

Placeholder for Figure 2.2
Boulder Ranger District
Geographic Areas

Placeholder for Figure 2.2a
Boulder Ranger District
Oil and Gas Leasing Stipulations

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Placeholder for Figure 2.3
Boulder Creeks Geographic Area

BOULDER CREEKS GEOGRAPHIC AREA

Setting

The area is located between the Town of Eldora, Rollins Pass, and 4th of July Campground. It contains a mix of upper montane, subalpine, and alpine plant communities consisting of aspen, Douglas-fir, limber pine, lodgepole pine, Engelmann spruce, subalpine fir, krummholz, grass, tundra, and rock outcrops. Elevations range from 8,400 to 11,987 feet. Rollins Pass, the Town of Eldora, Eldora Ski Area, the Moffat Road, Yankee Doodle and Jenny Lakes, East Portal, the Historic Hessie Townsite, and the 4th of July and Hessie trailheads are key geographic features in the area.

A significant portion of the land in this area (7,074 acres) is privately owned. Landownership patterns in the geographic area are extremely fragmented.

Access into the area is provided via the Eldora, Fourth of July, East Portal, and Moffat Roads. All are county roads suitable for passenger car travel. An extensive network of secondary roads and numerous trails provide access to other portions of the geographic area.

Goals and Desired Conditions

Emphasize motorized and nonmotorized recreational opportunities, downhill skiing, and the protection of areas recommended for addition to the Indian Peaks Wilderness.

Restore, enhance, or maintain mountain grassland and aspen communities. Emphasize old-growth recruitment and retention. Manage vegetation to achieve desired flora and fauna goals in the area. The fire suppression strategy varies from direct control to perimeter control (see the *wildland fire management strategy map*).

Manage the area for year-round recreational use. Minimize recreational impacts to riparian areas and visual corridors by considering the implementation of designated dispersed campsites at Lost Lake and along the Rollins Pass Road. Improve the quality of recreational opportunities and reduce impacts to riparian areas by reconstructing and relocating the western portion of the Jenny Creek trail.

Reduce impacts to known historic sites, restore meadow and wetland habitats, and eliminate congested roadside parking by developing a trailhead with safe parking between Eldora and Hessie for the Devils Thumb trail. This could include actions like working with Boulder County to address current parking issues along the main road, addressing sanitation concerns, and perhaps developing a trail for people to use to get from the parking area to the Devils Thumb trail. Other actions that might be considered could be to designate dispersed campsites along the South Fork of Middle Boulder Creek and to develop interpretive signing for the Hessie Townsite.

Consider actions that limit use at established wilderness trailheads (Hessie and Fourth of July) to established capacities. This could include controlling use levels by limiting the number of parking spaces. Other possible actions here and at the East Portal trailhead include improved signing and the installation of toilets.

Pursue rights-of-way for the Devils Thumb Trail, the Guinn Mountain and Jenny Creek Ski Trails, and the Jenny Creek Road. Resolve access issues associated with the Caribou Flats Road network and the East Portal Trail System. Provide safe public access at East Portal by considering appropriate trailhead and parking facilities that address the current safety concern relating to visitors crossing the railroad tracks to access the South Boulder Creek trail (FDT 900).

The travel management strategy for the area will be to allow passenger car travel to key access points on a network of county roads suited primarily for passenger car travel. Motorized travel will be allowed on some of the 4WD routes that currently exist, and most of the trails in the area will be retained. Some road and trail closures and obliterations can be expected. Routes in the area that may be considered for possible closure include the western portion of the Jenny Creek Road between its intersection with FDR 502.2 and Yankee Doodle Lake and the Chittenden Mountain Trail. Most decisions on these and other specific roads and trails to keep or to close will be made during travel management implementation.

Consolidate landownership patterns by disposing of isolated tracts of National Forest System land in and adjacent to the town of Eldora. Also consider acquiring isolated, undeveloped patented mining claims west of Eldora, in the 4th of July Valley, and adjacent to the Indian Peaks Wilderness.

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. Cooperate with other agencies to determine the presence or absence, status, and genetic purity of greenback cutthroat trout in area streams.

Management Area 8.22 (Eldora Ski Area)

Continue authorization of downhill skiing at Eldora Ski Area under their special-use permit and master development plan. Further improvements of the base facilities, infrastructure, and ski runs within the current boundary are expected. There will be no expansion of the area outside the boundaries currently specified in the Master Development Plan. It is anticipated that actual use levels will increase. There will, however, be no increase in the established maximum daily capacity.

Work and cooperate with the Eldora Mountain Resort to develop a sustainable vegetation management plan for the Eldora Ski Area and to formalize access through the ski area for the Jenny Creek crosscountry ski trail.

Standards and Guidelines

1. (ST) Prohibit camping within 100 feet of all lake shores, streambanks, and trails.
2. (ST) Prohibit recreational livestock within 100 feet of lake shores and streambanks except for watering and through travel.

Travel Management Strategy, Boulder Creeks Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.2	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	R	N	N	N	L
1.3	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	Y	L	N
	NMT	Y	N	Y	L	N
3.5	4WD	N	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	L
	MTR	N	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	N	N	N	N
7.1	4WD	Y	N	N	N	L
	MTR	R	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	N

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
8.22	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	Y	L	N
	NMT	N	N	N	N	N

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Placeholder for Figure 2.4 Brainard Geographic Area

BRAINARD GEOGRAPHIC AREA

Setting

The area is located west of the town of Ward and immediately east of the Indian Peaks Wilderness along the Brainard Lake access road. It contains a mix of subalpine plant communities consisting of Engelmann spruce, subalpine fir, lodgepole pine, limber pine, aspen, meadows, tundra, willow carrs, wet areas and rock outcrops. Elevations range from 9,700 to 11,200 feet. Brainard and Redrock Lakes, Lefthand Reservoir, South St. Vrain Creek, the Long and Mitchell Lake trailheads, and the numerous developed recreation sites in the area are the key geographic features.

This geographic area is one of the most popular recreational complexes along Colorado's Front Range. Over 100,000 people per year visit the area, with about 40 percent using the area to access the adjacent Indian Peaks Wilderness. Most visitation occurs between late June and mid October, although the area is a popular four-season destination. A parking fee is collected during the summer and fall seasons.

The current transportation system consists of the Brainard Lake and Lefthand Reservoir access roads (Boulder County Road 102 and Forest Development Road 232, respectively) and a major network of trails. About half of the trails are currently suitable for winter use only.

Goals and Desired Conditions

Emphasize opportunities to participate in a wide variety of recreational pursuits that include camping in developed campgrounds, picnicking, outdoor education, fishing, viewing scenery, and four-season nonmotorized trail use.

