

## **Afton Canyon Special Recreation Management Area (SRMA)**

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the Afton Canyon SRMA for its distinctive opportunities, such as the motorized route along the historic Mojave Road, The Old Spanish National Historic Trail, the camping opportunities at the improved campground, hiking, equestrian, and rock hounding opportunities. Management of the area preserves the unique view shed of the area, as well as the year round water source, which is of vital importance to local wildlife. A recent WEMO decision determined the surface flowing section of the Mojave River is an eligible segment of the National Wild & Scenic River System.

**Activities:** Primary activities in Afton Canyon include camping in the developed fee campground & group camp site, river play, hiking, historic Mojave Road touring, equestrian riding, bird watching, Big Horn Sheep & wildlife viewing, dark sky activities, photography, nature study, rock collecting, scenic touring, 4 x 4 exploration, geo-caching and hunting.

**Experiences:** Visitors frequent Afton Canyon for several non-tangible experiences centered on being outdoors. A surface flowing river in the desert is a very special place and draws people to enjoy the bountiful life & tranquil setting. Visitors also come here to relate to and understand the conditions and experiences of explorers & emigrants who settled the west; includes camping & retracing ancient and historic trails and trade routes. There are two popular emigrant grave sites near Afton Canyon, and the canyon is near the historic US Army Fort Cady, used to subdue Indians following the war with Mexico.

**Benefits:** Personal benefits of this setting are primarily based on the relaxing and soothing effects of being around a flowing river. Visitors come here in groups of friends and families to observe and commune with nature because the area provides an easy escape for daily life in nearby communities. The easy access from interstate 15 provides social benefits and feelings of connectedness through interpretation of this areas rich history involving major prehistoric and historic trade & transportation routes. This area provides economic and environmental benefits tied to the wide range of activities occurring here requiring specialized equipment for camping and outdoor activities. The activities here help sustain regional companies providing outdoor supplies & services; while the use of this equipment benefits the environment through visitor's appreciation of nature and the world outdoors.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** This SRMA has qualities of the landscape fitting the *Front Country Classification*. Afton Canyon is about 40 miles east of Barstow, just a few minutes from highway 15. The Mojave River meanders through the canyon along a flat sandy floor a few hundred feet wide, framed by scenic vertical walls with multiple colors & interesting features. The river flows all year long on the west side of the canyon, A thick ribbon of plants comprised of native & invasive species lines the riparian zone and supports a wide diversity of wildlife, including big horn sheep, mountain lion, badger, coyote, raptors, and numerous small mammals, reptiles, rodents & birds. There is frequent vehicle & train traffic in and through the canyon.

**Social Components:** The campground is popular with groups of all types, including friends, equestrian, schools, family and work. This is a popular camping site because of its location by the I15 freeway, and is regularly used by regional residents and travelers on long distance multi day camping trips. Due to the steady use and the associated effects of that use, this component is also front country.

**Operational Components:** This component also has front country characteristics. Access from the west into and through the canyon is on a county maintained dirt road, which also crosses the river and railroad right of way. Trains regularly run through the canyon on tracks located on private ROW across public land, including 2 trestle bridges. Staff visits this area to maintain & clean the restrooms, to monitor vehicle use, for routine ranger patrols, and as on-going work to remove tamarisk and other invasive species.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	43393	36312	36312	36312	36312

**Other Programs:** Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

**Implementation Decisions:** Provide for passage of motorized vehicles along the historic Mojave Road by rerouting a portion out of the riparian area and designating the Mojave Road through Afton Canyon as open for use by all vehicles on a single route. Cooperate with the county to maintain Afton & Mojave Roads. Rehabilitate all routes not signed as open for use by motorized vehicles so that they will meet at least VRM Class II standards. Maintain existing campground at its present size as a fee use overnight camping area; maintain dry camp area on the bench west of the campground as a group camping area; maintain fencing for equestrian use; maintain fencing protecting riparian areas & controlling vehicles; develop an interpretive foot trail in canyon approximate to day use, campground & group site.

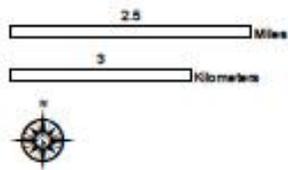
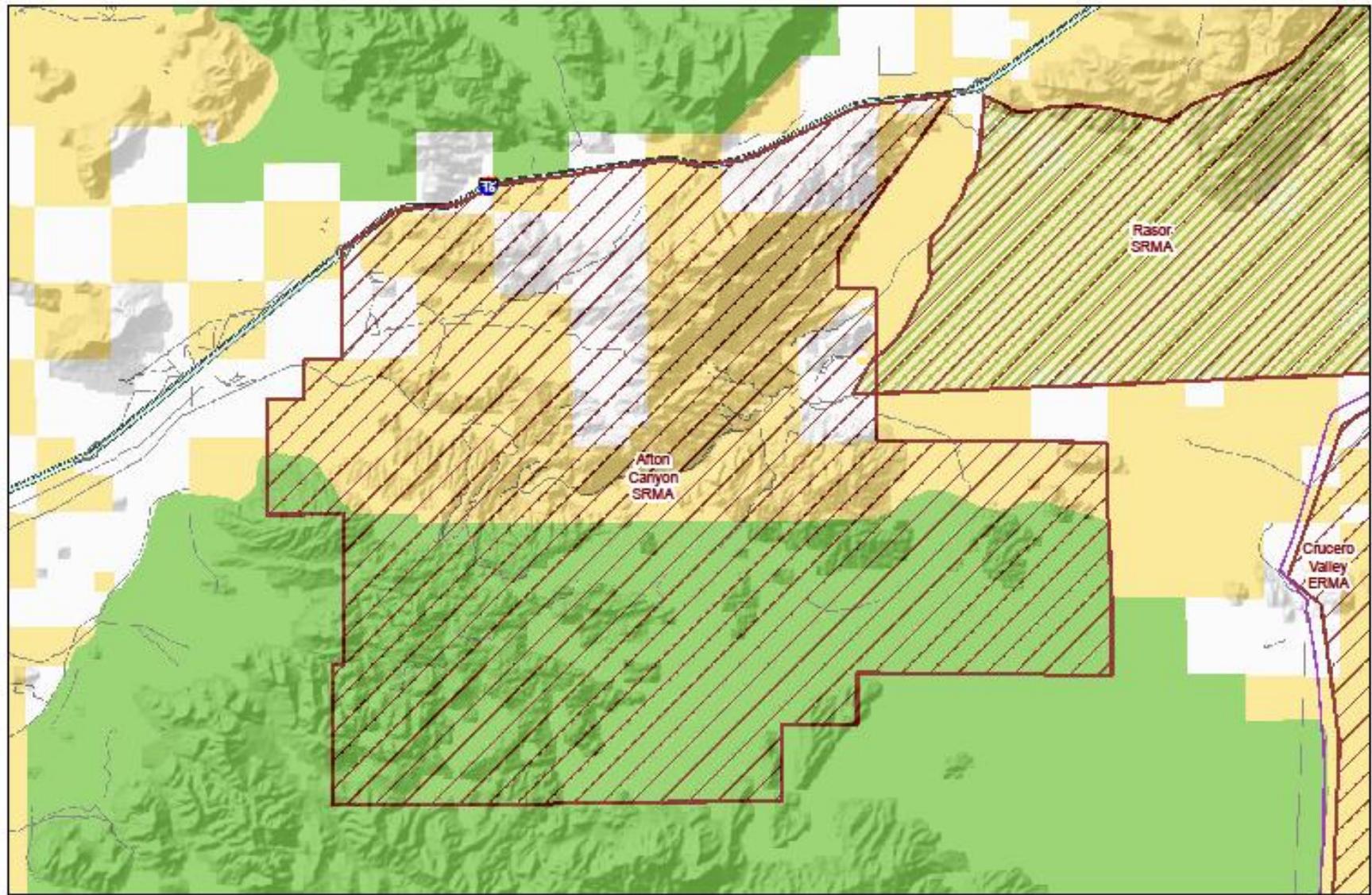
An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for Special Recreation Permitting of events, staffing, funding, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule. Continue to

implement actions in the approved Afton Canyon Management Plan until a new plan is developed. Integrate the existing Afton plan philosophy in the new management prescriptions.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Afton SRMA.
2. Manage energy projects, ROWs and similar developments on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.
3. Maintain access to and across the historic Mojave Road leading into and through Afton Canyon; from Highway 15 east to the Mojave Preserve.
4. Route the Mojave Road through Afton Canyon on one road available for all vehicle types, including Off-Highway Green Sticker registered vehicles.
5. Prohibit use of OHVs in the designated campground; allow their use at the group campsite and on the Mojave Road. Monitor for off-road intrusions and restore to maintain VRM class II.
6. Establish a buffer along Old Spanish National Historic Trail development exclusion zone leading into and through the Afton Canyon SRMA; centered along the approximate trail alignment as per National Historic guidelines.
7. Manage energy developments on adjacent and nearby lands to maintain dark skies.
8. Manage upstream energy development to avoid impacts to water levels in the Mojave River.
9. Establish & follow strategy for managing water, access & resource issues related to the stretch of Mojave River designated an eligible wild and scenic river in the West Mojave Plan.

# Afton Canyon SRMA



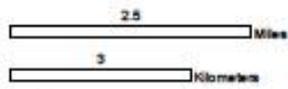
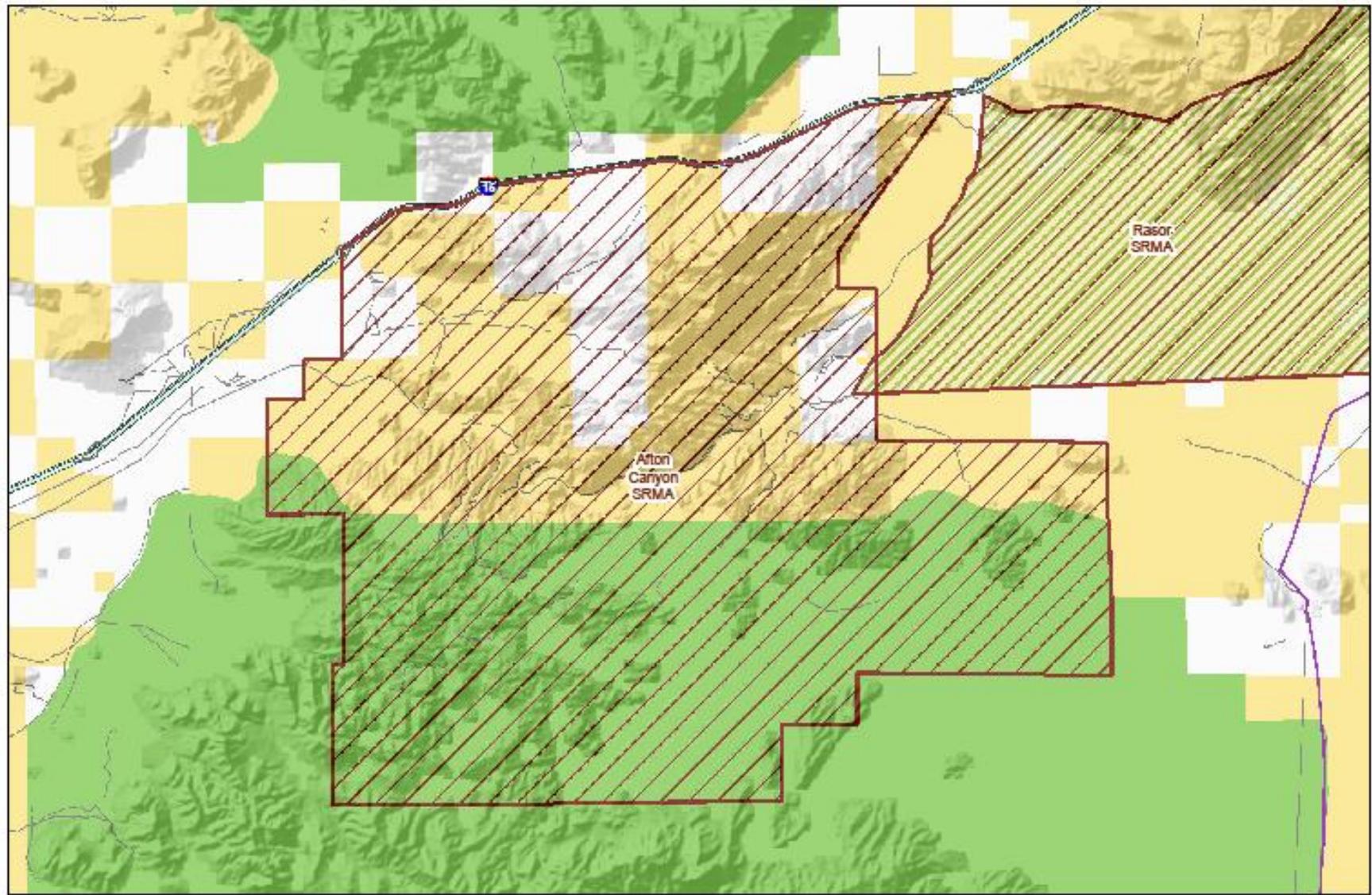
**Preferred Alternative SRMAs and ERMA**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

<b>ACEC Layers</b>		<b>Land Status</b>		<b>OTIF</b>
Proposed SR MA	Cities	Bureau of Land Management	State	Interstate
Design Focus Areas	CDCA Boundary	Other Federal	Military	US Hwy
OHV Areas	DRECP Boundary	Private	CA Hwy	County Hwy
Legislatively and Legally Protected	BLM Field Office			



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Afton Canyon SRMA



## Alternative 1 SRMAs

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### ACCEC Layers

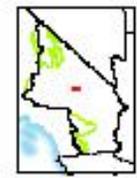
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

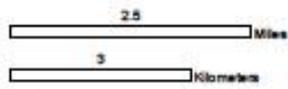
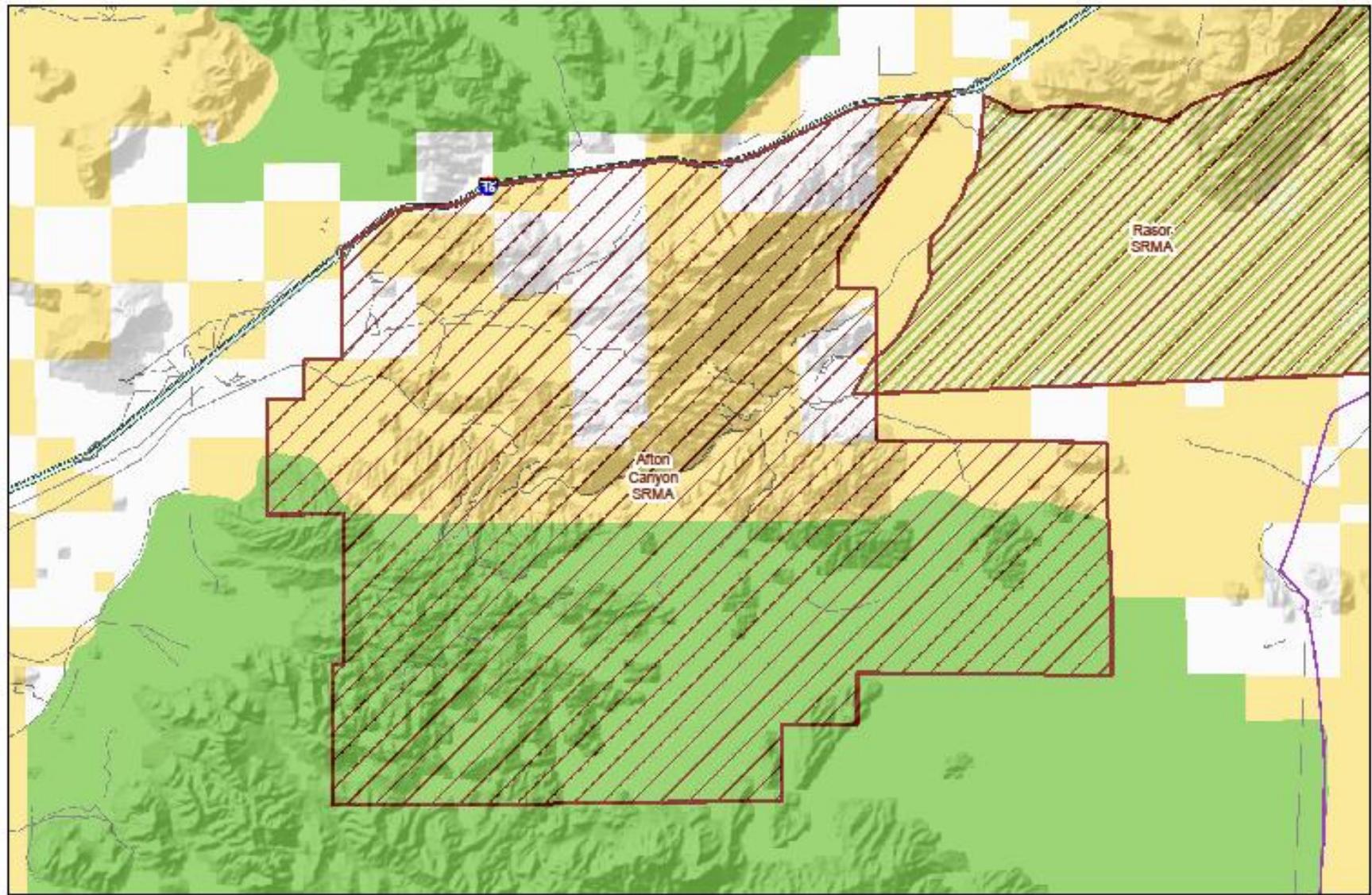
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Afton Canyon SRMA



## Alternative 2 SRMAs

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### ACCEC Layers

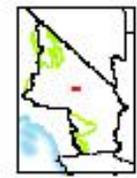
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

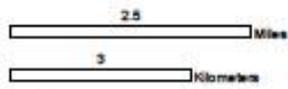
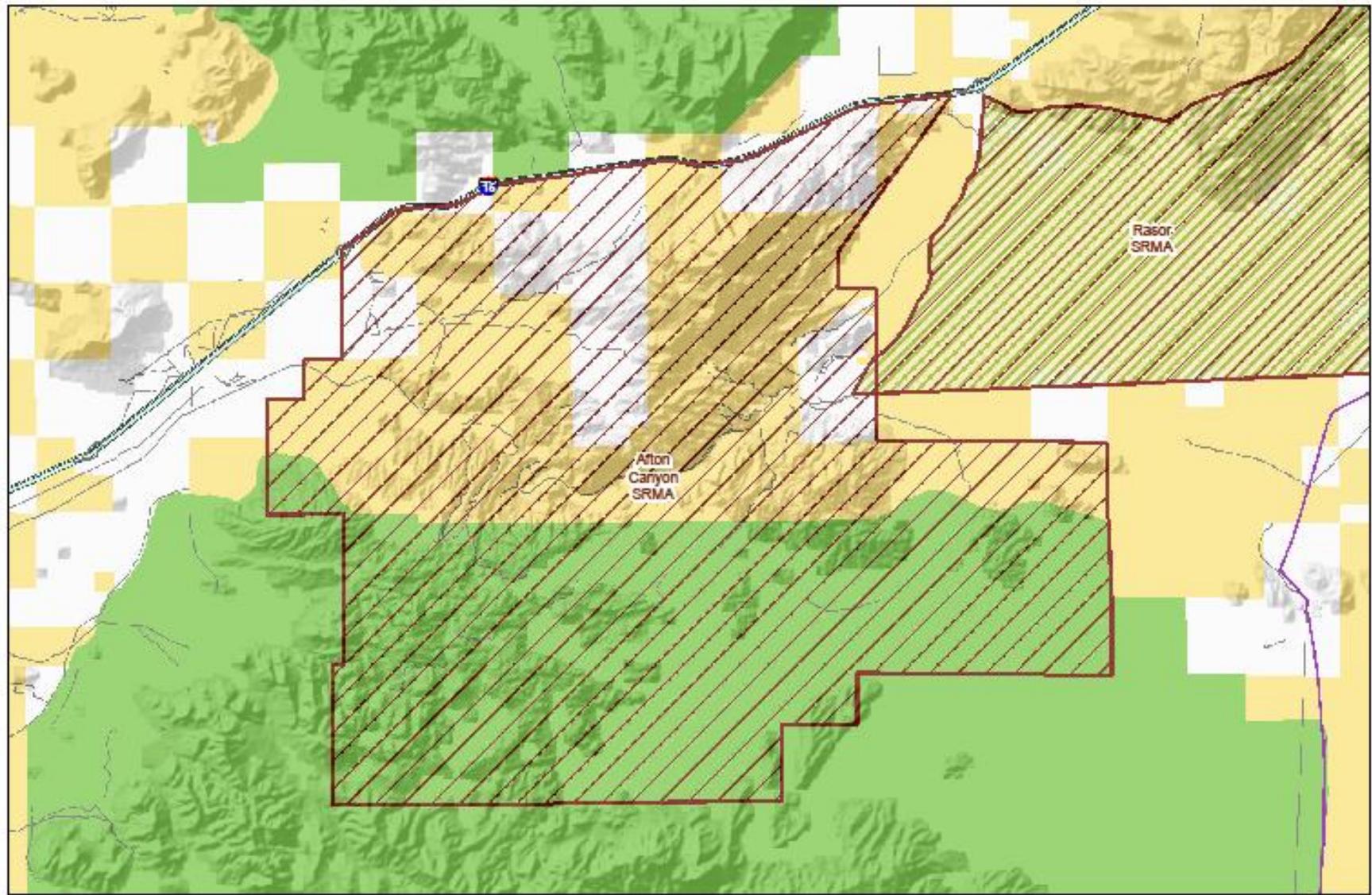
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Afton Canyon SRMA



## Alternative 3 SRMAs

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### ACCEC Layers

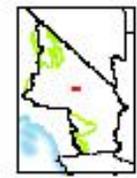
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

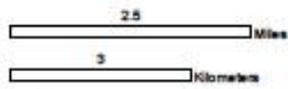
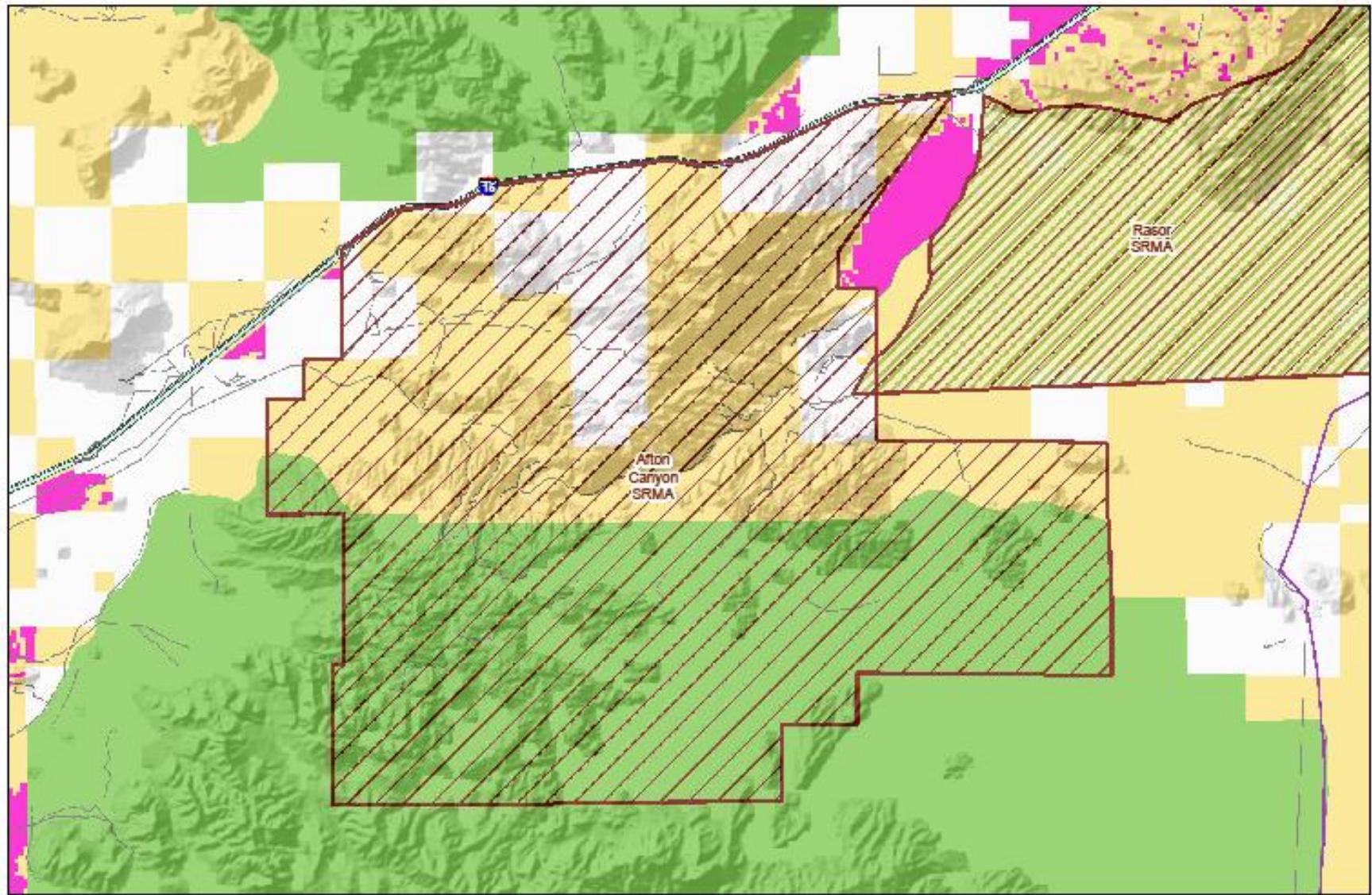
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Afton Canyon SRMA



## Alternative 4 SRMAs

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### ACCEC Layers

- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

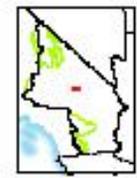
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Amargosa/Grimshaw Special Recreation Management Area (SRMA)**

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

The Amargosa River Valley is located in southeastern Inyo County, California and occupies the heart of the Tecopa Basin, east of the southeastern corner of Death Valley National Park. The area has a harsh climate, unobstructed views of Desert Mountains, and few human settlements. The narrow Amargosa Canyon is known for its dense greenery and the shallow Amargosa River, complete with "hanging gardens" and a small waterfall. The river flows year-long, dropping south from Nevada, and flowing into Death Valley National Park. A maintained hiking trail runs the length of the river from Tecopa to the China Ranch. The Shoshone to Tecopa area contains several large springs including some popular for soaking. They occur on private & public land, and some are developed while others remain natural.

Sperry Wash Route is an approved route of travel and popular OHV route that follows the Amargosa Wild and Scenic River north from Dumont Dunes along the path of the Old Spanish National Historic Trail, also the path of the Mormon Trail, and part of the route of the Tonopah & Tidewater Railroad grade. This route passes the historic Sperry town site as it goes through a non-wilderness corridor. The northern end of the route comes out just east of Tecopa. Running for about 16 miles, the route is open to all vehicle types and permitted uses are allowed, including limited commercial filming and special events.

**Objective Statement:** Designate this area as a Special Recreation Management Area(SRMA). Manage this area for passive recreation giving a priority to opportunities and resources associated with the Wild and Scenic Amargosa River, and the Old Spanish National Historic Trail. Develop and manage facilities that provide visitors a safe non-intrusive experience in a remote and sensitive ecological wonder of the desert. Place a premium on partnerships and regional cooperative management efforts. Manage the setting and resources for a larger national and international audience to reflect the nature of tourism in this area from around the world.

**Activities:** Hiking, running, equestrian use, bike touring, mountain biking, dual sport touring, 4 x 4 exploration, scenic touring, bird watching, photography, celestial observations, painting, study of nature & geology, geo-caching, rock collecting, picnicking, mine exploration, and historic re-creations. This area includes natural hot springs for relaxing and healing; physical activities include peak bagging, vision quest and long distance endurance events. A popular activity is star gazing because of support facilities in a remote area with dark night skies. Visitors enjoy learning about, viewing and experiencing the Old Spanish National Historic Trail; emigrant & mining history; and the Wild and Scenic Amargosa River. Students and academia study geology and natural resources; resource organizations have field trips and symposiums. Grimshaw and Amargosa ACEC were merged in 2004 forming Amargosa River ACEC.

**Experiences:** Visitors frequent Amargosa Canyon & Grimshaw Lake (Tecopa Marsh) for a deeper, immersive desert experience. Having a tactile experience of the desert heat is a significant component of visitor's experiences. A remote and naturally flowing desert river is a very rare & special place drawing people willing to go out of their way to experience this unique & tranquil setting. Visitors come here primarily to be in nature, and usually because they are looking for a special oasis. Visitors come here to re-trace the steps of history; all branches of the Old Spanish National Historic Trail, the Mormon Trail & the T & T historic railroad are here because of reliable surface water. Scenic and historic touring of the landscape in small groups & families provides for a shared sense of exploration & learning in a landscape that looks like when early explorers & settlers visited; the land time forgot.

**Benefits:** Personal benefits range from exercise & fitness to self-discovery, confidence building & feelings of self-worth, plus healing and meditation. Groups enjoy shared companionship exploring a landscape known as the place where time stands still. The hot springs provide therapeutic healing and relaxing recreation soaking. Foreign travelers provide frequent encounters among visitors speaking different languages, providing social benefits of trust and a shared sense of being human with other visitors in an inhospitable environment. This SRMA provides significant economic benefits to rural communities dependent on travelers & outdoor recreation. The importance of the resources in this area played a key role in the human survival in this regional, and supported the first overland trade route (and subsequent migration route) to connect our shores. This area provides outstanding environmental benefits with a tremendous amount of endemic, rare, sensitive and endangered species. This is the largest and most undisturbed free flowing river in the Mojave desert and supports a wide range of aquatic and riparian species benefiting an entire cycle of life producing clean air, water and scenic views.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** This SRMA has qualities of the landscape fitting the *Front Country Classification*. The Amargosa River provides scenic views on Highway 127 from Shoshone, to Tecopa. The river flows thru Tecopa Marsh (Grimshaw) and down Amargosa Canyon, framed by scenic vertical walls with columns, thrones and multiple colors. The Canyon is remote & tranquil with dark skies, spectacular scenery and a symphony of birds, cycads, crickets & frogs. Flowing all year the river supports native pupfish, a thick ribbon of native & invasive plants, badger, coyote, raptors, amphibians, small mammals, reptiles, rodents and birds. The Tecopa Marsh is a beautiful large reflective pool, which flows under the paved road from borehole hot spring, perfect for soaking.

A wide range of lodging facilities, gas & food are available. The Shoshone Shear Center provides workspace, kitchen, dining & housing facilities for students. Dublin Hills historic town site is popular for exploring. Dispersed camping occurs along Furnace Creek Wash Road, and visitors explore nearby ruins at the historic sites of Greenwater Junction and the Amargosa Borax Works. On the east side Emigrant Pass provides outstanding views of the Old Spanish NHT, which continues thru Tecopa & down the river. The ruins of historic mines, a stamp mill, an old cemetery and the Sperry Wash Route are easily accessed in the southeast corner.

**Social Components:** The qualities of the social component in this area qualify for the *Back Country Classification*. The social setting is in harmony with the natural surroundings and reflects the calmer, more peaceful and inquisitive nature of the more experienced travelers visiting here. The area is dominated by American visitors during the fall, winter and spring; and by European & Asian visitors from late spring through summer to the fall. This is one of the most popular destinations in the country for winter field trips by geology classes from colleges & universities around the country. Several major environmental groups regularly have field trips and meeting here to monitor and support the area. This area is used by groups for re-creating and celebrating historic events tied to emigrants & Death Valley. In this landscape the components of remoteness, extreme weather conditions & hardy travel conditions tend to meld boundaries and open visitor's perspective of a shared travel experience.

**Operational Components:** The conditions of this area meet the *Back Country Classification*. Access into and through the area is along two lane paved roads & maintained dirt roads. Amargosa canyon was closed to motorized use in 1973; access is limited to foot and equestrian trail use. Tecopa Marsh (Grimshaw Lake) is well traversed by paved roads and adjacent to a small community with hot springs lodging & basic recreational services. The Sperry Wash Route is a remote 4 x 4 overland route providing backcountry

access along the south-eastern part of this area. This area contains extensive mines accessed by old narrow roads not maintained; a few historic cemeteries and scenic overlooks. County roads provide all-weather access into and through the SRMA, including remote sites for camping and hiking.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

Recreation and Visitor Services Program: Provide for passive recreation activities in a manner compatible with the protection of sensitive wildlife species and scenic values. Minimize man-caused intrusions to protect high-value scenery (geologic features and vegetative patterns). Prohibit off-road vehicle use throughout the Natural Area. Designate & maintain the Tonopah and Tidewater Railroad grade through the canyon as a hiking trail, including required ADA access; use ranger patrols to enforce restrictions; develop cooperative agreements with private landowners to provide limitations on vehicle access, to maintain a right of access for compatible recreation & hiking opportunities, and to control invasive species. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	65270	60456	60456	60456	60456

**Other Programs:** Obtain easement across private land into north end of Amargosa Canyon; Improve riparian habitat quality by removing encroaching tamarisk; acquire private & state lands through exchange; protect sensitive resources during fire suppression; allow for other land uses in a manner which also provides for the continued protection of sensitive resources present in this area; prohibit surface and ground water disturbing activities associated with geothermal development and exploration; monitor area resources and uses. Right of way authorizations within the Amargosa Wild and Scenic River Corridor will be addressed within the Amargosa River Management Plan. New rights-of-way would not be authorized within the Wild and Scenic Amargosa River boundary, and the river boundary would be designated as an exclusion area. Continue to monitor the Martha Watkins occupancy trespass case and explore options for re-use of the site for outdoor classroom, partnerships & public trailhead hiking opportunities.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) In the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

**Implementation Decisions:** An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for Special Recreation Permitting of events, staffing, funding, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule. Until the new plan is approved, continue implementing management actions in the Amargosa & Grimshaw Lake ACEC plans for recreation. Integrate these into the new Amargosa River ACEC & SRMA Plans. Ensure compatibility & continuity among recreation activities in the following plans: ACEC, WSR, wilderness & OSNHT.

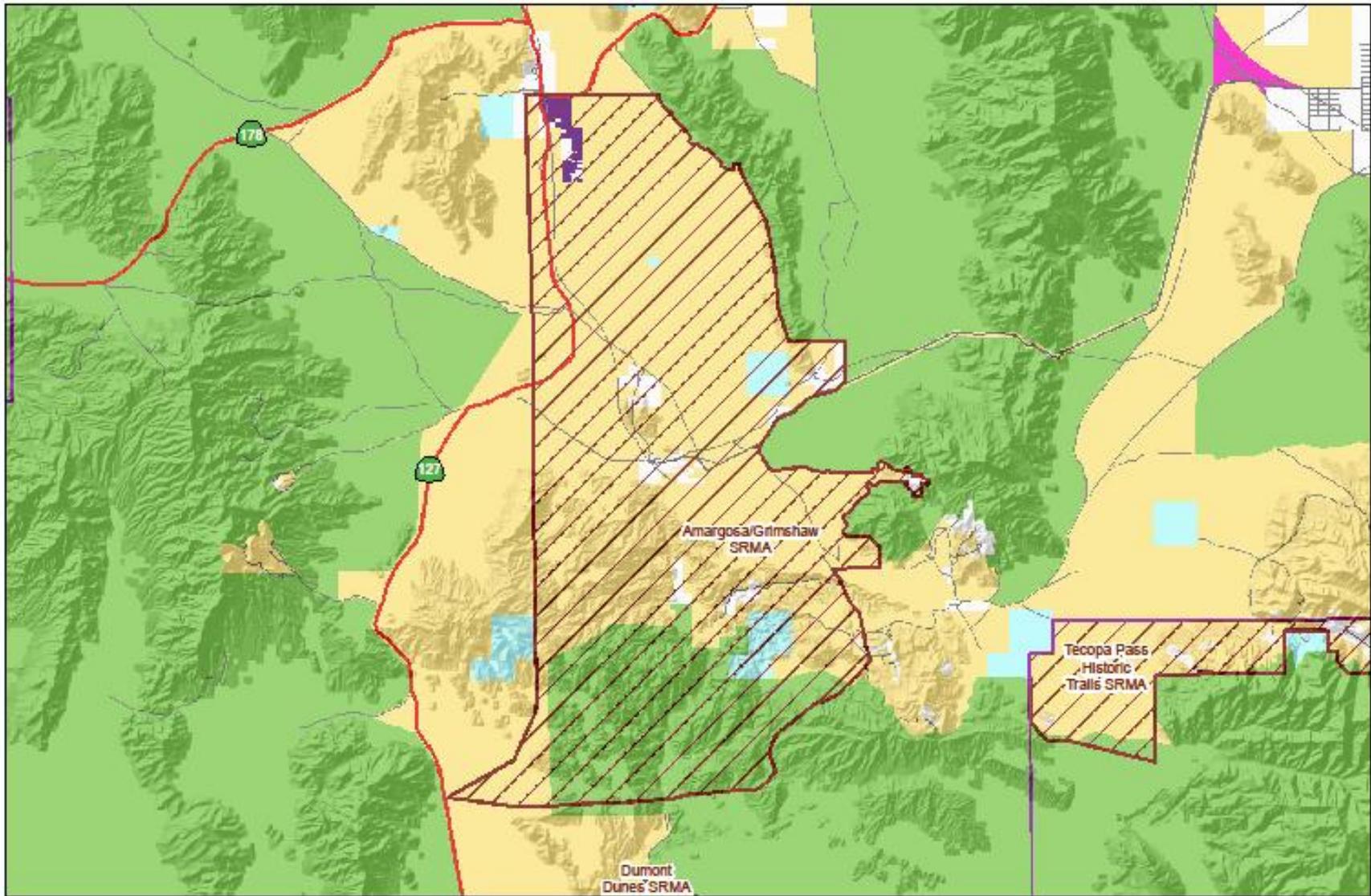
Maintain the Amargosa River Trail through the Amargosa Canyon from Tecopa to the China Ranch. Maintain a trailhead on public land in Tecopa to provide access into the north part of the canyon. Maintain the T-post vehicle barrier built in 1973 across the south end of the canyon. Construct & maintain vehicle barriers along perimeter as needed to assist controlling vehicle access. Continue to enforce a camping closure in effect on 10,000 of public land around Tecopa. Provide appropriate signage for the area as a designated watchable wildlife site. Utilize cooperative partnerships with local resource conservation & outdoor recreation groups to assist with on-going management.

**Mitigation:**

1. Maintain long distance through traffic motorized route network connectivity with roads and trails leading into and through the Amargosa SRMA.
2. Manage renewable energy development on adjacent and nearby lands to maintain dark skies.
3. Manage renewable energy development to avoid impacts to water levels in, and the outstandingly remarkable values of the Amargosa Wild and Scenic River.
4. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Amargosa SRMA.
5. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.



# Amargosa/Grimshaw SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

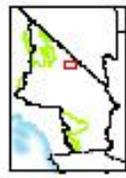
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

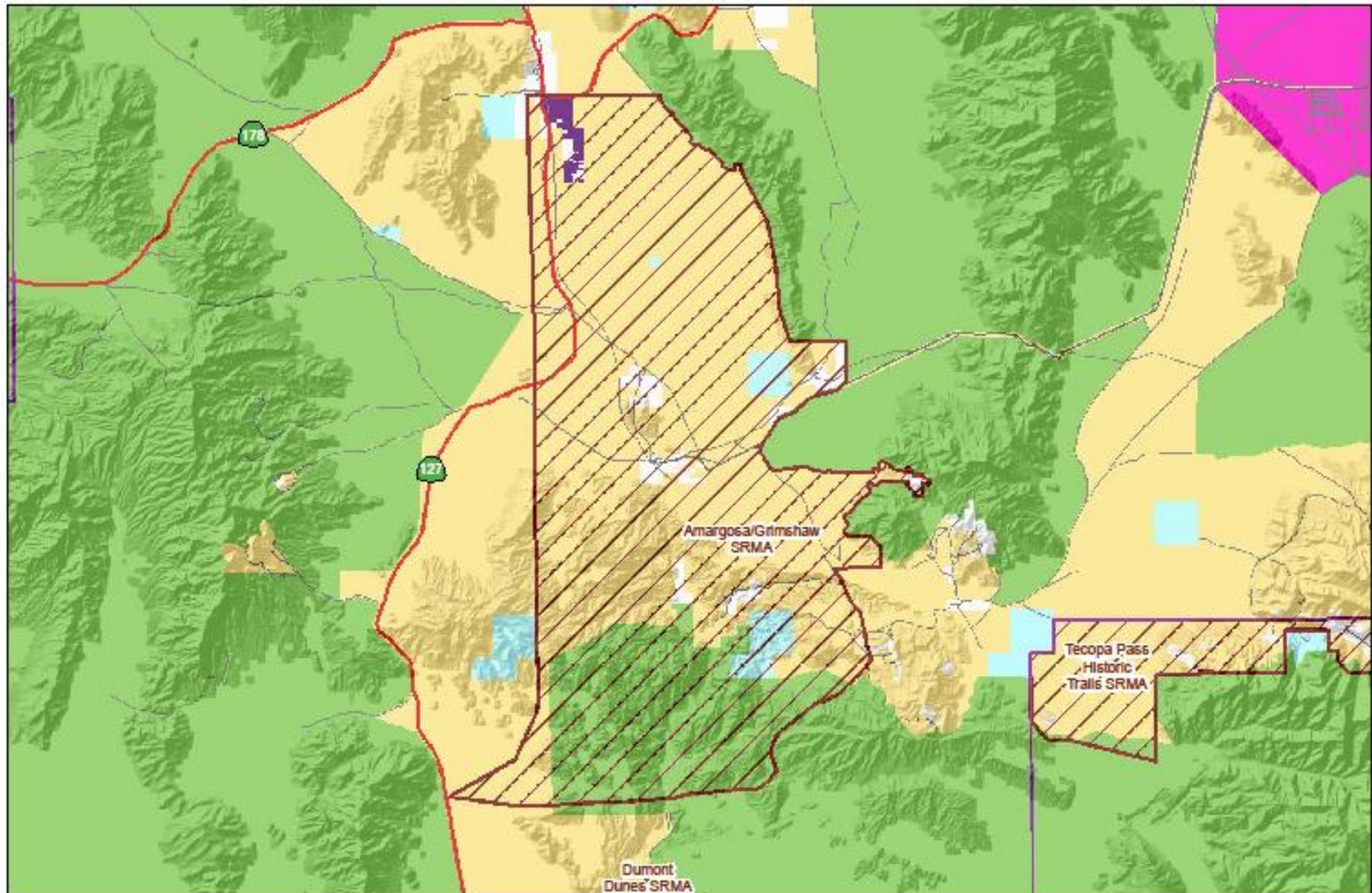
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Amargosa/Grimshaw SRMA



**Alternative 2 SRMAs**  
 Date Printed: 6/25/2014  
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### ACCEC Layers

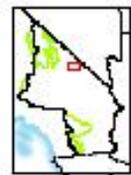
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

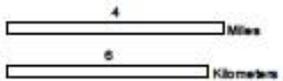
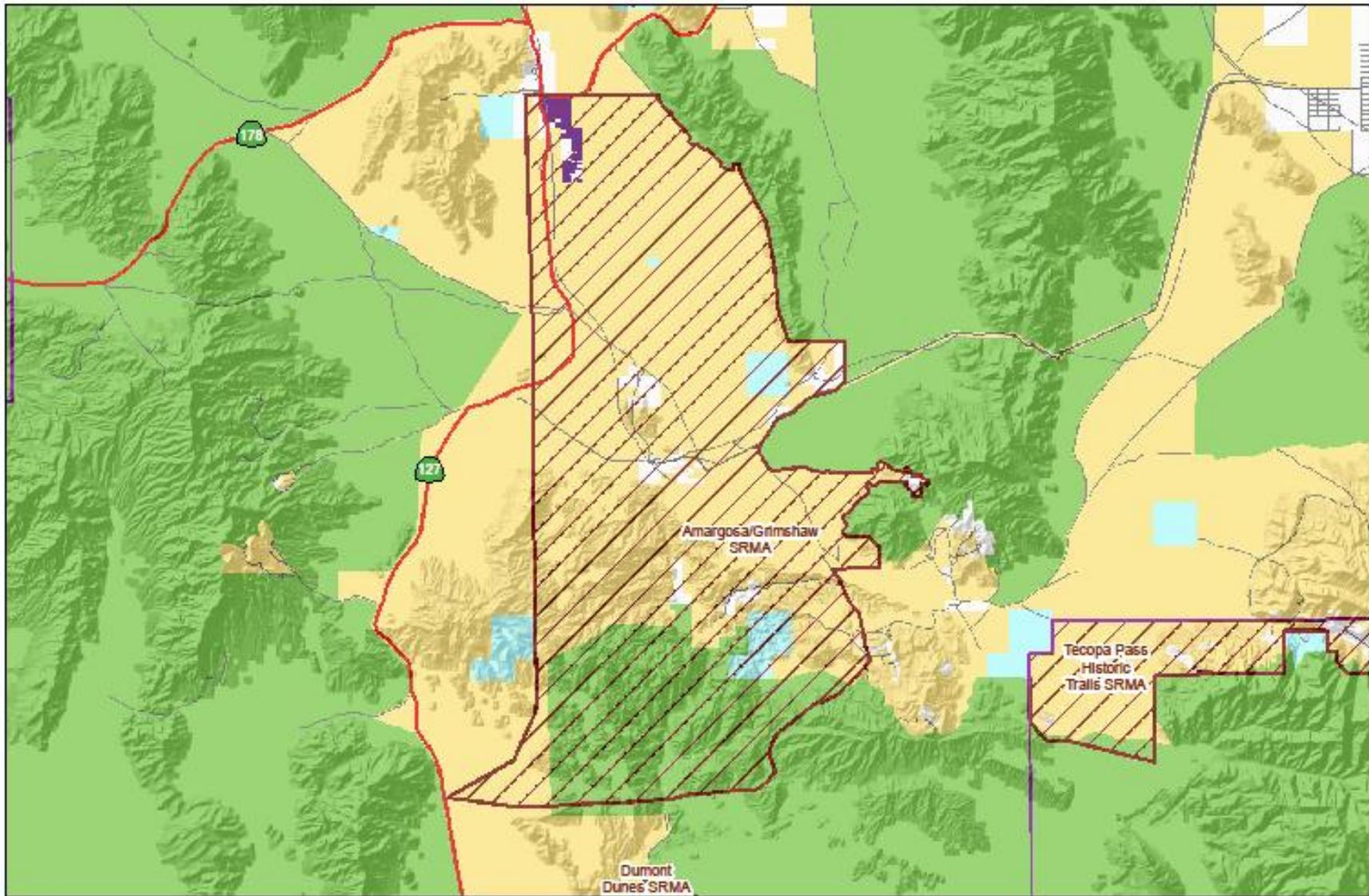
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Amargosa/Grimshaw SRMA



## Alternative 3 SRMAs

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### ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

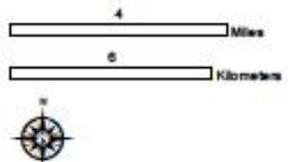
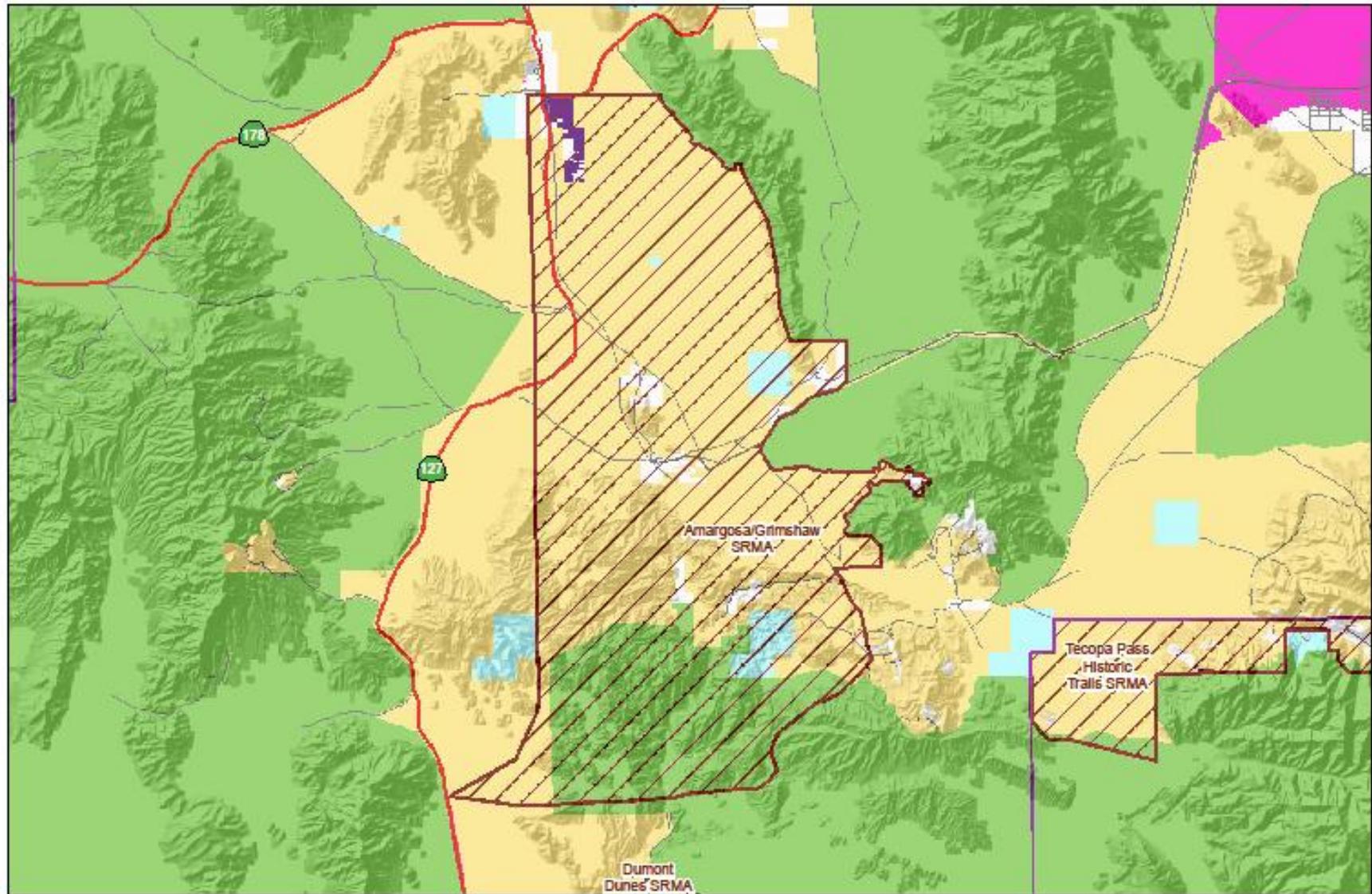
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Amargosa/Grimshaw SRMA



## Alternative 4 SRMAs

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### ACBC Layers

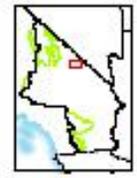
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Desert Discovery Center Special Recreation Management Area (SRMA)**

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the Desert Discovery Center SRMA to provide interpretation, nature education, and an outdoor classroom setting as well as a public space for various public activities and events. Develop extensive facilities and displays. Moreover, this will proceed with the full cooperation of the myriad partners involved with the site.

**Activities** The Desert Discovery Center is operated through a dynamic and effective multi-agency partnership where the primary activities are providing nature education through an outdoor classroom program, and public interpretive programs & displays. Additional activities include presentations & special events, scenic viewing, picnicking, rest & relax, exercise, walking, organization & public meetings. This site serves as a city wild lands park for neighboring kids playing chase, tag, hide & seek, catching lizards, flying kites & reading books.

**Experiences:** This SRMA provides a piece of quiet and nature in the heart of the city where people often stop to rest, look over the interpretive materials, get out and stretch, and simply to enjoy the panoramic view. Visitors from around the world drop in to see, touch & learn about the Old Woman Meteorite, 2<sup>nd</sup> largest in N. America. The openness provides for regular unscripted visits by neighbors & kids, and the settings physical layout exercises many people on a regular basis. This site is being developed to function as an outdoor classroom and provides tangible hands on learning experiences, the programs provide kids opportunities to experience the cultural & natural history through arts, crafts, dance and plays. In addition to local visitors the site provides a break with visitor amenities for interstate 15 travelers, including groups, families & individuals.

**Benefits:** This SRMA is a bit unique because it provides significant personal benefits to visitors and workers alike. This tranquil setting provides brief respite from daily life for neighbors, visitors and workers. The facility provides valuable community benefits through education programs, hands on job skills, confidence building and a second chance at life for volunteers & paid staff; site workers include retirees, disabled workers, students, work to welfare recipients, interns, at risk youth, and first offenders. The outdoor classroom provides significant social and community benefits by instilling an understanding and respect for the land; the resulting curiosity and understanding in youth grows to an appreciation & respect for the surrounding public lands. This results in environmental benefits through compatible land use activities, reduced vandalism, fewer incidence of damage to resources, increased participation in re-cycling, reduced levels of inappropriate dumping, volunteer support, funding, resource projects and reduced vandalism.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical:** This SRMA has qualities of the landscape fitting the *Urban Classification*. Sitting in the heart of Barstow, this 12 acre site is located on one of the city's main streets, 2 blocks from interstate 15. Site

improvements include paved parking, 7,000 sq. ft. visitor center, native desert pond & cactus garden area, large enclosed patio, 11 acre open space with .25 mile nature trail, 6 shade ramadas & picnic tables, landscaping, lighting, interpretive displays, restrooms, kiosk, solar energy panels, administrative office space, complete range of utilities & net connectivity, plus solar panel power generation. Starting in 2012 the city began an urban trail plan with the DDC and neighboring facilities forming the core components for a planned community multi-modal trail systems.

**Social Components:** All of the qualities of the social component dictate that the site is *Urban in Classification*. The site is popular with local school kids in groups up to several hundred. Families on regional and cross country vacations frequently visit; as do a wide range of travelers because of the sites proximity to the highway. The Old Woman meteorite is on display here and draws a wide range of visitors from across the country and around the globe. The local youth are a target group for outdoor classroom with the intent to develop and grow a sense of respect & stewardship for the surrounding desert landscape. The goal is to grow a sense of ownership in local citizens for the landscape around them; and therefore reduce the potential for vandalism & destructive behaviors harmful to the natural setting. The orientation plaza is growing as a popular site for teens to meet & greet, and the sites proximity to multi-occupancy housing leads to continuous stream of youthful interactions.

**Operational Components:** This is an inner-city facility with excellent access off main street, about 2 blocks from easy off & on to Interstate 15. Walkways connect the site to the adjacent community center, traditional park, playground & tennis courts, and nearby museum. There is a large paved parking area for cars, buses & motorhomes; including handicap parking & cement walkways. Inside the center a visitor counter is staffed and a wide range of displays are available for browsing. Visitor amenities include restrooms, walkways, water fountains, shade structures, picnic tables and overlooks. There is an attached courtyard cactus garden and desert pond, both with live native desert species. The pond and an inside fish tank contain native turtles and Mojave River tui chub.

### MANAGEMENT ACTIONS & ALLOWABLE USES

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	13	0	0	0	0

**Recreation and Visitor Services:** The facility has regular hours of operations during daylight; parking, picnic and outdoor park space are open 24/7. The site is operated in partnership with several agencies & organizations contributing various personnel & resources; visitor counter is staffed when the facility is open, typically by volunteers; group tours & outdoor classrooms are by appointment only.

**Other Programs:** Provide flexibility and growth in the partnership to allow the site to evolve as necessary for the best use to meet dynamic and changing community & agency needs.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

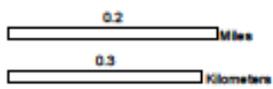
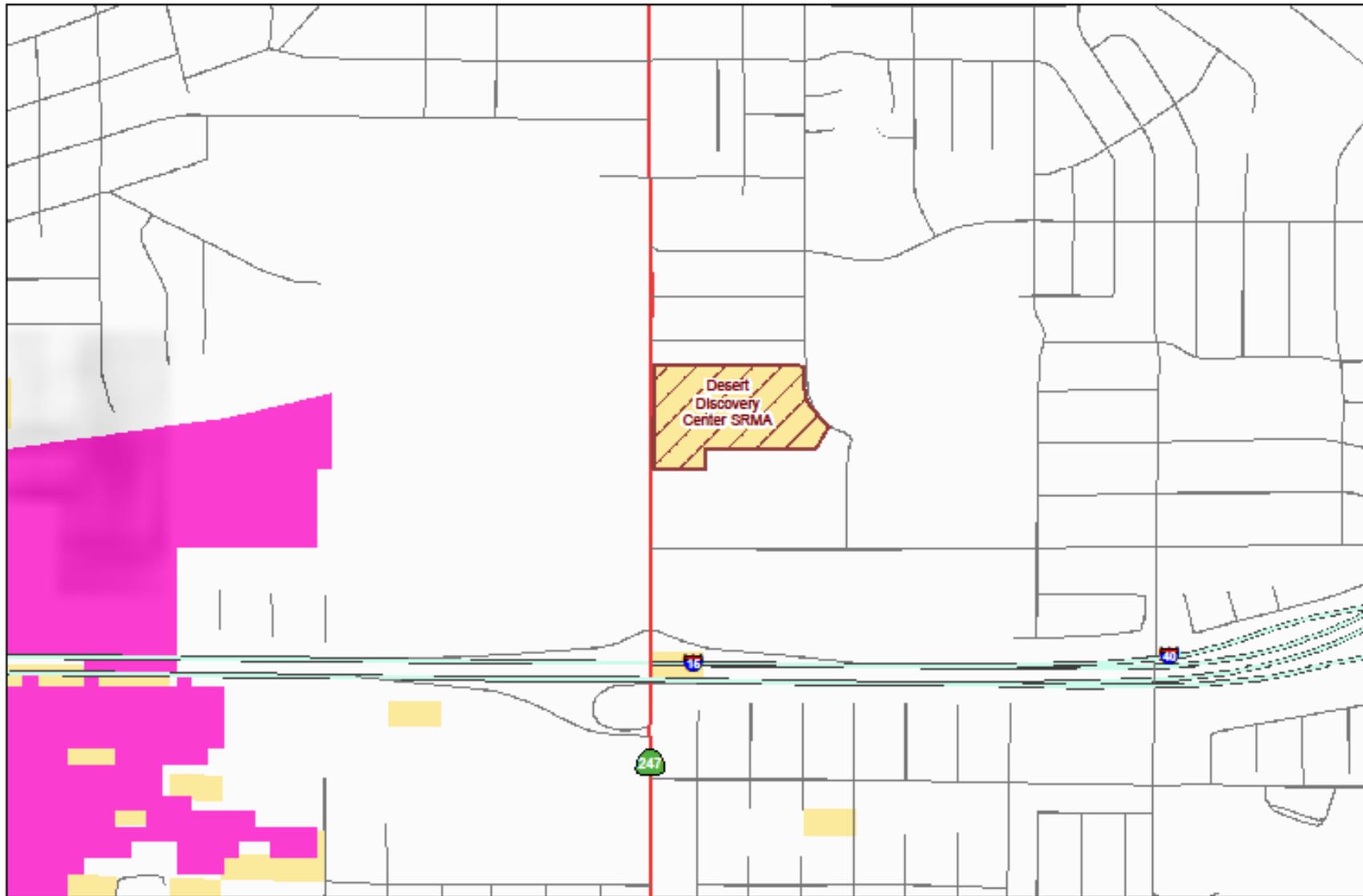
**Implementation Decisions:** An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

The plan will address avenues to operate the site in full cooperation among all partners. In the interim, existing approved plans and agreements will continue to share responsibility for managing various elements as agreed. This includes efforts to upgrade facility and incorporate emerging sustainable building design concepts. Partners continue to help with upgrades where possible, and the dual purpose of providing a showcase demonstration facility that interprets through example sustainable technology.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Desert Discovery Center SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Desert Discovery Center SRMA



## All Alternative's SRMAs and ERMA's



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### ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

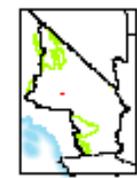
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations

## **Dumont Dunes Special Recreation Management Area (SRMA)**

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the Dumont Dunes SRMA for the unique opportunity at Dumont Dunes for motorized recreation, including continued development of on-site visitor services, as well as the non-motorized opportunities in the adjacent Salt Creek ACEC as well as other adjacent areas.

**Activities:** Casual recreation involving motorized vehicles is the main activity at Dumont Dunes OHV Recreation Area, and along the connecting designated open routes. Visitors ride all types of motorized vehicles specially built or modified for sand based recreation; plus camping, scenic touring, trail riding, and dune play. Activities include special & competitive events; family, friend and club gatherings; amateur, student & commercial filming and photography. Hiking, wildflower viewing, picnicking and exploring historic ruins, mines & trails is popular in the adjacent Salt Creek cultural ACEC. Southern portion of the area includes Silurian Dry Lake, designated open for all types of vehicles, motorized & non-motorized; occasional use includes land sailing and model airplanes. Scenic touring and trail riding are popular on the T & T historic railroad grade and along Kingston Wash Route; connecting the Silurian Dry Lake area with the Dumont Dunes & Amargosa areas. Silurian Dry Lake is designated open for all types of activities.

**Experiences:** Visitors frequent Dumont Dunes for primarily the unique large sand fields here which are relatively stable. Even though the visitors are split between those from American and those from abroad, they are also split between California & Nevada, who come to experience this beautiful & remote dune system nature. They come here to be and ride together with family, friends and like-minded people. A major draw for this site is the remote nature and dark skies. International travelers typically stop for a micro desert experience in the OHV off-season between May & Oct, generally shooting pics, hiking & visiting for under 2 hours. Similar pattern occurs by American travelers during fall, winter & spring. The latter visitors more frequently visit the Salt Creek area and hike the trails seeking to understand the lifestyle & experiences of desert natives, explorers, miners, emigrants and residents; precipitating feelings of remoteness, helplessness and feeling small & insignificant. The long distance trail opportunities provide people a sense of freedom and openness to explore and go into desolate areas.

**Benefits:** This area provides personal benefits that are tied to personal accomplishment and perseverance in this remote and inhospitable environment. Individuals are challenged to build, borrow, buy, modify or rent vehicles to travel here; everything about coming here is difficult and the rewards are increased self-worth, trust, an expanded capacity to travel & experience other areas. This area contributes to community, social, economic and environmental benefits because it generates tourism in this remote area with few roads & services. This SRMA provides connectivity among areas & trails, in location & time, providing outstanding motorized riding & touring experiences. Here people learn to appreciate the subtle links and connections between all living things and water. In this stark landscape people become aware and grow to appreciate the beauty, creativity & tenacity of nature; leading to feelings of well-being and inspiration for life. This area provides a relatively safe & easy setting to direct legal motorized OHV play and therefore reduces pressure & potential impacts to sensitive areas.

## RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS

**Physical Components:** This SRMA has qualities of the landscape fitting the *Front Country Classification*. Dumont Dunes are completely natural and are set in one of the more remote regions of the Mojave Desert, on the eastern side of Death Valley. The Amargosa River & Old Spanish NHT border the dunes on the north & west (follows Highway 127), the east and south are wilderness; the historic T & T railroad grade serves as the north-east boundary and a motorized access route for 4 x 4 exploration & scenic touring. Facilities include signs, main access road with low water crossing, vault toilets, vehicle barriers, entry station, command post and visitor contact station. A campground host is typically here throughout the season. Salt Creek developments include 2 parking areas with interpretive kiosks & vault toilets connected by trail through historic ruins; includes one of county's oldest structures. Silurian Dry Lake is completely natural; this is typically the first lakebed to dry up following rain events. Outstanding views of ancient, historic & scenic landscapes surround the area. This area is very hot and arid, summer temperatures between 100 and 120, winter lows are freezing.

