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A REDEVELOPMENT OF WEST YELLOWSTONE, MONTANA

Undergraduate Thesis in Architecture

by

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USFS GALLATIN NATIONAL FOREST, RICHARD G. HALLMAN

I would like to express my appreciation and thanks to the people of West Yellowstone for their cooperation and help in my work on this project. Also, my thanks to the United States Forest Service and the men and women of the Gallatin National Forest for their aid in compiling the data needed for this study

Jon J. Drake

A REDEVELOPMENT OF WEST YELLOWSTONE MONTANA

THE NEED

West Yellowstone is a small town with no room to grow. It is bounded on the east by Yellowstone National Park and on the north, west, and south by the Gallatin National Forest. The various elements of the town, such as residential, commercial, service, and traffic, must all compete for the limited space within its boundaries.

In the present, as in the past, there is a lack of organization or planning within the town because of the conflict of interests of two major factions. These are the year-round residents and business owners and the absentee business owners, those who live in the town for only a few months in the summer and have their permanent residence elsewhere. Many attempts at civic improvement by the residents have been thwarted by the absentee owners who do not want the trouble or expense involved in these improvements since they reside there for only a short time each year. It was not until 1966 that the residents were able to muster enough votes to incorporate the community. The town government set up after incorporation has proven for the most part ineffective because of the lack of a clear-cut majority favoring civic improvement.

Because of this lack of organization there has been little unity among the individual businesses, only competition. As each owner has used bigger signs and fancier gimmicks to attract business, the town has taken on the appearance of a strip development growing along a major thoroughfare such as North Seventh Avenue in Bozeman.

Each year brings an increase in the number of people who visit Yellowstone National Park and the number of people who use the many recreational areas in the Gallatin National Forest. This increase can only add to the problems West Yellowstone now faces.

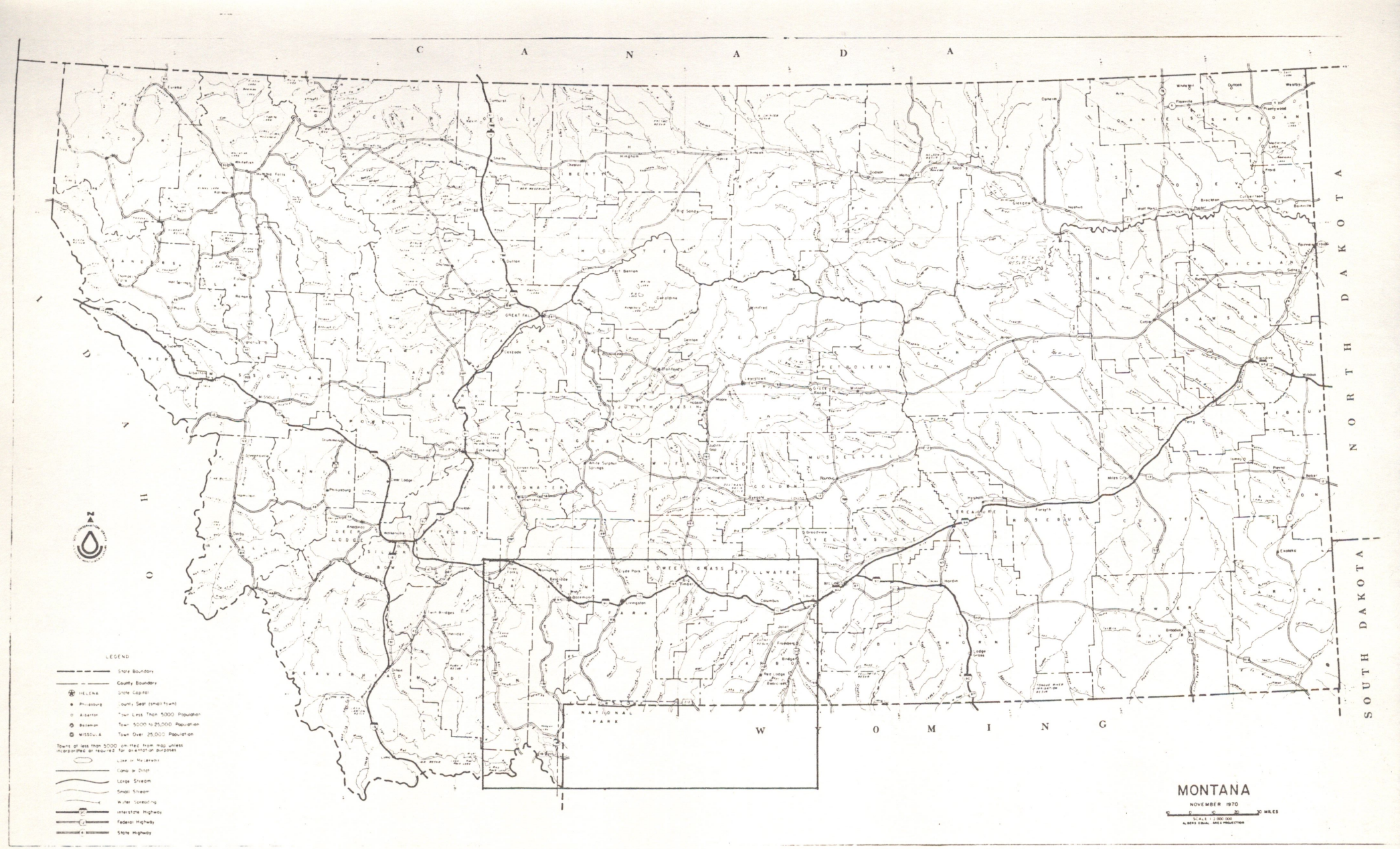
Organization and planning alone would benefit the town of West Yellowstone. However, if the resort idea of the town is given careful consideration also, then an even greater benefit can be realized since the entire town's economy is based on the tourist.

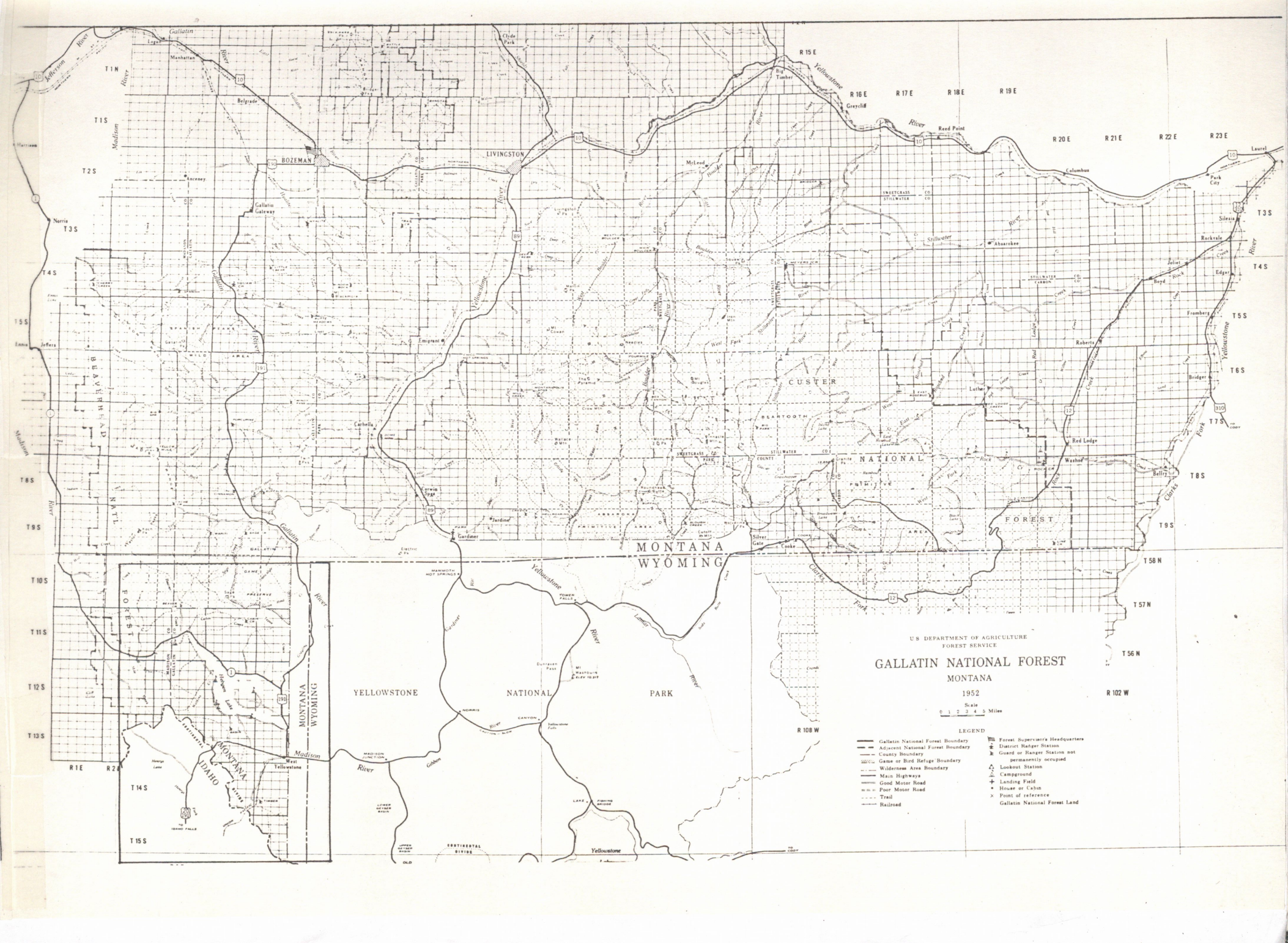
West Yellowstone is fast becoming known as a winter resort. But during the summer months, the months most crucial to the economy of the town, it is merely a stopover; a place one passes through on the way to someplace else. The reason is basic: there is nothing in West Yellowstone to attract the tourist to the town. Nor is there anything to retain the tourist in the town when he does pass through it. One concept that has been successfully used in the other resort areas is the uniting of the entire area around one theme or idea. a resort town can unite in this way where an average town has too many diverse elements to pull together. In uniting an area under one theme or idea, the town can offer the tourist something new and different than what he faces everyday, and that is the whole idea of a vacation; that is what generates tourism.

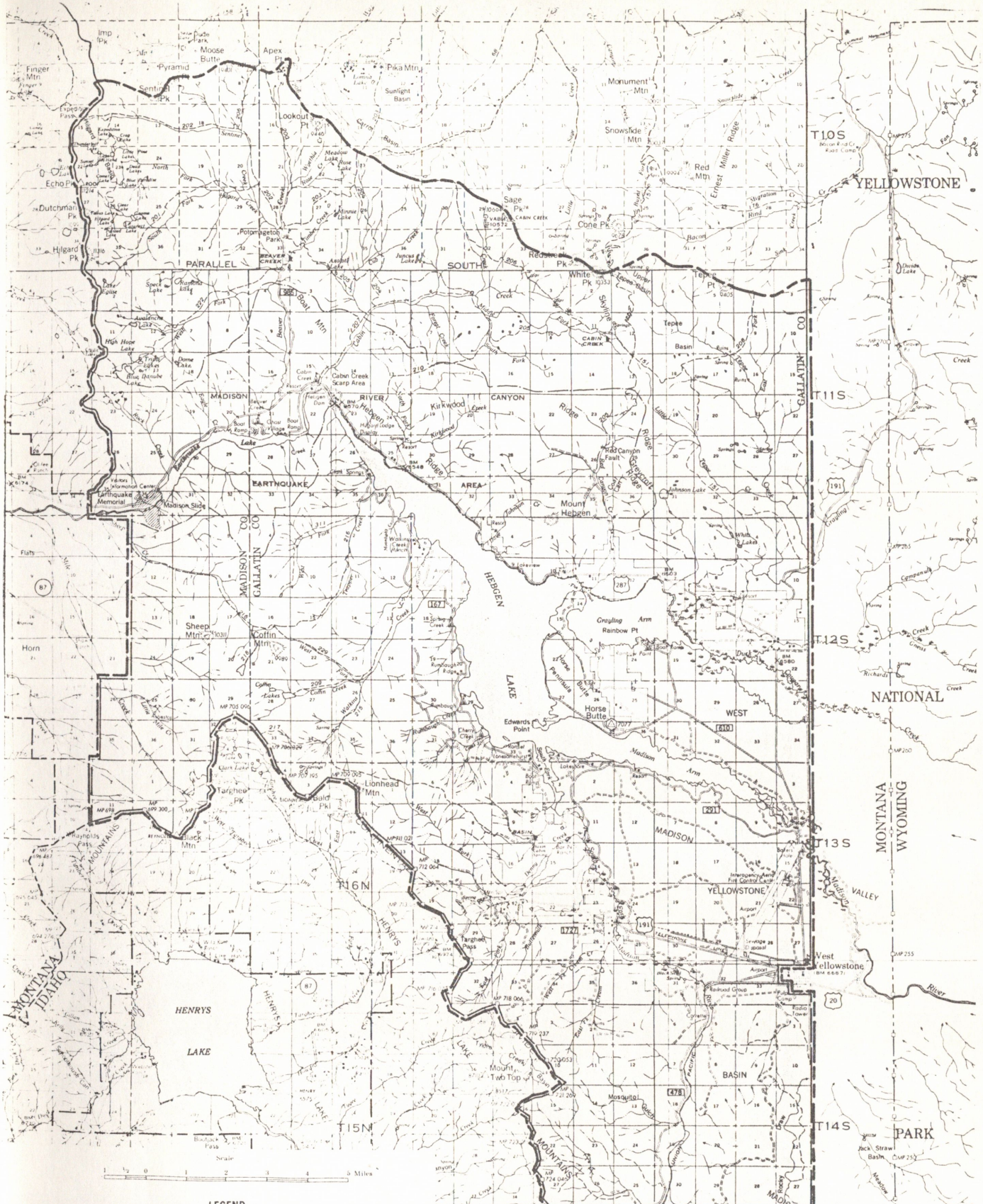
A good example of this is seen in the many ski resorts. They offer most of the services needed but everything is oriented toward skiing; the atmosphere, the dress, the architecture. Skiing becomes

a theme for the entire area, the unifying factor. Jackson Hole, Wyoming, is another example, a whole town based on an Old West theme.

My thesis will be an examination of the feasibility of using this concept as a basis for the redevelopment of West Yellowstone.


C A N A D A
NORTH DAKOTA
SOUTH DAKOTA
W Y O M I N G
LEGEND
State Boundary
County Boundary
HELENA State Capital
Philipsburg County Seat (small town)
Absarokee Town Less Than 5000 Population
Bozeman Town 5000 to 25,000 Population
MISSOULA Town Over 25,000 Population
Towns of less than 5000 omitted from map unless incorporated or required for orientation purposes
Lake or Reservoir
Canal or Ditch
Large Stream
Small Stream
Water Spreading
Interstate Highway
Federal Highway
State Highway
MONTANA
NOVEMBER 1970
SCALE 1:2,000,000
ALBERS EQUAL AREA PROJECTION


U S DEPARTMENT OF AGRICULTURE
FOREST SERVICE
GALLATIN NATIONAL FOREST
MONTANA
1952
Scale
0 1 2 3 4 5 Miles
LEGEND
Gallatin National Forest Boundary
Adjacent National Forest Boundary
County Boundary
Game or Bird Refuge Boundary
Wilderness Area Boundary
Main Highways
Good Motor Road
Poor Motor Road
Trail
Railroad
Forest Supervisors Headquarters
District Ranger Station
Guard or Ranger Station not permanently occupied
Lookout Station
Campground
Landing Field
House or Cabin
Point of reference
Gallatin National Forest Land
MONTANA
WYOMING
YELLOWSTONE NATIONAL PARK
BEAVERHEAD NATIONAL FOREST
CUSTER NATIONAL FOREST
BEARTOOTH PRIMITIVE AREA
ABSAROKA PRIMITIVE AREA
SPANISH PEAKS WILD AREA
BOZEMAN
LIVINGSTON
Gallatin
Madison
Yellowstone
Jefferson
Big Timber
Reed Point
Columbus
Laurel
Park City
Silesia
Rockvale
Absarokee
Joliet
Boyd
Edgar
Frromberg
Roberts
Luther
Bridger
Red Lodge
Washoe
Bellrr
Clarks Fork
Belgrade
Manhattan
Logan
Greycliff
McLeod
Norris
Ancrney
Gallatin Gateway
Emigrant
Carbella
Jardine
Gardiner
Silver Gate
Cooke
Mammoth Hot Springs
Tower Falls
Norris Canyon
Gibbon
Madison Junctions
West Yellowstone
Hebgen Lake
Targhee
Idaho Falls
Lower Geyser Basin
Upper Geyser Basin
Continental Divide
Old Faithful
Lake
Fishing Bridge
Dunraven Pass
Mt Washburn Elev 10,317
Cutoff Mtn
Crown Mtn
Wallace Mtn
Mt Cowan
The Pyramid
Needles
Sweetgrass Co
Stillwater Co
Sweetgrass Stillwater Co Co
Stillwater Carbon Co Co
Park Co
Madison Gallatin Co Co
Beaverhead Co
Jefferson Co
Gallatin Co
Madison Co
Park Co
Stillwater Co
Sweetgrass Co
Carbon Co
Big Horn Co
Yellowstone Co
R 15 E
R 16 E
R 17 E
R 18 E
R 19 E
R 20 E
R 21 E
R 22 E
R 23 E
R 1 E
R 2 E
R 108 W
R 102 W
T 1 N
T 1 S
T 2 S
T 3 S
T 4 S
T 5 S
T 6 S
T 7 S
T 8 S
T 9 S
T 10 S
T 11 S
T 12 S
T 13 S
T 14 S
T 15 S
T 58 N
T 57 N
T 56 N



LEGEND

- Ranger District Boundary
- National Forest Boundary
- Adjacent National Forest Boundary
- State Boundary Line
- County Boundary Line
- Game or Bird Refuge Boundary
- U.S. Highway
- State Highway
- Forest Route
- Paved, All Weather or Dirt Road
- Primitive Road
- Trail
- Railroad
- Power Transmission Line
- Pipeline or Conduit
- Dam (Developed Water)
- District Ranger Station
- Forest Service Station
- Recreation Site, Forest Service
- Recreation Site, other than Forest Service
- Horizontal Control Station
- Horizontal Control Station and Permanent Lookout Station
- Mine, Quarry or Gravel Pit
- Boundary Monument
- Located or Landmark Object, Airway Beacon, etc.
- Sawmill
- Church
- Windmill
- House, Cabin or other Building
- National Forest Land Comprising the District

GALLATIN NATIONAL FOREST
HEBGEN LAKE RANGER DISTRICT

PRINCIPAL MERIDIAN, MONTANA

BASE 1970 FOREST SERIES

1971

WEST YELLOWSTONE

West Yellowstone is located in the southwest portion of Montana. The Wyoming state line is two miles due east, and the closest portion of the Idaho boundary is approximately six miles to the southwest. The town is the southern most community in Gallatin County. West Yellowstone is also the western entranceto Yellowstone National Park. Some highway mileages from West Yellowstone include: Bozeman-89; Butte-158; Idaho Falls-110; Jackson-127; Cody-148; Old Faithful-30. (See location maps)

The community's east boundary is Yellowstone National Park. The Gallatin National Forest borders the town on the north, west, and south. The townsite occupies an area approximately 2,500 feet by 4200 feet and contains 251.71 acres. Thirty-one blocks with 352 lots make up the community. Except for 20 fractional lots, all others measure 100 feet by 150 feet. The center portion of each block is owned by the town. Located on the basin floor, elevations in town vary by not more than 10 feet.

Outside of West Yellowstone, there exists 10,607 acres of private land. All of this land is either in the Madison Basin Proper, or on the adjoining foothills. Except for this relatively small amount of private land, West Yellowstone has one neighbor, the Federal Government.

West Yellowstone lies near the south end of the Madison Basin. This high mountain valley measures about 15 miles east and west, and

about 10 miles north and south. the 6,600 foot high basin is dominated by montain ranges. Hilgard Peak, some 25 air miles to the northeast, reaches 11,316 feet. Hebgan Lake, a 12,670 acre reservoir formed by damming the Madison River, is now the lowest point in the basin at 6,535 feet. The Continental Divide runs along the crest of Henry's Lake Mountains which rise from the west edge of the Madison Basin. The Madison and Gallatin Ranges wall-in the valley on the north. Rolling foothills border the basin on the east. The Madison Plateau, a vast undeveloped wilderness, stretches from the south limits of the valley for almost 30 miles into Wyoming.

Besides the obvious attraction of Yellowstone National Park, the many recreational features of the Madison Basin also attract more and more people to the West Yellowstone area. The largest feature is Hebgan Lake, well noted as a boating paradise and a fishermans delight. The later also extends to winter ice fishing. Around the lake are numerous private and forest service campgrounds. Just above Hebgan Lake is Quake Lake, formed during the 1959 earthquake. It is also well known for its fishing but even more known as one of the many features contained in the Madison Canyon Earthquake Area. This area, set aside by the Forest Service, extends from the Memorial atop the actual earthquake slide east along Quake Lake and the north shore of Hebgan Lake. Just over the Continental Divide is Henry's Lake and numerous small lakes also noted for their great fishing. Two "Blue Ribbon" trout streams in the area are the Madison River and the Gallatin River. Several dude ranches in the area offer

horse-back riding and camping trips in the summer and hunting trips in the fall.

In the winter, West Yellowstone and the surrounding area are a snowmobilers paradise. Trails to Old Faithful, Two-top Mountain, Lionshead Mountain on the Continental Divide, and across the frozen Hebgan Lake to Horse Butte are among the many features for the avid snowmobilers. There is even a trail from Bozeman to West Yellowstone for the more hearty. Play areas, close to town, have been set up for the fun-lovers. Several snowmobile rally's are held in West Yellowstone each winter, the largest being the Western States Snowmobiles National Rally held in March. A large racing oval has been constructed one mile southwest of town to hold the closed track competition events. Many businesses in town offer snowmobile sales, service, rentals and guide service.

Outside of the Madison Basin but of note to West Yellowstone is Big Sky, located 45 miles north up the Gallatin Canyon.

The increase in the number of visitors using these many recreational areas is as great if not greater than the increase in the number of visitors to Yellowstone National Park.

Like many other high mountain valleys, the Madison Basin can experience extremely low winter temperatures. Readings of down to 66 degrees below zero have been recorded. Summer temperatures seldom exceed 90 degrees. Low humidity, together with an abundance of sunshine, however, makes for surprisingly pleasant days even in the

dead of winter. A daily temperature flucuation of 60 degrees is not uncommon. Thus a nighttime low of 30 degrees below can lead to a very enjoyable 30 degrees above in this dry climate. Winter can be brutal, however, at this elevation. Townspeople can recall over four feet of snowfall from a single blizzard. A strong blizzard can still close highways out of the area, even with modern maintenance equipment. Snow depths of over five feet on the basin flat have been recorded. Mountain accumulations are, of course, much greater, The average yearly precipitation in the basin is approximately 22 inches. From November through April the precipitation usually comes as snow. Snowfall has been recorded, however, at one time or another, during every month of the year.

HISTORY

(The following history of West Yellowstone was taken from the Land Classification Study of West Yellowstone prepared for the U.S. Forest Service, Gallatin National Forest, March 17, 1967, by Richard G. Hallman. My thanks to the Gallatin National Forest for permission to use it in this report.)

The recovery of Indian relics in the Madison Basin indicates that Indians may have been in the valley as early as 1000 A.D. Indian use, however, was probably very light because of the area's remoteness from the plains. It was not until the Shoshone and Bannock Indians of the Idaho Plains obtained the horse, around 1790, that travel into the area began in earnest. As the buffalo of the Idaho Plains were eliminated by the white man, these tribes were forced to turn to the Montana-Wyoming grasslands for the hunt. A popular Indian route was through the Henry's Lake area, over Targhee Pass, and past Mammoth Hot Springs. This route came to be known as the Bannock Trail.

