

4.0 ENVIRONMENTAL CONSEQUENCES

This chapter addresses the direct, indirect and cumulative impacts on elements of the human environment from actions proposed in the CDCA Plan Amendment. This chapter is organized by environmental element, followed by a description and comparison of impacts from the relevant plan element alternatives.

Land use plans, such as the CDCA Plan Amendment, developed in accordance with Title 43 Code of Federal Regulations, provide landscape level decisions for managing the BLM-administered public lands. As a result, the impact analysis for land use plans level actions tends to be cumulative by nature.

4.4 Recreation

Wild and Scenic River Eligibility Determinations. Proposed Plan (Alternatives A, B and C). Determinations of eligibility for BLM-managed river segments in Whitewater Canyon, Mission Creek (main channel and its three forks), and Palm Canyon (totaling 20.3 miles in length) as Wild and Scenic Rivers would result in no substantive impacts to recreation. Once a river segment has been determined eligible and given a tentative classification as “wild,” “scenic,” and/or “recreational,” BLM is required to protect its free-flowing characteristics; protect, and to the degree practicable, enhance the Outstanding Remarkable Values (ORVs) which contribute to the river segment’s eligibility; and ensure that its eligibility or tentative classification will not be affected before a determination of its suitability or non-suitability as a Wild and Scenic River can be made. Protective management of eligible river segments on BLM lands in Whitewater Canyon, Mission Creek, and Palm Canyon (see Appendix B) would not constrain opportunities for recreation to any greater degree than under current management. Opportunities for such activities as hiking, backpacking, horseback riding, nature study, and photography would not be diminished.

No Action Alternative (D). No impacts to recreation would result from deferring eligibility determinations for river segments on public lands in the planning area.

Visual Resource Management. Proposed Plan (Alternatives A, B and C). VRM classifications assigned through this CDCA Plan amendment are based on existing land uses, and existing and proposed land use designations (e.g., wilderness, ACECs, conservation areas, and Santa Rosa and San Jacinto Mountains National Monument). Specific impacts to recreation cannot be determined until project proposals are submitted to the BLM and a Contrast Rating that measures the degree of contrast between a proposed activity and the existing landscape is prepared. If the proposed project exceeds the allowable contrast, then a BLM decision is made to (1) redesign, (2) abandon or reject, or (3) proceed, but with mitigation measures stipulated to reduce critical impacts. Projects that are recreational based would be subject to the applicable VRM objectives, including projects proposed by the BLM.

No Action Alternative (D). The effects of managing BLM lands consistent with interim

VRM objectives established on a case-by-case basis when project proposals are submitted would be the same as described for the Proposed Plan as such interim objectives would likely mirror those as herein proposed.

Land Health Standards and Air Quality. Proposed Plan (Alternatives A, B and C).

Actions relating specifically to the management of recreation in accordance with regional land health standards developed in consultation with the California Desert District Advisory Council are not specified in the Proposed Plan or other alternatives. Where recreational activities adversely affect soils, native species, riparian/wetland and stream function, water quality, and air quality to the degree that such standards are not met or cannot be met, actions would be taken to reduce the impacts to acceptable levels. Under the Proposed Plan, certain OHV use areas and routes would be closed to avert adverse impacts to sensitive wildlife and botanical species, and reduce generation of PM10 (see Sections 2.4.16, Motorized Vehicle Area Designations, and 2.4.17, Motorize Vehicle Route Designations for proposed closures) in concert with achieving the proposed land health standards. Impacts from these closures are discussed in Section 4.5, Motorized-Vehicle Access.

Where resource conditions are improved consequent to undertaking actions to comply with regional land health standards, the quality of recreational experiences may be enhanced, particularly those forms of recreation that rely on landscape quality (e.g., sightseeing, nature study, and photography).

No Action Alternative (D). Adopting the rangeland National Fallback Standards as regional land health standards would not likely affect opportunities for recreation; under the No Action Alternative, the existing OHV use areas and currently-available routes would remain available for OHV use. Benefits to recreation may be accrued where resource conditions are improved to comply with National Fallback Standards—i.e., opportunities for sightseeing, nature study, and photography, among others, would be enhanced—though such benefits cannot be ascertained until sites are identified where actions would be undertaken to improve resource conditions.

