

ALTERNATIVE 4: RESOURCE-BASED VISITOR EXPERIENCES AND TARGETED RIVERBANK RESTORATION

Overview

The guiding principles of Alternative 4 include restoration of portions of the floodplain and the riparian area within 150 feet of the river. This alternative focuses on providing only those commercial services and facilities that facilitate resource-based visitor experiences. It accommodates lower maximum visitor use levels than today, with large increases in overnight camping capacity and moderate decrease in the overnight lodging capacity.

Management actions in Alternative 4 would:

- Restore 223 acres of meadow and riparian habitat.
- Significantly increase the campsite inventory in all river segments (+37%) and in Yosemite Valley (+50%).
- Reduce the lodging inventory in all river segments (-20%) and in Yosemite Valley (-20%).
- Reduce day-use parking for Yosemite Valley (-12%).
- Reduce commercial services.
- Make targeted changes to the traffic circulation pattern in Yosemite Valley to accommodate ecological restoration goals and reduce traffic congestion.
- Accommodate approximately 17,000 visitors per day in East Yosemite Valley.
- Continue to manage overnight use capacity through wilderness permits, and 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

Summary of Actions to Protect and Enhance River Values

Alternative 4 would protect and enhance river values through targeted ecological restoration focused on enhancing the habitat quality of the riparian zone and the hydrologic function of the river. Alternative 4 would balance the enhancement of these river values with maintaining much of the existing traffic circulation pattern and infrastructure. This alternative would ecologically restore the area currently occupied by the Merced Lake High Sierra Camp, the portion of Housekeeping Camp that is within the ordinary high water mark of the river, and all campsites and associated infrastructure within 150 feet of the river. The free-flowing condition of the river would be enhanced by removing two bridges. Hydrologic connectivity of meadows to the riparian floodplain would be enhanced through the removal the segment of road that bisects Stoneman Meadow.

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 8-28 provides a summary of the proposed actions that would occur under Alternative 4 to protect and enhance river values.

TABLE 8-28: ADDITIONAL ACTIONS TO PROTECT AND ENHANCE RIVER VALUES, ALTERNATIVE 4

Ecological Restoration Actions (Free Flow, Water Quality, Geologic/Hydrologic, and Biological Values)	
Corridorwide	
Ecological Restoration Acreage	164 acres (common to all) plus an additional 59 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	
Riparian Buffer / Floodplain	Remove the Merced Lake High Sierra Camp and restore the floodplain to natural conditions.
Segment 2: Yosemite Valley	
Free Flow /Geologic/ Hydrologic Values	Remove Ahwahnee and Sugar Pine bridges to enhance the free-flowing condition of the river.
Riparian Buffer / Floodplain	- Ecologically restore 19.7 acres of habitat in former Upper and Lower River Campgrounds; construct campsites 150 feet away from the river - Move Yosemite Village Day-use Parking Area parking north at least 150 feet away from the river. - Remove portions of North Pines, Lower Pines, and Wawona Campgrounds that are within 150 feet of the river. - Remove portions of Housekeeping camp and restore the floodplain to natural conditions.
Meadow Restoration	Remove 1,335 feet of Southside Drive through Stoneman Meadow to enhance connectivity of the meadow and floodplain
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 size of LYV camping area. - Expand footprint of Merced Lake camping area (to reduce person density in this area)

User Capacity, Land Use, and Facilities Management

Alternative 4 would focus on providing resource-based visitor experiences, increasing camping opportunities, and reducing commercial services. The number of visitors to Yosemite Valley would remain unchanged; however, overnight use would increase while day use decreased. Table 8-29 provides a summary of user capacities by use type and location.

TABLE 8-29: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 4

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 4	
	Unit Type	Units	People	Units	People
Wilderness Above Nevada Fall					
Visitor Overnight Use	Zone Capacities & Beds	380	380	270	270
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
Yosemite Valley					
Visitor Overnight Use	Rooms & Campsites	1,500	6,564	1,524	7,224
Visitor Day Use	Parking Spaces & Buses	-	8,272	-	7,554
Employee Housing	Employee Beds	1,315	1,315	1,087	1,087
Administrative Day Use	Parking Spaces	166	332	166	332

TABLE 8-29: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 4

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 4	
	Unit Type	Units	People	Units	People
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	414	740
Employee Housing	Employee Beds	192	192	300	300
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	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	-	1,399
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 Yosemite Valley would be increased by approximately 50%; this increase would be partially offset by camping reductions in Wawona, but corridorwide there would still be a 37% net increase in campsites. All campsites within 150 feet of the river would be removed and replaced by new campgrounds adjacent to the Upper Pines Campground, east of Camp 4, west of Backpackers Camp, and west of Yosemite Lodge. Under Alternative 4, the total number of campsites in Yosemite Valley would increase to 701, and the total number of campsites available in the corridor would be 773. Table 8-30 provides a summary of the proposed changes to camping.

TABLE 8-30: CAMPING FACILITIES- ALTERNATIVE 4

Existing Locations	Alt 1 (No Action)	Alt 4	Details
Backpackers	25 sites	0 sites	25 walk-in sites removed, of which 21 are within 150 feet of the river; 16 of these walk-in 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

TABLE 8-30: CAMPING FACILITIES- ALTERNATIVE 4

Existing Locations	Alt 1 (No Action)	Alt 4	Details
Wawona Campground	99 sites	72 sites	27 sites removed within 150 feet of river or in culturally sensitive areas
Total Existing Locations	565 sites	462 sites	
New Locations	Sites	Alt 4	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	87 sites	36-site RV loop and a walk-in campground with 49 sites and 2 group sites constructed
Former Upper River	0 sites	32 sites	30 walk-in and 2 group sites constructed 150 feet from river in the former footprint of the Upper River Campground
Former Lower River	0 sites	40 sites	40 walk-in sites constructed 150 feet from the river in the former footprint of the Upper River Campground
Yosemite Lodge	0 sites	20 sites	20 RV sites constructed west of Yosemite Lodge and adjacent to parking area
Boys Town	0 sites	40 sites	40 drive-in sites constructed
Concessioner Stables	0 sites	41 sites	Stables redeveloped as a campground with 41 drive-in sites
Total New Camping	0 sites	311 sites	
Total Camping in Corridor	565 sites	773 sites	

Lodging

In-park lodging availability would be reduced by approximately 20% as compared to Alternative 1. Management actions related to lodging would focus on removing lodging units from within the ordinary high-water mark at Housekeeping Camp and in Wilderness. All permanent infrastructure at the Merced Lake High Sierra Camp would be removed, allowing the area to be converted to designated Wilderness. Curry Village lodging would be retained except for the units removed from the Boys Town area, which would be redeveloped as a new campground. No new hard-sided lodging would be constructed in Alternative 4 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 927 units. Table 8-31 provides a summary of the proposed changes to lodging and the reasons for those proposed changes.

TABLE 8-31: LODGING FACILITIES- ALTERNATIVE 4

Wilderness	Alt 1 (No Action)	Alt 4	Details
Merced Lake High Sierra Camp	22 units (60 beds)	0 units	Lodging facility removed and area converted to designated Wilderness.
Yosemite Valley	Alt 1	Alt 4	Details
Ahwahnee Hotel	123 rooms	123 rooms	No change at this National Historic Landmark
Housekeeping Camp	266 tent cabins	100 tent cabins	Remove 166 units out of the observed high-water mark
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 would be re-routed and re-developed as a 40-site campground
Yosemite Lodge	245 rooms	245 rooms	No changes at this lodging facility

TABLE 8-31: LODGING FACILITIES- ALTERNATIVE 4

Wawona	Alt 1	Alt 4	Details
Wawona Hotel	104 rooms	104 rooms	No change at this National Historic Landmark
Total Lodging in Corridor	1,160 units	927 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 12% 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 for East Yosemite Valley would be implemented in this alternative during the peak summer season. Table 8-32 provides a summary of the total number of parking spaces for each segment of the corridor where parking would occur.

TABLE 8-32: NUMBER OF DAY-USE PARKING SPACES IN SEGMENTS– ALTERNATIVE 4

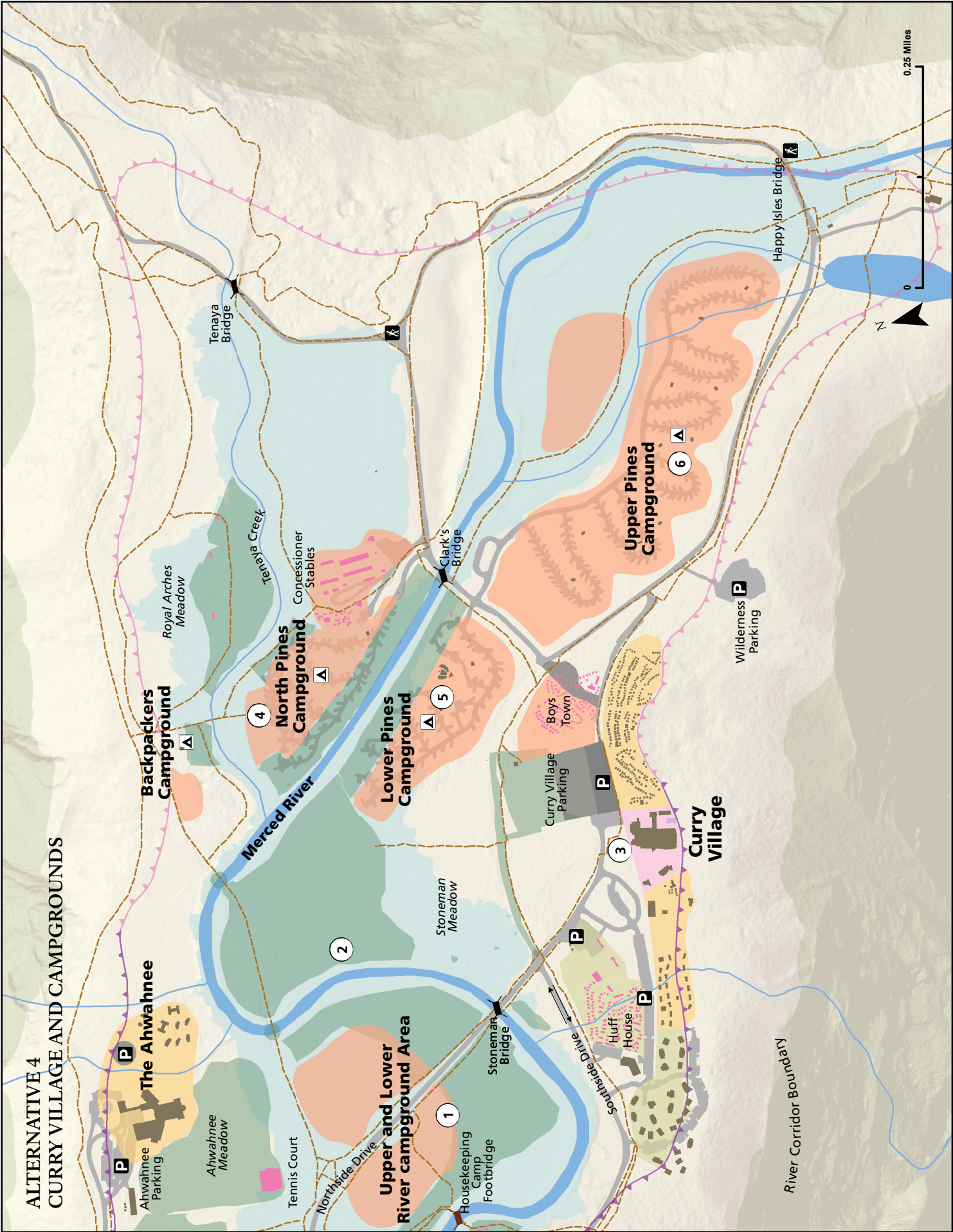
Location	Alt 1 (No Action)	Alt 4
Segment 2: Yosemite Valley	2,337 spaces	2,045 spaces
Segment 3: The Gorge	180 spaces	180 spaces
Segment 4: El Portal	214 spaces	414 spaces
Segment 7: Wawona	290 spaces	290 spaces
Total Parking	3,021 spaces	2,929 spaces
*The 200 new spaces in El Portal are located in the Abbeville Remote Parking area. While these spaces are located in El Portal, most of the use associated with these spaces will occur in Yosemite Valley.		

The most significant changes to parking and circulation would take place in the vicinity of Yosemite Village Day-use Parking Area, Yosemite Lodge and El Portal. Day use visitors would park at a redesigned parking area at Yosemite Village Day-use Parking Area, with a total of 850 parking spaces. At Yosemite Lodge, proposed changes include a new day-use parking area west of the lodge, with a total of 150 parking spaces. Overflow parking during times of peak visitation would be provided in El Portal at the Abbeville site (200 parking spaces). The NPS shuttle system would be expanded to serve locations in West Yosemite Valley, including Bridalveil Fall. Total parking for East Yosemite Valley (including day, overnight and administrative uses) would be approximately 4,800 spaces.

Transit services would remain unchanged on the Highway 140 and Highway 120 East corridors. Service on the Highway 120 West corridor would increase to two round-trip runs per day. Four round-trip runs per day would be added to the Highway 41 corridor. All within-park shuttle services would maintain the same base levels of service. Additionally, the East Yosemite Valley would reduce shuttle intervals to 5 minutes, and the West Yosemite Valley shuttle would be expanded to serve Bridalveil Fall during the summer season. The park shuttles from Wawona to Yosemite Valley would also expand to two runs per day.

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ALTERNATIVE 4: RESOURCED-BASED VISITOR EXPERIENCES AND TARGETED RIVERBANK RESTORATION

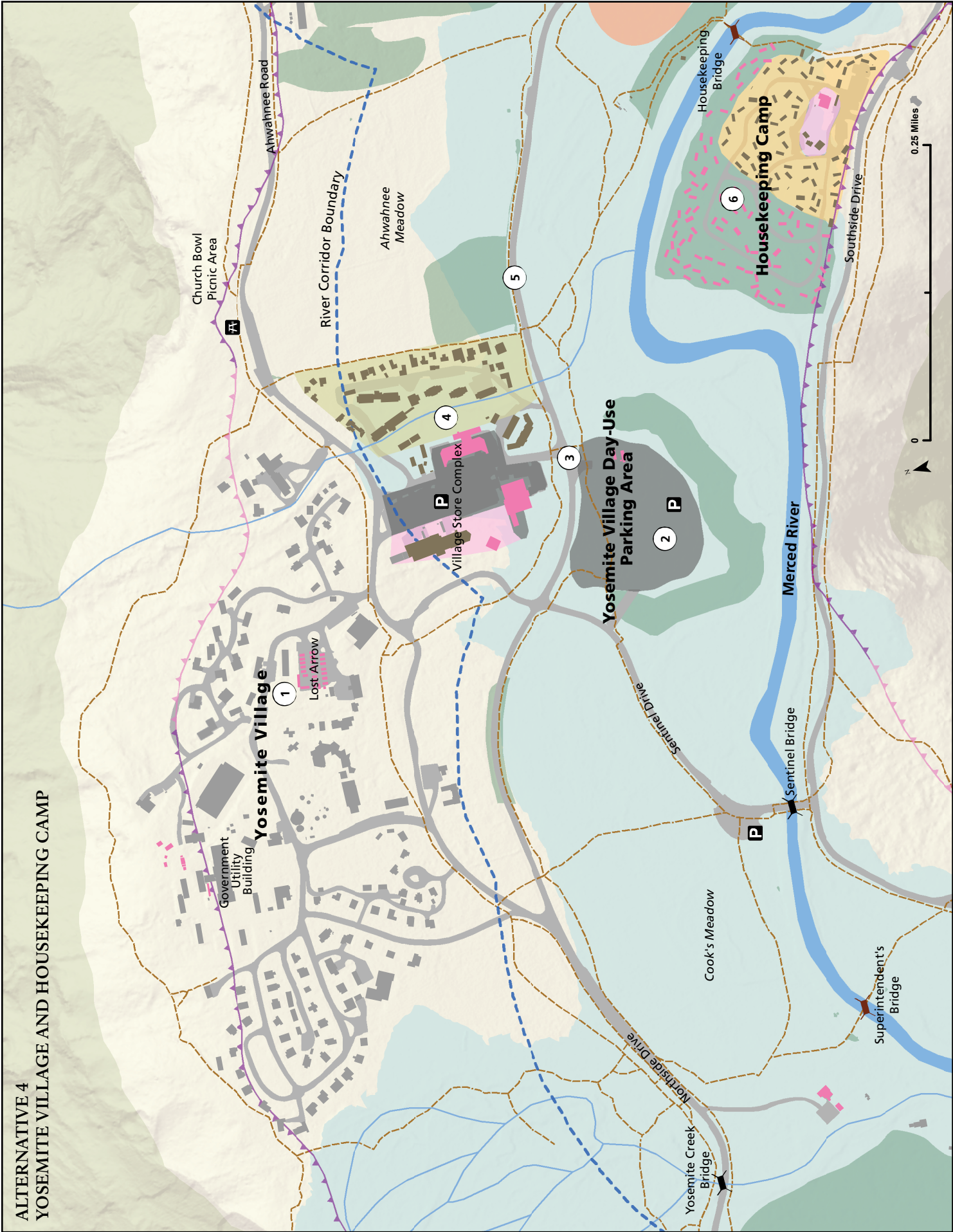


EAST YOSEMITE VALLEY: CURRY VILLAGE AND CAMPGROUNDS

- Former Upper and Lower River Campground
 - New Lower River Campground: Construct a new campground 150 feet away from the river with 40 walk-in sites. Provide picnic tables and parking for day use and directed river access to the Housekeeping Camp eastern beach. Restore hydrologic processes in the southeast portion of the area.
 - New Upper River Campground: Construct a new campground 150 feet away from the river with 30 walk-in sites and 2 group sites. Restore hydrologic processes in the south east portion of the area.
 - Restoration: Restore 19.7 acres of floodplain. Protect the riverbank from trampling by fencing sensitive areas.
- River Reach Between Bridges
 - Ahwahnee and Sugar Pine Bridges: Remove the Ahwahnee and Sugar Pine bridges to enhance free-flowing conditions. Restore to natural conditions. Re-route the multiple-use trail to the north bank of the river.
 - Stoneman Bridge: Mitigate effects of bridge to free-flowing condition through engineered solutions: place large wood to lessen scouring, and use brushlayering, a constructed log jam, and culverts along Northside Drive.
- Curry Village Area
 - 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 and a 40-site campground would be constructed.
 - 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. 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 goals. Re-design parking lot 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.
- North Pines Campground Area
 - North Pines Campground: Retain 52 campsites. Remove 34 sites from within 150 feet of river. Designate a river access point at North Pines campground.
 - Backpackers Campground: Remove all 25 walk-in sites, of which 21 are within the 150-foot riparian buffer. Partially replace with 16 walk-in sites west of Backpackers Campground.
 - Concessioner Stables in Yosemite Valley: Remove and re-develop the stables area as a new 41-site drive-in campground. Remove associated employee housing (25 beds).
- Lower Pines Campground Area
 - Campground Sites: Retain 61 campsites and remove 15 sites from within 150 feet of river.
- 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.
 - New Walk-in Sites: Construct a new walk-in campground with 49 sites and 2 group camping sites.

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ALTERNATIVE 4: RESOURCED-BASED VISITOR EXPERIENCES AND TARGETED RIVERBANK RESTORATION

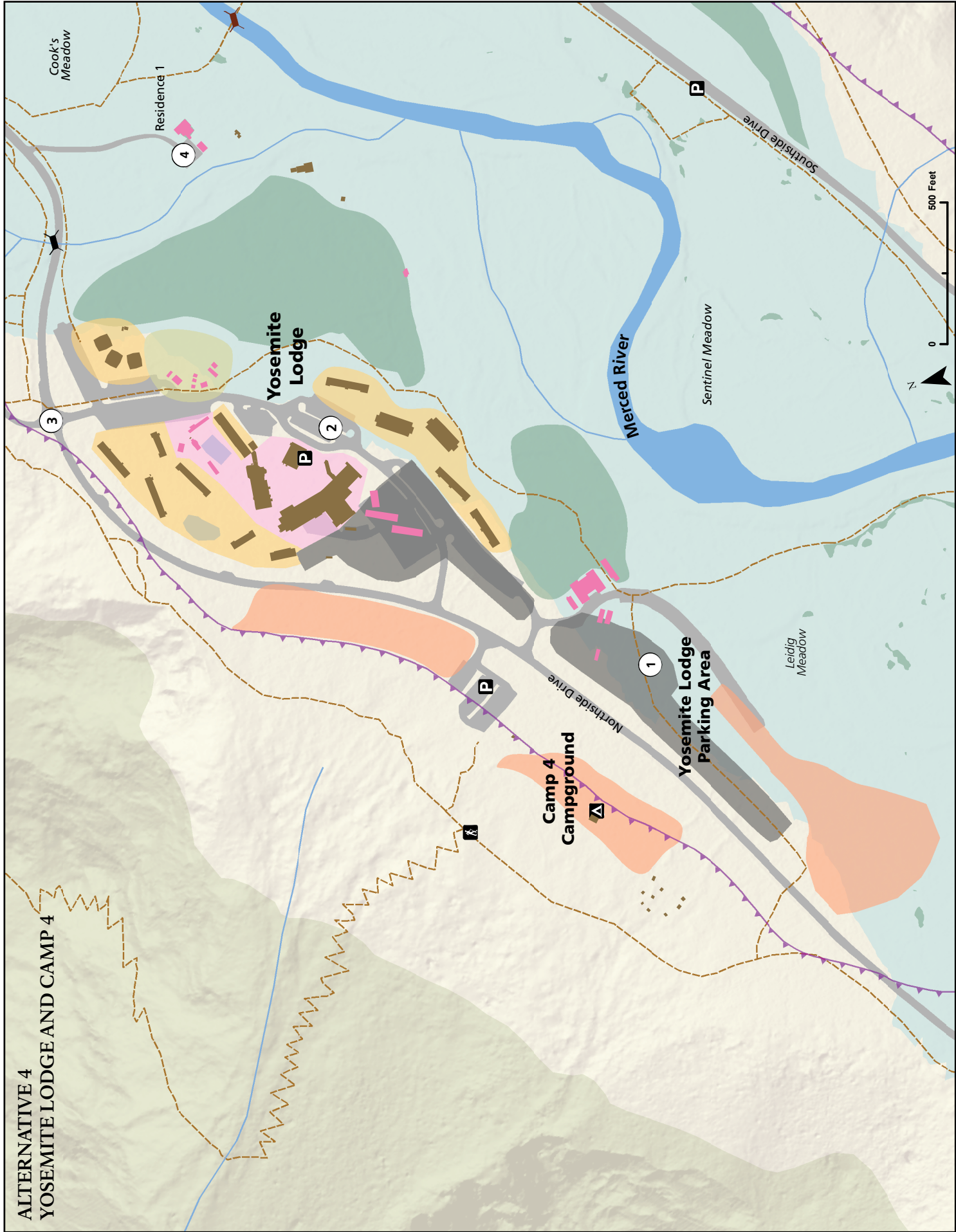


EAST YOSEMITE VALLEY: YOSEMITE VILLAGE AND HOUSEKEEPING CAMP

1. Lost Arrow: Replace temporary employee housing with permanent housing units for 50 beds.
2. Yosemite Village Day-use Parking Area: Move the Yosemite Village Day-use Parking Area northward 150 feet away from the river to facilitate riparian restoration goals. Formalize this parking area, using best management practices to protect water quality, with a total of 750 parking places by re-developing part of the current administrative footprint as parking.
3. Traffic Congestion at Yosemite Village Day-use Parking Area: Re-align the intersection at Northside Drive and Village Drive to meet standards for a proper four-way intersection and improve performance. Add a three-way intersection at Sentinel Drive and the entrance to the day-use parking area to improve traffic flow and alleviate congestion at nearby intersections. Provide on-grade pedestrian crossings with proper sight lines to alleviate vehicle-pedestrian conflicts.
4. 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.
5. Ahwahnee Meadow Restoration: Retain Northside Drive and bike path, but increase culverts to improve hydrologic connectivity. Replace 350 feet of trail with a boardwalk to protect wetlands.
6. Housekeeping Camp Lodging: Retain 100 lodging units, and remove 166 lodging units (83 duplex lodging units, four restrooms, store and office) out of the ordinary high-water mark. Retain Housekeeping Camp shower houses and laundry; reduce restrooms; and remove grocery store. Restore 12.2 acres of floodplain and riparian ecosystem.

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ALTERNATIVE 4: RESOURCED-BASED VISITOR EXPERIENCES AND TARGETED 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. Formalize parking for 15 tour buses in this location. Parking redevelopment will incorporate best management practices to protect water quality.
 - RV Camping: Construct 20 RVs sites adjacent to the new Yosemite Lodge parking area.
2. Yosemite Lodge Area
 - 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 a service road to the well house and parking. Remove non-native fill, decompact soils and plant riparian plant species (10.9 acres), per the Secretary of Interior's Standards for the Treatment of Historic Properties and the Historic Structures Report
 - Lodging: Retain the current 245 units at Yosemite Lodge.
 - Services and Facilities: Retain Yosemite Lodge cafeteria and Mountain Room bar and dining service. Re-purpose convenience shop and nature shop. Relocate Yosemite Lodge maintenance. Remove Yosemite Lodge post office, swimming pool, bike rentals, snack stand, employee housing (called Thousands Cabins), Highland Court employee temporary housing, and the NPS Volunteer Office.
 - Tour Buses: Remove temporary housing complex at Highland Court and establish a tour bus drop-off area with three bus loading spaces.
 - Yosemite Lodge Day-Use Parking: Create 25 new parking spaces by re-designing parking near Northside Drive.
 - Yosemite Lodge 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: Construct a pedestrian underpass to address pedestrian/vehicle conflicts and associated traffic congestion at the intersection of Northside Drive and Yosemite Lodge Drive.
4. Residence 1
 - Residence 1: Relocate the 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

Retain Building

Remove Building

100-year Floodplain

Designated Wilderness

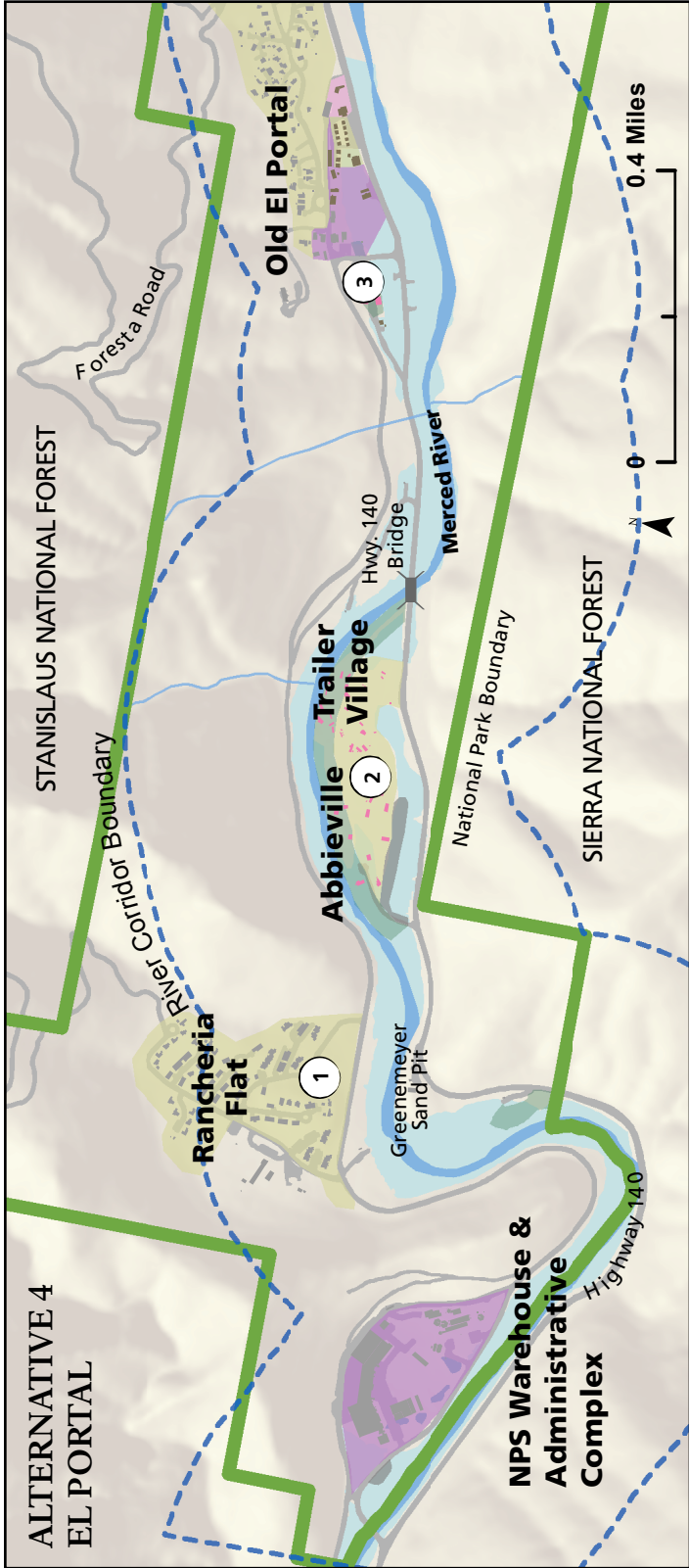
Recreational Segment

Wild Segment

Scenic Segment

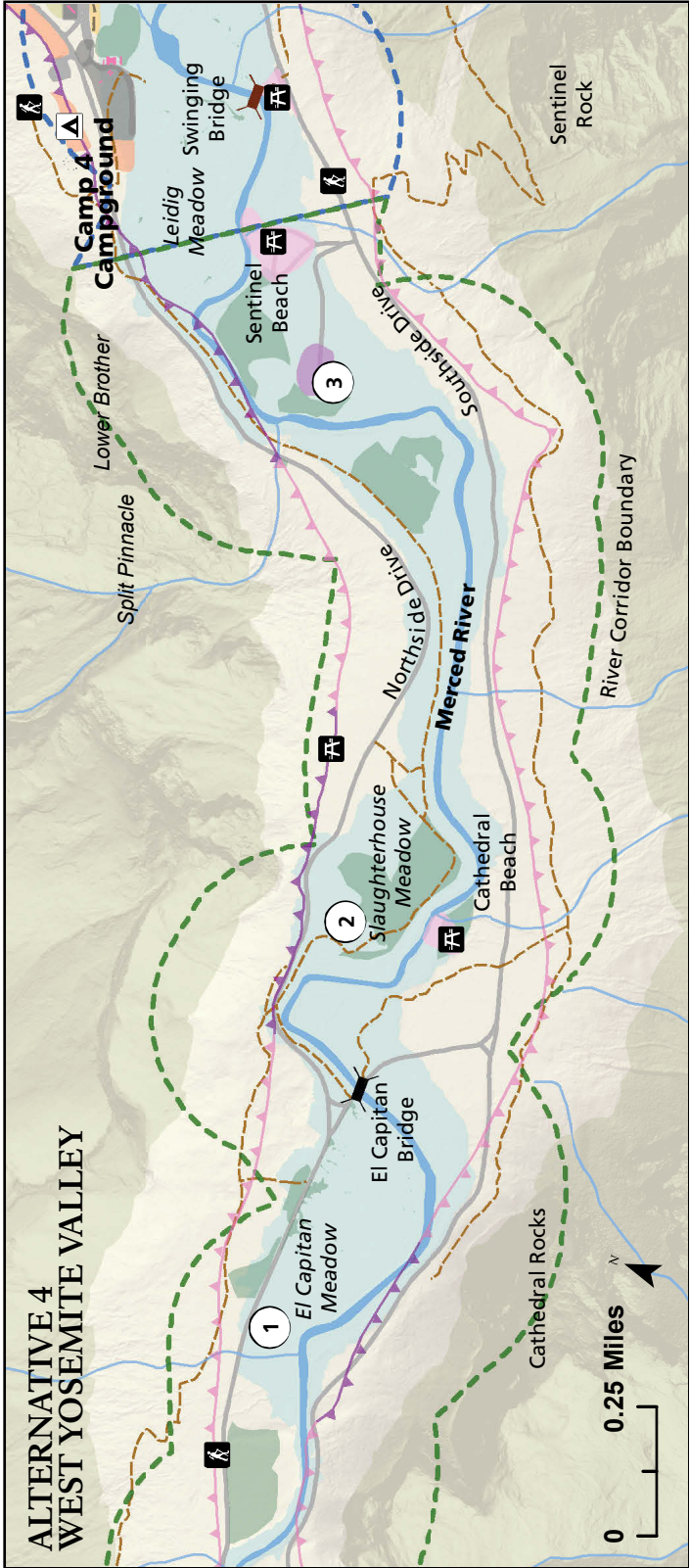
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ALTERNATIVE 4: RESOURCED-BASED VISITOR EXPERIENCES AND TARGETED RIVERBANK RESTORATION