**Social Components:** The qualities of the social component of this area fit the Front Country Classification. The dune visitors are a smaller and closer knit sub-group of the OHV riding population, they tend to congregate in larger numbers but less frequently. The access roads and vault toilets are spread out along the foot of the dunes allowing visitors to stake out a large area for their group on a first come first serve basis. The majority of campsites consist of several motorhomes & tents, with groups between 5 & 15 vehicles common. Visitors celebrate Thanksgiving in the traditional way, resulting in high day use from family members converging for complete holiday diner in camp. The dune visitor & administrative facilities, plus the vendors, are arranged near the entrance for ease of access. The Salt Creek area is a popular stop with touring groups of international visitors riding street motorcycles; European travelers, and American's viewing wildflowers: a wide spectrum of long-distance travelers. Visitors enjoying the connecting routes usually venture out in clubs and small groups of family & friends.

**Operational Components:** The operational component conditions in this area also rate the Front Country Classification. The area is accessed by progressively smaller roads, from interstate 15, to state highway 127, to the dunes dirt access road. Visitor use in this SRMA is concentrated along the Highway 127 corridor between Silurian Dry Lake and Dumont Dunes. The dunes road is all weather with a low water crossing over the Amargosa River at the lower end of the wild and scenic river segment. Facilities include kiosks, a small visitor center, pads for portable trailers, generator shop, lighting, vault toilet & heliport. Visitor services staff and law enforcement Rangers work weekends and intermittently during the week from fall to winter. Additional staffing is provided on major holiday weekends and during special events. Protective fencing runs along portions of the dunes boundary, and the remainder is signed. Most of Salt Creek is fenced and mines in the area are sealed with bat grates.

## MANAGEMENT ACTIONS & ALLOWABLE USES

**Recreation and Visitor Services Program:** Adjust the boundaries and land stewardship to accommodate intensive sand dune recreation & compatible desert uses; provide information and assistance to enhance visitor safety and knowledge of hazards; construct and maintain minimum

visitor facilities to provide primitive, yet safe & healthy conditions; utilize Special Recreation Fee Program to provide services to the public. Allow special and competitive events; manage as VRM class II; provide law enforcement and visitor services staffing. Prohibit motorized access and camping in the adjacent Salt Creek ACEC area; except for the access road. Maintain access to the OHV area from Sperry Wash, T & T, and Kingston Wash Routes as designated open routes providing connectivity for motorized and mechanized uses as designated in NEMO TTMP. Manage all routes of travel as open, limited or closed, as designated in the NEMO TTMP.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	7624	7624	7624	7624	7624

**Other Programs:** Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

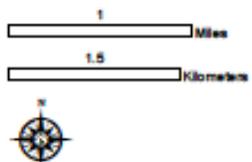
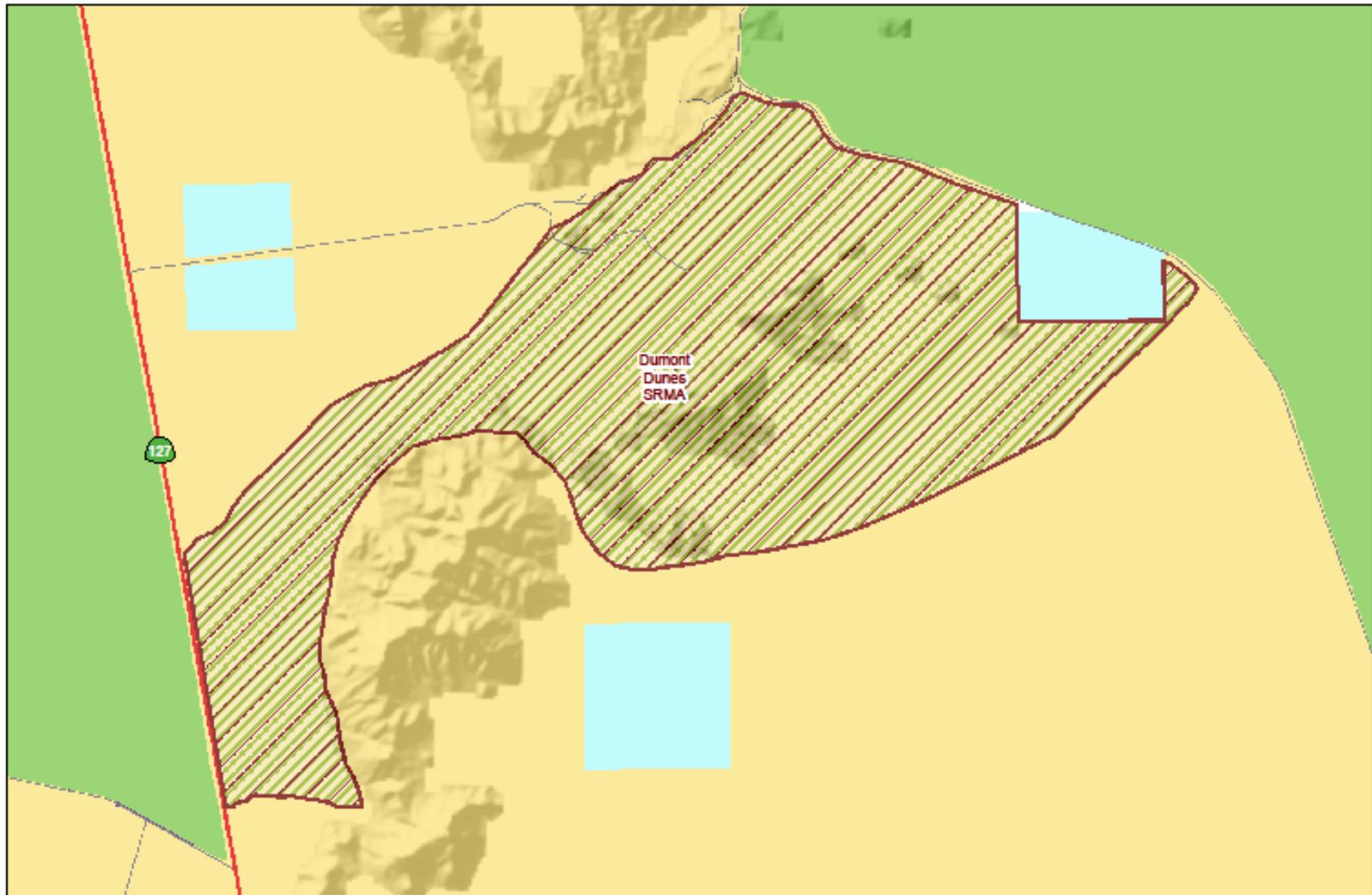
**Implementation Decisions:** Provide on & off-site interpretive programs; construct info kiosks on entry roads; print & distribute site flyer; post traffic control & direction signs along access road; issue vending permits for recreation goods; post primary access roads with visibility markers; designate & post entry road for street legal vehicles only; develop command post along the access road at top of the mesa, include visitor contact & first aid stations, equipment & temporary staff housing, protective fencing & heliport. Require use of whip flags; prohibit burning wood w/nails & glass beverage containers; prohibit camping along access road & river.

An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

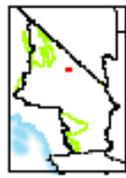
1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Dumont Dunes SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Dumont Dunes SRMA



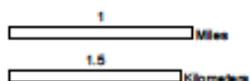
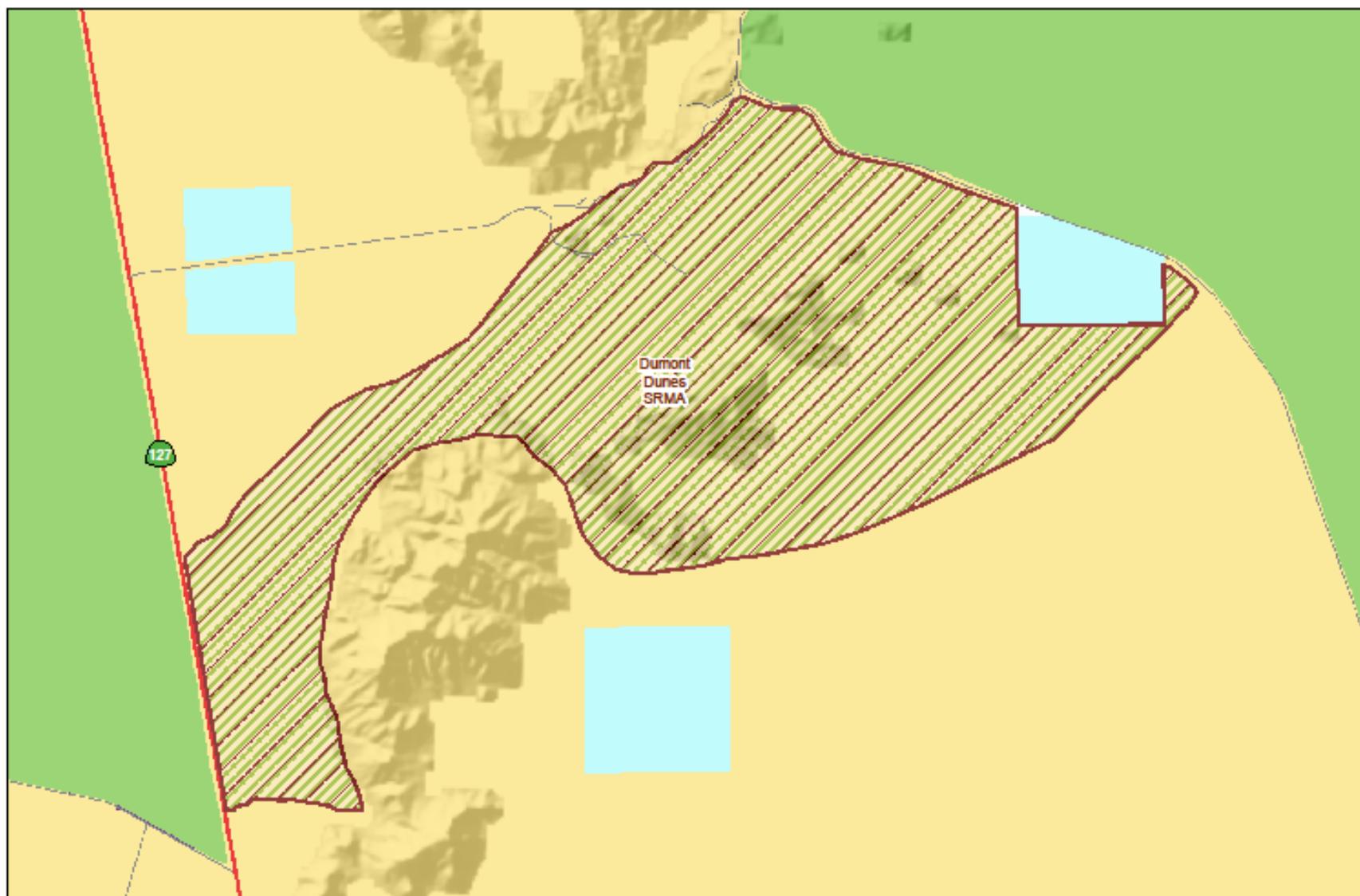
**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

- |                               |                           |             |
|-------------------------------|---------------------------|-------------|
| <b>ACCEC Layers</b>           | <b>Land Status</b>        | <b>GTLP</b> |
| Proposed SR MA                | Bureau of Land Management | Interstate  |
| Design Focus Areas            | State                     | US Hwy      |
| OHV Areas                     | Other Federal             | CA Hwy      |
| Legally and Legally Protected | Military                  | County Hwy  |
| Cities                        | Private                   |             |
| CDCA Boundary                 |                           |             |
| DRECP Boundary                |                           |             |
| BLM Field Office              |                           |             |



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# Dumont Dunes SRMA



## Alternative 1 SRMAs

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### ACCEC Layers

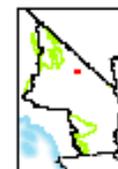
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

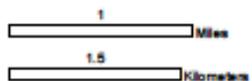
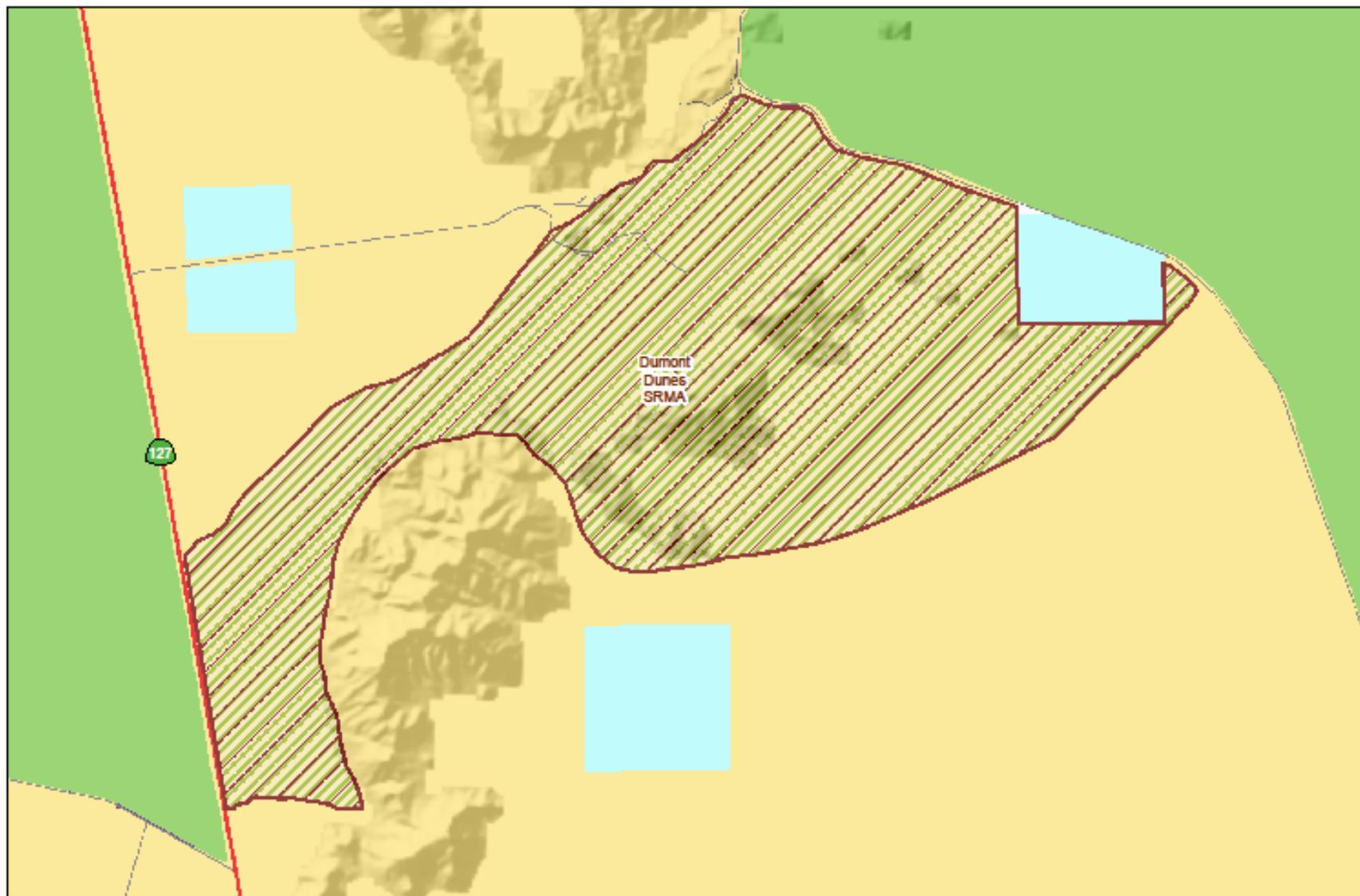
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Dumont Dunes SRMA



## Alternative 2 SRMAs

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### ACCEC Layers

- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

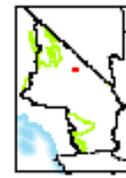
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

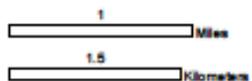
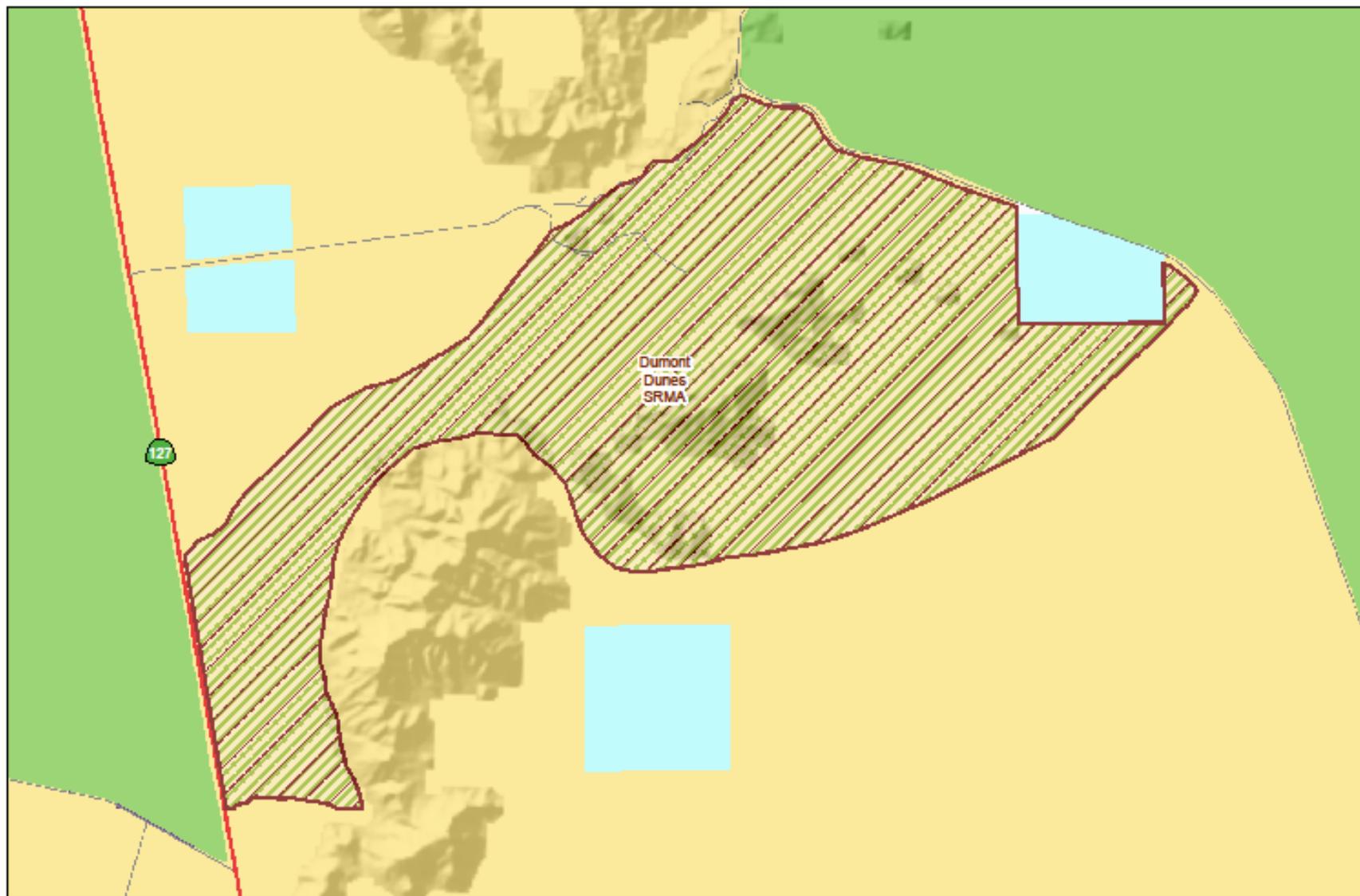
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Dumont Dunes SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

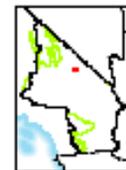
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

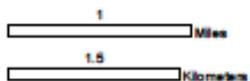
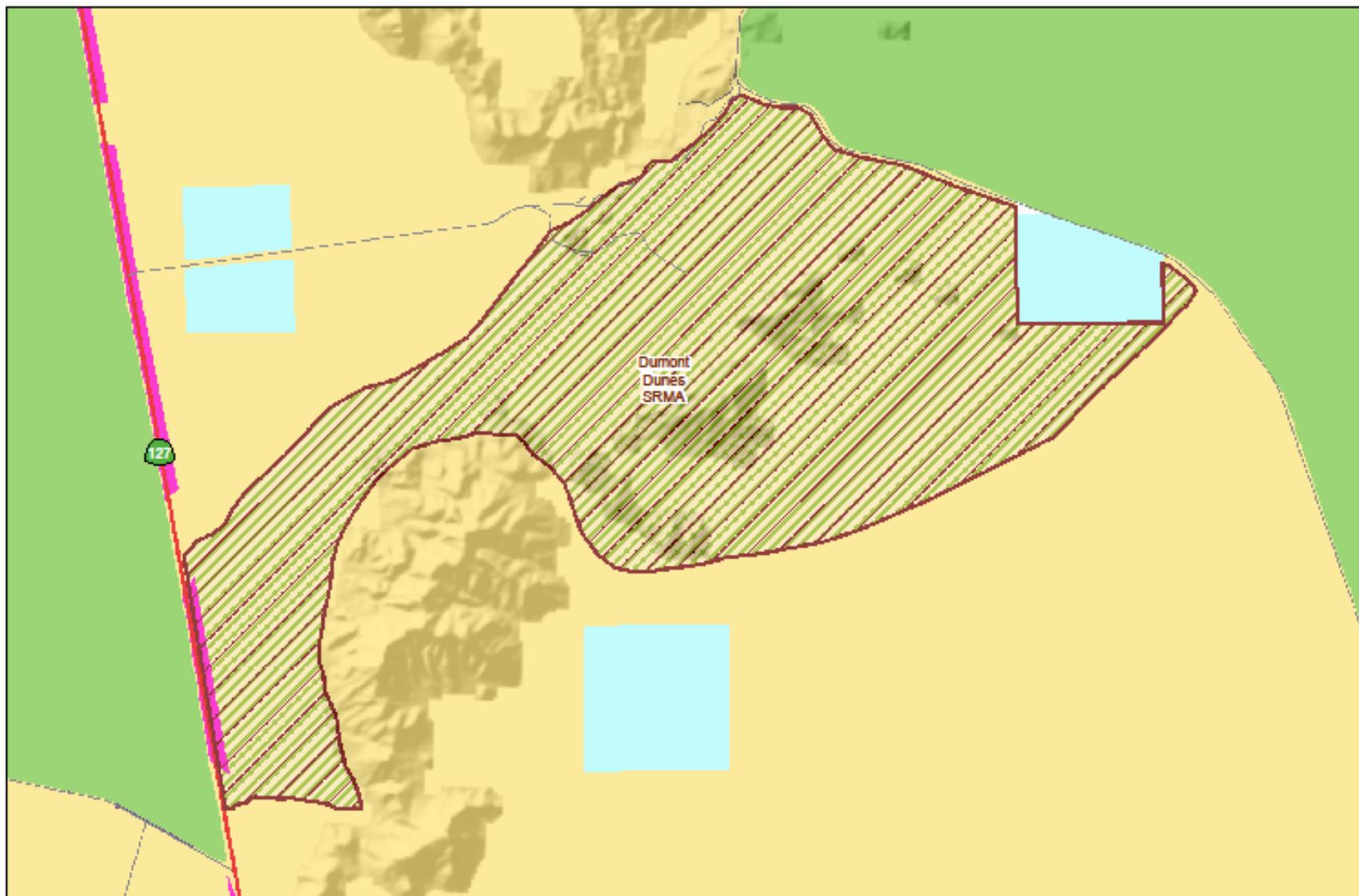
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Dumont Dunes SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

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### ACCEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

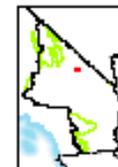
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## El Mirage Special Recreation Management Area (SRMA)

### RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the El Mirage SRMA for the unique opportunities for motorized recreation, including continued development of on-site visitor services, as well as the non-motorized opportunities; while providing a safe and healthy environment free from restrictive zoning.

El Mirage dry lake bed along with the surrounding uplands and mountains are located in the Mojave Desert of San Bernardino County. The lake is located about nine miles (14 km) west-northwest of the town of Adelanto and ten miles (16 km) north of Highway 18. The dry lake elevation is at 2,840 foot (870 m), it is approximately 5.12 miles (9.7 km) long and covers 3,187 acres. The lakebed is part of the El Mirage Off-Highway Vehicle (OHV) Recreation Open Area. Most visitors ride motorcycles, ATVs, RUVs, or tour in four-wheel drive vehicles. A road network is in place and visitors may camp in most sections of El Mirage. The lakebed is used extensively for competitive racing events and commercial filming by permit. El Mirage's unique flat lakebed is a destination for many visitors. There is a high volume of ultra-light, gyro-copter, and remote controlled aircraft activity. For 50 years the Southern California Timing Association has used the lakebed for timed speed runs. There is a variety of flat and rolling hill terrain for the recreation user. The Friends of El Mirage is an active volunteer group who supports and assists the BLM in administering the area.

The El Mirage Interpretive Trail East and West offers opportunities to explore and enjoy the foothills that rim the El Mirage Dry Lake OHV area and learn about abandoned mines and safety, Joshua trees, wildlife habitat, and historic 1930's Hess ranch site. This is a designated a National Recreation Trail.

**Activities:** El Mirage likely has the greatest amount of different types of activities of any SRMA because of its location and terrain. Activities include full size aircraft, gyrocopters, hang gliders, ultra lights, parasails, kite flying, land-sailing, remote controlled aircraft, go carts, remote controlled cars, model rockets, mountain biking, mountain climbing, photography, film industry movie filming, scenic four wheel drive touring, ATV play, motorized trail riding, night sky viewing, hiking, camping, organized recreation, interpretive programs, off-road driving, safety training and motorized competitive land speed records.

**Experiences:** The area is frequented by first time public land visitors because of the sites popularity and long history as a recreation area, and the terrain provides numerous opportunities for learning new sports. Visitors enjoy learning about the natural, historic and abandoned mine resources through interpretive and educational programs. The setting is very social and visitors often appear to receive as much enjoyment from interacting with each other as they do from their primary sport. Here people enjoy the closeness of family and friends and social interaction with other users, group and club events. North of the dry lake bed provides a semi-primitive experience for hiking, scenic and wildlife viewing. The lakebed is often used for experimental vehicle and invention testing. Many private pilots land on the lakebed to spend the day.

**Benefits:** This area provides personal benefits that are tied to personal accomplishment and perseverance in this remote and inhospitable environment. Individuals are challenged to build, borrow, buy, modify or rent vehicles to travel here; everything about coming here is difficult and the rewards are increased self-worth, trust, an expanded capacity to travel & experience other areas. This area contributes to community, social, economic and environmental benefits because it generates tourism in this remote area with few roads & services. This SRMA provides connectivity among areas & trails, in location & time, providing outstanding motorized riding & touring experiences sense of accomplishment by setting new land speed records and other competitive records. Greater community ownership and stewardship of desert resources through outreach programs. Sense of community pride, relevance and stability; shared sense of purpose among residents, recreationist, visitors and manufacturers. One of the largest benefits is unrestricted and easy access to large continuous open space.

This area provides a relatively safe & easy setting to direct legal motorized OHV play and therefore reduces pressure & potential impacts to sensitive areas. The site is also a good setting for filming, plus testing and developing new products, ideas, goods, services, and inventions. Increased visitation and interest result from action movies filmed at El Mirage, along with revenue for the local residents.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Component:** The qualities of the physical component in this area fit the Front Country Classification. El Mirage is set in the rural country side and is one hundred miles from the greater Los Angeles area and five miles from the City of Adelanto. The hills and back country of this area are remote enough for people to get lost, and the night skies are dark enough for groups to gather for night sky viewing. This site is considered front country and marketed to Southern California riders for day and multi-day riding trips. Visitor facilities include developed campgrounds, vault toilets, paved and graded dirt access roads, wildlife drinkers, perimeter fence, interpretive trail, signs and kiosk, OHV training site, 12,000 square foot visitor center, maintenance shop and yard, developed campsites. Northern part of the SRMA is outside the open area and provides an outstanding setting for non-motorized activities.

**Social Components:** The qualities of the social component in this area meet the Rural Classification. The El Mirage SRMA has the greatest amount of social interaction among visitors, between groups, and between visitors and agency personnel. This site is ideal because the large open lakebed has no speed limit or aircraft restrictions which results with the co-mingling of tinkers from different hobbies and industries such as model rockets, remote controlled aircraft, the film industry, movie stars, the race car industry, NASA (test w/ground sensors and U2 aircraft) venture start-ups experimenting, military exercises, international artists, and world famous musicians. Most visitors are repeat users. Clubs, families and companies visit because of its proximity to cities, good access and history of use.

Seeing others and being seen are important facets of visitor interaction, along with related social and fashion trends. In a day visit users can enjoy observing a multitude of activities including movie filming, model rocketry, and outreach activities. Visitors are highly self-reliant, willing to assist other visitors and

volunteer for the BLM, and enjoy frequent contact among other visitors and staff. Visitors and garage mechanics build or modify motorized vehicles and use the area for testing. This includes both commercial, educational, non-profit, and casual inventors and tinkers.

**Operational Components:** The operational component conditions in this area meet the Rural Classification. This SRMA is well serviced with good access on a wide paved entry road connected to the county road system. Located two and a half hours northeast of Los Angeles the site is easily accessed by freeways from most points in Southern California, and private airplanes. Access roads support large, heavy eighteen wheel trucks frequently used by the film industry and for special events. The entire area is fenced to control trespass and ensure permit compliance. A visitor center supports staff providing services weekends, holidays, and limited weekdays. Law Enforcement Rangers and Country Sheriff Deputies patrol the area; Junior Ranger program, OHV safety and natural resource presentations are held regularly.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

**Recreation and Visitor Services:** Manage the setting for intensive outdoor recreation, free of restrictive zoning; allow the greatest variety of non-recreation activities in minimum conflict with recreation visitors; manage the lakebed to maintain a smooth surface and provide unobstructed open space; provide sufficient visitor services to ensure visitor health and safety, enforce the laws, and distribute visitor information; provide a minimum infrastructure to provide basic visitor services; consolidate land in public ownership to ensure opportunities and resolve issues. Manage Recreation Fee program, commercial filming is handled in accordance with BLM procedures. Manage all routes of travel as open, limited or closed, as designated in the WEMO TTMP.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	27999	17165	17165	17166	17166

**Other Programs:** Continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment. Allow commercial filming; product testing; research and development; mining; military exercises; recognize all existing rights-of-way; allow new rights-of-way that have no long-term effect on existing uses; recognize national aircraft and vehicle rights-of-way protocol within recreation area.

Manage the designated National El Mirage Interpretive Trail East as a natural, historic and educational resource open for motorized recreation and interpretative opportunities. The trail wraps around the area and into the adjacent hills. Provide education and Interpretation thru social and web based media, brochures, guided tours, signing and kiosks. This area is proposed for a VRM Class III.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives, if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

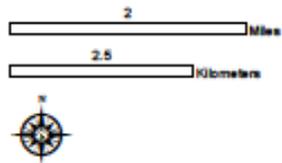
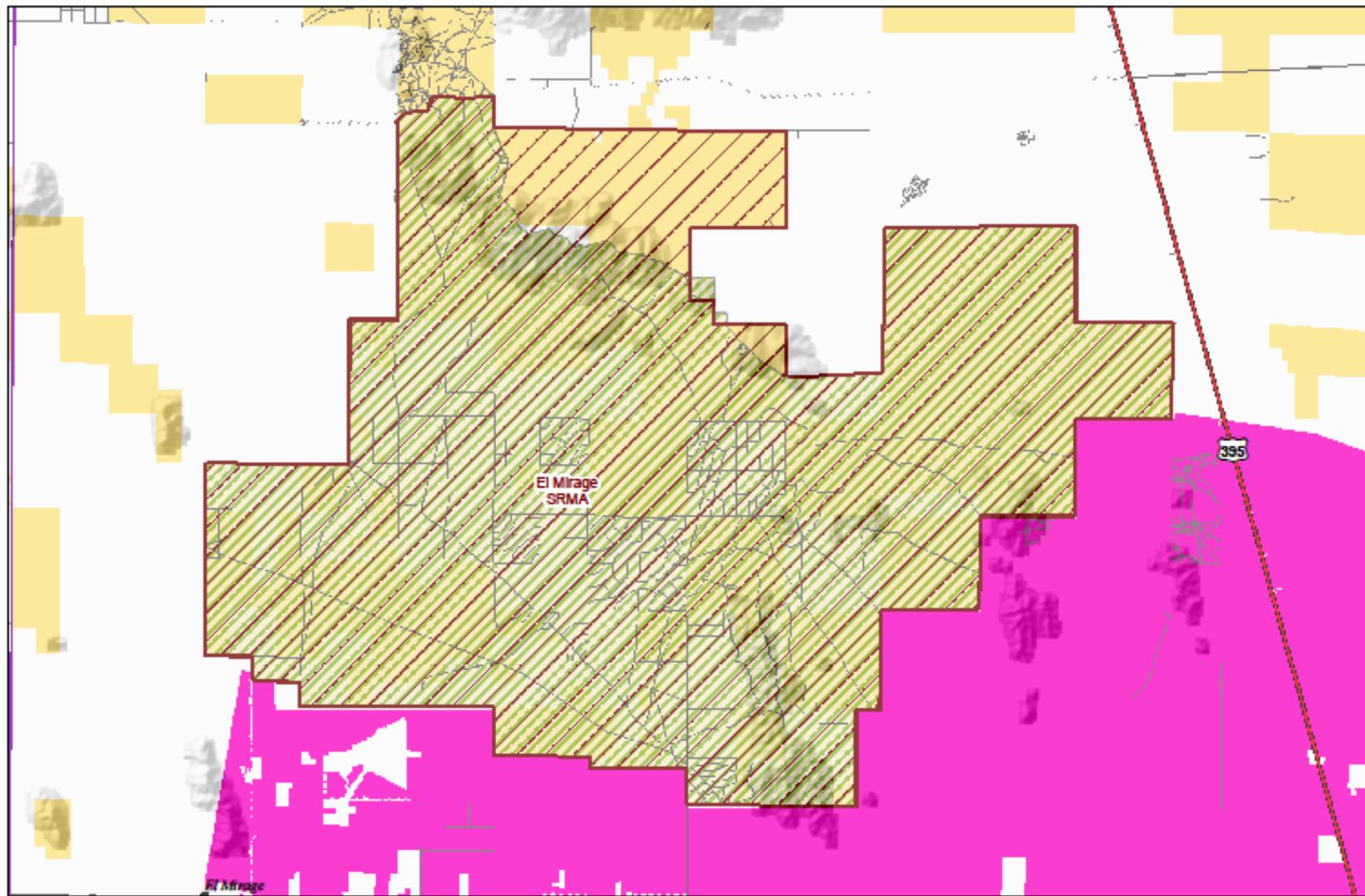
**Implementation Decisions:** Allow visitors to engage in the activities of their choice at any location on the lakebed, provided they do not interfere with the health and safety of other visitors. Close lakebed to aircraft landing and take-off from ½ hour after sunset to ½ hour before sunrise. Allow camping throughout the area except for open lakebed, adjacent to perimeter, or in facilities; designate sections 14 and 15 for reserved group camping; establish Mountain View Drive as main entry road, pave to minimize dust and provide all weather access. Develop campsites and vault toilets along primary access roads to distribute visitor use throughout area. Provide interpretation and site specific protection measures, including the OHV Ambassador Program for the benefit of wildlife, historic and cultural resources.

Develop a SRMA activity level plan to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, recreation fee considerations, and an implementation schedule. Until the new plan is approved continue to apply the management actions in the El Mirage Management Plan.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the El Mirage SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# El Mirage SRMA



## Preferred Alternative SRMAs and ERMAs



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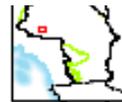
### ACEC Layers

- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

- State
- Other Federal
- Military
- Private

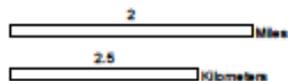
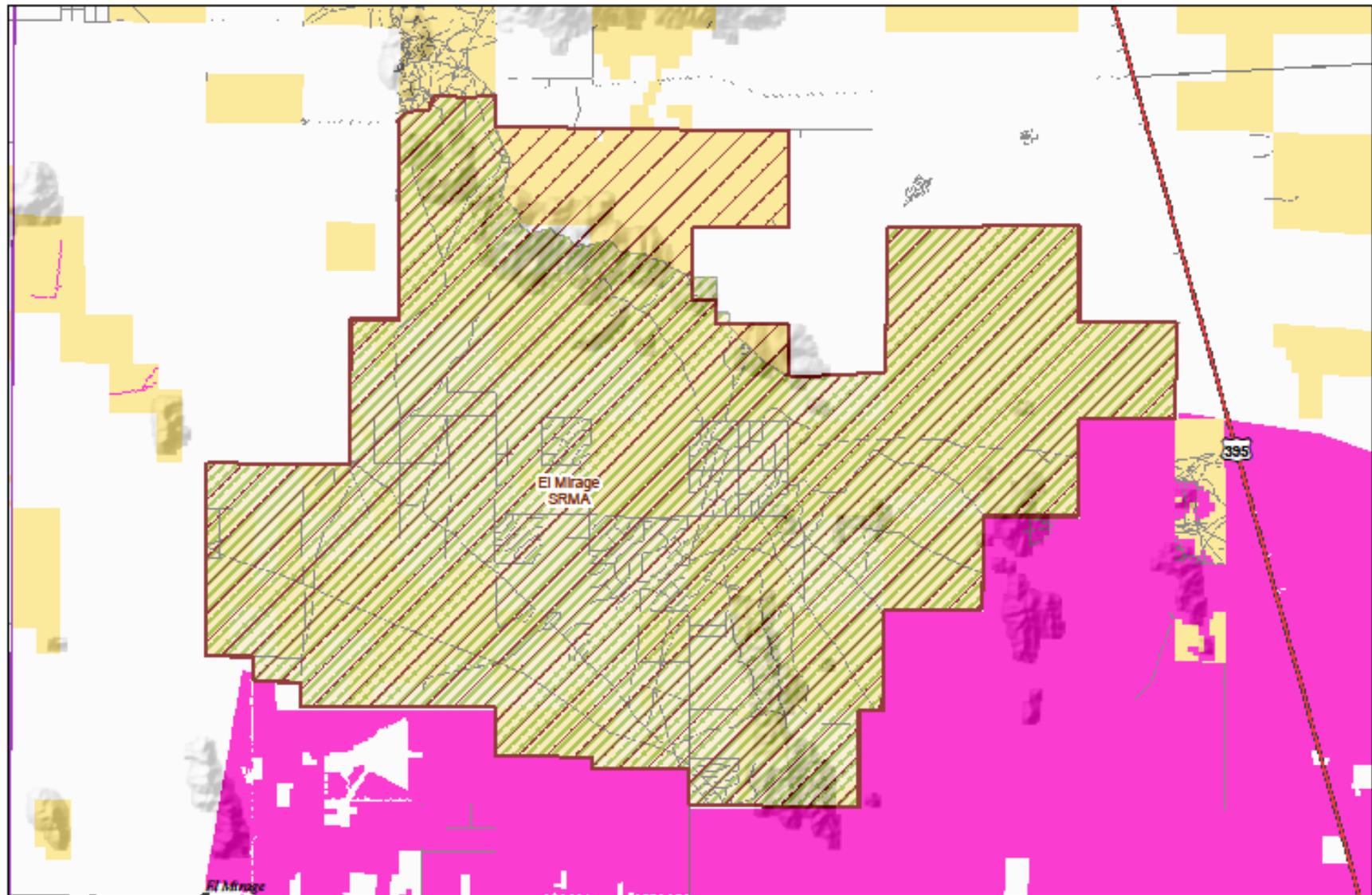
### El Mirage

- US Hwy
- CA Hwy
- County Hwy



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# El Mirage SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

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### ACBC Layers

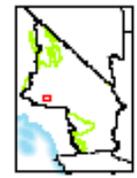
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

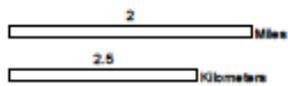
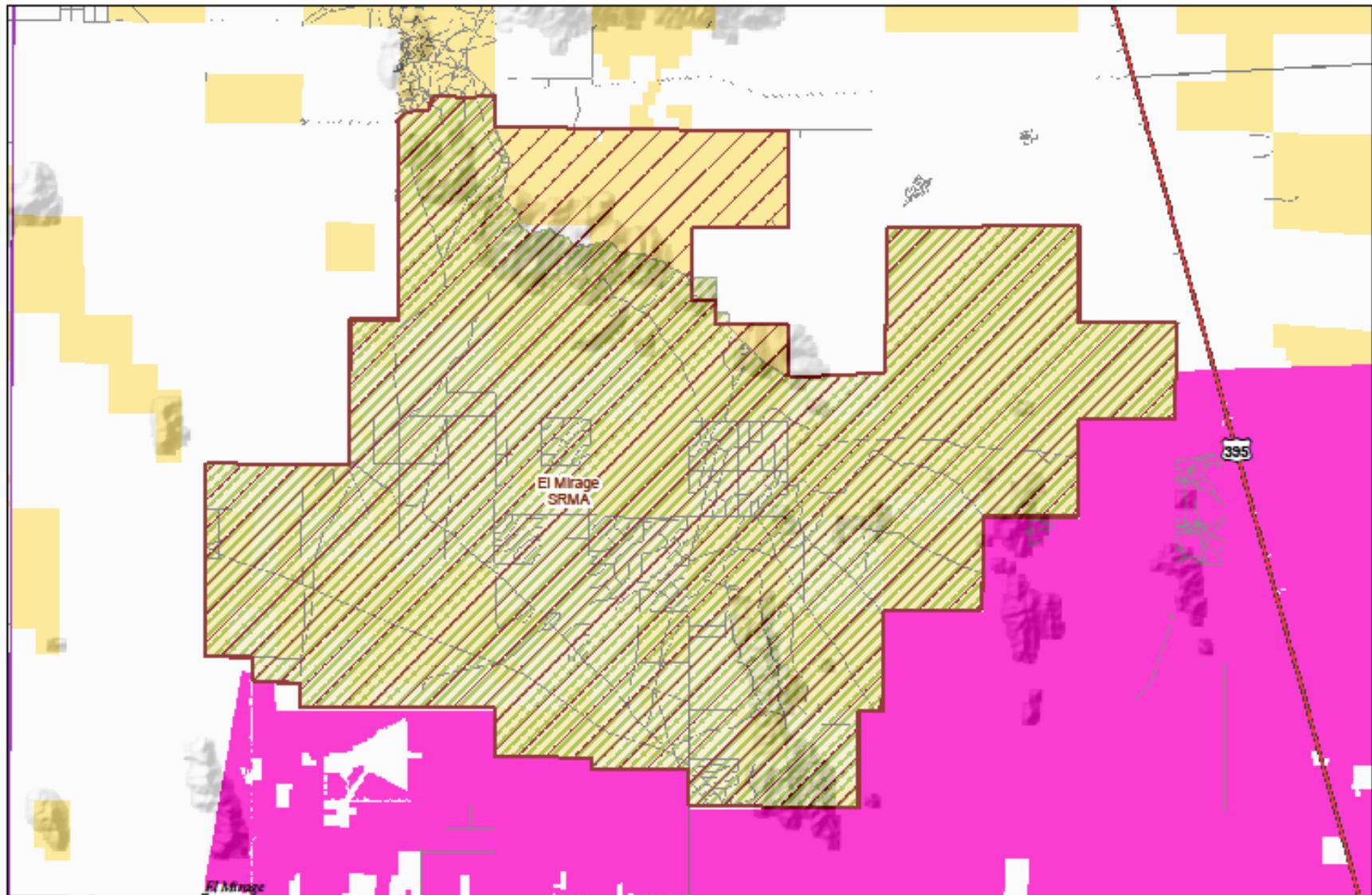
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# El Mirage SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

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### ACCEC Layers

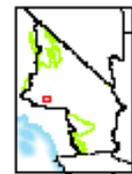
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

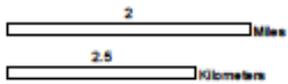
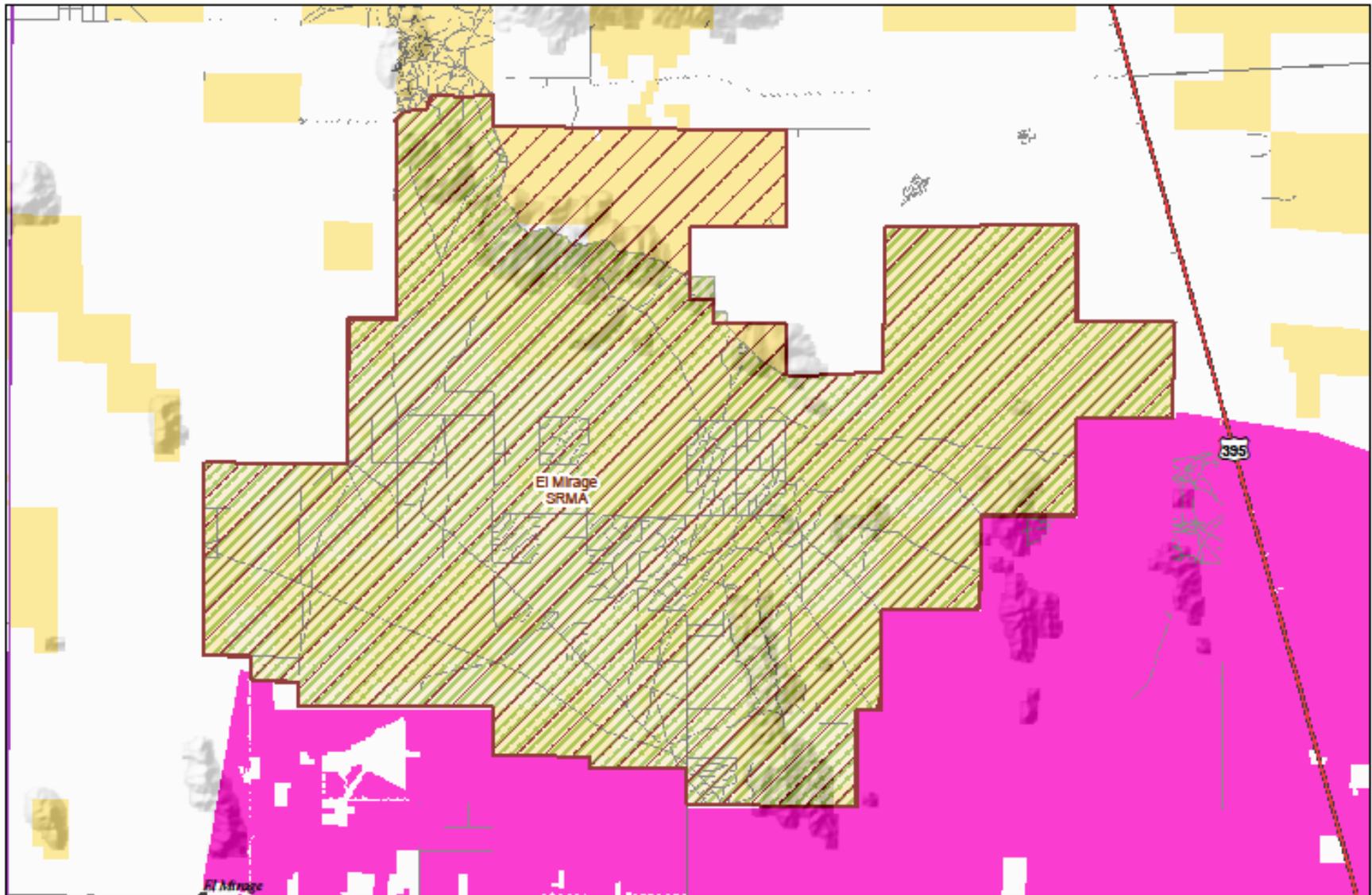
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# El Mirage SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

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### ACBC Layers

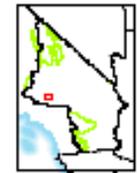
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

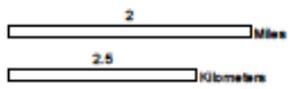
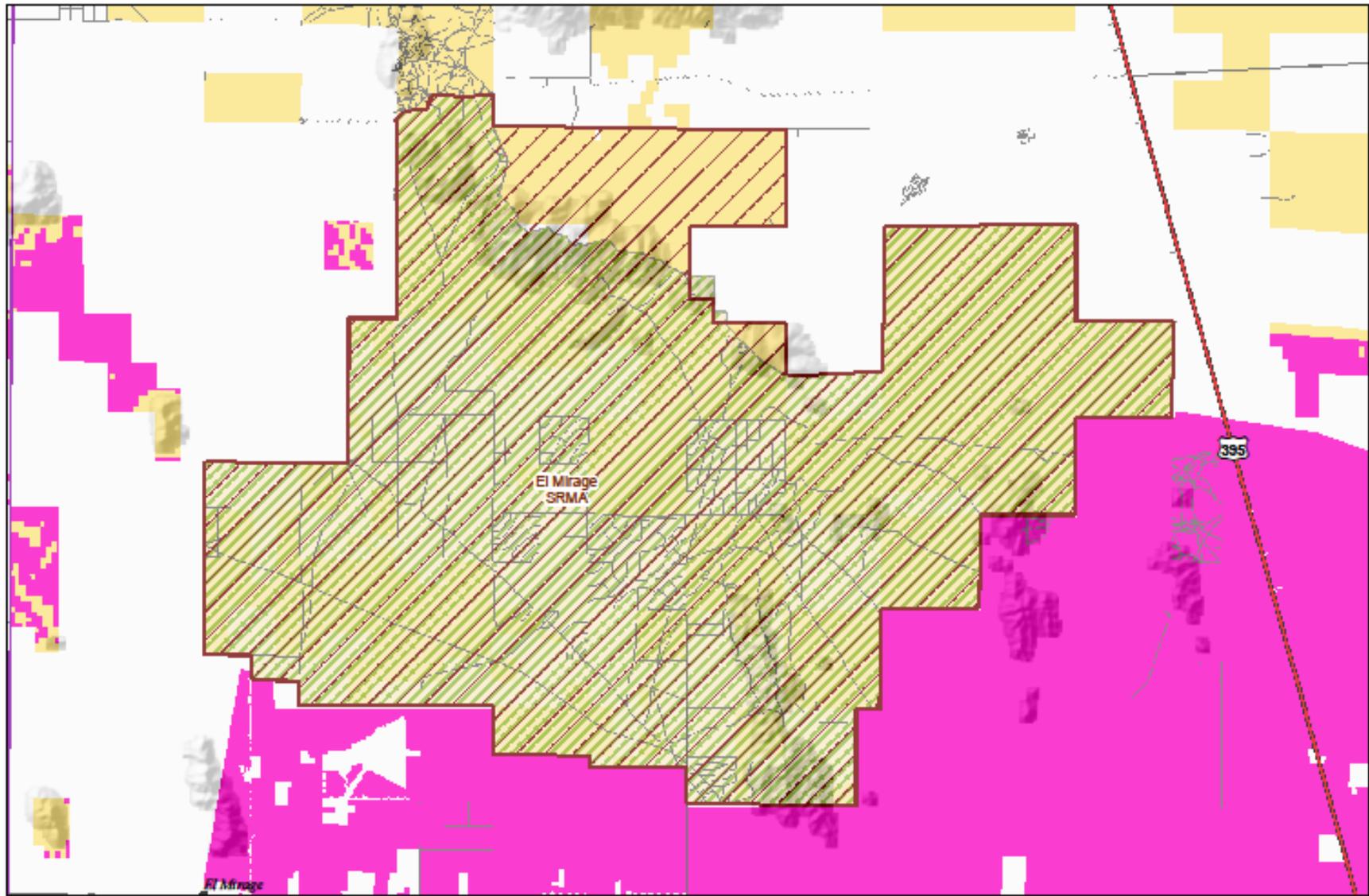
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



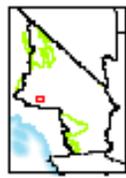
# El Mirage SRMA



**Alternative 4 SRMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office



- |                                     |                           |             |
|-------------------------------------|---------------------------|-------------|
| <b>ACCEC Layers</b>                 | <b>Land Status</b>        | <b>GTLP</b> |
| Proposed SRMA                       | Bureau of Land Management | Interstate  |
| Design Focus Areas                  | State                     | US Hwy      |
| OHV Areas                           | Other Federal             | CA Hwy      |
| Legislatively and Legally Protected | Military                  | County Hwy  |
| Cities                              | Private                   |             |
| CDCA Boundary                       |                           |             |
| DRECP Boundary                      |                           |             |
| BLM Field Office                    |                           |             |



## Rasor Special Recreation Management Area (SRMA)

### RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISION

**Objective Statement:** Designate this area as a Special Recreation Management Area (SRMA). The primary objective here is to manage this area for remote semi-primitive motorized recreation based on OHV camping, staging and riding. Manage this area to retain the remote & rugged nature which appeals to the sturdy self-contained visitors. Provide a low level of visitor amenities, facilities and services to reflect this area's un-developed characteristic.

**Activities:** The Rasor SRMA is an OHV recreation area where the primary activities are riding ATVs, motorcycles, dune buggies, RUVs, & camping. In addition to the riding & camping activities this area provides access and support facilities for staging OHV & 4 X 4 scenic touring into adjacent areas with outstanding recreation opportunities. In particular, the Mojave Road runs through the center of the area coming from Barstow and going to Needles on the Colorado River to the East. The T & T historic railroad near eastern boundary connects area with Ludlow to the south and points beyond. To the north access is possible under the I15 at the Mojave River overflow, across Cronese Lake connecting to the Boulder Corridor road, thus providing connecting opportunities.

**Experiences:** Visitors to this area are primarily seeking primitive camping conditions to get away from the crowd and they are self-reliant. They want the feeling of being alone (even if they're in a group) out in the middle of nowhere; roughing it; demonstrate independence and sound decision making. The other main type of visitors are passing through on the Mojave Road or exploring this area as part of a larger scenic tour. Here they challenge themselves against the elements and doing so develop & demonstrate skills in leadership, organization, navigation, driving & coping with adverse conditions in remote areas.

**Benefits:** The greatest personal benefit this area provides is bonding among friends and families. Almost all camping & staging is among groups of friends & family that typically stay a few days during which time they come to share and enjoy most things together. Visitors camping, staging and riding here find few stresses and often express an ability to complexly relax here, get away from it. The primitive and undeveloped setting provide a wild-land type motorized experience, enhanced by lack of roads, signs or common landmarks; the wind scours the earth wiping clean tracks and traces of previous travel. Visitors push themselves here to discover their personal limits; both physical (riding) and mental (navigate, survive). This area also provides social benefits because of a variety of outdoor activities that require large open spaces ~ free of sensitive neighbors.

## RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS

**Physical Components:** This SRMA has qualities of the landscape fitting the *Middle Country Classification*. Rasor is about 50 east of Barstow and several miles from highway 15. The area is and has the feeling of a remote lightly used area. The western border is shared with the Afton SRMA; here the Mojave River emerges from Afton Canyon and meanders across a sandy floodplain with mesquite bosque and desert willow. Flows are intermittent and a wide ribbon of sparse riparian plants & animals outlines the course of the river underground. Wildlife includes big horn sheep, badger, coyote, raptors, and numerous small mammals, reptiles, rodents & birds. There are a couple small rugged mountain ranges and several small scattered sand dunes. Frequent train traffic runs along lines forming the south boundary. There are no visitor facilities or services; gas & supplies are available at Rasor freeway exit.

**Social Components:** The social component qualities of this area fit the *Middle Country Classification*. The visitor use in this SRMA does not demonstrate an interest in social interaction with much of anything or anyone. On the contrary, most visitors appear to prefer this area for the lack of social interaction, and often camp in remote and difficult to reach areas to avoid interaction. Nearly all visitors come in groups and arrange their camps in circles reminiscent of the old west wagon trains. The visitors are normal and social behavior is observable among them, but the focus is between them. However, out and about throughout the area there is more frequent interaction between visitors; such as at intersections of popular routes, sand dunes and points of interest. The most common site of interaction is a nicely maintained historic emigrant grave.

**Operational Components:** The operational component of this area has the conditions fitting the *Middle Country Classification*. There is good access into the area on roads from the freeway on the east and west sides; but only a few rough roads through the area. All other traffic is across historic roads & trails or cross country. The area is boxed in by Afton Canyon on west, Mojave National Preserve on East, train tracks on south & I15 to north; with 1 road existing in each direction. There are a few direction and boundary signs, plus kiosks on the Basin & Rasor access roads off the freeway.

## MANAGEMENT ACTIONS & ALLOWABLE USES

**Recreation and Visitor Services Program:** Manage this area to retain the remote & rugged nature which appeals to the sturdy self-contained visitors. Provide a low level of visitor amenities, facilities and services to reflect this areas un-developed characteristic.

### **Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	25097	23896	23896	23896	23896

**Other Programs:** Continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment. Allow commercial filming and other compatible small scale commercial

activities. Allow mining to continue. Manage all routes of travel as open, limited or closed, as designated in the WEMO TTMP.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives, if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

**Implementation Decisions:** Provide for passage of motorized vehicles along the historic Mojave Road by designating the Mojave Road open for use by all vehicles. Manage all routes of travel as open, limited or closed, as designated in the WEMO TTMP.

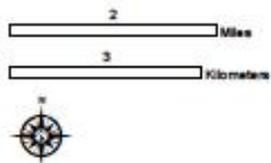
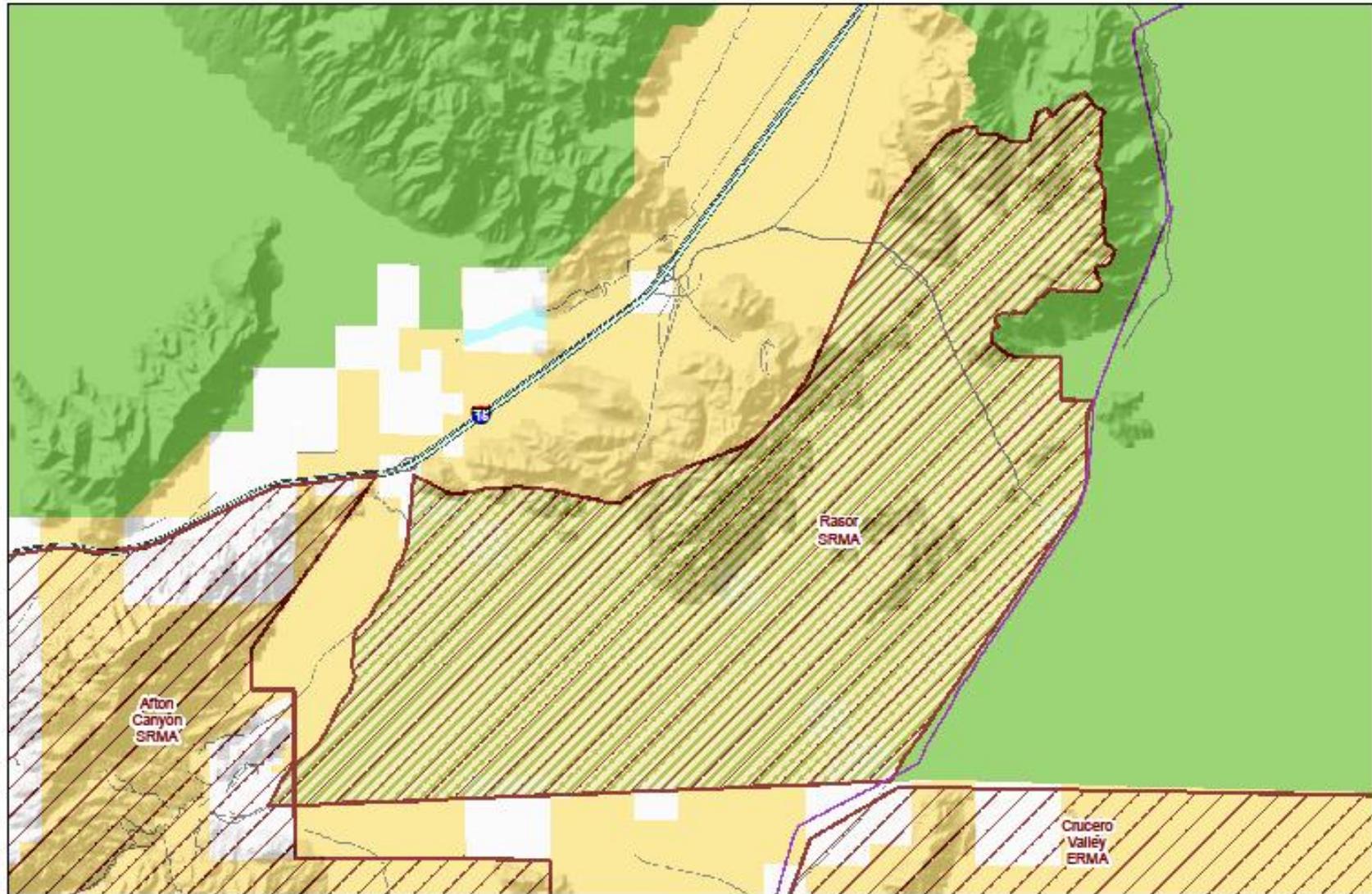
Allow camping and riding anywhere and at all times in this area. Consolidate land ownership, maintain existing 2 access roads, maintain existing Mojave Road, sign boundary, adopt supplemental rule prohibiting: woodcutting; burning firewood with nails; glass beverage containers; and camping in areas where raptors seasonally nest. Install & maintain info kiosks; develop, publish and distribute Rasor area brochure.

An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule. Address staging, camping & boundary issues. Address vehicle access on Mojave Road and appropriate access into the canyon and over/under the adjacent railroad tracks.

