



— BUREAU OF —
RECLAMATION

Hollywood Boulevard Extension

Final Environmental Assessment and Finding of No Significant Impact Lower Colorado Basin

Project # LC-25-09



prepared by

WSP and Clark County, Nevada

prepared for

**United States Department of Interior
Bureau of Reclamation
Lower Colorado Region
Boulder City, Nevada**

Cover Photo: A view from where Hollywood Boulevard would cross the Las Vegas Wash facing west by WSP, September 2020

Mission Statements

The U.S. Department of the Interior protects and manages the Nation's natural resources and cultural heritage; provides scientific and other information about those resources; and honors its trust responsibilities or special commitments to American Indians, Alaska Natives, Native Hawaiians, and affiliated Island Communities.

The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

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Finding of No Significant Impact

and

Decision Record

for

Final Environmental Assessment for Hollywood Boulevard Extension

Clark County, Nevada

Based on a thorough analysis of the potential environmental impacts presented in the Environmental Assessment (EA), The Bureau of Reclamation (Reclamation) finds that implementation of the Proposed Action will not significantly affect the quality of the human environment within or adjacent to the project area; therefore, an Environmental Impact Statement will not be prepared.

Accordingly, this Finding of No Significant Impact (FONSI) is submitted to document environmental review and evaluation of the Proposed Action Alternative in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended.

Reclamation certifies that it has considered the requirements of NEPA and 516 Department Manual 1 – Department of the Interior Handbook of National Environmental Policy Act Implementing Procedures, all relevant information raised in the NEPA process, and that the NEPA process has concluded. Given this information, Reclamation has made the decision to implement the proposed action described in Chapter 2 of the final EA.

Prepared: _____ Date: _____

Natural Resource Specialist

Recommended: _____ Date: _____

Manager, Environmental Compliance Group

Approved: _____ Date: _____

Chief, Resource Management Office

Summary of the Proposed Action

The Bureau of Reclamation will issue a land use authorization to allow Clark County to extend Hollywood Boulevard by 5.47 miles from Vegas Valley Drive in the Sunrise Manor Planning Area of Clark County to Galleria Drive in the City of Henderson. The authorization is needed because a portion of this extension is on land under the jurisdiction of the Bureau of Reclamation; the remainder of the land, including a crossing at Las Vegas Wash, is under the jurisdiction of Clark County or other governmental entities. It will connect the existing Hollywood Boulevard in Sunrise Manor to the existing Wiesner Way in the City of Henderson by constructing a new connecting roadway through the Clark County Wetlands Park (Park) and crossing the Las Vegas Wash and Duck Creek.

Alternatives Considered

A No Action Alternative and a Proposed Action Alternative were considered in detail. Under the No Action Alternative, the Hollywood Boulevard Extension would not be constructed.

Under the Proposed Action, Clark County will extend Hollywood Boulevard by 5.47 miles from Vegas Valley Drive in the Sunrise Manor Planning Area of Clark County to Galleria Drive in the City of Henderson. It will connect the existing Hollywood Boulevard in Sunrise Manor to the existing Wiesner Way in the City of Henderson by constructing a new roadway through the Park and crossing the Las Vegas Wash and Duck Creek.

The roadway will provide four 12-foot-wide travel lanes, two lanes in each direction, a 10-foot multipurpose trail along the roadway through the Park, a wildlife and pedestrian crossing bridge over Hollywood Boulevard, a new trailhead at a new southern entrance to the Park, and a reconstructed parking lot at Sunrise Trailhead.

The roadway and trail will be constructed below the existing grade for the wildlife crossing and at-grade for the remainder of the alignment north of the Park, with bridges over the Las Vegas Wash and Duck Creek elevated sufficiently to allow maintenance vehicles to pass underneath the bridges to maintain existing and proposed bank protection. Measures to stabilize the lower reach of Duck Creek, including a grade control structure or weir, rip-rap bank protection, and grading to channel flood flows, will also be included.

Connections to existing and planned unpaved trails will be provided at the trailheads and at the bridges over the Las Vegas Wash and Duck Creek that will serve as pedestrian grade separations. Guardrails will be installed along both sides of the roadway corridor to limit unauthorized access to the Park, and fencing will be installed along the trail.

Environmental Commitments

The following measures will be implemented as part of the Proposed Action to reduce or eliminate impacts to resources:

Biological Resources: Vegetation removal will be limited to the smallest areas necessary. A Noxious Weed Management Plan will be developed to prevent the establishment and spread of Nevada State listed noxious weeds. Impacts to wildlife will be minimized through project design features such as wildlife crossings and minimized nighttime lighting. Impacts to threatened and

endangered species will be addressed by implementing the terms and conditions of U.S. Fish and Wildlife Service Biological Opinions 2025-0010734-S7-001 (for desert tortoise) and 2026-0075479-S7-001 (for southwestern willow flycatcher, yellow-billed cuckoo, and Yuma Ridgway's Rail).

Cultural Resources: In the unlikely event that cultural resources are discovered during construction, work will stop and Reclamation's Regional Archaeologist, the State Historic Preservation Office, and Clark County Sheriff will be notified immediately. Work will not resume until directed by Reclamation.

Geology and Soils: Erosion control will be addressed through preparation of a stormwater pollution prevention plan. Excavated material will be used as fill material or disposed of on site to flatten slopes. Soil sampling for selenium will be required prior to construction.

Hazardous Materials: During construction, temporary secondary containment equipment will be used where practicable to ensure accidental releases of hazardous material are prevented or limited in scope. Portable catch basins, containment berms, and other similar equipment will be used for refueling equipment where feasible. Spill kits will be kept on site to provide easily accessible cleanup materials should a spill occur.

Water Resources/Floodplains/Wetlands: A stormwater pollution prevention plan will be developed to minimize erosion impacts from construction activities. In addition, a Nevada Division of Environmental Protection (NDEP) Temporary Discharge to Waters of the State Permit will be obtained for construction of the Duck Creek weir, and an NDEP Working in Waterways permit will be obtained for construction in the Las Vegas Wash.

Air Quality: A Dust Control Operating Permit and Dust and Emissions Mitigation Plan will be obtained, which will require contractors to comply with federal, state, and local regulations for the control of air pollution.

Noise: Construction mitigation measures will be addressed in the contract documents, which will require contractors to submit a noise control plan for review and approval by Clark County and Henderson. Contract specifications will address hours of construction, muffling or shielding requirements, performance of proper maintenance on construction equipment, and placement of stationary equipment as far away from identified sensitive receptors as feasible.

Environmental Impacts and Findings

Implementation of the Proposed Action will not result in significant impacts to any of the resources evaluated in the Environmental Assessment. The reasons for this determination are summarized by resource below.

Biological Resources: Under the Proposed Action, short- and long-term losses of habitat will occur resulting in some displacement of wildlife that typically use the Project Area. Animals may be disturbed and displaced by construction activities in the short-term and by vehicular traffic and maintenance activity during the lifetime of the project. However, much of the acreage affected within the proposed road corridor is already disturbed by human activity and is minimal compared to the available habitat in the region. Consultation with the U.S. Fish and Wildlife Service has been completed to minimize impacts to threatened and endangered species, and all terms and conditions will be implemented as part of the Proposed Action.

Cultural Resources: Numerous cultural resource inventories have been conducted within and adjacent to the project area. No properties within or adjacent to the project area are listed in the National Register of Historic Places. Visual impacts from the expansion and construction are not anticipated because of the location of the project along the eastern edge of the Las Vegas Valley. All eligible and unevaluated resources within the visual area of potential effect have been visited and the project is determined not to have visual impacts to the sites.

Geology and Soils: Under the Proposed Action, ground-disturbing activities will have minor, short-term impacts on soils in the Project Area, during and immediately following construction because erosion and sedimentation may increase. Best Management Practices will be employed to minimize the potential for impacts from erosion and sedimentation. Minor, long-term impacts on soils will also result from construction of the paved roadway, paved trail, trailhead, weir, and channel grading.

Hazardous Materials: Hazardous materials used or generated during operation of the new alignment will be handled according to applicable law and regulations. Therefore, impacts related to hazardous materials/waste are not anticipated.

While no further investigation of the corridor is proposed, coordination with NDEP to adhere to the NDEP discharge permit will be followed, including testing of groundwater for perchlorate and other potential contaminants of concern, and adherence to the assigned land use conditions will be required prior to construction.

Water Resources/Floodplains/Wetlands: The Proposed Project will obtain coverage under the Nevada Construction Stormwater General Permit NV100000 by submitting a Notice of Intent to the Bureau of Water Pollution Control with NDEP prior to construction. Best Management Practices for construction site soil erosion, as specified in the Stormwater Pollution Prevention Plan, will be implemented to prevent the migration of soils, oil and grease, and construction debris into the local stream networks. Accidental spills could also cause water quality impacts. A Spill Prevention, Control, and Countermeasures Plan will be in place prior to the start of construction, and all personnel will be briefed on the implementation and responsibilities of this plan. No significant impacts on surface water during construction are expected. A Clean Water Act Section 404/401 permit will be required, and consultation with the Clark County Regional Flood Control District, Clark County, and the Southern Nevada Water Authority will occur for the activities planned that affect Las Vegas Wash and Duck Creek.

Visual Resources: The Proposed Action will expand existing transportation facilities and introduce new transportation facilities into the project area affecting existing viewsheds and creating new viewing opportunities. Within the Wetlands Park the Proposed Project will be mostly constructed at-grade. The road and trail will be visible from locations along the existing Park trail system which are within about 1.5-mile of the Proposed Project. Because the Proposed Project will be mostly at-grade, the far viewshed will not be impacted. Accordingly, the Proposed Project will not adversely affect viewsheds of the mountains surrounding the Las Vegas Valley or the urban area of Las Vegas.

Within the Wetlands Park and on Clark County Parks and Recreation Department land adjacent to the Old Silver Bowl Park, the road, trailhead, trail and amenities will be designed in collaboration with the Clark County Parks and Recreation Department to provide aesthetics consistent with the Park environment. These mitigation measures will help visually blend the Proposed Action with the existing environment. The design will include a selection of finish, color, and surface patterns to coordinate structures and facilities with the surrounding landscape.

Air Quality: Criteria air pollutant emissions from mobile sources under the Proposed Action will be reduced over the long term in two ways. First, a continuous Hollywood Boulevard will result in fewer miles and hours of travel between origins and destinations, which will reduce overall

emissions. Second, a continuous Hollywood Boulevard will provide an alternative to the I-515 Freeway and Boulder Highway for north-south travel and provide a measure of congestion relief, which will reduce emissions associated with idling. Therefore, the Proposed Action will have a beneficial impact on air quality in the valley-wide region from reduced emissions, shorter travel distances, and reduced congestion on alternative routes.

Noise: Under the Proposed Action, residential areas along the existing Hollywood Boulevard in Sunrise Manor and the existing Wiesner Way in Henderson will experience increased traffic, causing increased noise. However, the noise levels will be consistent with other collector streets in the Las Vegas Valley, and the residences have concrete masonry block which provide attenuation of traffic noise.

Introducing transportation noise into the Park could adversely affect wildlife. As mitigation, concrete barrier rails will be constructed on each side of the road at the Las Vegas Wash crossing to reduce tire noise, the principal source of noise from motorized vehicles.

Parks and Recreation: Extension of Hollywood Boulevard across the Park will provide motor vehicle, pedestrian, and bicycle access between the north and south sides of the Park, with a crossing of the Las Vegas Wash, and a new south trailhead, all centrally located within the Park. The Proposed Action is consistent with the plans of the Parks and Recreation Department to expand the Park trail system.

Transportation: Substantial travel savings with the proposed improvement of Hollywood Boulevard are expected. Specifically, a continuous Hollywood Boulevard will reduce travel distances for vehicles, bicycles, and pedestrians, resulting in fewer miles of travel and reduced travel times.

Public Involvement

The Draft EA was posted to Reclamation's website, and a press release was issued to invite the public to comment between September 3 and October 3, 2025. Thirty-five letters were received, and the comments have been addressed in the Final EA.

1 Introduction

This Environmental Assessment (EA) was prepared in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in accordance with 43 CFR Part 46 and the Department of Interior Handbook of NEPA Procedures. The purpose of this EA is to evaluate the potential impacts of the Proposed Action and its alternative on the physical and human environment and determine if the impacts would be significant, thus warranting the preparation of an Environmental Impact Statement. Reclamation is considering issuing a land use authorization to cross Reclamation land and afford Clark County, Nevada the opportunity to extend Hollywood Boulevard southward and connect to Wiesner Way in the City of Henderson.

1.1 Background to the Purpose and Need

The Sunrise Manor Planning Area of Clark County is a principally suburban residential community located in the northeast Las Vegas Valley, south of Nellis Air Force Base, between the City of Las Vegas to the west and the Frenchman and Sunrise Mountains to the east. Sunrise Manor relies heavily on its east-west arterial streets to convey traffic from the west to the Interstate (I)-515 and Boulder Highway corridors because none of the current north-south streets serving Sunrise Manor provide a direct and continuous connection into the City of Henderson.

As the City of Henderson grows and provides more opportunities for commerce and employment south and east of Sunrise Manor, residents must contend with increasing congestion on indirect routes to access the City of Henderson. The construction of a new north-south route from Sunrise Manor to Henderson would provide a shorter, faster route and relieve some of the congestion in the I-515 corridor. However, such route must cross Reclamation land, as well as Clark County Wetlands Park (the Park) and Las Vegas Wash.

The Park was developed in the early 2000s and extends along both sides of the Las Vegas Wash from the urbanized area of the Whitney Planning Area approximately five miles to Lake Las Vegas. There are no vehicular crossings of the Las Vegas Wash within the Park, and the only pedestrian crossings are located at the western and eastern extremes of the Park. A new roadway and trail crossing the Park with a crossing of the Las Vegas Wash would:

- Provide vehicular, pedestrian, and bicycle access between the north and south sides of the Park that is currently not available;
- Provide connections to the existing and planned Park trail system; and
- Increase recreational opportunities for Park visitors from Sunrise Manor and Henderson.

1.2 Purpose and Need

The Bureau of Reclamation manages lands withdrawn for Reclamation projects. These lands are available to third party uses under the regulations at 43 CFR 429, provided the proposed land use does not interfere with project purposes. Reclamation's need is to analyze the application and determine whether authorization can be granted. Clark County has submitted an application for the purposes listed below.

Clark County, in collaboration with the Sunrise Manor Town Board, describes the Proposed Project, as follows:

To provide a safe multimodal connection for the residents of Sunrise Manor traveling to and from the City of Henderson to:

- Improve north-south accessibility between Sunrise Manor and Henderson;
- Improve connectivity to existing and planned development in Henderson;
- Reduce congestion in the I-515 corridor;
- Accommodate current and future traffic volumes;
- Reduce congestion in the I-515 Corridor; and
- Provide a vehicular-, bicycle-, and pedestrian-friendly facility to access recreational opportunities in the Clark County Wetlands Park.

The EA analyzes impacts of the entire length of the proposed extension, although only a portion of the land is under the jurisdiction of the Bureau of Reclamation; the remainder of the land, including the crossing at Las Vegas Wash, is under the jurisdiction of Clark County or other governmental entities (Figure 1).

2 Description of Alternatives

2.1 No Action Alternative

Under the No Action Alternative, the Hollywood Boulevard Extension would not be constructed and there would not be a connecting roadway between Hollywood Boulevard in Sunrise Manor and Weisner Way in the City of Henderson.

2.2 Proposed Action

The Proposed Action would extend Hollywood Boulevard by 5.47 miles from Vegas Valley Drive in the Sunrise Manor Planning Area of Clark County to Galleria Drive in the City of Henderson. It would connect the existing Hollywood Boulevard in Sunrise Manor to the existing Wiesner Way in the City of Henderson by constructing a new connecting roadway through the Park and crossing the Las Vegas Wash and Duck Creek.

The Proposed Action would provide four 12-foot-wide travel lanes, two lanes in each direction, a 10-foot multipurpose trail along the roadway through the Park, a wildlife and pedestrian crossing bridge over Hollywood Boulevard, a new trailhead at a new southern entrance to the Park, and a reconstructed parking lot at Sunrise Trailhead.

The proposed roadway and trail would be constructed below the existing grade for the wildlife crossing and at-grade for the remainder of the alignment north of the Park with bridges over the Las Vegas Wash and Duck Creek elevated sufficiently to allow maintenance vehicles to pass underneath the bridges to maintain existing and proposed bank protection.

Measures to stabilize the lower reach of Duck Creek, including a grade control structure (weir), rip-rap bank protection, and grading to channel flood flows, would also be included in the Proposed Action.

The proposed alignment of the new roadway is shown in Figure 1. Typical sections for the roadway and trail sections are described below (Louis Berger, 2019):

- From Vegas Valley Drive to the existing Sunrise Trailhead at the north entrance of the Park (2.45 miles), Hollywood Boulevard would be widened from two lanes to four. The existing Flamingo Arroyo Trail would be realigned along Hollywood Boulevard to maintain existing pedestrian and bicycle access to the Park from Sunrise Manor. Approximately 1.2-miles of the roadway improvements north of the Park are located on Reclamation lands and are subject to this federal action (Figure 1).
- From the existing Sunrise Trailhead to the proposed new south trailhead, the Proposed Action would extend north-south through the Park (1.80 miles) and construct four 12-foot-wide travel lanes (two lanes in each direction) and a 10-foot-wide multipurpose trail. The new trailhead and trail would connect to the existing and planned Park trail system providing improved recreational access to the Park. Within the Park, the Proposed Action would include bridges over the Las Vegas Wash and Duck Creek and measures to stabilize the lower reach of Duck Creek. It also includes a wildlife crossing bridge that will allow for wildlife within the Park to cross safely from one side of Hollywood Boulevard to the other.
- From the Park to the City of Henderson Boundary (0.20 miles), the Proposed Action would extend across land owned by the Clark County Parks and Recreation Department which is planned for the expansion of the Old Silver Bowl Park, located west of the Proposed Project. A roundabout would provide improved access to the Old Silver Bowl Park and

vehicular, pedestrian, and bicycle access to the proposed new south trailhead and to areas east of the Old Silver Bowl Park planned for redevelopment.

- From the City of Henderson Boundary to Wiesner Way (0.30 miles) the four 12-foot-wide travel lanes would be constructed through privately owned property planned for residential development.
- The southernmost portion of the Proposed Action would widen the existing Wiesner Way from two lanes to four (0.75 miles). An existing NV Energy transmission line would be upgraded and relocated in this area.

A U.S. Bureau of Land Management (BLM) right-of-way Grant (N-84611/A) was issued on 23 September 2021 to Clark County for the portion of the extension on BLM land.

The Proposed Action would be constructed through land owned by various departments of Clark County, including the Department of Public Works, the Department of Parks and Recreation, and the Water Reclamation District; the City of Henderson; Reclamation; and the BLM (Figure 1).

Connections to existing and planned unpaved trails would be provided at the trailheads and at the bridges over the Las Vegas Wash and Duck Creek that would serve as pedestrian grade separations.

The Proposed Action would also include a connection between the trail and the pelican point (switchback), which can be accessed by Park emergency vehicles.

The Proposed Action would install guardrails along both sides of the roadway corridor to limit unauthorized access to the Park. Fencing would also be installed along the trail.

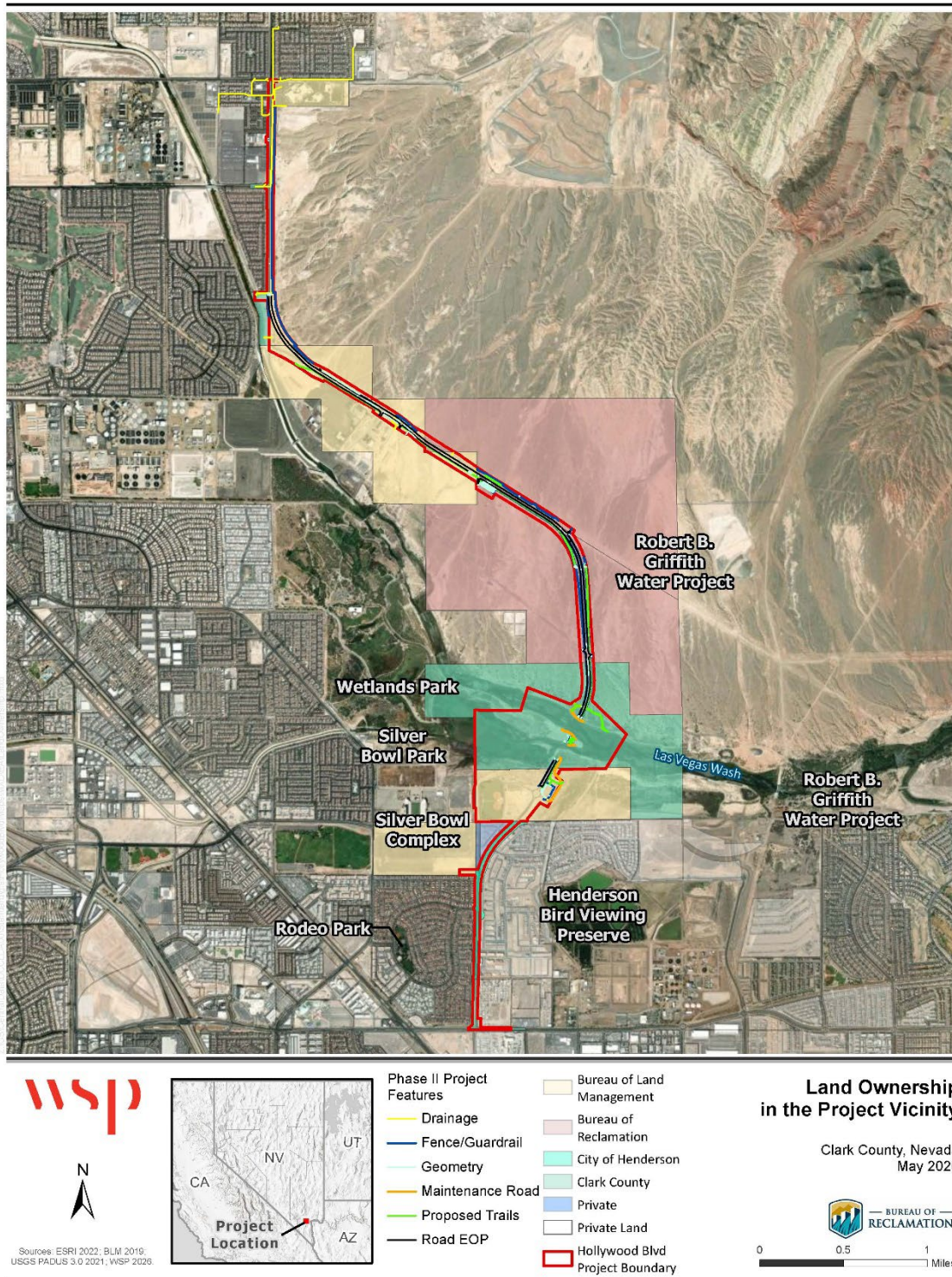


Figure 1. Project Location

2.3 Alternatives Considered but Not Evaluated in Detail

The Sunrise Manor Transportation Improvements - Hollywood Boulevard Extension Feasibility Study (Feasibility Study), October 2019, prepared by Clark County, evaluated five alternative alignments to extend Hollywood Boulevard from Sunrise Manor to the City of Henderson. Because the Park extends for five miles east of the fully developed urban core of Las Vegas, by necessity, all the alternatives would cross the Park and the Las Vegas Wash and would pass through land owned by Reclamation. In fulfilling the purpose and need for the Proposed Action, avoiding the Park, the Las Vegas Wash, and Reclamation land is not possible to connect areas north and south of these features.

The project's feasibility study was initiated to evaluate whether a transportation connection is practicable and, if so, to identify potential corridors and design concepts that could meet transportation and safety objectives while avoiding and minimizing impacts to Wetlands Park resources and visitor use. Feasibility studies are commonly used when a potential need has been identified but a specific alignment has not yet been selected or incorporated into long-range planning documents; the study provides the technical and environmental information needed to inform subsequent planning decisions, interagency coordination, and (as applicable) updates to local or regional transportation and land-use plans.

From the Feasibility Study, Alternative 1B was selected as the Preferred Alternative and recommended for further evaluation in this EA. Alternative 1B centrally crosses the Park and crosses the Las Vegas Wash upstream of the Duck Creek Confluence Weir.

All the alternatives included in the Feasibility Study were found to provide substantial transportation benefits, with the benefits associated with travel time savings, reduced vehicle maintenance and operations, and reduced vehicle emissions far exceeding the estimated cost of construction.

Alternative 1A, the most westerly alignment, would provide the shortest route and required the least amount of disturbance on property owned by Reclamation. However, it would have the greatest potential impact on the floodplains of the Las Vegas Wash and Duck Creek, the greatest potential impact on wetlands, and the greatest potential impact on known cultural resources sites.

Like Alternative 1B, Alternative 1C would cross the Las Vegas Wash upstream of the Duck Creek Confluence Weir. However, Alternative 1C would have a greater impact on the Las Vegas Wash because it would cross the impoundment of Duck Creek Confluence Weir at its widest point and would conflict with the Southern Nevada Water Authority's Las Vegas Wash revegetation plan.

Alternatives 2 and 3, the easterly alternatives, would be the least expensive, but would require longer travel routes, substantially more property from Reclamation, and would have a much greater impact on known biological and cultural resources than the Proposed Action.

3 Affected Environment and Environmental Consequences

This section describes the existing environmental conditions, either human-made or natural, at and surrounding the proposed roadway. It provides a baseline from which to identify and evaluate changes resulting from the Proposed Action. The following subsections describe the existing condition for the selected resource areas being reviewed and analyze the impacts of the Proposed Action on those resources.

3.1 Resources not Discussed in Detail

The following resources are either considered under other resource sections or not further addressed in this document because the Proposed Action would not affect them. Therefore, the following resources will not be discussed for the reasons given:

- Prime and Unique Farmlands—No prime and unique farmlands exist on or near the Proposed Action.
- Indian Trust Assets—No Indian Trust Assets are associated with the proposed alignment.
- Indian Sacred Sites—No Indian Sacred Sites are on or near the proposed alignment.

3.2 Resources Discussed in Detail

The resources below are discussed in detail in the following subsections:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazardous Materials
- Water Resources/Floodplains/
Wetlands
- Visual Resources
- Air Quality
- Noise
- Parks and Recreation
- Transportation

3.3 Biological Resources

Biological resources analyzed in this section include vegetation, wildlife, and federal threatened and endangered species.

