CHAPTER 3
LANDSCAPE EXISTING CONDITIONS DOCUMENTATION

INTRODUCTION:

This chapter includes written, graphic, and photographic documentation for the 2006 existing landscape conditions for two “Study Areas”: the Bryce Canyon Lodge Study Area and the Historic National Park Service Housing Study Area. The National Register boundaries established by the Bryce Canyon Lodge District and the Historic National Park Service Housing District were not used to create the boundaries for the Study Areas; Study Area boundaries are larger than the NR Districts in order to more fully examine the landscape within these zones. Additionally, several “Contextual Sub Areas” were identified within what will be referred to as the “Developed Area” within the Park. These Sub Areas offer a contextual framework for understanding this landscape as a whole system.

For the two Study Areas, documentation comprises of a narrative description, existing conditions maps and photographs. The following feature categories, suggested by the “Guide to Cultural Landscape Reports”, have been used to describe the various landscape features:

- Natural Systems and Features
- Spatial Organization
- Land Use
- Circulation
- Topography
- Vegetation
- Buildings and Structures
- Views and Vistas
- Small-scale features

The letter designations for feature categories are given below:

- Natural Systems and Features (N)
- Circulation (C)
- Vegetation (Ve)
- Buildings and Structures (B)
- Views and Vistas (V)
- Small-scale features (SS)

Where applicable, the Historic Structure (HS) number is also given.

The documentation for the Contextual Sub Areas is presented in a similar format, although with broader feature categories, based upon a summarization of those suggested by the “Guide to Cultural Landscape Reports”. They include:

- Natural Systems and Features (containing information on Vegetation, Topography, and Views and Vistas), Spatial Organization and Built Elements (containing information on Land Use, Buildings and Structures, and Circulation) and Small Scale Features. Should further studies be warranted in the future, a more detailed descriptive inventory as suggested in the “Guide…” would be followed at that time.

To further facilitate discussion, the Contextual Area has been divided into Sub Areas as follows:

- Bryce Canyon General Store Sub Area
- Rim Trail Sub Area
- North Campground Sub Area
- Sunset Campground Sub Area
- Visitor Center Sub Area
- Rim Road Sub Area
- Water Tank Sub Area
- NPS Housing and Maintenance Sub Area
- Mixing Circle Sub Area

These Sub Areas are arbitrary, their borders chosen to facilitate discussion of general categories of land-use and groupings of structures and activities. Information on these Sub Areas is presented in an effort to give a more complete picture of development and activity within the Park, their associated landscape elements will not be evaluated for historic significance.

All photographs used to illustrate written information in the Report are numbered sequentially and located in the appropriate Study Area or Sub Area section. The photographs are coordinated with photographic station-point maps – located in Appendix B – that identify where and in which direction each photograph was taken.

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Due to significant changes in elevation in Bryce Canyon National Park, the climate varies greatly, contributing further to the varied flora found within the Park boundaries. The plant communities of Bryce Canyon can be categorized under three broad belts: influenced by elevation and precipitation: Pihon-Juniper Woodland, Submontane Forest and Montane Forest.

Nestled among the foothills of the magnificent slopes, below elevations of around 7000 ft. is the Pihon-Juniper Woodland Belt characterized by forest stands of Pihon pine (Pinus edulis Engelm) and Utah juniper (Juniperus osteosperma). This area includes the sloping area of the breaks where there are many ecological variations and hence there is a wide variety of plant habitats, including almost every species of tree found within the Park. On the north end of the plateau, which ranges in elevation from about 7,600 to 9,000 ft and with an average rainfall of about 14 inches is the Submontane Forest Belt characterized with a forest cover composed almost entirely of Ponderosa Pine (Pinus ponderosa). Also within this belt are Highplateau Sagebrush communities - clearings in the forest cover populated primarily with black sage. These meadows form as a result of cold air movement from the higher elevations. Cooler air, being denser, follows the pull of gravity down water drainages, creating wintertime temperature differences of nearly 30°F between meadows and wooded slopes. As the elevation decreases above 8000′, the Ponderosa pine begins to be mixed with white fir (Abies concolor) and Douglas fir (Pseudotsuga taxifolia). These gradually replace the Ponderosa until the elevation near Rainbow Point (9,091 ft.) where few Ponderosa are found. At this elevation is the Montane Forest Belt, which includes the fir, as well as blue spruce (Picea pungens Engelm) and aspen (Populus tremuloides Michx.). Bristlecone pine (Pinus aristata) is found throughout the Park on exposed, dry slopes and ridges.

Shrubbery upgrowth is abundant in the forests of the plateau but a number of species are found in openings or along the edge of the rims. Characteristic among these are greenleaf manzanita (Arctostaphylos patula), mountain mahogany (Cercocarpus montanus), bitterbrush (Parshia tridentate), smooth rockspirea (Holodiscus discolor var. glabrescens), martin ceanothus (Ceanothus Martini glabrescens), gambel oak (Quercus gambelii), and big sagebrush (Artemisia tridentate).

There are a number of plant species endemic to the area, many of which are listed as “sensitive” on the rare plant list for the Park. These include: Astragalus limnochirius var. limonchirius - Navajo Lake milkvetch Castilleja parvulavata - Reveala - reveal paintbrush Cryptantha ochroleuca - yellowish cryptantha Cymopterus minimus - least spring parsley


Most bird species migrate to warmer regions in winter, but blue jays, ravens, nuthatches, eagles, and owls live in the Park year round. In winter, the mule deer, mountain lion, and coyotes will migrate to lower elevations. Ground squirrels and marmots pass the winter in hibernation. On sunny summer days, Utah Prairie Dogs – a federally listed threatened species – can regularly be seen in the meadows that border the roads in the northern portion of Bryce Canyon National Park. Other threatened and endangered species known to occur in the Park are California Condor, Mexican Spotted Owl, Southwest Willow Flycatcher, Yellow-billed Cuckoo and Bald Eagles.

Sites of human occupation and visitation related to Park activities are scattered throughout this vast and complex natural system. However, the main areas of development are concentrated in the northern half of the Park, along the west canyon rim. The Rim Road forms the main vehicular spine traversing the Park to its southernmost tip at Rainbow Point. Viewpoints located at regular intervals on this Road attract a vast majority of Park visitors; however extensive facilities in the form of lodging, food and recreational activities are primarily concentrated in the northern half. As a result, the Developed Area represents the most prominent sites to study and analyze in respect to the cultural landscape and the interaction of natural and cultural resources.

**Overview of the Bryce Canyon National Park Developed Area**

**Site Description**

Located near the southern boundary of Utah, Bryce Canyon National Park is fairly isolated, accessible only from State Highway 12 between the town of Tropic and US Highway 89. The 56.2 square mile tract of land enclosed by the Park boundaries is long and relatively narrow, bordered by the Dixie National Forest. The Rim Road is the principal roadway, loosely following the eastern rim of the Paunsaugunt Plateau, below which lies the Bryce Amphitheater, one of the primary attractions of the Park.

The Developed Area includes the area between the northern Park boundary and the Inspiration Point overlook to the south, the rim on the east and the western Park boundary. This area represents the majority of human activity within the Park.

**Natural Systems & Features**

Natural systems and features in the Developed Area are generally similar to the broader patterns found throughout the rest of the Park. The most important natural feature is by far the plateau rim or the edge of the Paunsaugunt Plateau that forms the eastern edge of the entire Developed Area. The rim provides ample opportunities to view the unique geological formations that have made the Park famous, as well as jumping-off points for backpackcountry travel, photography and wildlife viewing below the rim.

West of the plateau rim, the area is characterized by gently rolling topography, interspersed with meadows and low knolls. Topography of the Developed Area represents the Park’s lowest elevation (above the rim), since the land rises from the north boundary to the south boundary of the Park by about 1000 feet.

The Developed Area predominantly features the Submontane Forest Belt described earlier, with evidences of Piñon-Juniper Woodland Belt and the Bryce Canyon Breaks community seen along the east edges of Sub Areas that border the plateau rim. The forest of the Developed Area is marbled with Highplateau sagebrush communities, creating a sense of mass and void to the overall landscape and creating unique vistas even when the plateau rim can not be seen.

**Spatial Organization**

The primary organizing feature of the Developed Area is the Rim Road, a long, narrow, linear space of varying width, which forms the section of State Highway 63 that lies within the boundaries of Bryce Canyon National Park. Although this Road corridor moves through the whole length of the Park to its terminus at Rainbow Point, for the purpose of this CLR we will document only the portion that lies between the northern Park boundary and Bryce Intersection.

The Old NPS Housing and Bryce Canyon Lodge Study Areas are located approximately one mile and a half south of the northern Park boundary, between the Rim Road and the plateau rim, as shown in the map on Sheet 1.

The Contextual Sub Areas to the north of the Study Areas include (in order from north to south):

- Visitor Center Sub Area
- North Campground Sub Area
- NPS Housing and Maintenance Sub Area
- Bryce Canyon General Store Sub Area

To the south of the Study Areas are the:

- Mixing Circle Sub Area
- Sunset Campground Sub Area
- Water Tanks Sub Area

The final two Contextual Sub Areas include the Rim Road itself and the Rim Trail Sub Area, a second linear transportation corridor - this one used exclusively for pedestrian travel - connecting the various recreational and viewing opportunities along the rim.

**Land Use**

The Land Use in the Developed Area is consistent with that in other National Parks and major tourism areas. Visitor facilities as well as administrative functions are grouped together, rather than being dispersed widely through the park as a whole. Visitor related land uses include simple functions such as viewing and experiencing the natural amenities of the park, parking, and temporary lodging. Administrative land uses include storage of materials and equipment, livestock management, parking, and both long term and seasonal housing. There are also land uses which overlap between visitor use and administration, such as educational facilities, retail outlets and transportation. The concentration of these varied uses in this area creates a sort of village atmosphere within the wilderness of the larger park – though uses are also typically separated and shielded from each other to prevent a dense or urban feeling in the area.

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6 Kristin Legg, Chief of Resource Management and Research, Bryce Canyon National Park

7 HAER Record, Bryce Canyon National Park Rim Road
Circulation

In the Developed Area, the primary vehicular circulation route is the Rim Road, which stretches from the Park’s northern boundary to its terminus at Rainbow Point near the southern edge of the Park. Smaller access roads originate from the Rim Road and lead to activity areas, parking and trailheads. Dirt roads also provide access to certain areas, for example, the water tanks located near Inspiration Point.

Pedestrian circulation consists of a number of both formal and informal (social) trails. Sidewalks and named trails provide access to interpreted destinations, buildings and the Canyon interior below the rim. Informal and unpaved social trails also lead to some of these destinations and other zones, although they are unsigned and not officially maintained.

Roadways are also used increasingly often by bicyclists, as an alternative to experiencing the Park in an automobile. Few specific amenities are provided for bicycle users, however.

Topography

The topography of the Park in the Developed Area is characterized by gentle to moderately steep slopes, in contrast to the greater slopes of the southern portion of the Park and the precipitous slopes of the breaks. Low-elevation knolls and shallow drainage valleys define the forested slopes and open meadows found throughout this part of the Park. Although many features are only a short distance from the breaks themselves, this rolling topography often prevents views of the rim until the visitor is at the rim’s edge. This creates a repeated sense of anticipation and surprise for the visitor as they move through the Developed Area. Attempts to revegetate these areas are ongoing.

A peculiar feature of this forest is its discontinuity in wide areas along ephemeral stream channels in the Highplateau Sagebrush Meadows, dominated by small black sage (Artemisia nova A. Nels). The ecotone between the forest of Ponderosa pine and sagebrush opening is a narrow one, especially with respect to mature trees. Ponderosa pine and Rocky Mountain juniper saplings have invaded the sagebrush openings for some distance beyond the edge of the mature forest in many parts of the Park. This is especially true of the area south and west of Inspiration Point. The sagebrush openings are also replaced by meadows in the low depressions along stream channels. Such meadows of grasses, sedges and other plants vary by a few hundred feet in width along the intermittent stream channels of the Developed Area.

Understory species such as manzanita and bitterbrush are found under the tree cover on sunny slopes. Native fescue (Festuca variety) and slender wheatgrass (Elymus trachycaulus) are among the grasses found interspersed in the more open areas of the forest. The amount of groundcover on many of the steeper slopes is sparse because of rapid erosion that has largely removed the topsoil. Pedestaled plants (Photograph RT/4, p. 3-34), tills and rock pavement are common indications of rapid and prolonged erosion. Additionally, understory species are less prevalent in some of the areas of the Park that see higher levels of pedestrian traffic. Some of these understory species include plants which are particularly sensitive to human activity impacts, prevalent throughout the Developed Area. Attempts to revegetate these areas are ongoing.

In some sections of the Developed Area, revegetation and landscaping efforts have introduced non-native plant materials, although most often these species are intended to mimic native vegetation or are representative of different vegetation communities in the Park. Other potentially invasive species have been inadvertently introduced by human traffic, on shoes, tires and equipment and have begun to spread along these movement corridors. Confinement of these introduced species into controlled areas can help to maintain the health of the surrounding forest, however there is little interpretive information to inform visitors as to what items may not naturally be found in these ecotones. The most prevalent introduced species include cheat grass (Bromus tectorum), smooth broma (Bromus inermis) and saltcedar (Tamarix ramosissima).

Buildings & Structures

Buildings and structures within the Developed Area are a reflection of the Park’s evolution over the years. Many of these buildings are listed on the National Register of Historic Places (NRHP) either as individual entities or as contributors to Historic Districts. Most of the NRHP registered buildings are located within the Old NPS Housing and Bryce Canyon Lodge Study Areas. A more complete inventory and description of buildings and structures within the Developed Area is carried out in the following sections of this chapter.
CULTURAL LANDSCAPE REPORT STUDY AREAS INVENTORY

OLD NPS HOUSING STUDY AREA

Site Description

This Study Area encompasses the “Old NPS Housing Historic District” as identified in the NRHP Nomination of 1994. However the boundaries of the area identified for the purpose of this CLR extend further beyond the NRHP boundary to include a number of significant contextual landscape features. As a result, the Study Area is defined by the Rim Road to the west and the Lodge Loop Road to the north, south and east. It also includes the Utah Parks Company Service Station building – referred to as the Service Station for the purposes of this Report - a structure individually listed on the NRHP and lying along the eastern edge of the Study Area.

Natural Systems & Features

The natural systems and features in the Old NPS Housing Study Area are associated with those typical of Bryce Canyon National Park in general as described in the overview section. The area is characterized by a grouping of low-elevation knolls (Photograph HD/1), and circulation patterns that work their way through the topography. While the interior of the Study Area is largely forested, the edges are characterized by a number of meadows. Beginning at the western edge of this Study Area is a stretch of sagebrush meadows that extend northwest from this point, going through the North Campground and Visitor Center Sub Areas, before extending all the way up to the northern Park boundary. These open meadows provide habitat for the federally protected Utah Prairie Dog species.

Spatial Organization

The Old NPS Housing Study Area is currently located at the center of a loop of roadways in the heart of a more visitor-focused area of the Park. It is a relatively small grouping of residential units, surrounded on all sides by visitor amenities such as the Bryce Canyon Lodge, the Rim Trail and Sunrise Vista. It is physically isolated from the other NPS housing and maintenance areas. Natural buffers such as stands of Ponderosa pine forest and sagebrush meadows help to separate the buildings themselves from the visitor areas visually, and help to create a unified sense of place to the Study Area. Signage placed at the roadway entrances to the housing unit helps to keep visitors out, though occasional visitor traffic is unavoidable.

Much of the spatial organization of this Study Area is dictated by the topography – buildings have been constructed on relatively flat areas at the base of the knolls. As a result, buildings occur in groups throughout the Study Area, with the exception of Residence B5, which sits alone along the North Access Road. The historic cabins (see description below) are arranged along a narrow spur road, tucked close together into a very intimate community setting. At the end of this small spur are the larger Concessionaire Dormitories, which are situated to front the parking area, rather than each other or the other housing units. Thus the structures are not communicating with the rest of the units in the Study Area. The Ranger Dormitory and the Manzanita Lodge are located a little higher on the knoll, and face each other across a larger parking area which effectively creates connecting space for the structures – though little social activity occurs there. The Garage and the ruins of the Ranger’s Cabin create a third grouping of structures, though the absence of the Cabin itself and the passive use of the Garage render this corner of the Study Area nearly void of human activity.

Land Use

Land uses in this area comprise primarily of residential facilities for permanent and seasonal staff of both the NPS and the concessionaire, although the garage is used for Park operations and storage. The Service Station is used as additional storage, and as a comfort station for concessionaire trail rides.

Circulation

The Lodge Loop Road (C-1) branches east off of the Rim Road approximately half a mile from the Visitor Center, and forms the primary vehicular access to this area. Both the North Access Road (C-2) and East Access Road (C-3) intersect the Lodge Loop Road and provide direct access to the structures in this area.

The North Access Road (C-2) is a secondary route, winding in nature, following the base of a knob to make its way inside the Study Area. At its intersection with the Lodge Loop Road (Photograph HD/3) there is a Ponderosa pine forest on the west, and a sagebrush meadow on the east. As the road progresses south it gradually rises in elevation, in response to the topography, thus affording a sense of privacy and seclusion to the area.