**Mitigation:**

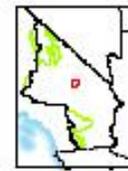
1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Rasor SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Rasor SRMA



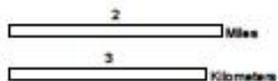
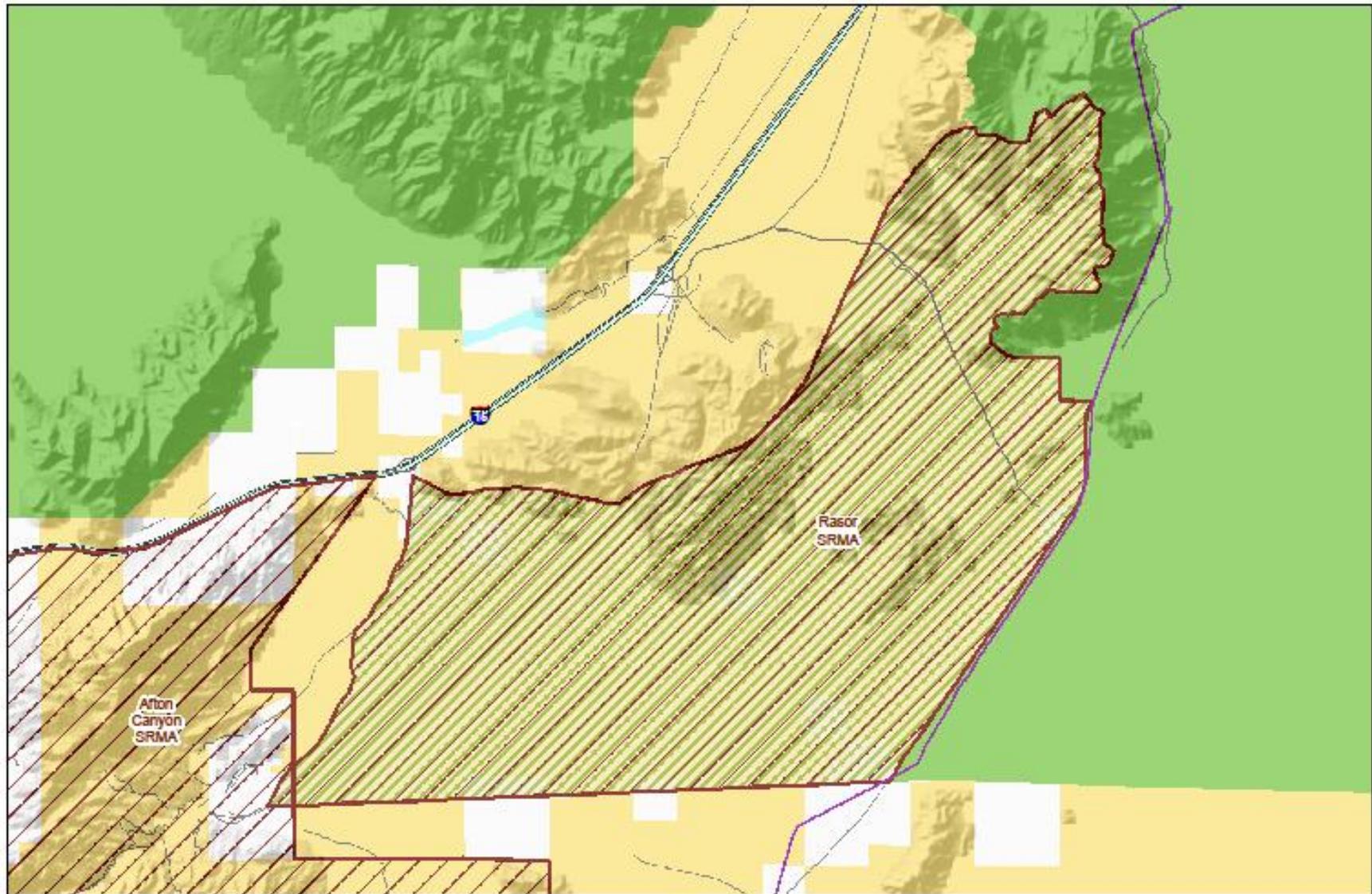
**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

- |                                     |                           |             |
|-------------------------------------|---------------------------|-------------|
| <b>ACEC Layers</b>                  | <b>Land Status</b>        | <b>GTLP</b> |
| Proposed SRMA                       | Bureau of Land Management | Interstate  |
| Design Focus Areas                  | State                     | US Hwy      |
| OHV Areas                           | Other Federal             | CA Hwy      |
| Legislatively and Legally Protected | Military                  | County Hwy  |
|                                     | Private                   |             |
| Cities                              | CDCA Boundary             |             |
| DRECP Boundary                      | BLM Field Office          |             |



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# Rasor SRMA



## Alternative 1 SRMAs

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Prepared by BLM California State Office



### ACBC Layers

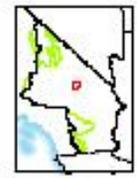
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

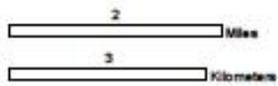
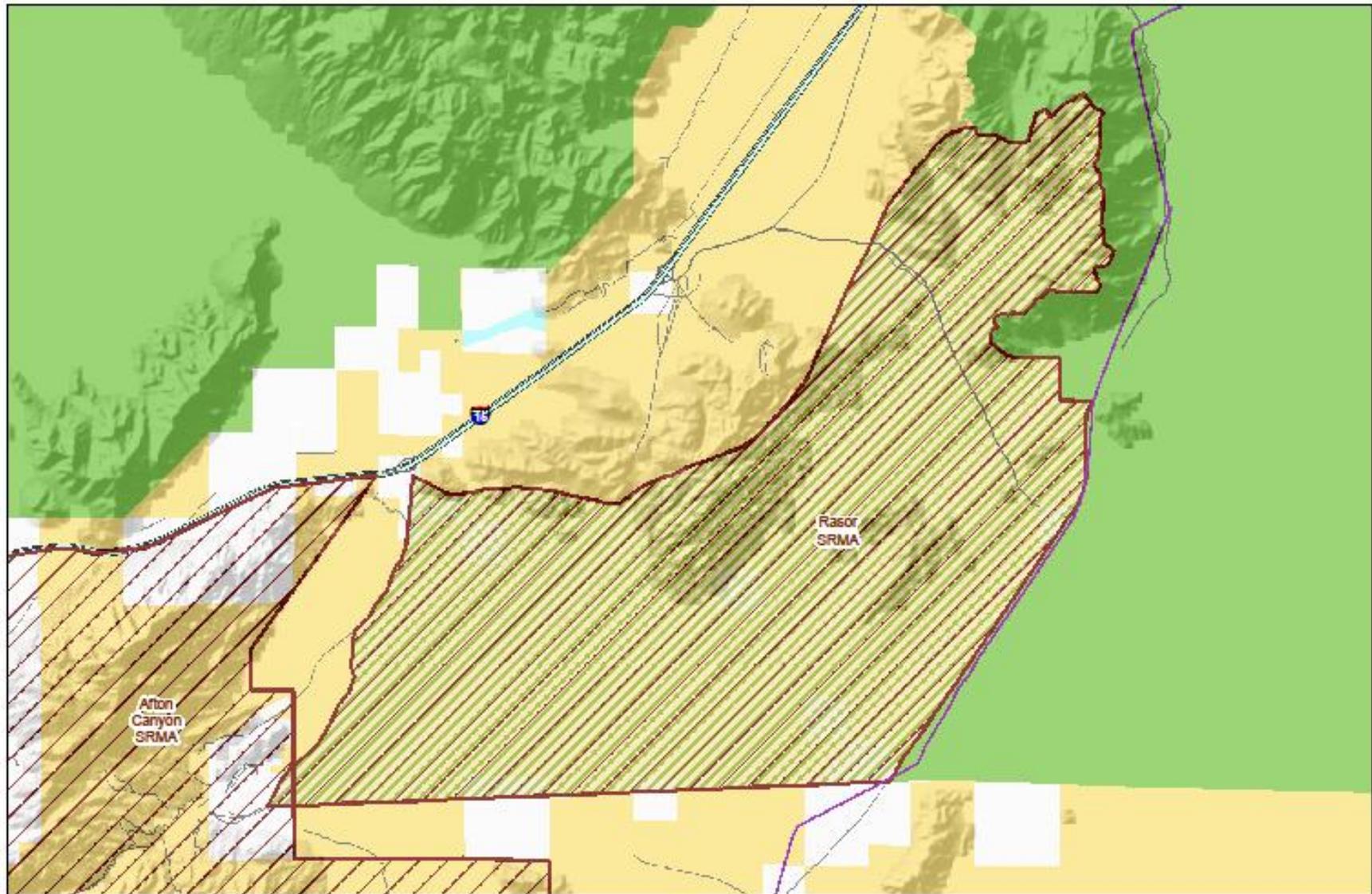
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Rasor SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

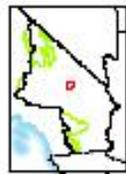
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

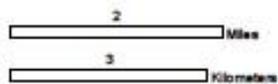
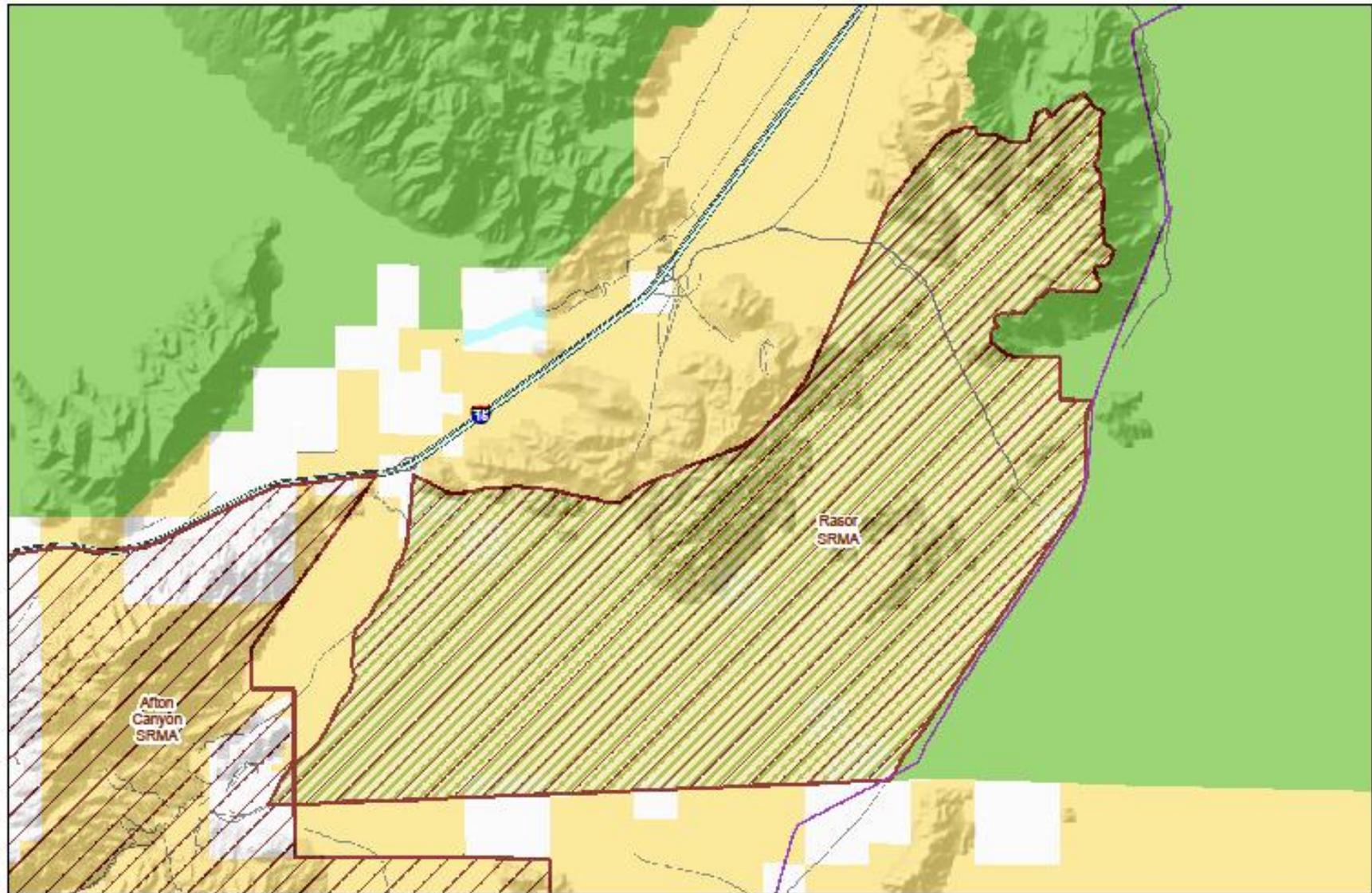
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Rasor SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

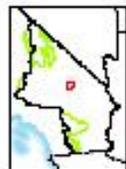
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

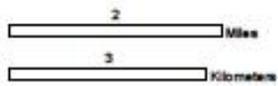
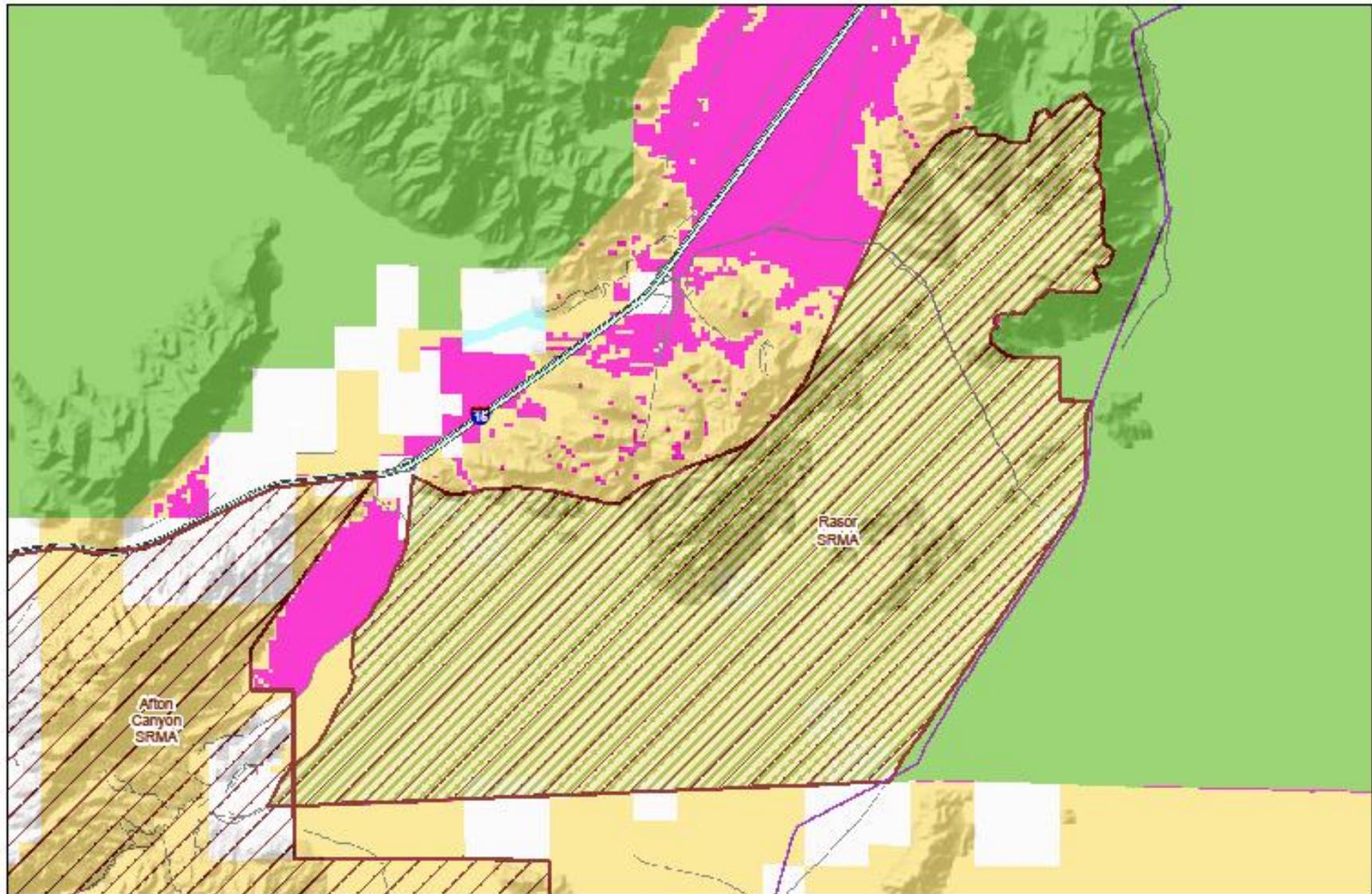
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Rasor SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

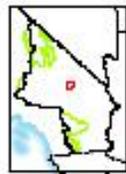
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Stoddard/Johnson Valley Special Recreation Management Area (SRMA)**

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area (SRMA). Manage public lands and recreation opportunities in this area for extensive public use. Develop, manage and operate the Stoddard & Johnson Valley OHV Recreation Area for intensive long-term OHV use, and large scale special events & commercial filming. Develop and manage in accordance to (bill number and section) designating the “Johnson Valley Off Highway Vehicle Recreation Area” approximately 96,666 acres. Develop manage and operate dispersed recreation opportunities & facilities throughout the rest of the SRMA for intensive and sustained casual, organized & competitive activities. Manage the aesthetic quality of the landscape to minimize degradation and provide a scenic backdrop for residents & visitors.

The Stoddard/Johnson SRMA includes extensive recreation opportunities on public lands spread along the outer edge of adjacent communities of Apple Valley, Barstow, Hesperia, Lucerne Valley & Victorville. This area has good freeway access from Interstate 15 and Highways 18 & 247 to all of Southern California, and a good network of local feeder roads. There is a diverse range of opportunities here, with the center piece being the 2 large OHV recreation areas, Stoddard & Johnson Valley’s. There are 2 popular rock climbing areas, a campground, trails, petroglyphs, springs, mountain tops and thousands of acres of open space. These lands experience constant visitor use because they are on the urban interface.

**This SRMA is subdivided into the following 4 RMZs, each with discrete objectives:**

**Granite Mountains RMZ** includes the land in the south-west portion; everything south of the Stoddard Valley OHV area, and west of Highway 247, adjacent to Hesperia & Apple Valley.

**Objective Statement:** Manage these lands to provide intensive long term recreation opportunities along the urban interface with adjacent communities. Provide and manage a range of different types of trail and day use experiences ranging from OHV touring to family hiking excursions. Manage the setting to sustain the existing scenic quality in order to provide adjacent communities an aesthetic background.

**Activities:** The dominant landscape features is the Granite Mountain, at about 6,000 feet this small mountain range provides the adjacent communities an excellent setting for walking, hiking, equestrian use, exploring, scramble hiking, mountain climbing & mountain bike riding, ohv touring, geo-caching, star gazing, photography, small game hunting picnicking and scenic enjoyment. This area also includes the semi-primitive Sawtooth campground and the local rock climbing area known as Margarita Ville. The majority of recreation is non-motorized.

**Experiences:** These lands are used on a daily basis by local residents for small quick trips outdoors for fun, exercise, and for a refreshing escape from daily life. People commonly go here for short hikes and walks alone, in both family & small groups. This area is frequented for day trips and short weekend trips and

links to a local equestrian trail system because of its proximity adjacent to communities, a chance to get out without going far.

**Benefits:** The greatest personal benefit from this SRMA is the experience of being surrounded by large open space. This area is the urban interface with adjacent cities. This area daily gives people a sense of freedom to escape into a large nearby open area where they can relax, enjoy nature, engage in physical activity & exercise, walk the dog, hike with a relative, go hunting, camp out, star gaze and explore in off-highway vehicles.

**Stoddard Valley RMZ** includes the Stoddard Valley OHV Recreation Area. Highway 15 forms the western boundary, Barstow is on the north, Highway 247 along the east, and the city of Apple Valley is on the south.

**Objective Statement:** Manage these lands to provide intensive motorized recreation opportunities for visitors from throughout southern California and high desert communities. Provide and manage access and facilities to support sustained intensive OHV riding and racing. Manage the setting to prevent degradation to the existing scenic quality in order to provide adjacent communities and highway travelers an aesthetic background.

**Activities:** The Stoddard RMZ consists of the Stoddard Valley OHV Recreation Areas where riding OHVs is the primary activity. The majority of visitors are here because this area offers a medium sized range of terrain for different types of off-highway vehicles. People come here for casual recreation, and a large number of competitive (races) and non-competitive events (fun runs). With good freeway access this area is well situated and easy to access from throughout southern California. The area is popular for OHVs and 4 X 4s exploring & scenic touring; so is camping, and to a lesser degree hiking, mountain bike riding, mountain climbing & scrambling, geo-caching, hunting, picnicking, equestrian riding and photography.

**Experiences:** The majority of visitors are in clubs and they come to this SRMA to camp, ride, race & socialize in family and organized events. Competing is a key experience here; to see who is the fastest, the best rider, the best mechanic. Other main groups of people consist of casual recreation by locals and regional residents; the close proximity to urban neighborhoods makes this an easy area for friends and families to get together on short notice for ½ day, day & weekend activities.

**Benefits** The greatest personal benefit from this SRMA is the opportunity for large scale competitive events and the experience of being surrounded by large open space. This area is near adjacent cities and gives people a sense of freedom to escape into a large nearby open area where they can relax and enjoy being outside; engage in challenging OHV riding which provides physical activity & exercise. Community, social and economic benefits are tied to parallel opportunities. This area provides significant regional benefits from large off-road events and the special equipment & manufacturing required; and they generate flows of regional tourism dollars.

**Johnson Valley RMZ** or also known as the “Johnson Valley Off Highway Vehicle Recreation Area forms the south-east quadrant of this SRMA. This zone consists of the Johnson Valley OHV Recreation Area including what is also known as the “Shared Use Area” this area is jointly managed by the BLM and DOD with agreed upon guidance from a developed inter-agency agreement. The Shared Use Area shall be open to public recreational use during the period in which the area is under the management of the BLM, and twice a year there shall be a 30-day period during which the DOD will manage the Shared Use Area and exclusively use the Shared Use Area for military training purposes. The Shared Use Area will be available for 10 months a year for recreation managed by the BLM. This area includes a diverse range of geography from dry lakes to steep rocky mountain ranges.

**Objective Statement:** Manage these lands to provide intensive world class motorized recreation opportunities for visitors from throughout southern California, the high desert communities and from around the world. Provide and manage access and facilities to support sustained intensive OHV riding and racing. Manage the setting to prevent degradation to the existing scenic quality in order to provide adjacent communities and highway travelers an aesthetic background. Manage for large scale outdoor movie productions, and manage defense-related purposes supporting military training (including military range management and management of exercise activities).

**Activities:** The Johnson RMZ consists of the Johnson Valley OHV Recreation Area where riding OHVs is the primary activity. The majority of visitors are here because this area offers a full range of terrain for different types of off-highway vehicles. People come here for casual recreation, and a large number of competitive (races) and non-competitive events (fun runs). This area is well situated for providing recreation and large events with good access and open terrain. Key roads through this area providing access into the area and for longer distance scenic touring include Camp Rock, Bessermine, and Boone. Camping is popular here, and to a lesser degree hiking, mountain bike riding, rock climbing & scrambling, geo-caching, hunting, picnicking, equestrian riding and photography. A few small dry lakes are used for remote controlled aircraft, model rockets, and commercial filming. This area is used to film large outdoor action scenes involving numerous vehicles, aircraft, large numbers of people and explosions.

The large scale special events and OHV races draw thousands of participants and tens of thousands of spectators each year.

**Experiences:** The majority of visitors are in clubs and they come to this SRMA to camp, ride, race & socialize in family and organized events. Competing is a key experience here; to see who is the fastest, the best rider, the best mechanic. A new type of off road racing event called the King of the Hammers began here a few years ago, and is now considered the largest and toughest off road race on the planet, drawing nearly 20,000 spectators. Other main groups of people consist of casual recreation by locals and regional residents; the close proximity to urban neighborhoods makes this an easy area for friends and families to get together on short notice for day & ½ day activities.

**Benefits:** The benefit of this SRMA is its large size and ability to conduct large scale off road races. This area gives people a personal sense of freedom to roam and race; or to relax and enjoy nature. Most come here to engage in physical activity & benefit from the exercise; they go hunting, camp out, star gaze and explore in off-highway vehicles; all of which reduce stress. Community, social and economic benefits are tied to parallel opportunities. This area provides significant regional benefits from large off-road events and the special equipment & manufacturing required, they generate flows of regional tourism dollars. This area provides stimulating & exciting backgrounds for large, dangerous, outdoor movie scenes, with related jobs & dollars flowing throughout nearby communities.

The special events & commercial filming here are responsible for producing significant regional economic & social benefits from their activities. The highest revenue week of the year for businesses in nearby Lucerne Valley is now the week of the King of The Hammers off-road race. Large scale filming operations like Valkyre resulted in the hiring of over 100 extras, the contracting of local companies for road maintenance, and numerous services like catering, transportation, set construction & vault toilets. Improvements from these activities continue for years to provide public benefits from a clean environment to better access.

**Ord Rodman RMZ** forms the north-east quadrant of the SRMA and includes the lands east of highway 247; the Ord Mountains between Stoddard & Johnson Valleys, plus the Rodman Mountains north of Johnson Valley.

**Objective Statement:** Manage these lands for dispersed recreation centered on scenic touring, OHV trail riding, equestrian use, desert exploration, and camping. Develop and manage a designated and sustainable road & trail system to provide access and trail opportunities. Manage & limit recreation opportunities in this area with the priority of protecting sensitive natural and cultural resources.

**Activities:** The Ord Rodman RMZ consist of non-wilderness lands in the Ord and Rodman Mountains. The primary activities here are casual recreation, scenic touring and exploring longer distance trails on OHVs and 4 X 4s. Camping is dispersed, and this zone is more popular for non-motorized activities such as hiking, mountain climbing & scrambling, geo-caching, hunting, college class field trips, historical group outings, picnicking, equestrian riding and photography. In the Rodman Mountains are an extensive series of petroglyphs which provide a popular hiking and picnicking destination.

**Experiences:** The majority of visitors here are families and small groups, and they come to this SRMA to camp, ride, explore, enjoy nature and socialize in family and small group gatherings. The diverse geography and terrain of this zone give the impression it is much larger than actual size, with roads circling mountains and washes running the length of valleys. This area provides outstanding scenic touring opportunities and a beautiful harmonious setting. There are several important historic & cultural sites here which draw groups to tour, study & debate their past.

To appreciate these lands and have fun here people have to go beyond the paved road, to discovery and read maps and kiosk, to navigate by the landscape & now with GPS. These are the introductory lands for people to move out into more remote & distance camping and riding destinations. Here is where people learn how to live back in nature, and the ensuring internal peace from being in nature; the joy of seeing a sunset, hearing the sounds of the day begin; finding the perfect spot for camp and watching the stars twinkle.

**Benefits :** Personal benefits derived from visiting this area center on satisfaction of discovering and navigating the wild lands beyond the urban interface. Here people develop self-confidence, they can release their frustrations at complex life issues and appreciate the simplicity of nature. Here they enjoy freedom with the ability to explore and have fun in a relatively nearby area. The area is large enough to provide an un-restrained sense of being able to go and camp where you desire; yet is close enough to population centers and easy enough to navigate that it is popular with newcomers for camping, four wheeling and desert exploration. This area provides a shared setting for families and friends to enjoy an afternoon or a weekend camping, touring, hanging out together and socializing. The social benefits include an extensive access network giving people numerous options for touring, exploring & destinations. This contrast with more remote and wilderness lands where there is limited or no access.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** The qualities of this landscape have the characteristics fitting the Front Country Classification. A beneficial feature of this SRMA is extensive access, combined with this areas location within a couple hours' drive of the Los Angeles area. This SRMA stretches along interstate 15 from Victorville to Barstow, including 3 off-ramps. The Johnson Valley OHV Area is a bit more remote, yet is adjacent to rural communities and 29 Palm Marine Base. This entire SRMA shares a common natural semi-remote look and connectivity. Several maintained county roads, power lines & pipelines bisect the area, with scattered residents, mines and communication sites interspersed throughout the area. Visitor facilities are located along primary access roads and at popular staging sites in the OHV open areas. They include kiosks, vault toilets and vehicle barriers.

**Social Components:** The social component of this SRMA has the qualities associated with the Front Country Classification. The sheer size of this area allows visitors to disperse and therefore not appear often in large concentrations. However, on a given weekend the proximity and size of this area draws a large number of people, moving around the area, or riding the main roads will generally result in on-going contacts throughout the day. This pattern results from the geography and land use management prescriptions. The 2 large open areas are on either end of the SRMA and both are managed for intensive use with staging areas, the other 2 zones are spread out and used for dispersed recreation with remote valleys and rarely visited mountain tops.

Organized events range from 1,000 participants to a dozen. Most casual use is dispersed; family & friend groups may involve a couple dozen primary vehicles and several dozen off-highway vehicles. Un-improved

camping & staging areas, consisting of a cleared area with a rock fire ring, are located along access roads and near the vault toilets. The area is heavily crisscrossed by roads & trails.

**Operational Components:** The operational components of this SRMA have the conditions fitting the middle country classification. There are maps for the entire area and special maps for both the OHV areas, kiosks are dispersed throughout the area and rules are clearly posted; temporary, permanent and emergency closures & use restrictions are common for sensitive resources, health & safety purposes, and to avoid conflicts among visitors. Visitor services consist of law enforcement patrols, vehicle barriers, signs, kiosks and vault toilets. Rangers routinely patrol this area and staff clean the restrooms weekly; staff specialist often work in this area for a variety of reasons including facility maintenance, monitoring special events, meeting with land use proponents and monitoring sensitive resources. Stoddard Valley has outstanding access with easy on & off ramps directly onto interstate 15; the eastern and southern boundaries have good access from state highways 247 and 18, plus county roads. Stoddard & Johnson Valley have maintained country roads around their perimeters and through their centers. Several county maintained roads pass through and link the zones in the RMA.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

**Recreation and Visitor Services Program:** For Stoddard Valley: Provide opportunities for OHV recreation, organized & unorganized; as well as other compatible, natural resource uses. Provide education, information & interpretation about resource values; balance organized & unorganized uses. Limit organized events to 31 weekends per year. Johnson Valley OHV Recreation Area: Manage “shared use area” in accordance to the inter-agency agreement with BLM and DOD. Provide for high quality organized OHV recreational opportunities, both of which require open, diverse, desert terrain. Provide for other resource uses compatible with organized & unorganized events. Provide organized & unorganized OHV recreation on 42 weekends per year. Minimize resource impacts, ensuring continued use. For the entire area, provide a safe, challenging environment and low level of dispersed facility development to provide access, desert travel information, staging & camping opportunities, to identify the boundaries, to manage human waste and to minimize negative impacts to natural resources. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	323715	258790	249440	258791	258791

**Other Programs:** In the open OHV areas, RMZs acquire private land inholdings; fence or cover open mine shafts; allow competitive & special events, commercial filming and non-conflicting activities. The Stoddard and Johnson Valley RMZs are designated open areas for intensive use with vehicle travel permitted throughout the area, with the exception of special and sensitive areas closed to travel for protection. .

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives, if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

Within the Stoddard/Johnson SRMA continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment. Manage all routes of travel as open, limited or closed, as designated in the WEMO TTMP.

**Implementation Decisions:** Stoddard Valley RMZ: initiate right of way reservations for the 5 developed staging areas; publish supplemental rule closing area to all shooting but hunting with shotguns. Close Slash X exclusion zone; improve Sidewinder, Hodge & Lee Berry Roads, improve them as primary entrance points; provide maintenance for staging areas, race courses & interpretive trail loops. Develop loop trail (shown on map 3); build 3 strand smooth wire fencing on perimeter as shown in plan; place access & info signs as mapped, install traffic counters and use aerial photos to monitor use.

For Johnson Valley, acquire rights of way, develop left turn lanes, and improve Bessemer Mine & Boone roads; improve internal primary road system; improve staging areas; install signs as specified. Approved management plans for the OHV areas call for recreation maintenance workers and law enforcement rangers; increase ranger patrols during special events & holidays; area brochures; kiosks, traffic control & visitor info signs; they encourage friends groups and direct fencing of the perimeter & mine shafts where they are mapped and as needed.

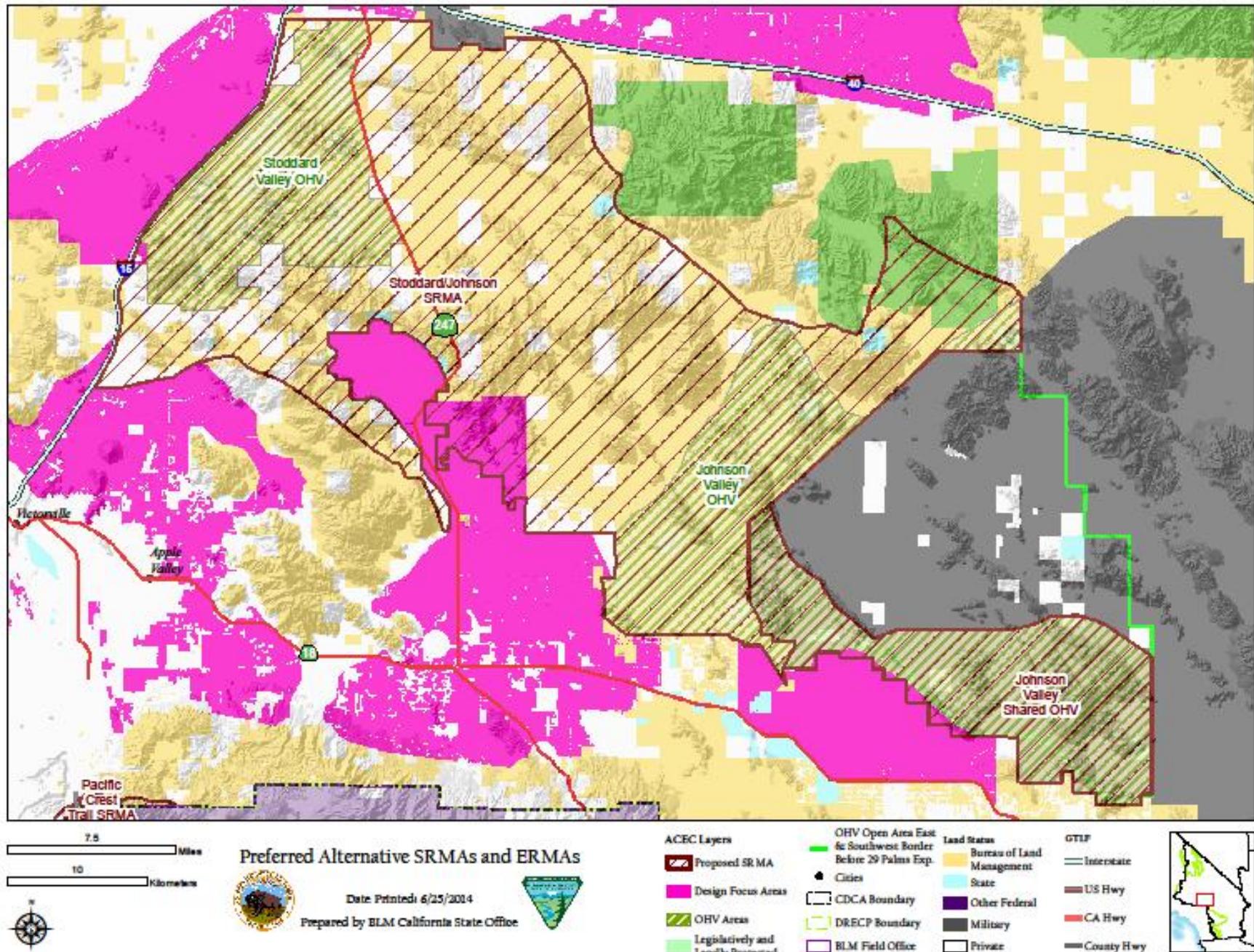
For the Granite Mountain RMZ, authorize commercial filming and develop a campground in Sawtooth Canyon. Build a vehicle barrier to prevent motorized intrusions at the Rodman Mountain petroglyphs. For the Ord Rodman RMZ implement the Ord Mountain pilot route designation project; signing open routes & restoring closed routes.

An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

### **Mitigation**

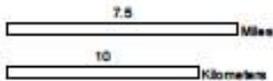
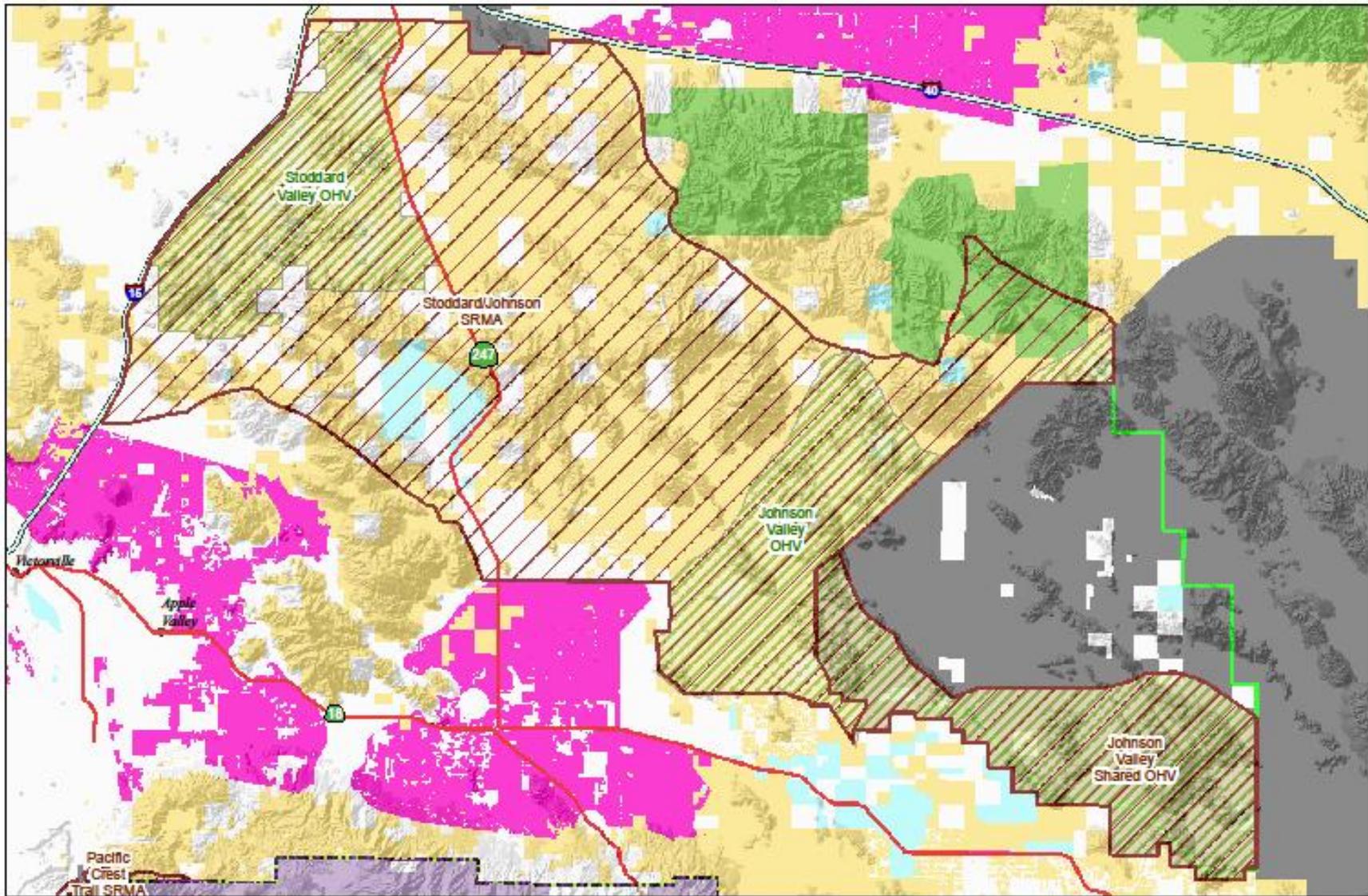
1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Stoddard/Johnson SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Stoddard/Johnson SRMA



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Stoddard/Johnson SRMA



## Alternative 1 SRMAs

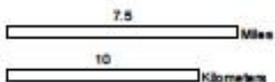
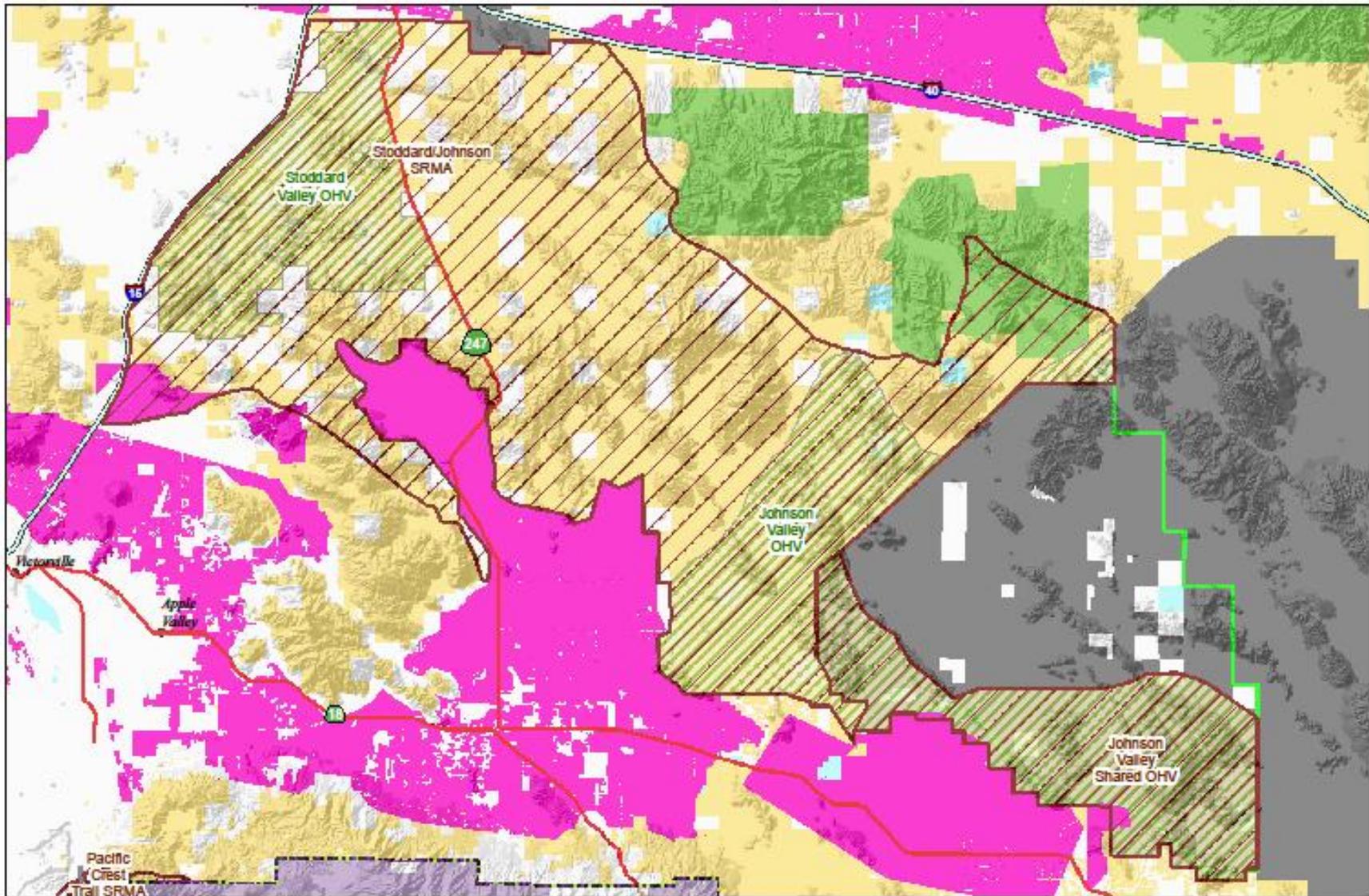
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<b>ACEC Layers</b> Proposed SR MA Design Focus Areas OHV Areas Legislatively and Legally Protected	OHV Open Area East & Southwest Border Before 29 Palms Exp. Cities CDCA Boundary DRECP Boundary BLM Field Office	<b>Land Status</b> Bureau of Land Management State Other Federal Military Private	<b>GTIF</b> Interstate US Hwy CA Hwy County Hwy	
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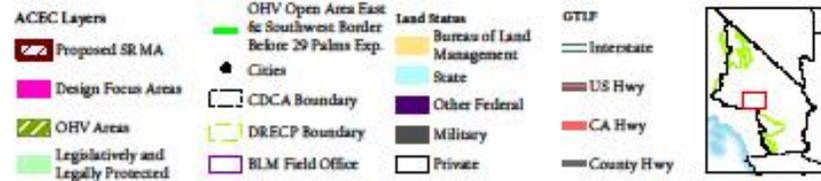
# Stoddard/Johnson SRMA



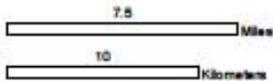
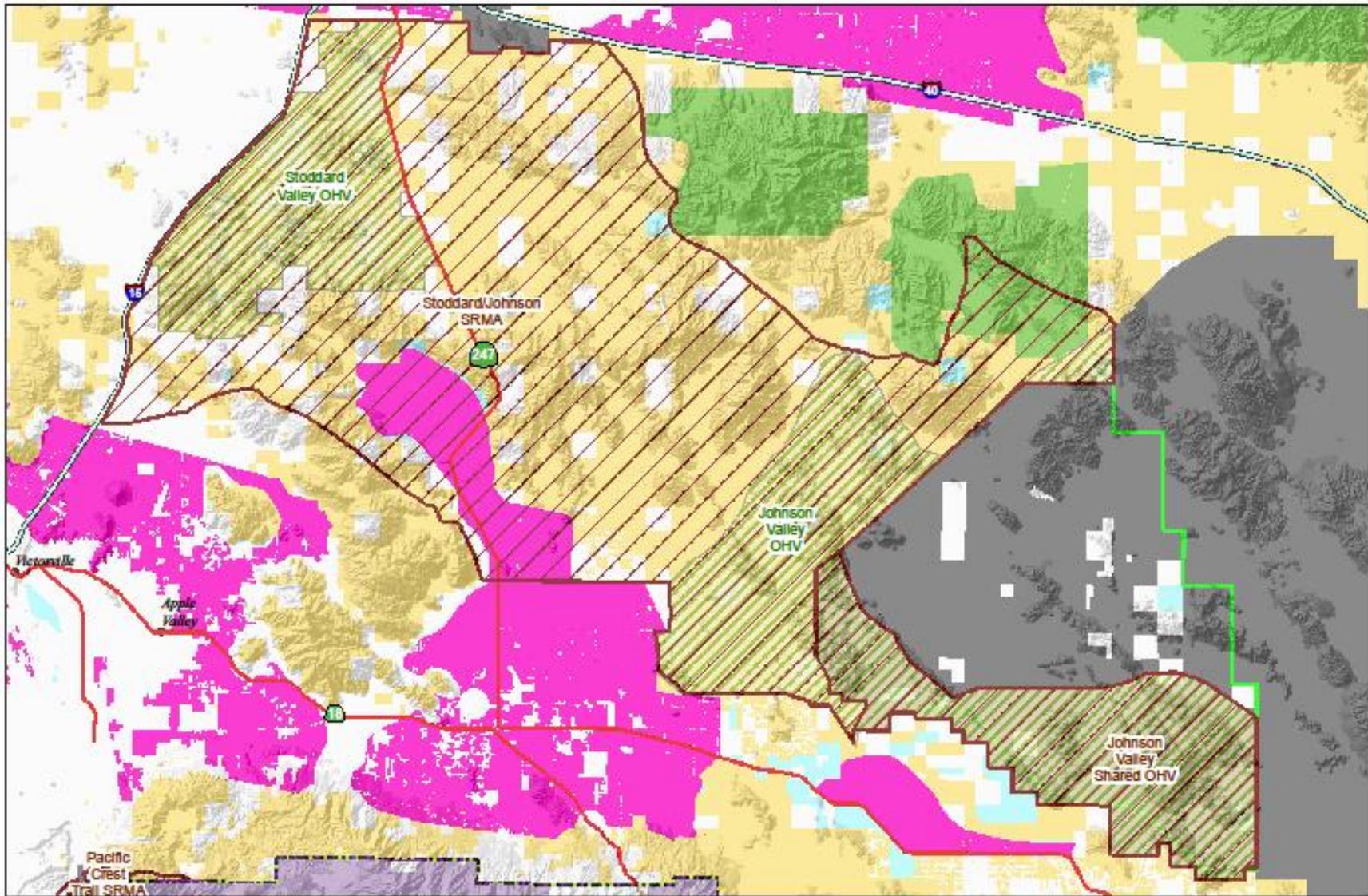
## Alternative 2 SRMAs

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# Stoddard/Johnson SRMA



## Alternative 3 SRMAs

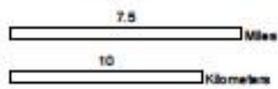
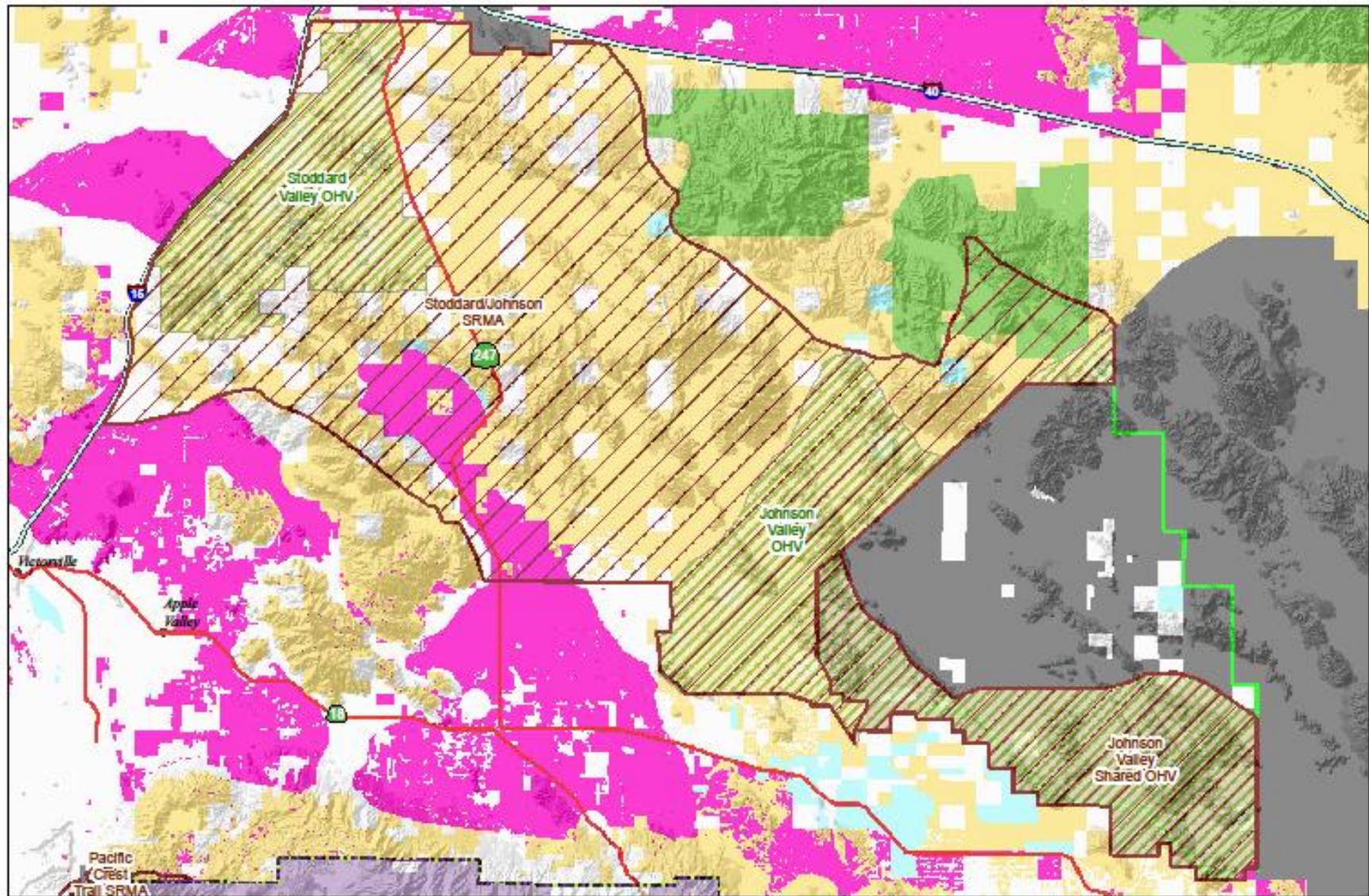
Date Printed: 6/25/2014

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<p><b>ACEC Layers</b></p> <ul style="list-style-type: none"> <li> Proposed SRMA</li> <li> Design Focus Areas</li> <li> OHV Areas</li> <li> Legislatively and Legally Protected</li> </ul>	<ul style="list-style-type: none"> <li> OHV Open Area East &amp; Southwest Border Before 29 Palms Exp.</li> <li> Cities</li> <li> CDCA Boundary</li> <li> DRECP Boundary</li> <li> BLM Field Office</li> </ul>	<p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> State</li> <li> Other Federal</li> <li> Military</li> <li> Private</li> </ul>	<p><b>GTIF</b></p> <ul style="list-style-type: none"> <li> Interstate</li> <li> US Hwy</li> <li> CA Hwy</li> <li> County Hwy</li> </ul>	
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# Stoddard/Johnson SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

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### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

### OHV Open Area East to Southwest Border Before 29 Palms Exp.

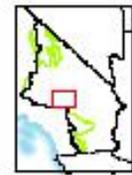
- OHV Open Area East to Southwest Border Before 29 Palms Exp.
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Superior/Rainbow Special Recreation Management Area (SRMA)**

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Activities:** Designate this area as a Special Recreation Management Area. The Superior/Rainbow SRMAs recreation opportunities in this very scenic area rich in paleontological values & geologic wonders. Targeted activities include scenic touring, camping, hiking, equestrian riding, OHV trail riding, educational & scientific study, photography, picnicking, geo-caching and celestial observation.

**Experiences:** Visitors fall into 2 main categories because of this areas location. First are the locals and travelers who come out here to enjoy a quiet peaceful desert experience in a scenic area with visitor support facilities, this includes individuals, families, groups of friends & clubs. The second group is school groups and organizations here to explore and study the areas geology & paleontology, and while they enjoy camping here they would do so wherever the resource is located they are studying. A growing trend is camping & gatherings by small groups of soldiers from nearby Ft. Irwin.

**Benefits:** Getting fresh air and physical activity are two of the greatest personal benefits people get here. Most experiences are tied to group events here, and these include personal exploration of nature, bonding, exploration of self-endurance, and enjoyment of scenic views. This area provides community benefits because there are ancient fossils found here, excellent visual examples of geologic formations, and outstanding scenic views. These features here tie us to the landscape and our past, this area provides good fodder for contemplating our relationship with each other, nature, and the bigger star world. Significant good benefits come from people visiting this area and learning about our natural world. This area is commonly studied and used as an outdoor classroom because of the excellent examples and good accommodations here. The studies and learning that occur here contribute to our society because we are better able to understand, and therefore plan, build and live by the rules of nature.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** This area has qualities of the landscape fitting the *Front Country Classification*. This area is about 8 miles north of Barstow in central San Bernardino County. The central feature of this area is an east west trending escarpment that rises above the Barstow bajada with a relief over a thousand feet. In and along this escarpment are the Owl Canyon Campground and the Rainbow Basin scenic driving loop. Within this escarpment are exposed excellent examples of geologic features such as anticlines & inclines, and paleontological resources including numerous types of fossils. Visitor facilities include roads, signs, kiosks, developed campground with vault toilets & picnic facilities, horse corral, 2 mile hiking trail and scenic loop.

**Social Components:** This area has the social component qualities of the *Middle Country Classification*. The campground is popular with several local and regional groups of all types that visit periodically, including friends, equestrian, schools, family and work. This is a popular camping site because of this areas notoriety for its scenic beauty and fossil history. The site is popular with groups from the Barstow area

because of its proximity, likewise personnel stationed at Ft. Irwin often camp here because it provides a good outdoor escape and is between the base and city.

**Operational Components:** This area has the operational component conditions of the *Middle Country Classification*. There is fair access into the area on a few different county maintained dirt roads. This is a limited use area and vehicle use is limited to county roads & BLM roads signed open. There are a few basic directional, traffic and interpretive signs in the area to manage visitor use. A campground host usually is here and lives on-site from the fall to spring. BLM visitor services staff, law enforcement Rangers, and County Sheriff Deputies routinely patrol here checking on visitor & facility status.

**MANAGEMENT ACTIONS & ALLOWABLE USES.**

**Recreation and Visitor Services Program:** Protect and preserve significant natural values; the fossil beds, geological formations, wildlife, scenic qualities and vegetation types. Promote and enhance public recreation, education, and interpretation of these values. Provide visitor services to enhance public enjoyment and safety in the area. Continue education & research opportunities with universities, colleges and museums; continue to operate campground & equestrian group camp. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	159325	115150	115094	115151	115095

**Other Programs:** Consolidate land ownership by acquiring land with important resource values. Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives, if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

**Implementation Decisions:** Designate Owl, Coon, and Fossil Canyons as hiking trails and continue their closure to motorized vehicle use. Continue Rainbow Basin Scenic Drive as a one-way road and establish 2 interpretive hiking trails along its route, designate route Back Country By-way. Staging of off-highway vehicles is not allowed in the area; close the area to shooting; continue information, interpretive & directional signing; develop an area brochure. Transfer the outdoor classroom from the Owl Canyon Campground to the Desert Discovery Center.