EL PORTAL

1. Rancheria Flat
 - Employee Housing: To replace temporary housing units that will be removed from Yosemite Valley, construct eight dormitories, with 12 employees each, for a total of 96 employee beds, away from sensitive resources.
2. Abbieville and Trailer Village Area
 - El Portal Remote Visitor Parking: Construct a new visitor parking area for 200 spaces serviced by regional transit. Parking redevelopment will incorporate best management practices to protect water quality.
 - 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 1 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

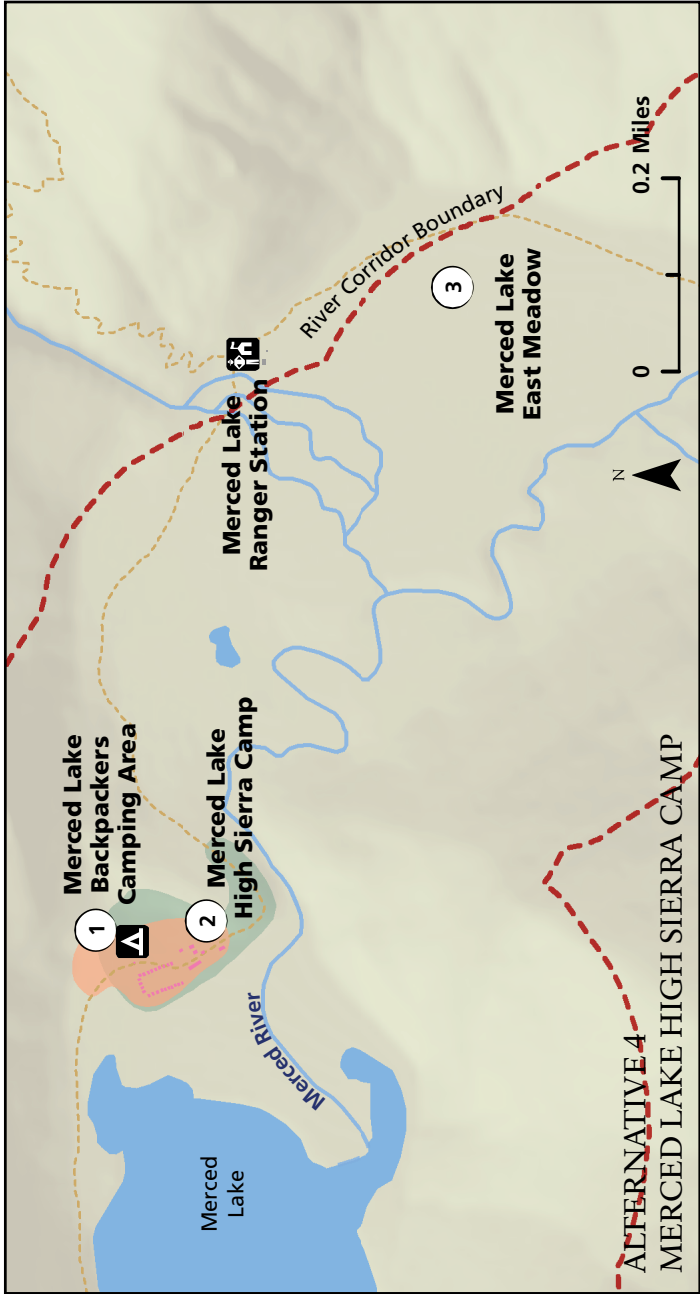
1. El Capitan Meadow Area
 - Restoration of Informal Trails: Remove all informal trails from the meadow that incise, promote habitat fragmentation, or are located in sensitive and frequently inundated areas, and restore to natural condition. Use restoration fencing along northern perimeter of meadow and designate appropriate access points using boardwalks and viewing platforms.
2. Valley Loop Trail
 - Re-Route: Move portions of the Valley Loop Trail out of sensitive areas; this includes the 780 feet of the trail through Bridalveil Meadow. Construct boardwalks through wet meadow habitat in Slaughterhouse Meadow.
3. Yellow Pine Campground
 - Administrative Use Campground: Retain Yellow Pine's four group sites (serving up to 120 people) for administrative use.

Legend

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

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ALTERNATIVE 4: RESOURCED-BASED VISITOR EXPERIENCES AND TARGETED RIVERBANK RESTORATION

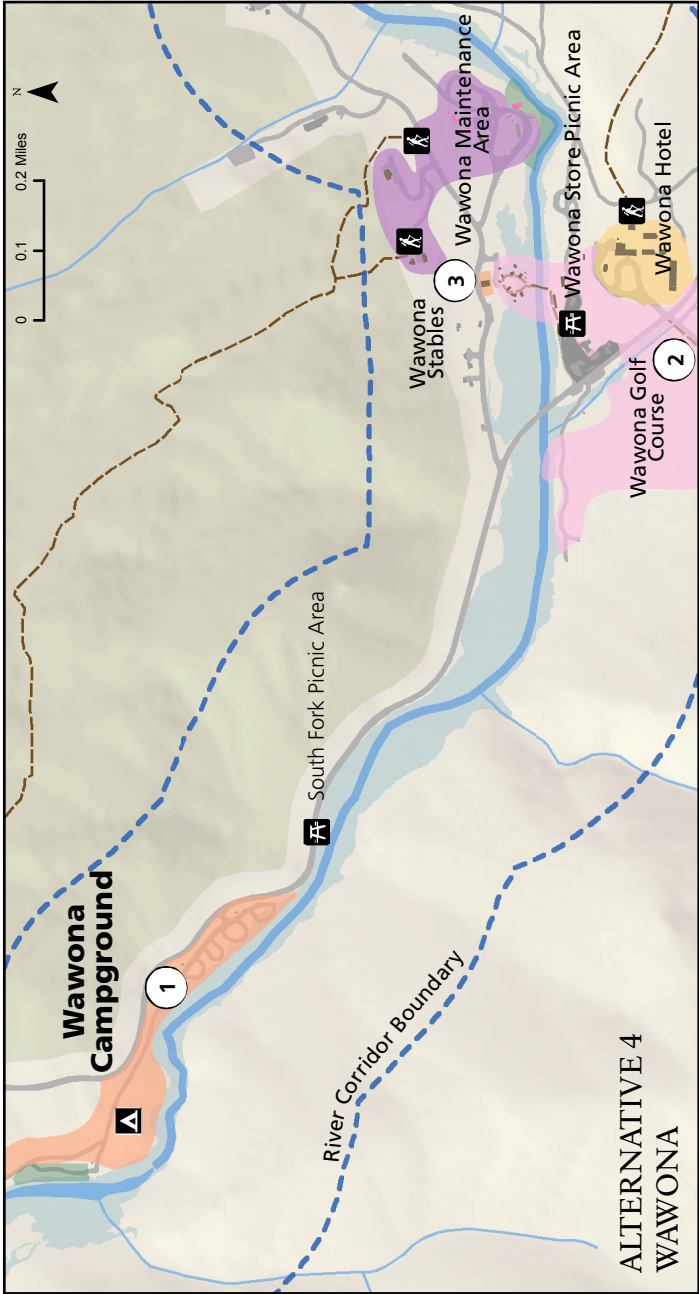


MERCED LAKE HIGH SIERRA CAMP

- Merced Lake Backpackers Camping Area: Expand this designated camping area into the re-purposed Merced Lake High Sierra Camp area. Remove waste water system. Replace flush toilets with composting toilets.
- Merced Lake High Sierra Camp: Remove lodging facility and all associated infrastructure, including buildings, water system, and septic system. Restore the area to natural conditions, converting the area to designated Wilderness.
- Merced Lake East Meadow: Remove the meadow from grazing permanently. Require all administrative pack stock passing through area to carry pellet feed.

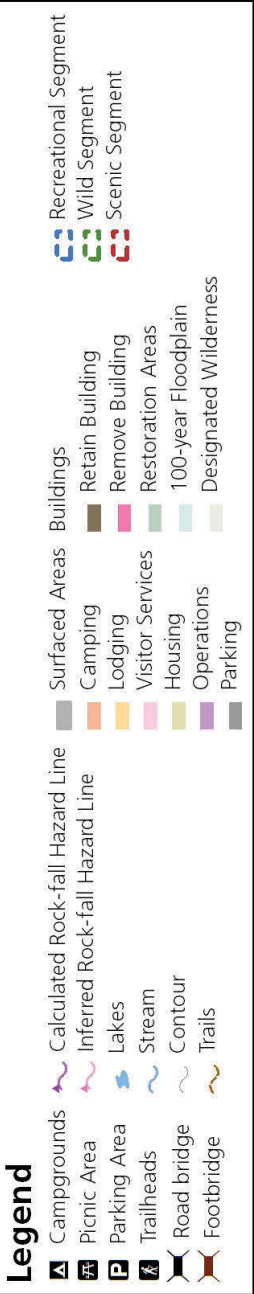
OTHER SEGMENT 1 CAMPING AREAS

- Little Yosemite Valley: Decrease the designated camping area in this camping area. Retain infrastructure, such as composting toilets.
- Moraine Dome: Continue designated camping in this camping area.



WAWONA

- Wawona Campground: Retain 69 sites, and one group site. Remove 27 sites that are either within 150 feet of the river or in culturally sensitive areas.
- Wawona Golf Course and Golf Shop: Retain nine-hole golf course and retail and food service at golf shop.
- Wawona Stables: Eliminate stable operation and commercial day rides. Relocate two stock-use campground sites from sensitive resource area to existing stables area.



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Detailed Description of Alternative 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 4 would include the following actions 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

- Enhance Wilderness character through the removal of the Merced Lake High Sierra Camp and conversion of this area to designated Wilderness.
- Retain designated camping areas at Little Yosemite Valley, Moraine Dome, and Merced Lake.
- Reduce crowding at Little Yosemite Valley by reducing the Wilderness zone capacity and trailhead quotas for trailheads that lead to Little Yosemite Valley; reduce the size of the Little Yosemite Valley designated camping area.
- Expand the Merced Lake backpackers camping area into the former footprint, allowing more space for the campers in this area; retain the current the zone capacity for this area.

User Capacity, Land Use and Facilities Management

Alternative 4 would reduce the amount of infrastructure in the river corridor for Segment 1. In addition to the “Actions Common to Alternatives 2-6” (page 8-77), Alternative 4 would include the following actions to manage user capacity, land use, and facilities:

Visitor Activities and Services

Designated camping areas retained in this alternative would include Little Yosemite Valley, Moraine Dome, and the Merced Lake Backpackers camp.

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 dispersed and the use level would be regulated with a permit system that is supplement to the existing backcountry permit needed for travel in this area. Permits would allow for 5 boats per day.

The Merced Lake High Sierra Camp and all associated infrastructure would be removed.

Up to two overnight commercial groups would be allowed per wilderness zone in Segment 1.

Visitor Overnight Capacity

Overnight capacities for both Little Yosemite Valley and Merced Lake High Sierra Camp would be reduced (Table 8-33). Services would be managed as follows under Alternative 4:

ALTERNATIVES

- Remove the Merced Lake High Sierra Camp and all associated infrastructure. Convert the area to designated Wilderness.
- Expand the Merced Lake Backpackers designated camping area into the area of the former High Sierra Camp; replace flush toilet with composting toilet and remove associated water system.
- Decrease the designated camping area at Little Yosemite Valley Backpackers Camp and retain the composting toilet. Manage to a capacity of 100 people per day in the Little Yosemite Valley Zone using a zone quota or zone pass through system.
- Retain designated camping at Moraine Dome.

TABLE 8-33: WILDERNESS ZONE CAPACITIES – ALTERNATIVE 4

Wilderness Zones	Alt 4 Zonewide Capacity	Alt 4 Zone Capacity Specific to the River Corridor
Little Yosemite Valley Zone	100 people (-50 people)	100 people (-50 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 4		

Visitor Day-use Parking Capacity

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

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 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 4 would include the following action to protect and enhance river values:

Free Flow

- Retain Stoneman Bridge; mitigate the hydrological effects of the bridge by placing large wood on the riverbanks to address scouring, adding brush layering, and increasing channel complexity between Clarks Bridge and Sentinel Bridge (as described in Chapter 5 and Appendix E).
- Remove Sugar Pine and Ahwahnee Bridges and associated berm/elevated trail connecting them; restore b banks to natural conditions; reroute multiuse trail north along the river.

Water Quality

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

Biological Values

Alternative 4 would remove all campsites within 150 feet of the high-water mark:

- Remove all existing campsites and associated 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 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 Pine Campground:** Retain 238 campsites, 22 of which are in the 100-year floodplain.
- **Former Lower and Upper River Campgrounds:** Remove abandoned facilities within 150 feet of the ordinary high-water mark and restore 19.7 acres of natural floodplain topography and riparian/wetland habitat; re-establish overflow channels where possible. Fence and close the riparian zone at former Upper River Campground to protect the riverbank from trampling; direct visitors to access the river for boating and swimming by way of a path to the Housekeeping Camp eastern beach.
- **Yosemite Lodge:** Retain all lodging at Yosemite Lodge, including four structures within the 100-year floodplain.
- **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 so that it is 150 feet back from the ordinary high-water mark of the Merced River and outside a designated 50-foot setback from Indian Creek; remove fill material and restore the riparian habitat adjacent to the river.
- **Housekeeping Camp:** Remove lodging and other facilities at Housekeeping Camp out of the observed ordinary high-water mark (remove 166 units); restore native riparian habitat (12.2 acres). 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 4 would enhance meadow connectivity by removing some roads and trails through meadows, and by mitigating the effects of others:

- **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:** Retain Northside Drive and bike path in current configuration; add culverts to improve hydrologic connectivity through Ahwahnee Meadow. Install a boardwalk to traverse wet areas through Ahwahnee Meadow (350 feet in length).

- **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

Cultural Values

- Remove three structures from the collective sites representing the prominent historic patterns of development in Yosemite Valley: Sugar Pine Bridge, Ahwahnee Bridge, and Residence 1.
- 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 100 people per day for private vessels and 75 boats at one time for commercial vessels. This reduction in boats would enhance dispersed recreation along the river corridor.
- Reduce the 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 4 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 both private and commercial boating in this river segment. Put-ins and take-outs would be limited below Clarks Bridge on river right, Sentinel Beach, and Cathedral Beach.
 - Restrict private boating to 100 trips per day through a permit system; monitor use to ensure protection of river values. Restrict private boats to the section of river between the Clarks Bridge and Cathedral Beach.
 - Allow commercial boating between Housekeeping Camp and Sentinel Beach, with staging at Housekeeping Camp. Limit commercial trips to 75 boats at one time (approximately 200 trips per day). Monitor commercial use through a commercial use authorization.
- Improve the Cathedral, Sentinel, and Swinging Bridge picnic areas.
- Convert some of the Housekeeping Camp lodging area into a day use area with access to the river and picnicking facilities.
- Create opportunities for picnicking adjacent to some parking areas, such as Residence 1, Yosemite Village, Church Bowl, and Happy Isles.
- Reduce the Housekeeping Camp restrooms; retain shower houses and laundry; remove the grocery store.
- Remove the Concessioner Stable and restore the area to natural conditions.

- Retain Curry Village raft rental.

Visitor Overnight Capacity: Camping

Camping would be significantly increased in Yosemite Valley, while ensuring that this activity occurs in appropriate locations, protective of river values:

- **Backpackers Camp:** Remove all 25 sites, 21 of which are in the 100-year floodplains, 16 new sites would be replaced west of Backpackers Campground. Construct 16 new walk-in campsites west of Backpackers Camp.
- **Former Upper River Campground:** Construct a new campground with 30 walk-in sites and 2 group sites, north of the river a minimum of 150 feet away from the ordinary high-water mark.
- **Former Lower River Campground:** Construct a new campground with 40 walk-in sites, 150 feet away from the ordinary high-water mark.
- **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. Construct a new walk-in campground with 49 individual sites and 2 group sites.
- **Lower Pines Campground:** Retain 61 campsites. Remove 15 sites from within 150' of the ordinary high-water mark.
- **New Campground near Yosemite Lodge:** Construct a new campground with 20 RV sites near the parking area west of Yosemite Lodge
- **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 Campgrounds near Curry Village:** Construct a new campground with 41 drive-in sites at the former site of the concessioner stable. Construct a new campground with 40 walk-in campsites at Boys Town; provide 2 parking spaces for each site (78 new spaces along the roadway and 12 new spaces along the eastern edge of the Orchard parking area).

Visitor Overnight Capacity: Lodging

Lodging would be reduced to allow for ecological restoration. Lodging would total 823 units accommodating up to 2,826 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 4:

- **Curry Village:** Retain 355 lodging units: 290 tents, 18 units at Stoneman House, and 47 hard-sided cabin with bath units. 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:** Retain 100 lodging units, associated restrooms, shower houses, and laundry. Remove 166 lodging units (83 duplex lodging units, 4 restrooms, store and office) out of the observed ordinary high water mark.
- **Yosemite Lodge:** Retain 245 lodging units and associated services and facilities (food service, parking).

Visitor Day-use Parking Capacity and Transit Options

Alternative 4 would reduce the maximum daily visitation to Yosemite Valley. The day parking, regional transit, and tour bus capacities would accommodate up to 7,554 day users at one time in Segment 2, as listed below.

- Reduce available day-use parking spaces (- 292 spaces) for a total of 2,045 parking spaces accommodating a maximum of 5,337 people at one time.
- Accommodate an estimated 1,160 people at one time in circulation on Valley roads.
- Accommodate a maximum of 337 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.

Conceptual site drawings for the Yosemite Village Day-use Parking Area and the new parking lot west of Yosemite Lodge under Alternative 4 have been completed to allow the analysis of impacts of these potential projects. See "Conceptual Site Drawings" at the end of the Alternative 4 discussion for site details and design drawings.

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 750 designated parking spaces and a new comfort station.
- 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.

Day users would also be able to access Yosemite Valley via by parking in the new El Portal remote parking area (200 parking spaces) and taking a shuttle to the Valley.

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 expand and shuttle bus service would be improved, as shown in Table 8-34.

TABLE 8-34: TRANSIT OPTIONS - ALTERNATIVE 4

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	4 runs per day
HWY 120 West Groveland/Sonora to Yosemite Valley	2 runs per day (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	Expand Valley Shuttle service to Bridalveil (summer only) 60-minute interval between buses and stops at El Capitan picnic area, El Capitan Meadow, Bridalveil Fall straight, Cathedral Beach, Yellow Pine, and Four-mile/ Swinging Bridge.

Administrative Activities

Some administrative activities would be relocated:

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

Employee Housing and Employee Parking

Compared to existing conditions, 228 fewer concessioner employees would be housed in Yosemite Valley. The remaining housing for 923 concessioner employees would be provided as follows:

- Retain housing for 42 employees at The Ahwahnee Hotel.
- 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 390 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)
 - Construct new housing at Lost Arrow (50 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

All actions to protect and enhance river values in Segment 3 for Alternative 4 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 4 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 and Services

Only private boats would be allowed in this segment in this alternative. It is expected that the craft used would be kayaks in this segment. Boaters would be allowed on the river below Pohono Bridge (in Segment 2) 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 10 boats per day.

Transit Options

Public transit options along this segment would be expanded as described in the Yosemite 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 for Alternative 4 are addressed in “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. User capacity in this segment would mostly be affected by increased employee housing in El Portal. While all new units would be built outside of the 100-year floodplain, they would be located within the river corridor.

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:

- 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 10 boats per day.

Visitor Overnight Use

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

Visitor Day Use Capacity

Visitor day-use parking would be expanded in Segment 4. A new remote visitor day-use parking area accommodating a maximum of 200 vehicles would be provided at the Abbieville Site. This parking area would primarily be used for visitor access to Yosemite Valley. The use associated with this parking area is accounted for in the Valley daily visitation levels reported above (see “Visitor Day-use Parking – Segment 2,” above).

The day-use parking capacity specific to this segment would not change. Segment 4 would have 214 visitor parking 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 8-53).

Employee Housing Capacity

In Alternative 4, high density employee housing would be added to the El Portal Village Center (12 beds) and a dormitory in Rancheria Flat (96 beds). All new units would be outside of the 100-year floodplain. These units would be added to accommodate for the units removed from Yosemite Valley. The total housing capacity for El Portal would be 300 people.

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 108 new employee overnight parking spots with the new housing units being built in 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- Transit Options” section, above.

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

Actions to Protect and Enhance River Values

There are no actions in Alternative 4 that are specific to this segment.

User Capacity, Land Use and Facilities Management

Alternative 4 would provide for similar kinds and amounts of use that exist today in Segment 5. The majority of actions for Alternative 4 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. Only five boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

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 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/Water Quality

- **Campgrounds:** Remove sites that are either within the 100 year floodplain or in culturally sensitive areas.

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 4 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 8-53) Additional actions are listed below:

- Retain the Wawona Golf Course and Tennis Courts.
- Discontinue commercial day rides and repurpose the Wawona stables.
- 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 a permit and monitoring system that would restrict use to 5 boats per day.

Visitor Overnight Capacity

The overnight capacity for Segment 7 would be 176 units accommodating up to 703 people per night.

The Wawona Campground would reduce campsites to 70 sites (444 people). This includes one group camping site (to accommodate up to 30 persons).

The two stock campsites that would be relocated to the Wawona stables and would accommodate 6 people per night each (12 people per night total).

Transit Options

Tour bus parking would be formalized and all shuttles would remain. In-park shuttle options between Wawona and Yosemite Valley would continue existing service. New regional transit options would be provided along the Highway 41 corridor with four runs between Fresno and the Valley along Hwy 41 would be added. Additionally, the shuttle between Wawona and Yosemite Valley would be expanded to 2 runs per day. Maximum capacity from regional in this segment would be 104 people at one time.

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

Actions to Protect and Enhance River Values

There are no actions in Alternative 4 that are specific to this segment.

User Capacity, Land Use and Facilities Management

Alternative 4 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 4 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 Segment 7. 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. Up to five boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

Transit Options

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

Analysis of Facilities and Services

Table 8-35 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 4. As an example, the goals of this alternative include a resource-based visitor experiences and targeted riverbank restoration. This alternative prescribes targeted restoration within 150 feet of the Merced River and visitor use levels that are slightly lower than the peak levels experienced in the recent past. Visitor facilities and services would be resource-based and additional camping opportunities would be provided in Yosemite Valley, therefore making it possible to convert the Concessioner Stables and Boys Town into campgrounds and providing walk-in camping at the Upper and Lower River Campgrounds.

TABLE 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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	Removed and restored to natural conditions	No: This facility is not needed to support public use because use levels are substantially lower. Therefore, the level of overnight accommodations and camping is substantially lower, and this facility can be removed.	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	Designated camping expanded	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to allow support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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	Reduced designated camping area	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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	Retained as designated camping	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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.

TABLE 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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.)			
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 provides 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.
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	Reduced	Yes: Housekeeping Camp offers rustic 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.	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 Laundry	Retained	Yes: The public laundromat at Housekeeping Camp is a small facility that supports visitor use. The nearest public laundry facilities outside the park are located 50 miles from Yosemite Valley. Visitors spending multiple nights in the park frequently need to launder their clothing, and, in some cases, sleeping bags, blankets or other outdoor items.	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	Shower House Retained. Restrooms reduced.	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 this overnight guest accommodations at this location. They are required to be located within or very near the overnight sleeping units.
Housekeeping Camp Grocery	Service eliminated / facility 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.	N/A: This service will be eliminated.

TABLE 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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 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	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.
Curry Orchard Parking Area	Reduced	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	Reduced (need commercial-use permit)	Yes: Consistent with the land use restoration and visitor experience goals of this alternative, raft rentals are necessary.	No. By its very nature, the raft rental facility should be located within the river corridor.
Concessioner Stables	Re-purposed as campground	No: The stable operation at Curry Village is not necessary as the High Sierra Camp operations are eliminated under this alternative, as are horseback day rides.	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.
Concessioner Stables Employee Housing Area	Removed	No: Under this alternative this housing facility is not necessary to accommodate a employees who provide visitor services 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 Yosemite Village Day-use Parking Area)	Retained	Yes: This road 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. It is also used for by NPS for law enforcement and fire protection	No. It is not feasible to relocate the existing roadway from its present location.
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.

TABLE 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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.)			
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	Retained	Yes: This pedestrian, bicycle, and emergency vehicle bridge is needed to support public use of the river corridor. It allows safe crossing of the Merced River so that visitors can access points of interest in Yosemite Valley. Pedestrian and bicycle bridges also protect riparian habitat from destruction caused by random crossings throughout the river corridor. It is also used for 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.
Upper Pines RV 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.
Former Upper River 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.
Former Lower River 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.
Boys Town 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.

TABLE 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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 Area 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 (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	Re-developed (with permanent housing)	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.
Re-aligned intersection of Northside Drive and Village Drive, with three-way entry into the Yosemite Village Day-use Parking Area	Redesigned intersection with 1 pedestrian crossing on west side of intersection	Yes: This intersection of Northside Drive, Village Drive, and the entrance into the Yosemite Village Day-use Parking Area is a critical intersection in Yosemite Valley. Northside Drive is the exit road for all East Yosemite Valley traffic. Pedestrians cross the road 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 intersection are feasible; the intersection could not be removed in its entirety unless a suitable replacement that would accommodate high volume westbound traffic.
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 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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	Retained	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.	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	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. 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	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.

TABLE 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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	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.
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.
West of Lodge RV 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 could accommodate this campground.
Yosemite Falls Pedestrian Underpass (New)	Constructed	Yes: A pedestrian underpass is vital to reduce pedestrian and vehicle conflicts at this extremely busy intersection area. The pedestrian underpass would connect the pedestrians from the Yosemite Lodge Area to the Lower Yosemite Fall Area without requiring westbound traffic on Northside Drive to stop and allow pedestrians to cross the road.	No. No changes are proposed for the existing road system in Yosemite Valley. Improvements for this location are required to increase efficiency of transportation circulation.
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.

TABLE 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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: West Yosemite Valley			
Yellow Pine Campground	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.
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 exist in the Wawona proper adjacent to the river, which is an integral part of the camping experience.
Wawona Hotel Tennis Court	Retained	Yes: This visitor activity is a component of the Wawona Hotel NHL. Opportunities for this type of visitor recreation are unique in terms of setting attributes and the historic setting of the district.	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 Golf Course & Shop	Retained	Yes: This visitor activity is a component of the Wawona Hotel NHL. Opportunities for this type of visitor recreation are unique in terms of setting attributes and the historic setting of the district.	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 8-35: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 4

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 Stables	Retained	Yes: The Wawona Stables offer visitors commercial equestrian day rides to points of interest in the Wawona area. 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: Opportunities for this type of visitor recreation is not a vital visitor service under this alternative.	No. The stable operates from a historic structure that could not be feasibly relocated.
Wawona Commercial Horseback Day Rides	Eliminated		N/A: This service will be eliminated.