Multiple-Use Classification. Proposed Plan (Alternatives B and C), Alternatives A and No Action (D). Changes in existing Multiple-Use Classes are based on new special area designations and proposed uses of public lands. Recreational activities would not generally be affected by changes to, or retention of, existing Multiple-Use Classes. Instead, adverse or beneficial impacts to recreation would occur as a result of proposals being implemented that specifically affect a particular type of recreation (e.g., development of an off-highway vehicle recreation area that affects opportunities for motorized free-play activities; development of new trails that affects hiking, mountain biking, and horseback riding opportunities; etc.). Relative to certain proposals being approved, Multiple-Use Classes may be revised, e.g., where off-highway vehicle recreation areas are established, the Multiple-Use Class would be changed to “1” (Alternative A only).

Habitat Conservation Objectives. Proposed Plan (Alternatives B and C). Changes in recreational uses would be required in some instances to meet habitat conservation

objectives under the Proposed Plan. Specifically, designation of areas and motorized-vehicle routes constitute land use decisions that would be made, in part, to meet these objectives, the effects of which are herein addressed (see “Motorized Vehicle Area Designations” and “Motorized Vehicle Routes Designations” below). Specific actions that apply to access for non-motorized activities are being addressed through the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Decisions addressing trail use on lands managed by all jurisdictions, including the BLM, will be made through the CVMSHCP, not this CDCA Plan Amendment.

Alternatives A and No Action (D). Existing statutes such as the Endangered Species Act and Clean Air Act, and guidance provided in the CDCA Plan would necessitate in some instances that recreational uses of the public lands be further limited to conserve resource values. Where such limitations are necessary, actions are herein proposed. The discussion above relative to the Proposed Plan is applicable for these alternatives.

Fire Management. Proposed Plan (Alternatives B and C), Alternatives A and No Action (D). Generally, no impacts to recreation would occur as the fire management categories are based on analyses of existing land uses and vegetation types, with priority placed on protecting life and property. However, to the degree that vegetative conditions would be maintained or enhanced through fire suppression and prescribed burning in support of various flora and fauna that comprise important elements of the overall recreation experience (e.g., the presence of bighorn sheep for wildlife viewing and photography), opportunities for recreation would be maintained or enhanced.

Special Area Designations. Proposed Plan (Alternative A), Alternatives B, C and No Action (D). No direct impacts to recreation would occur from new special area designations (Alternatives A, B and C) or the lack thereof (No Action Alternative). Designating areas as Wildlife Habitat Management Areas or ACECs does not automatically limit recreational opportunities. Any such limitations must be proposed through a separate action, based on protection of sensitive resources and not on special area designations.

Land Tenure: Exchange and Sale Criteria. Proposed Plan (Alternatives B and C), Alternatives A and No Action (D). No impacts to recreational use would occur consequent to adopting the specified criteria in the Proposed Plan (Alternatives B and C) or considering exchanges on a case-by-case basis (Alternatives A and the No Action Alternative) as BLM would still have the option to retain recreational use areas in public ownership.

Land Tenure: Acquisition Criteria. Proposed Plan (Alternatives B and C). Where lands are acquired to divert intensive uses away from sensitive areas in accordance with the criteria in the Proposed Plan, opportunities for recreation could be enhanced (e.g., acquisition of lands to facilitate development of an off-highway vehicle recreation area to divert motorized free-play activities away from habitat for endangered species). Specific impacts to recreation of lands acquired based on the identified criteria, however, cannot be determined until parcel location and management parameters are

identified.

Alternative A and No Action (D). Opportunities for recreation on lands considered for acquisition on a case-by-case basis would be addressed as appropriate. Lands could be acquired for the purpose of enhancing recreational opportunities.

Management of Acquired Lands. Proposed Plan (Alternatives A, B and C). Where access to acquired lands would be restricted to achieve objectives established for conservation areas, opportunities for recreation may be concomitantly limited. Where certain types of recreation would be allowed in the conservation area, it is anticipated that the same recreational uses would be allowed on the acquired lands therein. The Proposed Plan would facilitate consistency with surrounding land uses existing at the time.

No Action Alternative (D). If no guidance for managing acquired lands was provided at this time, a separate plan amendment process may be required to define appropriate recreational uses on the newly acquired lands (e.g., use of acquired lands as an off-highway vehicle recreation area would require a plan amendment).