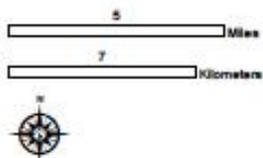
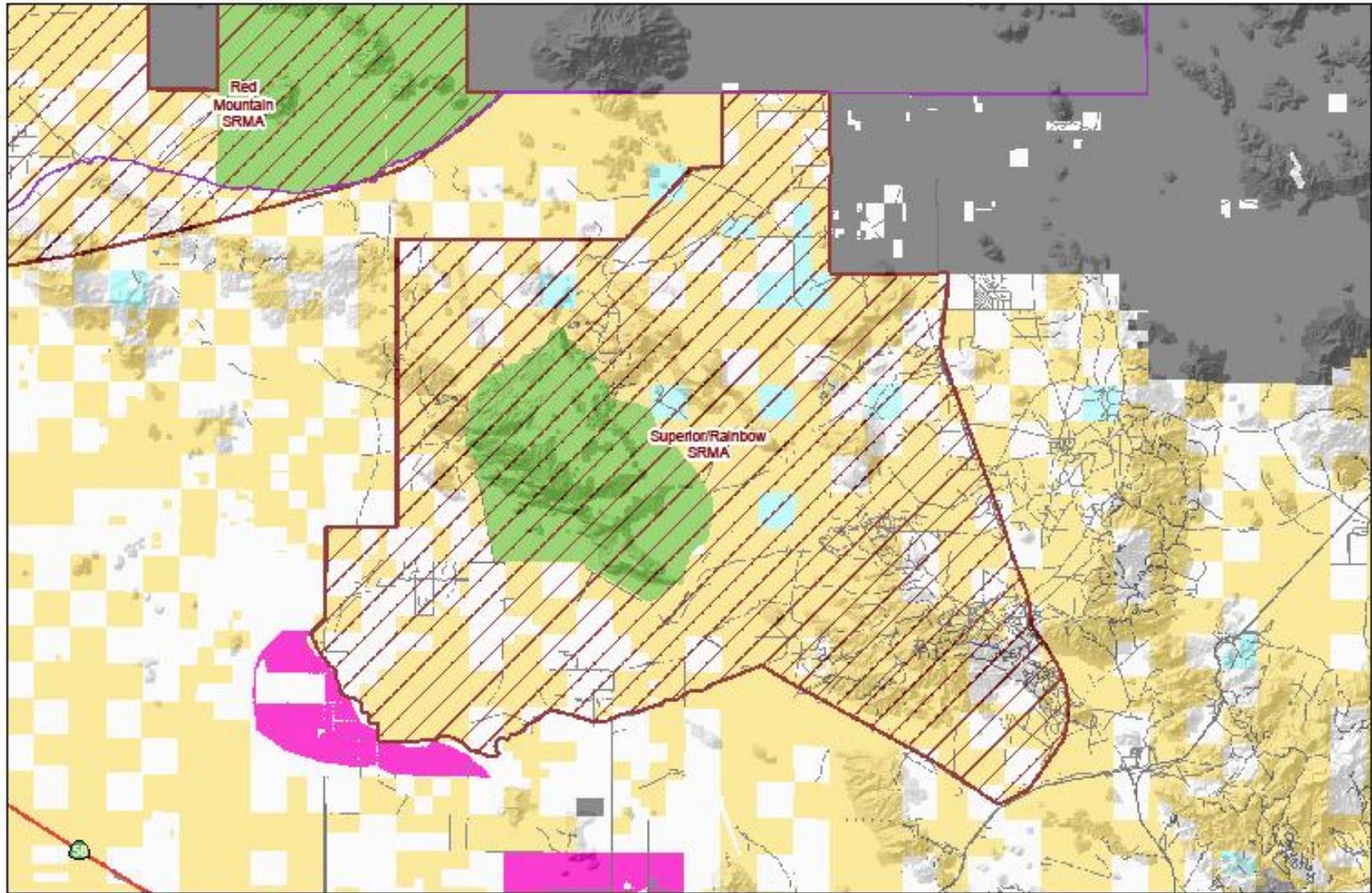
An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for

streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Superior/Rainbow SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses

# Superior/Rainbow SRMA



## Preferred Alternative SRMAs and ERMAs



Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CIDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

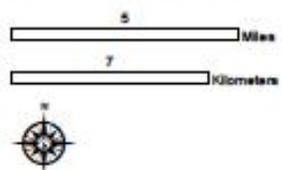
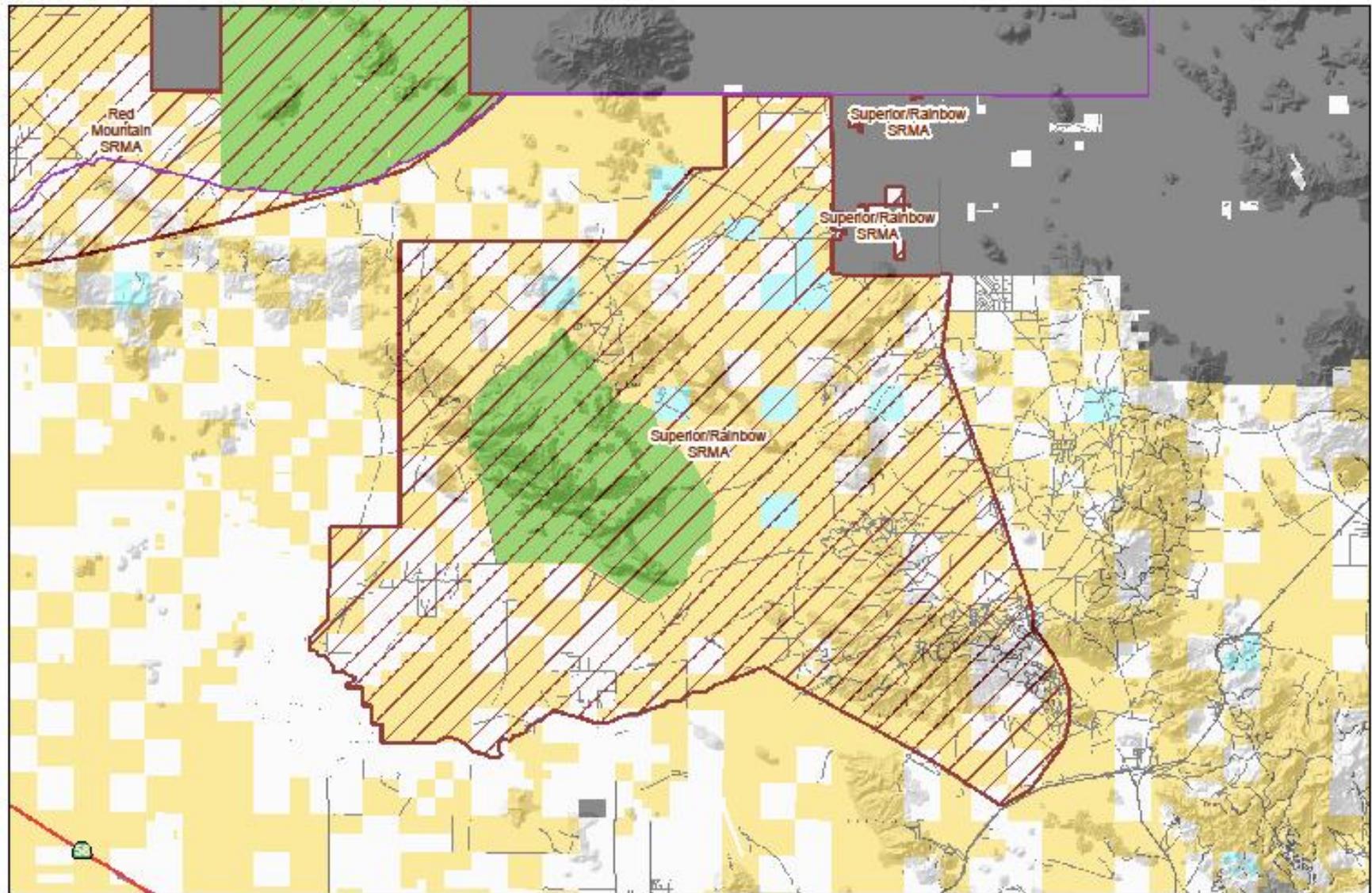
### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



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# Superior/Rainbow SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

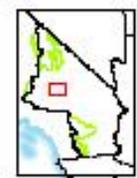
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

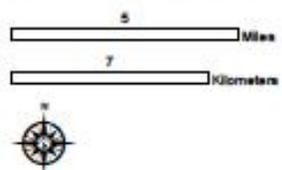
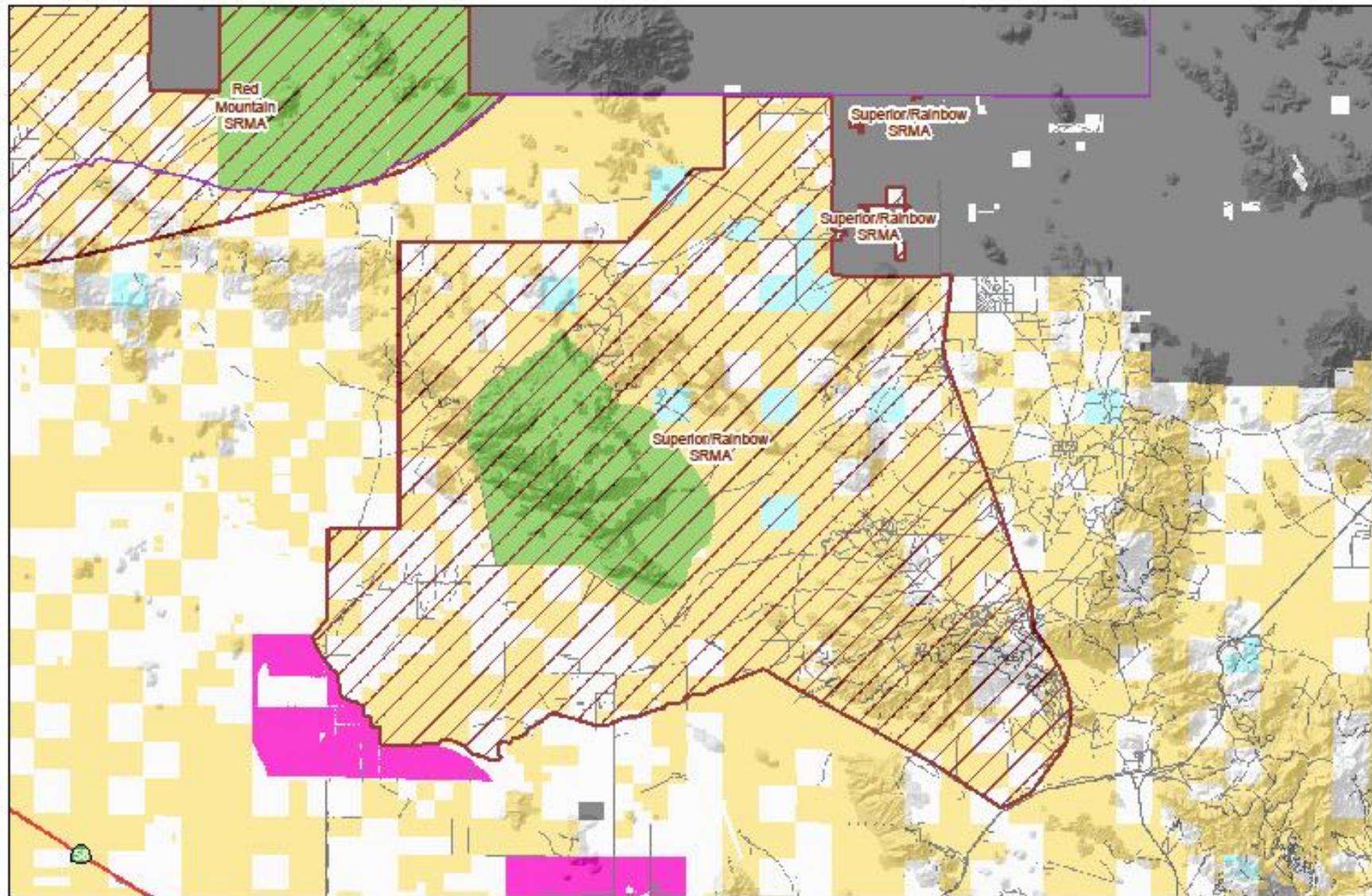
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Superior/Rainbow SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

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### ACBC Layers

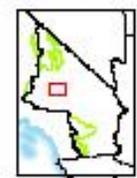
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

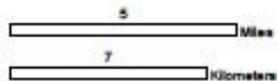
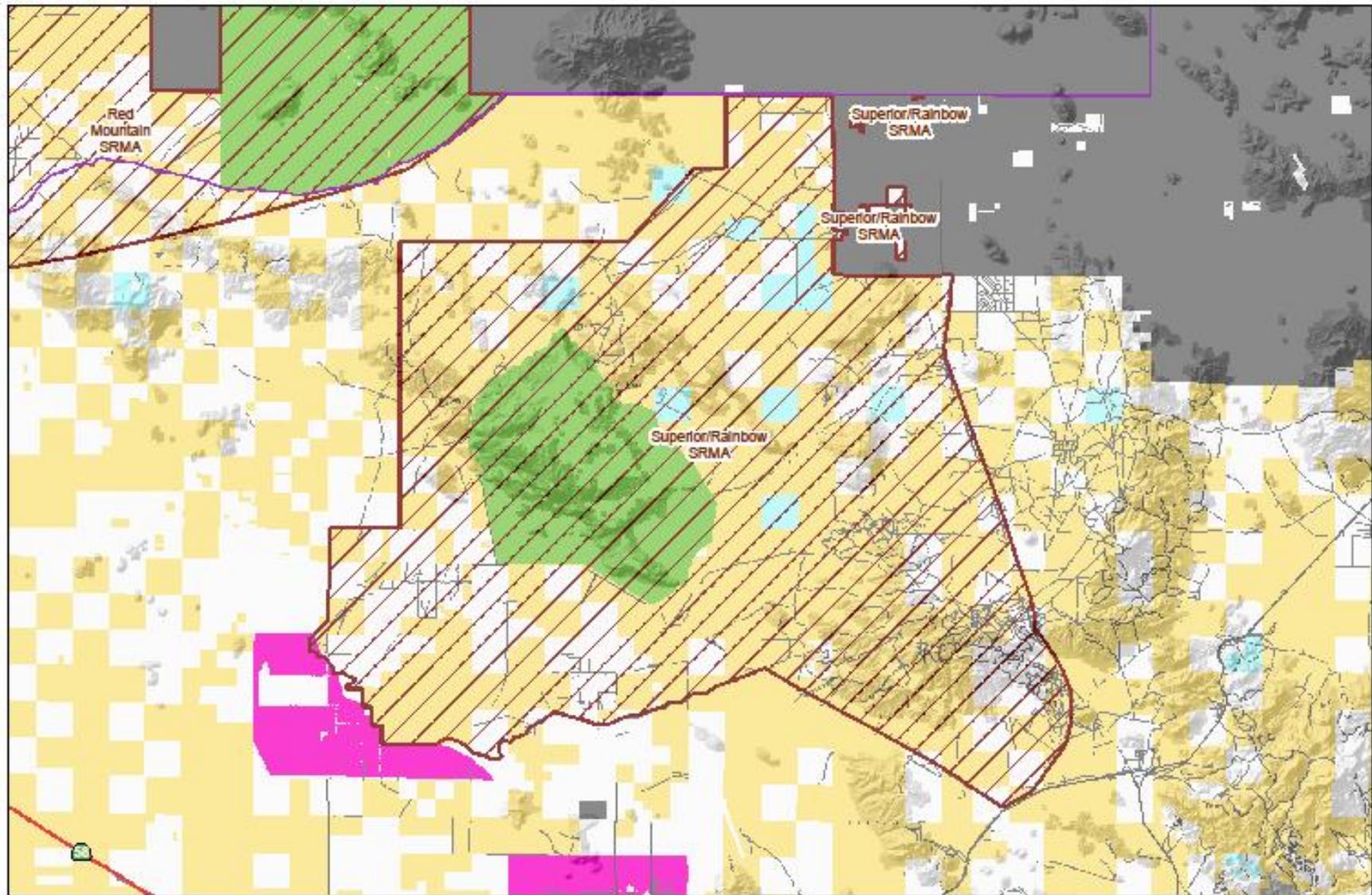
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Superior/Rainbow SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014  
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### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

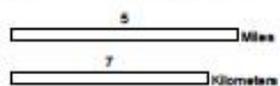
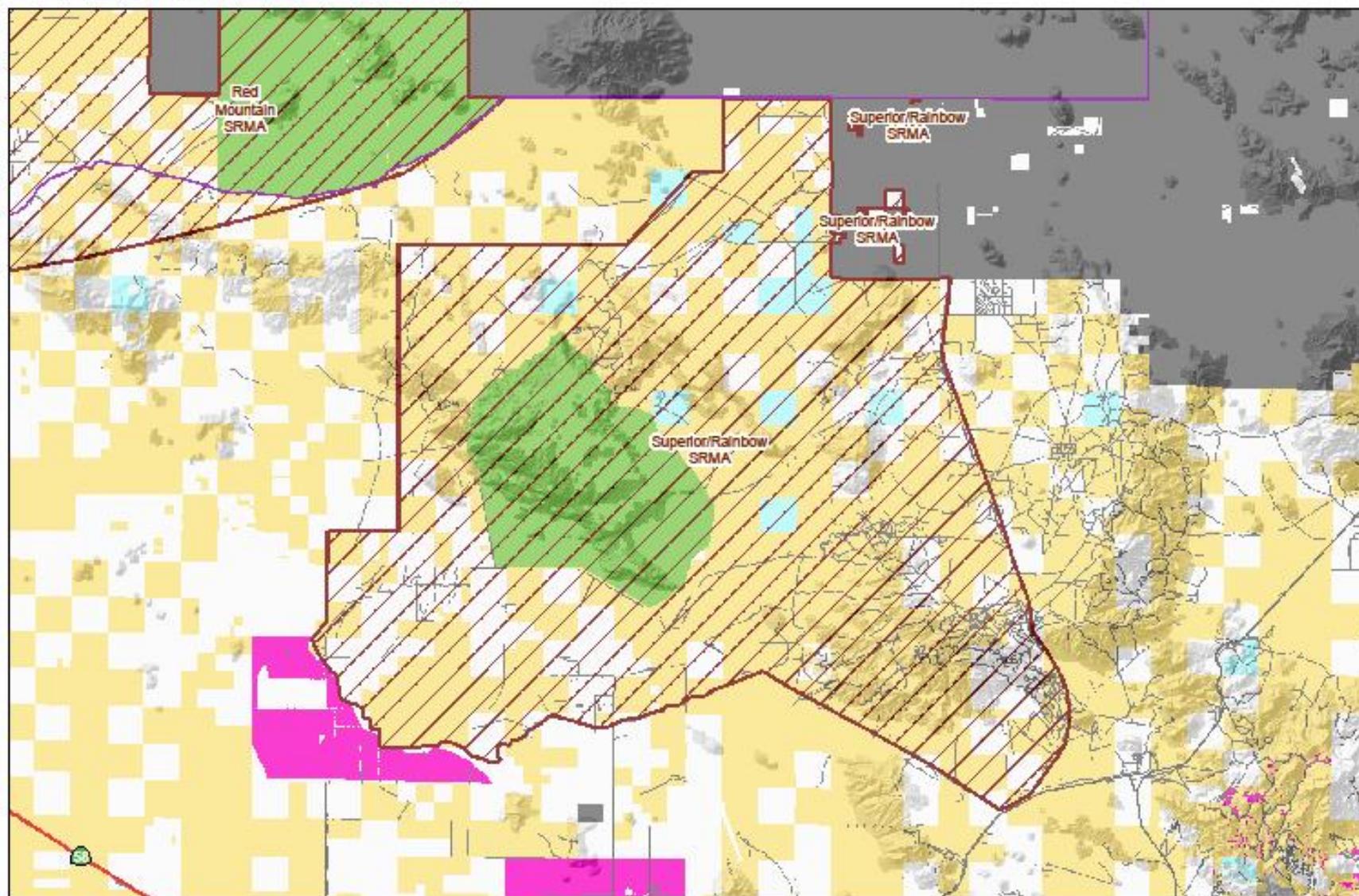
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Superior/Rainbow SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

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### GTLP

- Interstate
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- County Hwy



## **Alabama Hills National Scenic Cooperative Management Area Special Recreation Management Area (SRMA)**

The Alabama Hills in Inyo County contain nationally significant scenic, geological, cultural, recreational, biological, educational and scientific values. They are a uniquely weathered granitic boulder landscape at the foot of the Sierra Nevada Mountains (and Mt. Whitney, the highest mountain in the lower 48 states).

The Alabama Hills rise from the desert and provide a scenic backdrop for the community of Lone Pine, California. They are a jaw-dropping gateway to the Sierras. For thousands of years, the Alabama Hills and surrounding area have been continually used for subsistence, habitation and ceremonial purposes by the indigenous people who remain in the valley, known today as the Lone Pine Paiute-Shoshone Tribe. The Alabama Hills inspired writer Mary Austin to pen "The Land of Little Rain" and photographers Edward Weston, Ansel Adams and David Muench have created beautiful images for people around the world. A nearly 100-year film history exists in the Alabama Hills, from silent movies to state-of-the-art motion pictures such as *Gunga Din*, *How the West Was Won*, *Bad Day at Black Rock*, and *Ironman*. Promotional product commercial filming crews work there regularly. The Jim and Beverly Rogers Film History Museum in Lone Pine, visited by thousands of people each year, contains extensive film history displays featuring the Alabama Hills.

The Alabama Hills National Scenic Cooperative Management Area is a proposed land allocation common to all DRECP alternatives. The area is public land managed by BLM. The proposed National Scenic Cooperative Management Area encompasses approximately 17,000 acres within the existing 30,000 acre Alabama Hills Special Recreation Management Area.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area. The purpose of the Alabama Hills National Scenic Cooperative Management Area is to conserve, protect, and enhance for the benefit and enjoyment of present and future generations the nationally significant scenic, cultural, recreational, geological, educational, biological, and scientific resources of the Alabama Hills.

**Activities:** Recreational uses of the National Scenic Cooperative Management Area include hiking, sightseeing, rock climbing, rock hounding, photography, camping, mountain biking, horseback riding, hunting, fishing, recreational prospecting and appropriate motorized vehicle use. Commercial filming and still photography are also common. Livestock grazing is permitted in existing allotments within the National Scenic Cooperatively Managed Area in accordance with applicable laws, regulations, policies, and land use plan guidance. A number of Special Recreation Permits are issued annually for activities in the Alabama Hills.

**Experiences:** Visitors enjoying the Alabama Hills find solitude, tranquility, enjoyment of the outdoors with family and friends, a release from routine tensions from modern living, satisfaction in exploring new areas, connection with nature, spiritual renewal and exercise.

**Benefits:** Visitors benefit from enhanced mental and physical health, ownership in America’s great outdoors, opportunities for solitude and unconfined outdoor recreation. Commercial filming, grazing, rock climbing, rock hounding hunting, fishing and all the other activities which occur in the Alabama Hills create a positive economic impact, generating significant revenue which helps to sustain the long term economic viability of the community of Lone Pine and Inyo County.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

**Recreation and Visitor Services Program:** Manage the setting for intensive outdoor recreation, allow the greatest variety of non-recreation activities in minimum conflict with recreation visitors including such recreational uses as hiking, rock climbing, rock hounding, sightseeing, mountain biking, horseback riding, hunting, fishing, recreational prospecting and appropriate motorized vehicle use, as long as such recreational use is consistent with this management direction and other applicable laws, regulations, and policies.

Motorized vehicles shall be permitted only on roads and trails designated by the Bureau of Land Management for use of motorized vehicles and identified in the local TTMP or the Bishop Field Office RMP. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	18869	18595	18595	18595	18595

**Other Programs:** The Bishop Field Office shall continue to issue and administer domestic livestock grazing leases or permits within the Alabama Hills National Scenic Cooperative Management Area. The scenic qualities of the area will be emphasized when considering permitted activities. New development will be minimized and will only be considered when it promotes scenic values.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives, if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a

case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

The Field Office shall continue to provide for traditional or adequate access to non-Federally owned land within the boundaries of the NSA, which will provide the owner of the land full use and enjoyment of their lands.

Commercial uses conducted in the Alabama Hills National Scenic Cooperative Management Area under permit from the Bishop Field Office include search and rescue exercises; rock climbing; college and university geology studies; hot air balloon excursions; and filming of motion pictures, television series, commercials, and documentaries; tours of historic film locations; or other appropriate activities found to promote the recreation experience. These uses are compatible with the recreation experiences in the Alabama Hills, provide economic benefits to the local community, and are monitored to ensure they do not negatively affect recreation, visual, and other resources. The Bishop Field Office issues about 45 film permits a year for still or motion photography in the Alabama Hills, under a programmatic Environmental Assessment. Field office staff monitor permitted activities, and monitor major projects (motion pictures with large crews, etc.) with personnel onsite throughout filming. The area that includes the proposed Alabama Hills National Scenic Cooperative Management Area is designated in the 1993 Bishop RMP as VRM Class II.

**Implementation Decisions:** A management plan for the Alabama Hills National Scenic Cooperative Management Area will be developed. This plan will be coordinated with tribal, county and other local governmental entities in accordance with the Federal Land Policy and Management Act (42 U.S.C. 1712) and the federal planning regulations (43 C.F.R. 16-10.3-1 & 3.2).

The Field Office may designate areas that are closed to camping to protect scenic, cultural, and biological values or to resolve use conflicts.

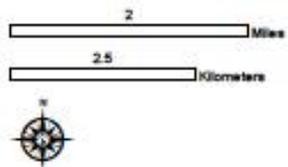
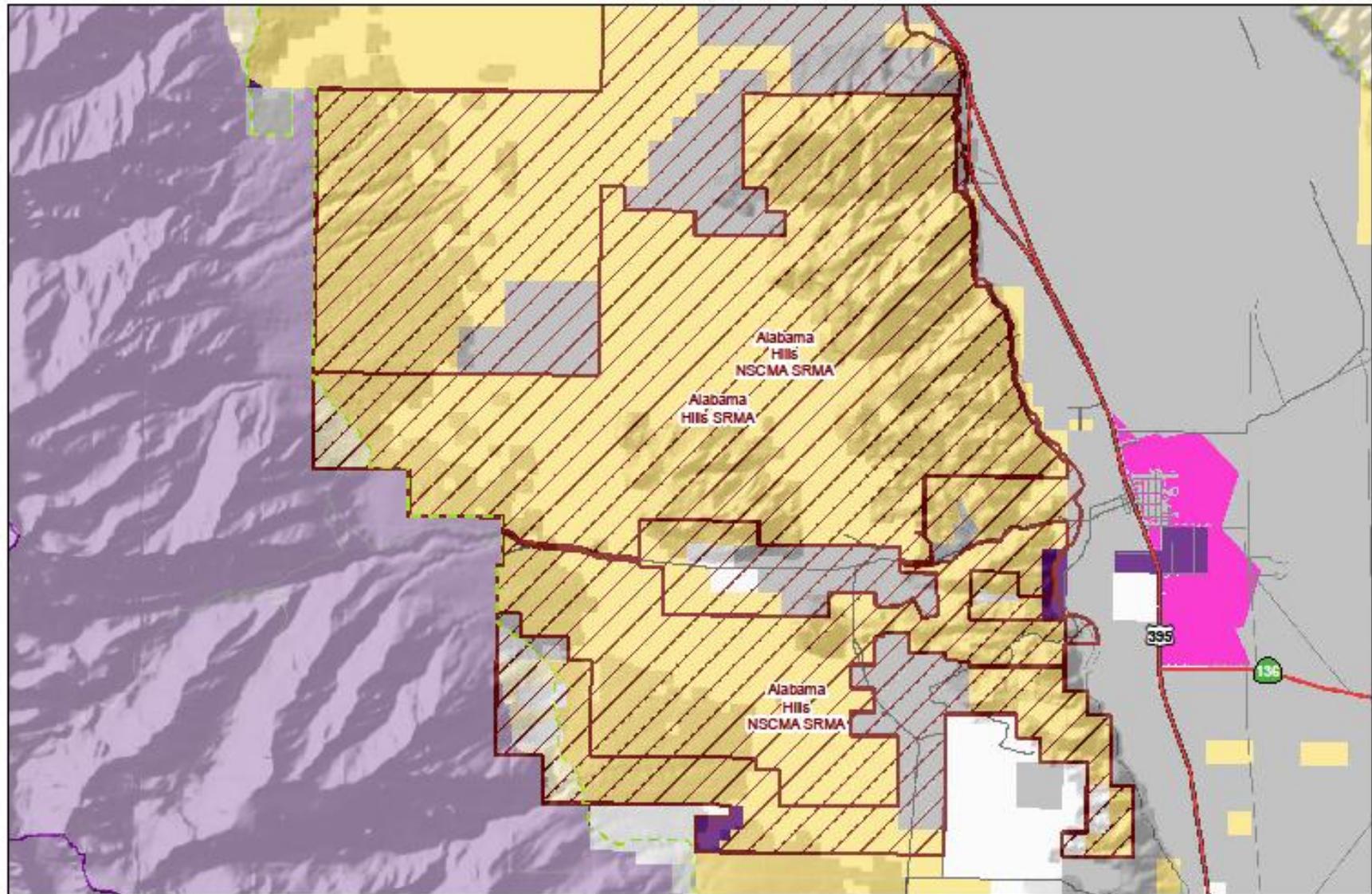
An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Alabama Hills SRMA.

2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Alabama Hills NSCMA SRMA

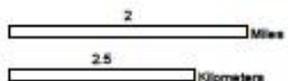
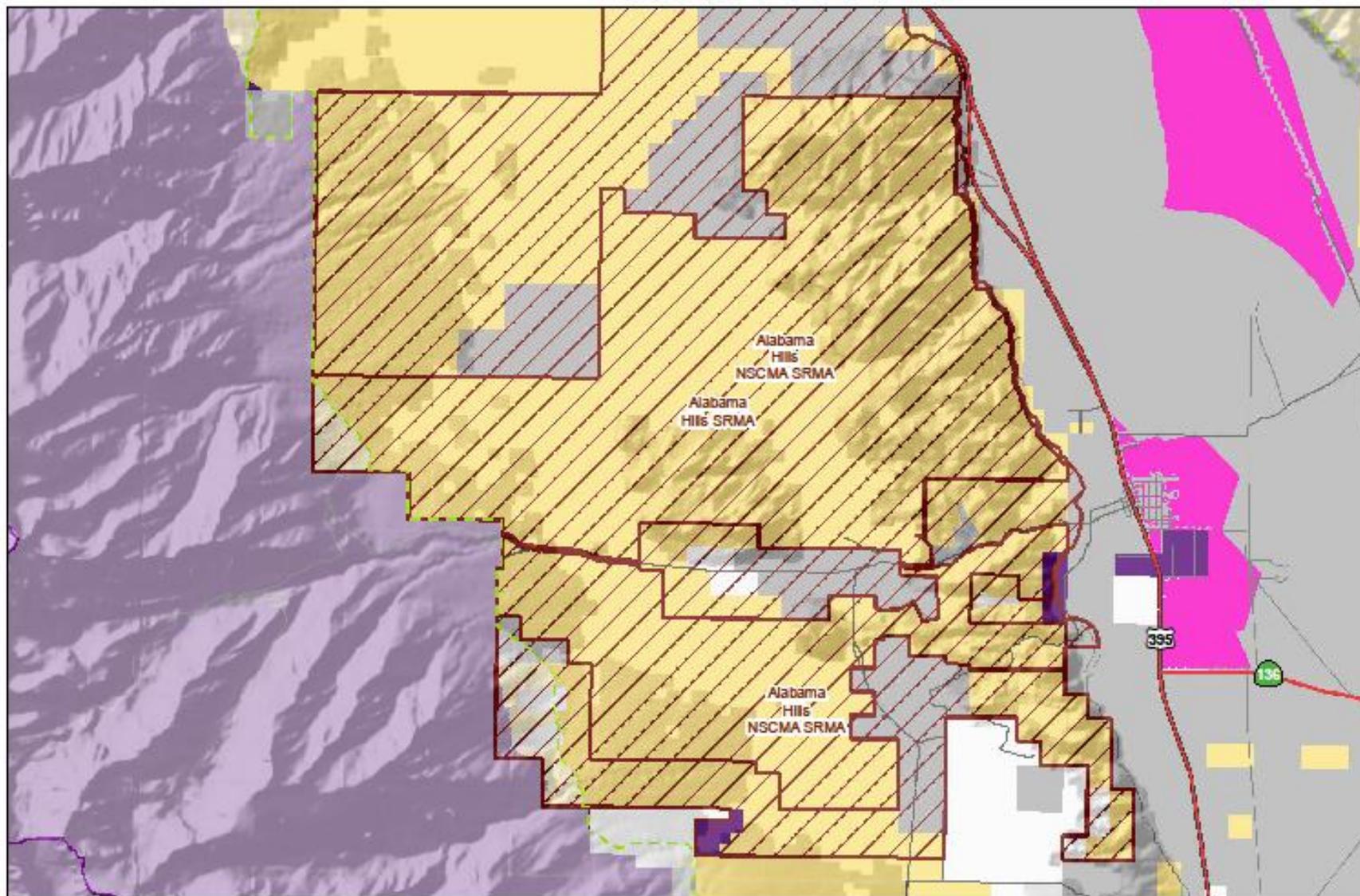


**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

<b>ACBC Layers</b>		<b>Land Status</b>		<b>GTLP</b>
Proposed SR MA	Cities	Bureau of Land Management	Interstate	
Design Focus Areas	CDCA Boundary	State	US Hwy	
OHV Areas	DRECP Boundary	Other Federal	CA Hwy	
Legislatively and Legally Protected	BLM Field Office	Military	County Hwy	
		Private		

The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Alabama Hills NSCMA SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

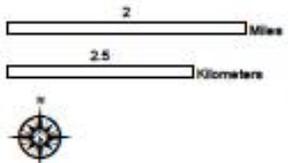
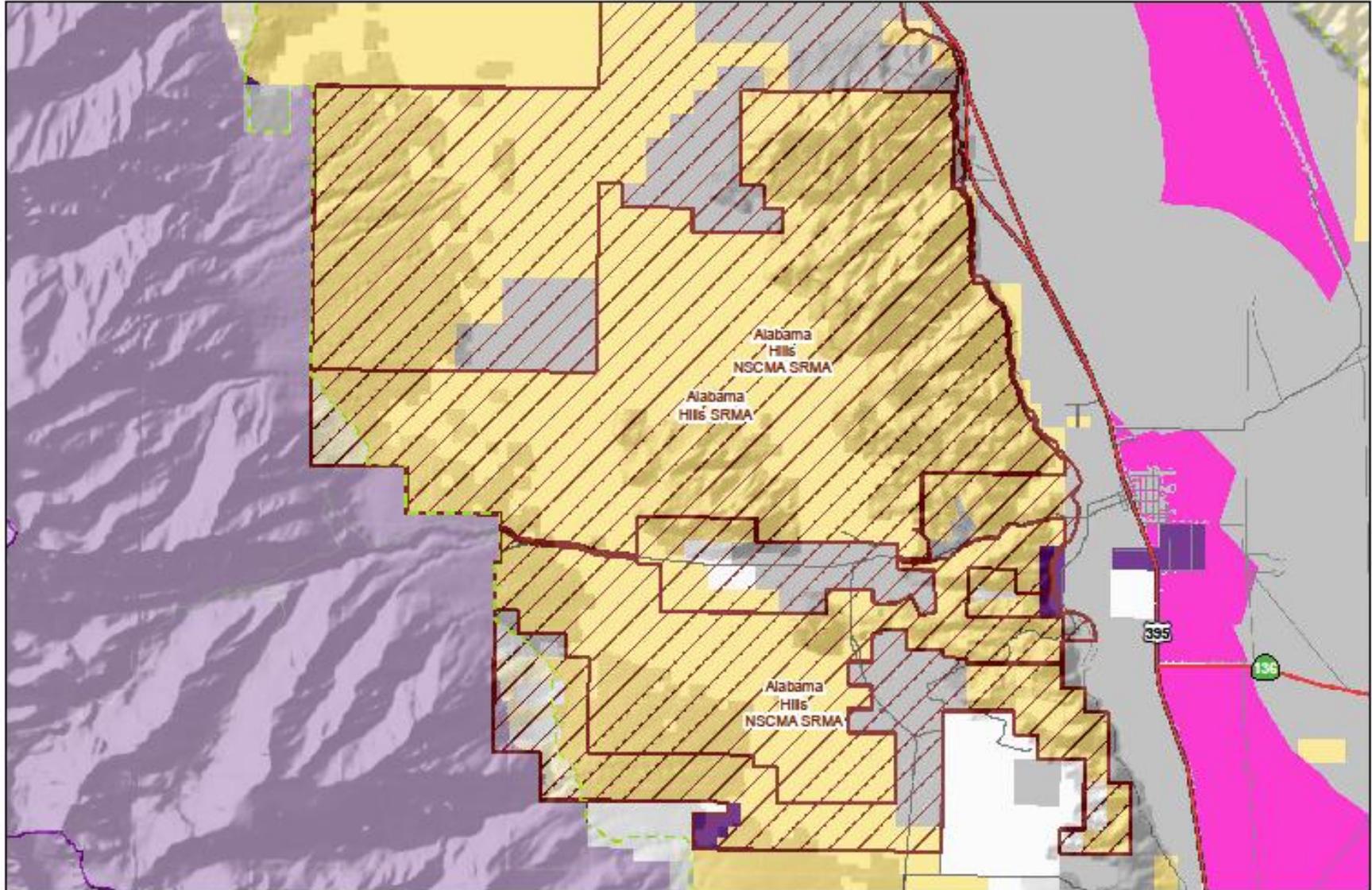
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Alabama Hills NSCMA SRMA

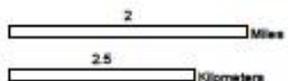
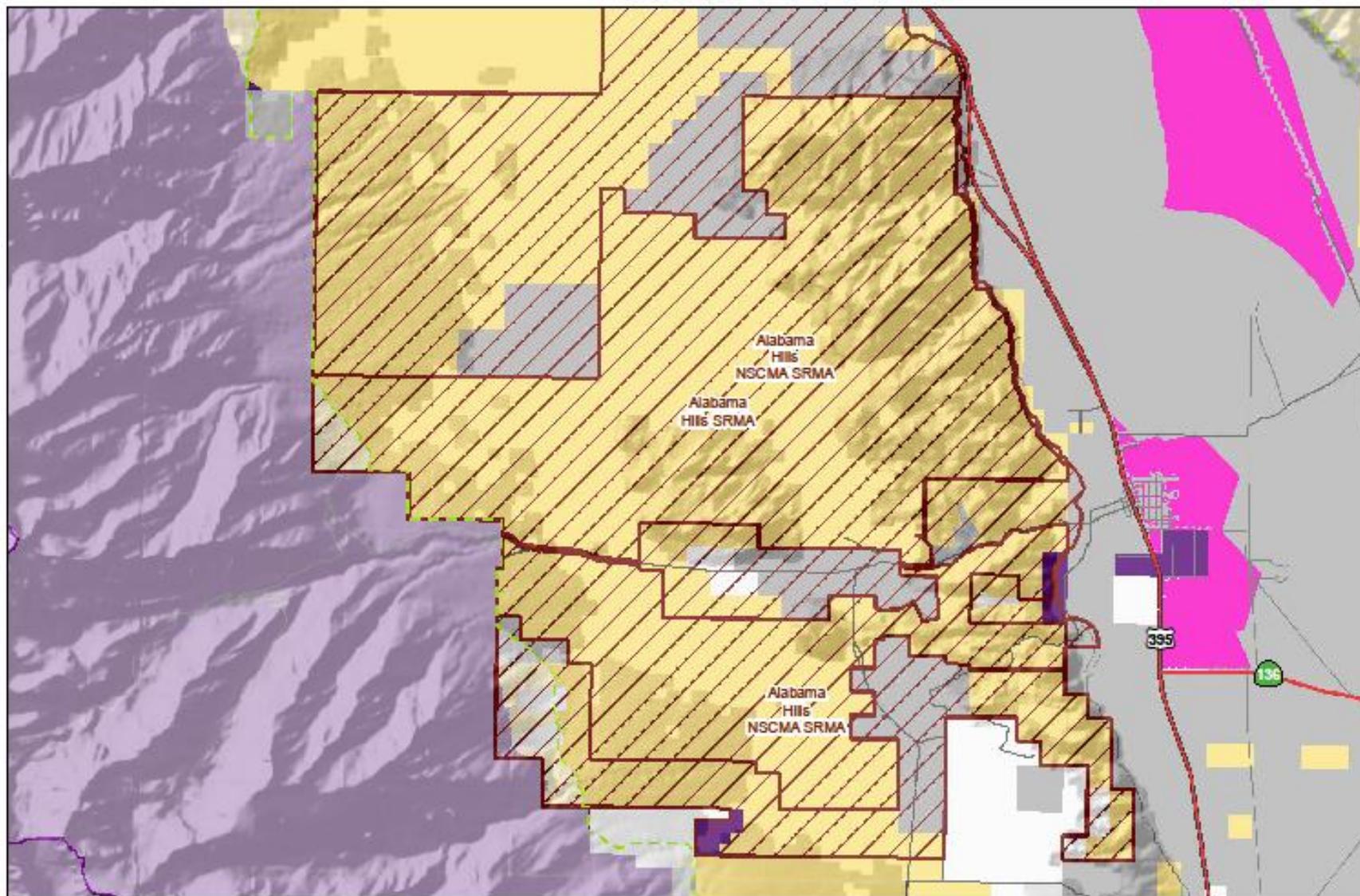


**Alternative 2 SRMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

ACBC Layers		Lead Status	GTIF
Proposed SRMA	Cities	Bureau of Land Management	Interstate
Design Focus Areas	CDCA Boundary	State	US Hwy
OHV Areas	DRECP Boundary	Other Federal	CA Hwy
Legislatively and Legally Protected	BLM Field Office	Military	County Hwy
		Private	



# Alabama Hills NSCMA SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

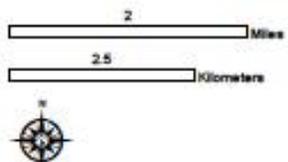
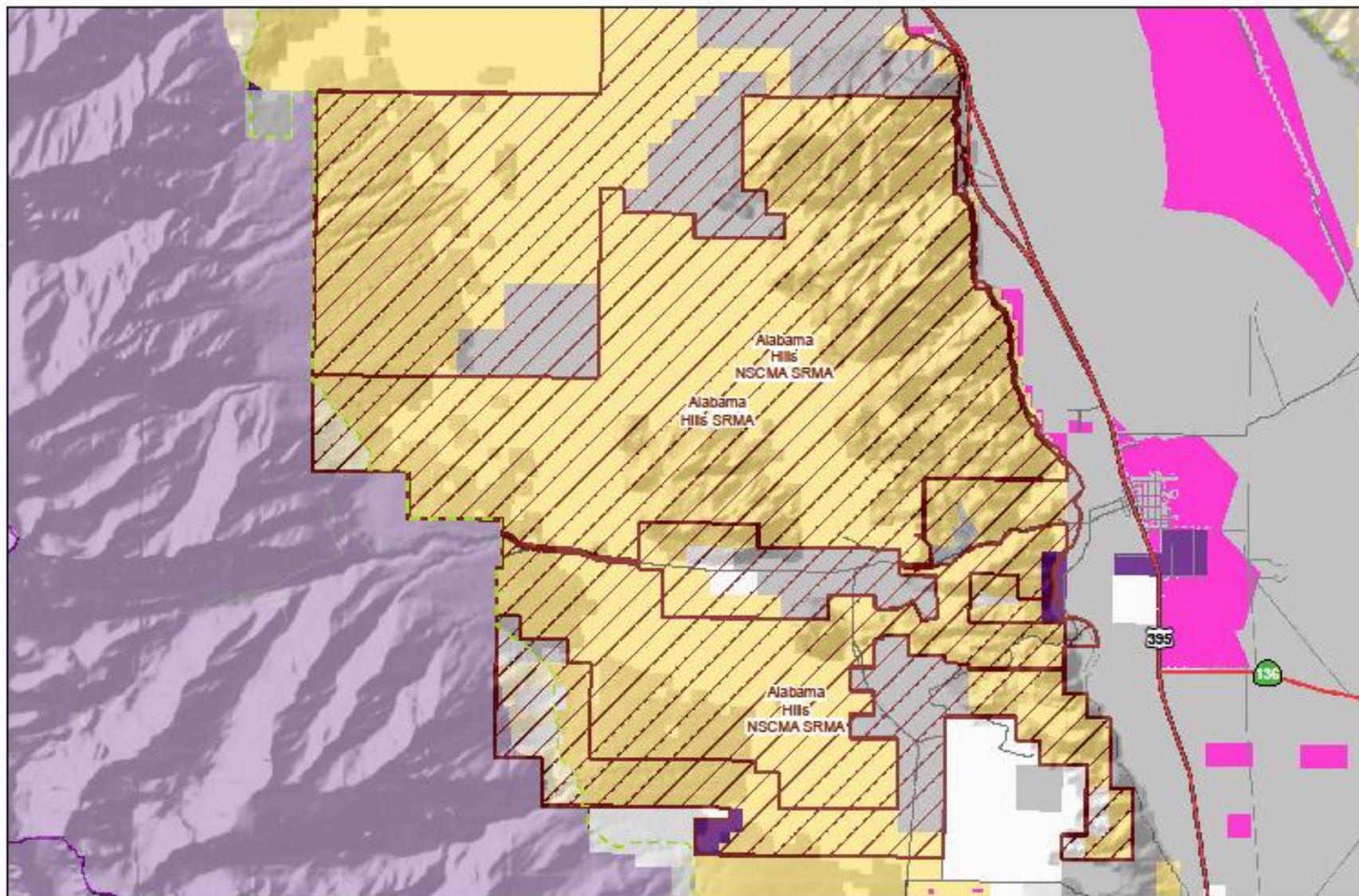
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Alabama Hills NSCMA SRMA



**Alternative 4 SRMAs**

Date Printed: 6/25/2014

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- |                                     |                  |                           |             |
|-------------------------------------|------------------|---------------------------|-------------|
| <b>ACEC Layers</b>                  | <b>Cities</b>    | <b>Land Status</b>        | <b>GTLP</b> |
| Proposed SR MA                      | Cities           | Bureau of Land Management | Interstate  |
| Design Focus Areas                  | CDCA Boundary    | State                     | US Hwy      |
| OHV Areas                           | DRECP Boundary   | Other Federal             | CA Hwy      |
| Legislatively and Legally Protected | BLM Field Office | Military                  | County Hwy  |
|                                     |                  | Private                   |             |



## **Alabama Hills Special Recreation Management Area (SRMA)**

The Bishop Field Office Resource Management Plan (RMP 1993) designated the Alabama Hills a Special Recreation Management Area (SRMA) because of its unique geological features, riparian habitat and outstanding scenic values.

The Alabama Hills SRMA continues to be recognized as a nationally significant scenic, cultural, recreational, geological, educational, biological and scientific area.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area (SRMA). Manage the Alabama Hills SRMA to protect unique geologic features and scenic values and to provide compatible recreational opportunities.

**Activities:** The Alabama Hills SRMA, with unparalleled scenic views, lends itself to recreational activities such as camping, wildlife viewing, rock climbing, sightseeing, hunting, fishing, horseback riding, driving for pleasure, picnicking, photography, wildflower viewing, hiking, mountain biking, jogging, running, walking, stargazing, finding the many historic filming locations where motion pictures and television series were shot, equestrian use, and simply enjoying the unique geology of the area.

**Experiences:** Visitors enjoying the Alabama Hills SRMA find solitude, tranquility, and enjoyment of the outdoors with family and friends, a release from routine tensions from modern living, satisfaction in exploring new areas, connection with nature, spiritual renewal and exercise.

**Benefits:** Visitors benefit from enhanced mental and physical health, ownership in America's great outdoors, opportunities for solitude and unconfined outdoor recreation. The community of Lone Pine and the local region also benefit from recreational visitation and from commercial activities such as motion picture filming, through visitors' purchases of goods and services (see Commercial Uses under Other Programs, below).

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** Within 1 mile of four-wheel drive vehicle, ATV and motorcycle routes. Character of the natural landscape retained. A few modifications contrast with character of the landscape. Maintained and marked trails, simple trailhead developments, no toilets. Middle Country.

**Social Components:** Small areas of alteration. Surface vegetation showing wear with some bare soils. Sounds of people occasionally heard. Middle Country and Back Country.

**Operational Components:** Types of travel include passenger cars, four-wheel drive vehicles, ATV, occasional dirt bikes in addition to non-motorized, mechanized use. Visitor services and information include area brochures and maps. Staff is seasonally present to provide on-site assistance. Some regulatory and ethics signing. Moderate use restrictions. Middle Country designation.

## MANAGEMENT ACTIONS & ALLOWABLE USES

**Recreation and Visitor Services Program:** There is a developed fee campground at Tuttle Creek. The remainder of the Alabama Hills SRMA is open to dispersed camping. BLM may designate areas that are closed to camping to protect scenic, cultural, and biological values or to resolve use conflicts. All vehicles must stay on designated routes. No water available except in the Tuttle Creek campground. Interpretive walks are given by BLM staff. A number of Special Recreation Permits are issued annually for activities solely in the Alabama Hills SRMA.

Targeted resources are scenic values, geologic features and riparian habitats. No discretionary actions which would adversely affect the target resources would be allowed. Existing uses and casual use would be managed to prevent disturbance which would adversely affect the target resources. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

### **Acres by Alternative on BLM Lands:**

<b>No Action</b>	<b>Preferred Alternative</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
28,693	35,089	28,723	28,723	28,723	28,723

**Other Programs:** Scenic qualities will be emphasized when considering permitted activities. New development will be minimized and will only be considered when it promotes scenic values.

Commercial uses conducted in the SRMA under permit from Bishop Field Office include filming of motion pictures, television series and commercials, and documentaries; tours of historic film locations; search and rescue exercises; college and university geology studies, and hot air balloon excursions. These uses are compatible with the recreation experiences in the SRMA, provide economic benefits to the local community, and are monitored to ensure they do not negatively affect recreation, visual, and other resources. Alabama Hills SRMA is designated in the 1993 Bishop RMP as VRM Class II. Manage all routes of travel as open, limited or closed, as designated in the Bishop RMP.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values. No DFA or solar variance lands overlay the Alabama Hills National Scenic Cooperative Management Area, so these exceptions do not apply.

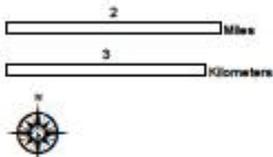
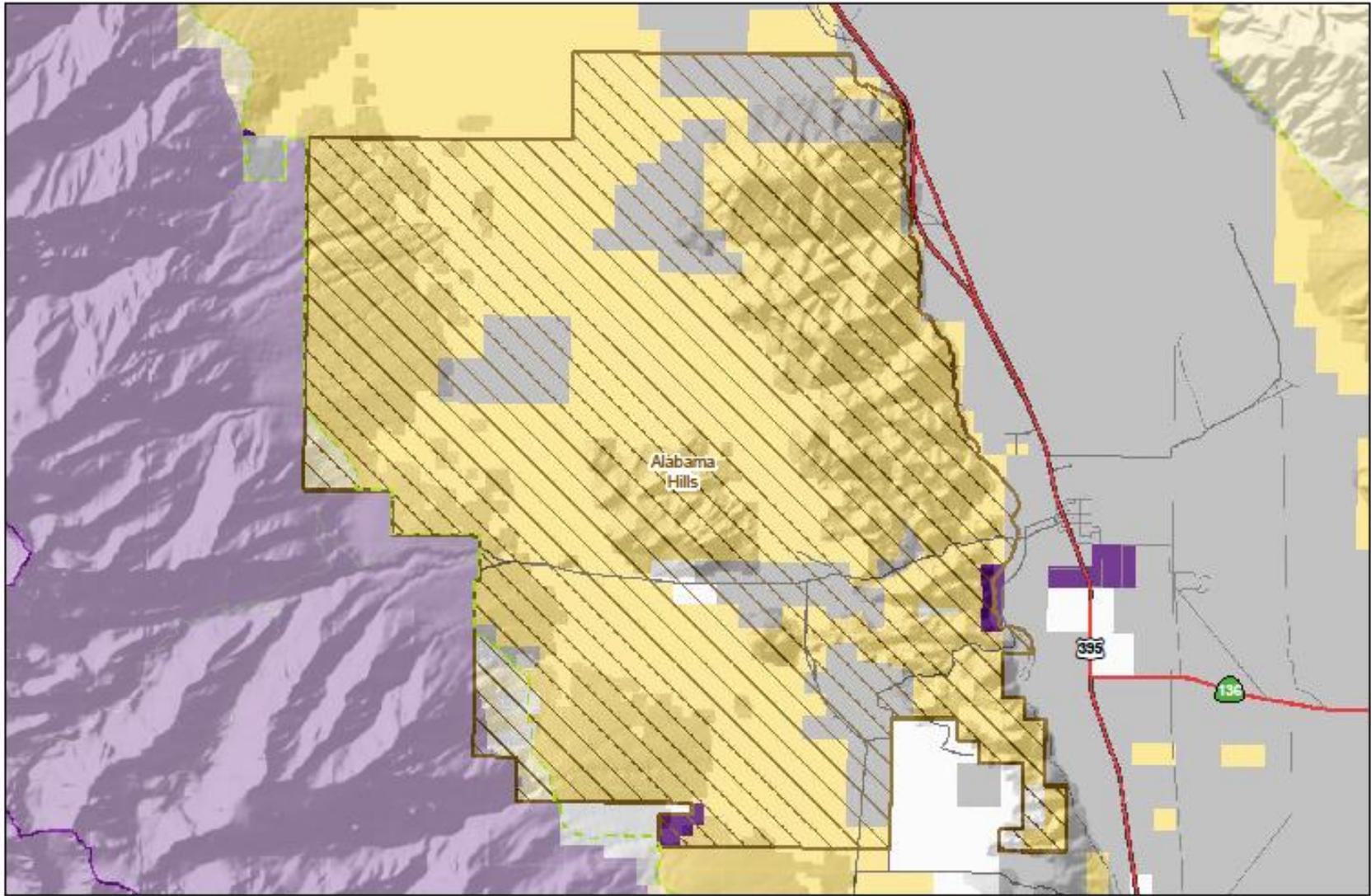
**Implementation Decisions:** Vehicle routes will be closed when they are redundant or resulting in damage to sensitive scenic, cultural or biological resources.

An activity level plan may be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Alabama Hills SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Alabama Hills



## No Action SRMAs

Date Printed: 7/8/2014

Prepared by BLM California State Office



### ACEC Layers

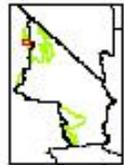
- Existing SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

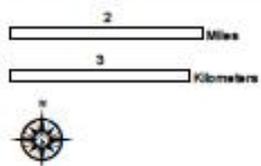
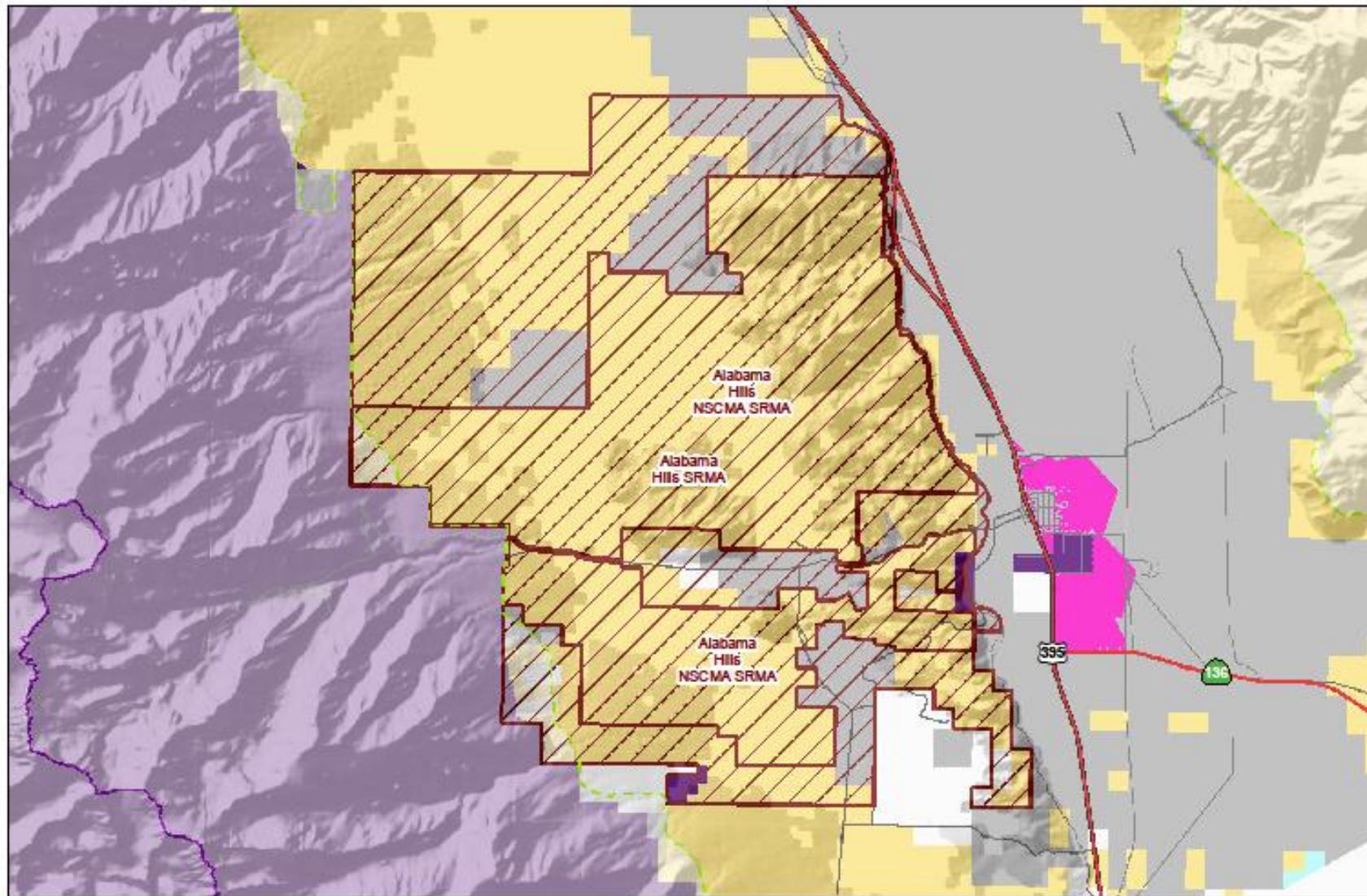
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Alabama Hills SRMA



## Preferred Alternative SRMAs and ERMAs



Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

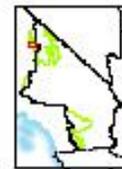
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

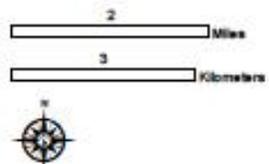
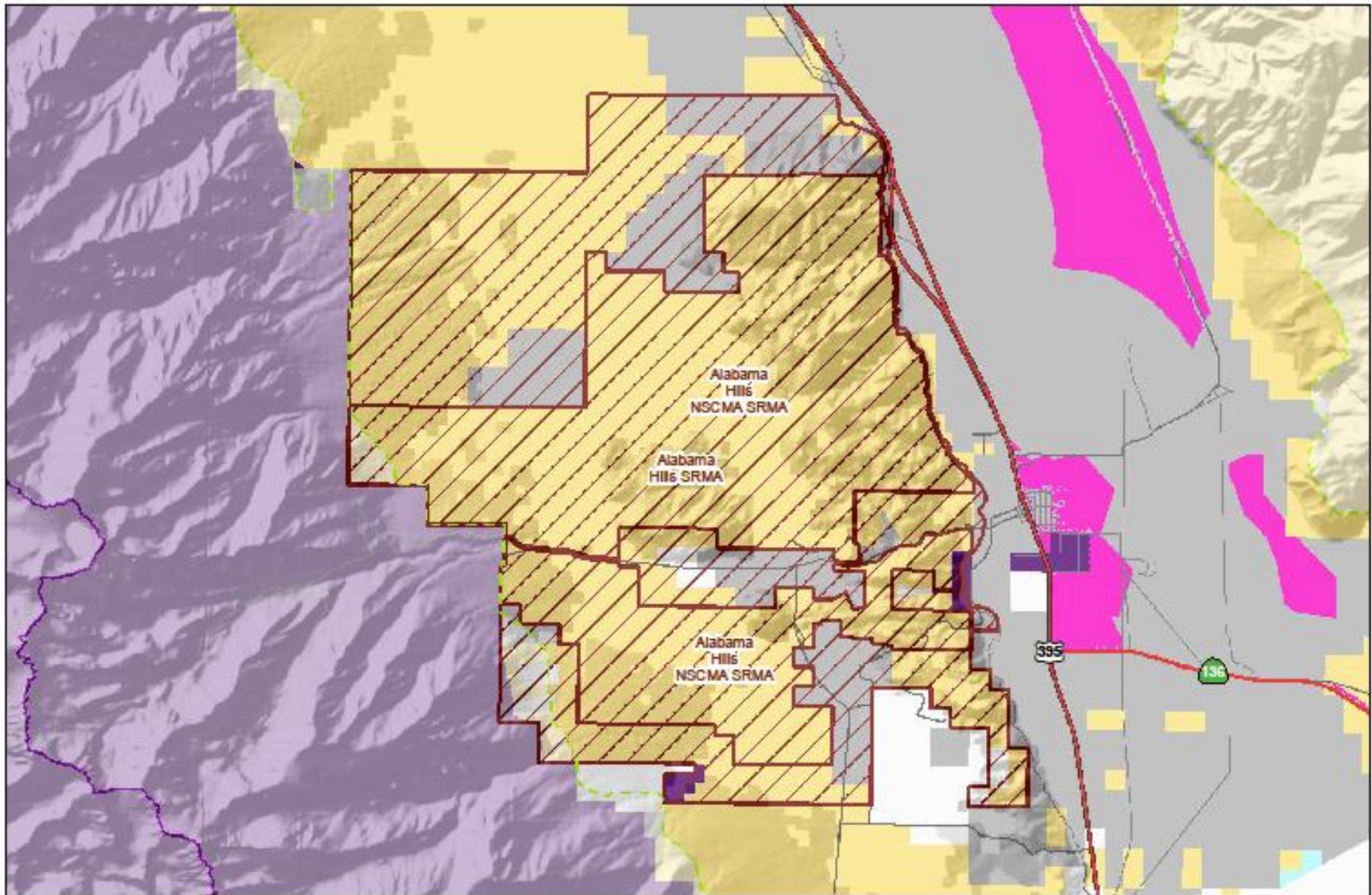
### GTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Alabama Hills SRMA



**Alternative 1 SRMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office



### ACBC Layers

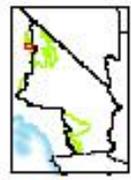
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

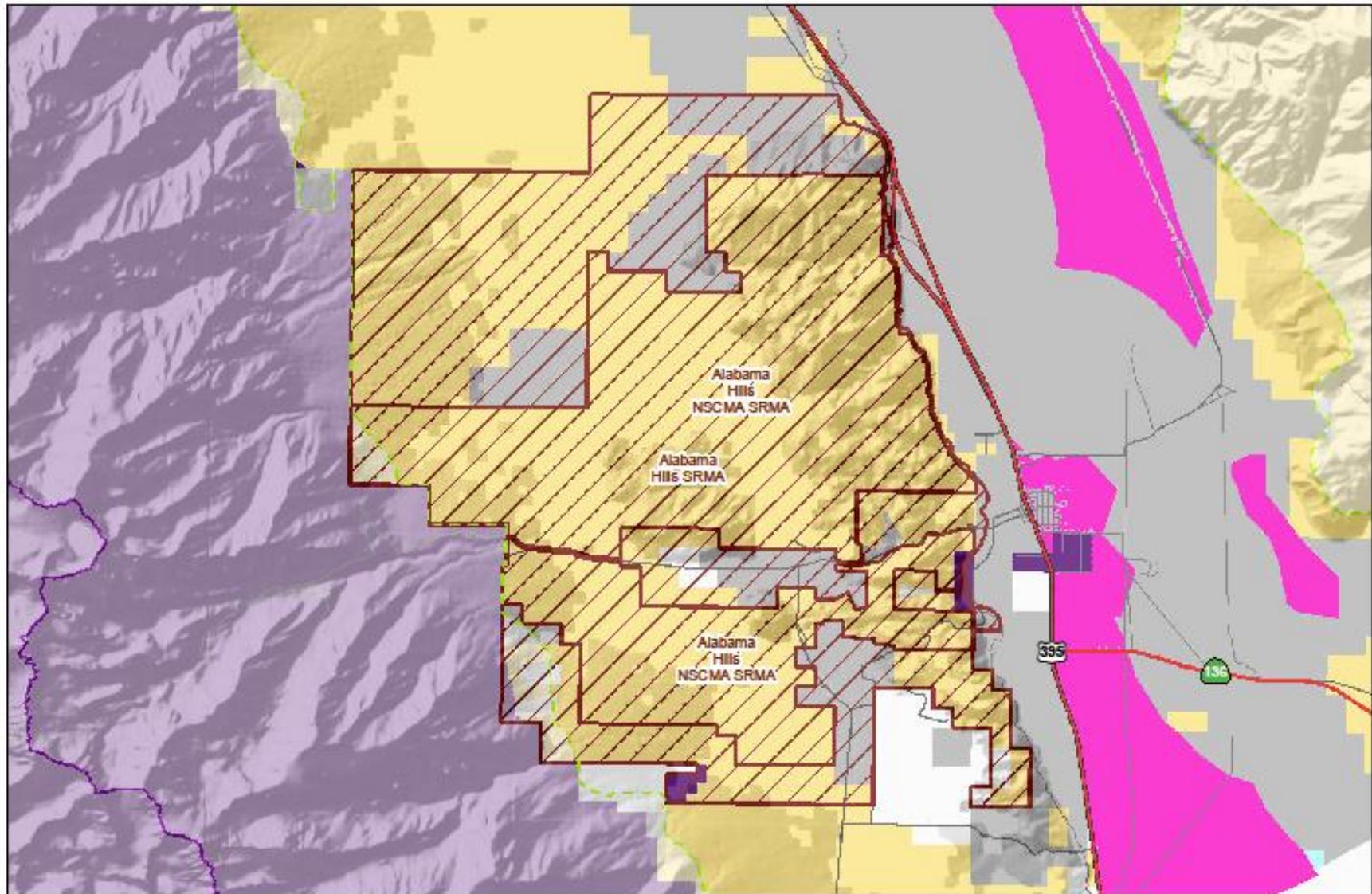
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Alabama Hills SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

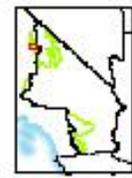
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

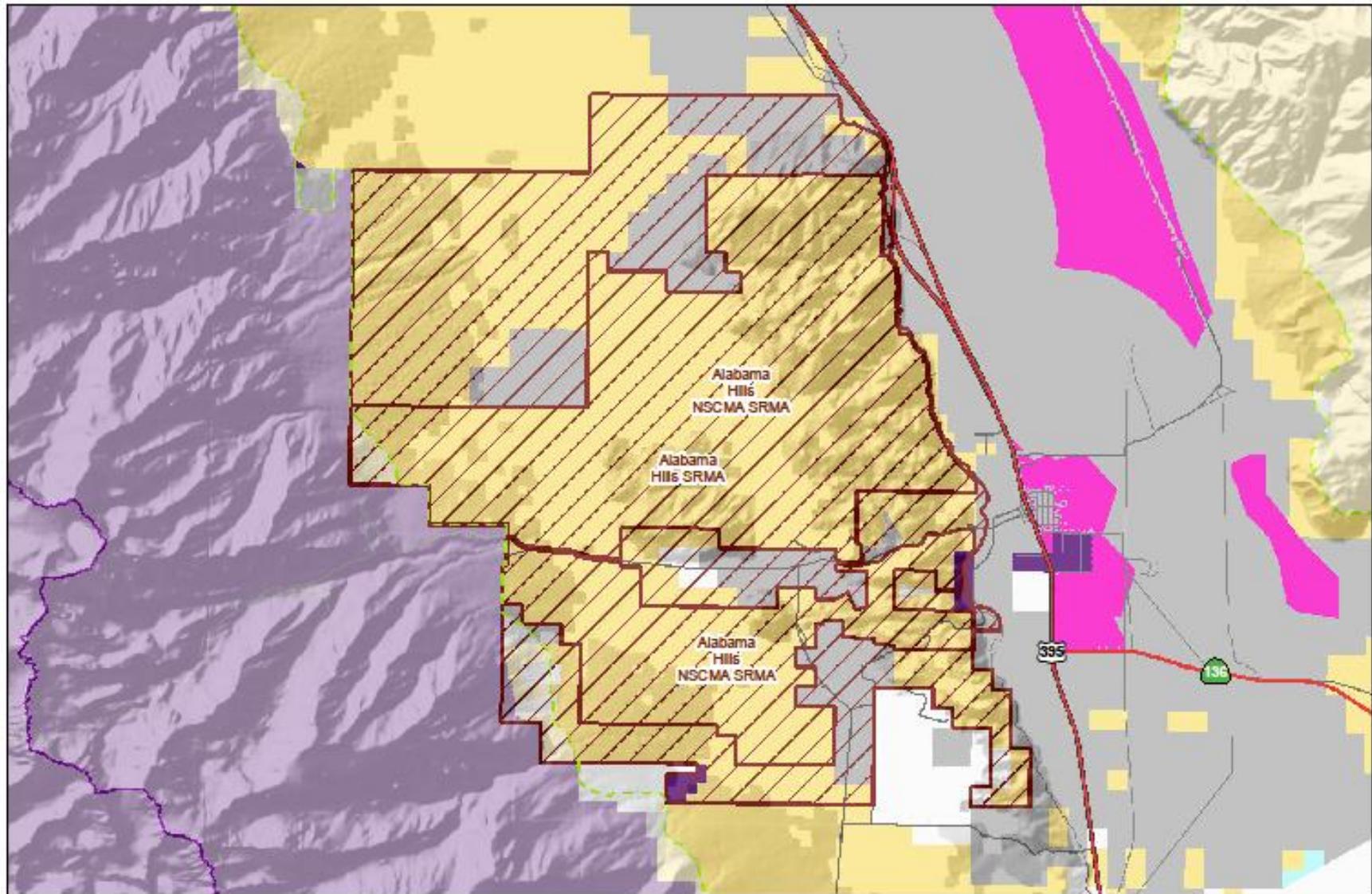
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Alabama Hills SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

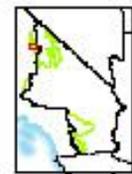
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

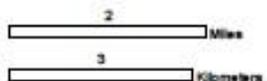
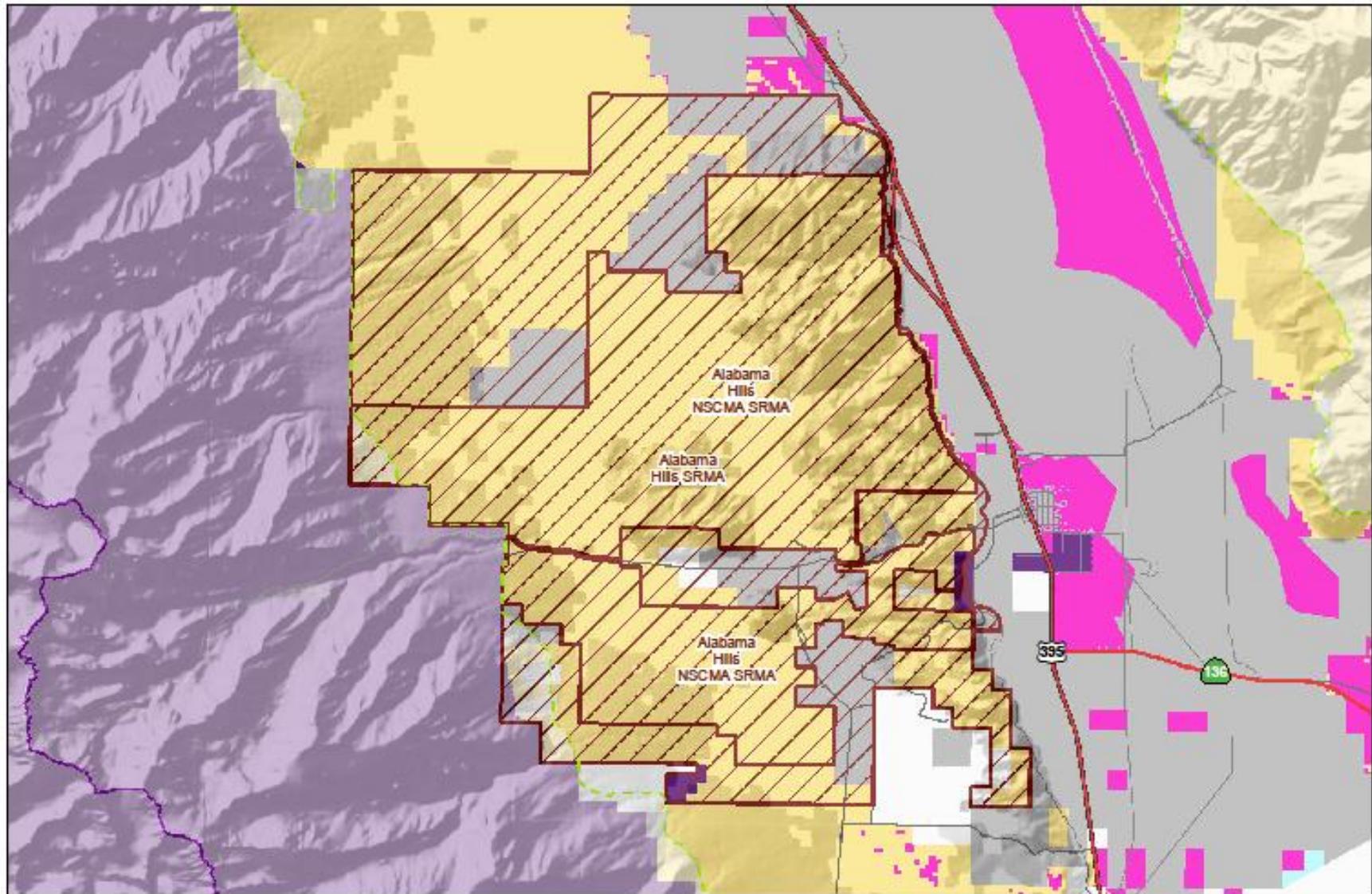
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Alabama Hills SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## Hot Springs Long Term Visitor Area Special Recreation Management Area (SRMA)

Every year, thousands of visitors come to enjoy the natural beauty and recreational opportunities offered at BLM's Long Term Visitor Areas (LTVAs), where visitors may camp for as long as seven months. Hot Springs LTVA consists of 300 acres of desert scrub land situated north and south of Interstate 8; 15 miles east of the town of El Centro.