The East Access Road (C-3) is a secondary route, comparatively shorter and without the meandering quality observed in the North Access Road. At its intersection with the Lodge Loop Road there is a meadow on both sides, although the vegetation becomes denser as the Road advances deeper into the Study Area.

Just before the intersection of the North and East Access Roads, a spur road (C-7) branches off the East Access Road to the south to form the main spine along which a majority of the Residential Cabins are arranged. This spur culminates in a parking lot that caters primarily to the two Concessionaire Dormitories. The Residential Cabins (Photograph HD/19 and HD/20) along both sides of the north half of this road are arranged at irregular angles to the road edge, contributing greatly to the original rustic design intent and historic feel of this area.

Where the North and East Access Roads meet, they form a Y-section with a smaller spur branching off to the southwest (C-8). This road provides access to the Ranger Dormitory and the Manzanita Lodge. Similar to the C-7 spur, this road culminates in a parking lot.

Traces of an asphalt vehicular road (C-4) (Photograph HD/2) can be found around the western and southern edges of the highest knob. This is a remnant of the road that once connected the housing area with a maintenance area and additional dormitories to the north, before the re-routing of the Rim Road in 1958. Pieces of asphalt can be observed lying along the route and the land has been minimally revegetated with bunch grasses.

The Horse Trail (C-5) cuts roughly through the southern half of the Old NPS Housing Study Area from east to west. This is the route that horses take for canyon rides to and from the day corral located near the Bryce Canyon Lodge to the Concessionaire’s Barn (night corrals) located in the Mixing Circle Sub Area. (Photograph HD/6).

There are two formal pedestrian trails in the Old NPS Housing Study Area. The most heavily used of these (C-6) connects the Concessionaire Dormitories to the Bryce Canyon Lodge across the Lodge Loop Road. This trail is used frequently during the months that the Bryce Canyon Lodge is operational and seasonal employees are staying at the dormitories. The other significant trail (C-9) connects the Manzanita Lodge to the Concessionaire Dormitories. A social trail has also been created connecting this area to the Bryce Canyon General Store Sub Area, also crossing the Lodge Loop Road.

Topography

As mentioned earlier, the topography of this Study Area is significant and helps to define a distinct character to the area. The most prominent features of this area are the two low knolls which separate the residential area from the Rim Road to the West. Not only do these knolls shield the cabins and dormitories from the road and the activities at the Bryce Canyon Lodge, but they also give the area an intimate sense of enclosure and scale which is conducive to a comfortable residential use. The elevation falls gradually to the meadow on the eastern border of the area, which creates a visible edge, further reinforcing the feeling of being nestled into the landscape. Although the buildings are located on a relatively flat spot, it was obviously necessary to cut-and-fill the hillside to locate the larger structures and parking areas. The necessary retaining walls and filled slopes increase the visual footprint of the buildings and contribute to their...
feeling less integrated into their surroundings. The smaller scale of the historic cabins allowed them to sit more comfortably on the existing topography, and as a result they feel a more natural part of the landscape. The Service Station is located at the edge where the meadow is yielding to the forest, which helps to alleviate the impact of its relatively large parking/drive area and also meant less re-grading was necessary in its construction.

**Vegetation**

Like the rest of the Developed Area, the vegetation within the Old NPS Housing Study Area is predominantly Ponderosa Pine Forest and High Plateau Sagebrush Meadows. Because of the steepness of the topography, as well as relatively low level of human use within the Study Area as a whole compared to the Manzanita Lodge area, the overall feeling is of a less disturbed, more natural setting.

Except for the Service Station on its southwestern edge, the meadow is uninterrupted by development, and its community of black sage, dwarf rabbitbrush (Chrysothamnus depressus), Colorado rubberweed (Hymenois extrandi) and native grasses such as varieties of Elymus is largely intact. The progression of young Ponderosa and juniper into the meadows is common throughout the Park, and an ideal example of how the forest is continually trying to reclaim these colder, wetter valleys (Photograph HD/4).

The forested slopes surrounding the buildings support a higher density of forest than is found in the Bryce Canyon Lodge Study Area or the Bryce Canyon General Store Sub Area, in spite of similar topography and natural conditions. A major factor in this density is the lack of historic development on these slopes: except for existing structures discussed below, there has not been significant disturbance in this area. The understory is dotted with greenleaf manzanita, mountain snowberry (Symphoricarpos oreophilus), Oregon grape (Mahonia repens) and bitterbrush (Photograph HD/1).

The historic cabins and outbuildings were installed to have a minimal impact on the forest around them, and as a result there are many mature trees that are close to the buildings themselves (Photograph HD/25). However, human activity, including walking, driving, parking cars, and use of outdoor living space has limited the understory between and around the small cabins. Many trees have had their lower branches removed or broken off as well, to make room for vehicles, for firewood and as a result of being used to hang items. The overall result is a somewhat more manicured, “park” like area within the forest which provides a unique setting for the cabins.

The Concessionaire Dormitories and Manzanita Lodge are much larger structures, installed more recently. The cleared area associated with their construction was clearly replanted and re-seeded in order to expedite the return to other resided areas in the Park (primarily along roadways and around the motel units in the Bryce Canyon Lodge Study Area). The mix includes crested wheatgrass (Elymus trachycaulus), rabbitbrush, antelope bitterbrush (Purshia tridentata) and Kentucky bluegrass (Poa pratensis) (Photograph HD/10).

East of the Garage, north of the East Access Road is an area that shows evidence of a recent burn. Bryce Canyon National Park’s active fire management program includes prescribed burns such as this one as a way to manage fuel levels, especially in Developed Areas.

The meadow and forest vegetation around the Service Station appears to have been planned at some point to include some more ornamental native species. Runoff and water retention have also created a slightly lusher environment on the edges and planters around the parking/driving area. Ground cinquefoil (Potentilla sp.), fringed sage (Artemisia frigida), and dwarf rabbitbrush are common, with a particularly large Ponderosa pine crowning the central planting bed (Photograph HD/26).

**Buildings & Structures**

The buildings in this Study Area can be viewed in two groups as described under Spatial Organization: the Historic Cabin Corridor and the Manzanita Lodge and Support Structures.

The Manzanita Lodge and Support Structures are located off of the North Access Road and Manzanita Lodge spur (C-8), and can be summarized as follows:

The Single-Family Residence B-2 (HS-2) was built in 1939-40 and has a rather exclusive placement at the base of the knoll along the west side of the North Access Road (Photograph HD/7). This one-story rectangular building is constructed on a stone foundation. The exterior is covered with 8” horizontal siding painted brown, and wood shingles stained green, cover the side-facing gable roof. A wood-framed, open entry porch with a cross-gable roof is located on the south end of the east elevation. Concrete steps lead to the one-light paneled wooden door. New, four-over-two-light aluminum single-hung windows have replaced the original wood windows.

The Ranger Dormitory B-4 (HS-4) was built in 1939-40 and is accessed via vehicular road C-8 at the northern edge of the parking lot at the end of that road (Photograph HD/9). It is visually separated from the main housing structures located along C-7, although it has a clear view of the Manzanita Lodge. The structure is irregularly shaped and constructed on a stone foundation. It has a side facing gable roof with two cross-gables on the east elevation, and one cross gable on the west elevation. The roof is covered with natural wood shingles set in a wave pattern. Exterior walls are covered with 8” weatherboard siding painted brown. The main open porch on the east (front) elevation has a cross-braced railing and is accessed via concrete steps. The interior has been remodelled to serve as a duplex and is used for permanent year-round housing. The two bedroom unit is accessed from the west side of the building and the one bedroom unit is accessed from the north. There is a wood pile on the south side of the structure for the wood burning stove in the two bedroom unit.

The Manzanita Lodge B-1 (Photograph HD/10) serves as permanent year round housing for concessionaire staff. Built in 1986 this building is sited diagonally across the parking lot from the Ranger Dormitory. It is located on a slope and accessed through two flights of steps leading from the parking lot. The design and stylistic treatment of this building attempt to draw heavy from the Simplified Rustic design seen elsewhere in the district. Sitting on a stone foundation, the one-story structure has a rectangular profile with a protruding central porch upfront. It has a side-facing gable roof with one cross-gable on the front elevation. The exterior is covered with 8” weatherboard siding painted brown while unpainted wooden shingles cover the roof.

The structures in the Historic Cabin Corridor include those along the East Access Road and the spur (C-7) which ends in the parking lot for the Concessionaire Dormitories.

The Garage B-3 (HS-3) is located slightly away from main housing structures and lies along the north side of the East Access Road (Photograph HD/8). It was constructed in this location to serve the Ranger Residence (HS-1) that burnt down in 1989. The Garage is a one-story, four-bay, rectangular building constructed on a concrete foundation. The exterior is covered with 8” rustic siding painted brown, and wood shingles cover the side-facing, gable roof. The north elevation contains four, six-light fixed sash windows while the east and west elevations contain one each. Metal overhead sliding doors are located on the south elevation. The building is located in its original location and retains its spatial relationship to other buildings within the old residential area. However, due to reasons of age and its lack of architectural merit, it was deemed as a non-contributing resource in the NRHP nomination.

The Residence B-5 (HS-5) was constructed between 1932 and 1936 along with the other cabins in its vicinity (Photograph HD/11). This one-story rectangular building resting on a stone foundation was designed for single occupancy. The exterior is covered with weatherboard siding painted brown and the side-facing gable roof is covered with wood shingles painted green. Roughly cut stone steps lead to the entry which has a wood panel door.

The building known as the Wood Vendor B-6 (H-6) was also constructed around 1932-1936, and is a one-room, one-story rectangular building resting on a stone foundation (Photograph HD/12). Similar to the other structures dating from this era, this building also has 8” weatherboard siding on the exterior and a gable roof with wood shingles painted green. It is presently being used as a laundry room.

Residences B-7 (HS-7), B-8 (HS-8) and B-9 (HS-9) are similar in design and construction to B-5 and were also constructed between 1932-1936.
BRYCE CANYON NATIONAL PARK: BRYCE CANYON LODGE DISTRICT AND HISTORIC NATIONAL PARK SERVICE HOUSING DISTRICT
CULTURAL LANDSCAPE REPORT 2006

III-7

(Photographs HD/13, HD/14, HD/15). B-8 is a two bedroom unit, however, with a slightly different floor plan from the other Residences – probably because it was built first.

Residence B-10 (HS-10) was constructed in 1936 and has a slightly larger and more elaborate plan as compared to the other cabins in this area (Photograph HD/16). It is a one story rectangular building resting on a stone foundation. The exterior is covered with weatherboard siding painted brown and wood shingles cover the multilevel, front-facing gable roof. Stone steps (Photograph HD/21) protected by an overhang lead to the main entry on the south elevation.

The Concessionaire Dormitories (Ponderosa and Whispering Pines) B-11 and B-12 (Photographs HD/17 & HD/18) were built in 1985. Significantly larger in size and scale than the historic cabins in the vicinity, both the buildings are two-story rectangular structures. The roughly symmetrical facades are composed of a series of projecting, overhanging porches, stone piers and log posts. Although the dormitories are much newer in design and construction than the historic architecture, they attempt to draw upon the same rustic vocabulary employed by the previous architects and designers albeit at a larger scale. The massive side-facing gable roofs are punctuated by a series of dormer windows and cross-gables. The cross-gables feature hipped roofs and form shaded porticos on the ground floor. The exterior walls are covered with weatherboard siding similar to the historic cabins. However, unlike the roof shingles on the historic buildings, the dormitories feature pressed green metal sheets. The entrances and porticos are defined by a wooden-log fence painted brown.

The Stonewall S-1 (Photograph HD/23) is a remnant from what was once the site of the Ranger Cabin (HS-1). This was the first building that was constructed in this district in the early 1930’s. It has been described as featuring an “exaggerated” rustic design with a massive stone foundation and fireplace. However, it was completely destroyed by a fire in 1989. The structure S-1 extant on site is the stone wall of a landscaped court in front of the original building.

The Service Station B-13 (Photograph HD/24) was constructed in 1947 as a concessionaire-operated Park amenity, and is nearly identical to stations built by Utah Parks Company in Zion National Park and the North Rim of the Grand Canyon National Park. Its character differs greatly from the other buildings within the Study Area and within the Park. It reflects the architectural characteristics of the Modern Movement, with a dependence upon a more contemporary streamlined character rather than Rustic style architecture. It is an irregular, one story building of stone and wood construction with a large glass and wood frame facade. The Service Station ceased operation in 1988, but is currently in use as a comfort station to trail rides, concessionaires and other Park visitors. A Historic Structures Report completed in 2005 suggested that it be converted to be used as a bicycle comfort and service station to visitors who are experiencing the Park via bicycle.

Views & Vistas

For the most part, the density of vegetation and topography prevent vistas or views to and from the occupied areas of the Old NPS Housing Study Area. Although there is a view from the Lodge Loop Road into the area across the meadow to the west, the forest cover begins before any significant views of structures are gained. The exception is in the area directly adjacent to the main building of the Bryce Canyon Lodge – here the Concessionaire Dormitories are visible from the Lodge Loop road, as well as the Sunrise Motel Parking area. The size of these structures and their proximity to the Lodge Loop Road makes shielding these views impossible. The same factors which block views into the area also screen views out, which helps to contribute to the intimate, forested character of the Study Area. The Service Station is the only building that is highly visible, with its roadside location and proximity to the meadow.

Small Scale Features

There are a number of small-scale features in this Study Area relating to both residential and maintenance needs. Wood directional signs and traffic signs are located at important intersections. All the fire hydrants are painted red. Small scale features such as clothes lines, picnic tables, charcoal grills and trash receptacles are also common around the housing units (Photograph HD/5).

Most of the historic cabin area features steps, low walls or curbs made out of roughly heven stone pieces. These contribute greatly to the rustic design intent of the district. However the new parking lot in front of the Concessionaire Dormitories features a low wall (Photograph HD/22) all along its edge constructed from interlocking concrete masonry units. The parking lot also features a basketball hoop. There is a un-fenced propane tank in the large parking area adjacent to the Concessionaire Dormitories.
Photograph HD/1. View at the top of the Knoll with understory growth (N-1).

Photograph HD/2. View of historic asphalt trace road (C-4).

Photograph HD/3. Entrance to Residential Area at the intersection of the North Access Road (C-2) and the Lodge Loop Road (C-1).

Photograph HD/4. Meadow on the east of North Access Road (C-2).

Photograph HD/5. Trash receptacles in front of B-2 (HS-2).

Photograph HD/6. Horse Trail (C-5) passing through Old NPS Housing Sub-Area.
Photograph HD/9. NPS Ranger Dormitory B-4 (HS-4).

Photograph HD/10. Manzanita Lodge, NPS dormitory for married staff. B-4 with revegetated landscape in the foreground.

Photograph HD/11. NPS Seasonal Residence B-5 (HS-5). Note the proximity of mature trees to the structure.

Photograph HD/12. Wood Vendor Building B-6 (HS-6).
 III-10

Photograph HD/13. NPS Residence B-7 (HS-7).

Photograph HD/14. NPS Residence B-8 (HS-8).

Photograph HD/15. NPS Residence B-9 (HS-9).

Photograph HD/16. NPS Residence B-10 (HS-10).


Photograph HD/19. View of housing cabins along road C-7 looking south.

Photograph HD/20. View of cabins along road C-7 looking north.


Photograph HD/22. New stone parapet wall along parking lot in front of concessionaire dorms.

Photograph HD/23. Remnant Stone Wall S-1 near the site of the burnt down Ranger’s Cabin.

Photograph HD/24. Service Station B-13 (HS-117).
Photograph HD/25. Mature forest around historic cabins.

Photograph HD/26. The large Ponderosa pine in front of the Service Station.
FEATURE LIST:
B-2: Single-Family Residence
B-3: Garage
B-4: Ranger Dormitory
FEATURE LIST:
B-2 : Single-Family Residence
B-3 : Garage
B-4 : Ranger Dormitory
SS-1 : Wooden directional signage
SS-2 : Traffic sign
SS-3 : Fire hydrant
SS-4 : Utility meter/box
SS-5 : Trash receptacle
SS-6 : Manhole
SS-7 : Remnant burn piles
SS-8 : Picnic table
SS-9 : Clothes line
The Bryce Canyon Lodge Study Area is located south of the Old NPS Housing Study Area, south of the Lodge Loop Road and between the Rim Road and the plateau rim. This Study Area encompasses the “Bryce Canyon Lodge Historic District” as identified in the National Register of Historic Places (NRHP) Nomination of 1994. Out of the 26 buildings nominated to the National Register, 16 were designated as a National Historic Landmarks in 1987. These included the Bryce Canyon Lodge, ten Deluxe Duplex Cabins and five Deluxe Quadruple Cabins. Several other buildings were added to the list in 1997; they include the Recreation Hall, Men’s Dormitory, Pump House, Linen House, and the six Standard Cabins to the list. These historic nominations (from 1994 and 1997) focused on a centralized zone of buildings, scattered along the sides and base of a low timbered knoll.