Other Indian trails came from up the Madison and Gallatin drainages and formed a trail junction in the area known today as the Duck Creek Wye, presently the junction of U.S. 287 and U.S. 191. The Bannock Trail received heavy use until the buffalo were removed from the Montana-Wyoming Plains around 1870.

Chief Joseph, of the Nez Perce, may have made the last Indian crossing of the Madison Basin when he lead the remnants of his tribe over the Bannock Trail in 1877, while being pursued by the Army.

The earliest white visitor to the Madison Basin, of whom there is an adequate record, was Warren Angus Ferris, a clerk of the American Fur Company in 1834. He gives the following explanation of the name by which it was then known; "The burnt hole is a district on the north side of the Piney Woods, which was observed to be wrapped in flames a few years since. The conflagration that occasioned this name must have been of great extent, and large forests of half consumed pines still evidence the ravages ---". (Life in the Rocky Mountains, P.C. Phillips Edition, 1940, pp. 85-86.)

The following year, trapper Osborne Russell mentioned the basin as his party passed into it from the Gallatin River. He said, "August 31st, traveled southwest down the stream about 10 miles when we came to the 'Burnt Hole', a prairie valley about 80 miles in circumference surrounded by low spurs of pine covered mountains which are the sources of a great number of streams which by uniting in this valley form the Madison Fork." (Journal of a Trapper, Haines Edition, 1955.)

Following the buffalo hunter and trapper came the gold seeker and homesteader. Eagle Falls (Idaho Falls), was established in 1862, at the point where bull teams from Utah crossed the Snake River for northward movement. Gold was discovered in Virginia City, just 68 miles from West Yellowstone, in 1863. Farmington (Bozeman) was established in the fertile Gallatin Valley in 1864. The Army was in Yellowstone National Park prior to its officially becoming a National Park in 1872. The Madison Basin was surrounded by white men by 1870.

With the white man came his vices. The first white activity within the Madison Basin grew out of its isolation, which made the area an ideal place to hold stolen horses until the posse gave up the chase. This first enterprising use of the valley eventually had to give way to progress. By 1868, Gillman Sawtell had built a wagon road from his ranch (now Stayley's Springs) to the lower Geyser Basin, via Targhee Pass and the Madison-Firehole Rivers, in 1873. This rude track, which forded the Madison 10 or 15 times, gave access to the Park from Virginia City, and was used by an estimated 500 people that first season. With the basin now accessible by wagon, homesteaders quickly moved into the valley and took up the agricultural sites.

The first permanent structure in the basin was the Grayling Creek Post Office, established by Peter Kerzenmacher in 1898. This structure was inundated when the Hebgan Reservoir was formed.

In 1900, government buildings were constructed at what is now called 'Riverside Barns', about a mile inside the West Entrance, on the banks of the Madison River. The adjacent area was occupied by the Yellowstone and Monida Stage Company in 1907, and barns were erected there as a base for the enlarged operation made possible by completion of the Union Pacific's track to the Park Boundary that fall. The West Gate was made an official Park Entrance this same year.

A post office, designated "Riverside, Montana", was established on October 23, 1908, to serve the impromptu townsite which had developed

at the railroad terminus that summer. This was the actual beginning of West Yellowstone. Six blocks containing 84 lots were established on the then Madison National Forest underspecial use permit. By 1909, Eagles Store, the Murray Hotel, and a livery stable were in existence in Riverside. On November 17, 1909, the Riverside Post Office was renamed "Yellowstone, Montana."

By this time, access from the north to Yellowstone National Park had become well established from Livingston, Montana. Gallatin County was eager to establish its own route to the Park. In 1910 a county road was completed to a point up the Gallatin Canyon, some 25 miles from the West Entrance. The Army built the first Gallatin Station at that point the same year. The present Park Service Gallatin Station is close to this original Army structure. In 1911 the road between Bozeman and Yellowstone was opened to traffic. On May 31, 1913, the first auto in Yellowstone National Park passed through the northwest portion of the Park on its way to Yellowstone, Montana. Officially, the first automobiles were allowed to enter the Park Entrances on August 1, 1915.

For some years a clearing operation had been in progress to make way for the creation of Hebgan Reservoir. In 1914 the Hebgan Dam was completed and water storage began. This was the beginning of the present 12,670 acre Hebgan Lake.

Activity in Yellowstone, Montana, continued to increase as more tourists arrived by train and auto to enter the West Gate. In response

to the demand for more public facilities at the entrance, President Woodrow Wilson signed an Executive order on December 5, 1919, withdrawing 339.73 acres from the Madison National Forest. Thus, the present townsite was established. In 1920 the 251.71 acres within the townsite was surveyed. The 88.02 acres south of the townsite was sold to the Oregon Short Line Railroad. A public sale of the surveyed lots was conducted at West Yellowstone on August 25 and 26, 1924. A minimum price of $59.00 per lot was set. Some 50 lots had previously been purchased under preemption rights. About 150 lots were sold at the public sale. a second sale was held in 1929.

The name, Yellowstone, Montana, proved to be a poor designation, and it was again changed to West Yellowstone, Montana, on January 7, 1920.

Until 1920, the only logging done in the area was for houselogs for local building. In 1921 tie cutters moved into the Upper South Fork of the Madison Drainage and began a fairly large tie hacking operation. The ties were loaded onto the railroad near Reas Pass, at the point called Timber. In 1923, the Forest Service built a Guard Station at Timber, from which to administer the cutting. A year later the Forest Service moved from its Basin Station headquarters to West Yellowstone. An office, dwelling, garage, and shed were built that year. All four of these structures are still in use, although a new administrative site was established north of town in 1956 and is the current District headquarters.

Western Airlines began air service into the newly cleared West Yellowstone Airport in 1935. Boeing 247 ten-passenger aircraft used the sod landing strip west of the townsite. Since the roads leading out of West Yellowstone were not kept open until 1936, Western Airlines provided winter mail service during the 1935-36 season.

The World War II period saw a sharp decline in the local tourist trade. Many of the town's young men were drafted, while other residents left for jobs in defense plants. In 1946, the returning townspeople and tourists caused West Yellowstone to boom again. Business was good and the returning veterans, as well as other veterans attracted to the town, wanted to buy land in the townsite and settle down. They found, however, that the same lots that sold for about $200 before the war now ranged from $1,250 to $7,00. Very few lots were available for less than $2,000.

By 1949, the West Yellowstone American Legion, Post 78, had a membership of 75. In February of that year the Legion contacted the Forest Service and requested building lots. From this initial contact through November of 1954, many meetings were held and letters sent in regards to the townsite expansion. the principle reasons that prevented the expansion were:

1. There was no town government to assume responsibility of maintaining the public utilities of the sought after addition.
2. The veterans had hoped that homesites on the National Forest would be made exclusively available for them. they found this was not true.

3. The veterans then considered asking for special use sites for their homes. They learned, however, that F.H.A. loans were not available for construction on lands not owned by the person seeking the loan.

In the end, the difficulties proved too much for the Legion and the matter was dropped. It should be pointed out, however, that the Forest Service was receptive to the needs of the veterans. In 1949, the Forest Service planned to survey an addition for the veterans, so their request could be granted. This survey was delayed and finally abandoned also. Throughout the District's correspondence covering this matter, it seemed clear that the government was working for the best interst of the local veterans, but circumstances thwarted this initial attempt at townsite expansion.

In 1958, the Hebgan Lake District made a Land Use Plan that provided for a proposed residential section of 144 lots to the north of the townsite. It is believed this plan was made in anticipation of a future demand rather than as a result of immediate needs.

If more planning was afoot in that period in regards to townsite expansion, it was surely put aside on the night of August 17, 1959, when 40 million cubic yards of earth and rock were jarred loose in the Madison River Canyon, 19 air miles northwest of the town. This, the strongest earthquake ever recorded in Montana, damned the Madison River and formed Earthquake Lake. Twenty-eight persons died as a result of the quake. Nineteen are buried under the slide. the

Madison River Earthquake brought an early end to the 1959 tourist season for West Yellowstone. After the immediate danger passed and the phenomena of the quake was made available to the public, the Earthquake area became a principle attraction in the area. Approximately 400,000 tourists visit the Earthquake Area each year. A visitor center was put in operation on the slide in 1967.

After the tie-hacking operation ceased in the late 1920's, the logging industry in the area remained dormant until 1950. In that year pulp cutting began on theflats around town. A pulp camp was established south of town to accommodate the 25 to 30 cutters and their families. This operation was only recently closed.

As the logging industry of the area began to pick up in tempo, so too did the tourist trade. After the shock of the 1959 quake had passed, the biggest business boom in the area's history began. Roads were constructed throughout the area to handle tourists bound for the west gate and the West Yellowstone area in general. Roads were not enough, however, A need was growing for air service for Yellowstone National Park. In 1965, the largest recreation airport in the country was dedicated near West Yellowstone-Yellowstone Airport.

With the recreation boom, many of the citizens of West Yellowstone became aware that their unincorporated community needed a local government. The lack of building codes, sanitation regulations, and law enforcement had caused the original settlement to grow into a "shantytown". West Yellowstone was the largest unincorporated town

in Montana. In 1951 the first attempt to incorporate failed by a vote of 93 to 77. After three more unsuccessful attempts, the incorporation proposal passed by 158 to 140 votes in September, 1966. An interim town council was subsequently elected to write the town's charter.

From its inception in 1908, until it formed its own government in 1966, West Yellowstone has been a place for enterprising businessmen to make their "living" off the summer tourists, and then retire for the winter in the warm South with their profits. In general, little community interst was shown by the town's summer businessmen. With a local government and a growing yearlong active season, a stabilizing influence has been added to the town. West Yellowstone finally has began to organize.

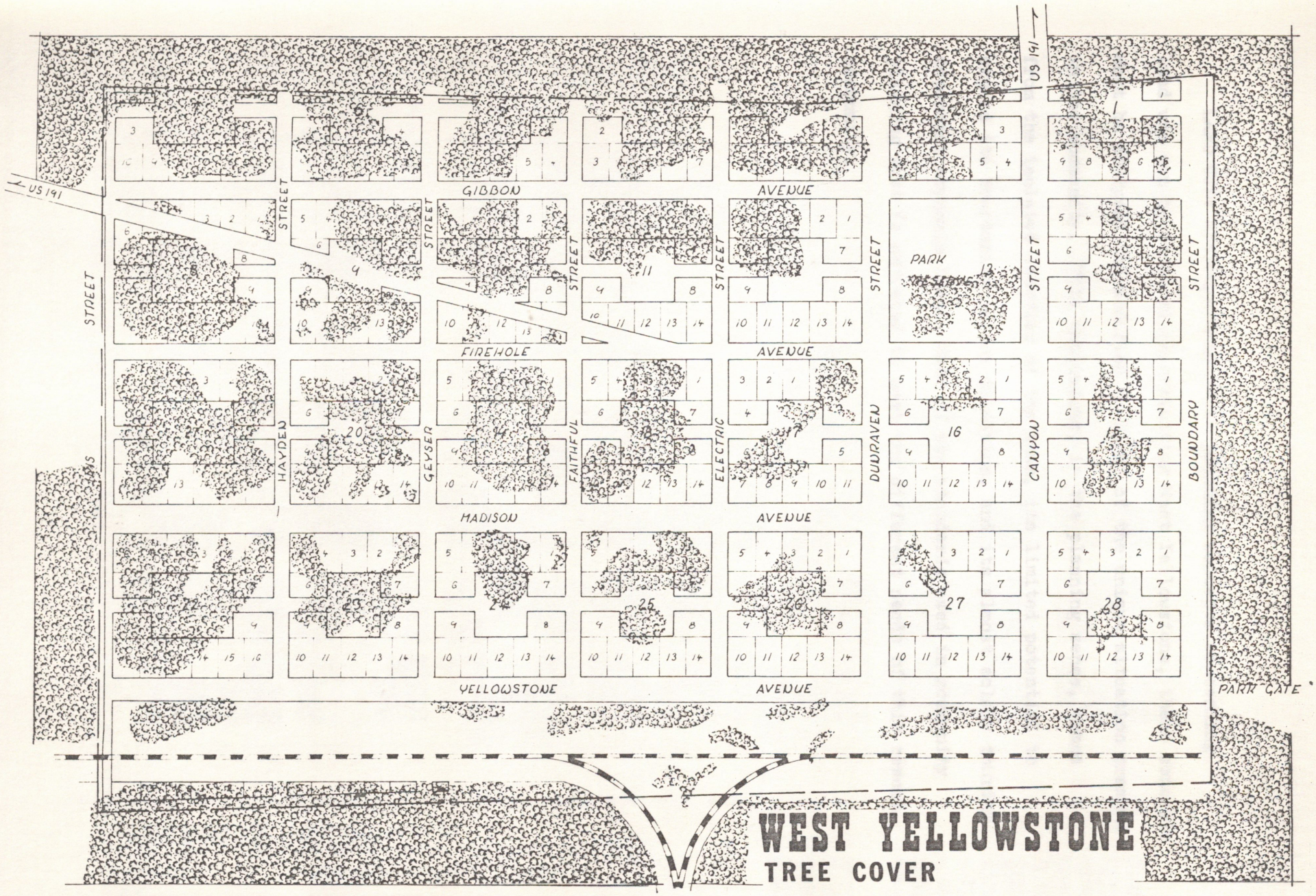
RESEARCH

Due to its only recently becoming incorporated, there is very little in the way of recorded information pertaining to the town of West Yellowstone. Much of the following research was obtained with the help of local residents and what little cocumentation, mostly from the U.S. Forest Service, that could be found.

POPULATION: The town population is officially listed, as of the 1970 census, as 756. The population of the West Yellowstone division, approximately the Madison Basin, is 1099. From the Land Classification Study of West Yellowstone prepared by the Forest Service in 1967, a growth rate of 6.8 per cent per year was approximated for the period of 1960 to 1966, and a growth rate of 8 per cent was predicted for the next twenty years.

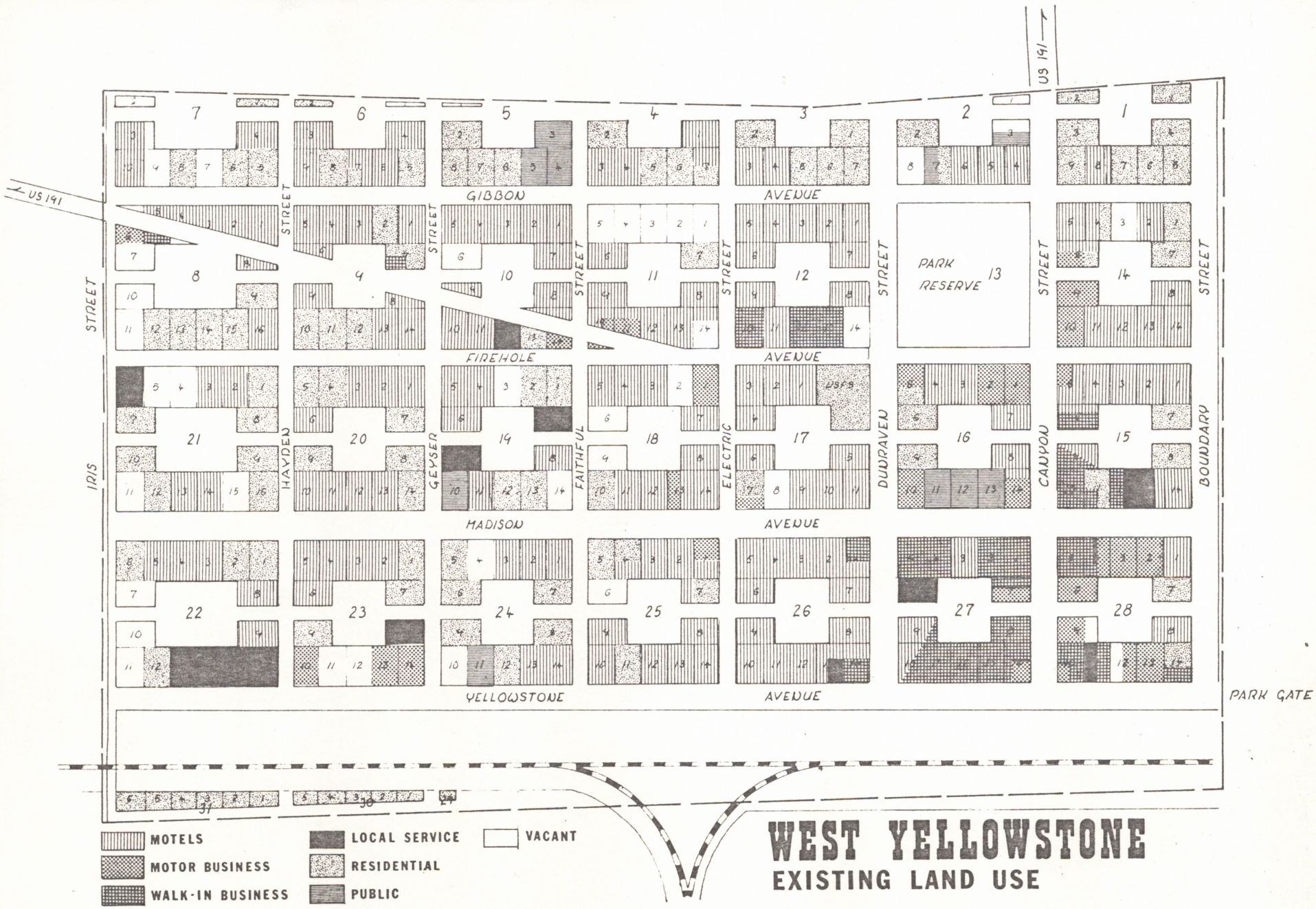
PHYSICAL QUALITIES: Most of the physical qualities of West Yellowstone were covered in the description of the town in the introduction. However, one quality that was not covered is the tree cover within the townsite. This tree cover consists almost exclusively of Lodgepole Pine (See tree cover map). As can be seen in the map, the tree cover is heaviest in the northwest portion of the town, and thins out toward the southeast. In the southeast one-third of the town, the tree cover is limited to the center portions of the individual blocks. Dr. James E. Lotan of the U.S. Forest Service Experimental Station in Bozeman, a noted authority on the Lodgepole Pine, predicts that this particular stand of Lodgepole Pine will not remain for much longer. The explanation is far too technical for this report but

it was Dr. Lotan's opinion that the tree cover within the town should be replaced fairly soon if the town wants to maintain a wooded atmosphere.



WEST YELLOWSTONE
TREE COVER

LAND USE: Although many basic planning concepts concerning land use can be employed in evaluating West Yellowstone, these concepts must be analysed and modified in light of the unique situation present in the community. This uniqueness, in the planning sense, comes from the isolated location of the town, its limited potential to expand its boundaries in any direction, and its almost solely tourist dependant economic base. Many of the standards used in community planning must be adjusted to meet the different needs of this resort community.



WEST YELLOWSTONE
EXISTING LAND USE

RESIDENTIAL LAND USE: Due to the high land values within the community, residential land use has had to compete with commercial land use. Many residences consist of trailers or homes attached to the businesses. Most of the residences are located along the northern edge of town, an area that is out of the flow of tourist traffic and thus not desirable for many types of commercial businesses, and in the western half of the town, another area out of the flow of tourist traffic. There has been an increase in the number of permanent residences in the last few years because of the increase in winter activities in West Yellowstone.

PUBLIC LAND USE: The public land within West Yellowstone consists of a full city block designated a park reserve, the Union Pacific Depot Site which houses a museum and is also the site of the proposed West Yellowstone Convention Center, three lots on Madison avenue, where the present school is, and the center section of each city block (See land use map). Since the limited size of the community means that all available private land will, eventually, be built up, public land will be the only means of providing open spaces within the townsite in the future.

COMMERCIAL LAND USE: The major change in researching land use in West Yellowstone is in the qualification of commercial land uses. Most of the commercial businesses in the town are oriented toward the tourist. Comparisons between commercial land use in West Yellowstone and commercial land use in more typical small towns is misleading because of the disproportionate distribution of types of businesses. (See business profile chart) A more meaningful breakdown of commercial land use is needed in order to clearly understand how they affect the community.

The following breakdown has been used;

1. Motels: These are the most numerous businesses in West Yellowstone. They require more land than most other businesses since they must provide overnight parking for their guests. They also require access to tourist traffic because of the competitive nature of their business. They also require some degree of privacy, particularly from light and noise, for the comfort of their guests.

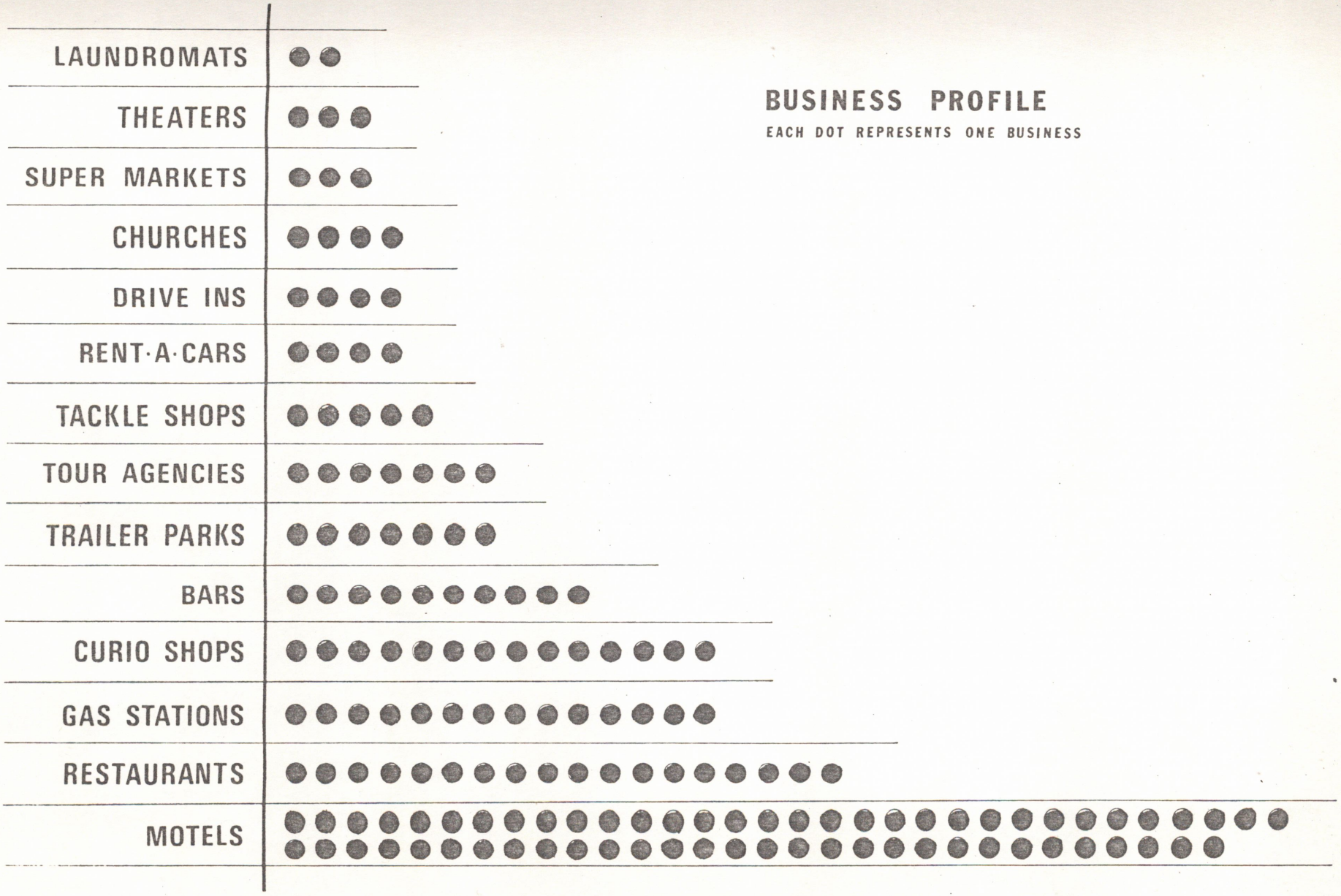
2. Motor Business: These would include service stations and grocery stores and other similar businesses. These are businesses that provide services needed by almost all tourist. These are the next largest users of land because they need to provide parking directly related to their businesses. they need to be located on or near major tourist traffic streets in order to compete successfully.