3.3.1 Vegetation Resources

3.3.1.1 Affected Environment

The Proposed Action Area is in the low-elevation, arid Mojave Desert, surrounded by desert mountain terrain, within Clark County, Nevada. Elevations within the Proposed Action Area range from 1,562 feet to 1,742 feet above mean sea level. Las Vegas maintains an arid climate year-round, with an average temperature of 69 degrees Fahrenheit. The hottest month is July with an average high temperature of 104 degrees Fahrenheit. The coldest month is December with an average low temperature of 39 degrees Fahrenheit. Average annual precipitation is 4.17 inches. According to U.S. Climate Data, precipitation, which is primarily rainfall because snow is highly uncommon, occurs an average of 21 days per year, with the majority falling in the winter.

A general habitat field survey was conducted by WSP USA Inc. (WSP) between April 5 and April 7, 2021, to investigate the existing habitat conditions in the Proposed Action Area. During the field survey, vegetative cover within and surrounding the Project Area was estimated to be approximately 30% to 40%, based on a qualitative visual estimate noted during the field survey. Dominant species observed included alkali sacaton (*Sporobolus airoides*), flatcrown buckwheat (*Eriogonum deflexum*), cat-claw acacia (*Acacia greggii*), four-wing saltbush (*Atriplex canescens*), screw-bean mesquite (*Prosopis pubescens*) and six-weeks three-awn (*Aristida adscensionis*). Urban areas consisted of landscaped plantings, graded soils devoid of vegetation, and weedy vegetation recolonizing previously disturbed soil surfaces.

In the Proposed Action Area, Duck Creek is a perennially flowing desert wash. There are large, open water areas interspersed with dense stands of bulrush, cattails, and reeds growing in the large gravel rock impoundments of the existing weirs and along the channel banks of the wash. In undeveloped portions of the Proposed Project, small islands of intact habitat are fragmented and scattered among areas of disturbed vegetation. Visual signs of disturbance include denuded and damaged vegetation cover and soil surfaces.

Much of the vegetation communities within and surrounding the proposed Project Area showed signs of past and on-going human disturbance resulting from recreation, dumping, and homeless encampments. Portions of habitat along the northern and southern project portions as well as adjacent to Hollywood Boulevard have been highly impacted by rampant off-highway vehicle (OHV) driving, informal trail development, illegal dumping of small-and large-sized household debris, and trash burning. Unhoused and transient individuals use the vicinity of the creek/wash corridor for camping and toileting. Two encampments with human feces, clothing, bedding, and other trash debris were encountered in the Project Area during the field survey. Recreational mountain bikers have also contributed to the formation of an informal dirt trail network and fragmentation of habitat.

The Federal Noxious Weed Act of 1975 and Plant Protection Act of 2000 establish a federal program for controlling the spread of noxious weeds. The U.S. Department of Agriculture (USDA) designates plants as noxious weeds to control, eradicate, and prevent their spread (USDA 2017). Nevada's Revised Statute and Nevada Administrative Code direct the Nevada Department of Agriculture to develop a noxious weed list and target species for control or eradication of these species. The objective of the noxious weeds regulatory program is to eradicate newly introduced weeds noxious to Nevada or contain or slow the spread of those limitedly established by enforcing the laws set forth in the Nevada Revised Statute (NRS) and Nevada Administrative Code (NAC). Because of the invasiveness and destructive nature of noxious weeds, preventing weed establishment and spread and controlling those weeds that have become established is essential to protecting Nevada's crops, livestock, public health, wildlife, water quality, and beneficial uses of land.

Noxious weeds in the state of Nevada are regulated under NRS 555 and are classified as follows:

Category A: Weeds that are generally not found or that are limited in distribution throughout the State. Such weeds are subject to:

- (a) Active exclusion from the State and active eradication wherever found.
- (b) Active eradication from the premises of a dealer of nursery stock.

Category B: Weeds that are generally established in scattered populations in some counties of the State. Such weeds are subject to:

- (a) Active exclusion where possible.
- (b) Active eradication from the premises of a dealer of nursery stock.

Category C: Weeds that are generally established and generally widespread in many counties of the State. Such weeds are subject to:

- (a) Active eradication from the premises of a dealer of nursery stock.

During the field survey, four State-listed noxious weeds were observed. These include: Category A - Crimson fountaingrass (*Pennisetum setaceum*) and giant reed (*Arundo donax*); Category B - silverleaf nightshade (*Solanum elaeagnifolium*); and Category C - perennial pepperweed (*Lepidium latifolium*).

3.3.1.2 Environmental Consequences

3.3.1.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed, and no ground disturbance would occur. Existing conditions would persist in and around the Project Area. Therefore, the No Action Alternative would not affect common plant species in or around the Project Area.

3.3.1.2.2 Proposed Action

Under the Proposed Action, short- and long-term losses of vegetation would occur. Loss of vegetation may lead to an increase in exotic/nonnative species; however, environmental commitments, including placing ground cover or reseeding with a native seed mix, and BMPs would be followed to avoid significant long-term impacts to vegetation.

3.3.1.2.3 Mitigation Measures

A Noxious Weed Management Plan shall be developed to prevent the establishment and spread of Nevada State listed noxious weeds per NRS 555. The management plan shall include a physical survey of noxious weeds, mapping of existing noxious weed populations, appropriate eradication/control methods based on weed type, location, applicator certification, monitoring, and retreatment as necessary, as well as methods for keeping equipment, personnel, staging areas, construction and excavation sites, and roadways clear of noxious weed plants and seeds. The plan shall also address the treatment of weeds in topsoil salvage material. Equipment leaving noxious weed infested areas shall be cleaned prior to moving to areas free from noxious weeds. Equipment coming into or leaving the Project Area shall be cleaned and the cleaning area kept clear of plant material and contaminated dirt to prevent weed spread. Category A noxious weed species require active eradication wherever found, by State law.

3.3.2 Wildlife Resources

The Clark County Multiple Species Habitat Conservation Plan (MSHCP) was reviewed for species known to use the Project Area. The MSHCP identified 28 mammals, 30 birds, 29 reptiles, 52 invertebrates, and 81 species of plants (Clark County 2000). In addition, the USFWS Information for Planning and Consultation (IPaC) system was accessed on March 18, 2021, and subsequently updated on August 12, 2021, and October 24, 2024, to determine species with potential to occur in

the Proposed Action Area (USFWS 2021a). The IPaC report listed a number of migratory birds that may be present in the Project Area.

3.3.2.1 Affected Environment

A general habitat field survey was conducted by WSP between April 5 and April 7, 2021, and between February 6 and February 7, 2024, to document the existing vegetation and verify mapped habitat types in the action area. Habitat types observed during the field survey included urban areas adjacent to roadways and residential development; desert areas (creosote scrub, saltbush scrub, and upland ephemeral washes), riparian areas (desert wash, including wetland areas); and previously disturbed undeveloped areas.

Common species in desert scrub and wash habitats include coyote, kit fox, jack rabbits, various species of small rodents, and several species of reptiles, including lizards and snakes. Riparian and wetland habitats support a greater species diversity. Aquatic and wading birds are common, as are many neotropical migrants that use the area as breeding grounds or a migratory pathway.

Many of the vegetation communities within and surrounding the action area showed signs of past and on-going human disturbance resulting from recreation, dumping, and human encampments. Portions of habitat within the action area have been highly impacted by rampant off-highway vehicle driving, informal trail development, illegal dumping of small- and large-sized household debris, and trash burning. Unhoused and transient individuals use the vicinity of the riparian corridor for camping and toileting. Two encampments with human feces, clothing, bedding, and other trash debris were encountered in the action area. Recreational mountain bikers have also contributed to the formation of an informal dirt trail network and fragmentation of habitat.

3.3.2.2 Environmental Consequences

3.3.2.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed, and no ground disturbance would occur. Existing conditions would persist in and around the Proposed Action Area. Therefore, the No Action Alternative would have no impact on common wildlife species in or around the Project Area.

3.3.2.2.2 Proposed Action

Under the Proposed Action, short- and long-term losses of habitat would occur that would result in some displacement of wildlife that typically use the Project Area. Animals may be disturbed and displaced by construction activities in the short-term and by vehicular traffic and maintenance activity during the lifetime of the project. However, much of the acreage affected within the proposed road corridor is already disturbed by human activity and would be minimal compared with the available habitat in the region. There would be an increase in potential for animal-vehicle collisions along the new roadway however wildlife crossings in the form of culverts or similar structures are planned along the length of the roadway. Thus, habitat loss and disturbance from human activity are not anticipated to significantly affect common species in the area.

3.3.2.2.3 Mitigation measures

To maintain wildlife movement and reduce roadway barrier effects, the project includes wildlife crossing structures (e.g., reinforced concrete box culverts and/or horizontal elliptical reinforced pipe culverts) distributed along the roadway corridor. The currently proposed design includes 11 wildlife crossings intended to facilitate passage by terrestrial species (including reptiles and small mammals)

and to reduce wildlife–vehicle collision risk. In addition, one wildlife and pedestrian overcrossing (bridge) north of the Wetlands Park is proposed to support movement of larger species and trail users and is intended to maintain broader corridor connectivity. Where needed, complementary measures (e.g., wildlife guiding features and signage) would be incorporated to encourage use of these crossings and reduce the likelihood of wildlife entering travel lanes. Clark County would consult with SNWA prior to site clearing activities and would continue coordination with Clark County Parks and Recreation and other relevant agencies to refine avoidance and minimization measures for sensitive habitats and wildlife movement corridors.

To reduce impacts to pollinators (e.g., native bees and butterflies) and other wildlife, the project would minimize vegetation removal to the smallest area necessary and would prioritize avoidance of high-value native vegetation and flowering plant areas where practicable. Where disturbance is unavoidable, disturbed areas would be restored using appropriate native species (including pollinator-supporting seed mixes where feasible) to promote recovery of habitat functions and foraging resources. Construction best management practices would be implemented to reduce indirect stressors to wildlife and pollinators, such as dust control (to reduce deposition on flowering plants), proper storage and containment of fuels/chemicals, and waste management to limit litter and attractants. Any invasive species control would be implemented in a manner that minimizes effects to non-target vegetation and pollinators (e.g., applying herbicides in accordance with label requirements, avoiding application during windy conditions, and using targeted methods where feasible). To reduce the potential for wildlife injury during construction, open trenches and excavations would be inspected regularly and provided with escape/egress features or coverings as appropriate, and construction areas would be managed to reduce wildlife entrapment and minimize unnecessary nighttime disturbance.

To reduce impacts to migratory birds, vegetation clearing and other site-clearing activities would not be conducted during the nesting season (February 15 through September 1) to the extent practicable. If site-clearing or construction activities must occur during this period, qualified biologists would conduct nesting bird surveys within two weeks prior to the start of disturbance activities. If an active nest is observed, work in the vicinity of the nest would be suspended and the County would consult with the appropriate agency biologist (based on nest location and jurisdiction) to determine applicable buffers and avoidance measures; work would not resume in the affected area until required avoidance measures are implemented and agency coordination is completed, as applicable. For bridge maintenance, Clark County would survey and document the presence of migratory bird nests prior to scheduled maintenance activities. If active nests are present, the County would coordinate with the appropriate agency (based on nest location) and implement avoidance and minimization measures (e.g., buffers, timing restrictions, and/or other protective measures) consistent with applicable guidance before maintenance proceeds.

To minimize lighting-related effects on wildlife, habitats, and the visitor experience, nighttime lighting would be limited to essential locations for safety and operations (e.g., bridge and intersection areas) and would use context-sensitive lighting design. Fixtures would be shielded and full-cutoff to direct illumination downward and reduce light spill into adjacent habitats (including wetlands and riparian areas). Where practicable, lighting would use warm, low-blue spectrum output to reduce disruption to nocturnal wildlife behavior and insect attraction. Additional measures (e.g., dimming, timers, and/or motion-activated controls) would be incorporated where feasible to further minimize the duration and intensity of nighttime illumination while maintaining safety requirements.

3.3.3 Threatened and Endangered Species

The following section is based on the Biological Assessment prepared by WSP on behalf of Clark County for submittal to Reclamation and the U.S. Army Corps of Engineers (USACE) for use in consultation with U.S. Fish and Wildlife Service (USFWS). A list of Endangered Species Act (ESA)-protected species with potential to occur in the Action Area was obtained from the USFWS IPaC tool on March 18, 2021, and subsequently updated on August 12, 2021, and October 24, 2024. Federal-listed species considered to have potential to occur in the Action Area are listed in Table 1.

Table 1. Federal-listed Species with Potential to Occur within the Action Area

Common Name	Scientific Name	Federal Listing Status
Desert Tortoise	<i>Gopherus agassizii</i>	Threatened
Monarch Butterfly	<i>Danaus Plexippus</i>	Proposed
Southwestern Willow Flycatcher	<i>Empidonax traillii extimus</i>	Endangered
Western Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	Threatened
Yuma Ridgway's Rail	<i>Rallus obsoletus yumanensis</i>	Endangered

Desktop and field analyses of suitable habitat for these species indicated that the project may result in potential adverse effects on the ESA-listed species with potential to occur in the Action Area. As such, a Biological Assessment was prepared on behalf of Clark County for submittal to Reclamation and USACE for use in consultation with USFWS, in accordance with the legal requirements set forth under Section 7(a)(2) of the federal ESA. Reclamation concluded consultation for desert tortoise on July 2, 2025 (Biological Opinion 2025-0010734-S7-001). USACE concluded consultation for southwestern willow flycatcher, yellow-billed cuckoo and The final effect determinations, mitigation requirements, and incidental take permission are included below. For the remaining species, preliminary effects determinations and recommended mitigation measures are described below.

There are no USFWS-designated Critical Habitats within the Action Area, the nearest of which is 14 miles away. Further analysis and discussion of potential impacts to designated Critical Habitat resulting from the Proposed Action is not warranted.

3.3.3.1 Affected Environment

Desktop and field analyses of suitable habitat for ESA-protected species with potential to occur in the Action Area indicated that suitable habitat is present in the vicinity of the Action Area for four federally-listed species (desert tortoise; southwestern willow flycatcher; western yellow-billed cuckoo; and Yuma Ridgway's rail) and one species proposed for listing (monarch butterfly).

3.3.3.1.1 Desert Tortoise

Desert tortoises are found in the Mojave and Sonoran deserts north and west of the Colorado River in southwestern Utah, southern Nevada, southeastern California, and northwestern Arizona. They occupy a variety of habitats from sandy flats to rocky foothills, including alluvial fans, washes, and canyons where creosote desert scrub and suitable soils for den construction might be found.

Two areas of potentially suitable desert tortoise habitat were identified in the Action Area during 2021 coordination meetings with Reclamation, WSP, and Clark County. Surveys were conducted in these areas in April 2021, including approximately 200 meters on either side of the Action Area

(Figure 2). No project-related disturbance is proposed within the surveyed buffer area beyond the Action Area limits. In total, the survey area encompassed approximately 387 acres, including 70 acres of BLM land, 222 acres of Reclamation land, 46 acres of Clark County land, and 49 acres of City of Henderson land.

Suitable desert tortoise habitat was observed on Reclamation-managed land (northern survey area). While no desert tortoises were observed during the April 2021 transect surveys, one potential desert tortoise burrow was observed (Figure 2). Portions of the northern survey area include moderate to high-quality habitat in areas that are undeveloped and do not lie adjacent to existing roads. The northern survey area also includes areas that are highly disturbed by OHV and subject to trespass for illegal dumping, camping, and other activities that have a negative impact on this species. While no desert tortoises were observed during the April 2021 transect surveys, one potential desert tortoise burrow was observed. The survey area south of the Park is highly disturbed and developed, providing unsuitable habitat.

3.3.3.1.2 Monarch Butterfly

Monarch butterflies typically inhabit prairies, meadows, grasslands, and roadsides across most of North America. Although the species feed on nectar from many types of flowering plants, monarch butterflies lay their eggs exclusively on certain types of milkweed plant species (primarily *Asclepias* spp.).

Monarch butterflies have been identified in the Action Area. There have been several observations of monarch butterflies in both spring and fall migration periods in both upland and riparian habitat in the Park. Outside of the Park, monarch butterflies are frequently observed throughout the Las Vegas area, particularly during the peak of migration between late September to late October, feeding on various flowering plant species.

Milkweed was first used in Park revegetation efforts in 2015 and the first known caterpillars within the Park were observed that same year on milkweed planted at the Nature Preserve. Milkweed has been incorporated in multiple projects since then, where appropriate. Many monarch butterflies have been observed roosting in large trees such as Goodding's willow (*Salix gooddingii*) and Fremont's cottonwood (*Populus fremontii*), believed to be providing a safe place to rest during migration.

3.3.3.1.3 Southwestern Willow Flycatcher

Potentially suitable nesting habitat for the southwestern willow flycatcher consists of lowland riparian habitats generally supporting dense stands of intermediate-sized trees or shrubs, including Goodding's willow, coyote willow (*Salix exigua*), boxelder (*Acer negundo*), and tamarisk (*Tamarix* spp.); much of the tamarisk has been removed from the Las Vegas Wash channel in the Park, usually with water or moist soil present below the canopy or nearby.

No southwestern willow flycatchers were detected within or in the vicinity of the Action Area during the 2021 or 2024 field surveys. However, protocol surveys for southwestern willow flycatcher were not conducted because of the ongoing Southern Nevada Water Authority (SNWA) annual survey efforts. In 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2019, and 2024, SNWA detected southwestern willow flycatchers within the Park during their annual surveys. Southwestern willow flycatchers were detected within the Action Area in 2011, 2012, 2013, 2018, and 2019 (Figure 3); however, the Action Area does not support potentially suitable nesting habitat for this species (Figure 3; D. Van Dooremolen, personal communication, August 22, 2024). The nearest potentially suitable nesting habitat is located approximately 1.1 miles upstream and 1.4 miles downstream of the Action Area (Figure 3). In 2023, SNWA field personnel detected four resident southwestern willow flycatchers, comprising three territories and three pairs, in the passively established, native-dominated habitat above Historic Lateral Weir, approximately 1.6 miles east (downstream) of the Action Area.

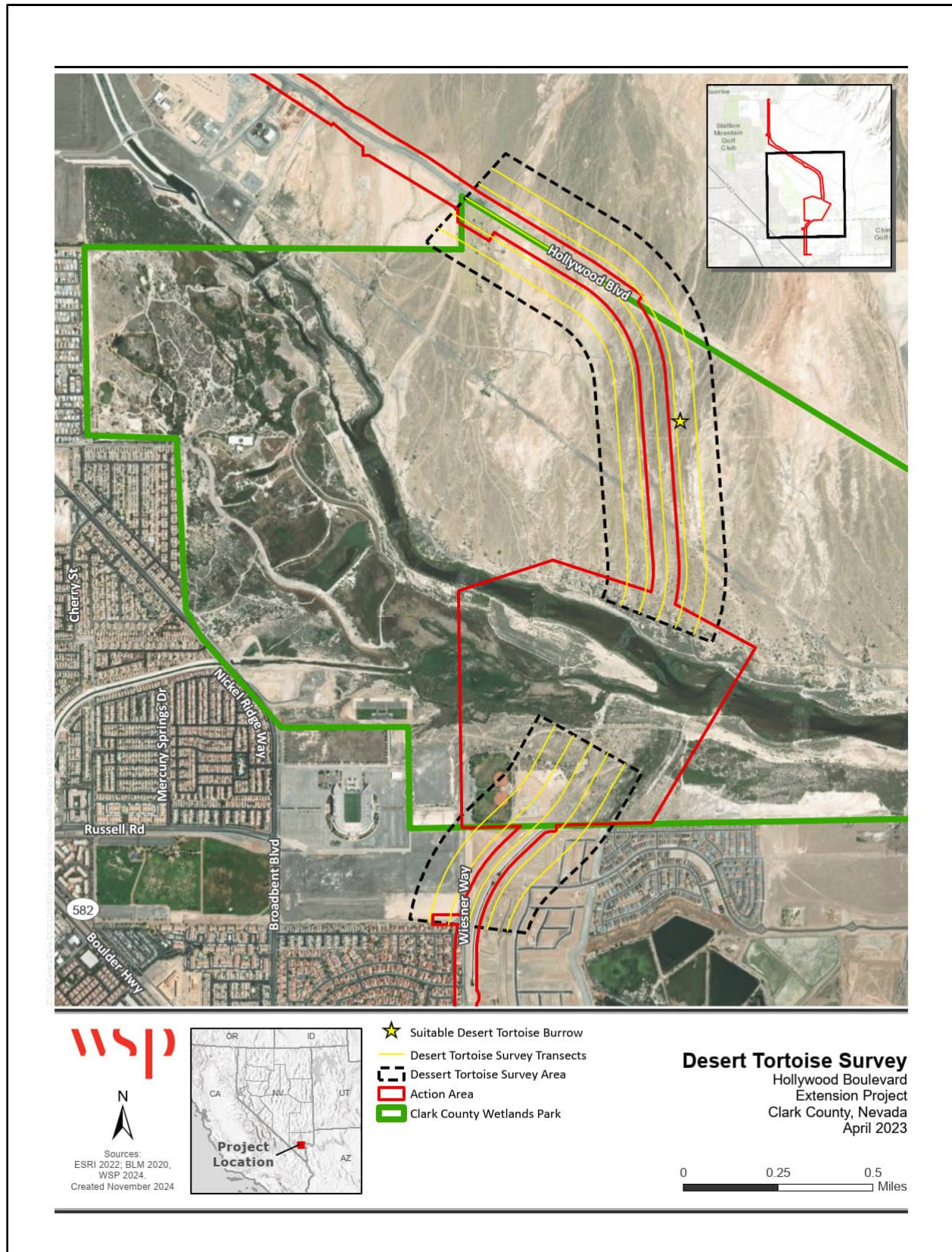


Figure 2. Desert Tortoise Survey Areas

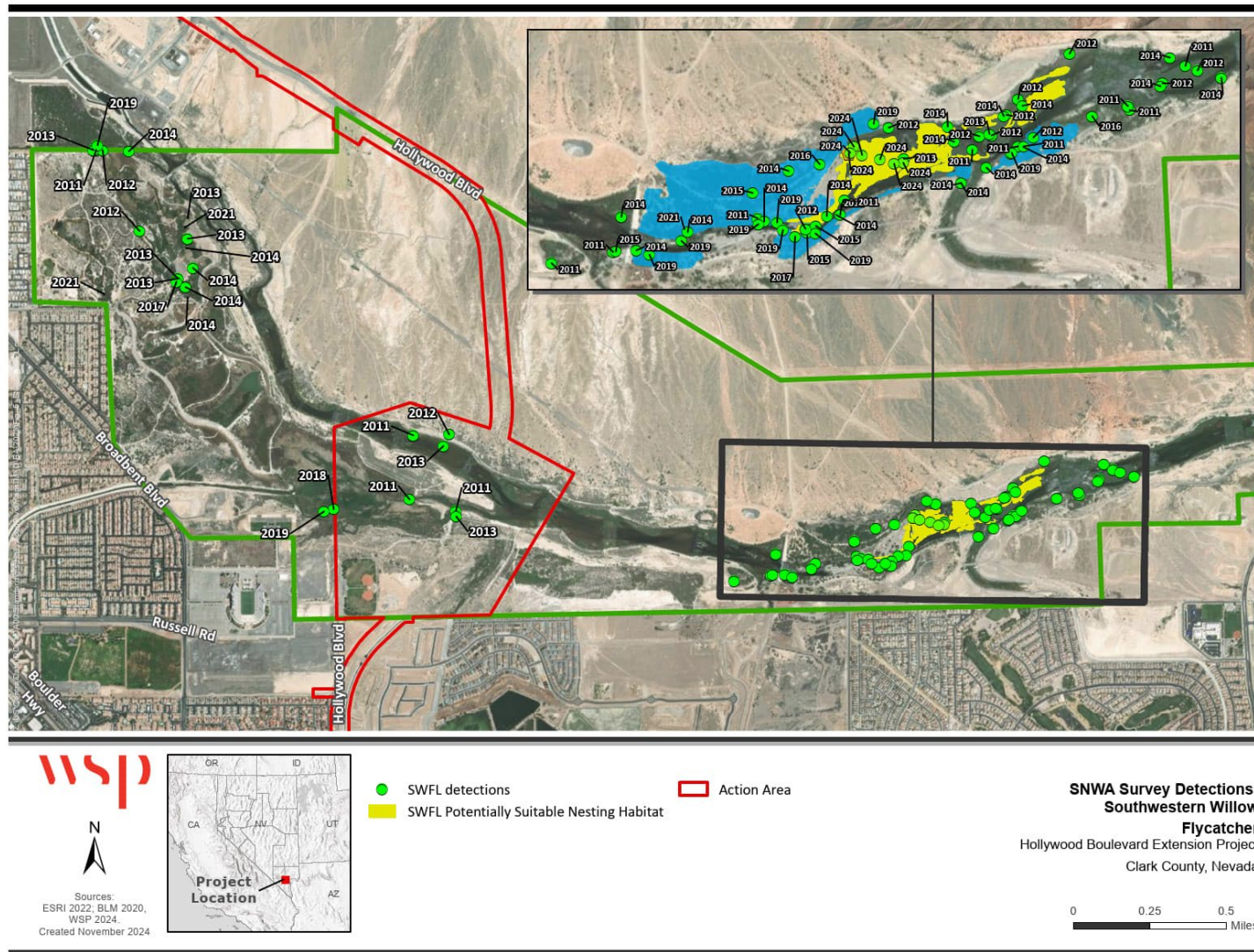


Figure 3. SNWA Survey Detections: Southwestern Willow Flycatcher

3.3.3.1.4 Western Yellow-billed Cuckoo

Potentially suitable nesting habitat for the yellow-billed cuckoo consists of patches of native riparian vegetation with some large overstory trees, such as eastern cottonwood (*Populus deltoides*) and Goodding's willow. The understory layer typically has coyote willow and/or seep willow (*Baccharis salicifolia*). Screwbean mesquite (*Prosopis pubescens*) and honey mesquite (*Neltuma glandulosa*) thickets of suitable stature are also included. The species does not typically nest in monotypic stands of tamarisk. Western yellow-billed cuckoos rarely nest in habitat patches smaller than 20 hectares. The majority of potentially suitable habitat along Las Vegas Wash is concentrated in the area from Pabco Weir (approximately 1.0 mile downstream of the action area) to Bostick Weir (approximately 1.9 miles downstream of the Action Area). Further downstream, there is little to no potentially suitable riparian or mesquite habitat.