Winter visitors, who wish to stay in an LTVA, must purchase a long term permit or a short visit permit. The long term permit is valid for the entire season or any part of the season which runs from September 15 to April 15. The short visit permit is valid for 14 consecutive days with the option to purchase an unlimited quantity of additional permits. Both permits are valid in any of the designated LTVAs.

### RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the area as a Long Term Visitor Area to accommodate visitors who wish to camp for an extended period of time (usually the entire winter season - Sept 15 through Apr 15). Manage the area from April 16 through September 14 as a "limited" use area.

**Activities:** Visitors frequent the Hot springs LTVA primarily for long term camping (both individual and group), and those visitors enjoy hiking, photography, wildlife watching, rock hounding, and soaking in the hot springs pool which lies outside of the LTVA but close by.

**Experiences:** Enjoying the company of others, especially those with similar interests; Increased independence/autonomy; spending the winter in a comfortable climate; enjoying the scenic quality of the natural landscapes

**Benefits:** Relief of stress from living in an urban environment; strengthen ties with fellow campers who return year after year. These campers tend to be older and retired individuals that travel in motor homes and 5<sup>th</sup> wheel campers. They organize social gatherings throughout the use season such as pot lucks and BBQ's. They also help the local economies by purchasing supplies, having vehicles fixed, and purchasing health services. Through the efforts of the camp host providing informational brochures and the informational kiosk; campers increase their awareness of the natural landscapes.

### RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS

**Physical Components :** The qualities of this landscape have the characteristics fitting the Front Country Classification. The Hot Springs LTVA is remote with the nearest town approximately 8 miles away. The LTVA is unimproved, retains much of naturalness, and has no visitor center. A camp host is present between September 15 and April 15 to assist visitors, issue permits, and provide information and basic maintenance.

**Social Components :** Contacts are made by the camp host and BLM staff. The group size for Hot Springs LTVA is general 2 people with the occasional single camper. Evidence of this is provided by monthly reports from the camp host and visual confirmation from BLM staff.

**Operational Components:** Access to Hot Springs LTVA is via paved access off of Vanderlinden exit on interstate 8. There are no developed camp sites or rest rooms. During the use season (September 15 through April 15) permits

are required and can be obtained on site or at a BLM field office. Other Special Recreation Permits (SRP) may be considered such as waste pumping for RV's.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

The BLM's LTVA program was established in 1983 to meet the long-term camping needs of winter visitors and to provide special management and control measures for the protection of natural and cultural resources. The LTVAs have been designated through the BLM's land use planning process as special areas where recreational use should be permitted so the BLM can address resource protection and public health and safety concerns. The designation of LTVAs ensures that suitable locations are available for long-term use year after year, and that areas with sensitive natural and cultural resources are not used for extended periods of time.

The BLM CDD manages seven LTVAs. The Yuma Field Office manages the La Posa and Imperial Dam LTVAs, the El Centro Field Office manages the Tamarisk, Pilot Knob, and Hot Spring LTVAs, and the Palm Springs/South Coast Field Office manages the Mule Mountain and Midland LTVAs. The LTVAs are located in La Paz County, Arizona and Imperial and Riverside counties, California. The underlying authority for the designation of LTVAs is contained in 43 CFR 1601.0-3, and defined in 43 CFR 1601.0-5 (k) (1), (2), and (4).

**Recreation and Visitor Services Program:** LTVA season runs from September 15 through April 15. See permit fees/conditions of use below. Camping is not allowed within one mile of LTVA boundary. Visitors must purchase a long-term permit (valid September 15 through April 15) or a short-term permit (fourteen or fewer consecutive days). Visitors to the LTVA outside of the regular season (April 16 through September 15) do not have to purchase a permit or pay a camping fee. Reference the Long-Term Visitor Area Supplemental Rules (BLM/AZ/GI-10/004) for additional rules/regulations concerning uses within the LTVA. Thirty five supplemental rules have been established for the Long Term Visitor Areas and are in addition to rules of conduct set forth in 43 CFR subparts 8365. From April 16 through September 14 the Hot Springs LTVA is managed as a limited use area.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	5750	3406	469	469	469

**Other Programs:** Manage all routes of travel as open, limited or closed, as designated in the Local TTMP. Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a "no surface occupancy" restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

No commercial renewable energy development (solar and wind) within 250 feet of the LTVA boundary. Management is based upon a controlled balance between higher intensity use and protection of public lands. This provides for a wide variety of present and future uses such as recreation, energy, and utility development. Management is also designed to conserve desert resources and to mitigate damage to those resources which permitted uses may cause

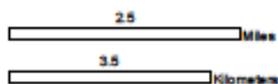
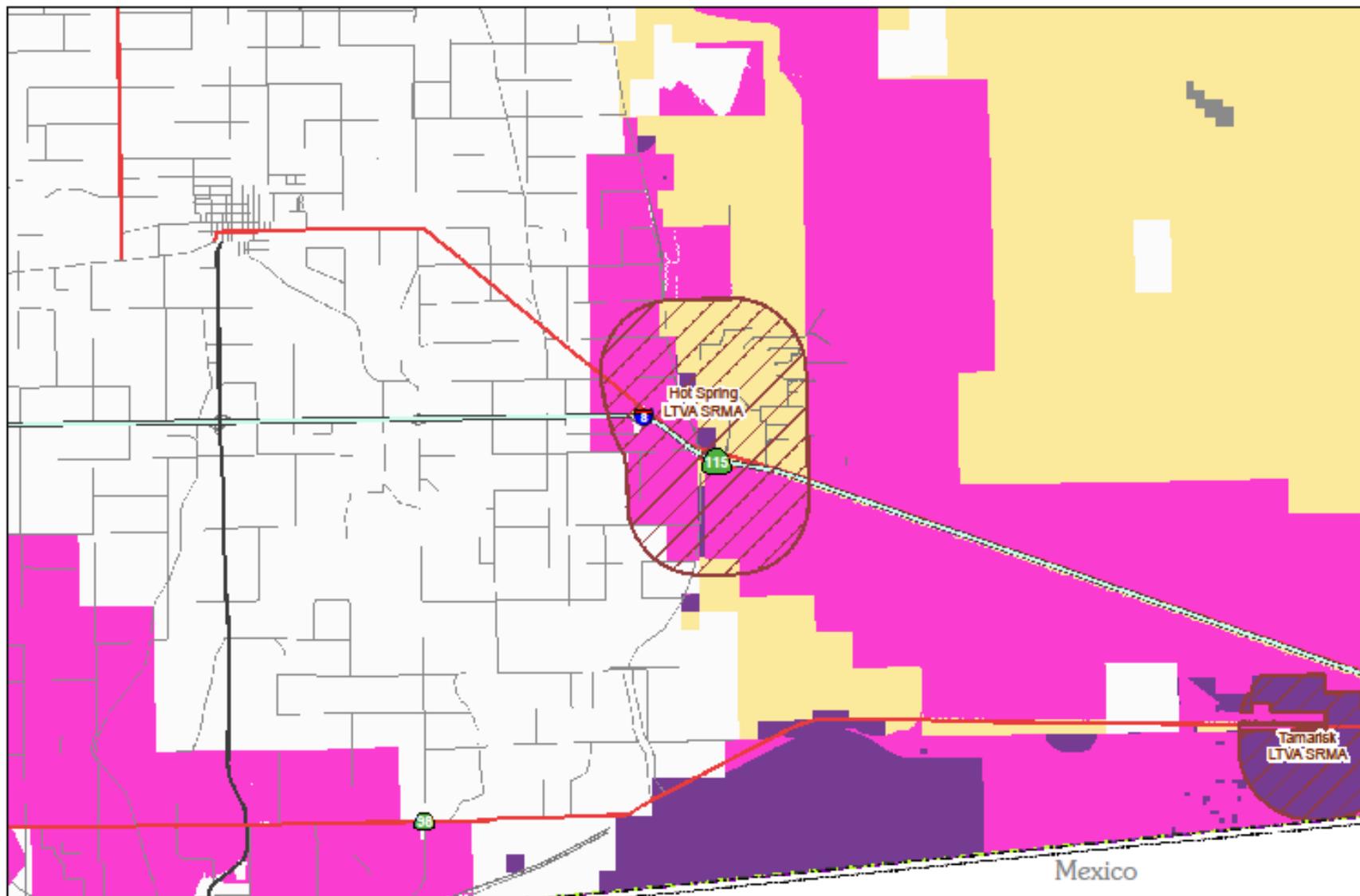
**Implementation Decisions:** Continue use of a camp host(s) from September 15 through April 15, maintenance of signs and kiosk, and continue cooperative work with the Yuma field office to provide permits and brochures. Continue existing management of the LTVA as per the 1983 management plan and CDCA plan, 1980 as amended. An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Hot Springs SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.



# Hot Spring LTVA SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

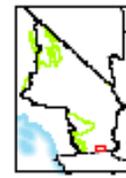
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

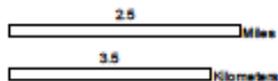
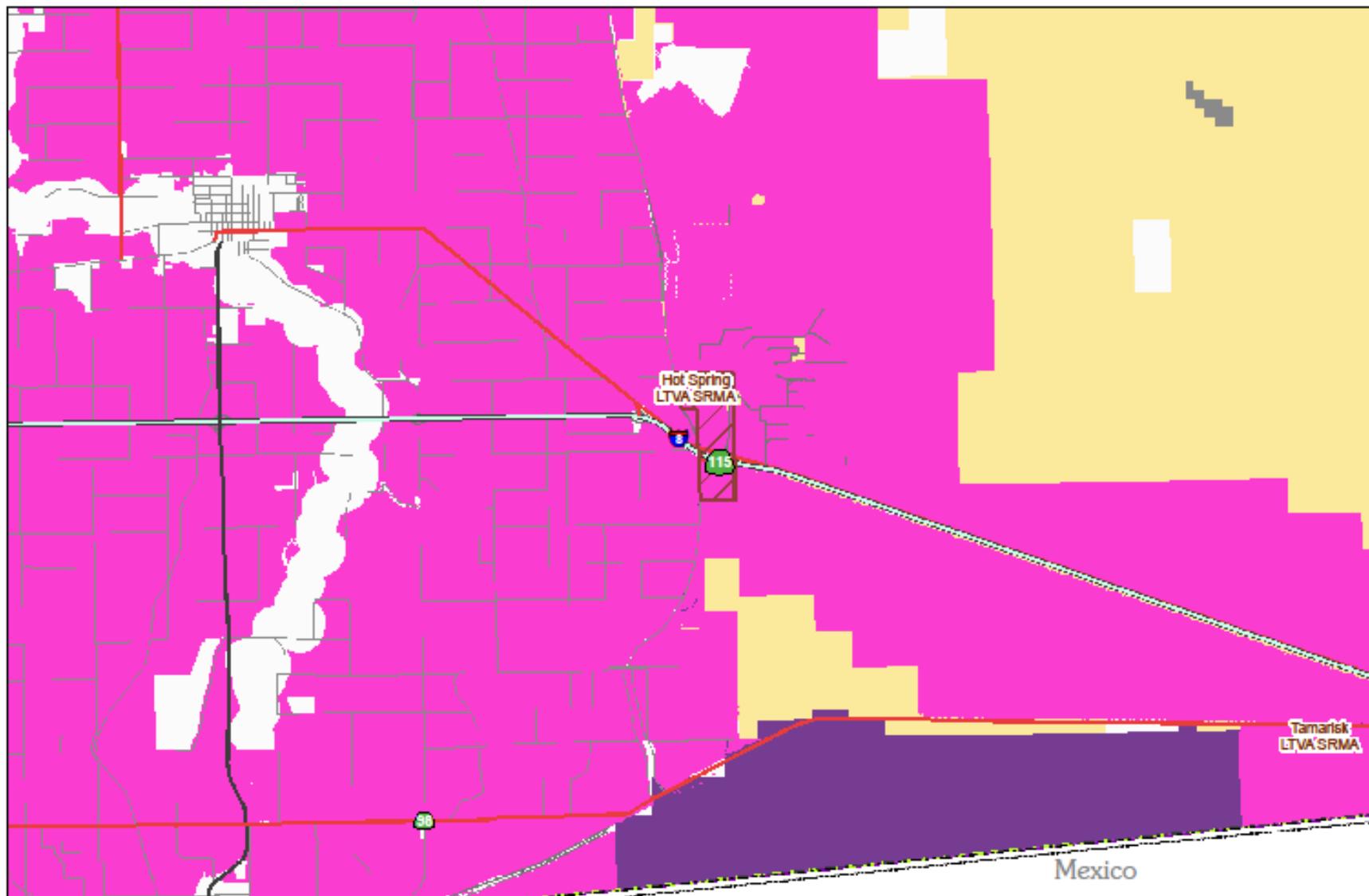
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Hot Spring LTVA SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

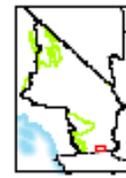
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

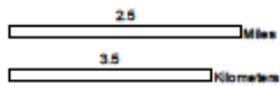
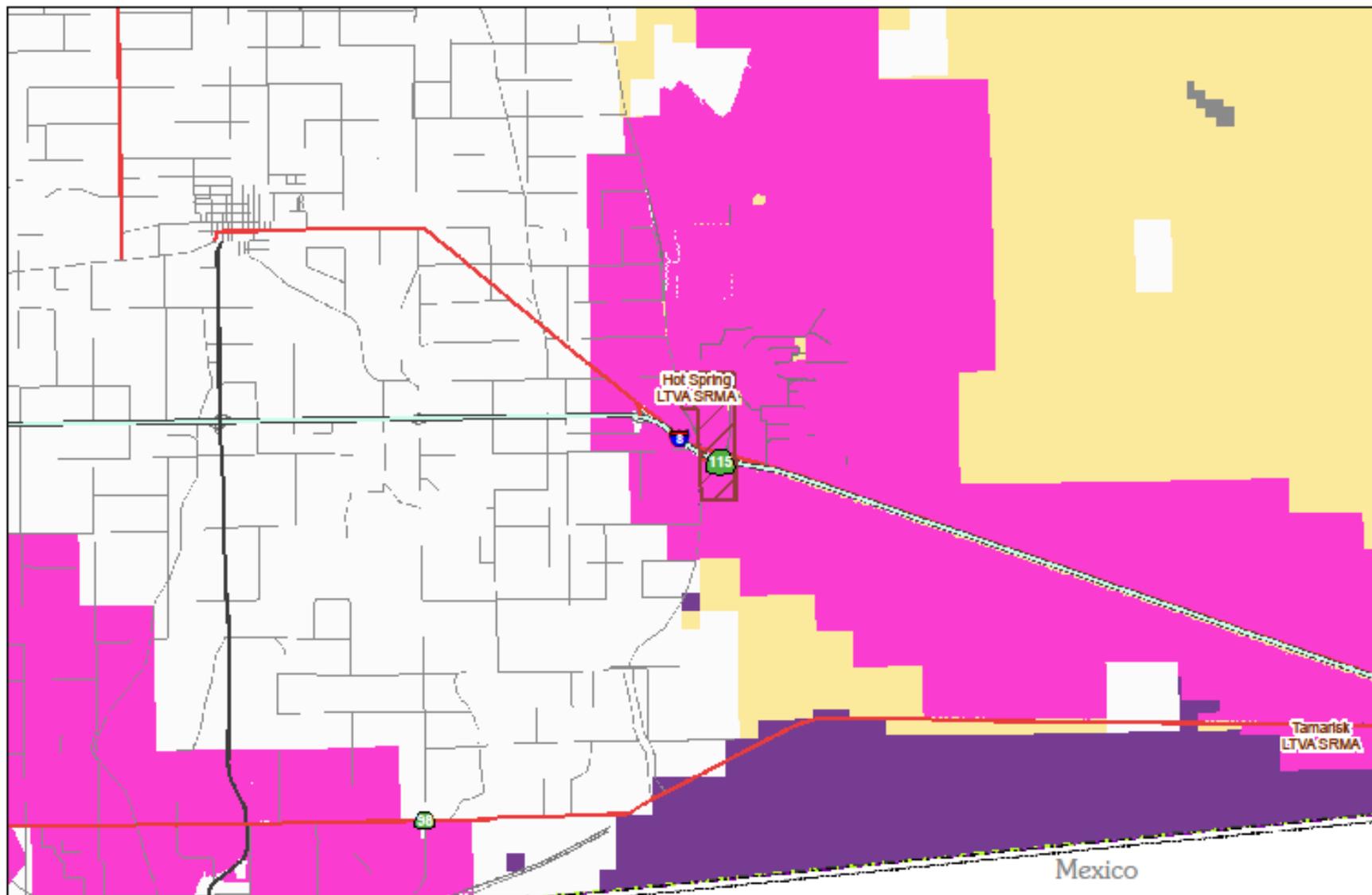
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Hot Spring LTVA SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

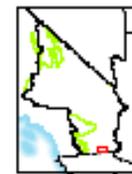
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

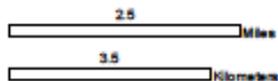
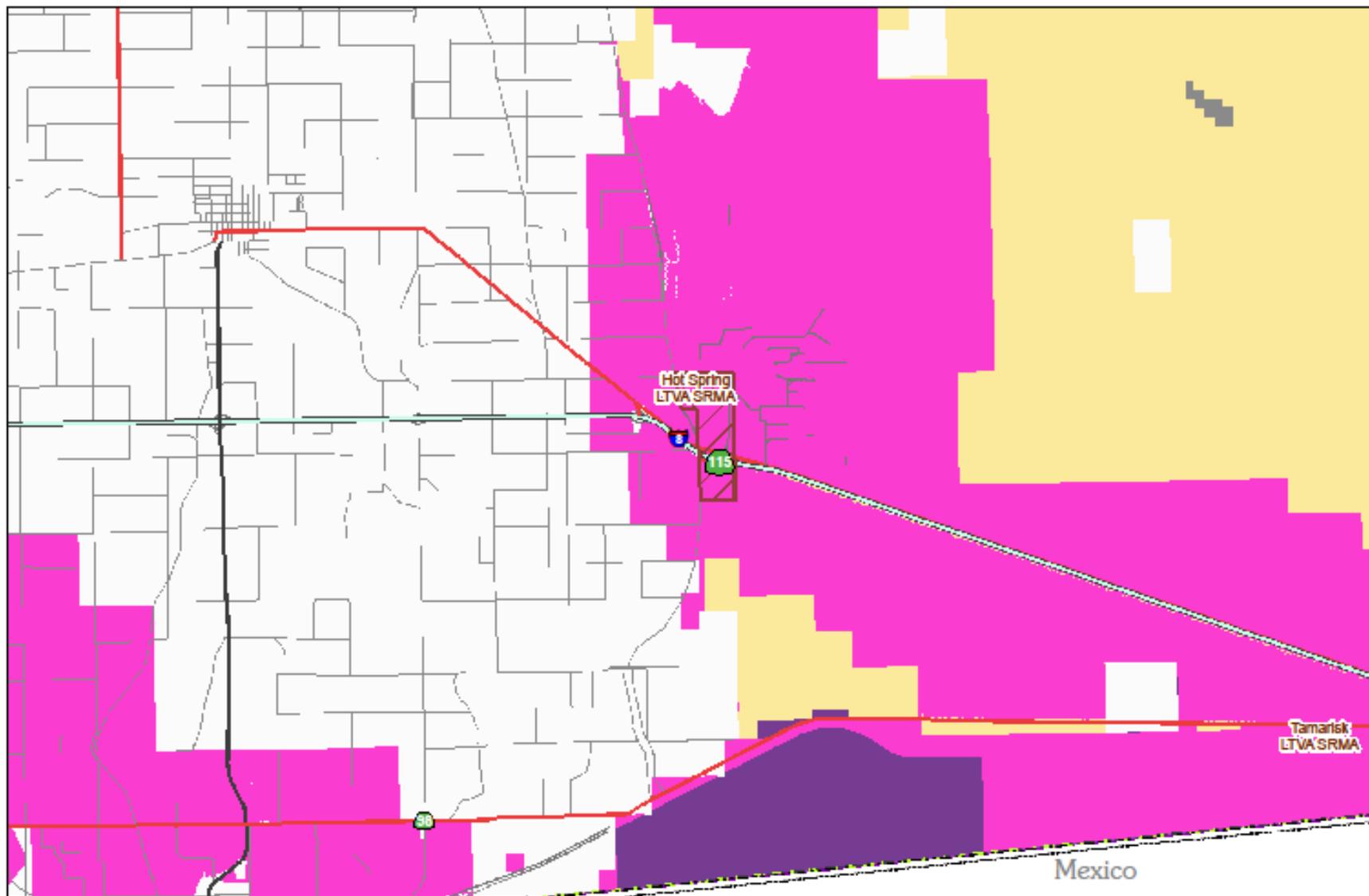
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Hot Spring LTVA SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

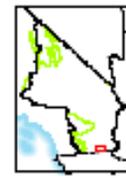
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **OCOTILLO WELLS EAST Special Recreation Management Area (SRMA)**

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

Ocotillo Wells East SRMA is partially managed by Ocotillo Wells State Vehicular Recreation Area (OWSVRA) in the areas west of Highway 86 and between Highway 78 and County Road S-22, including section 24 of the Seventeen Palms Quadrangle, township 10 South, range 9 East, San Bernardino Base Meridian. Within that area, BLM ownership and California Department of Parks and Recreation (DPR) ownership is a checkerboard pattern by sections with some private parcels intermingled. South of Highway 78, portions of BLM land is contiguous and portions of private land are intermingled. This area is not part of the OWSVRA.

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the Ocotillo Wells East SRMA for the unique recreational opportunities for both non-motorized and as an open Off Highway Vehicle (OHV) motorized recreation area. Manage the aesthetic quality of the landscape to minimize degradation and provide a scenic backdrop for residents & visitors. As this SRMA is interspersed within the OWSVRA, the Memorandum of Understanding (MOU) with DPR should be continued. Those areas within OWSVRA would also be subject to the DPR Off-Highway Motor Vehicle Recreation (OHMVR) Division policies and programs for recreational use and resource protection.

**Activities:** Casual recreation with motorized vehicles is the main activity here. Ocotillo Wells East SRMA is managed as an open OHV area and route designation as “Open”, “Limited” or “Closed” is analyzed in the WECO TTMP. Visitors ride all types of motorized vehicles specially built or modified for sand or OHV based recreation; plus camping, scenic touring, trail riding, and dune play. Activities include special & competitive events; family, friend and club gatherings; amateur, student & commercial filming and photography. Hiking, wildflower viewing, picnicking and exploring historic ruins.

**Experiences:** Visitors frequent Ocotillo Wells East primarily for the unique OHV opportunities. Visitors vary from those from North America to those from abroad, with majority of users coming from California & Nevada, who come to experience this beautiful & remote desert system. They come here to ride together with family, friends, and like-minded people. A major draw for this site is the open desert nature of the area, winter climate, and rugged terrain. Most visitors come to enjoy their vehicles and camping with extended family and friends. They enjoy the various destination points of interest, terrain challenges, and learning about the area’s natural and cultural history. The long distance OHV trail opportunities provide people a sense of freedom and openness to explore and go into desolate areas.

**Benefits:** This area provides personal benefits that are tied to personal accomplishment and perseverance in this remote and inhospitable environment. Individuals are challenged to build, borrow, buy, modify or rent vehicles to travel here; everything about coming here and traveling through the area is difficult and the rewards are increased self-worth, trust, an expanded capacity to travel and experience other areas. This area with its remoteness and few roads and services, contributes to community, social, economic and environmental benefits in its ability to generate tourism. This SRMA provides connectivity among areas and trails, in location and time, providing outstanding motorized riding and touring experiences. Here

people learn to appreciate the subtle links and connections between all living things and water. In this stark landscape people become aware and grow to appreciate the beauty, creativity & tenacity of nature; leading to feelings of well-being and inspiration for life. This area provides a relatively safe & easy setting for legal motorized OHV play and therefore reduces pressure and potential impacts to sensitive areas.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** The qualities of this landscape have the characteristics fitting the *Front Country Classification*. A beneficial feature of this SRMA is extensive access, combined with this areas location within a couple hours' drive of the Los Angeles and San Diego areas. This SRMA stretches along Highways 86 from Indio to El Centro. The Ocotillo Wells SRMA area is a bit more remote, yet is adjacent to rural communities. This entire SRMA shares a common natural semi-remote look and connectivity. Several maintained county roads, and power lines bisect the area, with scattered residents, mines and communication sites interspersed throughout the area. In combination with the SVRA, visitor facilities are located along primary access roads and at popular staging sites in the OHV open areas. They include kiosks, vault toilets and shower facilities, vehicle barriers and camping areas.

**Social Components:** The sheer size of this area allows visitors to disperse and therefore not appear often in large concentrations. However, on a given weekend the proximity and size of this area draws a large number of people, moving around the area, or riding the main roads will generally result in on-going contacts throughout the day. This pattern results from the geography, existing trail locations and land use management prescriptions.

Organized events range from a dozen to 1,000 participants. Most casual use is dispersed and varies from single users to large family and friend groups that may involve a couple dozen primary vehicles and several dozen off-highway vehicles. User data is monitored by DPR within OWSVRA.

**Operational Components:** Through an interagency MOU, OWSVRA is to manage all recreational activities within its borders, protect recorded natural and cultural resources and provide law enforcement and emergency services. Interpretive panels are dispersed are dispersed throughout the area and rules are clearly posted; temporary, permanent and emergency closures and use restrictions are common for sensitive resources, health and safety purposes, and to avoid conflicts among visitors. Visitor services consist of law enforcement patrols and emergency services, park and trail maintenance, trash service and an interpretive program. State park resources staff monitors and restores natural and cultural resources according to OHMVR guidelines. Visitor use facilities within OWSVRA include restrooms and showers, developed and open camping, vault toilets, ramadas and picnic tables. The park's interpretive facilities include a Discovery Center complex and youth training tracks.

## MANAGEMENT ACTIONS & ALLOWABLE USES

### Recreation and Visitor Services Program:

The OWSVRA will:

- Provide opportunities for an open OHV area, organized and unorganized; as well as other compatible, natural resource uses.
- Provide education, information and interpretation about resource values; balance organized & unorganized uses.
- Provide for other resource uses compatible with organized and unorganized events.
- Provide organized and unorganized OHV recreation opportunities.
- Minimize resource impacts, ensuring continued use.
- Provide a safe, challenging environment and a low level of dispersed facility development
- Provide access, desert travel information, staging and camping opportunities,
- identify the boundaries,
- Manage human waste and to minimize negative impacts to natural and cultural resources.
- Determine and enforce fees, Camping limits and Regulations.

The majority of Ocotillo Wells East SRMA is managed as an open OHV area (See WECO TTMP). All routes of travel will be managed as open, limited or closed as designated in the WECO TTMP. BLM will consider leasing these lands to retain the recreational values that are provided.

### Acres by Alternative on BLM Lands:

No Action	Preferred Alternative	1	2	3	4
0	58004	21336	21351	21351	21351

**Other Programs:** Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction (except for those areas already under lease, which may have surface occupancy); and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is compatible with the specific SRMA values. Alternative 2 – Maximum Development Flexibility Alternative will allow for “surface occupancy” for existing and future permits.

**Implementation Decisions:** Through an interagency MOU, OWSVRA manages all recreational activities, protect recorded natural and cultural resources and provide law enforcement and emergency services.

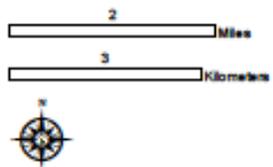
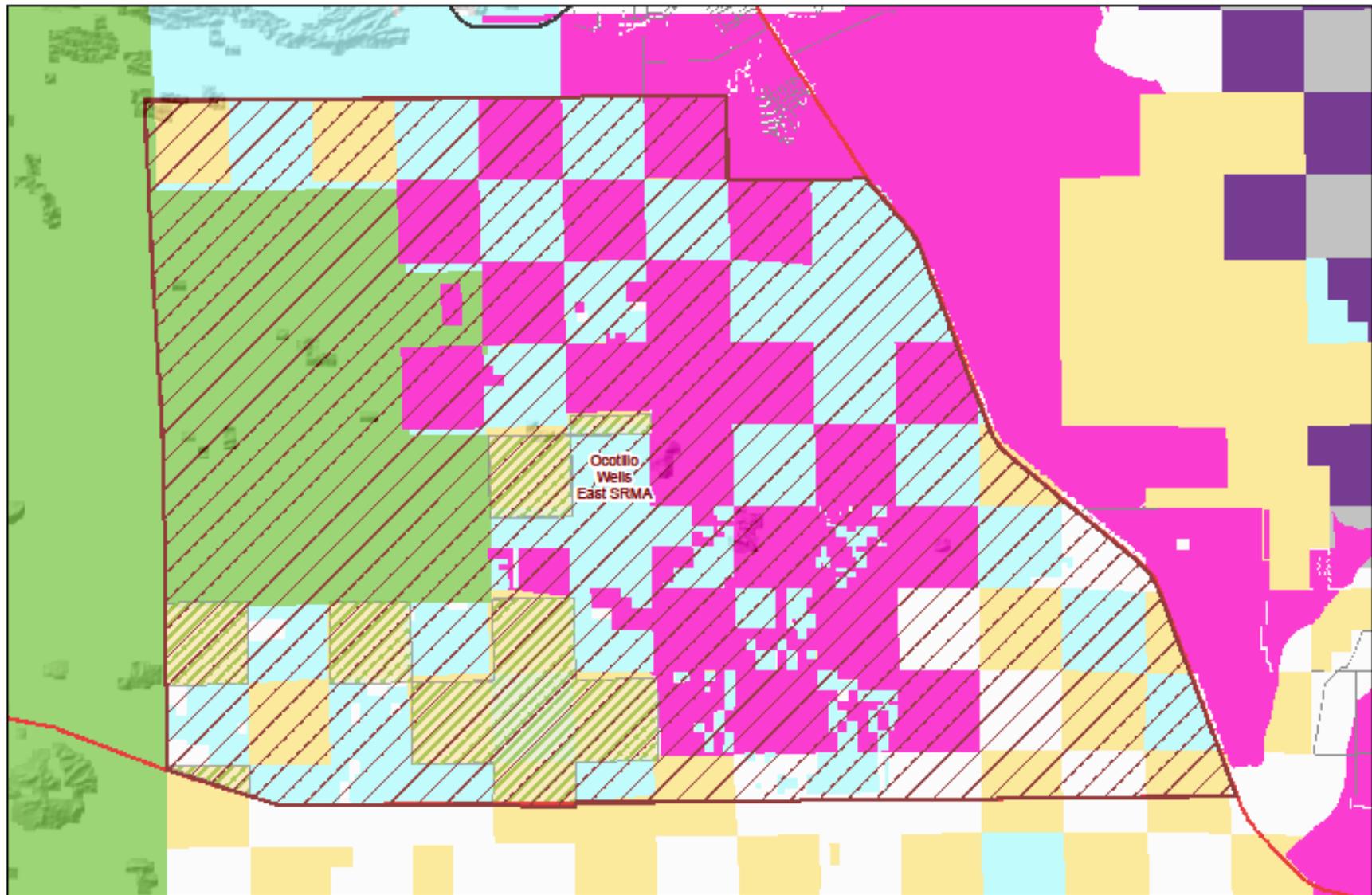
An activity level plan (BLM) and/or a General Plan/EIR would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting, staffing and funding needs,

parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule. This plan will identify potential impacts to eligible archaeological properties within the SRMA and protect eligible sites due to impacts from OHV use and camping.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Ocotillo Wells East SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.
3. The proponent will manage “surface occupancy” to consider public health and safety by providing education, signage, fencing, etc. as determined by OWSVRA and the BLM.
4. The proponent will replace any existing facilities that are no longer accessible by the public due to renewable energy development.

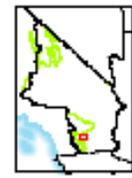
# Ocotillo Wells East SRMA



**Preferred Alternative SRMAs and ERMAS**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

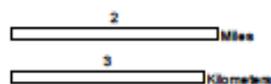
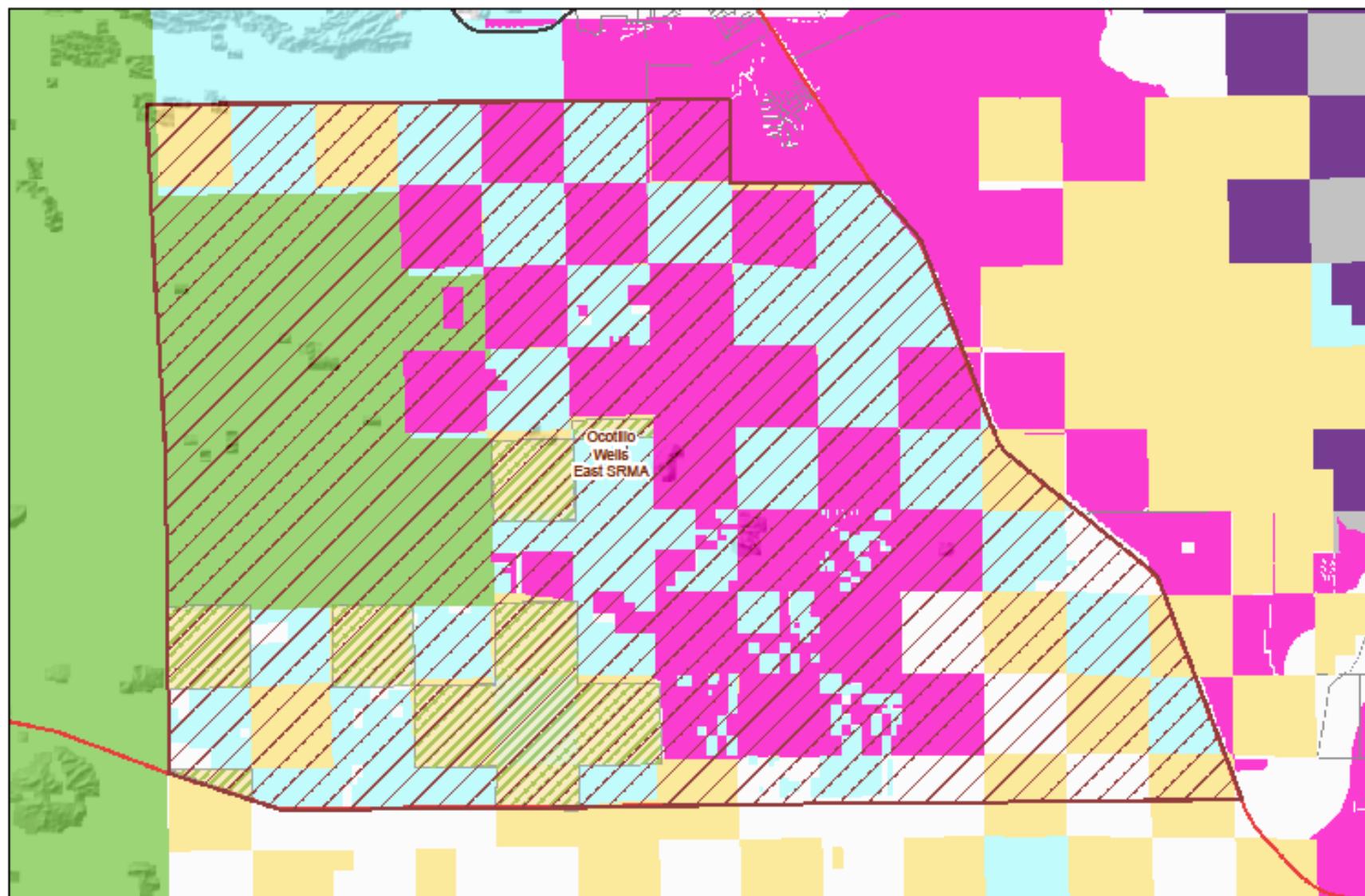
- ACEC Layers**
- Proposed SR MA
  - Design Focus Areas
  - OHV Areas
  - Legislatively and Legally Protected
- Boundaries**
- CDCA Boundary
  - DRECP Boundary
  - BLM Field Office

- Land Status**
- Bureau of Land Management
  - State
  - Other Federal
  - Military
  - Private
- GTLP**
- Interstate
  - US Hwy
  - CA Hwy
  - County Hwy



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# Ocotillo Wells East SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

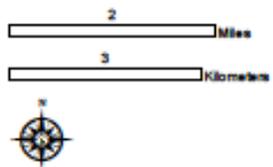
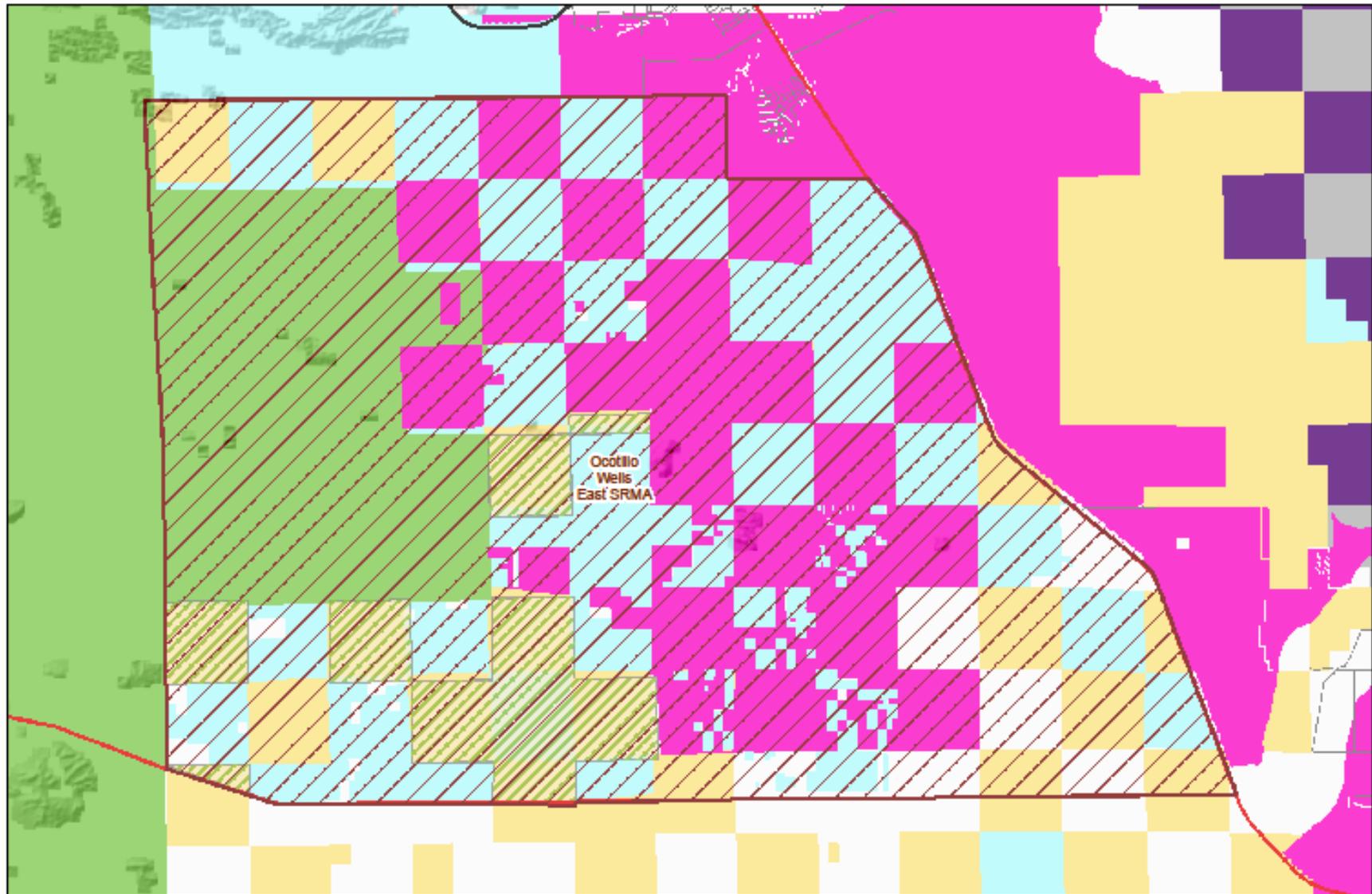
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Ocotillo Wells East SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

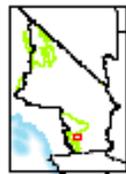
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

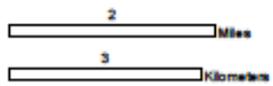
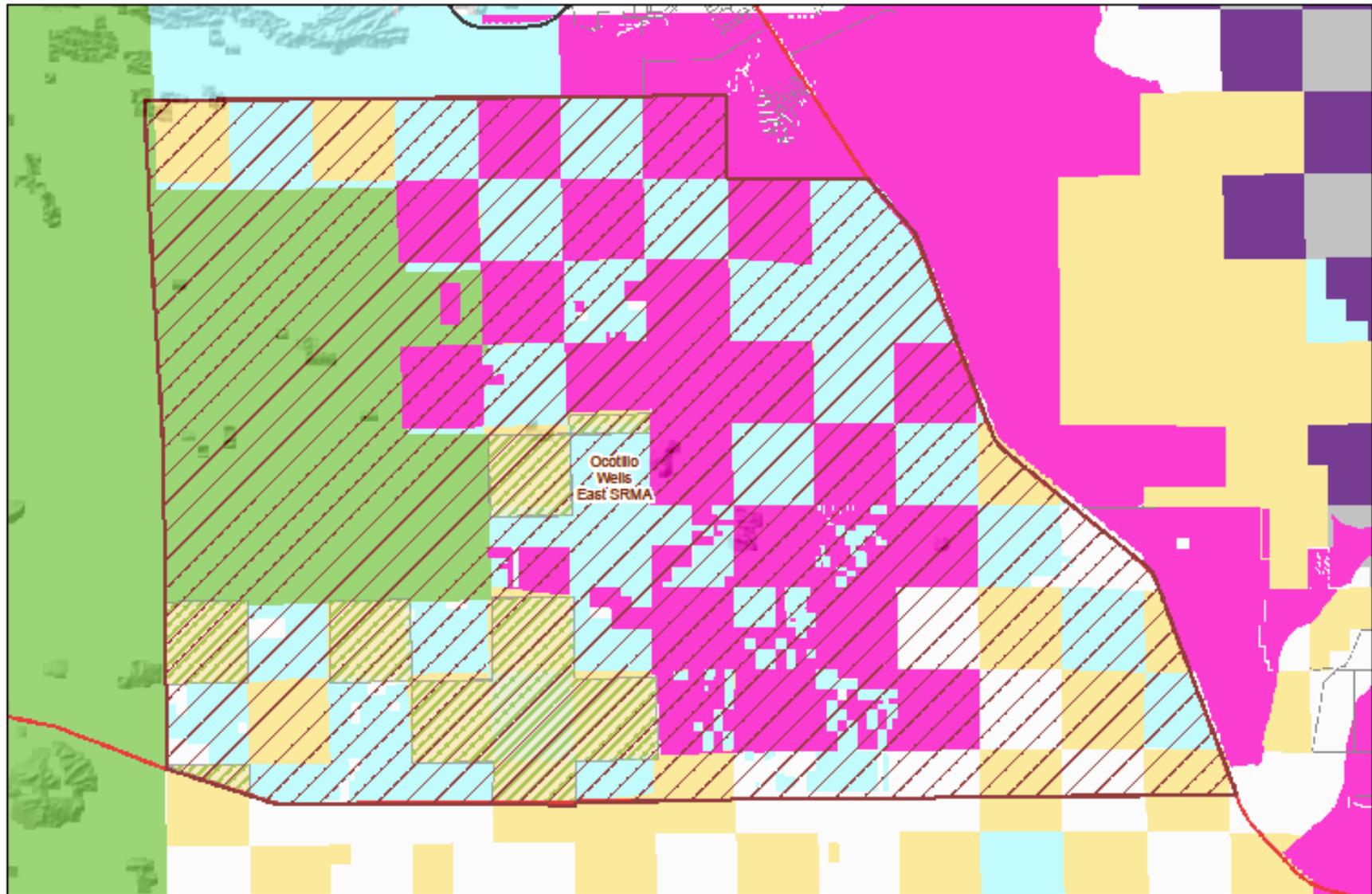
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Ocotillo Wells East SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

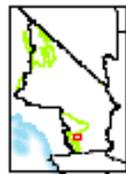
- Proposed SRMA
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- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

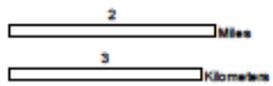
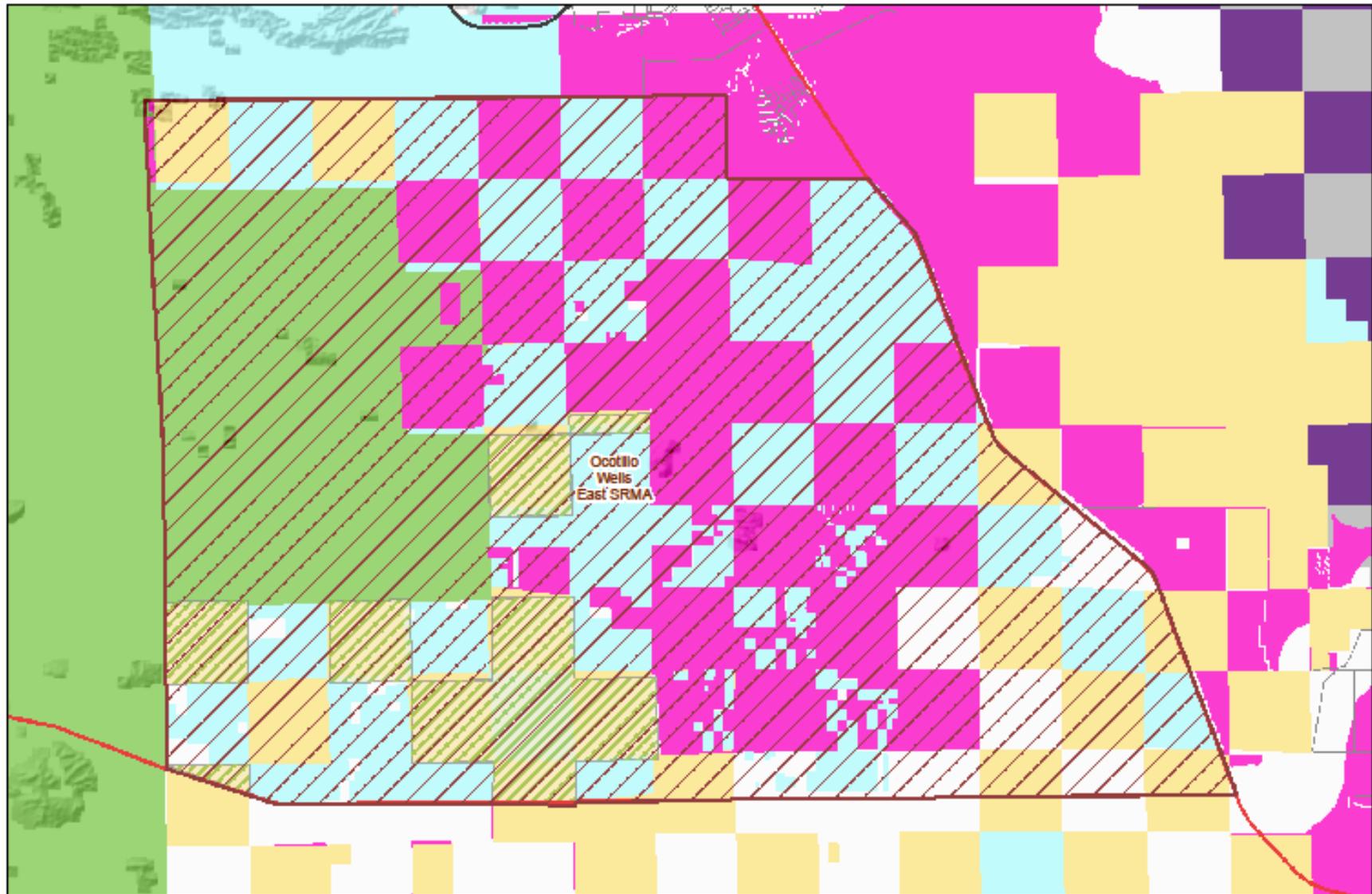
- Bureau of Land Management
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- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Ocotillo Wells East SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

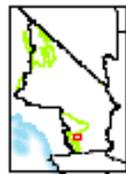
- Proposed SRMA
- Design Focus Areas
- OHV Areas
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- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Pilot Knob Long Term Visitor Area (LTVA) Special Recreation Management Area (SRMA)**

Every year, thousands of visitors come to enjoy the natural beauty and recreational opportunities offered at BLM's Long Term Visitor Areas (LTVAs), where visitors may camp for as long as seven months. Pilot Knob LTVA is comprised of 220 acres of open desert land approximately 7 miles east of Yuma AZ. The LTVA main access is Sidewinder exit off of interstate 8. Access can also be gained by dirt road off of the Olgiby exit off of interstate 8.

Winter visitors, who wish to stay in an LTVA, must purchase a long term permit or a short visit permit. The long term permit is valid for the entire season or any part of the season which runs from September 15 to April 15. The short visit permit is valid for 14 consecutive days with the option to purchase an unlimited quantity of additional permits. Both permits are valid in any of the designated LTVAs.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area.

**Activities:** long term camping (both individual and group), hiking, photography, wildlife watching, rock hounding.

**Experiences:** Enjoying the company of others, especially those with similar interests; Increased independence/autonomy; spending the winter in a comfortable climate; enjoying the scenic quality of the natural landscapes

**Benefits:** Relief of stress from living in an urban environment; strengthen ties with fellow campers who return year after year. These campers tend to be older and retired individuals that travel in motor homes and 5<sup>th</sup> wheel campers. They organize social gatherings throughout the use season such as pot lucks and BBQ's. They also help the local economies by purchasing supplies, having vehicles fixed, and purchasing health services. Through the efforts of the camp host providing informational brochures and the informational kiosk; campers increase their awareness of the natural landscapes.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** The qualities of this landscape have the characteristics fitting the Front Country Classification. The Pilot Knob LTVA is remote with the nearest town approximately 8 miles away. The LTVA is unimproved, retains much of naturalness, and has no visitor center. A camp host is present between September 15 and April 15 to assist visitors, issue permits, and provide information and basic maintenance.

**Social Components:** Contacts are made by the camp host and BLM staff. The group size for Pilot Knob LTVA is general 2 people with the occasional single camper. Evidence of this is provided by monthly reports from the camp host and visual confirmation from BLM staff.

**Operational Components:** Access to Pilot Knob LTVA is via paved access off of Sidewinder exit on interstate 8. There are no developed camp sites or rest rooms. During the use season (September 15 through April 15) permits are required and can be obtained on site or at a BLM field office. Other Special Recreation Permits (SRP) may be considered such as waste pumping for RV's.

### **MANAGEMENT ACTIONS & ALLOWABLE USES**

The BLM's LTVA program was established in 1983 to meet the long-term camping needs of winter visitors and to provide special management and control measures for the protection of natural and cultural resources. The LTVAs

have been designated through the BLM’s land use planning process as special areas where recreational use should be permitted so the BLM can address resource protection and public health and safety concerns. The designation of LTVAs ensures that suitable locations are available for long-term use year after year, and that areas with sensitive natural and cultural resources are not used for extended periods of time.

The BLM CDD manages seven LTVAs. The Yuma Field Office manages the La Posa and Imperial Dam LTVAs, the El Centro Field Office manages the Tamarisk, Pilot Knob, and Hot Spring LTVAs, and the Palm Springs/South Coast Field

Office manages the Mule Mountain and Midland LTVAs. The LTVAs are located in La Paz County, Arizona and Imperial and Riverside counties, California. The underlying authority for the designation of LTVAs is contained in 43 CFR 1601.0-3, and defined in 43 CFR 1601.0-5 (k) (1), (2), and (4).

**Recreation and Visitor Services Program:** LTVA season runs from September 15 through April 15. See permit fees/conditions of use below. Camping is not allowed within one mile of LTVA boundary. Visitors must purchase a long-term permit (valid September 15 through April 15) or a short-term permit (fourteen or fewer consecutive days). Visitors to the LTVA outside of the regular season (April 16 through September 15) do not have to purchase a permit or pay a camping fee. Reference the Long-Term Visitor Area Supplemental Rules (BLM/AZ/GI-10/004) for additional rules/regulations concerning uses within the LTVA. Thirty five supplemental rules have been established for the Long Term Visitor Areas and are in addition to rules of conduct set forth in 43 CFR subparts 8365. From April 16 through September 14 the Pilot Knob LTVA is managed as a limited use area.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	2255	3	0	0	3

**Other Programs:** Restrict commercial renewable development (solar and wind): None within 250 feet of the LTVA boundary. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP. Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

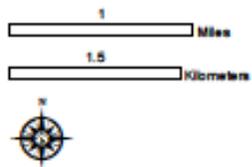
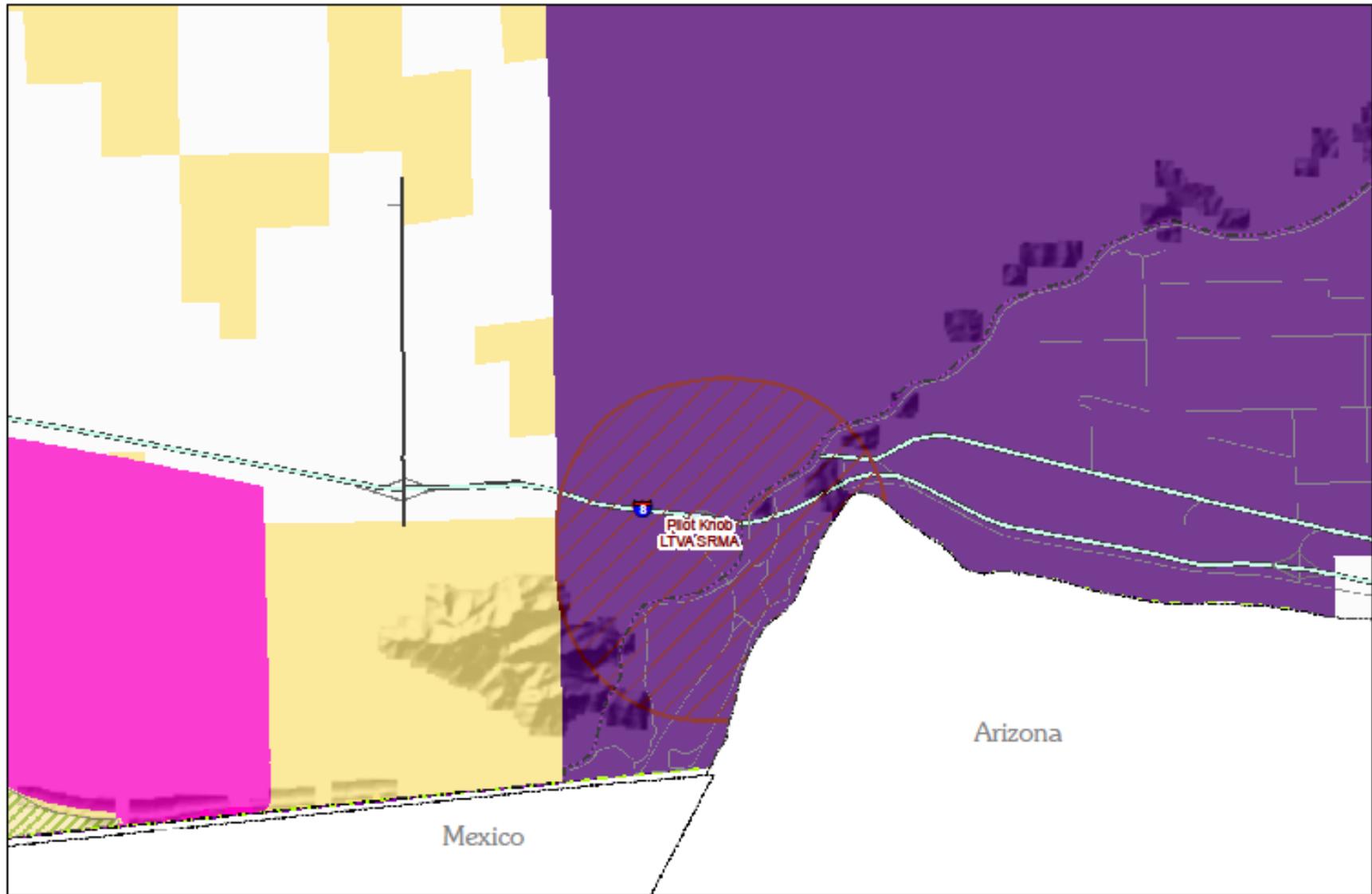
**Implementation Decisions:** An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Pilot Knob SRMA.