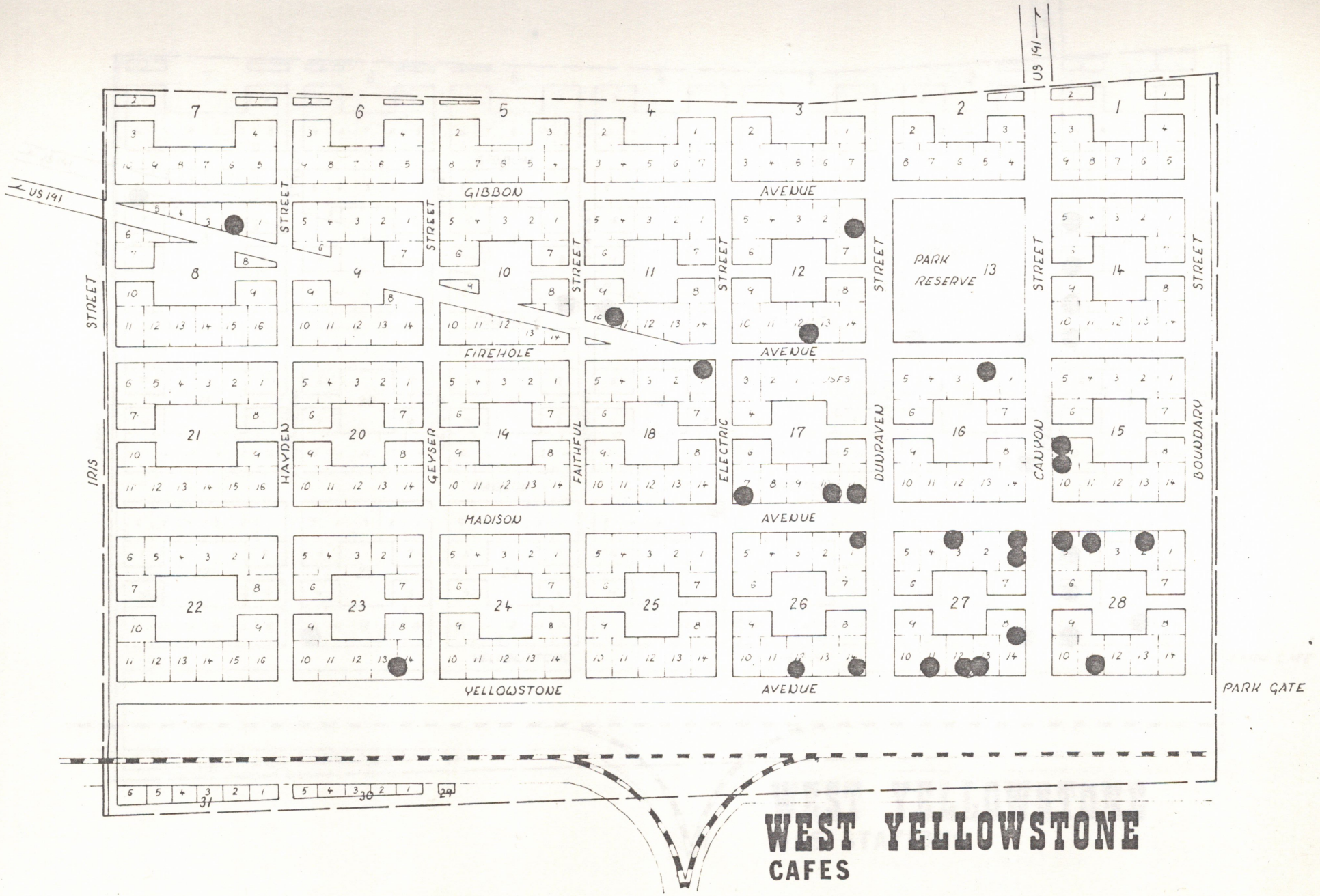
3. Walk-in Business: These would include the curio shops and other businesses that do not offer needed services to the tourists. The amount of land needed is small. Parking for tourists can be handled by lots not directly related to individual businesses but serving the general area.

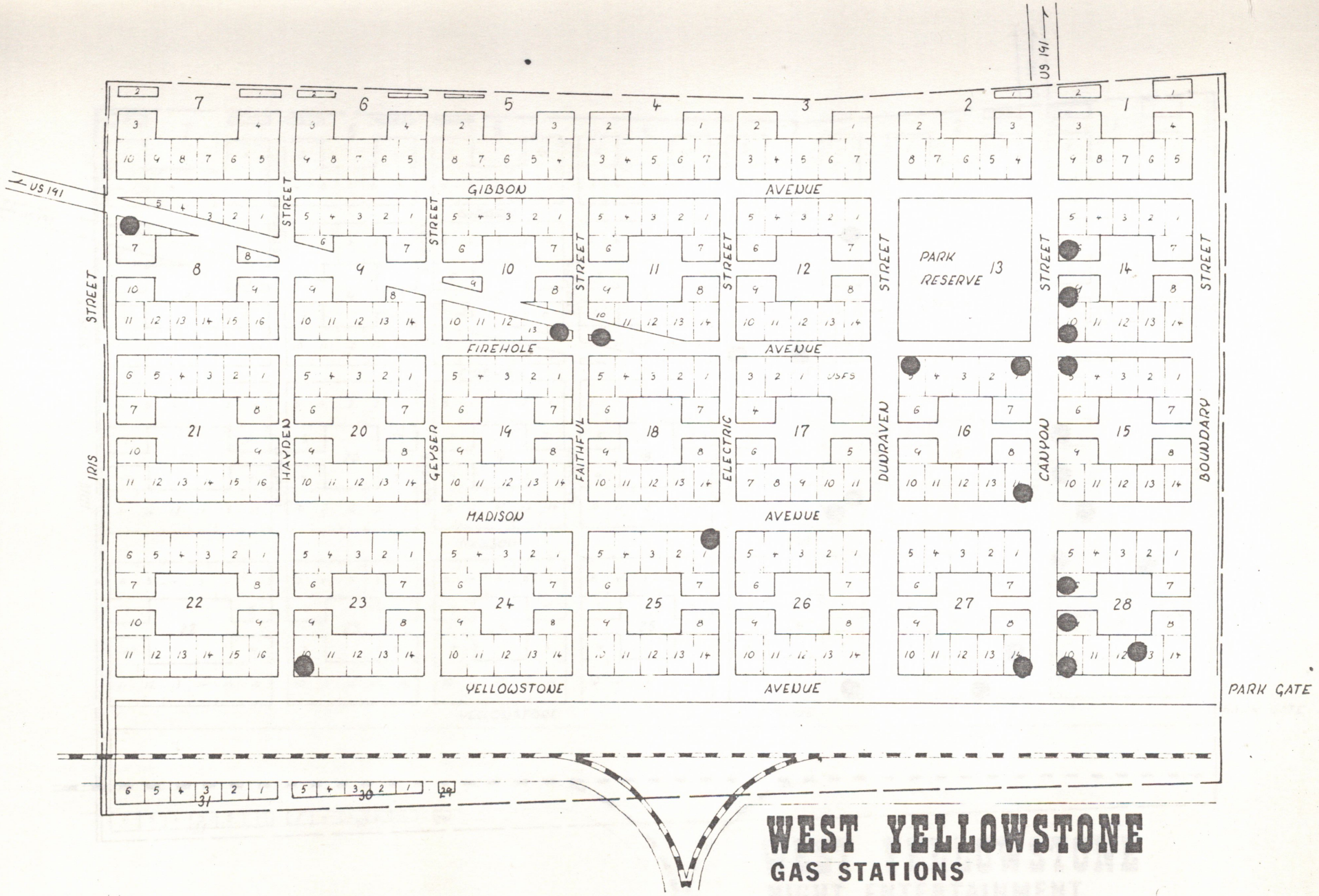
4. Local Services: These are services primarily for the local residents. Because of the small number of residents and the size of the community, location of these businesses is not as important as the other land uses. The amount of land needed will vary depending on the nature of the business. Since many of these businesses are not in competition with other businesses, they can be located on land that is least desirable for tourist oriented business.

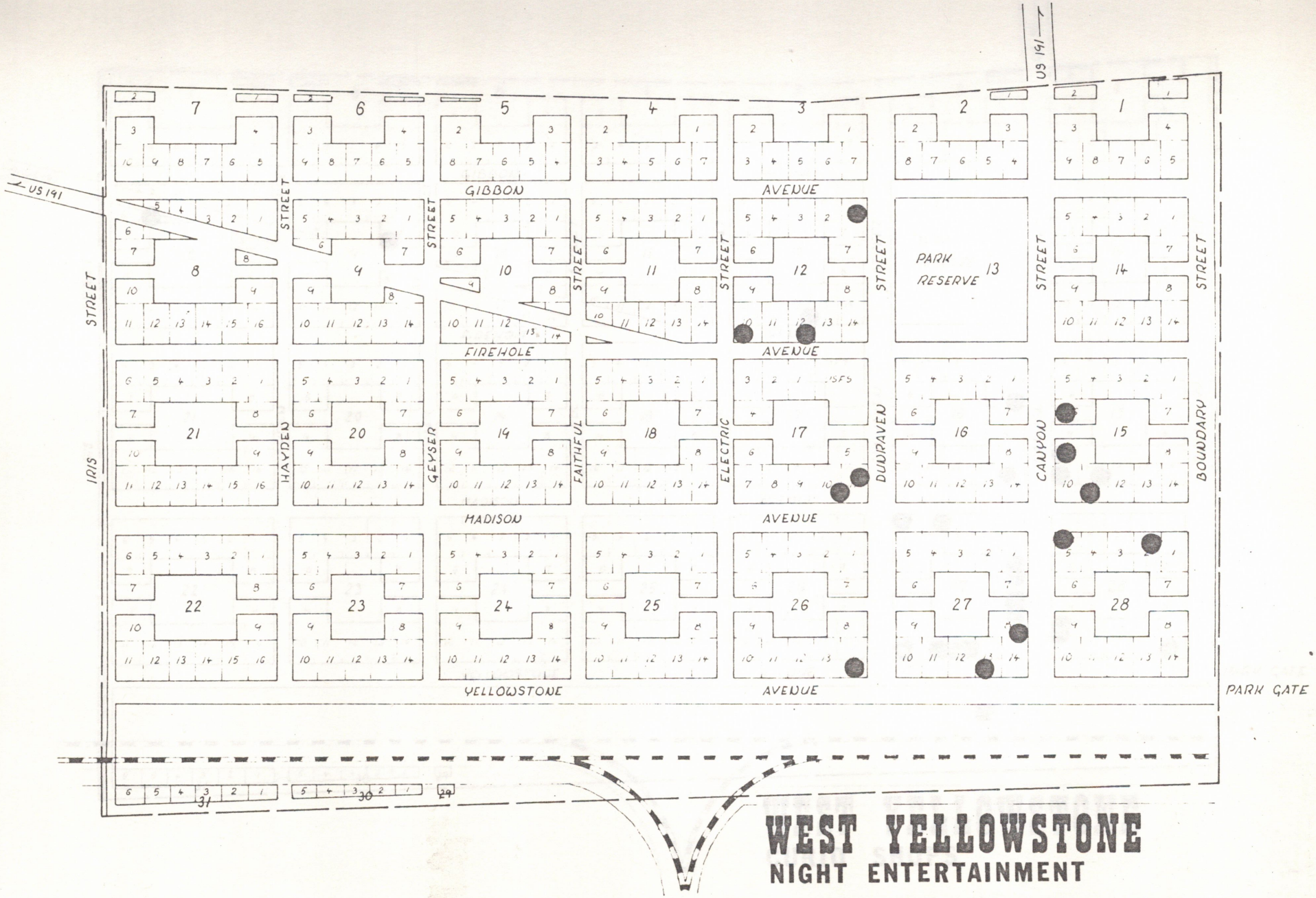
BUSINESS PROFILE

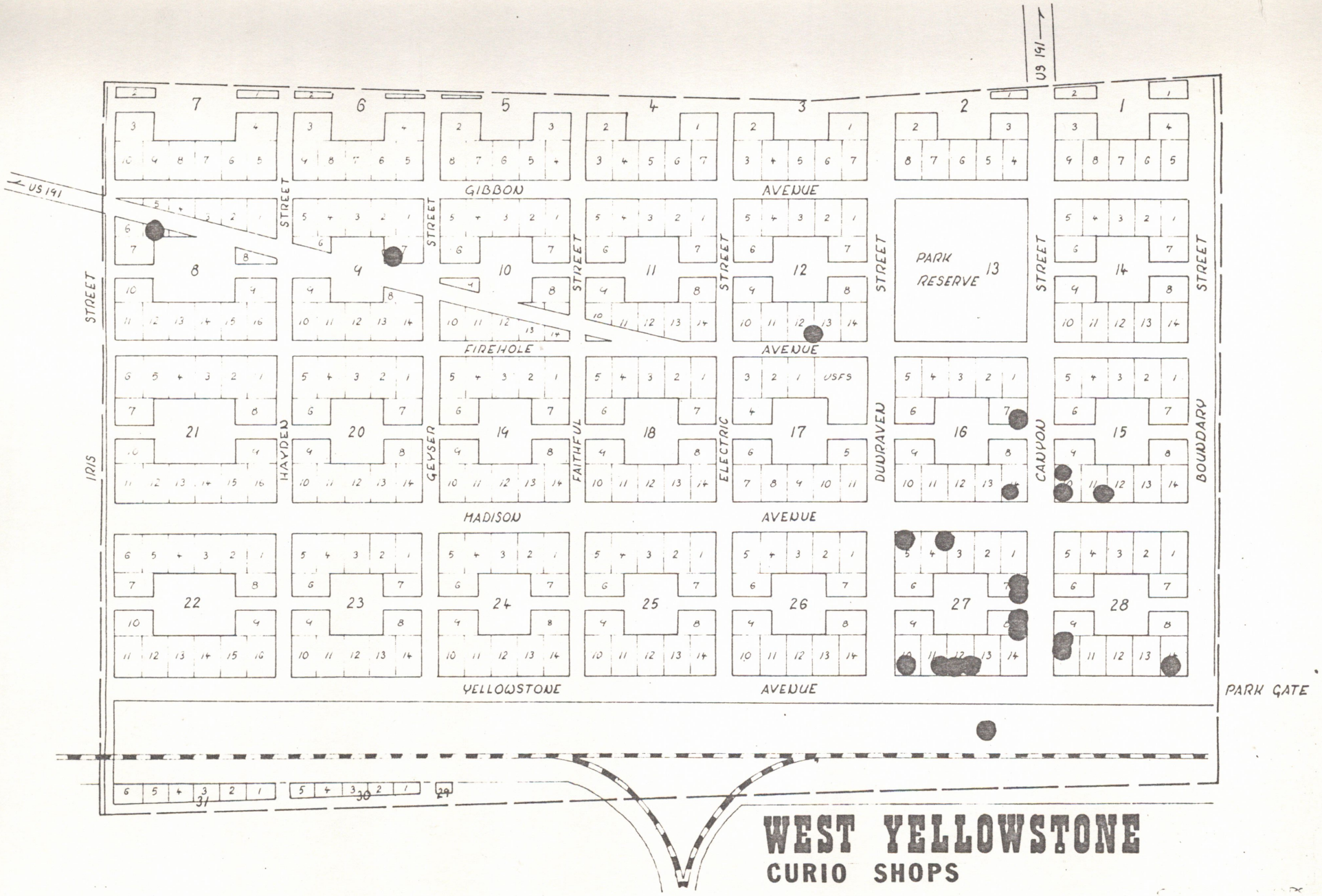
EACH DOT REPRESENTS ONE BUSINESS




US 191
US 191
STREET
STREET
STREET
STREET
STREET
STREET
STREET
STREET
IRIS
HAYDEN
GEYSER
FAITHFUL
ELECTRIC
DUNRAVEN
CANYON
BOUNDARY
GIBBON
AVENUE
FIREHOLE
AVENUE
MADISON
AVENUE
YELLOWSTONE
AVENUE
PARK RESERVE
PARK GATE
WEST YELLOWSTONE
CAFES

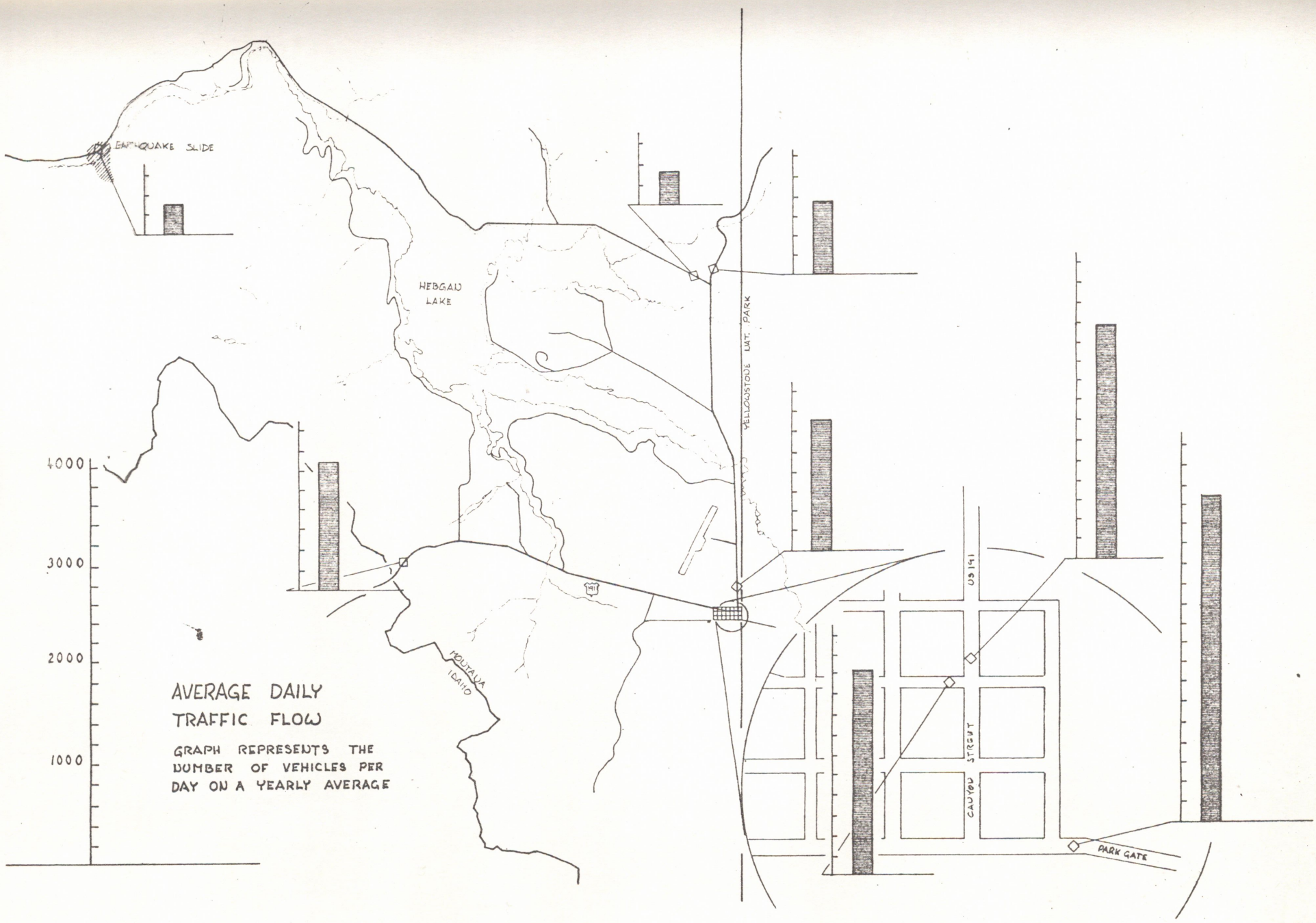

US 191
US 191
GIBBON AVENUE
FIREHOLE AVENUE
MADISON AVENUE
YELLOWSTONE AVENUE
IRIS STREET
HAYDEN STREET
GEYSER STREET
FAITHFUL STREET
ELECTRIC STREET
DUNRAVEN STREET
CANYON STREET
BOUNDARY STREET
PARK RESERVE
USFS
PARK GATE
WEST YELLOWSTONE
GAS STATIONS

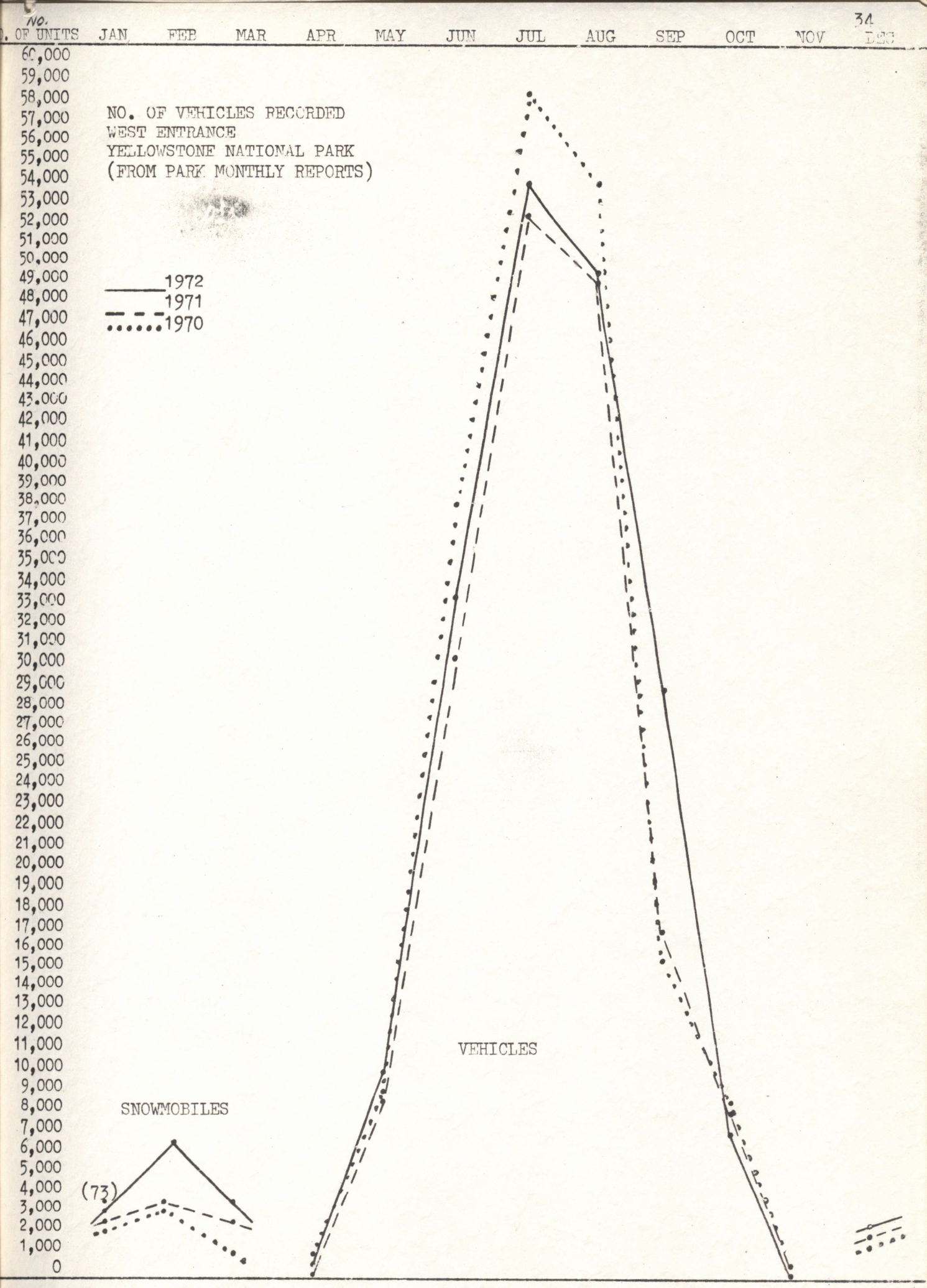

US 191
US 191
IRIS STREET
HAYDEN STREET
GEYSER STREET
FAITHFUL STREET
ELECTRIC STREET
DUNRAVEN STREET
CANYON STREET
BOUNDARY STREET
GIBBON AVENUE
FIREHOLE AVENUE
MADISON AVENUE
YELLOWSTONE AVENUE
PARK RESERVE
PARK GATE
WEST YELLOWSTONE
NIGHT ENTERTAINMENT


US 191
US 191
GIBBON AVENUE
FIREHOLE AVENUE
MADISON AVENUE
YELLOWSTONE AVENUE
IRIS STREET
HAYDEN STREET
GEYSER STREET
FAITHFUL STREET
ELECTRIC STREET
DUNRAVEN STREET
CANYON STREET
BOUNDARY STREET
PARK RESERVE 13
USFS
PARK GATE
WEST YELLOWSTONE
CURIO SHOPS

VEHICULAR TRAFFIC: Another of West Yellowstones major problems is the traffic congestion during the peak tourist seasons. The chart showing average daily traffic counts gives some indication of the volume of traffic in the West Yellowstone area. This, however, is a yearly average and does not show the high peaks of the traffic volume that occure during the summer months. Since Yellowstone National Park is the main reason for the large volume of traffic, its records of traffic volume through the West Gate will give a more accurate picture of the traffic problem that faces West Yellowstone each summer (See Yellowstone Park traffic chart). The chart shows traffic counts of up to 60,000 during July alone. Yellowstone Park has maintained an average 6.4 per cent increase and it predicts that this per cent of increase in traffic will continue.