The area of land examined in the Study Area for the purpose of this CLR extends beyond the National Register boundaries to include a number of important landscape features as well as a few unlisted buildings and structures. As a result, the Study Area can be roughly defined by the Rim Road to the west, the Sunset Viewpoint to the south, the Sunrise Viewpoint to the north and the Rim Trail along the eastern edge. The Study Area encompasses a labyrinth of visitor facilities, parking lots, pedestrian and equestrian trails and is one of the most visited zones within the Park.

Natural Systems & Features

Natural systems and features in the Bryce Canyon Lodge Study Area are consistent with those typical of the Developed Area in general, as described in the overview section. Bordered by the canyon rim to the east, this Study Area represents a transitional zone (ecotone) between the breaks plant communities creeping in from the edge of the rim and the Ponderosa forest coming in from the west. Douglas fir, limber pine and Rocky Mountain juniper are also present, although in more limited numbers. The area lacks the prominent meadows of the forested slopes and birches of the east. The decrease in forest cover is not as pronounced along the forested slopes between the Lodge Loop Road and the rim. The majority of the buildings are arranged around a smaller vehicular loop that offshoots from the more prominent Lodge Loop Road. Encircling the base of the low timbered knoll, this loop provides access to Bryce Canyon Lodge, the Standard Cabins, the Deluxe Cabins, the Sunset Motel and a series of related parking lots. Vehicular access has been blocked in front of the Lodge so the Lodge Access Road is no longer continuous, resulting in two cul-de-sacs on both the north and south ends of the main lodge building.

Although the Bryce Canyon Lodge encompasses all of the buildings of the Study Area, it is the Lodge building itself that creates the heart. The cabins, dormitories and motel units all relate back to the Lodge through established and operational facilities like the Horse Day Corral located within close proximity of the Bryce Canyon Lodge and the two motels. Land Use

As mentioned earlier, the Bryce Canyon Lodge Study Area is one of the prominent public-use zones within the Park. Consequently, it has a variety of land uses, most focusing upon short-term residential accommodation. Support facilities for catering, maintenance, employee housing and administration are arranged among the visitor use facilities. Recreation and interpretive uses are also present throughout the area with facilities like the Horse Day Corral located within close proximity of the Bryce Canyon Lodge and the two motels.

Circulation

Circulation through this area is primarily driven by access to the Bryce Canyon Lodge, its supporting structures and visitor and employee parking. The Lodge Loop Road acts as a primary circulation route, with secondary access roads for public use, as well as minor Administrative access roads and traces of historic road alignments.

The Lodge Loop Road C-1 branching off from the Rim Road, forms the northwestern edge of this Study Area, and serves as its boundary with the Old NPS Housing Study Area. Located along this primary vehicular corridor are a series of secondary vehicular driveways and loops that provide access to various areas of the Bryce Canyon Lodge Study Area (Photograph LD/1). The Lodge Access Road C-10 forms a smaller loop or ring off of the Lodge Loop Road. It essentially encircles the base of a low lying timbered knoll and provides access to Bryce Canyon Lodge, the Standard Cabins, the Deluxe Cabins, the Sunset Motel and a series of related parking lots. Originally meant to form a complete vehicular ring, the Lodge Access Road has been blocked in recent years to disallow vehicular access directly in front of the Lodge structure (Photograph LD/5). As a result, vehicles can no longer pull up all the way in front of the Lodge and have to turn around from either one of the roundabouts located at the north and south sides of the main lodge building (Photograph LD/2). Branching off to the east of the Lodge Access Road is the driveway to the Administrative parking area C-11. This restricted parking lot is essentially a piece of flat land forming the top of the knoll. Also referred to as “ground zero”, the parking area was sited at this location after the removal of the Standard Cabins that once occupied the knoll (Photograph LD/3). Further to the south along the Lodge Access Road, is a spur to the Sunset Motel parking lot C-12 (Photograph LD/4). This larger parking lot caters primarily to the visitors boarding at or visiting the Sunset Motel. Lying to the east of the Sunset Motel and west of the Deluxe Cabins is a smaller parking lot C-13 which primarily serves the Deluxe Cabins.
The Deluxe Cabins are located to the southeast of the Lodge Access Road. Adjacent to its northern edge is a parking cul-de-sac C-14 with a wooded, circular island at its center (Photograph LD/6). Parking in this area, as well as the parallel parking along both sides of the Lodge Access Road, provides the majority of parking for the visitors to the Deluxe Cabins.

As mentioned earlier, vehicular access is disallowed on the Lodge Access Road directly in front of the main lodge building by means of signage and small barriers. Vehicles on the Lodge Access Road south of the Bryce Canyon Lodge can turn around in the parking cul-de-sac C-14. There is a similar parking cul-de-sac on the north side of the Lodge that also accommodates some short-term parking C-16 (Photograph LD/7). Visitors can use the space to park while registering at the Bryce Canyon Lodge, but long term parking is limited to the parking lot to the west behind the building. A BRCA shuttle stop is also located in the roundabout.

The main vehicular parking lot for Bryce Canyon Lodge is located to the northwest, at the rear of the building, and is accessed off of the Lodge Loop Road by an entry road C-46. It can also be accessed from the Lodge Access Road by an entry road C-45. This rear parking lot caters to the majority of parking for the visitors to the Deluxe Cabins and the two motel buildings are situated in the relatively flat area.

Topography

The most prominent topography feature of this Study Area is the low-timbered knoll located roughly south of the Lodge Loop Road and east of the Rim Road. Flatter zones lying at the base of this knoll support the different buildings and parking lots. The smaller Lodge Access Road begins on a saddle on the west face of the hill and then circles its base all the way around to the rim (Photograph LD/17). The trail is clearly defined along its route by a "secondary barrier" - a wooden post fence built on either side of its width.

Directly in front of Bryce Canyon Lodge, after the vehicular driveway, the land steeply drops about 8 meters, thus affording additional visual height to the structure when viewed from the rim side (Photograph LD/18). However, after dropping steeply, the land rises gently toward the plateau rim. This topographical arrangement contributes to the shielding of the canyon view unless one is at the very edge of the rim itself.

Vegetation

Although the natural vegetation of the Bryce Canyon Lodge Study Area is typical of the Ponderosa Pine Forest described earlier in the overview, human activity in this area has changed not only the density of the forest, but also the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone. The impact of pedestrians, building activities and vehicular movement has changed the balance between the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone. The impact of pedestrians, building activities and vehicular movement has changed the balance between the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone. The impact of pedestrians, building activities and vehicular movement has changed the balance between the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone. The impact of pedestrians, building activities and vehicular movement has changed the balance between the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone. The impact of pedestrians, building activities and vehicular movement has changed the balance between the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone. The impact of pedestrians, building activities and vehicular movement has changed the balance between the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone. The impact of pedestrians, building activities and vehicular movement has changed the balance between the kinds of species found growing around the buildings. Planted areas, revegetation efforts and human traffic have introduced a number of species that would not naturally have occurred at this ecotone.

The forest around the Lodge contains a number of mature trees, however a large percentage of the trees are younger, with a thick carpet of grasses underneath them. This could be the result of fire suppression in the area, with seedlings and younger trees not being thinned by the regular burns that might have naturally occurred. No controlled burning has been allowed in the area around the Bryce Canyon Lodge and its supporting structures. Density overall is less than that in the Old NPS Housing Study Area, however, due in part to the number of built features which - by default - reduce the number of trees. A number of limber pines (Pinus flexilis) are present between the Lodge and the Sunrise Motel building, probably indicating a slightly different soil composition in this area.

At the top of this hill is the Administrative parking lot. This lot is unusual in that it is not paved, and is not used by visitors. The parking area has a somewhat informal appearance, which serves to discourage visitors from using it inappropriately, but also gives the impression of lack of maintenance or planning. The vegetation at the edges of the lot, however, is healthy and denser than the hillside approaching it. Although this was also the site of the missing Standard Cabins, perhaps the edges created by the parking barriers and the lighter pedestrian use of the area have improved the conditions for the forest recovery (Photograph LD/3).
The Study Area also includes the Horse Day Corral lying toward its northern end. The core of the Lodge was constructed in 1924-25 by the Union Pacific Railroad. Historically the Lodge was the focal point of human activities throughout the Park, although that role has been reduced as additional visitor facilities and amenities have been built. The central core of the Lodge was constructed in 1924-25 by the Union Pacific Railroad Company. The architect was Gilbert Stanley Underwood, who also designed the original Zion and Grand Canyon (North Rim) Lodges. It is Bryce Canyon Lodge, however, that is often celebrated as the only truly "intact" lodge project amongst Underwood's UPC work and a living testimony to the "historic rustic architecture" as conceptualized by the National Park leaders at the time.

The motel units Sunrise and Sunset share some similar construction features to the newer Concessionaire Dormitories in the Old NPS Housing Study Area in that they were sited on a deliberately cleared piece of land which was later revegetated using plantings and seed mixtures. This is most clearly evidenced by the fact that the trees are of near-uniform height, with a regular spacing and arrangement that does not typically occur in nature. The plantings include Rocky Mountain juniper and Ponderosa pine, with a seed mixture similar to that seen on the meadow west of the Lodge and around the Concessionaire Dormitories (Photograph LD/23).

Some of the original vegetation present on the sites prior to the construction of the motel units was maintained in planters on either side of the buildings. Because of re-grading, these remnants are completely enclosed by retaining walls, which give them the look of formal planters. The plants within these areas, however, do not maintain the format of their placement, and the overall effect is a visually confusing space (Photograph LD/24). Additional retaining walls were used on the uphill slope of the building site, to reduce the footprint of impact. However, with formal plantings at the foot of the walls and natural plantings above, the visual effect of the retaining walls themselves is logical and unobtrusive.

### Buildings & Structures

The buildings and structures within this Study Area can be viewed as six distinct groupings – Bryce Canyon Lodge, Standard Cabins, Deluxe Cabins, Sunset Motel, Sunrise Motel and the two dormitory buildings. Apart from these the Study Area also includes the Horse Day Corral lying toward its northern edge.

The Bryce Canyon Lodge B-42 (HS-100) forms the nucleus of this Study Area (Photographs LD/25 & LD/26). Historically the Lodge was the focal point of human activities throughout the Park, although that role has been reduced as additional visitor facilities and amenities have been built. The central core of the Lodge was constructed in 1924-25 by the Union Pacific Railroad Company. The architect was Gilbert Stanley Underwood, who also designed the near-natives include Colorado blue spruce (Picea pungens) and white fir (Abies concolor), both of which might occur in the Park, but would typically be found at much higher elevations. The Colorado blue spruce in particular seem to be naturalizing in the area, indicated by evidence of younger specimens that likely sprouted from seed.

The Boulder operations consist of two rooms which were added in 1939. One of these, bath house B-19, houses the Central Office. The other, bath house B-20, contains the Recreation Hall. Both are located adjacent to the Lodge. The B-42 and B-43 bathrooms were added in 1941. The B-42, with a hip roof and a cross-hipped bathroom addition with a gable roof, contain 14 bathrooms. The B-43 bathrooms are finished with wood shingles applied in a wavy pattern; the roof features hip forms, and gables with clipped ends; there are two long shed dormers that break the plane of the lobby roof. The corners of the building elements are anchored by native stone piers that visually tie into the stone foundation. The first floor is divided into two parts separated by an interior stone wall. One room opens onto the Lodge Access Road via a set of double doors, and is used for storage of concessionaire’s supplies. The rear room faces into the slope of the hill and contains a large pump resting on a concrete floor.

### Social Trails

Social trails were created in the area to connect it to the Sunset Viewpoint. The social trails are located at various points and protrude above the roof lending variety to the roofline. The portico sheltering the main entrance to the Lodge features paired columns supporting a log beam. A set of three centrally located stairs access the patio directly in front of the entrance; these step down to the vehicular road and connect with a staircase and trail leading to the canyon rim. The patio is enclosed by large diameter log rails set in stone piers into a stone berm wall that runs the length of the main façade. The patio is paved with red clay bricks in a variety of patterns, and clearly of differing ages. The brick pattern is also echoed in the back of the Lodge along the walkways leading to the rear entrance.

In terms of interior planning, Bryce Canyon Lodge comprises of a series of five elements on the first floor—the lobby, dining room, auditorium, gift shop and kitchen/employee dining room. The second floor of the Lodge has undergone many renovations and presently houses three guest suites, administrative offices and employee living quarters.

Lying directly to the south of the Lodge is an area with six Standard Cabins B-16 to B-21 (HS-112 & HS-150 to 154). These represent the only six survivors from an original grouping of 91 cabins. Also designed by Underwood and constructed between 1925 and 1927, these cabins are sited on a terrace excavated into a moderately steep hill (Photograph LD/27). The six cabins are all one-story, rectangular, studs-out buildings constructed on a stone foundation (Photograph LD/28). The hip roofs are covered with wood shingles applied in a wavy pattern. Metal stove pipes with conical hoods protrude from the northwest and southwest corners of the roof. The exterior walls are made up of tongue-and-groove boards nailed to studs; all the exterior wall surfaces are painted brown. The north and south elevations each contain a central entry through two-panel wooden doors painted green. The east elevation features a bathroom addition with a cross-hipped roof. These bathrooms were added in 1940-41. Each cabin, originally a duplex, was thus symmetrically divided into two halves, each with a bedroom and subsequently a very small bathroom. At present, three of the standard cabins have been modified as residences with a small kitchenette installed in place of one bathroom and are used seasonally by Park personnel. Two other cabins function as offices with the bathrooms retained on either side. The sixth cabin B-21 (HS-112) is currently used by the concessionaire. The proximity of these residential units to the visitor lodging area is unique within the Park, and creates opportunities for interaction between employees and visitors outside of the normal routine.

Two other utility buildings were built in this vicinity; namely the Pump House and Linen House. The Pump House B-14 (HS-110), also known as the Rock House or "Chemical Cart House", does not have original drawings from the time of its construction. However, it is believed to have been built at the same time as the Deluxe Cabins (1927-29), a little later than the Standard Cabins. This rectangular, one-story, stone and log building has a steep gable roof covered with wood shingles (Photograph LD/29). The gable ends are in-filled with vertical peeled logs daubed with cement mortar. The inside of this building is divided into two parts separated by an interior stone wall. One room opens onto the Lodge Access Road via a set of double doors, and is used for storage of concessionaire’s supplies. The rear room faces into the slope of the hill and contains a large pump resting on a concrete floor. The Linen House B-15 (HS-111) is located directly north of the Pump House and is believed to have been constructed at approximately the same time as the Standard Cabins (1925-27). It appears to have always been used for dispensing linen and supplies for the concessionaire’s housekeeping operations. This is a rectangular, one-story, studs out building with a hip roof and a stone foundation. The walls are formed in horizontal painted stone. The roof is finished with wood shingles applied in a wavy pattern. The only entry to the building is on the southwest elevation. A new concrete loading porch is located just outside this entry (Photograph LD/30).

The Deluxe Cabins are located closer to the canyon rim, southeast of the main lodge building, and on the opposite side of the Lodge Loop Road (Photograph LD/32). There are two types of Deluxe Cabins—Duplex and Quadruplex cabins. All these cabins were built during 1927-29. As the name indicates, the Deluxe Duplex Cabins B-22 to B-31 (HS-200 to HS-204, HS-206 to HS-208 & HS-211) each contain two independent guestrooms (Photograph LD/33). Each guestroom comprises of a bedroom, bathroom and a small dressing room. The ten nearly identical cabins are one-story, rectangular, half-log sided structures resting on foundations of random laid stone. The unpeeled logs are daubed with light brown cement mortar. Two entrance porches provide access to each of the guest units. While the logs are set horizontally at the porch roof level, the gable ends beyond the porch roof feature a vertical arrangement of logs. Massive random rubble stone piers with stepped bases, anchor each corner of the cabins. While two of these piers extend to the eave line, the remaining two are actually chimneys that rise above the eave to the same height as the ridgepole of the roof. The steep gable roofs are covered with wood shingles applied in a wavy pattern.

The five Deluxe Quadruplex Cabins B-32 to B-36 (HS-205, HS-209, HS-210, HS-12, HS-14) are irregularly shaped log sided structures built on random laid stone.
The Recreation Hall B-37 (HS-105), also known as “Valhalla” or “Girl’s Dormitory”, is a building located to the west of the Lodge at the base of a low knoll. It is believed to have been constructed circa 1927. The Recreation Hall is a rectangular, one-story, studs-out building resting on a stone and concrete foundation (Photograph HD/34). The exterior wall surfaces are made up of tongue-and-groove boards painted brown. Like the other buildings in this district, the roof is a hipped roof covered with wood shingles applied in a wavy pattern. A large random course stone chimney is located on the west elevation and is flanked by narrow wood-frame windows on either side. The interior is divided into three main rooms – a recreation room, laundry and lavatory. The building is currently operated by the concessionaire.

