

## Attachment D: Rationales for Route and Area Designations

### *Off-road Vehicle (ORV) Routes*

Six miles of ORV Routes were identified in the DEIS and opened to OHV and street-legal ATV use as part of the revised selected alternative. These routes generally provide connectivity with GMP road segments, were documented as being historically used for recreation, and use of motorized vehicles was consistent with GMP zoning and other planning documents already in place. Site-specific analysis is provided below. Maps of ORV routes, Shoreline Accessible Areas, Lone Rock Beach, and Lone Rock Beach Play Area: <https://www.nps.gov/glca/planyourvisit/orv-maps.htm>

| Name                          | Length (miles) | Decision             | Rationale   |
|-------------------------------|----------------|----------------------|---|
| Middle Moody Canyon Trailhead | 2.05           | Open Permit required | Provides access to Middle Moody Creek trailhead. Soils offer low or moderate susceptibility to erosion. Layers may be comprised of Farb-pagina, Juanalo, Needle-Sheppard or Pagina-Denazar soil types. Use is funneled along established route. Minimal direct disturbance to soils is expected, but some modest indirect disturbances possible along the edges. Production of dust clouds likely. Soil may support sparse communities of fourwing saltbrush, blackbrush-shadscale, mat saltbrush and shadscale. Area also provides habitat for the listed threatened Jone's Cycladenia and the state species of concern Harrison's milkvetch. Habitat disturbance, fragmentation and mortality for small wildlife (small mammals, reptiles and amphibians) possible, though thought to be low impact due to sparse vegetation yields. Geology of the area is designated Moody Canyon Member, a subdivision of the Moenkopi Formation, which can contain trace fossil assemblage (tracks and traces of vertebrates and invertebrates). Middle Moody Canyon route is adjacent to proposed wilderness. Mitigations include, posted 25 mph speed limits, enforced 96-dBA noise restrictions and permit requirements used for resource education. |
| Gunsight Canyon Trailhead     | 1.18           | Open Permit required | Provides access toward Gunsight Canyon from Alstrom Point Road. Soils offer low or moderate susceptibility to erosion. Layers may be comprised of Farb-pagina, Juanalo, Needle-Sheppard or Pagina-Denazar soil types. Use is funneled along established route. Minimal direct disturbances expected, but some modest indirect disturbances  |


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|                    |      |                      | possible along the edges. Production of dust clouds likely. Soil may support sparse communities of fourwing saltbrush, blackbrush-shadscale, mat saltbrush and shadscale. Habitat disturbance, fragmentation and mortality for small wildlife (small mammals, reptiles and amphibians) possible, though thought to be low impact due to sparse vegetation yields. Surveys of the road corridor identified eight archaeological sites, four of which were designated eligible. Gunsight Canyon trailhead is not near proposed wilderness.. Mitigations include, posted 25 mph speed limits and permit requirements used for resource education.   |
| East Gypsum Canyon | 1.36 | Open Permit Required | Provides access to the upper section of Gypsum Canyon. Soils offer low or moderate susceptibility to erosion. Layers may be comprised of Farb-pagina, Juanalo, Needle-Sheppard or Pagina-Denazar soil types. Use is funneled along established route. Minimal direct disturbances expected, but some modest indirect disturbances possible along the edges. Production of dust clouds likely. Soil may support sparse communities of fourwing saltbrush, blackbrush-shadscale, mat saltbrush and shadscale. Habitat disturbance, fragmentation and mortality for small wildlife (small mammals, reptiles and amphibians) possible, though anticipated to be low impact due to sparse vegetation yields. Route corridor was surveyed and catalogued eleven archaeological sites, eight of which were designated eligible. Confining motorized uses to the route corridor anticipated to not impact archeological sites. East Gypsum Canyon route is adjacent to proposed wilderness. Mitigations include, posted 25 mph speed limits, enforced 96-dBA noise restrictions and permit requirements used for resource education. |
| Imperial Valley    | 0.75 | Open Permit Required | Provides access to Imperial Valley and the upper section of Imperial Canyon. Soils offer low or moderate susceptibility to erosion. Layers may be comprised of Farb-pagina, Juanalo, Needle-Sheppard or Pagina-Denazar soil types. Use is funneled along established route. Minimal direct disturbances expected, but some modest indirect disturbances to soils possible along the edges. Production of dust clouds likely. Soil may support sparse communities of fourwing saltbrush, blackbrush-shadscale, mat saltbrush and shadscale. Habitat disturbance, fragmentation and mortality for small wildlife (small mammals, reptiles and amphibians) possible, though thought to be low impact due to sparse vegetation yields. Part of road corridor was surveyed and  |