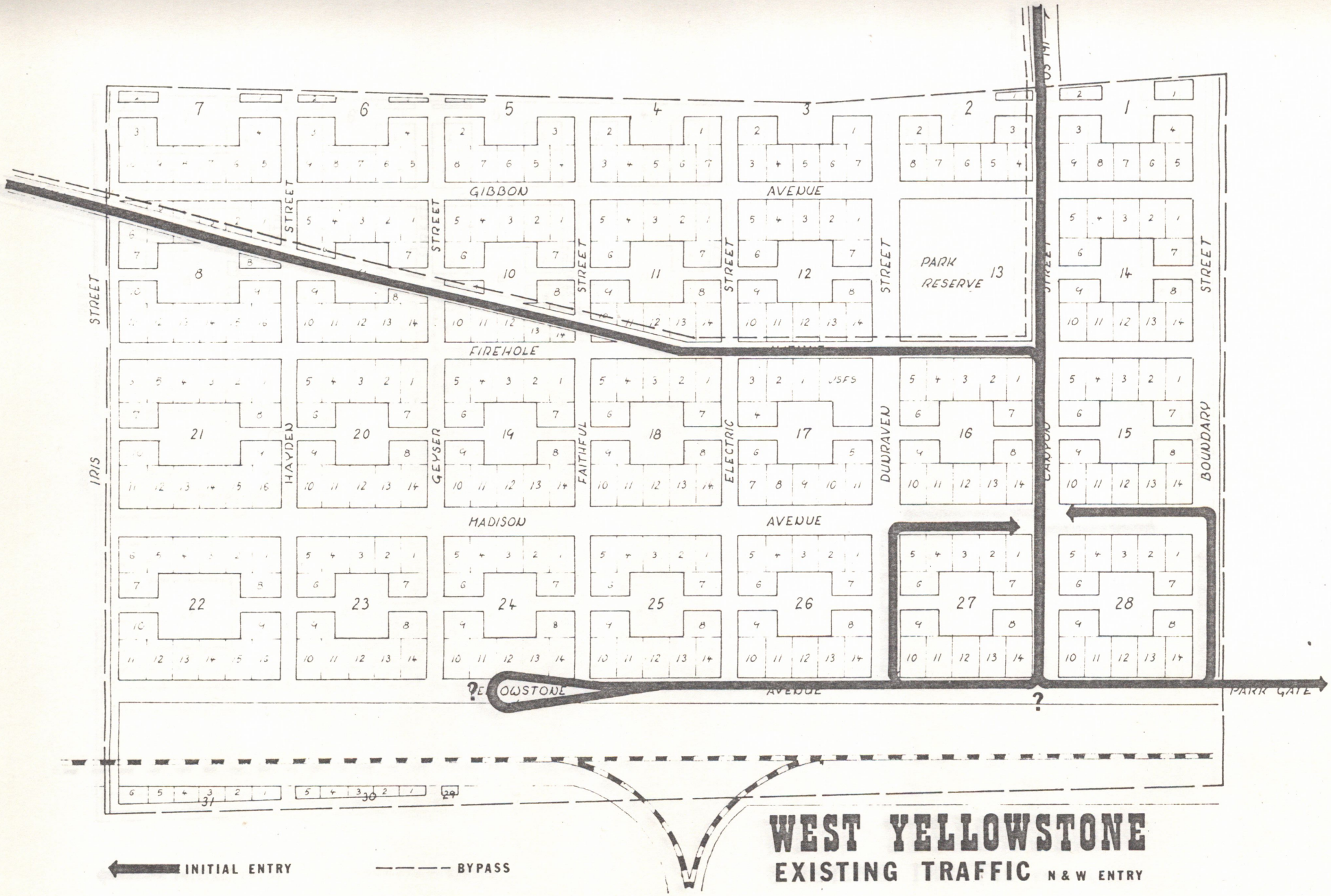
Adding to the traffic problem in the West Yellowstone area is the fact that U.S. Highway 191 is a major truck route from Utah and Idaho to Montana. This is the main reason that it is kept open year round.

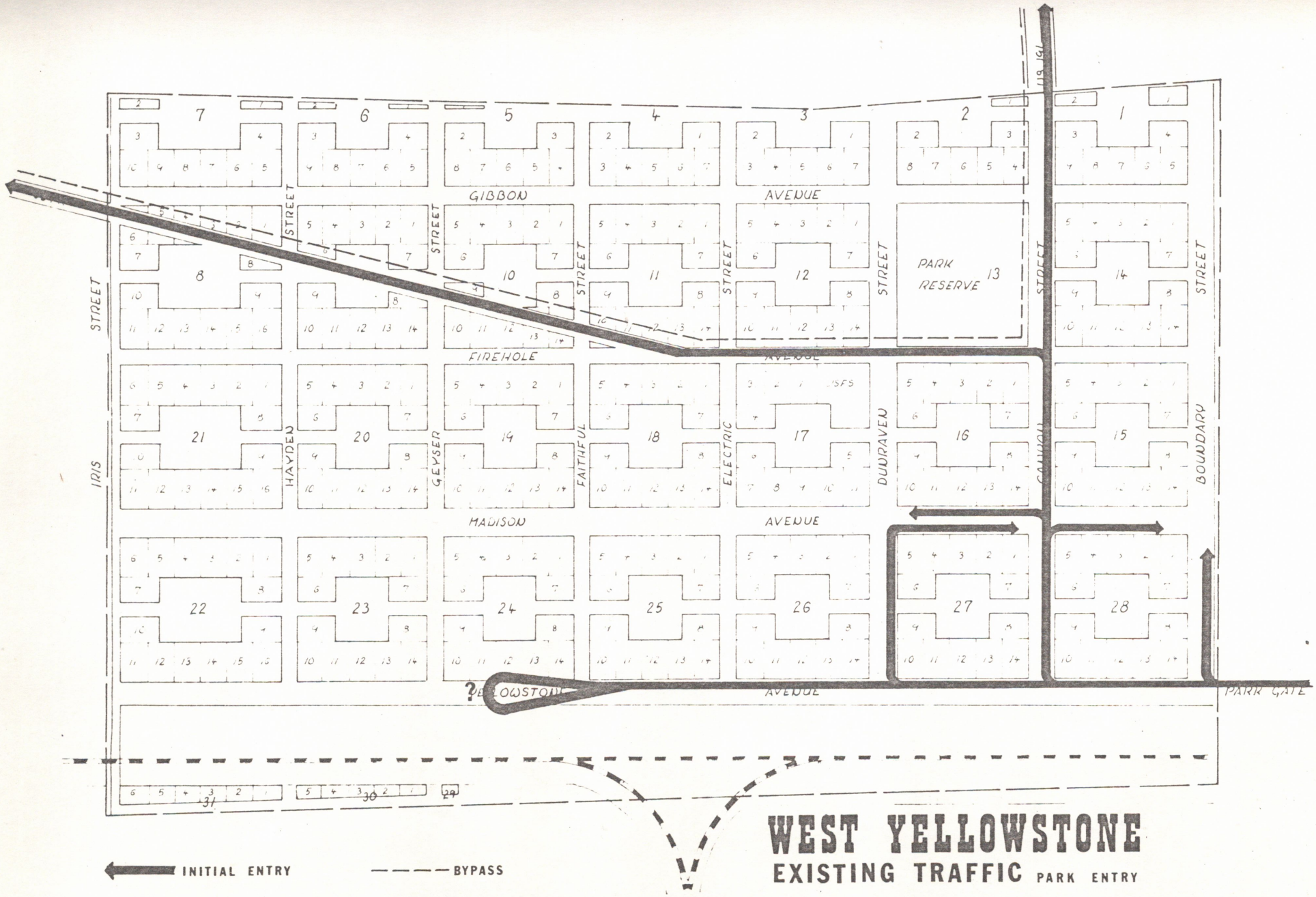

EARTHQUAKE SLIDE
HEBGAN LAKE
YELLOWSTONE NAT. PARK
4000
3000
2000
1000
AVERAGE DAILY TRAFFIC FLOW
GRAPH REPRESENTS THE NUMBER OF VEHICLES PER DAY ON A YEARLY AVERAGE
MONTANA
IDAHO
191
US 191
CANYON STREET
PARK GATE

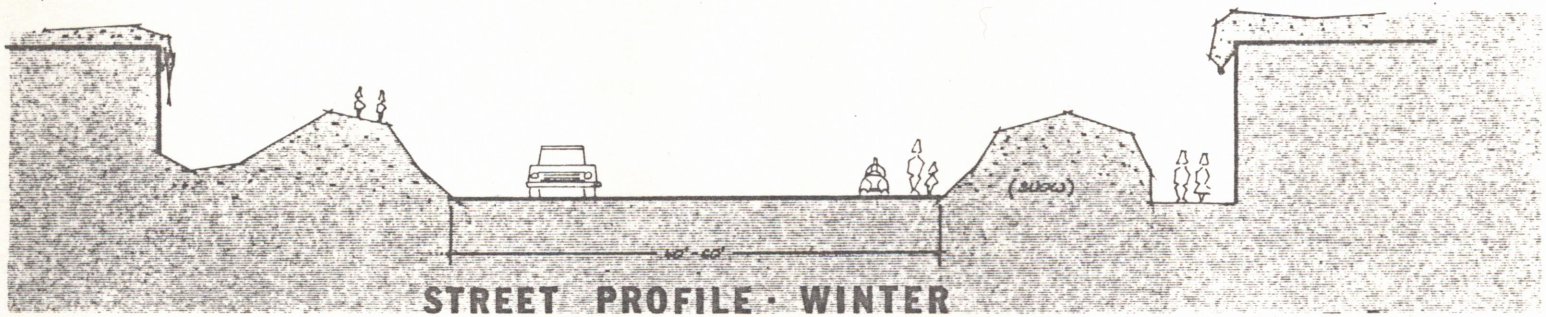

NO. OF UNITS
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
60,000
59,000
58,000
57,000
56,000
55,000
54,000
53,000
52,000
51,000
50,000
49,000
48,000
47,000
46,000
45,000
44,000
43,000
42,000
41,000
40,000
39,000
38,000
37,000
36,000
35,000
34,000
33,000
32,000
31,000
30,000
29,000
28,000
27,000
26,000
25,000
24,000
23,000
22,000
21,000
20,000
19,000
18,000
17,000
16,000
15,000
14,000
13,000
12,000
11,000
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
NO. OF VEHICLES RECORDED
WEST ENTRANCE
YELLOWSTONE NATIONAL PARK
(FROM PARK MONTHLY REPORTS)
1972
1971
1970
VEHICLES
SNOWMOBILES
(73)

In the town of West Yellowstone itself, the traffic problem is intense. Primarily it is the initial entry of traffic, both from the Idaho and Montana highways to the west and north, and from Yellowstone National Park (See initial entry traffic maps). The people driving into the town for the first time are unfamiliar with the town and tend to stay on major streets until they either have to take a different direction or are attracted off the major streets. The entry into West Yellowstone from the north is a straight shot until it meets Yellowstone Avenue where the motorist has to make a decision. The entry from the Idaho side is along one of the narrowest streets in the entire town. It meets Canyon Street where the motorist turns right and joins the traffic from the northern entry route. There are two 100' wide streets that run parallel to the Idaho Highway but these are not used as major entry traffic streets (See street profiles). All the traffic tends to circulate around Block 27 and half-way down Yellowstone Avenue. Eventually the motorist will filter into the rest of the town from these areas.

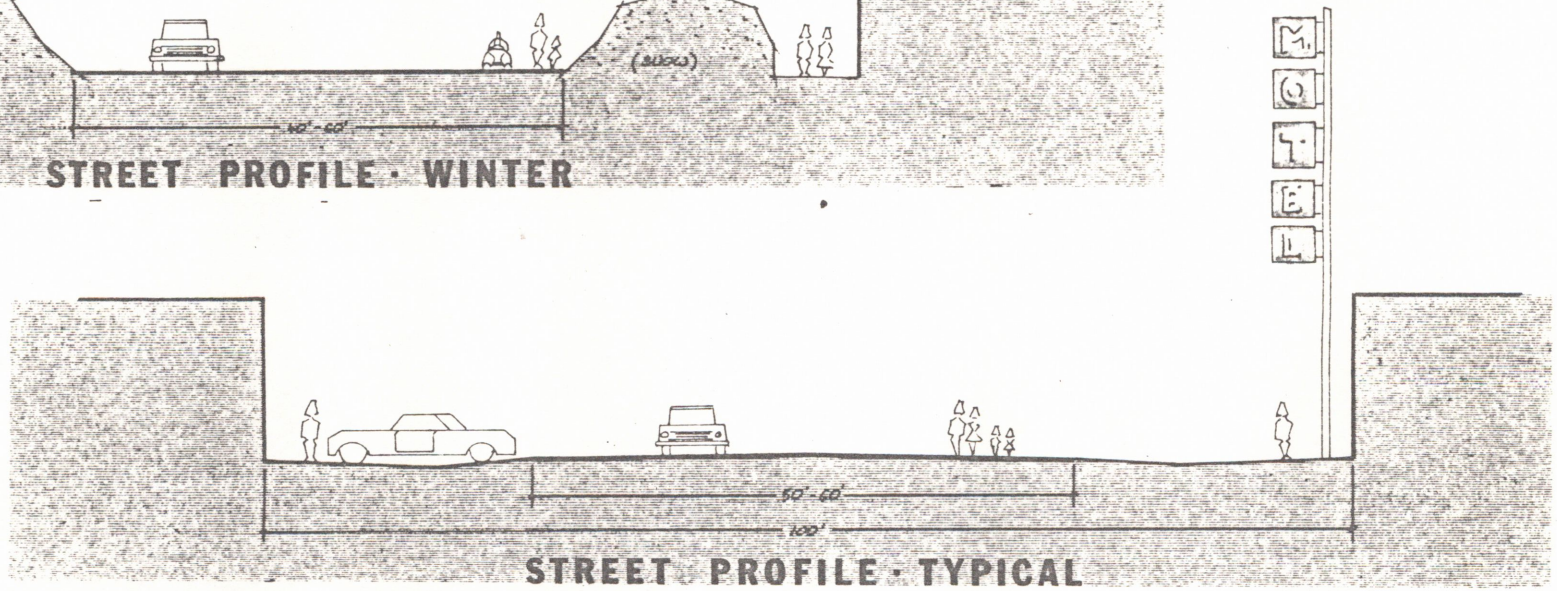
This pattern is duplicated by the traffic entering West Yellowstone from Yellowstone National Park. The lights and signs of the downtown area, primarily on Block 27, attract the tourist and this causes colossal traffic jams and creates very unsafe conditions for the motorist as well as the pedestrian in the downtown area.


IRIS STREET
HAYDEN STREET
GEYSER STREET
FAITHFUL STREET
ELECTRIC STREET
DUNRAVEN STREET
CANYON STREET
BOUNDARY STREET
GIBBON AVENUE
FIREHOLE AVENUE
MADISON AVENUE
YELLOWSTONE AVENUE
PARK RESERVE 13
USFS
PARK GATE
INITIAL ENTRY
BYPASS
WEST YELLOWSTONE
EXISTING TRAFFIC N & W ENTRY

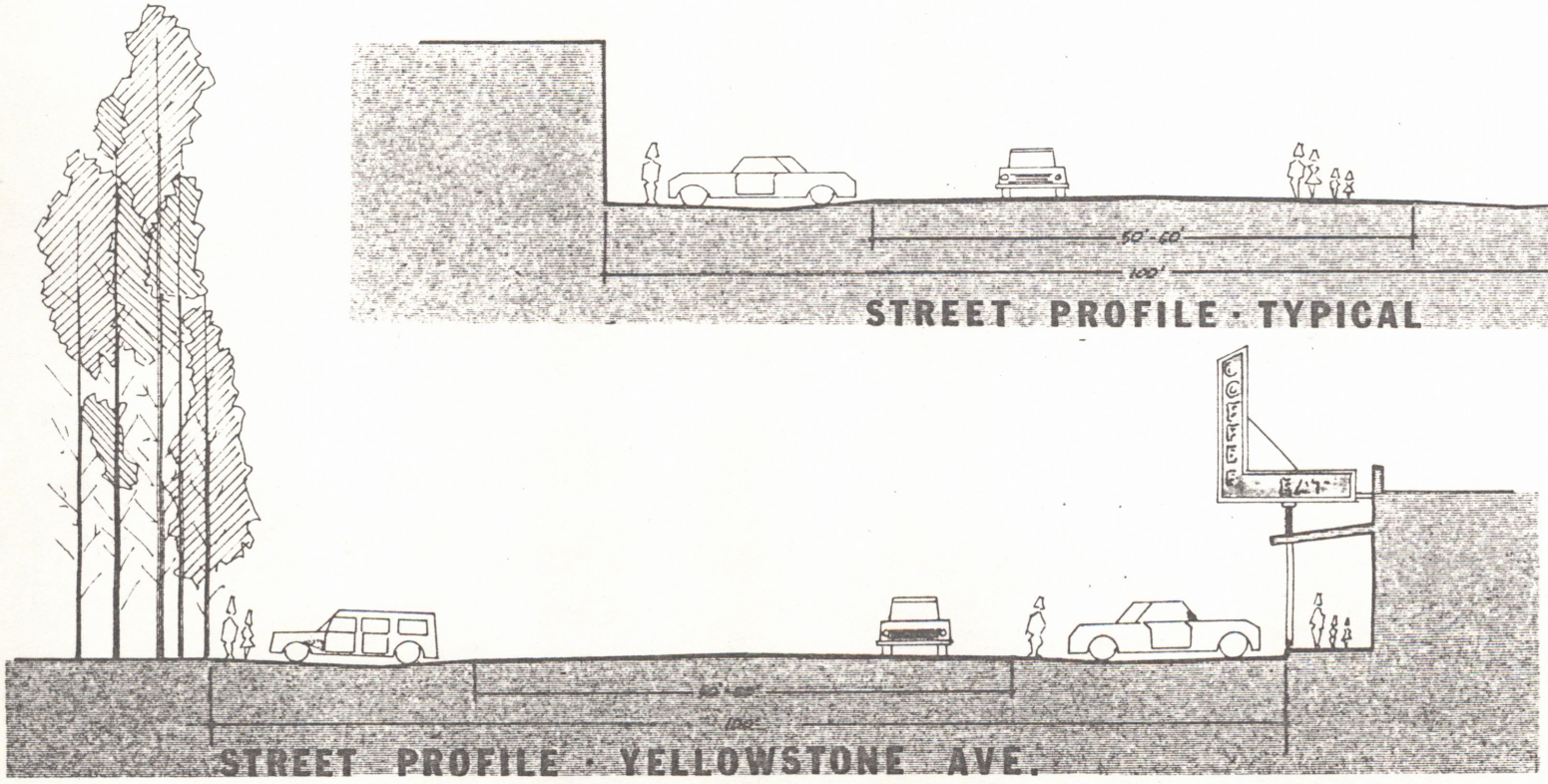

GIBBON AVENUE
FIREHOLE AVENUE
MADISON AVENUE
YELLOWSTONE AVENUE
PARK GATE
IRIS STREET
HAYDEN STREET
GEYSER STREET
FAITHFUL STREET
ELECTRIC STREET
DUBRAVEN STREET
CANYON STREET
BOUNDARY STREET
PARK RESERVE 13
USFS
INITIAL ENTRY
BYPASS
WEST YELLOWSTONE
EXISTING TRAFFIC PARK ENTRY



STREET PROFILE · WINTER



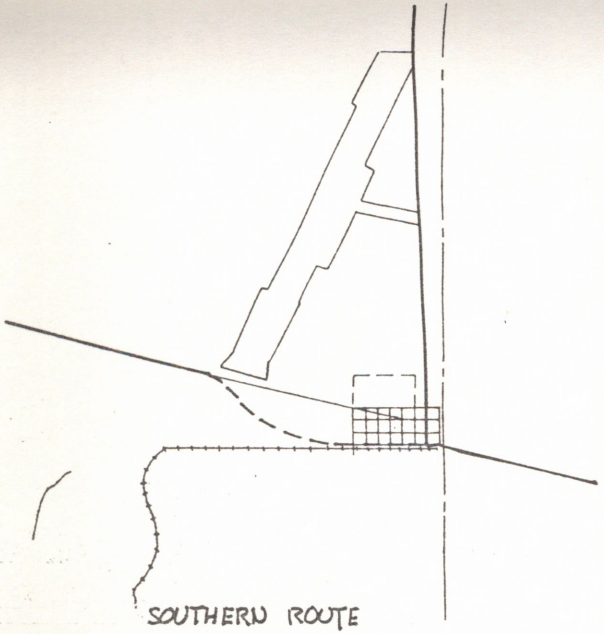
STREET PROFILE · TYPICAL



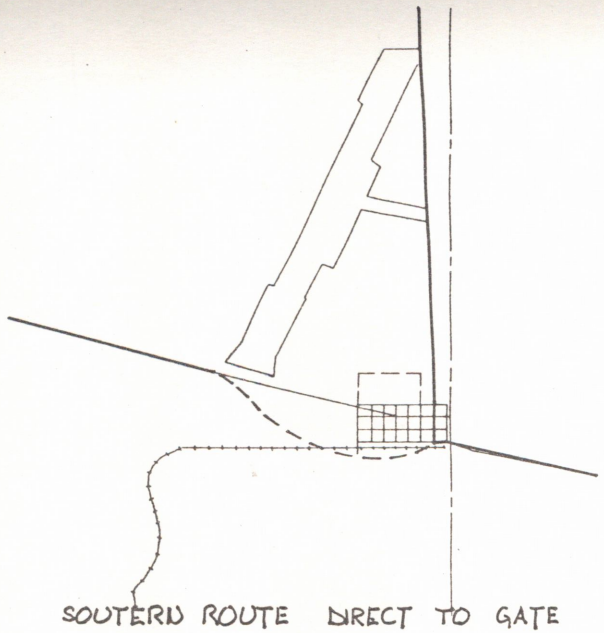
STREET PROFILE · YELLOWSTONE AVE.

