

Figure 2.11

Middle St. Vrain Geographic Area

13,849 NFS Acres 7,170 Non-NFS Acres 21,019 Total Acres

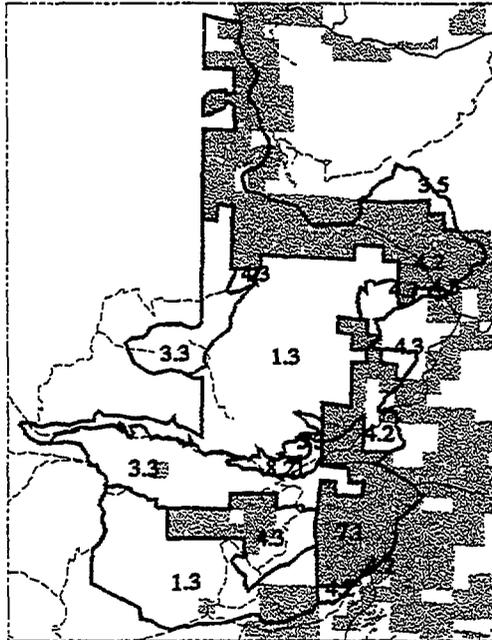
Management Area Prescription Allocation

1.3 - Backcountry Recreation	7,884
3.3 - Backcountry Recreation - Motorized	3,513
3.5 - Forested Flora or Fauna Habitats-Limited Management	396
4.2 - Scenery	637
4.3 - Dispersed Recreation	1,136
8.21 - Developed Recreation Complexes	283

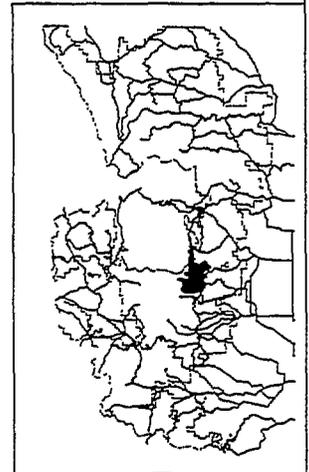
NFS Acres	7,884
	3,513
	396
	637
	1,136
	283

Legend

-  Not NFS Lands
-  Roads
-  Trails
-  Utility Corridors (0.00 Mi.)
-  Electronic Sites



Locator Map



Scale 1:200,000
0 1
Miles



MIDDLE ST. VRAIN GEOGRAPHIC AREA

Setting

The area is located west of Colorado Highway 72 between the towns of Allenspark and Ward. It contains a mix of upper montane and subalpine plant communities consisting of aspen, Douglas-fir, limber pine, lodgepole pine, ponderosa pine, Engelmann spruce, subalpine fir, willow carrs, meadows, and rock outcrops. Elevations vary from 8,200 to 10,964 feet. Middle St. Vrain canyon, Olive Ridge, Peaceful Valley and Camp Dick Campgrounds, the Peak-to-Peak Scenic Byway, and the towns of Allenspark, Ferncliff, and Meeker Park are the key geographic features.

Thirty-four percent of the land in this area is privately owned. Several private inholdings are mountain subdivisions and there are many year-round residents.

The area's extensive transportation network includes primary access via Colorado Highways 7 and 72 (part of the Peak-to-Peak Scenic Byway), many county roads suitable for passenger car travel and a significant number of 4WD roads and road networks. The most well known routes are located in the Rock Creek, Bunce School, Ironclads, Park Creek, Cave Creek, Middle St. Vrain, and Coney Flats portions of the area. There is also a well developed trail system.

Goals and Desired Conditions

Emphasize motorized and nonmotorized recreational opportunities in the majority of the geographic area.

Restore, maintain or enhance mountain grassland, willow/wetland, and aspen communities. Manage ponderosa pine to emulate conditions representative of a nonlethal understory fire regime. Emphasize old-growth recruitment and retention. Use a wildland fire management strategy of perimeter control to allow fire to play a somewhat natural role in the Ironclads and Taylor Mountain portions of the area. The wildland fire management strategy in the rest of the area varies from direct control to perimeter control (consult the *wildland fire management strategy map* for the remaining parts of the geographic area). Limited timber harvest may take place but none is scheduled.

Emphasize motorized recreation opportunities along the Peak-to-Peak Scenic Byway and along other road networks. Maintain the undeveloped character of that portion of the area away from existing roads. Manage trails for nonmotorized use. Pursue rights-of-way for the Sourdough, Taylor Mountain, and Baptiste Trails.

Manage for year-round recreational use. Minimize recreational impacts to riparian areas and travel corridors by managing the area along Middle St. Vrain Creek between Peaceful Valley and Camp Dick Campgrounds and from Camp Dick Campground west approximately one half mile

for day use only, and by designating dispersed campsites in the Rock Creek, Upper Middle St. Vrain, and Beaver Reservoir portions of the geographic area.

Manage areas along the Peak-to-Peak Scenic Byway for heavy use that consists primarily of driving for pleasure and viewing scenery. Enhance recreational opportunities along this major travel route by reconstructing and expanding Olive Ridge Campground to address the demand for camping opportunities in fee campsites. This expansion might include individual campsites, host campsites, and a large group reservation site. The number and type of sites to be added would be determined during the design phase of this proposed project. Also consider the development of safe parking facilities at the entrance to the Middle St. Vrain recreation complex.

Expand and enhance opportunities to enjoy dispersed recreation on the area's four-season trail system. This could include construction of the Beaver Bog and Beaver Reservoir trailheads to provide safe parking facilities for the Sourdough and South St. Vrain trails. Reconstruction and relocation of the Sourdough and South St. Vrain trails to improve bicycling and skiing opportunities is anticipated. Consider also the extension of the Sourdough Trail from Camp Dick Campground to Allenspark to enhance nonmotorized recreational opportunities.

The travel management strategy for the area will be to encourage passenger car travel on the extensive network of state highways and county roads. Motorized travel will be featured on several existing 4WD routes. Possible candidates for retention include the Middle St. Vrain/Coney Flats loop and the Rock Creek challenge route. Most of the trails in the area will be retained and new trail opportunities may be considered between Camp Dick and Allenspark. Closure and obliteration of the Park Creek and Cave Creek Road networks west of the Bunce School road may be undertaken to meet management area objectives for backcountry nonmotorized recreation. Most decisions on specific roads and trails to keep or close will be made during travel management implementation.

Consolidate landownership patterns on an opportunity basis.

Manage recreational uses and road and trail networks to reduce erosion or deterioration of riparian areas and watershed conditions. Evaluate road and trail impacts to aquatic and riparian ecosystems during travel management planning.

Standards and Guidelines

1. (ST) Prohibit camping within 100 feet of lake shores, streambanks, and trails.

Travel Management Strategy, Middle St. Vrain Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.3	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	N	Y	L	N
3.3	4WD	R	N	N	N	L
	MTR	N	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	N	Y	L	N
3.5	4WD	R	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	N
4.2	4WD	R	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	N
4.3	4WD	R	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	Y	Y	L	N
8.21	4WD	Y	N	N	N	N
	MTR	N	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	N	Y	L	N