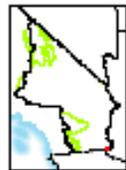
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Pilot Knob LTVA SRMA



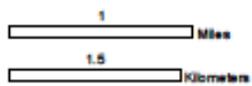
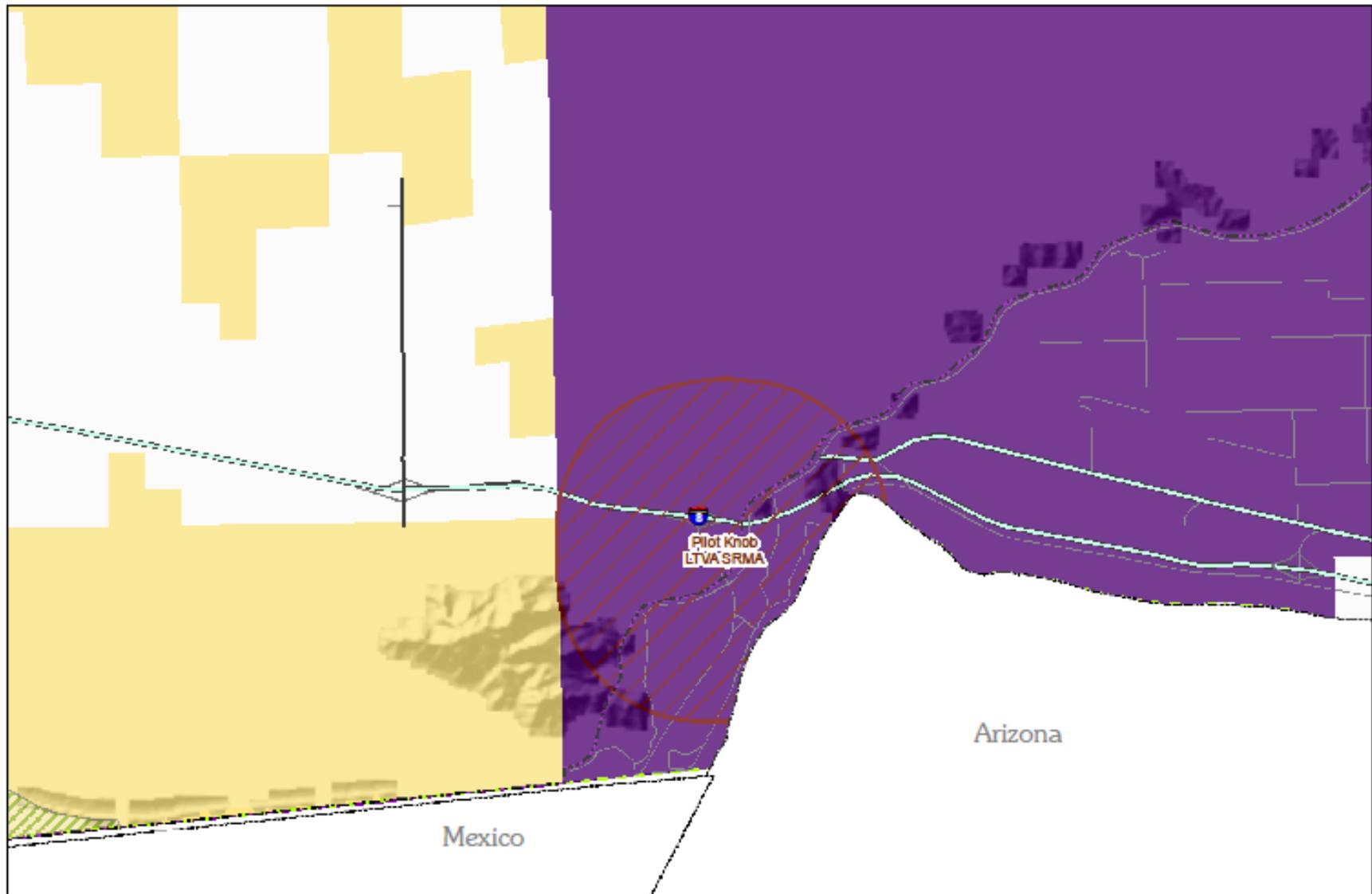
**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

- | ACCEC Layers                        |                  | Land Status               |               | GTLF       |        |
|-------------------------------------|------------------|---------------------------|---------------|------------|--------|
| Proposed SR MA                      | Cities           | Bureau of Land Management | Interstate    | US Hwy     | CA Hwy |
| Design Focus Areas                  | CDCA Boundary    | State                     | Other Federal | County Hwy |        |
| OHV Areas                           | DRECP Boundary   | Military                  | Private       |            |        |
| Legislatively and Legally Protected | BLM Field Office |                           |               |            |        |



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Pilot Knob LTVA SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

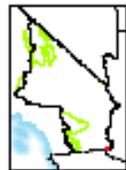
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

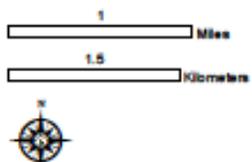
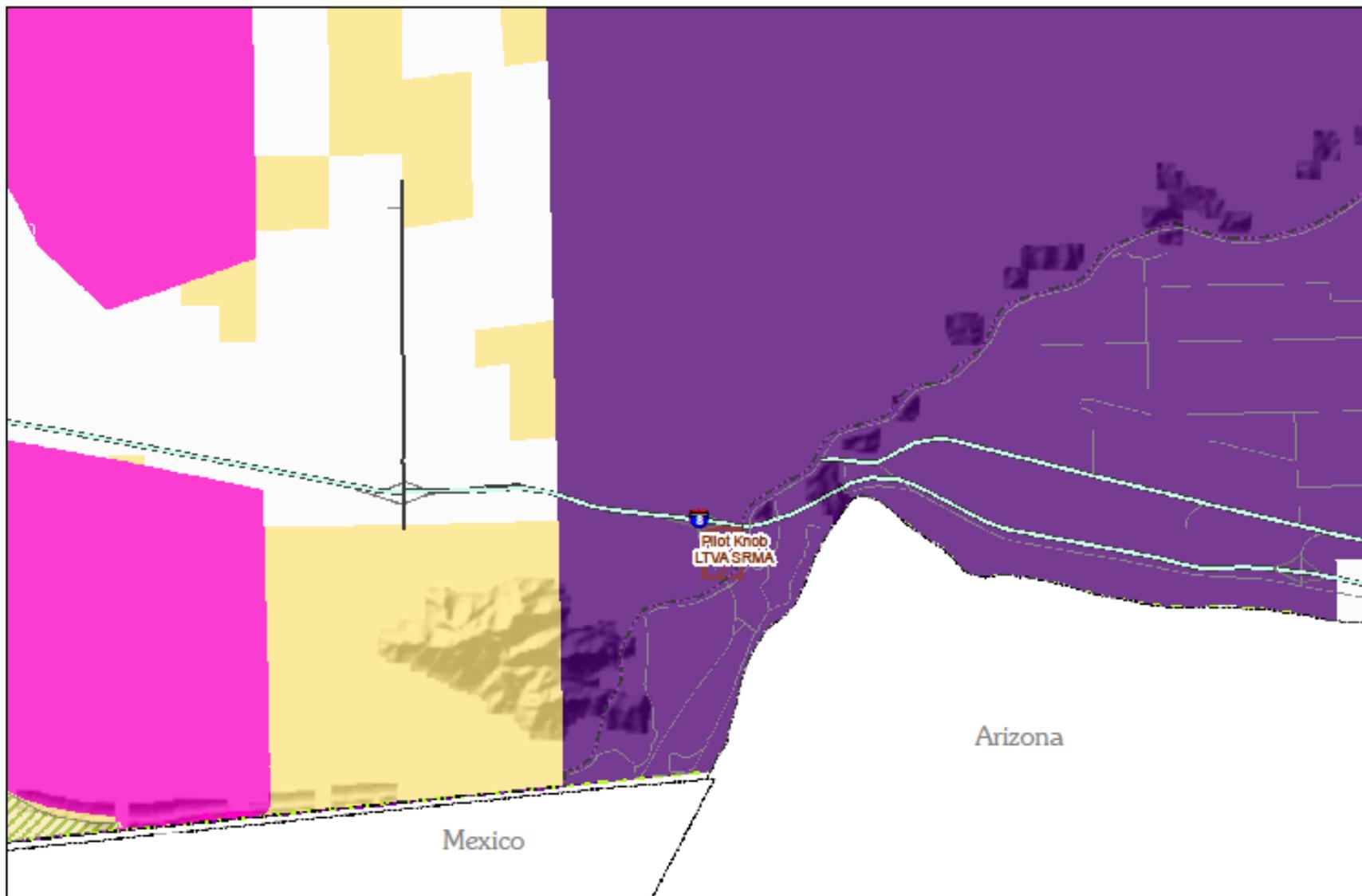
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Pilot Knob LTVA SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

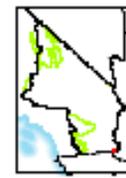
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

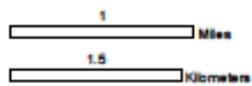
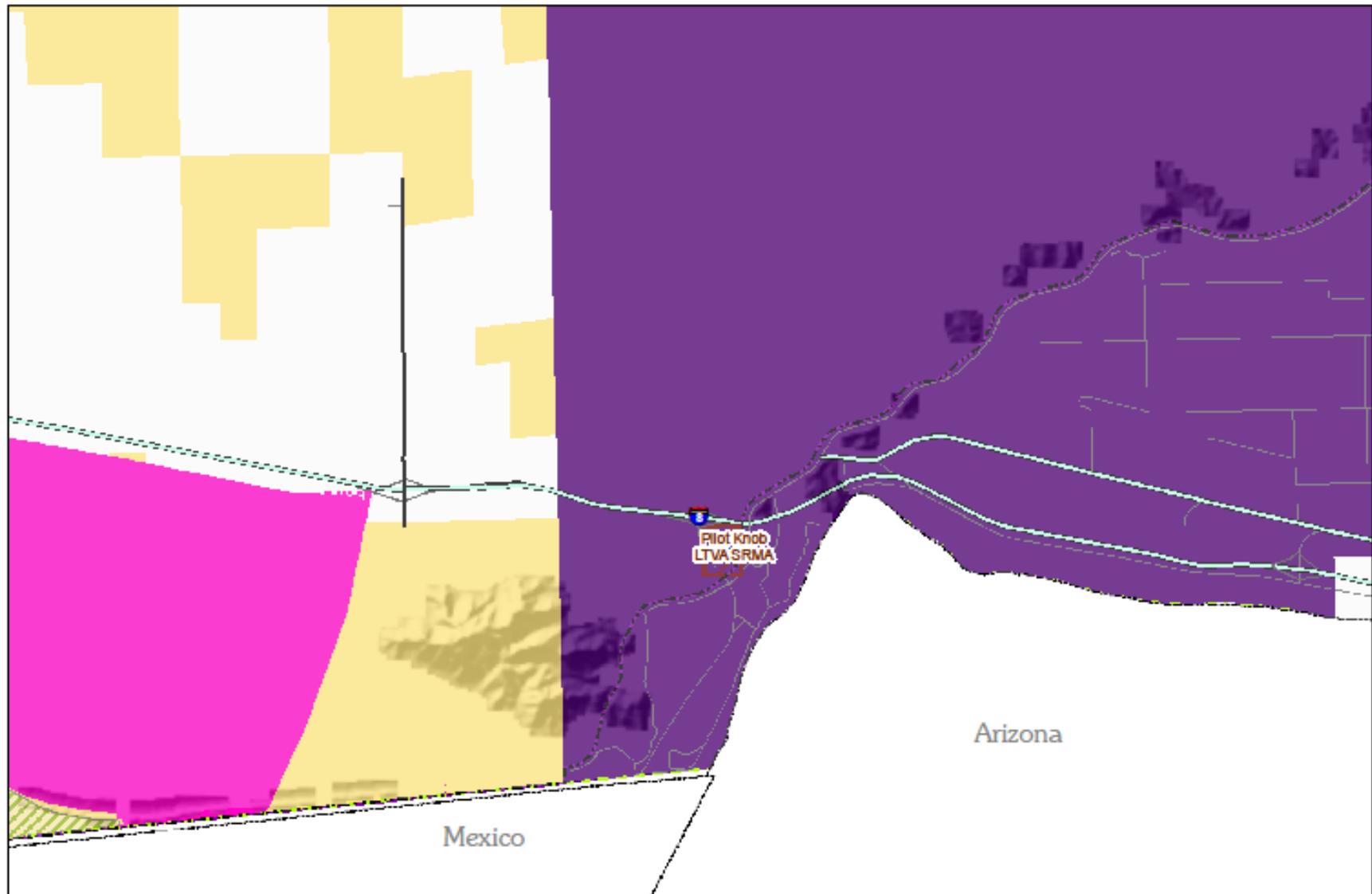
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Pilot Knob LTVA SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected

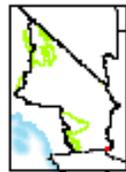
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

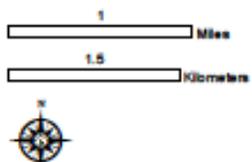
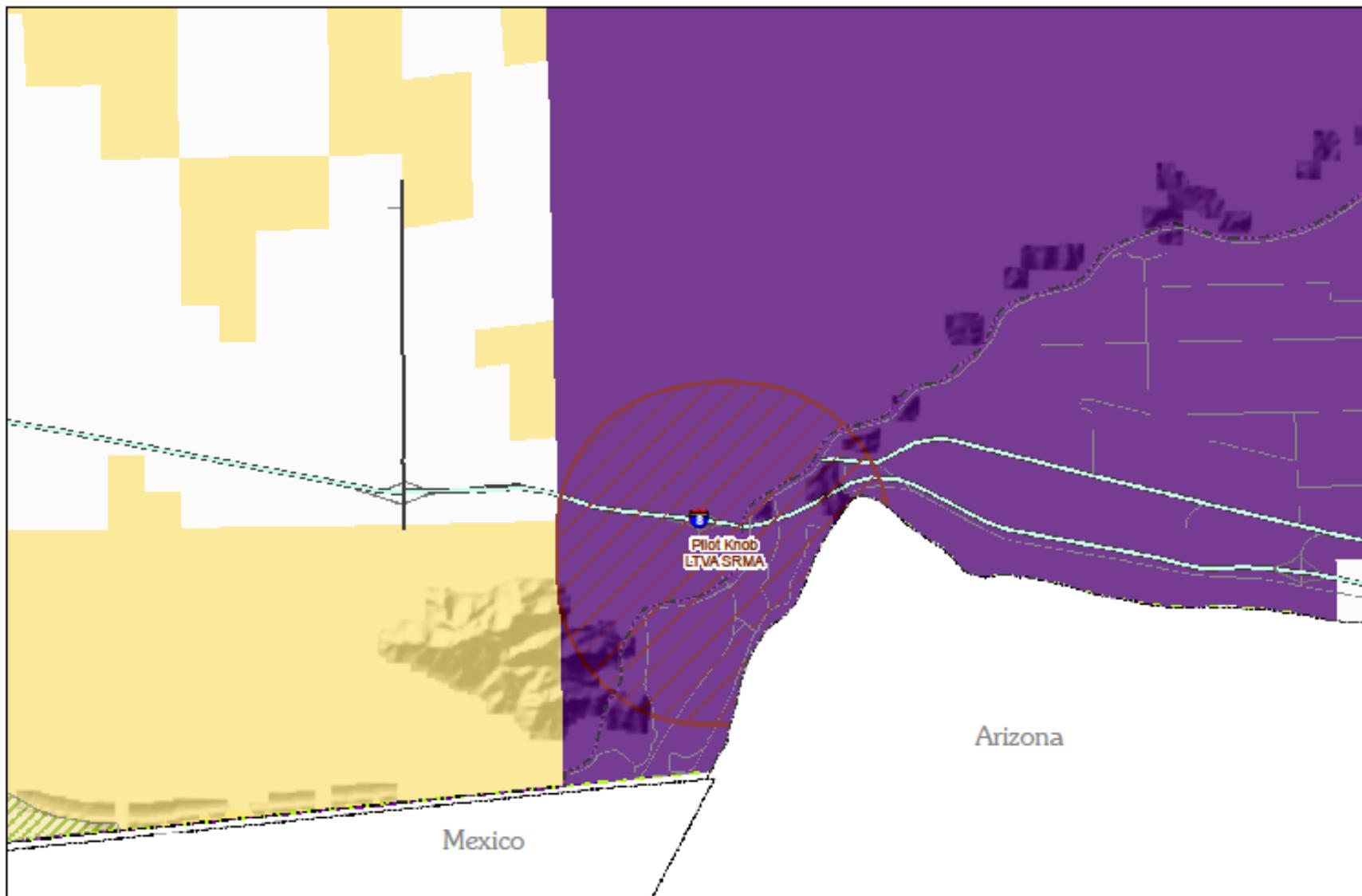
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Pilot Knob LTVA SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014  
Prepared by BLM California State Office



### ACCEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Placer City Special Recreation Management Area (SRMA)**

Located approximately 17 miles west of El Centro on County Highway S80, this 41,000 acres Off-Highway Vehicle (OHV) open area is within desert scrub land consisting of a dry lake bed, mud hills, washes, and hard desert pavement which provides ample opportunity to test individual driving skills over a variety of terrain. Two staging areas, Plaster City East and Plaster City West, are popular primitive camping and day use areas.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the area as an Open Off Highway Vehicle riding area.

**Activities:** Camping, OHV riding, OHV racing, target shooting, model rocketry, photography, wildlife watching.

**Experiences:** Enjoying the company of others, especially those with similar interests; Increased independence; enjoying the desert terrain.

**Benefits:** This area provides personal benefits that are tied to personal accomplishment and perseverance in this remote and inhospitable environment. Individuals are challenged to build, borrow, buy, modify or rent vehicles to travel here; everything about coming here is difficult and the rewards are increased self-worth, trust, an expanded capacity to travel & experience other areas. This area contributes to community, social, and economic benefits because it generates tourism in this area. This SRMA provides connectivity among areas & trails, in location & time, providing outstanding motorized riding & touring experiences. Here people learn to appreciate the subtle links and connections between all living things and water. In this stark landscape people become aware and grow to appreciate the beauty, creativity & tenacity of nature; leading to feelings of well-being and inspiration for life. This area provides a relatively safe & easy setting to direct legal motorized OHV play and therefore reduces pressure & potential impacts to sensitive areas.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** This SRMA has qualities of the landscape fitting the Front Country Classification. A beneficial feature of this SRMA is extensive access, combined with this areas location within a couple hours' drive from Los Angeles and San Diego areas. This entire SRMA shares a common natural semi-remote look and connectivity. Several maintained county roads, and power lines bisect the area with scattered residents, U.S. Gypsum processing plant and communication sites interspersed throughout the area. Also two Naval ranges mark part of the northern boundary of this SRMA. This SRMA does not have developed visitor services but it does have two informational kiosks located at the staging areas.

**Social Components:** The large size of this area allows visitors to disperse and therefore not appear often in large concentrations. However, on a given weekend the proximity and size of this area draws a large number of people, moving around the area, or riding the main roads will generally result in on-going

contacts throughout the day. This pattern results from the geography and land use management prescriptions. Organized events, such as OHV races and model rocketry, are popular in this SRMA during the fall, winter, and spring time. Most casual use is dispersed; family & friend groups may involve a couple dozen primary vehicles and several dozen off-highway vehicles. User data is monitored by BLM staff via visual inspection and counter counts.

**Operational Components:** There are maps for the entire area and two kiosks are located at the staging areas and rules are clearly posted; temporary, permanent and emergency closures & use restrictions are common for sensitive resources, health & safety purposes, and to avoid conflicts among visitors. Visitor services consist of law enforcement patrols, emergency services, signs, kiosks. Rangers routinely patrol this area and staff specialist often work in this area for a variety of reasons including, monitoring special events, meeting with land use proponents and monitoring sensitive resources. Plaster City SRMA is managed as an open OHV area and route designation is analyzed in the WECO plan.

### **MANAGEMENT ACTIONS & ALLOWABLE USES**

Vehicles travel is permitted anywhere within the area if the vehicle is operated responsibly in accordance with regulations and subject to permission of private land owners if applicable. This will apply to (1) those lands in Class I specifically designated “open” for vehicle travel.

**Recreation and Visitor Services Program:** This SRMA provides opportunities for an open OHV area, organized & unorganized; as well as other compatible, natural resource uses. Provide education, information & interpretation about resource values; balance organized & unorganized uses. Provide for other resource uses compatible with organized & unorganized events. Provide organized & unorganized OHV recreation. Minimize resource impacts, ensuring continued use. For the entire area, area provide a safe, challenging environment and low level of dispersed facility development to provide access, desert travel information, staging & camping opportunities, to identify the boundaries, to manage human waste and to minimize negative impacts to natural resources. Camping is allowed up to 14 days within a 28 day period then they need to move at least 25 miles. No permit is required and Special Recreation Permits (SRP) for special events will be considered on a case by case basis.

**Acres by Alternative on BLM Lands:**

<b>No Action</b>	<b>Preferred Alternative</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
0	28408	23619	23619	23619	23619

**Other Programs:** These lands are managed for concentrated use to meet human needs. Reasonable protection is provided for sensitive natural values, and mitigation of impacts and rehabilitation of impacted areas will occur when possible. Manage all routes of travel as open, limited or closed, as designated in the local TTMP.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an

allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

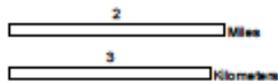
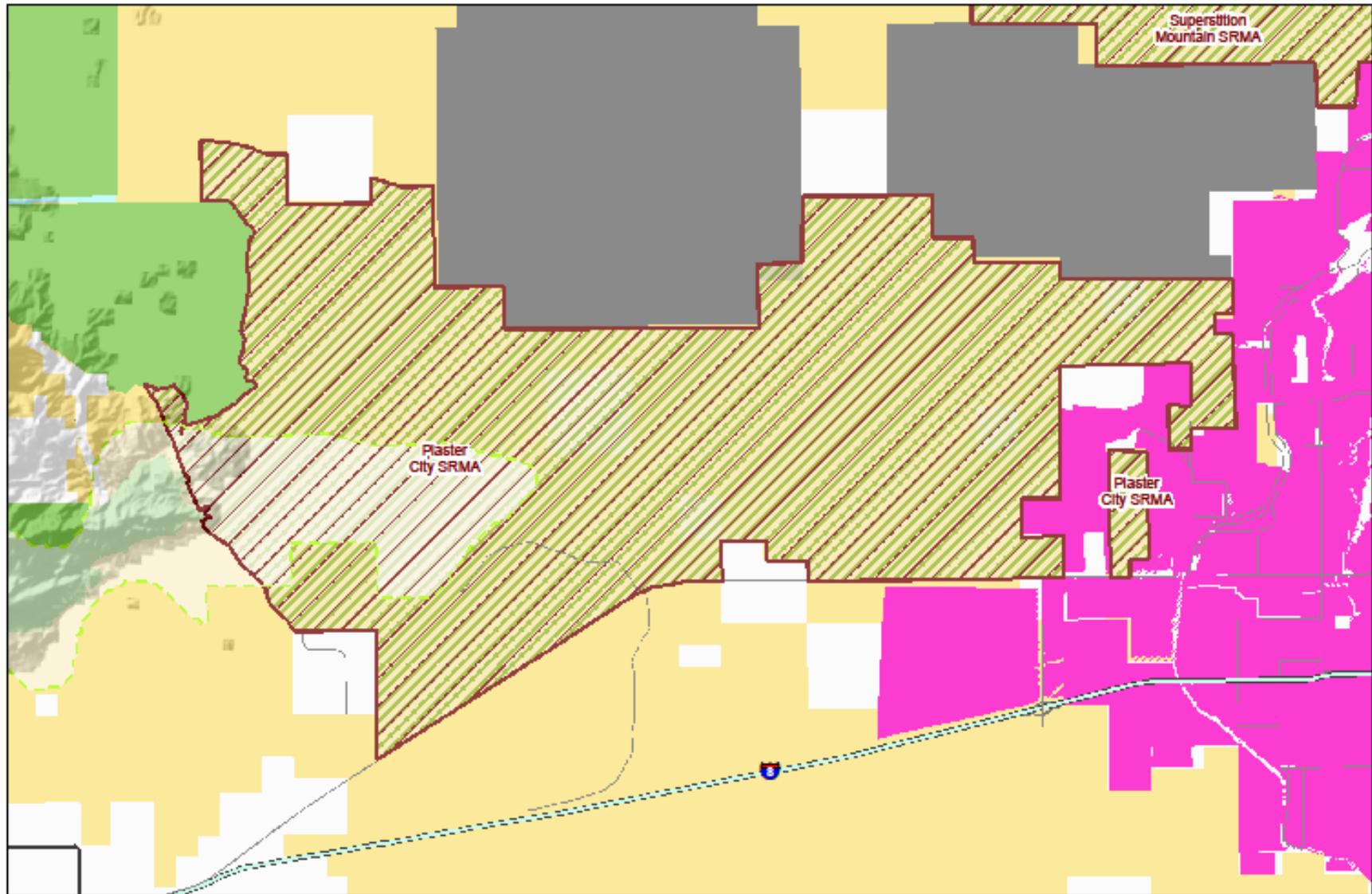
**Implementation Decisions:** Approved management plans for the OHV area call for recreation maintenance workers and law enforcement rangers; increase ranger patrols during special events & holidays; area brochures; kiosks, traffic control & visitor informational signs.

An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Plaster City SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Plaster City SRMA



**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

**ACBC Layers**

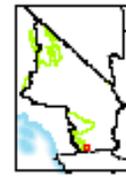
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

**Land Status**

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

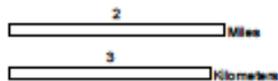
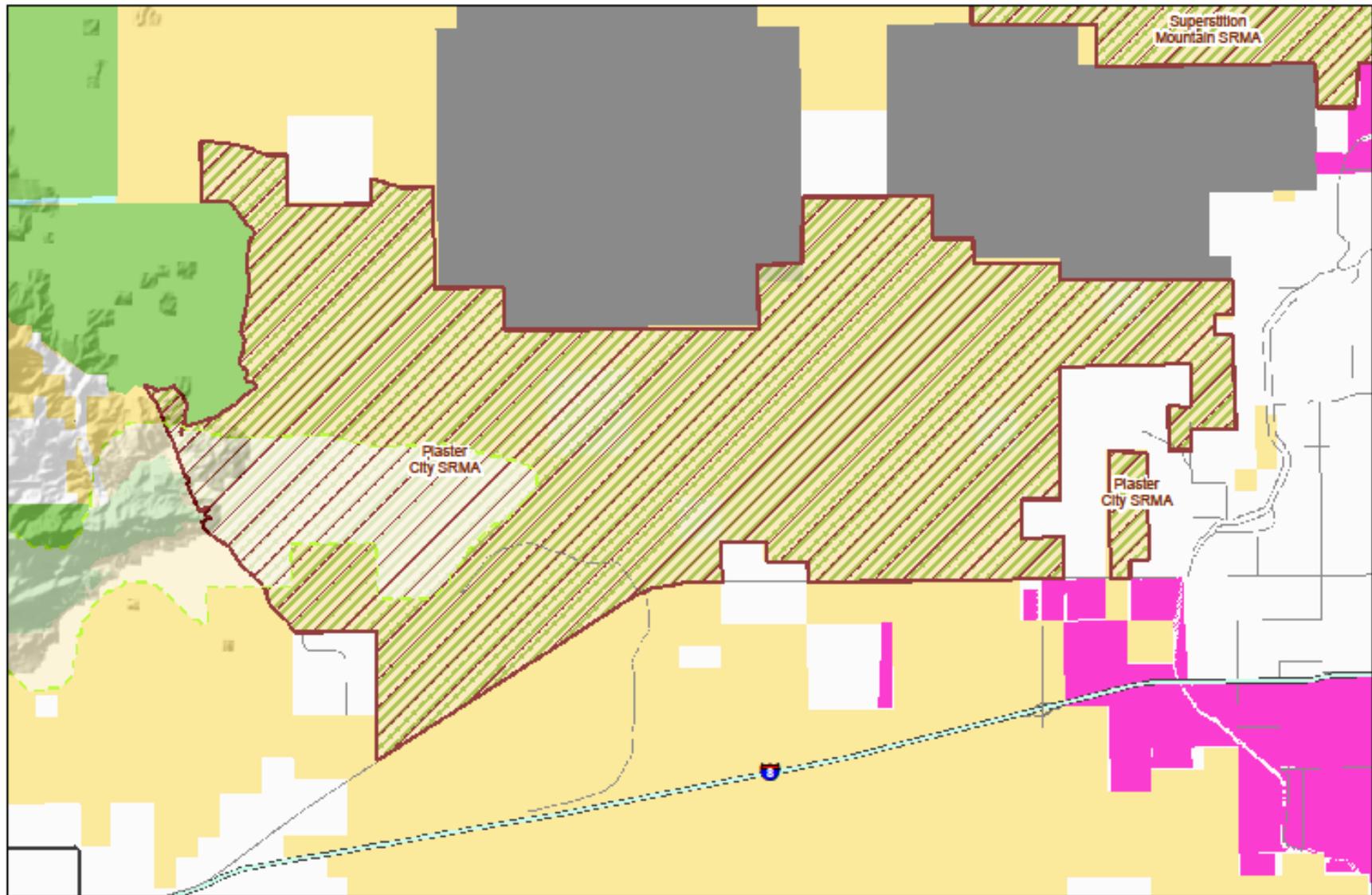
**GTLP**

- Interstate
- US Hwy
- CA Hwy
- County Hwy



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Plaster City SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

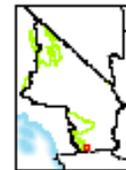
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

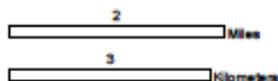
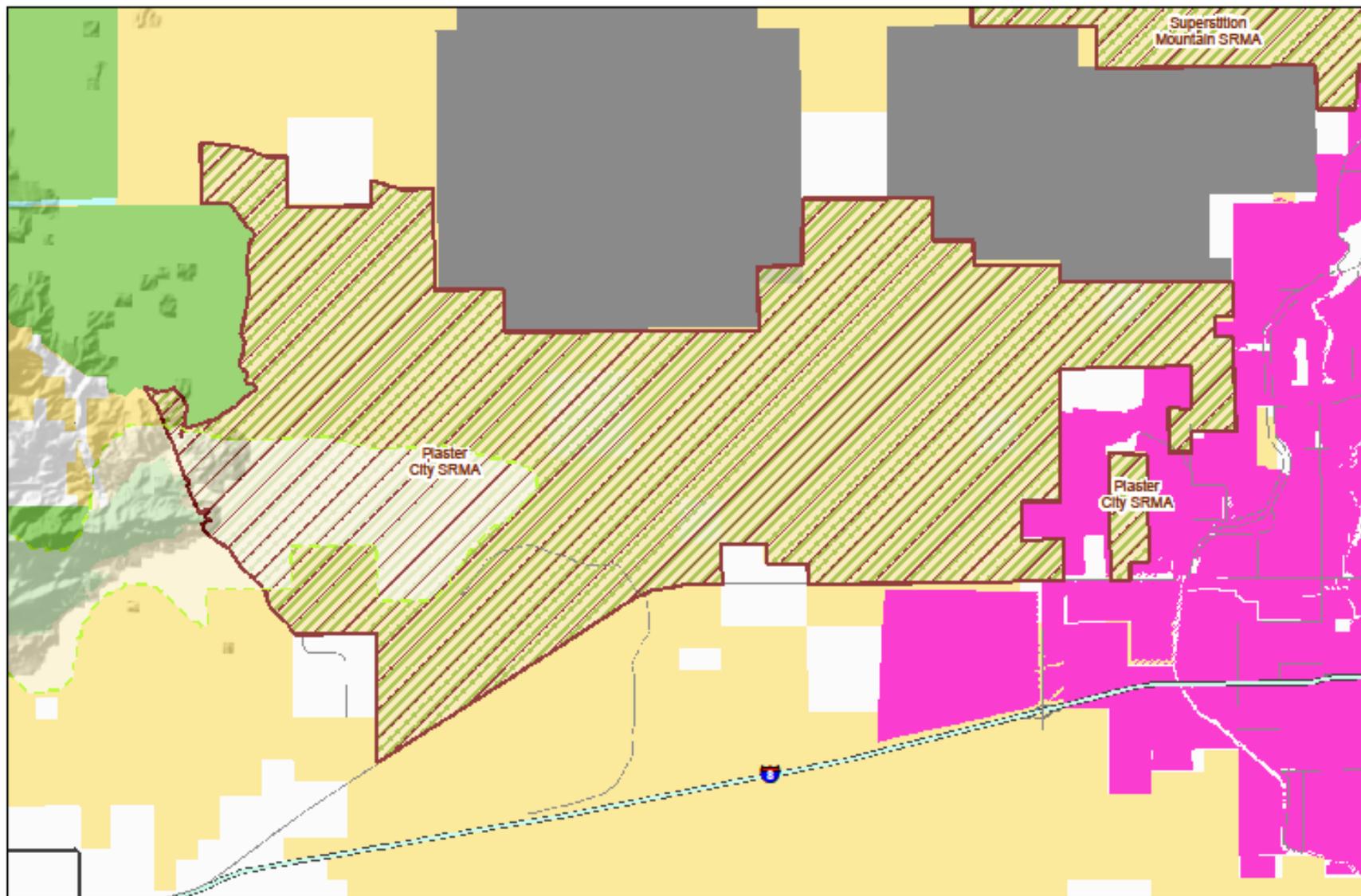
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Plaster City SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014  
Prepared by BLM California State Office



### ACCEC Layers

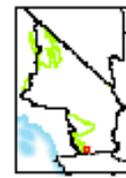
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

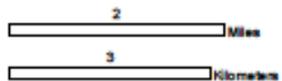
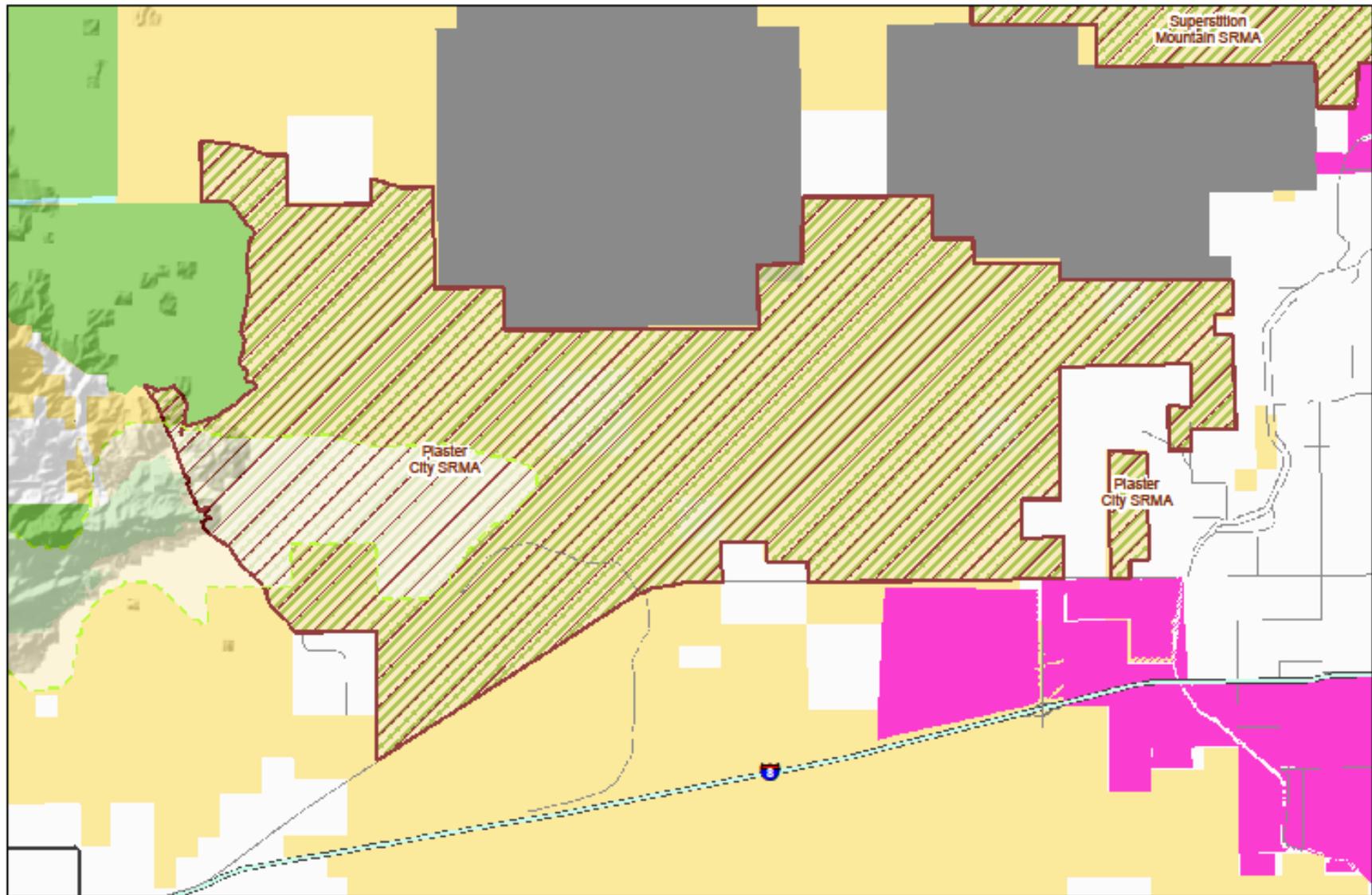
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Plaster City SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

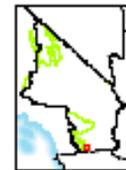
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

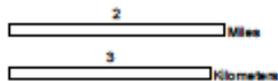
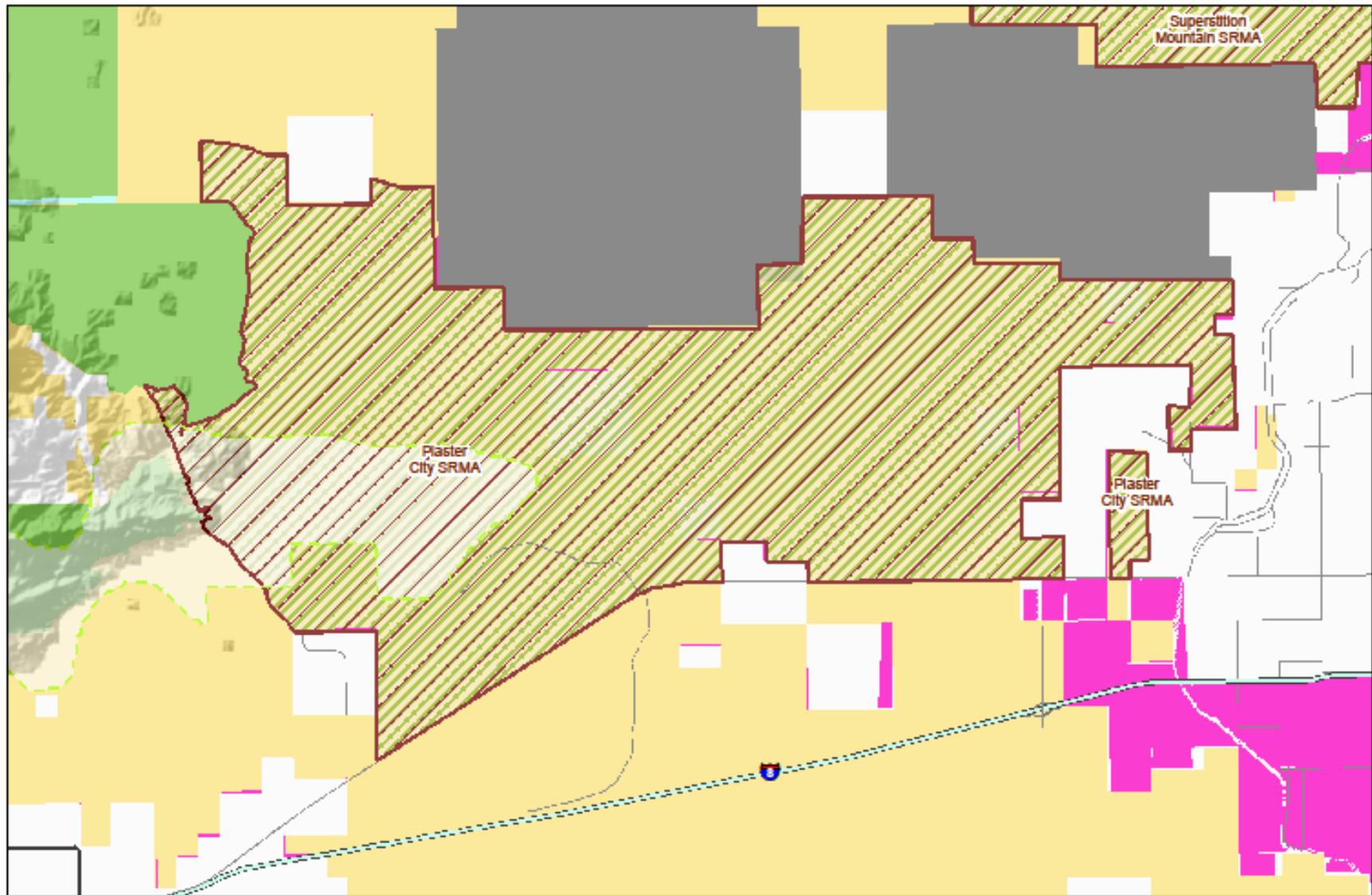
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Plaster City SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

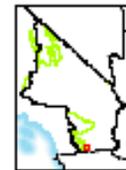
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Superstition Mountain Special Recreation Management Area (SRMA)**

Located north of the Plaster City OHV Open Area, this 13,000-acre open area presents an array of challenging OHV riding opportunities from sand dunes to mud hills. Cross-country OHV use is permitted in this area.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the area as an Open Off Highway Vehicle riding area.

**Activities:** Camping, OHV riding, OHV racing, target shooting, model rocketry, photography, wildlife watching.

**Experiences:** Enjoying the company of others, especially those with similar interests; Increased independence; enjoying the desert terrain.

**Benefits:** This area provides personal benefits that are tied to personal accomplishment and perseverance in this remote and inhospitable environment. Individuals are challenged to build, borrow, buy, modify or rent vehicles to travel here; everything about coming here is difficult and the rewards are increased self-worth, trust, an expanded capacity to travel & experience other areas. This area contributes to community, social, and economic benefits because it generates tourism in this area. This SRMA provides connectivity among areas & trails, in location & time, providing outstanding motorized riding & touring experiences. Here people learn to appreciate the subtle links and connections between all living things and water. In this stark landscape people become aware and grow to appreciate the beauty, creativity & tenacity of nature; leading to feelings of well-being and inspiration for life. This area provides a relatively safe & easy setting to direct legal motorized OHV play and therefore reduces pressure & potential impacts to sensitive areas.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components:** This SRMA has qualities of the landscape fitting the Front Country Classification. A beneficial feature of this SRMA is extensive access, combined with this areas location within a couple hours' drive from Los Angeles and San Diego areas. This entire SRMA shares a common natural semi-remote look and connectivity. One maintained county road, and power lines are within the area with scattered residents and communication sites interspersed throughout the area. The El Centro Naval Air Facility (NAF) bombing range marks the Eastern boundary of this SMRA. This SRMA does not have developed visitor services but it does have one informational kiosk at mile 6 off of Wheeler road within the Superstition Mountain SRMA.

**Social Components:** The size of this area allows visitors to disperse and therefore not appear often in large concentrations. However, on a given weekend the proximity and size of this area draws a large number of people, moving around the area, or riding the main roads will generally result in on-going

contacts throughout the day. This pattern results from the geography and land use management prescriptions.

Organized events, such as OHV races and model rocketry, are popular in this SRMA during the fall, winter, and spring. Most casual use is dispersed; family & friend groups may involve a couple dozen primary vehicles and several dozen off-highway vehicles. User data is monitored by BLM via visual inspection and counter counts.

**Operational Components:** There are maps for the entire area and one informational kiosk located at mile 6 off of Wheeler road within the SRMA and rules are clearly posted; temporary, permanent and emergency closures & use restrictions are common for sensitive resources, health & safety purposes, and to avoid conflicts among visitors. Visitor services consist of law enforcement patrols, emergency services, signs, kiosks. Rangers routinely patrol this area and staff specialist often work in this area for a variety of reasons including, monitoring special events, meeting with land use proponents and monitoring sensitive resources. Superstition Mountain SRMA is managed as an open OHV area and route designation is analyzed in the WECO plan.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

Vehicles travel is permitted anywhere within the area if the vehicle is operated responsibly in accordance with regulations and subject to permission of private land owners if applicable. [#3, 82]. This will apply to (1) those lands in Class I specifically designated “open” for vehicle travel.

**Recreation and Visitor Services Program:** This SRMA provides opportunities for an open OHV area, organized & unorganized; as well as other compatible, natural resource uses. Provide education, information & interpretation about resource values; balance organized & unorganized uses. Provide for other resource uses compatible with organized & unorganized events. Provide organized & unorganized OHV recreation. Minimize resource impacts, ensuring continued use. For the entire area, area provide a safe, challenging environment and low level of dispersed facility development to provide access, desert travel information, staging & camping opportunities, to identify the boundaries, to manage human waste and to minimize negative impacts to natural resources.

Camping is allowed up to 14 days within a 28 day period then they need to move at least 25 miles. No permit is required and Special Recreation Permits (SRP) for special events will be considered on a case by case basis

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	14572	12856	12856	12856	12856

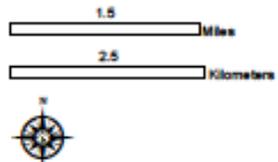
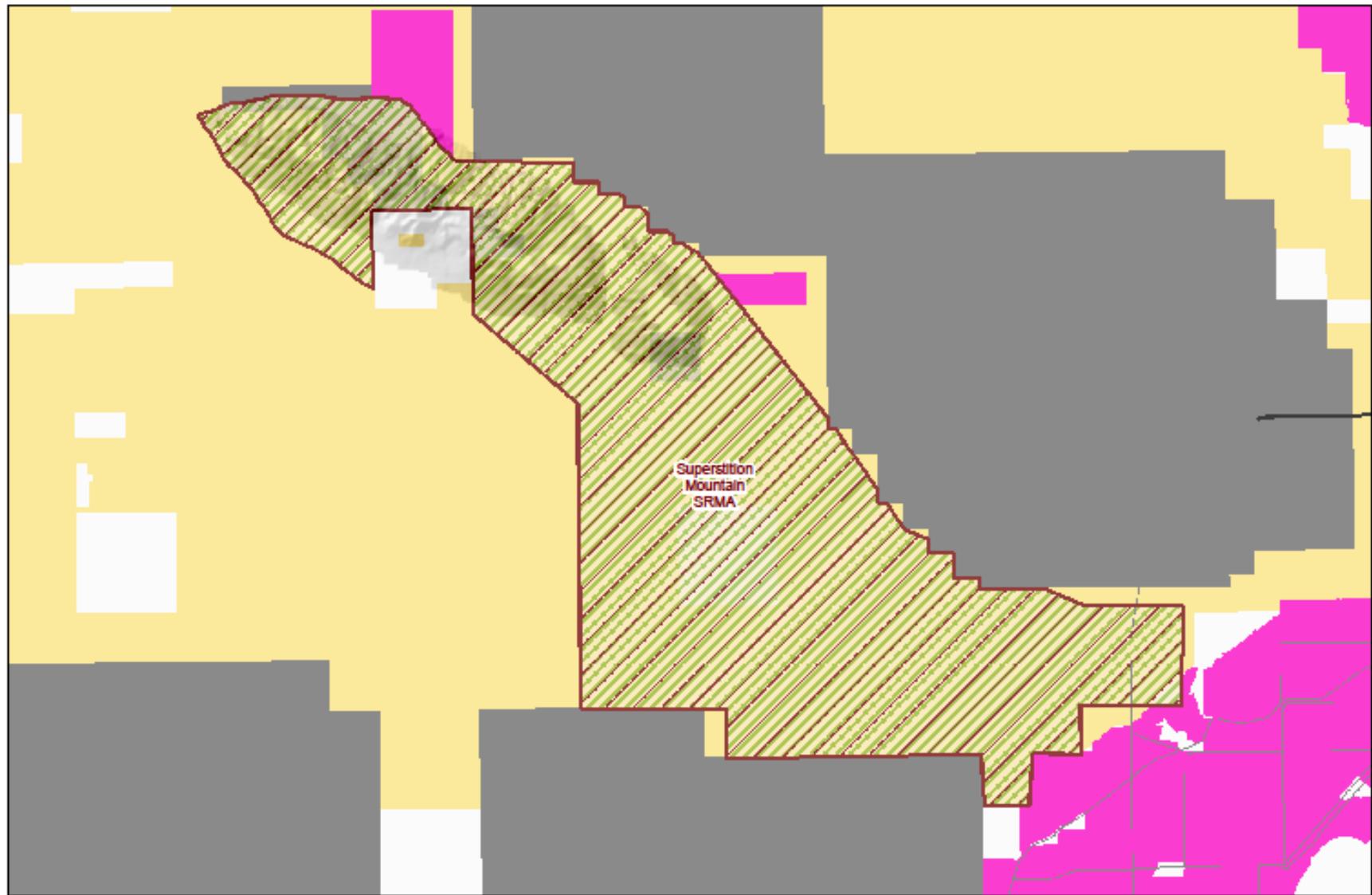
**Other Programs:** These lands are managed for concentrated use to meet human needs. Reasonable protection is provided for sensitive natural values, and mitigation of impacts and rehabilitation of impacted areas will occur when possible. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP. Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

**Implementation Decisions:** Continue management as an open OHV riding area as per the CDCA plan 1980, as amended. An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

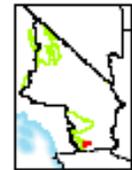
1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through Superstition Mountain SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Superstition Mountain SRMA



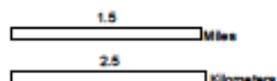
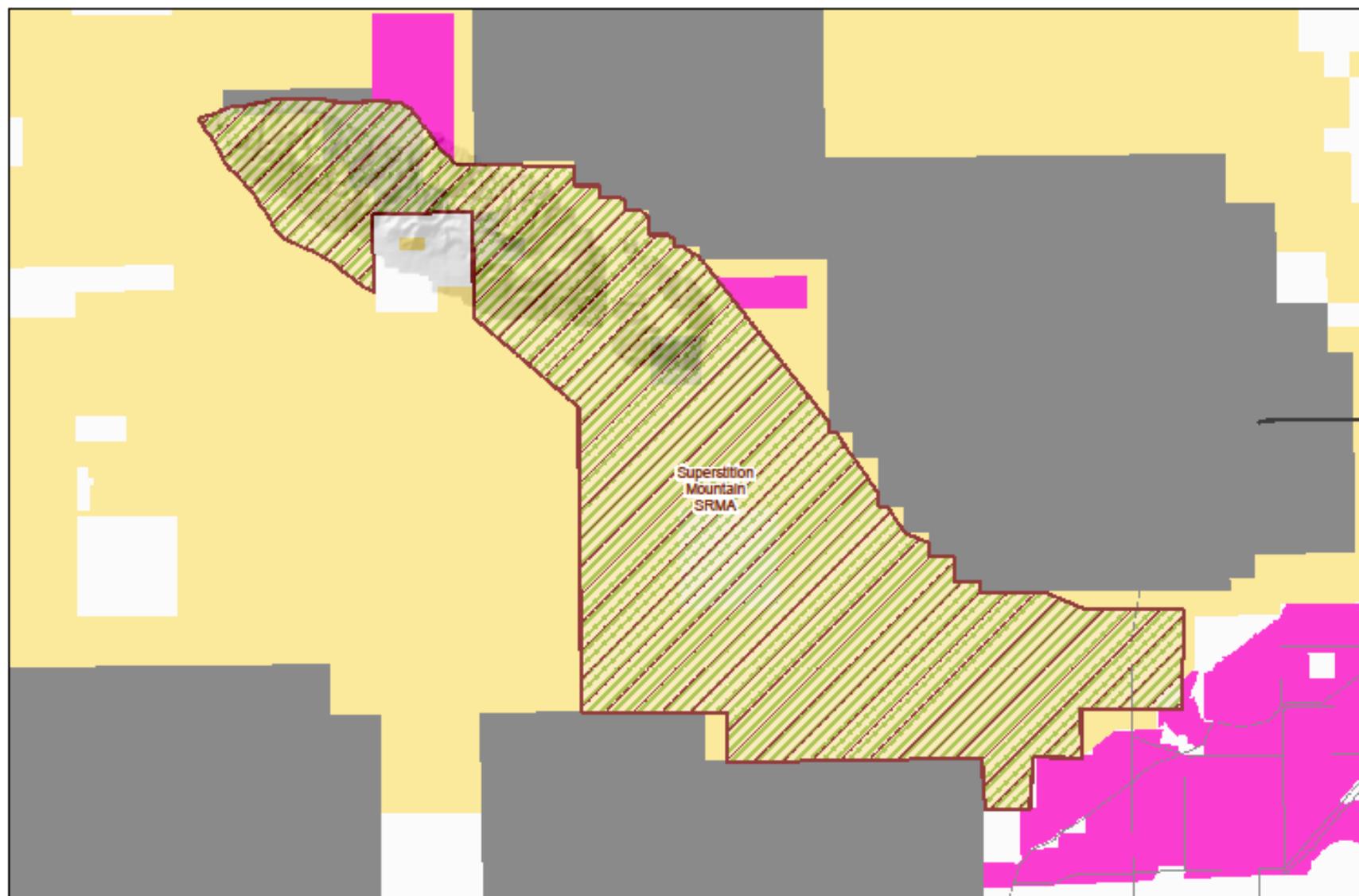
**Preferred Alternative SRMAs and ERMA**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

<b>ACEC Layers</b>		<b>Land Status</b>	<b>GTLP</b>
Proposed SR MA	Cities	Bureau of Land Management	Interstate
Design Focus Areas	CDCA Boundary	State	US Hwy
OHV Areas	DRECP Boundary	Other Federal	CA Hwy
Legislatively and Legally Protected	BLM Field Office	Military	County Hwy
		Private	



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Superstition Mountain SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACFC Layers

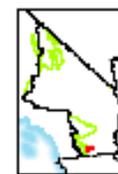
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

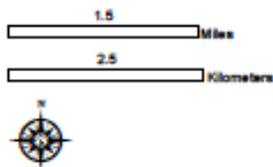
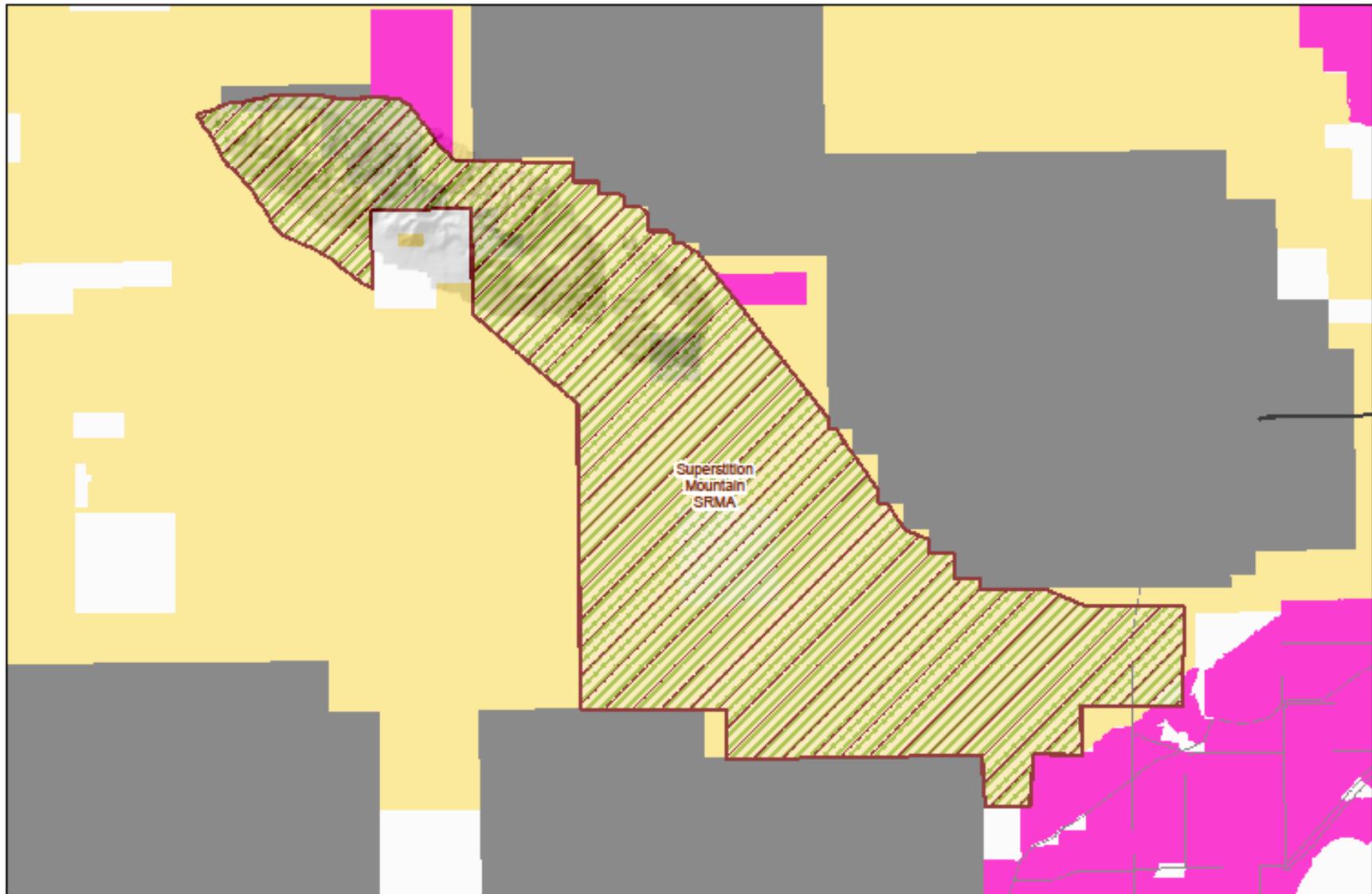
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Superstition Mountain SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014  
 Prepared by BLM California State Office



### ACEC Layers

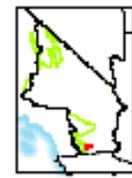
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

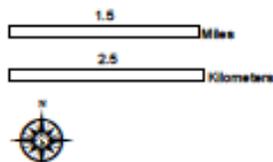
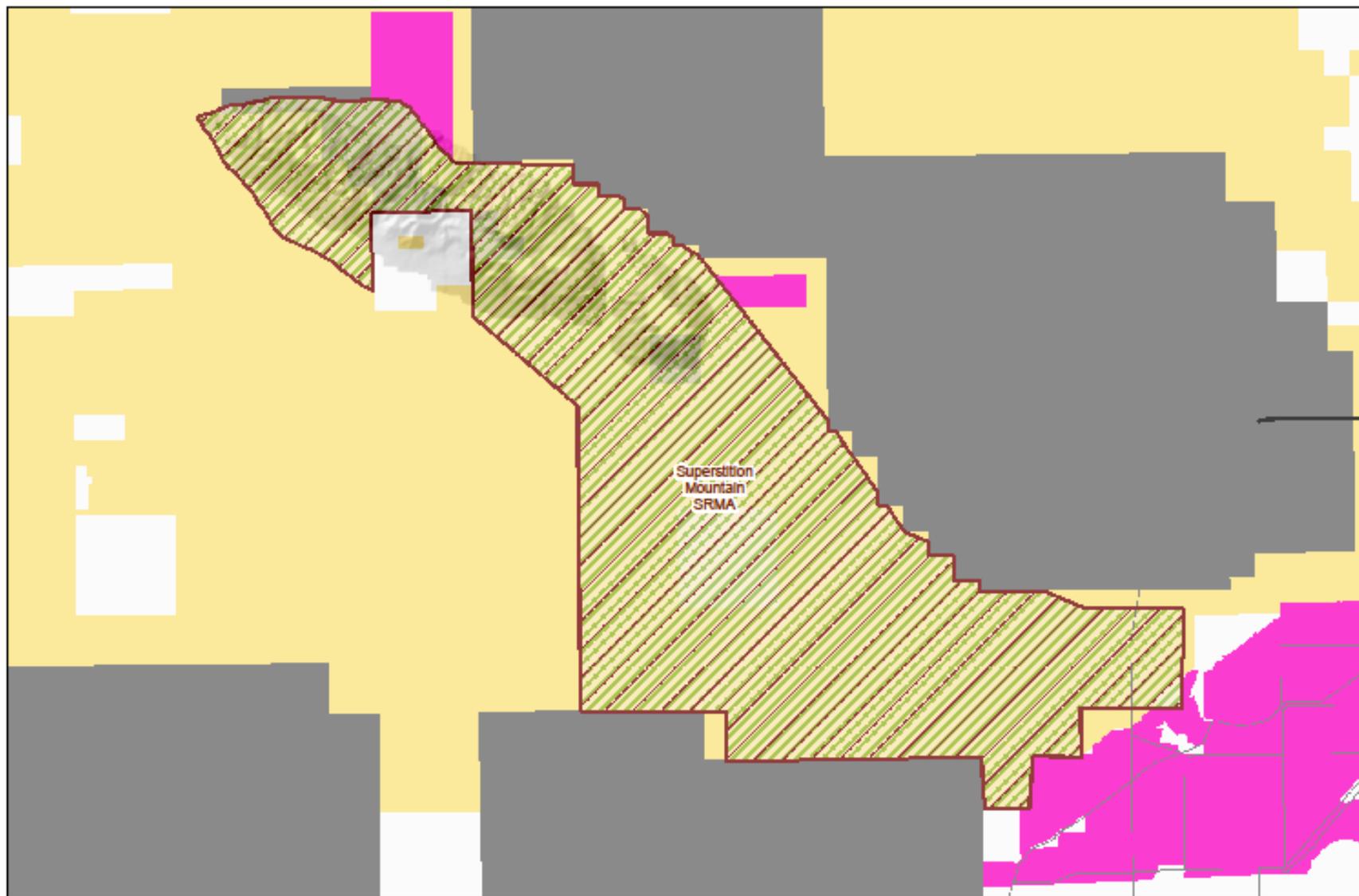
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Superstition Mountain SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACFC Layers

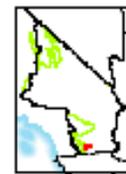
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

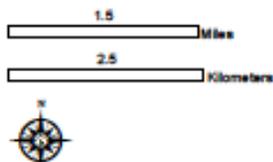
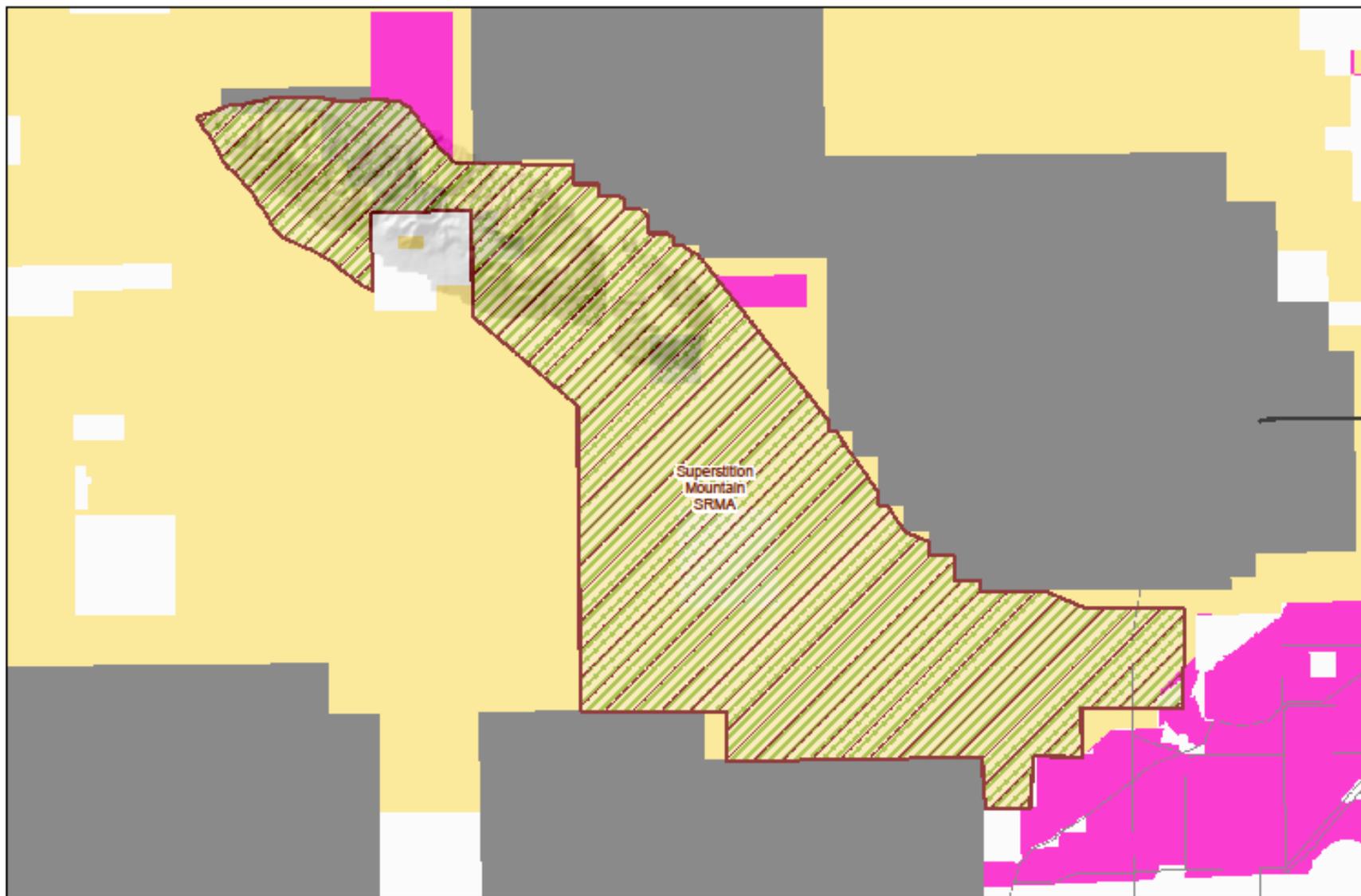
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Superstition Mountain SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014  
Prepared by BLM California State Office



### ACEC Layers

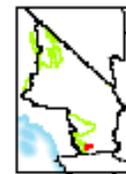
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Tamarisk Long Term Visitor Area Special Recreation Management Area (SRMA)**

Every year, thousands of visitors come to enjoy the natural beauty and recreational opportunities offered at BLM's Long Term Visitor Areas (LTVAs), where visitors may camp for as long as seven months. Tamarisk LTVA is comprised of 10 acres of previously disturbed land surrounded by Tamarisk trees. Tamarisk LTVA is located approximately 30 miles from El Centro CA. off of highway 98.