To add to this confusion is the lack of traffic controls within the town. What few controls there are, are often hidden or hard to find in the jumbled background present in West Yellowstone because of the multitude of signs. Besides the lack of traffic controls, the parking system in West Yellowstone is also a hazard to the motorist. Most parking is on the street in the form of diagonal and 90 degree Parking. These parking spots are easy to get in to but are extremely hazardous to back out of, expecially when one considers that the majority of the motorists on the streets are confused and many are distracted and not looking as carefully as they should be for cars backing out blind from the parking area. Also, it should be mentioned that these types of parking tend to block the view of the stores along the street, especially with the large number of campers and pickups in the town during the summer.

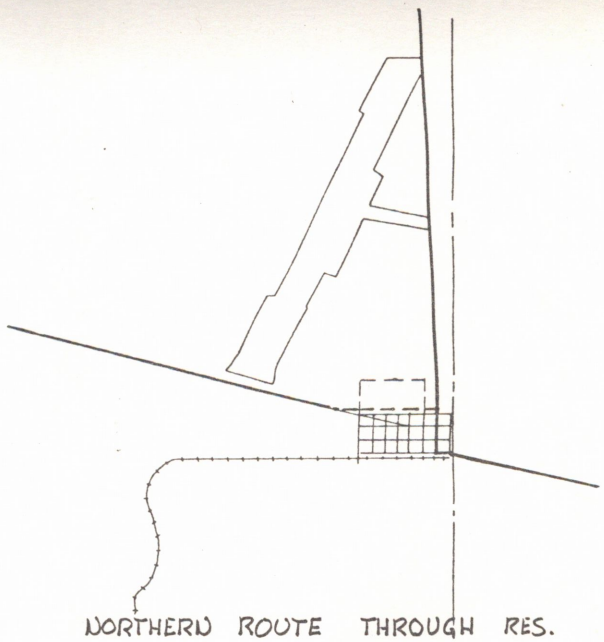
The highway from Idaho has been resurfaced and widened up to a quarter mile from the town limits. There has been much discussion about how and where this highway, when it is extended, should enter the town. Some of the considerations that have come up about this extension are the possibility of a 110 acre tract of National Forest land to be used for residence only, the possibility of a northern bypass around the town, the possible extension of the West Yellowstone Airport runway, and the use of the wider streets in the town for the highway location. Six alternatives are shown on the following chart. The stretch of highway from the northern entry is to be resurfaced and curbs and gutters installed this fall.



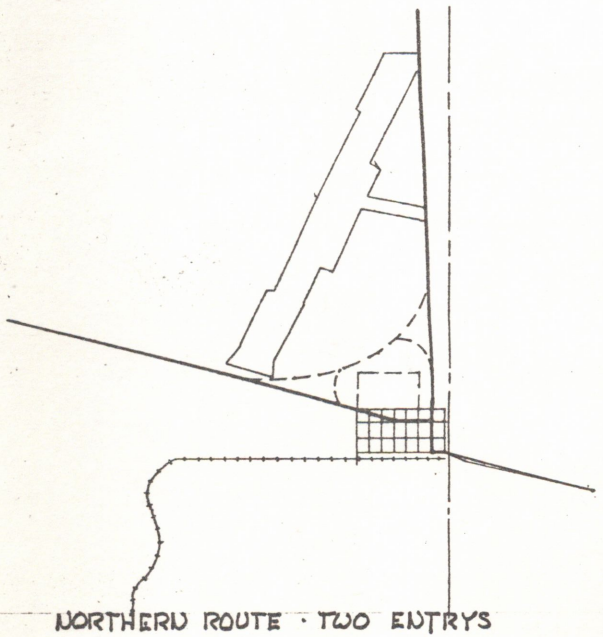
SOUTHERN ROUTE



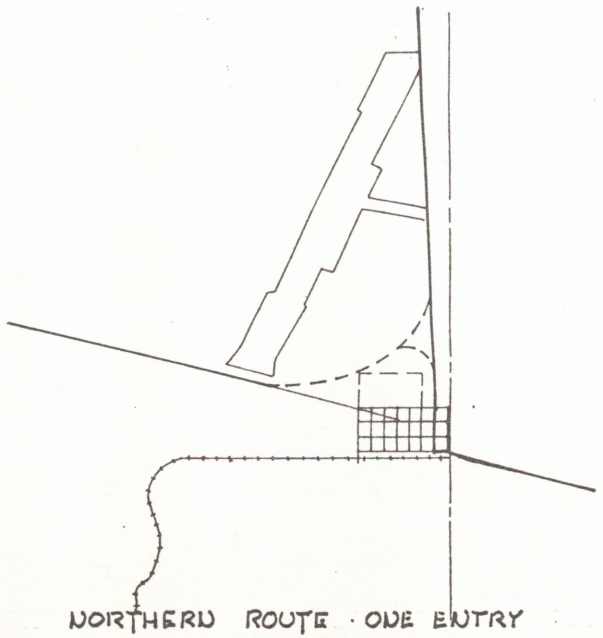
SOUTERN ROUTE DIRECT TO GATE



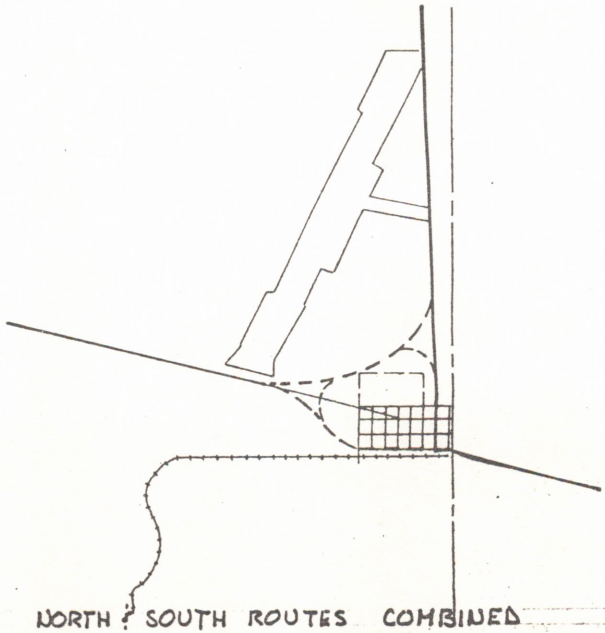
NORTHERN ROUTE THROUGH RES.



NORTHERN ROUTE · TWO ENTRYS



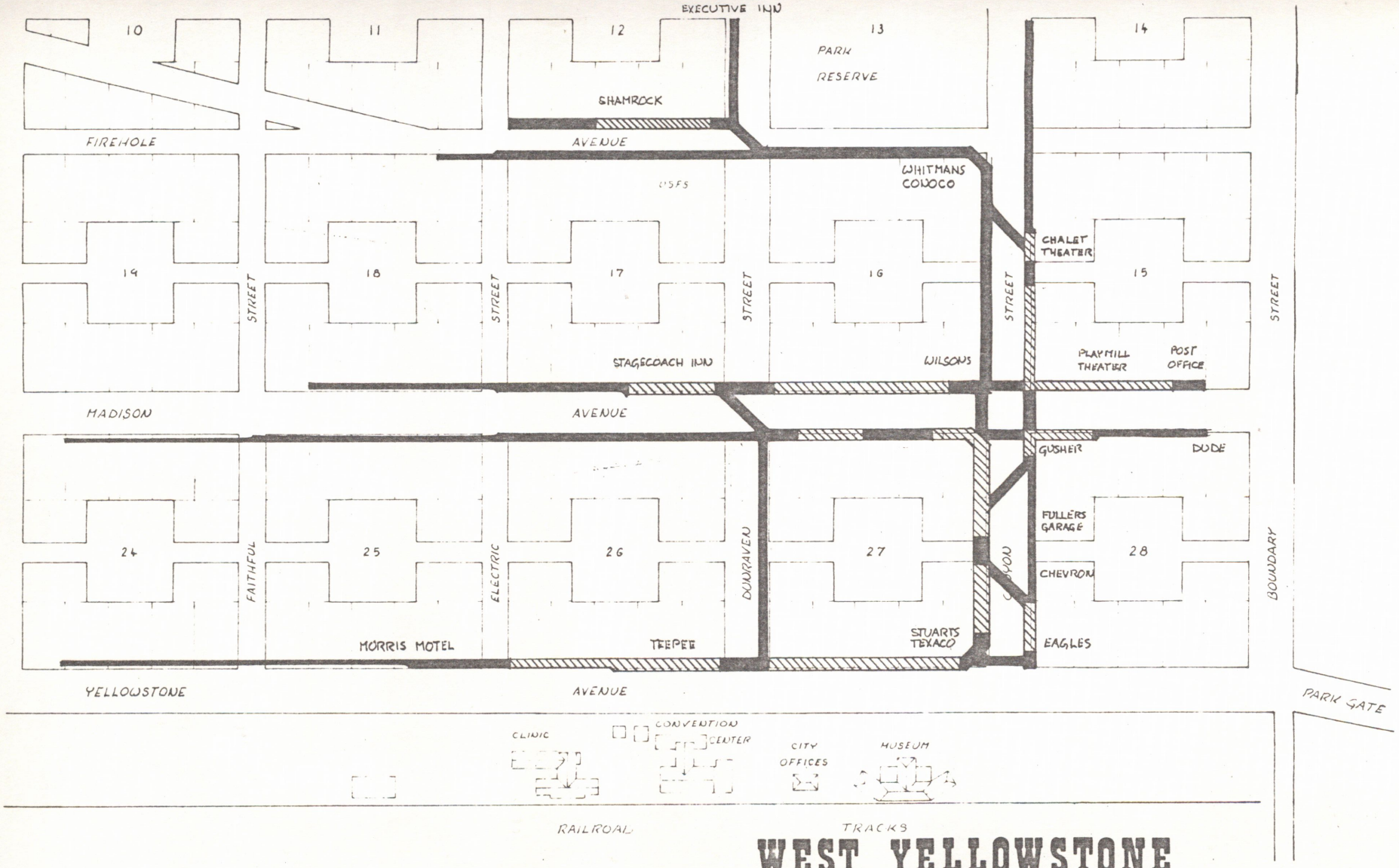
NORTHERN ROUTE · ONE ENTRY



NORTH ? SOUTH ROUTES COMBINED

PEDESTRIAN TRAFFIC: Pedestrian traffic in West Yellowstone closely parallels the vehicular traffic (See pedestrian traffic map). This traffic is at its peak from three P.M. to around nine P.M. daily during the tourist season. In most areas there is little or no separation between pedestrian and vehicular traffic. There is a definite lack of sidewalks in West Yellowstone and some of the existing sidewalks are either too small or out of the main stream of traffic. The pedestrian, except in certain areas of downtown, have to rely on the street system to get around. Most of the intersections are so vague that the pedestrians tend to cross the streets whenever and whereever they can. This lack of separation and lack of direction create a very hazardous condition especially when both the motorist and the pedestrian are unfamiliar with the town and may not be as careful as they normally would when they are in the downtown area.

In examining the pedestrian traffic, several points came out that show how the traffic in West Yellowstone is different than that of a normal town. For one thing, most of the pedestrians have no real destination point; they are simply downtown to see what they can see. They tend to move slower, stop more frequently, and are guided by the bright lights and multitude of signs. All traffic converges on the part of town that is lighted the brightest and has the most signs. This is true not only of the pedestrian traffic but of the vehicular traffic as well. The downtown area of West Yellowstone can be more easily understood and examined if it is thought of not as a normal downtown area but as an exhibit where people are looking at everything and not really going anyplace.



SIDEWALKS

WEST YELLOWSTONE

PEDESTRIAN TRAFFIC

SKETCH PLAN

In order to analyze the information gathered in the research phase of this project, the sketch plan has been utilized. A sketch plan is a broad outline, or a series of concepts of planning on which the future development of a community is based. Therefore, only the basic elements and considered or "sketched in " in a preliminary summary. From this sketch plan, examples are given. These are only examples embodying the basic principles outlined in the sketch plan. There are many other possible variations of the final plan based on the sketch plan.

VEHICULAR TRAFFIC: In analyzing the vehicular traffic in the West Yellowstone area, the first point that comes up is that this traffic will continue to increase because of Yellowstone National Park. The problem West Yellowstone faces is not how to attract traffic but how to control the vast amounts of traffic that are now and are predicted to be in the area.

First of all, a bypass is needed to eliminate that traffic that is not stopping in West Yellowstone. Being one of the few routes through the Rocky Mountains in the area U.S. 191 handles considerable traffic between Idaho and Montana. This traffic is not planning to stop or stay in West Yellowstone, only to pass through. Consequently, this traffic only adds to the congestion and to the maintainence problems of the town without adding to the economy. A northern bypass could only help the town both now and in the future. This bypass should remain in the wooded portion north of town while still remaining clear of the proposed residential area.

For the large amounts of traffic that is planning on entering West Yellowstone from the west, the present highway should also be continued into the town. Advantage should be taken, however, of the wider streets that run east and west. To relieve the congestion of routing all traffic on only one street, the traffic should be encouraged to take several different routes through the town. This would also aid the businesses of West Yellowstone since almost all of them are oriented towards the tourist and require some access

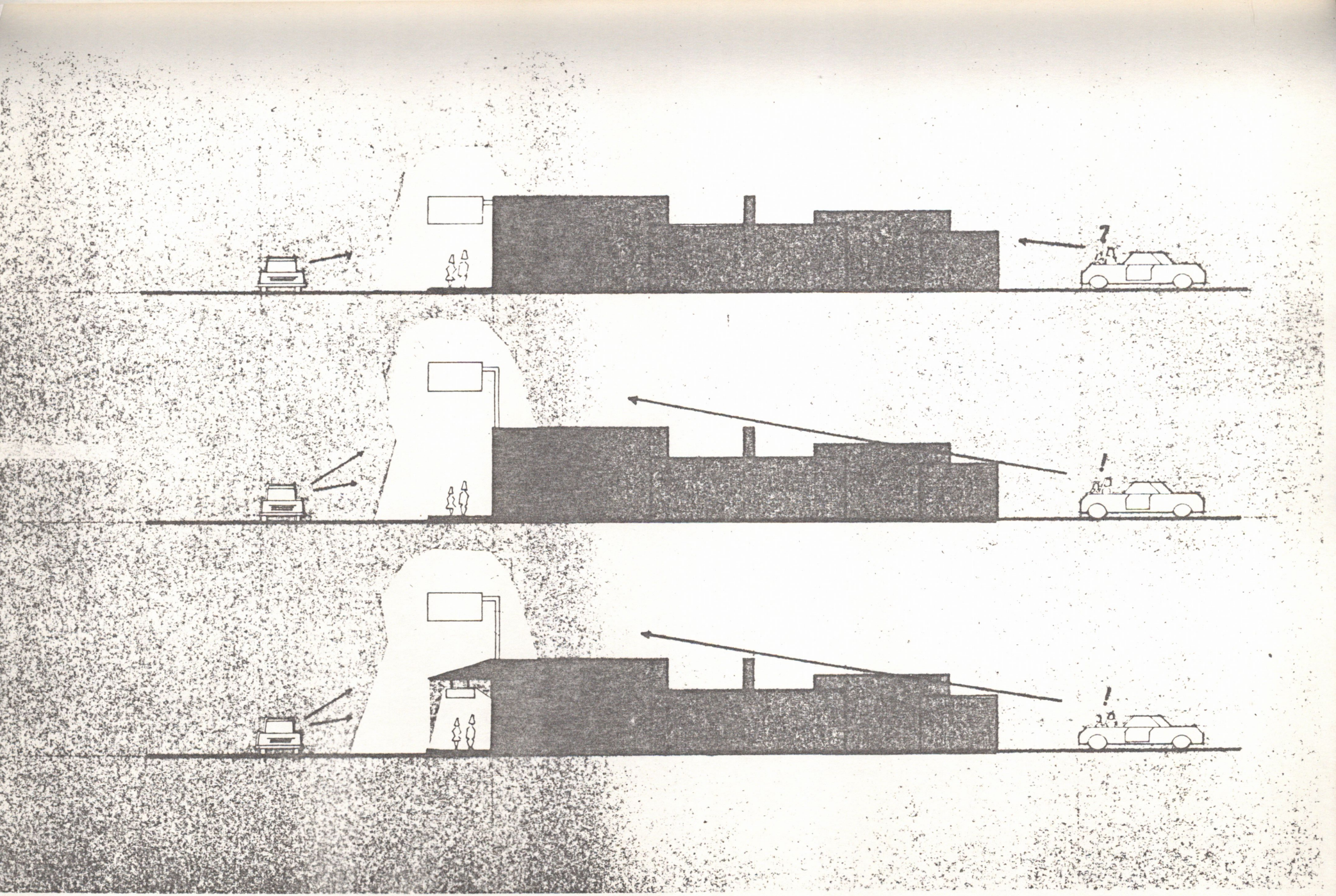
to a major thoroughfare. In order to further encourage the tourist to circulate through the entire town instead of the present system that funnels all traffic on to one street, The north-south streets should be deemphasized, except in the downtown area.

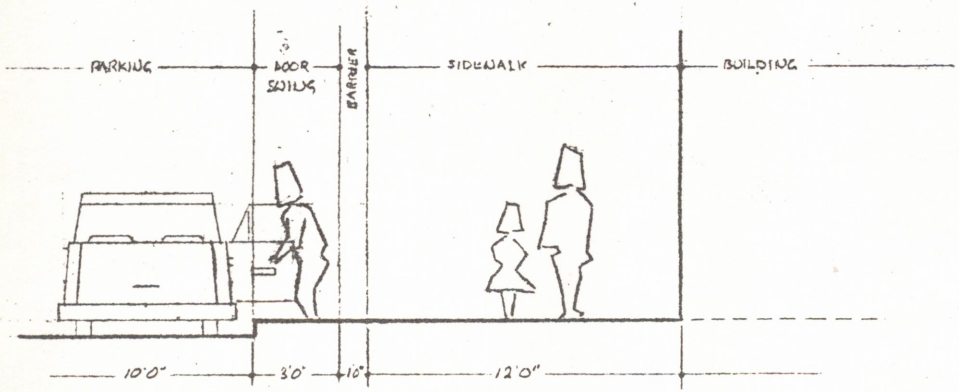
The heavy volume of vehicular traffic will necessitate stricter traffic controls. This is especially important considering the large volume of pedestrian traffic present in West Yellowstone. Clear, concise directions are needed since the majority of the motorists are unfamiliar with the town. These signs or other control devices will have considerable competition from the many signs and lights of the businesses in the town and will require special attention in order that they may be seen and understood by the motorists.

Concerning the parking in West Yellowstone, diagonal and 90 degree parking should be eliminated, especially in the downtown area because of the hazards associated with it. For on street parking, the use of parallel parking should be encouraged. Off street or lot type parking should be used whenever possible. Special areas should be set aside for large campers and trailers in order to eliminate any conflict with other vehicular traffic and with pedestreian traffic. Since winter parking demands are not as great as those in the summer, the parking lots could be used as a dumping area for snow removal from other areas.

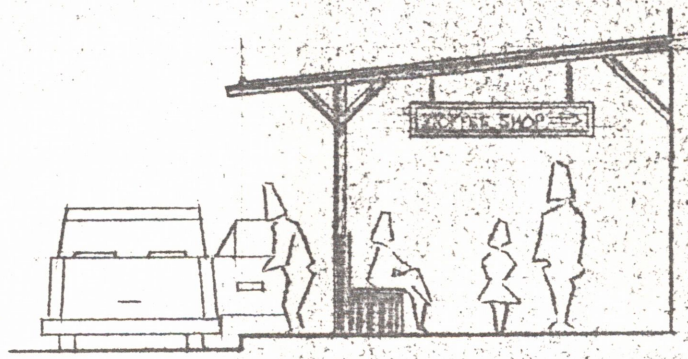
PEDESTRIAN TRAFFIC: As for the pedestrian traffic in West Yellowstone, more sidewalks are needed in the community to aid the tourist in his journeys around town. These sidewalks need not be cement or other paving except in the very downtown area. In fact, in those areas outside of the downtown area where the sidewalks will not receive heavy traffic and are needed mainly to guide the tourist and separate the pedestrian from the motorist, dirt or gravel surfaces would be quite adequate and enhance the rustic character of the town. As for the layout of these sidewalks, the difference between West Yellowstone and other towns should be taken into account as mentioned earlier. To accomodate the slower, more relaxed nature of the pedestrian traffic, the five to eight foot standard should not be used. a minimum of twelve feet should be the guiding factor. Since these sidewalks are not carrying swift moving traffic to and from definite points they need not be straight paths but may vary along these lines. A minimum straight line path should be maintained, however, to facilitate snow removal by motorized equipment. This varying of shape can also include small areas where a tourist who wants to stop for a while can get out of the main stream of the pedestrian traffic. Street furniture such as light poles, trash recepticles, benches, and signs can be located away from the path used for snow removal also.

SIZE
SHAPE
TEXTURE
typical
tourists
resort



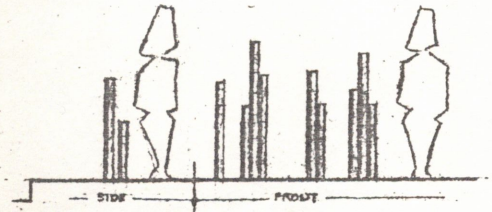


SIDEWALK SECTION ¼" = 1'0"

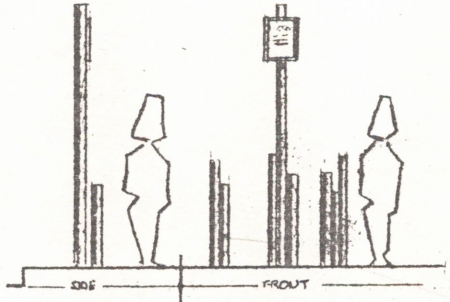


BARRIER AS PART OF BLDG. FACADE

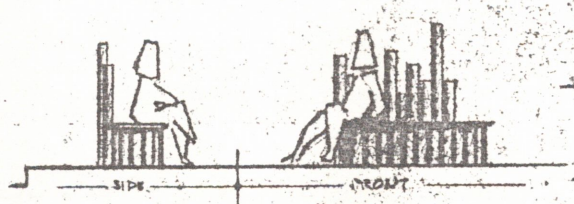
BARRIER CAN BE:



LPP POSTS



INCORPORATE SIGNS & LIGHTS



INCORPORATE BENCHES

NOTE:
BARRIERS MUST PROJECT 4" TO 8" PERIODICALLY ALONG SIDEWALK TO AID SNOW REMOVAL

SIDEWALKS

There should be a definite separation of pedestrian traffic and vehicular traffic. Total separation is recommended where possible and where sidewalks must parallel vehicular traffic, barriers should be used. There are many families with small children in West Yellowstone in the summer months and this separation of traffic would not only enhance the safety of the tourists in the downtown area, but because of this, it would create a more pleasant, a more relaxed atmosphere and add to the tourists appreciation of the town.

Overhead cover for some of these sidewalks is also desirable, especially where they parallel major vehicular traffic routes. This would not only protect the tourist from inclement weather but would also provide a separation between the large signs used to attract the motorist and the pedestrian traffic actually visiting the businesses. This cover would eliminate the harsh glare and distraction of the large signs and enable businesses to place smaller signs up for the pedestrians, thus providing a more human scale and place more emphasis on the store fronts and displays of merchandise as a means of attracting tourists than on large ornate signs.

Street furniture such as lamp poles, sign posts, trash receptacles and benches should all maintain a rustic appearance. Use of wood and stone would blend with the character of the town. There are numerous commercially available products that meet these criteria. Materials indigenous to the West Yellowstone area should be used whenever possible. The manufacture of these items could be undertaken in the town itself as a light industry or simply as a town project, thus

keeping down the initial cost. Care in detailing these items must be taken since a major lasting impression of the town by the tourists will come from these items and from the store fronts, everything that they come in intimate contact with.