Limit vegetation treatments in the area to those necessary to address critical matters of visitor safety, forest health, or aesthetic protection. Emphasize retention of existing old-growth sites. Limited timber harvest may take place, but none is scheduled.

Brainard is a popular area for concentrated recreational use. Emphasize motorized access to the area in the summer and fall via the Brainard Lake and Lefthand Reservoir Roads and nonmotorized recreational opportunities in the winter and spring by closing the area to all motorized vehicles, including snowmobiles. Maintain the undeveloped character of that portion of the area away from roads and trails, and manage all trails for nonmotorized use to meet management area direction.

Provide opportunities to enjoy the high peaks, alpine lakes, and outstanding scenery by enhancing the area's recreational setting and providing for year-round recreational use while also taking actions to protect and enhance the values of the adjacent Indian Peaks Wilderness. The overall management strategy for accomplishing this will be to restructure and perhaps relocate

some of the facilities around Brainard Lake so that vehicles don't dominate the landscape and to disperse existing recreational use into areas east of Brainard and away from the Indian Peaks Wilderness.

Use an adaptive-management process to monitor the physical, biological, and social impacts of recreational use. This could lead to adjustments of management practices in the area and to identifying changes in facilities needed to maintain the values of the area as a popular regional attraction while protecting the values of the adjacent wilderness. An example of a facilities change that could be considered might be to construct a parking lot to the north and east of Brainard Lake and eliminate motorized access to the Long and Mitchell Lake trailheads. An action of this nature might be considered if other ideas implemented to address identified impacts have not been successful. Other actions that may be considered to help manage use in the area are to:

- expand the area covered by the current parking fee to include Lefthand Reservoir
- limit parking to designated lots and areas along the main access road and at Brainard Lake
- designate dispersed day-use sites along the Lefthand Reservoir Road
- limit special-use permits to available capacity

Continue to provide opportunities for overnight camping at developed campgrounds in the area. Provide an increased number of fee campsites to address the demand for this kind of recreational opportunity along the Peak-to-Peak Highway. This might involve expanding Pawnee Campground at Brainard Lake or developing a new, full-service facility between Brainard Lake and the winter closure gate.

Improve winter recreational opportunities by considering a parking area in the vicinity of the winter closure gate to facilitate access to the four-season trail network. Consider including amenities such as an information kiosk, restrooms, and appropriate signing.

The location, size, and design of any new, reconstructed, or expanded facilities in the Brainard area, including those mentioned above, would be determined during project planning for the site or sites being considered. Any facilities work that is proposed will emphasize the development of opportunities for universally accessible camping, picnicking, fishing, and trail use.

Improve nonmotorized recreational opportunities by considering connecting and loop trails for four-season multiple use that direct users away from Brainard Lake and the Indian Peaks Wilderness. Pursue rights-of-way for the South St. Vrain and Baptiste Trails where they cross private property.

Manage recreational uses and road and trail networks to reduce erosion, prevent deterioration of riparian areas and watershed conditions, minimize loss of trailside vegetation, and prevent the creation of multiple trails.

Pursue land acquisition to consolidate landownership on an opportunity basis.

Standards and Guidelines

1. (ST) Prohibit horses on all trails in the area except the Sourdough trail.
2. (ST) Prohibit dispersed camping along the Brainard Lake and Lefthand Reservoir roads.

Management Area 1.3

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

Travel Management Strategy, Brainard 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	Y	Y	L	N
	NMT	Y	Y	Y	L	N
8.21	4WD	R	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	M	N
	NMT	Y	Y	Y	M	N

Placeholder for Figure 2.5 Caribou Geographic Area

CARIBOU GEOGRAPHIC AREA

Setting

The area is located between the town of Eldora on the south and the City of Boulder's municipal watershed on the north. It contains a mix of upper montane and subalpine plant communities consisting of aspen, Douglas-fir, lodgepole pine, limber pine, ponderosa pine, Engelmann spruce, subalpine fir, meadows, krummholz, willow carrs, alpine tundra, and rock outcrops. Elevations range from 8,330 to 11,000 feet. Bald Mountain, the Caribou Flats willow carr, Nederland, the old Caribou Townsite and Rainbow Lakes Campground are the key geographic features.

The majority of the land in the geographic area (13,181 acres) is not National Forest System Land. A large portion of this non-federal land is the City of Boulder's municipal watershed which consists of one large block of land that does not allow public access. In addition, the City of Boulder and Boulder County own about 2,500 acres of open space lands, purchased from Caribou Ranch in 1996. Landownership patterns in the remainder of the area are extremely fragmented.

The area contains extensive wetland and riparian habitats that are significant ecological features. cattle grazing occurs in the southern and western portions of the geographic area which is part of the Caribou Allotment.

Primary access into the area is via the Caribou and Rainbow Lakes Roads. These are both county roads suitable for passenger car travel. The major through-route from Eldora to Rainbow Lakes Campground is the Caribou Flats 4WD road. This road and the 4WD roads to the Pandora, Anchor, and Canadian mines are also county roads. There are many other two-track roads in the area, the highest concentration being between Caribou Hill and Rainbow Lakes Campground.

Goals and Desired Conditions

Emphasize protection of native flora and fauna while providing summer motorized recreational opportunities except in that portion of the area proposed for addition to the Indian Peaks Wilderness.

Restore, enhance, or maintain the mountain grassland, willow/wetland and aspen communities. Emphasize old-growth recruitment and retention. Manage vegetation to meet flora and fauna needs. The wildland fire management strategy for management area 1.2 is prescription control and for management areas 3.5, 4.3 and 7.1 direct control or perimeter control. See the *wildland fire management strategy map*.

Manage the area for year-round recreational use. Maintain passenger-car access to the Rainbow

Lakes Campground and Trailhead via the Rainbow Lakes road. Consider the reconstruction or relocation of the Rainbow Lakes and Glacier Rim Trailheads and the reconstruction of Rainbow Lakes Campground. Resolve access issues associated with the Caribou Flats road network.

The travel management strategy for the area will be to maintain the road network that allows through travel from Eldora to the Rainbow Lakes Road; a significant portion of this network will probably be composed of existing county roads. There may be significant road closures and obliterations in the geographic area to help rehabilitate and restore important meadows and wetland habitats, particularly between Caribou Hill and the Rainbow Lakes Road (see the travel management strategy table below). Most decisions on the specific roads and trails to keep or close will be made during travel management implementation.

Consolidate landownership patterns. Priorities for consideration are disposal of isolated tracts of National Forest System lands in the area from Caribou Hill east towards Nederland and possible acquisition of isolated patented mining claims in the Bald Mountain, Caribou Flats and Caribou Park areas.

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. Manage activities to protect existing greenback cutthroat trout habitat and populations and to enhance recovery.

