location	Alt 1 (No Action)	Alt 2
Segment 2: Yosemite Valley	2,337 spaces	1,800 spaces
Segment 3: The Gorge	180 spaces	180 spaces
Segment 4: El Portal	214 spaces	214 spaces
Segment 7: Wawona	290 spaces	290 spaces
Total Parking	3,021 spaces	2,484 spaces

The most significant changes to parking and traffic circulation would take place in the vicinity of the Yosemite Village Day-use Parking Area and Yosemite Lodge. Day-use visitors would park at a redesigned parking area at Yosemite Village Day-use Parking Area, with a total of 550 parking spaces. At Yosemite Lodge, proposed changes include a new day-use parking area north of the core visitor service area, and additional overnight parking west of Yosemite Lodge to serve new camping areas. Total parking for East Yosemite Valley (including day, overnight, and administrative uses) would be approximately 4,000 spaces.

Transit services would remain unchanged on the Highway 140, Highway 120 West and Highway 120 East corridors; one round-trip run per day would be added to the Highway 41 corridor. All within-park shuttle services would remain the same, and the East Valley shuttle would decrease shuttle intervals to 5 minutes.

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ALTERNATIVE 2: SELF-RELIANT VISITOR EXPERIENCES AND EXTENSIVE FLOODPLAIN RESTORATION



EAST YOSEMITE VALLEY: CURRY VILLAGE AND CAMPGROUNDS

- Former Upper and Lower River Campground Area**
 - Ecological Restoration: Restore 35.6 acres of floodplain habitat within the 100-year floodplain. Restore natural floodplain topography by removing remaining asphalt and re-establishing seasonal channels, and revegetate with native plants. Remove Lower River amphitheater. Temporarily fence restoration areas to allow for recovery.
- River Reach between Bridges**
 - Ahwahnee and Sugar Pine Bridges: Remove the Ahwahnee and Sugar Pine Bridges (and associated berm) to enhance the free-flowing condition of the river. Restore area to natural conditions. Re-route the multiple-use trail north of the river.
 - Stoneman Bridge: Remove Stoneman Bridge to enhance free-flowing condition of the river. Restore area to natural conditions. Reconfigure part of Southside Drive as a two-way road, remove the road segment through Stoneman Meadow, and redesign intersection at Sentinel and Southside Drive.
- Curry Village Area**
 - Ecological Restoration: Remove Southside Drive through Stoneman Meadow to enhance the hydrologic connectivity of the meadow. Re-align road through the Boys Town area to facilitate restoration of Stoneman meadow. Extend meadow boardwalk (up to 275 feet) to Curry Village.
 - Lodging: Total would be 433 guest units, including: 290 tents in Curry Village retained; 78 hard-sided units constructed in Boys Town; 18 units at Stoneman House retained; and 47 cabin-with-bath units in Curry Village retained.
 - Curry Orchard Parking Area: Re-design the Curry Orchard parking area to formalize 420 parking spaces. Re-design will incorporate best management practices to increase hydrologic flows into Stoneman Meadow and protect water quality. Remove apple trees to mitigate human-bear interactions, and plant native vegetation.
- North Pines Campground Area**
 - North Pines Campground: Remove all 86 campsites in the 100-year floodplain and restore to native floodplain/riparian habitat.
 - Backpackers Campground: Remove all 25 walk-in sites in the campground, of which 21 are within the 100-year floodplain. Partially replace with a new campground with 16 walk-in sites west of Backpackers Campground.
 - Concessioner Stables: Ecologically restore the stables area, located within the 100-year floodplain. Remove associated housing (25 beds).
- Lower Pines Campground Area**
 - Campground Sites: Retain 44 campsites and remove 32 campsites within the 100-year floodplain.
- Upper Pines Campground Area**
 - Campground Sites: Retain 216 campsites. Remove 22 sites to restore the 100-year floodplain and an additional two sites to protect cultural resources.

Legend			
	Campgrounds		Road bridge
	Picnic Area		Footbridge
	Parking Area		Lakes
	Trailheads		Stream
	Contour		Trails
	Calculated Rock-fall Hazard Line		Inferred Rock-fall Hazard Line
	River Corridor Boundary		
	Surfaced Areas		Visitor Services
	Restoration Areas		Housing
	Camping		Operations
	Lodging		Parking
	Buildings		Retain Building
	Remove Building		100-year Floodplain
	Designated Wilderness		Recreational Segment
	Wild Segment		Scenic Segment

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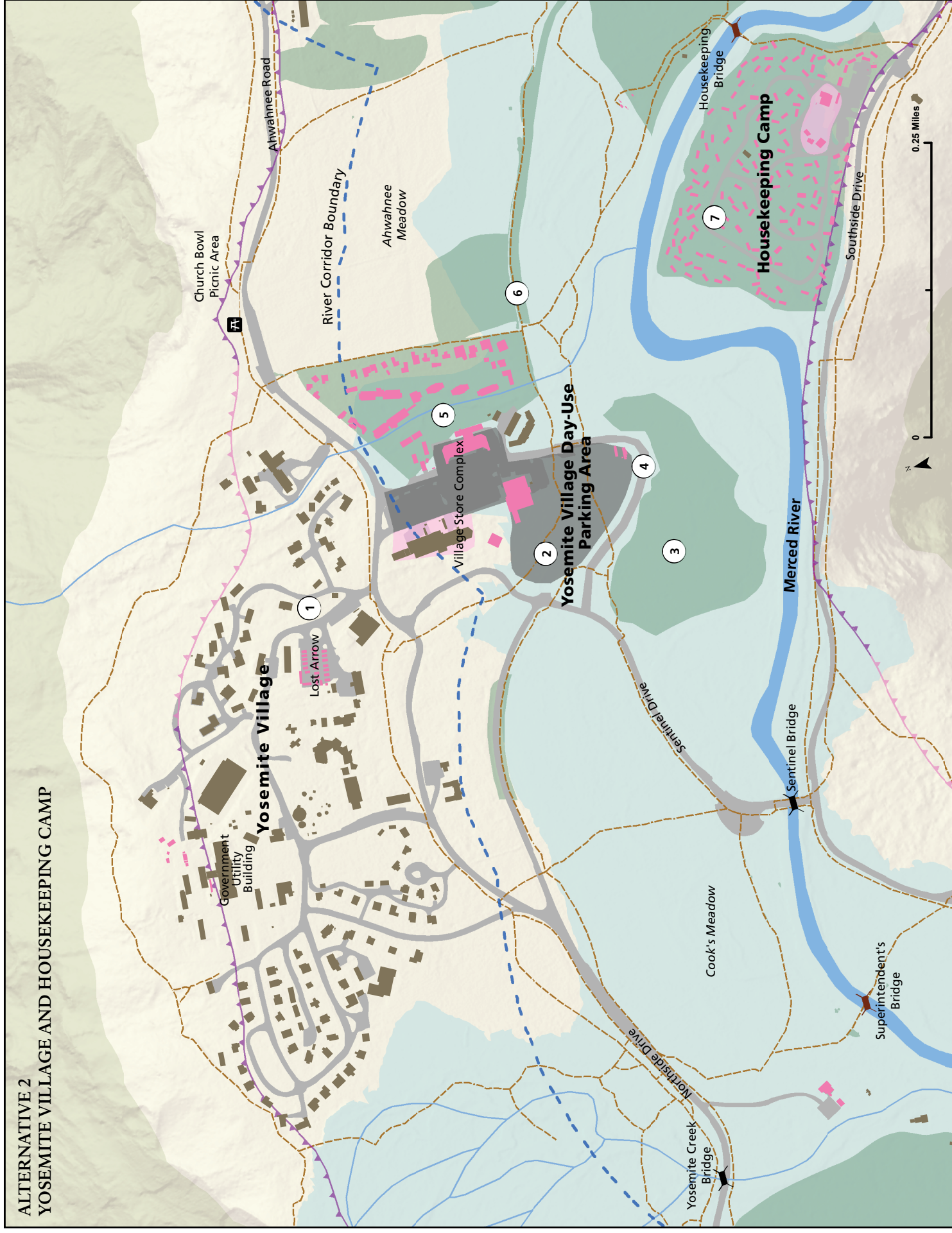
ALTERNATIVE 2: SELF-RELIANT VISITOR EXPERIENCES AND EXTENSIVE FLOODPLAIN RESTORATION



ALTERNATIVE 2 YOSEMITE VILLAGE AND HOUSEKEEPING CAMP

EAST YOSEMITE VALLEY: YOSEMITE VILLAGE AND HOUSEKEEPING CAMP

1. **Lost Arrow:** Remove temporary employee housing. Re-establish an administrative parking lot to accommodate 50 spaces.
2. **Yosemite Village Day-use Parking Area:** Move the parking area day-use parking northward outside of the dynamic 10-year floodplain. Formalize the Yosemite Village Day-use Parking Area using best management practices to protect water quality to accommodate 550 parking places.
3. **Floodplain and Riparian Ecological restoration at Yosemite Village Day-use Parking Area:** Remove fill material and restore meadow and floodplain habitat within the dynamic 10-year floodplain.
4. **Pedestrian/Vehicle Conflicts:** Re-route Northside Drive to the south of the Yosemite Village Day-use Parking Area. Consolidate parking to the north of the road and provide walkways leading to Yosemite Village separating vehicle and pedestrian traffic and eliminating conflicts and associated traffic congestion. Re-designed traffic circulation patterns would not require roundabouts or pedestrian road crossings.
5. **Indian Creek Restoration:** Remove housing and development in the 100-year floodplain between Village Store and Ahwahnee Meadow. Recontour topography, restore stream hydrology, decompact soils, and plant native meadow vegetation.
6. **Ahwahnee Meadow Restoration:** Remove 900 feet of road through Ahwahnee Meadow and relocate the bike path to the south, restoring hydrologic connectivity between the meadow and river. Re-route the formal foot trail in Ahwahnee Meadow so it does not pass through wetlands. Restore meadow topography and native vegetation in original trail corridor.
7. **Housekeeping Camp Lodging:** Restore the 100-year floodplain to natural conditions. Remove all 266 lodging units and amenities including shower houses, laundry, office, and grocery store. Convert area to day-use river access point and picnic area. Retain one restroom for day users. Restore 16.8 acres of floodplain and riparian ecosystem.

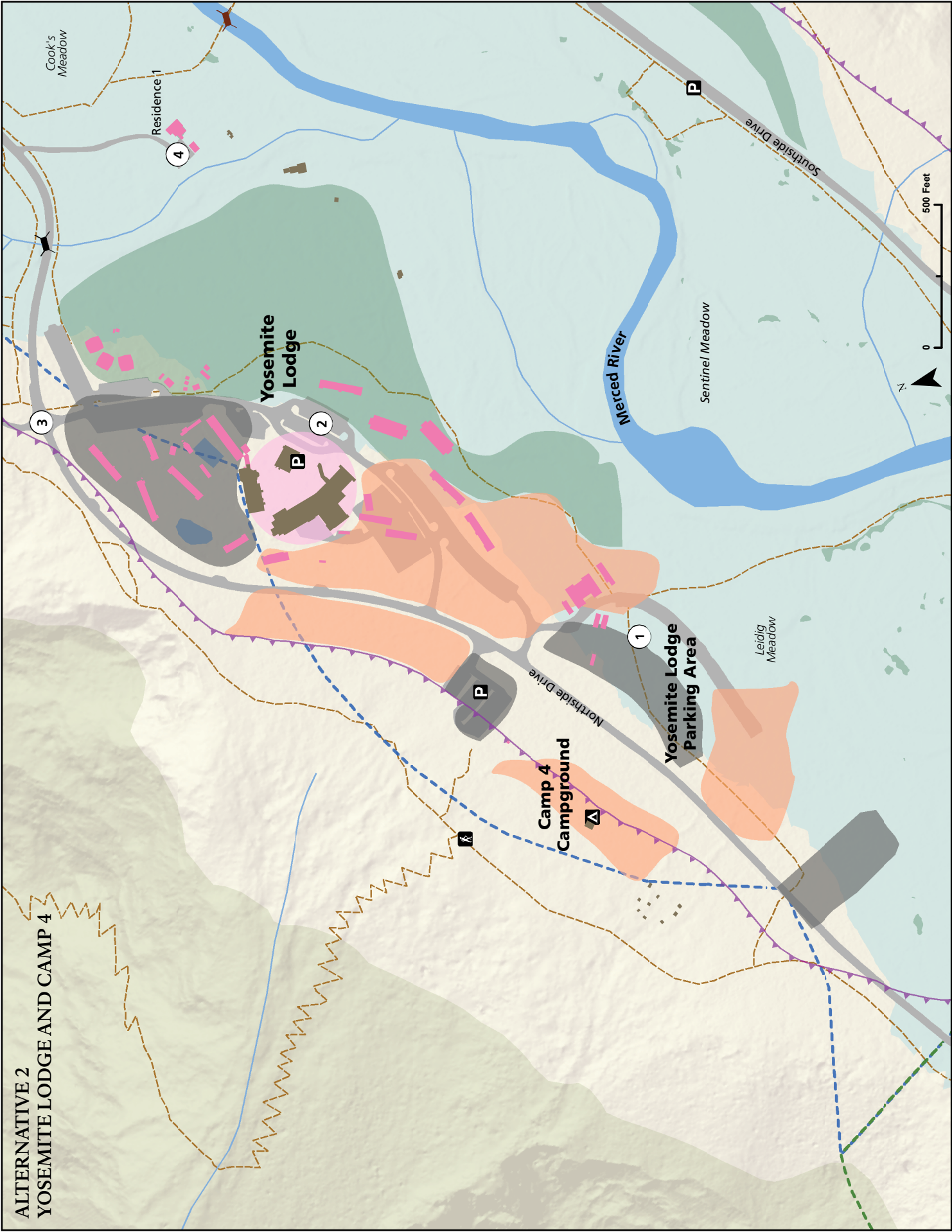


Legend

	Road bridge	Contour	Surfaced Areas	Visitor Services	Buildings	Designated Wilderness
	Footbridge	Trails	Restoration Areas	Housing	Retain Building	Recreational Segment
	Lakes	Calculated Rock-fall Hazard Line	Camping	Operations	Remove Building	Wild Segment
	Stream	Inferred Rock-fall Hazard Line	Lodging	Parking	100-year Floodplain	Scenic Segment

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ALTERNATIVE 2: SELF-RELIANT VISITOR EXPERIENCES AND EXTENSIVE FLOODPLAIN RESTORATION



EAST YOSEMITE VALLEY: YOSEMITE LODGE AND CAMP 4

1. West of Yosemite Lodge
 - Parking: Construct 150 new parking spaces southwest of Yosemite Lodge. This includes 15 spaces for tour bus parking. Parking re-development will incorporate best management practices to protect water quality.
2. Yosemite Lodge Area
 - Yosemite Lodge Re-development: Remove the 245 existing lodging units at Yosemite Lodge. Re-purpose the area for day-use parking, a day lodge, food service, and camping and restore major portion of the 100-year floodplain.
 - Ecological restoration: Restore riparian and floodplain ecosystem at the site of the former Yosemite Lodge units and cabins (those that were damaged by the 1997 flood and subsequently removed). Delineate one service road to the well house and parking. Remove non-native fill, decompact soils and plant riparian plant species (10.9 acres).
 - Camping: Construct 100 new walk-in campsites and four group sites in former Yosemite Lodge site.
 - Day-Use Parking: Add 250 day-use parking spaces in the Yosemite Lodge area. Parking re-development will incorporate best management practices to protect water quality.
 - Services and Facilities: Convert to day-use and retain core visitor services. Retain the food court. Re-purpose the Mountain Room dining service and bar areas as a day lodge. Re-purpose the convenience shop and nature shop. Remove the NPS Volunteer Office, post office, swimming pool, bike rentals, and snack stand.
 - Concessioner Housing: Remove housing at Highland Court and at the Thousands Cabins (as listed under actions common to all alternatives). No new housing would be constructed in its place.
3. Yosemite Falls Intersection
 - Traffic Congestion: Move the pedestrian crossing between Yosemite Lodge and Yosemite Falls to an on-grade (street level) pedestrian crossing west of the intersection of Northside Drive and Yosemite Lodge Drive to alleviate traffic congestion created by pedestrian/vehicle conflicts.
4. Residence 1
 - Residence 1: Relocate this historic structure, also known as the Superintendent's House, to the NPS housing area and rehabilitate the building per the Secretary of Interior's Standards for the Treatment of Historic Properties and the Historic Structures Report. Ecologically restore associated informal trails in Cook's Meadow and address continuing use patterns to enhance black oak woodland and meadow habitat.

Legend

Campgrounds

Picnic Area

Parking Area

Trailheads

Road bridge

Footbridge

Lakes

Stream

Contour

Trails

Calculated Rock-fall Hazard Line

Inferred Rock-fall Hazard Line

Surfaced Areas

Restoration Areas

Camping

Lodging

Visitor Services

Housing

Operations

Parking

Buildings

Retain Building

Remove Building

100-year Floodplain

Designated Wilderness

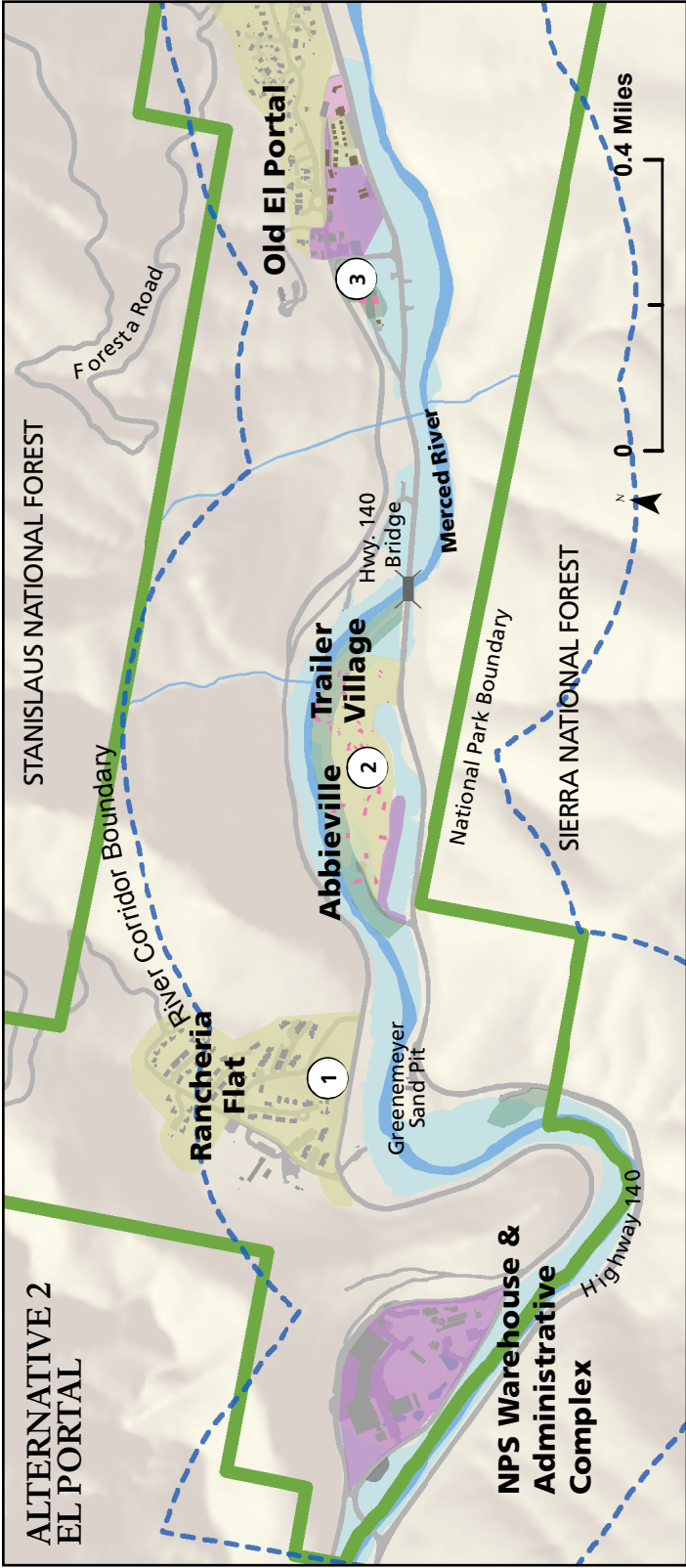
Recreational Segment

Wild Segment

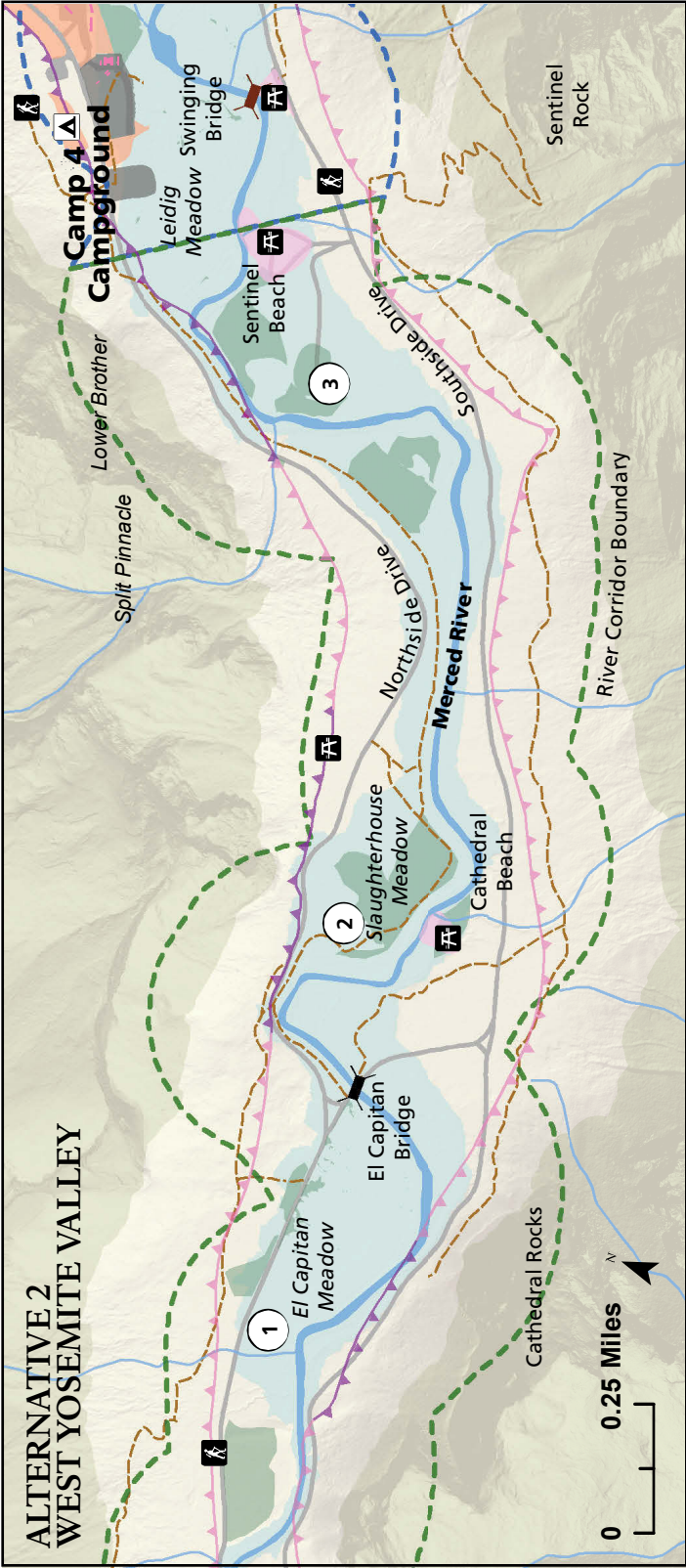
Scenic Segment

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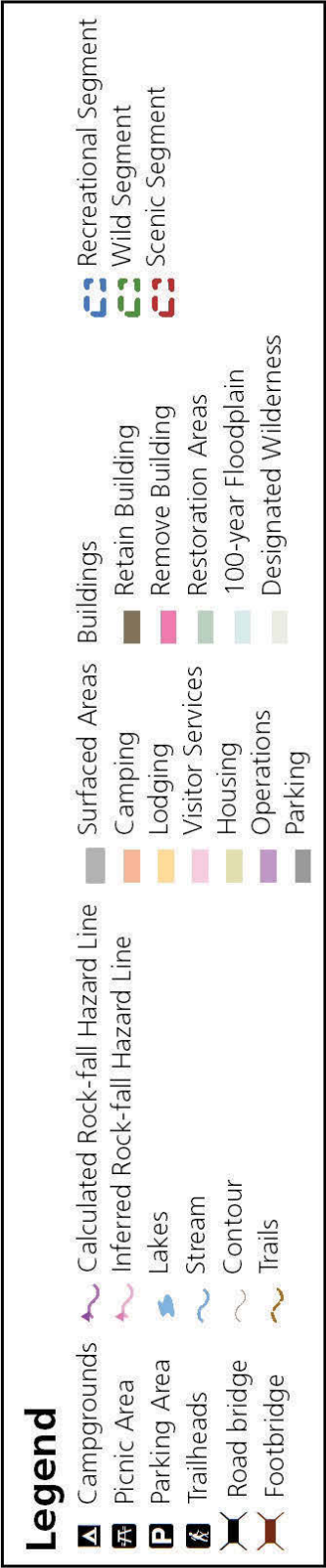
ALTERNATIVE 2: SELF-RELIANT VISITOR EXPERIENCES AND EXTENSIVE FLOODPLAIN RESTORATION



- EL PORTAL**
- 1. Rancheria Flat**
 - Employee Housing: To replace temporary housing units to be removed Yosemite Valley, construct nine new units, away from sensitive resources.
 - 2. Abbieville and Trailer Village**
 - Abbieville and Trailer Village Housing: Remove or relocate 36 existing private residences in Abbieville and Trailer Village. This area would become both concessioner housing and administrative camping. To facilitate removal of temporary employee housing in Yosemite Valley, develop high-density housing units here for 405 employees.
 - Administrative Camping: Develop an administrative campsite at the Abbieville/Trailer Village area (camping relocated from Yellow Pine administrative site in Yosemite Valley).
 - 3. El Portal Village Center**
 - Valley Oak Restoration: Restore the rare floodplain community of valley oaks in Old El Portal through implementation of best management practices. Create a valley oak recruitment area of 2.25 acre in Old El Portal in the vicinity of the current Odger's bulk fuel storage area, including the adjacent parking lots. Decompect soils, plant appropriate native understory plant species, and treat invasive plants. Prohibit new building construction within the oak recruitment area.
 - Odger's Fuel Storage Facility: Remove bulk fuel storage facility, all associated development, and non-native fill from the floodplain. Decompect soils, and plant appropriate native plant species, including valley oak. Relocate the fuel storage area outside the Merced River corridor or find an alternate source for emergency fuel supplies.