Winter visitors, who wish to stay in an LTVA, must purchase a long term permit or a short visit permit. The long term permit is valid for the entire season or any part of the season which runs from September 15 to April 15. The short visit permit is valid for 14 consecutive days with the option to purchase an unlimited quantity of additional permits. Both permits are valid in any of the designated LTVAs.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage the area as a Long Term Visitor Area to accommodate visitors who wish to camp for an extended period of time (usually the entire winter season - Sept 15 through Apr 15).

**Activities:** long term camping (both individual and group), hiking, photography, wildlife watching, rock hounding.

**Experiences:** Enjoying the company of others, especially those with similar interests; Increased independence/autonomy; spending the winter in a comfortable climate; enjoying the scenic quality of the natural landscapes

**Benefits:** Relief of stress from living in an urban environment; strengthen ties with fellow campers who return year after year. These campers tend to be older and retired individuals that travel in motor homes and 5<sup>th</sup> wheel campers. They organize social gatherings throughout the use season such as pot lucks and BBQ's. They also help the local economies by purchasing supplies, having vehicles fixed, and purchasing health services. Through the efforts of the camp host providing informational brochures and the informational kiosk; campers increase their awareness of the natural landscapes.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

**Physical Components :** The qualities of this landscape have the characteristics fitting the Front Country Classification. The Tamarisk LTVA is remote with the nearest town approximately 30 miles away. The LTVA is unimproved, retains much of naturalness, and has no visitor center. A camp host is present between September 15 and April 15 to assist visitors, issue permits, and provide information and basic maintenance.

**Social Components:** Contacts are made by the camp host and BLM staff. The group size for Tamarisk LTVA is general 2 people with the occasional single camper. Evidence of this is provided by monthly reports from the camp host and visual confirmation from BLM staff.

**Operational Components:** Access to Tamarisk LTVA is via paved access off of Hwy 98. There are no developed camp sites or rest rooms. During the use season (September 15 through April 15) permits are required and can be obtained on site or at a BLM field office. Other Special Recreation Permits (SRP) may be considered such as waste pumping for RV's. From April 16 through September 14 the area is managed as limited use land.

**MANAGEMENT ACTIONS & ALLOWABLE USES**

The BLM's LTVA program was established in 1983 to meet the long-term camping needs of winter visitors and to provide special management and control measures for the protection of natural and cultural resources. The LTVAs have been designated through the BLM's land use planning process as special areas where recreational use should be permitted so the BLM can address resource protection and public health and safety concerns. The designation of LTVAs ensures that suitable locations are available for long-term use year after year, and that areas with sensitive natural and cultural resources are not used for extended periods of time.

The BLM manages seven LTVAs. The Yuma Field Office manages the La Posa and Imperial Dam LTVAs, the El Centro Field Office manages the Tamarisk, Pilot Knob, and Hot Spring LTVAs, and the Palm Springs/South Coast Field Office manages the Mule Mountain and Midland LTVAs. The LTVAs are located in La Paz County, Arizona and Imperial and Riverside counties, California. The underlying authority for the designation of LTVAs is contained in 43 CFR 1601.0-3, and defined in 43 CFR 1601.0-5 (k) (1), (2), and (4).

**Recreation and Visitor Services Program:** LTVA season runs from September 15 through April 15. See permit fees/conditions of use below. Camping is not allowed within one mile of LTVA boundary. Visitors must purchase a long-term permit (valid September 15 through April 15) or a short-term permit (fourteen or fewer consecutive days). Visitors to the LTVA outside of the regular season (April 16 through September 15) do not have to purchase a permit or pay a camping fee. Reference the Long-Term Visitor Area Supplemental Rules (BLM/AZ/GI-10/004) for additional rules/regulations concerning uses within the LTVA. Thirty five supplemental rules have been established for the Long Term Visitor Areas and are in addition to rules of conduct set forth in 43 CFR subparts 8365. From April 16 through September 14 the Tamarisk LTVA is managed as a limited use area.

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	2039	30	0	0	0

**Other Programs:** Manage all routes of travel as open, limited or closed, as designated in the local TTMP. Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a "no surface

occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values. No commercial renewable energy development (solar and wind) within 250 feet of the LTVA boundary.

Management is based upon a controlled balance between higher intensity use and protection of public lands. This provides for a wide variety of present and future uses such as recreation, energy, and utility development. Management is also designed to conserve desert resources and to mitigate damage to those resources which permitted uses may cause.

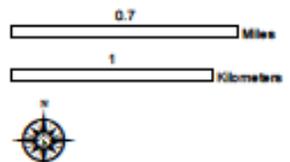
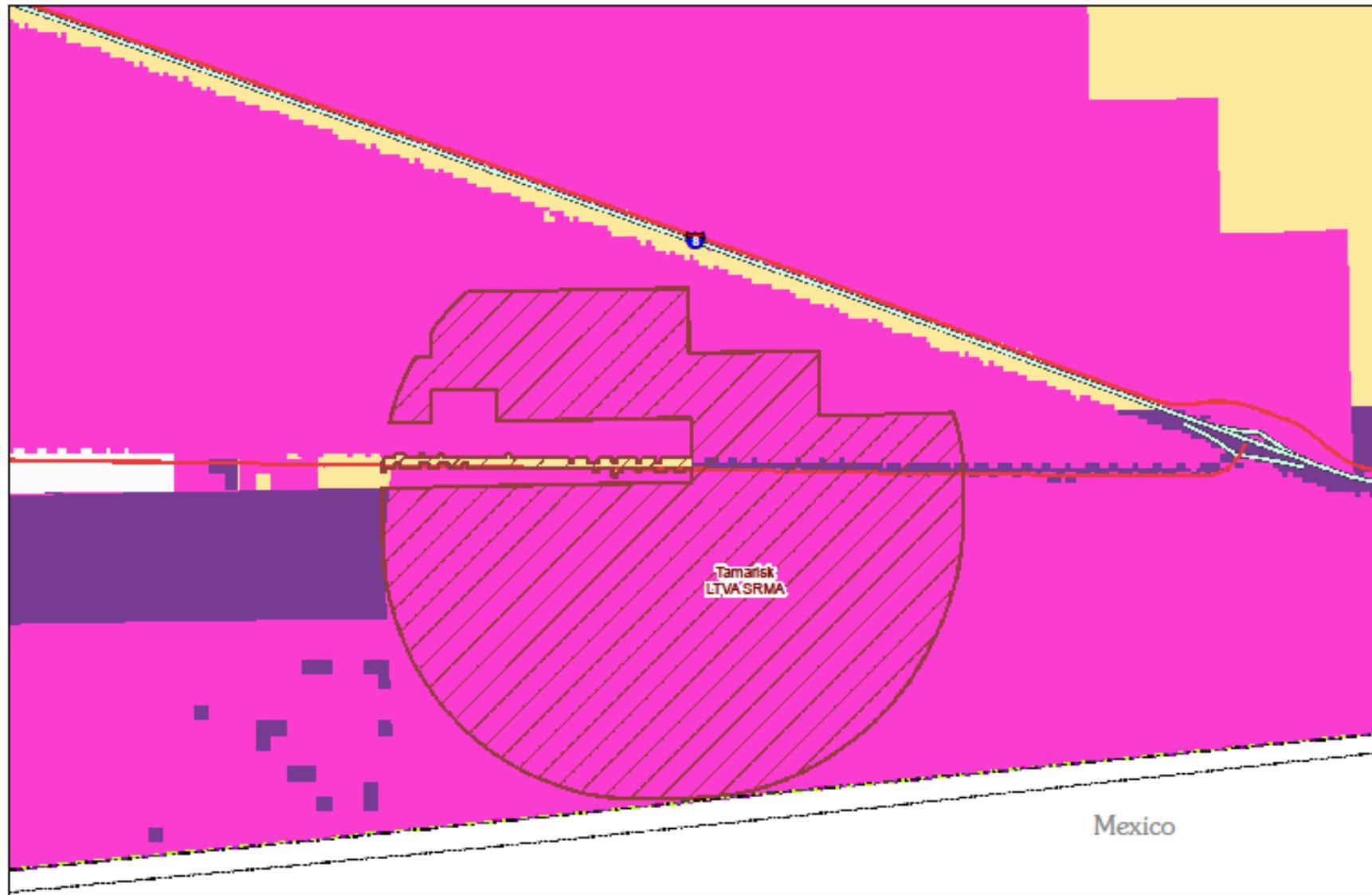
**Implementation Decisions:** Continue use of a camp host(s) for seasonal use, maintenance of signs and kiosk, and continue cooperative work with the Yuma field office to provide permits and brochures.

Continue existing management of the LTVA as per the 1983 management plan and CDCA plan, 1980 as amended, until the appropriate activity level plan is developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

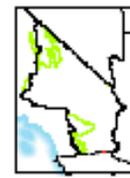
1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Tamarisk LTVA SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic

# Tamarisk LTVA SRMA



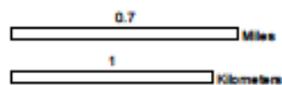
**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

- | ACCEC Layers                        |                  | Land Status               |               | GTLF     |            |
|-------------------------------------|------------------|---------------------------|---------------|----------|------------|
| Proposed SR MA                      | Cities           | Bureau of Land Management | Interstate    | US Hwy   | CA Hwy     |
| Design Focus Areas                  | CDCA Boundary    | State                     | Other Federal | Military | County Hwy |
| OHV Areas                           | DRECP Boundary   | Military                  | Private       |          |            |
| Legislatively and Legally Protected | BLM Field Office |                           |               |          |            |



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Tamarisk LTVA SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

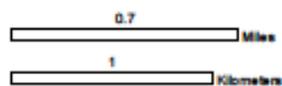
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Tamarisk LTVA SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

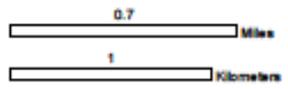
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Tamarisk LTVA SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

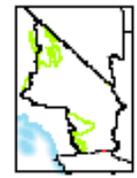
- Proposed SR MA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy

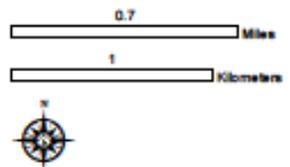


# Tamarisk LTVA SRMA



Tamarisk  
LTVA  
SRMA

Mexico



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Cities

- Cities

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Chemehuevi Valley Special Recreation Management Area (SRMA)**

The Chemehuevi Valley Viewshed with the Turtle Mountains National Natural Landmark is directly west of the communities of Havasu Landing, California and Lake Havasu City, Arizona.

The Turtle Mountains Natural Landmark is an excellent illustration of volcanic phenomena with superimposed sculpturing of mountain landforms. In combination, the eastern and western sections present some of the finest geological formations in the Mohave Desert. The site is of scenic value and interest; it also contains excellent examples of Mohave Desert flora and fauna.

From October to April each year hundreds of travelers “snowbirds” from the northeastern United States, Canada and Europe journey to the area to enjoy the mild winter climate seeking new experiences, enjoying vast landscape which have not existed in European Nations for hundreds of years. Visitors participate in backcountry touring adventure and the discovery of new hiking trails, rock hounding sites and camping opportunities. The Chemehuevi Reservation Havasu Landing Resort depends on the naturalness of the Chemehuevi Valley to support the recreation pursuits of their visitors.

The Needles Field Office has developed a system of designated trails entitled the Mojave Adventure Routes in regards to the 2002 Northern and Eastern Colorado Desert Coordinated Management Plan item 3.8.7. These routes are an outstanding network of 4x4 vehicle backcountry touring routes for motorized recreation. These routes were developed for the purpose of traveling to areas not often seen by many people. This network is a shared-use trail system providing recreation opportunities for all persons, including those who use street-legal and non-street legal (Green Sticker) vehicles, hikers, bicyclists, and equestrians. It also provides a backcountry opportunity for non-traditional trail users such as persons with disabilities, senior citizens, and families with small children.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

#### **RMZ 2a: Chemehuevi Valley Viewshed Area**

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage and protect the outstanding aesthetic value of the Chemehuevi Area to ensure enjoyment of the “Mojave Adventure Routes” Backcountry Trail System, and the experiences offered by RMZ 2b – 2g.

The Turtles Mountain National Natural Area centers around two twin volcanic peaks located in the middle of the Turtles Mountain Wilderness. These two peaks are a dominant landmark within the viewshed of both Lake Havasu City, Arizona and Havasu Landing, California. They are also highly valued by the local Native American Tribes.

The Mojave Adventure Routes are a system of trails which lead to a variety of recreational activities within the Needles Field Office. These routes were designated open in the Northern and Eastern Colorado Desert Plan where they are referred to as the Discovery Trails.

**Activities:** Back Country Touring, Discovery of Historic Locations, Camping, Stargazing, Hiking, and Walking for Pleasure

**Experiences:** Travel the same routes that Early Explorers and Native Americans did and learn about their experiences.

**Benefits:** *Personal:* Learn about the unique volcanic landscape and its wildlife local species through interpretation and education kiosk. Increased health and fitness with an overall sense of relaxation and reduced stress.

*Community/Social:* Increased tourism and revenue for the local economy.

*Environmental:* Protect the cultural, natural and visual resource while providing recreation opportunities.

---

### **RMZ 2b: Blue Cloud Self Contained Camping Area**

#### **Objective Statement:**

To provide and maintain a formal campground setting to accommodate a broad range of recreational camping, provide necessary facilities to manage this use, and develop a business plan to provide funding for operations and maintenance. This area would provide seasonal camping conveniently located to the community of Parker, Arizona.

This area is located in the southeast corner of the field office. Dispersed 14-day use gathers within this area and tends to heavily impact the landscape for approximately 5 miles east and west along State Highway 62. An individual SRP program with use restriction would assist in the management of this area.

**Activities:** Back Country Travel, Camping, Hiking, and Relaxing

**Experiences:** Time spent with family and friends

**Benefits:** *Personal:* Enjoyment of warm weather climates.

*Community/Social:* Increased tourism and revenue for the local economy.

*Environmental:* By focusing use into one area we prevent the continuous sprawl of vehicles over a 10 mile wide section of land, thereby reducing the overall impact to the landscape.

---

### **RMZ 2c: Lost Arch Historic Mining Camp**

#### **Objective Statement:**

Lost Arch Historic Mining Camp will be managed for its outstanding opportunities; backcountry travel, exploration of historic sites, and primitive dispersed camping.

The Lost Arch Historic Mining Camp has a history of recreational and economic use for over 100 years. The area contains the remnants of Native American trails, Prospector trails, mine and mill sites, cabins, and an old vehicle graveyard. The area has always had high interest however visitation has increased

since 2009 when a project was implemented creating a visitor friendly area by the placement of wildlife cupolas and gates on the dominant mines and backfilling of smaller mines. The material associated with the mines was left in place to preserve the history of the mining era as dictated within the California Desert Protection Act.

**Activities:** Camping, Hiking, Photography, Stargazing, Walking for Pleasure, Picnicking, Nature Studies, Night Vision Wildlife Viewing Area

**Experiences:** Historical and Geological Discovery and time spent with family and friends.

**Benefits:** *Personal:* An increased knowledge of early community life in the desert.

*Community/Social:* Increased tourism and revenue for the local economy. Provide ownership in the history of the area.

*Environmental:* Protect the visual resource by designing facilities which blend naturally into the harsh landscape.

---

## **RMZ 2d: Chemehuevi Trails**

### **Objective Statement:**

To actively manage and provide for OHV opportunities by families who rent seasonally from the Havasu Landing Recreation Resorts on the Chemehuevi Tribal lands, in a way that minimizes the impacts to natural and cultural resources.

**Activities:** Camping, OHV Riding

**Experiences:** Opportunities to share in similar motorized sports with family and friends.

**Benefits:** *Personal:* Enjoy family time in a low-stress activity area and build a better appreciation for the resources utilized.

*Community/Social:* Increased tourism and revenue for the local economy.

*Environmental:* Better direction to the public assists in reducing the impacts from inappropriate use.

---

## **RMZ 2e: Savahia Peak Rock Collection Area**

**Objective Statement:** To provide the rockhouser with easily accessible routes and primitive Day Use/Camping Sites within rock collection areas.

Rockhound as it is identified in the California Desert Conservation Area Plan are people who casually pick up something that catches their eye and serious collectors who travel around the country to display their discoveries at rock and gem shows. Areas where certain rocks and minerals have historically been collected in the California desert were identified by a consortium of rockhound clubs about 20 years ago.

Numerous rockhounding sites exist within the Chemehuevi Valley with the largest number situated around Savahia Peak which is located adjacent to the western boundary of the Whipples Wilderness unit. This area is heavily dependent on the use of motorized-vehicles to access the area due to its remoteness, while the recreation action is hiking areas seeking out that one perfect specimen to add to one's own collection. Routes utilized to reach this area were designated open within the Northern and Eastern Colorado Desert Coordinated Management Plan 2002.

**Activities:** Back Country Touring, Rock Collecting, Hiking, and Picnicking

**Experiences:** The discovery of new rock collecting opportunities and backcountry areas.

**Benefits:** *Personal:* Learn about the local geology, increased health and fitness.

*Community/Social:* Increased tourism and revenue for the local economy.

*Environmental:* Personal interest in the area helps to maintain and monitor the area.

---

### **RMZ 2f: Monument Peak**

**Objective Statement:** To manage and monitor this highly scenic Mojave Adventure route which provides access to one of California's only Giant Saguaro Cactus Viewing Areas

**Activities:** Educational Field Trips, Photography, Hiking/Walking for Pleasure, Back Country Travel

**Experiences:** Learning about the unique plant species which grown in the California Desert Monsoon Areas

**Benefits:** *Personal:* Enjoying the stress-free environment and breathtaking panoramic vistas.

*Community/Social:* Increased tourism and revenue for the local economy

*Environmental:* Preserve the natural resources of the area with its unique plants and animals through interpretation and education projects.

---

### **RMZ 2f: Snaggletooth Primitive Camp**

**Objective Statement:**

To provide and maintain a formal campground setting to accommodate a broad range of recreational camping, provide necessary facilities to manage this use, and develop a business plan to provide funding for operations and maintenance. This area would provide seasonal camping conveniently located to the community of Needles, California.

Snaggletooth Primitive Camp is a series of four large group primitive camping sites used by the public and permitted events. The camp is located along the northeast edge of the Snaggletooth Mountain Range, west of US 95 and the Chemehuevi Mountains Wilderness. The site is named for the old basaltic ridge with several sharp spires along the crest.

This highly utilized primitive campground adjacent to US Highway 95 provides access to the Chemehuevi Wilderness and will be managed as an interpretive introduction site to the Chemehuevi SRMA area. Easy access from US 95, large hardened surfaces and within an easy commute to local community facilities makes this an ideal primitive group camping site for large vehicles. Visitation and use over the last five years has increased and is spreading.

**Activities:** Camping, Hiking, Photography and Back Country Travel

**Experiences:** Increased health and fitness

**Benefits:** Personal: Enjoying the stress-free environment and breathtaking panoramic vistas.

Community/Social: Increased tourism and revenue for the local economy.

Environmental: Preserve the natural resources of the area with its unique plants and animals through interpretation and education projects.

### **RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

ERMA: Chemehuevi Valley Viewshed Area

Physical: Primitive to Rural

Social: Primitive to Rural

Operational: Primitive to Rural

Physical: Back to Front Country

Social: Primitive to Middle

Operational: Back to Middle Country

RMZ: Blue Cloud Self Contained Camping Area

Physical: Middle Country to Rural

Social: Middle to Front Country

Operational: Middle to Rural

RMZ: Snaggletooth Primitive Camp

Physical: Front to Rural

Social: Middle to Rural

Operational: Middle to Rural

RMZ: Lost Arch Historic Mining Camp

Physical: Middle Country

Social: Back to Middle Country

Operational: Back to Middle Country

RMZ: Chemehuevi Trails

Physical: Middle to Rural

Social: Middle to Rural

Operational: Middle to Rural

RMZ: Savahia Peak Rock Collection Area

Physical: Back to Middle Country

Social: Back Country

Operational: Back to Middle Country

RMZ: Monument Peak

## Management Actions and Allowable Uses

### Acres by Alternative on BLM Lands:

No Action	Preferred Alternative	1	2	3	4
0	242505	222998	222998	222999	207923

### Renewable Energy:

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a "no surface occupancy" restriction; and 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values. VRM: The Chemehuevi Valley SRMA will be managed as a VRM Class II.

### Recreation and Visitor Services Program:

Land Use decisions affecting the entire SRMA: Issuance of Special Recreation Permits for day use or overnight use up to 14 consecutive nights; that impact no more than 3 staging area acres; and/or for recreational travel along roads and trails designated open in the land use or accompanying activity level plans.

Routine maintenance of the Mojave Adventure Trails System shall occur including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails.

Continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment.

Manage all routes of travel as open, limited or closed, as designated in the relevant TTMP.

Provide parameters to streamline permitting for Special Recreational Permit events.

**Implementation Decisions:** An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

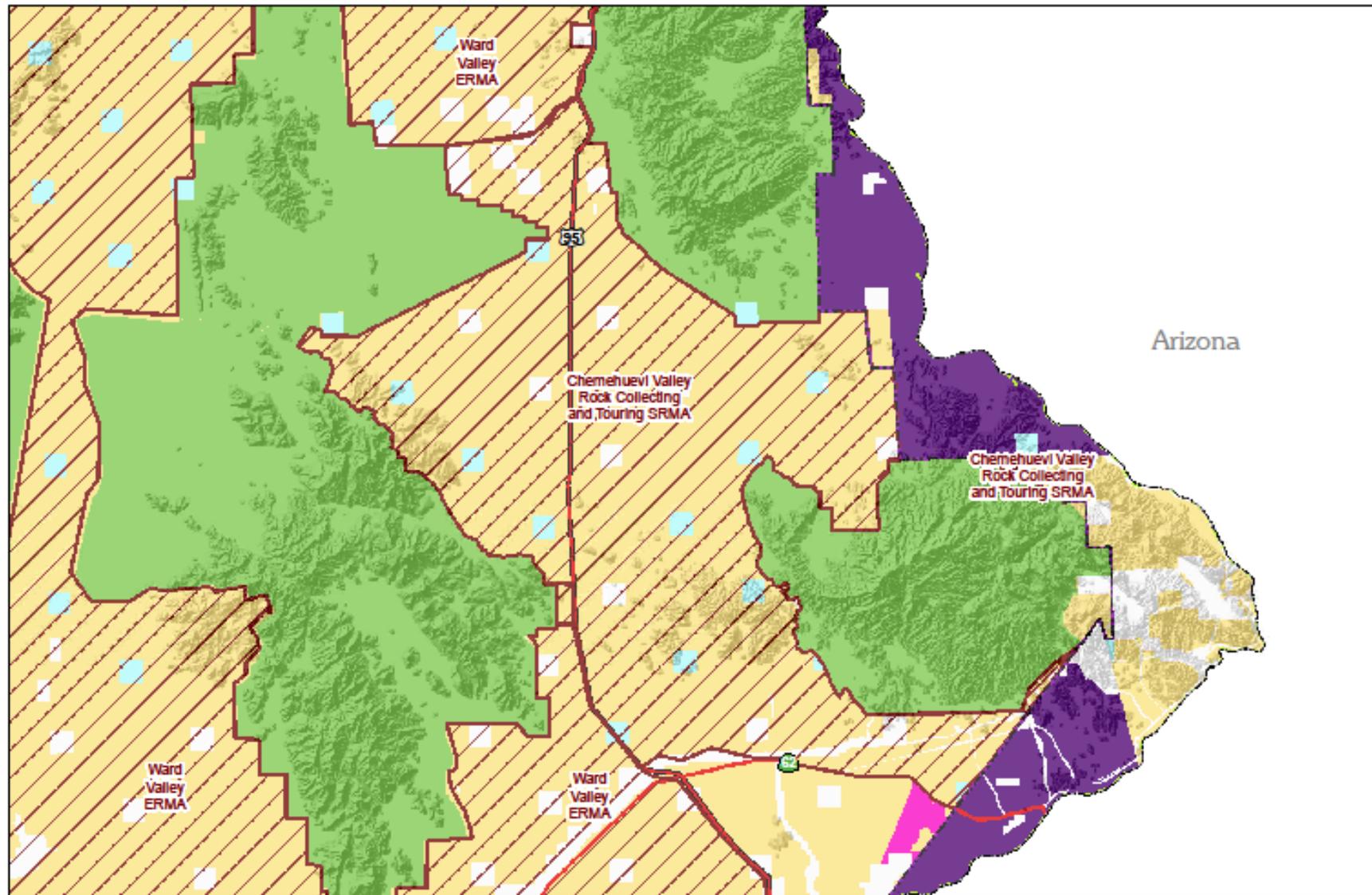
RMZ: Snaggletooth Primitive Camp

- Travel Management Planning Criteria
- Provide for camping beyond the 14 day camping limit through a permit.

### Mitigation:

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Chemehuevi Valley SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Chemehuevi Valley Rock Collecting and Touring SRMA



**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

**Scale:** 0 to 10 Miles / 0 to 10 Kilometers

**ACEC Layers:**

- Proposed SRMA (Diagonal Orange Hatching)
- Design Focus Areas (Pink)
- OHV Areas (Green with Diagonal Lines)
- Legislatively and Legally Protected (Light Green)

**Other Features:**

- Cities (Black Dot)
- CDCA Boundary (Black Outline)
- DRECP Boundary (Green Outline)
- BLM Field Office (Purple Outline)

**Land Status:**

- Bureau of Land Management (Yellow)
- State (Light Blue)
- Other Federal (Dark Purple)
- Military (Dark Grey)
- Private (White)

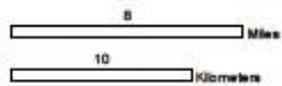
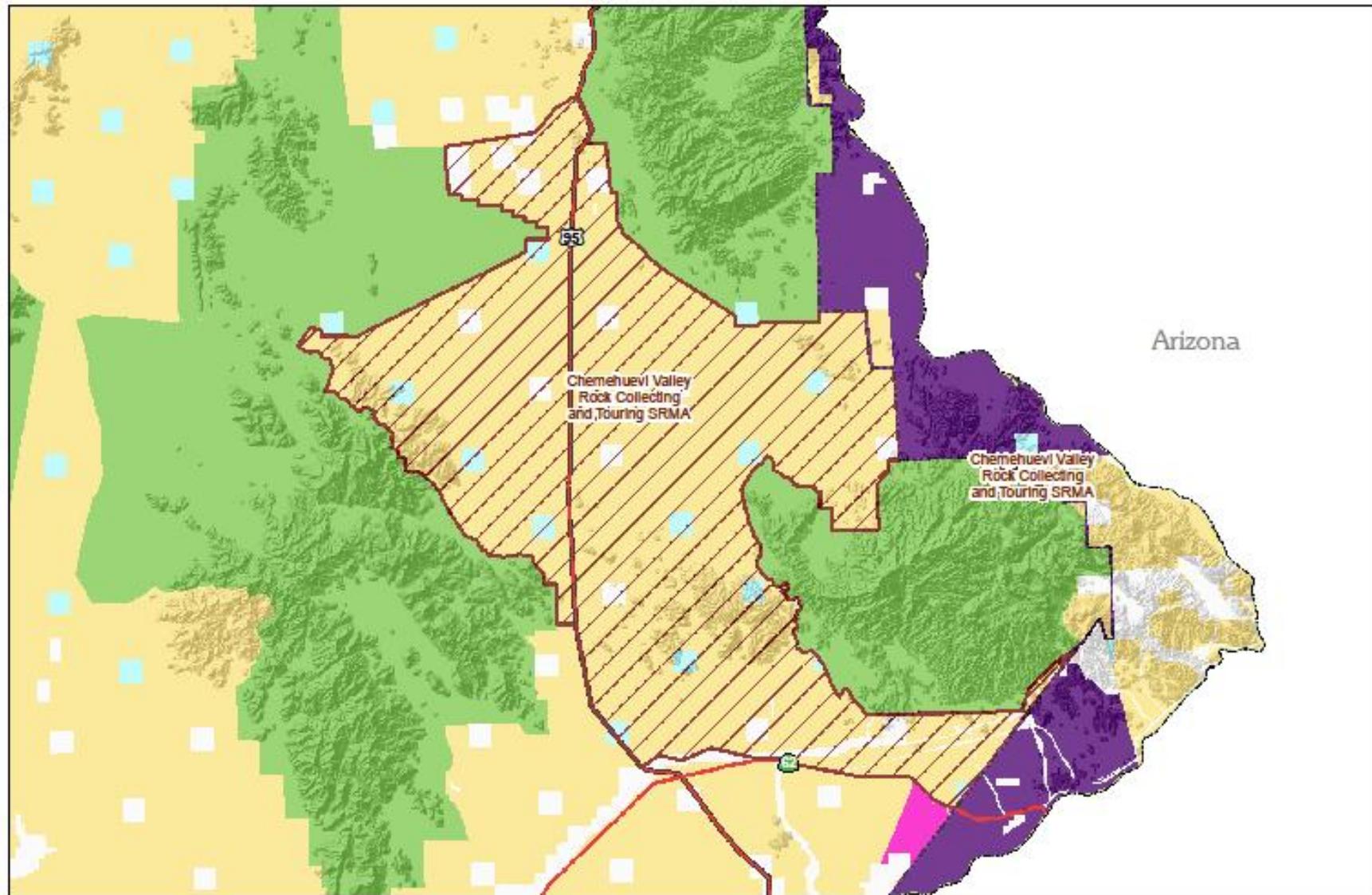
**GTLP:**

- Interstate (Green Line)
- US Hwy (Red Line)
- CA Hwy (Red Line)
- County Hwy (Black Line)

**Inset Map:** Shows the location of the study area within California.

The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Chemehuevi Valley Rock Collecting and Touring SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

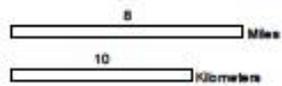
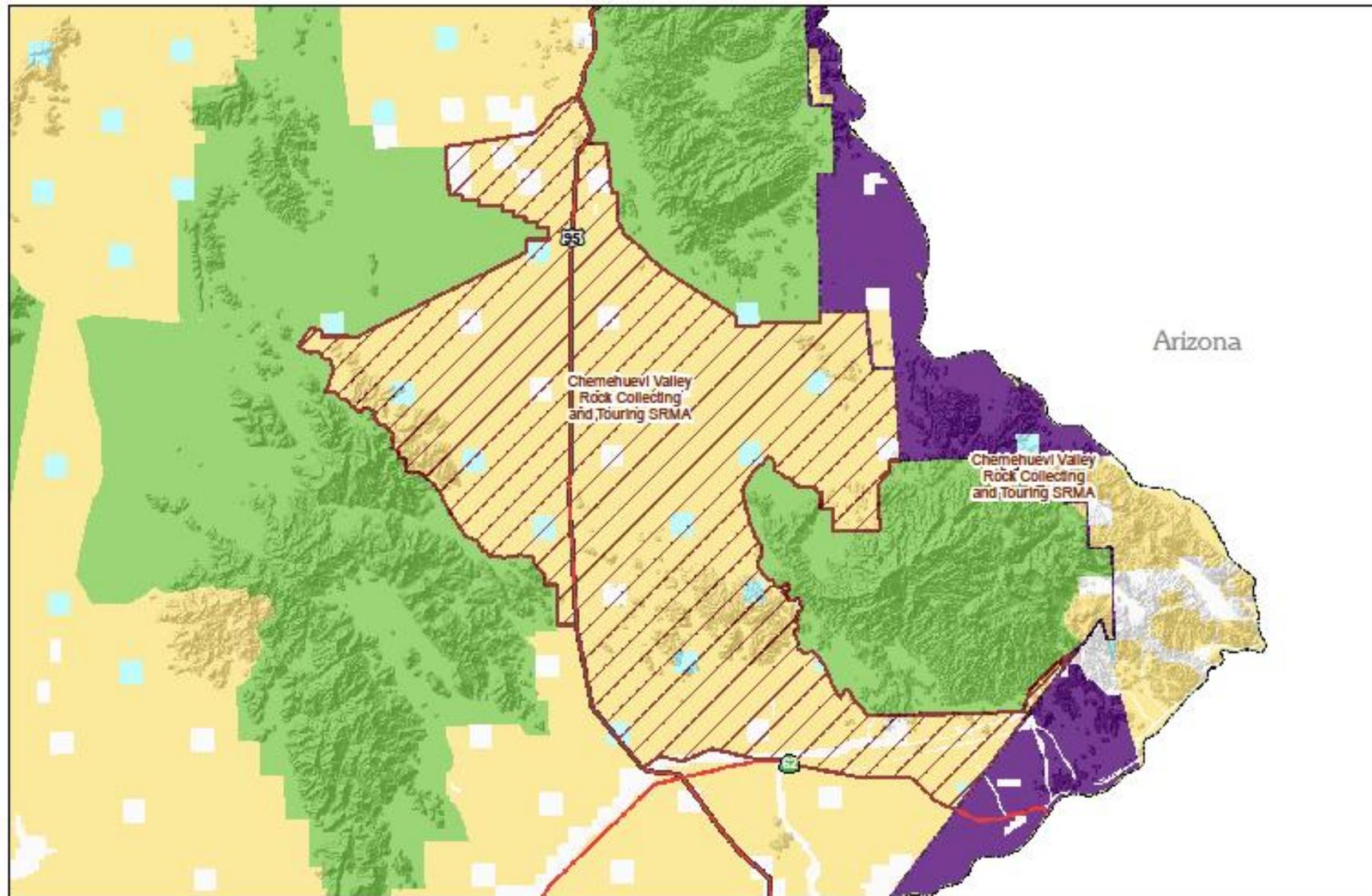
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Chemehuevi Valley Rock Collecting and Touring SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

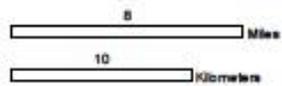
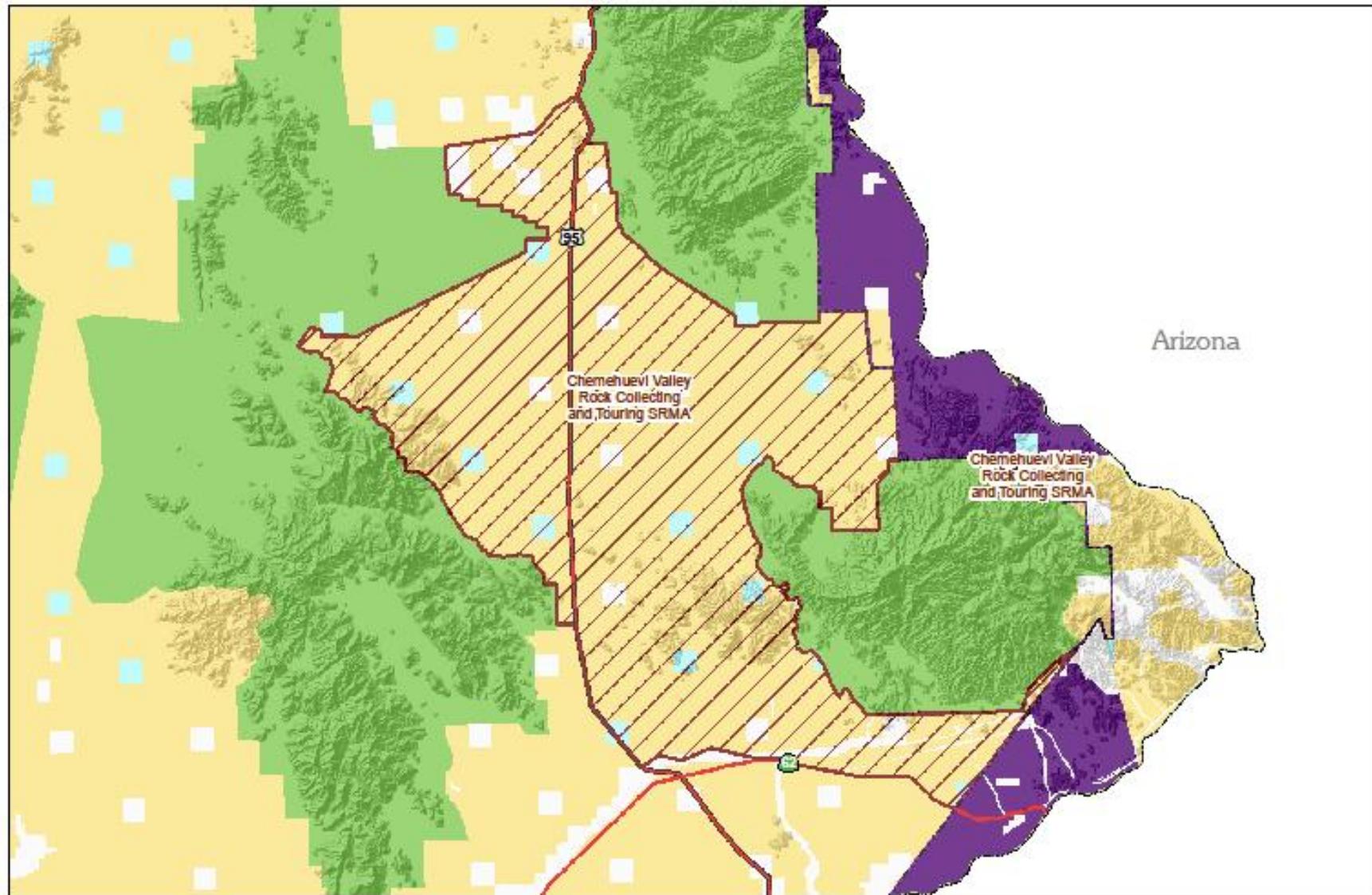
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Chemehuevi Valley Rock Collecting and Touring SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

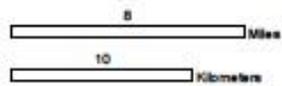
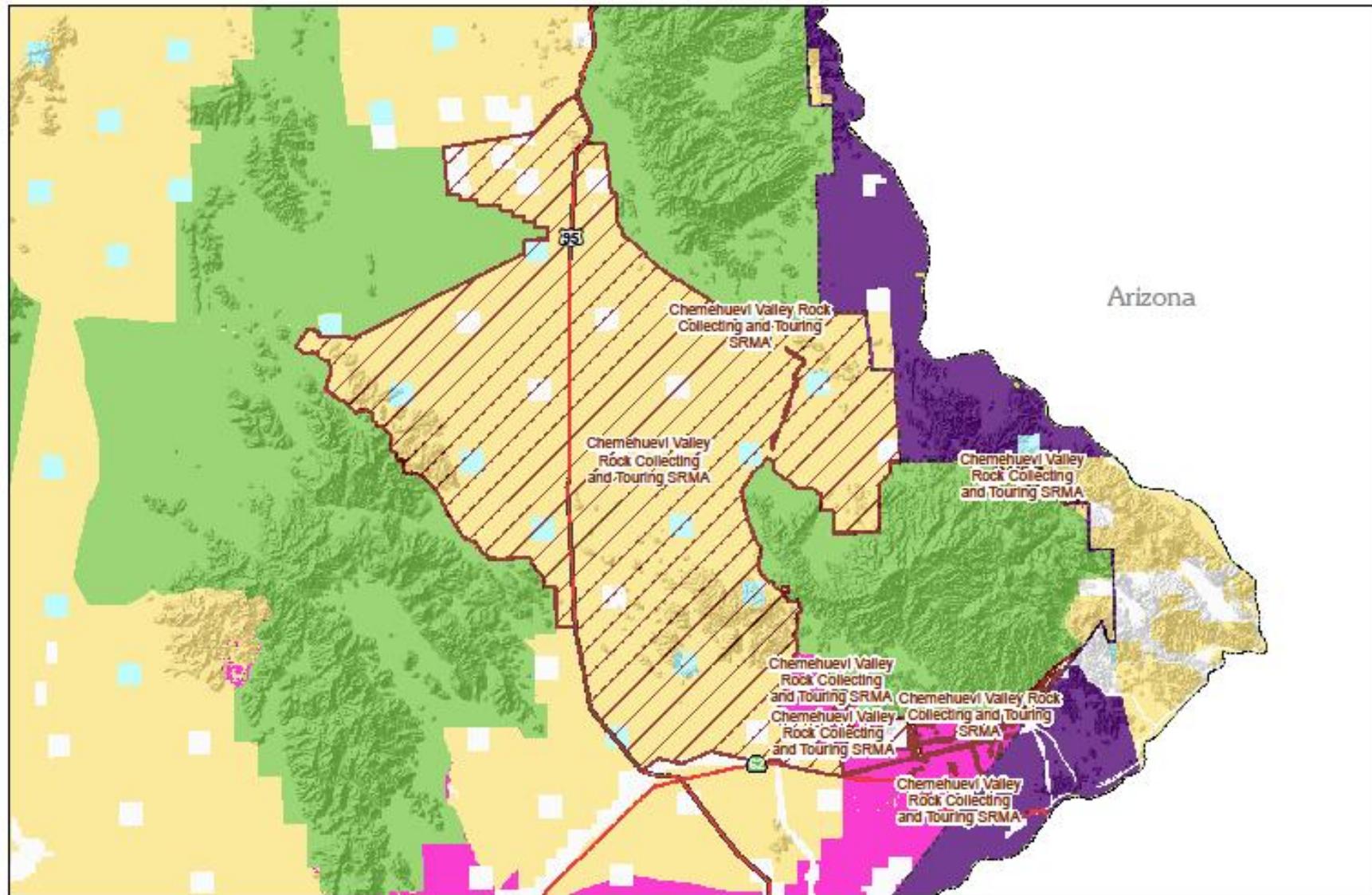
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Chemehuevi Valley Rock Collecting and Touring SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



## **Ivanpah Windsailing Special Recreation Management Area (SRMA)**

To preserve and maintain the surface of the Ivanpah Dry Lake and support the national and international community which utilizes the area for the enjoyment of wind powered non-motorized sports. (This applies to both RMZs below.)

The Ivanpah Dry Lake is considered one of the top wind sailing sites both nationally and internationally. The International championship land sailing racing, and land sailing high speed records by a wind-powered vehicle have both been set on Ivanpah Dry Lake.

Within the Northern and Eastern Mojave Desert Management Plan (NEMO) six dry lakes were addressed under recreation, of those, three were identified as open, but only the Ivanpah Dry Lake was recognized as an area ideal for the pursuit of wind powered recreational activities. Due to the level of activity associated with the lakebed, the BLM also identified Ivanpah as an area appropriate for development and improvement.

Bisected by Interstate 15 at the California/Nevada border, its close proximity to a major traffic corridor and urban amenities such as fuel, hotels, restaurants and casinos makes the lake bed an ideal location for the wind-dependent recreationists who travel to Ivanpah from around the world.

### **RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS**

**Objective Statement:** Designate this area as a Special Recreation Management Area.

#### **RMZ: East Dry Lake**

1. Lake Bed: Non-motorized sports area
2. Entry Station: Fee station, gate, and Interpretation area, turn around
3. Staging Area 1East: Group Camping Area
4. Staging Area 2East: Group Camping Area
5. Staging Area 3East: Group Camping Area (not available for organized event staging)
6. Staging Area 4East: Group Camping Area (not available for organized event staging)
7. Interpretation Site: Located at Yates Well Road adjacent to locked gate and fence line.

#### **RMZ: West Dry Lake Bed**

1. Entry Station: Fee station, gate, and Interpretation area, turn around off playa staging
2. Staging Area 1West: Group Camping
3. Staging Area 2West: Group Camping
4. Staging Area 3West: Group Camping

**Activities:**

Participate in windsailing Activities (e.g. Kite Buggy, Land Sailing, and Land Boarding), Hobby Rockets (small non-FAA required), World Disc Throwing Contests, Remote Control Airplanes and Landsailing boats, Long Distance Archery, and Photography.

**Experiences:**

To enjoy a large open space where groups of family and friends can congregate in order to meet the challenge of harnessing the wind for non-motorized sports

**Benefits:**

*Personal:* To unwind in a fun, relaxing, stress-free activity with friends and family.

*Community/Social:* Increased tourism and revenue for the local economy, and create advances in wind powered technology.

*Environmental:* Protect the surface of the dry lake bed from motor vehicle damage thereby protecting the cultural and biological concerns located below the surface in fine sediment. Protect the visual resource by designing facilities which blend naturally into the surrounding landscape.

**RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS**

Physical Components: Rural, Front and Middle Country

Social Components: Rural and Front Country

Operational Components: Rural and Front Country

**MANAGEMENT ACTIONS & ALLOWABLE USES**

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	8549	8173	8173	8173	8173

**Recreation and Visitor Services Program:** Amend CDCA plan to allow the authorization of Windsailing events and all associated staging activities throughout the SRMA. Manage the facility site as an educational outreach and interpretation site for the visiting public. Allow for Administration Vehicle Access for care and maintenance of site. Develop of a campground with restrooms, ramadas, firerings, picnic tables and garbage service/Development of all-weather access route adjacent to playa. Issuance of Special Recreation Permits for day use or overnight use up to 14 consecutive nights; that impact no more than 3 staging area acres; and/or for recreational travel along roads and trails designated open in the land use or accompanying activity level plans.

Continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment. Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

**Renewable Energy:** Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1)

geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values. VRM: The Ivanpah Windsailing SRMA will be managed as a VRM Class II.

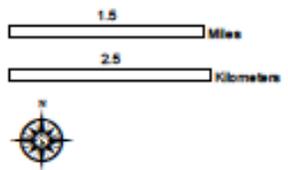
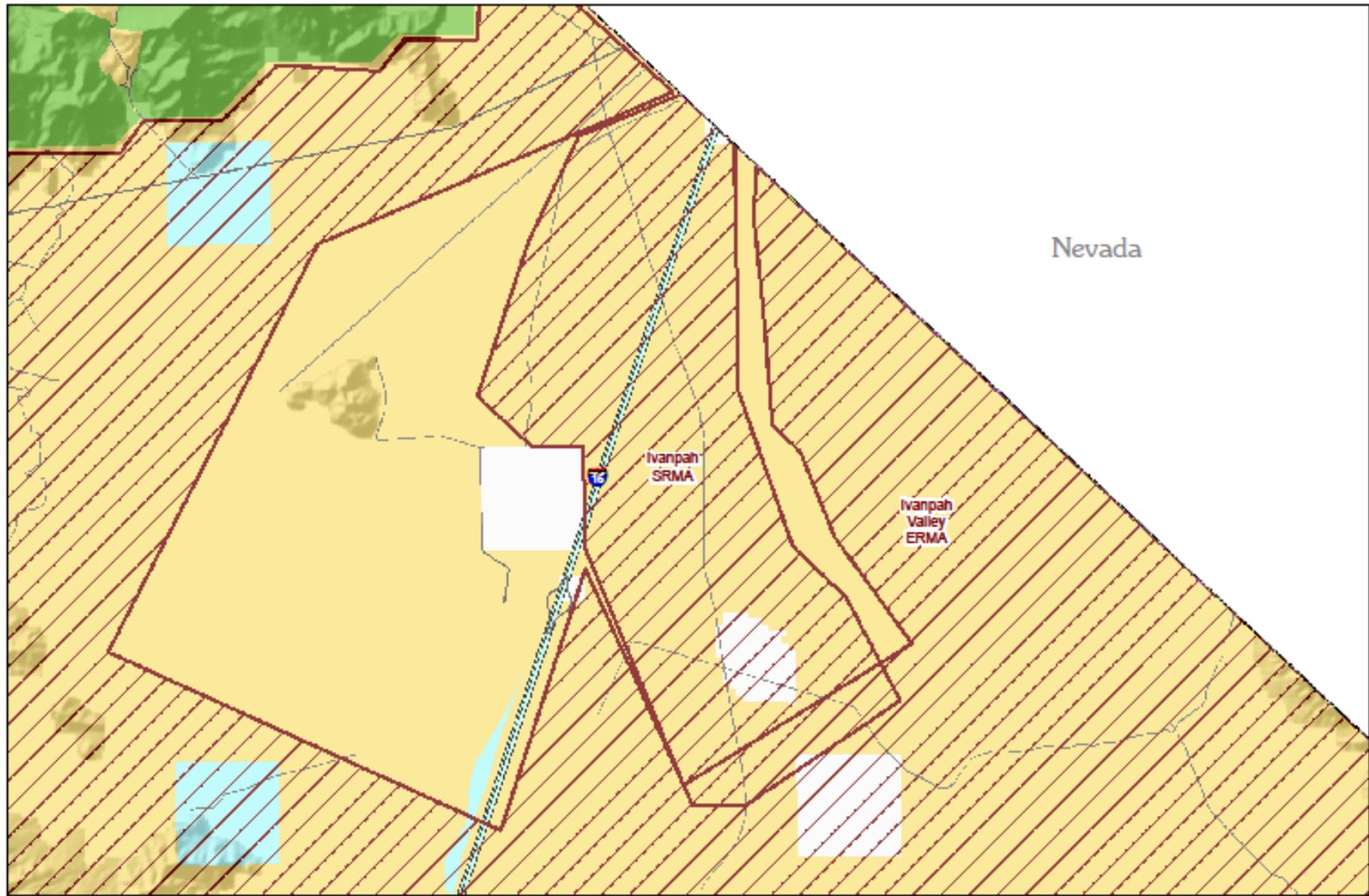
**Implementation Decisions:** Prohibit the development of any commercial and industrial project upon or within 1 mile of the dry lake bed. Allow for routine maintenance of the Mojave Adventure Trails System shall occur including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails.

An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

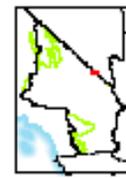
1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Ivanpah Wind Sailing SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Ivanpah SRMA



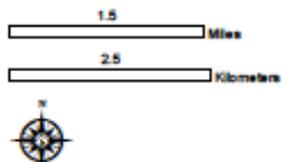
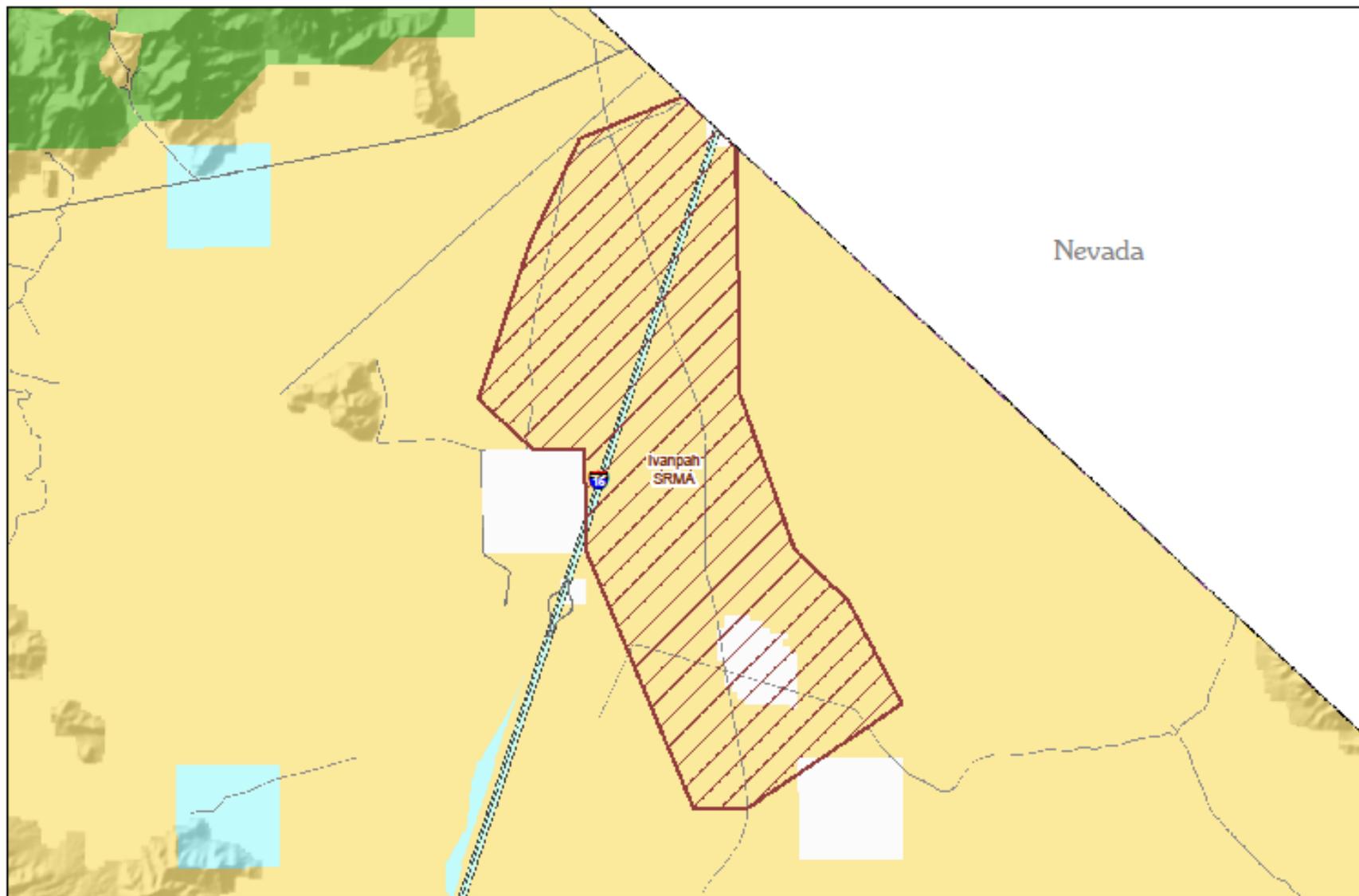
**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

<b>ACCEC Layers</b>	<b>Land Status</b>	<b>GTLP</b>
Proposed SR MA	Bureau of Land Management	Interstate
Design Focus Areas	State	US Hwy
OHV Areas	Other Federal	CA Hwy
Legislatively and Legally Protected	Military	County Hwy
Cities	Private	
CDCA Boundary		
DRECP Boundary		
BLM Field Office		



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# Ivanpah SRMA



## Alternative 1 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

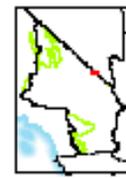
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

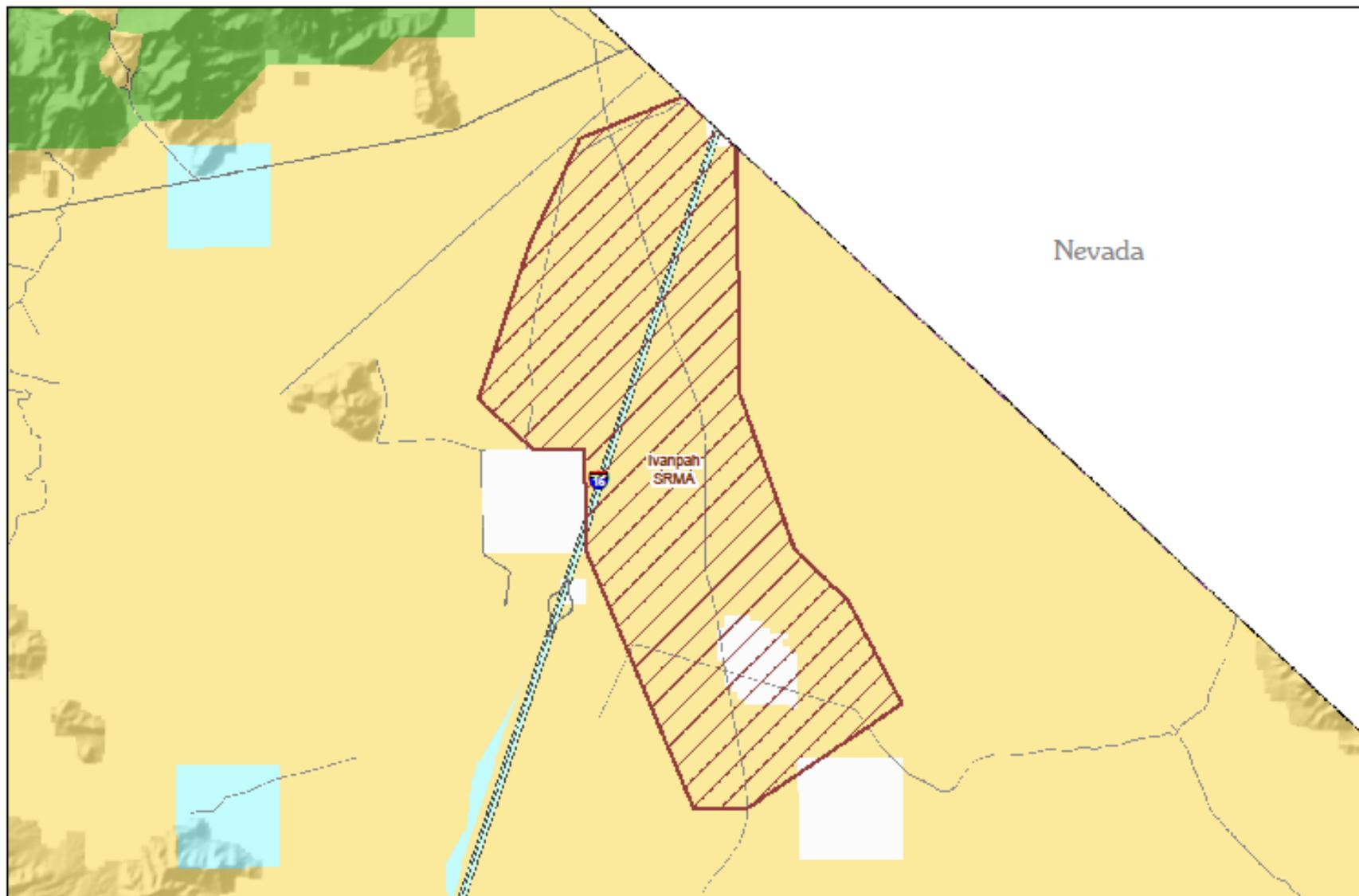
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy

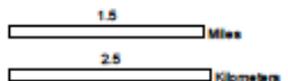


# Ivanpah SRMA



Nevada

Ivanpah SRMA



## Alternative 2 SRMAs

Date Printed: 6/25/2014

Prepared by BLM California State Office



### ACCEC Layers

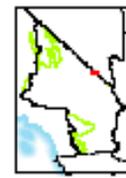
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

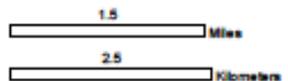
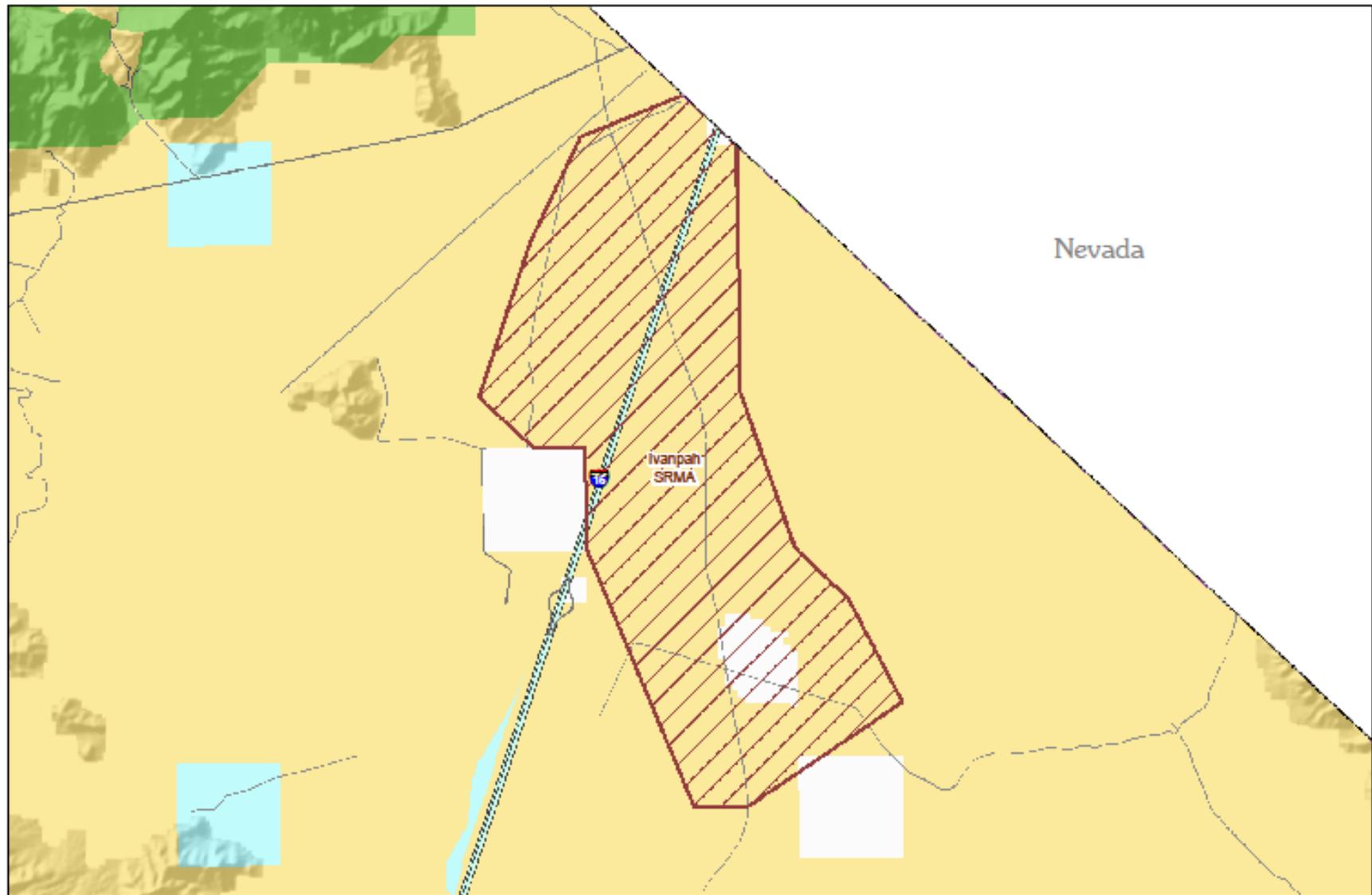
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Ivanpah SRMA



## Alternative 3 SRMAs

Date Printed: 6/25/2014  
 Prepared by BLM California State Office



### ACEC Layers

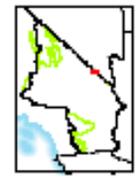
- Proposed SRMA
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- CDCA Boundary
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- BLM Field Office

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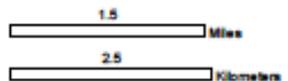
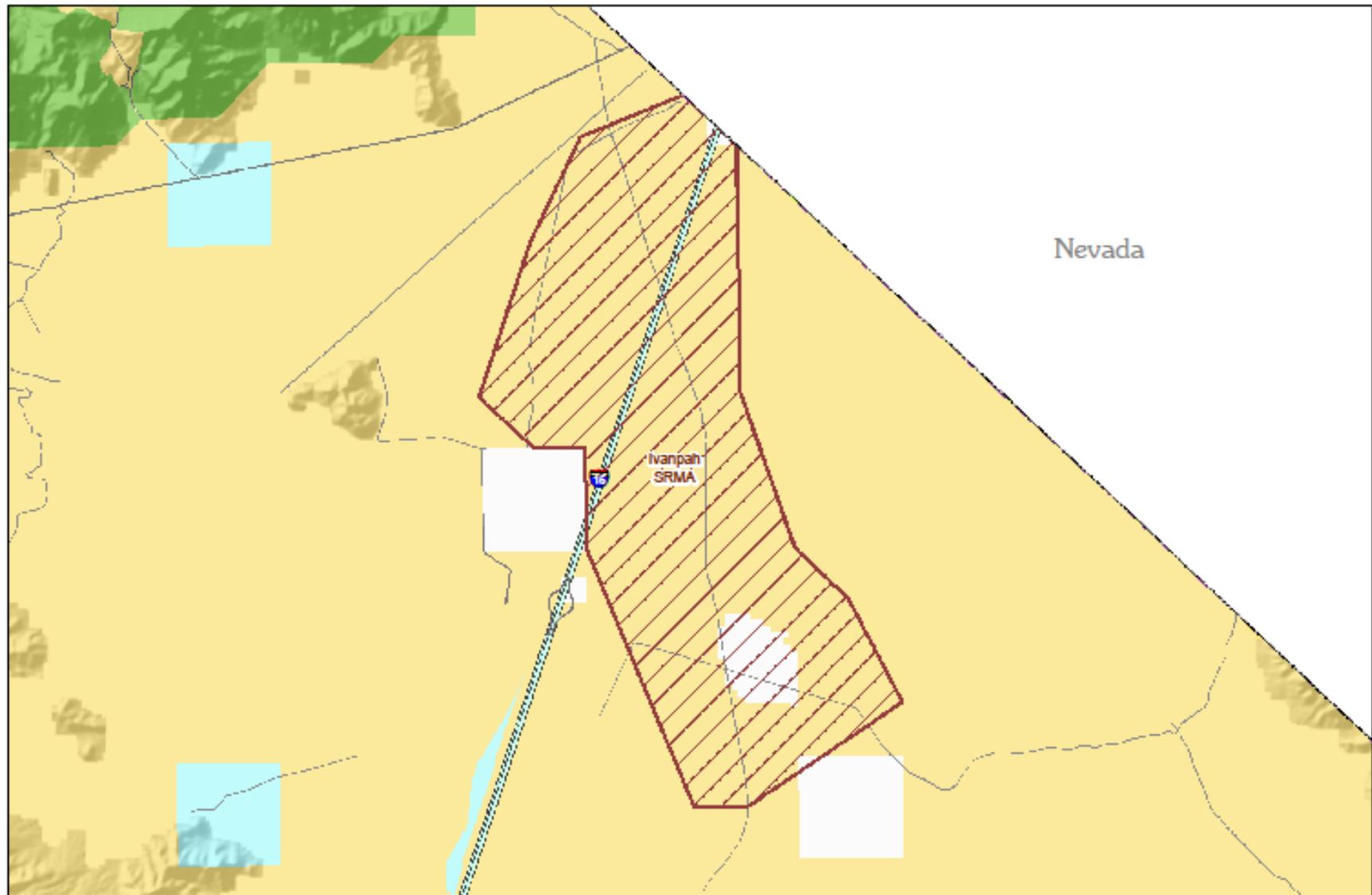
- Bureau of Land Management
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- County Hwy



# Ivanpah SRMA



## Alternative 4 SRMAs

Date Printed: 6/25/2014  
 Prepared by BLM California State Office



### ACEC Layers

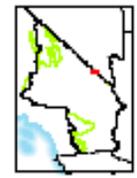
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

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- State
- Other Federal
- Military
- Private

### GTLP

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- US Hwy
- CA Hwy
- County Hwy



## National Trails Viewshed Special Recreation Management Area (SRMA)

### RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS

**Objective Statement:** Designate this area as a Special Recreation Management Area. To manage for the outstanding scenic and historic recreational opportunities which are found through back country travel of the Mojave Adventure Trails.