Management Area 3.5

Minimize damage to riparian areas, other sensitive habitats, and known historic sites by considering the implementation of designated dispersed campsites in the Caribou Park and Caribou Flats areas and by discouraging additional recreational use of the Bald Mountain and Horseshoe Creek portions of the area.

Provide primitive motorized recreational opportunities on the road system through the core of the area during the summer and fall. Minimize human-wildlife conflicts and potential for resource damage during snowmelt by closing this road system to motorized vehicles in the winter and spring.

Standards and Guidelines

Management Areas 3.5 and 4.3

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

Travel Management Strategy, Caribou Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.2	4WD	N	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
3.5	4WD	R	N	N	N	M
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	Y	N	L	N
4.2	4WD	N	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	Y	N	N	N	N
	WNM	N	N	N	N	N
	NMT	Y	N	Y	L	N
7.1	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

Placeholder for Figure 2.6 Indian Peaks Wilderness Geographic Area

INDIAN PEAKS WILDERNESS GEOGRAPHIC AREA

Setting

The area is located between Rocky Mountain National Park and Rollins Pass along both sides of the Continental divide. It contains a mix of subalpine and alpine plant communities consisting of Engelmann spruce, subalpine fir, lodgepole and limber pine, meadows, tundra, willow carrs, wet areas, rock outcrops, snow and ice fields, glacial lakes and remnant glaciers. Elevations range from 9,800 to 13,502 feet. The Indian Peaks are the key geographic features.

The Wilderness is close to an urban population base of more than 2 million people with quick highway access to the Indian Peaks. Indian Peaks is consequently one of the most frequently visited wilderness areas in Colorado, with the majority of use occurring on the east side of the Continental Divide.

The Indian Peaks is a Class II wilderness with respect to air-quality. The east side of the area is in the Front Range Airshed and within 40 miles of several potential air pollution sources such as coal-fired power plants and major population centers. There are several important visual corridors in this eastern portion of the wilderness which is in the Boulder County non-attainment area for PM-10 (particulate matter). The remainder of the wilderness is in the Granby Airshed west of the Continental Divide.

Goals and Desired Conditions

Emphasize protection of the area for its wilderness character and values while providing opportunities for quality wilderness experiences.

Emphasize old-growth retention. Allow fire to play an active role in maintaining natural conditions within the wilderness whenever possible. This includes using fire to alter vegetative conditions on an opportunity basis. The wildland fire management strategy is prescription control. Allow insect and disease outbreaks to run their course. Rehabilitate disturbed areas as needed to restore habitat quantity and quality for native plant and animal species.

Continue the monitoring program initiated in 1986 to determine the impacts and effects of acid rain in the Indian Peaks through partnerships with state and local regulatory agencies and local interest groups. Current monitoring sites include Blue, Crater, King, No Name and Upper Lakes.

Manage the area for both primitive and semiprimitive, year-round backcountry use. Protect wilderness ecosystems and opportunities by continuing the permit system for overnight use implemented in 1984 and combining the Peak and Four Lakes Travel Zones. Manage this combined travel zone for day use only from May 1st through November 30th. Monitor visitor use to determine if current capacities are still appropriate and to ensure that wilderness values and physical resources are not being compromised. Adjust capacities, as necessary, by

considering actions like adjusting trailhead parking capacity or location and modifying the current permit system.

The travel management strategy for the wilderness will be to retain most of the trail network in the area. Consider trail closures where excessive resource damage is occurring, rights-of-way are lacking, or routes are not maintainable due to environmental conditions. One of the routes that might be considered for closure is the Chittenden Mountain trail. Minimize impacts to other riparian areas and wilderness resources. Consider reconstructing and surfacing the Jean Lunning Trail and the portion of the Pawnee Pass Trail around Long Lake to meet universal accessibility standards.

Pursue land acquisition to consolidate landownership on an opportunity basis.

Standards and Guidelines

1. **(ST)** Prohibit recreation livestock on the Beaver Creek, Mt. Audubon, Mitchell Lake, Pawnee Pass (from Brainard Lake to Cascade Falls), Jean Lunning, Niwot Cutoff, Niwot Ridge, and Diamond Lake Trails.
2. **(ST)** Prohibit camping within 100 feet of lake shores, streambanks, and trails.
3. **(GL)** Use the existing capacity study for the Indian Peaks to determine if new Outfitter/Guide permits will be issued east of the Continental Divide.

Travel Management Strategy, Indian Peaks Wilderness Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.1	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	L

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Placeholder for Figure 2.7
James Creek Geographic Area

JAMES CREEK GEOGRAPHIC AREA

Setting

The area is located between the towns of Lyons and Ward. It contains a mix of lower and upper montane plant communities consisting of aspen, Douglas-fir, lodgepole pine, ponderosa pine, meadows, willow carrs, and rock outcrops. Elevations range from 5,600 to 9,441 feet. Jamestown, Gold Lake, Fairview Peak, and Lefthand Canyon are the prominent geographic features.

The Deer Creek Allotment is in the geographic area and is currently open to livestock grazing. Our 1996 NEPA decision closes the allotment to future grazing after the 1997 season.

A significant portion of the land in this area (37 percent) is privately owned, and landownership patterns are highly fragmented. Many private inholdings are individual building sites with single family residences or parts of mountain subdivisions. Many year-round residents live in the area.

There is an extensive transportation system in the geographic area. Primary access is via Colorado Highways 7 and 72 and Boulder County's Lefthand Canyon and James Canyon Drives, which are all major paved routes. State Highway 72 is part of the Peak-to-Peak Scenic Byway. Many county and private roads provide passenger-car access to numerous subdivisions, private parcels, and the National Forests. There is an extensive network of 4WD routes and single track trails, particularly in the Lefthand Canyon OHV area. There is a limited trail network.

Goals and Desired Conditions

Emphasis in the area is on a broad range of goals and desired conditions which include:

- protecting native flora and fauna
- enhancing forest health and reducing forest fuels and fire hazard through active vegetation management in cooperation with private landowners and state and county agencies
- providing both motorized and nonmotorized recreational opportunities
- adjusting landownership in Intermix areas in cooperation with private landowners and local jurisdictions

Restore, maintain or enhance mountain grassland and aspen communities on an opportunity basis. Manage ponderosa pine to emulate conditions representative of a frequent, low-intensity fire regime. Emphasize old-growth recruitment and retention. Allow fire to play as natural a role as possible in the Miller Rock, Walker Mountain, and Fairview Peak portions of the geographic area. A wildland fire management strategy of prescription control will be applied to the Fairview Peak portion of the area (see the *wildland fire management strategy map*). The wildland fire management strategy for the remainder of the area is direct control or perimeter control.