A western yellow-billed cuckoo was detected in the Park during the 1998 southwestern willow flycatcher surveys. From 2002 through 2004, SNWA contractors conducted annual cuckoo surveys in the Park. None were found, so the surveys were discontinued due to limited habitat availability. In 2013, following a substantial increase in potentially suitable nesting habitat, the SNWA reinitiated surveys for this species. Following the listing of the species, the Reclamation reinitiated informal Section 7 consultation with the USFWS, who concurred that the weir project may affect but was not likely to adversely affect the western yellow-billed cuckoo and recommended that annual surveys continue to be conducted.

No western yellow-billed cuckoos were detected within or in the vicinity of the Action Area during the 2021 or 2024 field surveys. However, protocol surveys for this species were not conducted because of the ongoing SNWA annual survey efforts. SNWA detected western yellow-billed cuckoos approximately 1.5 miles northwest of the action area in 2013, 2014, and 2021. The habitat northwest of the Action Area includes mesquite desert wash, dominated by honey mesquite and catclaw acacia (*Senegalia greggii*). Screwbean mesquite, creosote bush (*Larrea tridentata*), saltbush (*Atriplex* spp.), and invasive salt cedar (*Tamarix* spp.) are also present in this area (Figure 4). Western yellow-billed cuckoos were detected downstream of the Action Area during the 2014 and 2021 field surveys. In 2021, there were three detections downstream of the Action Area, all located in cottonwood dominated habitat. In 2023, SNWA field crews made 11 detections of five individuals, including two probable breeding territories.

This species has not been detected in the Action Area (Figure 4). The Action Area does not support potentially suitable nesting habitat for this species. There is a small patch of potentially suitable foraging and roosting habitat upstream of the proposed grade control structures on Duck Creek. The nearest potentially suitable western yellow-billed cuckoo nesting habitat is located approximately 1.2 miles upstream and 1.0 mile downstream of the Action Area (Figure 4). There is no known occupied nesting habitat in the Park. Migrants of this species have not been detected in the Action Area during SNWA annual surveys. However, due to the presence of western yellow-billed cuckoos within 1.5 miles of the Action Area, there is potential for migrants of this species to use the area for roosting and foraging.

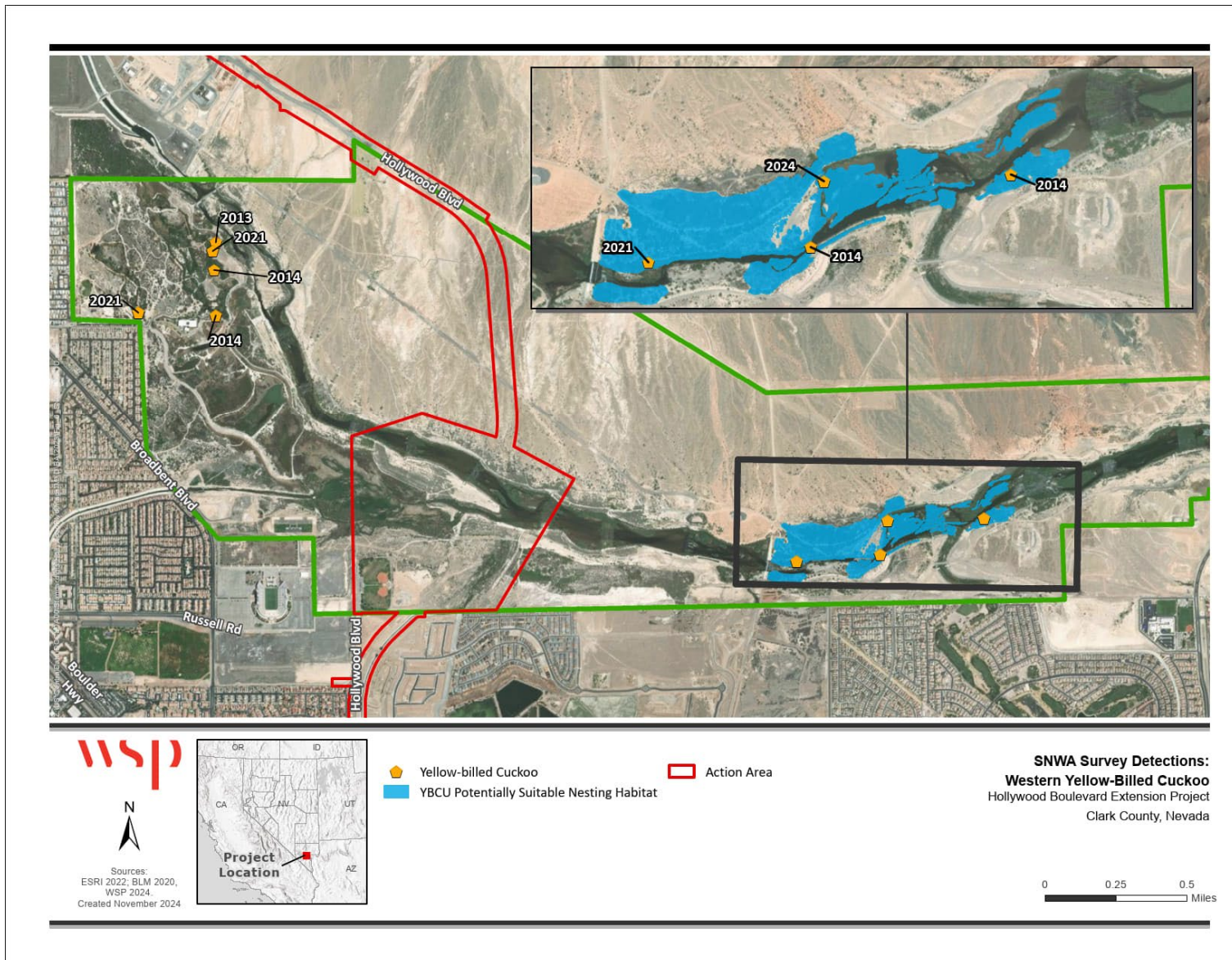


Figure 4. SNWA Survey Detections: Western Yellow-billed Cuckoo

3.3.3.1.5 Yuma Ridgway's Rail

Known as the clapper rail (*Rallus obsoletus longirostris*) until 2014, the Yuma Ridgway's rail inhabits freshwater and brackish water wetlands. Yuma Ridgway's rail prefers habitat dominated by cattails and bulrush (*Schoenoplectus* spp.); however, they have also been detected in wetlands dominated by common reed, salt cedar, and willow (*Salix* spp.). Yuma Ridgway's rails rely on densities of crayfish, the most abundantly consumed prey for the species.

In the vicinity of the Action Area, shallow, open water areas with stands of emergent vegetation at different successional stages are found in the rocky impoundments of the weirs and along the channel banks of the Las Vegas Wash and may support Yuma Ridgway's rail year-round. Suitable nesting habitat for the Yuma Ridgway's rail is present within the Action Area within Las Vegas Wash and Duck Creek riparian corridors (Figure 5). Downstream from where the project is proposed to cross Las Vegas Wash, the impoundment of Duck Creek Confluence Weir is considered the most suitable potential nesting habitat for Yuma Ridgway's rail within the Action Area.

Although no Yuma Ridgway's rails were detected during the 2021 and 2024 field surveys, SNWA detected Yuma Ridgway's rail within 0.5 mile of the Action Area in 2015, 2017, and 2020 during their annual surveys (Figure 5). Surveys were conducted in habitat dominated by varying amounts of cattails, common reed, and bulrush, as well as riparian vegetation. No Yuma Ridgway's rails have been detected in the Action Area during SNWA annual surveys (Figure 5). In 2023, SNWA Field crews identified six individuals during surveys, the highest number reported during one year's surveys.

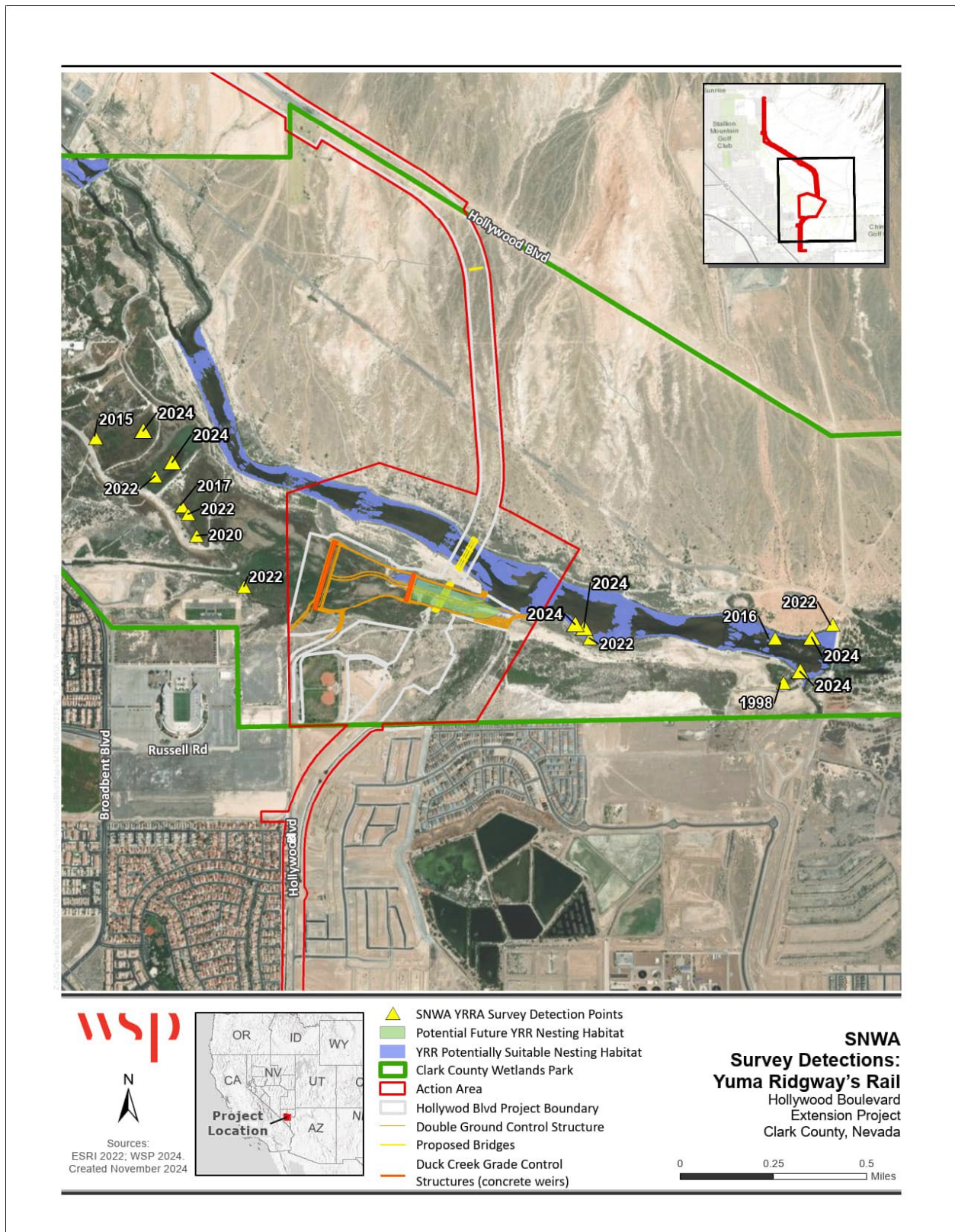


Figure 5. SNWA Survey Detections Yuma Ridgway's Rail

3.3.3.2 Environmental Consequences

3.3.3.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed, and no ground disturbance would occur. Existing conditions would persist in and around the Proposed Action Area. Therefore, the No Action Alternative would not impact threatened or endangered species in or around the Proposed Action Area.

3.3.3.2.2 Proposed Action

Potential environmental consequences to ESA-listed species from the Proposed Action are detailed below.

3.3.3.2.2.1 Desert Tortoise

While no desert tortoises were observed during the field transect survey, one area of potentially suitable desert tortoise habitat was identified in the Action Area. The greatest potential threats to desert tortoises resulting from the Proposed Action are associated with site preparation, vegetation clearing, and vehicular travel. Tortoises could be killed or injured as a result of being crushed by project-related vehicles traveling to and from the Action Area, or by use of the roadway by the public. Tortoises in harm's way and not located before land clearing activities commence could be killed or injured. Tortoises that wander into work areas during construction could be killed or injured. To minimize potential impacts to tortoises associated with off-pavement travel, the roadway design includes guardrail along the roadway to prevent unauthorized access to the Park and post and cable fence to prevent unauthorized access outside of the Park with wildlife crossings consisting of culverts.

Areas of intact, moderately suitable desert tortoise habitat within approximately 820 feet of the Action Area would not be directly disturbed by the proposed action. This habitat would serve as areas where desert tortoises could be translocated if found in the construction zone. Any tortoises found during construction shall be moved by a USFWS-authorized biologist no more than 1,000 feet, unless otherwise directed by the USFWS. The Park does not accept relocated desert tortoise.

Effect Determination and Incidental Take Request

Reclamation concluded consultation for desert tortoise on July 2, 2025 (Biological Opinion 2025-0010734-S7-001). Two desert tortoises are exempted from mortality take. All desert tortoises in harm's way may be captured or moved.

Mitigation measures

With the implementation of the proposed avoidance and minimization measures outlined below, potential adverse effects to the desert tortoise or its habitat would be minimized.

The following measures will be implemented within desert tortoise suitable habitat during construction of the Proposed Action:

- a. A qualified biologist will conduct clearance surveys following installation of temporary and/or permanent tortoise fence and prior to surface-disturbing activities.
- b. The underside of vehicles and equipment will be inspected for the presence of desert tortoise prior to use.
- c. The location of designated work areas within desert tortoise habitat shall be flagged or marked before beginning any activities, and all disturbances shall be confined to these

flagged areas. Project personnel will be instructed to confine activities within the flagged areas. Cross-country travel, travel outside flagged construction zones, and disturbance beyond the flagged areas will be generally prohibited.

- d. All machinery will be washed and inspected prior to arriving in undeveloped areas so that invasive and noxious weed species introductions are less likely in adjacent desert tortoise habitat.
- e. If required, prior to surface-disturbing activities associated with the Proposed Project, the proponent shall pay remuneration fees at a rate determined by the guidelines of the Clark County Desert Conservation Fund (Clark County 2021).
- f. An authorized biological monitor would be required to be available during construction activities to relocate any desert tortoises found at or near the construction site to prevent harm. Any tortoises that are found during construction would be moved no more than 1,000 feet unless otherwise directed by the USFWS. Wetland areas within the Park are not an approved relocation site for desert tortoise. Occasionally, desert tortoises are illegally placed within wetland areas in the Park by the public. When this occurs, the Park coordinates removal with the Nevada Department of Wildlife.
- g. The contractor would be required to maintain a clean work zone free of trash and litter that could attract tortoise predators.
- h. Clark County requires desert tortoise awareness training for construction contractors on federal and non-federal lands to minimize potential effects to tortoises.

The following measures will be in place during long-term operation and maintenance of the proposed action:

- a. Guardrail or post and cable fence will be installed along Hollywood Boulevard to prevent vehicles from leaving the roadway corridor along the entire length of the project. The guardrail will be installed to prevent vehicular access to the Park and maintained by Clark County. Outside of the Park, post and cable fence will be installed and maintained by BLM.
- b. Desert tortoise fencing shall be installed along Hollywood Boulevard where in tortoise habitat to prevent tortoises from entering the roadway.
- c. Signage prohibiting OHVs and other measures such as barricades to discourage off-road access will be installed.

3.3.3.2.2.2 Monarch Butterfly

Recreation within the Park appears to have no negative impact on the monarch butterfly. Nearby housing developments likely could have positive benefits for the species since many homeowners have planted nectar-producing plants that monarch butterflies can feed on during migration. Additional restoration efforts in the Action Area that include the establishment of pollinator plants and/or milkweed will greatly benefit monarchs during their spring and fall migration and may encourage recruitment. No reasonably foreseeable effects are expected to the monarch butterfly.

Effect Determination

No effect determination is required since the species is not currently listed.

Mitigation Measures

To provide benefits for monarch butterflies and other pollinators, native, insecticide-free milkweed and native, insecticide-free nectar plants that bloom throughout the year will be planted, as is feasible for the location. When feasible, riparian species of milkweed (*Asclepias* spp.) will be planted in close proximity to the water. To minimize the spread of the pathogen *Ophryocystis elektroscirrha* (OE), no non-native tropical milkweed (*Asclepias curassavica*) will be planted. OE can be lethal to monarch butterflies.

When feasible, monarch butterflies, other pollinators, and their habitats will be protected from pesticides (i.e., insecticides and herbicides) using the following measures:

- The use of pesticides will be avoided when monarch butterflies may be present, i.e., approximately March 16 to November 30.
- All classes of pesticides will be screened for pollinator risk to avoid harmful applications, including biological pesticides such as *Bacillus thuringiensis*.
- The use of neonicotinoids or other systemic insecticides, including coated seeds, will be avoided any time of the year in monarch habitat due to their ecosystem persistence, systemic nature, and toxicity.
- The use of soil fumigants will be avoided.
- Non-chemical weed control techniques will be considered, when feasible.
- Whenever possible, targeted application herbicide methods will be utilized, large-scale broadcast applications will be avoided, precautions will be taken to limit off-site movement of herbicides (e.g., drift from wind and discharge from surface water flows).

3.3.3.2.2.3 Southwestern Willow Flycatcher and Western Yellow-Billed Cuckoo

There is no potentially suitable southwestern willow flycatcher nesting habitat in the Action Area; however, migrants of this species have been detected in the Action Area. Patches of potentially suitable southwestern willow flycatcher nesting habitat are located approximately 1.1 miles northwest (upstream) and there is occupied nesting habitat 1.5 miles east (downstream) of the Action Area.

There is no potentially suitable western yellow-billed cuckoo nesting habitat in the Action Area.

Construction of the Proposed Action may affect the species and/or their habitat, typically through noise disturbance in proximity to suitable foraging and roosting habitat. No mortality is expected since southwestern willow flycatcher and western yellow-billed cuckoo can fly to adjacent habitat patches if they are displaced by construction activities.

Effect Determination

USACE concluded informal consultation on June 23, 2026 (Biological Opinion 2026-0075479-S7-001). The Service concurred with the *may affect, but is not likely to adversely affect* determination for southwestern willow flycatcher and western yellow-billed cuckoo in the Action Area. With the implementation of the proposed avoidance and minimization measures outlined below, potential adverse effects to southwestern willow flycatcher and western yellow-billed cuckoos would be minimized to such a degree as to be insignificant.

- a. If ground disturbing activities occur during the nesting season (March 15 - September 30), mitigation measures, including pre-construction nest surveys and avoidance or and/or monitoring of active nests will occur. If active nests are identified, USFWS will be contacted to determine species-specific spatial avoidance areas around active nests.

- b. Workers will be prohibited from bringing animals/pets to the work site.
- c. Clark County will consult SNWA regarding annual survey results for the breeding season prior to construction. The Action Area does not contain potentially suitable nesting habitat for western yellow-billed cuckoo. However, if SNWA has detected nesting birds in the Action Area, vegetation- or ground-disturbance activities will not be conducted within 300 feet of the nest.
- d. Southwestern willow flycatcher and yellow-billed cuckoo are not expected to be present in the Park outside the breeding season (October through February); however, year-round best management practices that are beneficial to the species are recommended, including:
 - Only native species will be used in revegetation efforts.
 - Revegetation sites will be monitored regularly for noxious weeds, which are controlled as needed.
 - All solid waste or waste materials will be removed and disposed in accordance with local, regional, and federal regulations.

3.3.3.2.2.4 Yuma's Ridgway Rail

Yuma Ridgway's rails have not been detected in the Action Area during SNWA annual surveys. However, individuals have been detected directly adjacent to the Action Area. There are approximately 20.1 acres of potentially suitable Yuma Ridgway's rail nesting habitat in the Action Area.

Construction of the Proposed Action may affect the species and/or their habitat, typically through noise disturbance during construction of the bridges and weirs. Construction of the road, bridge, and weirs will remove approximately 4.1 acres of potentially suitable nesting habitat in the Action Area. Long-term, weir and channel grading in Duck Creek is likely to increase the amount of potentially suitable nesting habitat by approximately 7.7 acres as a result of widening the Duck Creek channel, stabilizing water levels, and facilitating aquatic riparian vegetation growth (e.g., cattails, bulrush) in the backwater area at the confluence of Duck Creek and Las Vegas Wash. Therefore, following construction of the weirs and channel grading in Duck Creek, the habitat lost will be replaced and expanded, resulting in a net increase of 3.6 acres of potentially suitable nesting habitat in the Action Area (Table 2).

Table 2. Impacts on Yuma Ridgway's Rail Habitat in the Action Area

Potentially Suitable Nesting Habitat in the Action Area	Area (acres)
Existing habitat	20.1
Habitat lost as a result of the Proposed Action	- 4.1
Habitat created by channel widening, grading, and weir construction	+ 7.7
Total habitat after Proposed Action is complete	23.7
Net change in habitat	+ 3.6

The vegetation removed as part of regular, long-term operations and maintenance would represent a very small percentage of the total suitable Yuma Ridgway's rail nesting and foraging vegetation available within the Park. Moreover, long-term operations and maintenance of the constructed weir will require periodic removal of vegetation around the structure to prevent its integrity from becoming compromised. Similarly, periodic vegetation removal will be needed under the bridge structure in order to maintain conveyance of water and reduce fire hazards. Periodic vegetation removal may temporarily and minimally affect access to foraging resources along the riparian corridor. The vegetation would be allowed to re-grow temporarily, thus much of the 4.1 acres of impacted habitat may be temporarily restored between vegetation management operations in the Action Area.

Effect Determination and Incidental Take Request

USACE concluded formal consultation on June 23, 2026 (Biological Opinion 2026-0075479-S7-001). The amount of incidental take in the form of temporary habitat loss associated with the Proposed Action is no more than five acres of potentially suitable nesting habitat.

Mitigation Measures

With the implementation of the below avoidance and minimization measures, potential adverse effects to the Yuma Ridgway's rail would be minimized.

- Clark County will consult SNWA regarding annual survey results for the breeding season prior to construction. If SNWA has detected nesting birds in the Action Area, vegetation- or ground-disturbance activities will not be conducted within 300 feet of the nest from March 15 through September 30.
- Yuma Ridgway's rails are year-round residents in the vicinity of the Action Area; therefore, a biological monitor will be present year-round for work conducted in suitable habitat.
- No night work will occur in occupied habitat.
- Herbicide will not be used in surface waters. Any near-water treatments will be conducted using an herbicide with an approved aquatic label and will be applied by a licensed applicator of the State of Nevada or supervised by a licensed applicator. Herbicide will not be applied in occupied or potentially suitable nesting habitat for the Yuma Ridgway's rail. If herbicide is applied adjacent to occupied habitat, measures will be taken to ensure it does not drift into occupied habitat.
- No project personnel will knowingly enter an occupied patch in the breeding or first molting season (March through September). At other times of year, field personnel will limit time spent in occupied patches to the minimum needed to accomplish project-related activities and will limit noise and vegetation disturbance to the extent practicable.

- f. Clark County, in coordination with Reclamation and SNWA, will develop and implement noise attenuation measures in the breeding season. If Yuma Ridgway's rails are detected within 500 feet of ground- or vegetation-disturbance or other significant noise-producing activities, a noise attenuation plan will be implemented. If activities must occur during the breeding season at high noise areas, rail activity will be monitored to determine if any adverse effects are occurring. If effects are observed, noise attenuation measures will be implemented such as noise walls and hay bales. Noise and bird behavior will be monitored by a biologist familiar with detecting and observing Yuma Ridgway's rails or similar species to verify that attenuation measures are successful.
- g. Prior to initiation of ground or vegetation disturbance occurring in the migratory bird breeding season (March through September), a threatened and endangered species education program will be presented to all personnel who will be working in or adjacent to potentially suitable nesting habitat. This program will contain information concerning: (1) the biology and distribution of federal-listed and proposed species; (2) their legal status and occurrence in the Project Area; (3) the definition of "take" and associated penalties; (4) the measures designed to minimize the effects of project activities; (5) the means by which employees can help facilitate this process; and (6) reporting procedures to be implemented in case of encounters.

3.4 Cultural Resources

3.4.1 Affected Environment

The prehistory and ethno-history of the region are fully described in the 2020 cultural resource inventory of the Las Vegas Wetlands Park, prepared for Reclamation (ASM 2020).

Cultural resources present in the region include archaeological sites, landscapes, and features sacred to Native Americans; prehistoric and historic trails; historic railroad grades and associated sites; and historic mining camps and associated artifacts. The Proposed Action triggers Title 54 USC §306108, commonly known as Section 106 of the National Historic Preservation Act.

3.4.1.1 Cultural Surveys and Known Archaeological and Historical Resources

Numerous cultural resource inventories have been conducted within and adjacent to the Project Area. Known cultural resources in or near the Project Area include the Las Vegas Wash Archaeological District, the Three Kids Mine townsite, prehistoric lithic scatters, open camps, quarries, historic dumps, and artifact scatters. A detailed environmental context and culture history was prepared for the Project area by ASM Affiliates, Inc. for their Class III cultural resource survey of the Las Vegas Wetlands Park (ASM 2020).

WSP conducted a Class III cultural resource inventory and visual assessment of the Project Area under Archaeological Resources Protection Act (ARPA) Permit LC-NV-21-02, issued on September 22, 2021 (Appendix C). A files search was conducted using the Nevada Cultural Resource Information System (NVCRIS) to identify any previously recorded cultural resources and any previously conducted investigations that have occurred within the Project area or the Area of Potential Effect (APE) and within a 1.0-mile buffer around the APE (Figure 6). The files search was conducted on March 8, 2021. Twelve cultural resource inventories were conducted within 1.0 mile of the APE in support of various improvements, such as water treatment, roadways, and transmission lines, between 1977 and 2006. Fifteen cultural resources are located within 1.0 mile of

the APE, which include lithic scatters, lithic procurement, artifact scatter, rock ring, stone circle, rock feature, historic habitation, road, and trash scatter. No previously recorded resources were present within the Project area and no new resources were identified during the inventory. Eight resources were visited to determine visual impacts of the Proposed Project (WSP 2022).

3.4.1.2 National Register of Historic Places

No properties within or adjacent to the Project Area are listed in the National Register of Historic Places.