|                      |      |                            |   |
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|                      |      |                            | catalogued four eligible archaeological sites. Lands adjacent to route corridor contain abundant, possibly eligible, archaeological sites, some of which have yet to be surveyed. Confining motorized recreation to the established route and previously impacted corridor will help protect adjacent sites. The Imperial Valley is adjacent to proposed wilderness. Mitigations include, posted 25 mph speed limits, enforced 96-dBA noise restrictions and permit requirements used for resource education.   |
| <b>Ferry Swale</b>   |      |                            |   |
| BG Cave Route        | 0.55 | Open<br>Permit<br>Required | Network of 15 miles of ORV routes within the Ferry Swale area. Provides off-road motorized use opportunities that have historically been important for local residents of Page, AZ. This trail network also provides connectivity to BLM lands administered by the Arizona Strip Field Office and the Vermilion Cliffs National Monument. Area contains minimal biological or physical soil crusts. Soils are comprised of easily disturbed Farb-Pagina layers and other soil-types (Juanalo, Needle-Sheppard, and Pagina-Denazar). Rock outcrops dominate the area along with sandy deposits and other exposed rock features. The soil supports little vascular vegetation, which is mostly comprised of shadscale, fourwing saltbrush and some pockets of golden buckwheat. A small stand of Pinyon-Juniper inhabits the southwestern edge of Ferry Swale. The area is habitat to small mammals, reptiles and amphibians. The rare glossy snake (a species of concern in neighboring Utah) resides in this zone, as does the kit fox and chuckwalla. Kit foxes generally use avoidance techniques and chuckwalla impacts would mostly occur on the edges of the impact area. Burrowing owls have been observed as have golden eagles. The bald eagle, another listed species, rarely wanders through Ferry Swale, and the California condor has not been observed. There are a variety of isolated cultural finds throughout the area. Fifteen sites were surveyed. Seven were determined eligible and the other eight were ineligible or not evaluated. Ferry Swale is also rich in paleontological resources that features abundant tracks, scattered skeletal remains, logs, leaf and trace fossils, varieties of invertebrates, including marine and other microvertebrates. Confining motorized uses to the established routes will minimize impacts to soils, wildlife, wildlife habitat, and archeological and paleontological resources found adjacent to the routes. Ferry Swale |
| BG Cave Bypass       | 0.1  |                            |   |
| BLM Route 1099       | 0.56 |                            |   |
| Corrals Road         | 1.94 |                            |   |
| FS Dune Connector    | 0.12 |                            |   |
| FS Overlook          | 0.14 |                            |   |
| LF Overlook 1        | 1.05 |                            |   |
| Ferry Swale Diagonal | 0.09 |                            |   |

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|--------------------|------|--|---|
| LF Overlook 3      | 0.48 |  | is near proposed wilderness. Mitigations include 25 mph speed limit, enforced 96-dBA noise limit and required permit. |
| LF Overlook Bypass | 0.1  |  |   |
| Ferry Swale Wash   | 0.23 |  |   |
| Powerline Bypass 2 | 0.28 |  |   |
| Powerline Loop     | 1.21 |  |   |
| Powerline Route    | 1.58 |  |   |
| Q-44               | 0.03 |  |   |
| Seismograph Spur 1 | 0.62 |  |   |
| Seismograph Spur 2 | 0.86 |  |   |
| Seismograph Spur 3 | 0.14 |  |   |
| BLM Route 1325     | 0.3  |  |   |
| Ferry Swale Route  | 1.44 |  |   |
| Ferry Swale Spur   | 0.03 |  |   |
| FS Dune Route      | 0.44 |  |   |
| LF Overlook 2      | 0.17 |  |   |
| LF Overlook 4      | 0.26 |  |   |
| Powerline Bypass 1 | 0.14 |  |   |