The Men’s Dormitory B-38 (HS-106) is also located to the rear of the Lodge, slightly south of the Recreation Hall. The building is also known as the “Knotty Pine Lodge” or the “Boys’ Dorm” and is operated by the concessionaire. It was constructed between 1937 and 1938. The dormitory is a one-story, rectangular building similar in architectural style and materials to the other buildings in its vicinity (Photograph HD/35). However, unlike other UGC buildings, the exposed framing on the dormitory has only vertical framing members, rather than a combination of vertical and diagonal members. The side-facing hipped roof has exposed rather ends, and is intersected on the north by the cross-gable of a centrally placed porch. The porch roof is supported by random laid stone columns, has log posts and railings, and is accessed via a set of concrete steps on the east side. The interior of this building is separated into two banks of bedrooms by a central hallway that runs the length of the building. A restroom facility is located at one end. Original plans included a recreation room in the center opposite the main entry. However this space was converted into more dormitory space during a subsequent remodeling. However this space was converted into more dormitory space during a subsequent remodeling.

Views & Vistas

Due to a combination of topography and vegetation, there are no views of the rim and the breaks beyond it from anywhere in the Bryce Canyon Lodge Study Area. Visitors must travel up to the Rim Trail itself to take advantage of the classic Bryce vistas (Photograph LD/40). One can, however, get a sense of the expanse beyond the rim through the trees. This location of the Lodge facilities presents visitors with an important directional clue, as well as a sense of excitement as they approach the Rim Trail, without having the structures interrupt vistas or distract from the natural beauty at the rim.

Vistas outside the area are also screened by vegetation and by topography. The majority of the Old NPS Housing Study Area is opposite a significant hill (with the exception of the Concessionaire Dormitories), and the Sunset Vista parking area is shielded from the Lodge building by numerous young Ponderosa pines.

This isolation gives the area a relaxed sense of quiet, even when the Park is experiencing peak season.

Small Scale Features

The Bryce Canyon Lodge Study Area contains a number of diverse small scale features owing to a dense concentration of visitor activity in this area. The Deluxe Cabins have a variety of wooden lighting posts, wood directional signs, trash receptacles and utility boxes, all of which contribute to creating a neighborhood or community feel within this area. There are re-paved concrete pathways between the individual structures and rugged stone edging along the roadways and parking areas. Although many of the Standard Cabins are no longer extant, a number of original small-scale features still exist around the remaining cabins, while a number of new ones have been added over the years. For example, a horse day corral and steps date back from the original development of this area while metal railings, lighting posts and stone retaining walls are subsequent additions.

Similarly, the Lodge has a number of both old and new small-scale features (Photographs LD41-45), ranging from a flagpole right in front of the building to a number of plastic outdoor ashtrays and wood/metal benches. A propane tank storage area is located north of the Lodge Access Road, between the Lodge and the Sunset Motel. This enclosure is surrounded by wood fencing.

stone foundations (Photograph HD/31). As the name indicates, each structure contains four guestrooms (with their independent bath and fireplace). Each unit is accessed by a porch, one on each elevation, through stone steps. All of these buildings consist of a central rectangular block with two wings constructed on alternating axes. Roofs are formed by the gable of the central block intersected by the gables of the two wings. The sheathing is done by green-painted wood shingles applied in a wavy pattern. The wall logs are peeled, painted brown and daubed with cement. They are placed horizontally, except at the four gable ends, where they are placed vertically under the eaves. Massive stone piers with stepped bases anchor each of the eight corners of the buildings. Four of these are chimneys that rise above the eaves and form a distinctive feature of the cabins.

In design and appearance. An attempt was made to adapt the rustic architectural theme (prevalent in the design of the historic Lodge and cabins) to a multi-story motel typology. Stone construction has been used till half the height of the first floor, above which all the construction is exclusively in wood. The motel units are rectangular in plan with both of them oriented roughly north-south along their longer axes. Entrance porches are centrally located on the longer facades. The roofs are formed by a gable running along the long axis and punctuated intermittently by shorter cross-gables that give rise to shaded balconies on the second floor. Balconies are also formed in the space between two cross-gables by a slight extension of the roof to provide shade. In contrast to the alternating “solid and void” architectural vocabulary of the longer facades, the shorter sides present a relatively flat façade. Secondary entrances are located on each of the shorter facades, although none of these are defined by entrance porches.

The Horse Day Corral & Shed serves as the day corral for concessionaire trail rides. The Corral is made primarily of chain link and metal post fencing, and features a high gate at the exit. Within the Corral are a number of metal hitching structures and temporary hay storage bins. The Shed is a small wooden structure set upon a cement slab with brown-painted wood siding and a shake roof. The long edge of the roof has been extended about eight feet from the side of the shed to create a small porch, with the porch posts supported on rough stacked stone pillars (Photograph HD/38 & Photograph HD/39). The cement slab continues out past the structure and porch, creating a small patio which is terminated by a hitching post.
Photograph LD/1. Intersection of Lodge Loop Road C-1 and Lodge Access Road (C-10).

Photograph LD/2. View of the Lodge Access Road C-10.

Photograph LD/3. Entrance to Administrative parking area from Lodge Access Road C-10.

Photograph LD/4. View of Sunset Motel parking lot C-12.

Photograph LD/5. Traffic sign prohibiting vehicular access in front of the Lodge.

Photograph LD/6. Parking cul-de-sac C-14 located north of the Deluxe Cabin Cluster.
Photograph LD/7. Front parking lot & roundabout C-16 located north-east of the Lodge.

Photograph LD/8. Parking lot at the rear of Lodge building.

Photograph LD/9. Rear entrance to the Lodge which currently serves as primary vehicular & pedestrian entry.

Photograph LD/10. Vehicular service entry located at the Lodge rear.

Photograph LD/11. Sunrise Motel parking lot.

Photograph LD/12. Abandoned vehicular road C-15.
BRYCE CANYON NATIONAL PARK: BRYCE CANYON LODGE DISTRICT AND HISTORIC NATIONAL PARK SERVICE HOUSING DISTRICT
CULTURAL LANDSCAPE REPORT 2006

Photograph LD/13. Trails from Sunset Motel to Sunset Point C-36.

Photograph LD/14. Trail from Deluxe cabins cluster to the rim with lack of understory vegetation C-38.

Photograph LD/15. Central trail leading from Lodge steps to the rim C-22.

Photograph LD/16. Trails from Sunrise Motel to Horse Trail C-24 to C-33.

Photograph LD/17. Horse Trail C-5 leading up to the corral.

Photograph LD/18. Stone planters (with non-native vegetation) at the front of the Lodge are a response to the drop in topography.
Photograph LD/19. View from central trail looking back at lodge; note how the land drops in front of the Lodge. The clearing in the foreground used to hold a corral and parking.

Photograph LD/20. Impacted slope between the rear of the Lodge and the dormitory buildings near the Administrative parking area.

Photograph LD/21. Evidence of hazard tree removal near the Recreation Hall.

Photograph LD/22. Trees shielding Sunset Motel from Sunset Vista parking area.

Photograph LD/23. Uniform plantings in front of the Sunset Motel.

Photograph LD/24. Sunken planter near the Sunrise Motel.
Photograph LD/25. View of Lodge front B-42 (HS-100).

Photograph LD/26. View of Lodge rear B-42 (HS-100).

Photograph LD/27. View of Standard Cabins B-21 located on the slope of a low timbered knoll.


Photograph LD/31. Side view of a typical Deluxe Quadruplex Cabin B-32. Particular structure photographed here is HS-214.

Photograph LD/32. View of Deluxe Cabin grouping.

Photograph LD/33. View of a typical Deluxe Duplex Cabin B-22. Particular structure photographed here is HS-203.

Photograph LD/34. View of Recreation Hall/Valhalla B-37 (HS-105).


Photograph LD/36. View of Sunrise Motel B-40.

Photograph LD/38. View of the shed B-41 adjoining the Horse Corral.


Photograph LD/40. View from front of Lodge toward Rim Trail.

Photograph LD/41. A trash receptacle within the Deluxe Cabins. This zone features at least four different types of trash cans.

Photograph LD/42. A wooden bench, bike rack and outdoor ashtray placed at the rear entry into the Lodge on brick paved patio.
Photograph LD/43. View of typical lighting post in the cabin area.

Photograph LD/44. View of a hand pump near the Standard Cabins.

Photograph LD/45. View of the flagpole in front of the Lodge.
Details about the Developed Areas surrounding the Old NPS Housing and the Bryce Canyon Lodge Study Areas are given in order to understand the human activities within the Park as a whole, and also to show some of the contextual development which has had an impact on the Study Areas throughout their evolution. The inventory of these Sub Areas was completed with a coarser grain, although still using similar descriptive categories. Structures and elements within these Sub Areas will not be included in the “Inventory of Landscape Features” located in Appendix A, but are bolded in the interests of organization.

**Bryce Canyon General Store Contextual Sub Area:**

**Site Description**

The Bryce Canyon General Store Sub Area is named after the most prominent extant building in this region, namely the Bryce Canyon General Store. Once housing a complex of over 70 “housekeeping” cabins in the vicinity, the General Store (earlier known as the Bryce Inn), along with the Old Administration Building, are the only surviving structures from that historic era. Both of these buildings were individually listed on the National Register of Historic Places in 1995, however the surrounding area was considered to be lacking in integrity due to the demolition of the housekeeping cabins in the 1970’s. Hence, a Historic District Designation was never initiated.

The boundaries of this Sub Area, for the purpose of the CLR, are defined by the Lodge Loop Road to the west, the Sunrise Point Access Road to the north and south and the Rim Trail to the east. Due to the presence of the General Store, and the proximity of this area to the North Campground and Sunrise Point, it receives a great deal of visitor traffic.

**Natural Systems & Features**

Natural systems and features in the General Store Sub Area are consistent with those typical of the Developed Area in general, as described in the overview section. Bordered by the canyon rim to the east, this Sub Area represents a transitional zone (ecotone) between the breaks plant communities in the eastern part of the Sub Area (Photograph GS/1) and the Ponderosa forest with manzanita underbrush to the west (Photograph GS/2). The Ponderosa Pine Forest begins to be interrupted by Sagebrush Meadows to the northwest and southwest, although these are only the edges of larger meadows that continue into adjacent Sub Areas.

The human impact upon the vegetation has been considerable, especially close in to the existing structures. A few planted species that would probably not occur in this area are found around the base of the buildings including, elderberry (Sambucus velutina), wax currant (Ribes cereum) and Utah serviceberry (Amelanchier utahensis) (Photograph GS/3). The slopes to the northwest of the General Store were once the site of the complex of housekeeping cabins. Although the area was not deliberately revegetated after the cabins’ removal, it has begun to recover naturally, if slowly (Photograph GS/4). Revegetation efforts have been limited to more recent disturbances and unwanted social trails.

The land slopes uphill gently from the west to the east until it reaches the Rim Trail. The built elements of the Sub Area are largely located uphill from the Bryce Canyon Lodge Study Area and Old NPS Housing Study Area, and the forested slopes help to shield views between these areas of activity. The Sunrise Point is also located on a rise along the rim, which offers the point sweeping views to the north and east. However, this hill shields the General Store Sub Area from any views of the rim or beyond (Photograph GS/5). This placement gives the whole area a unique sense of place despite its proximity to a number of other visitor facilities.

**Spatial Organization and Built Elements**

All of the built elements within the Sub Area are arranged along a loop spur to the Lodge Loop Road called the Sunrise Point Access Road (Photograph GS/5). This Road spur provides access to both the facilities within the Bryce Canyon General Store Sub Area and the Rim Trail and its Sunrise Vista point. The Sunrise Point Access Road has two “T” intersections with the Lodge Loop Road. At the northern-most intersection (Photograph GS/6), which would be encountered first by the majority of visitors on their initial drive through the Park, the Sunrise Point Access Road is striped for two-way travel. This allows visitors to access the RV dumping facilities and supplemental parking for the North Campground’s Outdoor Theater. Beyond the parking area, however, the Access Road becomes one-way north bound and visitors are not able to access parking for the General Store or Sunrise Vista. At the second intersection the Sunrise Point Access Road is striped one way north, with a lane available for parallel parking on the right side. The Road continues to loop around, with parking areas, trail access points and visitor facilities on either side.

The Bryce Canyon General Store B-1 (HS-118) is also referred to as the Camper Store (Photograph GS/7). This building built in 1932, once known as the Bryce Inn, was the center of the historic housekeeping cabins. Also designed by Underwood, the General Store follows the same architectural philosophy as witnessed in the Lodge and Standard Cabins, with an exposed-frame wood building and a hip roof covered with green wood shingles applied in a wavy pattern. Currently, the facility is operated by the concessionaire and is open from mid-April through mid-October. The front of the building includes the camper store with a partially enclosed porch on the southeast façade, supported by wooden posts and brackets. The store sells provisions, curios and snacks to visitors and employees alike, and the porch provides a shady spot to sit and enjoy refreshments.

On the northeast corner of the building are shower and laundry facilities for visitors staying in the Park’s two campgrounds. A loading dock is located on the northeast corner, with a flight of exterior stairs leading up to it; a stone chimney is located on the north elevation. Based on the recommendations of the Historic Structures Report (1999), the loading dock was replaced in 2000, due to structural problems. On the whole, the General Store building appears to be in fairly good structural and physical condition.

The Old Administration Building B-2 (HS-31) is also referred to as the Nature Center or the Museum building, and currently houses the High Plateaus Institute, a research and education outreach of the Bryce Canyon Natural History Association (BCNHA) and the National Park Service (Photograph GS/3 & GS/8). The various names of the building reflect the various uses it has been put to since its construction in 1932. This building represents the first NPS facility constructed within the Park to house the administrative activities of the NPS personnel. Built in the rustic style, the building is “T” shaped and is constructed on a stone foundation. The log-construction is characterized by “chopper cut” finish, wherein the ends are fashioned to form a projecting point. In addition, the length of the logs is staggered. The gable ends are in-filled with vertically placed logs. All the logs on the exterior have been stained dark brown, while the window trims are painted green. The building is in good condition as a result of recent restoration and cyclic maintenance.

The shuttle bus stop S-1, located across the parking area from the Old Administration Building, consists of a small shade structure of wood framing and green shingles supported on a foundation of natural stone pillars. The structure was designed to fit in with the architecture of the area, as well as to give shuttle riders a shady place to wait outside of the flow of pedestrian and vehicular traffic (Photograph GS/9).

A number of both formal and social pedestrian trails cross the area, due to the area’s high level of traffic and its proximity to other high activity areas such as the Bryce Canyon Lodge, the Rim Trail and the North Campground. There are concrete sidewalks around and between the General Store, the Old Administration Building and their associated parking lots. An asphalt trail leads from the parking area to the Rim Trail, along the base of the hill between the Administration Building and the rim (Photograph GS/10). A formal, unpaved trail (Photograph GS/11) leads from the Lodge into the Sub Area, although it is paralleled by trails that link to the Sunrise Point Access Road further to the west. Social trails link the Old NPS Housing Study-Area and the North Campground to the vicinity of the General Store, likely because of a lack of formal pedestrian routes between these facilities (Photograph GS/12).
Small Scale Features

Small-scale features in this Sub Area are largely consistent with those found elsewhere in the Park and relate directly to visitor facilities. These include stone curbs along concrete pavements and parking areas (Photograph GS/13). A rather unique circulation path can be observed around the old Administration Building comprising of irregularly-shaped stone treads set in gravel (Photograph GS/14). Consistent with the rest of the sub areas are traffic and wood directional signs, fire hydrants and utility boxes. Wood screen fencing keeps utility and service areas out of view, including the propane tank. A pair of telephone booths, fitted with open glass enclosures and wood-shingled roofs, are located on the northwest façade of the General Store (Photograph GS/15).

Picnic tables have been placed beneath the trees in the wooded area at the center of the parking round-about near the General Store. These provide picnic opportunities to daytime visitors as well as additional seating opportunities for customers of the General Store. The tables are made of wood slats on metal frames, and are fastened to the ground (Photograph GS/16).

A range of different trash receptacles are used throughout the Sub Area, including the large metal ones placed outside the General Store to smaller plastic and wood ones placed in picnic areas (Photograph GS/17). Split log benches are located around the General Store building along with outdoor ashtrays and a few water fountains (Photograph GS/18). There is a variety of styles of water fountains, including ones made of stacked stone and others made of exposed-aggregate concrete.

A wooden post fence, or secondary barrier fence, consistent with those found in the Bryce Canyon Lodge Study Area and elsewhere in the Park defines circulation pavements around the General Store, and out to Sunrise Point. Interpretive signage is also incorporated in this fence in the form of metal and glass boxes mounted on wooden posts (Photograph GS/19). A flagpole is also present outside the Old Administration Building (Photograph GS/20).
Photograph GS/1. Hill at the plateau rim with a transition between the ‘breaks’ community and Ponderosa pine forest.

Photograph GS/2. Ponderosa pine forest east of the rim, near the Sunrise Point Trail Head.

Photograph GS/3. Old Administration Building B-2 - front view with plantings.

Photograph GS/4. This slope was once the site of the housekeeping cabins.

Photograph GS/5. View of the Sunrise Point Access Road.

Photograph GS/6. View of the Lodge Loop Road C-1.
Photograph GS/7. View of the Bryce Canyon General Store B-1 (HS-118).


Photograph GS/10. Trail from General store to Sunrise Point.