Special consideration will need to be given to the winter snow removal problems in the downtown area of West Yellowstone. Winter operations of many of the walk-in businesses should be encouraged which will mean keeping the sidewalks, at least in some areas, open all winter. However, this must be balanced with the appealing nature of the community during its winter months. The heavy snow fall and large snow drifts are a part of the town's character in the winter. One recommendation would be to clear only a part of the sidewalks, that nearest any buildings, and pile the snow where the barriers would be, cutting through this snow pile periodically to allow passage to the street. This snow pile would necessitate moving the parallel parking further out in the street but this is not of great concern since the volume of traffic in the winter months is considerabley less and a narrowing of the usable traffic lanes is possible.

LAND USE: Concerning general land use, mixed land use should be eliminated. Indescriminate mixing of unrelated and incompatible land uses decreases land values and land desirability. This is extremely important in West Yellowstone because of the rigid limits of the townsite and the limited potential for expansion outside of its present boundaries. The grouping of similar land uses will help maintain land values, provide more efficient use of land areas and will make it easier to provide public services. The grouping of businesses offering similar services will also aid the tourist, unfamiliar with the area, in locating these services.

RESIDENTIAL LAND USE: Due to the high land values within the community, residential land use has had to compete with commercial land use. The tract of National Forest land to the north of the present townsite that the Forest Service is considering turning over to the town for a residential area is vitally needed. This would allow for a separation of residential and commercial land uses thus increasing the privacy and safety of the residents. It would also release more area for the commercial development of the community thus increasing its economic base.

PUBLIC LAND USE: The depot site is adjacent to the walk-in business area of West Yellowstone. This area provides a large open space for tourists using the downtown area. The old buildings on the site set a rustic, romantic atmosphere for the rest of the town. This area should remain as it is and the buildings should be maintained in their present state.

The Forest Service is considering a school site along with a residential site north of the town. This is desirable since it would remove the school from an area of heavy traffic congestion as well as open up an area in the heart of the community that lies dormant during the peak tourist season. The building facilities could be used for various community interests. Tourist oriented community services, such as providing information, would have a permanent and centrally located base. Parts of the complex could be leased to small commercial businesses appropriate to the seasons in order to cover the overhead costs of the building.

The interior parks are a unique feature of West Yellowstone. Due to the close proximity of all private land to an interior park, private land need not be used to provide needed open spaces but can be used to their fullest potential as business sites. These parks should be maintained as pedestrian areas, especially in the downtown walk-in business area. Additional planting of trees is needed since many of these parks, primarily in the downtown area, are almost devoid of trees. Also, the natural tree cover, according to the Forest Service experts, will not last much longer and should be replaced. Not only will these areas be pleasant escapes from the vehicular congestion for the tourists, but they will also enable the stores bordering these areas to open directly on to these areas thus almost doubling their frontage. In winter, these areas can be used by snow-mobilers, providing separation between snowmobiles and vehicular traffic.

MOTEL LAND USE: Considering the large number of motels in West Yellowstone, if these are located along certain streets in a solid group, they will emphasize these streets as major thoroughfares for the tourists. Also the signs and advertising of the individual motels, when grouped together, will become mutually supporting in attracting and directing the tourists, unfamiliar with the town. If the motel frontages are limited to Major streets then the cross streets and interiors of the individual blocks will have some degree of privacy from light and noise. These areas of privacy will also be mutually supporting in their desirability in the eyes of the tourists. Other land uses, in conjunction with the motels, would not be objectionable provided they respected the land use criteria of motels, primarily the criteria of privacy.

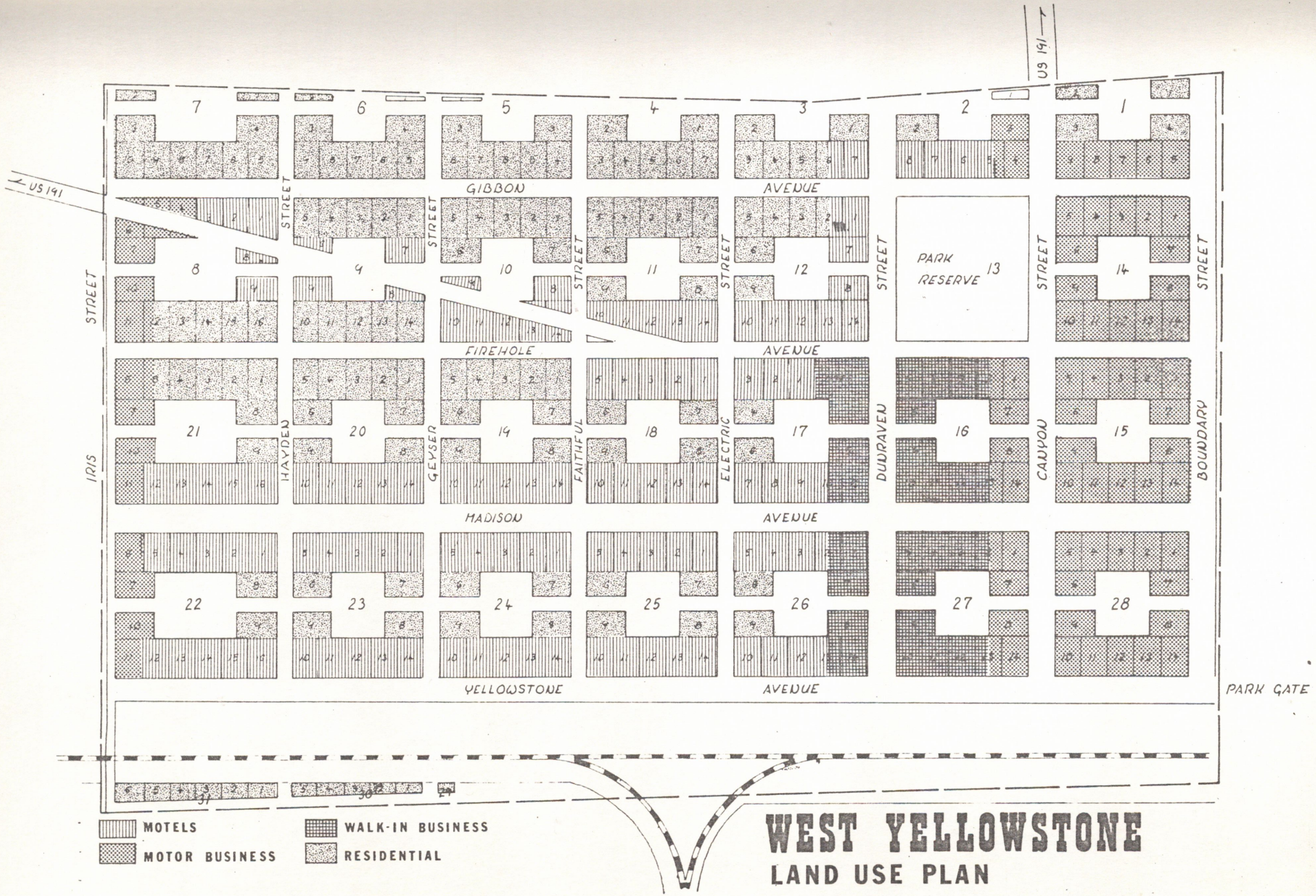
MOTOR BUSINESS LAND USE: Land use related to motor business is somewhat incompatible with other land uses primarily because of the high volume of traffic generated by these businesses. Grouping of the motor businesses would cut down on the number of conflicts with other adjacent land uses. Due to the severe limits of the townsite, the use of lands surrounding motor businesses to buffer them from conflicting land uses is undesirable to any large extent. Again, as in the motel land use, the grouping of these businesses would allow the signs and advertisements to be mutually supporting in attracting and directing the tourists. Because of the high volume of traffic, strict traffic controls will be needed. However, these controls should enhance,

not interfere, with the type of business, a practice that would be easier to implement if the businesses are located in close proximity to each other. Location of major pedestrian traffic routes must also be taken into consideration when locating these businesses since the vehicular traffic will disrupt pedestrian traffic as well as create hazardous conditions for the pedestrian.

WALK-IN BUSINESS LAND USE: In this area, priority should be given to the pedestrian traffic, not the vehicular traffic. Vehicular traffic in this area should be kept to a minimum and where it does occur, should be separated from pedestrian traffic so as not to distract from the leisurely atmosphere of the area as well as increasing the safety of the pedestrians. Since many of the businesses in this category are small and income for advertising is limited, the grouping of businesses would greatly benefit all because of the mutually supporting effect as described above. Because of the tourists intimate contact with this area, it will set the atmosphere and character of the town and have the greatest effect on the tourists appreciation of the community

THE EXAMPLES

TOWN PLAN: The town plan for West Yellowstone follows quite closely the sketch plan described earlier. The motel, motor business and the walk-in business land uses have been grouped in accordance with the concepts contained in the sketch plan. The land use plan itself appears quite sterile and formal with rigid limits. However, since a land use plan can not be retroactive, that is, it can not require changes of existing land uses, and since there are many establishments in West Yellowstone at present that already violate the proposed plan, there will be a natural break-up of the plan which was considered and is acceptable. The plan is only a guide to the future development within the community. Variances from this plan should be allowed providing they do not violate the basic principles of the plan.


US 191
US 191
GIBBON AVENUE
FIREHOLE AVENUE
MADISON AVENUE
YELLOWSTONE AVENUE
IRIS STREET
HAYDEN STREET
GEYSER STREET
FAITHFUL STREET
ELECTRIC STREET
DUNRAVEN STREET
CANYON STREET
BOUNDARY STREET
PARK RESERVE 13
PARK GATE
MOTELS
MOTOR BUSINESS
WALK-IN BUSINESS
RESIDENTIAL
WEST YELLOWSTONE
LAND USE PLAN

Concerning the routing of the Idaho highway, first of all a northern bypass would be incorporated as recommended in the sketch plan. As for the routing of the highway into town, the existing route to the town limits would be continued. Iris Street would then be widened to serve as the major entrance street. However, at the intersections of Iris Street and; the old highway (no name street), Madison Avenue, and Yellowstone Avenue, large sweeping intersections should be constructed to induce motorists off of Iris Street on to the respective east-west streets. These intersections should be made as wide and inviting as possible in order to promote the east-west streets as major thoroughfares and distribute the incoming traffic through the entire town. Similar treatment of these avenues where they intersect Canyon Street should also be undertaken.

The proposed plan provides for motor business at both entrys into the town. This is often the first need of a tourist entering the town. Also, since the town of West Yellowstone services a large recreational area, many people will be coming in to town just for these services and by establishing them at the entrances this traffic will not have to pass through the entire town to reach these services. This would relieve some of the traffic congestion in the center portion of town. The added service area on the west edge of town will also be handy for the snowmobilers in the winter since the large area to the west of town is a major snowmobiling area, designated a play area by the U.S. Forest Service. At present, this area receives

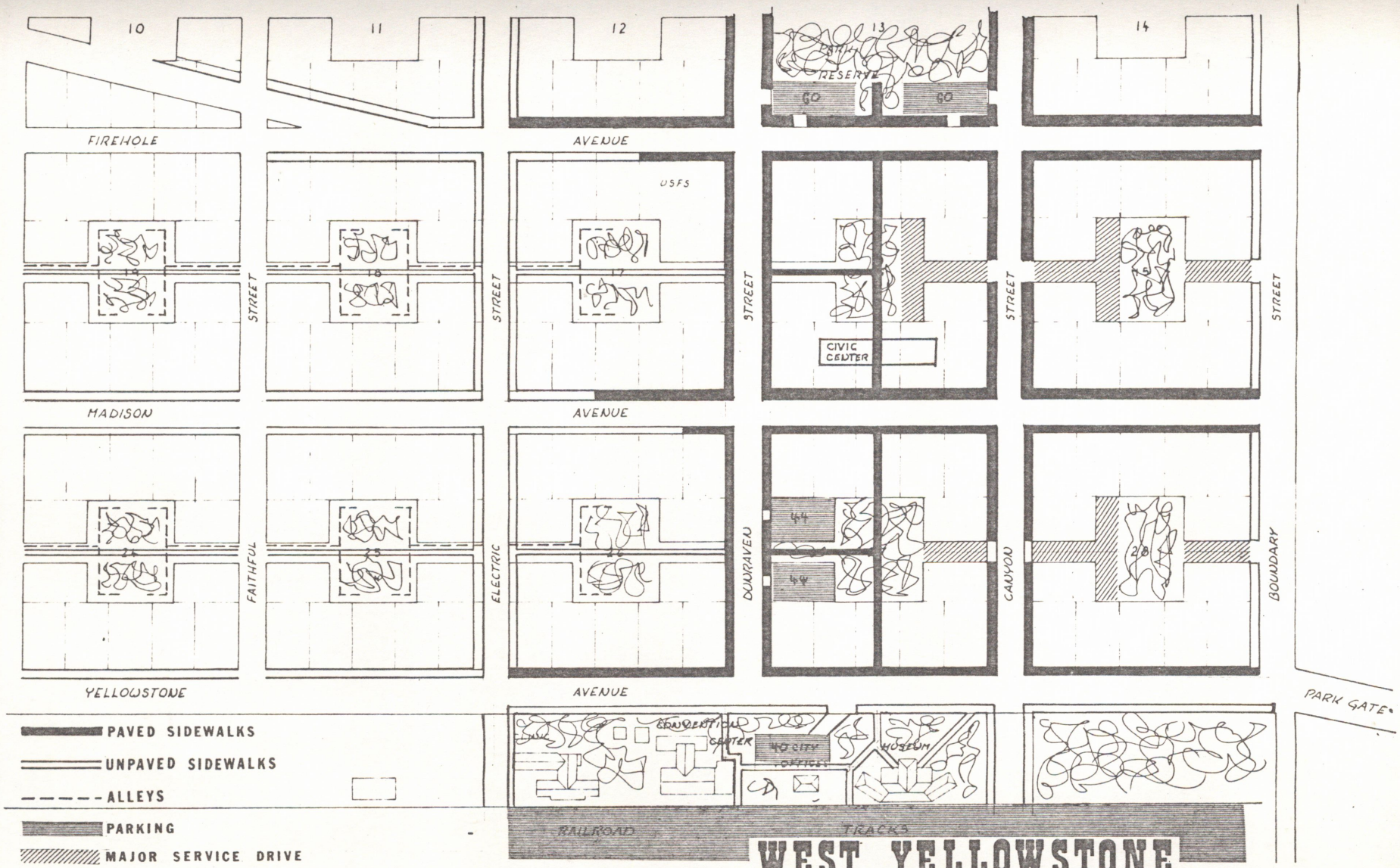
heavy use in the winter but any services the snowmobilers need are located on the other side of town. The lights and signs that are required for the motor businesses also form nodes of interest at the ends of the major east-west thoroughfares and will aid in promoting circulation throughout the entire town.

The motel areas are grouped along the major east-west thoroughfares in most areas. None of these motels should front on any of the side streets. These side streets should be kept clear of any business frontages in order to discourage use by the tourists which would break the circulation pattern. Tourists unfamiliar with a town tend to be directed by signs and lights and these should be avoided. This does not prevent motels from being located on these streets provided their offices front on the major streets. The residential areas in the center of these motel strips can also be used for motel expansion. These center strips provide a quiet area that is shared by all the motels. This area also contains a walkway for pedestrians but this will be covered later in a seperate section.

The major residential area is located on the northern edge of the town. This area is away from the main commercial areas of West Yellowstone and will have some degree of privacy and safety. It is also adjacent to the stretch of National Forest land that is being considered as a residential area. The residential area along Firehole Avenue on the western edge of West Yellowstone would be an ideal location for non-permenant or transient residents such as employees or summer long vacationist.

The walk-in business section of town would remain where it is and any expansion would be to the north into block 16. This would locate the walk-in businesses at the head of the major east-west thoroughfares. It also sets up an axis for pedestrian use from the town park to the Union Pacific Depot area where the museum is. The depot site is also the area selected for the West Yellowstone Convention Center. This convention center will generate pedestrian traffic on a large scale when it is in use. Another consideration for enhancing pedestrian circulation is the possibility of a mass transit system in Yellowstone National Park. The depot site is the most logical position for a terminal for any mass transit system because of the large areas to the south for the parking that would be required and because it could be developed without interfering with the townsite itself.

DOWNTOWN PLAN: A tourists most lasting impression of West Yellowstone will come in a good part from the downtown area, the area he comes into more intimate contact with. This requires a closer study of the downtown area especially in light of the idea of establishing a character for West Yellowstone. The downtown area is the area that would be the easiest to change since it undergoes a constant change in the competitive business world. If a character could be established in the downtown area it would set a president for the remainder of the town.



WEST YELLOWSTONE

DOWNTOWN PLAN

The downtown area, primarily the walk-in business area will be used by the pedestrian traffic in West Yellowstone for the most part. Therefore the best place to start on the downtown plan is with the sidewalks. Due to the high volume of traffic in the walk-in area of West Yellowstone, sidewalks located in this area will have to be paved with a hard material such as concrete. Also, as the downtown businesses begin to stay open during the winter season, there will be considerable snow removal on the sidewalk system and the paving for the sidewalks will have to be able to stand up to the use of motorised snow removal equipment. Sidewalks that are outside of the heavy traffic areas, however, can be of gravel or dirt since they would not be carrying the great numbers of people and would be used mostly to direct pedestrian traffic and to separate it from the vehicular traffic. Also, the use of more natural materials would help maintain a rustic character in the town. The use of street furniture as recommended in the sketch plan will also help achieve a rustic character in the town.

One major problem in the downtown area concerning its use by pedestrians is where they will park their cars while they stroll through the town. In the downtown area, small parking lots have been provided in the town park and in the downtown business area. These small lots will not relieve much of the parking problem but serve mostly to let the motorist know there is parking available in the area and induce him to park his car and enjoy the town on foot. This

idea is employed in some of the Las Vegas casinos where there is some parking in the front, mostly for V.I.P.s but it induces the motorist to park in the lots provided on the sides and in the back. The major parking for the downtown area will be located behind the Union Pacific Depot buildings where the old tracks are now. This is a large clear area that would need only the removal of the tracks to be used for parking. The area is screened from the rest of the town by the trees on the depot site. Other advantages of this site as a parking lot are its direct relation to the downtown area, its ability to handle the large campers and trailers that presently cause traffic problems when they park on the streets, and its location directly behind the proposed West Yellowstone Convention Area. All street parking would be parallel parking as recommended for safety.

Besides parking, services for the motor business area will also be a problem. Service drives have been provided for this area. These would be dead end drives to be used only for services. They would be out of sight of the public from the street and screened from the interior parks.

There is an interior park and pathway system for the downtown West Yellowstone area. This system is on the previously mentioned axis between the town park and the Union Pacific Depot site. It is also the axis that would lead from the main parking area to the downtown area. The next portion of this report deals with this important part of the downtown plan.

INTERIOR PARK SYSTEM: The interior parks and their connecting pathways proposed for the town of West Yellowstone in the downtown plan will provide a safe and leisurly atmosphere for pedestrian traffic in the downtown area. These parks not only provide the needed separation from the vehicular traffic but also increase the amount of frontage available to businesses in the downtown area. This increase in frontage will enable the towns economic base to grow within the limited confines of the present townsite. The parks will Provide much needed open space without taking up any commercial land. The path system for the parks will provide for direct access by pedestrians from the town park through the present and proposed walk-in commercial area of the town, to the Union Pacific Depot site, which houses a museum and the proposed new convention center, and the major parking area behind it. Also included in the system are paths connecting the major motel areas directly to the walk-in commercial area of the town. The motels, especially in the evening, will generate most of the pedestrian traffic. With the ever increasing vehicular traffic in West Yellowstone, these parks will become oasis' for the pedestrian, upon whose business the walk-in commercial area of the town depends.

INTERIOR PARKS

INTERIOR PARKS

INTERIOR PARKS

INTERIOR PARKS

The park system can be divided into three different parts. These are: the series of parks and their connecting paths through the motel sections of the town, Block 27 which will have commercial outlets on the north and south ends, motor business and its related service drives on the east, and parking on the west, and Block 16 which will have commercial outlets on the north, motor business on east, residential on the west and public services on the south.

The system of parks and paths through the motel area will be quite informal. The parks would serve the adjoining motels and the public. The path system through these parks would consist of a sidewalk of dirt or gravel through the center of the blocks with smaller paths leading to the various motels and their activities such as picnic areas or bar-b-que pits. These paths would be lighted by small lamps placed at intervals along their routes. These lamps would be only eight to ten feet high since only pedestrian traffic is involved. These paths would take a direct route through each block as they lead to the downtown area but not necessarily a straight line. There should be small areas adjacent to the paths at periodic intervals to serve as rest areas and to accomidate what street furniture is necessary. Dead-end service drives would be allowed on the outer fringes of the parks adjacent to the private lots but the number and length of these whould be limited to only what is necessary.

The remaining two areas are quite similar and will be delt with together, with the differences between the two pointed out as they are covered.

Where commercial businesses border the parks, large sidewalks should be placed parallel to these business areas. These sidewalks will serve as open malls for the stores. Part of the sidewalks, the area adjacent to the actual businesses should have some overhead cover while the rest of the walk remains open. This will provide the pedestrian with a choice of either protection or open sunshine, which ever he prefers or is appropriate. Projections away from and into these sidewalks would be allowed, in fact encouraged, by the different businesses. This would serve to break up the straight lines of the sidewalk and present a more interesting and appealing sequence of spaces. The border of the sidewalk away from the businesses should be well defined in order to encourage the pedestrian to remain on the walk and thus closer to the commercial area. However, this border should not be constructed as a barrier to prevent entry into the central portion of the park. Openings should be left in this border so people can move into the central portion in keeping with an overall informal atmosphere. Again this does not require straight lines but should, through the use of benches, trees and shrubbery, signs, and other furniture, encourage the pedestrian to use the border areas of the park in order to enhance the commercial areas located there. Sidewalks slightly smaller, but still wide enough

to encourage traffic, should be used along the borders of the parks between commercial areas to facilitate circulation between these commercial areas.

Where public services adjoin the parks, the walks can be smaller and need not be as direct as in the commercial areas. These walks should not try and direct the tourist as they must in the commercial area but should allow him to move as he pleases.

The walkways, where they pass through the parks, that connect the different parks should be located to encourage the use of the entire system. These walks need not be on a direct line but they should enable a person to travel through the system with little difficulty. Since these walks are mainly to move pedestrian traffic through the system, and since they should not compete with the major sidewalks bordering the commercial areas for attention, these walks should be narrower and less direct.

On all of these walks vehicular traffic can be anticipated at one time or another, either for service, snow removal, or snowmobiles during the winter season. Therefore these walks should be paved with a surface that can stand up to this traffic. Exceptions in some areas concerning the surfacing material can be made providing a suitable method is found to prevent vehicular traffic over the area.

Along these walks should be located informal and formal seating and other furniture such as lamps. Informal seating may be in the form of wooden logs, raised to an appropriate height which act as

directing borders as well as seats for the walks. Some formal seating will be needed, especially for the elderly, consisting of wooden benches with backs. In keeping with a rustic atmosphere for the entire town, wood and rock should be used in all furniture. The use of materials native to the West Yellowstone area should be encouraged whenever practical.

Along those borders that have conflicting land uses, such as motor business, service drives, parking, or residential, screens should be maintained to separate these uses. These screens may be fences, shrubbery, trees or a combination of these elements. Access through these screens should be allowed but not encouraged. Narrow paths and unadorned entrances would be sufficient.

All street furniture such as lamps and signs should maintain a human scale while still reflecting the furniture used through out the rest of the town. Lamp posts, for instance, should be of the same design as elsewhere in the town only to a smaller scale, approximately eight to ten feet high. Signs also should be smaller since they are only meant to attract the pedestrian and not the faster moving motorist. Also, indirect lighting of signs should be promoted by either limiting or eliminating all neon signs.

The central area of these parks, outside the designated walks, should have an informal, leisurly atmosphere. Additional planting of trees should be undertaken in order to maintain a wooded, forest, character, consistant with the rest of the town and the surrounding area.

Two types of tree cover should be strived for. First of all a low tree cover, on that is green all the way to the ground should be employed. This would relate directly to the human scale of the entire area and would help to break up the large space into more human spaces by limiting the views. A second cover of Lodgepole Pine should be plante. This cover would take amny years to mature but would provide an overhead canopy for the area such as exists in other areas of the town and in the surrounding forests.