Some restoration of natural processes through human-induced activities is anticipated, particularly in fire-dependent ecosystems. The kinds of treatments that could be considered include prescribed fire and mechanical treatments of vegetation through ponderosa pine thinnings and in some cases commercial timber sales. Specific goals for these treatments include improving wildlife habitats, restoring forest health, assisting in the recruitment of old-growth ponderosa pine, restoring or maintaining aspen, reducing fuel loading, and maintaining or restoring ecological integrity. In ponderosa pine communities, these activities will occur primarily on south-facing slopes. Timber harvest may be used to accomplish these goals and is probable on suitable and available lands (see the *timber suitability map*). Emphasis is also placed on the control and management of noxious weed infestations near the Todd Gulch Quaking Fen.

Manage areas along the Peak-to-Peak Scenic Byway for heavy use that consists primarily of driving for pleasure and viewing scenery. Consider the construction of a trailhead to provide safe parking facilities for the South St. Vrain Trail in the Scenic Byway corridor.

Emphasize motorized recreational opportunities along other appropriate road networks in the geographic area. Minimize human-wildlife conflicts in the winter and spring by closing the Walker Mountain and Miller Rock Roads to motorized vehicles, including snowmobiles.

Pursue rights-of-ways for the South St. Vrain Trail and the Walker Mountain, Headache, Miller Rock, Gillespie Gulch, and Golden Age Roads.

Manage the area for year-round recreational use. Minimize recreational impacts to riparian areas by managing the South St. Vrain Creek along Colorado Highway 7, the upper Lefthand Canyon dispersed recreation area, and the South St. Vrain and Ceran St. Vrain Trailheads for day use only.

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 on 4WD routes and single-track trails will be featured in the Lefthand OHV Area. Some of the other 4WD routes in the geographic area will be retained. Possible candidates for retention include the Miller Rock road, James Canyon Drive, and the Walker Mountain and Gillespie Gulch challenge routes. Most existing trails will be retained. There may be significant road and trail closures and obliteration to help restore important meadows and wildlife winter range, and to meet the management direction for the Fairview Peak Core Area (see the travel management strategy

table). Most decisions on the specific roads and trails to keep or close will be made during travel management implementation.

Consolidate landownership patterns with emphasis in Intermix Management Areas (MA 7.1). Consider the disposal of isolated tracts of National Forest lands in the Jamestown and Lefthand Canyon areas and acquisition of isolated, undeveloped mineral patents in the Walker Mountain area.

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. Seek opportunities to improve instream habitat conditions in the South St. Vrain and James Creek watersheds, which were rated Class III (non-functional) in the watershed condition assessment.

Management Area 1.41 (Fairview Peak Core Area)

Manage for seasonal recreational use in summer and fall to minimize human-wildlife conflicts during winter and spring.

Minimize recreational impacts on wildlife populations and ecosystems by discouraging additional recreational use.

Management Area 4.3 (Lefthand OHV Area)

Pursue the possibility of formally managing the area through a concession permit or some other type of partnership.

Designate an appropriate system of roads and single-track trails to meet management area objectives. This may include relocation of some roads and trails and closure of others to prevent damage to meadows, dry drainages, and riparian areas.

Consider the development of a trailhead with safe parking, area information, and sanitation.

Provide for user safety by considering closure of the area to recreational shooting.

Standards and Guidelines

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

Travel Management Strategy, James Creek Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.41	4WD	N	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
3.5	4WD	R	N	N	N	H
	MTR	N	N	N	N	H
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	Y	N	N	N	N
4.2	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	Y	N	Y	L	N
4.3	4WD	Y	Y	Y	L	N
	MTR	Y	Y	Y	L	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	N
7.1	4WD	R	N	N	N	M
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	Y	N	N	N	N

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Placeholder for Figure 2.8
James Peak Geographic Area

JAMES PEAK GEOGRAPHIC AREA

(Amended via Amendment #7, October 2005)

Setting

The area is located between Rollins Pass and Berthoud Pass along the Continental Divide. It contains a mix of upper montane, subalpine and alpine plant communities consisting of Engelmann spruce, subalpine fir, lodgepole, limber, and bristlecone pine, aspen, krummholz, meadows, tundra, willow carrs, wet areas, glacial lakes and rock outcrops. Elevations range from 9,200 to 13,391 feet. Mount Eva, Mount Flora, and James and Parry Peaks are the prominent geographic features.

The area currently provides excellent opportunities for semiprimitive and primitive backcountry nonmotorized recreation. Cattle grazing occurs in the vicinity of Mammoth Gulch and on Nebraska Hill which is part of the Mammoth Allotment.

Access into and through the area is provided on a limited trail network that includes the Continental Divide National Scenic Trail.

Goals and Desired Conditions

Maintain natural conditions while providing opportunities for year-round recreational use.

Within the delineated lynx linkage area (at and near Berthoud Pass) maintain or improve habitat values for lynx movement. Maintain or expand mountain grassland and early successional lodgepole pine communities on an opportunity basis. Emphasize old-growth recruitment and retention. Allow fire to play as natural a role as possible in the area. This includes using prescribed fire to alter vegetative conditions, particularly in the southern portion of the geographic area where habitat improvement for the resident bighorn sheep herd is an important goal. The wildland fire management strategy is perimeter control. Insects and disease outbreaks are generally allowed to run their course. Rehabilitate disturbed areas where unacceptable resource damage is occurring to restore habitat quantity and quality for native plant and animal species. Timber harvest and road construction are not allowed.

Provide year-round recreational opportunities on a trail system designed for four-season use. Emphasis is on providing opportunities for hiking, horseback riding, and crosscountry skiing. Mountain biking is permitted on designated routes. Protect current access on trails in the area by pursuing a right-of-way for the Ute Trail. Retain most of the existing trail system but consider some closures and obliterations. An increase in trail mileage is expected as existing trails are relocated and reconstructed to meet management area objectives and construction of the Continental Divide National Scenic Trail is completed.

In managing the area for year-round backcountry use, prevent degradation of riparian areas, alpine lakes, and fragile alpine ecosystems by initiating such actions as limiting camping to designated sites in specific areas and prohibiting campfires on an as-needed basis. Current areas of concern where designated campsites may be necessary are Forest, Arapaho, Crater, Clayton, Iceberg, Heart, Rogers Pass, and James Peak lakes. Campfires are of the highest

concern in the South Boulder Creek and Mammoth Gulch areas. Evaluate road and trail impacts to aquatic and riparian ecosystems during travel management implementation.

Consolidate landownership patterns with priority given to acquiring isolated mineral patents and State Land Board lands.

Cooperate with other agencies to determine the presence, status, and genetic purity of greenback and Colorado River cutthroat trout in the area streams. Manage pure populations of cutthroat trout that may be identified so that habitat and viability are protected and recovery efforts are enhanced.