3.4.2 Environmental Consequences

3.4.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed, and no ground disturbance would occur. Cultural resources would have no physical or visual effect; therefore, the No Action Alternative would have no impact on cultural resources.

3.4.2.2 Proposed Action

The Proposed Action will not directly affect any cultural resources. Visual impacts from the expansion and construction are not anticipated because of the location of the Project Area along the eastern edge of the City of Las Vegas due to the extent of the development west of the APE. All eligible and unevaluated resources within the visual APE, as defined by Reclamation were visited to determine the potential for visual impacts to the sites. Based on the lack of cultural resources within the direct APE and the extensive development immediately west of the APE, a determination of No Historic Properties Affected was made.

3.4.2.3 Mitigation Measures

In the unlikely event that cultural resources are discovered during construction, work would stop and Reclamation's Regional Archaeologist, SHPO, and Clark County Sheriff would be notified immediately. Work would not resume until directed to do so by Reclamation.

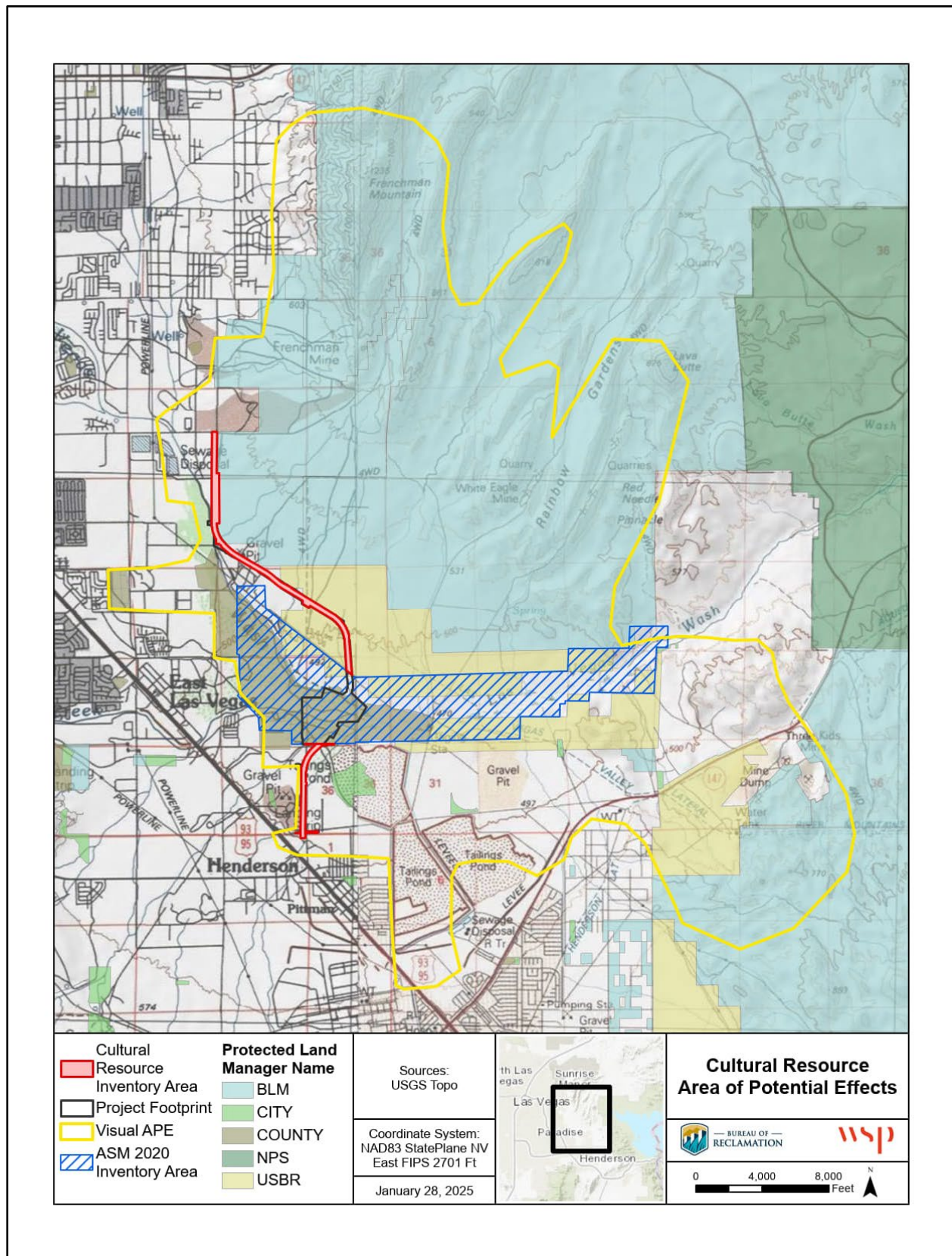


Figure 6. Cultural Resource Area of Potential Effects

3.5 Geology and Soils

3.5.1 Affected Environment

The USDA, Natural Resource Conservation Service's Web Soil Survey maps most of the soil underlying the Project Area as Bracken very gravelly fine sandy loam, Aztec very gravelly sandy loam, and Caliza extremely cobbly fine sandy loam (USDA 2021). These well-drained soils form on alluvial flats in areas that receive 4 to 6 inches of rain annually.

The Project Area is situated in the Basin and Range physiographic province, which is characterized by recent fault movement (since the Oligocene, within the last 33 million years), forming numerous elongated mountain ranges separated by similarly shaped valleys (basins). Much of the drainage within this province is interior, so playa formation is common.

Two primary types of bedrock geology underlie the mountains surrounding the Las Vegas Valley: older sedimentary rocks or younger igneous rocks, which include both volcanic and, to a lesser extent, plutonic rocks. The sedimentary rocks are predominantly carbonates (limestone and dolomite), although there are also clastic formations (sandstone and shale), caliche (a natural sedimentary cement of calcium carbonate), and some quartzite (metamorphosed sandstone). The mountains to the west (Spring Mountains), north (Desert, Sheep, and Las Vegas Ranges), and east (Frenchman, Sunrise, and Muddy Mountains) are composed of these sedimentary rock formations. The igneous rocks primarily include basalts and other undifferentiated volcanic rocks and other smaller occurrences of intrusive rocks, rhyolite, and other undifferentiated rock types. Mountains to the south (McCullough Range and El Dorado Mountains) and east (Black Mountains) of the valley are composed of volcanic rocks, while plutonic rocks are exposed at several locations in the southern mountains (Longwell et al. 1965).

The Las Vegas Valley is structural in origin and has a considerable accumulation of Quaternary alluvium derived from the surrounding mountains and transported to the valley. Coarse material has been deposited closest to the mountain fronts in alluvial fans, while the finer particles have reached the valley bottoms where they were deposited in alluvial floodplain and lacustrine environments (Longwell et al. 1965). The alluvial sediments generally become finer grained from west to east within the valley.

Bedrock beneath the Las Vegas Valley generally consists of deeply buried Precambrian metamorphic rocks; Precambrian and Paleozoic carbonate rocks; Permian, Triassic, and Jurassic clastic rocks; and Miocene igneous rocks. The most widespread bedrock beneath the Las Vegas Valley consists of Precambrian limestone and dolomite, which is most abundant in the Spring Mountains, Frenchman Mountain, the Las Vegas Range, and Sheep Range (Plume 1989).

3.5.2 Environmental Consequences

3.5.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed, and no ground disturbance would occur. Existing soil and geological conditions would persist; therefore, the No Action Alternative would have no impact on geology and soil resources.

3.5.2.2 Proposed Action

Under the Proposed Action, ground-disturbing activities would have minor, short-term impacts on soils in the Project Area, during and immediately following construction because erosion and sedimentation may increase. There would also be short-term impacts on soils from vegetation clearing. BMPs would be employed to minimize the potential for impacts from erosion and sedimentation. Minor, long-term impacts on soils would also result from construction of the paved roadway, paved trail, trailhead, weir and channel grading.

3.5.2.3 Mitigation Measures

Erosion control would be addressed through preparation of a stormwater pollution prevention plan (SWPPP). Excavated material will be used as fill on site or disposed of on-site to flatten slopes. Soil sampling for selenium will be required prior to construction.

3.6 Hazardous Materials

3.6.1 Affected Environment

3.6.1.1 Hazardous Waste Screening Study

A Hazardous Waste Screening (HWS) study of the Hollywood Boulevard corridor was performed between Vegas Valley Drive in Clark County and Galleria Drive in the City of Henderson, Nevada (WSP 2021b). The study identified one site of potential environmental concern within the Project Area that has the potential to affect the Proposed Action based on listings in various state and federal environmental databases and historical and current operations. The Black Mountain Industrial (BMI) Complex, located east of Wiesner Way, was responsible for historic releases that affected the groundwater and is currently engaged in remediation.

In 1941, the U.S. government deeded approximately 5,000 acres of vacant desert land that became the world's largest magnesium plant. The BMI Complex played a critical role in the World War II effort when manganese from area mining was used in military weapons and equipment. After the war ended, portions of the land were leased to various industrial, government, and business entities primarily involved in the production of chemicals.

These industrial plant operations created a variety of industrial and municipal effluents that were disposed of on-site in unlined evaporation ponds, transported off-site via ditches, or disposed of on the land surface. Even though these disposal practices were industry-standard and legal at the time, some of the effluents migrated into the Las Vegas Wash, creating water quality concerns and contaminating the surrounding land.

NDEP is the regulatory agency that has provided remediation oversight since the 1970s of the soil and groundwater impacted by the contamination from each of the sites in the BMI Complex. Since 1987, more than 25 tons of hexavalent chromium have been removed from the environment; approximately 5,700 tons of perchlorate have been removed through active ion exchange treatment since 1999; and from 2010 to 2019, 585,100 cubic yards of contaminated soil have been removed from the site.

Currently, several studies are underway to evaluate different cleanup approaches, and remedial investigation reports and two feasibility study reports are being prepared to address the future cleanup of the BMI Complex (NDEP no date).

Given the identified status of the BMI Complex and its conditions, distance from the proposed Hollywood Boulevard corridor, and proposed construction activities that would entail relatively shallow excavation and “typical” cut and fill methods, the BMI Complex is not expected to impact the project.

Based on a review of historical aerial photographs, Boulder Highway, west of the Project Area, has been present since at least 1950. Mining operations located east of the Project Area have been occurring since the 1950s. Several gravel pits and sewage treatment facilities have been located in the surrounding area since at least 1965. Hollywood Boulevard, north of the Project Area, was developed by 1976. The Las Vegas Wash and Duck Creek have historically accommodated flood flows in the area creating dense vegetation in these channels.

3.6.1.2 NDEP eMap

A review of the NDEP eMap database and files was conducted for information regarding any active remediation at facilities in the vicinity of the Project Area. No open cases of concern were found within or nearby the project corridor that would affect the Project Area.

3.6.2 Environmental Consequences

3.6.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed, and no material disturbance would occur; therefore, the No Action Alternative would have no impact to hazardous materials.

3.6.2.2 Proposed Action

Hazardous materials used or generated during operation of the new alignment would be handled according to applicable law and regulations. Therefore, impacts related to hazardous materials/waste are not anticipated.

Intrusive soil and/or groundwater sampling within the Project Area is not recommended at this time. However, sampling for selenium may be required. Material management plans designed to support the Proposed Action would identify provisions for managing, handling, transporting, and disposing of contaminated non-hazardous soil. Contingent provisions would be established in the event hazardous material is identified during subsequent sampling and analysis. Specific protocols and procedures would be developed to manage and dispose of this material if encountered. All transportation and disposal of contaminated or potentially contaminated soil and/or groundwater would be performed in accordance with applicable federal and state regulations.

Based on the suspected shallow depth to groundwater (varies less than 10 feet), and especially during work in the existing waterways, dewatering may be necessary during construction and excavation activities. All appropriate permits at a minimum to include stormwater and dust would be procured in accordance with all applicable federal, state, and local regulations, which may require sampling and laboratory analysis prior to discharge.

While no further investigation of the corridor is proposed, coordination with NDEP to adhere to the NDEP discharge permit will be followed including testing of groundwater for perchlorate and other potential contaminants of concern, and adherence to the assigned land use conditions would be required prior to construction of the Proposed Action.

In the unimproved area north of the Sunrise Trailhead, illegal dumping is an ongoing problem, and trash accumulation is an unsightly nuisance for the residences to the west. With increased use of the roadway, the Proposed Action would decrease the temptation of illegal dumping. Improving the roadway through the project area would help reduce illegal dumping and trash by increasing accessibility, visibility, and routine activity. Enhanced access allows maintenance crews, waste collection services, and enforcement personnel to more easily reach and monitor the area, enabling prompt removal of debris and discouraging repeat dumping. Increased traffic and visibility associated with an improved roadway reduce the isolation that often facilitates illegal dumping, while defined roadway edges and managed rights-of-way limit informal pull-outs and concealed areas commonly used for disposal. In addition, regular roadway maintenance activities promote cleaner conditions and discourage the accumulation of trash over time, thereby reducing the likelihood of illegal dumping and trash accumulation becoming established in the area.

3.6.2.3 Mitigation Measures

During construction, temporary secondary containment equipment would be used where practicable to ensure accidental releases of hazardous material are prevented or limited in scope. Portable catch basins, containment berms, and other similar equipment would be used for refueling equipment where feasible. Spill kits would be kept on-site to provide easily accessible cleanup materials should a spill occur.

Construction contractors would stop all subsurface activities if potentially hazardous materials were encountered, an odor was identified, or significantly stained soil were discovered. Contractors would follow all applicable regulations from Nevada Division of Environmental Protection (NDEP) regarding discovery and response for hazardous materials encountered during the construction process. Construction contractors will need to coordinate with NDEP to adhere to the NDEP discharge permit including testing of groundwater for perchlorate and other potential contaminants of concern, and adherence to the assigned land use conditions. Material management plans designed to support the project would identify provisions for managing, handling, transporting, and disposing of contaminated non-hazardous soil. Contingent provisions would be established in the event hazardous material was identified during subsequent sampling and analysis. Specific protocol and procedures would be developed to manage and dispose of this material if encountered. All transportation and disposal of contaminated or potentially contaminated soil and/or groundwater would be performed in accordance with applicable state and federal regulations.

3.7 Water Resources/Floodplains/Wetlands

3.7.1 Affected Environment

Las Vegas Wash begins northwest of the city of Las Vegas, flows southeast through the Las Vegas Valley, and ends in Las Vegas Bay of Lake Mead. Once an ephemeral drainage, the Las Vegas Wash now flows year-round as a result of outflow from urban runoff, shallow groundwater, reclaimed water, and stormwater. Lake Las Vegas is directly downstream from the Project Area and is contained by a dam built in 1991 and filled with water from Lake Mead. Las Vegas Wash water does not flow into Lake Las Vegas; instead, it bypasses the lake via 2 84-inch concrete pipes buried underneath the lake.

According to the State of Nevada, Department of Conservation and Natural Resources, Clark County-owned (Sanitation District) wells installed within the same Township and Range as the Project Area were installed up to 30 and 40 feet below ground surface. The Department of

Conservation and Natural Resources' well log database shows static water level measurements generally below 10 feet below ground surface in the Project Area.

Land subsidence in the Las Vegas Valley due to pumping has been documented for decades (Plume 1989), and groundwater depth and flow direction may be influenced by seasonal variation in precipitation, pumping demand, and other natural and anthropogenic factors. Based on the apparent relatively shallow nature of groundwater at the Las Vegas Wash, groundwater is expected to follow topography and generally flow to the east.

Downstream of the Project Area, flood flows that exceed the bypass pipe capacities enter Lake Las Vegas and, when necessary, flows from the lake are released back into the wash through spillways. Lake Mead is the endpoint of the Las Vegas Wash and, as such, the ultimate catch basin for the Las Vegas Valley drainage (National Park Service 2013). The primary water quality issues of concern in the Las Vegas Wash include sediment, selenium, perchlorate, nutrient loading, and urban chemicals. Other water quality concerns include pesticides, heavy metals, human pathogens, hydrocarbons, and the presence of endocrine disrupters. The Las Vegas Valley Water District, Southern Nevada Water Authority, Las Vegas Wash Coordination Committee, Las Vegas Stormwater Quality Management Committee, Reclamation, and the National Park Service routinely sample water in the Las Vegas Wash and/or Lake Mead for water quality.

Water quality is largely determined by the quality of the treated discharge from treatment facilities along the Las Vegas Wash upstream of the Park. The volume of effluent discharge significantly dilutes most of the parameters used for water quality monitoring except for nutrient levels, which tend to increase as a result of the treated effluent. However, the nutrients get absorbed and used by the wetlands along the wash (Ryan 2008).

The Las Vegas Wash is a floodway included in a recent Federal Emergency Management Agency (FEMA) the Letter of Map Revision. Parts of the Project Area outside the floodplain are in areas of minimal flood hazard. The FEMA flood hazard area mapping shows that the Project Area, near the Las Vegas Wash is located in Zone AE, with the outer floodplains determined as Zone A, both with a one percent annual chance of flooding (Figure 7).

Wetlands are defined according to hydrophytic vegetation, hydric soils, hydrology, and other characteristics. The United States Fish and Wildlife Service (USFWS) National Wetlands Inventory maps freshwater forested/shrub wetland habitat and freshwater emergent wetland habitat along the Las Vegas Wash (USFWS 2021). These surface water features are further characterized as perennial streams with unconsolidated bottoms. Multiple wetlands alongside the Las Vegas Wash are a mechanism for improving water quality because urban flows enter the wash on their way to Lake Mead and the Colorado River system. Continued degradation and deepening of the wash channel by erosion have affected wetlands within the wash. The wetlands in the Project Area are fringe wetlands, typified by their occurrence alongside the wash channel. These wetlands are within the palustrine (non-tidal) system of wetlands and are classified as a combination of emergent and scrub-shrub under the Cowardin classification system (Cowardin et al. 1979). These wetlands may have plants that are woody or herbaceous, perennial, and generally less than 20 feet tall. Where there is high moisture, there are patches of cattail and common reed (*Phragmites*), mixed with tamarisk and wetland annual plants. In the drier areas, the primary vegetation is saltbush (*Atriplex spp.*) and arrowweed (*Pluchea sericea*). Water resources in the Project Area are shown in Figure 8.

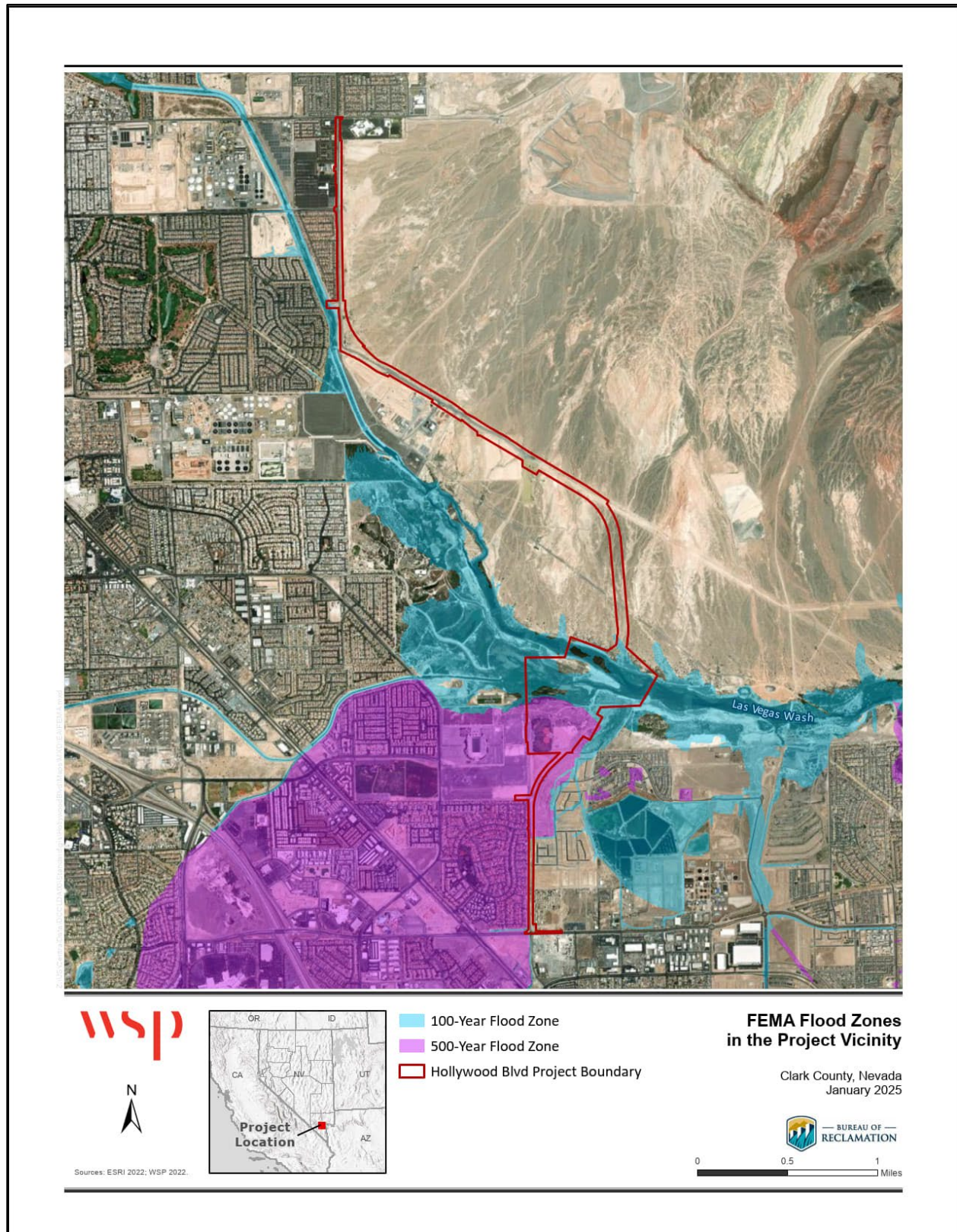


Figure 7. FEMA Flood Zones

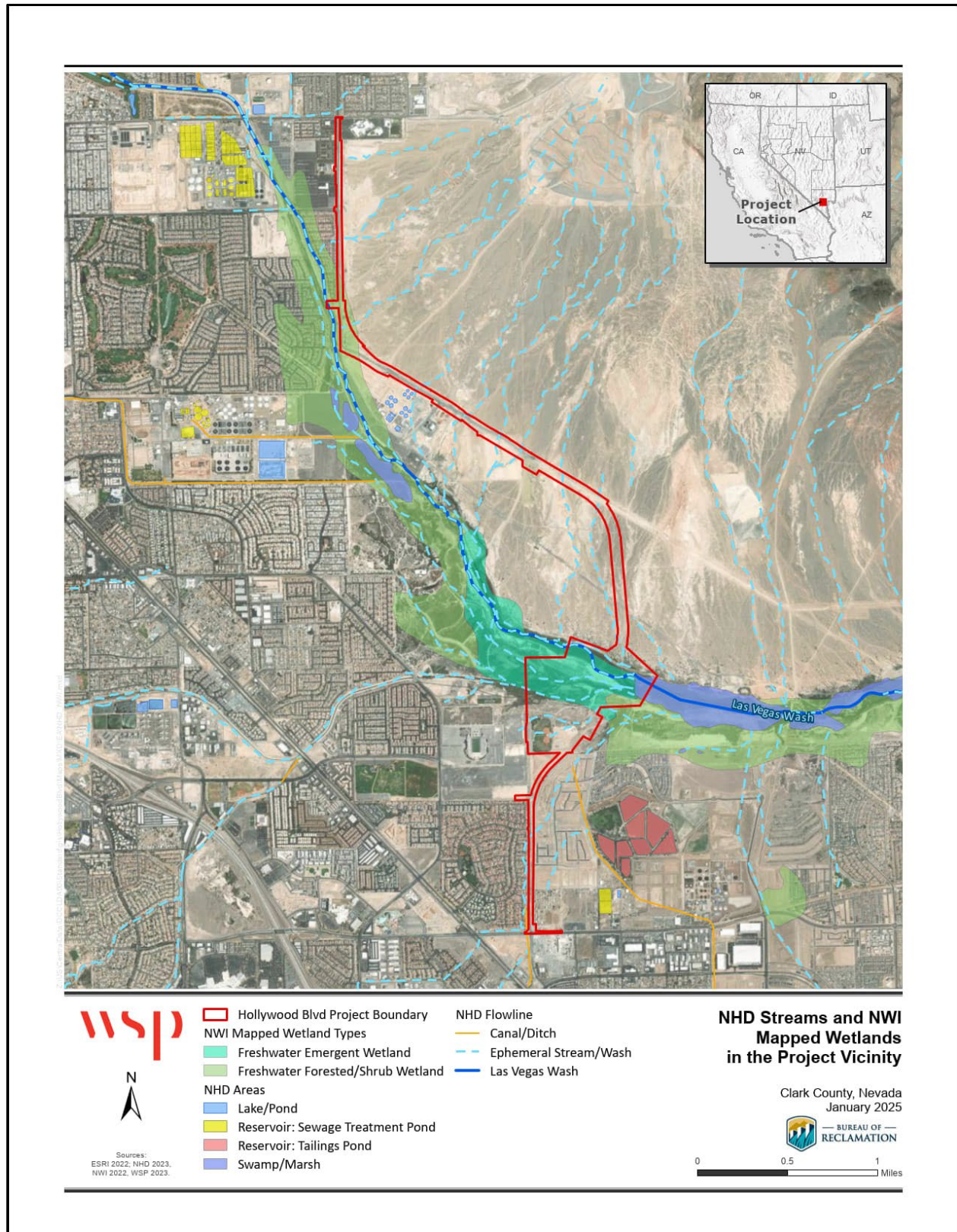


Figure 8. Water Resources

3.7.2 Environmental Consequences

3.7.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed, and no ground disturbance would occur. There would be no impacts to the Las Vegas Wash and Duck Creek as jurisdictional waters of the U.S. Therefore, the No Action Alternative would have no impact on water resources, floodplains, or wetlands.

3.7.2.2 Proposed Action

The Proposed Project would include bridges over the Las Vegas Wash and over Duck Creek elevated sufficiently to allow maintenance vehicles to cross underneath the bridges to maintain existing and proposed bank protection. In addition, measures to stabilize the lower reach of Duck Creek include a grade control structure (weir), rip-rap bank protection and grading to channel flood flows. The Duck Creek wash and adjacent wetlands provide important hydrologic and water-quality functions. The project would improve hydrologic conditions within portions of the Duck Creek floodplain by removing less desirable common reed and replacing with native riparian vegetation closer to the groundwater level, increasing soil moisture and vegetation vigor and reducing susceptibility to ignition and fire spread. Design measures would also limit informal access into wetland areas, reducing human-related disturbance and supporting improved habitat conditions for wetland-dependent species. Installation of a grade-control weir in Duck Creek would stabilize active headcutting, reduce channel erosion, and decrease sediment delivery to the Las Vegas Wash. By elevating the local water table and increasing soil moisture, the project would promote the establishment and health of wetland and riparian vegetation. Improved vegetative cover would enhance wildlife habitat, reduce wildfire susceptibility, discourage informal access into sensitive wetland areas, and contribute to long-term ecosystem stability and water quality improvements.