Activities within the central portion of the parks can be quite varied. Where these parks border a parking area or other immediate access, such activities as a childrens playground, a formal park area for the elderly, a picnic area, or such commercial ventures as soda fountains or small dairy bars should be located not only for the convenience of the public but also to attract them into the area. Other considerations could be a combination stage and bandstand for public performances and celebrations. Commercial advertising can be accommidated throughout the park. However, there should be strict controls on the character and size of this advertising in order to keep them within the character of the area. These commercial signs should serve more to inform the public than as advertisments.

Another possibility for commercial use of these parks would be the construction of small commercial shops within the park itself. These shops could be extensions of businesses already bordering the park or separate businesses. They would be place along the major

walkways leaving enough open space around them so as not to destroy the open nature of the area. The buildings themselves should be designed so that even when they are not in operation, they will blend with the rest of the area. Large overhanging roofs, rustic exteriors, large exterior wooden columns are some of the devises that could be used so that the public can use and enjoy these buildings as park furniture even when they are closed. All buildings should maintain the low profile of the town and should not be more than one story high. The leasing of these buildings or of building sites by the town would also help pay for the construction and maintenance of the parks.

The last part of the interior park system is where these walks go through the private lots that border the parks. These walks are a vital part of the system as they allow the only access to the system along the major park to depot axis. Four lots will be affected and one of these lots is owned by the town.

The lot owned by the town is the present West Yellowstone School property. The proposal of the Forest Service concerning a tract of residential land to the north of the townsite also includes a tract of land for a new school. This would be the best location for a school. It would be close to the residential section and away from the major traffic areas. Therefore, the present school building, except for some of its facilities such as possibley the gym, would not be needed. This building could serve as a community center for

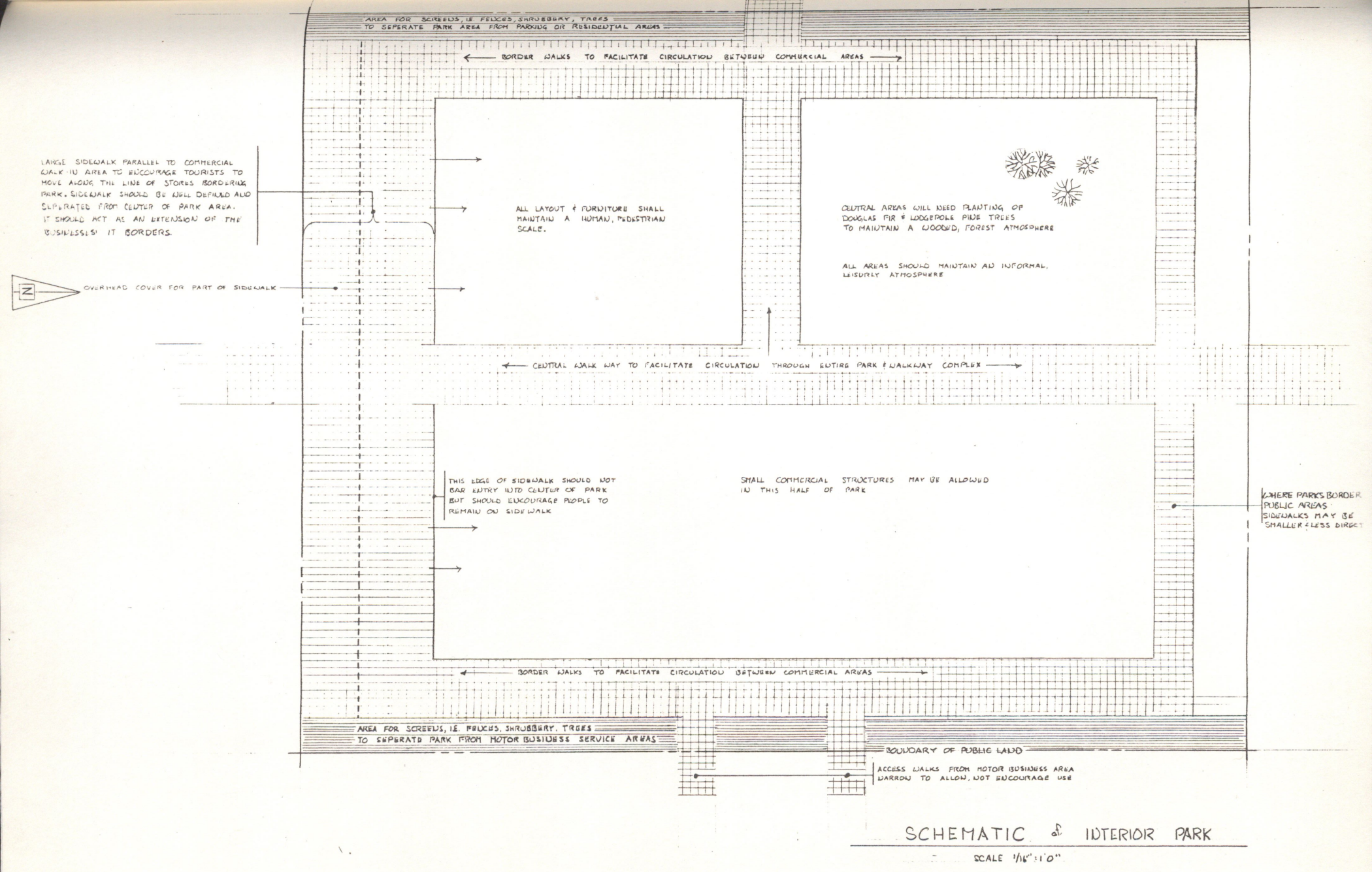
West Yellowstone, something it does not have at this time. Being centrally located in the downtown area, it could also serve as a tourist information center. It is in the center of the walk-in business district, in fact the entire downtown area, and in the center of the park system. To help pay for the upkeep of the building, areas in it could be rented out to such businesses as tour guides, rent-a-cars and other businesses. An open air mall would be cut through the center of the building as part of the walk system. Exhibits and information signs would be located along both sides of the mall. Exhibits should be kept to telling whats happening in the area and advertising the town since there already is a museum to tell the history. Activities in this area could extend into the park itself.

As for the other three private lots, the town would have to gain the rights to passageways through them. Two of the lots contain only small business establishments and town would purchase right-of--ways through the property and construct the paths with a minimum of difficulty. Another method would be to offer some sort of insentive for the owners of these lots to construct the paths themselves. This could prove to be the best way since the owners of adjacent businesses could design the paths to enhance their individual buisnesses while still providing the needed pathways. The paths through the businesses would serve as malls and open even more frontage for the walk-in businesses that rely heavily on impulse buying and thus want

to display as much of their merchandise as possible. Again these paths do not have to be straight lines but should lead directly from one area to another thus promoting through traffic.

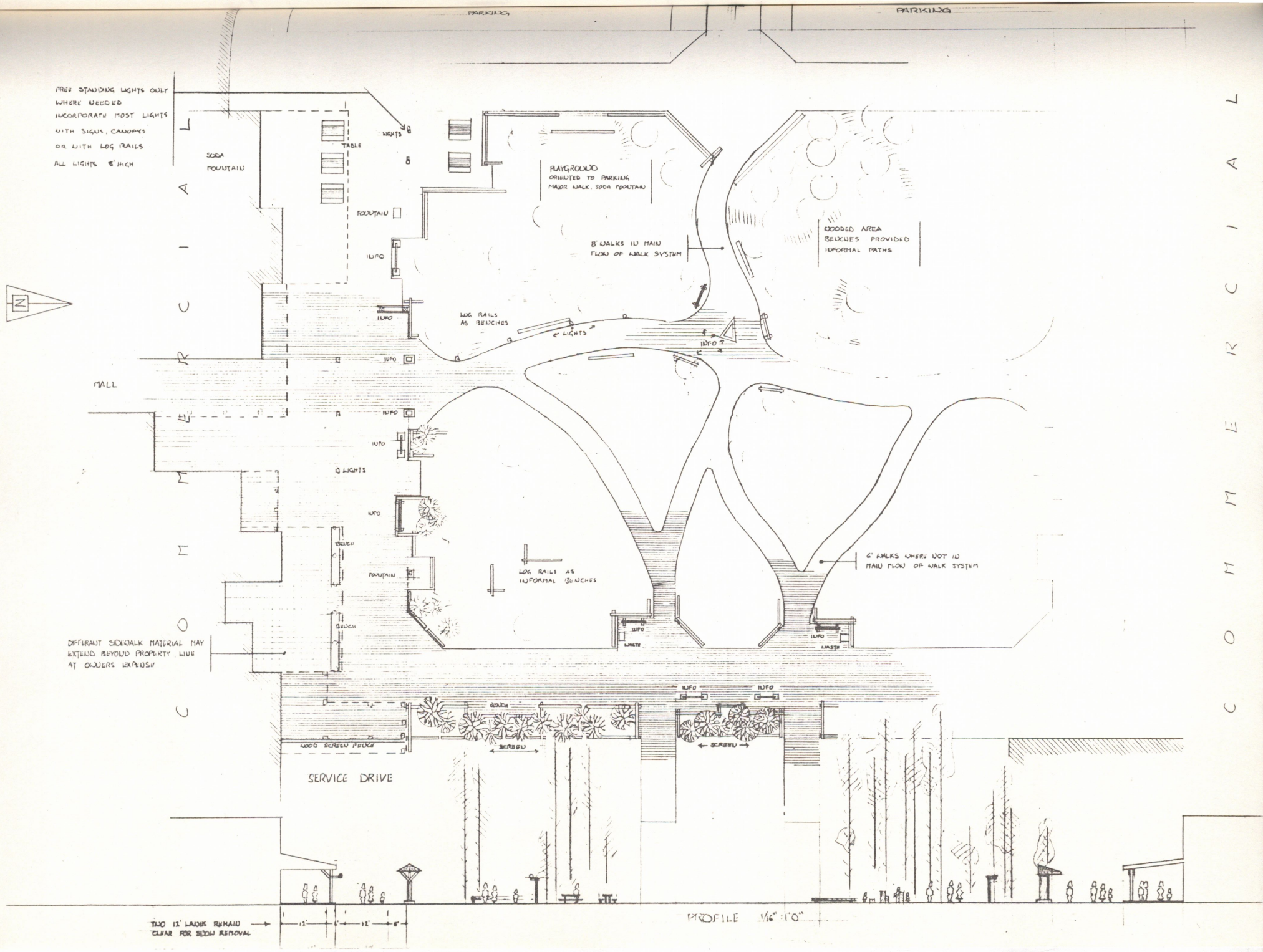
The last area, and the most important lot, is that on Yellowstone Avenue. This will be the main entrance to the system because of its proximity to the parking area behind the depot. The entrance to the walk system at this point must not only attract the tourist into the system from the sidewalk but must also attract the tourist from the parking area as well as from the street as he drives by. It should serve as a focal point to announce the walkway.

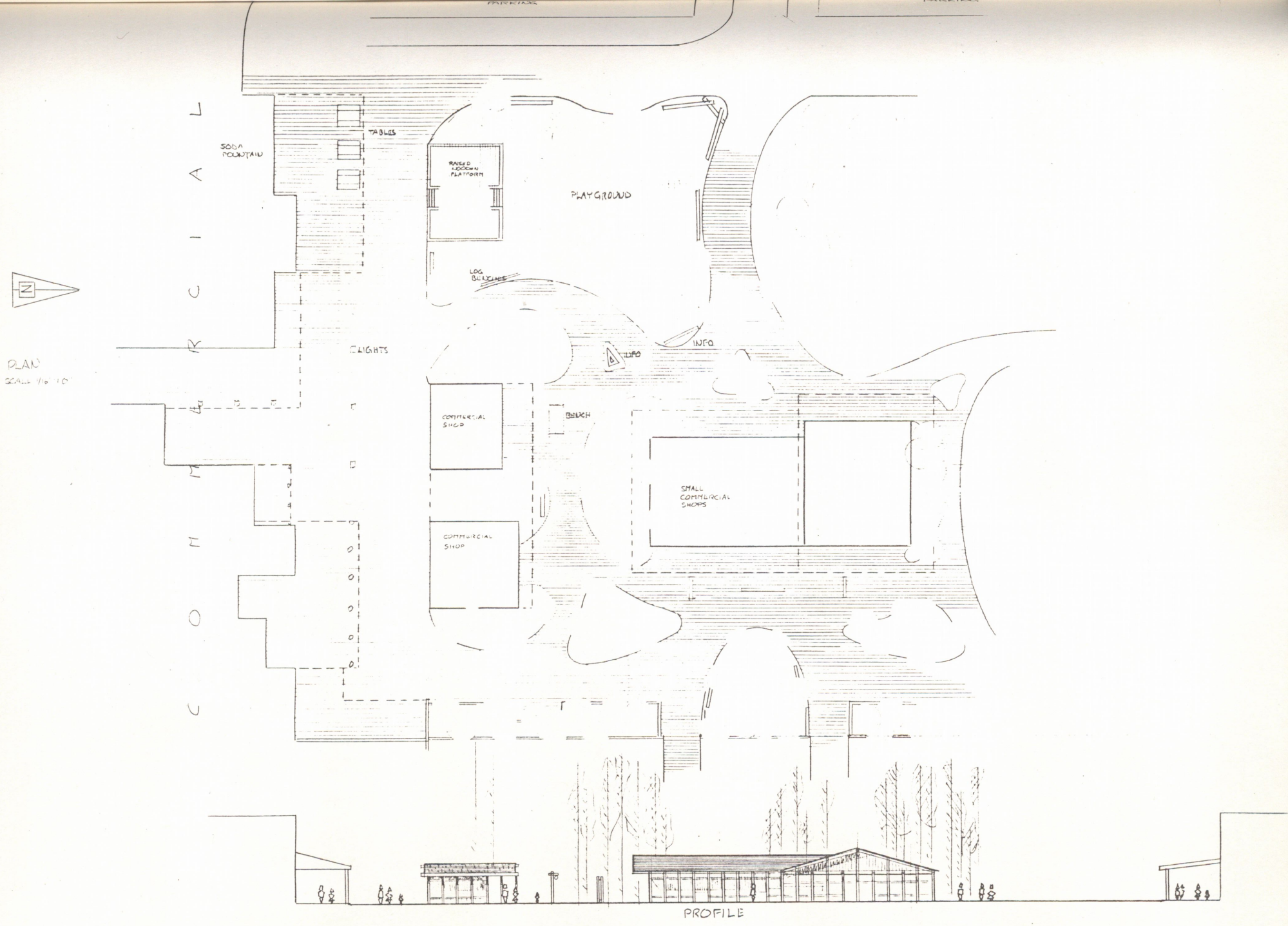
This site was leveled by fire this winter. The fire consumed several curio shops, a clothing store, and a coffee shop. This site was chosen and an architectural solution to the problems of a building located there proposed as an ending to this report. The program was kept simple, to replace what was lost in the fire, and the major emphasis placed on the character of the building as it related to West Yellowstone and on how a walkway to the interior park system could be designed so as to enhance both the business it passed through and the park system.



SCHEMATIC of INTERIOR PARK

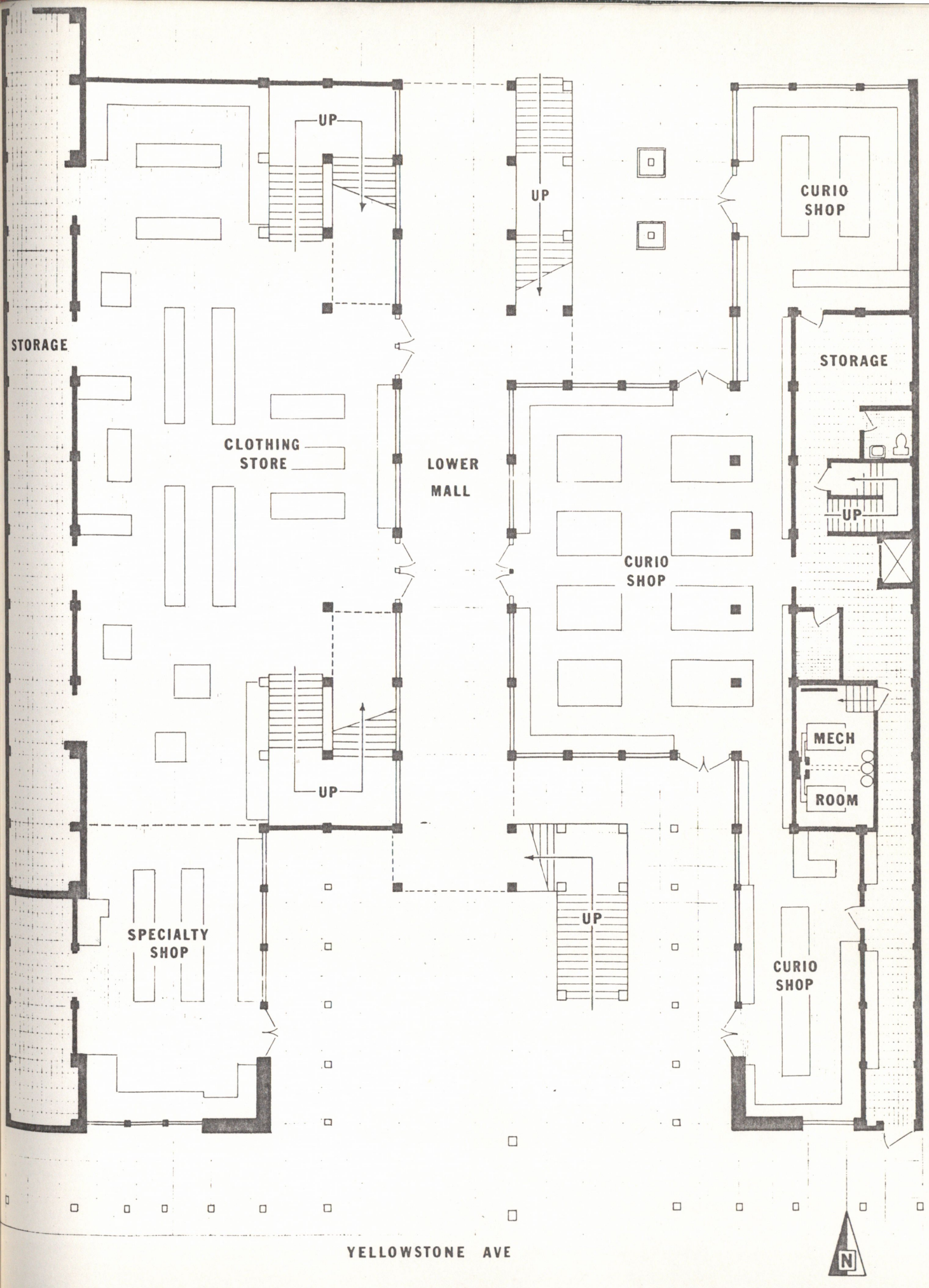
SCALE 1/16" = 1'0"


PARKING
PARKING
FREE STANDING LIGHTS ONLY WHERE NEEDED
INCORPORATE MOST LIGHTS WITH SIGNS, CANOPIES OR WITH LOG RAILS
ALL LIGHTS 8' HIGH
SODA FOUNTAIN
TABLE
LIGHTS
FOUNTAIN
INFO
PLAYGROUND
ORIENTED TO PARKING, MAJOR WALK, SODA FOUNTAIN
8' WALKS IN MAIN FLOW OF WALK SYSTEM
WOODED AREA
BENCHES PROVIDED
INFORMAL PATHS
LOG RAILS AS BENCHES
LIGHTS
MALL
6 LIGHTS
BENCH
LOG RAILS AS INFORMAL BENCHES
6' WALKS WHERE NOT IN MAIN FLOW OF WALK SYSTEM
DIFFERENT SIDEWALK MATERIAL MAY EXTEND BEYOND PROPERTY LINE AT OWNERS EXPENSE
WOOD SCREEN FENCE
SCREEN
SERVICE DRIVE
TWO 12' LANES REMAIN CLEAR FOR SNOW REMOVAL
12'
12'
6'
PROFILE 1/16" = 1'0"
COMMERCIAL

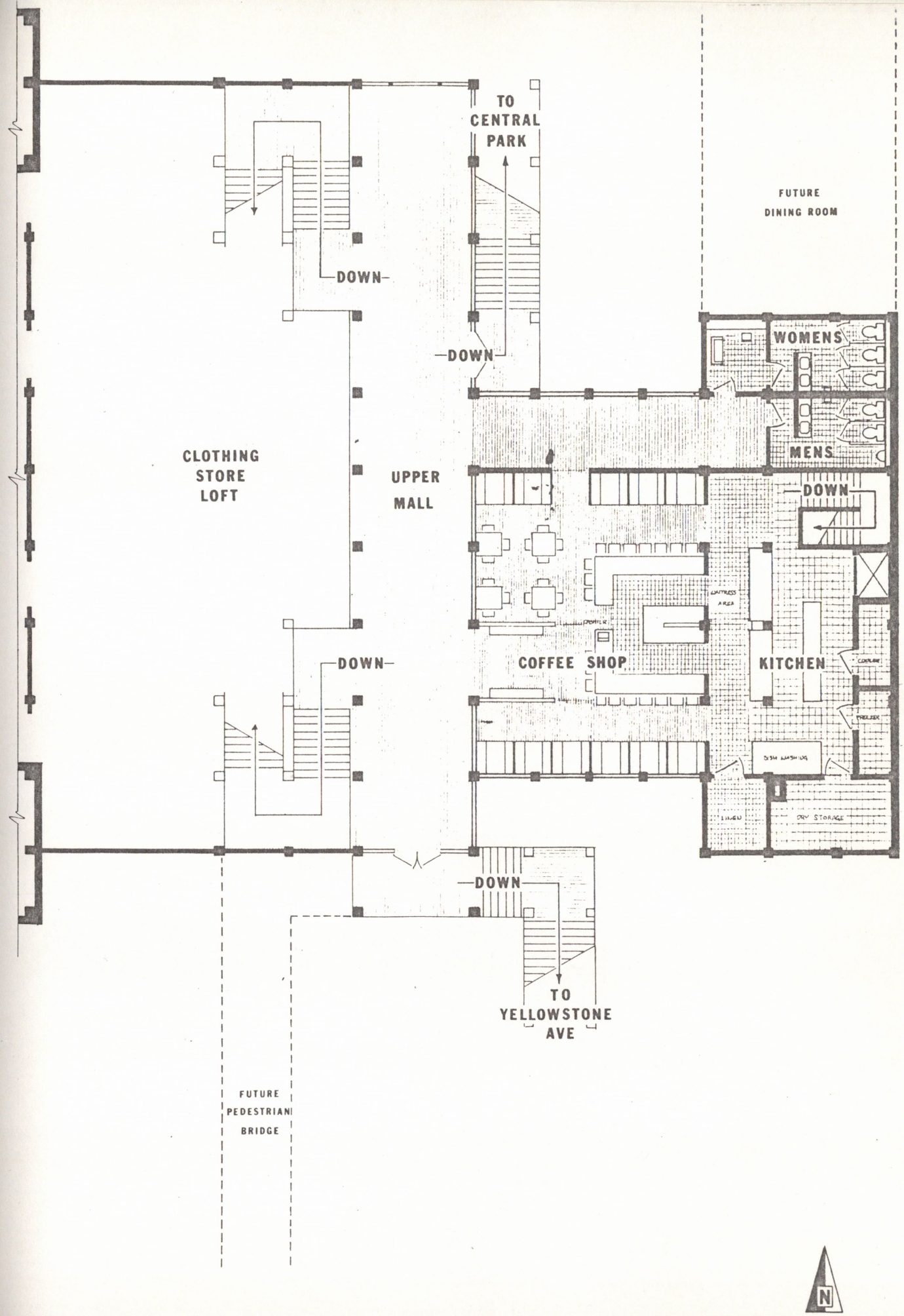


PLAN
SCALE 1/16" = 1'