Photograph GS/11. Trail from Old Administration building to Sunrise Point Access Road, finally leading to the Lodge.

Photograph GS/12. Trail from General Store to North campground.
Photograph GS/13. Rugged stone curbing along road edge.

Photograph GS/14. Path around Old Administration Building with irregularly-shaped stone treads set in gravel.

Photograph GS/15. Telephone booths along the northwest facade of the General Store.

Photograph GS/16. Vehicular turnaround loop with picnic area in the center.

Photograph GS/17. View of smaller trash receptacles in the picnic areas - note variety of types.

Photograph GS/18. View of split log benches and outdoor ashtrays along the front facade of General Store building.
Photograph GS/19. Wooden post fence with interpretation signs.

Photograph GS/20. Flagpole outside Old Administration Building.
Rim Trail Contextual Sub Area:

Site Description

This Sub Area is comprised of the Rim Trail corridor that, as the name implies, parallels the edge of the Pauaauqua Plateau, providing primary visual and physical access to the canyons and amphitheatres below the plateau. The Rim Trail stretches 5.5 miles from Fairyland Point to Bryce Point. For the purpose of this CLR however, the boundaries of the Rim Trail Sub Area are defined by the junction of the trail from the Sunrise Point parking area to the north and Inspiration Point to the south – about 1 mile trail. This trail also serves as a spine to many of the most popular below-the-rim trails, not only providing trailhead access, but also opportunities for “loop” trips.

Natural Systems & Features

The most prominent natural feature in this Sub Area is the Pauaauqua Plateau rim (Photograph RT/1). Beyond the rim, there are a great variety of geological formations, including the famous “hoodos” characteristic of Bryce Canyon National Park. Because views of the rim and the plateau country beyond are not present throughout the rest of the Developed Area, visitors focus nearly all of their sightseeing time at the points along this trail or along trails accessed from this main spine.

Vegetation along this strip is more diverse than in other areas within Bryce Canyon Developed Area due to the intersection of plant communities and microclimates found in the breaks. The prominent vegetation type found along the trail itself and to the east is the Mixed Woodland type. Typically found in the steep, eroded cliffs below the plateau rim, it is characterized by woody perennials including, Pithon pine (Pinus edulis), Utah juniper (Juniperus osteosperma) and mountain mahogany (Cercocarpus montanus) (Photograph RT/2). The unique habitat of the breaks, including the creation of microclimates, unusual soils and rapid erosion creates conditions in which many of the rare plants of the Park may still be found. In areas where pedestrian traffic is limited, wildflowers thrive. Some of the most spectacular blooms include those of the thistle goldenwoody (Haplopappus armeroides), showy rush pink (Lysigodesmia grandiflora), and bronze evening primrose (Oenothera howardii). The breaks community also supports the Park’s most iconic plant, the bristlecone pine (Pinus longaeva). Although no bristlecones are present along the Rim Trail itself, distant views of them can be achieved at several points.

Where the trail encounters the breaks, large bare patches of ground can be found as a result of natural and human-caused erosion. Although these patches of open ground make views more accessible, they also create even greater erosion problems. In some more heavily traveled areas, such as near the Bryce Canyon Lodge Study Area, the Rim Trail is being re-located further to the west to avoid areas where rim erosion has come nearly to the trail edge (Photograph RT/3). Natural erosion is not always a problem, however. It creates the more spectacular formations below the rim, along with smaller features that can be observed right at the rim. This includes pedesteledland plants, plants whose roots have been exposed due to the removal of soil from their base. The most common plants affected by this phenomenon are pine and juniper trees. Many such trees are located on the rim and they are favorites of photographers (Photograph RT/4). In other areas, dead trees or snags have been maintained along the edge of the rim, again providing interesting contrast as the vegetation changes.

West of the Rim Trail the Mixed Woodland vegetation is quickly replaced by the principally Ponderosa forest found throughout the Developed Area (Photograph RT/5). Erosion in this area is less prevalent due to changes in soil composition and an increase of trees and understory species (primarily manzanita mixed with Oregon grape and mountain snowberry). At many points along the transition area, limber pines are nearly as numerous as Ponderosa, and their twisted forms are occasionally mistaken for the less common bristlecone pine.

The Rim Trail follows the topography of the plateau rim, and consequently gently rises and falls in elevation along its route. Each view point presents a unique perspective on the changing nature of the amphitheater. Sunrise Point, at 8013 feet elevation, is situated above the Rim Trail, while the Lodge Trail and Sunset View Point are more level with the route at 8000 feet. Inspiration Point is the highest viewpoint along the Rim Trail at 8316 feet, and provides namesake views of the Bryce Amphitheater and the landscape beyond.

Two types of views are found along the Rim Trail corridor—distant views of the Bryce Amphitheatres looking beyond the rim to the east, and screened views from the Rim Trail into the Developed Area to the west. Inspiration Point hosts the most significant views to the west, beyond the Developed Area, providing opportunities for enjoying sunsets from this unique location.

Spatial Organization and Built Elements

The Rim Trail Sub Area is a linear corridor that extends roughly north south, closely following the plateau rim as it weaves in and out. Various viewpoints are located along its length, often on ledges or points that jut out into the amphitheater, offering wide, sweeping vistas. Beginning with the northernmost, significant viewpoints located within this Sub Area include Sunrise Point, Inspiration Point, Sunset Point, and Inspiration Point.

The Rim Trail itself is a 4-5 foot wide pathway, with a number of spur trails branching off of it, connecting to the Developed Area to the west, the vista points themselves, or trails below the rim. The trail is paved with asphalt between Sunrise and Sunset Points (Photograph RT/6), although north of Sunrise Point it converts to a natural compacted surface.

Sunrise Point comprises of an oval-shaped area, laid out as an offshoot from the Rim Trail, allowing small groups of visitors to congregate at this point and enjoy views into the plateau. The Queen’s Garden Trail that goes below the plateau rim also originates here (Photograph RT/7). The Lodge Trail intersection marks the point at which the main trail from the Bryce Canyon Lodge intersects with the Rim Trail (Photograph RT/8). Although not treated as a formal viewpoint in terms of small-scale features such as fencing and interpretive signage, this is an important node, particularly for visitors staying at the Lodge.

Sunset Point is one of the most popular viewpoints in the Developed Area. It is comprised of various small view stations located along the Rim Trail, with a network of trails connecting them to a vehicular loop set behind the plateau rim by approximately 75 meters. This vehicular loop is reached via a spur from the Rim Road. It contains parking for private vehicles and tourist buses, a shuttle bus stop RT/9) and a large centrally located Comfort Station RT/1. Constructed in 2005, the Comfort Station is a contemporary symmetrical building utilizing a combination of both timber and stone construction (Photograph RT/10). Although it is constructed with modern materials and construction techniques, the structure attempts to conform to the rustic architectural typology of historic structures found elsewhere in the Park.

The Navajo Loop Trail, consisting of both the Navajo Trail and the Wall Street Trail depart the rim from this point and when open provide a very popular below-the-rim experience (Photograph RT/11).

Inspiration Point comprises of an oval-shaped parking lot, built at a lower elevation than the adjoining Rim Trail (Photograph RT/12). This parking is also accessed via a spur off the Rim Road known as Bryce Intersection which leads to Bryce Point as well as Inspiration Point. The viewpoint is located along the Rim Trail and connected to the parking via a system of pedestrian trails. These trails are a mixture of concrete, asphalt and natural surfaces, often in response to slope and traffic levels. A shuttle bus stop is located in the parking area (Photograph RT/13).

Small Scale Features

Several small-scale features exist within the Rim Trail corridor. These features serve directional, recreational and interpretive purposes, besides providing facilities for visitors and erosion and run-off control along the rim. Wood directional signage is located at various strategic points along the corridor, directing visitors to different features and indicating distances between them (Photograph RT/14). Typically these signs consist of white painted letters routed onto a brown painted wood plaque and set upon a wood post. Traffic signs and fire hydrants can be seen in the Sunset Point and Inspiration Point parking lots.

Varieties of fences help to direct visitors and protect against vegetation damage throughout the Sub Area. Metal fences define and enhance visitor safety at the edge of Sunrise, Sunset and Inspiration Points (Photograph RT/15). In the case of Sunset and Inspiration Points, the approach along the Rim Trail is bordered by a “primary barrier” - a wooden log fence with stone piers usually located along the rim side of the trail (Photograph RT/16) and a “secondary barrier” - a wooden log fence with stone piers located on the forest side of the trail. Interpretive signage and split log benches are located at regular intervals along the trail corridor (Photograph RT/17). The Sunset Point parking lot area has picnic tables, trash and recycling receptacles and water fountains amongst other features (Photograph RT/18).
Photograph RT/1. View of Bryce Canyon’s geological features from the Rim Trail.

Photograph RT/2. Example of the Mixed Woodland/"Breaks" vegetation community along the Rim Trail - near Inspiration Point.

Photograph RT/3. Evidence of the erosion of the rim near the Rim Trail in the vicinity of Sunset Point.

Photograph RT/4. A pedastled Limber pine on the plateau’s rim near Inspiration Point.

Photograph RT/5. Vegetation west of the Rim Trail near Sunset Point.

Photograph RT/6. Asphalt paved section of the Rim Trail between Sunrise Point and the Lodge trail node through pine and manzanita.
Photograph RT/7. Sunrise Point.

Photograph RT/8. Rim Trail at its intersection with the main trail originating from the front of the Bryce Canyon Lodge.

Photograph RT/9. Vehicular loop at Sunset Point surrounded by Ponderosa pine forest.

Photograph RT/10. Sunset Point Comfort Station B-1.

Photograph RT/11. The Navajo Loop Trail head near the Sunset Point parking area.

Photograph RT/12. Parking lot at Inspiration Point with the Rim Trail visible above the low knoll.
Photograph RT/13. Shuttle bus stop S-1 at Inspiration Point.

Photograph RT/14. Typical wooden directional signage.

Photograph RT/15. Metal fence at Sunset Point.

Photograph RT/16. “Primary Barrier” - wooden log fence with stone piers and “Secondary Barrier” wood log fence along Rim Trail.

Photograph RT/17. Split-log bench located along Rim Trail in front of “Secondary Barrier”.

Photograph RT/18. Picnic table and water fountain near the Sunset Point Comfort Station.
FEATURE LIST:
B-1 : Sunset Point Comfort Station
S-1 : Shuttle Bus stop
North Campground Contextual Sub Area:

Site Description

The North Campground Sub Area occupies a half-mile long stretch of land west of the plateau rim, between the Visitor Center to the northwest and the General Store to the south. The campground contains more than 100 vehicular campsites organized in four loops, each of which contains a centrally located Comfort Station. Out of the four Comfort Stations, two (at Loop C and D) are listed on the National Register of Historic Places.

For the purpose of this CLR, the boundaries of the Sub Area are defined by the Rim Trail to the east, the Lodge Loop Road and Sunrise Point Access Road to the south and the Rim Road to the west. The northern boundary of this Sub Area marks the northeastern boundary of the Developed Area.

Natural Systems & Features

Like the Rim Trail Sub Area discussed previously, this Sub Area sits on the very edge of the plateau rim and represents a transitional zone (ecotone) between the breaks plant communities to the east and the Ponderosa Pine Forest coming in from the west. This southern part of this Sub Area also supports a significant area of Sagebrush Meadow habitat. This is the oldest campground in the Park, and has seen an extended period human activity, which has heavily impacted the natural systems here.

The Mixed Woodland of the breaks (see the Rim Trail Contextual Sub Area description for a more detailed description of this ecotone) extends from the edge of the rim to the west only as far as the Clarion soils layer - usually not more than a few yards. Few of the campsites are located in this Mixed Woodland area, although some more popular sites are right here close to the edge of the rim (Photograph NC/1). The majority of the campsites are nested within the Ponderosa Pine Forest (Photograph NC/2). Heavy foot traffic and other human activity has reduced the understory vegetation significantly throughout much of the campground (Photograph NC/2), although some hearty manzanita and native grasses have maintained their foothold in the less traveled areas. Vegetation efforts have been carried out in various parts of the campground loops to attempt to mitigate human effects. There is also evidence of hazard tree removal close to the campsites and structures of the Sub Area.

To the south of the developed campsites is an expansive opening in the forest that supports a Sagebrush Meadow Community (Photograph NC/4). Dominated by the small black sage (Artemisia nova) and fringed sage (Artemisia frigida), the meadow also houses a number of native grasses and wildflowers, including Colorado rubber plant (Hymenoxys richardsonii) and cinquefoil (Potentilla spy). Meadows such as this one throughout the Park are home to the federally listed Utah Prairie Dog. Observing these social creatures is a popular activity for visitors to the Park, and this meadow in particular, provides many excellent opportunities for wildlife viewing.

At the center of the meadow is a long, low drainage. Although the water here is largely below the surface, the moist conditions support a different variety of plants, including sedges (Carex sp.) and occasionally native iris (Iris missouriensis).

The area of the campground itself is characterized by a gently rolling topography as the land gradually rises in elevation from west to east before dropping steeply at the plateau edge. In addition, the elevation contours have a strong impact on the layout of the various camping loops. Each loop essentially follows the topographical profile, with the campsites arranged in relatively level zones, while the land slopes down along the west edges of each loop. Such spatial arrangement that closely integrates land topography helps define the character of this Sub Area. Although there are more than 100 campsites in the area, there is still a feeling of open space, which actually contributes to a feeling of privacy for the campers.

Views within the area are typically limited by this topography and the density of the forest cover, as are views from the campground to the rim and beyond (Photograph NC/5). Vistas of the features below the rim can only be gained from the edge of the rim itself, which can create a sense of surprise for visitors as they travel through the area. The quality of the views from this part of the rim is on par with those gained from the Rim Trail near the Bryce Canyon Lodge, however, and the proximity of this viewing opportunity to the camp sites makes the North Campground a highly desired visitor amenity (Photograph NC/6).

Spatial Organization and Built Elements

The North Campground Sub Area is best organized as a system of four camping loops and their related ancillary facilities - including an Outdoor Theater, dumping station, picnic areas and additional parking. This Sub Area also contains the overflow parking area for the visitor center that accommodates cars as well as day parking for trailers and RV’s. The four camping loops are arranged in a linear manner from north to south, each with its own paved, one-way vehicular path. Beginning at the north end, the camping loops are lettered A, B, C and D, each roughly oval-shaped and defined by the surrounding topography and forest edge. These loops are organized according to the different types of campsites and have restrictions imposed on the size of vehicles in certain loops. Loops A and B are the only ones with "pull-through" campsites which allows the parking of large vehicles (20ft. and over) with generators, while Loops C and D have "pull-in" campsites and are limited to smaller vehicles (below 20ft. length) without generators. This distinction contributes to defining the visual and spatial character of the different loops.

The primary road providing vehicular access to the four different camping loops is the North Campground Access Road (Photograph NC/7). This asphalt paved Road winds gently through the campground roughly from north to south, with each of the loops laid out as an offshoot from it. The north access is directly off of the Rim Road and the south is connected to the Sunrise Point Access Road. On the south side near Loop D there are 3 small parking areas (Photograph NC/8) located along the Road, with picnic tables nearby which are for daytime picnic use.

Traces of the historic alignment of the Rim Road can also be found in the western half of the Sub Area, on the eastern edge of the Sagebrush Meadow. This historic asphalt road trace runs from the Visitor Center in the north to the Sunrise Point Access Road in the south. Attempts have been made to revegetate this area, but it is still in recovery. A trail following this alignment leads from the overflow parking area to the Visitor Center (Photograph NC/9).

A number of established and social pedestrian trails connect the campground to the surrounding facilities, most notably to the Rim Trail. Loops C and D are closest to the rim, and there are two trails leading to the Rim Trail these vehicular roads. Trails from Loop A and from the overflow parking area lead to the Visitor Center (Photograph 10). Other smaller trails internally connect various parts of the campground to each other, most notably a trail from Loop D to the daytime picnic areas and trails from the Outdoor Theater to the parking lots.

Each of the four campsite loops has a Comfort Station located roughly in the center of the loop. The Comfort Stations for Loop C and D were built at a much earlier date and are listed on the National Register of Historic Places.

Loop A & B Comfort Stations B-4 and B-3 (Photograph NC/13) were both built in 1957 by the National Park Service. Their construction coincided with the development of Loops A and B and the installation of new roads and campsites. Distinctly different in style and appearance from the older Comfort Stations of Loops C and D, the newer ones deviate from the rustic architectural typology and use of logs for construction. Instead, both of these buildings use cement masonry unit (CMU) construction, with shake-shingle roofs. Entrances to the men’s and women’s restroom facilities are located on the gable ends of the buildings, and each has a utility-sink area accessed by a door on the center of the side. These Comfort Stations are similar to those found in the Sunset Campground.

Loop C & D Comfort Stations B-2 and B-1 (HS-36&37) (Photograph NC/11 & NC/12) were constructed in 1935 and 1938 respectively by the Civilian Conservation Corps (CCC). Built in the typical rustic style of architecture, they are one-story rectangular log buildings constructed on concrete foundations. The logs are joined at the corners with ventral saddle notches and have flush cut ends. Originally the building had chopper cut log ends, which have since been sawn off. The buildings are symmetrical on the exterior, with women’s and men’s restrooms located at opposite ends under the side gables. The daubing between the logs on the exterior is Portland cement. The side-facing gable roof is covered with green-stained wood shingles that are double every fifth course.