|                                   |      |                            |   |
|-----------------------------------|------|----------------------------|---|
| Powerline Loop Spur<br>1 Route    | 0.15 |                            |   |
| Powerline Loop Spur<br>2 Route    | 0.15 |                            |   |
| Q-82                              | 0.04 |                            |   |
| Substation Route                  | 0.65 | Closed<br>to Public<br>Use | Substation Route is utilized to access electric substation and presented a public safety risk and is therefore closed for public use. Old Highway 89 Segment 1 Route dead ends off Ferry Swale ORV Route and does not access any additional recreational points of interest. Ferry Swale Road Bypass Route is redundant to Ferry Swale ORV Route. Administrative uses at Glen Canyon would continue, including use by government officials. NPS off-road use outside of public access areas or NPS operation areas is in frequent. Other users such as lease holders, permit holders, or any other individual with authority from NPS to operate at Glen Canyon may continue these uses subject to existing NPS authorization or permit conditions. |
| Old Highway 89<br>Segment 1 Route | 0.16 |                            |   |
| Ferry Swale Road<br>Bypass Route  | 0.07 |                            |   |

*Historically Utilized ORV Routes Closed Under Alternative E – Mixed Use*

| Name | Miles | Determination | Rationale  |
|------|-------|---------------|--|
| 1    | 0.68  | Closed        | <p>Ferry Swale area unauthorized routes created a braided network of trails with spurs and duplicitous travel routes. These segments constitute the approximately 33 miles of routes closed under Alt E Mixed Use to prevent further direct, adverse impacts from crushing, shearing, compaction, and erosion of soil. And prevent further direct and indirect, adverse impacts on vegetation communities consisting primarily of grasses, weeds, and bushes and beneficial impacts on vegetation from discontinuation of off-road use. Beneficial impacts on wildlife and wildlife habitat as a result of discontinuation of off-road use to reduce disturbance, displacement, vehicle-wildlife collisions, noise, and habitat destruction. Noise generated impacts reduced and increase in natural ambient sound level due to motorized vehicle operations reductions. Closing these routes also reduced impacts to 7 eligible cultural resource sites and 2 not evaluated sites in Ferry Swale. Beneficial impacts on health and safety of motor vehicle users along user-created ORV routes that are closed.</p> <p>Ferry Swale Route Locations for Closure, indicated in red:</p>  |
| 2    | 0.30  |               |  |
| 3    | 0.03  |               |  |
| 4    | 0.01  |               |  |
| 5    | 0.04  |               |  |
| 6    | 0.15  |               |  |
| 7    | 0.19  |               |  |
| 8    | 0.02  |               |  |
| 9    | 0.06  |               |  |
| 10   | 0.09  |               |  |
| 11   | 0.05  |               |  |
| 12   | 0.07  |               |  |
| 13   | 0.04  |               |  |
| 14   | 0.07  |               |  |
| 15   | 0.06  |               |  |
| 16   | 0.06  |               |  |
| 17   | 0.08  |               |  |
| 18   | 0.12  |               |  |
| 19   | 0.14  |               |  |
| 20   | 0.32  |               |  |
| 21   | 0.24  |               |  |
| 22   | 0.04  |               |  |
| 23   | 0.38  |               |  |
| 24   | 0.03  |               |  |
| 25   | 0.13  |               |  |
| 26   | 0.05  |               |  |
| 27   | 0.04  |               |  |
| 28   | 0.40  |               |  |
| 29   | 0.04  |               |  |
| 30   | 0.03  |               |  |

|    |      |
|----|------|
| 31 | 0.28 |
| 32 | 0.08 |
| 33 | 0.11 |
| 34 | 0.10 |
| 35 | 0.13 |
| 36 | 0.02 |
| 37 | 0.08 |
| 38 | 0.15 |
| 39 | 0.12 |
| 40 | 0.06 |
| 41 | 0.02 |
| 42 | 0.06 |
| 43 | 0.14 |
| 44 | 0.03 |
| 45 | 0.09 |
| 46 | 0.04 |
| 47 | 0.03 |
| 48 | 0.09 |
| 49 | 0.16 |
| 50 | 0.02 |
| 51 | 0.14 |
| 52 | 0.26 |
| 53 | 0.09 |
| 54 | 0.38 |
| 55 | 0.06 |
| 56 | 0.15 |
| 57 | 0.23 |
| 58 | 0.16 |
| 59 | 0.25 |
| 60 | 0.02 |
| 61 | 0.04 |
| 62 | 0.02 |