Standards and Guidelines

1. **(GL)** Prohibit camping within 100 feet of all lakes shores, streambanks, and trails.
2. **(GL)** Prohibit recreational livestock within 100 feet of lake shores and streambanks except for watering and through travel.

Travel Management Strategy, James Peak Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
3.1	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	Y	M	M
	NMT	Y	Y	Y	M	M
3.55	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	Y	N	L	L

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Placeholder for Figure 2.9
Lump Gulch Geographic Area

LUMP GULCH GEOGRAPHIC AREA

Setting

The area is located between the town of Nederland and the hydrographic boundary between Boulder Creek and Clear Creek. It contains a mix of lower and upper montane and subalpine plant communities consisting of aspen, Douglas-fir, limber pine, lodgepole pine, ponderosa pine, Engelmann spruce, subalpine fir, and meadows. Elevations range from 7,600 to 10,929 feet. South Boulder Creek, Kelly-Dahl Campground, the Peak-to-Peak Scenic Byway, the western portion of the Winiger Ridge critical elk winter range, and the towns of Nederland and Rollinsville are the prominent geographic features.

The geographic area is located in Boulder and Gilpin Counties. A significant portion of the land (47 percent) is privately owned, and landownership patterns are extremely fragmented. A large portion of the private lands is subdivided and many year-round residents live in the area.

Several portions of the area receive significant dispersed recreational use. The most notable of these is along Haul Road (also known as West Magnolia) where recreational use by large groups has historically occurred.

There is a very extensive transportation system in the geographic area. Primary access is via Colorado Highways 72 and 119. Portions of these highways make up part of the Peak-to-Peak Scenic Byway. Many county and private roads provide passenger car access to numerous subdivisions, private parcels, and the National Forests. There are a significant number of 4WD roads and road networks. The most well known of these are located in the Winiger Ridge, Haul Road, Dakota Hill and Jenny Lind Gulch portions of the geographic area. There is only a limited trail network.

Goals and Desired Conditions

Emphasis in the area is on a broad range of goals and desired conditions which include:

- protecting native flora and fauna
- enhancing forest health and reducing forest fuels and fire hazard through active vegetation management in cooperation with private landowners and state and
- adjusting landownership in Intermix areas in cooperation with private landowners and local jurisdictions

Restore, maintain or enhance mountain grassland and aspen communities on an opportunity basis. Manage ponderosa pine to emulate conditions representative of a nonlethal understory fire

regime. Emphasize old-growth recruitment and retention. Direct control and perimeter control are the wildland fire management strategies; see the *wildland fire management strategy map* for details.

Some restoration of natural processes through human-induced activities is anticipated, particularly in fire-dependent ecosystems. The kinds of treatments that could be considered include prescribed fire or mechanical treatments of vegetation through thinnings and in some cases commercial timber sales. Specific goals for these treatments include improving wildlife habitats, restoring forest health, assisting in the recruitment of old-growth ponderosa pine, restoring or maintaining aspen, reducing fuel loading, and maintaining or restoring ecological integrity. In ponderosa pine communities, these activities will occur primarily on south-facing slopes. Timber harvest may be used to accomplish these goals and is probable on suitable and available lands (see the *timber suitability map*).

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 the Kelly-Dahl Campground to address the demand for camping opportunities in fee campsites. This expansion might include individual campsites, host campsites, and large group sites. The number and type of sites to be added would be determined during the design phase of this proposed project. Also consider the reconstruction of Jumbo Mountain Picnic Area.

Manage the rest of the road and trail systems in the area to provide a variety of recreational opportunities while minimizing human-wildlife conflicts, particularly in flora and fauna emphasis areas (MA 3.5). This will be accomplished in the West Magnolia and Winiger Ridge portions of the geographic area by closing roads to motorized vehicles, including snowmobiles, during the winter and spring. Pursue rights-of-ways for the Jenny Lind Trail, the Kelly-Dahl Campground access road, and the Observatory and Rollinsville Road networks.

Manage the area for year-round recreational use. Minimize impacts to riparian areas and native flora and fauna by designating dispersed campsites in the Haul Road area.

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 some existing 4WD routes. Possible candidates for retention include the Rollinsville and Observatory road networks and some of the challenge routes in the Dakota Hill area. Most existing trails will be retained and the trail system may be considered for limited expansion. There may be significant road and trail closures and obliterations in the geographic area to help restore important meadows and wildlife winter range, particularly in the vicinity of Winiger Ridge (see the travel management strategy table). Most decisions on the specific roads and trails to keep or close will be made during travel management implementation.

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. Seek opportunities to improve instream conditions in the Middle Boulder Creek and Upper South Boulder Creek composite watersheds, which were rated Class III (non-functional) in the watershed-condition assessment.

Consolidate landownership patterns on an opportunity basis.

Travel Management Strategy, Lump Gulch Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
3.5	4WD	R	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	M
4.2	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	Y	N	L	L
4.3	4WD	R	N	N	N	M
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	Y	Y	M	N
7.1	4WD	R	N	N	N	H
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	Y	Y	L	L

Placeholder for Figure 2.10
Mammoth Geographic Area

MAMMOTH GEOGRAPHIC AREA

Setting

The area is located between the settlement of Tolland and Kingston Peak, along Mammoth Gulch. It contains a mix of upper montane, subalpine, and alpine plant communities consisting of aspen, Douglas-fir, lodgepole pine, limber pine, Engelmann spruce, subalpine fir, krummholz, willow carrs, rock outcrops, alpine lakes, meadows and tundra. Elevations range from 9,100 to 12,147 feet. Kingston Peak and Nebraska Hill are the prominent geographic features.

The area currently provides excellent opportunities for both motorized and nonmotorized backcountry recreation. Cattle grazing occurs throughout the geographic area, which is part of the Mammoth Allotment.

Motorized access into and through the area is provided by the Apex and Kingston Peak roads. A limited number of secondary roads and trails provide access to other portions of the geographic area.

Goals and Desired Conditions

Emphasize motorized recreation in the area south and east of Mammoth Gulch and nonmotorized recreation in the remainder of the area.

Maintain the mountain grassland, shrub, and aspen communities on an opportunity basis. Emphasize old-growth recruitment and retention. Allow fire to play as natural a role as possible in the area. This includes using fire to alter vegetative conditions. The fire management strategy for management area 1.3 is prescription control. The strategy for management area 4.3 is perimeter control.

Manage the primitive road system in the area to provide semiprivate motorized recreation during summer and fall and opportunities for over-snow vehicles in winter and spring. Pursue rights-of-way for the Kingston Peak Road and James Peak Lake Trail. Maintain the undeveloped character of that portion of the area away from existing roads and trails. Manage trails for nonmotorized use.

The travel management strategy will be to allow motorized travel on most of the roads in the area. The majority of the trails in the area will be retained. Some road closures and obliterations are expected. Most decisions on specific roads and trails to keep or close will be made during travel management implementation.