This Special Recreation Management Area is a linear site encompassing the longest unspoiled section of Route 66 (1929), the Atchison, Topeka and Santa Fe Railroad Line (1911), the Mojave Trail (1870) and a relatively unknown section of the Old Spanish National Historic Trail (1765). These routes depict the movement of immigration into California for the past 400 year.

In regards to the 2002 Northern and Eastern Colorado Desert Coordinated Management Plan item 3.8.7 California Back Country Discovery Trails. The Needles Field Office has developed a system of designated trails entitled the Mojave Adventure Routes. This routes system is an outstanding network of 4x4 vehicle backcountry touring routes for motorized recreation. This routes system was developed for the purpose of traveling to areas not often seen by many people. This network is a shared-use trail system providing recreation opportunities for all persons, including those who use street-legal and non-street legal (Green Sticker) vehicles, hikers, bicyclists, and equestrians. It will also provide a backcountry opportunity for non-traditional trail users such as persons with disabilities, senior citizens, and families with small children.

As addressed in the California Desert Protection Act, other historic significance included in the area are railroad, mining, ranching, and military training sites of the past. Many of these sites are found within easy walking distance from these historic routes and the Mojave Adventure Routes. In addition several gateways to the Mohave National Preserve (NPS) intersect along this section of Route 66. Amboy road also provides access to Joshua Tree National Park (NPS).

This SRMA transects the Needles Field Office from Ludlow in the west along Route 66 through Amboy, Cadiz, Essex, Goff and Needles on the eastern side of the Field Office. Today, Route 66's primary purpose is to move tourists and back country travelers from one destination to another, offering those driving along Route 66 and Highway 95 an unparalleled panoramic view of natural desert landscape that stretches from ridgeline to ridgeline and is highly valued by local communities, international tourist, and recreationalist.

### RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS

#### **RMZ: National Trails Viewshed**

**Objective Statement:**To manage and protect Historic Route 66 and the unobstructed scenery of the Mojave Desert viewshed not found anywhere else in Southern California.

Historic Route 66/National Trails Highway (NTH) between Ludlow and Needles exists much as it did in the early 1960s. This route, established and designated in 1926 as Route 66, was later named National Trails Highway after Route 66 was decommissioned and Interstate 40 replaced commuter and industrial traffic. Route 66 originally started out as a dirt road known as the National Trail, used mostly by wagons and the

first automobiles. Later, during the Great Depression, Route 66 from Chicago to Los Angeles became a renewed migration route for Americans; businesses moved commerce, the government moved troops, and families journeyed west seeking employment and a better life in California. When Interstate 40 was completed in 1979, the old two-lane roadway fell into general disuse and lost its official U.S. Highway "Route 66" designation. Yet, Route 66 lived on, immortalized in songs, television shows, and movies. Every year, car rallies and motorcycle events are focused on this bygone era of roadside coffee shops and speed traps.

**Activities:** Road Rallies, Driving for Pleasure, Military Site Visits, National Natural Landmark Visits, Camping, Hiking and Photography

**Experiences:** Reminisce on Days gone by

**Benefits:**

*Personal:* An enjoyment of modern American History

*Community/Social:* Increased tourism and revenue for the local economy.

*Environmental:* Protect the cultural, natural and visual resource while providing recreation opportunities.

---

**RMZ: Amboy Crater Lava Field Zone**

**Objective Statement:** The Amboy Crater Lava Field Zone will be managed as an educational and interpretative site which offers outstanding recreational opportunities. The Amboy Crater Lava Fields RMZ will provide a maintained system of hiking trails and facilities in which to view the cinder cone and surrounding lava fields.

In 1969, Amboy Crater and adjunct lava flow, a total of 5,700 acres, were nominated as a National Natural Landmark. In 1993, the cinder cone situated on 679 acres was designated an Area of Critical Environmental Concern. This Special Recreation Management Area would contain the originally nominated 5,700 acres of land plus all public lands between the lava fields and Route 66. Amboy Crater is a significant geological feature within the Mojave Desert. Adjacent to Historic Route 66 it is a dominant landmark which can be seen for many miles. Standing alone in the desert, this young cinder cone is considered relatively young. In the latter stages of its last eruption, the cone breached one side and extensive lava flows spread out for a considerable distance in all directions. The majority of cinder cones are a solid mass of cinders and lava rock lacking any crater. The presence of a flat crater floor with four nearby coaxial nested cones within the Amboy Crater makes this a most unusual feature. Due to the young age of the cinder cone and the lack of mature soil, plant life is limited, many small mammals and reptiles can be found in small pockets of sand captured within the lava flow. The area not only presents an excellent opportunity for geological studies but also the study of desert flora and fauna on a volcanic landscape and is highly valued by universities within California. Approximately 40-50 thousand visitors come to the site each year.

**Primary Activities:** Educational Field Trips, Photography, Star Gazing, Camping, Hiking/walking for pleasure, and Picnicking

**Experiences:** Reliving the Route 66 Experience, Geological Discovery and time spent with family and friends.

**Benefits:**

*Personal:* Learning about the unique landscape and local species through interpretation and education outreach at the trailhead.

*Community/Social:* an awareness of how military and civilian utilize remote desert areas

*Environmental:* Protection of lava flows and the isolated sand pockets which support the areas vast population of unique species. Facilities which are designed to blend naturally into the harsh landscape while preventing visitation impacts on the surround habitat.

---

**RMZ: Trilobite and Ship Mountains Rock Collecting Area**

**Objective Statement:** Rock hounding sites will be managed for the ease of accessibility to geological specimen sites as well as to areas with primitive car camping opportunities.

The Trilobite and Ship Mountains Rock Collector Areas have been identified within the California Desert Conservation Area Plan as a location where people can go to enjoy rock hounding. Rockhounders as stated in the NECO Plan are those people who casually pick up something that catches their eye and serious collectors who travel around the country to display their discoveries at rock and gem shows. Areas where certain rocks and minerals have historically been collected in the California desert were identified by a consortium of rock hound clubs about 20 years ago.

The Trilobite Rock Collecting area is limited on the number of specimens which can be collected, while the Ship Mountain area is not. The Ship Mountains are popular with both car campers and rockhounders. The Ship Mountain rock collecting area contains nodular masses of beautifully colored and patterned opalite. The combination of pastel colors and the fine quality make this material highly prized by collectors. Some digging into blown sand is necessary to obtain opalite. Rock hounding is increasing in popularity at the Ship Mountain opalite collecting destination.

**Activities:** Camping, Hiking, Rock hounding and Photography

**Experiences:** The discovery of new rock collecting opportunities and backcountry areas.

**Benefits:**

*Personal:* Learn about the local geology, increased health and fitness.

*Community/Social:* Increased tourism and revenue for the local economy.

*Environmental:* Personal interest in the area helps to maintain and monitor the area.

---

**RMZ: Bonanza Springs Day Use Area and Campground**

**Objective Statement:** The Bonanza Springs RMZ will be managed for wildlife viewing and primitive camping and hiking opportunities.

Bonanza Springs is a small oasis 45 miles west of Needles, just north of Route 66 between Essex and Chambless, California. This small spring in the desert makes surrounding uplands inhabitable by wildlife for up to several miles and offers outstanding opportunities for wildlife viewing. There are three picnic areas

with tables and camp fire pits, an informational kiosk, and a nature trail leading to an overlook which provides an elevated point for observing wildlife.

**Activities:** Wildlife Viewing, Camping, Hiking, Picnicking and Photography

**Experiences:** Participation in family activities and increased health and fitness

**Benefits:**

*Personal:* Learn about the unique environment associated with a desert oasis.

*Community/Social:* Greater community ownership and stewardship of desert resources

*Environment:* An area which provides resource education benefits the natural environment

---

**RMZ: Camp Clipper/Camp Essex WWII Historic Site**

**Objective Statement:** Camp Clipper/Camp Essex will be managed as a living museum which focuses on the role the American Deserts have played in training troops during World War II.

Only a handful of the Desert Training Center California – Arizona Maneuver Area Camps are still visible on the desert landscape, and those that do, are visited by hundreds of military families and history enthusiasts each year. Camp Clipper/Camp Essex are two posts in the area, one being the temporary camp and the other a permanent camp. While the outline of the camp is small the site is extremely large spanning 20 miles east.

**Activities:**

Camping, Hiking, Photography, Star Gazing, Walking for Pleasure, Picnicking, Nature Studies

**Experiences:**

Historical and Geological Discovery and time spent with family and friends.

**Benefits:**

*Personal:* A feeling of pride in the sacrifice that the American military endured to protect our nation.

*Community/Social:* Increased tourism and revenue for the local economy. Provide ownership in the history of the area.

*Environmental:* Protect the visual resource by designing facilities which blend naturally into the harsh landscape.

---

**RMZ: Camp Ibis WWII Historic Site**

**Objective Statement:** Camp Ibis will be managed as a living museum which focuses on the role the American Deserts have played in training troops during World War II.

Camp Ibis WWII Historic Site is one of the Desert Training Center California – Arizona Maneuver Area Camps, also known as one of the General Patton WWII Divisional Headquarters. The camp is located in the southern Piute Valley, just north of the Burlington Northern Santa Fe rail line and 20 miles east of the

Camp Clipper/Camp Essex. Originally named after the Ibis railroad siding, this historical WWII Camp as well as others, provided U.S. servicemen with desert terrain combat training before being sent to battlefields in North Africa and Western Europe. The roads which were hardened from tanks and military equipment are slowly vanishing with time. A number of them have been washed out from rain events and are naturally being re-vegetated. The rocks, which outlined the roads, trails and walkways, vary in appearance from excellent to invisible. It is suggested that visitors park and walk the old military routes to prevent further erosion to the area.

**Activities:**

Camping, Hiking, Photography, Star Gazing, Walking for Pleasure, Picnicking, Nature Studies

**Experiences:**

Historical and Geological Discovery and time spent with family and friends.

**Benefits:**

*Personal:* A feeling of pride in the sacrifice that the American military endured to protect our nation.

*Community/Social:* Increased tourism and revenue for the local economy. Provide ownership in the history of the area.

*Environmental:* Protect the visual resource by designing facilities which blend naturally into the harsh landscape.

-----

**RMZ: Mojave Trail and Boulders Primitive Camp**

**Objective Statement:** To be managed as part of the Mojave Adventure Route System and as a historical route and primitive camp.

Prior to Route 66 immigrants followed old military trails from fort to fort. The Mojave Trail is a section of route which leads from Fort Mojave to Fort Piute. In the middle of this section, another known route, the Old Spanish Trail National Historic Trails, came in from the north bringing pioneers to an intersection in the trail. Just east of this intersection is the Boulders primitive camp site heavily used by both car campers and equestrian trail crews.

**Activities:**

Educational Field Trips/Nature Studies, Hunting, Camping, and Hiking,

**Experiences:**

Travel the same route that Early Explorers and Native Americans did and learn about their experiences.

**Benefits:**

*Personal:* Increased health and fitness with an overall sense of relaxation and reduced stress.

*Community/Social:* Increased tourism and revenue for the local economy.

*Environmental:* Protect the cultural, natural and visual resource while providing recreation opportunities.

=====

## RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS

### **RMZ: National Trails Viewshed**

Physical Components: Middle Country to Rural

Social Components Middle Country to Rural

Operational Components: Middle Country to Rural

### **RMZ: Amboy Crater Lava Fields**

Physical Components: Back Country to Rural

Social Components: Primitive to Urban Classification

Operational Components: Back Country to Urban

### **RMZ: Ship Mountain /Trilobite Rock Collecting Site**

Physical Components: Back to Front Country

Social Components: Back to Front Country

Operational Components: Back to Middle Country

### **RMZ: Bonanza Springs**

Physical Components: Back to Middle Country

Social Components: Back to Middle Country

Operational Components: Middle to Front Country

### **RMZ: Camp Clipper/Camp Essex WWII Historic Site**

Physical Components: Front country to Rural

Social Components: Front Country to Rural

Operational Components: Middle to Front Country

### **RMZ: Ibis Camp Ibis WWII Historic Site**

Physical Components: Front country to Rural

Social Components: Front Country to Rural

Operational Components: Middle to Front Country

### **RMZ: Mojave Trail and Boulders Primitive Camp**

Physical Components: Back to Middle Country

Social Components: Back to Middle Country

Operational Components: Middle to Front Country

## MANAGEMENT ACTIONS & ALLOWABLE USES

### **Recreation and Visitor Services Program:**

Be managed to provide protection of natural and cultural resources consistent with law, regulation and policy; Provide facility development to enhance recreation opportunities while providing protection to the surrounding wilderness units. Issuance of Special Recreation Permits for day use or overnight use up to 14 consecutive nights; that impact no more than 3 staging area acres; and/or for recreational travel along roads and trails designated open in the land use or accompanying activity level plans. Routine maintenance of the Mojave Adventure Trails System shall occur including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails.

Manage all routes of travel as open, limited or closed, as designated in the Local TTMP.

### **Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	482653	415974	410229	416211	404148

**Other Programs:** Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

Manage Visual Resource Classes:

Bannock, Rail line, and the area of Needles – Class IV

CalNev, Goff’s Butte, The Route 66 Road – Class III

Mojave Valley, Ibis and Essex WWII Camps, Homer Mountain, Amboy/Route 66 Viewshed – Class II

**Implementation Decisions:** An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

Including:

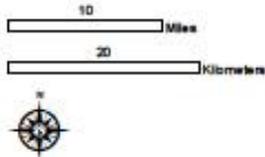
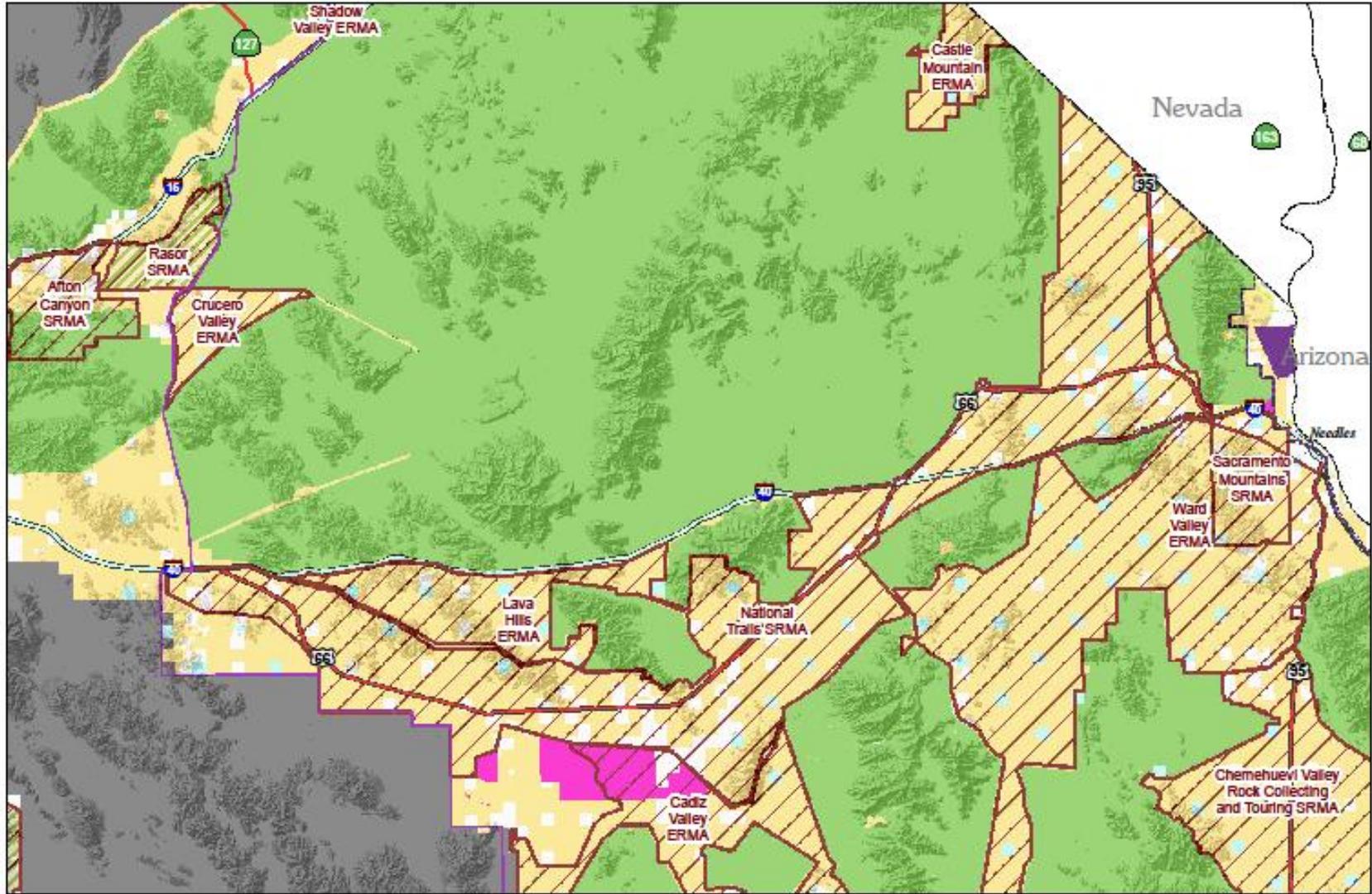
1. Consider Camping RUP program
2. Develop Hiking Trails and Trailheads
3. Pursue Watchable Wildlife Designation

### **Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the National Trails SRMA.

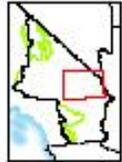
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# National Trails SRMA



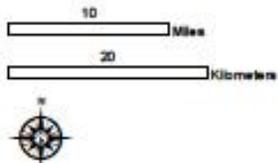
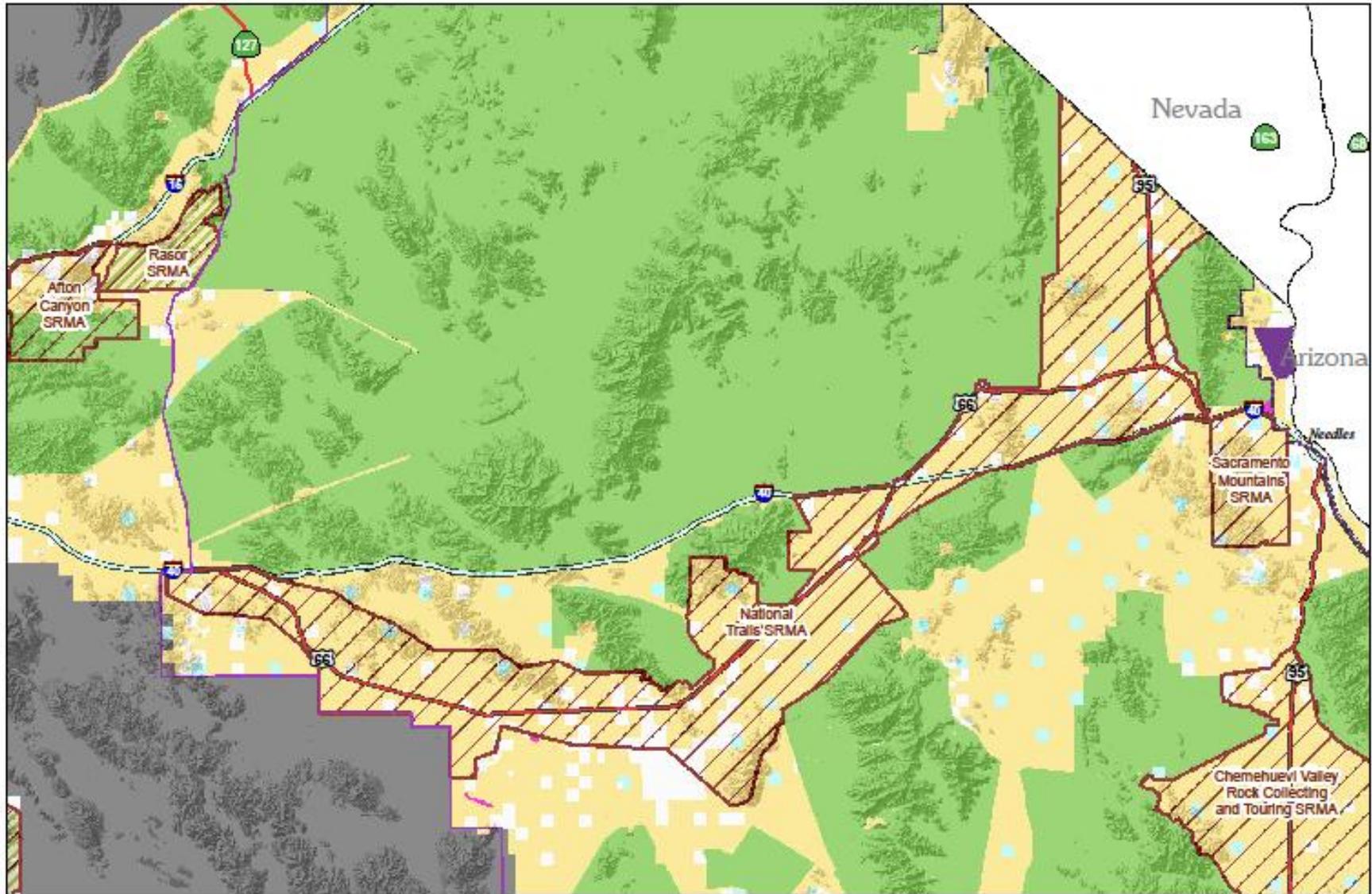
**Preferred Alternative SRMAs and ERMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

- |                                     |                           |             |
|-------------------------------------|---------------------------|-------------|
| <b>ACEC Layers</b>                  | <b>Land Status</b>        | <b>OTLP</b> |
| Proposed SRMA                       | Bureau of Land Management | Interstate  |
| Design Focus Areas                  | State                     | US Hwy      |
| OHV Areas                           | Other Federal             | CA Hwy      |
| Legislatively and Legally Protected | Military                  | County Hwy  |
|                                     | Private                   |             |
|                                     | Cities                    |             |
|                                     | CDCA Boundary             |             |
|                                     | DRECP Boundary            |             |
|                                     | BLM Field Office          |             |



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

# National Trails SRMA



**Alternative 1 SRMAs**

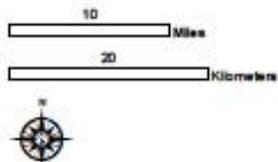
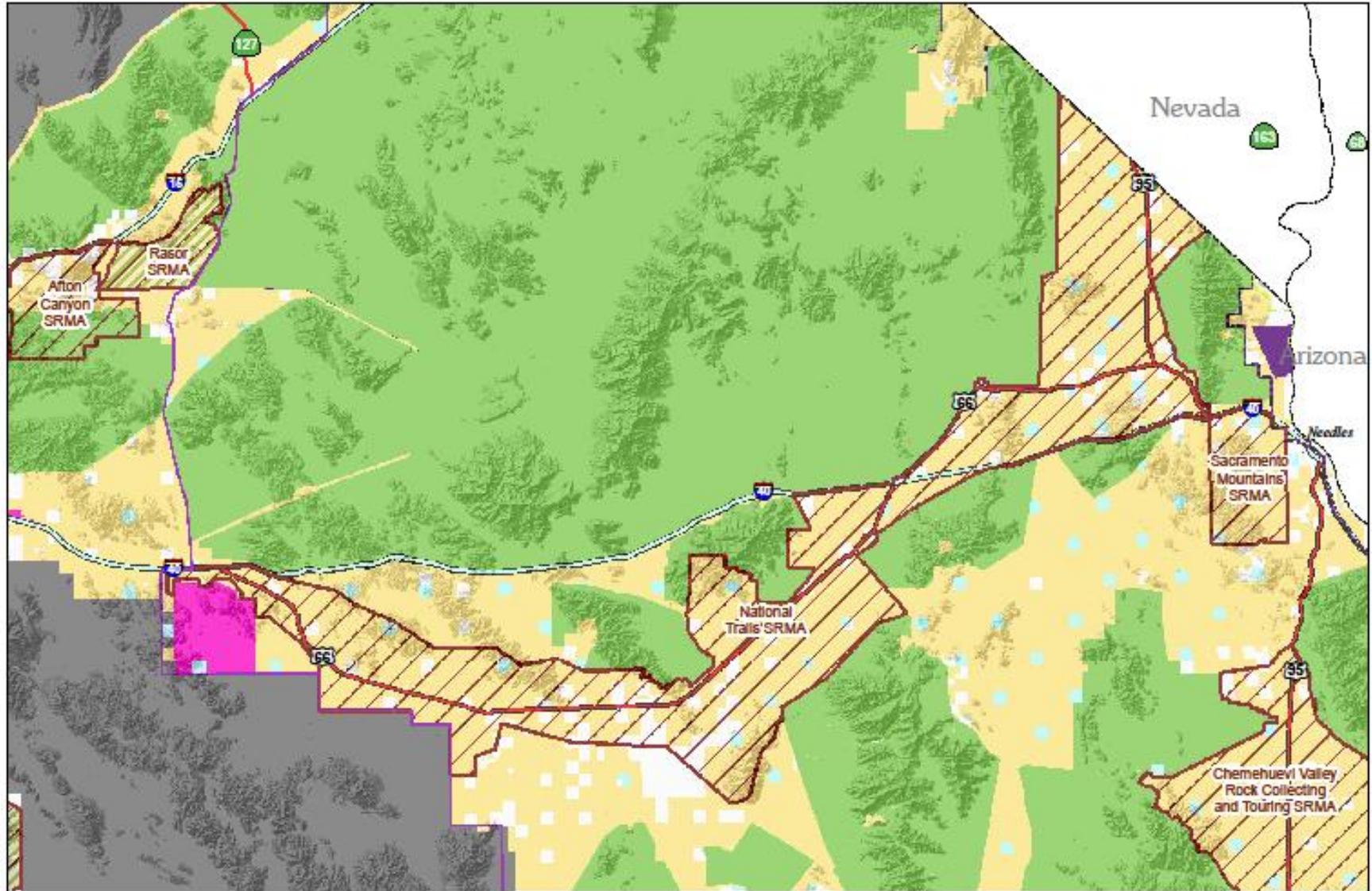
Date Printed: 6/25/2014

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<b>ACBC Layers</b>		<b>Land Status</b>	<b>GTIP</b>
Proposed SR MA	Cities	Bureau of Land Management	Interstate
Design Focus Areas	CDCA Boundary	State	US Hwy
OHV Areas	DRECP Boundary	Other Federal	CA Hwy
Legislatively and Legally Protected	BLM Field Office	Military	County Hwy
		Private	

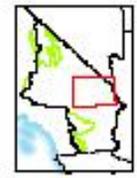


# National Trails SRMA

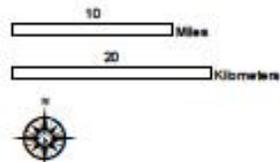
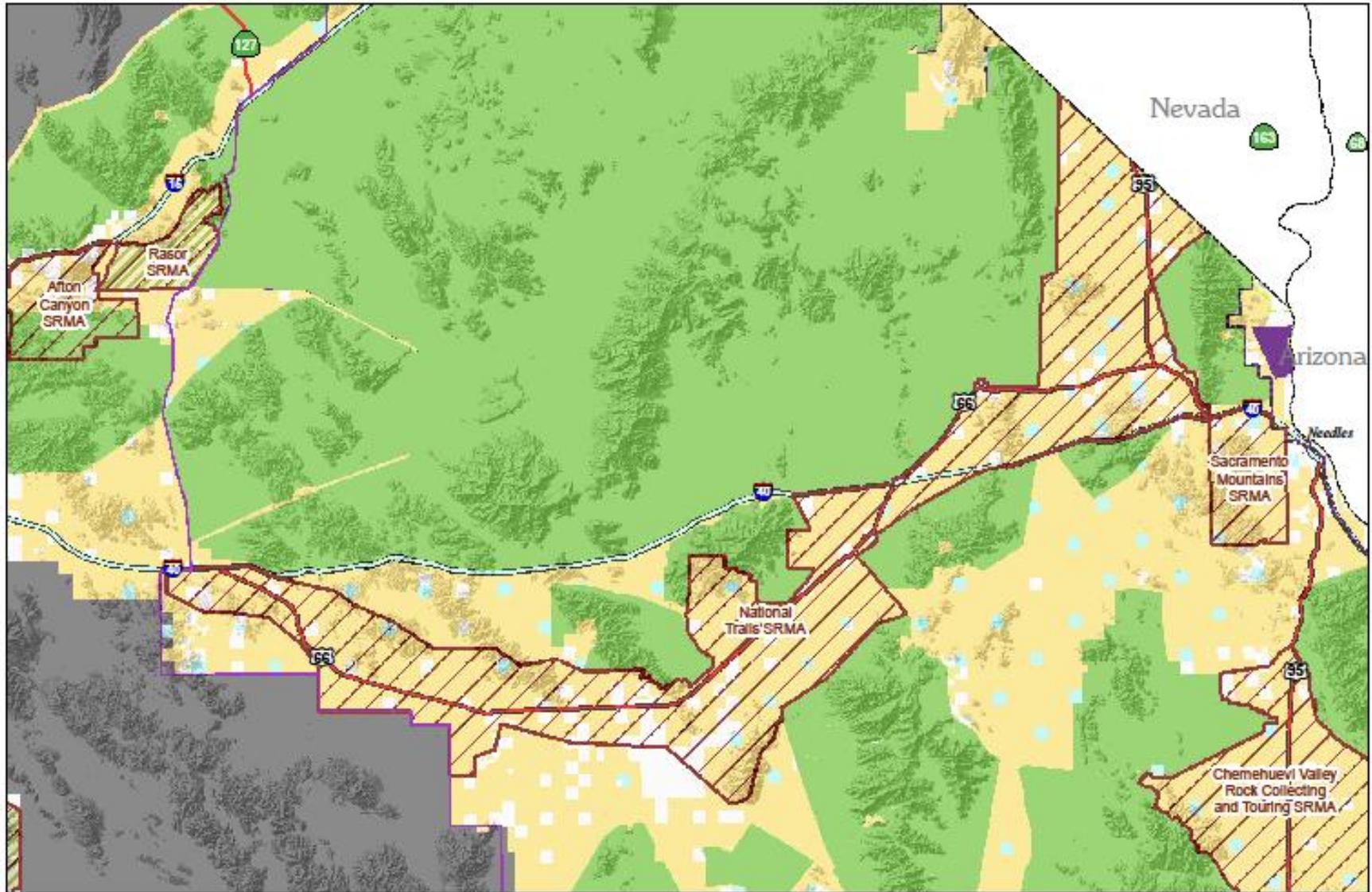


**Alternative 2 SRMAs**  
 Date Printed: 6/25/2014  
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- |                                     |                    |                           |              |
|-------------------------------------|--------------------|---------------------------|--------------|
| <b>ACEC Layers</b>                  | <b>Cities</b>      | <b>Land Status</b>        | <b>GTLP</b>  |
| Proposed SR MA                      | ● Cities           | Bureau of Land Management | — Interstate |
| Design Focus Areas                  | □ CDCA Boundary    | State                     | — US Hwy     |
| OHV Areas                           | □ DRECP Boundary   | Other Federal             | — CA Hwy     |
| Legislatively and Legally Protected | □ BLM Field Office | Military                  | — County Hwy |
|                                     |                    | Private                   |              |

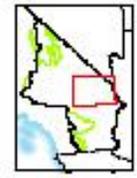


# National Trails SRMA

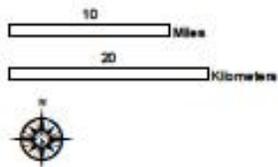
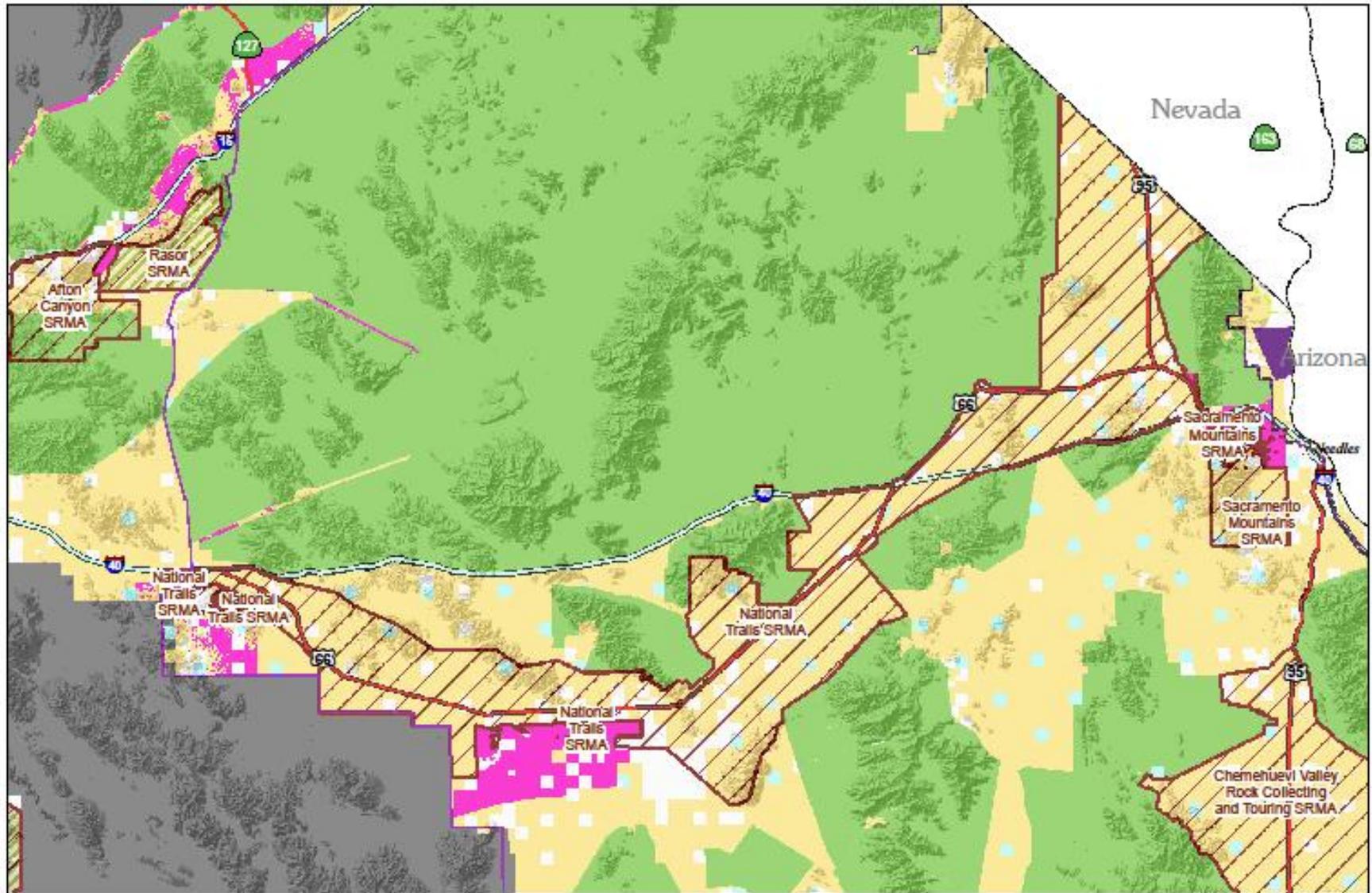


**Alternative 3 SRMAs**  
 Date Printed: 6/25/2014  
 Prepared by BLM California State Office

<b>ACEC Layers</b> Proposed SR MA Design Focus Areas OHV Areas Legislatively and Legally Protected	Cities CDCA Boundary DRECP Boundary BLM Field Office	<b>Land Status</b> Bureau of Land Management State Other Federal Military Private	<b>GTLP</b> Interstate US Hwy CA Hwy County Hwy
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# National Trails SRMA



**Alternative 4 SRMAs**  
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<b>ACEC Layers</b>		<ul style="list-style-type: none"> <li>● Cities</li> <li>□ CDCA Boundary</li> <li>□ DRECP Boundary</li> <li>□ BLM Field Office</li> </ul>	<b>Land Status</b>		<b>GTLP</b> <ul style="list-style-type: none"> <li>— Interstate</li> <li>— US Hwy</li> <li>— CA Hwy</li> <li>— County Hwy</li> </ul>
<ul style="list-style-type: none"> <li>▨ Proposed SRMA</li> <li>▨ Design Focus Areas</li> <li>▨ OHV Areas</li> <li>▨ Legislatively and Legally Protected</li> </ul>	<ul style="list-style-type: none"> <li>■ Bureau of Land Management</li> <li>■ State</li> <li>■ Other Federal</li> <li>■ Military</li> <li>■ Private</li> </ul>				

# Sacramento Mountains Special Recreation Management Area (SRMA)

## RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISIONS

**Objective Statement:** Designate this area as a Special Recreation Management Area. Provide a broad range of OHV recreational trail opportunities to provide for the current and future use of local residents and winter visitors.

**Activities:** A broad range of OHV recreational trail activities including the four wheel drive, ATV, UTV, buggy, and motorcycle in varying degrees of difficulty. Provide for Special Recreation Permitted OHV trails events. Provide for tent and RV camping, including the development of appropriate facilities. Provide for other compatible recreation activities including hiking, photography, hunting, wildlife and wildflower viewing.

**Experiences:** Camping and participating in OHV activities with family and friends, and enjoying the warm southern desert climates.

**Benefits:** Enjoyment of a broad range of OHV trail opportunities with family and friends, self-discovery and challenge, and enhanced economic activity through tourism related business.

## RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS

**Physical Components:** Front to Back Country

**Social Components:** Front to Back Country

**Operational Components:** Front to Back Country

## MANAGEMENT ACTIONS & ALLOWABLE USES

**Acres by Alternative on BLM Lands:**

No Action	Preferred Alternative	1	2	3	4
0	38952	32925	32925	32925	26475

**Renewable Energy:** Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a "no surface occupancy" restriction; and 2) in the Preferred Alternatives if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

**Recreation and Visitor Services Program:** No LUP level decisions are identified as necessary other than the designation of the SRMA.

**Other Programs:** Natural Resource, T&E Species, Cultural, Geology, and Land and Realty programs would be consulted during activity level planning. Acquired conservation lands would be avoided through

activity level planning of trail system and facilities development.

Continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment.

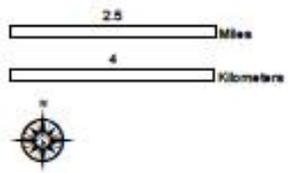
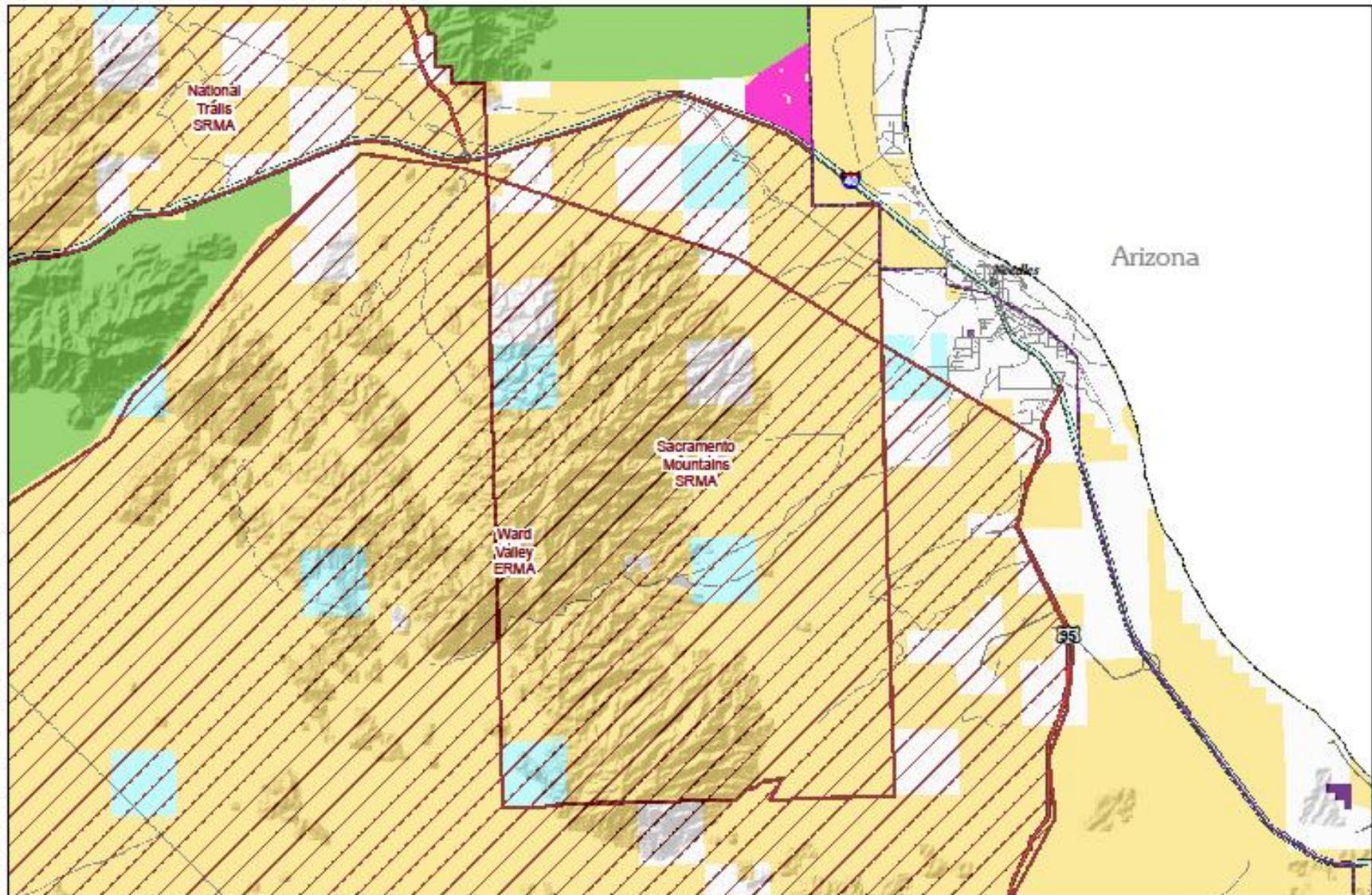
Manage all routes of travel as open, limited or closed, as designated in the local TTMP.

**Implementation Decisions:** An activity level plan would be developed to identify and designate current and future OHV recreational trail opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule.

**Mitigation:**

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Sacramento Mountains SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

# Sacramento Mountains SRMA



## Preferred Alternative SRMAs and ERMAs



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### ACEC Layers

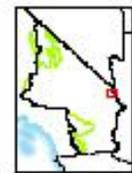
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

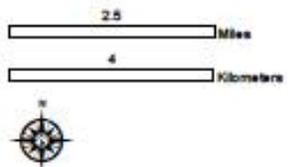
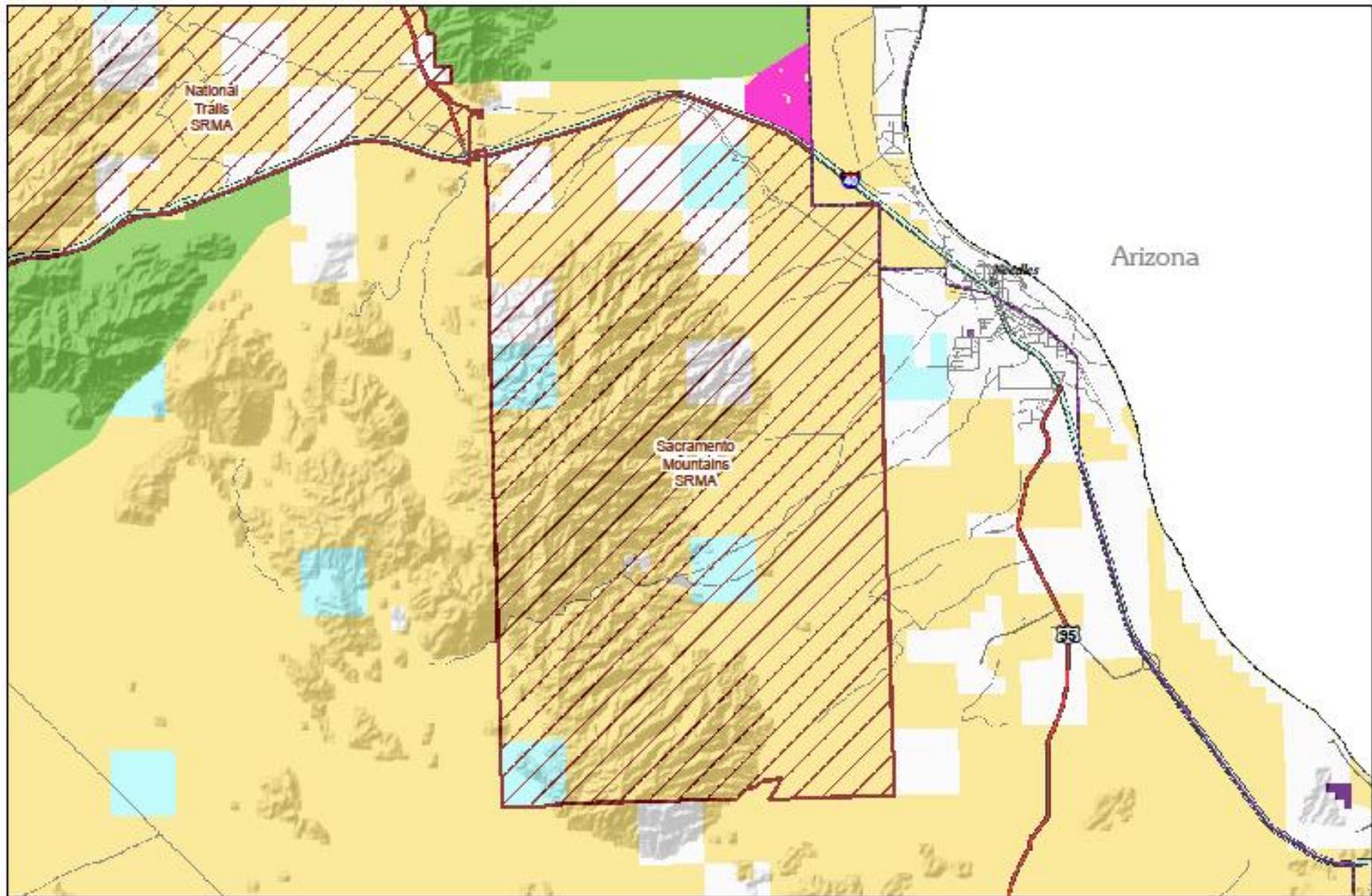
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### OTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Sacramento Mountains SRMA



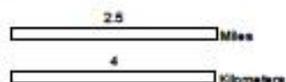
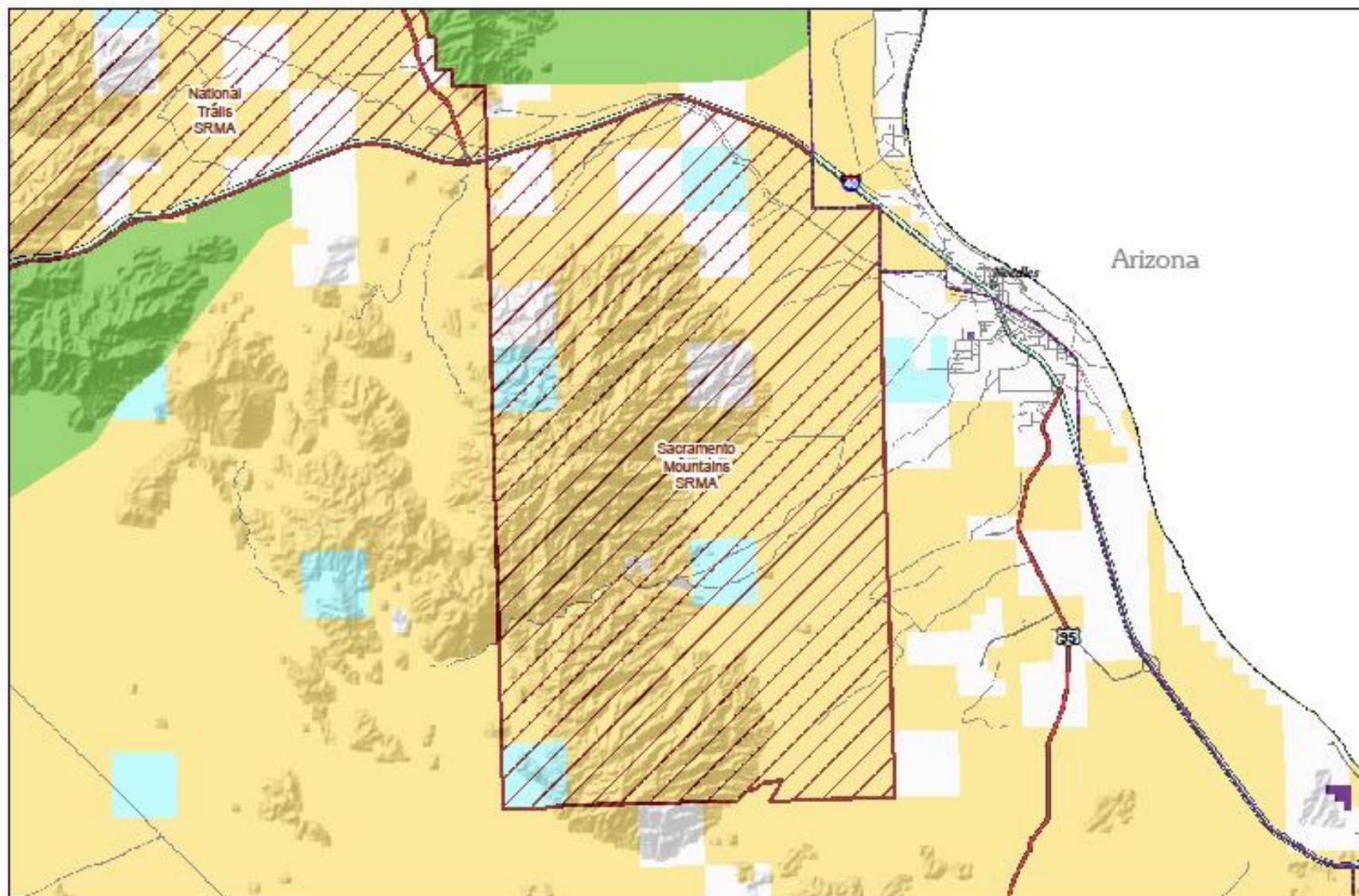
## Alternative 1 SRMAs

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<b>ACBC Layers</b>		<b>Land Status</b>		<b>OTLP</b>
Proposed SRMA	Cities	Bureau of Land Management	Interstate	
Design Focus Areas	CDCA Boundary	State	US Hwy	
OHV Areas	DRECP Boundary	Other Federal	CA Hwy	
Legislatively and Legally Protected	BLM Field Office	Military	County Hwy	
		Private		

# Sacramento Mountains SRMA



## Alternative 2 SRMAs

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### ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

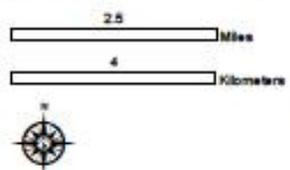
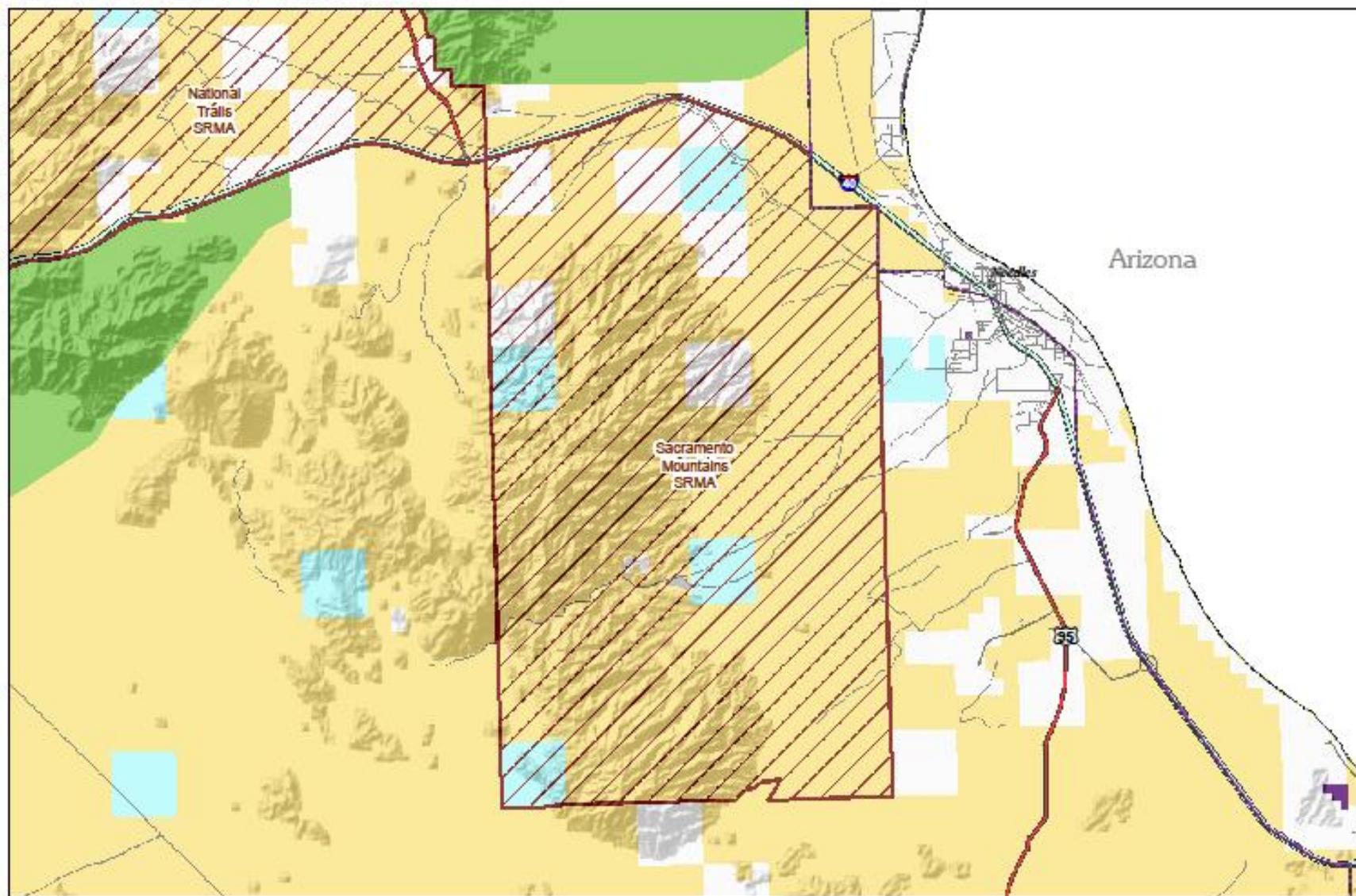
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



# Sacramento Mountains SRMA



**Alternative 3 SRMAs**

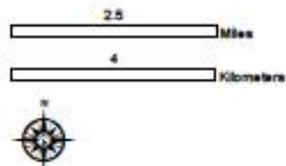
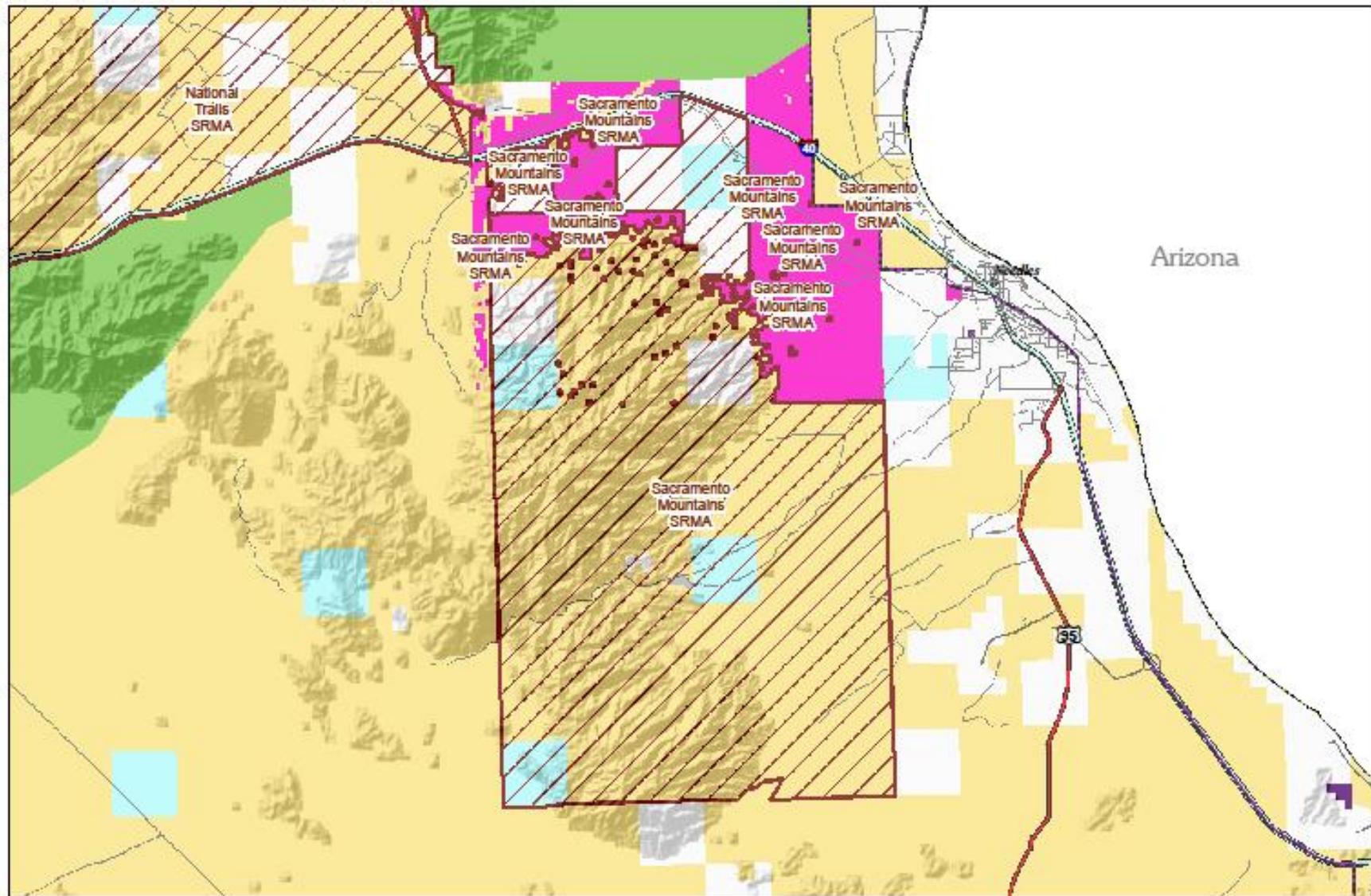
Date Printed: 6/25/2014

Prepared by BLM California State Office

<b>ACBC Layers</b>		<b>Land Status</b>		<b>OTLP</b>
Proposed SR MA	Cities	Bureau of Land Management	Interstate	US Hwy
Design Focus Areas	CDCA Boundary	State	CA Hwy	County Hwy
OHV Areas	DRECP Boundary	Other Federal		
Legislatively and Legally Protected	BLM Field Office	Military		
		Private		



# Sacramento Mountains SRMA



## Alternative 4 SRMAs

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### ACEC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

### Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

### GTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy

Cities