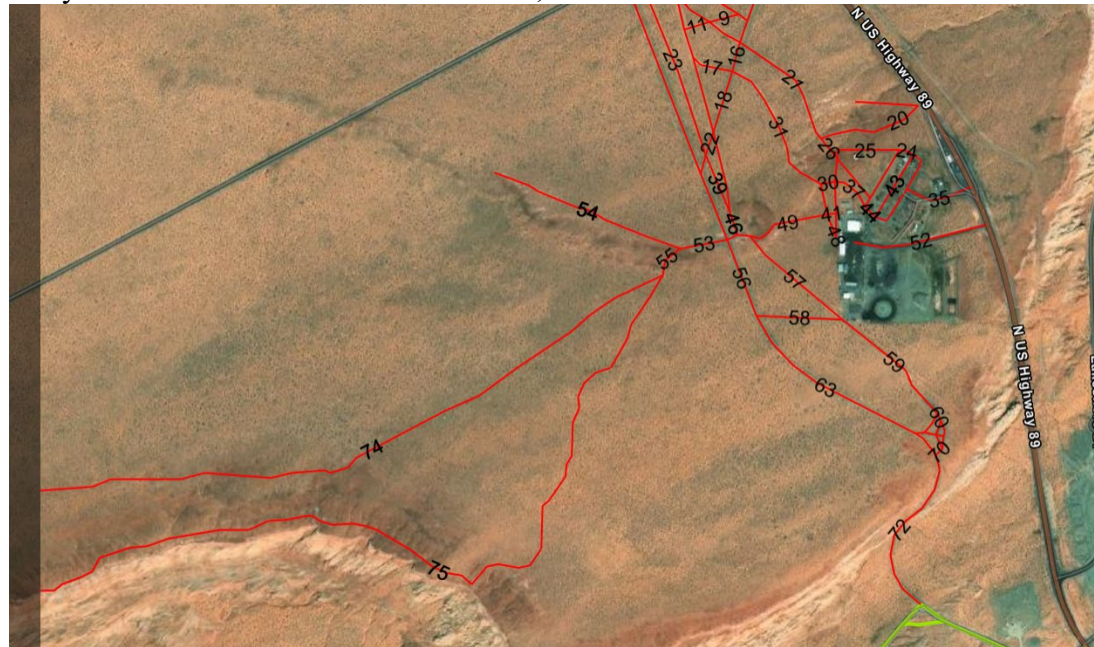
Ferry Swale Route Locationations for Closure, cont'd:





|    |      |
|----|------|
| 63 | 0.38 |
| 64 | 0.03 |
| 65 | 0.02 |
| 66 | 0.03 |
| 67 | 0.02 |
| 68 | 0.02 |
| 69 | 0.03 |
| 70 | 0.02 |
| 71 | 0.06 |
| 72 | 0.33 |
| 73 | 0.13 |
| 74 | 1.28 |
| 75 | 1.64 |
| 76 | 0.06 |
| 77 | 0.23 |
| 78 | 0.16 |
| 79 | 0.81 |
| 80 | 0.03 |
| 81 | 0.64 |
| 82 | 0.05 |
| 83 | 0.04 |
| 84 | 0.05 |
| 85 | 0.23 |
| 86 | 0.05 |
| 87 | 0.84 |
| 88 | 0.18 |
| 89 | 0.11 |
| 90 | 0.03 |
| 91 | 0.12 |
| 92 | 0.18 |
| 93 | 0.08 |
| 94 | 0.17 |

Ferry Swale Route Locations for Closure, cont'd:



Cont'd:





|     |      |
|-----|------|
| 95  | 0.12 |
| 96  | 0.06 |
| 97  | 0.13 |
| 98  | 0.49 |
| 99  | 0.32 |
| 100 | 0.96 |
| 101 | 0.04 |
| 102 | 0.06 |
| 103 | 0.16 |
| 104 | 0.12 |
| 105 | 0.28 |
| 106 | 0.40 |
| 107 | 0.27 |
| 108 | 0.06 |
| 109 | 0.37 |
| 110 | 0.31 |
| 111 | 0.96 |

Ferry Swale Route Locations for Closure, cont'd:




Cont'd:



Ferry Swale Route Locations for Closure, cont'd:





|                         |      |        |  |
|-------------------------|------|--------|--|
| 112<br>(Rincon<br>Road) | 0.81 | Closed | <p>Commentators on the FEIS, including cooperating agencies, requested that NPS open Rincon Road as an ORV route. NPS considered but rejected this proposal for two reasons. First, Rincon Road is within the proposed wilderness boundary at Glen Canyon. Allowing motorized use within proposed wilderness conflicts with agency policy and planning documents.</p> <p>Route 112 – Rincon Road (red)</p>  <p>The image is an aerial photograph of a desert landscape. A large, winding river, labeled 'Colorado River', flows from the top left towards the center. To the right, a smaller river, labeled 'San Juan River', flows downwards. In the lower center, a road is highlighted in red and labeled '112'. The terrain is arid with various shades of brown and tan, and some green vegetation is visible along the riverbanks.</p> |
|-------------------------|------|--------|--|

### *Accessible Shoreline Areas (SAAs)*

Accessible shoreline areas and Lone Rock Beach provide overland motorized recreational opportunities that facilitate access to Lake Powell. Off-road motor vehicle use along other shorelines in the recreation area is not allowed. SAAs have been identified by confining geologic structures, bathymetry information, and the water's edge to confine recreational uses to identified areas. Those areas were then surveyed for cultural resources, archeological resources, and wildlife resources to determine additional mitigations necessary to protect resources and avoid user conflicts. Rationale statements are provided below for each SAA and Lone Rock Beach, and multi-use campground area. A map of each SAA is available at: <https://www.nps.gov/glca/planyourvisit/orv-maps.htm>.

| Name            | Area (acres) | Decision   | Rationale   |
|-----------------|--------------|------------|---|
| Lone Rock Beach | 291.29       | Open       | Provides primary shoreline vehicle access to Lake Powell for non-boating public, and features recreational opportunities for camping, swimming, fishing and boating. Very few natural resources present that can be negatively impacted by motor vehicle use. Soils are thin and sandy and of poor quality, supporting a sparse community of vegetation at the fringes of the SAA. Although there is potential for visitor-wildlife encounters, the noise and density of visitation has pushed animal populations into adjacent lands. The SAA features no representative fundamental resource and values, and no proposed wilderness exists within the vicinity. Mitigation actions include instituted 15 mph speed limit, stipulated quiet hours of 10:00pm to 6:00 am, an established vehicle-free zone, 96-dBA limit and a mandatory managed permit system. |
| Blue Notch      | 327.33       | Compendium | The SAA provides remote shore-based recreation access to Lake Powell, including opportunities for camping and small boat launching. Soils composed of shallow, sandy materials interrupted by rock outcrops. Possible soil crust structures on gentle slopes, but much of the SAA too steep to support crust formation. Soils produce mostly blackbrush, but potential exists for Jones Cycladenia. Possibility of desert bighorn sheep passing through the area. The SAA features two eligible cultural sites, but no recorded paleontological sites. Blue Notch is adjacent to proposed wilderness.   |

|              |        |            |   |
|--------------|--------|------------|---|
|              |        |            | <p>Mitigations include closure to street-legal ATVs Nov. 1 to Mar. 1, quiet hours from 10 pm to 6 am, enforced speed limits of 15 mph, and imposition of 96-dBA levels for OHVs. Although deleterious effects are not expected, ongoing monitoring of area resources and impacts to adjacent proposed wilderness will determine future management actions.</p> <p>Current Compendium Entry for Lake Elevation opening/closure: 3,610 feet</p>   |
| White Canyon | 330.39 | Compendium | <p>The SAA provides shore-based recreation access to Lake Powell, including opportunities for camping and small boat access. The area also offers exceptional hiking opportunities. Soils are shallow and sandy with rock outcrops. Crust structures possible only on gentle slopes. Soils support scattered populations of blackbrush and shadscale. The SAA overlaps with suitable habitat for Mexican spotted owl but does not fall in critical habitat zone. Surveys identified no cultural or archaeological sites, but some paleontological resources were noted. White Canyons sits on the opposite bank from proposed wilderness. Mitigations include closure to street-legal ATVs Nov. 1 to Mar. 1, quiet hours from 10 pm to 6 am, enforced speed limits of 15 mph, and imposition of 96-dBA levels for OHVs. Although deleterious effects are not expected, ongoing monitoring of area resources and impacts to adjacent wilderness will determine future management actions.</p> <p>Current Compendium Entry for Lake Elevation opening/closure: 3,610 feet</p> |
| Red Canyon   | 178.05 | Compendium | <p>The SAA provides shore-based recreation access to Lake Powell, including opportunities for camping and small boat launching. Soil composed of shallow sandy soils on slopes with rock outcrops. Crust structures may be found on more gentle slopes. Soils support populations of sparse blackbrush and may provide potential habitat for Jones Cycladenia. Red Canyon considered suitable habitat for Mexican spotted owl, but no individuals observed. Desert bighorn sheep may visit the SAA, but likely to prefer outlying areas to avoid visitors. There are four eligible cultural archaeological sites and nine other isolated cultural occurrences. Some paleontological resources were also noted. Red Canyon is adjacent to proposed wilderness. Mitigations include closure to street-legal ATVs Nov. 1</p>   |