Conceptual Site Drawings

Boys Town

In Alternative 4, the existing Boys Town cabins and facilities would be removed and replaced with 40 walk-in campsites. Each of the campsites would have 2 parking spaces for a total of 90 spaces, in addition to 78 new parking spaces along the existing roadway, and 12 new spaces along the eastern edge of the Orchard parking area. A new pedestrian walkway, a comfort station with showers, and a guest check-in building would also be constructed within the existing developed footprint. The Curry Orchard Day-use Parking Area would be partially restored to facilitate Stoneman Meadow restoration, while retaining approximately 300 parking spaces. New ground disturbance within the existing 8.4 acre footprint of Boys Town would include approximately 4,000 square feet for new buildings, 2,000 square feet of utility trenching, 153,860 square feet for the new camping area, 4,300 square feet for a plaza and pedestrian pathways around the comfort station, and 27,000 square feet of new parking for a total of 4.4 acres. Construction staging would require an area of approximately 1.4 acres and would likely take place within the existing Orchard parking area.

Yosemite Village Day-use Parking Area

In Alternative 4, the existing 6-acre Yosemite Village Day-Use Parking Area would be moved northward 150 feet away from 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 750 parking spaces and a new comfort station. The intersection would be realigned at Northside Drive and Village Drive to address traffic flow on peak days. The Concessioner General Office and Garage, Arts and Activities Center (former bank building) would be removed and the Village Sport Shop repurposed to a visitor contact station.

The area of disturbance for improvements at Camp 6 in Alternative 4 would cover approximately 27.5 acres and include 19 acres of clearing and grubbing, 1.1 acres for existing building removal, 4,000 square feet for the new comfort station, 5.4 acres of pavement removal, 2.2 acres of new roadway, 5.1 acres for new parking, 15,220 square feet of utility service trenching, and 43,350 square feet for new pedestrian pathways. Construction staging would cover an area of approximately 2 acres.

Yosemite Lodge Parking Area

In Alternative 4, the area west of Yosemite Lodge, currently used as parking for tour buses, transit buses and overnight guests, would be re-developed to provide 150 day-use parking spaces, designated campsites for 20 RVs, 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.

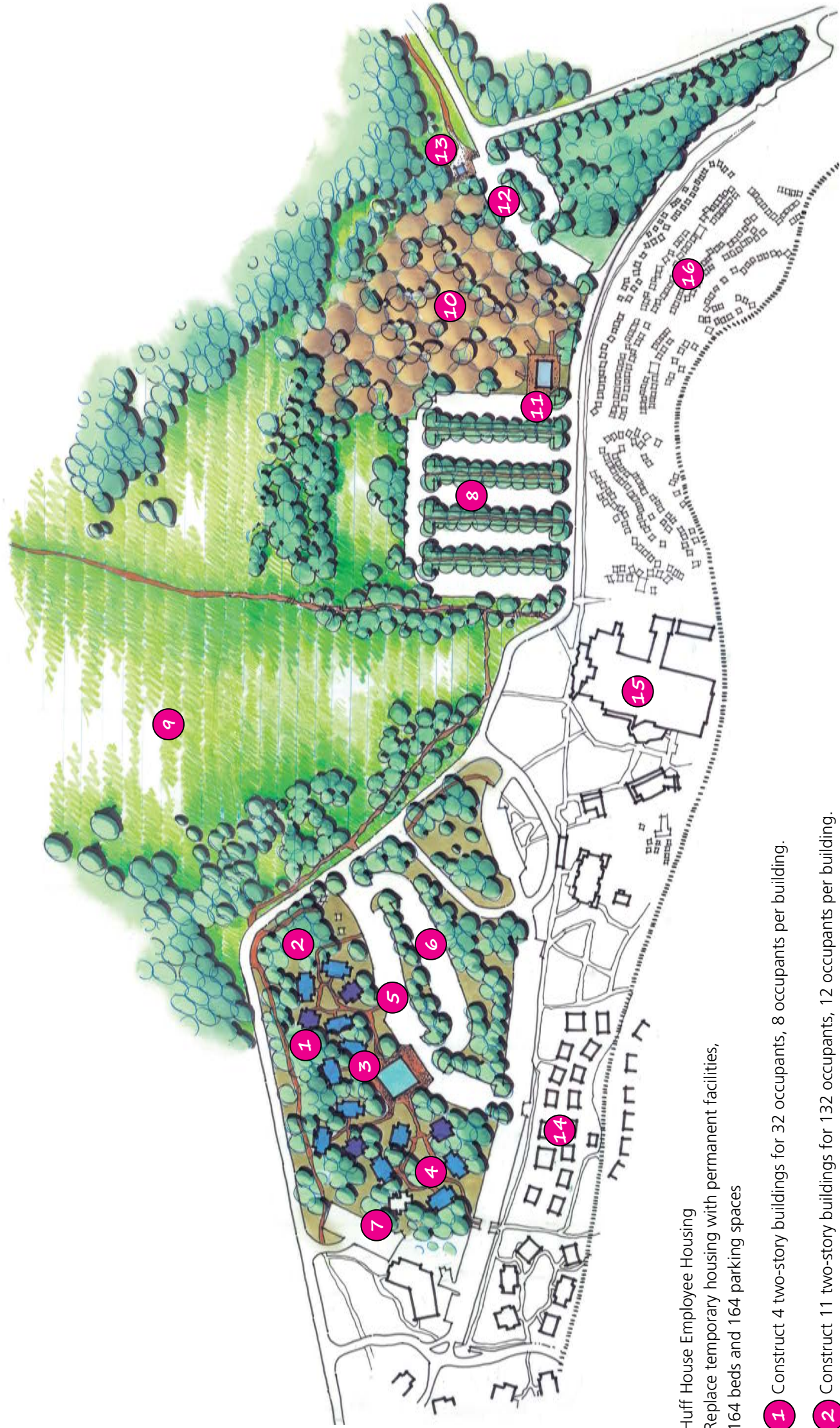
Yosemite Lodge Housing

In Alternative 4, 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 loading spaces, and 53 day-use parking 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.

Concessioner General Office

The 18,000 square foot Concessioner General Office building located in Yosemite Village, just south of the Village Store parking lot, would be removed to allow redesign and expansion of visitor parking, improved traffic and pedestrian circulation and resource restoration. 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 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.



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 facility 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 Replace existing guest accommodations with a walk-in campground consisting of 40 sites.
- 11 Construct restroom with showers.
- 12 Construct a roadway to connect Curry Village and East Valley campgrounds. Provide additional roadside parking.
- 13 Relocate Campground Reservation Center and provide 8 parking spaces.

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

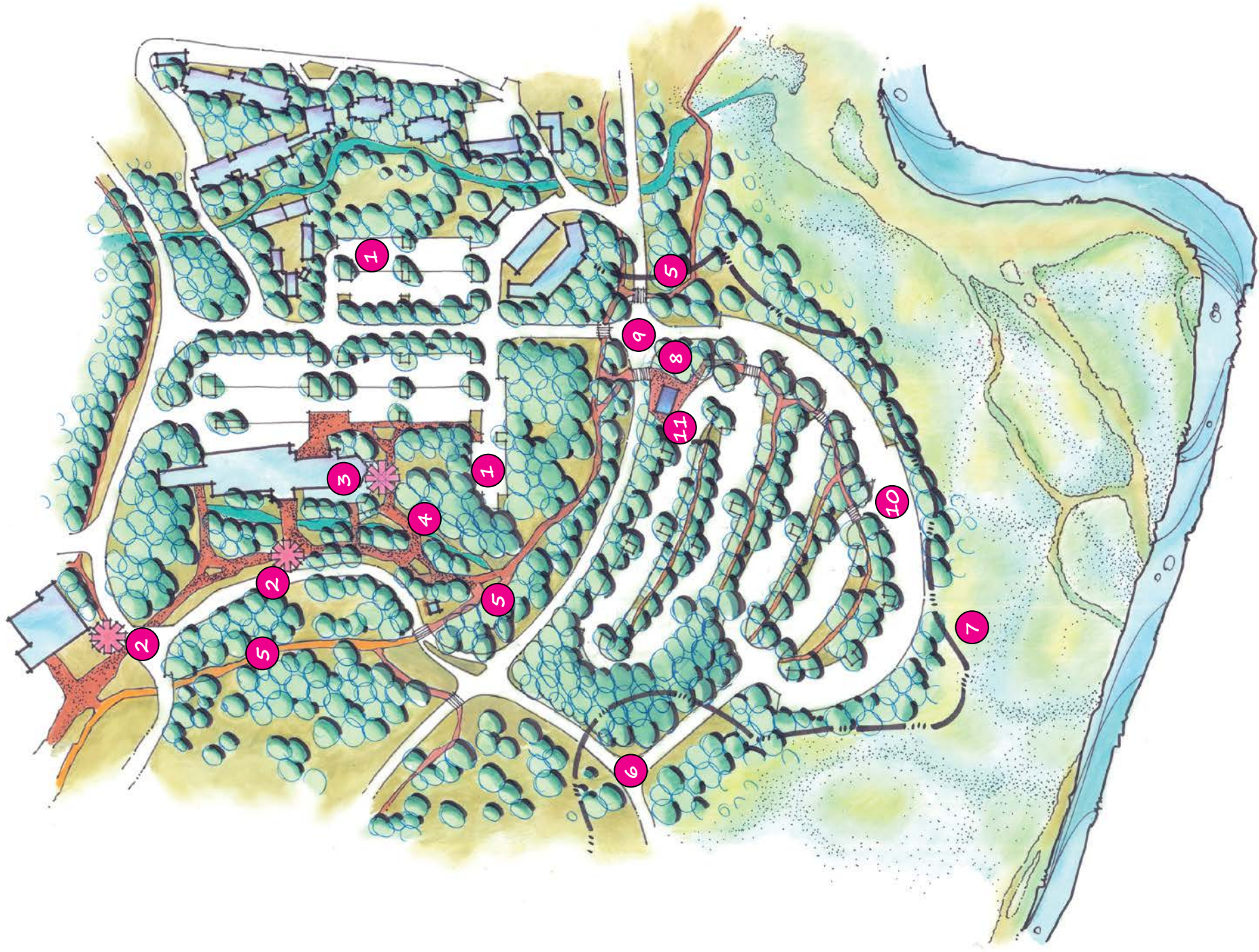
Alternative 4

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 Eliminate Concessioner General Office and Garage between the Village Store and Ahwahnee Meadow, providing more space for visitor parking.
- 2 Retain shuttle stops on Visitor Center Loop Drive.
- 3 Replace Village Sport Shop with visitor contact station.
- 4 Eliminate art activity center and improve pedestrian access.
- 5 Improve pedestrian connections and bike paths east and west of the day-use parking area.
- 6 Provide a two-way access driveway from Sentinel Drive as the primary entrance to the day-use parking area.
- 7 Redesign the day-use parking area to provide a 150-foot buffer from the river. Restore wetlands and meadow.
- 8 Create pedestrian pathways to lead visitors into the Yosemite Village mall. Construct a comfort station in a central location connected to the main pedestrian concourse.
- 9 Remove offset intersection and re-align day-use parking area driveway as a conventional four-way intersection at Village Drive and Northside Drive. Shift pedestrian crosswalk on Northside Drive from the east to the west side of this intersection.
- 10 Provide 750 day-use parking spaces. Design planters to retain large numbers of trees, including bioswales that eliminate pollutants from parking area. Create pedestrian pathways with a wayfinding system leading visitors to the Yosemite Village mall.
- 11 Relocate shuttle bus pick-up and drop-off area. Replace comfort station.



NORTH

Alternative 4

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 Re-align Yosemite Lodge intersection within the limits of existing developed areas.
- 2 Maintain all existing Yosemite Lodge buildings and parking areas.
- 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 from the 100-year floodplain to an addition to the food service building. Reconfigure truck loading and unloading area. Demolish and remove existing NPS volunteer office.
- 7 Reconstruct a section of the Yosemite Lodge entrance road as a promenade with a 5% slope to a pedestrian underpass. Install accent paving, landscaping, wayfinding and site furnishings, low-voltage site lighting consistent with design features of the Yosemite Falls trail.

- 8 Construct 150 visitor 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 treat 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.
- 14 Construct an RV loop with 20 campsites.



Alternative 4

Conceptual Site Drawing for

Yosemite Lodge and Camp 4

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 5 (PREFERRED ALTERNATIVE): ENHANCED VISITOR EXPERIENCE AND ESSENTIAL RIVER BANK RESTORATION

Overview

The guiding principles of Alternative 5 would include significant restoration within 100 feet of the river and in meadow and riparian areas, maintaining daily visitation in Yosemite Valley to accommodate the same peak levels observed in recent years, and reducing unnecessary facilities and services, and converting facilities from administrative use to public use where feasible.

Management actions in Alternative 5 would:

- Restore 203 acres of meadow and riparian habitat.
- Significantly increase the campsite inventory in all river segments (+28%) and in Yosemite Valley (+37%).
- Minimally increase available lodging in all river segments (less than 1%) and in Yosemite Valley (+2%).
- Increase day-use parking spaces in Yosemite Valley (+11%).
- 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 19,900 visitors per day in East Yosemite Valley.
- Continue to manage overnight use capacity through wilderness permits and reservation systems for lodging and camping.
- Manage day-use capacity for East Yosemite Valley through intentional traffic diversions and monitoring.

Actions to Protect and Enhance River Values

Alternative 5 would protect and enhance river values through essential ecological restoration of riverbanks and riparian and meadow habitat. Targeted infrastructure within the bed and banks of the river would be removed, along with much of the development within 100 feet of the river, and the sites would be ecologically restored. This alternative would also create a valley oak habitat protection area. The free-flowing condition of the river would be enhanced by removing one bridge from the bed and banks that constricts flow during high-water events. Hydrologic connectivity of meadows to the riparian floodplain would be enhanced through engineering and design treatments, such as installation of large box culverts and permeable subgrades to improve surface water flow.

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 by dispersing lower levels of recreational boating along the river through Yosemite Valley and by reducing traffic congestion. Table 8-36 provides a summary of the additional actions that would occur under Alternative 5 to protect and enhance river values.

TABLE 8-36: ADDITIONAL ACTIONS TO PROTECT AND ENHANCE RIVER VALUES, ALTERNATIVE 5

Ecological Restoration Actions (Free Flow, Water Quality, Geologic/Hydrologic, and Biological Values)	
Corridorwide	
Ecological Restoration Acreage	164 acres (common to all) plus an additional 39 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	
Riparian Buffer / Floodplain	Remove some facilities and reduce the capacity of the Merced Lake High Sierra Camp.
Segment 2: Yosemite Valley	
Free Flow /Geologic/ Hydrologic Values	Remove Sugar Pine Bridge to enhance the free-flowing condition of the river.
Riparian Buffer / Floodplain	- Ecologically restore portions of Backpackers Camp, North Pines Campground, and Lower Pines Campground. - Ecologically restore 35.6 acres of habitat in former Upper and Lower River Campgrounds and construct new campsites 150 feet away from the river - Move Yosemite Village Day-use Parking Area parking north at least 150 feet away from the river.
Recreational Values	
Segment 1: Wilderness above Nevada Fall	
Wilderness Recreation	- Reduce zone capacities and trailhead quotas above Nevada Fall. - Visitor overnight use concentrated to designated camping areas

User Capacity, Land Use, and Facilities Management

Alternative 5 would focus on providing an enhanced visitor experience while protecting river values. It would maintain a range of recreation opportunities that are sensitive to river resources and accommodate current peak use levels (see Table 8-37). Proper infrastructure design and site delineation in high use areas would be incorporated to ensure the long-term protection of river values.

TABLE 8-37: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 5

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 5	
	Unit Type	Units	People	Units	People
Wilderness Above Nevada Fall					
Visitor Overnight Use	Zone Capacities & Beds	380	380	362	362
Visitor Day Use	Day Hikers	350	350	350	350
Employee Housing	Employee Beds	15	15	15	15
Administrative Day Use	Day Patrols	5	5	5	5
Yosemite Valley					
Visitor Overnight Use	Rooms & Campsites	1,500	6,564	1,693	7,729
Visitor Day Use	Parking Spaces& Buses	-	8,272	-	8,954
Employee Housing	Employee Beds	1,315	1,315	1,136	1,136
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

TABLE 8-37: USER CAPACITIES BY USE TYPE AND LOCATION- ALTERNATIVE 5

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 5	
	Unit Type	Units	People	Units	People
EI Portal					
Visitor Overnight Use	Rooms & Campsites	-	-	-	-
Visitor Day Use	Parking Spaces	214	740	414	740
Employee Housing	Employee Beds	192	192	288	288
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	190	787
Visitor Day Use	Parking Spaces& Buses	-	1,295	-	1,606
Employee Housing	Employee Beds	121	121	121	121
Administrative Day Use	Parking Spaces	30	60	30	60
South Fork Below Wawona					
Visitor Overnight Use	Overnight Hikers	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 and Yosemite Valley would be increased by approximately 28%. All campsites within 100 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 the Camp 4 Campground, as well as new sites west of Backpackers Campground and in the former Upper and Lower River Campgrounds area. Under Alternative 5, the total number of campsites in Yosemite Valley would increase to 640—a net gain of 174 sites—and the total number of campsites available in the corridor would be 726. Table 8-38 provides a summary of the proposed changes to camping and the reasons for those proposed changes.

TABLE 8-38: CAMPING FACILITIES- ALTERNATIVE 5

Existing Locations	Alt 1 (No Action)	Alt 5	Details
Backpackers	25 sites	10 sites	15 walk-in sites within 100 feet of river relocated to less sensitive area outside 100-year floodplain
Camp 4	35 sites	35 sites	No change to this National Historic Register Site
Lower Pines	76 sites	71 sites	5 sites within 100 feet of the river removed
North Pines	86 sites	72 sites	14 sites within 100 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	86 sites	13 sites within 100 feet of river or in culturally sensitive areas removed

TABLE 8-38: CAMPING FACILITIES- ALTERNATIVE 5

Total Existing Locations	565 sites	516 sites	
New Locations	Sites	Alt 5	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	87 sites	36-site RV loop and a walk-in campground with 49 sites and 2 group sites
Former Upper River	0 sites	32 sites	30 walk-in and 2 group sites constructed in the footprint of the former Upper River Campground, but at least 150 feet from the river
Eagle Creek		42 sites	40 auto sites and 2 group campsites
Total New Camping	0 sites	210 sites	
Total Camping in Corridor	565 sites	726 sites	

Lodging

In-park lodging availability would be increased by a minimal amount compared to existing conditions. Management actions related to lodging would focus on removing lodging from the ordinary high-water mark at Housekeeping Camp, and slightly reducing lodging in Wilderness. Tent cabins in the Boys Town area would be replaced with hard-sided units. As a result of these actions, the in-park lodging inventory would be increased from 1,160 units to 1,168 units. Table 8-39 provides a summary of the proposed changes to lodging and the reasons for those proposed changes.

TABLE 8-39: LODGING FACILITIES- ALTERNATIVE 5

Wilderness	Alt 1 (No Action)	Alt 5	Details
Merced Lake High Sierra Camp	22 units (60 beds)	11 units (42 beds)	18 beds removed from Wilderness lodging facility
Yosemite Valley	Alt 1	Alt 5	Details
Ahwahnee Hotel	123 rooms	123 rooms	No change at this National Historic Landmark
Housekeeping Camp	266 tent cabins	232 tent cabins	Remove 34 units out of the ordinary high-water mark (bed and banks of the river)
Curry Village	400 units	453 units (290 tents and 163 hard-sided units)	- Retain 290 tents - Retain 18 units at Stoneman House - Retain 47 cabin-with-bath units. - Construct 98 hard-sided units in Boys Town
Yosemite Lodge	245 rooms	245 rooms	No changes at lodging facility
Wawona	Alt 1	Alt 5	Details
Wawona Hotel	104 rooms	104 rooms	No change at this National Historic Landmark
Total Lodging in Corridor	1,160 units	1,168 units	
* EI 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 expanded by 5% to meet current peak use levels. The total number of day-use parking spaces available across all segments in Alternative 5 is shown in Table 8-40. If day-use parking demand continued to increase in the future, additional proactive management actions would be implemented.

TABLE 8-40: NUMBER OF DAY-USE PARKING SPACES IN SEGMENTS – ALTERNATIVE 5

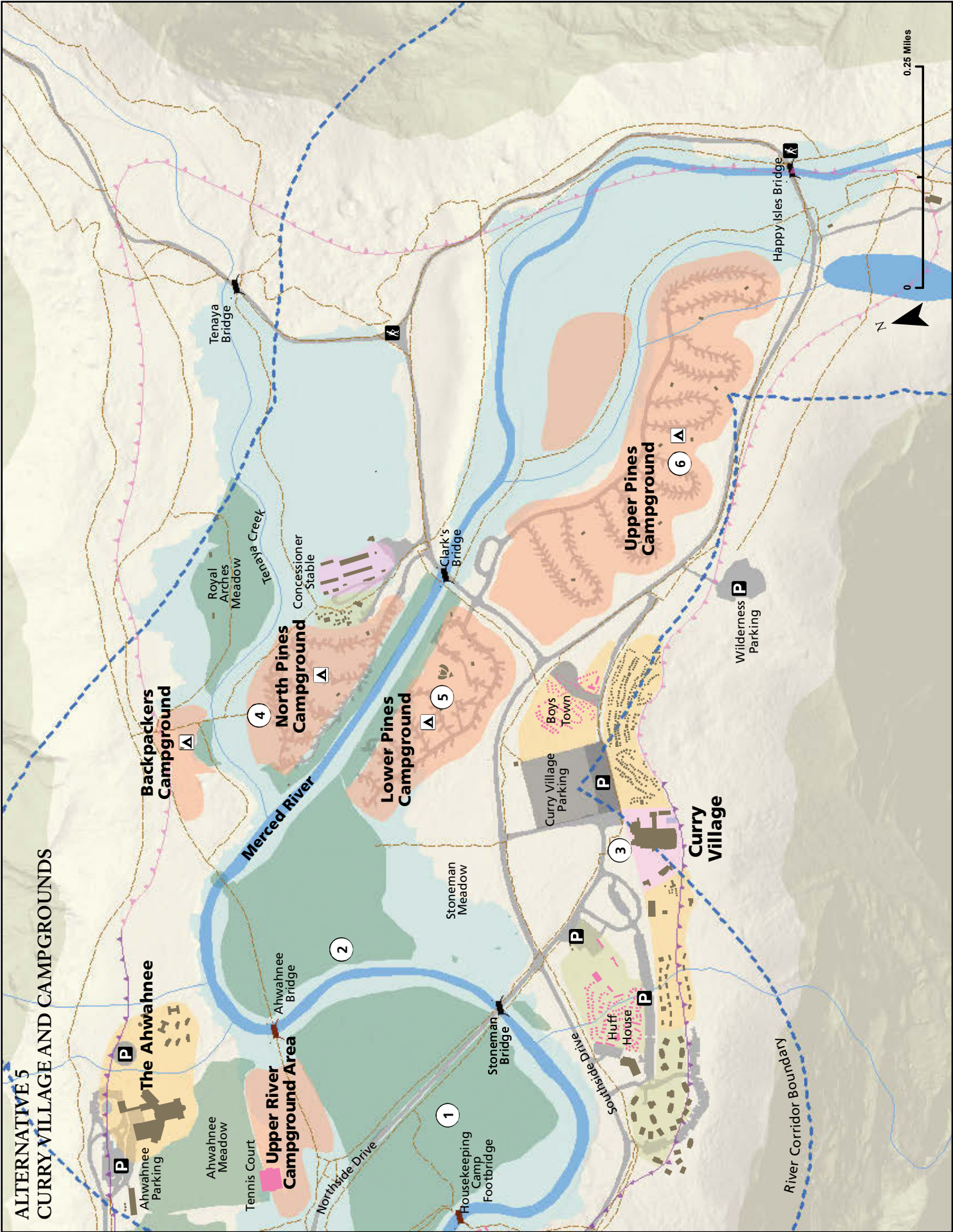
Location	Alt 1 (No Action)	Alt 5
Segment 2:Yosemite Valley	2,337 spaces	2,448 spaces
Segment 3:The Gorge	180 spaces	180 spaces
Segment 4:El Portal	214 spaces	414 spaces*
Segment 7: Wawona	290 spaces	290 spaces
Total Parking	3,021 spaces	3,482 spaces
*The 200 new spaces in El Portal are located in the Abbieville Remote Parking area. While these spaces are located in El Portal, most of the use associated with these spaces would occur in Yosemite Valley.		

The most significant changes to parking and circulation would take place in the vicinity of the Yosemite Village Day-use Parking Area, at Yosemite Lodge, in the West Valley, and at El Portal. The Yosemite Village parking area would be redesigned with a total of 850 parking spaces. A new day-use parking area with a total of 300 parking spaces would be constructed west of Yosemite Lodge. Overflow parking during times of peak visitation would be provided in West Yosemite Valley (100 parking spaces) and in El Portal at Abbieville (200 parking spaces). Total parking for East Yosemite Valley (including day, overnight and administrative uses) would be approximately 5,300.

Regional transit options would also be expanded in this alternative, and the service frequency of Valley shuttle services would be reduced (see the detailed descriptions for Segment 2, below).

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ALTERNATIVE 5: ENHANCED VISITOR EXPERIENCES AND ESSENTIAL RIVERBANK RESTORATION



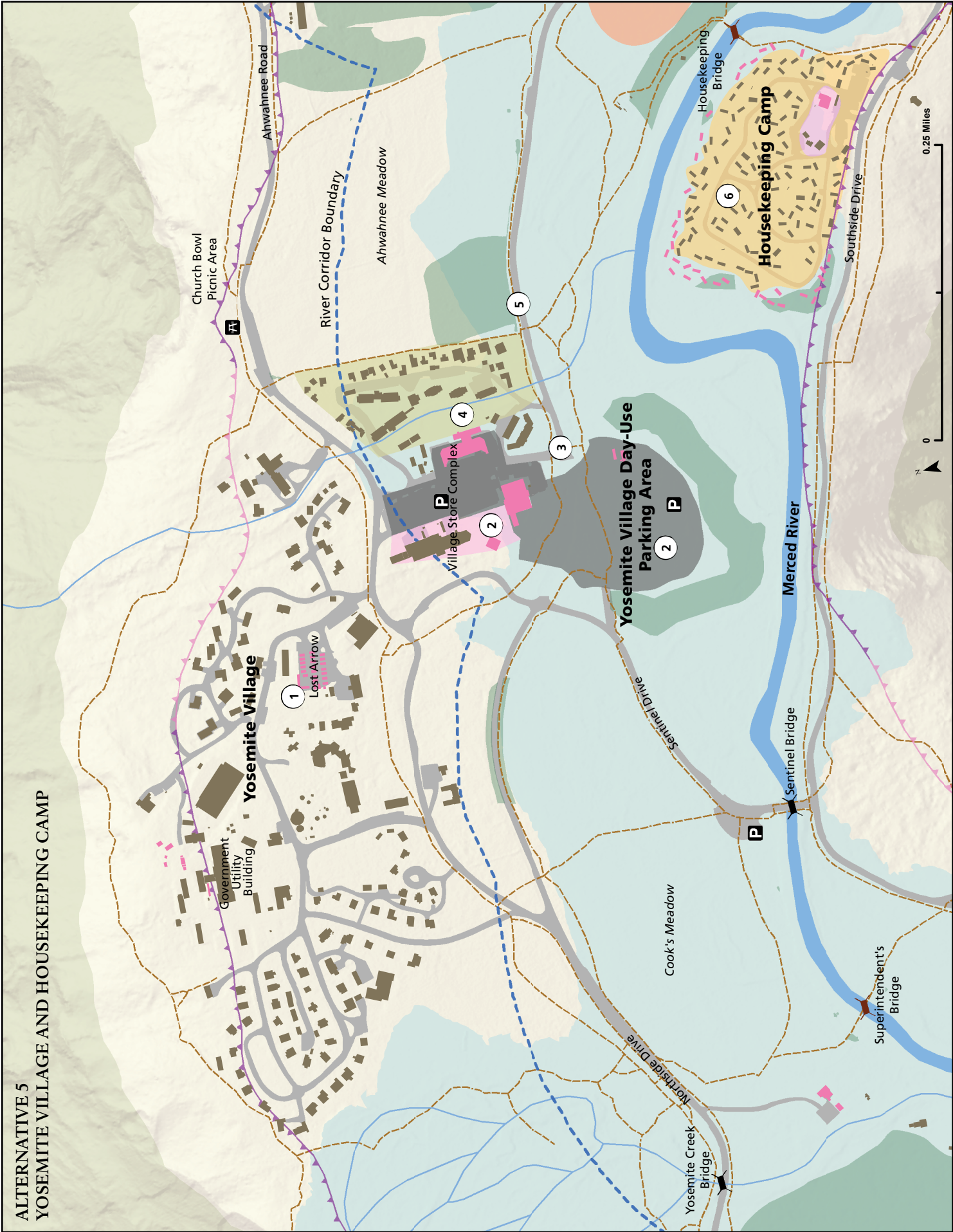
EAST YOSEMITE VALLEY: CURRY VILLAGE AND CAMPGROUNDS

1. Former Upper and Lower River Campground
 - Former Lower River Campground: Ecologically restore to natural conditions. Provide picnic tables and parking for day use and directed river access to the Housekeeping Camp eastern beach.
 - New Upper River Campground: Construct a new campground out of the 25-year floodplain with 30 walk-in sites. Restore hydrologic processes in the southeast portion of the area.
 - Restoration: Restore 35.6 acres of floodplain. Protect the riverbank from trampling by fencing sensitive areas.
2. River Reach Between Bridges
 - Ahwahnee and Sugar Pine Bridges: Retain Ahwahnee Bridge. Remove the Sugar Pine Bridge to enhance free-flowing condition of the river. Re-route the multiple-use trail to the north bank of the river. Add another trail from the end of Ahwahnee Bridge toward Lower Pines Campground. Construct a new bridge to span the cutoff channel.
 - Stoneman Bridge: Mitigate effects of bridge to free-flowing condition through engineered solutions: place large wood to lessen scouring, and use brushlayering, a constructed log jam, and culverts along Northside Drive.
3. Curry Village Area
 - Lodging: Total would be 453 guest units, including: 290 tents in Curry Village retained; 98 hard-sided units in Boys Town constructed; 18 units at Stoneman House retained; and 47 cabin-with-bath units in Curry Village retained.
 - Curry Orchard Parking Area: Provide 430 parking spaces through a re-design of the parking area that incorporates best management practices to protect water quality. Also, apply engineering solutions to promote water flow and to increase drainage to Stoneman Meadow. Remove apple trees to mitigate human-bear interactions and plant native vegetation.
4. North Pines Campground Area
 - Ecological Restoration at Campgrounds: Remove campsites within 100 feet of the river at North Pines, Backpackers and Lower Pines campgrounds. Restore 6.5 acres of riparian habitat. Designate a formal river access point at North Pines campground.
 - Backpackers Campground: Retain 10 walk-in sites. Remove 15 walk-in sites within the 100-foot riparian buffer to be replaced by 16 walk-in sites west of Backpackers Campground.
 - North Pines Campground: Retain 72 campsites. Remove 14 sites from within 100 feet of river.
 - Concessioner Stables in Yosemite Valley: Retain stables to support the operation of the Merced Lake High Sierra Camp. Provide overflow parking for campgrounds at the stables. Retain kennel service. Retain associated housing (25 beds).
5. Lower Pines Campground Area
 - Campground Sites: Retain 71 campsites and remove five sites from within 100 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.
 - New Walk-in Sites: Construct a new walk-in campground with 49 sites and two group camping sites.