Another significant structure in the North Campground Sub Area is the Outdoor Theater S-1 (Photograph NC/14) located in the southeast corner of the Sub Area. The Outdoor Theater was originally constructed in this location in 1936, complete with a projection screen, campfire circle and log benches. However, it was subsequently remodeled in the early 1960’s, most probably around 1964 coinciding with the construction of a similar Outdoor Theater in Sunset Campground. Since then, no major modifications have taken place at the Outdoor Theater. Presently, it consists of a projection booth, a stage, projection screen and bench seating for approximately 280 persons. The projection screen/stage structure is covered with a shed roof supported on two beams that span across the length of the stage and two log columns on either side that transfer the load to the ground. These exposed untreated logs impart a rustic architectural style to this structure. A small campfire circle is located immediately north of the stage. The seating comprises of metal frames with wooden planks used for the seats and backrests.

The campground Registration Kiosk S-2 (Photograph NC/15) located in the northwest part of the Sub Area adjacent to the dump station. This small semi-covered wooden structure has multiple gable roofs each providing shade to a display board under it. Located at the north entrance of the campground, this kiosk provides a drop box for visitors to register and pay fees for campsites. Gable roofs are covered with wood shingles and logs are used as columns in this structure. This parking lot also hosts a shuttle stop.

Small Scale Features

Throughout the North Campground Sub Area, traffic signs and wood directional signs provide information to visitors. Parking lots near the south entrance into the campground and the adjoining road are edged in concrete curbing (Photograph NC/08). However there are instances within the campground where boulder edging has also been used. The larger parking lot along the north entrance into the campground has barrier logs to discourage social trailing (Photograph NC/16).

At a number of places in Loops A and B, both of which contain “pull-through” campsites for larger vehicles, stone retaining walls have been used to consolidate the curved edges of the loop. Steps with rugged stone treads are also used to mitigate changes in topography in a few places (Photograph NC/17).

Each campsite has a standard set of small-scale features, including concrete curbing, a four-foot-high wooden or carsonite stake with a painted number identifying the campsite number, a concrete fire pit with metal grill element, and a picnic table (Photograph NC/1).

Smaller trash receptacles are located in the picnic sites near the south entrance into the campground, whereas larger dump stations are sited at two locations, one along the north entrance, adjacent to the large parking lot; and the second one along the Sunrise Point Access Road at the southern edge of the Sub Area. (Photograph NC/18).

The picnic area contains picnic benches which can be moved around by visitors, as well as trash receptacles, a water spigot and in-ground fire pits.
Photograph NC/1. Mixed Woodland vegetation can be seen in the background of this campsite.

Photograph NC/2. Ponderosa pine vegetation in the campsite area.

Photograph NC/3. Area of North Campground with sparse understory vegetation.

Photograph NC/4. Sagebrush Meadow Community from the Rim Road looking into the North Campground Sub Area.

Photograph NC/5. Typical topography of North Campground - rise on the right is on the plateau rim.

Photograph NC/3. View from Rim Trail along North Campground.
Photograph NC/7. View of the North Campground Access Road.

Photograph NC/8. Parking lot located along the south entrance from North Campground Access Road with concrete barriers.

Photograph NC/9. Trace of historic alignment of the Rim Road with pedestrian trail.

Photograph NC/10. Trail from North Campground (near Loop A) to Visitor Center.

Photograph NC/11. Loop C Comfort Station B-2 (HS-36).

Photograph NC/12. Loop C Comfort Station B-2 (HS-36).
Photograph NC/13. Loop B-3 Comfort Station B-47.


Photograph NC/15. Registration Kiosk S-2 at the north entrance of the Campground.

Photograph NC/16. Log edging along north parking lot in Campground. UA 2006

Photograph NC/17. Stone retaining wall and steps in Loop C.

Photograph NC/18. Dump station.
**Sunset Campground Contextual Sub Area:**

**Site Description**

The Sunset Campground Sub Area occupies a half-mile long stretch of land west of the Rim Road and south of the Mixing Circle Sub Area. It roughly defines the southern edge of the Developed Area with only a series of viewpoints and overlook stations located further south. The campground contains 101 vehicular camp pitches organized in three loops. The Sunset Campground houses the Park’s one Group Campsite, universal access campsites and Park volunteer RV spaces. Although the campground has four Comfort Stations organized within the loops, it relies on shower and laundry facilities located at the General Store. This amenity is only in operation from mid-April to mid-October.

For the purpose of this CLR, the boundaries of the Sub Area are defined by the Rim Road to the east, the Mixing Circle Sub Area to the north and roughly by the extent of the campground loops to the west and south.

**Natural Systems & Features**

Being located relatively far to the west of the rim, the natural surroundings in the Sunset Campground Sub Area are more consistently Ponderosa Pine than in the North Campground Sub Area. There are no natural meadow openings or instances of breaks vegetation. Like most of the Developed Area on the plateau, the campground is located on a series of low, rolling hills. These hills help to determine the routes of the camping loops and the locations for the camping spaces themselves. This responsiveness to the natural character of the site helps to create a welcoming space, with a measure of shady privacy for each campsite.

The character of the Ponderosa forest in this area is much the same as throughout the rest of the Developed Area, with a scattered understory of manzanita, snowberry and rabbit brush, especially on sunnier slopes, and a higher density among younger, smaller trees (Photograph SC/1). Although this Sub Area is more recently developed than those discussed previously, it has still witnessed significant human impact, and many areas display the classic symptoms of overuse, such as a lack of understory, broken tree branches and erosion (Photograph SC/2). Revegetation efforts have been undertaken in some of the more heavily impacted areas, but the overall effect is still felt.

Because the Sub Area is separated from the rim by significant topography and forest, there is no sign of the rim or its features from any part of the campground. In general, views outside the site are limited by the density of the forest and by the hills that surround the camping area. This helps to create a sense of unique place for the campground as a whole - almost as though it is an isolated forest community. Only the group site in the far eastern portion of the campground is impacted by views of the Rim Road, and even these are partially shielded by the trees.

**Spatial Organization and Built Elements**

The Sunset Campground Sub Area consists of a system of three camping loops and related ancillary facilities, including an Outdoor Theater, Registration Kiosk, VIP RV spaces and a Group Campsite. The three camping loops are arranged along the Sunset Campground Access Road (Photograph SC/3) which runs roughly northeast to southwest. Unlike the North Campground, Sunset Campground has only one entry (and exit) into the campground at the point where the Access Road connects with the Rim Road. The Sunset Campground Access Road is two-way, asphalt-paved and winding in nature. The access Roads for each of the camping loops are narrower, one-way paved vehicular paths.

Beginning at the north end, the loops are lettered A, B and C. Loop A is by far the largest, containing 49 camp pitches restricted to use by larger vehicles (20 ft. and over) and allowing the use of generators during daytime. Loop A has two Comfort Stations, one located closer to the northern edge of the loop and another located closer to the southern end. Loop B is a smaller loop with only 25 campsites and no Comfort Station, although its proximity to the Comfort Stations of Loops A and C does not put visitors here at an inconvenience. Loop C has 27 campsites arranged in an oval configuration with a Comfort Station located inside its boundary. Both Loops B and C are restricted to use by smaller vehicles (below 20ft in length) without the use of generators.

Sunset Campground’s four Comfort Stations, B-1 through B-4, are similar in design and construction and were built as part of the MISSION 66 projects between 1961-1962. (Photographs SC/4 & SC/5). Distinctly different in style and appearance from the other Comfort Stations of Loops C and D at the North Campground, the Comfort Stations at Sunset Campground deviate from the rustic architectural typology and log construction. Instead all these buildings are constructed using cement masonry unit (CMU) construction, with shake-shingle roofs. Entrances to the men’s and women’s restroom facilities are located on the gable ends of the buildings.

The Outdoor Theater S-2 is located between Loops A and B to the west of the campground access road. Built in 1964 with construction and appearance nearly identical to the North Campground Outdoor Theater (see North Campground Contextual Sub Area), it comprises of a stage structure with 280 bench-style seats arranged in a radial pattern in front of the stage (Photograph SC/6). There is also a small campfire circle located immediately to the east of the stage (Photograph SC/7). A small parking area for the Outdoor Theater is located along Loop A adjacent to the Theater.

The Registration Kiosk S-3 (Photograph SC/8) is located at the entrance into this Sub Area, to the north of the Sunset Campground Access Road. The small semi-covered wooden structure has a gable roof providing shade to a display board under it. Located at the only entrance to the campground, this Kiosk provides facilities for visitors to register and pay fees for camp pitches. Gable roofs are covered with wood shingles and logs are used as columns in this structure. On the opposite side of the Road from the Kiosk is a trash collection station with a variety of different containers for refuse.

The VIP RV spaces/campsites form a cul-de-sac that offshoots from the Sunset Campground Access Road and is used by the campground host. The Group Campsite (Photograph SC/9) is located at the end of another spur road south of the campground Access Road. It comprises of an irregularly shaped asphalt-paved area bordered by concrete curbing as well as its own Comfort Station, B-4. A wooden-post fence demarcates the boundary of the area that can be utilized by the campers. A shuttle bus stop on the Rim Road, just south of the entrance to the campground, serves campground visitors (Photograph SC/10). There is an established trail that leads from the campground to this bus stop, and continues east to Sunset Point.

There are a number of established and social pedestrian trails in the Sunset Campground Sub Area, particularly those that internally connect various parts of the Sunset Campground. Significant amongst these are trails from Loop A to the Registration Kiosk, and a trail from the parking lot to the Group Campsite. The trail from the Outdoor Theater to Loop A parking lot is asphalt-paved and supplemented with directional signage and striped crosswalks where it intersects the Sunset Campground Access Road (Photograph SC/11). It branches to give rise to another dirt trail that connects the Outdoor Theater to Loop B (Photograph SC/12). The location of Comfort Stations within the loops has led to the development of a number of undocumented social trails in close proximity to each other, connecting individual camp pitches with the closest Comfort Station. A trail also connects the campground with the shuttle bus stop on the Rim Road, as well as with Sunset Point and Rim Trail.

**Small Scale Features**

Throughout the Sunset Campground Sub Area, traffic signs and wooden directional signs provide information to visitors (Photograph SC/13). Parking lots include the campground are edged in concrete curbing (Photograph SC/14). However there are instances within the campground where log edging has also been used, for example in the parking lot around the Registration Kiosk (Photograph SC/15). A metal lighting post and a stone water fountain can be seen near the Outdoor Theater (Photograph SC/16). A wooden post fence demarcates the area to be used by campers in the group campsite (Photograph SC/17).

Each campsite has a standard set of small-scale features, including concrete curbing, a four-foot-high carsonite stake with a painted number identifying the campsite number, a concrete fire pit with metal grill element, and a picnic table. Large metal trash receptacles are located in the trash collection site near the entrance into Sunset Campground (Photograph SC/18). There is also a pair of pay-telephones S-1 near the Registration Kiosk (Photograph SC/8), with metal and plastic cases open on one side and topped with a wood shingled roof.
Photograph SC/1. Typical vegetation in Sunset Campground—Ponderosa pine forest with manzanita and native grasses.

Photograph SC/2. Impacted area in Sunset Campground with little understory and high tree branches.

Photograph SC/3. View of the Sunset Campground Access Road at entrance with the VIP RV parking in background.

Photograph SC/4. Comfort Station B-3 - Loop C.

Photograph SC/5. Comfort Station - Loop A South B-2.

Photograph SC/6. Outdoor Theater S-2 at Sunset Campground.
Photograph SC/7. Campfire circle at Sunset Campground.


Photograph SC/9. The Group Campsite parking area, Comfort Station B-4 and picnic tables.

Photograph SC/10. Shuttle stop on Rim Road adjacent to Sunset Campground.

Photograph SC/11. Trail from Loop A parking lot to Outdoor Theater S-2.

Photograph SC/12. Dirt trail from Loop B branching out from trail to Outdoor Theater S-2.
Photograph SC/13. Wooden directional signage at Sunset Campground.

Photograph SC/14. Concrete curbing in Loop A parking lot at Sunset Campground.

Photograph SC/15. Log edging at Sunset Campground near Registration Kiosk.


Photograph SC/17. Wooden post fence demarcating boundary of Group Campsite at Sunset Campground.

Photograph SC/18. Metal trash receptacles at the entrance to the Campground.
FEATURE LIST:
B-1: Comfort Station - Loop A North
B-2: Comfort Station - Loop A South
B-3: Comfort Station - Loop C
S-1: Telephone booth
S-2: Outdoor Theater
S-3: Registration Kiosk
Visitor Center Contextual Sub Area:

Site Description
This Sub Area is comprised of the Visitor Center, the Entrance Station, and other related facilities. It forms the first zone of the Developed Area that is encountered along the Rim Road as it enters southward into the Park from its north boundary. The Visitor Center Sub Area is the headquarters of the administrative functions of the NPS and serves as the primary introduction / orientation point for a typical Park visitor.

Natural Systems & Features
The most significant natural feature in the Visitor Center Sub Area is an expansive Sagebrush Meadow that surrounds the development. The Visitor Center with its related facilities essentially forms an island of trees and built features within the larger Sagebrush Meadows extending toward the southeast and northwest. This island is raised somewhat from the surrounding meadows, in keeping with the cold-air drainage theory of meadow ecology. The Visitor Center itself is between 3-4 meters higher than the surrounding meadows (Photograph VC/1). This elevation gives visitors an excellent vantage point from which to view the meadows (Photograph VC/2), and gives this entrance to the Park a sense of openness, even though it is too far from the rim to partake of the more traditional Bryce National Park vistas. A view along the initial stretch of the Rim Road further beckons visitors into the Park (Photograph VC/3).

Vegetation around the Visitor Center and parking area is primarily stands of Ponderosa pine, which gradually fade away as the elevation falls to the Sagebrush Meadows. The formally landscaped area around the Visitor Center hosts a number of Douglas fir (Pseudotsuga menziesii) and Rocky Mountain juniper along with the Ponderosa pine trees (Photograph VC/4). The front parking lot island contains several introduced species and invasive cheat grass (Bromus tectorum) is found throughout the Sub Area. Introduced species in this area include common dandelion (Taraxacum officinale), blue flax (Linum perenne) and yellow salsify (Tragopogon dubius). Colorado blue spruce have also been planted in the median of the front parking area (Photograph VC/5). There is a small mowed lawn with a Ponderosa Pine in the center on the south façade of the Visitor Center (Photograph VC/6) – this is the only area in the Park with maintained lawn. Bitterbrush (Parshia tridentata), native grasses and a variety of wildflowers are also present in this zone. A relatively dense stand of Ponderosa pines to the west of the Visitor Center provide a visual screen to the fire/weather station and sewage lagoons located beyond that meadow.

The meadows in this area are a continuation of the meadow which begins to the south near the Old NPS Housing Study area, continues along the border of the North Campground Sub Area, crossing the Rim Road south of here. It continues to the north, wrapping around the raised island of trees on which the Visitor Center is located. Like all meadows in this area, it is dominated by black sage and fringed Sage, with native grasses, rabbit brush and sedges. This meadow provides significant wildlife habitat, not only for the Utah Prairie Dog, but for a number of other species that live within the Park. The proximity of wildlife viewing opportunities to the Visitor Center, combined with the welcoming views, make the location ideal for a visitor’s first introduction to the Park as a whole.

Spatial Organization and Built Elements
The Visitor Center Sub Area acts as the beginning of development facilities along the rim. Beyond the sweeping meadows and forested knoll, the area consists of a front parking lot for visitors, rear parking lot for NPS vehicles and employees, the Entrance Station and the Visitor Center. These facilities provide opportunities for visitors to pay entrance fees, orient themselves to the Park layout, gain information on Park facilities and services as well as park and ride the Bryce Canyon Shuttle (during its operating season).

The Rim Road provides all vehicular access to this area. As it moves south from the Park boundary, it moves through a relatively densely forested area as an undivided two-lane highway. When it reaches the meadows near the Entrance Station, however, the Road widens and is split by a median, creating an instant sense of arrival. Incoming vehicles are divided into four lanes- three hosting Entrance Station Kiosks and an open lane for Park employees (Photograph VC/7). Although the Rim Road is paved with asphalt along its length, the area around the entrance stations is cement-paved. At the southern extent of the Visitor Center Sub Area, the arms of the Rim Road join back together to form an undivided two-lane, asphalt paved surface that continues southwest into the Park.

The rear parking lot branches off the Rim Road just prior to the Entrance Station, with signage indicating that “Official Vehicles Only” (Photograph VC/8). This parking lot provides parking and vehicle storage space for NPS vehicles and employees. South of the Visitor Center, a second spur branches off to the front parking lot (Photograph VC/9). This lot has parking space for private vehicles and a shuttle bus stop S-1 as well as landscaped spaces and interpretive signage. Networks of concrete paths connect this parking lot to the south entrance of the Visitor Center (Photograph VC/10). An informal dirt path connects the front parking area to the rear.

