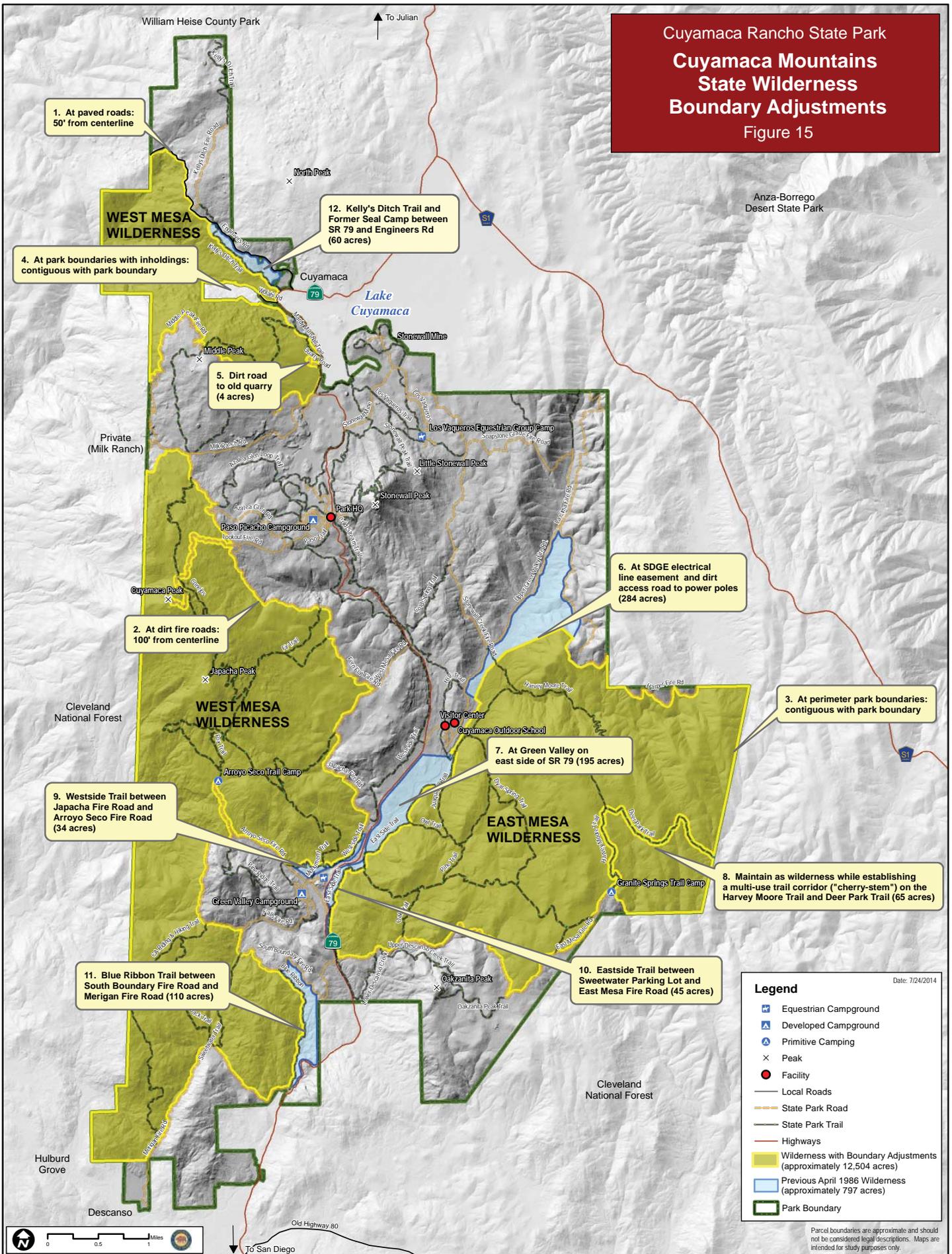


Cuyamaca Rancho State Park  
**Cuyamaca Mountains  
 State Wilderness  
 Boundary Adjustments**  
 Figure 15



**TABLE 2 -- CUYAMACA MOUNTAINS STATE WILDERNESS BOUNDARY ADJUSTMENTS**

**NOTE:** Reference numbers on this Table correspond with numbered call-outs on **Figure 15 – Cuyamaca Mountains State Wilderness Boundary Adjustments map.**

Since the Cuyamaca Mountains State Wilderness was established in the park in 1982, several conflicts with the wilderness boundaries have been discovered which have caused some confusion for trail users, inconsistent enforcement of wilderness regulations, and an unintended loss of trail connectivity for mountain bikers. These conflicts include existing multi-use trails and utilities in wilderness, as well as wilderness boundaries adjacent to fire roads, trails, and park boundaries that are not based on any consistent standards. This has precipitated the need to establish consistent wilderness boundary standards and an adjustment of some wilderness boundaries to better reflect current management practices and visitor uses. Guidelines are presented herein to establish viable standards for wilderness boundaries, adjusts wilderness boundaries to remove utilities and existing multi-use trails, and make possible future multi-use trail connections.