Communication Sites and Utilities. Proposed Plan (Alternative (B), Alternatives A, C and No Action (D). Actions addressing communications sites and utilities generally would have no effect on recreational opportunities except where new facilities are developed. Windparks and communication sites are not available for recreational use. New facilities could further restrict opportunities for recreation by closing additional lands to recreational access. Roads to access utilities are generally available for casual motorized-vehicle use.

Sand and Gravel Mining. Proposed Plan (Alternative B), Alternatives A, C and No Action (D). Actions addressing sand and gravel mining generally would have no effect on recreational opportunities as sites accommodating such mining are not available for recreational use.

Livestock Grazing. Proposed Plan (Alternative A) and No Action Alternative (D). Continuance of grazing with management emphasis on its compatibility with conservation objectives of the desert tortoise, arroyo toad, and riparian habitat values (Proposed Plan), or that grazing, at a minimum, must conform to National Fallback Standards (No Action), would maintain resource conditions. Hence the natural conditions of wilderness upon which non-motorized activities rely (e.g., nature study, photography, hiking, horseback riding, etc.) would be maintained. However, to the degree that encounters with livestock, manure, or other evidence of livestock presence occur, some individuals' perceptions of naturalness in the San Gorgonio Wilderness Additions could be adversely affected, even though grazing is a compatible use under the Wilderness Act of 1964 and the California Desert Protection Act of 1994. The extent of such encounters is unknown.

Alternatives B and C. Whether grazing is discontinued in all or part of the Whitewater Canyon Allotment, the aesthetic component of primitive recreation on BLM-managed

lands in the San Geronio Wilderness Additions could improve to the degree that livestock, manure, or other evidence of livestock presence (e.g., hoof-prints) are not encountered, especially while traveling on the Pacific Crest National Scenic Trail. Such encounters can negatively affect some individuals' perceptions of naturalness in wilderness, even though grazing is a compatible use under the Wilderness Act of 1964 and the California Desert Protection Act of 1994. The extent of such encounters is unknown.

Wild Horse and Burro Program. Proposed Plan (Alternative B) and Alternative C. Retiring the Palm Canyon and Morongo Canyon Herd Management Areas (Proposed Plan and Alternative C), transferring specified land parcels with the Agua Caliente Tribe (Proposed Plan), and removing existing animals from BLM-managed lands (Alternative C) would affect recreational opportunities to the degree that the potential for adverse encounters is eliminated (positive effect) or individuals can no longer view wild horses in Palm Canyon (negative effect).

Alternative A and No Action (D). Retention of wild horses on BLM-managed lands could adversely affect recreationists in the Palm Canyon area. The Agua Caliente Band of Cahuilla Indians have imposed a ban on equestrian use within the Indian Canyons Heritage Park because the "wild" stallion was behaving aggressively toward equestrian trail users, resulting in one thrown rider. Similar encounters could occur on BLM-managed lands. On the other hand, individuals have remarked that observations of wild horses in Palm Canyon enhance their recreational experience.

Motorized Vehicle Area Designations. All Alternatives. Areas available to off-highway vehicle use in the Coachella Valley over all ownerships would decline as population increases and lands to support this increase are converted from open space to developed sites. Maintaining existing vehicle limitations in wildlife preserves and closures in wilderness areas would not cause any change in recreational use.

Alternative A. Limiting motorized-vehicle use to a designated route system would have no affect on current recreational uses. Designating Indio Hills, Drop 31, Windy Point, and Iron Door (totaling 3,624 acres of public lands) as "open" to off-highway vehicle use would maintain recreational opportunities for vehicular "free-play" activities where such use has been informally established over time. OHV recreation opportunities would be distributed throughout the Coachella Valley.

At Windy Point, it would be difficult to administer a 777-acre off-highway vehicle recreation area on public lands in a manner compatible with the Santa Rosa and San Jacinto Mountains National Monument Act of 2000, which limits vehicles to designated routes; as recognized in the California Desert Conservation Area Plan (1980, as amended), individual routes of travel cannot be readily delineated in sand dunes. However, a Windy Point OHV open area would be compatible with adjacent private land uses related to OHV rental and increase the area available to rental customers. Use levels which existed prior to the temporary closure would likely return, with 100 to 150 people using the area on busy weekends. Use would continue to be primarily day use with rare instances of camping. Over time, use on busy weekends may increase as

other off-highway vehicle free-play opportunities become less available and population in the southern California increases.