Manage for year-round recreational use. Minimize recreational impacts to riparian areas along Mammoth Gulch by considering the designation of dispersed campsites on National Forest lands. Emphasize land acquisition to consolidate landownership. Priorities for consideration are

isolated, undeveloped, patented mining claims and millsites along Mammoth Gulch and to the north and west between Mammoth Gulch and the adjacent James Peak Geographic Area.

Manage recreation and grazing 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. Cooperate with other agencies to determine the presence or absence, status, and genetic purity of greenback cutthroat trout in area streams.

Standards and Guidelines

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

Travel Management Strategy, Mammoth 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	N	N	N	N	N
	NMT	Y	N	N	N	N
4.3	4WD	R	N	N	N	N
	MTR	N	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	N	N	N	N	N
	NMT	Y	N	N	N	N

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Placeholder for Figure 2.11
Middle St.Vrain Geographic Area

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

Placeholder for Figure 2.12
Niwot Ridge Geographic Area

NIWOT RIDGE GEOGRAPHIC AREA

Setting

The area is located west of Colorado Highway 72 between the town of Ward and the Rainbow Lakes Road. It contains a mix of upper montane, subalpine and alpine plant communities consisting of aspen, Douglas-fir, limber pine, lodgepole pine, ponderosa pine, Engelmann spruce, subalpine fir, krummholz, grassy meadows and tundra, wet areas and rock outcrops. Elevations vary from 8,800 to 12,284 feet. Niwot Ridge, the University of Colorado Mountain Research Station, the Niwot Ridge Biosphere Reserve and the Sourdough trail are the key geographic features.

The Niwot Ridge Biosphere Reserve was established by the United Nations as part of the Man and the Biosphere Program in 1979. Several decades of high-altitude alpine research have been conducted on this site.

Road access into the area is provided primarily by the Peak-to-Peak Scenic Byway and the Rainbow Lakes Road. A limited number of secondary roads and a few trails provide access to other portions of the area.

Goals and Desired Conditions

Emphasize physical and biological high-altitude research, maintenance of existing habitats through natural and research-related processes of both a manipulative and nonmanipulative nature, and backcountry nonmotorized recreation.

Restore, enhance, or maintain mountain grassland and aspen communities. Emphasize old-growth recruitment and retention. Manage vegetation to meet flora and fauna needs with emphasis on aspen retention in the portion of the geographic area outside the Niwot Ridge Biosphere Reserve. The wildland fire management strategies are defined on the *wildland fire management strategy map* enclosed with this document.

Manage areas along the Peak-to-Peak Scenic Byway for heavy use that consists primarily of driving for pleasure and viewing scenery. Maintain the undeveloped character of areas away from existing roads. Manage trails for nonmotorized use. Pursue rights-of-ways for the Niwot Ridge Road and Sourdough Trail.

Manage the Peak-to-Peak Scenic Byway and Sourdough Trail corridors for year-round recreational use. This includes improving recreational opportunities and facilities along the Scenic Byway by constructing a Sourdough-South Trailhead along the Rainbow Lakes Road to provide safe parking at that end of the Sourdough Trail. Reconstruction or relocation of the Sourdough Trail to improve opportunities for year-round nonmotorized use is also anticipated.

The travel management strategy for the area will foster passenger car travel on the Peak-to- Peak Scenic Byway and the Rainbow Lakes Road. Few 4WD opportunities will exist. Most trails in the area will be retained. Decisions on specific roads and trails to keep or close will be made during travel management implementation.

Consolidate landownership patterns. Priorities for consideration are acquisition of isolated mining claims east of the Mountain Research Station and north of the Rainbow Lakes Road.

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 implementation. Recognize the significance of greenback cutthroat trout populations in area streams and manage activities both to protect habitat and populations and to enhance recovery.

Management Area 3.1

Allow natural processes to dominate in this management area. This may include allowing fire to play as natural a role as possible and changing the recommended wildland fire management strategy to perimeter control. Any vegetation management that does occur is primarily for purposes of manipulative research. Insect and disease outbreaks are generally allowed to run their course. Timber harvest is not allowed.

Manage the Biosphere Reserve for limited recreational use that occurs primarily along roads and trails during summer and fall. Minimize recreational impacts to ongoing research according to guidelines in the Niwot Ridge Biosphere Reserve Management Plan. This includes:

- managing the area for day use only
- prohibiting open campfires
- restricting bicycles to existing roads and trails
- restricting hiking to roads and trails on an as-needed basis
- prohibiting pack animals
- requiring pets to be on a leash at all times
- limiting new special-use permits to compatible uses only
- prohibiting the construction of new roads and trails except when necessary to support approved research activities
- discouraging additional recreational use

Hunting is permitted under State Division of Wildlife laws and regulations. Hunting access will be managed to minimize risks to ongoing research projects.

Standards and Guidelines

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

Travel Management Strategy, Niwot Ridge 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	N	N	N
3.1	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	N	N	N
3.5	4WD	N	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	N	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

Placeholder for Figure 2.13
North St. Vrain Geographic Area

NORTH ST. VRAIN GEOGRAPHIC AREA

Setting

The area is located between the Town of Lyons and Rocky Mountain National Park, along North St. Vrain Creek. It contains a mix of montane plant communities consisting of ponderosa pine, lodgepole pine, Douglas-fir, aspen, grassy meadows and hillsides, shrubs, rock outcrops, willow carrs and other riparian communities. Elevations range from 5,600 to 9,080 feet. North and South St. Vrain Canyons, the Peak-to-Peak Scenic Byway, Buttonrock Reservoir and the Towns of Raymond and Riverside are the key geographic features.

North St. Vrain Creek is one of the last undeveloped, free-flowing stream corridors along Colorado's Front Range. It passes through a steep, narrowly incised canyon between Colorado Highway 7 and Buttonrock Reservoir. Most of the stream length in this section is unroaded.

The area's extensive transportation network includes primary access via Colorado Highways 7 and 72 (part of the Peak-to-Peak Scenic Byway), a significant number of county roads suitable for passenger car travel, and several 4WD roads, of which the Johnny Park and Buttonrock routes are the best known. There is also a significant trail system.

Goals and Desired Conditions

Emphasize nonmanipulative research in the North St. Vrain Research Natural Area. Emphasize maintenance and rehabilitation of ecosystems through natural and management-induced processes and winter range wildlife habitat management with emphasis on bighorn sheep in the remainder of the geographic area.