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

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ALTERNATIVE 5: ENHANCED VISITOR EXPERIENCES AND ESSENTIAL RIVERBANK RESTORATION

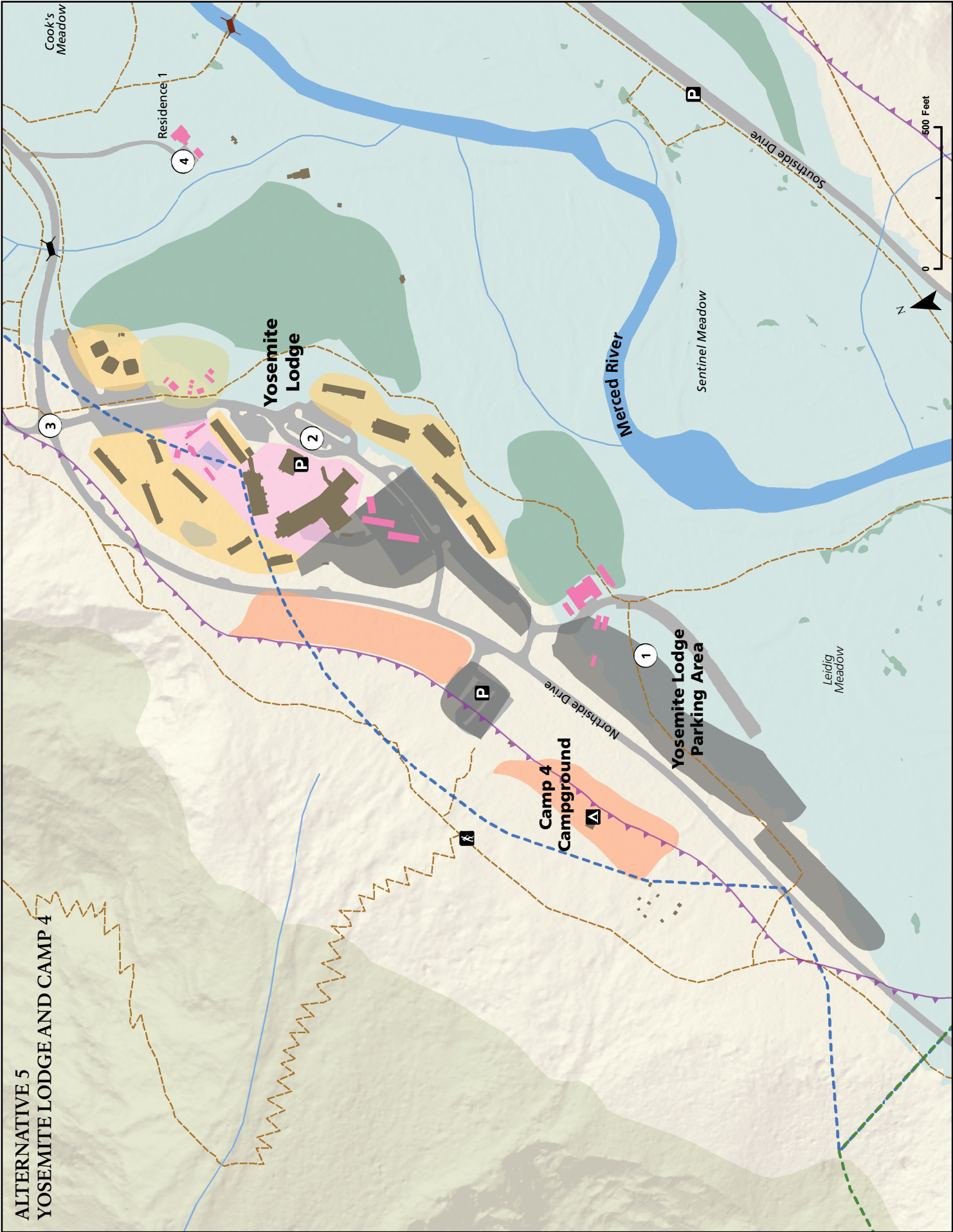


EAST YOSEMITE VALLEY: YOSEMITE VILLAGE AND HOUSEKEEPING CAMP

1. Lost Arrow: Replace temporary employee housing with permanent housing units for 50 beds.
2. Yosemite Village Day-use Parking Area: Move the Yosemite Village Day-use Parking Area northward 150 feet away from the river to facilitate riparian restoration goals. Using best management practices to protect water quality, formalize the parking area to have a total of 850 parking places by redeveloping part of the current administrative footprint as parking.
3. Pedestrian/Vehicle Conflicts: Re-route Northside Drive to the south of the Yosemite Village Day-use Parking Area and construct a traffic circle at Northside Drive and Village Drive to address traffic congestion and pedestrian vehicle conflicts. Re-routing the road south of the parking area is a traffic circulation pattern that will not require an underpass or pedestrian road crossings. Consolidate parking to the north of the road and provide walkways leading to Yosemite Village separating vehicle and pedestrian traffic. Add a three-way intersection at Sentinel Drive and the entrance to the parking area to improve traffic flow and alleviate congestion.
4. 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.
5. Ahwahnee Meadow Restoration: Retain Northside Drive and bike path but increase culverts to improve hydrologic connectivity. Replace 350 feet of trail with a boardwalk to protect wetlands.
6. Housekeeping Camp Lodging: Retain 232 lodging units, and remove 34 lodging units out of the bed and banks. Retain Housekeeping Camp shower houses, restrooms, and laundry, and remove grocery store. Restore one acre of the riparian ecosystem.

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ALTERNATIVE 5: ENHANCED VISITOR EXPERIENCES AND ESSENTIAL RIVERBANK RESTORATION



EAST YOSEMITE VALLEY: YOSEMITE LODGE AND CAMP 4

1. West of Yosemite Lodge
 - Parking: Redevelop area southwest of Yosemite Lodge to provide an additional 300 day-use parking spaces. This will include 15 spaces for tour bus parking. Parking redevelopment will incorporate best management practices to protect water quality.
2. Yosemite Lodge
 - 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).
 - Lodging: Retain the current 245 units at Yosemite Lodge.
 - Services and Facilities: Retain Yosemite Lodge Food Court and Mountain Room bar and dining service. Re-purpose convenience shop and nature shop. Relocate Yosemite Lodge maintenance. Remove Yosemite Lodge post office, swimming pool, bike rentals, snack stand, employee housing (called Thousands Cabins), Highland Court employee temporary housing, and the NPS Volunteer Office.
 - 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: Construct a pedestrian underpass to alleviate pedestrian/vehicle conflicts and associated traffic congestion at the intersection of Northside Drive and Yosemite Lodge Drive.
4. Residence 1
 - Residence 1: Relocate Residence 1 (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

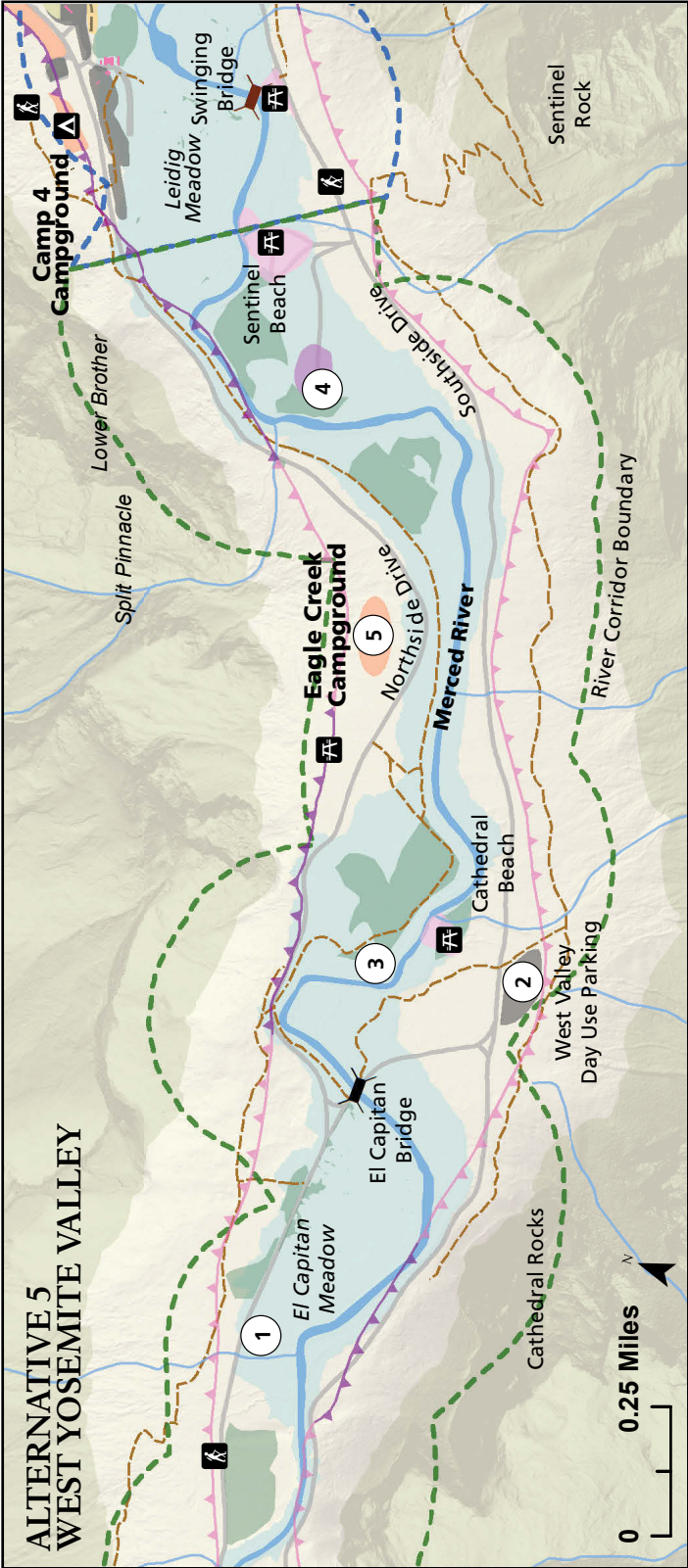
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ALTERNATIVE 5: ENHANCED VISITOR EXPERIENCES AND ESSENTIAL RIVERBANK RESTORATION



EL PORTAL

1. Rancheria Flat
 - Employee Housing: To replace temporary housing that will be removed from Yosemite Valley, construct seven dormitories, with 12 employees each, for a total of 84 employee beds, away from sensitive resources.
2. Abbieville and Trailer Village Area
 - El Portal Remote Visitor Parking: Construct a new visitor parking area for 200 spaces serviced by regional transit. Parking redevelopment will incorporate best management practices to protect water quality.
 - 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 1 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

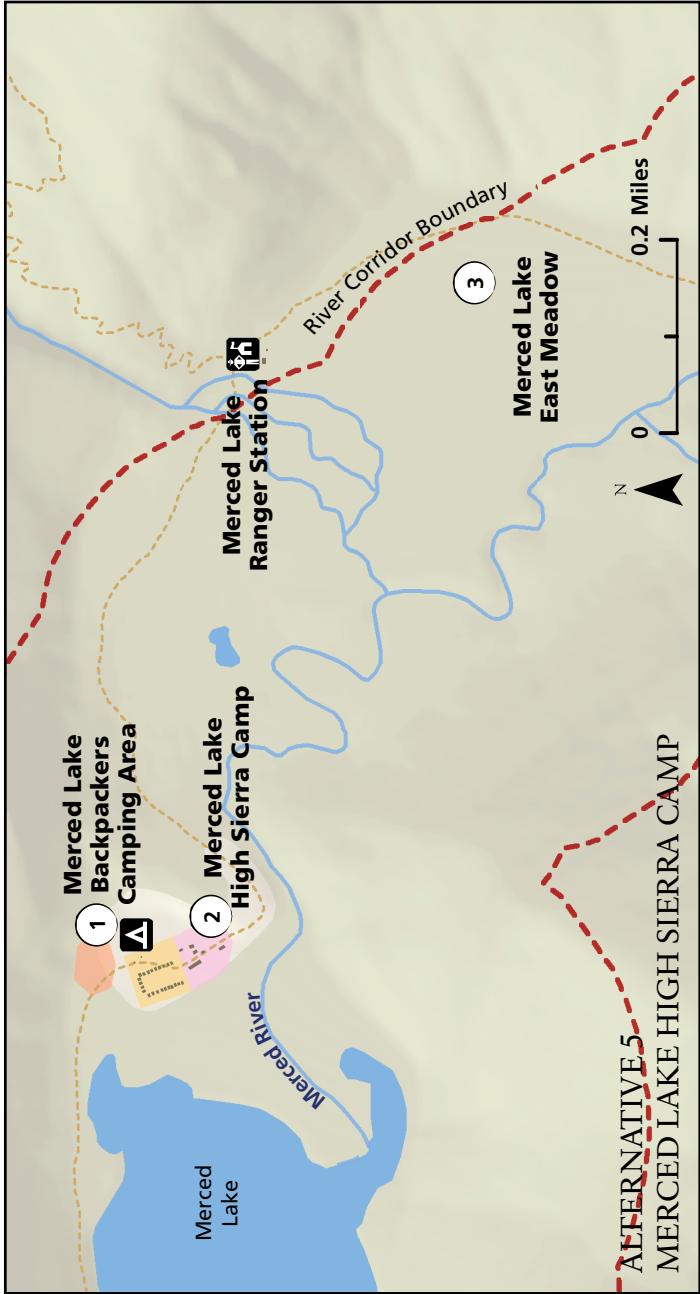
1. El Capitan Meadow Area
 - Restoration of Informal Trails: Remove all informal trails from the meadow that incise, promote habitat fragmentation, or are located in sensitive and frequently inundated areas, and restore to natural condition. Use restoration fencing along northern perimeter of meadow and designate appropriate access points using boardwalks and viewing platforms. Selectively remove mature conifers that block views of El Capitan from the roadside.
2. West Valley Overflow Parking
 - Day-Use Parking: Construct a new 100-space West Valley Overflow Parking Area on the south side of Southside Drive at the intersection of El Capitan Crossover. Parking development will incorporate best management practices to protect water quality. Expand shuttle service to serve West Valley locations.
3. Valley Loop Trail
 - Re-Route: Move portions of the Valley Loop Trail out of sensitive areas; this includes the 780 feet of the trail through Bridalveil Meadow. Construct boardwalks through wet meadow habitat in Slaughterhouse Meadow.
4. Yellow Pine Campground
 - Administrative Use Campground: Retain Yellow Pine’s four group sites (serving up to 120 people) for administrative use.
5. Eagle Creek Campground
 - New Campground: Construct campground with 40 car campsites and 2 group campsites east of El Capitan Picnic 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			
	Trailheads		Stream		Visitor Services		Restoration Areas			
	Road bridge		Contour		Housing		100-year Floodplain			
	Footbridge		Trails		Operations		Designated Wilderness			
					Parking					

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ALTERNATIVE 5: ENHANCED VISITOR EXPERIENCES AND ESSENTIAL RIVERBANK RESTORATION



MERCED LAKE HIGH SIERRA CAMP

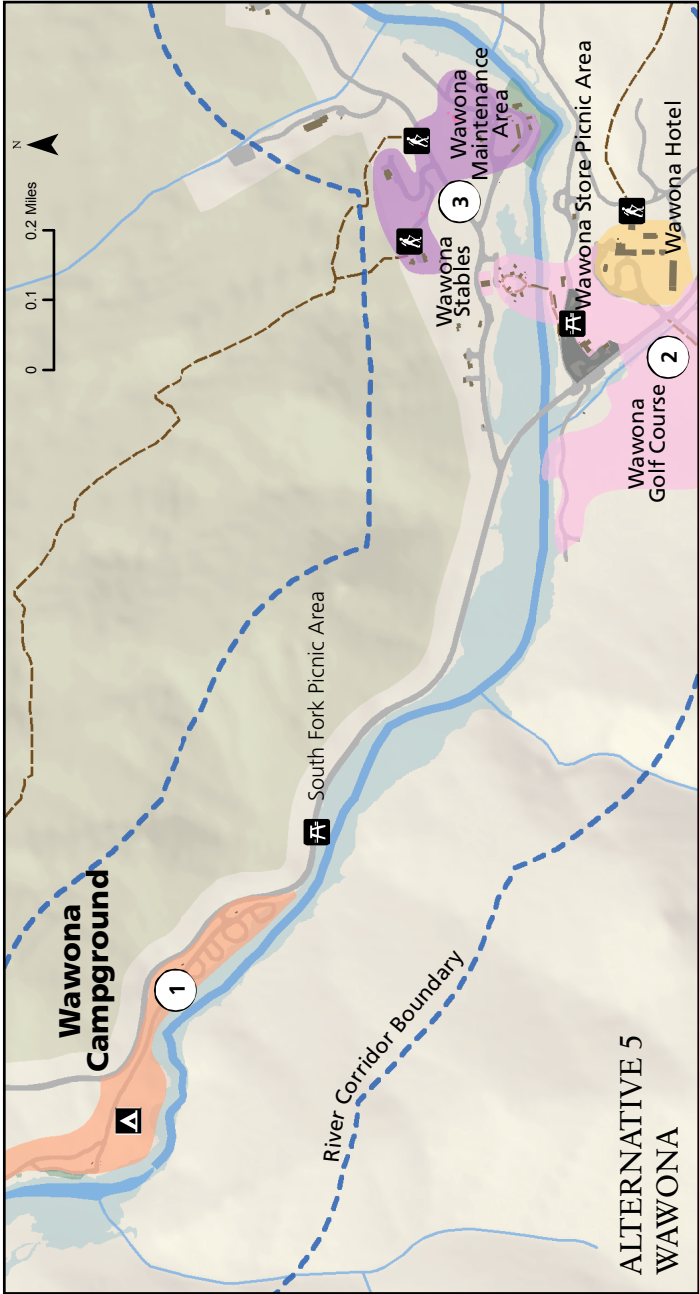
1. Merced Lake Backpackers Camping Area: Retain the designated camping area. Replace flush toilets with composting toilets.
2. Merced Lake High Sierra Camp: Retain 11 units (42 beds) at this lodging facility. Replace flush toilet with composting toilets.
3. Merced Lake East Meadow: Develop preliminary 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 the meadow.

OTHER SEGMENT 1 CAMPING AREAS

- Little Yosemite Valley: Continue designated camping in this camping area. Retain infrastructure, such as composting toilets.
- Moraine Dome: Continue designated camping in this camping area.

WAWONA

1. The Wawona Campground: Retain 83 sites and one group site. Remove 13 sites that are either within 100 feet of the river or in culturally sensitive areas.
2. Wawona Golf Course and Golf Shop: Retain nine-hole golf course and retail and food service at golf shop.
3. Wawona Stables Area and Maintenance Yard
 - Stables Operation: Retain stables and commercial day rides.
 - Stock-Use: Campsites: Relocate two stock-use campground sites away from sensitive resource areas to an appropriate location within the Wawona Maintenance Yard 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		

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Detailed Description of Alternative 5 by Segment

Segment 1: Wilderness above Nevada Falls (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 5 would include the following action to protect and enhance river values:

Biological Values

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

Recreational Values

- Reduce the capacity of the Merced Lake High Sierra Camp by 11 tents, and reduce the visual contrast of the camp at the time that tents need replacement.
- Continue to concentrate visitor use at Little Yosemite Valley and Merced Lake by retaining designated camping areas in these zones.

User Capacity, Land Use and Facilities Management

Alternative 5 would accommodate generally the same kinds and amounts of use that exist today in this segment. In addition to the “Actions Common to Alternatives 2-6” (page 8-77), Alternative 5 would include the following actions to manage user capacity, land use, and facilities:

Visitor Activities and Services

Overnight users would stay at the Merced Lake High Sierra Camp or backpack (staying overnight at designated camping areas or dispersed throughout the wilderness).

Private boating would be allowed in Segment 1. 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. Only 10 boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

Up to two overnight commercial groups would be allowed per Wilderness zone in Segment 1.

Visitor Overnight Capacity

All zone capacities would remain the same (Table 8-41). Services would be managed as follows:

- Retain the Merced Lake Backpackers Camping Area; replace flush toilets with composting toilets.
- Retain the Merced Lake High Sierra Camp at a reduced capacity of 42 beds; replace flush toilets with composting toilets.
- Retain designated camping areas at Little Yosemite Valley and Moraine Dome.

TABLE 8-41: WILDERNESS ZONE CAPACITIES FOR ALTERNATIVE 5

Wilderness Zones	Alt 5 Zonewide Capacity	Alt 5 Zone Capacity Specific to the River Corridor
Little Yosemite Valley Zone	150 people	150 people
Merced Lake Zone	50	50
Washburn Lake Zone	150	100
Mount Lyell Zone	50	10
Clark Range Zone	50	10

Visitor Day-use Parking Capacity

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

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 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 5 would include the following action to protect and enhance river values:

Free Flow

- Retain Stoneman Bridge; mitigate the hydrological effects of the bridge by placing large wood on the riverbanks to address scouring, adding brush layering, and increasing channel complexity between Clarks Bridge and Sentinel Bridge (as described in Chapter 5 and Appendix E).
- Remove the Sugar Pine Bridge and berm connecting it to the Ahwahnee Bridge; reroute the multi-use trail along the north bank of the river.
- Retain the Ahwahnee Bridge; mitigate the hydrological effects of the bridge by placing large wood on the riverbanks to address scouring, adding brush layering, and increasing channel complexity between Clarks Bridge and Sentinel Bridge (as described in Chapter 5 and Appendix E). Construct a multi-use trail from the end of the Ahwahnee Bridge to connect to the Lower Pines area.

Water Quality

- Reroute the pack stock trail from the Concessioner Stable farther north, adjacent to the Happy Isles Loop Road.

Biological Values

Alternative 5 would remove existing campsites within 100 feet of the ordinary high-water mark:

- Remove all existing campsites and associated infrastructure within 100 feet of the ordinary high-water mark and restore natural floodplain and riparian habitat (12 acres).

- **Backpackers Camp:** Remove 15 sites within 100 feet of the ordinary high-water mark. (Replace all these sites to the west of the current campground.)
- **North Pines Campground:** Remove 14 campsites from within 100 feet of the ordinary high-water mark ; restore native riparian vegetation
- **Lower Pine Campground:** Remove 5 sites from within 100 feet of the ordinary high-water mark; restore native riparian vegetation.
- **Upper Pine Campground:** Retain 238 campsites, 22 of which are in the 100-year floodplain.
- **Former Lower and Upper River Campgrounds:** Remove abandoned facilities within the 10-year floodplain and restore 35.6 acres of natural floodplain topography and riparian/wetland habitat; reestablish overflow channels where possible. Fence and close the riparian zone at former Upper River to protect the riverbank from trampling; direct visitors to access the river for boating and swimming by way of a path to the Housekeeping Camp eastern beach.
- **Yosemite Lodge:** Retain all lodging at Yosemite Lodge, including four structures within the 100-year floodplain
- **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 so that it is 150 feet back from the ordinary high-water of the Merced River and outside a designated 50-foot setback from Indian Creek; remove fill material and restore the riparian habitat adjacent to the river.
- **Housekeeping Camp:** Remove lodging and other facilities at Housekeeping Camp out of the ordinary high-water mark (remove 34 units); restore native riparian habitat (1 acre). 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 5 would remove or mitigate the effects of trails and roads through meadows:

- **Bridalveil Meadow:** Reroute the 780-foot segment of the Valley Loop Trail that currently crosses Bridalveil Meadow so that it is adjacent to Southside Drive.
- **Slaughterhouse Meadow:** Construct boardwalks through sensitive wet meadow habitat at Slaughterhouse Meadow.
- **El Capitan Meadow:** Fence the northern perimeter of the meadow to protect the restoration area, and designate appropriate access points using boardwalks and viewing platforms. Selectively remove mature conifers that block views of El Capitan from the roadside to discourage foot traffic into the meadow.
- **Ahwahnee Meadow:** Retain Northside Drive and bike path in current configuration; add culverts to improve hydrologic connectivity through Ahwahnee Meadow. Install a boardwalk to traverse wet areas through Ahwahnee Meadow (350 feet long).
- **Stoneman Meadow:** Retain Southside Drive through Stoneman Meadow; conduct transportation and engineering studies to examine the impact of removing this road segment, given the traffic volumes and patterns associated with this alternative. Expand the fenced area on the north end of the meadow near Lower Pines Campground to protect wetlands. Remove roadside parking along Stoneman Meadow to discourage foot traffic into the meadow.

Cultural Values

- Remove two structures from the collective sites representing the prominent historic patterns of development in Yosemite Valley: Sugar Pine Bridge and Residence 1.
- 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 100 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.
- Mitigate traffic congestion in East Yosemite Valley through intentional traffic management as well as the addition of remote parking lots with bus and shuttle access to Yosemite Valley destinations.

User Capacity, Land Use and Facilities Management*Visitor Activities and Services*

Alternative 5 would generally continue the kinds and amounts of use in Yosemite Valley that exist today, with improvements in the types and ease of access provided to visitors. It would include the following changes in visitor activities and services in addition to those common to Alternatives 2-6 (page 8-77):

- Allow only private boating in this river segment, and expand private boating access to a longer section of the river in the Valley. Private boaters would be allowed between Lower River Campground and Sentinel Beach/Yellow Pine. The put-ins and take-outs for this river segment would be located at the Lower River Day-use Area and Sentinel Beach. A maximum of 100 permits per day would be issued for private boaters in this river segment.
- Expand picnicking and day-use opportunities at Yosemite Village, Church Bowl, and Happy Isles.
- Provide a new picnic area (8 tables and 20 parking spaces) and designated river access for rafting in the Lower River area.
- Retain the Housekeeping Camp shower houses, restrooms, and laundry; remove the grocery store.
- Retain Concessioner Stables in Yosemite Valley to support Merced Lake High Sierra Camp and overflow parking for campgrounds. Eliminate commercial day horseback rides from Yosemite Valley. Kennel service remains.
- Remove the Curry Village raft rental.

Visitor Overnight Capacity: Camping

Camping would be increased to 640 sites accommodating 4,032 people per night:

- **Backpackers Camp:** Retain 10 walk-in sites. Remove 15 sites within 100 feet of the ordinary high-water mark. Construct 16 new walk-in campsites west of Backpackers Camp.
 - **Former Upper River Campground:** Construct a new campground with 30 walk-in sites, north of the river outside the 25-year floodplain. Restore hydrologic processes in the southeast portion of the former campground area.
- **North Pines Campground:** Retain 72 campsites. Remove 14 sites from within 100 feet of the ordinary high-water mark.

- **Upper Pines Campground:** Retain 238 campsites. Construct a new recreational vehicle campground loop with 36 RV sites. Construct a new walk-in campground with 49 individual sites and 2 group sites.
- **Lower Pines Campground:** Retain 71 campsites. Remove 5 sites from within 100' 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.
- **Eagle Creek:** Construct a new campground with 40 drive-in sites and 2 group sites.

Visitor Overnight Capacity: Lodging

Lodging would be slightly increased to 1,053 units accommodating 3,697 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 5:

- **Curry Village:** Retain 355 lodging units: 290 tents, 18 units at Stoneman House, 47 hard-sided cabins with bath. Remove all existing cabins and associated structures at Boys Town. Construct 98 new lodging units suitable for year-round use (25 duplex buildings, two 4-plex buildings, and five two-story 8-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 and 20 new parking spaces along the eastern edge of the orchard parking lot, all within the existing developed footprint. Provide 450 designated overnight parking spaces at Curry Orchard.
- **Housekeeping Camp:** Retain 232 units and associated facilities. Remove 34 units out of the ordinary high water mark defined by the Army Corps of Engineers.
- **Yosemite Lodge:** Retain 245 lodging units and associated services and facilities (food service, parking).

Conceptual site drawings for lodging improvements at Boys Town under Alternative 5 have been completed to allow the analysis of impacts of this potential project. See "Conceptual Site Drawings" at the end of the Alternative 5 discussion for site details and design drawings.