Wilderness boundaries will be adjusted in the following areas and ways (with justification following). The total combined reduction in wilderness acreage after the following boundary adjustments is **797** acres:

1. **At paved roads (e.g., SR-79, Engineer’s Road):** 50’ from centerline of road (total of 100’).
  - Need consistent standard for boundary identification and GIS mapping.
  - Caltrans easement is already 40’ from centerline of road (total of 80’).
  - 10 extra feet from Caltrans easement would provide buffer from any Caltrans or State Park maintenance operations.
  
2. **At dirt roads (i.e. fire roads):** 100’ from centerline of road (total of 200’).
  - Need consistent standard for boundary identification and GIS mapping.
  - Would provide appropriate buffer for any needed road realignment, or road and brush maintenance adjacent to dirt road.
  
3. **At perimeter park boundaries:** Contiguous with park boundary.
  - Need consistent standard for boundary identification and GIS mapping (boundary has been inconsistently interpreted).
  - No buffer needed between wilderness boundary and Park boundary.
  - Contiguous wilderness and Park boundaries would avoid possible confusion and reduce the need for signage.
  
4. **At park boundaries with inholdings:** Contiguous with Park boundary.
  - Need consistent standard for boundary identification and GIS mapping.
  - No buffer needed between wilderness boundary and Park boundary.
  - Contiguous wilderness and park boundaries would avoid possible confusion and reduce the need for signage.
  
5. **At dirt road to old quarry (intersects with SR-79 and travels westward from Lake Cuyamaca):** Cherry stem 100’ from centerline of dirt road (total of 200’).
  - Consistent with buffer for dirt roads.
  - Park access needed for operations.

(cont’d. on next page)

**TABLE 2 -- (cont'd)**

- 6. At SDG&E electrical line easement and dirt access road to power poles:** Decommission wilderness from 100' from south side of SDG&E easement northward to Upper Green Valley Fire Road and La Cima Fire Road (reduction of 284 wilderness acres).

  - Access required by SDG&E for existing easements that predate wilderness.
  - North of SDG&E easement is an access road used by SDG&E to access power poles – this would also be decommissioned from wilderness.
  - Consistent with buffer for dirt roads.
  
- 7. At Green Valley on east side of SR-79 between the School Camp and Dyar House to the north, East Side Trail to the east, and Sweetwater Parking Lot to the south:** Decommission wilderness (reduction of 195 wilderness acres).

  - Existing SDG&E easement and power lines run through the area that predate wilderness.
  - Area adjacent to and visible from SR-79 (noise, visual intrusion).
  
- 8. Harvey Moore Trail and Deer Park Trail:** Maintain area as wilderness while establishing a multi-use trail corridor (“cherry-stem”).

  - Establish a multi-use trail corridor (“cherry-stem”) on the Harvey Moor Trail and Deer Park Trail between East Mesa Fire Road and the eastern Park boundary.
  
- 9. Westside Trail between Japacha Fire Road and Arroyo Seco Fire Road:** Adjust wilderness boundary from adjacent to SR-79 to 100' west of Westside Trail (reduction of approx. 34 wilderness acres).

  - Provides buffer between SR-79.
  - Provides for needed north-south multi-use trail connection.
  - Consistent with buffer for dirt roads.
  
- 10. Eastside Trail between Sweetwater Parking Lot and East Mesa Fire Road:** Adjust wilderness boundary from adjacent to SR-79 to 100' east of Eastside Trail (reduction of approx. 45 wilderness acres).

  - Provides buffer between SR-79.
  - Provides for needed north-south multi-use trail connection.
  - Consistent with buffer for dirt roads.
  
- 11. Blue Ribbon Trail between South Boundary Fire Road and Merigan Fire Road:** Adjust wilderness boundary from adjacent to park boundary to 100' west of Blue Ribbon Trail (reduction of approx. 110 wilderness acres).

  - Provides for needed north-south multi-use trail connection.
  - Gives cyclists an alternative to riding on SR-79.
  - Consistent with buffer for dirt roads.
  
- 12. Kelly's Ditch Trail and Former Seal Camp between SR 79 and Engineer's Road:** Adjust wilderness boundary from adjacent to Engineer's Road to west edge of Kelly's Ditch Trail and to 100' west of the Former Seal Camp which is adjacent to Engineer's Road (reduction of approx. 60 wilderness acres).

  - Provides for needed north-south multi-use trail connection.
  - Likely future Trans County Trail alignment (requires multi-use)
  - Gives cyclists an alternative to riding on Engineer's Road.
  - Keeps wilderness away from former developed area (Former Seal Camp).