|                |        |            |   |
|----------------|--------|------------|---|
|                |        |            | <p>to Mar. 1, quiet hours from 10 pm to 6 am, enforced speed limits of 15 mph, and imposition of 96-dBA levels for OHVs. Although deleterious effects are not expected, ongoing monitoring of area resources and impacts to adjacent wilderness will determine future management actions.</p> <p>Current Compendium Entry for Lake Elevation opening/closure: 3,610 feet</p>  |
| Farley Canyon  | 277.78 | Compendium | <p>SAA provides shore-based recreation access to Lake Powell, including opportunities for camping, small boat launching and fishing. Offers limited services (two vault toilets). Soil composed of rock outcrops mixed with sandy, gravelly talus derived from decomposed limestone and shale. Some crust formation possible on gentler slopes. Soil type supports sporadic shadscale community and provides potential habitat for Jones Cycladenia. Farley Canyon considered suitable habitat for Mexican spotted owl but lacks roosting habitat, and limited instances of individuals observed. Desert bighorn sheep may wander through the area, but more likely to stick to less visited adjacent shorelines. Two ineligible cultural/ archaeological sites have been identified, and the existence of known paleontological sites have been noted. The SAA is also near proposed wilderness. Mitigations include closure to street-legal ATVs Nov. 1 to Mar. 1, quiet hours from 10 pm to 6 am, enforced speed limits of 15 mph, and imposition of 96-dBA levels for OHVs. Although deleterious effects are not expected, ongoing monitoring of area resources and impacts to adjacent wilderness will determine future management actions.</p> <p>Current Compendium Entry for Lake Elevation opening/closure: 3,610 feet</p> |
| Hite Boat Ramp | 110.81 | Compendium | <p>SAA provides shore-based recreation access to Lake Powell, including opportunities for camping, fishing and boat launching. Hite Boat Ramp is adjacent to Hite developed area that offers a variety of marina-related services and amenities. The SAA is open to both conventional and street-legal ATVs year-round. The site exists on a rock outcropping, and the surrounding soils are shallow, permeable soils composed of alluvium and residuum of limestone and shale, which resides on slopes of varying degrees (now is largely buried under sediments deposited by receding Lake Powell).</p>   |

|               |         |            |   |
|---------------|---------|------------|---|
|               |         |            | <p>The soil supports a sparse community of blackbrush (and some invasives left with sedimentary deposits). Bald eagles may be spotted in the area, which also resides in critical habitat for the Mexican spotted owl. The area does not provide breeding habitat, but there are limited opportunities for roosting habitat. There have been no known occurrences of Mexican spotted owl in the area. Surveys of the area have not recorded any known cultural or archaeological sites. Because of its geologic layer, there is a potential for paleontological resources, but none have been recorded. Hite boat ramp SAA sits on the opposite bank from proposed wilderness. Mitigations include closure to street-legal ATVs Nov. 1 to Mar. 1, quiet hours from 10 pm to 6 am, enforced speed limits of 15 mph, and imposition of 96-dBA levels for OHVs. Although deleterious effects are not expected, ongoing monitoring of area resources and impacts to adjacent proposed wilderness will determine future management actions.</p> <p>Current Compendium Entry for Lake Elevation opening/closure: 3,490 feet</p> |
| Warm Creek    | 1100.30 | Closed     | <p>Closed to achieve a range of management objectives, including area recovery from soil compaction, to encourage recolonization of vegetation in the affected area, and to eliminate disturbance to adjacent suitable habitat for the Mexican spotted owl. Warm Creek is a redundant, lightly used area that provided similar access to the shoreline as adjacent Crosby Canyon during optimum lake level conditions. Permanent closure of Warm Creek offers restorative benefits to wildlife habitat (i.e., kit foxes, desert big horn sheep, chuckwalla, migratory bird species) without denying visiting public access to the Warm Creek area which would continue via nearby Crosby Canyon, depending on lake levels.</p>  |
| Crosby Canyon | 381.39  | Compendium | <p>The SAA provides remote shore-based recreation access to Lake Powell, including opportunities for camping and small boat launching. Offers a more primitive experience than nearby Lone Rock Beach, and the only land-based access to Warm Creek Bay with closures of the Warm Creek SAA. Soils are a mixture of deeper loamy soils that lay in the low areas and atop benches and plateaus. About a third of the area features shallow, shifting sandy</p>  |