Visitor Day-use Parking Capacity, Transit Options, and Circulation

Alternative 5 would increase the maximum daily visitation in Yosemite Valley. The day parking, regional transit, and tour bus capacities would accommodate up to 8,954 day users at one time in Segment 2:

- Increase available day-use parking spaces (+ 111 spaces) for a total of 2,448 parking spaces, accommodating a maximum of 6,389 people at one time.
- Accommodate an estimated 1,160 people at one time in circulation on Valley roads.
- Accommodate a maximum of 684 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:

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- Redesign day parking at Yosemite Village to provide 850 designated spaces and a new comfort station.
- Construct a new parking lot and a comfort station, providing 300 parking spaces for day visitors and 15 spaces for tour buses, west of Yosemite Lodge.
- Construct a new parking lot to accommodate overflow parking for 100 vehicles south of Southside Drive; expand Yosemite Valley shuttle service to West Valley.

Day users would also be able to access the Valley by parking in the new El Portal remote parking area (200 parking spaces) and taking a shuttle to the Valley.

Conceptual site drawings for the Yosemite Village Day-use Parking Area and the new parking lot west of Yosemite Lodge under Alternative 5 have been completed to allow the analysis of impacts of these potential projects. See "Conceptual Site Drawings" at the end of the Alternative 5 discussion for site details and design drawings.

An East Yosemite Valley day-use parking permit system would be implemented if conditions reached the point where day use visitation to the East Yosemite Valley from private vehicles exceeded the parking availability, and formal traffic diversions at El Capitan Crossover were instituted for 14 days or more during the summer season for 2 consecutive years (see Chapter 5).

Regional transit services into Yosemite Valley during the peak summer season would be expanded to accommodate a maximum of 684 people at one time in Yosemite Valley.

- Highway 140 (Merced to Yosemite Valley): Maintain service at 12 runs per day. Add a stop at the El Portal remote day-use parking area.
- Highway 41 between Fresno and Yosemite Valley: Implement new public transit service at 12 runs/day.
- Implement a dedicated shuttle to Badger Pass for transfer shuttle to Glacier Point.
- Highway 120 West (Groveland to Yosemite Valley): Reduce service to 4 runs per day (summer only).
- Highway 120 East (Mammoth Lakes to Yosemite Valley): Maintain service at 2 runs per day (summer only)

Under all the action alternatives, including Alternative 2, shuttle bus service would be improved by increasing the frequency of the year-round East Valley service to 5 minute intervals during peak use. The Visitor Center Express shuttle service (summer only) would be improved by increasing the frequency to 7 minute intervals between buses. Shuttle service would be expanded as follows:

- Expand Valley Shuttle service to Bridalveil (summer only) with 60-minute interval between buses and stops at El Capitan picnic area, El Capitan Meadow, Bridalveil Fall straight, Cathedral Beach, Yellow Pine, and Four-mile/Swinging Bridge.

Administrative Activities

Some administrative activities would be relocated:

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

TABLE 8-42: TRANSIT OPTIONS- ALTERNATIVE 5

Regional Transit Options	
HWY 140 Merced/Mariposa to Yosemite Valley	12 runs per day Additional stop at the El Portal remote day-use parking area (year round)
HWY 41 Fresno/Oakhurst to Yosemite Valley	12 runs per day Dedicated shuttle to Badger Pass as collection point for shuttle to Glacier Point
HWY 120 West Groveland/Sonora to Yosemite Valley	4 runs per day (summer only)
HWY 120 East Inyo/Mono County (Mammoth Lakes) to Yosemite Valley	2 runs 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	7 minute interval between buses (summer only)
El Capitan Crossover	30 minute interval between buses (summer only)
West Yosemite Valley	Expand Valley Shuttle service to Bridalveil (summer only) 60-minute interval between buses Stops at El Capitan picnic area, El Capitan Meadow, Bridalveil Fall straight, Cathedral Beach, Yellow Pine, and Four-mile/Swinging Bridge

Employee Housing and Employee Parking

Compared to existing conditions, 179 fewer concessioner employees would be housed in Yosemite Valley. The remaining housing for 972 concessioner employees would be provided as follows:

- Retain housing for 42 employees at The Ahwahnee Hotel.
- Provide housing for 436 employees at Curry Village.
 - Retain permanent housing in the Curry Village residential area (223 employees).
 - Retain housing at Concessioner Stable (49 employees).
 - Construct 16 buildings housing 164 employees.
- Provide housing for 390 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).
 - Construct new housing at Lost Arrow for 50 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.

An additional 96 Valley employees working in Yosemite Valley would be housed at 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 5 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 5 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.

Visitor Activities and Services

Kayaking would not be allowed in this segment under this alternative due to the safety concerns associated with accessing the river for search and rescue operations during high use periods. This section of river is steep and rocky, and boatable only by the most advanced paddlers.

Transit Options

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

Segment 4: El Portal (Scenic Segment)

Actions to Protect and Enhance River Values

In addition to the “Actions Common to Alternatives 2-6” (see page 8-53), Alternative 5 would protect and enhance biological values as follows:

Biological Values

- **Abbieville and Trailer Village Housing-** The riverbanks at Abbieville and Trailer Village would be protected with a 150-foot riparian buffer measured from the ordinary high-water mark of the Merced River. Riparian habitat within the 150-foot buffer would be restored by removing unnecessary roads and parking, de-compacting soils, and planting with native riparian and oak woodland species.

User Capacity, Land Use and Facilities Management

The majority of actions for 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 and Services

Alternative 5 would allow for unrestricted private boater use of the river in Segment 4. 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.

Visitor Overnight Use

No visitor overnight accommodations on NPS lands are proposed in Alternative 5.

Visitor Day-use Parking Capacity

A new remote visitor day-use parking area accommodating a maximum of 200 vehicles would be provided at the Abbieville site. This parking area would primarily be used for visitor access to Yosemite Valley by way of the YARTS route on Highway 140. The visitor use capacity associated with this parking area is accounted for in the Yosemite Valley segment, though the physical parking spaces are located in El Portal.

The total available day-use parking capacity in this segment would be 414 spaces; 214 spaces for visitors to El Portal and 200 spaces for visitors to Yosemite Valley (or other Yosemite destinations).

Transit Options

As noted in the Yosemite Valley and Merced Gorge segment discussions above, public transit along the Highway 140 travel corridor would be expanded. Regional transit buses would stop at the new day-use parking area at Abbieville. Bus service would be provided on a 30-minute interval during peak use season and run directly to Yosemite Valley. For a complete summary of the transit option along this corridor, see the Segment 2 summary above.

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 5, high density employee housing would be added to the El Portal Village Center (12 beds) and a dormitory in Rancheria Flat (84 beds). All new units would be outside of the 100 year flood plain. 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” (page 8-53). Additionally, 84 spaces would be added with the Rancheria Dormitory and 12 spaces within the El Portal Village Center.

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

Actions to Protect and Enhance River Values

There are no actions in Segment 5 in addition to what is proposed under “Actions Common to Alternatives 2-6” (page 8-53).

User Capacity, Land Use and Facilities Management

Alternative 5 would provide for similar kinds and amounts of use that exist today in Segment 5. The majority of actions for Alternative 5 in Segment 5 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.

Visitor Activities and Services

Private boating would be allowed in Segment 5. Generally, use would consist of short floats using pack raft or other craft that can easily be carried into this remote area. Only 10 boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

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 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

- Wawona stock use campground – Two stock use campground sites would be relocated away from a culturally sensitive area to the Wawona Maintenance Yard area.

User Capacity, Land Use and Facilities Management

Overall, Alternative 5 would provide for similar kinds and amounts of use that exist today in the Wawona area. The majority of actions for Alternative 5 in Segment 7 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.

Visitor Activities and Services

A range of visitor recreation activities would continue to be available. River related activities would include swimming, fishing and boating and other activities common to Alternatives 2-6. In addition:

- Boating would be limited to private use only by permit with a maximum of 10 boats per day. The allowable reach of the river would be from below the Swinging Bridge area to the Park Boundary, excluding the Wawona impoundment.

Visitor Overnight Use

The total overnight capacity of the Wawona area would be 190 units accommodating up to 787 people per night under Alternative 5.

The Wawona Campground capacity would be reduced slightly to 84 sites (including one group site), accommodating 528 people per night (13 campsites are removed from within 100-feet of the ordinary high-water mark of the South Fork Merced River and other culturally sensitive areas).

The two campsites at the Wawona stock camp would be relocated and would accommodate 6 people per night each (12 people per night total).

Transit Options

Transit options would be expanded in Alternative 5. Regional bus service, similar to that provided on the Highway 140 corridor, would be introduced. A maximum of 12 runs per day would be made between Fresno and Yosemite Valley. Using 48-passenger buses this would accommodate a maximum of 311 people at one time. Additionally, the Wawona area shuttle would continue, serving the key destinations within this segment along with the Mariposa Grove of Giant Sequoias. Finally, up to two concessioner-operated runs per day would be made between Wawona and Yosemite Valley.

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

Actions to Protect and Enhance River Values

There are no actions specific to Segment 8 in Alternative 5. For a list of actions common to all action alternatives in Segment 8, please see “Actions Common to Alternatives 2-6,” (page 8-53).

User Capacity, Land Use and Facilities Management

Alternative 5 would provide for similar kinds and amounts of use that exist today in Segment 8; significant changes are not proposed. The majority of actions for Alternative 5 in Segment 8 are discussed in the “Actions Common to Alternatives 2-6” (page 8-77). 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. Only ten boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

Transit Options

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

Analysis of Facilities and Services

Table 8-43 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 5. As an example, the goals of this alternative include enhanced visitor experiences and essential riverbank restoration. This alternative prescribes essential restoration within 100 feet of the Merced River and visitor use levels that are the same as current levels. There would be a moderate increase in camping and day-use parking opportunities, therefore additional camping would be provided at the Upper River and Eagle Creek Campgrounds, and additional overflow parking for East Yosemite Valley near El Capitan Crossover as well as expanded parking at the Yosemite Lodge area.

TABLE 8-43: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 5

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	Reduced	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	Retained	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to allow support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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	Retained	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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	Retained	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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.

TABLE 8-43: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 5

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	Reduced (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 provides is critical for backpackers who need to start or end their wilderness trip in Yosemite Valley. 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.
Valley Campground Reservation Center	Retained	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	Reduced	Yes: Housekeeping Camp offers rustic 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.	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 Laundry	Retained	Yes: The public laundromat at Housekeeping Camp is a small facility that supports visitor use. The nearest public laundry facilities outside the park are located 50 miles from Yosemite Valley. Visitors spending multiple nights in the park frequently need to launder their clothing, and, in some cases, sleeping bags, blankets or other outdoor items.	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	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	Service eliminated / facility 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.	N/A: This service will be eliminated.
Camp Curry 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 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.

TABLE 8-43: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 5

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 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	Retained (but day-rides eliminated)	Yes: The stable operation at Curry Village 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.
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)	Retained	Yes: This road 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. It is also used for by NPS for law enforcement and fire protection	No. It is not feasible to relocate the existing roadway from its present location.
Southside Drive (through Stoneman Meadow)	Retained	Yes: This road 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. It is also used for by NPS for law enforcement and fire protection	No. It is not feasible to relocate the existing roadway from its present location.
Sugar Pine Bridge	Removed	No. Under this alternative removal of this facility is consistent with land use restoration goals, and pedestrian and bicycle traffic would be re-routed north of river.	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	Retained	Yes: This pedestrian, bicycle, and emergency vehicle bridge is needed to support public use of the river corridor. It allows safe crossing of the Merced River so that visitors can access points of interest in Yosemite Valley. Pedestrian and bicycle bridges also protect riparian habitat from destruction caused by random crossings throughout the river corridor. It is also used for 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.
Stoneman Bridge	Retained	Yes: This pedestrian, bicycle, and emergency vehicle bridge is needed to support public use of the river corridor. It allows safe crossing of the Merced River so that visitors can access points of interest in Yosemite Valley. Pedestrian and bicycle bridges also protect riparian habitat from destruction caused by random crossings throughout the river corridor. It is also used for 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.

TABLE 8-43: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 5

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.)			
Upper Pines RV 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.
Former Upper River 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.
Eagle Creek 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	Re-developed (with permanent housing)	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.
Re-route Northside Drive south of Yosemite Village Day-use Parking Area at least 150 feet from the ordinary high-water mark	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.
Traffic Circle at Intersection of Northside Drive and Village Drive (at Yosemite Village Day-use Parking Area) (New)	Constructed	Yes: Planned components of the primary transportation & circulation road system that connects all major visitor service nodes.	No. No changes are proposed for the existing road system in Yosemite Valley. Improvements for this location are required to increase efficiency of transportation circulation.

TABLE 8-43: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 5

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.)			
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.
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	Retained	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.	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	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. 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.

TABLE 8-43: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 5

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.)			
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.
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.
Yosemite Lodge intersection with Northside Drive: Yosemite Falls Pedestrian Underpass (New)	Constructed	Yes: A pedestrian underpass is vital to reduce pedestrian and vehicle conflicts at this extremely busy intersection area. The pedestrian underpass would connect the pedestrians from the Yosemite Lodge Area to the Lower Yosemite Fall Area without requiring westbound traffic on Northside Drive to stop and allow pedestrians to cross the road.	No. No changes are proposed for the existing road system in Yosemite Valley. Improvements for this location are required to increase efficiency of transportation circulation.
Segment 2: West Yosemite Valley			
West Valley Overflow Parking Area (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. Visitors would have a choice to either use El Capitan Cross-over and visit other areas of the park, or wait until outbound traffic has reduced congestion in the East Yosemite Valley.	No. There are no other suitable locations (i.e., near the intersection of North- and Southside Drives with the El Capitan Crossover) that allow for the redirection of vehicle traffic entering east 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.

TABLE 8-43: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 5

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
El Portal Remote Parking at Abbieville / 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.
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	Retained	Yes: This visitor activity is a component of the Wawona Hotel NHL. Opportunities for this type of visitor recreation are unique in terms of setting attributes and the historic setting of the district.	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 Golf Course & Shop	Retained	Yes: This visitor activity is a component of the Wawona Hotel NHL. Opportunities for this type of visitor recreation are unique in terms of setting attributes and the historic setting of the district.	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 Stables	Retained	Yes: The Wawona Stables offer visitors commercial equestrian day rides to points of interest in the Wawona area. 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	Retained	Yes: The Wawona Area will be the only are within Yosemite National Park that provides an opportunity for this type of visitor recreation. Commercial day rides are proposed to be eliminated in Yosemite Valley and Tuolumne Meadows.	No. The stable operates from a historic structure that could not be feasibly relocated.

Conceptual Site Drawings for Potential Project Implementation

Boys Town

In Alternative 5, the existing Boys Town cabins and facilities would be removed and replaced with 98 new lodging units suitable for year-round accommodation. This would consist of 25 duplex buildings, two 4-plex buildings, and five two-story 8-plex buildings, all with private baths. A new 2,840 foot long pedestrian pathway, a guest check-in building, 78 new parking spaces along the existing roadway, and 20 new parking spaces along the eastern edge of the Orchard Parking lot would also be constructed within the existing developed footprint. The Curry Orchard Day-use Parking Area would be formalized using best management practices to have a total of 450 parking spaces. New ground disturbance within the existing 8.4 acre footprint of Boys Town would include approximately 33,000 square feet for new buildings, 56,800 square feet of utility trenching, 14,200 square feet for pedestrian pathways, and 29,400 square feet of new parking for a total of 3 acres. Construction staging would require an area of approximately 1.4 acres and would likely take place within the existing Orchard Parking area.

Yosemite Village Day-use Parking Area

In Alternative 5, the existing 6-acre Yosemite Village Day-use Parking Area and all associated roadway improvements would be moved 150 feet north from the high water mark 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 850 parking spaces and a new comfort station. 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. A new three-way intersection would be constructed connecting Sentinel Drive with the re-routed Northside Drive, and the shuttle bus road into the Village. This intersection would include turning lanes to minimize traffic delays and maintain proper traffic flow. Consolidating the parking to the north of Northside Drive, with new and improved walkways to Yosemite Village, would eliminate vehicle and pedestrian conflicts. A roundabout would be constructed at the Village Drive/Northside Drive intersection which would improve traffic flow. The Concessioner General Office, Valley Garage, and Arts and Activities Center (former bank building) would be removed and the Village Sport Shop repurposed to a visitor contact station.

The area of disturbance for improvements at Camp 6 in Alternative 5 would cover approximately 27.5 acres and include 19 acres of clearing and grubbing, 1.2 acres for existing building removal, 4,000 square feet for the new comfort station, 5.4 acres of pavement removal, 2.3 acres of new roadway, 8.3 acres for new parking, 18,280 square feet of utility service trenching, and 50,070 square feet for new pedestrian pathways. Construction staging would cover an area of approximately 2 acres within the area to be redeveloped.

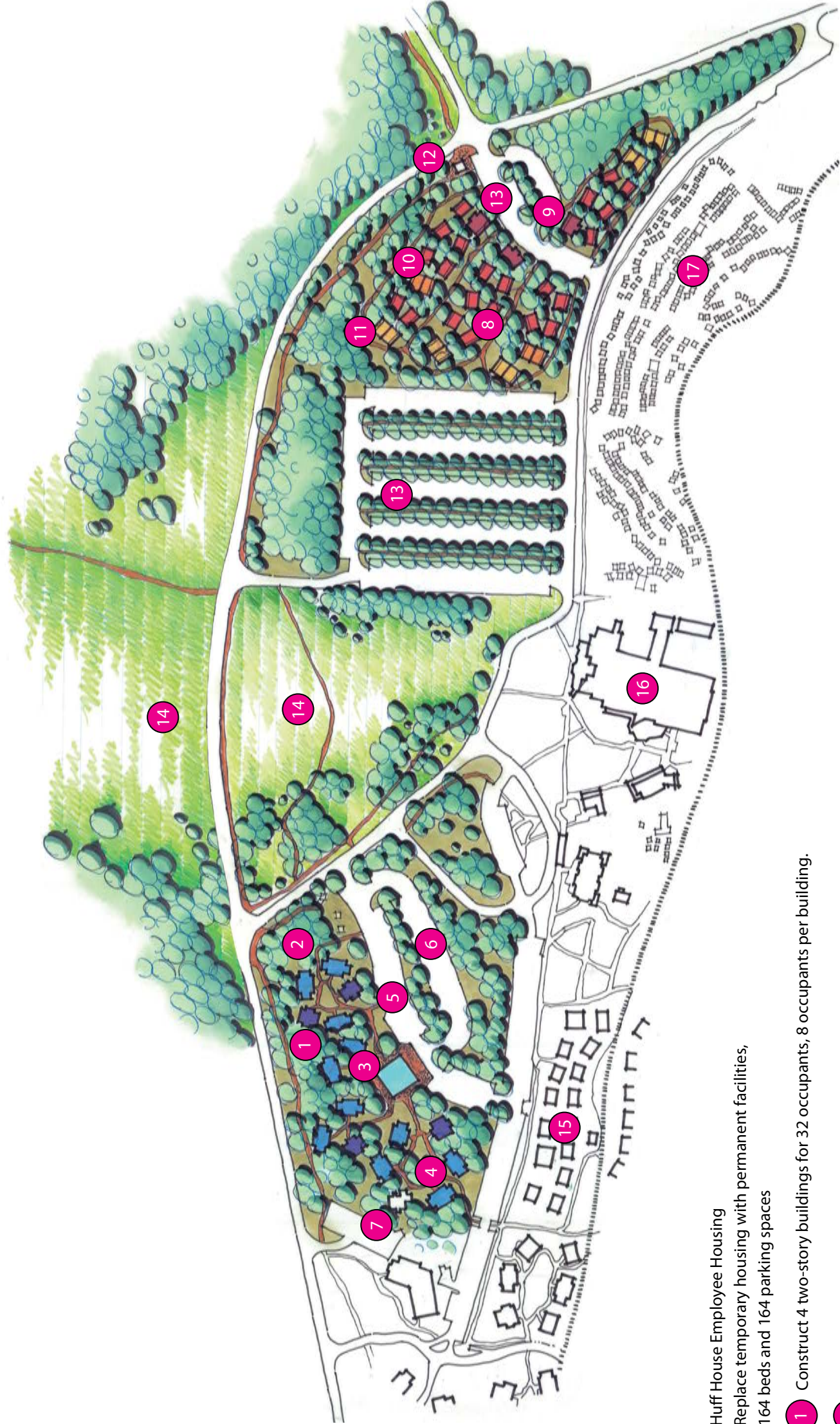
Yosemite Lodge Parking Area

In Alternative 5, an area west of Yosemite Lodge currently used as parking for tour buses, transit buses, and overnight guests would be re-developed to provide 300 day-use parking spaces, parking for 15 buses, a new 3,000 square foot comfort station, and a relocated 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 over a 13.5 acre area west of the Lodge would include 10.6 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, 17,300 square feet of utility service trenching, 3.6 acres for parking, and 5,000 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 5, the temporary modular housing at Highland Court and the Thousands 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 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.

Boys Town Guest Lodging

Replace tent cabins with 98 permanent guest cabins and 78 parking spaces

- 8 Construct 25 duplex buildings replicating historic cabins, or 50 units subtotal.
- 9 Construct 2 four-plex buildings, or 8 units subtotal
- 10 Construct 5 eight-plex buildings, or 40 units subtotal
- 11 Relocate Campground Reservation Center, provide 8 parking spaces.

- 12 Construct a roadway connecting Curry Village and East Valley Campgrounds with 78 parking spaces guests and 8 short-term parking spaces for Campground Reservation Center. 20 parking spaces will be reserved for guest use in Curry Orchard Parking Area.

Curry Orchard Parking Area

- 13 Improve parking area with 430 spaces and landscape buffers with trees and bioswales that will treat storm water run-off.

Meadow Restoration Area

- 14 Improve hydrology, remove invasive species, promote weed control and plant native species.

Existing Curry Village Visitor Services

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



NORTH

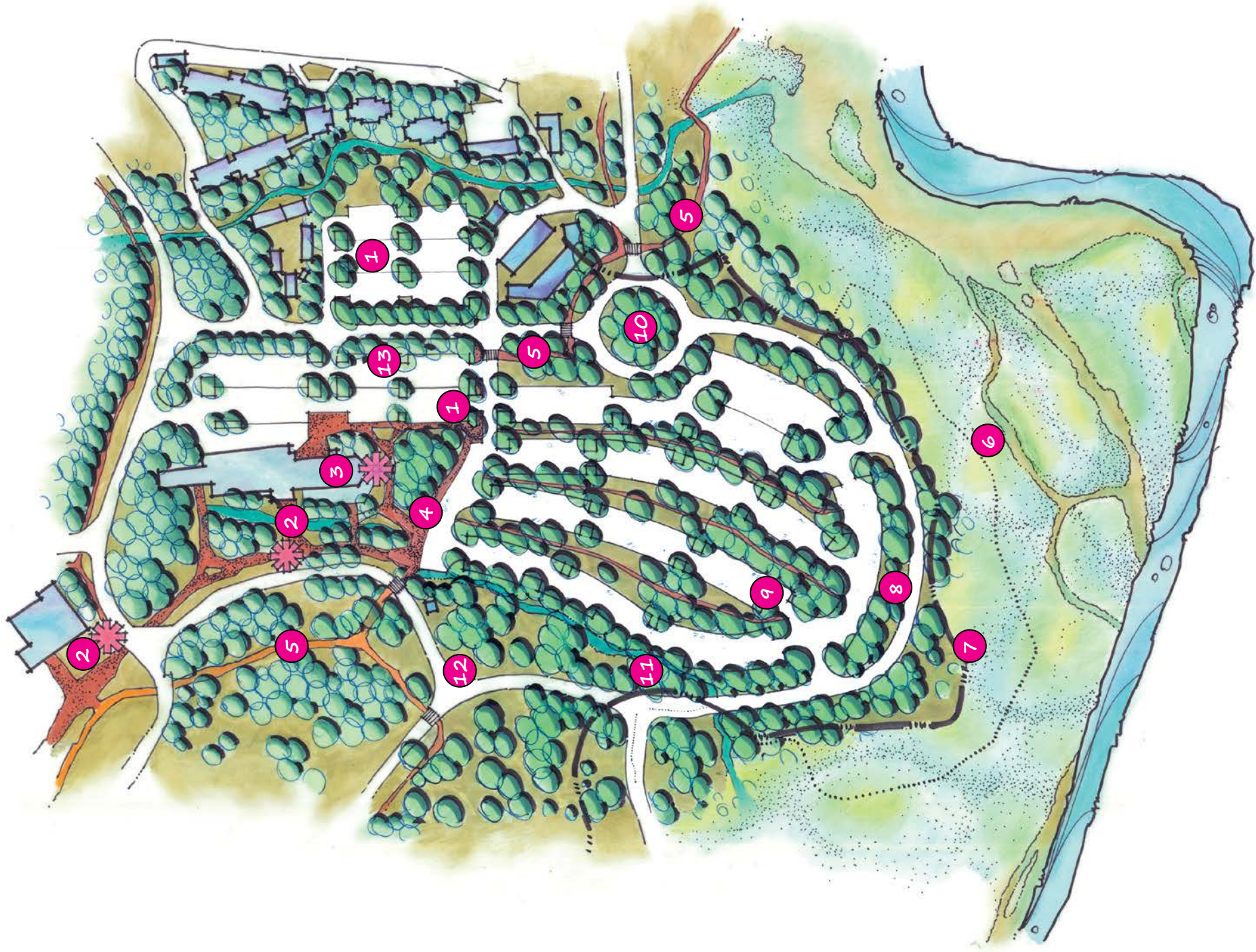
Alternatives 5 and 6 Conceptual Site Drawing for Curry Village

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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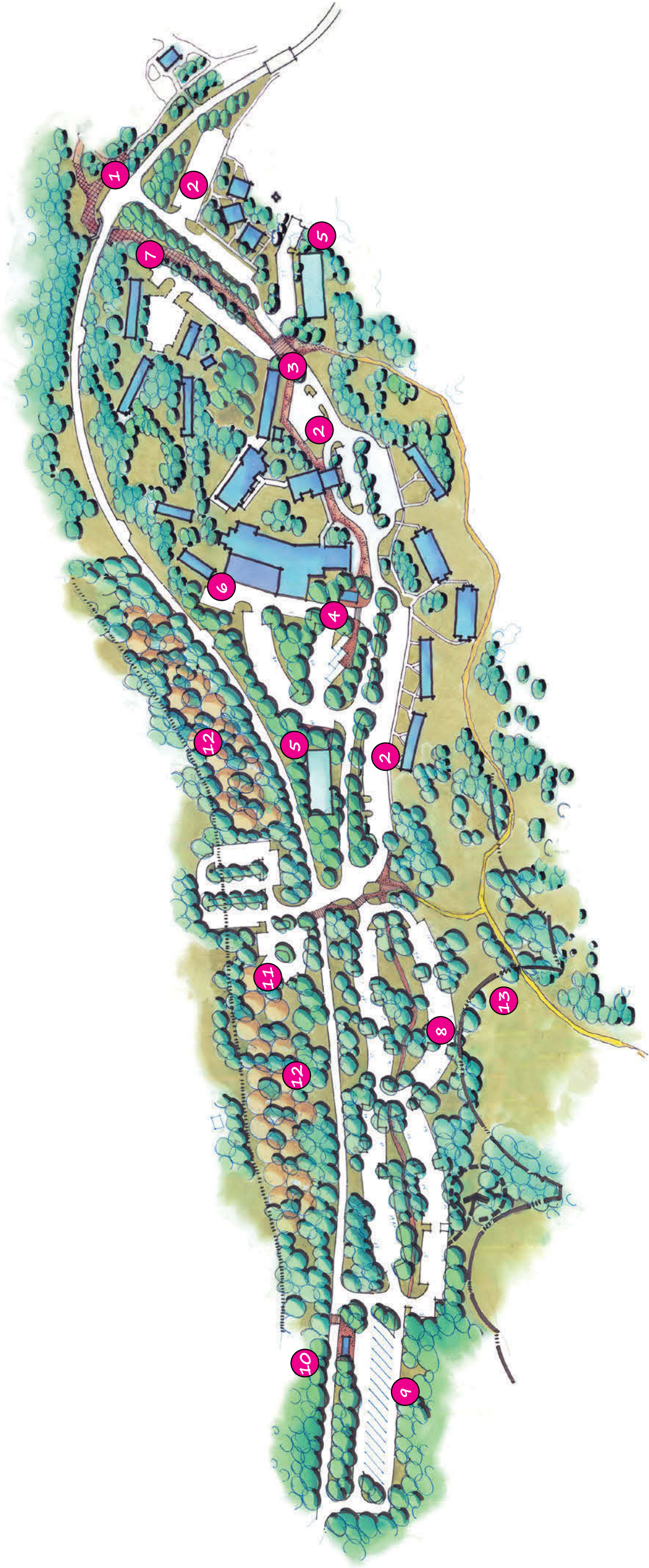
- 1 Eliminate Concessioner General Office and Garage located between the Village Store and Ahwahnee Meadow, providing more space for visitor parking.
- 2 Retain shuttle stops on Visitor Center Loop Drive.
- 3 Replace Village Sport Shop with visitor contact station.
- 4 Eliminate existing art activity center and improve pedestrian access.
- 5 Improve pedestrian connections and bike paths east and west of the day-use parking area.
- 6 Linework represents existing day-use parking area limits.
- 7 Reduce encroachment of day-use parking area to provide 150-foot riparian buffer. Restore wetlands and meadows.
- 8 Re-route Northside Drive to conform to the 150-foot riparian buffer. Consolidate all parking north of the roadway, minimizing pedestrian and vehicular conflicts.
- 9 Provide 850 day-use parking spaces. Provide landscaped areas to retain large numbers of trees and screen parking bays and bioswales that will treat storm water run-off. Provide pedestrian pathways.
- 10 Construct a roundabout to alleviate traffic congestion at the intersection of Northside Drive and Village Drive.
- 11 Re-align Sentinel Drive into a "T" intersection with a re-routed Northside Drive. Provide left-hand turn lanes off Sentinel Drive and Northside Drive. Create a sense of arrival through wayfinding and landscape treatments.
- 12 Reconstruct Northside Drive and Visitor Center Loop Drive as a "T" intersection.
- 13 Enhance Village Drive by establishing a tree-lined roadway as a connection to day-use parking facilities and lodging.