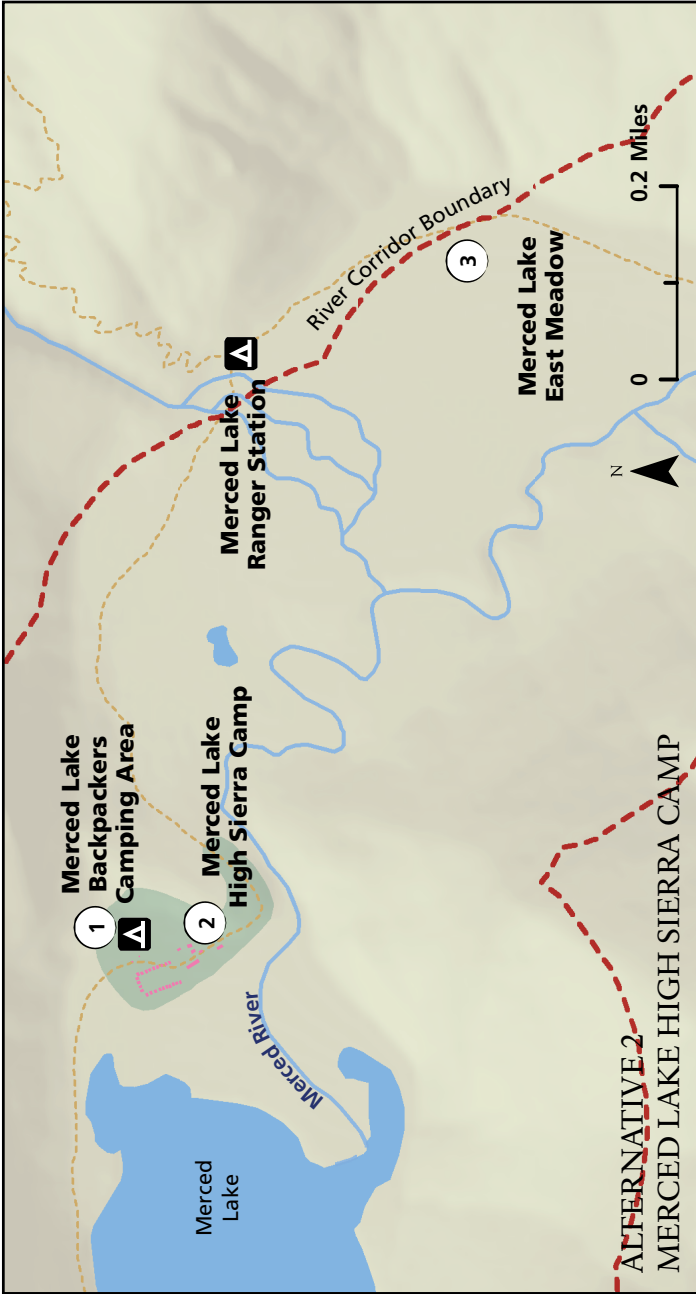


- WEST YOSEMITE VALLEY**
- 1. El Capitan Meadow Area**
 - El Capitan Meadow Ecological Restoration: Remove all informal trails and areas of bare compacted soils and restore to native plant communities. Disperse and reduce roadside parking along the meadow through alternative pavement striping (approximately 30 spaces removed); retain some roadside parking for SAR and other administrative traffic. Use restoration fencing and signing where necessary to further protect the meadow from trampling. No boardwalks are constructed in Alternative 2.
 - 2. Valley Loop Trail**
 - Trail Re-Route: Re-route trail through Slaughterhouse Meadow out of wetland habitat to an upland habitat to an upland area. Move a 780-foot section of the trail through Bridalveil Meadow to the base of the Southside Drive road shoulder.
 - 3. Yellow Pine Campground**
 - Ecological Restoration: Remove administrative camping at Yellow Pine and restore the 100-year floodplain to natural conditions. Relocate administrative camping to Abbieville and the Trailer Village area in El Portal.



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ALTERNATIVE 2: SELF-RELIANT VISITOR EXPERIENCES AND EXTENSIVE FLOODPLAIN RESTORATION



MERCED LAKE HIGH SIERRA CAMP

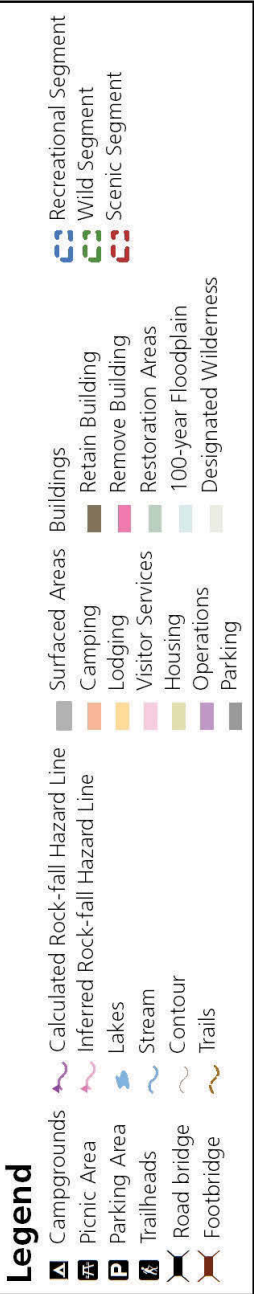
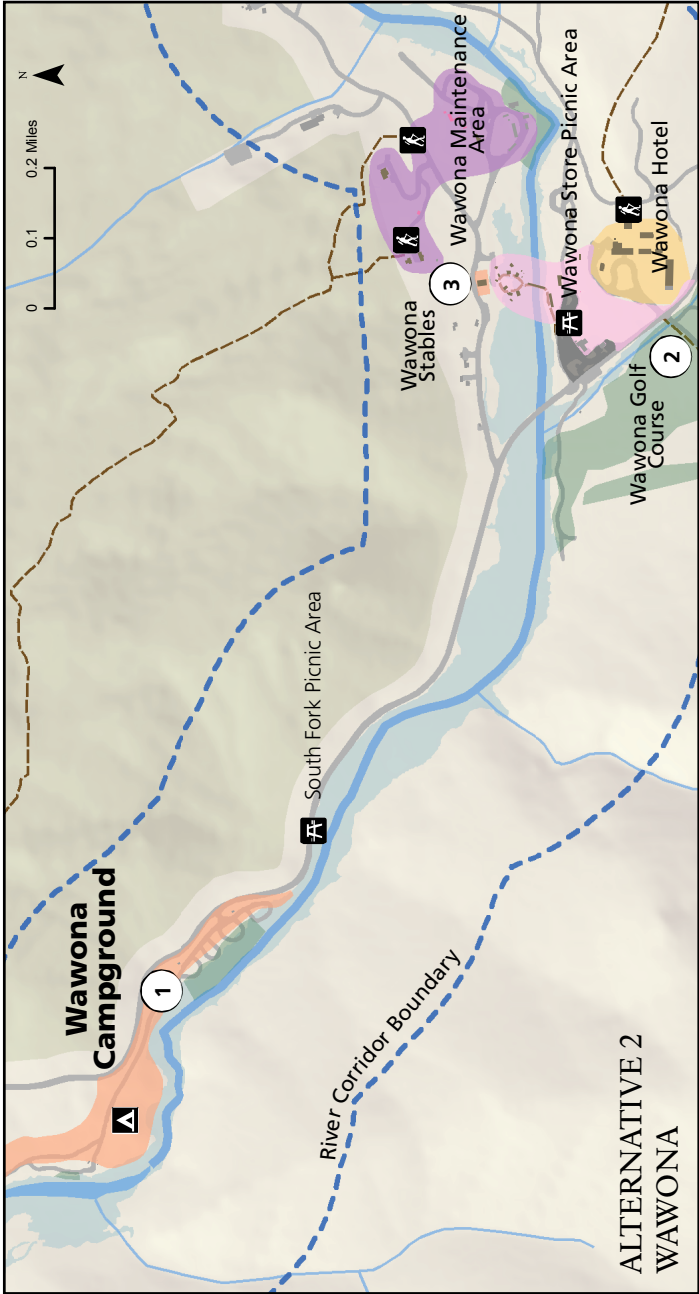
1. Merced Lake Backpackers Camping Area: Discontinue designated camping in this area but allow dispersed camping here and in the Merced Lake High Sierra Camp. Remove waste-water system and flush toilets.
2. Merced Lake High Sierra Camp: Close and remove this lodging facility. Expand dispersed camping at the Merced Lake Backpackers Camping Area into the High Sierra Camp footprint. Remove all permanent infrastructure, including the buildings, water and septic system. Ecologically restore the area and convert the area to designated Wilderness.
3. Merced Lake East Meadow: Remove the meadow from grazing permanently. Require all administrative pack stock passing through the Merced Lake area to carry pellet feed.

OTHER SEGMENT 1 CAMPING AREAS

- Little Yosemite Valley: Discontinue designated camping in this area, but allow dispersed camping. Remove all infrastructure associated with the designated camping area.
- Moraine Dome: Discontinue designated camping in this area, but allow dispersed camping.

WAWONA

1. Wawona Campground: Retain 64 campsites and one group site. Remove 32 sites that are located within the 100-year floodplain or culturally sensitive areas.
2. Wawona Meadow Restoration: Remove nine-hole golf course and restore to meadow conditions. Retain spray field associated with waste water treatment facility.
3. Wawona Stables: Eliminate stable operation and commercial day rides. Relocate two stock-use campground sites from a sensitive resource area to the existing stables area.



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Detailed Description of Alternative 2 by Segment

Segment 1: Wilderness above Nevada Fall (Wild Segment)

Actions to Protect and Enhance River Values

In addition to the “Actions Common to Alternatives 2-6” (beginning on page 8-53), Alternative 2 would include the following action to protect and enhance river values:

Biological Values

- Prohibit administrative pack stock grazing at Merced Lake East Meadow. Require administrative stock to pack in pellet feed.

Recreational Values

- Wilderness character would be enhanced through the removal of the Merced Lake High Sierra Camp and converting this area to designated Wilderness.
- Reduce visitor use (thus crowding) at Little Yosemite Valley and Merced Lake by converting all designated camping areas to dispersed camping. With the conversion to dispersed camping visitors would have the opportunity to camp out of sight and sound from other campers. Additionally, trailhead quotas would be reduced for trailheads that lead to Little Yosemite Valley.

User Capacity, Land Use and Facilities Management

Alternative 2 would significantly reduce the amount of infrastructure and the amount of use in Segment 1 to promote dispersed camping and increase opportunities for solitude. In addition to the “Actions Common to Alternatives 2-6” (beginning on page 8-77), Alternative 2 would include the following actions to manage user capacity, land use, and facilities:

Visitor Activities and Services

Overnight use in this segment would consist of visitors staying overnight dispersed throughout the Wilderness.

Private boating would be allowed in this segment under this alternative. Generally, this kind of use would consist of short floats using pack raft or other craft that can easily be carried into this remote area. Put-ins and take-outs would be allowed in dispersed areas. The level of use would be unrestricted as use levels for this activity would be expected to remain low due to the remote nature of this segment.

No overnight commercial groups would be allowed in Wilderness zones in Segment 1.

Visitor Overnight Capacity

Overnight capacities would be reduced through the trailhead quota system, as shown in Table 8-17, and services would be managed as follows:

- Remove the Merced Lake High Sierra Camp.
- Transition the designated backpackers camping areas Merced Lake, Little Yosemite Valley, and Moraine Dome to dispersed camping zones; remove infrastructure.

TABLE 8-17: WILDERNESS ZONE CAPACITIES – ALTERNATIVE 2

Wilderness Zones	Alt 2 Zonewide Capacity	Alt 2 Zone Capacity Specific to the River Corridor
Little Yosemite Valley Zone	25 people (-125 people*)	25 people (-125 people*)
Merced Lake Zone	50	50
Washburn Lake Zone	150	100
Mount Lyell Zone	50	10
Clark Range Zone	50	10

Visitor Day Use Capacity

Day use access to this segment is addressed under “Actions Common to Alternatives 2-6,” beginning on page 8-53.

Administrative Activities

- Reduce administrative activities as a result of the reduced zone capacities, removal of designated camping area, and removal of infrastructure. Backcountry utilities would no longer be needed in this segment following the removal of infrastructure at Little Yosemite Valley and Merced Lake High Sierra Camp.

*Segment 2: Yosemite Valley (Recreational and Scenic Segments)***Actions to Protect and Enhance River Values**

In addition to the “Actions Common to Alternatives 2-6” (beginning on page 8-53), Alternative 2 would include the following actions to protect and enhance river values:

Free Flow

- Remove Stoneman Bridge and restore the river banks to natural conditions.
- Remove Sugar Pine and Ahwahnee Bridges and associated berm/elevated trail connecting them; restore riverbanks to natural conditions; reroute multiuse trail north along the river.

Water Quality

- Remove the Curry Village stable and the pack trail from the stable to Happy Isles; restore to natural conditions.

Biological Values

Alternative 2 would restore major portions of the floodplain:

- Remove all existing campsites and infrastructure within the 100-year floodplain and restore natural floodplain and riparian habitat (25 acres).
 - **Backpackers Camp:** Remove all 25 sites, 21 of which are in the 100-year floodplain (and within 150 feet of the ordinary high-water mark). (Replace 16 sites to the west of the current campground.)

- **North Pines Campground:** Remove all 86 campsites and restore the 100-year floodplain to natural conditions.
- **Lower Pines Campground:** Remove 32 campsites from the 100-year floodplain; restore the floodplain to natural conditions.
- **Upper Pines Campground:** Remove 22 campsites from the 100-year floodplain; restore the floodplain to natural conditions. (Remove an additional 2 sites to protect cultural resources; retain 216 sites.)
- **Former Lower and Upper River Campgrounds:** Remove all abandoned facilities, including the Lower River amphitheater structure, and restore 35.6 acres of natural floodplain topography and riparian/ wetland habitat within the 10-year floodplain; temporarily fence restoration areas to allow for recovery.
- **Yosemite Lodge:** Remove most buildings at Yosemite Lodge, including the four that are within the 100-year floodplain; restore the 100-year floodplain to natural conditions.
- **Former Pine and Oak Units:** Restore 10.9 acres of riparian ecosystem at the site of the former Yosemite Lodge units and cabins (those that were removed after the 1997 flood) and wellness center while maintaining access to the well house.
- **Ahwahnee Row and Tecoya Dorms:** Remove concessioner housing and development between the Village Store and Ahwahnee Meadow; recontour topography (using 1919 maps as a guide), decompact soils, and plant native meadow vegetation. Restore stream hydrologic function.
- **Yosemite Village:** Move the Yosemite Village Day-use Parking Area northward, out of the 10-year floodplain of the Merced River and outside of a designated 50-foot setback from Indian Creek; remove fill material and restore the floodplain to natural conditions.
- **Housekeeping Camp:** Remove all 266 lodging units and associated facilities at Housekeeping Camp (restrooms, shower houses, laundry, grocery store, and office), out of the 100-year floodplain; restore the floodplain to natural conditions by decompacting soils and planting riparian species. Direct visitor use and river access to the two resilient beach locations on the western edge of Housekeeping Camp and across the footbridge; fence off the current eastern river access point located on a steep eroded bank, and actively restore the riverbank with brush layering.

Alternative 2 would enhance meadow connectivity by removing segments of roads and trails that currently bisect meadows, interrupting sheetflow and causing habitat fragmentation.

- **Bridalveil Meadow:** Reroute the 780-foot segment of the Valley Loop Trail that currently crosses Bridalveil Meadow closer to the base of the fill slope of the Valley Loop Road.
- **Slaughterhouse Meadow:** Reroute the portion of the Valley Loop Trail to an upland area out of wetlands at Slaughterhouse Meadow.
- **El Capital Meadow:** Disperse and reduce roadside parking along El Capitan Meadow (approximately 30 spaces removed) to reduce the amount of social trailing into the meadow. Fence if necessary to further protect the meadow from trampling.
- **Ahwahnee Meadow:** Remove 900 feet of Northside Drive and relocate the bike path to the south, restoring Ahwahnee Meadow and riparian floodplain connectivity; restore meadow contours and native vegetation. Reroute trails through Ahwahnee Meadow so they do not pass through wetlands, consolidating use with the Housekeeping footbridge trail where possible; remove associated fill and restore trails within wetlands.
- **Stoneman Meadow:** Remove the segment of Southside Drive that bisects Stoneman Meadow (1,335 feet); realign Southside Drive through Boys Town. Extend the boardwalk through wet areas to Curry Village (up to 275').

Scenic Values

- Eliminate visual intrusion of Southside Drive through Stoneman Meadow
- Eliminate visual intrusion of Northside Drive through Ahwahnee Meadow.

Cultural Values

- Remove four structures from the collective sites representing the prominent historic patterns of development in Yosemite Valley: Sugar Pine Bridge, Ahwahnee Bridge, Stoneman Bridge, and Residence 1 (Superintendent's House).
- Relocate Residence 1 to the NPS housing area and at a minimum stabilize the building per the Secretary of the Interior's Standards for the Treatment of Historic Properties (NPS 1995).

Recreational Values

- Restrict boating to 25 people per day using private vessels only and to specific stretches of river in Yosemite Valley. This reduction in boats would enhance dispersed recreation along the river corridor.
- Reduce available day-use parking and implement an East Yosemite Valley day-use parking permit system to reduce crowding at key attraction sites, along roadways, and in parking lots and other facilities).

User Capacity, Land Use and Facilities Management

Visitor Activities and Services

Alternative 2 would protect river-related recreational ORVs through infrastructure improvements where necessary, while reducing recreational activities that are not related to recreational ORVs. It would include the following changes to visitor activities and services in addition to those common to Alternatives 2-6 (see page 8-77):

- Allow only private boating in this river segment. Private boats would be limited to the section of river between the Pines campgrounds and Sentinel Beach. Put-ins and take-outs would be limited to designated locations within the Pines campgrounds and day-use public sites. This use would be monitored by a river patrol and would be limited to 25 permits per day.
- Remove Housekeeping Camp shower houses, restrooms, laundry, and grocery store. (Retain at least one restroom when reconfiguring the area for day use.)
- Remove the Concessioner Stable and restore the area to natural conditions.
- Remove Curry Village raft rental.

Visitor Overnight Capacity: Camping

Camping would be reduced slightly to 450 sites accommodating 2,916 people per night. Many campsites removed from sensitive riparian areas would be replaced by a new 100-site campground in the area currently occupied by Yosemite Lodge. The following actions would occur at specific locations:

- **Backpackers Camp:** Remove all 25 sites, 21 of which are in the 100-year floodplain. Construct 16 new walk-in campsites west of Backpackers Camp.
- **North Pines Campground:** Remove all 86 campsites; restore the floodplain to natural conditions.

- **Upper Pines Campground:** Retain 216 campsites. Remove 22 campsites from the 100-year floodplain; restore natural floodplain conditions.
- **Lower Pines Campground:** Retain 44 campsites. Remove 32 sites that are within the 100-year floodplain.
- **Camp 4:** Retain 35 walk-in campsites and 35 parking spaces. Construct 35 additional campsites east of Camp 4; establish a new parking area (41 spaces) for the Camp 4 campground expansion in the disturbed footprint of the former service station near Camp 4.
- **New Construction:** Construct a new campground with 100 walk-in campsites and 4 group sites in the area formerly occupied by Yosemite Lodge.

Visitor Overnight Capacity: Lodging

Under Alternative 2 lodging would be significantly reduced to facilitate ecological restoration, day use, and camping. Lodging would total 556 units accommodating 1,842 people per night. Common to Alternatives 2-6, The Ahwahnee would continue to provide 123 lodging rooms. The following additional lodging would be retained, removed, or constructed under Alternative 2:

Conceptual site drawings for lodging improvements at Boys Town under Alternative 2 have been completed to allow the analysis of impacts of this potential project. See "Conceptual Site Drawings" at the end of the Alternative 2 discussion for site details and design drawings.

- **Curry Village:** Retain 355 lodging units: 290 tents, 18 units at Stoneman House, and 47 hard-sided cabins with bath. Remove all existing cabins and associated structures at Boys Town. Construct 78 new lodging units suitable for year-round accommodations at Boys Town (25 duplex buildings and seven 4-plex buildings, all with private baths); construct a new guest check-in building and pedestrian pathway; provide 78 new parking spaces along the existing roadway. Provide 420 designated overnight parking spaces at Curry Orchard.
- **Housekeeping Camp:** Remove all 266 lodging units and associated facilities from the 100-year floodplain. (Convert the site to a day use river access point and picnic area, retaining one restroom for day use.)
- **Yosemite Lodge:** Remove all 245 lodging units; retain the core portion of the lodge containing the cafeteria. (Convert area for visitor day use and camping).

Visitor Day-use Parking Capacity and Transit

Alternative 2 would significantly reduce the maximum daily visitation to Yosemite Valley. The day parking, regional transit, and tour bus capacities would accommodate up to 6,819 day users at one time in segment 2:

- Reduce available day-use parking spaces (- 537 spaces) for a total of 1,800 parking spaces accommodating a maximum of 4,698 people at one time.
- Accommodate an estimated 1,160 people at one time in circulation on Valley roads.
- Accommodate a maximum of 241 people at one time arriving to the Valley on regional transit.
- Retain tour bus parking at 15 spaces accommodating up to 720 people at one time.

Visitor circulation would be improved to reduce traffic congestion and to provide a better arrival experience for visitors. Major actions would include the following:

ALTERNATIVES

- Redesign day parking at Yosemite Village to provide 550 designated spaces.
- Construct a new parking lot and a comfort station, providing 150 parking spaces for day visitors and 15 spaces for tour buses, west of Yosemite Lodge.
- Redesign the intersection at Sentinel Bridge, and switch Southside Drive to a two-way road.

Conceptual site drawings for the Yosemite Village Day-use Parking Area and the new parking lot west of Yosemite Lodge under alternative 2 have been completed to allow the analysis of impacts of these potential projects. See "Conceptual Site Drawings" at the end of the Alternative 2 discussion for site details and design drawings.

Due to the reductions day use parking supply in this alternative, as compared to current peak demand, an East Yosemite Valley day-use parking permit system would be instituted.

Regional transit service would be reconfigured to expand the number of routes, but to reduce runs on some routes, consistent with anticipated demand, as shown in Table 8-18. Shuttle service would also be improved as shown in the table.

TABLE 8-18: TRANSIT OPTIONS- ALTERNATIVE 2

Regional Transit Options	
HWY 140 Merced/Mariposa to Yosemite Valley	8 runs per day (4 from Merced; 4 from Mariposa) (year round)
HWY 41 Fresno/Oakhurst to Yosemite Valley	1 run per day
HWY 120 West Groveland/Sonora to Yosemite Valley	1 weekday run- Sonora to Valley 2 weekend runs- Groveland to Valley (summer only)
HWY 120 East Inyo/Mono County (Mammoth Lakes) to Yosemite Valley	1 run per day (summer only)
Yosemite Valley Shuttle Options	
East Yosemite Valley	5 minute peak interval between buses Year round except Visitor Center direct
Visitor Center Express Yosemite Valley Day-use Parking Area to Visitor Center	15 min. interval between buses (summer only)
El Capitan Crossover	30 min. interval between buses (summer only)
West Yosemite Valley	No service

Administrative Activities

Administrative activities would be reduced commensurate with the reduction in services:

- Remove the Yosemite Lodge maintenance and housekeeping facilities.