The proposed 833-acre OHV area (public lands on two parcels) in the Indio Hills would be adjacent to parcels which are part of the Coachella Valley Fringed-toed Lizard Preserve System. The area currently receives limited off-highway vehicle use; topography largely confines the use to wash bottoms, ridges and a bowl area, all physically separated from Preserve lands. Much of the existing use occurs on adjacent private land parcels and the public land parcel north of the Edom Hill landfill, though most of this parcel was patented to the County in 2002. Designation would continue the use, and little or no change in the land use pattern on public lands would be expected. Designation may attract more use to the adjacent private lands. Use levels of 10 to 20 people per week would be expected to increase over to time to an estimated 40 to 50 people per week.

The 643-acre Iron Door parcel was formerly withdrawn to the U.S. Army in 1962 for military training purposes. That withdrawal was revoked in 1981. Currently, the site is heavily used by off-highway vehicles; adjacent private land parcels receive similar use. The land use pattern would continue, providing weekly opportunities for “free-play” vehicle recreation to up to 150 people.

Designation of 1,371 acres of public lands at Drop 31 along the Coachella Canal as an off-highway vehicle recreation area would continue an existing use (this area is located within the NECO Plan overlap area). Because the area is adjacent to the Mecca Hills and Orocochia Mountains Wildernesses, there is some risk of vehicle intrusion into wilderness, but compliance along the wilderness boundary has generally been good. Current types and levels of recreation use in the area east of the Coachella Canal have generally been compatible with use of the canal for water transport and as a water source for wildlife during the summer months. The land pattern in the area is intermingled with private lands which receive similar recreation use. Existing land uses and the general land use pattern would continue. Use levels of 250 to 500 users on busy holiday weekends would continue.

For all of the aforementioned OHV open areas, land use conflicts within multi-species habitat conservation areas and conflicts with air quality management are addressed in the discussions under “Biological Resources” (Section 4.8) and “Air Quality” (Section 4.10).

Proposed Plan (Alternative B). Limiting motorized-vehicle use to a designated route system would adversely affect existing opportunities for vehicular “free-play” recreation. Such activities on 3,624 acres of public lands in the Windy Point, Indio Hills, Iron Door, and Drop 31 areas would be discontinued, and vehicle access would be limited to designated routes crossing the public land. Up to 100 to 150 people who might have used the Windy Point area on busy weekends, and 10 to 20 at Indio Hills plus up to 150 at Iron Door on a weekly basis during the cooler months would be displaced. A privately owned off-highway vehicle rental business near Windy Point may accommodate some of the displaced use on adjacent private lands. Whether

recreationists displaced from Windy Point would utilize these private “for fee” lands is unknown. Whether private landowners or other jurisdictions would continue or offer to accommodate the displaced use from all three areas is unknown.

Management of the Drop 31 area as an off-highway vehicle “managed use area” emphasizing opportunities for camping, trail riding and exploration along designated routes, trails and open washes would continue an existing use, although use patterns would be modified to mitigate for wildlife water access and wilderness. Recreation use levels of 250 to 500 people on holiday weekends would likely continue. Over time, use levels may decrease if visitors are disappointed with the limited use designation and seek other “free play” areas. The extent to which any displaced OHV enthusiasts from Windy Point, Indio Hills, Iron Door, or Drop 31 would travel to other OHV regional recreation areas, or attempt to use restricted areas is unknown.

Alternative C. Limiting vehicle-based recreation to designated routes would most adversely affect existing opportunities for vehicular “free-play” recreation. Such activities on 3,624 acres of public lands in the Windy Point, Indio Hills, Iron Door, and Drop 31 areas would be discontinued, displacing up to 500 OHV users per week during the cooler months. These users would likely seek other sites to continue their activities, thereby shifting pressures to private, non-federal public, or tribal lands in the immediate vicinity. Long-term access to and continued use of private lands in the Coachella Valley would depend on actions by local jurisdictions and landowners.

No Action Alternative (D). The existing route network and informally established “free-play” areas would be available for vehicle-based recreation. The informally established “free-play” areas include a total of 3,624 acres of public lands at Windy Point, Indio Hills, Iron Door, and Drop 31. OHV recreation opportunities would be distributed throughout the Coachella Valley.