Alternative 5
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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Alternative 5

Conceptual Site Drawing for Yosemite Lodge and Camp 4

Yosemite National Park

United States Department of the Interior • National Park Service

- 1 Re-align Yosemite Lodge intersection within the limits of existing developed areas.
- 2 Maintain all existing Yosemite Lodge buildings and parking areas.
- 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 from the 100-year floodplain to an addition to the food service building. Reconfigure truck loading and unloading area. Demolish and remove existing NPS volunteer office.
- 7 Re-construct a section of the Yosemite Lodge entrance road as a promenade with 5% slope to underpass. Install accent paving, landscaping, wayfinding and site furnishings, low-voltage site lighting consistent with design features of the Yosemite Falls trail.
- 8 Construct 300 visitor 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 treat 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.

* 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 6: DIVERSIFIED VISITOR EXPERIENCES AND SELECTIVE RIVERBANK RESTORATION

Overview

The guiding principles of Alternative 6 include limited restoration within 100 feet of the river and in meadow and riparian areas, infrastructure improvements to accommodate growth in peak daily visitation in Yosemite Valley, and expansion of facilities and services to allow for diversified visitor experiences.

Management actions in Alternative 6 would:

- Restore 170 acres of meadow and riparian habitat.
- Significantly increase the campsite inventory in all river segments (+46%) and in Yosemite Valley (+59%).
- Significantly increase the lodging inventory in all river segments (+18%) and in Yosemite Valley (+21%).
- Increase day-use parking for Yosemite Valley (+11%).
- Expand facilities and services to accommodate growth in visitation.
- Reduce traffic congestions and improve traffic circulation through infrastructure improvements such as roundabouts and underpasses.
- Accommodate approximately 21,800 visitors per day in East Yosemite Valley.
- Continue to manage overnight use capacity through wilderness quotas and reservation systems for lodging and camping.
- Manage day-use capacity for East Yosemite Valley through intentional traffic diversions and monitoring.

Actions to Protect and Enhance River Values

Alternative 6 would protect and enhance river values through selective ecological restoration of riverbanks and riparian and meadow habitat, corridorwide. This alternative would ecologically restore the area of Housekeeping Camp that is within the bed and banks of the river and remove much of the development within 100 feet of the river. Hydrologic connectivity of meadows to the riparian floodplain would be enhanced through engineering and design treatments, such as installation of large box culverts and permeable subgrades to improve surface water flow. Alternative 6 would include a valley oak habitat protection area in El Portal.

All historic bridges would be retained; however, the free-flowing condition of the river would be enhanced by increasing channel complexity through installation of constructed log jams, strategic placement of large wood, removal of rip rap, and bioengineering of the riverbank. If subsequent monitoring of riparian condition reveals insufficient improvement over time, more aggressive management action may be initiated, including the possible removal of Sugar Pine Bridge.

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 by dispersing lower levels of boating along the river through Yosemite Valley and by reducing traffic congestion. Table 8-44 provides a summary of the proposed ecological restoration actions and the reasons for those proposed actions.

TABLE 8-44: ADDITIONAL ACTIONS TO PROTECT AND ENHANCE RIVER VALUES, ALTERNATIVE 6

Ecological Restoration Actions (Free Flow, Water Quality, Geologic/Hydrologic, and Biological Values)	
Corridorwide	
Ecological Restoration Acreage	164 acres (common to all) plus an additional 6 acres (refer to Appendix E for specific locations)
Riprap to be Removed	5,700 linear feet (common to all) plus an additional 348 feet (refer to Appendix E for specific locations)
Segment 2: Yosemite Valley	
Free Flow / Geologic/Hydrologic Values	Remove Sugar Pine Bridge to enhance the free-flowing condition of the river.
Riparian Buffer / Floodplain	- Ecologically restore part of Housekeeping Camp within the ordinary high-water mark (bed and banks) of the river. - Ecologically restore portions of Backpackers Camp, North Pines Campground, and Lower Pines Campground that are within 100 feet of the river. - Ecologically restore 19.7 acres of habitat in former Upper and Lower River Campgrounds and construct new campsites 150 feet away from the river. - Move Yosemite Village Day-use Parking Area parking north at least 150 feet away from the river.
Recreational Values	
Segment 1: Wilderness above Nevada Fall	
Wilderness Recreation	Visitor overnight use concentrated to designated camping areas

User Capacity, Land Use, and Facilities Management

Alternative 6 would focus on providing diverse visitor experiences, and allows for an increase in peak visitor use levels. It would accommodate the largest increase in camping and provide for expanded facilities and services (see Table 8-45). Proper infrastructure design and site delineation in high use areas would be incorporated to ensure the long-term protection of river values.

TABLE 8-45: USER CAPACITIES BY USE TYPE AND LOCATION – ALTERNATIVE 6

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 6	
	Unit Type	Units	People	Units	People
Wilderness Above Nevada Fall					
Visitor Overnight Use	Zone Capacities & Beds	380	380	380	380
Visitor Day Use	Day Hikers	350	350	350	350
Employee Housing	Employee Beds	15	15	15	15
Administrative Day Use	Day Patrols	5	5	5	5
Yosemite Valley					
Visitor Overnight Use	Rooms & Campsites	1,500	6,564	1,987	9,006
Visitor Day Use	Parking Spaces	-	8,272	-	9,449
Employee Housing	Employee Beds	1,315	1,315	1,136	1,136
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

TABLE 8-45: USER CAPACITIES BY USE TYPE AND LOCATION – ALTERNATIVE 6

User Capacities by Use Type and Location		Alt 1 (No Action)		Alt 6	
	Unit Type	Units	People	Units	People
El Portal					
Visitor Overnight Use	Rooms & Campsites	-	-	-	-
Visitor Day Use	Parking Spaces	214	740	414	740
Employee Housing	Employee Beds	192	192	506	506
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	190	787
Visitor Day Use	Parking Spaces	-	1,295	-	1,606
Employee Housing	Employee Beds	121	121	121	121
Administrative Day Use	Parking Spaces	30	60	30	60
South Fork Below Wawona					
Visitor Overnight Use	Overnight Hikers	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 increased by approximately 59%. All campsites within 100 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 the Backpackers Camp, in the former Upper and Lower River Campgrounds area, and in the West Valley. Under Alternative 6, the total number of campsites in Yosemite Valley would increase to 739—a net gain of 273 sites—and the total number of campsites available in the corridor would be 825. Table 8-46 provides a summary of the proposed changes to camping.

TABLE 8-46: CAMPING FACILITIES - ALTERNATIVE 6

Existing Locations	Alt 1 (No Action)	Alt 6	Details
Backpackers	25 sites	10 sites	15 walk-in sites removed within 100 feet of river and relocated west of the area
Camp 4	35 sites	35 sites	No change to this National Historic Register Site
Lower Pines	76 sites	71 sites	5 sites removed from within 100 feet of the river
North Pines	86 sites	72 sites	14 sites removed from within 100 feet of the river
Upper Pines	240 sites	238 sites	2 sites for cultural resource concerns
Yellow Pine Administrative	4 sites	4 sites	No changes to these group administrative sites
Wawona Campground	99 sites	86 sites	13 sites removed within 100 feet of river or in culturally sensitive areas
Total Existing Locations	565 sites	516 sites	

TABLE 8-46: CAMPING FACILITIES - ALTERNATIVE 6

New Locations	Alt 1	Alt 6	Details
West of Backpackers	0 sites	16 sites	16 walk-in sites relocated from Backpackers Camp outside 100-year floodplain
East of Camp 4	0 sites	35 sites	35 walk-in sites in area east of Camp 4
Upper Pines	0 sites	87 sites	36-site RV loop and a walk-in campground with 49 sites and 2 group sites
Former Upper River	0 sites	32 sites	30 walk-in and 2 group sites created 150 feet from river in the former footprint of the Upper River Campground impacted by the 1997 flood
Former Lower River	0 sites	40 sites	40 walk-in sites created 150 feet from the river in the former footprint of the Upper River Campground impacted by the 1997 flood
Yosemite Lodge	0 sites	20 sites	20 RV sites west of lodge and adjacent to parking area
Eagle Creek	0 sites	79 sites	79 car & RV sites added east of El Capitan Picnic Area
Total New Camping	0 sites	309 sites	
Total Camping in Corridor	565 sites	825 sites	

Lodging

In-park lodging availability would be increased by approximately 21% as compared to existing conditions. Management actions related to lodging would focus on removing lodging from the ordinary high water mark at Housekeeping Camp and maintaining or increasing lodging capacities at other locations. Some tent cabins would be replaced with hard-sided lodging in Curry Village to increase the availability of year-round accommodations. Yosemite Lodge would be redeveloped outside of the 100-year floodplain with new three-story lodging structures with a total of 440 units. As a result of these actions, the in-park lodging inventory would be increased from 1,160 units to 1,374 units. Table 8-47 provides a summary of the proposed changes to lodging and the reasons for those proposed changes.

TABLE 8-47: LODGING FACILITIES- ALTERNATIVE 6

Wilderness	Alt 1 (No Action)	Alt 6	Details
Merced Lake High Sierra Camp	22 units (60 beds)	22 units (60 beds)	No change to this Wilderness lodging facility
Yosemite Valley	Alt 1	Alt 6	Details
Ahwahnee Hotel	123 rooms	123 rooms	No change at this National Historic Landmark
Housekeeping Camp	266 tent cabins	232 tent cabins	Remove 34 units out of the ordinary high-water mark (bed and banks of the river)
Curry Village	400 units	453 units (290 tents and 163 hard-sided units)	Retain 290 tents Retain 18 units at Stoneman House Retain 47 cabin-with-bath units Construct 98 hard-sided units in Boys Town
Yosemite Lodge	245 rooms	440 rooms	Construct a new three-story lodging structures with 440 units located outside the 100-year floodplain
Wawona	Alt 1	Alt 6	Details
Wawona Hotel	104 rooms	104 rooms	No change at this National Historic Landmark
Total Lodging in Corridor	1,160 units	1,374 units	

Visitor Day Use Capacity and Access Improvements

Day-use parking capacity in Yosemite Valley would be expanded by 11% to meet current peak use demand and accommodate some future growth. provides a summary of the total number of parking spaces for each relevant segment of the corridor. If day-use parking demand continued to increase in the future, additional proactive management actions would be implemented.

TABLE 8-48: NUMBER OF DAY-USE PARKING SPACES IN SEGMENTS – ALTERNATIVE 6

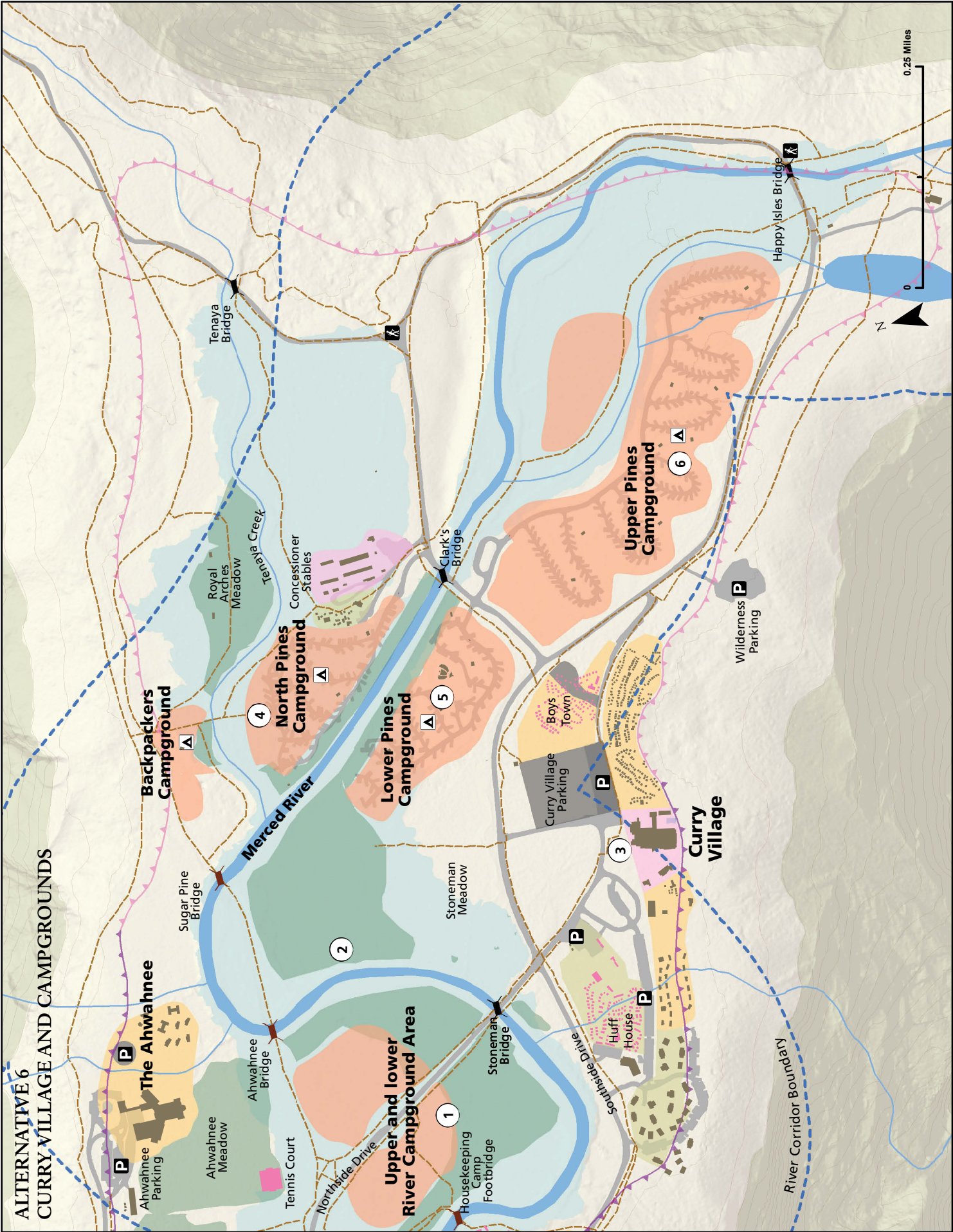
Location	Alt 1 (No Action)	Alt 6
Segment 2: Yosemite Valley	2,337 spaces	2,598 spaces
Segment 3: The Gorge	180 spaces	180 spaces
Segment 4: El Portal	214 spaces	414 spaces*
Segment 7: Wawona	290 spaces	290 spaces
Total Parking	3,021 spaces	3,482 spaces
*The 200 new spaces in El Portal are located in the Abbieville Remote Parking area. While these spaces are located in El Portal, most of the use associated with these spaces will occur in Yosemite Valley.		

The most significant changes to parking and circulation would take place in the vicinity of Yosemite Village Day-use Parking Area, Yosemite Lodge, the West Valley, and in El Portal. Day use visitors would park at a redesigned parking area at Yosemite Village Day-use Parking Area, with a total of 850 parking spaces. A new day-use parking area with a total of 300 parking spaces would be constructed west of Yosemite Lodge. Overflow parking during times of peak visitation would be provided in West Yosemite Valley (300 parking spaces) and in El Portal at Abbieville (200 parking spaces). Total parking for East Yosemite Valley (including day, overnight and administrative uses) would be approximately 5,900 spaces.

Regional transit options would be expanded and optimized in this alternative. New services into Yosemite Valley would provide additional alternative transportation options to visitors. The NPS shuttle system would be expanded to serve locations in West Yosemite Valley, including Bridalveil Fall.

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ALTERNATIVE 6: DIVERSIFIED VISITOR EXPERIENCES AND SELECTIVE RIVERBANK RESTORATION



EAST YOSEMITE VALLEY: CURRY VILLAGE AND CAMPGROUNDS

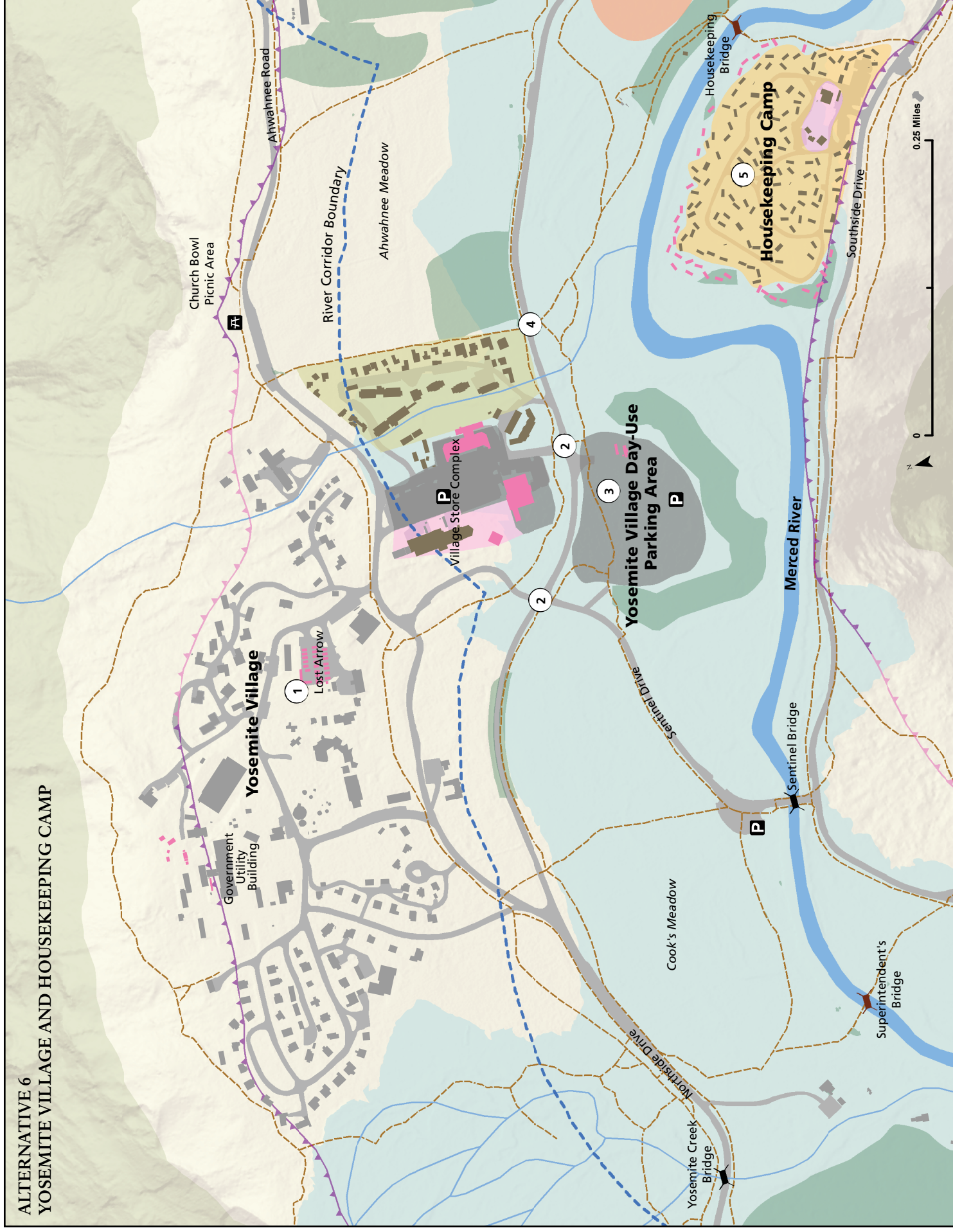
1. Former Upper and Lower River Campground
 - New Lower River Campground: Construct a new campground 150 feet away from the river with 40 walk-in sites. Provide picnic tables and parking for day use and directed river access to the Housekeeping Camp eastern beach. Restore hydrologic processes in the southeast portion of the area.
 - New Upper River Campground: Construct a new campground 150 feet away from the river with 30 walk-in sites and 2 group sites. Restore hydrologic processes in the southeast portion of the area.
 - Restoration: Restore 19.7 acres of floodplain. Protect the riverbank from trampling by fencing sensitive areas.
2. River Reach Between Bridges
 - Ahwahnee and Sugar Pine Bridges: Retain both Ahwahnee and Sugar Pine bridges. Mitigate effects of bridge to ensure free-flowing condition through engineered solutions: Improve channel complexity by installing constructed log jams. Deposit large wood below Sugar Pine Bridge. Fill in the existing cut off channel before the Sugar Pine Bridge.
 - Stoneman Bridge: Mitigate effects of bridge to ensure free-flowing condition through engineered solutions: place large wood to lessen scouring, and use brushlayering, a constructed log jam, and culverts along Northside Drive.
3. Curry Village Area
 - Lodging: Total would be 453 guest units, including: 290 tents in Curry Village retained; 98 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: Provide 430 parking spaces through a re-design of the parking lot that uses best management practices to protect water quality. Also, apply engineering solutions to promote water flow and to increase drainage to Stoneman Meadow. Remove apple trees to mitigate human-bear interactions and plant native vegetation.
4. Lower Pines Campground Area
 - Campground Sites: Retain 71 campsites and remove five sites from within 100 feet of river. Restore native plant communities in riparian area.
5. North Pines Campground Area
 - North Pines Campground: Retain 72 campsites. Remove 14 sites from within 100 feet of river. Designate a formal river access point and restore native plant communities.
 - Backpackers Campground: Retain 10 walk-in sites. Remove 15 walk-in sites within the 100-foot riparian buffer to be replaced by 16 walk-in sites west of Backpackers Campground.
 - Concessioner Stables in Yosemite Valley: Retain the stables only to support the operation of the Merced Lake High Sierra Camp. Retain the kennel service. Retain associated housing (25 beds).
6. Upper Pines Campground Area
 - Campground Sites: Retain 238 campsites. Remove two sites from sensitive resource area.
 - New RV Loop: Construct a new campground loop with 36 RV sites.
 - New Walk-in Campground: Construct a new walk-in campground with 49 sites and two group camping sites.

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ALTERNATIVE 6: DIVERSIFIED VISITOR EXPERIENCES AND SELECTIVE RIVERBANK RESTORATION



ALTERNATIVE 6 YOSEMITE VILLAGE AND HOUSEKEEPING CAMP



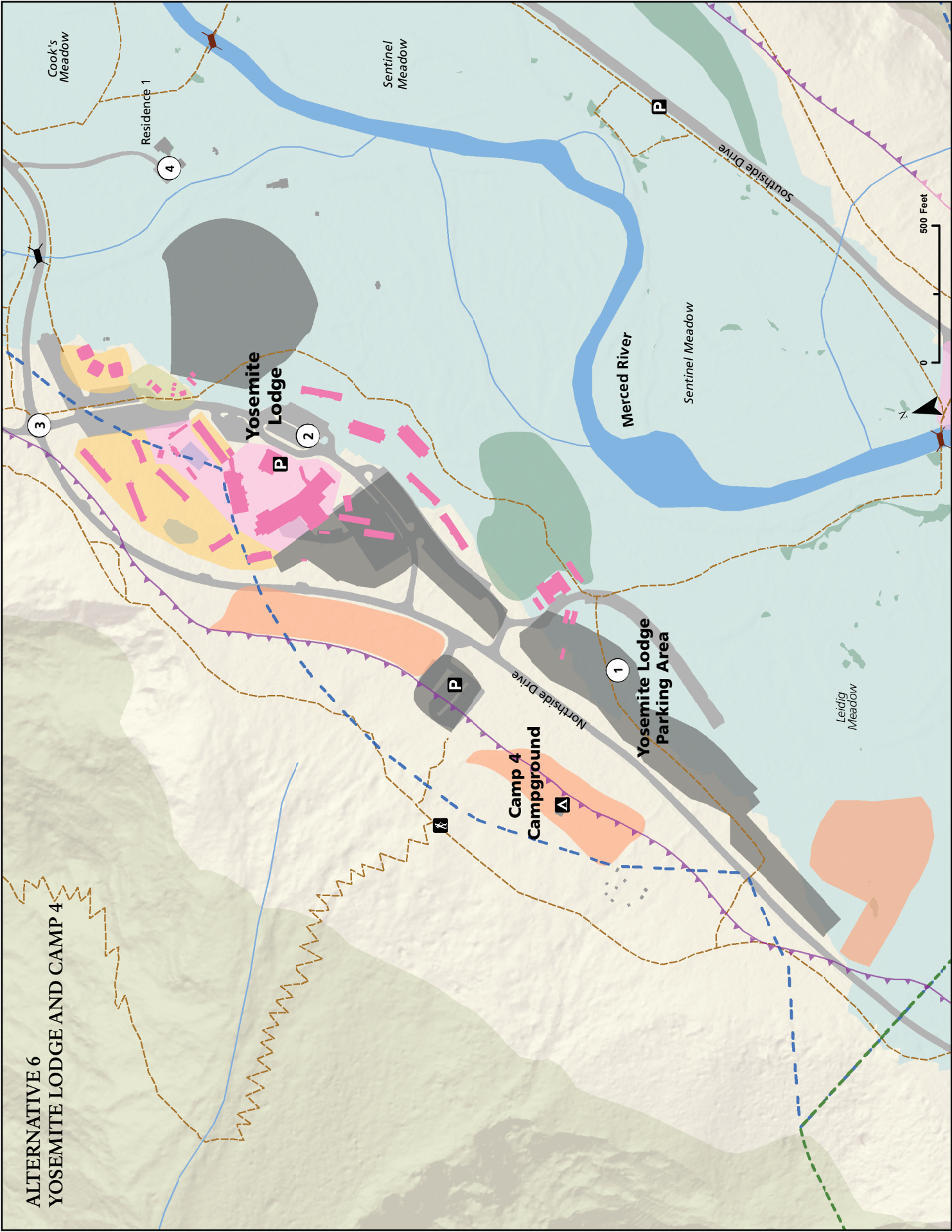
EAST YOSEMITE VALLEY: YOSEMITE VILLAGE AND HOUSEKEEPING CAMP

1. Lost Arrow: Replace temporary employee housing with permanent housing units for 50 beds.
2. Roadway Intersections
 - Sentinel Drive and Northside Drive: Construct a roundabout at Sentinel Road and Northside Drive (the “Bank 3-Way” intersection) to reduce vehicle congestion and improve traffic circulation.
 - Yosemite Village Day-use Parking Area: Construct a roundabout at Village Drive and Northside Drive to reduce vehicle congestion and improve circulation. Construct a pedestrian underpass beneath Northside Drive to minimize conflict between pedestrians and motorists. Add three-way intersection at Sentinel Drive and the entrance to the parking area to improve traffic flow and alleviate congestion at nearby intersections.
3. Yosemite Village Day-use Parking Area
 - Yosemite Village Day-use Parking Area: Move the parking area northward 150 feet away from the river to facilitate riparian restoration goals. Using best management practices to protect water quality, formalize the parking area with 850 parking places by re-developing part of the current administrative footprint as parking.
4. Indian Creek and Ahwahnee Meadow
 - 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.
 - Ahwahnee Meadow Restoration: Retain Northside Drive and bike path but increase culverts to improve hydrologic connectivity of the meadow. Replace 350 feet of trail with boardwalk to protect wetlands.
5. Housekeeping Camp
 - Housekeeping Camp Lodging: Retain 232 lodging units, and remove 34 lodging units out of the bed and banks of the river. Retain Housekeeping Camp shower houses, restrooms, laundry, and grocery store.

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ALTERNATIVE 6: DIVERSIFIED VISITOR EXPERIENCES AND SELECTIVE RIVERBANK RESTORATION



EAST YOSEMITE VALLEY: YOSEMITE LODGE AND CAMP 4

1. West of Yosemite Lodge
 - Parking: Redevelop disturbed area southwest of Yosemite Lodge to provide an additional 300 day-use parking spaces. This includes 15 spaces for tour bus parking. Parking redevelopment will incorporate best management practices to protect water quality.
 - RV Camping: Construct 20 RVs sites adjacent to proposed parking.
2. Yosemite Lodge
 - Lodging: Construct 4 new 3-story lodging structures with a total of 440 units to achieve pre-1997 flood number of guest rooms. Redesign the entire lodging facility to avoid the 100-year floodplain.
 - Tour Buses: Remove temporary housing complex at Highland Court and establish a tour bus drop-off area with three bus loading spaces.
 - Services and Facilities: Retain Yosemite Lodge Food Court and Mountain Room bar and dining service. Re-purpose convenience shop and nature shop. Relocate Yosemite Lodge maintenance. Remove Yosemite Lodge post office, swimming pool, bike rental, snack stand, employee housing (called Thousands Cabins), Highland Court employee temporary housing, and the NPS Volunteer Office.
 - Site Restoration: Remove four existing hotel buildings from the 100-year floodplain, decompact underlying soils, re-contour topography (using 1919 maps as a guide) and plant native vegetation (3.3 acres restored).
 - Yosemite Lodge Parking: Create gravel parking area for the redesigned Yosemite Lodge with space for 395 cars.
 - Yosemite Lodge Concessioner Housing: Remove housing at the “Thousands Cabins” and temporary housing at Highland Court. Replace with two new concessioner housing areas to accommodate 104 employees. Construct 78 employee parking spaces to serve new housing.
3. Yosemite Falls Intersection
 - Traffic Congestion: Construct a pedestrian underpass to alleviate conflicts between motorists and pedestrians and vehicles and associated traffic congestion at the intersection of Northside Drive and Yosemite Lodge Drive.
4. Residence 1
 - Residence 1: Relocate the historic structure, also know as the Superintendent’s House, in its existing location to preserve the historic fabric while preparing the structure to withstand periodic flooding. The rehabilitation will follow 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.