3.7.2.3 Mitigation Measures

During construction, groundwater may be used for dust control. No long-term use of groundwater would occur following construction of the Hollywood Boulevard project; therefore, no long-term impact on groundwater quality or supply are expected. Water would be used during construction activities for dust suppression and soil compaction; water for these purposes would be drawn from municipal water supplies and would not affect groundwater.

Construction activities could disturb soils, which in turn, could increase the probability of erosion. Temporary water quality impairments could occur if a major rain event occurs while surfaces are exposed during the placement of additional fill or grading of soils before landscaping and asphalt are installed. The Proposed Project would be required to obtain coverage under the Nevada Construction Stormwater General Permit NV100000 by submitting a Notice of Intent to the Bureau of Water Pollution Control with NDEP prior to construction. In addition, the contractor would need to develop a SWPPP. SWPPP requirements include an outline of the stormwater drainage system for each discharge point, actual and potential pollutant contact, and surface water locations. The SWPPP would also incorporate stormwater BMPs, such as silt fencing and other stormwater controls. Compliance with the SWPPP would minimize potential impacts on surface water quality.

In addition to the SWPPP, temporary groundwater discharge will be required for construction of the Duck Creek weir which will require an NDEP Temporary Discharge to Waters of the State Permit and construction in the Las Vegas Wash active waterway will require an NDEP Working in Waterways Permit. A FEMA Conditional Letter of Map Revision and Letter of Map Revision will also be required.

The Proposed Project would have potential impacts on the proposed roadway from hazardous substances (i.e., anti-freeze, fuels, oils, lubricants) used during construction. Although catch pans would be used when refueling, accidental spills could occur as a result of maintenance procedures for construction equipment. A spill could result in adverse impacts on on-site soils and waters. However, the amount of fuel, lubricants, and oil would be limited, and equipment necessary to quickly contain any spills would be present when refueling. A Spill Prevention, Control, and Countermeasures Plan would be in place prior to the start of construction, and all personnel would be briefed on the implementation and responsibilities of this plan.

Other solid wastes associated with construction would include human waste and trash. Portable, self-contained toilets at worksites would be used for human waste disposal. Toilets would be pumped, and the contents hauled away for disposal at an approved sewage disposal facility on a timely basis. All garbage and non-flammable waste material would be disposed of at an approved, off-site facility. BMPs for construction site soil erosion, as specified in the SWPPP, would be implemented to prevent the migration of soils, oil and grease, and construction debris into the local stream networks. Erosion from construction activities would be prevented through BMPs used for stormwater and sediment control. Fugitive dust would be mitigated through application of water when necessary. No significant impacts on surface water during construction are expected.

A Clean Water Act Section 404/401 permit would be required, and consultation with the Clark County Regional Flood Control District would occur for the activities planned that affect Las Vegas Wash and Duck Creek. Impacts on these waterways would be short term.

3.8 Visual Resources

3.8.1 Affected Environment

The Proposed Project would be constructed within the Las Vegas Valley, east of the developed urban area of Las Vegas and north of the developed area of Henderson. Areas north and east of the Proposed Project are mostly undeveloped federal lands.

The area west of the Proposed Project is the Las Vegas metropolitan area. It is generally characterized by visual elements associated with urban residential, commercial, and transportation development. The Las Vegas Resort Corridor is located west of the Proposed Project and the high-rise buildings centrally located in the Las Vegas Valley are visible from throughout the Project Area. The foreground west of the Proposed Project included two-story residential development, the Clark County Water Treatment Facility, the Las Vegas Silver Bowl Stadium, Old Silver Bowl Park ballfields and primarily undeveloped lands within the Park.

The area south of the Proposed Project consists primarily of residential neighborhoods and areas of active residential development.

From the Project Area, the distant Spring Mountains are visible on the far (west) side of the Las Vegas Valley and the Black Mountains are visible south of Henderson.

The areas north and east of the Project Area are mostly undeveloped desert land at the base of the Sunrise and Frenchman Mountains. Background views consist of these mountain ranges as well as the alluvial fans extending from the mountain bases.

Except near the Las Vegas Wash, undeveloped areas along the project alignment are sparsely vegetated desert lands. The banks of the Las Vegas Wash and associated wetland areas are densely vegetated.



Figure 9. View from Proposed Project of Urban Las Vegas and Spring Mountains



Figure 10. View from Proposed Project of Frenchman Mountain



Figure 11. View from the Proposed Project of Sparse Desert Vegetation in the Foreground



Figure 12. View from Proposed Project of Dense Vegetation along the Las Vegas Wash



Figure 13. View from Proposed Project of Wetlands Park Trail



Figure 14. View from Proposed Project of the City of Henderson and Black Mountain



Figure 15. View from Proposed Project of Residences Abutting Hollywood Boulevard

3.8.2 Environmental Consequences

3.8.2.1 No Action Alternative

The area of the Proposed Project is currently developed as Hollywood Boulevard to the north and Wiesner Way to the south, with the central portion of the proposed roadway as undeveloped land within the Wetlands Park. Under the No Action Alternative, no changes would be made to the existing Project Area; therefore, there would be no visual impacts.

3.8.2.2 Proposed Action

The Proposed Action would expand existing transportation facilities and introduce new transportation facilities into the Project Area affecting existing viewsheds and creating new viewing opportunities.

Along the northern part of the Proposed Project, widening of the existing Hollywood Boulevard would not appreciably change the view of the roadway from existing residential areas or from the Water Treatment Plant and views of the Frenchman and Sunrise Mountains from these areas would not be impacted.

Along the southern part of the Proposed Project, widening of the existing Wiesner Way would not appreciably change the view of the roadway from existing residential areas and views of the Frenchman and Sunrise Mountains from these areas would not be impacted.

For motorists along the existing Hollywood Boulevard in the northern part of the Proposed Project near and far viewsheds would not change. Within the City of Henderson, new residential

development is currently changing the near viewshed from undeveloped desert land to residential properties constructed in accordance with City of Henderson standards.

Within the Wetlands Park the Proposed Project will be mostly constructed at-grade. The road and trail will be visible from locations along the existing Park trail system which are within about 1.5-mile of the Proposed Project. The affected population would be Park users of the trail system. Because the Proposed Project will be mostly at-grade, the far viewshed would not be impacted. Accordingly, the Proposed Project would not adversely affect viewsheds of the mountains surrounding the Las Vegas Valley or the urban area of Las Vegas.

The proposed crossing of Las Vegas Wash would be elevated. The bridges crossing the Las Vegas Wash and Duck Creek are at the lowest point along the alignment but will be visible from existing trails throughout much of the Park.

A proposed grade separation at an existing paved trail east of the Sunrise Trailhead would also be visible from trails throughout the Park. At this location, two design alternatives are being considered, one design alternative would elevate the road over the existing trail, the second design alternative would lower the road and partially elevate the trail over the road. The latter alternative would have a lesser visual affect.

While far viewsheds will not be impacted by the Proposed Project, elements of the Proposed Project will be visible to trail users. Importantly, however, the Proposed Project is expected to increase visitors to the Park by creating a new trailhead, a new trail and connecting to existing trails. Motorists using the new road and Park visitors using the new trail will have unobstructed views of the mountains surrounding the Las Vegas Valley, particularly the Sunrise and Frenchman Mountains, and the urban areas of Las Vegas and Henderson in the far viewshed. The near viewshed within the Park will consist of sparsely vegetated natural desert areas and the Las Vegas Wash. By elevating the road and trail over the Las Vegas Wash, new views of the Duck Creek Confluence Weir, the Archery Weir and their streamflow impoundments will be created. With the new south trailhead providing convenient access to a new trail over the Las Vegas Wash and connections to existing and planned Park trails along the Las Vegas Wash, increased visitation is expected, to take advantage of the new views of the Las Vegas Wash and its environment.

Within the Wetlands Park and on Clark County Parks and Recreation Department land adjacent to the Old Silver Bowl Park, the road, trailhead, trail and amenities would be designed in collaboration with the Clark County Parks and Recreation Department to provide aesthetics consistent with the Park environment. Context-sensitive solutions will be incorporated to minimize impacts on natural resources. These mitigation measures will help visually blend the Proposed Action with the existing environment. The design will include a selection of finish, color, and surface patterns to coordinate structures and facilities with the surrounding landscape.

3.9 Air Quality

3.9.1 Affected Environment

Air quality in Clark County is regulated by the Clark County Division of Air Quality. Criteria air pollutants are a group of six common air pollutants regulated by the United States Environmental Protection Agency (USEPA). USEPA developed National Ambient Air Quality Standards (NAAQS) for these pollutants to protect public health and the environment. The six criteria pollutants are ozone (O₃), particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and lead (Pb).

The Clark County Division of Air Quality monitors compliance with the NAAQS through a county-wide network of air pollution monitoring stations. The agency compiles these data and submits the data to the EPA. On a pollutant-by-pollutant basis, if the air pollutant concentration data do not exceed the applicable NAAQS, the area is designated an attainment area. If ambient air pollutant concentration data show exceedance of the NAAQS for 1 or more pollutants, the area is designated a nonattainment area for the pollutants exceeding the NAAQS. For areas designated as nonattainment, Clark County is required to develop an implementation plan to achieve compliance with the NAAQS. Once a nonattainment area demonstrates compliance with the NAAQS, the area becomes subject to a maintenance plan to prevent returning to a nonattainment designation.

The Las Vegas Valley (Hydrographic Area 212) is a marginal nonattainment area for the 2015 O₃ NAAQS and an attainment area subject to a maintenance plan for the CO and PM₁₀ NAAQS. Hydrographic Areas 164A, 164B, 165, 166, 167, 212, 213, 214, 216, 217, and 218 (excluding the Moapa River Indian Reservation and the Fort Mohave Indian Reservation) are attainment areas subject to a maintenance plan for the 1997 O₃ NAAQS. Clark County is in attainment/unclassifiable for the PM_{2.5}, SO₂, Pb, NO₂ and 2008 O₃ NAAQS.

Greenhouse gases (GHGs) are gases that trap heat in the atmosphere and contribute to global warming (EPA 2022). Primary GHGs include carbon dioxide, methane, and nitrous oxide, which can be released into the atmosphere through the production, transportation, and burning of fossil fuels. Carbon dioxide is the predominant GHG in the atmosphere. EPA has not established ambient air quality standards for GHGs; instead, GHG emissions are regulated using national emissions standards and permit requirements.

3.9.2 Environmental Consequences

3.9.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed. Existing air quality conditions in and around the Project Area would persist. Therefore, compared with the Proposed Action, the No Action Alternative would have additional adverse impacts on air quality.

3.9.2.2 Proposed Action

The Regional Transportation Commission of Southern Nevada has adopted the TransCad model as a valley-wide model that forecasts traffic for the entire metropolitan street and highway network. The TransCad model was used to estimate the reduction in annual vehicle miles of travel (VMT) and annual vehicle hours of travel (VHT). The CARB B/C model was run to estimate the corresponding expected reduction in emissions that would result from the reduction in VMT and VHT over a 20-year planning horizon (see Table 3: Estimated Emissions and Emission Reduction [Valley-wide]).

Criteria air pollutant emissions from mobile sources under the Proposed Action would be reduced over the long term in two ways. First, a continuous Hollywood Boulevard would make travel between origins and destinations result in fewer miles and hours of travel, which would reduce overall emissions. Second, a continuous Hollywood Boulevard would provide an alternative to the I-515 Freeway and Boulder Highway for north-south travel and provide a measure of congestion relief, which would reduce emissions associated with idling. Therefore, the Proposed Action would have a beneficial impact on air quality in the valley-wide region from reduced emissions from shorter travel distances and reduced congestion on alternative routes.

Table 3. Estimated Emissions and Emission Reduction (Valley-wide)

Parameter	2020			2030			2040		
	No Build	Build	Reduction	No Build	Build	Reduction	No Build	Build	Reduction
Total VMT (veh-miles/yr)	13,345,494,635	13,341,242,750	-4,251,885	15,705,141,343	15,699,287,838	-5,853,505	18,064,788,050	18,057,332,925	-7,455,125
Total VHT (veh-hrs/yr)	305,313,375	305,108,975	-204,400	377,285,535	376,787,675	-497,860	449,257,695	448,466,375	-791,320
CO (metric tons)	33,043.67	33,033.14	-11	39,518.40	39,473.58	-45	45,940.63	45,887.06	-54
CO ₂ e (metric tons)	4,396,238	4,394,837	-1,401	6,407,421	6,400,230	-7,191	9,078,443	9,067,962	-10,480
NOX (metric tons)	3,725.11	3,723.92	-1.2	4,392.54	4,390.49	-2.1	5,059.21	5,056.64	-2.6
PM ₁₀ (metric tons)	638.10	637.90	-0.2	752.59	752.31	-0.3	865.74	865.38	-0.4
SOX (metric tons)	46.07	46.05	0.0	54.22	54.19	0.0	62.44	62.41	0.0
VOC (metric tons)	2,820.90	2,820.00	-0.9	3,345.77	3,343.21	-2.6	3,869.60	3,866.49	-3.1

Note: Truck percentage remains at 3% of total VMT for No Build and Build for all years.

The Proposed Action would place additional traffic near to existing residences along Hollywood Boulevard and Wiesner Way. However, given the relatively low traffic volumes projected and the fact that traffic would be operating in a free-flow condition, no significant, adverse impacts from localized pollutant hotspots are expected. Traffic volumes would be well below the level that would indicate a “project of local air quality concern,” potentially warranting a particulate matter hot-spot analysis per USEPA guidance (e.g., 125,000 average annual daily traffic with 8 percent or greater diesel truck traffic) (USEPA 2015).

3.9.2.3 Mitigation Measures

During construction, equipment would generate CO and PM₁₀, producing localized, short-term elevated air pollutant concentrations. Fugitive dust would be minimized by maintaining optimum soil moisture during construction and implementing proper soil stockpiling methods, as prescribed by Clark County. Any ground cover or pavement removed would be promptly replaced to minimize the amount of dust generated. Therefore, the Proposed Action would not exceed the de minimis thresholds, and no long-term operational emissions are anticipated beyond those associated with minor repairs to the pavement on Hollywood Boulevard. Emissions generated through construction activities would be temporary and would end when construction is complete.

A Dust Control Operating Permit and Dust and Emissions Mitigation Plan would be required. The plan would require contractors to comply with federal, state, and local regulations for the control of air pollution, including those requiring the use of ultra-low-sulfur diesel fuel and prohibiting unnecessary idling. Standard mitigation measures and BMPs would be identified in the plan to prevent fugitive dust from becoming airborne. The plan would require exhaust emissions to be reduced whenever possible by keeping machinery engines and exhaust systems in good mechanical condition and avoiding unnecessary vehicle and equipment idling.

3.10 Noise

3.10.1 Affected Environment

Ambient noise within and adjacent to the Project Area includes a combination of natural (e.g., wind, wildlife) and human-caused (e.g., aircraft, vehicles, bikes) sources. In general, noise levels are consistent with suburban, recreational communities. There are no quantitative baseline data for noise in and around the Project Area.

Construction activities would comply with the City of Las Vegas’s local noise ordinance. The construction contractor would include the following limitations of operations to ensure the proposed improvements would meet the City’s noise ordinance under Title 9 Chapter 9.16:

- No construction activities in residential areas would be allowed between 6:00 p.m. and 7:00 a.m.
- Construction activities would not be allowed to exceed 65 dBA in commercial areas and 55 dBA in residential areas.
- No person would engage in construction activity outside of an enclosed structure other than between these times unless the City Public Works Director, as upon application, alters the hours of construction activity for a good cause.
- The contractor would follow BMPs to reduce construction noise levels such as:
 - Ensure equipment is properly muffled and in good working condition.
 - Place noise-generating construction equipment and staging area away from sensitive uses, if possible.

- Turn off heavy-duty equipment when not in use.
- Use lower noise level equipment if possible, like electric air compressors and similar power tools rather than diesel.
- If needed and possible, implement noise attenuation measures, such as temporary noise barriers or noise blankets around stationary construction equipment.

The land use in the northern portion of the Project Area consists of the existing Hollywood Boulevard with an existing NV Energy transmission line and drainage channel. The land use in the central portion of the proposed roadway consists of undeveloped areas of the Las Vegas Wetlands Park and the Las Vegas Wash. To the south, the land use includes the existing Wiesner Way with an existing NV Energy transmission line and drainage channel. The areas surrounding the north and south portions of the Project Area are residential.

3.10.2 Environmental Consequences

3.10.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed. Existing noise conditions in and around the Project Area would persist. Therefore, the No Action Alternative would have no impact on noise in the area.

3.10.2.2 Proposed Action

Temporary noise impacts associated with the Project would be associated with short-term construction activities, which would include the use of various types of equipment commonly associated with site preparation, grading, access corridors, and infrastructure construction. Short-term construction noise impacts would be considered to have a significant impact if construction would exceed applicable noise standards.

With the Proposed Action, residential areas along the existing Hollywood Boulevard in Sunrise Manor and the existing Wiesner Way in Henderson would experience increased traffic, causing increased noise. However, the noise levels would be consistent with other collector streets in the Las Vegas Valley and the residences have concrete masonry block which provide attenuation of traffic noise.

Within the Wetlands Park, the Proposed Action would introduce a noise source into the central area of the Park from motorized vehicles which does not presently exist. Park visitors who use the remote trails in the central area of the Park would be adversely affected by noise levels that could exceed 15 dB over ambient conditions. However, this would be offset by increased accessibility to trails throughout the Park and increased visitor usage.

Introducing transportation noise into the Park could adversely affect wildlife. Wildlife species that are sensitive to noise are likely to relocate away from the road, to areas of similar or better habitat upstream and downstream of the Project Area.

3.10.2.3 Mitigation Measures

During construction, the Proposed Action is anticipated to have minimal, short-term impacts to noise levels in and around the Project Area. Construction equipment would temporarily elevate noise levels during the construction period. Staging areas will be located away from residential areas. Increased noise levels which may impact other resources (e.g., wildlife) would be mitigated through the implementation of BMPs and resource protection measures throughout the duration of construction. Construction mitigation measures would be addressed in the contract documents,

which would require contractors to submit a noise control plan for review and approval by Clark County and Henderson. Contract specifications would address hours of construction, muffling or shielding requirements, performance of proper maintenance on construction equipment, and placement of stationary equipment as far away from identified sensitive receptors as feasible.

Furthermore, concrete barrier rails will be constructed on each side of the road at the Las Vegas Wash crossing to reduce tire noise, the principal source of noise from motorized vehicles.

3.11 Parks and Recreation

3.11.1 Affected Environment

The Proposed Action would cross the Clark County Wetlands Park, which Clark County has operated as a recreational and educational resource for the public since 1991. The Park is located on lands owned by both Clark County and federal land withdrawn to the Bureau of Reclamation and managed by Clark County under a Reclamation Public Purpose Lease since November 2, 2000. The Park is the largest park in Clark County and comprises approximately 2,900 acres extending along the Las Vegas Wash from Sunrise Manor to the Lake Las Vegas Reservoir in the City of Henderson. The Park offers a variety of activities for visitors, including wildlife observation, bird watching, and nature experience.

The principal feature of the Park is the Las Vegas Wash which has year-round flow fed by various water treatment plants upstream of the Park. A major undertaking, lead by the Southern Nevada Water Authority, has been successful in reconstructing the Las Vegas Wash through the Wetlands Park. The reconstruction effort has stabilized the Wash with a series of weirs and bank protection measures. The stabilization of the Wash, which has included the creation of streamflow impoundments behind man-made weirs, has created an environment suitable for the reintroduction of wetland-type vegetation and associated animal habitat that is unique in the Mojave Desert.

The Park includes a Nature Center and 210 acre Nature Preserve west of the Project Area which is accessed from Tropicana Avenue. The Park also includes a system of trails which are accessed from three trailheads, the Sunrise Trailhead on the north side of the Park and the Pabco and Wells Trailheads on the south side of the Park. At present, there are no roads providing motor vehicle access across the Las Vegas Wash within the Park to connect the north and south sides of the Park. However, two pedestrian bridges located at the extreme eastern and western limits of the Park allow pedestrians to cross the Las Vegas Wash to access trails on both sides of the Las Vegas Wash.

The Proposed Action would also cross land owned by the Clark County Parks and Recreation Department east of the Old Silver Bowl Park, which is comprised of two baseball fields. The Clark County Parks and Recreation Department's land east of the ballfields, in the Project Area, is highly disturbed and was formerly used as an archery range.

The Flamingo Arroyo Trail extends along the existing Hollywood Boulevard in Sunrise Manor from the Las Vegas Wash north of the Clark County Water Reclamation Facility to the Sunrise Trailhead, providing pedestrian and bicycle access to the north side of the Wetlands Park from the regional trail system. The 10 ft. wide paved trail crosses under Hollywood Boulevard north of the Water Treatment Plant and follows the north side of Hollywood Boulevard to the Sunrise Trailhead.

3.11.2 Environmental Consequences

3.11.2.1 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be constructed. Therefore, the No Action Alternative would have no impact to Parks and Recreation in the area.

3.11.2.2 Proposed Action

Extension of Hollywood Boulevard across the Wetlands Park would provide motor vehicle, pedestrian, and bicycle (including electric bicycles (E-bikes) as defined by 43 CFR § 420.5(h)) access between the north and south sides of the Park, with a crossing of the Las Vegas Wash, and a new south trailhead, all centrally located within the Park. This would provide several benefits to the Park as a public recreational facility:

- The Park trail system would be expanded, providing new pedestrian and bicycle (including E-bike) access to the central area of the Park
- Park users from Sunrise Manor would have convenient access to the south side of the Park
- Park users from Henderson would have convenient access to the north side of the Park
- Improved accessibility would increase visitor use of the Park
- Access to the interior of the Park would become available for police and emergency services

The Clark County Parks and Recreation Department has plans to expand the Park trail system into the central area of the Park. The Proposed Action is consistent with the plans of the Clark County Parks and Recreation Department to expand the Park trail system. The Proposed Action would facilitate trail expansion efforts by connecting trails north and south of the Las Vegas Wash and providing a new trail and trailhead connecting to existing and planned trails.

The proposed crossing of the Las Vegas Wash would disrupt some existing vegetated areas and wildlife habitat along the Las Vegas Wash. To date, efforts by Clark County, the Southern Nevada Water Authority and the community have been successful in reestablishing vegetation in the Nature Preserve west of the Project Area and along the Las Vegas Wash downstream of the Duck Creek Confluence Weir east of the Project Area. The proposed crossing of the Las Vegas Wash with the Proposed Action would be located between the Nature Preserve and restored areas downstream. With minimal reestablished vegetation, the proposed crossing would cause less disturbance of restored areas than at any other potential crossing location.

With the proposed bridge crossings, new access and viewing opportunities of the Las Vegas Wash and Duck Creek will be afforded to Park visitors that are not currently available.

The Proposed Action would not affect the existing facilities of the Old Silver Bowl Park but would construct a new road, trail and trailhead on Clark County Parks and Recreation Department land east of the Old Silver Bowl Park in a highly disturbed area which was formerly used as an archery range. The Proposed Action would improve access to existing and planned facilities of the Old Silver Bowl Park, particularly for residents of Sunrise Manor. The Proposed Action includes the construction of a roundabout which would provide access to the existing ballfields, to the former archery range which is planned for redevelopment and to the new south trailhead.

With the Proposed Action, a portion of the Flamingo Arroyo Trail along Hollywood Boulevard, from north of the Water Treatment Facility to the Sunrise Trailhead, would be reconstructed to relocate it from the north side of the road to the south side of the road. Relocation of the Trail is proposed as a safety measure to avoid pedestrians and bicyclists from crossing the road twice, as they do at the present time.

Under the Proposed Action, visitor access to the Las Vegas Wetlands Park and the Old Silver Bowl Park will be enhanced, increasing visitor use of the parks. From this perspective, the Proposed Action will have a beneficial impact. The Proposed Action will not impact the Nature Preserve west of the Project Area or the revegetated areas along the Las Vegas Wash east of the Project Area. Disturbance of existing vegetation and wildlife habitat at the crossing of the Las Vegas Wash will be offset by new access and viewing opportunities that will be afforded to Park visitors that are not currently available.

3.12 Transportation

3.12.1 Affected Environment

Hollywood Boulevard is a north-south collector street that extends across the northern Las Vegas Valley following the alignment of a quarter-section line and serving predominantly residential areas in Sunrise Manor, an unincorporated Planning Area in Clark County. It is an improved 50-foot-wide collector street that terminates north of the Park.

In some portions of the Project Area, no designated bicycle or pedestrian facilities are found. The Regional Transportation Commission of Southern Nevada provides fixed-route bus service on Vegas Valley Drive, Nellis Boulevard, and Boulder Highway.

3.12.2 Environmental Consequences

3.12.2.1 No Action Alternative

Without the Proposed Action, Hollywood Boulevard as a shorter, more direct route between Sunrise Manor and Henderson would not be constructed. The volume of traffic between Sunrise Manor and Henderson will continue to grow and continue to contribute to the congestion on the I-515 Freeway and Boulder Highway. Without the Proposed Action, Hollywood Boulevard would remain discontinuous through the Project Area and would not serve north-south travel. Additionally, under the No Action Alternative, bicycle and pedestrian safety would not be enhanced because currently there are no designated bicycle routes in the Project Area, and most streets do not have sidewalks.

3.12.2.2 Proposed Action

Hollywood Boulevard would become a continuous collector street carrying vehicular, bicycle, and pedestrian traffic. It would also provide a shorter, more direct route for motorists, bicyclists, and pedestrians travelling north and south through the Project Area. The proposed roadway would have a 35-miles-per-hour posted speed limit.

Substantial travel savings with the proposed improvement of Hollywood Boulevard are expected. Specifically, a continuous Hollywood Boulevard would reduce travel distances for vehicles, bicycles, and pedestrians, resulting in fewer miles of travel and reduced travel times.