A number of pedestrian trails connect the Visitor Center to the surrounding amenities. A trail from the Visitor Center to the NPS housing Sub Area (Photograph VC/11) enters the area from the south, and continues north to the rear parking lot of the Visitor Center and the Sewage Treatment Pond Road. This trail is primarily used by NPS employees to traverse back and forth between work areas. Two trails provide connection to the North Campground Sub Area as well as the Visitor Center overflow parking.

The Visitor Center B-1 is a three-story, L-shaped building resting on a concrete foundation (Photographs VC/12 & VC/13). The construction comprises of a combination of studs-out wood framing with plywood panels nailed on the inside and concrete piers faced with stone. The sharply pitched gable roof is covered with green corrugated metal sheeting. The exterior walls are painted dark brown and contrast with the lighter colored stone facing. A concrete plinth runs around base of the building and is faced with stone on the south façade. The present form of the building is a result of a large-scale addition and remodeling that was carried out in 2002. The original Visitor Center that existed at this location was constructed in 1960 as a Mission 66 project and was a one-story structure built in the modern style, as opposed to the rustic architectural style. However the 2002 remodeling not only added two stories to the original building but also transformed its appearance to conform to the rustic architectural style used elsewhere in the Park. The building has modern interiors and houses a museum, a small auditorium, and a gift shop on the ground floor along with other visitor facilities. Administrative functions are shared between the different floors of the structure.

The Entrance Station consists of three Kiosks B-2, B-3 and B-4 that are located east of the Visitor Center and are nearly identical in appearance and construction. Each Kiosk is a one-room, rectangular structure with a gable roof (Photographs VC/14). The walls below the sill level consist of concrete construction, faced with stone. From the sill up, the walls are constructed of wood frame with plywood panels nailed to the inside of the exposed wooden members. The gable roof is covered with corrugated green metal sheeting. Each Kiosk has windows on all four sides with an entrance door on the west façade. A set of red and green lights on the north side of each Kiosk indicates which lane visitors should proceed to for entry ticket purchase.

Small Scale Features
The Visitor Center Sub Area has a number of traffic signs and wood directional signs that are visible to the arriving traffic and help to orient the visitors. Metal directional signs (examples of which are not seen in the other Sub Areas) are also found here (Photograph VC/9). Interpretive signs (Photograph VC/15 & VC/16), a flagpole (Photograph VC/17), water fountain (Photograph VC/18), and low stone walls can be seen in front of the south façade of the Visitor Center at the main entrance onto the building. A satellite dish is located on the west façade; smaller trash receptacles are placed all along the front parking lot while larger metal ones are placed in the rear parking lot. Boulder edging, concrete and asphalt curbing, similar to that found elsewhere in the Park, have been used here to define the road edge and planting areas.
Photograph VC/1. Land gently drops from the front parking lot to merge with the surrounding meadows.

Photograph VC/2. Sagebrush Meadow extending southeast from the Visitor Center B-1 front parking lot.

Photograph VC/3. Vista along Rim Road towards southwest.

Photograph VC/4. Diverse vegetation in the formally landscaped area south of the Visitor Center.

Photograph VC/5. Planted Colorado blue spruce in the center of the Visitor Center parking island.

Photograph VC/10. Lawn at the south entrance into Visitor Center.
Photograph VC/7. Rim Road splitting into four lanes with the Entrance Station Kiosks in between.

Photograph VC/8. Metal directional signage east of the Visitor Center directing official vehicles to rear parking lot.

Photograph VC/9. Front parking lot south of the Visitor Center.

Photograph VC/10. Network of concrete paths connecting the front parking loop to the south entrance of the Visitor Center.

Photograph VC/11. Trail from the Visitor Center to the NPS Housing Sub Area.

Photograph VC/12. Visitor Center B-1 - south entrance.
Photograph VC/13. Visitor Center B-1 - west facade.

Photograph VC/14. Entrance Station Kiosks B-2, B-3 and B-4.

Photograph VC/15. Interpretative signs south of the Visitor Center.

Photograph VC/16. Interpretative sign south of the Visitor Center.

Photograph VC/17. Flagpole placed directly southeast of the south entrance into Visitor Center.

Photograph VC/18. Water fountain placed at south entrance of Visitor Center.
FEATURE LIST:

- B-1: Visitor Center
- B-2: Entrance Station Kiosk 1
- B-3: Entrance Station Kiosk 2
- B-4: Entrance Station Kiosk 3
- S-1: Shuttle bus stop
RIM ROAD CONTEXTUAL SUB AREA:

Site Description

This Sub Area is comprised of the Rim Road corridor that serves as the primary vehicular access to Bryce Canyon National Park. It runs roughly north to south through the Park, loosely following the eastern rim of the Paunsaugunt Plateau, although it is located considerably to the west of the rim itself. The Rim Road begins at the northern boundary of the Park, 2.6 miles south of State Highway 12, and encompasses a large section of State Highway 63. It rises 1000 feet (300 meters) in elevation in 18.4 miles from the northern Park boundary to its terminus at Rainbow Point. The Road provides access to the various visitor amenities in the Developed Area and has more than a dozen viewpoints located along its route.

For the purpose of this CLR, we will document only that portion of the Rim Road that lies within the Developed Area. This implies that the northern extent of the Sub Area is defined by the Park boundary and the Park entrance sign, while the spur leading to Inspiration Point defines the southern extent.

Natural Systems & Features

Because of the narrow, linear nature of this Sub Area, the most notable natural feature becomes the topography which the Road follows and the views that topography creates. The rolling hills and shallow drainages of the plateau itself give the Road the gentle, winding feeling of a scenic roadway, with a number of opportunities for anticipation and surprise for travelers. Although there are no views of the rim or the feature of the Bryce Amphitheater from the Rim Road itself, a number of spurs branch off toward the vista points and trails. Although there is a gradual rise of elevation overall along the Road from the northern portion of the Developed Area to the south, this stretch is relatively level compared to the alignment south of the Developed Area, which turns and climbs more sharply to the high point at Rainbow Point.

The vegetation here is similar to that found in other Sub Areas west of the plateau rim, predominantly Ponderosa Pine Forest with openings into Sagebrush Meadows (Photograph RR/1). The Road encounters a number of meadows of different size as it moves through the Developed Area, each providing important viewing of wildlife such as the Utah Prairie Dog and deer (Photograph RR/2). Pullouts have been placed along side the roadway in some of the more popular viewing areas, some accompanied with interpretive signage.

The reconstruction of the Rim Road between 2002 and 2004 created the need for revegetation of those areas within 20’ of the Road bed. As a result, native grasses dominate the Road bed. As with most roadways, exotic grasses and weeds enter the Park on the wheels and surfaces of vehicles, and controlling these potentially invasive species is ongoing.

Spatial Organization and Built Elements

The Rim Road is a 23-24’ wide graded two-lane parkway with 3’ shoulders that vary from grass to gravel. It serves as a spine for the greater circulation system of the Park, with spurs branching off to the east and west providing access to each of the Study Areas and Contextual Sub Areas. In this way, the Rim Road ties together the separated elements of the Developed Area. The only feature found along the Rim Road that does not relate directly to another Sub Area or activity zone is the Entrance Sign and its associated parking area (Photograph RR/5). This feature, located just inside the north entrance to the Park, provides a unique photo opportunity with a specially placed “photo-stand” that allows visitors to take group pictures in front of the Entrance Sign.

The first intersection on the Road within the Park boundary is a three-way intersection at the Fairyland Viewpoint Access Road. This provides access to the first major plateau rim viewpoint over Fairyland Canyon. This viewpoint also hosts a trailhead for hikers wishing to travel both along the rim and below it. At the Fairyland Viewpoint intersection, the Road widens slightly to create a small asphalt pullout to the west (Photograph RR/4).

About a half mile past the Fairyland Viewpoint intersection is the Visitor Center Sub Area and its associated features. This Sub Area is significant with respect to the Rim Road as it represents the point beyond which the Road was realigned in 1958 to bypass the Bryce Canyon Lodge and reconnect with the Rim Road at a point near the Sunset Point intersection. The Visitor Center area represents the widest part of the Rim Road, and also the only portion paved with concrete.

The next major intersection is just south of the visitor center, with a spur leading east to the North Campground and the Overflow Parking area. Although this turn-off is used frequently by campers in the North Campground, initial visitors typically continue south to the spurs that support the more formal rim viewpoints. The first of these is the first intersection with the Lodge Loop Road. Signage for the Lodge Loop Road indicates that the Road leads to the Sunrise Point, but does not indicate access to the Bryce Canyon Lodge, General Store or Rim Trail. As a result, many Lodge customers may continue past this intersection, not knowing that they can access Lodge facilities on this Road.

As the Road continues south of the first Lodge Loop Road intersection, a pair of spurs head off to the west, each signed for “authorized” vehicles only. These Roads lead to the NPS Housing and Maintenance Sub Area and the Mixing Circle Sub Area discussed later in this chapter. These Sub Areas contain housing and maintenance facilities for use by NPS and concessionaire staff. Adjacent to the intersection leading to the Mixing Circle Sub Area is an unpaved equestrian path which crosses the Rim Road, bordered on one side by a “secondary barrier” - a wood log fence (Photograph RR/5). This path is used almost exclusively by concessionaires moving mules from the Night Corral to the Day Corral near the Lodge. The Mixing Circle Access Road actually continues west beyond the Park boundary into the Dixie National Forest. Although this access point is off limits to visitors, it does provide alternate emergency access to the Park.

The next intersection is where the Lodge Loop Road returns to the Rim Road. At this intersection, signs indicate access to the Bryce Canyon Lodge, thus most first-time visitors approach the Lodge from the south. The Lodge Loop Road also provides access to the Old NPS Housing Study Area, although no signage for that area exists on the Rim Road.

The next intersection supports the Sunset Point Vista. This spur is a short, straight road which ends in the parking loop for Sunset Point. The Point and its related facilities are discussed in the Rim Trail Contextual Sub Area, and are among the most visited parts of the Park.

The final intersection to the west off of the Rim Road leads to the Sunset Campground Sub Area. This Sub Area supports the only shuttle bus stop S-1 located directly on the Rim Road (see the Sunset Campground Contextual Sub Area). East of this intersection is a dirt road pull off heading east. This road is primarily a service road linking to the Water Tanks Sub Area, and doubles as a turn-around point for autos pulling trailers which are not permitted to continue further on the Rim Road.

The southernmost extent of the Rim Road Sub Area is the Bryce Intersection node, also known as “Rainbow Gate”. The major intersection at this point branches off to the east and turns into two spur roads, one heading to Inspiration Point and the other to Bryce Point on the Rim Trail.

Small Scale Features

Several types of signage exist within the Rim Road Sub Area: Park identification, directional, traffic and interpretive. While majority of the signs follow rustic typology and are made of wood, evidences of contemporary metal signage can also be seen. The Park Entrance Sign (Photograph RR/6) is located right at the northern Park boundary. Constructed in the rustic style in 1963, the sign is a roughly-finished, darker-color stone slab encased within stout piers of lighter-color, coursed-rubble stone masonry. The “photo-stand” in front of the sign is constructed of similar course-rubble stone masonry, and is located to support cameras for those wishing personal pictures with the sign. Secondary barriers or wood-log fences (Photograph RR/7) and concrete curbing (Photograph RR/8) are found at various places to define the Road edge. Metal and rock culverts and drainage gullies also exist along the Road length (Photograph RR/10).
BRYCE CANYON NATIONAL PARK; BRYCE CANYON LODGE DISTRICT AND HISTORIC NATIONAL PARK SERVICE HOUSING DISTRICT
CULTURAL LANDSCAPE REPORT 2006

Photograph RR/1. Rim Road with forested edge on either side.

Photograph RR/2. Rim Road with open meadows on either side and pull-off in foreground.

Photograph RR/3. Entrance Sign along Rim Road near park entrance.

Photograph RR/4. Fairyland Canyon node. Note spur road on left leading to the viewpoint and pull-off on right.

Photograph RR/5. Horse Trail node.

Photograph RR/6. Park Entrance Sign at the north boundary.
Photograph RR/7. Wood-log fence defining Rim Road edge.

Photograph RR/8. Concrete curbing along pull off on Rim Road.

Photograph RR/9. Drainage gully along Rim Road.
FEATURE LIST:

S-1 : Shuttle bus stop
**Site Description**

The Water Tank Sub Area is located along the west of the Rim Trail and east of the Rim Road. Directly south of this area lies Inspiration Point, and the Rim Trail runs along the eastern side of the area. The Sub Area consists of two metal Water Storage Tanks and a few ancillary structures, most of which are a part of the Park’s air quality monitoring system.

**Natural Systems & Features**

The structures are located at the top of a low knoll just west of the rim, in between Sunset and Inspiration Points. Although it is close to the Rim Trail, forest cover and topography prevent direct views into the area from those traveling the Rim Trail. A distant view of the tops of the water tanks can be gained on the Rim Trail, however since visitor attention is usually directed toward the rim and beyond, the presence of the tanks does not interrupt their experience ([Photograph WT/1](#)). The hilltop location does provide unique views to the west, although they are somewhat obstructed by trees and the structures themselves.

Although the area is surrounded by typical plateau-top Ponderosa Pine Forest ([Photograph WT/2](#)), a set of unique soil conditions and topography have created a pocket of the Mixed Woodland breaks community found closer to the rim. In addition to the characteristic Rocky Mountain junipers and limber pines, the area also supports a number of bristlecone pines, which typically are only found in the more alkaline soils and drained slopes of the Claron layer ([Photograph WT/3](#)). Visitors do not have access to this area, however, and these specimens are largely uncelebrated as a natural resource.

There is evidence of a recent burn along the road to the water tanks, as well as evidence of revegetation efforts at different points along the road and on the hilltop. The area has seen a considerable amount activity for one removed from visitor influence, and some unwanted invasive vegetation has taken hold nearby, including a non-native variety of rice grass.

**Spatial Organization and Built Elements**

The area is accessed via a dirt road spur off of the Rim Road, which is gated to prevent visitor access ([Photograph WT/4](#)). The road heads east to the base of the knoll then swings south to climb to the water tanks. The road then loops around the structures, with vehicular access to the tanks and the air-quality monitoring equipment.

There are two large metal Tanks for water storage in this area, the larger S-2 located just to the southwest of the smaller S-1 ([Photographs WT/5 & WT/6](#)). Associated with the Tanks are a number of small buildings, housing pumps and other related equipment ([Photograph WT/7](#)).

**Small Scale Features**

The area houses a number of small of utility boxes and technical equipment B-1, B-2 and S-3 used for monitoring air quality located around the structures ([Photograph WT/8 & WT/9](#)).
Photograph WT/1. View of water tanks from the Rim Trail.

Photograph WT/4. Dirt access road corridor.

Photograph WT/3. Bristlecone pine in Water Tanks Sub Area.

Photograph WT/5. Small water tank S-1.

Photograph WT/1. Ponderosa forest surrounding the water tanks.

Photograph WT/7. An example of the other structures surrounding the water tanks.

Photograph WT/8. Air quality monitoring equipment B-1 and B-2.

FEATURE LIST:

B-1: Weather monitoring equipment
B-2: Weather monitoring equipment
S-1: Water Tank 1
S-2: Water Tank 2
S-3: Weather monitoring equipment
NPS HOUSING AND MAINTENANCE CONTEXTUAL SUB AREA:

Site Description

This Sub Area comprises of the NPS housing and maintenance facilities. Although these two facilities support entirely distinct functions and are organized as two separate zones, they will be studied here under a common Sub Area owing to their proximity to each other and common administration by the NPS. This Sub Area encompasses the area from the Rim Road to the east, the Mixing Circle to the south, the road to the sewage lagoon to the north and the physical extent of significant built features to the east.

Natural Systems & Features

This Sub Area is characterized by the gently rolling topography typical of the rest of the Developed Area. Built features are focused in the level areas between hills (Photographs MH/1 & MH/2). This topography not only helps to shield these structures from visitor views, but, especially in the case of the housing area, helps to create an enclosed sense of community within the area. There is a small Sagebrush Meadow near the point where the access road meets the Rim Road, which continues along the road to the north toward the maintenance area. This meadow is another opportunity to observe the Utah Prairie Dog, although there is no official pullout associated with it.

The vegetation in the area further helps to create that enclosure and privacy. As with many of the other Sub Areas in the western part of the Park, this area is dominated by Ponderosa Pine Forest (Photograph MH/3). Manzanita and snowberry grow in the understory, although in many of the more heavily traveled areas such as around the buildings and near the vehicular patterns in the maintenance area, groundcover is largely absent.

There have been two prescribed burns in this area to protect the structures from wildfire. Evidence of these fires can be seen in different locations, particularly toward the eastern part of the Sub Area.

Spatial Organization and Built Elements

The NPS Housing and Maintenance Sub Area is comprised of two distinct zones- one containing residential facilities for NPS employees and the other containing maintenance-related facilities. Both areas are accessed from the Rim Road by the NPS Maintenance Access Road (Photograph MH/4). A short distance after the intersection with the Rim Road, this road splits at a “Y” intersection, with the NPS Maintenance Access Road continuing south, and the NPS Housing Access Road heading north toward the residential development (Photograph MH/5). The NPS Housing Access Road is a lollypop loop, curving generally to the west with a small spur branching again to the north supporting the apartment housing. This spur is paved only as far as the parking area for the apartment housing - after which it becomes a dirt path which continues to the sewage lagoons located at the western Park boundary (Photograph MH/6).