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

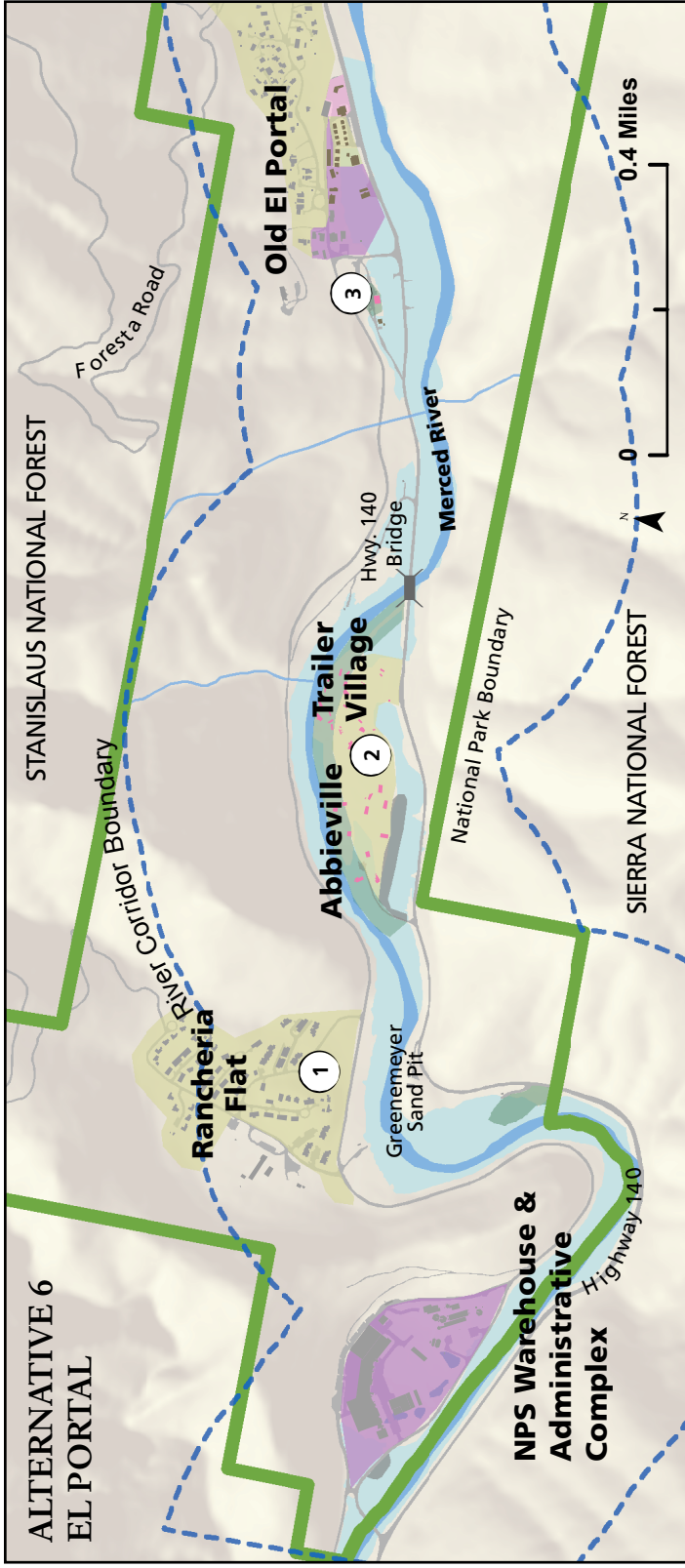
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ALTERNATIVE 6: DIVERSIFIED VISITOR EXPERIENCES AND SELECTIVE RIVERBANK RESTORATION



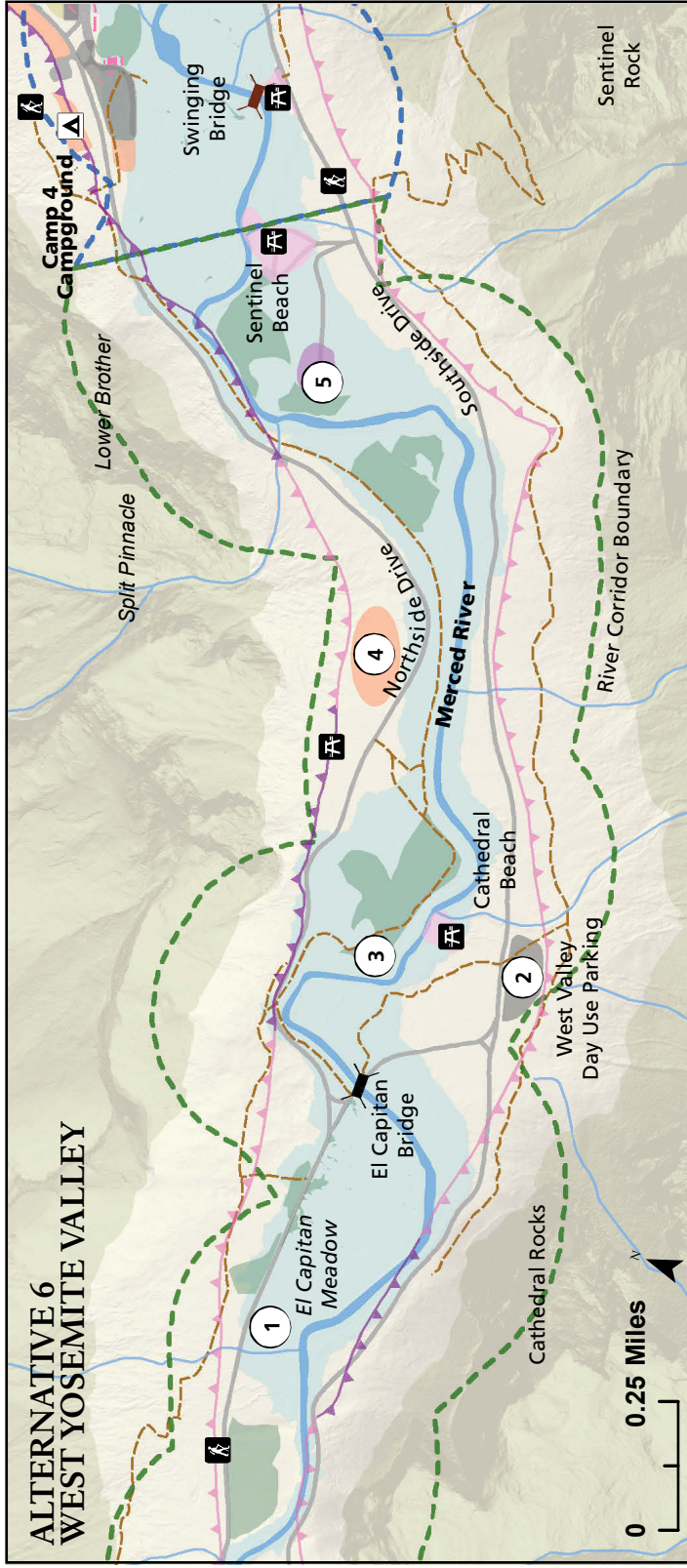
ALTERNATIVE 6 EL PORTAL



EL PORTAL

1. **Rancheria Flat**
 - **Employee Housing:** To replace temporary housing that will be removed from Yosemite Valley, construct three dormitories, with 12 employees each, and eight dwelling units for additional employees for a total of 44 employee beds, away from sensitive resources.
2. **Abbeville and Trailer Court**
 - **Abbeville and Trailer Village Housing:** Construct high-density housing outside the 100-year floodplain for 258 employees. Remove or relocate 36 existing private residences.
 - **El Portal Remote Visitor Parking:** Construct a new visitor parking facility with 200 spaces. Transportation service will be provided by regional transit. Parking redevelopment will incorporate best management practices to protect water quality.
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 1 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.

ALTERNATIVE 6 WEST YOSEMITE VALLEY



WEST YOSEMITE VALLEY

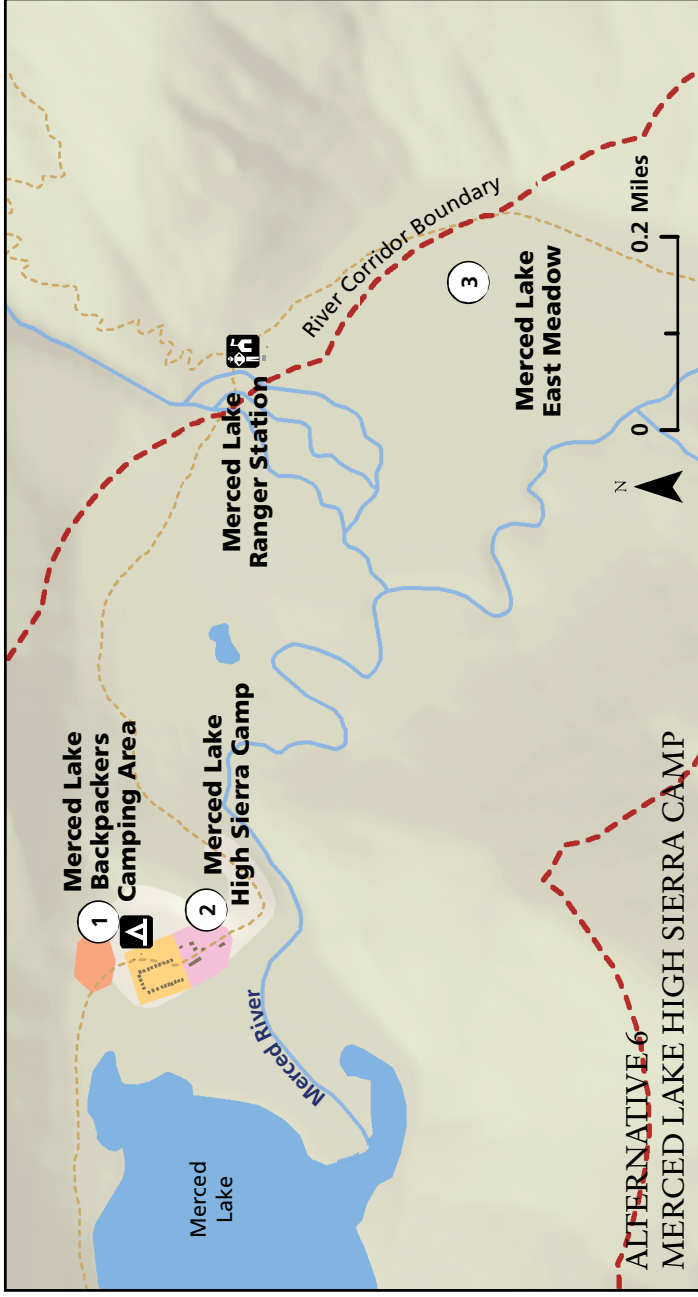
1. El Capitan Meadow Area
 - Restoration of Informal Trails: Restore all informal trails in meadow to natural conditions. Use restoration fencing to prohibit all foot traffic into meadow, including the southern perimeter and designate all meadow access using boardwalks and viewing platforms. Selectively remove mature conifers that block views of El Capitan from the roadside.
2. West Valley Overflow Parking
 - Day-Use Parking: Develop a West Valley Overflow Parking area on the south side of Southside Drive, at the intersection of El Capitan Crossover, with 250 parking spaces. Parking development will incorporate best management practices to protect water quality. Expand Yosemite Valley shuttle service to West Valley locations.
3. Valley Loop Trail
 - Re-Route: Move portions of the Valley Loop Trail out of sensitive areas; this includes the 780 feet of the trail through Bridalveil Meadow. Construct boardwalks through wet meadow habitat in Slaughterhouse Meadow.
4. Eagle Creek Campground
 - New Campground: Construct campground with 79 car and RV sites located east of El Capitan Picnic Area.
5. Yellow Pine Campground
 - Administrative Use Campground: Retain Yellow Pine's four group sites (serving up to 120 people) for administrative use.

Legend

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

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ALTERNATIVE 6: DIVERSIFIED VISITOR EXPERIENCES AND SELECTIVE RIVERBANK RESTORATION



MERCED LAKE HIGH SIERRA CAMP

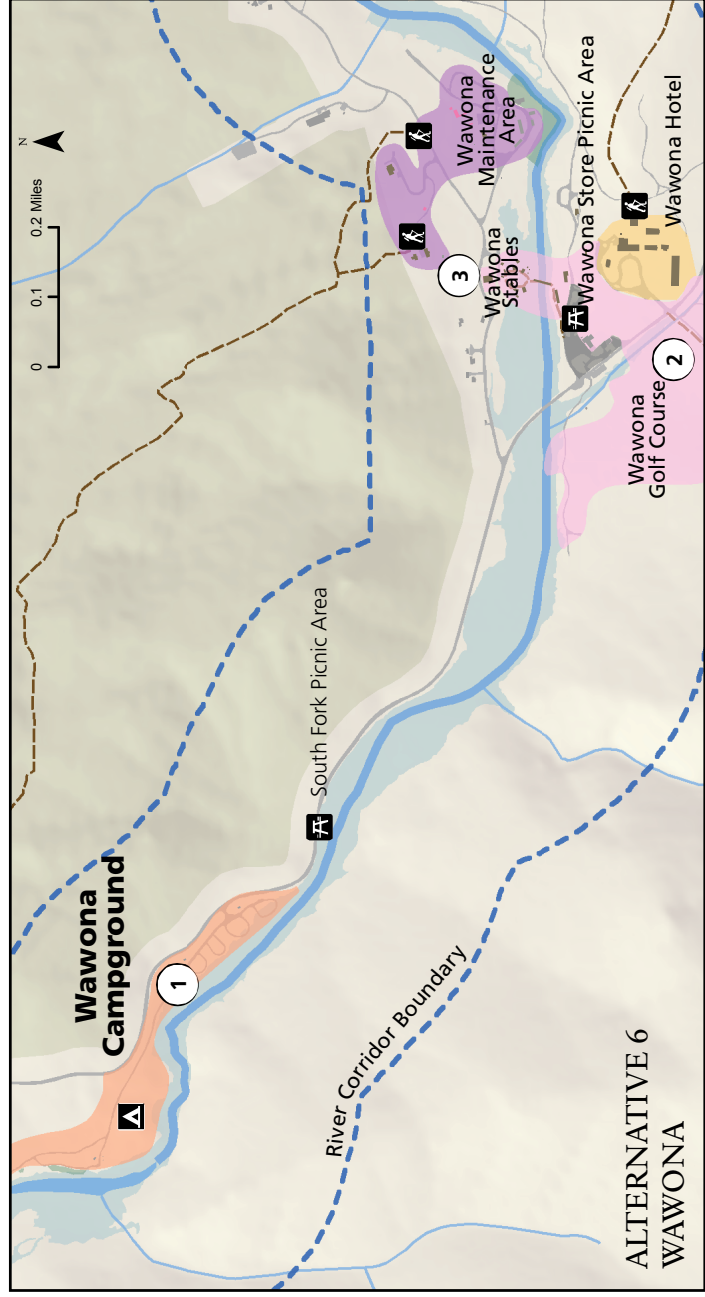
1. Merced Lake Backpackers Camping Area: Retain the designated camping area. Replace flush toilets with composting toilets.
2. Merced Lake High Sierra Camp: Retain all 22 units (60 beds) at the existing lodging facility. Replace flush toilets with composting toilet.
3. Merced Lake East Meadow: Develop preliminary grazing capacities for the meadow. When the meadow recovers, allow administrative grazing annually for five years, adapting use levels as needed to protect the meadow.

OTHER SEGMENT 1 CAMPING AREAS

- Little Yosemite Valley: Continue designated camping in this camping area. Retain infrastructure, such as composting toilets.
- Moraine Dome: Continue designated camping in this camping area.

WAWONA

1. **Wawona Campground:** Retain 83 campsites, and one group site. Remove 13 sites that are located within 100 feet of the river or in culturally sensitive areas.
2. **Wawona Golf Course and Golf Shop:** Retain the existing nine-hole golf course and golf shop retail and food service.
3. **Wawona Stables:** Eliminate stable operation and commercial day rides. Relocate two stock-use campground sites from sensitive resource area to existing stables area.



Legend

Legend		Recreational Segment		Wild Segment		Scenic Segment	
	Campgrounds		Calculated Rock-fall Hazard Line		Surfaced Areas		Buildings
	Picnic Area		Inferred Rock-fall Hazard Line		Camping		Retain Building
	Parking Area		Lakes		Lodging		Remove Building
	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 6 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 6 would include the following action to protect and enhance river values:

Biological Values

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

Recreational Values

- Retain current density of use at Little Yosemite Valley and Merced Lake designated camping areas.

User Capacity, Land Use and Facilities Management

Alternative 6 would provide for similar kinds and amounts of use as exist today in this segment. The kinds of use would continue to focus on wilderness-oriented experiences characterized by self-reliance and opportunities for solitude. In addition to the “Actions Common to Alternatives 2-6” (page 8-77), Alternative 6 would include the following actions to manage user capacity, land use, and facilities:

Visitor Activities and Services

Overnight use in this segment would include visitors staying at the Merced Lake High Sierra Camp and visitors backpacking and staying overnight either at designated camping areas or dispersed throughout the wilderness.

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. Only 10 boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

Up to two overnight commercial groups per wilderness zone would be allowed in Segment 1.

Visitor Overnight Capacity

The current wilderness zone capacities would be retained (Table 8-49). Manage to a capacity of 150 in the Little Yosemite Valley Zone using a zone quota or zone pass through system. Services would be managed as follows:

- Retain the Merced Lake High Sierra Camp at its current capacity (60 people per night); convert the flush toilets at the camp to composting toilets.
- Retain designated backpacker camping areas at Little Yosemite Valley, Moraine Dome, and Merced Lake; remove the flush toilets from the Merced Lake Backpackers camping area and replace with composting toilets.

Table 8-49: Wilderness Zone Capacities for Alternative 6

Wilderness Zones	Alt 6 Zonewide Capacity	Alt 6 Zone Capacity Specific to the River Corridor
Little Yosemite Valley Zone	150 people	150 people
Merced Lake Zone	50	50
Washburn Lake Zone	150	100
Mount Lyell Zone	50	10
Clark Range Zone	50	10
* Capacity Numbers: No reductions from Alternative 1 (No Action) to Alternative 6		

Visitor Day-use Parking Capacity

Day use access to this segment is addressed under “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 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 6 would include the following action to protect and enhance river values:

Free Flow

- Retain Stoneman Bridge; mitigate the hydrological effects of the bridge by placing large wood on the riverbanks to address scouring, adding brush layering, and increasing channel complexity between Clarks Bridge and Sentinel Bridge (as described in Chapter 5 and Appendix E).
- Retain the Ahwahnee and Sugar Pine Bridges; mitigate the hydrological effects of the bridges by placing large wood on the riverbanks to address scouring, adding brush layering, and increasing channel complexity between Clarks Bridge and Sentinel Bridge (as described in chapter 5 and Appendix E).
- Reduce the width of the cut-off channel upstream of Sugar Pine bridge through a combination of fill, constructed log jams, and bioengineered bank stabilization; If subsequent monitoring of riparian condition reveals insufficient improvement (i.e., CRAM rating remains below 0.71, see Chapter 5) within 10 years of the implementation of these actions, consider more aggressive management action, including the possible removal of the Sugar Pine Bridge.

Water Quality

- Reroute the pack stock trail from the Curry Village stable farther north, adjacent to the Happy Isles Loop Road.

Biological Values

Alternative 6 would remove existing campsites within 100 feet of the ordinary high-water mark:

- Remove all existing campsites and associated infrastructure within 100 feet of the ordinary high-water mark and restore natural floodplain and riparian habitat (12 acres).
 - **Backpackers Camp:** Remove 15 sites within 100 feet of the ordinary high-water mark. (Replace all these sites to the west of the current campground.)
 - **North Pines Campground:** Remove 14 campsites from within 100 feet of the ordinary high-water mark; restore native riparian vegetation
 - **Lower Pines Campground:** Remove 5 sites from within 100' 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 abandoned facilities within 150 feet of the ordinary high-water mark and restore 19.7 acres of natural floodplain topography and riparian/wetland habitat; reestablish overflow channels where possible. Fence and close the riparian zone at former Upper River Campground to protect the riverbank from trampling; direct visitors to access the river for boating and swimming by way of a path to the Housekeeping Camp eastern beach.
- **Yosemite Lodge:** Remove all existing buildings at Yosemite Lodge and restore natural floodplain conditions. (Replace lodging and associated facilities with new structures outside the floodplain). Construct enough parking to park the lodging units and restore the remaining area.
- **Former Pine and Oak Units:** Redevelop the disturbed footprint of the former Yosemite Lodge units and cabins (those that were damaged by the 1997 flood and subsequently removed). Retain one service road to the well house.
- **Yosemite Village:** Move the Yosemite Village Day-use Parking Area northward so that it is 150 feet back from the ordinary high-water mark of the Merced River and outside a designated 50-foot setback from Indian Creek; remove fill material and restore the riparian habitat adjacent to the river.
- **Housekeeping Camp:** Remove lodging and other facilities at Housekeeping Camp out of the ordinary high-water mark (remove 34 units); restore native riparian habitat (12.2 acres). Adjust the existing fencing along the riverbank to protect the restored riparian habitat. 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 6 would remove or mitigate the effects of trails and roads through meadows:

- **Bridalveil Meadow:** Reroute the 780-foot segment of the Valley Loop Trail that currently crosses Bridalveil Meadow so that it is adjacent to Southside Drive.
- **Slaughterhouse Meadow:** Construct boardwalks through sensitive wet meadow habitat at Slaughterhouse Meadow.
- **El Capital Meadow:** Fence the northern and southern perimeters of the meadow to prohibit all foot traffic into the meadow, and designate all meadow access using boardwalks and viewing platforms. Selectively remove mature conifers that block views of El Capitan from the roadside to discourage foot traffic into the meadow.
- **Ahwahnee Meadow:** Retain Northside Drive and bike path in current configuration; add culverts to improve hydrologic connectivity through Ahwahnee Meadow. Install a boardwalk to traverse wet areas through Ahwahnee Meadow (350 feet long).

- **Stoneman Meadow:** Retain Southside Drive through Stoneman Meadow as a necessary part of the traffic pattern under this alternative.

Cultural Values

- Maintain all the collective sites representing the prominent historic patterns of development in Yosemite Valley in their current locations and in their current status.
- Rehabilitate Residence 1 per the Secretary of the Interior's Standards for the Treatment of Historic Properties (NPS 1995) in its existing location to preserve the historic fabric while preparing the structure to withstand periodic flooding.

Recreational Values

- Restrict boating to 150 people per day for private vessels and 100 boats at one time for commercial vessels. This reduction would promote the dispersal of recreation opportunities along the river corridor.
- Mitigate traffic congestion in East Yosemite Valley through intentional traffic management as well as the addition of remote parking lots with bus and shuttle access to Yosemite Valley destinations.

User Capacity, Land Use and Facilities Management

Visitor Activities and Services

Alternative 6 would enhance opportunities for visitors to connect to the river through both infrastructure improvements and expansion of opportunities. It would include the following changes in visitor activities and services in addition to those common to Alternatives 2-6 (see page 8-77):

- Allow both private and commercial boating in this river segment.
 - Allow private boats in the section of river between the Clarks Bridge and Pohono Bridge, with put-ins and take-outs below Clarks Bridge on river right, below Stoneman Bridge on river left, at Sentinel Beach, and along the roadside below Pohono Bridge. Restrict private boating use to 150 trips per day through a permit system; monitor use to ensure protection of river values.
 - Allow commercial boating between Stoneman Bridge and Sentinel Beach, with staging at the existing rental area at Curry Village. Limit commercial trips to 100 boats at one time (approximately 250 trips per day). Monitor commercial use through the existing concession contract.
- Improve the Cathedral, Sentinel, and Swinging Bridge picnic areas.
- Provide a new picnic area (8 tables and 20 parking spaces) and designated river access for rafting in the Lower River area.
- Retain the Housekeeping Camp shower houses, restrooms, laundry, and grocery store.
- Continue to provide staging at the Concessioner Stable for temporary pack camp operation at Merced Lake High Sierra Camp; retain kennel service.
- Retain Curry Village raft rental.

Visitor Overnight Capacity: Camping

Camping would be significantly increased, while ensuring that this activity occurred in appropriate locations, protective of river values. Campsites in Yosemite Valley would total 739 sites accommodating 4,626 people:

- **Backpackers Camp:** Retain 10 walk-in sites. Remove 15 sites within 100 feet of the ordinary high-water mark. Construct 16 new walk-in campsites west of Backpackers Camp.
- **Former Upper River Campground:** Construct a new campground with 30 walk-in sites and 2 group sites, north of the river and a minimum of 150 feet away from the ordinary high-water mark. Construct a new campground with 40 walk-in sites at Lower River, 150 feet away from the ordinary high-water mark.
- **North Pines Campground:** Retain 72 campsites. Remove 14 sites from within 100 feet of the ordinary high-water mark.
- **Upper Pines Campground:** Retain 238 campsites. Construct a new RV campground loop with 36 RV sites. Construct a new walk-in campground with 49 individual sites and 2 group sites.
- **Lower Pines Campground:** Retain 71 campsites. Remove 5 sites from within 100 feet of the ordinary high-water mark.
- **Yosemite Lodge:** Construct a new campground with 20 RV sites near the parking area west of Yosemite Lodge
- **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.
- **Eagle Creek:** Construct a new campground with 79 drive-in sites, including RV sites.

Visitor Overnight Capacity: Lodging

Lodging would be increased to 1,248 units accommodating 4,380 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 6:

- **Curry Village:** Retain 355 lodging units at Curry Village: 290 tents, 18 units at Stoneman House, 47 hard-sided cabin with bath units. Remove all existing cabins and associated structures at Boys Town. Construct 98 new lodging units suitable for year-round use (25 duplex buildings, two 4-plex buildings, and five two-story 8-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 and 20 new parking spaces along the eastern edge of the Curry Orchard parking area, all within the existing developed footprint. Provide 450 designated overnight parking spaces at Curry Orchard.
- **Housekeeping Camp:** Retain 232 units and associated facilities. Remove 34 units out of the ordinary high water mark defined by the Army Corps of Engineers. Restore approximately 1 acre of riparian habitat. Adjust the existing fencing along the riverbank to protect the restored riparian habitat.

Conceptual site drawings for lodging improvements at Boys Town under Alternative 6 have been completed to allow the analysis of impacts of this potential project. See "Conceptual Designs for Potential Project Implementation" at the end of the Alternative 2 discussion for site details and design drawings.

- Yosemite Lodge: Remove all existing buildings, including 4 buildings in the 100-year floodplain). Construct new three- story-lodging structure(s with the pre-flood number of 440 units outside the 100-year floodplain.

Visitor Day-use Parking Capacity and Transit

Alternative 6 would allow for increased maximum daily visitation in Yosemite Valley. The day parking, regional transit, and tour bus capacities would accommodate up to 9,449 day users at one time in Segment 2:

- Increase available day-use parking spaces (+261 spaces) for a total of 2,598 parking spaces accommodating a maximum of 6,781 people at one time.
- Accommodate an estimated 1,160 people at one time in circulation on Valley roads.
- Accommodate a maximum of 788 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 850 formal parking spaces and a new comfort station.
- Construct a parking lot with 300 designated day parking spaces and a new 3,000 square foot comfort station west of Yosemite Lodge; provide 15 bus loading/unloading spaces.
- Construct a new parking lot to accommodate overflow parking for 250 vehicles south of Southside Drive; expand Yosemite Valley shuttle service to West Valley.

Conceptual site drawings for the Yosemite Village Day-use Parking Area and the new parking lot west of Yosemite Lodge have been completed to allow the analysis of impacts of these potential projects. See "Conceptual Designs for Potential Project Implementation" at the end of the Alternative 6 discussion for site details and design drawings.

Day users would also be able to access the Valley by parking in the new El Portal remote parking area (200 parking spaces) and taking a shuttle to the Valley.

An East Valley day-use parking permit system would be implemented when conditions reached the point where day use visitation to the East Yosemite Valley from private vehicles exceeds the parking availability and formal traffic diversions at El Capitan Crossover are instituted for 14 days or more during the summer season for 2 consecutive years.

Regional transit service into Yosemite Valley during the peak summer season would be expanded to accommodate a maximum of 788 people at one time in Yosemite Valley.

- Highway 140 (Merced to Yosemite Valley): Maintain service at 12 runs per day. Add a stop at the El Portal remote day-use parking area.
- Highway 41 between Fresno and Yosemite Valley: implement new public transit service at 12 runs/day.
- Implement a dedicated shuttle to Badger Pass for transfer shuttle to Glacier Point.
- Highway 120 West (Groveland to Yosemite Valley: Reduce service to 8 runs per day (summer only).
- Highway 120 East (Mammoth Lakes to Yosemite Valley): Increase service to 2 runs per day (summer only)

Under all the action alternatives, including Alternative 6, shuttle bus service would be improved by increasing the frequency of the year-round East Valley service to 5 minute intervals during peak use. The Visitor Center Express shuttle service (summer only) would be improved by increasing the frequency to 7 minute intervals between buses. Shuttle service would be expanded as follows:

- Expand Valley Shuttle service to Bridalveil (summer only) with 30-minute interval between buses and stops at El Capitan picnic area, El Capitan Meadow, Bridalveil Fall straight, Cathedral Beach, Yellow Pine, and Four-mile/Swinging Bridge.