Bicycle and pedestrian safety would be enhanced by providing a collector street that would reduce the volume of traffic on local residential streets. Because no designated bicycle routes currently exist in the Project Area and most streets in the Project Area do not have sidewalks, incorporating bicycle lanes and sidewalks into the Proposed Action would provide new, shorter routes and improve safety for bicyclists and pedestrians.

3.12.2.3 Mitigation Measures

Construction activities related to the Proposed Action would comply with the applicable regulations and guidance, including 29 CFR Part 1926, Safety and Health Regulations for Construction, and applicable subparts of 29 CFR Part 1910, Occupational Safety and Health Standards, and would ensure the safety and health of workers during construction. To minimize potential safety hazards to construction workers and the public, Clark County would implement a health and safety program that ensures that construction workers are aware of the hazards associated with the Proposed Action and the safety measures that must be taken to prevent injury and hazardous conditions within and outside the working environment. The program would identify and address safety issues such as site access, construction hazards, safe work practices, security, heavy equipment transportation, traffic management, emergency procedures, unknown hazards, and fire control. It also would identify requirements for temporary fencing around staging areas, storage yards, and excavation areas during construction, as well as measures to be taken during operation of the project to limit public access to potential hazards (e.g., permanent fencing, locked access).

To prevent unauthorized members of the public from entering the proposed roadway during construction, temporary fences would be installed around the perimeter of the construction site, and notification signs would be placed at all entrances to the site prior to the start of construction. In addition, construction workers would be clearly identifiable to prevent unauthorized persons from entering the site during construction.

Additionally, construction of a public road with lighting, curbs, and other street amenities would open this area to public access with increased visibility and would discourage illegal dumping and generally increase security.

3.13 Reasonably Foreseeable Effects

Planned projects in the Project Area which could contribute to reasonably foreseeable effects include:

- Clark County Parks and Recreation Department improvements to the Wetlands Park,
- Southern Nevada Water Authority Revegetation of the Las Vegas Wash,
- Clark County Parks and Recreation Department improvements to the Old Silver Bowl Park, and
- Private residential development south of the Wetlands Park.

Areas north and east of the Park and the City of Henderson boundary consist of federal land under the jurisdiction of the Reclamation and the BLM and are outside the BLM's disposal area. Accordingly, no reasonably foreseeable effects are expected from areas north and east of the Proposed Project outside of the City of Henderson boundary.

Hollywood Boulevard on BLM Land: The BLM issued a ROW grant to Clark County for APNs 161-11-801-001, 161-14-101-001 and 161-14-701-001 at the northern part of the Project Area. Clark County will make improvements to the existing Hollywood Boulevard in accordance with the project description.

Wetlands Park: The Clark County Parks and Recreation Department is responsible for maintaining and improving facilities within the Wetlands Park. The Clark County Parks and Recreation Department plans to expand the trail system available for use by Park visitors. The planned expansion of the trail system will increase the area of Park accessible to the public.

The Proposed Project has been coordinated with the Clark County Parks and Recreation Department and includes new trails, a new south trailhead and connections to the existing trail system. In combination with the planned Clark County Parks and Recreation Department planned trail expansion, the Proposed Project will enhance the objectives of the Clark County Parks and Recreation Department to increase accessibility for Park visitors. In particular, the new vehicular and pedestrian bridges across the Las Vegas Wash and Duck Creek will provide a central crossing so that visitors from the south can access planned trails north of the Las Vegas Wash and visitors from the north can access planned trails on the south side of the Las Vegas Wash. By coordination with the Clark County Parks and Recreation Department, the Proposed Project and the planned trail expansion will be mutually beneficial.

SNWA Las Vegas Wash Revegetation Plan: The SNWA has been responsible for stabilizing the Las Vegas Wash through the Wetlands Park with a series of weirs and channelization. The SNWA program to manage the Las Vegas Wash includes plans to revegetate areas along the Las Vegas Wash, improving the quality of wildlife habitat. The area along the Las Vegas Wash planned by SNWA for revegetation begins immediately east of the Proposed Project and continues eastward along the Las Vegas Wash.

The Proposed Project includes measures to stabilize Duck Creek just upstream of the Las Vegas Wash as an extension of the SNWA stabilization program. While the Proposed Project will not affect the current SNWA revegetation plan, once the lower reach of Duck Creek is stabilized, there is an opportunity to extend revegetation into the lower Duck Creek floodplain. By coordination with the SNWA, the effects of the SNWA revegetation plan and revegetation of a stabilized lower reach of Duck Creek would be a further improvement in the quality of wildlife habitat.

Old Silver Bowl Park Improvements: The Clark County Parks and Recreation Department owns, operates and maintains two baseball fields immediately south of the Wetlands Park. Land on the east side of the ballfields is planned for expansion to potentially include additional ballfields or other recreational facilities. The area for planned expansion was at one time used as an archery range and is highly disturbed.

The Proposed Project will construct a road and trail through the area of the former archery range east of the existing ballfields. Through coordination with the Clark County Parks and Recreation Department, the Proposed Project will have several features which will be compatible with and enhance the expansion of the Old Silver Bowl Park. Specifically:

- A roundabout will be provided to facilitate access to the area planned for Park expansion, including a western leg providing direct access to the area planned for ballpark expansion and an eastern leg providing access to the new south trailhead and overflow parking area for the Park,
- New vehicular and trail access to the Old Silver Bowl Park for Park users, and
- New trail connections between the Old Silver Bowl Park and the Wetlands Park.

Private Residential Development: The home builder DR Horton is planning the construction of 1,540 single and multi-family homes immediately south of the Wetlands Park and Old Silver Bowl Park in a residential development named Cadence Neighborhood 7 which is within the boundaries of the City of Henderson. Construction of homes was scheduled to begin in 2023 with buildout expected in 2026. As part of the Proposed Project, Clark County will acquire land for the proposed new road through the land planned for residential development.

By coordination with the developer (DR Horton) and with the City of Henderson, impacts from the combined roadway project and residential development will be mitigated. Upon completion, residential development will line both sides of the proposed new road from Galleria Drive to the

Wetlands Park within the City of Henderson. The posted speed on the new road in this area will be 35 mph, compatible with travel through a residential area and the new road will serve as a collector street in a residential neighborhood. Additionally, the City of Henderson approved Cadence Neighborhood 7 Traffic Study prepared by DR Horton incorporates the proposed new road into the planned residential development to:

- Facilitate future residential travel into and out of the Cadence Neighborhood 7,
- Provide future residential traffic with an alternate northern route into and out of the neighborhood, and
- Provide improvements to the Wiesner Way/Galleria Drive intersection, at the southern terminus of the Proposed Project, to accommodate combined traffic from the Proposed Project and from the planned Cadence neighborhood 7 residential development.

A residential developer has acquired and closed the Royal Links Golf Course on Valley View Boulevard in Sunrise Manor approximately 1.0-mile west of the Proposed Project. The developer is proposing to construct approximately 1,600 single and multi-family homes on the property. Construction dates are contingent on receiving zoning and building approvals from Clark County. The proposed residential development of the closed Royal Links Golf Course will not directly affect the project, and vice versa, but reinforces the need for the Proposed Project.

4 Coordination and Consultation

This section describes other consultation and coordination between Reclamation and other federal, state, and local agencies, and Native American Tribes during preparation of this EA. Compliance with NEPA is a federal responsibility that involves the participation of all these entities in the planning process. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Agencies also provide opportunities for public review and comment on those evaluations.

4.1 Persons/Agencies Consulted

Nevada State Historic Preservation Office
State Historic Preservation Officer
901 S. Stewart Street, Suite 5004
Carson City, Nevada 89701

Bureau of Land Management
Planning & Environmental Coordinator
4701 Torrey Pines Drive
Las Vegas, Nevada 89130

Clark County Department of Air Quality
4701 West Russell Road, Suite 200
Las Vegas, Nevada 89118

Nevada State Clearinghouse
Nevada Division of State Lands
901 South Stewart Street, Suite 5003
Carson City, Nevada 89701

Nevada Department of Wildlife -
Headquarters
6980 Sierra Center Parkway, #120
Reno, Nevada 89511

Nevada Natural Heritage Program
901 South Stewart Street, Suite 5002
Carson City, Nevada 89701

U.S. Army Corps of Engineers
Arizona-Nevada Area Office
3636 North Central Avenue, Suite 900
Phoenix, Arizona 85012

U.S. Fish and Wildlife Service
1340 Financial Boulevard, Suite 234
Reno, Nevada 89502

4.2 Section 106 of the National Historic Preservation Act

Consultation requirements with the Nevada SHPO, in accordance with Section 106 of the National Historic Preservation Act, as amended, have been completed. A complete Class I files search and Class III cultural resource inventory of the entire project footprint was completed. Reclamation reviewed the cultural resources report (WSP 2021c) in January 2022 and submitted it to SHPO in 2022. Reclamation submitted additional clarifications to SHPO in August of 2023 with no additional response from SHPO; therefore, default concurrence is assumed.

As part of its Section 106 obligations, Reclamation also consulted with interested Indian Tribes through its government-to-government relationship with Native American tribal governments. The Hopi Tribe and Moapa Band of Paiutes have requested that Native American monitors be present during the construction of the Proposed Action.

Reclamation determined that the proposed undertaking would have “no effect” on historic properties and, per this determination of effect, Reclamation’s obligations under Section 106 have been fulfilled.

4.3 Section 7 of the Endangered Species Act

Desktop and field analyses of suitable habitat for ESA species indicated that the project may result in potential adverse effects on all four ESA-listed species with potential to occur in the action area. As such, a Biological Assessment was prepared on behalf of Clark County for submittal to the Reclamation and USACE for use in consultation with USFWS, in accordance with the legal requirements set forth under Section 7(a)(2) of the federal ESA. The USFWS issued Biological Opinion 2025-0010734-S7-001 for desert tortoise on July 2, 2025. USACE concluded consultation for southwestern willow flycatcher, yellow-billed cuckoo and Yuma Ridgway's rail on June 23, 2026 Biological Opinion 2026-0075479-S7-001). and the effects determination, mitigation requirements, and incidental take permission have been noted above.

4.4 Public Scoping and Outreach

Clark County Public Works (CCPW) has been working collaboratively with the Clark County Parks and Recreation Department since one of the goals of the project is to improve the accessibility to the Wetlands Park. The Project is being developed with meetings and input from numerous stakeholders, including:

- City of Henderson
- Clark County Wetlands Park
- Clark County Parks and Recreation
- Clark County Water Reclamation District
- Bureau of Reclamation
- Bureau of Land Management
- Las Vegas Wash Coordination Committee (LVWCC) which is comprised of 16 local, state and federal agencies
- Southern Nevada Water Authority
- The Sunrise Town Advisory Board
- The Whitney Town Advisory Board
- Desert Wetland Conservancy and Wetlands Park Friends
- Landwell Company (major private property owner in the City of Henderson) and/or successors including DR Horton

The Sunrise Manor Transportation Improvements Hollywood Boulevard Extension Feasibility Study was prepared in October 2019. Five alternative alignments were evaluated to extend Hollywood Boulevard southward from Sunrise Manor, passing through the Clark County Wetlands Park, and providing access to Galleria Drive in the City of Henderson. All of the alternatives would provide substantial transportation benefits, with benefits from travel time savings, reduced vehicle maintenance and operations and reduced air pollution far exceeding the cost of construction. Based on the study conclusions, Alternatives 1B and 1C were recommended alignments, as they provided the best balance between cost, transportation benefits, travel distance and potential impacts to BLM lands, the Wetlands Park and the Las Vegas Wash. After review and comments from LVWCC members, SNWA and LVVWAC, Alternative 1B was the selected alternative due to having the least amount of environmental and public impact, as well as decreased impact to the restored wetland habitat.

Multiple presentations have been made and/or provided to stakeholders. These include the following:

- Sunrise Manor Advisory Board meetings – Late 2019
- Whitney Town Advisory Board meetings (March 11, 2020)
- Las Vegas Wash Coordination Committee (LVWCC) and Advisory Boards
 - The Project was initially presented at the January 2020 meeting of the Las Vegas Wash Coordination Committee (LVWCC) and a subsequent presentation in Summer 2020. The LVWCC provided recommendations in a letter dated August 13, 2020 regarding impacts to species and habitat, vegetation, etc. and identified their preferred alternative (Alternative 1B). SNWA provided a letter dated 8/13/20 regarding guidance on project components. Copies of these letters are provided in the Enclosures.
 - The preferred Alternative 1B was presented at the LVWCC January 26, 2021.
- The project was presented on October 14, 2020 at the Desert Wetland Conservancy Board Meeting.
- Presentation at Clark County Board of County Commissioners was on December 15, 2020.
- CCPW provided a PowerPoint presentation for distribution to the Wetlands Park Friends board members (Christie Leavitt) and the Desert Wetlands Conservancy board members (James Kriss), on March 25, 2021 and April 14, respectively.
- CCPW has responded to several telephone calls from the public.
- CCPW, COH, and DR Horton and the engineering design teams have a weekly coordination meeting.

The Draft EA was available for comment from September 3, 2025 through October 3, 2025. Appendix 1 below provides the corresponding response to the thirty-six (36) public and agency comments received during the official public comment period. This table presents a detailed compilation of public comments and official responses concerning the proposed extension of Hollywood Boulevard through the Clark County Wetlands Park to Henderson, Nevada. The comments reflect a range of community perspectives, including environmental, safety, recreational, and traffic concerns, as well as support for improved connectivity and access. The responses provide clarifications about project design, environmental assessments, mitigation measures, and planning processes. Comments reflect public concern about potential impacts to Clark County Wetlands Park, including habitat fragmentation, wildlife mortality, noise, lighting, water quality, illegal dumping, and degradation of visitor experience. Supportive comments emphasize improved regional connectivity, reduced congestion, enhanced emergency access, and expanded recreational access. The agency responses highlight the Proposed Action's purpose to improve transportation connectivity and safety while incorporating avoidance, minimization, and mitigation measures such as wildlife crossings, restricted construction timing, shielded lighting, stormwater controls, access management, and coordination with local agencies to minimize impacts to the surrounding resources.

5 Preparers

The following preparers or reviewers participated in the development of this EA.

Name	Title	Organization or Agency
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Justin DeMaio	Regional Archaeologist	Bureau of Reclamation – Lower Colorado Regional Office
Andrew Trouette	Natural Resource Specialist	Bureau of Reclamation – Lower Colorado Regional Office
Christopher Linehan	Recreation Planner	Bureau of Reclamation – Lower Colorado Regional Office
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Syndi Dudley	Project Manager	WSP
Sarah Hoffman	Environmental Lead	WSP
Deidre Duffy	Biological Resources	WSP
Bracket Mays	Natural Resources	WSP
Amanda Elkouz	Design Engineer	WSP
Emily Covalt	Visual Resources	WSP
Roger Patton	Transportation Planner	GCW

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Appendix 1: Response to Public Comments

Commenter	Comment Number	Comment	Response
Agency Comments			
Southern Nevada Water Authority (SNWA)	1	The Southern Nevada Water Authority (SNWA), as lead agency of the Las Vegas Wash Coordination Committee (LVWCC), respectfully submits comments on the Hollywood Boulevard Extension Draft Environmental Assessment (DEA). SNWA has invested over \$200 million in erosion control and habitat restoration in the Las Vegas Wash and Clark County Wetlands Park, and seeks to ensure these investments are considered in the DEA and that the proposed project achieves the best possible outcome.	Thank you for your comments and continued coordination on the Hollywood Boulevard Extension project. We appreciate SNWA's long-standing investment in and stewardship of the Las Vegas Wash and Wetlands Park, and we have been working to ensure the project minimizes impacts while maintaining long-term functionality of these resources. Although the EA describes impacts from the entire Hollywood Blvd Extension, the portion of the extension that crosses Las Vegas Wash is located on land owned by Clark County. Reclamation encourages SNWA and the County to continue to work together to ensure concerns are addressed. The County remains committed to ongoing coordination with SNWA to address concerns and will continue working collaboratively to refine mitigation measures and ensure the project is implemented in a manner that protects the integrity of the Las Vegas Wash and Wetlands Park.

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SNWA	2	Stabilization Structures The Project footprint includes two weirs and 4,500 feet of bank protection. Construction near these structures must be coordinated with SNWA to avoid negative impacts. Changes to streamflow dynamics should be evaluated and mitigated.	The County has been coordinating closely with the Southern Nevada Water Authority (SNWA) and partner agencies throughout the project to incorporate feedback into the design and address operational and environmental considerations.
SNWA	3	Species and Habitat The Wash supports hundreds of wildlife species. While the DEA addresses impacts to a few federally protected species, it lacks sufficient evaluation of effects on migratory birds. SNWA recommends a more thorough assessment and offers to provide additional data.	The Wetlands Park provides important habitat for migratory birds protected under the Migratory Bird Treaty Act (MBTA), including nesting, foraging, and seasonal stopover areas within riparian and emergent wetlands associated with Duck Creek. The EA evaluates potential direct and indirect impacts to migratory birds, including vegetation removal, breeding-season disturbance, noise, lighting, and changes in habitat structure. The Project design emphasizes avoidance and minimization of impacts to migratory bird habitat. In coordination with Clark County, the alignment would limit the Project footprint, minimize vegetation removal, and maintain habitat connectivity to reduce fragmentation of riparian and wetland areas. Trail and amenity placement would avoid key nesting and foraging habitats where practicable, and design features (e.g., context-sensitive alignment, screening vegetation, and limited lighting) would reduce disturbance.

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			Consistent with USFWS guidance, vegetation clearing and ground disturbance in suitable nesting habitat would occur outside the primary nesting season (March 1–August 31) where practicable. If work must occur during the nesting season, preconstruction nest surveys would be conducted by qualified biologists, and appropriate buffers would be established and maintained around active nests until fledging, in coordination with pertinent agencies. Operational features would further reduce effects on migratory birds. Lighting along the corridor, including the Hollywood Boulevard bridge, would use shielded, full-cutoff fixtures and warm, low-blue spectrum illumination to minimize light spill to adjacent habitat and disruption to nocturnal bird behavior. Measures to control litter and waste would reduce attraction of nest predators (e.g., corvids), supporting nesting success. To provide additional roosting habitat for bats and offset potential effects to bridge and riparian features, the Project would install bat boxes at bridge structures. Bat boxes would be designed, sited, and installed in accordance with Bat Conservation International (BCI) guidelines and certification standards, in coordination with appropriate agencies, to ensure effectiveness and avoid unintended impacts to wildlife, including migratory birds.

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			Construction of best management practices and stormwater controls would protect water quality and vegetation within Duck Creek and adjacent wetlands, maintaining habitat conditions important to migratory birds. The EA incorporates these avoidance, minimization, and mitigation measures to reduce impacts and support continued use of Wetlands Park by migratory bird species while meeting project objectives.
SNWA	4	Vegetation Management and Restoration The Project will affect 20 acres of native vegetation established by SNWA through federal grants and Clean Water Act (CWA) compliance. These areas must be revegetated, and federally funded vegetation permanently impacted must be replaced elsewhere. SNWA requests involvement in planning wetland habitat replacement, given limited opportunities and the need to maintain flow characteristics. SNWA supports the proposed Noxious Weed Plan and urges proactive control of invasive species like common reed (<i>Phragmites australis</i>), especially along the new roadway.	With respect to vegetation impacts, the project is anticipated to affect approximately 14 acres of upland vegetation and 2.5 acres of wetlands. To mitigate these impacts, the project will include replanting approximately 15 acres of upland vegetation and full restoration of all impacted wetland areas, consistent with permitting requirements and in coordination with resource agencies.
SNWA	5	Water Quality Wetland loss from bridge construction will reduce natural filtration capacity. Wetlands vegetation replacement is critical to maintaining water quality. Contrary to the DEA, SNWA's experience shows increased access leads to more illegal dumping. A trash management plan is needed for long-term roadway operation.	The project would improve hydrologic conditions within portions of the Duck Creek floodplain by removing less desirable common reed and replacing with native riparian vegetation closer to the groundwater level, increasing soil moisture and vegetation vigor and reducing susceptibility to ignition and fire spread. Design measures would also limit

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			informal access into wetland areas, reducing human-related disturbance and supporting improved habitat conditions for wetland-dependent species. Installation of a grade-control weir in Duck Creek would stabilize active head cutting, reduce channel erosion, and decrease sediment delivery to the Las Vegas Wash. By elevating the local water table and increasing soil moisture, the project would promote the establishment and health of wetland and riparian vegetation. Improved vegetative cover would enhance wildlife habitat, reduce wildfire susceptibility, discourage informal access into sensitive wetland areas, and contribute to long-term ecosystem stability and water quality improvements.
SNWA	6	Access SNWA requires year-round access to the Wash and Wetlands Park for maintenance. The Project may hinder access, especially for large equipment. The bridge should allow safe passage underneath, and the road alignment should minimize disruption to maintenance routes. Public access increases vandalism and illegal camping, impacting wildlife, water quality, and safety. SNWA recommends increased security and public services on the north side of the Wash.	To maintain ongoing operations and maintenance activities within the Wash, the design includes new and improved maintenance access roads that will accommodate SNWA trucks and emergency vehicles. In addition, the project incorporates access control measures along the corridor to restrict unauthorized off-road vehicle access and reduce the potential for illegal dumping, vandalism, and other illicit activities within the Wetlands Park.

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SNWA	7	Noise and Light Pollution Construction noise will be temporary but substantial; post-construction traffic noise will be continuous. Mitigation could include avoiding raised pavement markers and lowering speed limits. Light pollution should be minimized using low-temperature LEDs and downward-facing, hooded fixtures to reduce wildlife disturbance.	Lighting has been carefully considered to minimize impacts to wildlife and surrounding habitats. Lighting will be limited to the bridge crossings over Duck Creek and the Las Vegas Wash for safety purposes, and no additional roadway or trail lighting will be installed within the Wetlands Park area. Concrete barrier rails will be constructed on each side of the road at the Las Vegas Wash crossing to reduce noise.
Clark County Water Reclamation District (CCWRD)	8	This project has potentially significant impacts on CCWRD. The current alignment for the Hollywood Boulevard Extension Project bisects CCWRD property, running through the easternmost boundary of our property, passing through our campus. The CCWRD Flamingo Water Resource Center (FWRC) is directly adjacent to the Clark County Wetland's Park. Our operations are critical to the health and vitality of the park, the watershed and the flora and fauna within and adjacent to the park as well as the Las Vegas Wash. In addition, we provide critical infrastructure serving the health and welfare of Clark County, providing critical sanitation services to the Las Vegas Strip as well as more than 260,000 residential and nearly 10,000 business customers. CCWRD processes approximately 110 million gallons of wastewater a day, cleaning and returning that water to the Colorado River System via the Las Vegas Wash. We monitor pathogens in the water system, providing critical wastewater surveillance data for local healthcare systems. We remove pathogens, biological and chemical contaminants from the water and then discharge that water into the Las Vegas Wash as well as to the Clark County Wetlands Park.	The project team has been coordinating closely with the Clark County Water Reclamation District during the design phase of the project, incorporating their feedback throughout the design process to help address operational needs and safety considerations. Based on ongoing discussions with both Clark County Public Works and CCWRD, it was agreed that installing a traffic signal at this intersection would be the most effective solution. The proposed traffic signal will enhance safety and improve traffic operations by providing controlled access to and from the facility, reducing potential conflicts with through traffic on Hollywood Boulevard, and allowing for safer, more efficient ingress and egress for CCWRD vehicles.

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		As part of that process, every day we remove more than 500 tons of biological solids, as well as an additional 120 tons a week of trash, grit and other physical contaminants. All those biological solids, refuse, trash, grease, grit and other contaminants are transported to the Apex landfill, resulting in approximately 270 double-trailer semi-truck loads of materials being transported every week. That is more than 30 double-trailer semi-truck loads every day leaving the Flamingo Water Resource Center (FWRC). Each of these trucks travel by way of our Hollywood access gate into, and out of, our facility traveling to and from the Apex Landfill. Hollywood Road also provides critical access for the myriad heavy equipment, machinery, deliveries and other heavy-load vehicles into, and out of, our plant, which is the largest wastewater operation on the Colorado River system. It is critical that ingress and egress needs of the CCWRD FWRC are considered in the design and construction of the Hollywood Boulevard Extension. There is critical need for an interchange or other access onto and off the roadway to be incorporated, allowing speed up and slow down of these heavy loads, equipment and other machinery to access CCWRD facilities. Not only is this essential for the operations, health, safety and vitality of CCWRD operations, but it is also critical to the life, health and safety of those driving this route, as the semis and heavy equipment will be accelerating to road speeds leaving the plant, or decelerating upon exit to enter the plant.	

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Comments from Non-Governmental Organizations			
Red Rock Audubon Society (RRAS)	9	1. RRAS finds the description of the affected environment to be severely lacking in chapter sections 3.3, 3.10 and 3.11. The Las Vegas community has invested nearly \$300 million over the past three decades in Las Vegas Wash stabilization and restoration, and Clark County Wetlands Park development efforts. Characterizing the affected area as nothing more than a homeless camp and disturbed environment is not accurate. These sections need to be re-written to accurately characterize the affected environment and consequences of the action. The biological resources in and around the Las Vegas Wash are regionally important and unique to the Las Vegas Valley (e.g. 288 species of birds documented using the area, overwintering waterfowl populations, migration stopover for shorebirds and several species of raptors present, etc.). The DEA does not provide a sufficient description of these resources, nor does it sufficiently analyze the impacts of the action on these resources. We suggest the authors of the DEA visit www.lvwash.org/reportsand-studies, and then use the information provided to more accurately characterize the impacts of the action on biological resources. The affected environment description for noise is also inadequate. There is existing noise from approaching aircraft, but continuous traffic noise is a potential harmful addition to the somewhat natural environment of the Las Vegas Wash and Clark County Wetlands Park. The impacts of adding traffic noise to this area require additional analysis and mitigation (e.g. slower speed limits).	As a member of the Las Vegas Wash Coordination Committee, Reclamation recognizes the ecological importance of the Wash. Reclamation, Clark County, and the Southern Nevada Water Authority (SNWA) work collaboratively to improve environmental conditions in the Wash. Although the EA describes impacts from the entire Hollywood Boulevard Extension, the portion of the extension that crosses Las Vegas Wash is under the jurisdiction of Clark County. The County has been coordinating closely with SNWA and other partner agencies throughout the project to incorporate feedback into the design and address operational and environmental considerations. The County remains committed to ongoing coordination with SNWA to address concerns and will continue working collaboratively to refine mitigation measures and ensure the project is implemented in a manner that protects the integrity of the Las Vegas Wash and Wetlands Park. The project team has developed numerous design features and mitigation measures to reduce the environmental impact of this transportation project.