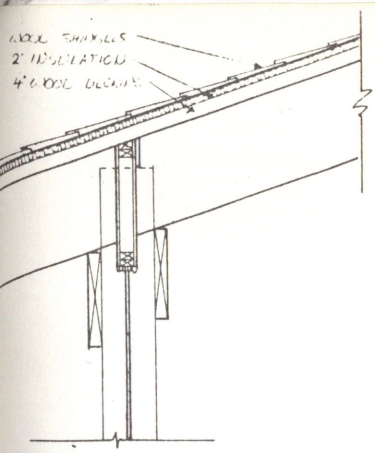

FILM

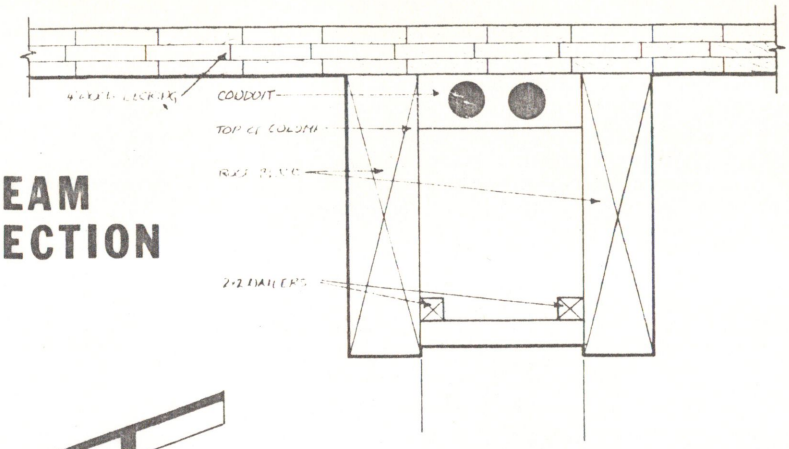


1ST. FLOOR PLAN 1/4"-1'0"

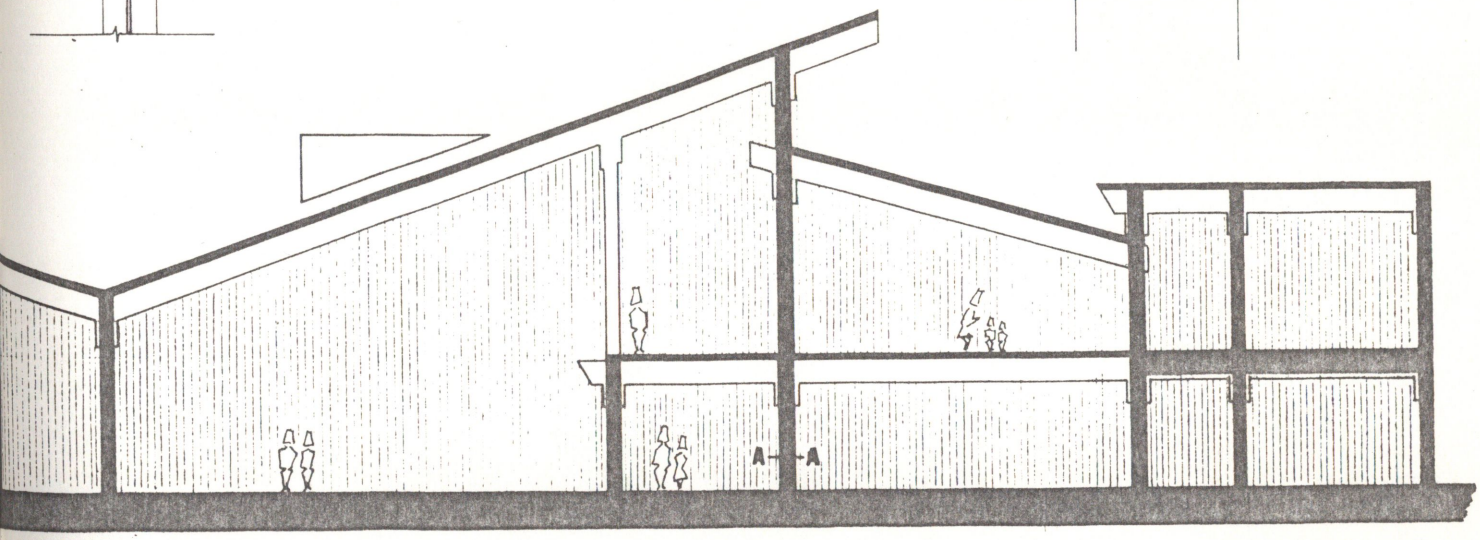


2ND FLOOR PLAN 1/8"=1'0"

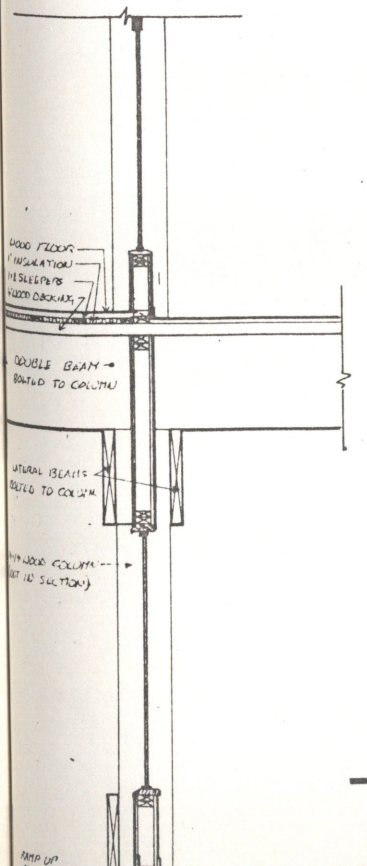


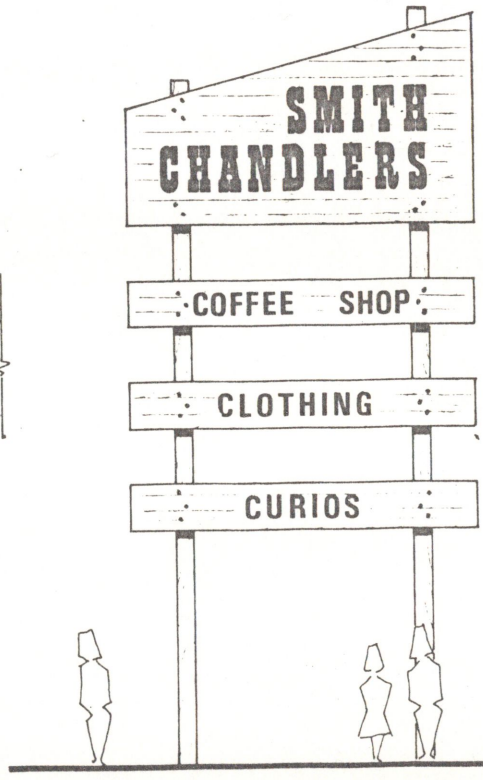


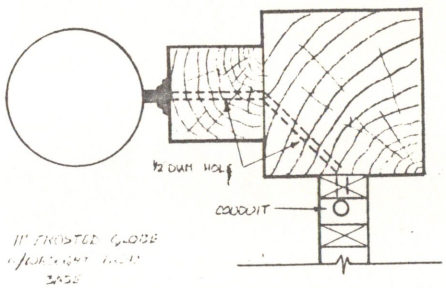
BEAM SECTION

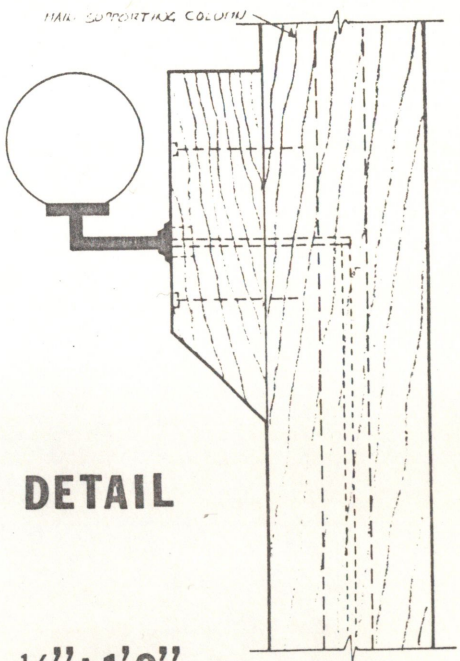


SECTION ⅛": 1'0"

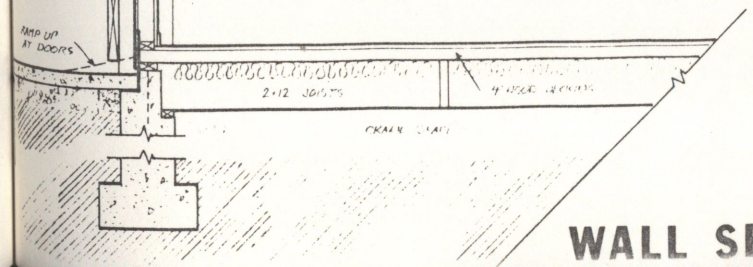




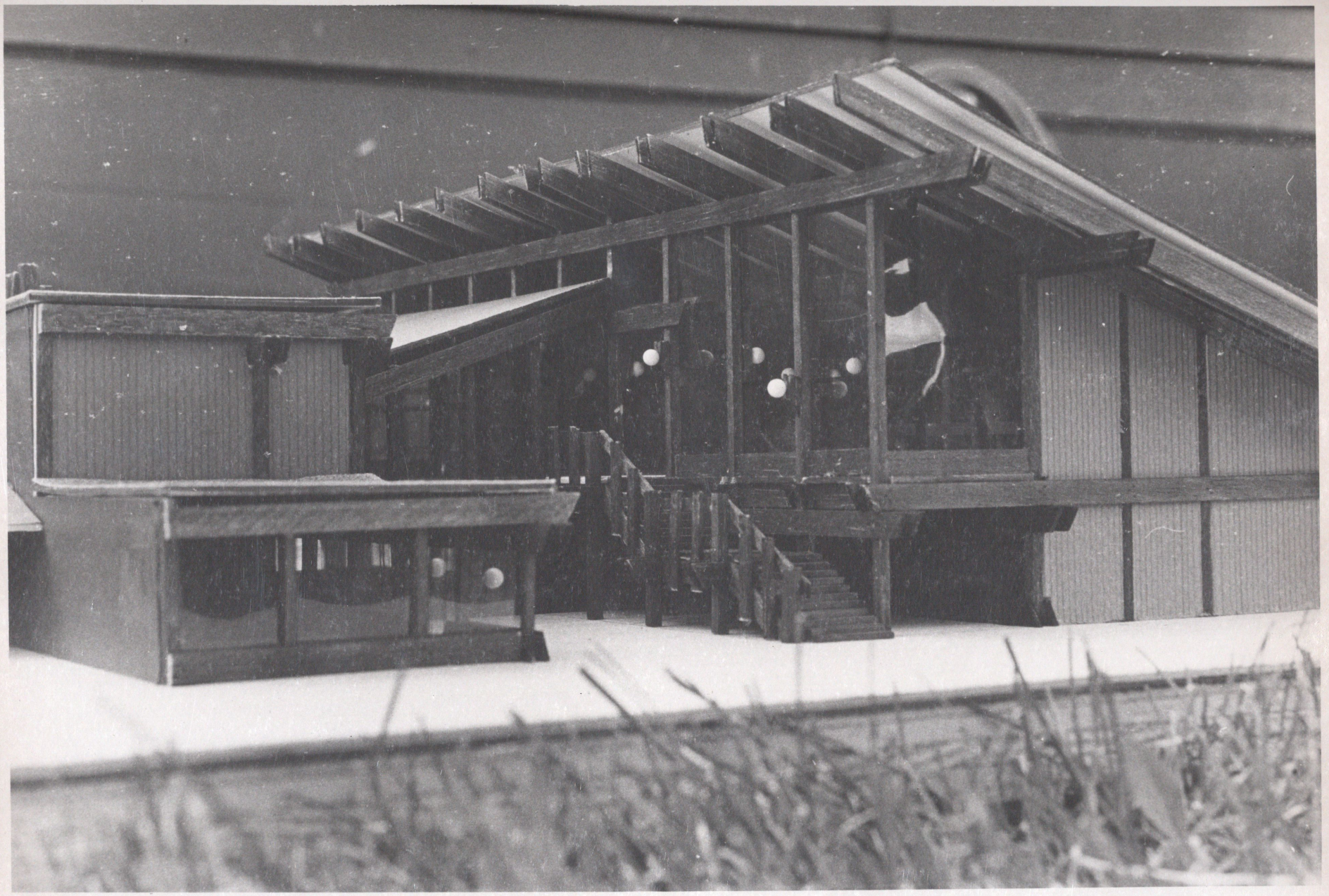


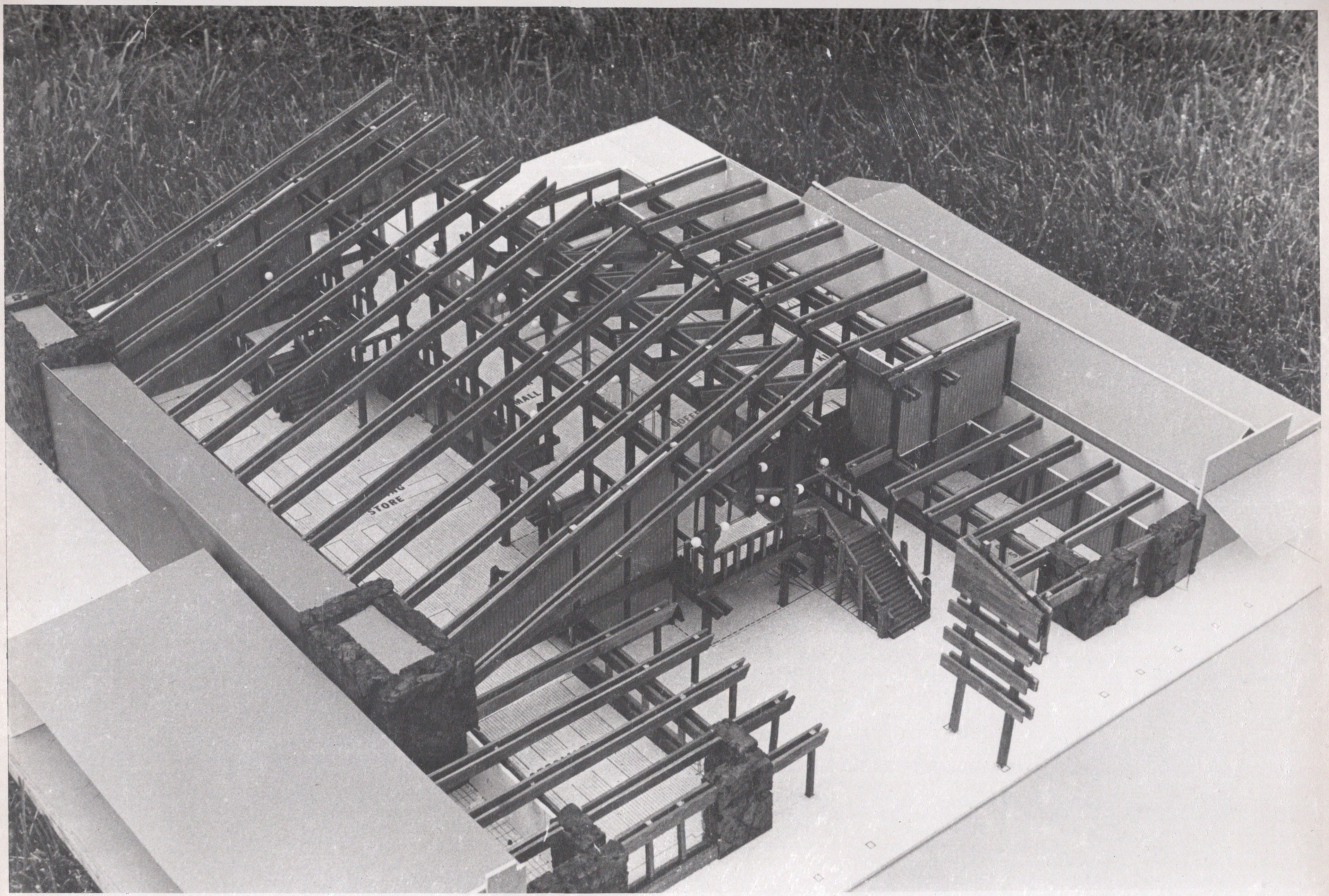


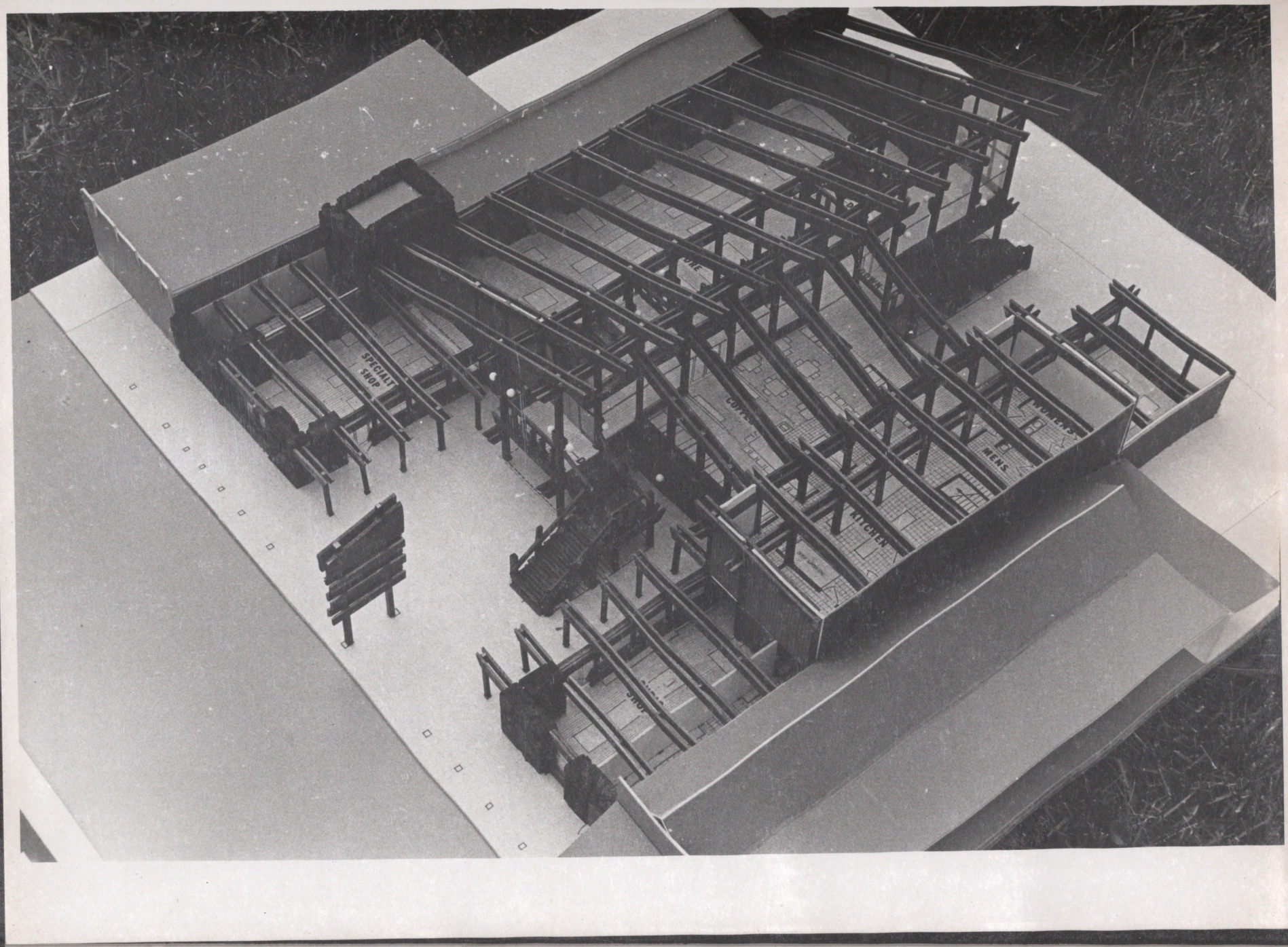
LAMP DETAIL



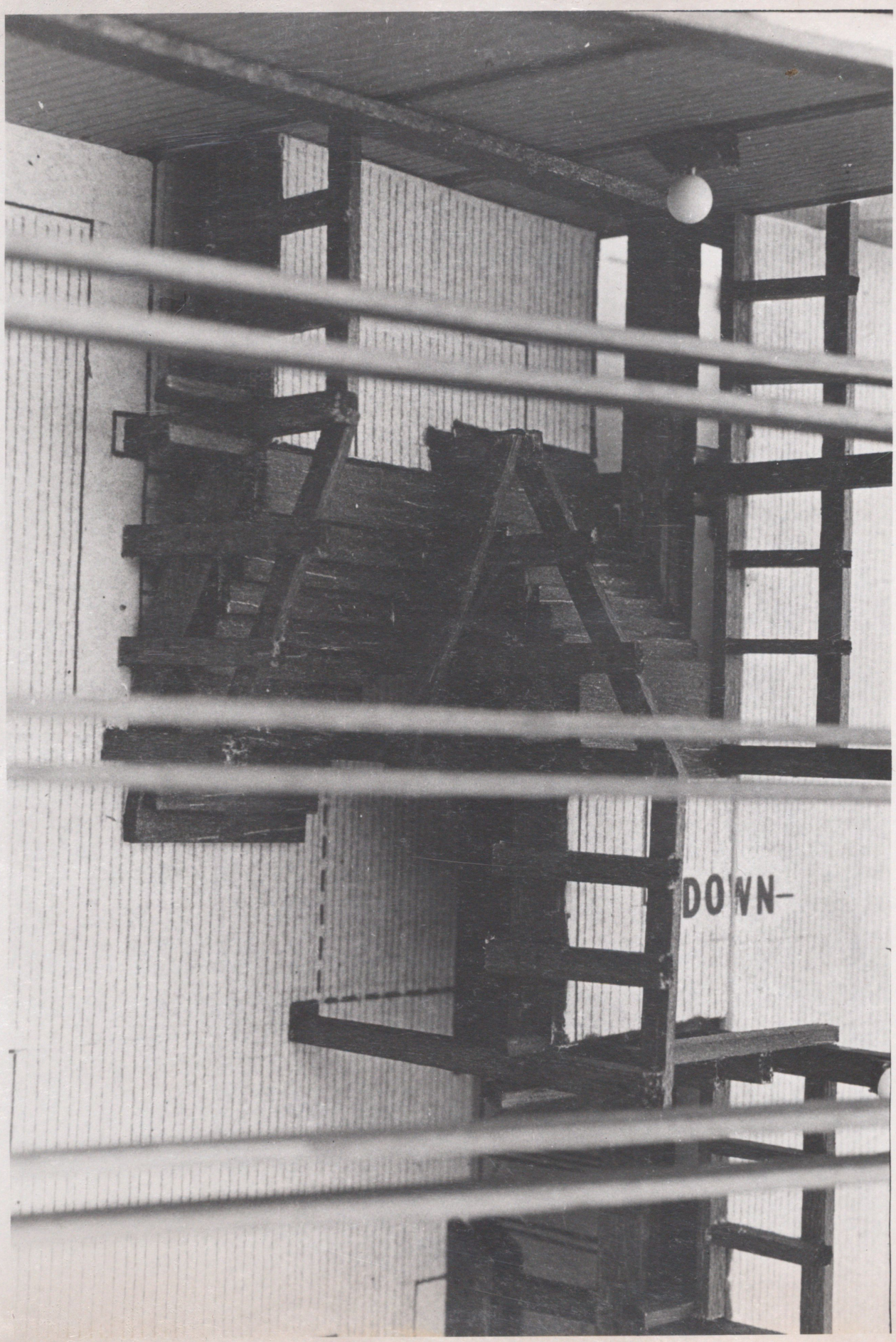
WALL SECTION A·A ½": 1'0"




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