|               |        |            |   |
|---------------|--------|------------|---|
|               |        |            | <p>outcrops. Crust formation possible over shallow clay or deeper loam deposits. The deeper deposits capable of supporting well-established vegetation, like shadscale. The common variety of wildlife exists in the SAA (rodents, lizards, snakes, rabbits, coyotes, foxes and bobcats). Kit foxes are also known to frequent the area and might be negatively impacted by OHV. Kit foxes are known to be highly adaptable, and it is anticipated that resident kit fox will adopt avoidance behaviors. The closure of the Warm Creek SAA provides alternate habitat for the kit fox. One of the two archaeological sites in Crosby Canyon were determined eligible. Neither site in the buffer area (0.5m) have been evaluated. No paleontological resources were identified, and the SAA is not near proposed wilderness. Mitigations include closure to street-legal ATVs Nov. 1 to Mar. 1, quiet hours between 10 pm and 6 am, enforced speed limits of 15mph, and imposition of 96-dBA levels for OHVs. Although deleterious effects are not expected, ongoing monitoring of area resources and impacts to adjacent wilderness will determine future management actions.</p> <p>Current Compendium Entry for Lake Elevation opening/closure: 3,610 feet</p> |
| Stanton Creek | 884.41 | Compendium | <p>SAA provides shore-based recreation access to Lake Powell, including opportunities for camping and small boat access. Soils comprised of rock outcrops with sandy, gravelly talus derived from wind-blown sandstone. Soils are shallow with rare deeper deposits. There are infrequent instances for biological crusts that are anchored by sagebrush. The soil also supports shadscale. The common variety of wildlife exists in the SAA (rodents, lizards, snakes, rabbits, coyotes, foxes and bobcats). The SAA has been designated critical habitat for Mexican spotted owl, though it does not contain suitable breeding or roosting habitat. No individuals have been observed. There are no eligible archaeological sites in the SAA, but there is one within the buffer zone (0.5m). The geologic layer has potential to contain fossils and vertebrate tracks. Stanton Creek lay between proposed wilderness roughly 1.75 miles to both the east and west. Mitigations include closure to street-legal ATVs Nov. 1 to Mar. 1, quiet hours between 10 pm and 6 am, enforced speed limits of 15 mph, and imposition of 96-dBA levels for OHVs,</p>  |

|  |  |  |   |
|--|--|--|---|
|  |  |  | and a year-round specified vehicle-free zone. Although deleterious effects are not expected, ongoing monitoring of area resources and impacts to adjacent wilderness will determine future management actions.<br>Current Compendium Entry for Lake Elevation opening/closure: 3,490 feet |
|--|--|--|---|

*Overland Travel Areas*

| Name                      | Area (acres)                           | Decision | Rationale   |
|---------------------------|--|----------|---|
| Lone Rock Beach Play Area | 180 acres, 157.23 open to overland use | Open     | Dedicated OHV area adjacent to Lone Rock Beach SAA. Provides largely unrestricted OHV opportunities where operators can challenge themselves, develop skills, operate at high speeds, perform jumps, and similar activities. As the only designated space of its kind in the NRA, the Play Area confines all such activities to one location, thereby reducing potential for user conflict elsewhere in the NRA. The Play Area soils are highly disturbed such that they support little crust structure or vascular vegetation. The Play Area is possible habitat for both burrowing owl and kit fox and is occasionally used as a forage area by golden eagles from adjacent formations. However, sightings are rare as individuals avoid the Play Area for lesser disturbed terrain in the vicinity. The Play Area features neither eligible cultural sites or paleontological sites, nor does it reside near any proposed wilderness. Mitigations include clear demarcation of the use area by fencing and enforced quiet hours that run from sunset to sunrise. |