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		The recreational discussion does not adequately describe activities like wildlife observation, bird watching or nature experience. These are very popular activities that thousands of Clark County Wetlands Park visitors participate in every year. We find the effects analysis on recreation to be lacking and inaccurate. Building a roadway and bridge through a natural area does not enhance the outdoor recreational experience. 2. Given the environmentally sensitive project setting in a portion of Clark County Wetlands Park, RRAS finds the DEA analysis of wildlife habitat resources overly constrained in scope and time frame, and not sufficiently focused on species other than those listed under the Endangered Species Act. The DEA provides minimal mitigation measures for construction noise, vibration and lighting, and only mentions identified federally listed species and their potential nesting sites. This minimum mitigation approach is insufficient for such a regionally important and biologically sensitive site. Without more robust mitigation, the near- and long-term health of the habitat of the Las Vegas Wash and Clark County Wetlands Park will be compromised. RRAS specifically disagrees with the following section of the DEA and believes a more thorough evaluation of effects is warranted, and an enhanced mitigation plan is necessary. RRAS specifically disagrees with the following section of the DEA and believes a more	Design considerations would prioritize maintaining habitat connectivity and reducing fragmentation by limiting the project footprint, minimizing vegetation removal, providing and incorporating features to reduce disturbance consistent with the Park's ecological functions and resource values. Wildlife crossings (reinforced concrete box culverts or horizontal elliptical reinforced pipe culverts) along the roadway to facilitate movement of small and medium-sized species. In addition, one wildlife and pedestrian overcrossing (bridge) north of the Park is proposed to support movement of larger species and maintain broader landscape connectivity. The project would improve hydrologic conditions by removing less desirable common reed and replacing with native riparian vegetation closer to the groundwater level, increasing soil moisture and vegetation vigor and reducing susceptibility to ignition and fire spread. Design measures would also limit informal access to wetland areas, reducing human-related disturbance and fire risk and supporting improved habitat conditions for wetland-dependent species. The importance of the area as habitat for numerous bird species is noted. While the EA specifically recognizes federally protected bird species, it does not dismiss impacts to non-

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		thorough evaluation of effects is warranted, and an enhanced mitigation plan is necessary. 3.3.2.2.2 Proposed Action Under the Proposed Action, short- and long-term losses of habitat would occur that would result in some displacement of wildlife that typically use the Project Area. Animals may be disturbed and displaced by construction activities in the short-term and by vehicular traffic and maintenance activity during the lifetime of the project. However, the acreage affected is already disturbed by human activity and is minimal compared with the available habitat in the region. Wildlife crossings in the form of culverts or similar structures are planned along the length of the roadway. Thus, habitat loss and disturbance from human activity would not affect common species in the area. 3.3.2.2.3 Mitigation measures Wildlife crossings in the form of culverts or similar structures are planned along the length of the roadway. “However, the acreage affected is already disturbed by human activity and is minimal compared with the available habitat in the region. Wildlife crossings in the form of culverts or similar structures are planned along the length of the roadway . Thus, habitat loss and disturbance from human activity would not affect common species in the area.	listed bird species or other wildlife; rather, it evaluates effects to wildlife, including migratory birds and their habitats, consistent with NEPA requirements. The analysis addresses potential impacts such as habitat loss, disturbance, fragmentation, noise, lighting, and long-term operational effects. While some displacement is anticipated, the EA recognizes the ecological importance of the Wetlands Park and includes measures to avoid, minimize, and mitigate impacts, including limiting the project footprint, maintaining habitat connectivity, seasonally restricting vegetation clearing, providing wildlife crossings, and designing lighting to reduce disturbance. Residual impacts to common and migratory bird species are disclosed. NEPA does not require full mitigation of all impacts, but the EA identifies practicable measures to reduce effects to the extent feasible.

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		In our view, impact avoidance, site restoration and long-term mitigation measures are focused largely on listed species and construction phase impacts. They do not address long-term mitigation to the broader wildlife population and wildlife habitat value of the Las Vegas Wash. 3. The Wetlands Park provides critically important habitat for 288 species of local resident and migratory bird species [Source: eBird 2025, Cornell University Lab of Ornithology]. It is an urban oasis between designated Important Bird Areas along well documented migration routes through southern Nevada. The Wetlands Park has demonstrated measurable increases in habitat value that mirrors successful enhancement and restoration projects along the Colorado River. This benefits species of high conservation concern, including the federally threatened Southwestern Willow Flycatcher (<i>Empidonax traillii extimus</i>), the Western, Yellow-billed Cuckoo (<i>Coccyzus americanus occidentalis</i>), and the Yuma Ridgway's Rail (<i>Rallus obsoletus yumanensis</i>). In addition, the Wetlands support several species identified as “tipping-point species” in the State of the Birds report—species experiencing steep population declines but sustained by the few remaining wetlands across southern Nevada. [Source: The North American Bird Conservation Initiative (NABCI)] Annual avian visitors dependent on the Wetlands Park include the Long-billed Dowitcher (<i>Limnodromus scolopaceus</i>), Short-billed Dowitcher (<i>Limnodromus griseus</i>), Greater Yellowlegs (<i>Tringa melanoleuca</i>), and Lesser Yellowlegs (<i>Tringa flavipes</i>). Several of these species are also covered under the Lower Colorado River	

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		Multi-Species Conservation Program, which emphasizes the protection and restoration of riparian habitats for priority birds such as the Least Bell's Vireo (<i>Vireo bellii pusillus</i>), Sonoran Yellow Warbler (<i>Setophaga petechia sonorana</i>), Summer Tanager (<i>Piranga rubra</i>), and Vermilion Flycatcher (<i>Pyrocephalus rubinus</i>). Large scale disruption over several years by County construction will have lasting impacts that are not justified by the DEA's conclusions. The construction phase of the road extension spans 2025-2028. The funding and timeframe of the County-planned regional sports/recreation complex on 200 adjacent acres are unknown, but will surely result in additional construction and operation impacts, prolonging disturbance to and degradation of valuable habitat and public enjoyment of the Wetlands Park. 4. An EIS may be necessary to disclose impacts and appropriate mitigation by the project applicant of the cumulative environmental impacts to Clark County Wetlands Park of (1) construction and operation of the Hollywood Blvd extension, (2) the County planned redevelopment of the adjacent 200-acre Silver Bowl property into a regional recreation facility; (3) other Clark County and City of Henderson development approved and planned in the vicinity of the Wetlands Park. RRAS believes that serial, separate environmental studies of the Hollywood Boulevard Extension and other identifiable development activities under County land use authority are limited in scope, lack scientific data to support its conclusions and do not meet the intent of the National	

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		Environmental Policy Act of 1969 (44 U.S.C. Chapter 55, as enacted by P. L. 91-190 and Amended through P.L. 91-190, Enacted July 4, 2025] (NEPA) 5. The impact of replacing wetland and upland habitat with a permanent, much trafficked 24-hour urban highway through this regionally significant public open space (e.g. noise, light, vibration, litter, reduced wildlife access) are dismissed as insignificant by the DEA. RRAS disputes this conclusion. We believe that with a more thorough and informed analysis, the Bureau of Reclamation may find the impacts of the action are significant, and thus require the preparation of an EIS. At a minimum, RRAS believes that to arrive at a Finding of No Significant Impact, the County will need to implement a comprehensive mitigation plan that replaces lost habitat, address habitat fragmentation, minimizes noise and light pollution, and minimizes the project's overall negative impact on the visitor experience. For example, the DEA proposes revegetation on a 1:1 basis to mitigate permanently lost and temporarily disturbed vegetative cover by construction in or near the Wetlands Park. Due to the uniqueness and high ecological value of this project setting, this level of mitigation is inadequate. RRAS recommends that mitigation be required at a 3:1 ratio, include long-term weed management, and be based on the acreage to be impacted by the transportation improvements and associated infrastructure (e.g. lighting, utilities, barrier fencing). Less than this level of mitigation would be insufficient for the project specific and cumulative, long-term disruption a major road will cause to the Wetlands	

Commenter	Comment Number	Comment	Response
		Park. The Bureau should request that Clark County submit a 3:1 restoration/mitigation plan, which should be made available for public review and comment. 6. The Bureau's environmental review should address the growth inducement potential of the Hollywood Boulevard extension. Constructing a major urban arterial road immediately along undeveloped federal land may result in pressure and potential for future conversion of public land to urban use.	
Comments from the General Public			
	10	Hello. This is in regards to extending Hollywood Blvd through the Wetlands to Henderson. No one wants this. Stop ruining everything. Please listen to the citizens and not your pocketbook for once.	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	11	I am writing as a concerned resident of Henderson regarding the proposal to extend Hollywood Boulevard south from North Las Vegas into Henderson. While I understand the intention to improve traffic flow and connectivity, this project poses serious risks to the safety and quality of life of Henderson residents. One of the most pressing concerns is crime. The northeast portion of Las Vegas, where Hollywood Boulevard currently runs, has long struggled with elevated crime rates compared to Henderson. By directly linking Henderson neighborhoods to this corridor, the extension would create a faster, more direct route for individuals who may seek to exploit the relative safety and prosperity of Henderson communities. In effect, this project risks increasing the	Thank you for your comment. The EA discloses that the direct route between communities by the extension of Hollywood Boulevard is expected to provide improved emergency access, reducing safety concerns in the project area by providing faster response times by emergency vehicles. Additionally, the proposed action will increase visibility and awareness of the area from traffic and use of the trails, which is expected to decrease vandalism and dumping along the project corridor.

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		likelihood of Henderson residents becoming victims of crime, undermining the strong sense of security that makes our city desirable for families and businesses. Henderson has invested heavily in building a reputation as one of the safest cities in Nevada. Connecting Hollywood Boulevard threatens to compromise that by creating a new pipeline that could expose residents to the very problems they deliberately chose to avoid by living here. The quality of life, property values, and community safety in Henderson should not be jeopardized for a road project that offers limited benefit to our city but potentially outsized risks. I strongly urge the Bureau of Reclamation to reconsider this extension and to prioritize infrastructure plans that enhance, rather than endanger, the well-being of Henderson residents. Safer, more community-minded alternatives must be explored before moving forward with any project of this nature. When is this project going to get started? I do not like the idea of this road passing through the Wetlands. This is one of the few peaceful areas of Las Vegas, and I think the road will destroy it.	
	12	When is this project going to get started? I do not like the idea of this road passing through the Wetlands. This is one of the few peaceful areas of Las Vegas, and I think the road will destroy it.	Construction is estimated to begin in the Fall of 2027. Within the Wetlands Park and on Clark County land adjacent to the Old Silver Bowl Park, the road, trailhead, trail and amenities would be designed in collaboration with the Clark County Parks and Recreation Department to incorporate natural elements to provide aesthetics consistent with the Park environment. Impacts to resources have been

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			evaluated and mitigation measures proposed to limit the impacts the proposed action will have on the surrounding human and natural environment.
	13	I oppose this extension. The bridge over the wetlands will be an eyesore at an ecologically sensitive site. Also, it will add to the congestion on Galleria Drive, which is already congested.	Within the Wetlands Park and on Clark County land adjacent to the Old Silver Bowl Park, the road, trailhead, trail, and amenities would be designed in collaboration with the Clark County Parks and Recreation Department to incorporate natural elements to provide aesthetics consistent with the Park environment. Impacts to resources have been evaluated and mitigation measures proposed to limit the impacts the proposed action will have on the surrounding human and natural environment. The EA discloses that the project is anticipated to decrease congestion and improve traffic flow in the area by increasing roadway capacity, enhancing intersection efficiency, and providing more direct and reliable travel routes for local and through traffic.
	14	I would recommend NO action in putting a road through a wetland park. There isn't much as wildlife wetlands in the Las Vegas valley so this small footprint would be negatively impacted by adding a road with vehicle traffic. This is an unimaginative proposal and short sighted.	Within the Park and adjacent Clark County lands near Old Silver Bowl Park, the alignment and associated features (road, trailhead, trail, amenities) would be designed in coordination with the Parks Department to avoid and minimize impacts to sensitive habitats and wildlife. Measures include maintaining habitat

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			connectivity, limiting vegetation removal, and reducing wildlife disturbance consistent with park ecological functions. Section 3.3.2.2.3, 11 describes proposed wildlife crossings along the roadway (reinforced concrete box culverts or horizontal elliptical pipe culverts) to facilitate passage of terrestrial species, with tortoise friendly features (e.g., riprap aprons) to promote use by desert tortoise and other small wildlife. One wildlife overpass north of Wetlands Park would accommodate larger species and maintain corridor connectivity. With these measures, habitat fragmentation and movement barriers would be minimized. Vegetation clearing would occur outside the migratory bird nesting season to the extent practicable; when not possible, pre-construction surveys and appropriate buffers/avoidance measures would be implemented consistent with regulatory guidance.
	15	As a lifelong resident of East Las Vegas and Henderson, I fully support the Hollywood Blvd. extension through the Wetlands. This will reduce congestion on Boulder Highway and 515 so east valley residents can quickly get to Henderson, Boulder City, Lake Mead, and Arizona. Henderson residents will also have an alternative way of avoiding the downtown Las Vegas traffic when heading out	Thank you for your comment and participation in the public process. This comment has been noted for the record.

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		to the speedway, Nellis AFB, and Utah. This will also expose more people to the Wetlands area and increase awareness to the wildlife and habitat along the wash.	
	16	I am a Henderson resident and I strongly believe that this road extension will have a negative effect on local wildlife and on Henderson's desirability. The effects to the wetlands and Henderson Bird Preserve will be severe and cause reduced activity at these parks due to the loud traffic noise and lacking wildlife. It will also allow unhoused peoples to take over the wetlands park even more than they already have, resulting in more fires. There is a cost to these extensions and I strongly believe this extension should be placed elsewhere.	Within the Park and adjacent Clark County lands near Old Silver Bowl Park, the alignment and associated features (road, trailhead, trail, amenities) would be designed in coordination with the Parks Department to avoid and minimize impacts to sensitive habitats and wildlife, including maintaining habitat connectivity, limiting vegetation removal, and reducing disturbance. Section 3.3.2.2.3, 11 describes proposed wildlife crossings (reinforced concrete box culverts or horizontal elliptical pipe culverts) are proposed to facilitate terrestrial species movement, with tortoise friendly features (e.g., riprap aprons) to promote use by desert tortoise and other small wildlife. One wildlife overpass north of the Park would accommodate larger species and maintain corridor connectivity. Lighting at the Hollywood Boulevard bridge would use lighting systems with shielded, full-cutoff fixtures directing light downward to minimize spill into adjacent habitats. Warm, low-blue spectrum lighting would further

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			reduce effects on nocturnal wildlife and insects. Per section 3.7.2.3, the Duck Creek floodplain currently experiences periodic disturbance, including fires associated with human use. The project would improve hydrologic conditions by removing less desirable common reed and replacing with native riparian vegetation closer to the groundwater level, increasing soil moisture and vegetation vigor and reducing susceptibility to ignition and fire spread. Design measures would also limit informal access to wetland areas, reducing human-related disturbance and fire risk and supporting improved habitat conditions for wetland-dependent species.
	17	I oppose the project proposal to connect roadways through or around the Wetlands park. I lived in close proximity to the area for many years and am still a regular visitor and there was little need for access from east Las Vegas to Henderson behind the wetlands. It is NOT part of the County master plan for development in that area and Henderson keeps on moving forward with poorly designed plans to increase it's limits and this road is their way of addressing the effects of that unchecked growth after the fact. Encroachment by development is degrading the systems by overuse and conflict between people and somewhat natural habitat. This area is an important habitat and corridor to many birds and wildlife species as well as recreational outlet for people	The proposed roadway is not part of the County master plan for development; however, a feasibility study was completed in 2019 to evaluate whether a transportation connection corridor would be practicable, and those alternatives are summarized in Section 2.3. The project area includes habitat used by resident and migratory wildlife, and the Park can function as a movement corridor within the larger landscape. Accordingly, within the Park and on adjacent Clark County lands near Old Silver Bowl Park, the alignment and associated features (road, trail, and amenities) would be

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		to enjoy trails in relative quiet as pedestrians and with non-motorized vehicles. A road will increase noise, pollution and trash, create more roadkill and negatively impact the overall environment and quality of experience for people who use this area regularly. Construction would also degrade the natural habitat of the surrounding areas. The wash is also the valley funnel of reclaimed drinking water back to the lake and it will create more fragmentation, disturbance and pollution in an already overpopulated and overdeveloped area of Henderson. It is also in the vicinity of Rainbow Gardens which is located close to the Wetlands and is under consideration for protection. The convenience of a few motorists by building an expensive road/bridge does not outweigh the benefits to the majority of valley residents and wildlife who use this open reserve green space and rely on an intact system that connects it to the greater LMNRA.	developed in coordination with the Parks Department to avoid and minimize impacts to sensitive habitats and wildlife. Design considerations would prioritize maintaining habitat connectivity and reducing fragmentation by limiting the project footprint, minimizing vegetation removal, providing wildlife crossings, and incorporating features to reduce disturbance consistent with the Park's ecological functions and resource values (Section 3.3.2.2.3). As included in Section 3.11.2.1, in areas where the project interfaces with existing or planned trails, the design would focus on maintaining safe, intuitive pedestrian and bicycle connectivity and minimizing user conflicts. This includes coordinating trailhead and trail amenity placement with the Parks Department to avoid sensitive habitat areas and to maintain a quality visitor experience through appropriate separation from traffic where practicable, safe crossings, and design features that reduce disturbance (e.g., context-sensitive alignment, screening vegetation where feasible, and limiting nighttime lighting to essential locations). Construction phasing and access would be managed to reduce disruption to Park operations and to keep trail users informed of temporary closures or detours.

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			The project would incorporate measures to reduce litter and other indirect effects associated with construction, including construction-site housekeeping requirements, covered waste containers, routine debris collection in work areas, and post-construction cleanup. Design measures intended to reduce informal access into sensitive wetland areas (e.g., directing access to designated trailheads and routes) would also help reduce human-related disturbances. Per Section 3.3.2.2.3, for operational lighting, the Hollywood Blvd bridge crossing over the Park would use lighting systems designed to minimize ecological disturbance. These systems incorporate shielded, full-cutoff fixtures that direct illumination downward, reducing light spill into adjacent habitats (including wetlands). Warm, low-blue spectrum lighting would further reduce effects on nocturnal wildlife behavior and insect attraction. The Duck Creek wash and adjacent wetlands provide important hydrologic and water-quality functions. The project would include erosion and sediment control measures during construction, stormwater management features where needed, and spill prevention/response procedures to reduce the potential for pollutants to enter the wash and

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			wetland system. In addition, the project would improve hydrologic conditions within portions of the Duck Creek floodplain, increasing soil moisture and vegetation vigor and reducing susceptibility to ignition and fire spread. Design measures would also limit informal access into wetland areas, reducing human-related disturbance and supporting improved habitat conditions for wetland-dependent species.
	18	I am an 11 year transplant of Sunrise Manor to Henderson so I know this area. I lived at the foot of Sunrise Mountain for 25 years in 2 different communities. I think this open route would prove to be beneficial for all! It would give a much needed view of the Wetlands to keep an eye on fires and vagrants and accessibility to the park. It would possibly free up the freeway for commuters traveling to work or heading to Nellis AFB or Utah or Logandale without having to go through the Spaghetti bowl or laboriously off the E Charleston exit through Nellis etc. without seeing any plans or maps, I vote yes!	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	19	I want to express my concern and disagreement with the proposed road extension of Hollywood Boulevard through Clark County Wetlands Park. I am a Henderson resident who visits CCWP at least once a week to birdwatch, create art, lead nature walks for my community, and connect to nature in the city. I am a volunteer for both the Red Rock Audubon Society for bird conservation, as well as the Xerces Society for invertebrate conservation. This park is one of the few places I can go to that feels "away from the city", and a	The project's feasibility study was initiated to determine whether a transportation connection is practicable and, if so, to identify potential corridors and design concepts that could meet transportation and safety objectives while avoiding and minimizing impacts to the Wetlands Park resources and visitor use. As part of this process, this EA discloses potential impacts, compares

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		proposed road would negatively alter mine and many others' experiences. This proposed road would negatively impact wildlife habitat in the Las Vegas Wash and Duck Creek Area- directly crossing through sensitive riparian areas where migratory breeding birds like summer tanagers, blue grosbeaks, yellow-breasted chats, yellow warblers, and many more nest in the springtime. The birds are already under enormous threats throughout their migratory range, and further development would likely deter them from nesting in the park-- one of the few suitable habitat zones for them in the Las Vegas Valley. In addition to springtime bird residents, the Las Vegas Wash and Duck Creek are home to migratory duck species in the wintertime, such as Cinnamon Teal, Buffleheads, Gadwall, Lesser Scaup, Ring-necked Ducks, and many more. After breeding further north, these birds migrate to the Las Vegas Wash seeking habitat to spend the wintertime feeding and preparing for the next breeding season. Road traffic would limit the suitability of this habitat. Birds are facing immense declines nationwide across all families, according to the 2025 State of the Birds Report. The main driver of their declines is habitat loss. Does Clark County really want to be contributing to this? Birdwatching is a major recreation activity in Clark County Wetlands Park, and areas with healthy bird biodiversity are known to improve mental health for people-- regardless of whether or not they are actively observing birds. By building this road, Clark County is taking a stance against not only the wellbeing of biodiversity, but also its residents. The nature preserve and Duck Creek are one of the few places where people can get away from the city and connect to nature-- a	alternatives, and identifies measures to avoid, minimize, and mitigate effects before any final decisions are made. The project area includes habitat used by resident and migratory wildlife, including the riparian and wetland habitats along the Las Vegas Wash and Duck Creek that support breeding songbirds, wintering waterfowl, and other species identified in your comment. The Park also functions as a movement corridor within the larger landscape. Accordingly, within the Wetlands Park and on adjacent Clark County lands, the alignment and associated features (road, trails, and amenities) would be developed in coordination with the Parks Department to avoid and minimize impacts to sensitive habitats and wildlife. Design considerations prioritize maintaining habitat connectivity and reducing fragmentation by limiting the project footprint, minimizing vegetation removal, providing wildlife crossings, and incorporating features to reduce disturbance consistent with the Park's ecological functions (Section 3.3.2.2.3). The EA also evaluates impacts to native vegetation and associated pollinator habitat, including areas that support native bees and butterflies. Measures to minimize these effects include limiting vegetation removal to the minimum necessary, avoiding sensitive

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		road would negatively impact this experience. Apart from birds, we know that numerous other animals use the Las Vegas Wash, and building a road over the Wash could displace them and their future generations. This road would reduce habitat connectivity for local beavers, western whiptail lizards, king snakes, and more. These animals need continuous habitat to move between and find mates and food. This road would cut their population "in half" and would prevent them from finding mates to sustain their populations into the future-- they cannot cross roads. Once again, Clark County Wetlands Park is one of the few places in the city that people can see these animals. And for people without access to wilderness, it may be one of the few places they can see these animals at all. Over time, what will happen is the populations of these animals will decrease as they become genetically isolated from one another and unable to reproduce. The road would also reduce the amount of native plants, which would negatively impact pollinators in the park. Like birds, pollinators and insects as a whole are facing major nationwide declines according to the Xerces Society for Invertebrate Conservation. Clark County Wetlands Park is one of the few places I can go to and enjoy and teach others about native plants and pollinators-- I have seen numerous species of native bees in the park such as Striped Sweat Bees, Mining Bees, Leafcutter Bees, Carpenter Bees, and others. In terms of butterflies, the saltbush habitat in the park (which a road would intersect) is home to Pygmy Blue Butterflies, the smallest butterfly in North America. Other butterflies that frequent the park's habitat include Monarchs, Queen Butterflies, Mourning Cloaks, and many more.	vegetation where practicable, implementing invasive species control, and restoring disturbed areas with appropriate native species. These measures are intended to support recovery of vegetation communities and pollinator resources following construction. In areas where the project interfaces with existing or planned trails, design would focus on maintaining safe and intuitive pedestrian and bicycle connectivity while minimizing user conflicts and preserving visitor experience. This includes coordination with the Parks Department to site trailheads and amenities away from sensitive habitats where practicable, maintain separation from roadway traffic, and incorporate context-sensitive design features such as screening vegetation and limited, purpose-driven lighting. With respect to noise, air quality, and lighting, the EA evaluates both construction and operational effects in Sections 3.3.2.2.3, 3.9.2.2, and 3.10.2.3. Standard construction best management practices (e.g., limiting work to approved daytime hours where feasible, maintaining equipment, and implementing dust control measures) would be implemented. For long-term operations, the Hollywood Blvd bridge crossing would incorporate lighting systems with shielded, full-

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		I am also concerned about the noise pollution and vehicle pollution levels in the park. The sounds and exhaust of vehicles would negatively impact my experience and I would be less likely to come to the park-- or suggest others to do so. Please reconsider this road. The justification to build this road pales in comparison to the negative environmental impacts. This road feels like a blatant disregard for the health of the community (both human and nonhuman) around Clark County Wetlands Park.	cutoff fixtures that direct light downward and minimize spill into adjacent habitats. Warm, low-blue spectrum lighting would further reduce effects on nocturnal wildlife and insects. The project also includes measures to protect water quality and wetland function within the Duck Creek and Las Vegas Wash system, including erosion and sediment controls, stormwater management features, and spill prevention and response procedures. The project would improve hydrologic conditions within portions of the Duck Creek floodplain by removing less desirable common reed and replacing with native riparian vegetation closer to the groundwater level, increasing soil moisture and vegetation vigor and reducing susceptibility to ignition and fire spread. Design measures would also limit informal access into wetland areas, reducing human-related disturbance and supporting improved habitat conditions for wetland-dependent species. Per Section 3.3.2.2.3, to reduce impacts to nesting migratory birds, vegetation clearing would be scheduled outside the nesting season to the extent practicable. If clearing during the nesting season cannot be avoided, pre-construction surveys would be conducted, and appropriate buffers or avoidance

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			measures would be implemented in accordance with applicable regulatory guidance. Finally, per Section 3.5.2.2, the EA evaluates potential indirect effects such as litter and human disturbance and includes measures such as construction-site housekeeping, post-construction cleanup, strategically placed trash receptacles, and design features that discourage informal access into sensitive wetland areas.
	20	Please do not build a road through the Wetlands Park. Thank you,	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	21	I think this is a great addition to east side of las vegas. A great connection to sunrise and to lake las vegas and Henderson. I currently live in east las vegas and our streets are very limited to access Henderson. In matter of fact a lot of people don't even know wetlands parks exist. This road opening would be great for recreation and cycling in the wetlands parks.	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	22	I support plans to extend Hollywood boulevard through wetlands park in Clark County as it will help improve connections and safety within the park	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	23	Please don't destroy what little natural beauty we have left. This town is fraught with never ending construction, it is exhausting. Please stop.	Thank you for your comment and participation in the public process. This comment has been noted for the record.