Employee Housing and Employee Parking

Concessioner employee housing would be reduced commensurate with the reduction in services. Compared to existing conditions, 657 fewer concessioner employees would be housed in Yosemite Valley. The remaining housing for 494 concessioner employees would be provided as follows:

- Provide housing for 387 employees at Curry Village.
 - Retain permanent housing in the Curry Village residential area (223 employees)
 - Remove housing at Curry Village stable (49 employees)
 - Construct 16 buildings housing 164 employees.
- Provide housing for 65 employees at Yosemite Village:
 - Retain permanent housing at Indian Creek, Lost Arrow Dorm, and Upper Tecoya Management Housing (64 employees)
 - Remove Ahwahnee Row, Y Apartments, garage housing, and Hospital Row (43 employees)
 - Remove Tecoya Dorms (232 employees)
- Remove administrative campsites at Yellow Pine Administrative Campground (4 group sites for up to 120 people); relocate administrative camping to Abbieville and Trailer Court.

An additional 426 concessioner employees working in Yosemite Valley would be housed in El Portal.

Segment 3: Merced Gorge (Scenic Segment)

Actions to Protect and Enhance River Values

All actions to protect and enhance river values in Segment 3 for Alternative 2 are included in the “Actions Common to Alternatives 2-6” (page 8-53).

User Capacity, Land Use and Facilities Management

This alternative would provide for similar kinds and amounts of use that exist today. The majority of actions for Alternative 2 in Segment 3 are discussed in the “Actions Common to Alternatives 2-6” (page 8-77).

Alternative actions that are not included in the Actions Common section are listed below.

In addition to the “Actions Common to Alternatives 2-6” (beginning on page 8-77), Alternative 2 would include the following actions to manage user capacity, land use, and facilities:

Visitor Activities and Services

Only private boats would be allowed in this segment in Alternative 2. It is expected that kayaks would be the craft used in this segment. Boaters would be allowed on the river below Pohono Bridge (in Segment 2) through El Portal (Segment 4). Boaters would be allowed to put in and take out at any of the roadside pull outs. This use would be managed by a permit system and restricted to 5 boats per day.

Transit Options

Public transit options along this segment would be expanded as described in the Valley segment (see Segment 2 - Transit Options above).

Segment 4: El Portal (Scenic Segment)

Actions to Protect and Enhance River Values

All actions to protect and enhance river values in Segment 4 under Alternative 2 are addressed in “Actions Common to Alternatives 2-6” (see page 8-53).

User Capacity, Land Use and Facilities Management

Alternative 2 would provide for similar kinds and amounts of use that exist today. User capacity in this segment for this alternative is mostly affected by the increase in employee housing in El Portal. While all new units would be built outside of the 100-year floodplain, they would fall within the river corridor. This increase in capacity in El Portal is a function of the decrease in employee housing capacity in Yosemite Valley (Segment 2).

Visitor Activities and Services

Most visitor activities and services in Segment 4 are considered in “Actions Common to Alternatives 2-6” (page 8-77). Additional actions are listed below:

- Allow only private boats in Segment 4. Expected use would be mostly rafts and kayaks. Boaters would be permitted below Yosemite View Lodge to beyond the Foresta Bridge (at which point boaters would exit the park). Boaters would be able to use put-ins and take-outs below the hotel, at the store/gas station and the Red Bud launch site. This use would be regulated through a permitting system that allows for 5 boats per day.

Visitor Overnight Capacity

No visitor overnight accommodations on NPS lands are proposed in this alternative.

Visitor Day-use Parking Capacity

Day-use and parking capacities would remain the same as current conditions, at a total of 214 spaces accommodating up to 740 people at one time.

Administrative Activities

All administrative activities in Segment 4 are considered in “Actions Common to Alternatives 2-6” (see page 8-83).

Employee Housing Capacity

In Alternative 2, high density employee housing would be added to the Abbieville and Trailer Village site (405 beds) and infill units at El Portal Village Center (12 beds) and Rancheria Flat (9 beds). All new units would be outside of the 100-year flood plain. These units would be added to accommodate for the housing removed from Yosemite Valley (Segment 2) and would include the 426 concessioner employee beds relocated to El Portal from the Valley.

Administrative use at the Yellow Pine Administrative Campground site would be moved to Abbieville and Trailer Court.

Employee and Administrative Capacity

Most employee and administrative parking actions are discussed in “Actions Common to Alternatives 2-6” (page 8-83). Additionally, 9 spaces would be added with the Rancheria housing expansion, 12 spaces would be added with the El Portal housing expansion and 405 spaces would be added for residents of the new Abbieville site.

Transit Options

Regional transit options would maintain existing service along the Highway 140 corridor.

Segment 5: South Fork Merced River above Wawona (Wild Segment)

Actions to Protect and Enhance River Values

There are no actions in Alternative 2 that are specific to this segment.

User Capacity, Land Use and Facilities Management

Alternative 2 would provide for similar kinds and amounts of use that exist today in Segment 5. The majority of actions for Alternative 2 in Segment 5 are discussed in the “Actions Common to Alternatives 2-6” (beginning on page 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities and Services

Private boating would be allowed in this segment. Generally, use in this segment would consist of short floats using pack raft or other craft that can easily be carried into this remote area. Use levels would be unrestricted as little use is expected in this area due to its remote location.

Transit Options

Specific transportation options for reaching the trailheads that provide access to Segment 5 are listed below under Segment 7.

Segments 6/7: Wawona and Wawona Impoundment (Recreational Segments)

Actions to Protect and Enhance River Values

In addition to the “Actions Common to Alternatives 2-6” (see page 8-53), protection and enhancement of cultural values and water quality would be accomplished through the actions described below.

Cultural Resources/Water Quality

- Stock Campground: Relocate stock campground (2 sites) from a culturally sensitive area to the Wawona Stables area.
- Wawona Campground: Remove 32 sites that are either within the 100-year floodplain or in culturally sensitive areas.

User Capacity, Land Use and Facilities Management

Alternative 2 would provide for reduced kinds and amounts of use in this segment compared to those that exist today. These reductions would be made to accommodate high levels of ecological restoration activity. The majority of actions for Alternative 2 in Segment 7 are discussed in the “Actions Common to Alternatives 2-6” (see page 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities and Services

Most visitor activities and services in Segment 7 are considered in “Actions Common to Alternatives 2-6” (see page 8-77). Additional actions are listed below:

- **Boating:** Only private boating would be allowed. Expected use would be mostly kayaks and other small whitewater boats. Boaters would be permitted below Swinging Bridge to beyond the park boundary, with the exception of the Wawona impoundment. Boaters would be able to use put-ins and take-outs at Swinging Bridge, the store area, South Fork Picnic Area and below the campground. This use would be regulated through river patrol and monitoring as the use level is expected to be low, and therefore would not be limited.
- **Golfing:** In this alternative the Wawona golf course and shop would be removed to accommodate ecological restoration, though the spray field would remain.
- **Tennis:** The Wawona Hotel Tennis Court would also be removed under this alternative.
- **Wawona Commercial Stables:** Stables and day rides would be eliminated under Alternative 2. The Wawona stock use campground (2 sites) would be relocated to this area.

Visitor Overnight Capacity

The total overnight capacity for Segment 7 would be 171 units accommodating 426 people.

The Wawona Campground would reduce campsites to 65 sites (414 people). This includes a group camping site (to accommodate up to 30 persons). The two campsites at the Wawona stock camp would be relocated to the Wawona stables (accommodating 6 people per night each).

Visitor Day Use Capacity

Total visitor day use capacity for this area would be increased from 1,295 to 1,321 people at one time. This increase is due to new regional transit options that contribute up to 26 visitors at one time to this segment.

Transit Options

Regional transportation options between Wawona and Yosemite Valley and Wawona and Mariposa Grove would continue existing service. One run between Fresno and Yosemite Valley along Highway 41 would be added.

Segment 8: South Fork Merced River below Wawona (Wild Segment)

Actions to Protect and Enhance River Values

There are no actions in Alternative 2 that are specific to this segment.

User Capacity, Land Use and Facilities Management

Alternative 2 would provide for similar kinds and amounts of use that exist today in Segment 8 and significant changes are not proposed. The majority of actions for Alternative 2 in Segment 8 are discussed in the “Actions Common to Alternatives 2-6” (see page 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities and Services

Private boating would be allowed in this segment. Generally, use in this segment would consist of short floats using pack raft or other craft that can easily be carried into this remote area. Permits would not be required as the expected use level is very low.

Transit Options

Transit services for access to this segment are described above under Segment 7.

Analysis of Facilities and Services

Table 8-19 presents the park’s assessment of the particular facilities and services that would be needed to support public use and/or to protect river resources based on the types, levels, and locations of use proposed for Alternative 2. As an example, the goals of this alternative include a more self-reliant visitor experiences and extensive floodplain restoration. This alternative prescribes major restoration within the 100-year floodplain and the lowest visitor use levels of all of the alternatives, therefore making it possible to by remove North Pines Campground and Housekeeping Camp, and shift the Yosemite Village Day-use Parking Area north out of the 100-year floodplain. In addition, the Yosemite Lodge overnight accommodations would be replaced with a campground and the Merced Lake High Sierra Camp would be eliminated.

TABLE 8-19: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 2

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 1: Wild			
Merced Lake High Sierra Camp	Closed and removed	No: Removal of this facility is consistent with land-use restoration goals because, under this alternative, use levels are substantially lower; therefore, the level of overnight accommodations and camping is substantially lower, and this facility can be removed. The number of camp beds allowed under this alternative are needed to support public use in a manner that is consistent with the types and amounts of visitor use that have been found to protect and enhance river values.	No: The High Sierra Camp is outside designated Wilderness; however it is surrounded by designated wilderness. Designated wilderness precludes the construction of new facilities such as this. Alternatives in Chapter 8 consider various means of addressing impacts to ORVs.
Merced Lake Backpackers Camping Area	Converted to dispersed camping	No: Removal of this designated camping is consistent with land-use restoration goals because, under this alternative, use levels are substantially lower; therefore, the level of overnight accommodations and camping is substantially lower, and this facility can be removed.	N/A: This facility will be eliminated.
Little Yosemite Valley Camping Area	Converted to dispersed camping	No: Removal of this designated camping is consistent with land-use restoration goals because, under this alternative, use levels are substantially lower; therefore, the level of overnight accommodations and camping is substantially lower, and this facility can be removed.	N/A: This facility will be eliminated.
Moraine Dome Camping Area	Converted to dispersed camping	No: Removal of this designated camping is consistent with land-use restoration goals because, under this alternative, use levels are substantially lower; therefore, the level of overnight accommodations and camping is substantially lower, and this facility can be removed.	N/A: This facility will be eliminated.
Segment 2: Curry Village and Campgrounds			
Upper Pines Campground	Reduced	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.
Lower Pines Campground	Reduced	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.
North Pines Campground	Removed	No: Removal of this facility is consistent with land-use restoration goals because, under this alternative, use levels are substantially lower; therefore, the level of overnight accommodations and camping is substantially lower, and this facility can be removed.	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.

TABLE 8-19: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 2

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
Backpackers Campground	Removed (partially re-located)	No: Removal of this facility is consistent with land-use restoration goals because, under this alternative, use levels are substantially lower; therefore, the level of overnight accommodations and camping is substantially lower, and this facility can be removed. Yes: The Valley Campground Reservation Center is an essential National Park Service point-of-contact for campers, and those who seek campsites, in Yosemite Valley. The Campground Reservation Center staff sells campsite reservations for all campsites in the park available for reservations. The Reservation Center is operated on a year-round basis.	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley. Yes. The Campground Reservation could be moved from its existing location. However, it is important to the successful delivery of services provided from the reservation center that any alternative location is near the Valley campgrounds.
Valley Campground Reservation Center	Relocated (due to Southside Drive re-routing)	No: Under this alternative the level of visitor accommodations is reduced and therefore elimination of these rustic overnight guest accommodations are not needed to support public use in a manner that is consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs	No. No alternative areas of sufficient size to accommodate this lodging facility (adjacent to the river, which is an integral part of the overnight experience) are available for development in Yosemite Valley
Housekeeping Camp Lodging Units	Removed	No: The public laundromat at Housekeeping Camp is not needed with the elimination of the Housekeeping Camp.	No. This service is provided for Housekeeping Camp guests and is directly linked to the camp; relocating the service and providing a general laundry facility for park visitors is not necessary.
Housekeeping Camp Shower Houses and Restrooms	Retained 1 restroom. Removed shower houses, laundry, and grocery.	Yes: Public restrooms are needed in many areas throughout the river corridor to comply with public health regulations and meet the basic personal needs of visitors and employees. The public showers at Housekeeping Camp are provided for guest use as well as other patrons, including campers and hikers.	No. The Housekeeping Camp restrooms and shower houses are components of the overnight guest accommodations at this location. They are required to be located within or very near the overnight sleeping units.
Housekeeping Camp Grocery	Removed	No: This need for the grocery store is tied to the level of lodging units at Housekeeping Camp. With a reduction of lodging, the grocery store is not needed.	Yes. The merchandise offered at this location is offered elsewhere in Yosemite Valley.
Curry Village Lodging and Shower Houses	Expanded	Yes: Curry Village offers rustic and economy overnight guest accommodations consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs. This facility is needed to support public use by visitors who do not camp.	No. This lodging facility is part of a National Register Historic District. It is not feasible to relocate the complex, including shower and toilet facilities needed by guests in without-bath accommodations, to locations outside the river corridor.
Curry Village Overnight Parking	Reduced	Yes: Parking at Curry Village is needed to support the day and overnight visitors who use Curry Village.	No. Parking areas of in these locations are needed to support overnight guests at this location.

TABLE 8-19: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 2

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
Curry Orchard Parking Area	Re-developed	Yes: Parking at Curry Village Orchard is needed to support day and overnight visitors who use Curry Village.	No. Parking areas of in these locations are needed to support overnight guests at this location.
Curry Village Raft Rental	Removed	No: This is not a vital visitor service under this alternative.	No. By its very nature, the raft rental facility should be located within the river corridor.
in Yosemite Valley	Removed and ecologically restored	No: Under this alternative removal of this facility is consistent with the land use restoration goals and is not needed to support the High Sierra Camp operations.	N/A: This service will be eliminated.
Concessioner Stables Employee Housing Area	Removed and restored ecologically	No: Under this alternative removal of this facility is consistent with the land use restoration goals and is not needed to support employee housing needs due to a reduced level of visitor services.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Northside Drive (Stoneman Bridge to Camp 6)	Roadway section removed	No: Under this alternative this segment of Northside Drive through Ahwahnee Meadow is removed and therefore this bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would access the east Yosemite Valley by way of Southside Drive, which would be converted to two-way traffic. This change in traffic circulation for Yosemite Valley would be feasible due to substantial reduction in visitor use levels.	N/A This section of roadway is removed and traffic is re-routed to Yosemite Valley destinations using nearby roadway sections.
Southside Drive (through Stoneman Meadow)	Roadway section removed	No: Under this alternative this segment of Southside Drive through Stoneman Meadow is and traffic is routed through Curry Village giving pedestrians, bicycles, NPS law enforcement and fire protection access the east Yosemite Valley. This change in traffic circulation for Yosemite Valley would be feasible due to substantial reduction in visitor use levels.	N/A This section of roadway is removed and traffic is re-routed to Yosemite Valley destinations using nearby roadway sections.
Sugar Pine Bridge	Removed	No. Under this alternative this pedestrian, bicycle, and emergency vehicle bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would be re-routed north of river so that visitors can access points of interest in Yosemite Valley. Removal of this bridge will restore free-flowing conditions and riparian habitat.	No. It is not feasible to relocate the existing roadway and bridges from their present location given the circulation system for Yosemite Valley.
Ahwahnee Bridge	Removed	No. Under this alternative this pedestrian, bicycle, and emergency vehicle bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would be re-routed north of river so that visitors can access points of interest in Yosemite Valley. Removal of this bridge will restore free-flowing conditions and riparian habitat.	No. It is not feasible to relocate the existing roadway and bridges from their present location given the circulation system for Yosemite Valley.

TABLE 8-19: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 2

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
Stoneman Bridge	Removed	No. Under this alternative this pedestrian, bicycle, and emergency vehicle bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would be re-routed north of river so that visitors can access points of interest in Yosemite Valley. Removal of this bridge will restore free-flowing conditions and riparian habitat.	No. It is not feasible to relocate the existing roadway and bridges from their present location given the circulation system for Yosemite Valley.
Segment 2: Yosemite Village and Housekeeping Camp			
Ahwahnee Row Employee Housing	Removed	No: Under this alternative removal of this facility is consistent with land use restoration goals and these housing facilities are not needed given the substantial reduction of commercial services and lodging.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Lower Tecoya Employee Housing Area	Removed	No: Under this alternative removal of this facility is consistent with land-use restoration goals and these housing facilities are not needed given the substantial reduction of commercial services and lodging.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Lost Arrow Employee Housing Area	Removed and re-developed (as administrative parking)	No: Under this alternative removal of this facility is consistent with land-use restoration goals and these housing facilities are not needed given the substantial reduction of commercial services and lodging.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Re-route Northside Drive south of Yosemite Village Day-use Parking Area and outside of the 10-year floodplain	Rerouted roadway	Yes: This roadway serves as the exit road for all Yosemite Valley traffic. The congestion created in this vicinity is a result of pedestrian-vehicle conflicts that would be completely mitigated if no pedestrians were required to cross the road from the parking lot to access numerous visitor services including the primary visitor center, museum, and the Valley shuttle.	No. While some changes to the exact location of the road system could be feasibly rerouted for approximately ¼ mile, it could not be removed in its entirety unless a suitable replacement that would accommodate high volume visitor traffic in Yosemite Valley is identified.
Yosemite Village Day-use Parking Area	Re-developed and expanded	Yes: This facility will serve as the primary day-use parking lot for Yosemite Valley because it is proximate to numerous visitor services including the primary visitor center, museum, and the Valley shuttle. A day-use visitor parking area of this size is needed to support the level of public use that has been found to protect and enhance river values.	No. While some changes to the exact location of the parking lot and road system leading to the parking lot could be feasibly relocated, the parking lot could not be removed in its entirety unless a suitable replacement that would accommodate high volume visitor parking in Yosemite Valley is identified.

TABLE 8-19: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 2

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Village and Housekeeping Camp (cont.)			
Residence 1 (Superintendent's House)	Relocated	Yes. This historic structure is a component of the Historic Resources ORV and would be rehabilitated and used to support the visitor experience.	Yes. Under this alternative, the facility would no longer be a component of the Historic Resources ORV and could be relocated outside the river corridor to the lower NPS housing area.
Segment 2: Yosemite Lodge and Camp 4 Area			
Yosemite Lodge Overnight Units	Removed	No: Under this alternative removal of this facility is consistent with land-use restoration and visitor-service goals.	No. While some buildings within the Yosemite Lodge complex could be relocated to sites further north of the Merced River, however, it is not feasible to consider a wholesale relocation of the complex to an alternative location.
Yosemite Lodge Overnight Parking	Re-purposed as a day-lodge area	Yes: Parking is needed to support day visitors to the Yosemite Lodge. Parking is also needed for park partner organizations and NPS staff who use the Lodge's meeting and interpretive spaces (i.e., the Cliff Room, Gardner Terrace, and the outdoor amphitheater).	No. As long as visitor services are provided at Yosemite Lodge, it will be necessary to provide parking near the Lodge complex.
Yosemite Lodge Garden Terrace and Cliff Room	Re-purposed for NPS use to provide visitor services	No: Under this alternative repurposing this facility space for day-lodge area services would likely still be used for interpretive programs and for training courses, meetings, and special events. These facilities are vital to National Park Service and park partner operations.	No. The Garden Terrace and Cliff Rooms are within the existing buildings at the Yosemite Lodge complex. The activities taking place at these locations could be considered for relocation to alternative facilities; however, it is not feasible to consider removing the buildings in their entirety.
Yosemite Lodge Gift and Grocery	Re-purposed for NPS use to provide visitor services	No: Under this alternative this space would be repurposed for NPS visitor related services and would likely require a consolidation of this type of merchandise (packaged and fresh groceries, sundries, and outdoor products) frequently needed by campers and hikers into the portion of the facility that would have commercial services.	No. The building currently housing the Yosemite Lodge Gift and Grocery Store is part of the Yosemite Lodge food service and retail structure and would be infeasible to relocate. However, the merchandise offered for sale from this facility could be relocated to other retail outlets in Yosemite Valley if sites outside the river corridor are identified.
Yosemite Lodge Mountain Room Bar & Food Service	Re-purposed for NPS use to provide visitor services	No: Under this alternative this space would be repurposed for NPS visitor related services and food service would be provided in the portion of the facility that would have commercial services.	No. The building currently housing the Mountain Room Bar is part of the Yosemite Lodge food service structure and would be infeasible to relocate.

TABLE 8-19: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 2

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Lodge and Camp 4 Area (cont.)			
Yosemite Lodge Mountain Room Restaurant	Re-purposed as a day-lodge area	Yes: Food services are necessary to support day-lodge visitors and those staying nearby in the expanded campground.	No. The building currently housing the Mountain Room restaurant is part of the Yosemite Lodge food service structure and would be infeasible to relocate. However, the merchandise offered for sale from this facility could be relocated to other retail outlets in Yosemite Valley if sites outside the river corridor are identified.
Yosemite Lodge Highland Court Employee Housing (Existing)	Removed	No: Under this alternative removal of this facility is consistent with land-use restoration goals and these housing facilities are not needed given the substantial reduction of commercial services and lodging.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Yosemite Lodge Employee Housing (Thousands Cabins) (Existing)	Removed	No: Under this alternative removal of this facility is consistent with land-use restoration goals, and these housing facilities are not needed given the substantial reduction of commercial services and lodging.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
West of Lodge Campground (New)	Constructed	Yes: Campgrounds provide overnight accommodations that allow visitors to have a direct outdoor experience.	No. No alternative areas of sufficient size or location adjacent to the Camp 4 Campground (which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.
Yosemite Lodge Parking Area (New)	Constructed	Yes: This facility will serve as a critical day-use parking lot for Yosemite Valley because substantial numbers of roadside parking spaces adjacent to meadows will be removed in the vicinity of the Yosemite Village Day-use Parking Area. This new parking area will serve as trailhead parking for the upper and lower Yosemite Falls trail, and overflow evening parking for Camp 4 Campground. It will also be used for the Wahhoga Cultural Center.	No. No alternative areas of sufficient size or location proximate to upper and lower Yosemite Falls trailhead, Wahhoga, Camp 4 and the Yosemite Lodge could accommodate this parking area.
Segment 2: West Yosemite Valley			
Yellow Pine Administrative	Removed	No: Under this alternative removal of this facility is consistent with land-use restoration goals, and these administrative facilities are not needed given the substantial reduction of visitor use.	No. No alternative areas of sufficient size or location could accommodate this campground.

TABLE 8-19: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 2

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 4: El Portal			
Rancheria Employee Housing Area (New)	Constructed	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs, and to accommodate employees who provide resource protection services consistent with the mission of the National Park Service and current agency management policies.	No. In-fill employee housing should occur within existing employee housing areas
Abbieville / Trailer Village Employee Housing (New)	Constructed	Yes: Housing facilities to accommodate a portion of the workforce necessary to provide visitor services.	No. There are no other suitable locations proximate with direct access to Highway 140 before entering Yosemite National Park boundary.
Abbieville / Trailer Village Administrative Group Campground (New)	Constructed	Yes: Campgrounds provide overnight accommodations that allow visitors to have a direct outdoor experience	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in El Portal.
Segment 5 (Wild), Segments 6 & 7 (Recreational), Segment 8 (Wild)			
Wawona Campground	Reduced	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience.	No. This campground could not be relocated as no suitable alternative site exists in the Wawona proper adjacent to the river, which is an integral part of the camping experience.
Wawona Hotel Tennis Court	Removed	No: Opportunities for this type of visitor recreation is not considered a vital visitor service given the land use and visitor experience goals under this alternative.	N/A: This service will be eliminated.
Wawona Hotel Golf Course & Shop	Removed	No: Opportunities for this type of visitor recreation is not considered a vital visitor service given the land use and visitor experience goals under this alternative.	N/A: This service will be eliminated.
Wawona Stables	Retained	Yes: The Wawona Stables would be utilized as operational space to serve administrative backcountry operations. This facility is necessary to support horseback riding, which is a type of use that has been found to be consistent with the protection and enhancement of river values.	No. The stable operates from a historic structure that could not be feasibly relocated.
Wawona Commercial Horseback Day Rides	Eliminated	No: Opportunities for this type of visitor recreation is not considered a vital visitor service given the land use and visitor experience goals under this alternative.	N/A: This service will be eliminated.

Conceptual Site Drawings

Boys Town

In Alternative 2, all of these structures would be removed and replaced with 78 new lodging units suitable for year-round accommodation. This would consist of 25 duplex buildings and seven 4-plex buildings, all with private baths, and a new guest check-in building. A new 2,840-foot long pedestrian pathway and 78 new parking spaces would also be constructed along the existing roadway. The Curry Orchard Day-use Parking Area would be formalized using best management practices to have a total of 420 parking spaces. New ground disturbance within the existing 8.4 acre footprint would include approximately 33,000 square feet for new buildings, 56,800 square feet of utility service trenching, 14,200 square feet for pedestrian pathways, and 23,400 square feet of new parking for a total of 2.9 acres. Construction staging would cover approximately 1.4 acres and would likely take place within the existing Orchard Parking Area.