At Windy Point, it would be difficult to administer an informally established, 777-acre vehicle-based recreation area on public lands in a manner compatible with the National Monument legislative requirement to limit vehicles to designated routes. However, continuation of vehicular “free-play” activities at this location is compatible with adjacent private land uses related to OHV rental and increases the area available to rental customers. Use levels which existed prior to the temporary closure would likely return, with 100 to 150 people using the area on busy weekends. Use would continue to be primarily day use with rare instances of camping. Over time, use on busy weekends may increase as other off-highway vehicle free-play opportunities become less available and population in the Coachella Valley increases.

The informally established 833-acre OHV area (public lands on two parcels) in the Indio Hills is adjacent to parcels which are part of the Coachella Valley Fringed-toed Lizard Preserve System. The area currently receives limited off-highway vehicle use; topography largely confines the use to wash bottoms, ridges and a bowl area, all physically separated from preserve lands. Much of the existing use occurs on adjacent private land parcels and the public land parcel north of the Edom Hill landfill, though most of this parcel was patented to the County in 2002. Little or no change in the land

use pattern on public lands would be expected; use levels of 10 to 20 people per week would continue.

The 643-acre Iron Door parcel was formerly withdrawn to the U.S. Army in 1962 for military training purposes. That withdrawal was revoked in 1981. Currently, the site is heavily used by off-highway vehicles; adjacent private land parcels receive similar use. The land use pattern would continue, providing weekly opportunities for “free-play” vehicle recreation to up to 150 people.

Off-highway vehicle “free-play” activities on 1,371 acres of public lands at Drop 31 along the Coachella Canal would continue. Although the area is adjacent to the Mecca Hills and Orocopia Mountains Wildernesses, vehicle intrusions into wilderness have been limited. Current types and levels of recreation use in the area east of the Coachella Canal have generally been compatible with use of the canal for water transport and as a water source for wildlife during the summer months. The land pattern in the area is intermingled with private lands which receive similar recreation use. Existing land uses and the general land use pattern would continue. Use levels of 250 to 500 users on busy holiday weekends would continue.

Long-term access to and continued use of private lands in the valley would depend on actions by local jurisdictions and landowners. Land use conflicts within multi-species habitat conservation areas and conflicts with air quality management are addressed in the discussions under “Biological Resources” (Section 4.8) and “Air Quality” (Section 4.10).

Motorized Vehicle Route Designations. See Section 4.5, “Motorized-Vehicle Access,” for a complete discussion of how the alternative motorized-vehicle route designations would affect opportunities for motorized-vehicle access. This section will address how route designations would affect casual recreational activities such as hunting and vehicle touring (except for the NECO overlap area). Impacts to motorized commercial recreation on Dunn Road are addressed under “Motorized-Vehicle Access” below.

Alternatives A and No Action (D). Of the currently available route network of 73 miles, all 73 miles (100%) would continue to be available for motorized-vehicle use, thereby providing vehicle access for hunting and vehicle touring, and access to destination sites such as trailheads (see Table D-4, Appendix D). Seventy (70) miles would remain closed under both alternatives due to prior plan decisions or other existing restrictions (see Tables D-2 and D-3, Appendix D).

Proposed Plan (Alternative B). Under the Proposed Plan, an additional 26 miles of routes (36% of the currently available route network on BLM lands) would no longer be available for motorized-vehicle use, thereby decreasing the total mileage of open routes to 46 miles (64% of the currently available BLM network)(see Table D-4, Appendix D). The closure of these additional routes would be undertaken primarily to meet habitat conservation objectives and minimize air quality non-attainment in the Coachella Valley.

Access to traditional hunting areas and opportunities for vehicle touring would largely be maintained given the extent of existing routes on non-federal lands that would remain available for use; overall vehicle access would be marginally decreased considering the extent of routes on non-public lands.

Alternative C. Under this alternative, an additional 20 miles of routes (27% of the currently available route network on BLM lands) relative to the Proposed Plan would no longer be available for motorized-vehicle use, thereby decreasing the total mileage of open routes to 27 miles (37% of the currently available BLM network)(see Table D-4, Appendix D). The closure of these additional routes would be undertaken to further minimize air quality non-attainment in the Coachella Valley. Opportunities for motorized recreation on public lands would be most constrained under this alternative. Popular touring routes such as the Kickapoo Trail in Little Morongo Canyon would be closed. The primary access route to Long Canyon in Joshua Tree National Park would not be available for use. Connectivity of travel along several powerline routes used by recreationists would be disrupted upon closure of public land segments.