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	24	I have been a citizen of Clark County since 2011. I have loved the park systems in this area, and I enjoy horseback riding. I joined the Henderson Saddle Association (HSA) in 2015. It has been a wonderful place to enjoy my sport, and it used to be a convenient ride from the facility to Wetlands Park. Now we must walk down a sidewalk for nearly a mile before we can access the park. During this ride we are surrounded by construction and traffic. I see that there are many accesses provided for bikers, hikers and vehicles to the park but nothing for horses. The HSA has been in Henderson for years and is a non-profit who promotes horse enthusiast and community events. Please find the website here for more information. I oppose such expansion of Hollywood BLVD and I'm sure many other members of the HSA would agree that this will only create more traffic and make it harder for us to access the Wetlands Park system which should be horse friendly (and should have a trail system to access). It is already very difficult to even drive out of our entrance off of Galleria (used to be Wiesner but during expansion of the road was moved to Galleria). My horse corral is alongside of Wiesner Road and there has been no mention of sound barriers or better barriers to protect us from traffic accidents. Before I leased this corral, I was told a car crashed into the corral years ago. Luckily not horses were killed. I can only imagine how much more of a risk it will be if the traffic is not properly separated from our facility. And with an expansion the traffic will be horrendous!	Thank you for your comment. The area described in the comment is not under the jurisdiction of Reclamation. The comment has been provided to Clark County for consideration.
	25	I am a local resident and I'm NOT in favor of the extension, more traffic for the locals and most importantly affecting the wetlands Park ecosystem, my vote is No!	Thank you for your comment and participation in the public process. This comment has been noted for the record.

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	26	Hollywood should go all the way to Lake Mead Parkway, that way, it would tie in the whole East side instead of going all the way around the 95 or Boulder Highway.	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	27	We have been promised this roadway extension to connect East Las Vegas to Henderson for almost a decade. I am support of this extension. We in Sunrise Manor drive miles out of our way to get to the freeway access. Extra miles, extra gas, extra pollution for a decade has a far greater impact on our environment than crossing through the Wetlands.	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	28	I live the Treo community next to the las Vegas wash. I have some questions about the future Hollywood Extension phase 2 portion of the project. First I would like to admit that this is a much needed connection for sunrise manor and Henderson. As of now most routes involve detouring to cabana and Stephanie, and there is no question that this is going to save drivers a lot of time. Even if they are driving at a 35MPH speed limit. As of right now the flamingo Arroyo trail runs next to hollywood from Desert Inn to Sunrise trailhead manor. This is a very popular trail among the running and cycling community. However it could use some refurbishing. • My question for you is how does this section of fit into phase two plans - o Is it going to get demolished? (The project calls for a two more lanes and the trail might get in the way) - o Is it going to stay separated from the main vehicular traffic? - o Will you build new connections separate of vehicular traffic? (Hollywood park connection by a multiuse bike trail	This project will improve the Flamingo Arroyo Trail and will extend the trail through the Wetlands Park, from Sunrise trailhead through south of Las Vegas Wash, by the existing roundabout. The trail will be separated from the vehicular traffic by a landscape buffer and the Flamingo Arroyo trail will have separate bike lanes the entire length. The proposed roadway will be two 11' lanes and an 8' shoulder in each direction. Clark County completed a feasibility study including traffic models demonstrating that the project would improve connectivity, decrease congestion, and accommodate current and future traffic volumes by increasing roadway capacity, enhancing intersection efficiency, and providing more direct and reliable travel routes for local and through traffic.

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		would be nice) • How big would the road actually need to be. - o Assuming that the only intersections are at Desert inn and that round-about next to the old silver bowl. That two lane road would be able to handle high traffic volumes for the area. • What is the plan for the intersection at Desert Inn and Hollywood. I think a roundabout would be a cheap affective option and they prevent vehicles from doing donuts in the intersection. Please do not alternate separated bike trail with bike lanes. Bike lanes provide very little safety to a crazy or drunk driver, and too many people have died riding there bike on Hollywood over the las decade.	At the intersection of Desert Inn and Hollywood, the project will accommodate a future traffic signal.
	29	I do not support the proposed plan to build a road that cuts through the Clark County wetland park. The park is home to wide variety of different habitats that host a number of native plants and animals, essentially providing a heaven for many species in a big city. Building a road through the park and adding the presence of vehicles and bicycles is going to put many animals in danger of getting hit by cars and bicycles. And the road way will block off connection between wetland park and the surrounding desert for many animals as well. A new road will also not help with non existing traffic. In the many times I have driven past wetland park, not a single time has there been bad traffic. This project is an unnecessary waste of money and resources that could be allocated for any other project. All around the proposed project does not seem necessary and puts the health of the park and animals in danger.	The Sunrise Manor Transportation Improvements - Hollywood Boulevard Extension Feasibility Study (Feasibility Study) was completed in October 2019 by Clark County. The feasibility study was initiated to determine whether a transportation connection is practicable and to identify potential corridors and design concepts that could meet regional transportation and safety objectives while avoiding and minimizing impacts to Wetlands Park resources. Because the Park extends for five miles east of the fully developed urban core of Las Vegas, all the alternatives in the Feasibility Study crossed the Park and the Las Vegas Wash and passed through Reclamation land.

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			The EA evaluates potential impacts associated with habitat fragmentation and wildlife movement, as well as the risk of wildlife-vehicle interactions. Section 3.3.2.2.3 addresses project design measures to reduce barrier effects and improve permeability across the roadway corridor. These measures include the installation of 11 wildlife crossings (reinforced concrete box culverts or horizontal elliptical reinforced pipe culverts) along the roadway to facilitate movement of small and medium-sized species. In addition, one wildlife and pedestrian overcrossing (bridge) north of the Park is proposed to support movement of larger species and maintain broader landscape connectivity. Where appropriate, complementary features such as wildlife guidance elements and signage would be incorporated to encourage safe crossing use and reduce the likelihood of animals entering travel lanes. The EA also considers safety concerns associated with both vehicular traffic and non-motorized users. Where the project interfaces with existing or planned trails, design would focus on maintaining safe and intuitive pedestrian and bicycle connectivity while minimizing conflicts between users. This includes providing appropriate separation between travel modes, safe crossing locations, and coordination with Clark County Parks and

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			Recreation to site amenities and access points in a manner that avoids sensitive habitat areas and maintains a quality visitor experience. With respect to the comment regarding the necessity of the project and existing traffic conditions, the EA evaluates the project within the context of regional transportation planning objectives, including improving connectivity, circulation, and safety across the broader transportation network. The feasibility study is intended to determine whether a connection is warranted and practicable based on current and projected conditions, and to inform future planning decisions. The project also incorporates design and construction measures intended to reduce impacts to ecological resources, including minimizing the project footprint, limiting vegetation removal, restoring disturbed areas with native species, and implementing best management practices during construction to reduce noise, dust, and other disturbances. These measures are intended to support the continued ecological function of the Park while reducing adverse effects to wildlife and habitat.
	30	I am in favor of this project as a Henderson resident with strong ties and family on the east side. This would free up some major traffic issues on the 95 and make life easier for us on both the Henderson and east Las Vegas sides.	Thank you for your comment and participation in the public process. This comment has been noted for the record.

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	31	The purpose of this email is to share some of my thoughts as a Las Vegas resident on the recent plans to build a road through wetland park. I acknowledge the benefits in clearing up congestion in the surrounding roads and also accessing a better park from more streets will make getting to the park easier, however I believe the road will do more bad for the wetland park than good. I think the wetland park does not have an issue with road congestion, so the additional road won't have much benefit to people planning on going to the wetland park. Actual nature is a rare sight in Vegas, there are very few places like wetland park that offer Vegas residents a place to go feel immersed in nature. That is so special to so many people I know including myself, I know road congestion can be bad at times but this is not the solution for it. Please don't build this road, wetland parks should be allowed to thrive in a time where nature is disappearing more and more from Vegas.	The proposed project is expected to provide vehicular, pedestrian, and bicycle access between the north and south sides of the Wetlands Park that is currently not available. A proposed grade separation at an existing paved trail east of the Sunrise Trailhead would be visible from trails throughout the Park. At this location, two design alternatives are being considered; one design alternative would elevate the road over the existing trail, while the second design alternative would lower the road and partially elevate the trail over the road. Within the Wetlands Park and on Clark County Parks and Recreation Department land adjacent to the Old Silver Bowl Park, the road, trailhead, trail, and amenities would be designed in collaboration with the Clark County Parks and Recreation Department to incorporate natural elements to provide aesthetics consistent with the Park environment.
	32	I would like to be sure I know what the correct public notice title and date are for physical letters of public comment on the Hollywood Boulevard Extension Project. I will be sending my comments via email, but need the information for a couple of concerned friends who wish to submit their comments via regular mail.	The Bureau of Reclamation submitted a response to this comment via email on September 12, 2025. The public notice title is, "Bureau of Reclamation Seeks Public Input on Draft Environmental Assessment for Hollywood Boulevard Extension." It is dated September 3, 2025.
	33	As a cyclist who enjoys riding the trails of Clark County Wetlands Park, I am deeply concerned about the plan to put	Section 3.3.1 discusses that off-highway vehicles and cyclists have contributed to the

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		a road directly through the heart of the Wildlife Preserve. I feel that not enough attention has been given to the following concerns: Increases in pollution and trash Splitting the park in two will radically increase the number of animal deaths on the road People go to the park to enjoy nature-not look at a road There are no provisions in their plan to address wildlife safety or public safety Increased illicit access for fishing, camping, off-roading They are disregarding a Master Plan for the Park that was created 30 years ago and has guided everything in the park to date. I urge you to reconsider this environmental catastrophe and think more carefully about the natural environment that the Park represents to the wildlife and to the people who enjoy visiting the Park.	formation of informal trails and fragmentation of habitat as well as contributing to illegal dumping. The project is expected to provide improved emergency access and visibility, potentially reducing safety concerns and contributing to reduction in pollution and trash. Controlled access would be incorporated throughout the entire length of the project to restrict off-road travel and illicit activities. Wildlife crossings in the form of culverts or similar structures are planned as part of the proposed project along the length of the roadway.
	34	Please reconsider your plan to create a connection between Hollywood and Galleria. Some factors that were not considered were Increases in pollution and trash. Splitting the park in two will radically increase the number of animal deaths on the road. People go to the park to enjoy nature-not look at a road. There are no provisions in this plan to address wildlife safety or public safety. Increased illicit access for fishing, camping, off-roading, These plans are disregarding a Master Plan for the Park that was created 30 years ago and has guided everything in the park to date.	Section 3.3.1 discusses that off-highway vehicles and cyclists have contributed to the formation of informal trails and fragmentation of habitat as well as contributing to illegal dumping. The project is expected to provide improved emergency access and visibility. Controlled access would be incorporated throughout the entire length of the project to restrict off-road travel and illicit activities., potentially reducing safety concerns and contributing to reduction in pollution and trash.

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			Wildlife crossings in the form of culverts or similar structures are planned as part of the proposed project along the roadway.
	35	I am emailing you regarding the planned road construction through the Wetlands Park Wildlife Preserve. I am vehemently against the inclusion of a road splitting up this park. This increases pollution and trash, which ultimately will affect the wildlife that lives in that area. In addition, animals will be killed in vehicle-related incidents as they will undoubtedly attempt to cross the busy road. The road will also increase the pollution and trash in the area. People visit parks like the Wetlands to experience and enjoy nature. It is a huge disappointment that there are plans to pull apart this park. The amount of available nature is already limited in Las Vegas, so I urge you to reconsider what impact this road will have on the public. It's a natural environment and a sanctuary for both wildlife and visitors. Las Vegas needs more parks, not more roads.	Section 3.3.1 discusses that off-highway vehicles and cyclists have contributed to the formation of informal trails and fragmentation of habitat as well as contributing to illegal dumping. The project is expected to provide improved emergency access and visibility. Controlled access would be incorporated throughout the entire length of the project to restrict off-road travel and illicit activities., potentially reducing safety concerns and contributing to reduction in pollution and trash. Wildlife crossings in the form of culverts or similar structures are planned as part of the proposed project along the length of the roadway to reduce animal mortality.
	36	I'm writing to share my concerns about the proposed Hollywood Boulevard Extension, as described in the Draft Environmental Assessment. My main concerns are: • Impacts to wildlife and habitat: The project would disturb habitat for several protected species, including the desert tortoise and Yuma Ridgway's rail. Even though surveys didn't find active use in some areas, the presence of a tortoise burrow and suitable habitat makes the risk real. The mitigation measures seem uncertain and hard to enforce long-term. • Risks to the Las Vegas Wash and riparian areas:	Reclamation completed consultation with the USFWS under Section 7 of the Endangered Species Act to address impacts to threatened and endangered species. Effects to desert tortoise, as well as mitigation measures, are described in Section 3.3.3.2.2.1 of the EA. These mitigation measures, along with any terms and conditions prescribed by the USFWS, will be implemented to protect desert tortoises both during construction and after the project is complete.

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		Building bridges and altering the channel near the Wash and Duck Creek could harm water quality, increase erosion, and affect sensitive riparian vegetation. These areas are already under pressure and need more protection, not new development through them. • Lack of meaningful alternatives: The EA quickly dismisses options that might avoid impacts to parklands or critical habitat. There's very little discussion of non-road solutions like transit improvements or even route changes that would reduce environmental damage. • Cumulative effects and long-term consequences: This road may bring short-term traffic relief, but it will also encourage more growth, more cars, and more pressure on already fragile desert ecosystems. These broader impacts don't seem fully accounted for in the assessment. I urge Reclamation to either reconsider this project.	The project relies on a mitigation framework that is not limited to initial survey results and includes pre-construction clearance procedures, worker environmental awareness training, and construction monitoring in areas where suitable habitat may be present. The presence of a tortoise burrow and suitable habitat is specifically the type of condition these measures are intended to address through avoidance, minimization, and response protocols during ground disturbance. Effects to Yuma Ridgway's rail are evaluated in Section 3.3.3.2.2.4 of the EA. The project includes measures intended to avoid and minimize impacts to riparian and wetland vegetation that could support rail breeding and foraging. In addition, the EA discloses that weir and channel grading in Duck Creek is anticipated to increase potentially suitable nesting habitat from approximately 4.1 acres to 7.7 acres, a net increase of 3.6 acres, by widening the channel, stabilizing water levels, and facilitating aquatic riparian vegetation growth (e.g., cattails and bulrush) in backwater areas near the confluence of Duck Creek and the Las Vegas Wash. This habitat change is analyzed as part of the overall effects assessment for the species and is subject to consultation outcomes and implementation requirements.

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			In Section 3.7.2, the EA evaluates potential effects to the Las Vegas Wash, Duck Creek, and associated riparian/wetland vegetation, including potential impacts from bridge construction, channel work, and construction-related runoff. The project incorporates standard and project-specific protection measures intended to reduce risk to water quality and riparian resources, such as erosion and sediment control BMPs (e.g., perimeter controls, stabilized construction entrances, soil stabilization, and sediment retention practices as appropriate), stormwater management measures to manage runoff during and after construction, consistent with applicable stormwater permitting requirements, spill prevention and response procedures for fuels, lubricants, and hazardous materials, and construction sequencing and methods intended to minimize in-channel disturbance where practicable, including limiting the footprint of disturbance and restoring temporarily disturbed areas. Where channel stabilization and grading are part of the project design, the EA evaluates both short-term construction effects (e.g., disturbance and vegetation removal) and long-term outcomes (e.g., channel stability, reduced erosion potential, and riparian vegetation establishment).

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			Each alternative evaluated in the project's feasibility study would cross the Wetlands Park. Options that did not meet the defined transportation connection objective were not carried forward for detailed analysis (Section 2.3).
	37	When I heard about the project, I was very excited. Finally residents of the east portion of the city would have a much needed roadway. I'm here only to submit feedback that the project must happen. I realize the impact it may have and the cost but this is a road that has been a need for us residents for a long time already. We ask you to please continue and start work on this road ASAP.	Thank you for your comment and participation in the public process. This comment has been noted for the record.
	38	I visit the Wetlands Park frequently and cherish this unique wild and unspoiled resource in our community. I am very concerned that the new proposed four-lane road that will cross the park does not offer sufficient protection for wildlife. Many animals will be killed while trying to go from one side to the other. The new road will also provide increased access to destructive people as can be witnessed at Sunrise trail with unusable facilities and garbage dumping. A significant increase in security and law enforcement should accompany this project. Thank you for your consideration and I hope you can remedy these issues.	As described in Section 3.3.2.2.3, to reduce the potential for wildlife mortality and maintain connectivity across the park, the project design includes 11 wildlife crossings and one wildlife and pedestrian overcrossing (bridge) to facilitate safe movement across the roadway. The project would be coordinated with Clark County Parks and Recreation to maintain managed access through designated trails and entry points, with the goal of preserving public use while limiting disturbance to sensitive areas. As described in Section 3.5.2.2, the concern regarding illegal dumping and misuse of park

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			facilities is also acknowledged. The project includes measures intended to discourage these activities, such as controlled access points, placement of waste receptacles at appropriate locations, and design features that limit unauthorized vehicle access into sensitive areas. Coordination with the County would support ongoing maintenance and management of these features.
		I am requesting that the Bureau of Reclamation prepare a full environmental impact statement on the Hollywood Boulevard extension. As an ecologist, I believe the Draft Environmental Assessment does not adequately analyze or require full mitigation of the impacts of building and operating this road extension on the Clark County Wetlands Park. 1. The DEA dismisses impacts on bird species except those on the Endangered Species List, claiming that the birds will relocate to other habitat away from the construction site. The report totally fails to take into account how the operation of a road full-time will harm the regionally important bird habitat it intrudes upon. Mitigation must be required. I think the analysis is weak and legally not sufficient. 2. Human beings are part of the environment. The DEA does not address in any way how placing a four-lane highway in the middle of a public park will affect people who use the park for quiet recreation, exercise, nature study, art and science. In Clark County, there are miles and miles of roads for people to drive their cars on. There is only one Clark County Wetlands Park, and it is prized by local residents. The DEA should address these impacts.	Per Section 3.3.2.1, the EA does not dismiss impacts to non-listed bird species; rather, it evaluates effects to wildlife, including migratory birds and their habitats, consistent with NEPA requirements. The analysis addresses potential impacts such as habitat loss, disturbance, fragmentation, noise, lighting, and long-term operational effects. While some displacement is anticipated, the EA recognizes the ecological importance of the Wetlands Park and includes measures to avoid, minimize, and mitigate impacts, including limiting the project footprint, maintaining habitat connectivity, seasonally restricting vegetation clearing, providing wildlife crossings, and designing lighting to reduce disturbance. Residual impacts to common and migratory bird species are disclosed. NEPA does not require full mitigation of all impacts, but the EA identifies practicable measures to reduce effects to the extent feasible.

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		3. Finally, the DEA presents only one alternative to the proposed project: Do Nothing. This is inadequate. Clark County has budgeted \$96 million to construct this project. Please analyze the environmental impacts and benefits of this: Project Alternative: Invest \$96 million plus the estimated life cycle operations and maintenance cost of the proposed road in a focused public transit upgrade between the east Las Vegas neighborhoods and Henderson. Without such a comparison, the DEA is not a legally complete basis for a federal decision to lease land for the road project. Please reconsider this action and prepare a full environmental impact statement.	The EA evaluates impacts to recreation and visitor experience, including potential changes to noise levels, visual character, access, and user experience within the Wetlands Park. The analysis acknowledges that the Park is a valued setting for quiet recreation and incorporates design and operational measures to minimize conflicts, including maintaining and enhancing trail connectivity, providing safe crossings, coordinating trailhead and amenity locations, and using context-sensitive design to reduce visual and noise intrusion where practicable. Construction-related disruptions and temporary closures are also addressed. These considerations are included in the assessment of the human environment consistent with NEPA. The range of alternatives presented in the EA was developed to meet the project's purpose and need, which is to evaluate the feasibility of a roadway connection to address identified transportation and safety objectives. The No Action Alternative provides a baseline for comparison. Alternatives outside the scope of the purpose and need, such as region-wide public transit investment strategies, were considered but not carried forward because they would not meet the defined objectives of the proposed action (i.e., establishing a roadway connection within the study area).

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			The EA provides a comprehensive evaluation of environmental and recreational resources, considers a reasonable range of alternatives consistent with the project purpose and need, and identifies avoidance, minimization, and mitigation measures to reduce impacts to Wetlands Park and its users.
	39	The commenter expresses concern that the EA fails to uphold the 1995 Las Vegas Wash Clark County Wetlands Park Master Plan, which prioritizes wildlife conservation and visitor experience—two values she believes are being disregarded. Key Points: Master Plan Ignored: The DEA does not reference or align with the 1995 Master Plan, which has guided decades of federally funded restoration and development. That plan never envisioned a four-lane, high-speed arterial road through the park. Wildlife Safety Overlooked: The proposed road would sever the park’s east-west wildlife corridor, making it unsafe for animals to move freely. The DEA’s proposed culvert-style crossings are inadequate and not aligned with best practices for wildlife travel corridors. Visitor Experience Degraded: Visitors come to the park for peace, nature, and education—not to hear traffic, smell exhaust, or witness injured wildlife. A road through the park undermines the very qualities that make it a refuge from urban life. Misleading “Benefits”: The DEA frames capital projects like trails and stabilization work as benefits of the road project, but these could be	The Bureau of Reclamation acknowledges the importance of the Wetlands Park Master Plan as a guiding document for park development and visitor experience. The EA process is intended to disclose potential impacts, compare alternatives, and identify practicable measures to avoid, minimize, and mitigate effects before any final decisions are made. Per Section 3.3.2.1, the EA recognizes that Wetlands Park supports resident and migratory wildlife and can function as a movement corridor within the larger landscape. Consistent with that function, the Proposed Action incorporates design features intended to reduce barrier effects and facilitate wildlife movement, including 11 wildlife crossings (e.g., box culverts or pipe culverts) along the roadway and one wildlife and pedestrian overcrossing (bridge) north of the park to support connectivity for larger species and trail users. These crossings include design elements intended to promote use by desert tortoise and other small wildlife, and

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		implemented independently, without compromising the park's integrity. Public Engagement Lacking: The County has not provided adequate opportunities for public input or review of the Master Plan. The DEA reflects a bias in favor of the project and downplays its negative impacts. Law Enforcement and Access Issues: The road may increase illegal activities like dumping and off-road vehicle use, yet the DEA is silent on enforcement needs or plans. Quality Over Quantity: Increased visitation is not inherently beneficial. What matters is maintaining the quality of the visitor experience, not just the number of people passing through.	complementary measures (e.g., guiding features and signage) would be incorporated where needed to encourage crossing use and reduce wildlife-vehicle collision risk. The EA evaluates wildlife resources more broadly than ESA-listed species and considers both construction and operation effects, including habitat loss/alteration, disturbance, fragmentation, noise, and lighting. The project incorporates avoidance and minimization measures relevant to birds, including nesting-season clearing constraints to the extent practicable and pre-construction nesting bird surveys with buffers/avoidance if clearing during nesting season cannot be avoided. The project's operational lighting design (including shielded, full-cutoff fixtures and warm, low-blue spectrum lighting, where applicable) is intended to reduce light spill into adjacent habitat and minimize disturbance to nocturnal wildlife and insects. The EA evaluates potential effects to recreation and visitor use, including changes in noise, visual conditions, access, and user experience. The project's design approach includes coordination with the Parks Department to maintain safe, intuitive pedestrian and bicycle connectivity; reduce conflicts where facilities interface with existing/planned trails (e.g., safe crossings and separation from traffic where

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			practicable); and incorporate context-sensitive design elements (e.g., limiting lighting to essential locations, screening vegetation where feasible, and minimizing disturbance). The EA considers indirect effects associated with access and use. The project incorporates measures intended to reduce litter and dumping (e.g., construction housekeeping, covered waste containers, post-construction cleanup, and operational placement of trash receptacles at trailheads/amenities) and includes design considerations intended to discourage informal access into sensitive areas (e.g., directing access to designated trailheads/routes).
	40	In 1997, my husband and I left Chicago winters behind to find our perfect retirement home in Las Vegas, specifically Sunrise Manor in unincorporated Clark County, NV. While exploring my new surroundings, I noticed a sign on Boulder Highway with an arrow: "Future Site of Wetlands Park." Wetlands in the desert? There must be some mistake. Three years later, much to my surprise and delight, this 2,900-acre green oasis in the desert began providing opportunities to hike, bike, learn about unusual plants and animals, and most of all, enjoy the beauty of Nature close to home while hearing the sound of water. While I know from reading the 62-page study that this is a done deal - local officials and businesses feel it's a way to improve traffic between East Las Vegas and Henderson; developers want to build more houses, residents need safe	Per Section 3.3.2.2.3, the project includes multiple features intended to maintain wildlife movement and reduce roadway barrier effects, including wildlife crossing structures and complementary design elements intended to guide animals toward crossings and reduce the likelihood of wildlife entering travel lanes. While no measure can eliminate all risk, wildlife crossings are a widely used approach to improve permeability across linear transportation features and reduce wildlife-vehicle collision risk when paired with guiding features and appropriate placement.

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		walking/bike trails - please put this down as a vote for "No Action." I strongly disagree with the statement in Environmental Consequences 3.3.2.2.2: "Thus, habitat loss and disturbance from human activity would not affect common species in the area." The sound of cars speeding over a bridge close to the Nature Preserve will replace the sound of water. Will our large mammals - coyotes, bobcats, raccoons, jackrabbits - know how to use a "wildlife crossing"?	The EA recognizes that Wetlands Park is valued for quiet recreation, wildlife viewing, education, and nature study. The EA evaluates noise and recreation/visitor experience effects from both construction and long-term operation, including the potential for increased traffic noise to change the acoustic environment in portions of the Park. The project design incorporates measures intended to reduce disturbance where practicable (e.g., context-sensitive alignment and design, limited and directional lighting, and coordination on trail interfaces and amenities).
	41	Feedback. This is a great idea. Please get his project approved and completed.	Thank you for your comment and participation in the public process. This comment has been recorded for the record.