TABLE 8-50: TRANSIT OPTIONS- ALTERNATIVE 6

Regional Transit Options	
HWY 140 Merced/Mariposa to Yosemite Valley	12 runs per day Additional stop at the El Portal remote day-use parking area (year round)
HWY 41 Fresno/Oakhurst to Yosemite Valley	12 runs per day Dedicated shuttle to Badger Pass as collection point for shuttle to Glacier Point
HWY 120 West Groveland/Sonora to Yosemite Valley	8 runs per day (summer only)
HWY 120 East Inyo/Mono County (Mammoth Lakes) to Yosemite Valley	2 runs 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	7 minute interval between buses (summer only)
El Capitan Crossover	15 minute interval between buses (summer only)
West Yosemite Valley	Expand Valley Shuttle service to Bridalveil (summer only) 30-minute interval between buses Stops at El Capitan picnic area, El Capitan Meadow, Bridalveil Fall straight, Cathedral Beach, Yellow Pine, and Four-mile/Swinging Bridge

Administrative Activities

Some administrative activities would be relocated:

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

Employee Housing and Employee Parking

Compared to existing conditions, 179 fewer concessioner employees would be housed in Yosemite Valley. The remaining housing for 972 concessioner employees would be provided as follows:

- Retain housing for 42 employees at the Ahwahnee Hotel.
- Provide housing for 436 employees at Curry Village.

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- 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 390 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)
 - Construct new housing at Lost Arrow (50 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.

An additional 314 Valley employees 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 6 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 6 in Segment 3 are discussed in the “Actions Common to Alternatives 2-6” (pages 8-77). Alternative actions that are not included in the Actions Common section are listed below.

Visitor Activities and Services

Boating would not be allowed in this segment under Alternative 6 due to the safety concerns associated with accessing the river for search and rescue operations during high use periods. This section of river is steep and rocky, and boatable only by the most advanced paddlers.

Transit Options

Public transit options along this segment would be expanded as described in the Yosemite Valley segment (see Segment 2 above). This river segment is considered a “pass through” segment and therefore it does not contain any stops for passengers to enter or depart from transportation services that travel along this corridor.

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 6 are addressed in “Actions Common to Alternatives 2-6” (see page 8-53).

User Capacity, Land Use and Facilities Management

Alternative 6 would introduce additional visitor use to this segment in addition to expanding employee housing capacity.

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 would include:

- Allow unrestricted private boater use 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.

Visitor Overnight Use

No visitor overnight accommodations on NPS lands are proposed in Alternative 6.

Visitor Day Use Capacity

Visitor day-use parking would be expanded at El Portal under Alternative 6. A new remote visitor day-use parking area accommodating a maximum of 200 vehicles would be provided at the Abbieville site. This parking area would primarily be used for visitor access to Yosemite Valley. The use associated with this parking area is accounted for in the Valley daily visitation levels reported above.

The total available day-use parking capacity in this segment would be 414 spaces. 214 of these spaces are for visitors to El Portal and 200 spaces are for visitors to Yosemite Valley (or other Yosemite destinations).

Administrative Activities

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

Employee Housing Capacity

Employee housing would increase in El Portal under Alternative 6. Multi-cluster dormitories would be added to Abbieville with 258 beds. Rancheria would add new duplex units with a total of 8 beds and new dormitories with 36 beds. Duplex units would be added to El Portal Village Center with 12 beds. All new buildings would be high density and outside of the 100 year flood plain. These units would be added to accommodate for the temporary housing 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” (page 8-53). Additionally, under Alternative 6, 44 parking spaces would be added with the Rancheria

housing expansion, 12 parking spaces would be added with the El Portal housing expansion and 258 parking spaces would be added for residents of the new Abbieville site.

Transit Options

Public transit options along this segment's travel corridor are expanded under this alternative. Buses would also stop at the new day-use parking area at Abbieville. Bus service would be provided on a 30 minute interval during peak use season and run directly to Yosemite Valley. For a complete summary of the transit option along this corridor 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 Segment 5 in addition to what is proposed under "Actions Common to Alternatives 2-6" (page 8-53).

User Capacity, Land Use and Facilities Management

Alternative 6 would provide for similar kinds and amounts of use that exist today in Segment 5. The majority of actions for Alternative 6 in Segment 5 are discussed in the "Actions Common to Alternatives 2-6: User Capacity, Land Use and Facilities Management", (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. Only 10 boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

Visitor Day Use Capacity

Day-use parking for the trailheads that lead to this segment is included in the Wawona area (see Segment 7, below). Other users may access this segment from trailheads that originate in the Sierra National Forest south of this segment, but this use is minimal. Otherwise, very little day use occurs along this 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 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 (two sites) from culturally-sensitive area to the Wawona Stables area.
- Wawona Campground: Remove 13 sites that are either within the 100-year floodplain or in culturally sensitive areas.

User Capacity, Land Use and Facilities Management

Overall, this alternative would provide for similar kinds and amounts of use that exist today in the Wawona area. The majority of actions for Alternative 2 in Segment 7 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.

Visitor Activities and Services

Most visitor activities and services in Segment 7 are considered in “Actions Common to Alternatives 2-6” (see page 8-53) Additional actions are listed below:

- Discontinue commercial day rides.

Visitor Overnight Use

- Reduce the Wawona Campground capacity to 84 sites (including one group site) which would accommodate up to 528 people per night. The two campsites at the Wawona stock camp would be relocated to the Wawona stables and would accommodate 6 people per night each site (12 people per night total).
- Total overnight capacity for Wawona would be 787 people.

Transit Options

Transit options would be expanded in Alternative 6. Regional bus service, similar to that provided on the Highway 140 corridor, would be introduced on Highway 41. A maximum of 12 runs per day would be made between Fresno and Yosemite Valley using 48-passenger buses. A maximum of 311 people at one time would arrive to Segment 7 by way of regional transit. Additionally, the Wawona area shuttle would continue, serving the key destinations within this segment along with the Mariposa Grove of Giant Sequoias. Finally, up to 2 concession operated runs per day would be made between Wawona and Yosemite Valley.

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

Actions to Protect and Enhance River Values

There are no actions in Segment 8 in addition to what is proposed under “Actions Common to Alternatives 2-6” (page 8-53).

User Capacity, Land Use and Facilities Management

Alternative 6 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 6 in Segment 8 are discussed in

the “Actions Common to Alternatives 2-6” (pages 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. Only ten boats per day would be allowed, and a permit would be required. The boating permits would be administered by and linked to the overnight backcountry permits.

Transit Options

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

Analysis of Facilities and Services

Table 8-51 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 6. As an example, the goals of this alternative include diversified visitor experiences and selective riverbank restoration. This alternative prescribes restoration within 100 feet of the Merced River and would allow for some increase in peak visitor use levels. It provides the most visitor services and facilities, by having the most overnight accommodations, parking and visitor services, therefore making it necessary for expanding overnight accommodations at the Yosemite Lodge, providing additional camping at Upper and Lower River Campgrounds, and providing additional overflow parking for East Yosemite Valley near El Capitan Crossover as well as expanded parking at the Yosemite Lodge Area.

TABLE 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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 1: Wild			
Merced Lake High Sierra Camp	Retained	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	Retained	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to allow support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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	Retained	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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	Retained	Yes: This undeveloped campground is used by backpackers. Backpacking is a component of the recreational ORV in this segment. This campground is necessary to support overnight wilderness use. Designated camping protects resources in popular areas from radiating impacts by limiting camping to the designated area.	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	Reduced and 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 provides 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 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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.)			
Valley Campground Reservation Center	Retained	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	Reduced	Yes: Housekeeping Camp offers rustic 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.	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 Laundry	Retained	Yes: The public laundromat at Housekeeping Camp is a small facility that supports visitor use. The nearest public laundry facilities outside the park are located 50 miles from Yosemite Valley. Visitors spending multiple nights in the park frequently need to launder their clothing, and, in some cases, sleeping bags, blankets or other outdoor items.	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	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	Retained	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.
Camp Curry 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 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 Raft Rental	Retained	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.
Concessioner Stables	Retained (but day rides eliminated)	Yes: The stable operation at Curry Village 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 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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.)			
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)	Retained	Yes: This road 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. It is also used for by NPS for law enforcement and fire protection	No. It is not feasible to relocate the existing roadway from its present location.
Southside Drive (through Stoneman Meadow)	Retained	Yes: This road 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. It is also used for by NPS for law enforcement and fire protection	No. It is not feasible to relocate the existing roadway from its present location.
Sugar Pine Bridge	Retained	No. Under this alternative removal of this facility is consistent with land use restoration goals, and pedestrian and bicycle traffic would be re-routed north of river.	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	Retained	Yes: This pedestrian, bicycle, and emergency vehicle bridge is needed to support public use of the river corridor. It allows safe crossing of the Merced River so that visitors can access points of interest in Yosemite Valley. Pedestrian and bicycle bridges also protect riparian habitat from destruction caused by random crossings throughout the river corridor. It is also used for 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.
Stoneman Bridge	Retained	Yes: This pedestrian, bicycle, and emergency vehicle bridge is needed to support public use of the river corridor. It allows safe crossing of the Merced River so that visitors can access points of interest in Yosemite Valley. Pedestrian and bicycle bridges also protect riparian habitat from destruction caused by random crossings throughout the river corridor. It is also used for 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.
Upper Pines RV 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.
Former Upper River 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.

TABLE 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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.)			
Former Lower River 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.
Yosemite Lodge 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.
Eagle Creek 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: 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.
Lost Arrow Employee Housing Area	Removed and replaced with permanent housing	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.
Roundabout at Intersection of Northside Drive and Village Drive (at Yosemite Village Day-use Parking Area) (New)	Constructed	Yes: Planned components of the primary transportation & circulation road system that connects all major visitor service nodes.	No. No changes are proposed for the existing road system in Yosemite Valley. Improvements for this location are required to increase efficiency of transportation circulation.

TABLE 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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.)			
Pedestrian Underpass at Northside Drive and Village Drive (at Yosemite Village Day-use Parking Area) (New)	Constructed	Yes: A pedestrian underpass is vital to reduce pedestrian and vehicle conflicts at this extremely busy intersection area. The pedestrian underpass would connect the majority of the day-use parking spaces with the main visitor services core area in Yosemite Village without requiring westbound traffic on Northside Drive to stop and allow pedestrians to cross the road.	No. No changes are proposed for the existing road system in Yosemite Valley. Improvements for this location are required to increase efficiency of transportation circulation.
Bank 3-way Roundabout (New)	Constructed	Yes: Planned components of the primary transportation and circulation road system that connects all major visitor center nodes	No. No changes are proposed for the existing road system in Yosemite Valley. Improvements for this location are required to increase efficiency of transportation circulation
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.
Residence 1 (Superintendent's House)	Retained	Yes. This historic structure is a component of the Historic Resources ORV and would be rehabilitated and used to support the visitor experience.	No. Under this alternative the facility must remain in its present location to remain a component of the Historic Resources ORV, given its siting and location contribute to the integrity of this historic property per its nomination to the National Register of Historic Places.
Segment 2: Yosemite Lodge and Camp 4 Area			
Yosemite Lodge Overnight Units	Removed and expanded infrastructure constructed	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.	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-developed	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. 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.

TABLE 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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 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.
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 (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.
Yosemite Falls Pedestrian Underpass (New)	Constructed	Yes: A pedestrian underpass is vital to reduce pedestrian and vehicle conflicts at this extremely busy intersection area. The pedestrian underpass would connect the pedestrians from the Yosemite Lodge Area to the Lower Yosemite Fall Area without requiring westbound traffic on Northside Drive to stop and allow pedestrians to cross the road.	No. No changes are proposed for the existing road system in Yosemite Valley. Improvements for this location are required to increase efficiency of transportation circulation.

TABLE 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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: West Yosemite Valley			
West Valley Overflow Parking Area (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. Visitors would have a choice to either use El Capitan Cross-over and visit other areas of the park, or wait until outbound traffic has reduced congestion in the East Yosemite Valley.	No. There are no other suitable locations (i.e., near the intersection of North- and Southside Drives with the El Capitan Crossover) that allow for the redirection of vehicle traffic entering east Yosemite Valley.
Yellow Pine Administrative	Retained	Yes: This administrative camping area is used by volunteers and researchers whose work is critical to meeting the 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: Housing facilities to accommodate a portion of the workforce necessary to provide visitor services.	No. In-fill employee housing should occur within existing employee housing areas
El Portal Remote Parking at Abbierville / 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.
Abbierville / Trailer Village Employee Housing (New)	Constructed	Yes: Housing facilities to accommodate a portion of the workforce necessary to provide visitor services.	No. In-fill employee housing should occur within existing employee housing areas
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	Retained	Yes: This visitor activity is a component of the Wawona Hotel NHL. Opportunities for this type of visitor recreation are unique in terms of setting attributes and the historic setting of the district.	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 Golf Course & Shop	Retained	Yes: This visitor activity is a component of the Wawona Hotel NHL. Opportunities for this type of visitor recreation are unique in terms of setting attributes and the historic setting of the district.	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 8-51: NECESSITY OF MAJOR PUBLIC-USE FACILITIES AND SERVICES- ALTERNATIVE 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 Stables	Retained	Yes: The Wawona Stables offer visitors commercial equestrian day rides to points of interest in the Wawona area. 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: Not considered a vital visitor service under this alternative.	N/A: This service will be eliminated.

Conceptual Site Drawings

Boys Town

In Alternative 6, the existing Boys Town cabins and facilities would be removed and replaced with 98 new lodging units suitable for year-round accommodations. This would consist of 25 duplex buildings, two 4-plex buildings, and five 2-story 8-plex buildings. A new 2,840 foot long pedestrian pathway, a guest check in building, 78 new parking spaces along the existing roadway, and 20 new parking spaces along the eastern edge of the Orchard Parking lot would also be constructed within the existing developed footprint. The Curry Orchard Day-use Parking Area would be formalized using best management practices to have a total of 430 parking spaces. New ground disturbance within the existing 8.4 acre footprint of Boys Town would include approximately 33,000 square feet for new buildings, 56,800 square feet of utility trenching, 14,200 square feet for pedestrian pathways, and 29,400 square feet of new parking for a total of 3 acres. Construction staging would require an area of approximately 1.4 acres and would likely take place within the existing Orchard Parking Area.

Yosemite Village Day-use Parking Area

In Alternative 6, the existing 6-acre informal parking area would be moved 150 feet north from the high water mark 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 850 parking spaces and a new comfort station. A pedestrian underpass and two roundabouts (one at the Village Drive/Northside Drive intersection and one at the Sentinel Drive/Northside Drive intersection) would be constructed in conjunction with improved pedestrian pathways which would address overall circulation at the site. The Concessioner General Office, Valley Garage, and Arts and Activities Center (former bank building) would be removed and the Village Sport Shop repurposed to a visitor contact station.

The area of disturbance for improvements at Camp 6 in Alternative 6 would cover approximately 27.5 acres and include 19 acres of clearing and grubbing, 1.2 acres for existing building removal, 4,000 square feet for the new comfort station, 5.4 acres of pavement removal, 2.6 acres of new roadway, 8.3 acres for new parking, 15,220 square feet of utility service trenching, 43,350 square feet for new pedestrian pathways, and 55,000 square feet for the pedestrian underpass. Construction staging would cover an area of approximately 2 acres.

Yosemite Lodge Parking Area

In Alternative 6, the area west of Yosemite Lodge, currently used as parking for tour buses, transit buses, and overnight guests, would be re-developed to provide 300 day-use parking spaces, campsites for 20 RV's, 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 over a 13.5 acre area would include 10.6 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, 17,300 square feet of utility service trenching, 3.6 acres for parking, and 5,000 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 6, 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 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.

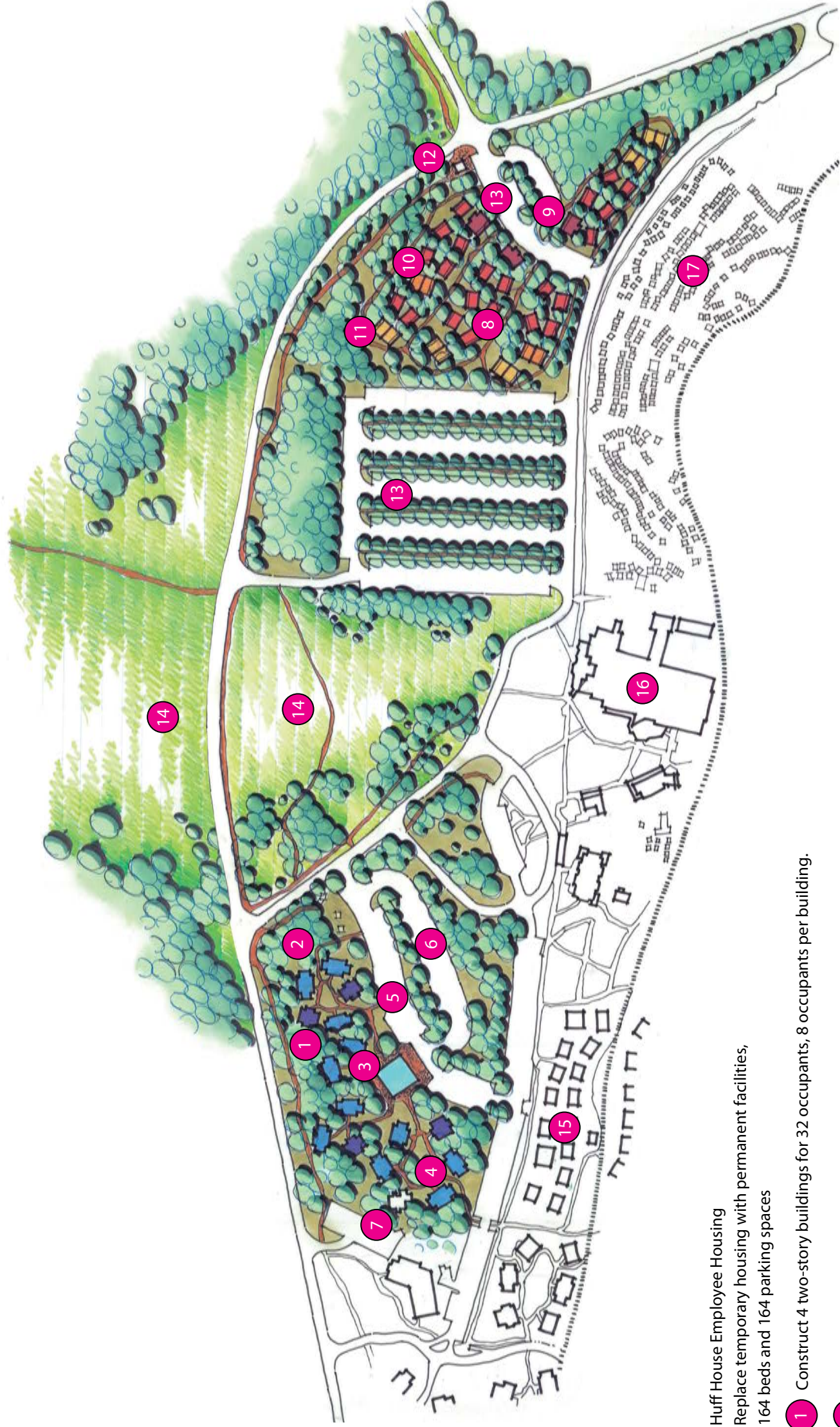
El Portal Road from the Big Oak Flat Road to Pohono Bridge

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 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.

Concessioner General Office

In Alternative 6, this 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.



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 with 98 permanent guest cabins and 78 parking spaces

- 8 Construct 25 duplex buildings replicating historic cabins, or 50 units subtotal.
- 9 Construct 2 four-plex buildings, or 8 units subtotal
- 10 Construct 5 eight-plex buildings, or 40 units subtotal
- 11 Relocate Campground Reservation Center, provide 8 parking spaces.

- 12 Construct a roadway connecting Curry Village and East Valley Campgrounds with 78 parking spaces guests and 8 short-term parking spaces for Campground Reservation Center. 20 parking spaces will be reserved for guest use in Curry Orchard Parking Area.

Curry Orchard Parking Area

- 13 Improve parking area with 430 spaces and landscape buffers with trees and bioswales that will treat storm water run-off.

Meadow Restoration Area

- 14 Improve hydrology, remove invasive species, promote weed control and plant native species.

Existing Curry Village Visitor Services

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

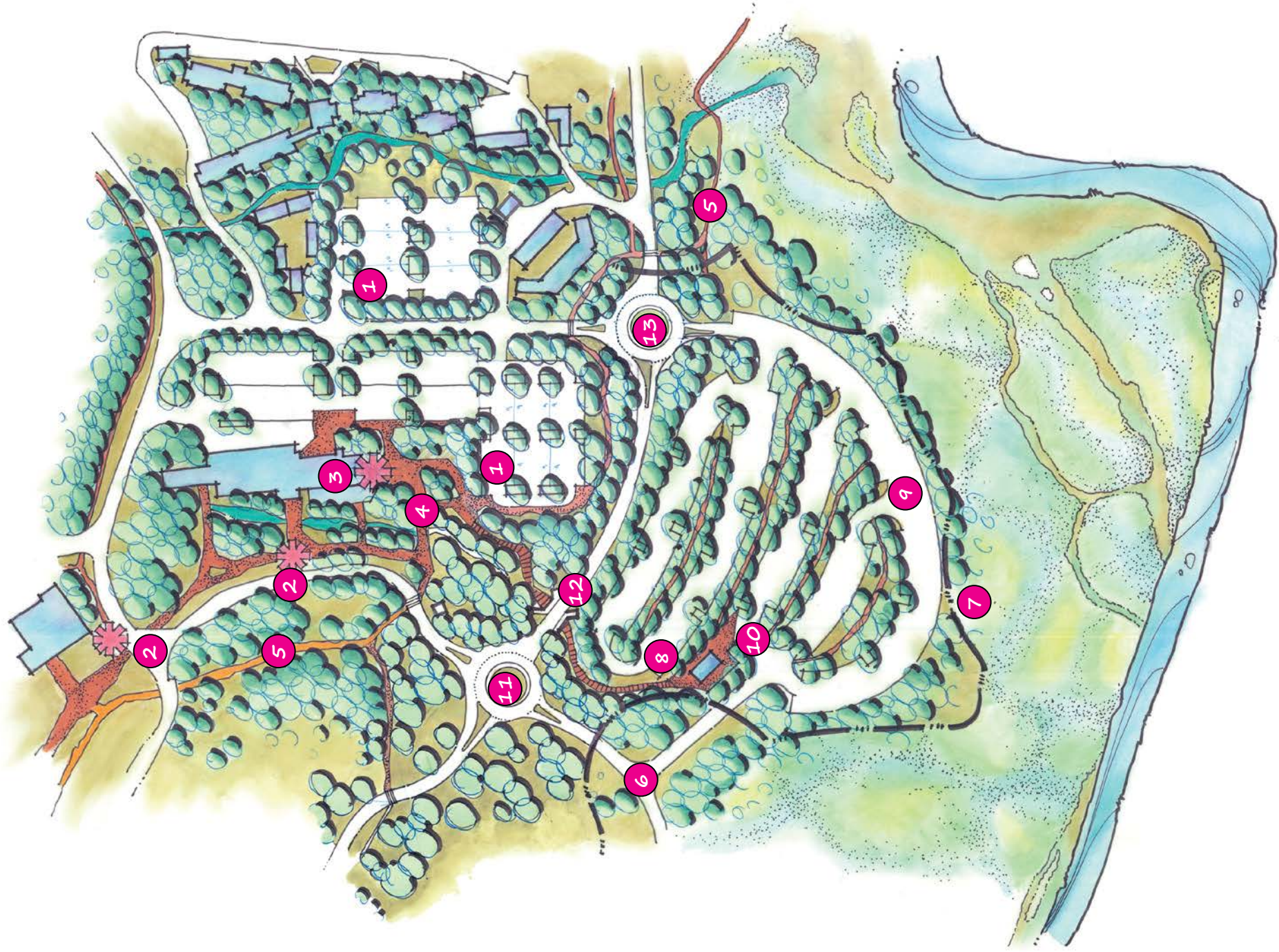


Alternatives 5 and 6 Conceptual Site Drawing for Curry Village

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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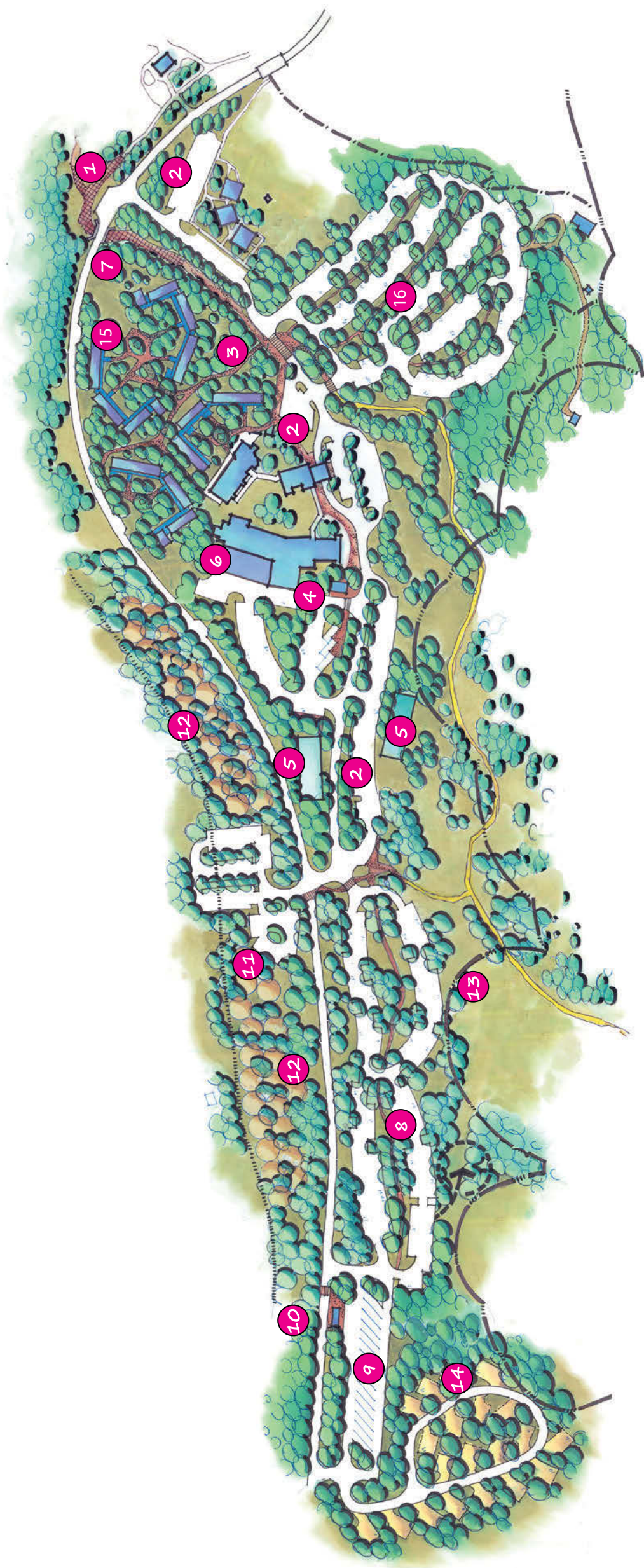
- 1 Eliminate Concession General Office and Garage located between the Village Store and Ahwahnee Meadow, providing more space for visitor parking.
- 2 Retain shuttle stops on Visitor Center Loop Drive.
- 3 Replace Village Sport Shop with visitor contact station.
- 4 Eliminate existing art activity center and improve pedestrian access.
- 5 Improve pedestrian connections and bike paths east and west of the day-use parking area.
- 6 Provide a two-way access driveway from Sentinel Drive as the primary entrance to the day-use parking area.
- 7 Redesign the day-use parking area to provide a 150-foot buffer from the river. Restore wetlands and meadow.
- 8 Create pedestrian pathways to lead visitors to the Yosemite Village mall. Construct a comfort station in a central location, connected to pedestrian walkways.
- 9 Provide 850 day-use parking spaces. Provide landscaped areas to retain large numbers of trees and screen parking bays and bioswales that will treat storm water run-off. Provide pedestrian pathways.
- 10 Relocate shuttle bus pick-up and drop-off area.
- 11 Construct a roundabout to alleviate traffic congestion at the intersection of Northside Drive and Sentinel Drive.
- 12 Construct a pedestrian underpass to eliminate conflict between automobiles and pedestrians on Northside Drive.
- 13 Construct a roundabout at the day-use parking area intersection with Village Drive and Northside Drive.



Alternative 6
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 | Re-align Yosemite Lodge intersection within the limits of existing developed areas. | 7 | Reconstruct a section of the Yosemite Lodge entrance road as a pedestrian and bicycle promenade with a 5% slope to an underpass. Install accent paving, landscaping, wayfinding and site furnishings, and low-voltage site lighting consistent with design vocabulary for the Yosemite Falls trail. | 11 | Construct 41 additional parking spaces at Camp 4. |
| 2 | Maintain parking for overnight guests. | | | 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. |
| 3 | Enhance pedestrian circulation system. | | | | |
| 4 | Construct tour bus loading and unloading area, with shelter. | 8 | Construct 300 visitor parking spaces at Yosemite Lodge Day-use Parking Area. Maintain existing vegetation as buffers to separate and screen parking bays and bioswales that will treat storm water run-off. Provide pedestrian pathways. | 13 | Protect and enhance a 150-foot riparian buffer. |
| 5 | Construct employee housing in 2 two-story buildings with 52 occupants per building and 39 employee parking spaces per building. | | | 14 | Construct an RV loop with 20 campsites. |
| 6 | Relocate linen storage and laundry buildings from the 100-year floodplain to an addition to the food service building. Reconfigure truck loading and unloading area. Demolish and remove existing NPS volunteer office. | 9 | Construct 15 tour bus parking spaces. | 15 | Remove guest lodging buildings and construct a three-story lodging complex with a total number of 440 lodging units and an equivalent number of guest parking spaces. Organize high-density development area to maintain existing vegetation where possible |
| | | 10 | Construct a shuttle bus stop with shelter and comfort station. | | |

with courtyards and outdoor gathering areas for each building. Provide in-fill landscaping as required to maintain a forested environment and a visual buffer.

- 16** Construct parking area for 395 cars to augment existing parking areas and satisfy added lodging requirement. Maintain existing vegetation as buffers to separate and screen parking bays, and bioswales that will treat storm water run-off. Provide pedestrian pathways.



Alternative 6

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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