Restore, enhance, or maintain shrub-grass and aspen communities on an opportunity basis. Manage ponderosa pine to emulate conditions representative of a nonlethal understory fire regime. Emphasize old-growth recruitment and retention. Allow fire to play as natural a role as possible in the North St. Vrain and the Coffintop and Buttonrock Mountain portions of the geographic area. Follow a wildland fire management strategy of prescription control. The strategy for the remainder of the area ranges from direct control to perimeter control as shown on the *wildland fire management strategy map*.

Natural processes dominate in the majority of the geographic area (management areas 1.41, 2.2, 3.5, the portion of 4.2 in the South St. Vrain Canyon and the portion of 4.3 along the Johnny Park Road corridor). Some restoration of natural processes through human-induced activities such as prescribed fire or mechanical treatments of vegetation may be initiated to improve wildlife habitats, restore forest health, assist in the recruitment of old-growth ponderosa pine, reduce fuel loading, and maintain or restore natural ecological conditions. In the ponderosa pine communities, these activities will primarily occur on south-facing slopes. Timber harvest is not

allowed in the Research Natural Area. Limited timber harvest may take place in the remainder of the geographic area but none is scheduled.

Reduce wintertime disturbance to wildlife by closing the Johnny Park and Taylor Mountain Roads to all motorized vehicles (including snowmobiles) during the winter and spring. Maintain the undeveloped character of areas away from existing roads. Manage all trails for nonmotorized use. Pursue rights-of-way for the Taylor Mountain Trail and the Dry St. Vrain Road.

Manage highway corridors in the South St. Vrain Canyon and along the Peak-to-Peak Scenic Byway for year-round recreational use. Minimize recreational impacts to riparian areas in South St. Vrain Canyon by consolidating activities at the existing picnic areas best able to withstand the impacts, by closing and rehabilitating picnic areas where current impacts are unacceptable, and by rehabilitating other undeveloped, heavily used areas. This includes managing the portion of South St. Vrain Creek along Colorado Highway 7 for day use only.

Manage areas along the Peak-to-Peak Scenic Byway and Colorado Highway 7 in South St. Vrain canyon for heavy use that consists primarily of driving for pleasure and viewing scenery. Improve recreational facilities along these travel routes by reconstructing the existing Meeker Park and South St. Vrain 3, 5, and 6 picnic areas. In addition, consider the development of a campground across from the Meeker Park Picnic Area. The exact size, specific location and design of the campground will be determined during project planning.

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 continue on several of the 4WD routes. Some candidates for retention include the Johnny Park and Taylor Mountain Roads and the Buttonrock Challenge Route. Most of the trails in the area will be retained and new trail opportunities may be considered near Rattlesnake Gulch and between the Heil Ranch and Buttonrock Reservoir. We expect some road and trail closures and obliterations to occur. A few areas where some closures may be considered include Deer Ridge, Taylor Mountain, and the Research Natural Area. Most decisions on specific roads and trails to keep or close will be made during travel management implementation.

Consolidate landownership patterns by pursuing land acquisitions, disposals, and exchanges on an opportunity basis in the Buttonrock Reservoir and Dry St. Vrain portions of the area.

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 implementation.

Management Areas 2.2 and Coffintop Mountain 1.41

Maintain the undeveloped character of the area, minimize human-wildlife conflicts, and protect riparian vegetation along North St. Vrain Creek by:

- providing a limited number of designated campsites along North St. Vrain Creek to maintain use at current levels
- discouraging additional recreational use
- prohibiting campfires in the North St. Vrain Research Natural Area and along North St. Vrain Creek between the RNA and Buttonrock Reservoir

Travel Management Strategy, North St. Vrain Geographic Area

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.41	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	Y	Y	N	L	N
2.2	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	R	N	N	N	L
3.5	4WD	R	Y	N	L	M
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	R	N	Y	L	L
4.2	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	Y	L	N
	NMT	N	N	Y	L	N
4.3	4WD	R	N	N	N	L
	MTR	N	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	N
7.1	4WD	N	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

Placeholder for Figure 2.14
Sugarloaf Geographic Area

SUGARLOAF GEOGRAPHIC AREA

Setting

The area is located between the City of Boulder and the Town of Nederland. It contains a mix of lower and upper montane plant communities consisting of aspen, Douglas-fir, lodgepole pine, ponderosa pine, and meadows. Elevations range from 6,100 to 9,441 feet. Sugarloaf Mountain, Barker Reservoir, Boulder Canyon, the Black Tiger Fire, and Magnolia Townsite are the prominent geographic features. The Switzerland Trail, which is on the National Register of Historic Places, is also a key geographic feature.

Forty-three percent of the land in the area is privately owned, and landownership patterns are more fragmented than in any of the other geographic areas on the Boulder Ranger District. The majority of these private inholdings are either individual building sites with single family residences on them or parts of mountain subdivisions. There are also more year-round residents in this geographic area than in any of the others on the District.

The fragmented ownership is primarily the result of mining activity that occurred prior to the establishment of the National Forest in 1917. There are a wide variety of mining remnants on both public and private lands which include numerous mine shafts, adits, stopes, and test holes. The Colorado Mined Land Reclamation Board is working to close hazardous mine openings throughout the geographic area.

A wide variety of human activities and uses may be contributing to an ongoing invasion of noxious weeds into the area. Major infestations of leafy spurge and toadflax are located near the Todd Gulch Quaking Fen and on Peewink Mountain.

The area's transportation network is extensive. Primary access is via Colorado Highways 119 and 72 and Boulder County's Sugarloaf and Magnolia Roads which are all major paved access routes. Portions of Highways 119 and 72 are part of the Peak-to-Peak Scenic Byway. An abundance of county and private roads provide passenger car access to the many subdivisions and private parcels as well as to the National Forests. Many 4WD roads and road networks exist (several of these are also county roads). The most well known 4WD networks are in the Peewink Mountain and Gordon and Pennsylvania Gulch portions of the area. There are no system trails.

Goals and Desired Conditions

Emphasis in the area is on a broad range of goals and desired conditions which include:

- protecting native flora and fauna
-

enhancing forest health and reducing forest fuels and fire hazard through active vegetation management in cooperation with private landowners and state and county agencies

- adjusting landownership in Intermix areas in cooperation with private landowners and local jurisdictions

Restore, maintain or enhance aspen communities on an opportunity basis. Manage ponderosa pine to emulate conditions representative of a nonlethal understory fire regime. Emphasize old-growth recruitment and retention. The wildland fire management strategy throughout the geographic area is direct control.

Some restoration of natural processes through human-induced activities is anticipated, particularly in fire-dependent ecosystems. The kinds of treatments that could be considered include prescribed fire and mechanical treatments of vegetation through ponderosa pine thinnings and in some cases commercial timber sales. Specific goals for these treatments include improving wildlife habitats, restoring forest health, assisting in the recruitment of old-growth ponderosa pine, restoring or maintaining aspen, reducing fuel loading, and maintaining or restoring ecological integrity. In ponderosa pine communities, these activities will occur primarily on south-facing slopes. Timber harvest may be used to accomplish these goals and is probable on suitable and available lands (see the *timber suitability map*). Emphasis is also placed on controlling and managing noxious weed infestations near the Todd Gulch Quaking Fen and on Peewink Mountain.