The apartment housing located along the spur road consists of a group of four buildings arranged along the spur road, with parking directly off of the road. Three of the buildings are Duplex Apartments B-1 (NPS Quarters # 26, 27 & 28) built in the 1990’s - one of the later additions to the complex that was primarily developed in the early 1960’s as a MISSION 66 project. All three buildings are identical in architectural style and construction - each consisting of an irregularly shaped structure with horizontal wood plank siding and a corrugated sheet metal cross-gable roof (Photograph MH/7). These structures are the closest to the Rim Road, although they are still largely protected from direct views by the vegetation and topography. North of the Duplex Apartments is a single Multi-Unit Apartment Building B-2 (NPS Quarters #11) with a total of four residential units (Photograph MH/8). The two northern units are two bedroom units, with a single bathroom and common kitchen/living area. The two southern most units are built on a slightly higher plinth than the two northern units, and each are efficiency studios. There is a laundry facility in the middle of the complex. Built in 1960 as part of the second stage of development in this area, the entire structure reflects a 1960’s style, with horizontal wood plank siding on the exterior, wood-frame windows and a gable roof covered with corrugated sheet metal.

Along the loop road are located fourteen Single Family Residences B-3 (NPS Quarters #12-25). Units 12-24 were all built as part of the original MISSION 66 project in the 1960’s. Although they were put up in three stages between 1957-1964, they represent a consistent architectural style and method of construction. These 13 residences consist of 12 three-bedroom houses and one two-bedroom house. All the structures have horizontal wood plank siding on the exterior (painted either brown or white), wood-frame windows and a gable roof covered with green corrugated sheet metal (Photograph MH/9). The NPS Housing Access Road widens at points as it loops through this area to provide additional parking for the residences. Unit 25 was built later than the Mission 66 houses, although it uses many of the same architectural elements as the previous buildings (Photograph MH/10).

Other features of the Sub Area include the Picnic/Playground, the Sailor’s Bus Stop and the Telephone Exchange Building. The Picnic/Playground area is located just north of the apartment buildings and includes an asphalt-paved basketball court, a small concrete paved area with picnic tables and barbecue grills and other assorted play equipment.

The Sailor’s Bus Stop is a one-room shed, measuring approximately 2m x 2m with horizontal wood plank siding on the exterior (Photograph MH/11). It is located along the main housing loop at the edge of a small parking pullout and is used by resident children attending local public schools. The Telephone Exchange Building located along an offshoot from the dirt road that leads up to the sewage disposal tanks. This modest 3m x 3m building has been painted pink and has a flat roof. It is surrounded by a chain-link fence.

A number of social pedestrian trails weave through the area, leading from the residences to major amenities in the adjacent Sub Areas. This includes a trail from the Apartments to the Visitor Center to the north. There are also a number of paths with destinations within the Sub Area, such as the trail that leads from the housing loop to the Picnic/Playground area and the trail from the housing units to the maintenance area.

The maintenance zone is located south of the housing zone and consists of an open rectangular yard, roughly enclosed on three sides by linear buildings. The open, fourth side provides access to the yard through an asphalt paved road that connects with the Rim Road on the east. A chain-link fence surrounds the maintenance area to the east, south and north.

In the southeast corner of the maintenance area, is the Maintenance Garage B-5 (Photograph MH/12). Also known as the “Sand Shed”, the building measures approximately 13m x 25m, and comprises of a gable roof covered with corrugated sheet metal. Vertical surfaces of the building are covered on three sides (barring the front façade) with aluminum siding. The front façade is unenclosed and comprises of four vertical composite columns of metal and concrete.

The Oil House B-6 (HS-39) is located directly south of the Maintenance Garage (Photograph MH/13). Believed to have been constructed circa 1930, the structure was moved to this location from its original site at the “Old NPS maintenance area”, which was located east of the current maintenance area. The current structure is a one story, rectangular building with north/south oriented corrugated metal, gable roof, constructed on grade. The roof is covered with corrugated metal. The building has 2” x 4” wood stud framing finished on the exterior walls with board and batten siding. There is a 12” vertical board door on the north elevation and the interior walls are unfinished. Currently this structure is used for storage.

The Garage/Storage Building B-7 defines the south edge of the NPS Maintenance Yard (Photograph MH/14). Measuring approximately 15m x 36m, this structure has a flat roof. All the building surfaces are covered with aluminum siding. The north façade is divided into five bays, each with an entry into the garage. All the garage openings are covered with rolling metal shutters.

The Equipment Storage Building B-8 defines the western edge of the Maintenance Yard, and is a one story rectangular building measuring approximately 32m x 9m. It was constructed in the early 1960’s as part of the Mission 66 program. The front (east) façade of the structure is divided into 6
bays, each with its own set of door and windows. No longer a storage facility, it is used as a workout facility and lunch room for Park employees, as well as a paint and sign shop (Photograph MH/15).

The Utility Building/Warehouse B-9 defines the northern edge of the Maintenance Yard. It measures approximately 85m x 11m and has a flat roof. Originally constructed in 1959, the building was added upon in 1964-65. The front (south façade) is divided into 15 bays with rolling shutters covering the large openings, and a four-bay loading dock (Photograph MH/16).

Also located within the NPS Maintenance Yard is a Gas Fueling Station S-3. This structure comprises of a couple of metal columns supporting two I-beams that in turn support smaller I-beams to create a low-pitch gable roof covered with corrugated sheet metal. Placed on a concrete pad under this canopy are two fueling stations (Photograph MH/17). The tanks for this facility are located in the southwest corner of the Maintenance Yard.

Small Scale Features

Small-scale features in the NPS housing area comprise of traffic signs and wood directional signs at the entrance into the area, boulder edging along parts of the road (Photograph MH/18) and concrete pavements around the apartment buildings, among other features. Fire hydrants are placed at various locations spread out over the housing area. Like other Sub Areas, electricity poles with overhead wires can be seen here. Small-scale features usually associated with a residential area, such as clothes lines, satellite antennae and basketball hoops are located in front or backyards of the Single-Family Residences (Photograph MH/19).

The Picnic/Playground area houses a number of picnic tables, barbecue grills and two basketball hoops (Photograph MH/20). A smaller play area in the center of the main housing loop has a metal play set (Photograph MH/21).

In terms of small-scale features, the NPS maintenance area has trash receptacles, a chain link fence and a wooden post gate amongst other features. Metal bollards are used to define the extent of the yard on the southwest, and split log benches are placed along the front façade of the equipment storage building. Large propane tanks S-1 near the entrance of the maintenance area service the residential area as well as the maintenance facilities.
Photograph MH/1. Rise in ground elevation behind Single-Family Residence located along the west edge of the main housing loop.

Photograph MH/2. A low-lying knoll to the northwest of the maintenance yard.

Photograph MH/3. Typical vegetation Ponderosa Pine Forest with understory of manzanita, bitterbrush and native grasses.

Photograph MH/4. View of the NPS Maintenance Access Road C-90 branching out on the right from the Rim Road.

Photograph MH/5. View of the NPS Housing Access Road C-91 leading inside the residential area.

Photograph MH/6. Dirt road to sewage lagoons C-93.
III-60

Photograph MH/7. Duplex Apartment B-1 north facade.

Photograph MH/8. Multi-Unit Apartment B-2 west facade.


Photograph MH/12. Maintenance Garage B-5 north facade.
Photograph MH/13. Oil House B-6 (HS-39) -- view from northwest.


Photograph MH/18. Boulder edging along NPS Housing Access Road.

Photograph MH/20. Picnic/Playground area to the north of the apartment node.

Photograph MH/21. Children’s play area located within the main housing loop.
FEATURE LIST:

B-1: Duplex Apartment
B-2: Mutul Unit Apartment
B-3: Single Family Residence
B-4: Utility Building
B-5: Maintenance Garage
B-6: Oil House
B-7: Garage/Storage
B-8: Equipment Storage (Sign shop)
B-9: Utility Building (Warehouse)
S-1: Propane tank
S-2: Sutor's Bus Stop
S-3: Gas Filling Station
MIXING CIRCLE CONTEXTUAL SUB AREA:

Site Description

This Sub Area comprises of maintenance facilities operated by the Park concessionaries—Xanterra and Canyon Trail Rides—as well as by the National Park Service (NPS). The NPS also utilizes parts of it for storage of construction and surplus materials. This Sub Area is located at the western edge of the Park (rather removed from the rest of the Developed Area), occupying roughly a quarter-mile stretch of land. In terms of its location with respect to other Sub Areas, the Mixing-Circle is located west of the Rim Road, south of the NPS Housing and Maintenance Sub Area and north of the Sunset campground.

Natural Systems & Features

Natural systems and features in the Mixing Circle Sub Area are consistent with those typical of the Developed Area in general, as described in the overview section. The area is characterized by a relatively flat topography with stands of Ponderosa Pine forest interspersed by Sagebrush Meadows that provide habitat for the protected Utah Prairie Dog colonies. The meadows in this Sub Area are home to the largest colony of Utah Prairie Dogs in the Park.

All the prominent built features in this Sub Area are located in a relatively flat stretch of land surrounded by low-elevation knolls (Photograph MC/1). The flat land where the maintenance facilities rest would naturally have been a part of the meadow ecosystem. The meadow continues to the north and south of the built area, creating expansive views in those directions along the length of the openings (Photograph MC/2). The entire area is separated from the rest of the Park by a long, low ridge running north-south. This natural feature helps to shield the sights and sounds of the maintenance facilities from Park visitors.

The forest on the hills surrounding the meadows is typical of that found elsewhere in the Developed Area, dominated by Ponderosa pine, with an understory of manzanita, bitterbrush and other mixed shrubs and grasses (Photograph MC/3).

Spatial Organization and Built Features

The primary vehicular road providing access to this Sub Area branches out from the Rim Road on the west and is referred to as the Main Road to Mixing Circle (Photograph MC/4). This asphalt paved two-way vehicular road leads directly west all the way up to the Park boundary fence, beyond which it continues as a dirt road which accesses the Park’s water supply and associated pump houses (Photograph MC/5). A Horse Trail parallels this road and is used by the concessionaire to reach the Day Corral located within the Bryce Canyon Lodge Study Area.

At the eastern edge of the area a few historic cabins which have been relocated here from other parts of the Park for storage. At one point this included three small structures, however that number is dwindling. The YCC Storage Shed B-1 (HS-69) was removed from this Sub Area during the course of this study. The Ice House B-3 (HS-71) was constructed in 1935 by the UPC near the General Store. It was moved to its present location in the early 1980’s and it is slated for removal sometime in 2007/08 (Photograph MC/6). The remaining structures in the group of historic cabins is the old Linen House B-2 (HS-72) (Photograph MC/7). Also constructed by the UPC circa 1935 near the Bryce Canyon General Store, it served as a linen storage facility for the Inn and the Housekeeping Cabins once located there. Since its relocation to the Mixing Circle Sub Area in the 1980’s, the building has seen a number of uses, including training of fire fighters.

The Mixing Circle Loop branches off of the Main Road to Mixing Circle west of the cabins (Photograph MC/8). The open area enclosed within this loop is utilized for storage and preparation of construction materials. Located on the outside of the loop are the Metal Building and the New Utility Building. The west half of the loop is at a slightly higher level than the east half and extends beyond the loop to form a secondary loop doubling back to the Main Road. Situated along this Outer Loop on the west are the NPS Horse Barn and the Old Sunset Point Comfort Station.

The Metal Building B-4 is located along the Mixing Circle Loop to the west. It is a one story, rectangular structure with a shallow gable roof. The exterior walls and shallow gable roof are both covered with corrugated aluminum sheeting painted brown. The front (east) façade of the building is divided into five bays, each with an opening that is covered with a rolling metal shutter. Immediately adjacent to this building is the New Utility Building B-5 (Photograph MC/9). Although constructed much later than the metal building, the two buildings are similar in construction style and materials. It differs from the Metal Building in having a sharper pitched gable roof, two regular doors and a window on the front façade and a pair of concrete steps to access the plinth level.

The NPS Horse Barn B-6 (HS-48) was constructed between 1929 and 1935 and is located along the outer dirt loop of the mixing circle to the west of the Metal & Utility Buildings described earlier. It was moved to this location circa 1980 along with the Crescent Horse Barn (HS-75) from its original location in the NPS Utility Area in the Bryce Canyon Lodge Historic National Park Service Housing Complex. The building is on the National Register of Historic Places. This one-and-a-half story rectangular wood frame building is constructed on a concrete foundation. Exterior walls are covered with 12” weatherboard siding, painted brown (Photograph MC/10). The interior of the structure was remodelled circa 1990-1992 into a maintenance shop. The gable roof of the building has been undergoing repair and replacement since 2005.

The Old Sunset Point Comfort Station B-7 is a one-story, rectangular log building joined at the corners with ventral saddle notches (Photograph MC/11). It is located slightly northeast of the NPS Horse Barn and was moved to this location in the 1980’s from Sunset Point where it was replaced by a new, larger Comfort Station. It was originally constructed in 1934 by the CCC. Presently the structure exists as a remodeled residence used for concessionaire staff housing. West of the Mixing Circle Loop, a short driveway branches off the Main Road to the north to access the Concessionaire’s Horse Barn B-9 (HS-75). The main structure was constructed in 1928 by the UPC in a location directly west of the Bryce Canyon Lodge, and was subsequently moved to the Mixing Circle Sub Area in the late 1960’s. The barn has two major structural components—the eastern component has a front facing gable roof that is covered with corrugated metal; the northern component contains 24 horse stalls, 12 on each side of the building (Photograph MC/12). On either side (east and west) of the Concessionaire Horse Barn are two Stable Sheds B-8 and B-10 and a Tack Shed B-11 (Photograph MC/13).

A Horse Trail to the Concessionaire’s Horse Barn connects the Horse Trail adjacent to the Main Access Road with the Concessionaire’s Barn area. The present location of this path cuts across a meadow that supports protected Utah Prairie Dog colonies (Photograph MC/14).

At the western edge of the Sub Area, adjacent to the Park boundary is another driveway to the Horse Guide’s Cabin. Also referred to as the Wrangler’s Cabin, the Horse Guide’s Cabin B-12 (HS-74) is located at the west edge of the Sub Area adjacent to the Park boundary. This one-story rectangular building has exterior walls covered with plywood siding, probably a later addition to the building. The front facing gable roof is covered with wood shingles (Photograph MC/15). The building was constructed in 1939 by the UPC and was moved to this location in the late 1960’s. It has always been used as a dwelling for the concessionaire’s wrangler.

The driveway continues beyond the Horse Guide’s Cabin north to loop around a small Picnic Area there (Photograph MC/16). This area was intended as a small RV park, but is not in use because of the sensitive habitat of the Utah Prairie Dog.

Trails and informal dirt roads cross the area between the Mixing Circle, Historic Cabins and the Barns, created as shortcuts between the work areas.

Small Scale Features

Small-scale features in the Mixing Circle Sub Area relate to both maintenance-related and residential uses. Traffic signs and wood directional signs are strategically located at the entrance into the area, and at important activity zones and intersections. Speed breakers are incorporated in the Main Road leading up to the Mixing Circle, to slow down incoming vehicles. This is important as the Road slopes down to this area as result of topographical features.

A number of trash receptacles are located along a concrete block wall in the mixing circle loop. A wooden log fence demarcates the backyard of the NPS Horse Barn (Photograph CU/17) whereas metal pipe fences are used in the Concessionaire Horse Barn area. The Picnic Area located north of the Horse Guide’s Cabin has picnic tables and barbecue grills among other small-scale features.
Photograph MC/1. Low elevation knolls in the background with the Mixing Circle located in flat meadow area.

Photograph MC/2. Sagebrush Meadow extending northwards from the Mixing Circle.

Photograph MC/3. The transition point from meadow to forested slopes.

Photograph MC/4. View of the Main Road to Mixing Circle Sub Area looking east.

Photograph MC/5. The Main Road continues as a dirt road beyond the park boundary west into the Dixie National Forest.

Photograph MC/6. Ice House B-3 (HS-71) looking east.
Photograph MC/7. Linen House B-2 (HS-72) looking east.

Photograph MC/8. View of the Mixing Circle Loop.


Photograph MC/10. NPS Horse Barn B-6 (HS-48) looking west.

Photograph MC/11. Old Sunset Point Comfort Station B-7 looking northwest.

Photograph MC/12. Concessionaire’s Horse Barn B-9 (HS-75) looking north.

Photograph MC/14. Dirt Road/Horse Trail to the Concessionaire’s Horse Barn looking northwest.

Photograph MC/15. Horse Guide’s Cabin B-12 (HS-74) looking northeast.

Photograph MC/16. Unused RV parking area behind Horse Guide’s Cabin.

Photograph MC/17. Wood log fence around the NPS Horse Barn looking southwest.