Yosemite Village Day-use Parking Area

In Alternative 2, the existing 6-acre Yosemite Village Day-use Parking Area and all associated roadway improvements would be moved outside of the 10-year floodplain of the river to facilitate riparian restoration goals and to prevent further resource damage. Restoration actions would remove non-native fill material, re-contour the topography, and plant native vegetation. The redesigned parking area would be formalized to provide a total of 550 parking spaces. Northside drive would be realigned to the south edge of the parking area where it would connect with Sentinel Drive and continue west to Yosemite Falls and park exits. Consolidating the parking to the north of Northside Drive, with new and improved walkways to Yosemite Village, would eliminate vehicle and pedestrian conflicts. A new bus passenger unloading area would be established east of the Village market and five new spaces provided for bus parking. The Concessioner General Office, Concessioner Garage, Arts and Activities Center (former bank building) would be removed, while the Village Sport Shop would be repurposed as a visitor contact station.

The area of disturbance for improvements at Camp 6 in Alternative 2 would cover approximately 22 acres and include 14 acres of clearing and grubbing, 1.2 acres for existing building removal, 1,000 square feet for the new restroom, 5.4 acres of pavement removal, 1.7 acres of new roadway, 2.4 acres for new parking, 14,900 square feet of utility service trenching, and 38,000 square feet for new pedestrian pathways. Construction staging would cover an area of approximately 2 acres.

Yosemite Lodge Parking Area

In Alternative 2, the area west of Yosemite Lodge, currently used as parking for tour buses, transit buses and for overnight guests would be re-developed to provide 150 day-use parking spaces, parking for 15 buses, and a new 3,000 square foot comfort station. The area east of this parking lot and immediately west of the main lodge building and courtyard would be repurposed to a walk-in campground. The existing wellness center, linen storage and laundry buildings would be removed. Ground disturbance within a 11.9 acre footprint west of the Lodge would include 9 acres of clearing and grubbing, 55,850 square feet of existing building and pavement removal, 8,300 square feet of utility service trenching, 2.9 acres for parking, and 2,500 square feet for pedestrian pathways. Construction staging for the redesigned parking area and the campground would take place over a 2 acre area within the existing footprint. Existing vegetation would be retained to separate and screen parking bays while bioswales would serve to filter and treat storm water run-off.

Yosemite Lodge Housing

In Alternative 2, the temporary modular housing at Highland Court and the Thousand Cabins would be removed. All lodging, parking and guest facilities associated with the Yosemite Lodge complex would also be removed and the site converted to a campground and day-use area within the existing developed footprint.



Huff House Employee Housing
Replace temporary housing with permanent facilities,
164 beds and 164 parking spaces

- 1 Construct 4 two-story buildings for 32 occupants, 8 occupants per building.
- 2 Construct 11 two-story buildings for 132 occupants, 12 occupants per building.
- 3 Provide common recreational area, approximately 3,600 square feet.
- 4 Build plaza areas and walkways with site furnishings, accent paving, and enhanced landscaping.
- 5 Construct a shuttle bus stop.
- 6 Remove ice rink and bicycle rentals. Construct an employee parking facility with 164 spaces.
- 7 Retain historic residence for housing purposes.

Boys Town Guest Lodging
Replace tent cabins 78 permanent guest cabins
and 78 parking spaces

- 8 Construct 25 duplex buildings replicating historic cabins, or 50 units subtotal.
- 9 Construct 7 four-plex buildings, or 28 units subtotal.
- 10 Relocate the Campground Reservation Center. Provide 8 parking spaces.
- 11 Construct a roadway to connect Curry Village and East Valley Campgrounds, with 78 guest parking spaces.

Curry Orchard Parking Area

- 12 Improve parking area with 420 spaces and landscape buffers with trees and bioswales that will treat storm water run-off.

Meadow Restoration Area

- 13 Remove Stoneman Road and adjacent recreation trail, extend boardwalk from existing terminus (at Stoneman Road) to Curry Village Pavilion area. Improve hydrology, remove invasive species, promote weed control and plant native species. Provide pedestrian walkways.

Existing Curry Village Visitor Services

- 14 Retain existing historic cabins and Stoneman Cottage (65 lodging units).
- 15 Retain existing Curry Pavilion.
- 16 Retain 290 tents.



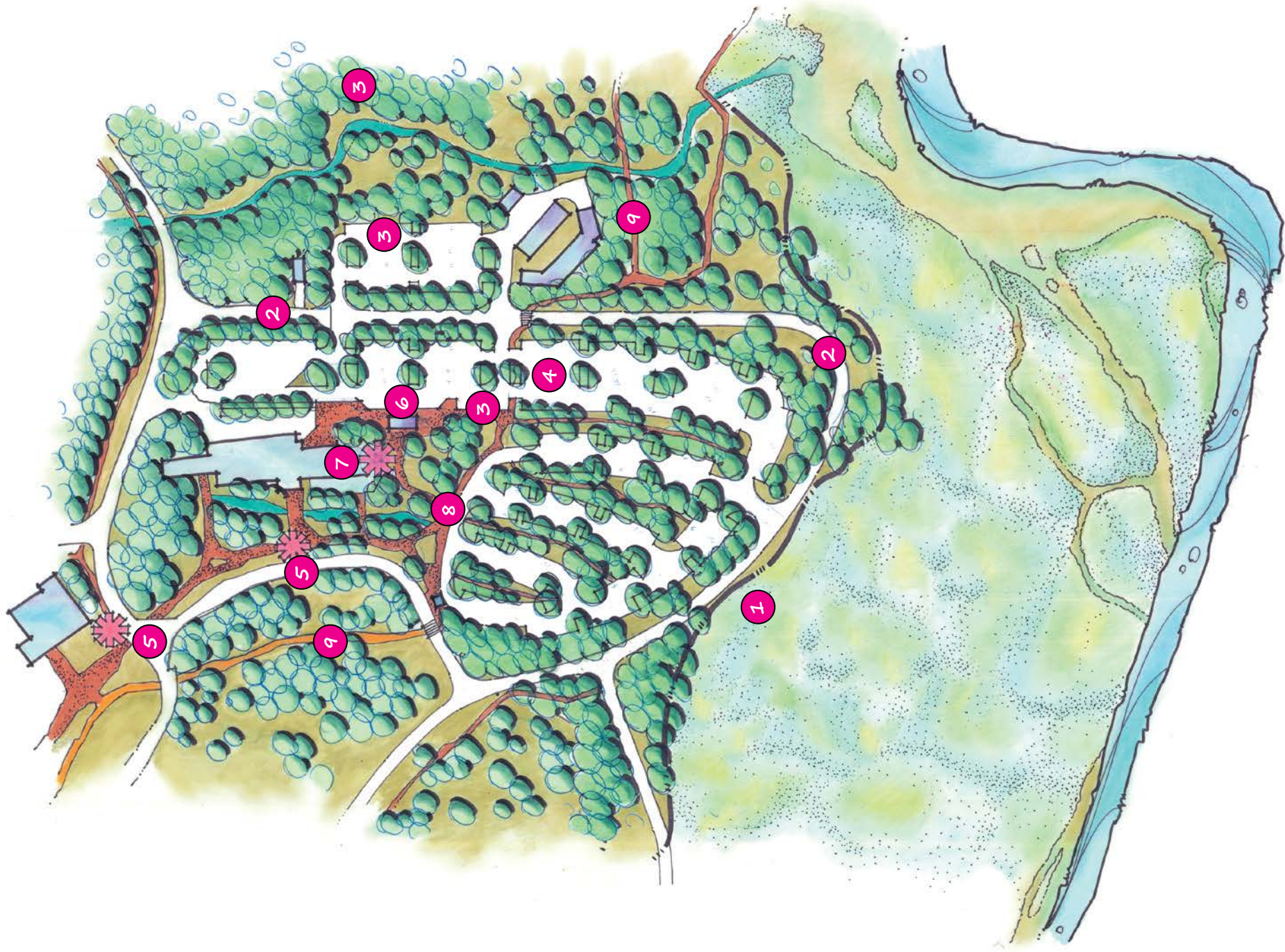
NORTH

Alternative 2 Conceptual Site Drawing for Curry Village

Yosemite National Park
United States Department of the Interior • National Park Service

* These drawings are provided to demonstrate where facilities would be removed, relocated, or constructed according to actions more fully described by project alternatives. The drawings do not represent a final proposal. More detailed design and construction documents would be developed consistent with the general concepts presented here.

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- 1 Use the 10-year floodplain to establish limits of development. Restore wetlands and meadow.
- 2 Reroute Northside Drive to conform to the floodplain extent and south edge of day-use parking area. Northside Drive is eliminated east of this location.
- 3 Eliminate Concessioner General Office and Garage between the Village Store and Ahwahnee Meadow, providing more space for visitor parking. Employee dormitories and housing would be removed in Alternative 2 (as drawn), but retained in Alternative 3.
- 4 Provide 550 day-use parking spaces in between Northside Drive and Yosemite Village. Integrate landscaped areas to retain large numbers of trees, and include bioswales that will treat storm water run-off. Improve access through a system of pedestrian pathways leading to the Yosemite Village mall.
- 5 Retain existing shuttle stops on Visitor Center Loop Drive.
- 6 Establish bus passenger unloading area east of the Yosemite Village mall.
- 7 Replace Village Sport Shop with visitor contact station.
- 8 Eliminate Art Activity Center and improve pedestrian access.
- 9 Improve pedestrian connections and bike paths east and west of the day-use parking area.



Alternatives 2 and 3

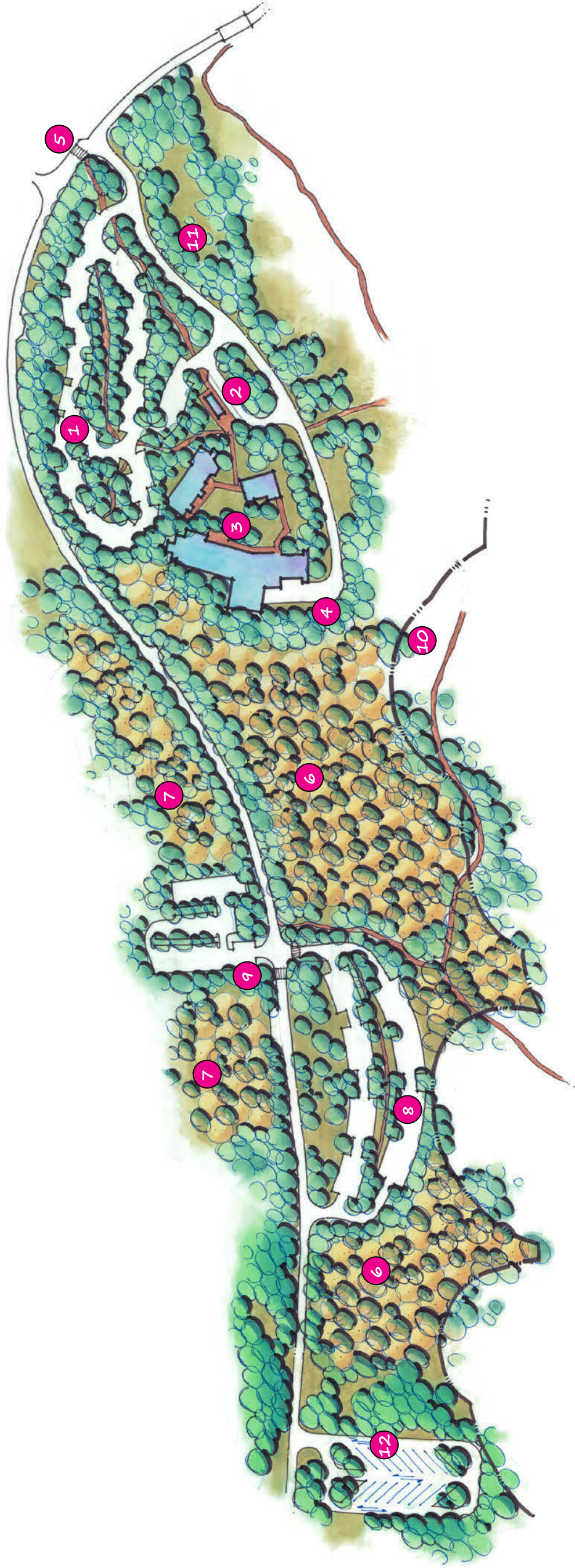
Conceptual Site Drawing for

Yosemite Village Day-use Parking Area

Yosemite National Park
United States Department of the Interior • National Park Service

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- 1 Construct 250 day-use parking spaces. Remove all existing lodging units. Locate new parking within disturbed area. Maintain existing vegetation as buffers to separate and screen parking bays, provide pedestrian pathways and bioswales that will retain storm water run-off.
- 2 Construct shuttle stop with shelter.
- 3 Retain core visitor service buildings and courtyard. Limit visitor services to food service, interpretive displays and restroom facilities.

- 4 Modify food service delivery area.
- 5 Move pedestrian crossing to Yosemite Falls west of the existing intersection.
- 6 Create 104 walk-in campsites. Provide 100 standard campsites and 4 group walk-in sites. Occupancy is limited to 6 campers per site. Standard walk-in campsite is 3,850 square feet (70-foot diameter), including 1,200 square feet of clearance with a 15-foot perimeter buffer. Of the 104 sites, 4 are group walk-in sites.

- 7 Retain 35 existing walk-in campsites at Camp 4. Construct 35 additional walk-in sites opposite existing parking facility.
- 8 Construct a total of 191 parking spaces; 41 spaces for Camp 4 and 150 spaces for the walk-in camp sites. Maintain existing vegetation as buffers to separate and screen parking bays, provide pedestrian pathways and bioswales that will retain storm water run-off.
- 9 Construct a shuttle bus stop at Camp 4.

- 10 Protect and enhance a 150-foot riparian buffer.
- 11 Remove employee housing and restore vegetation and hydrological processes.
- 12 Construct 15 tour bus parking spaces.



Alternative 2

Conceptual Site Drawing for Yosemite Lodge and Camp 4

Yosemite National Park
United States Department of the Interior • National Park Service

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ALTERNATIVE 3: DISPERSED VISITOR EXPERIENCE AND EXTENSIVE RIVERBANK RESTORATION

Overview

The guiding principles of Alternative 3 would include restoration of large portions of the floodplain and the riparian area within 150 feet of the river. This alternative would accommodate much lower maximum visitor use levels than today, and offer fewer commercial services and facilities. Visitor use levels would be managed to allow for dispersed visitor experiences free of crowding or congestion.

Management actions in Alternative 3 would:

- Restore 302 acres of meadow and riparian habitat.
- Slightly reduce the campsite inventory in all river segments (-3%) and slightly increase campsite inventory in Yosemite Valley (+2%).
- Significantly reduce the lodging inventory in all river segments (-38%) and in Yosemite Valley (-40%).
- Reduce day-use parking for Yosemite Valley (-32%).
- Reduce commercial services.
- Make significant changes to the traffic circulation pattern in Yosemite Valley to accommodate ecological restoration goals and reduce traffic congestion.
- Accommodate approximately 13,200 visitors per day in East Yosemite Valley.
- Continue to manage overnight use through wilderness quotas, reservation systems for lodging and camping.
- Manage day-use capacity for East Yosemite Valley through permits and a reservation system required during peak summer season.

Actions to Protect and Enhance River Values

Alternative 3 would protect and enhance river values through extensive ecological restoration that would include some portions of the 100-year floodplain and riparian and meadow habitat corridorwide. Similar to Alternatives 2 and 4, it would prioritize enhancement of ecological river values over the retention of existing circulation patterns and infrastructure. Ecological restoration actions would target priority meadow and riparian habitat for enhancement, including the area currently occupied by the Wawona Golf Course and the dynamic 10-year floodplain area formerly occupied by the Upper and Lower River Campgrounds. The free-flowing condition of the river would be enhanced by removing three bridges within the bed and banks that constrict flow during high-water events. Hydrologic connectivity of meadows to the riparian floodplain would be enhanced through the removal of certain road segments that bisect meadows.

Cultural and scenic values would be protected and enhanced as described under “Actions Common to Alternatives 2-6” (beginning on page 8-53). Recreational values would additionally be protected and enhanced under Alternative 3 by reducing facilities and crowding in the wilderness above Nevada Fall, and by improving access to key attraction sites and managing boating to improve dispersed recreation along the river in Yosemite Valley. Table 8-20 provides a summary of the proposed ecological restoration actions and the reasons for those proposed actions.

TABLE 8-20: ADDITIONAL ACTIONS TO PROTECT AND ENHANCE RIVER VALUES, ALTERNATIVE 3

Ecological Restoration Actions (Free Flow, Water Quality, Geologic/Hydrologic, and Biological Values)	
Corridorwide	
Ecological Restoration Acreage	164 acres (common to all) plus an additional 138 acres (refer to Appendix E for specific locations)
Riprap to be Removed	5,700 linear feet (common to all) plus an additional 435 feet (refer to Appendix E for specific locations)
Segment 1: Wilderness above Nevada Fall	
	Remove Merced Lake High Sierra Camp and restore natural floodplain conditions.
Segment 2: Yosemite Valley	
Free Flow / Geologic/Hydrologic Values	Remove Ahwahnee, Sugar Pine, and Stoneman bridges to enhance the free-flowing condition of the river.
Riparian Buffer / Floodplain	- Ecologically restore 36.5 acres of habitat in former Upper and Lower River campgrounds. - Move Yosemite Village Day-use Parking Area north outside the 10-year floodplain. - Ecologically restore riparian habitat within 150 feet of the river at Backpackers Camp and portions of North Pines, Lower Pines, and Wawona Campgrounds. - Remove all of Housekeeping Camp and portions of Yosemite Lodge from the 100-year floodplain and restore natural floodplain conditions.
Meadow Restoration	- Remove 900 feet of Northside Drive through Ahwahnee Meadow to enhance connectivity of the meadow and floodplain - Remove 1,335 feet of Southside Drive through Stoneman Meadow to enhance connectivity of the meadow and floodplain
Segment 7 : Wawona	
Meadow Restoration	Ecologically restore 42-acre Wawona Golf Course to meadow habitat
Recreational Values	
Segment 1: Wilderness above Nevada Fall	
Wilderness Recreation	- Covert Merced Lake High Sierra Camp to temporary stock camp with reduced overnight capacity and convert area to designated Wilderness. - Reduce zone capacities and convert overnight use to dispersed camping.

User Capacity, Land Use and Facilities Management

Alternative 3 would focus on providing a dispersed visitor experience, with marked reduction in commercial services and facilities. The overall visitor use levels would be lower than current levels to allow for increased resource restoration and reduced crowding and congestion in the most popular areas of the river corridor. Table 8-21 provides a summary of user capacities by use type and location.

TABLE 8-21: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 3

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 3	
	Unit Type	Units	People	Units	People
Wilderness Above Nevada Fall					
Visitor Overnight Use	Zone Capacities & Beds	380	380	260	260
Visitor Day Use	Day Hikers	350	350	350	350
Employee Housing	Employee Beds	15	15	10	10
Administrative Day Use	Day Patrols	5	5	5	5

TABLE 8-21: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 3

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 3	
	Unit Type	Units	People	Units	People
Yosemite Valley					
Visitor Overnight Use	Rooms & Campsites	1,500	6,564	1,098	5,027
Visitor Day Use	Parking Spaces & Buses	-	8,272	-	6,289
Employee Housing	Employee Beds	1,315	1,315	1,086	1,086
Administrative Day Use	Parking Spaces	166	332	166	332
Merced Gorge					
Visitor Overnight Use	Rooms & Campsites	-	-	-	-
Visitor Day Use	Parking Spaces	180	869	180	869
Employee Housing	Employee Beds	9	9	9	9
Administrative Day Use	Parking Spaces	2	4	2	4
EI Portal					
Visitor Overnight Use	Rooms & Campsites	-	-	-	-
Visitor Day Use	Parking Spaces	214	740	214	740
Employee Housing	Employee Beds	192	192	223	223
Administrative Day Use	Parking Spaces	610	1,220	610	1,220
South Fork Above Wawona					
Visitor Overnight Use	Permits	20	20	20	20
Visitor Day Use	Day Hikers	6	6	6	6
Employee Housing	Employee Beds	-	-	-	-
Administrative Day Use	Day Patrols	1	1	1	1
Wawona					
Visitor Overnight Use	Rooms & Campsites	203	865	176	703
Visitor Day Use	Parking Spaces & Buses	-	1,295	-	1,321
Employee Housing	Employee Beds	121	121	121	121
Administrative Day Use	Parking Spaces	30	60	30	60
South Fork Below Wawona					
Visitor Overnight Use	Permits	3	3	3	3
Visitor Day Use	Day Hikers	3	3	3	3
Employee Housing	Employee Beds	-	-	-	-
Administrative Day Use	Day Patrols	1	1	1	1

Visitor Overnight Capacity

Camping

The campsite inventory in the Merced Wild and Scenic River corridor, including Yosemite Valley, would be reduced by approximately 3% as a result of natural and cultural resource protection actions. All campsites within the 150 feet of the river would be removed. Campsite losses would be offset with the addition of new camping adjacent to Upper Pines Campground and east of Camp 4, as well as new sites west of Backpackers Camp and west of Yosemite Lodge. Under Alternative 3, the total number of campsites in Yosemite Valley would increase to 477, and the total number of campsites available in the corridor would be 549. Table 8-22 provides a summary of the proposed changes to camping and the reasons for those proposed changes.

TABLE 8-22: CAMPING FACILITIES- ALTERNATIVE 3

Existing Locations	Alt 1 (No Action)	Alt 3	Details
Backpackers	25 sites	0 sites	25 walk-in sites removed, of which 21 are within 150 feet of the river; 16 of these sites would be relocated west of Backpackers
Camp 4	35 sites	35 sites	No change to this National Historic Register Site
Lower Pines	76 sites	61 sites	15 sites within 150 feet of the river removed
North Pines	86 sites	52 sites	34 sites within 150 feet of the river removed
Upper Pines	240 sites	238 sites	2 sites removed for cultural resource concerns
Yellow Pine Administrative	4 sites	4 sites	No changes to these group administrative sites
Wawona Campground	99 sites	72 sites	27 sites within 150 feet of the river or in culturally sensitive areas removed
Total Existing Locations	565 sites	462 sites	
New Locations	Alt 1	Alt 3	Details
West of Backpackers	0 sites	16 sites	16 walk-in sites relocated from Backpackers Camp to less sensitive area outside 100-year floodplain
East of Camp 4	0 sites	35 sites	35 walk-in sites constructed in area east of Camp 4
Upper Pines	0 sites	36 sites	36-site RV loop constructed
Total New Camping	0 sites	87 sites	
Total Camping in Corridor	565 sites	549 sites	

Lodging

In-park lodging availability would be reduced by approximately 37% as compared to Alternative 1. Management actions related to lodging would focus on removing lodging units from the 100-year floodplain at Yosemite Lodge and Housekeeping Camp, and in Wilderness. All permanent infrastructure at the Merced Lake High Sierra Camp would be removed. A temporary pack camp with a maximum capacity of 15 people would be sanctioned at the location of the former High Sierra Camp, accommodating limited overnight lodging in this location while still allowing the area to be converted to designated Wilderness. No new hard-sided lodging would be constructed in Alternative 3 in any part of the river corridor. As a result of these actions, the in-park lodging inventory would be reduced from 1,160 units to 725 units. Table 8-23 provides a summary of the proposed changes to lodging and the reasons for those proposed changes.

TABLE 8-23: LODGING FACILITIES- ALTERNATIVE 3

Wilderness	Alt 1 (No Action)	Alt 3	Details
Merced Lake High Sierra Camp	22 units (60 beds)	0 units (15 people)	All permanent infrastructure removed. Wilderness lodging facility converted to 15-person <u>temporary</u> pack camp.
Yosemite Valley	Alt 1	Alt 3	Details
Ahwahnee Hotel	123 rooms	123 rooms	No change at this National Historic Landmark
Housekeeping Camp	266 tent cabins	0 tent cabins	Remove all 266 units from 100-year floodplain
Curry Village	400 units	355 units (290 tents and 65 hard-sided units)	- Retain 290 tents - Retain 18 units at Stoneman House - Retain 47 cabin-with-bath units - At Boys Town, Southside Drive is re-routed and the area restored.
Yosemite Lodge	245 rooms	143 rooms	Remove 102 rooms (four buildings) from 100-year floodplain
Wawona	Alt 1	Alt 3	Details
Wawona Hotel	104 rooms	104 rooms	No change at this National Historic Landmark
Total Lodging in Corridor	1,160 units	725 units	
* El Portal: Private accommodations exist but are not on NPS land; therefore, they are not listed here.			

Visitor Day Use Capacity and Access Improvements

Day-use parking capacity in Yosemite Valley would be reduced by 32% compared to current levels. For day use, restrictions would be set due to proposed reductions in day-use parking in Yosemite Valley. Day-use capacity would be actively managed and potentially restricted during peak use season (May through September). A day use permit system would be implemented in this alternative during the peak summer season. Table 8-24 provides a summary of the total number of parking spaces for each relevant segment of the corridor.