Manage areas along the Peak-to-Peak Scenic Byway for heavy use that consists primarily of driving for pleasure and viewing scenery. Emphasize motorized recreational opportunities along other appropriate road networks in the geographic area. Pursue a right-of-way for the Garnett Spur Road. Minimize human-wildlife conflicts in winter and spring in the Gordon Gulch critical elk winter range by closing the area's road system to all motorized vehicles, including snowmobiles. Protect important riparian ecosystems in the Fourmile Creek Flora and Fauna area.

Manage for year-round recreational use. Minimize recreational impacts to riparian areas and other sensitive habitats by limiting camping to designated sites or closing areas to overnight use. Designated dispersed campsites may be implemented in the Gordon Gulch, Upper Fourmile Creek (that portion of the creek located in management area 4.2) and Rocky Point portions of the geographic area, while the area along County Road 68J may be closed to overnight camping.

Improve the quality of recreational experiences and expand recreational opportunities by considering the reconstruction of the Mt. Alto Picnic Ground. This could include modifying the site to make it suitable for day-use by large groups.

The travel management strategy for the area will be to encourage passenger car travel on the area's extensive network of state highways and county roads. Motorized travel will continue on

some of the existing 4WD routes. There may be significant road closures and obliterations to restore important meadows, wildlife winter ranges, and flora and fauna areas, particularly in the vicinity of Gordon Gulch and Fourmile Creek (see the travel management strategy chart). Most decisions on the specific roads and trails to keep or close will be made during travel management implementation.

Consolidate landownership patterns with emphasis in Intermix management areas (MA 7.1). Consider the disposal of isolated tracts of National Forest System lands in the Sugarloaf and Magnolia areas and acquisition of isolated, undeveloped mineral patents south and west of Mt. Alto Picnic Ground and in Upper Fourmile Creek.

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. Seek opportunities to improve instream habitat conditions in the Middle Boulder Creek and Fourmile Creek watersheds, which were rated Class III (non-functional) in the watershed condition assessment.

Management Area 3.1

Manage the Todd Gulch Quaking Fen as a Special Interest Area to protect the unique ecological values present on the site by:

- prohibiting the construction of new roads and trails
- minimizing recreational impacts by discouraging increased recreational use
- closing and obliterating the trail from the parking area to the Fen to minimize the spread of leafy spurge
- aggressively controlling and managing the leafy-spurge infestation spreading into the area from the northeast
- limiting fire management techniques to those which minimize ground disturbance. Heavy ground-disturbing equipment will not be used unless approved by the Forest Supervisor

Standards and Guidelines

1. **(ST)** Prohibit camping within 100 feet of lakeshores, streambanks and trails.

Travel Management Strategy, Sugarloaf Geographic Area

Management Areas	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
3.1	4WD	N	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
3.5	4WD	R	N	N	N	M
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	L
4.2	4WD	N	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	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	N
7.1	4WD	R	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	N	N	N	N	N
	NMT	N	N	N	N	N

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Placeholder for Figure 2.15 Thorodin Geographic Area

THORODIN GEOGRAPHIC AREA

Setting

The area is located between the town of Pinecliffe and Mt. Thorodin. It contains a mix of lower and upper montane plant communities consisting of aspen, ponderosa pine, lodgepole pine, Douglas-fir, Engelmann spruce, subalpine fir, meadows and rock outcrops. Elevations range from 7,300 to 10,540 feet. Mt. Thorodin, Gross Reservoir, and the towns of Pinecliffe and Wonderview are the key geographic features.

The largest block of National Forest land in the geographic area is located west of Gross Reservoir along Winiger Ridge. In addition to being a critical elk winter range, Winiger Ridge is a small part of the area covered by the Federal Energy Regulatory Commission's permit to the City of Denver for Gross Reservoir. Ownership in the remainder of the area is moderately fragmented by fairly large blocks of private land that are in many cases subdivided.

The area's extensive transportation network includes primary access via Colorado Highway 72 and a significant number of county and private roads that provide passenger car access to the many subdivisions and other private parcels. The Winiger Ridge Road network is the best known of the isolated 4WD routes. There is also a limited trail system.

Goals and Desired Conditions

Emphasize the maintenance and enhancement of flora and fauna throughout the area.

Restore, enhance, or maintain mountain grassland and aspen communities on an opportunity basis. Manage ponderosa pine to emulate conditions representative of a nonlethal understory fire regime. Emphasize old-growth recruitment and retention. Direct control is the wildland fire management strategy throughout the geographic area (see the *wildland fire management strategy map*).

Some restoration of natural processes through human-induced activities is anticipated, particularly in fire-dependent ecosystems. The kinds of treatments that could be considered include prescribed fire or mechanical treatments of vegetation through ponderosa pine thinnings and in some cases commercial timber sales. Specific goals for these treatments include improving wildlife habitats, restoring forest health, assisting in the recruitment of old-growth ponderosa pine, reducing fuel loading, and maintaining or restoring ecological integrity. In ponderosa pine communities, these activities will occur primarily on south-facing slopes. Timber harvest may be used to accomplish these goals and is probable on suitable and available lands (see the *timber suitability map*).

Maintain the area's recreational setting and provide for year-round recreational use. Minimize damage to riparian areas and other sensitive habitats by limiting camping to designated sites or

closing areas to overnight use. Designated dispersed campsites may be implemented in the Winiger Ridge area; the area along County Road 68J may be closed to overnight camping. Emphasize nonmotorized recreational opportunities near Mt. Thorodin. Provide primitive motorized recreational opportunities in the Winiger Ridge area during summer and fall. Close this area to motorized vehicles, including snowmobiles, in the winter and spring to minimize human-wildlife conflicts. Provide an area with minimal human-wildlife conflicts on a year round basis by limiting access to nonmotorized use only in the area between Winiger Gulch and South Boulder Creek.

Pursue rights-of-way for the Mt. Thorodin and Boiling Gulch Trails and the Mt. Thorodin Road.

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 continue on a seasonal basis on some of the 4WD routes. Most of the trails in the area will be retained. There may be significant road closures and obliterations to help restore important meadows and wildlife winter range, particularly in the vicinity of Winiger Ridge (see the travel management strategy chart). Most decisions on the specific roads and trails to keep or close will be made during travel management implementation.

Manage the Mt. Thorodin electronics site through the special-use permit issued to Western Site Management. Phase out other permit holders at the site.

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.

Travel Management Strategy, Thorodin Geographic Area

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

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