Special Recreation Management Area. Proposed Plan (Alternative B), Alternatives A and C. Designation of the Meccacopia Special Recreation Management Area would result in no direct impact to recreational use opportunities. Subsequent development of management prescriptions through a Recreation Area Management Plan could help reduce land use conflicts between wilderness and motorized recreational use, thereby benefiting recreation to the degree that opportunities for solitude and primitive types of recreation are enhanced in wilderness, and opportunities for motorized-vehicle activities outside wilderness are maintained.

No Action Alternative (D). Under this alternative, no Special Recreation Management Area would be designated at this time. To the degree that conflicts among various recreational uses would occur due to a lack of special management for the area, the quality of recreational experiences would diminish.

Stopping, Parking and Vehicle Camping. Proposed Plan (Alternatives A and B) and No Action (D). In accordance with the California Desert Conservation Area, stopping, parking, and vehicle camping are restricted to areas within 300 feet of a route, except within sensitive areas (such as ACECs where the limit is 100 feet)(No Action Alternative D). Application of the 100-foot rule throughout the planning area (Proposed Plan) would reduce the area available for stopping, parking, and vehicle camping on public lands. Under Alternative C, the area available for stopping and parking in conservation areas is further limited by restricting vehicle travel to within 30 feet of a route's centerline along these same routes, and vehicle camping would be prohibited. Regardless of the alternative, adequate space for stopping and parking alongside routes would be available.

Alternative C. Under this alternative, the area available for stopping and parking in conservation areas is further limited by restricting vehicle travel to within 30 feet of a route's centerline, and vehicle camping would be prohibited. Adequate space for stopping and parking alongside routes would be available. Prohibition of vehicle

camping in conservation areas would diminish opportunities for this activity.

Peninsular Ranges Bighorn Sheep Recovery Strategy. Proposed Plan (Alternative B). Any limitations on recreational trail use of the public lands through voluntary avoidance programs, closures, seasonal restrictions, and permit stipulations and mitigations would likely constrain the generally unlimited casual use that residents and visitors to the Coachella Valley have historically enjoyed in the Santa Rosa and San Jacinto Mountains. The extent of these limitations would be addressed through an activity level plan, in coordination with interested members of the public, local jurisdictions, U.S. Fish and Wildlife Service, and California Department of Fish and Game.

Alternative A. Voluntary avoidance programs to reduce impacts to bighorn sheep would have similar effects to those described under the Proposed Plan if compliance is high in areas that would be closed or seasonally restricted under the Plan. Use of trails in the Santa Rosa and San Jacinto Mountains would increase where compliance with the voluntary programs diminishes. The extent of the voluntary avoidance programs would be addressed through an activity level plan, in coordination with interested members of the public, local jurisdictions, U.S. Fish and Wildlife Service, and California Department of Fish and Game.

Alternative C. Opportunities for non-motorized recreation would likely be most reduced under this alternative with the curtailment of human activities in much of bighorn sheep habitat, especially in lambing and watering areas. The extent of the restrictions would be addressed through an activity level plan, in coordination with interested members of the public, local jurisdictions, U.S. Fish and Wildlife Service, and California Department of Fish and Game.

No Action Alternative (D). Opportunities for non-motorized recreation would likely be least affected under this alternative as discretionary land uses are considered on a case-by-case basis.

Hiking, Biking and Equestrian Trails. Proposed Plan (Alternatives A, B and C). Any limitations on trail use will have an impact on the generally unlimited trail use that residents and visitors to the Coachella Valley have historically enjoyed. The extent of these limitations would be addressed through trails management planning in coordination with interested members of the public, local jurisdictions, U.S. Fish and Wildlife Service, and California Department of Fish and Game (e.g., Trails Management Plan element of the Coachella Valley Multiple Species Habitat Conservation Plan).

No Action Alternative (D). No impacts as trails would be available year-round, except as limited to avoid, reduce or mitigate disturbance to Peninsular Ranges bighorn sheep. Such limitations are unknown at this time.