TABLE 8-24: NUMBER OF DAY-USE PARKING SPACES IN SEGMENTS – ALTERNATIVE 3

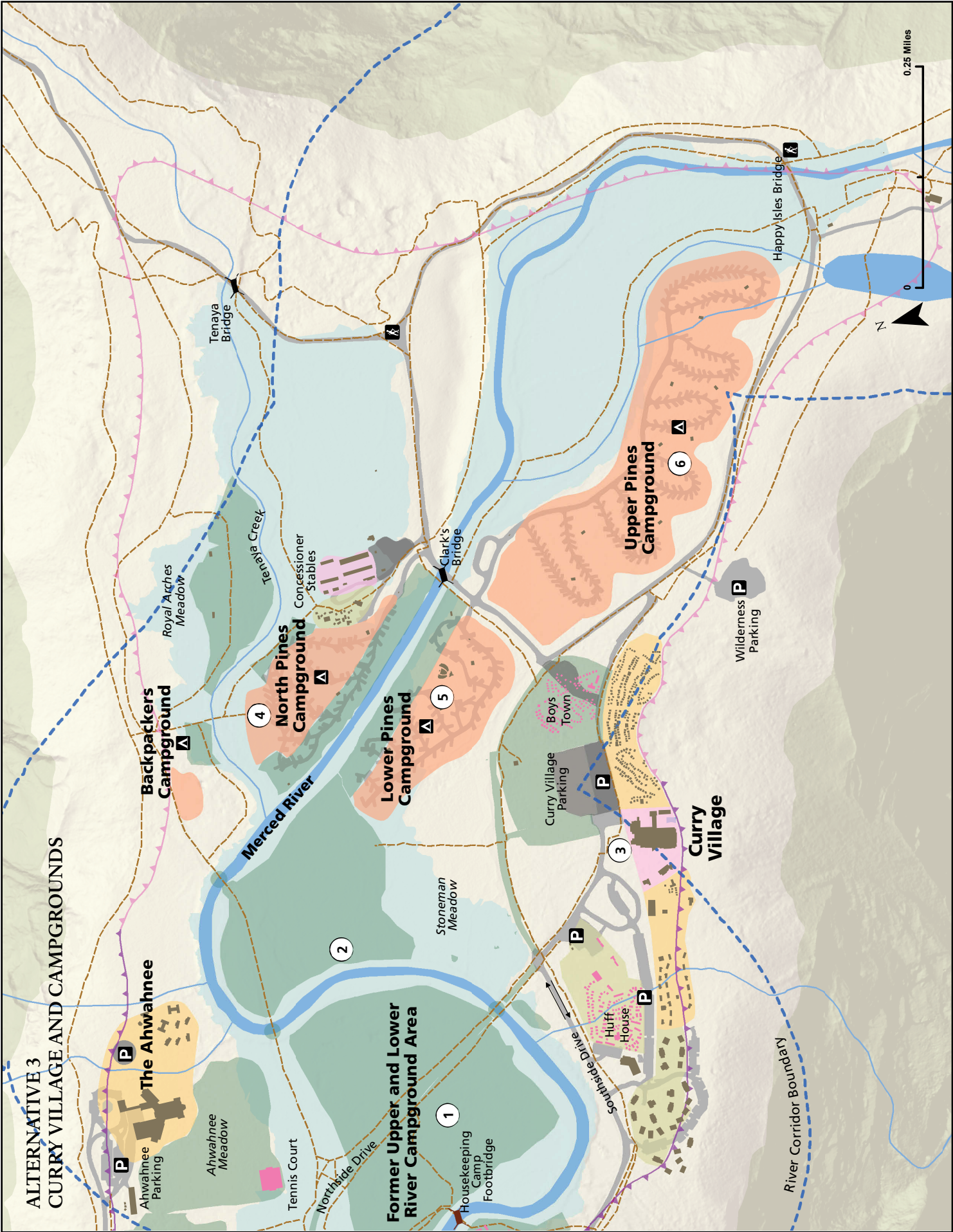
Location	Alt 1 (No Action)	Alt 3
Segment 2: Yosemite Valley	2,337 spaces	1,597spaces
Segment 3: The Gorge	180 spaces	180 spaces
Segment 4: El Portal	214 spaces	214 spaces
Segment 7: Wawona	290 spaces	290 spaces
Total Day-use Parking	3,021 spaces	2,281 spaces

The most significant changes to parking and circulation would take place in the vicinity of Yosemite Village Day-use Parking Area and Yosemite Lodge. Day use visitors would park at a redesigned parking area at Yosemite Village Day-use Parking Area, with a total of 550 parking spaces, and additional day-use parking is added to the west of Yosemite Lodge. Total parking for East Yosemite Valley (including day, overnight and administrative uses) would be approximately 4,300 spaces.

Transit services would remain unchanged on the Highway 140, and Highway 120 East corridors; service would be reduced to one round-trip per day on the Highway 120 West corridor, and one round-trip run per day would be added to the Highway 41 corridor. All within-park shuttle services would remain the same, and the East Valley shuttle would decrease shuttle intervals to 5 minutes.

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ALTERNATIVE 3: DISPERSED VISITOR EXPERIENCES AND EXTENSIVE RIVERBANK RESTORATION



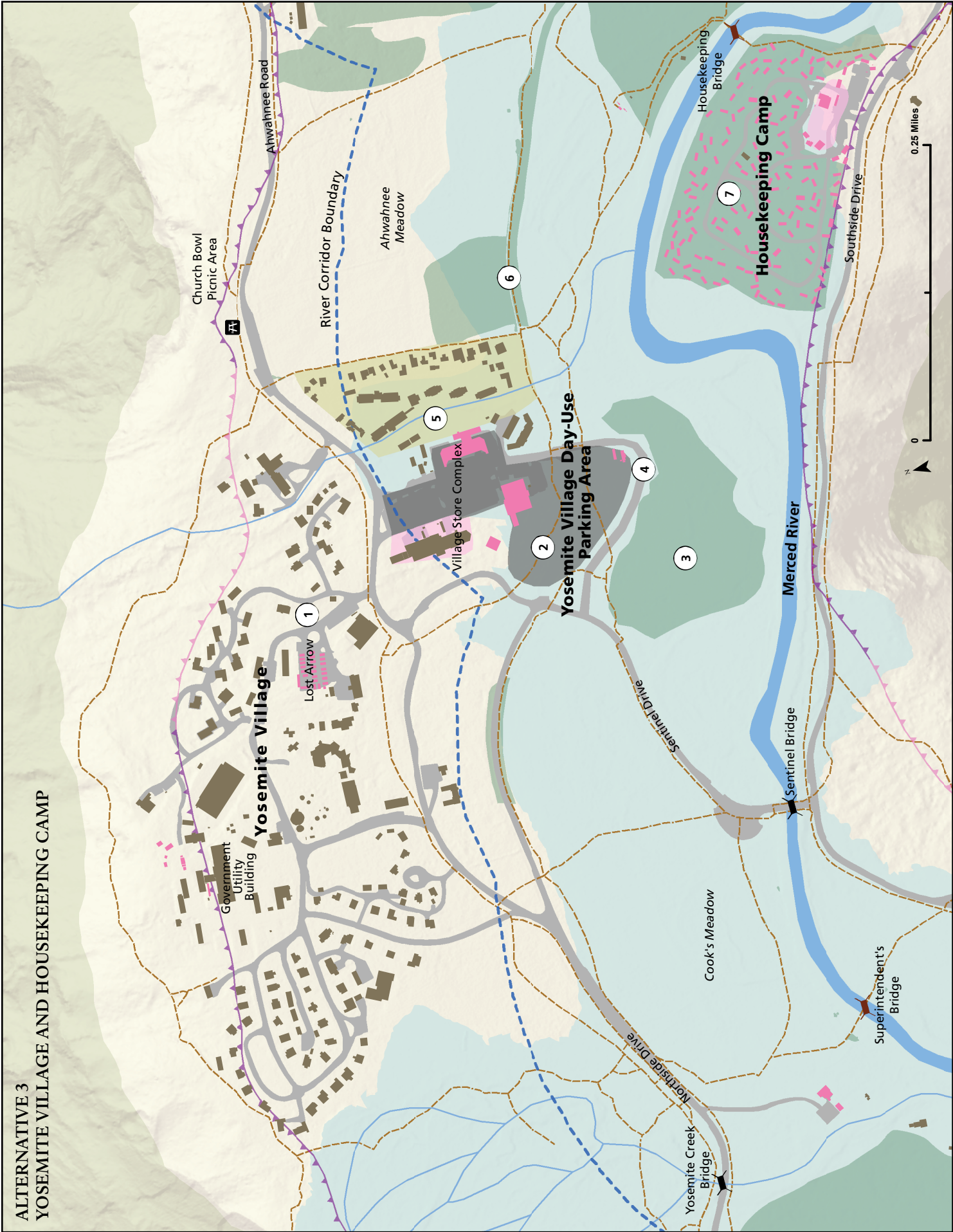
EAST YOSEMITE VALLEY: CURRY VILLAGE AND CAMPGROUNDS

1. Former Upper and Lower River Campground Area
 - Ecological Restoration: Restore 35,6 acres of floodplain habitat within the 10-year floodplain. Restore natural floodplain topography by removing remaining asphalt and re-establishing seasonal channels, and revegetate with native plants. Remove Lower River amphitheater. Temporarily fence restoration areas to allow for recovery.
2. River Reach between Bridges
 - Ahwahnee and Sugar Pine Bridges: Remove the Ahwahnee and Sugar Pine Bridges, and associated berm to enhance the free-flowing condition of the river. Restore area to natural conditions. Re-route the multiple-use trail north of the river.
 - Stoneman Bridge: Remove Stoneman Bridge to enhance free-flowing conditions of the river. Restore area to natural conditions. Reconfigure Southside Drive as a two-way road, remove the road segment through Stoneman Meadow, and re-design the intersection at Sentinel and Southside Drive.
3. Curry Village Area
 - Ecological Restoration: Remove Southside Drive through Stoneman Meadow to enhance the hydrologic connectivity of the meadow. Re-align road through the Boys Town area instead of the meadow, and restore remaining area to natural conditions. Extend meadow boardwalk (up to 275 feet) to Curry Village.
 - Curry Orchard Parking Area: Provide 300 parking spaces. Ecologically restore part of the existing parking area to accommodate Stoneman Meadow restoration. Re-design parking area using best management practices to increase drainage to Stoneman Meadow and protect water quality. Remove apple trees to mitigate human-bear interactions and plant native vegetation.
 - Lodging: Total would be 355 guest units, including: 290 tents in Curry Village retained; 18 units at Stoneman House retained; and 47 cabin-with-bath units in Curry Village retained. At Boys Town, Southside Drive would be re-routed to facilitate the restoration of Stoneman Meadow and the remaining area at Boys Town ecologically restored.
4. North Pines Campground Area
 - Ecological Restoration at Campgrounds: Remove campsites within 150 feet of the river at North Pines, Backpackers, and Lower Pines campgrounds. Restore to 12 acres of riparian habitat. Designate a formal river access point at North Pines campground.
 - North Pines Campground: Retain 52 campsites. Remove 34 sites that are within 150 feet of river.
 - Backpackers Campground: Remove all 25 walk-in sites in the campground, of which 21 are within the 150-foot riparian buffer. Partially replace sites removed with a new campground with 16 walk-in sites west of Backpackers Campground.
 - Concessioner Stables in Yosemite Valley: Reduce the footprint of the stables to provide staging for temporary pack camp operation at Merced Lake High Sierra Camp and overflow parking for campgrounds. Retain associated housing (25 beds).
5. Lower Pines Campground Area
 - Campground Sites: Retain 61 campsites and remove 15 sites from within 150 feet of river.
6. Upper Pines Campground Area
 - Campground Sites: Retain 238 campsites. Remove two sites for sensitive resource concerns.
 - New RV Loop: Construct a new campground loop with 36 RV sites.

Legend			
	Campgrounds		Road bridge
	Picnic Area		Footbridge
	Parking Area		Trails
	Trailheads		Calculated Rock-fall Hazard Line
			Inferred Rock-fall Hazard Line
			Contour
			Surfaced Areas
			Restoration Areas
			Camping
			Lodging
			Visitor Services
			Housing
			Operations
			Parking
			Buildings
			Retain Building
			Remove Building
			100-year Floodplain
			Designated Wilderness
			Recreational Segment
			Wild Segment
			Scenic Segment

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ALTERNATIVE 3: DISPERSED VISITOR EXPERIENCES AND EXTENSIVE RIVERBANK RESTORATION

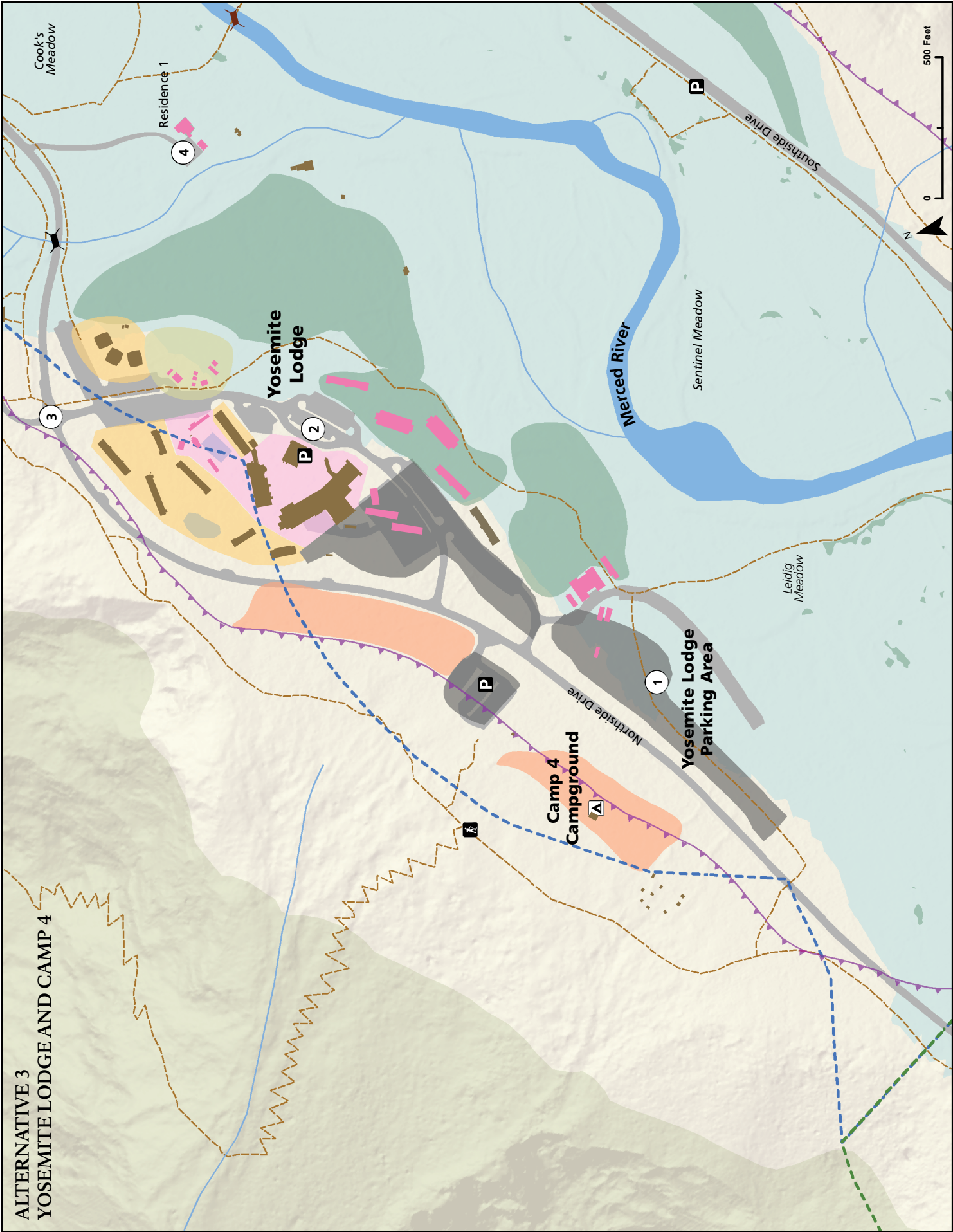


EAST YOSEMITE VALLEY: YOSEMITE VILLAGE AND HOUSEKEEPING CAMP

1. Lost Arrow: Remove temporary employee housing. Re-establish an administrative parking lot to accommodate 50 spaces.
2. Yosemite Village Day-use Parking Area: Move the parking area outside of the dynamic 10-year floodplain. Formalize this parking area to using best management practices to accommodate 550 parking places and protect water quality.
3. Ecological Restoration at Yosemite Village Day-use Parking Area: Remove nonnative fill material and restore meadow and floodplain habitat within the dynamic 10-year floodplain.
4. Pedestrian/Vehicle Conflicts: Re-route Northside Drive to the south of the Yosemite Village Day-use Parking Area. Consolidate parking to the north of the road and provide walkways leading to Yosemite Village separating vehicle and pedestrian traffic and eliminating conflicts. This re-designed traffic circulation patterns would not require roundabouts or a pedestrian undercrossing.
5. Concessioner Employee Housing: Create a 50-foot setback from Indian Creek. Ecologically restore the riparian habitat and protect using restoration fencing. Retain Ahwahnee Row and Tecoya employee housing.
6. Ahwahnee Meadow Restoration: Remove 900 feet of road through Ahwahnee Meadow and relocate the bike path to the south, restoring hydrologic connectivity between the meadow and river. Re-route the formal foot trail in Ahwahnee Meadow so it does not pass through wetlands. Restore meadow topography and native vegetation in original trail corridor.
7. Housekeeping Camp Lodging: Remove all lodging units and amenities including shower houses, laundry, office, and grocery store. Convert Housekeeping Camp to a day-use river access point and picnic area. Retain one restroom for day users. Restore 16.8 acres of floodplain and riparian ecosystem.

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ALTERNATIVE 3: DISPERSED VISITOR EXPERIENCES AND EXTENSIVE RIVERBANK RESTORATION



EAST YOSEMITE VALLEY: YOSEMITE LODGE AND CAMP 4

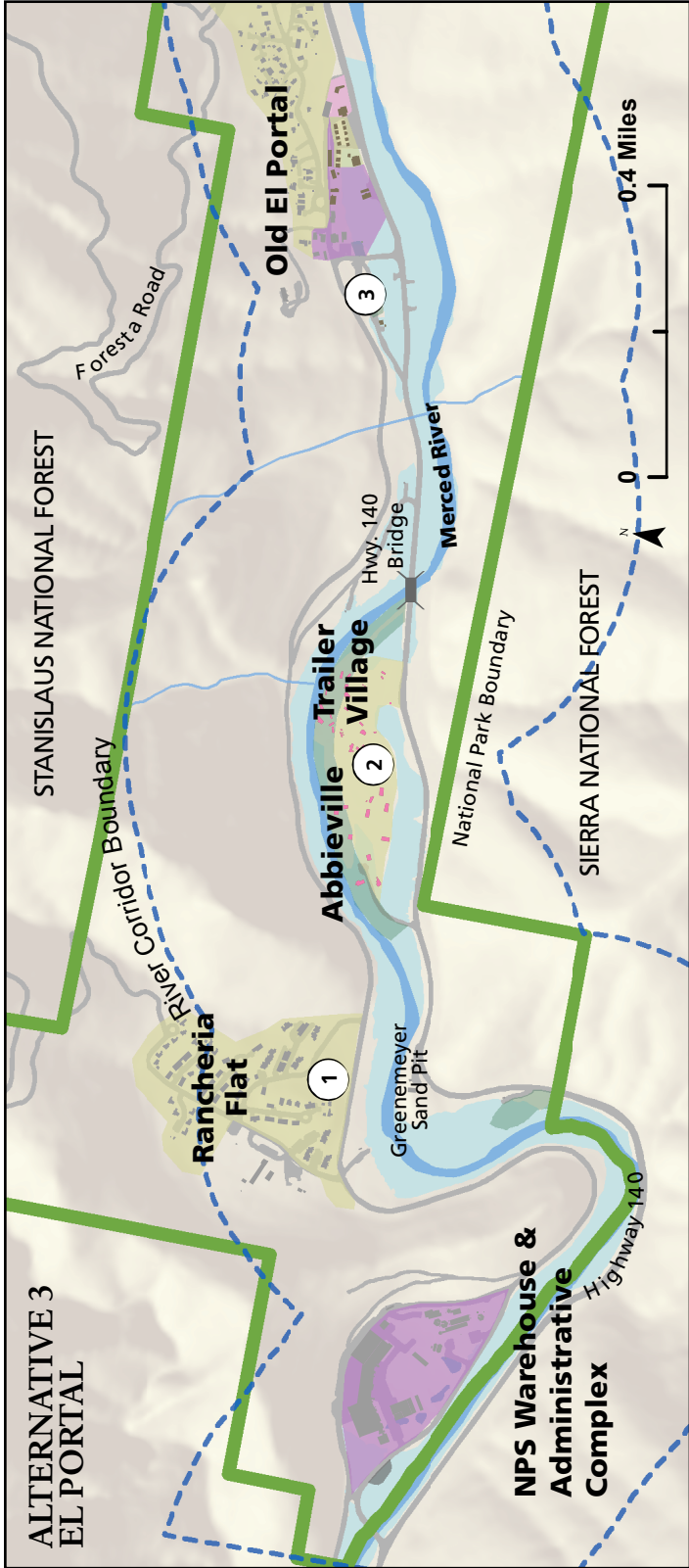
1. West of Yosemite Lodge
 - Parking: Construct additional 150 day-use parking spaces southwest of Yosemite Lodge. This includes 15 spaces for tour bus parking. Parking redevelopment will incorporate best management practices to protect water quality.
2. Yosemite Lodge Area
 - Ecological restoration: Remove four Yosemite Lodge lodging buildings (in addition to other structures listed in actions common to all alternatives) from the 100-year floodplain and restore to natural conditions (3.3 acres). Also, restore riparian and floodplain ecosystem at the site of the former Yosemite Lodge units and cabins (those that were damaged by the 1997 flood and subsequently removed). Delineate one service road to the well house and parking. Remove non-native fill, decompact soils and plant riparian plant species (10.9 acres).
 - Lodging: Retain 143 units at Yosemite Lodge with associated parking.
 - Services and Facilities: Retain the Yosemite Lodge Food Court and Mountain Room Dining Room and Bar. Relocate the post office, swimming pool, bike rentals, snack stand, and NPS Volunteer Office. Relocate the concessioner housekeeping and maintenance buildings.
 - Tour buses: Remove temporary housing complex at Highland Court and establish a tour bus drop-off area with three bus loading spaces.
 - Concessioner Housing: Construct two new concessioner housing areas for 104 employees and construct 78 employee parking spaces. (Common to all alternatives is to remove housing at Highland Court and at the Thousands Cabins.)
3. Yosemite Falls Intersection
 - Traffic Congestion: Move the pedestrian crossing between Yosemite Lodge and Yosemite Falls to an on-grade (street level) pedestrian crossing west of the intersection of Northside Drive and Yosemite Lodge Drive to help alleviate pedestrian/vehicle conflicts and associated traffic congestion.
4. Residence 1
 - Residence 1: Relocate this historic structure, also called the Superintendent's House, to the NPS housing area and rehabilitate the building per the Secretary of Interior's Standards for the Treatment of Historic Properties and the Historic Structures Report. Ecologically restore associated informal trails in Cook's Meadow and address continuing use patterns to enhance black oak woodland and meadow habitat.

Legend

	Campgrounds		Road bridge		Contour		Surfaced Areas		Visitor Services		Buildings		Designated Wilderness
	Picnic Area		Footbridge		Trails		Restoration Areas		Housing		Retain Building		Recreational Segment
	Parking Area		Lakes		Calculated Rock-fall Hazard Line		Camping		Operations		Remove Building		Wild Segment
	Trailheads		Stream		Inferred Rock-fall Hazard Line		Lodging		Parking		100-year Floodplain		Scenic Segment

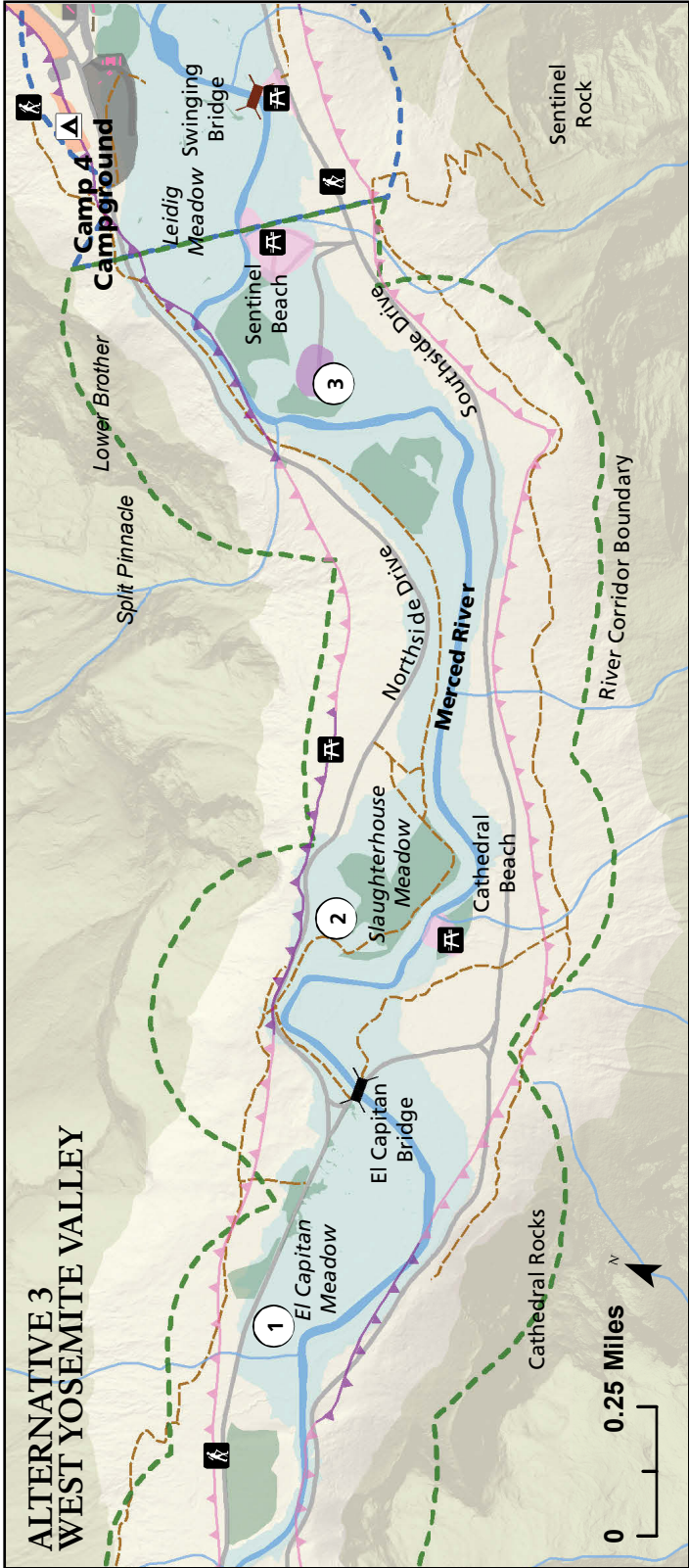
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ALTERNATIVE 3: DISPERSED VISITOR EXPERIENCES AND EXTENSIVE RIVERBANK RESTORATION



EL PORTAL

1. Rancheria Flat
 - Employee Housing: To replace temporary housing units that will be removed from Yosemite Valley, construct one dormitory for 12 employees plus units for seven additional employees, for a total of 19 employee beds, away from sensitive resources.
2. Abbieville and Trailer Village Area
 - Abbieville and Trailer Village Housing: Remove or relocate 36 existing private residences. Continue to provide for housing land use for 40 employees and volunteers at this location. As homes within the 150-foot riparian buffer become vacant, ecologically restore these areas.
3. El Portal Village Center
 - Valley Oak Restoration: Restore the rare floodplain community of valley oaks in Old El Portal through implementation of best management practices. Create a valley oak recruitment area of 2.25 acre in Old El Portal in the vicinity of the current Odger's bulk fuel storage area, including the adjacent parking lots. Decompact soils, plant appropriate native understory plant species, and treat invasive plants. Prohibit new building construction within the oak recruitment area.
 - Odger's Fuel Storage Facility: Remove bulk fuel storage facility, all associated development, and non-native fill from the floodplain. Decompact soils, and plant appropriate native plant species, including valley oak. Relocate the fuel storage area outside the Merced River corridor or find an alternate source for emergency fuel supplies.



WEST YOSEMITE VALLEY

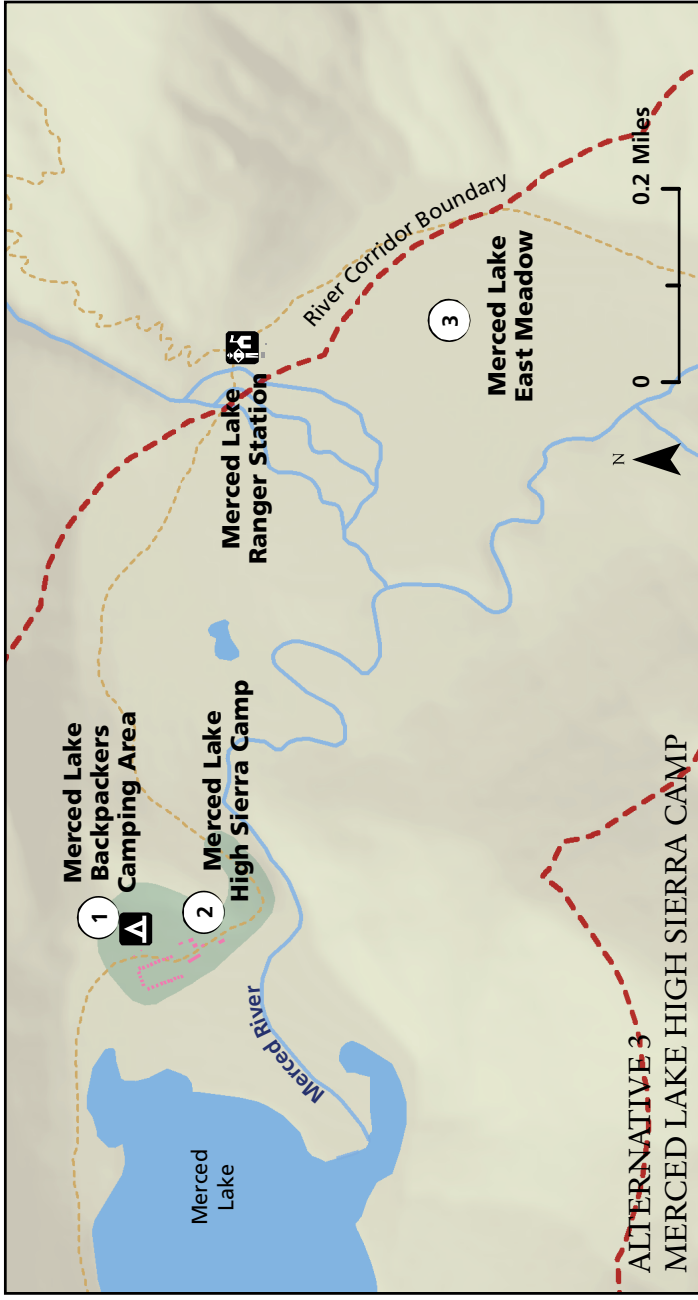
1. El Capitan Meadow Area
 - El Capitan Meadow Ecological Restoration: Remove all informal trails from the meadow that incise, promote habitat fragmentation, or are located in sensitive and frequently inundated areas, and restore to natural conditions. Use restoration fencing and signing to designate appropriate meadow access points. No boardwalks are constructed in this alternative.
2. Valley Loop Trail
 - Trail Re-Route: Reroute trail through Slaughterhouse Meadow out of wetland habitat to an upland area. Move a 780-foot section of the trail through Bridalveil Meadow to the base of the Valley Loop Road shoulder.
3. Yellow Pine Campground
 - Administrative-Use Campground: Retain Yellow Pine Campground's four group sites (serving up to 120 people) for administrative use.

Legend

	Campgrounds		Calculated Rock-fall Hazard Line		Surfaced Areas		Buildings		Recreational Segment
	Picnic Area		Inferred Rock-fall Hazard Line		Camping		Retain Building		Wild Segment
	Parking Area		Lakes		Lodging		Remove Building		Scenic Segment
	Trailheads		Stream		Visitor Services		Restoration Areas		
	Road bridge		Contour		Housing		100-year Floodplain		
	Footbridge		Trails		Operations		Designated Wilderness		

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ALTERNATIVE 3: DISPERSED VISITOR EXPERIENCES AND EXTENSIVE RIVERBANK RESTORATION



MERCED LAKE HIGH SIERRA CAMP

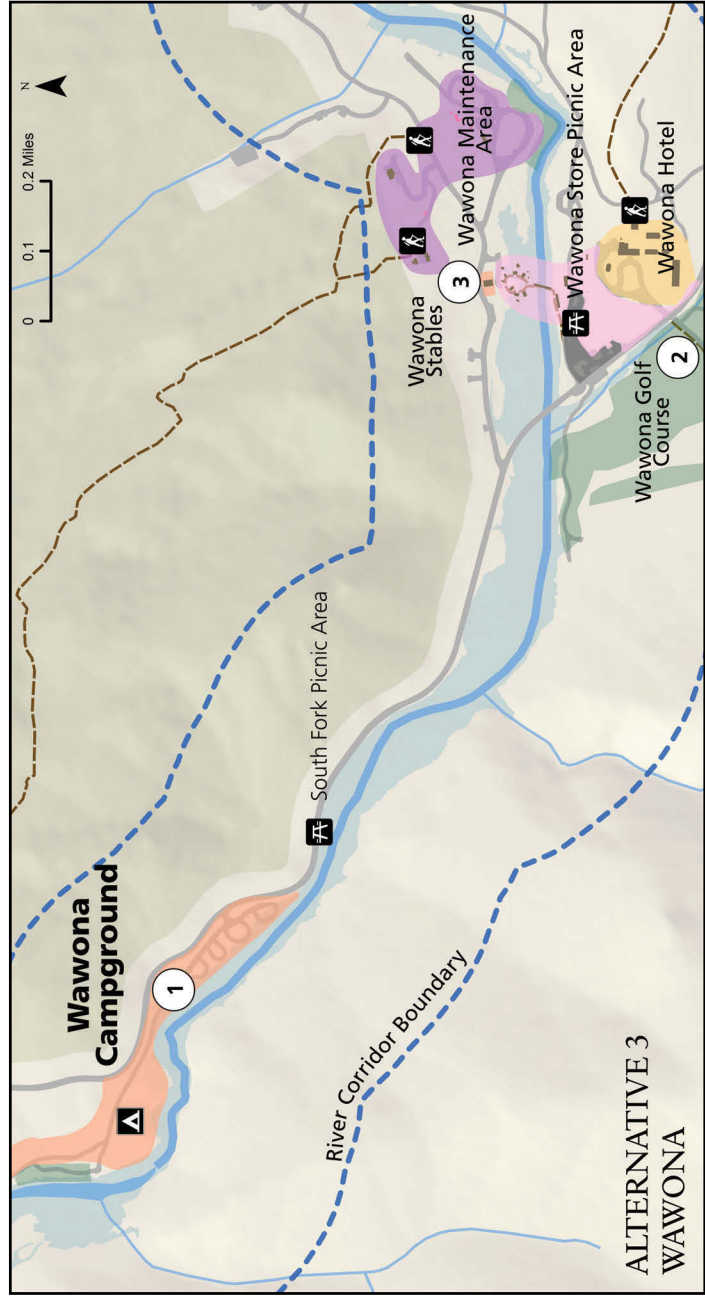
1. Merced Lake Backpackers Camping Area: Discontinue designated camping in this camping area but allow dispersed camping in the area of the former Merced Lake Backpackers Camping Area and the Merced Lake High Sierra Camp. Remove waste water system. Replace flush toilets with composting toilets.
2. Merced Lake High Sierra Camp: Convert Merced Lake High Sierra Camp to a temporary pack camp with a maximum group size of 15 people. Remove permanent infrastructure, including buildings, water system and septic system. Ecologically restore the area and convert area to designated Wilderness.
3. Merced Lake East Meadow: Develop preliminary grazing capacities for the meadow. When the meadow recovers, allow administrative grazing at established capacities. Monitor annually for five years, adapting use levels as needed to protect meadow.

OTHER SEGMENT 1 CAMPING AREAS

- Little Yosemite Valley: Discontinue designated camping but allow dispersed camping in this area. Remove all infrastructure, except for the composting toilets.
- Moraine Dome: Discontinue designated camping but allow dispersed camping in this area.

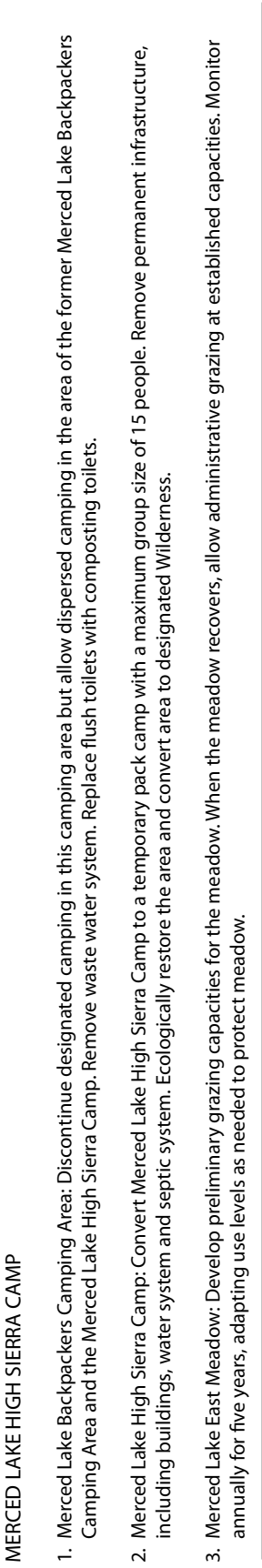
WAWONA

1. Wawona Campground: Retain 64 campsites and one group site. Remove 32 sites that are located within the 100-year floodplain or culturally sensitive areas.
2. Wawona Meadow Restoration: Remove golf course and restore to meadow conditions. Retain spray field associated with waste water treatment facility.
3. Wawona Stables: Eliminate stable operation and commercial day rides. Relocate two stock-use campground sites from a sensitive resource area to the existing stables area.



Legend

	Campgrounds		Calculated Rock-fall Hazard Line		Surfaced Areas		Buildings		Recreational Segment
	Picnic Area		Inferred Rock-fall Hazard Line		Camping		Retain Building		Wild Segment
	Parking Area		Lakes		Lodging		Remove Building		Scenic Segment
	Trailheads		Stream		Visitor Services		Restoration Areas		
	Road bridge		Contour		Housing		100-year Floodplain		
	Footbridge		Trails		Operations		Designated Wilderness		
					Parking				

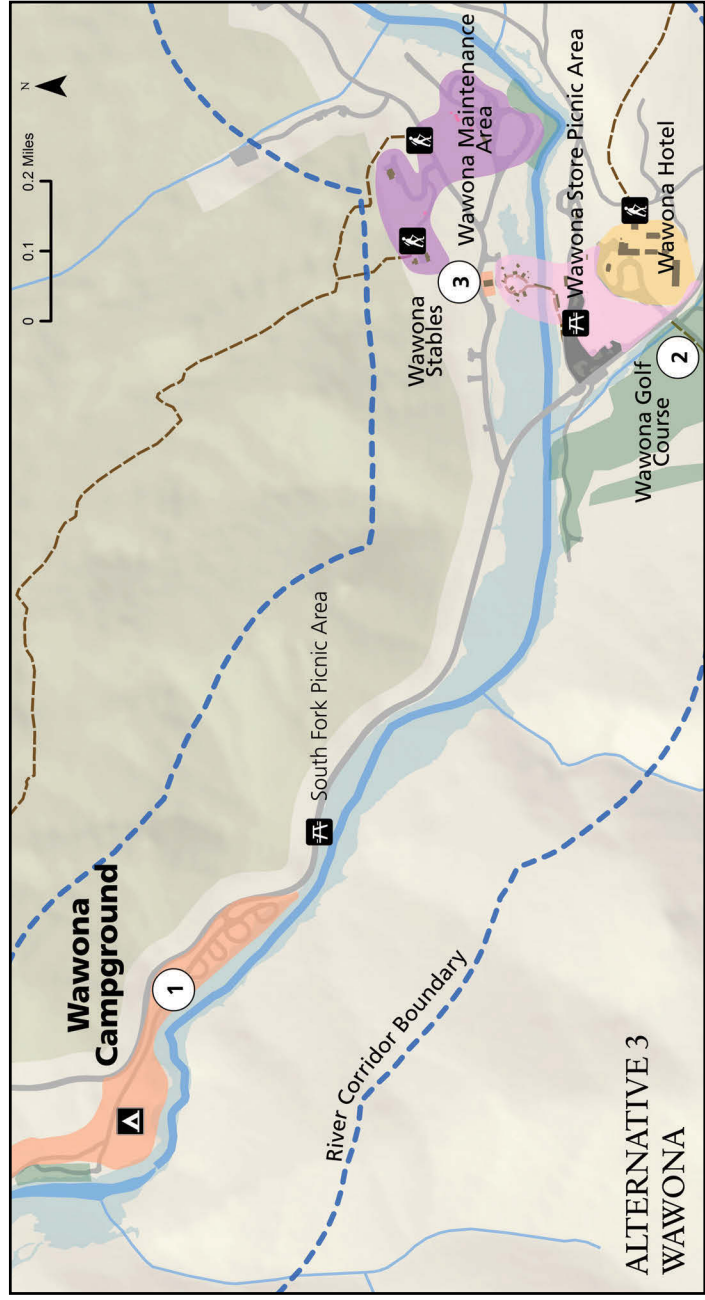


OTHER SEGMENT 1 CAMPING AREAS

- Little Yosemite Valley: Discontinue designated camping but allow dispersed camping in this area. Remove all infrastructure, except for the composting toilets.
- Moraine Dome: Discontinue designated camping but allow dispersed camping in this area.

WAWONA

1. Wawona Campground: Retain 64 campsites and one group site. Remove 32 sites that are located within the 100-year floodplain or culturally sensitive areas.
2. Wawona Meadow Restoration: Remove golf course and restore to meadow conditions. Retain spray field associated with waste water treatment facility.
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Legend

	Campgrounds		Calculated Rock-fall Hazard Line		Surfaced Areas		Buildings		Recreational Segment
	Picnic Area		Inferred Rock-fall Hazard Line		Camping		Retain Building		Wild Segment
	Parking Area		Lakes		Lodging		Remove Building		Scenic Segment
	Trailheads		Stream		Visitor Services		Restoration Areas		
	Road bridge		Contour		Housing		100-year Floodplain		
	Footbridge		Trails		Operations		Designated Wilderness		
					Parking				

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Detailed Description of Alternative 3 by Segment

Segment 1: Wilderness above Nevada Fall (Wild Segment)

Actions to Protect and Enhance River Values

In addition to the “Actions Common to Alternatives 2-6” (beginning on page 8-53), Alternative 3 would include the following action to protect and enhance river values:

Biological Values

- Establish preliminary grazing capacities for Merced Lake East Meadow; monitor, and adapted as necessary.

Recreational Values

Enhance Wilderness character by replacing the Merced Lake High Sierra Camp with a temporary stock camp and converting this area to designated Wilderness.

- Reduce crowding by converting all designated camping areas to dispersed camping.
- Reduce trailhead quotas for trailheads that lead to Little Yosemite Valley.

User Capacity, Land Use and Facilities Management

Alternative 3 would reduce the amount of infrastructure in the river corridor in Segment 1, reduce the capacity of the Little Yosemite Valley Wilderness zone, re-purpose the Merced Lake High Sierra Camp as a temporary outfitter camp, and maintain the existing Wilderness zone quotas for all other zones in the river corridor. In addition to the “Actions Common to Alternatives 2-6” (page 8-77), Alternative 3 would include the following actions to manage user capacity, land use, and facilities:

Visitor Activities and Services

Primary activities in Segment 1 would continue to include hiking and overnight backpacking. Backpackers would continue to have the choice of staying overnight at designated camping areas or dispersing throughout the Wilderness.

Private boating would be allowed in Segment 1 under Alternative 3. Generally, this kind of use would consist of short floats using pack raft or other craft that can easily be carried into this remote area. Put-ins and take-outs would be dispersed and the use level would be unrestricted due to the expected low use levels associated with this remote area of the river.

One overnight commercial group would be allowed per wilderness zone in Segment 1.

Visitor Overnight Capacity

The Wilderness trailhead quota system would be maintained, with the changes proposed in Table 8-25. Services would be managed as follows under Alternative 3:

- Convert the Merced Lake High Sierra Camp to a temporary pack camp with a maximum of 15 people allowed; remove permanent infrastructure, including the water treatment system, and convert area to designated Wilderness.

ALTERNATIVES

- Convert the Merced Lake backpackers camping area to dispersed camping; replace the flush toilet with a composting toilet.
- Convert the Little Yosemite Valley designated backpacker camping area to dispersed camping; retain the composting toilet. Reduce the capacity of the Little Yosemite Valley Wilderness zone.
- Eliminate the designated backpacker camping area at Moraine Dome.

TABLE 8-25: WILDERNESS ZONE CAPACITIES- ALTERNATIVE 3

Wilderness Zones	Alt 3 Zonewide Capacity	Alt 3 Zone Capacity Specific to the River Corridor
Little Yosemite Valley Zone	75 people (-75 people*)	75 people (-75 people*)
Merced Lake Zone	50	50
Washburn Lake Zone	150	100
Mount Lyell Zone	50	10
Clark Range Zone	50	10
* Number of people reduced from Alternative 1 (No Action) to Alternative 3		

Visitor Day Use Capacity

Day use access to this segment is addressed under the “Actions Common to Alternatives 2-6.”

Administrative Activities

- Continue current administrative activities, which consist primarily of regular ranger patrols and backcountry utility work as well as occasional trail/restoration crews. These activities are seasonal and minimal in comparison to visitor use and would not affect overall user capacity.

Segment 2: Yosemite Valley (Recreational & Scenic Segments)

Actions to Protect and Enhance River Values

In addition to the “Actions Common to Alternatives 2-6” (beginning on page 8-53), Alternative 3 would include the following action to protect and enhance river values:

Free Flow

- Remove Stoneman Bridge and restore the riverbanks to natural conditions.
- Remove Sugar Pine and Ahwahnee Bridges and associated berm/ elevated trail connecting them; restore banks to natural conditions; re-route multi-use trail north along the river.

Biological Values

Alternative 3 would remove all campsites within 150 feet of the high-water mark:

- Remove all existing campsites and infrastructure within 150 feet of the ordinary high-water mark and restore natural floodplain and riparian habitat (12 acres).
 - **Backpackers Camp:** Remove all 25 sites, 21 of which are in the 100-year floodplain (and within 150 feet of the ordinary high-water mark). (Replace 16 sites to the west of the current campground.)

- **North Pines Campground:** Remove 34 sites from within 150 feet of the ordinary high-water mark; restore native riparian vegetation.
- **Lower Pines Campground:** Remove 15 sites from within 150 feet of the ordinary high-water mark; restore native riparian vegetation.
- **Upper Pines Campground:** Retain 238 campsites, 22 of which are in the 100-year floodplain.
- **Former Lower and Upper River Campgrounds:** Remove all abandoned facilities, including the Lower River amphitheater structure, and restore 35.6 acres of natural floodplain topography and riparian/wetland habitat within the 10-year floodplain; temporarily fence restoration areas to allow for recovery.
- **Yosemite Lodge:** Remove four buildings at Yosemite Lodge containing 102 lodging units that are currently within the 100-year floodplain; restore the floodplain to natural conditions.
- **Former Pine and Oak Units:** Restore 10.9 acres of riparian ecosystem at the site of the former Yosemite Lodge units and cabins (those that were removed after the 1997 flood) and wellness center while maintaining access to the well house.
- **Yosemite Village:** Move the Yosemite Village Day-use Parking Area northward, out of the 10-year floodplain of the Merced River and outside a designated 50-foot setback from Indian Creek; remove fill material and restore the floodplain to natural conditions.
- **Housekeeping Camp:** Remove all 266 lodging units and associated facilities at Housekeeping Camp (restrooms, shower houses, laundry, grocery store, and office), out of the 100-year floodplain; convert area to a day-use access point. Direct visitor use and river access to the two resilient beach locations on the western edge of Housekeeping Camp and across the footbridge. Fence off the current eastern river access point located on a steep eroded bank, and actively restore the riverbank with brush layering. Where infrastructure is removed, decompact soils and plant riparian species.

Alternative 3 would enhance meadow connectivity by removing segments of roads and trails that currently bisect meadows, interrupting sheetflow and causing habitat fragmentation.

- **Bridalveil Meadow:** Reroute the 780-foot segment of the Valley Loop Trail that currently crosses Bridalveil Meadow closer to the base of the fill slope of the Valley Loop Road.
- **Slaughterhouse Meadow:** Reroute the portion of the Valley Loop Trail to an upland area out of wetlands at Slaughterhouse Meadow.
- **El Capitan Meadow:** Fence the northern perimeter of meadow to protect the restoration area, and designate appropriate access points using boardwalks and viewing platforms.
- **Ahwahnee Meadow:** Remove 900 feet of Northside Drive from Ahwahnee Meadow; relocate the bike path to the south, restoring the meadow and riparian floodplain connectivity; restore meadow contours and native vegetation. Reroute trails through Ahwahnee Meadow so they do not pass through wetlands, consolidating use with the Housekeeping footbridge trail where possible; remove associated fill and restore trails within wetlands.
- **Stoneman Meadow:** Remove the segment of Southside Drive that bisects Stoneman Meadow (1,335 feet); realign Southside Drive through Boys Town. Extend the boardwalk through wet areas to Curry Village (up to 275 feet).

Scenic Values

- Eliminate visual intrusion of Southside Drive through Stoneman Meadow
- Eliminate visual intrusion of Northside Drive through Ahwahnee Meadow.

Cultural Values

- Remove four structures from the collective sites representing the prominent historic patterns of development in Yosemite Valley: Sugar Pine Bridge, Ahwahnee Bridge, Stoneman Bridge, and Residence 1 (Superintendent's House).
- Relocate Residence 1 to the NPS housing area and at a minimum stabilize the building per the Secretary of the Interior's Standards for the Treatment of Historic Properties (NPS 1995).

Recreational Values

- Restrict boating to 50 people per day using private vessels only and restrict use to specific stretches of river in Yosemite Valley. This reduction in boats would enhance dispersed recreation along the river corridor.
- Reduce the available day-use parking and implement at a East Yosemite Valley Day-use Parking Permit system in East Yosemite Valley to reduce crowding at key attraction sites, along roadways, and in parking lots and other facilities.

User Capacity, Land Use and Facilities Management

Visitor Activities and Services

Alternative 3 would protect river-related recreational ORVs through infrastructure improvements where necessary, while reducing recreational activities that are not related to recreational ORVs. It would include the following changes to visitor activities and services in addition to those common to Alternatives 2-6 (see page 8-77):

- Allow only private boating in this river segment. Private boats would be limited to the section of river between the Housekeeping Camp and Cathedral Beach. Put-ins and take-outs would be limited to designated locations within Housekeeping Camp, Sentinel Beach, and Cathedral Beach. This use would be monitored by a river patrol ranger and would be limited to 50 trips per day.
- Remove Housekeeping Camp shower houses, restrooms, laundry, and grocery store. (Retain at least one restroom when reconfiguring the area for day use.)
- Continue to provide staging at the Concessioner Stable for temporary pack camp operation at Merced Lake High Sierra Camp; reduce the stable size and provide overflow parking for campgrounds; retain kennel service.
- Remove Curry Village raft rental.

Visitor Overnight Capacity: Camping

Camping would be slightly increased under Alternative 3 to 477 sites accommodating 2,958 people per night:

- **Backpackers Camp:** Remove all 25 sites, 21 of which are in the 100-year floodplain. Construct 16 new walk-in campsites west of Backpackers Camp.
- **North Pines Campground:** Retain 52 campsites. Remove 34 sites from within 150 feet of the ordinary high-water mark; restore native riparian communities.
- **Upper Pines Campground:** Retain 238 campsites. Construct a new recreational vehicle campground loop with 36 RV sites.
- **Lower Pines Campground:** Retain 61 campsites. Remove 15 sites from within 150 feet of the ordinary high-water mark.

- **Camp 4:** Retain 35 walk-in campsites and 35 parking spaces. Construct 35 additional campsites east of Camp 4; establish a new parking area (41 spaces) for the Camp 4 campground expansion in the disturbed footprint of the former service station near Camp 4.

Visitor Overnight Capacity: Lodging

Lodging would be significantly reduced to facilitate ecological restoration, day use, and camping. Lodging would total 621 units accommodating 2,069 people per night. Common to Alternatives 2-6, The Ahwahnee would continue to provide 123 lodging rooms. The following additional lodging would be retained, removed, or constructed under Alternative 3:

- **Curry Village:** Retain 355 lodging units at Curry Village: 290 tents, 18 units at Stoneman House, 47 hard-sided cabins with bath. Remove all existing cabins and associated structures at Boys Town. Provide 300 designated overnight parking spaces at Curry Orchard; restore ecological conditions to part of the existing parking area, removing 50 spaces, to improve natural surface flows to Stoneman Meadow.
- **Housekeeping Camp:** Remove all 266 lodging units and associated facilities from the 100-year floodplain. Convert area to a day use river access point and picnic area. Retain one restroom for day use.
- **Yosemite Lodge:** Retain 143 units lodging units; remove 4 buildings (containing 102 lodging units) from the 100-year floodplain.

Conceptual site drawings road and parking improvements at Boys Town under Alternative 3 have been completed to allow the analysis of impacts of this potential project. See "Conceptual Site Drawings" at the end of the Alternative 3 discussion for site details and design drawings.

Visitor Day-use Parking Capacity and Transit

Alternative 3 would significantly reduce the maximum daily visitation to Yosemite Valley. The day parking, regional transit, and tour bus capacities would accommodate up to 6,289 day users at one time in Segment 2:

- Reduce available day-use parking spaces (- 740 spaces) for a total of 1,597 parking spaces accommodating a maximum of 4,168 people at one time.
- Accommodate an estimated 1,160 people at one time in circulation on Valley roads.
- Accommodate a maximum of 241 people at one time arriving to the Valley on regional transit.
- Retain tour bus parking at 15 spaces accommodating up to 720 people at one time.

Visitor circulation would be improved to reduce traffic congestion and to provide a better arrival experience for visitors. Major actions would include the following:

- Redesign day parking at Yosemite Village to provide 550 designated spaces.
- Construct a parking lot with 150 designated day parking spaces and a new 3,000 square foot comfort station west of Yosemite Lodge; provide 15 bus loading/unloading spaces.
- Redesign the intersection at Sentinel Bridge; switch Southside Drive to a two-way road.

Conceptual site drawings for the Yosemite Village Day-use Parking Area and the new parking lot west of Yosemite Lodge under Alternative 3 have been completed to allow the analysis of impacts of these potential projects. See "Conceptual Site Drawings" at the end of the Alternative 3 discussion for site details and design drawings.

ALTERNATIVES

Due to the reductions day use parking supply in this alternative, as compared to current peak demand, an East Yosemite Valley Day Use Parking Permit System would be instituted.

Regional transit service would be reconfigured to expand the number of routes, but to reduce runs on some routes, consistent with anticipated demand, as follows:

- Highway 140 (Merced to Yosemite Valley): Maintain service at 8 runs per day.
- Highway 41 between Fresno and Yosemite Valley: Implement new public transit service at 1 run/day.
- Highway 120 West (Groveland to Yosemite Valley): Reduce service to 1 run per day (summer only).
- Highway 120 East (Mammoth Lakes to Yosemite Valley): Maintain service at 1 run per day (summer only)

Under all the action alternatives, including Alternative 3, shuttle bus service would be improved by increasing the frequency of the year-round East Yosemite Valley service to 5 minute intervals during peak use. The Visitor Center Express service (summer only) would continue to run at 15 minute intervals. The El Capitan Crossover service (summer only) would continue to run at 30-minute intervals.

TABLE 8-26: TRANSIT OPTIONS- ALTERNATIVE 3

Regional Transit Options	
HWY 140 Merced/Mariposa to Yosemite Valley	8 runs per day (4 from Merced; 4 from Mariposa) (year round)
HWY 41 Fresno/Oakhurst to Yosemite Valley	1 run per day
HWY 120 West Groveland/Sonora to Yosemite Valley	1 weekday run- Sonora to Valley 2 weekend runs- Groveland to Valley (summer only)
HWY 120 East Inyo/Mono County (Mammoth Lakes) to Yosemite Valley	1 run per day (summer only)
Yosemite Valley Shuttle Options	
East Yosemite Valley	5 minute peak interval between buses Year round except Visitor Center direct
Visitor Center Express Yosemite Valley Day-use Parking Area to Visitor Center	15 min. interval between buses (summer only)
El Capitan Crossover	30 min. interval between buses (summer only)
West Yosemite Valley	No service

Administrative Activities

Administrative activities would be relocated further from the river:

- Relocate the Yosemite Lodge housekeeping and maintenance facilities to a location behind the Yosemite Lodge cafeteria.

Employee Housing and Employee Parking

Concessioner employee housing would be reduced. Compared to existing conditions, 229 fewer concessioner employees would be housed in Yosemite Valley. The remaining housing for 922 concessioner employees would be provided as follows:

- Provide housing for 436 employees at Curry Village.
 - Retain permanent housing in the Curry Village residential area (223 employees)
 - Retain housing at Curry Village stable (49 beds).
 - Construct 16 buildings housing 164 employees.
- Provide housing for 340 employees at Yosemite Village:
 - Retain permanent housing at Indian Creek, Lost Arrow, and Upper Tecoya (65 employees)
 - Retain Ahwahnee Row, Y Apartments, garage housing, and Hospital Row (43 employees)
 - Retain Tecoya Dorms (232 employees)
- Provide housing for 104 employees at Yosemite Lodge:
 - Construct new housing for 104 employees at Yosemite Lodge (two structures with 26 double-occupancy units each)

Four group administrative campsites (up to 120 people) would be retained at the Yellow Pine Administrative Campground.

Segment 3: Merced Gorge (Scenic Segment)

Actions to Protect and Enhance River Values

Actions to protect and enhance River Values in Segment 3 are all detailed in the section titled, “Actions Common to Alternatives 2-6” (see page 8-53).

User Capacity, Land Use and Facilities Management

This alternative would provide for similar kinds and amounts of use that exist today. The majority of actions for Alternative 3 in Segment 3 are discussed in the “Actions Common to Alternatives 2-6” (see page 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities & Services

Only private boats would be allowed in this segment for this alternative. Boaters would be allowed on the river below Pohono Bridge and run the river into El Portal (Segment 4). Boaters would be allowed to put in and take out at any of the roadside pull-outs. This use would be managed by a permit system and restricted to 5 boats per day.

Transit Options

Public transit options along this segment would be expanded as described in Segment 2, above.

Segment 4: El Portal (Scenic Segment)

Actions to Protect and Enhance River Values

All actions to protect and enhance river values in Segment 4 for Alternative 3 are addressed in “Actions Common to Alternatives 2-6” (see page 8-53).

User Capacity, Land Use and Facilities Management

Alternative 3 would provide for similar kinds and amounts of use that exist today. User capacity in Segment 4 for Alternative 3 is mostly affected by the increase in employee housing in El Portal. While all new units would be built outside of the 100-year floodplain, they would fall within the river corridor boundary.

Visitor Activities and Services

Most visitor activities and services in Segment 4 are considered in “Actions Common to Alternatives 2-6” (see page 8-77). Additional actions are listed below:

- Boating: Private boats would be allowed in Segment 4. Expected use would be mostly rafts and kayaks. Boaters would be permitted below Yosemite View Lodge to beyond the Foresta Bridge (at which point boaters would exit the segment.) Boaters would be able to use put-ins and take outs below the hotel, at the store/gas station and the Red Bud launch site. This use would be regulated through a permitting system that allows for up to 5 boats per day.

Visitor Overnight Capacity

No NPS overnight accommodations for the public are proposed in Segment 4 under any alternative. An expansive lodging complex is located on private land near the park boundary, but these lodging units are not under NPS jurisdiction.

Visitor Day Use Capacity

Day-use parking capacities would not change for Segment 4 in Alternative 3 (214 spaces).

Administrative Activities

All administrative activities in Segment 4 are considered in “Actions Common to Alternatives 2-6” (see page 8-53).

Employee Housing Capacity

In Alternative 3, high density employee housing would be added to the El Portal Village Center (12 beds) and Rancheria Flat (19 beds). All new units would be outside of the 100-year floodplain. These units would be added to accommodate for the units removed from Segment 2.

Employee and Administrative Parking Capacity

Most employee and administrative parking actions are discussed in “Actions Common to Alternatives 2-6” (see page 8-53). This additional housing would also include 27 employee overnight parking spots that would be established as a result of the additional housing units El Portal Village Center and Rancheria Flat.

Transit Options

Regional transit options would maintain existing service along the Highway 140 corridor. For a complete summary of transit activity that passes through this segment, see the Segment 2 summary above.

Segment 5: South Fork Merced River Above Wawona (Wild Segment)

Actions to Protect and Enhance River Values

There are no actions in Alternative 3 that are specific to this segment.

User Capacity, Land Use and Facilities Management

Alternative 3 would provide for similar kinds and amounts of use that exist today in Segment 5. The majority of actions for Alternative 3 in Segment 5 are discussed in the “Actions Common to Alternatives 2-6” (see page 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities and Services

Private boating would be allowed in this segment. Generally, use in this segment would consist of short floats using pack raft or other craft that can easily be carried into this remote area. Use levels would be unrestricted given the expected low use due to the remote nature of the river segment.

Transit Options

Specific transportation options for reaching Segment 5 trailheads are listed below under Segment 7.

Segments 6 and 7: Wawona and Wawona Impoundment (Recreational Segments)

Actions to Protect and Enhance River Values

In addition to the actions detailed in the section titled “Actions Common to Alternatives 2-6” (see page 8-53), protection and enhancement of cultural values and water quality would be accomplished through the actions described below.

Cultural Values/Water Quality

- Wawona stock campground: Relocate stock campground (2 sites) from culturally sensitive area to the Wawona Stables area.
- Wawona Campground: Retains 69 sites. Remove 27 sites that are either within the 100-year floodplain or in culturally sensitive areas.

User Capacity, Land Use and Facilities Management

Alternative 3 would provide for similar kinds and amounts of use that exist today. Notable changes to these segments in Alternative 3 would be the removal of the Wawona Golf Course and changes to the capacity of the Wawona Campground. The majority of actions for Alternative 2 in Segment 7 are discussed in the “Actions Common to Alternatives 2-6” (see page 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities and Services

- Allow only private boats in Segment 7. Expected use would be mostly kayaks and other small whitewater boats. Boaters would be permitted below Swinging Bridge to beyond the park line, with the exception of the Wawona Impoundment. Boaters would be able to use put-ins and take outs at Swinging Bridge, the store area, South Fork Picnic Area and below the campground. This use would be regulated through river patrol and monitoring as the use level is expected to be low, and therefore would not be limited.
- Remove the Wawona Golf Course and ecologically restore area while retaining as a spray field for reclaimed water. Repurpose the Golf Shop for another use.
- Remove the Wawona Hotel Tennis Court.
- Eliminate commercial day rides originating from the Wawona stables. Remove the stables and repurpose area as a stock use campground.

Visitor Overnight Capacity

The Wawona Campground would be reduced from 97 to 70 sites (444 people), including a group camping site (to accommodate up to 30 persons). The two campsites at the Wawona stock camp would be relocated to the Wawona stables and would accommodate 6 people per night each (12 people per night total). Total overnight capacity for the Wawona Campground would be 456 people.

Total overnight capacity for Segment 7 would be 176 lodging units and campsites that accommodate 703 people.

Visitor Day Use Capacity

Total visitor day use capacity for this area would be increased from 1,295 to 1,321 people at one time. This increase is due to new regional transit options that contribute up to 26 visitors at one time to this segment.

Transit Options

In-park shuttle options between Wawona and Yosemite Valley and Wawona and Mariposa Grove would continue. New regional transit options would be provided along the Highway 41 corridor with one run between Fresno and Yosemite Valley daily. Alternative 3 would have a maximum capacity of 26 visitors at one time arriving via regional transit.

Segment 8: South Fork Merced River Below Wawona (Wild Segment)

Actions to Protect and Enhance River Values

There are no actions in Alternative 3 that are specific to this segment.

User Capacity, Land Use and Facilities Management

Alternative 3 would provide for similar kinds and amounts of use that exist today in Segment 8 and significant changes are not proposed. The majority of actions for Alternative 3 in Segment 8 are discussed in the “Actions Common to Alternatives 2-6” (see page 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities and Services

Private boating would be allowed in this segment. Generally, use in this segment would consist of short floats using pack raft or other craft that can easily be carried into this remote area. Permits would not be required as the expected use level is very low.

Transit Options

Transit services for access to this segment are described above under Segment 7 (see above).

Analysis of Facilities and Services

Table 8-27 presents the park's assessment of the particular facilities and services that would be needed to support public use and/or to protect river resources based on the types, levels, and locations of use proposed for Alternative 3. As an example, the goals of this alternative include a more dispersed visitor experiences and extensive riverbank Restoration. This alternative would direct comprehensive restoration within 150 feet of the Merced River and prescribe visitor use levels lower than current levels, therefore making it possible to convert the Housekeeping Camp to a day-use area and the Merced Lake High Sierra Camp a temporary pack stock camp. Camping and lodging would be less than today, only more dispersed because Yosemite Lodge would remain, as would most of the campgrounds.

TABLE 8-27: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 3

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 1: Wild			
Merced Lake High Sierra Camp	Re-purposed as temporary pack camp	Yes: This facility offers rustic accommodations to visitors traveling independently or as a part of the organized High Sierra Loop Trip offered by the concessioner in cooperation with the NPS. The number of camp beds allowed under this alternative are needed to support public use in a manner that is consistent with the types and amounts of visitor use that have been found to protect and enhance river values.	No: The High Sierra Camp is outside designated Wilderness; however it is surrounded by designated wilderness. Designated wilderness precludes the construction of new facilities such as this. Alternatives in Chapter 8 consider various means of addressing impacts to ORVs.
Merced Lake Backpackers Camping Area	Converted to dispersed camping	No: Consistent with the land use restoration and visitor experience goals of this alternative, this designated camping is no longer needed.	No: A designated campground reduces resource impacts from dispersed camping. Alternatives in Chapter 8 consider various mitigations for the existing campground.
Little Yosemite Valley Camping Area	Converted to dispersed camping	No: Consistent with the land use restoration and visitor experience goals of this alternative, this designated camping is no longer needed.	No: A designated campground reduces resource impacts from dispersed camping. Alternatives in Chapter 8 consider various mitigations for the existing campground.
Moraine Dome Camping Area	Converted to dispersed camping	No: Consistent with the land use restoration and visitor experience goals of this alternative, this designated camping is no longer needed.	No: A designated campground reduces resource impacts from dispersed camping. Alternatives in Chapter 8 consider various mitigations for the existing campground.
Segment 2: Curry Village and Campgrounds			
Upper Pines Campground	Reduced	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.
Lower Pines Campground	Reduced	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.
North Pines Campground	Reduced	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.
Backpackers Campground	Removed (partially re-located)	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience. In addition, this campground is critical for backpackers who need to start or end their wilderness trip in Yosemite Valley.	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.

TABLE 8-27: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 3

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
Valley Campground Reservation Center	Re-located (due to Southside Drive re-routing)	Yes: The Valley Campground Reservation Center is an essential National Park Service point-of-contact for campers, and those who seek campsites, in Yosemite Valley. The Campground Reservation Center staff sells campsite reservations for all campsites in the park available for reservations. The Reservation Center is operated on a year-round basis.	Yes. The Campground Reservation could be moved from its existing location. However, it is important to the successful delivery of services provided from the reservation center that any alternative location be near the Valley campgrounds.
Housekeeping Camp Lodging Units	Removed (re-purposed as day-use river access area)	No: Under this alternative, the level of visitor accommodations is reduced and, therefore, consistent with the land-use restoration goals.	No. While some buildings within the Housekeeping Camp complex could be relocated to sites further from the Merced River, it is not feasible to consider a wholesale relocation of the lodging units.
Housekeeping Camp Shower Houses and Restrooms	Retained 1 restroom. Removed shower houses, laundry, and grocery.	Yes: Public restrooms are needed in many areas throughout the river corridor to comply with public health regulations and meet the basic personal needs of visitors and employees. The public showers at Housekeeping Camp are provided for guest use as well as other patrons, including campers and hikers.	No. The Housekeeping Camp restrooms and shower houses are components of the overnight guest accommodations at this location. They are required to be located within or very near the overnight sleeping units.
Housekeeping Camp Laundry	Removed	No: The public laundromat at Housekeeping Camp is not needed with the elimination of the Housekeeping Camp.	No. This service is provided for Housekeeping Camp guests and is directly linked to the camp; relocating the service and providing a general laundry facility for park visitors is not necessary.
Housekeeping Camp Grocery	Removed	No: This need for the grocery store is tied to the level of lodging units at Housekeeping Camp. With a reduction of lodging, the grocery store is not needed.	Yes. The merchandise offered at this location is offered elsewhere in Yosemite Valley.
Curry Village Lodging and Shower Houses	Reduced	Yes: Curry Village offers rustic and economy overnight guest accommodations consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs. This facility is needed to support public use by visitors who do not camp.	No. This lodging facility is part of a National Register Historic District. It is not feasible to relocate the complex, including shower and toilet facilities needed by guests in without-bath accommodations, to locations outside the river corridor.
Curry Village Overnight Parking	Retained	Yes: Parking at Curry Village is needed to support the day and overnight visitors who use Curry Village.	No. Parking areas of in these locations are needed to support overnight guests at this location.
Curry Orchard Parking Area	Re-developed	Yes: Parking at Curry Village Orchard is needed to support day and overnight visitors who use Curry Village.	No. Parking areas of in these locations are needed to support overnight guests at this location.
Curry Village Raft Rental	Service eliminated / facility removed	No: This is not a vital visitor service under this alternative.	N/A: This service will be eliminated.
Concessioner Stables in Yosemite Valley	Reduced (as staging area for MLHSC pack stock)	Yes: The stable operation at in Yosemite Valley supports the High Sierra Camp operations. The location of the stables is within reach of each of the High Sierra camps by one day's ride, and trailering stock from El Portal or Wawona would be a substantial operational burden due to time and distance required to reach trailheads.	No. There are no other suitable locations for a stable operation, neither in proximity to other visitor services nor proximity to the Valley trail system used to access the Merced Lake High Sierra Camp.

TABLE 8-27: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 3

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
Concessioner Stables Employee Housing Area	Retained	Yes: This housing facility is necessary to accommodate a employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Northside Drive (Stoneman Bridge to Yosemite Village Day-use Parking Area)	Roadway section removed	No: Under this alternative this segment of Northside Drive through Ahwahnee Meadow is removed and therefore this bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would access the east Yosemite Valley by way of Southside Drive, which would be converted to two-way traffic. This change in traffic circulation for Yosemite Valley would be feasible due to substantial reduction in visitor use levels.	N/A This section of roadway is removed and traffic is re-routed to Yosemite Valley destinations using nearby roadway sections.
Southside Drive (through Stoneman Meadow)	Roadway section removed	No: Under this alternative this segment of Southside Drive through Stoneman Meadow is and traffic is routed through Curry Village giving pedestrians, bicycles, NPS law enforcement and fire protection access the east Yosemite Valley. This change in traffic circulation for Yosemite Valley would be feasible due to substantial reduction in visitor use levels.	N/A This section of roadway is removed and traffic is re-routed to Yosemite Valley destinations using nearby roadway sections.
Sugar Pine Bridge	Removed	No. Under this alternative this pedestrian, bicycle, and emergency vehicle bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would be re-routed north of river so that visitors can access points of interest in Yosemite Valley. Removal of this bridge will restore free-flowing conditions and riparian habitat.	No. It is not feasible to relocate the existing roadway and bridges from their present location given the circulation system for Yosemite Valley.
Ahwahnee Bridge	Removed	No. Under this alternative this pedestrian, bicycle, and emergency vehicle bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would be re-routed north of river so that visitors can access points of interest in Yosemite Valley. Removal of this bridge will restore free-flowing conditions and riparian habitat.	No. It is not feasible to relocate the existing roadway and bridges from their present location given the circulation system for Yosemite Valley.
Stoneman Bridge	Removed	No. Under this alternative the segment of Northside Drive through Ahwahnee Meadow is removed and therefore this bridge is not needed to support public use of the river corridor. Pedestrian, bicycle, NPS law enforcement and fire protection traffic would access the east Yosemite Valley by way of Southside Drive, which would be converted to two-	No. It is not feasible to relocate the existing roadway and bridges from their present location given the circulation system for Yosemite Valley.

TABLE 8-27: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 3

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Curry Village and Campgrounds (cont.)			
		way traffic. Park visitors would be able to access points of interest in Yosemite Valley via Clark's and Happy Isles Bridges. Removal of this bridge will restore free-flowing conditions and riparian habitat.	
Upper Pines RV Loop and Walk-in Campground (New)	Constructed	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience	No. No alternative areas of sufficient size or location (adjacent to the river, which is an integral part of the camping experience) could accommodate this campground in Yosemite Valley.
Segment 2: Yosemite Village and Housekeeping Camp			
Ahwahnee Row Employee Housing	Retained	Yes: This housing facility is necessary to accommodate a employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to protect and enhance river values.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Lower Tecoya Employee Housing Area	Retained	Yes: Housing facilities to accommodate a portion of the workforce necessary to provide visitor services consistent with the land use restoration and visitor experience goals of this alternative.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Lost Arrow Employee Housing Area	Removed and re-developed (as administrative parking)	No: Under this alternative removal of this facility is consistent with land-use restoration goals and these housing facilities are not needed given the substantial reduction of commercial services and lodging.	No. There are no other suitable locations to move employee housing to in Yosemite Valley both in terms of size of these facilities and the need for them to be proximate to guest services to accommodate shift work schedules.
Re-route Northside Drive south of Yosemite Village Day-use Parking Area and outside of the 10-year floodplain	Re-routed roadway	Yes: This roadway serves as the exit road for all Yosemite Valley traffic. The congestion created in this vicinity is a result of pedestrian-vehicle conflicts that would be completely mitigated if no pedestrians were required to cross the road from the parking lot to access numerous visitor services including the primary visitor center, museum, and the Valley shuttle.	No. While some changes to the exact location of the road system could be feasibly rerouted for approximately ¼ mile, it could not be removed in its entirety unless a suitable replacement that would accommodate high volume visitor traffic in Yosemite Valley is identified.
Yosemite Village Day-use Parking Area	Re-developed and expanded	Yes: This facility will serve as the primary day-use parking lot for Yosemite Valley because it is proximate to numerous visitor services including the primary visitor center, museum, and the Valley shuttle. A day-use visitor parking area of this size is needed to support the level of public use that has been found to protect and enhance river values.	No. While some changes to the exact location of the parking lot and road system leading to the parking lot could be feasibly relocated, the parking lot could not be removed in its entirety unless a suitable replacement that would accommodate high volume visitor parking in Yosemite Valley is identified.

TABLE 8-27: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 3

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Village and Housekeeping Camp (cont.)			
Residence 1 (Superintendent's House)	Relocated	Yes. This historic structure is a component of the Historic Resources ORV and would be rehabilitated and used to support the visitor experience.	Yes. Under this alternative, the facility would no longer be a component of the Historic Resources ORV and could be relocated outside the river corridor to the lower NPS housing area.
Segment 2: Yosemite Lodge and Camp 4 Area			
Yosemite Lodge Overnight Units	Reduced	Yes: Yosemite Lodge offers mid-scale and economy overnight guest accommodations for visitors who do not or are unable to camp. The number of units allowed under this alternative are needed to support public use in a manner that is consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs. Yes: Parking is needed to support visitors who stay at Yosemite Lodge. Parking is also needed for park partner organizations and NPS staff who use the Lodge's meeting and interpretive spaces (i.e., the Cliff Room, Gardner Terrace, and the outdoor amphitheater).	No. While some buildings within the Yosemite Lodge complex could be relocated to sites further north of the Merced River, however, it is not feasible to consider a wholesale relocation of the complex to an alternative location.
Yosemite Lodge Overnight Parking	Retained		No. As long as visitor services are provided at Yosemite Lodge, it will be necessary to provide parking near the Lodge complex.
Yosemite Lodge Garden Terrace and Cliff Room	Retained	Yes: These areas are used for interpretive programs and for training courses, meetings, and special events. These facilities are vital to National Park Service and park partner operations.	No. The Garden Terrace and Cliff Rooms are within the existing buildings at the Yosemite Lodge complex. The activities taking place at these locations could be considered for relocation to alternative facilities, however, it is not feasible to consider removing the buildings in their entirety.
Yosemite Lodge Gift and Grocery (Convenience Shop)	Reduced	Yes: The facility provides visitors a limited range of merchandise including packaged and fresh groceries, sundries, and outdoor products frequently needed by campers and hikers.	No. The building currently housing the Yosemite Lodge Gift and Grocery Store is part of the Yosemite Lodge food service and retail structure and would be infeasible to relocate. However, the merchandise offered for sale from this facility could be relocated to other retail outlets in Yosemite Valley if sites outside the river corridor are identified.
Yosemite Lodge Mountain Room Bar & Food Service	Retained	Yes: Food services are necessary to support day visitors and those overnight visitors who are staying in lodging units without kitchenettes.	No. The building currently housing the Mountain Room Bar is part of the Yosemite Lodge food service structure and would be infeasible to relocate.
Yosemite Lodge Mountain Room Restaurant	Retained	Yes: Food services are necessary to support day visitors and those overnight visitors who are staying in lodging units without kitchenettes.	No. The building currently housing the Mountain Room restaurant is part of the Yosemite Lodge food service structure and would be infeasible to relocate. However, the merchandise offered for sale from this facility could be relocated to other retail outlets in Yosemite Valley if sites outside the river corridor are identified.

TABLE 8-27: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 3

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 2: Yosemite Lodge and Camp 4 Area (cont.)			
Yosemite Lodge Highland Court Employee Housing (Existing and New)	Replaced with permanent housing proximate to current location	Yes: This housing facility is necessary to house employees who provide visitor services at the Yosemite Lodge complex that are consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs. Employee housing proximate to work site are vital given the demand for shift-workers and to reduce inter-Valley commuting.	No. The employees who are accommodated at this facility work at the Yosemite Lodge and need to be collocated for operational efficiencies.
Yosemite Lodge Employee Housing (Thousands Cabins) (Existing)	Removed and relocated (incorporated into permanent housing above)	Yes: This housing facility is necessary to house employees who provide visitor services at the Yosemite Lodge complex that are consistent with the types and amounts of visitor use that have been found to protect and enhance ORVs. Employee housing proximate to work site are vital given the demand for shift-workers and to reduce inter-Valley commuting.	No. The employees who are accommodated at this facility work at the Yosemite Lodge and need to be collocated for operational efficiencies.
Yosemite Lodge Day-use Parking Area (New)	Constructed	Yes: This facility will serve as a critical day-use parking lot for Yosemite Valley because substantial numbers of roadside parking spaces adjacent to meadows will be removed in the vicinity of the Yosemite Village Day-use Parking Area. This new parking area will serve as trailhead parking for the upper and lower Yosemite Falls trail, and overflow evening parking for Camp 4 Campground. It will also be used for the Wahhoga Cultural Center.	No. No alternative areas of sufficient size or location proximate to upper and lower Yosemite Falls trailhead, Wahhoga, Camp 4 and the Yosemite Lodge could accommodate this parking area.
Segment 2: West Yosemite Valley			
Yellow Pine Administrative	Retained	Yes: This administrative camping area is used by volunteers and researchers whose work is critical to meeting our NPS mission.	No. No alternative areas of sufficient size or location could accommodate this campground.
Segment 4: El Portal			
Rancheria Employee Housing Area (New)	Constructed	Yes: This housing facility is necessary to accommodate employees who provide visitor services that are consistent with the types and amounts of visitor use that have been found to be protect and enhance ORVs, and to accommodate employees who provide resource protection services consistent with the mission of the National Park Service and current agency management policies.	No. In-fill employee housing should occur within existing employee housing areas
El Portal Remote Parking at Abbeville / Trailer Village (New)	Constructed	Yes: This parking area will provide a vital queuing and staging area during peak use periods when congestion in the East Yosemite Valley reaches conditions whereby the National park Service would not permit more vehicles to add to the crowding. Day-use visitors would be provided shuttle service to Yosemite Valley from this location.	No. There are no other suitable locations proximate with direct access to Highway 140 before entering Yosemite National Park boundary.

TABLE 8-27: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 3

Site Planning Area	Action	Justification: Is the Facility Needed for Public Use or Resource Protection?	Feasibility: If facility or services is necessary, is it feasible to relocate outside of the river corridor?
Segment 5 (Wild), Segments 6 & 7 (Recreational), Segment 8 (Wild)			
Wawona Campground	Reduced	Yes: Camping is a component of the recreational ORV in this segment. Campgrounds are necessary to provide overnight opportunities that connect visitors with a direct outdoor experience.	No. This campground could not be relocated as no suitable alternative site exists in the Wawona proper adjacent to the river, which is an integral part of the camping experience.
Wawona Hotel Tennis Court	Removed	No: Opportunities for this type of visitor recreation is not considered a vital visitor service given the land use and visitor experience goals under this alternative.	N/A: This service will be eliminated.
Wawona Hotel Golf Course & Shop	Removed	No: Opportunities for this type of visitor recreation is not considered a vital visitor service given the land use and visitor experience goals under this alternative.	N/A: This service will be eliminated.
Wawona Stables	Retained	Yes: The need for the Wawona Stables infrastructure is driven, in part, by commercial day rides, which are eliminated.	No. The stable operates from a historic structure that could not be feasibly relocated.
Wawona Commercial Horseback Day Rides	Service eliminated	No: Opportunities for this type of visitor recreation is not considered a vital visitor service given the land use and visitor experience goals under this alternative.	N/A: This service will be eliminated.

Conceptual Site Drawings

Boys Town

In Alternative 3, Southside Drive would be re-routed around Stoneman Meadow, all of the Boys Town cabins and facilities removed, and the area restored to natural conditions. The Curry Orchard Day-use Parking Area would be partially restored to facilitate Stoneman Meadow restoration while retaining approximately 300 parking spaces.

Yosemite Village Day-use Parking Area

In Alternative 3, the existing 6-acre Yosemite Village Day-use Parking Area and all associated roadway improvements would be moved outside of the 10-year floodplain of the river to facilitate riparian restoration goals and to prevent further resource damage. Restoration actions would remove non-native fill material, re-contour the topography, and plant native vegetation. The redesigned parking area would be formalized to provide a total of 550 parking spaces. Northside Drive would be realigned to the south edge of the parking area where it would connect with Sentinel Drive and continue west to Yosemite Falls and park exits. Consolidating the parking to the north of Northside Drive, with new and improved walkways to Yosemite Village, would eliminate vehicle and pedestrian conflicts. A new bus passenger unloading area would be established east of the Village market and five new spaces provided for bus parking. The Concessioner General Office, Concessioner Garage, Arts and Activities Center (former bank building) would be removed, while the Village Sport Shop would be repurposed as a visitor contact station.

The area of disturbance for improvements at Camp 6 in Alternative 2 would cover approximately 22 acres and include 14 acres of clearing and grubbing, 1.2 acres for existing building removal, 1,000 square feet for the new restroom, 5.4 acres of pavement removal, 1.7 acres of new roadway, 2.4 acres for new parking, 14,900 square feet of utility service trenching, and 38,000 square feet for new pedestrian pathways. Construction staging would cover an area of approximately 2 acres.

Yosemite Lodge Parking Area

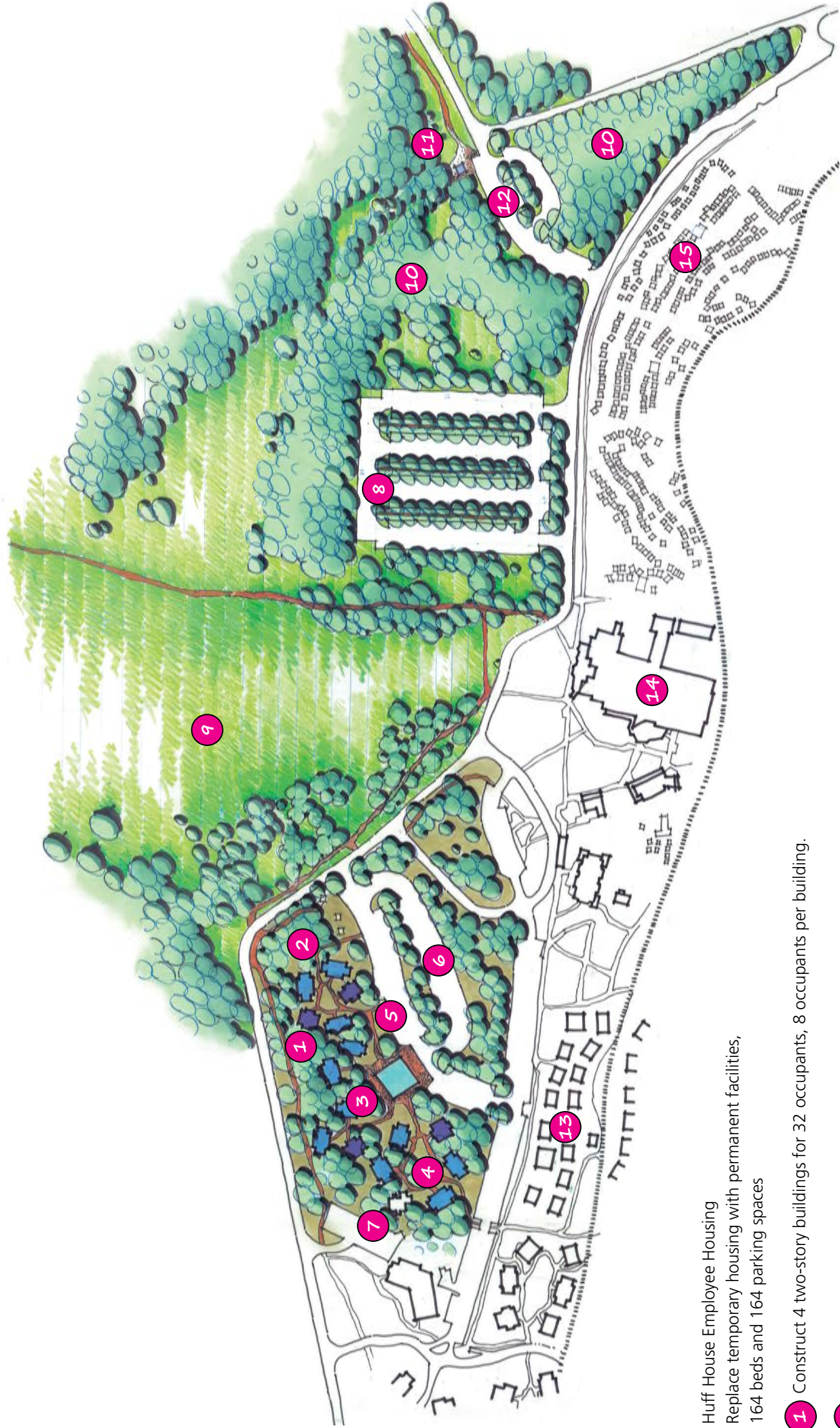
In Alternative 3, the area west of Yosemite Lodge, currently used as parking for tour buses, transit buses and for overnight guests, would be re-developed to provide 150 day-use parking spaces, parking for 15 buses, a new 3,000 square foot comfort station and a re-located shuttle stop. The existing tour bus drop off area would be relocated to the Highland Court area. The wellness center, linen storage and laundry buildings would be removed. Ground disturbance within a 11.2 acre footprint west of the Lodge would include 8.6 acres of clearing and grubbing, 55,850 square feet of existing building and pavement removal, 3,000 square feet for the new comfort station and shuttle stop, 13,300 square feet of utility service trenching, 2.5 acres for parking, and 2,500 square feet for pedestrian pathways. Construction staging would take place over a 2 acre area within the existing footprint. Existing vegetation would be retained to separate and screen parking bays while bioswales would serve to filter and treat storm water run-off.

Yosemite Lodge Housing

In Alternative 3, the temporary modular housing at Highland Court, and the Thousand Cabins would be removed and replaced with two new buildings to house 104 concessioner employees. In addition, a new parking area would provide 78 employee parking spaces, parking for 3 shuttle buses, and 53 day-use parking

ALTERNATIVES

spaces for the public. Ground disturbance for the two housing sites would cover a total of 7.4 acres and would include 45,500 square feet of preparation for the new buildings, 5,500 square feet of utility service trenching, and 1.8 acres for parking.



Huff House Employee Housing
Replace temporary housing with permanent facilities,
164 beds and 164 parking spaces

- 1 Construct 4 two-story buildings for 32 occupants, 8 occupants per building.
- 2 Construct 11 two-story buildings for 132 occupants, 12 occupants per building.
- 3 Provide common recreational area, approximately 3,600 square feet.
- 4 Build plaza areas and walkways with site furnishings, accent paving, and enhanced landscaping.
- 5 Construct a shuttle bus stop.
- 6 Remove ice rink and bicycle rentals. Construct an employee parking facility with 164 spaces.
- 7 Retain historic residence for housing purposes.

Curry Orchard Parking Area

- 8 Improve parking area with 300 spaces and landscape buffers with trees and bioswales that will treat storm water run-off. Provide pedestrian walkways.

Stoneman Meadow Restoration

- 9 Remove Stoneman Road and adjacent recreation trail. Extend boardwalk from existing terminus (at Stoneman Road) to Curry Village Pavilion area, improve hydrology, remove invasive species, promote weed control and plant native species.

Boys Town

- 10 Remove existing guest accommodations and ecologically restore lands.
- 11 Relocate Campground Reservation Center and provide 8 parking spaces.
- 12 Construct a roadway to connect Curry Village and East Valley campgrounds. Provide additional roadside parking.

Existing Curry Village Visitor Services

- 13 Retain existing historic cabins and Stoneman Cottage (65 lodging units).
- 14 Retain existing Curry Pavilion.
- 15 Retain 290 tents.



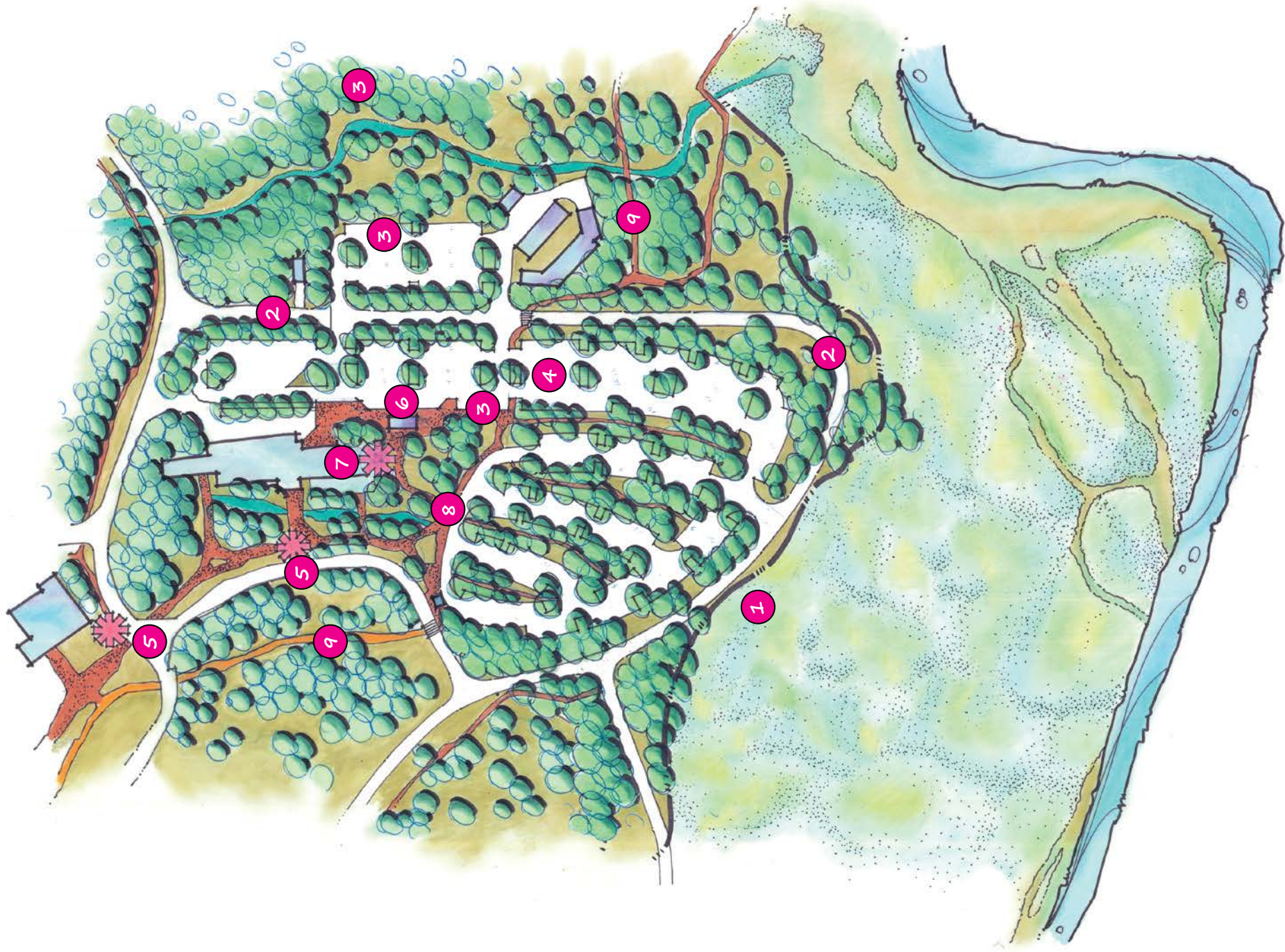
NORTH

Alternative 3 Conceptual Site Drawing for Curry Village

Yosemite National Park
United States Department of the Interior • National Park Service

* These drawings are provided to demonstrate where facilities would be removed, relocated, or constructed according to actions more fully described by project alternatives. The drawings do not represent a final proposal. More detailed design and construction documents would be developed consistent with the general concepts presented here.

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- 1 Use the 10-year floodplain to establish limits of development. Restore wetlands and meadow.
- 2 Reroute Northside Drive to conform to the floodplain extent and south edge of day-use parking area. Northside Drive is eliminated east of this location.
- 3 Eliminate Concessioner General Office and Garage between the Village Store and Ahwahnee Meadow, providing more space for visitor parking. Employee dormitories and housing would be removed in Alternative 2 (as drawn), but retained in Alternative 3.
- 4 Provide 550 day-use parking spaces in between Northside Drive and Yosemite Village. Integrate landscaped areas to retain large numbers of trees, and include bioswales that will treat storm water run-off. Improve access through a system of pedestrian pathways leading to the Yosemite Village mall.
- 5 Retain existing shuttle stops on Visitor Center Loop Drive.
- 6 Establish bus passenger unloading area east of the Yosemite Village mall.
- 7 Replace Village Sport Shop with visitor contact station.
- 8 Eliminate art activity center and improve pedestrian access.
- 9 Improve pedestrian connections and bike paths east and west of the day-use parking area.



Alternatives 2 and 3

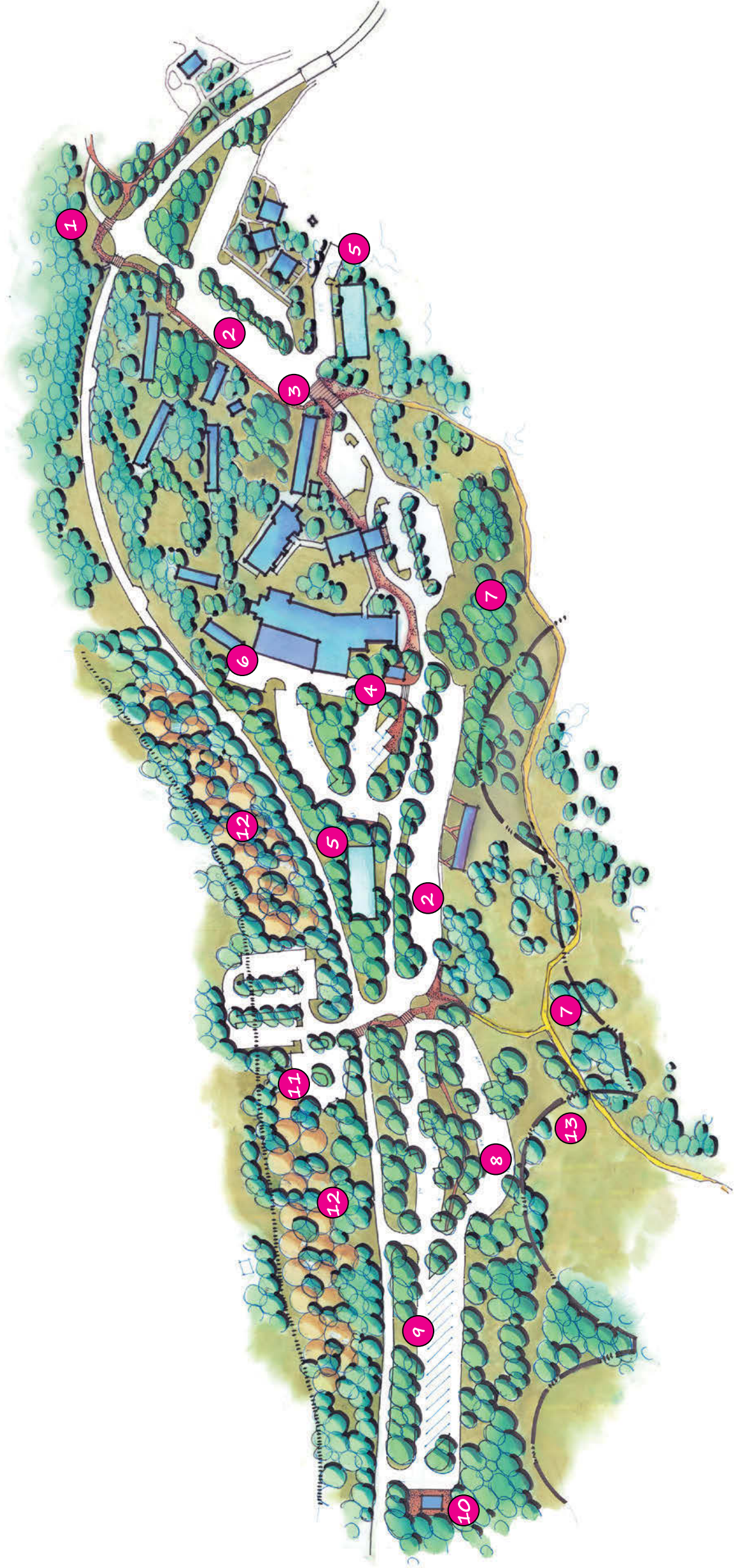
Conceptual Site Drawing for

Yosemite Village Day-use Parking Area

Yosemite National Park
United States Department of the Interior • National Park Service

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- 1 Move pedestrian crossing to Yosemite Falls west of the existing intersection.
- 2 Maintain parking for overnight guests.
- 3 Enhance pedestrian circulation system.
- 4 Construct tour bus loading and unloading area, with shelter.

- 5 Construct employee housing in 2 two-story buildings with 52 occupants per building and 39 employee parking spaces per building.
- 6 Relocate linen storage and laundry buildings to an addition to the food service building. Reconfigure truck loading and unloading area.
- 7 Remove existing NPS volunteer office and 4 guest lodging buildings from the 100-year floodplain, restore vegetation and hydrological processes.

- 8 Construct 150 day-use parking spaces at Yosemite Lodge Day-use Parking Area. Maintain existing vegetation as buffers to separate and screen parking bays, provide pedestrian pathways and bioswales that will retain storm water run-off.
- 9 Construct 15 tour bus parking spaces.
- 10 Construct a shuttle bus stop with shelter and comfort station.
- 11 Construct 41 additional parking spaces at Camp 4.

- 12 Retain 35 existing walk-in campsites at Camp 4. Construct 35 additional walk-in sites opposite existing parking facility. Occupancy is limited to 6 campers per site. Standard walk-in campsite is 3,850 square feet (70-foot diameter), including 1,200 square feet of clearance with a 15-foot perimeter buffer.
- 13 Protect and enhance a 150-foot riparian buffer.



Alternative 3
Conceptual Site Drawing for
Yosemite Lodge and Camp 4
Yosemite National Park
United States Department of the Interior • National Park Service

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