United States Department of Agriculture

Forest Service

Humboldt-Toiyabe National Forest

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Desert View Overlook Rehabilitation Project

Environmental Assessment

ENVIRONMENTAL ASSESSMENT

Spring Mountains National Recreation Area
Desert View Overlook Rehabilitation Project

Lead Agency: USDA Forest Service
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area
4701 N. Torrey Pines Dr.
Las Vegas, Nevada 89130

Responsible Official: Stephanie Phillips
Deputy Forest Supervisor
Humboldt-Toiyabe National Forest
4701 N. Torrey Pines Dr.
Las Vegas, Nevada 89130
(702) 839-5550

Information Contact: Connie Moen
Project Team Leader
Spring Mountains National Recreation Area
4701 N. Torrey Pines Dr.
Las Vegas, Nevada 89130
(702) 839-5562

Submit Written Comments To: Stephanie Phillips
Deputy Forest Supervisor
Humboldt-Toiyabe National Forest
4701 North Torrey Pines Drive
Las Vegas, Nevada 89130

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A Summary of Scoping Comments Received on Desert View Overlook Rehabilitation Project

Chapter 1
Purpose and Need

1.1 INTRODUCTION

The USDA Forest Service (USFS) has prepared this Environmental Assessment (EA) to evaluate the potential effects of recreational improvements to the Desert View Overlook located on Nevada State Route (SR) 158. The proposed Desert View Overlook Rehabilitation Project is located in the Spring Mountains National Recreation Area, Humboldt-Toiyabe National Forest (Forest). This EA discloses the direct, indirect, and cumulative environmental impacts that would result from the proposed action and alternatives.

This EA has been prepared pursuant to the National Environmental Policy Act (NEPA) and other relevant federal and state laws and regulations, according to the format established by the Council on Environmental Quality (CEQ) regulations implementing NEPA. The document is organized into five chapters:

- **Chapter 1** explains the purpose and need for action and its relation to the Forest General Management Plan (USFS 1996) and certain federal and state policies and regulations. Chapter 1 also describes the NEPA scoping process and identifies key issues.
- **Chapter 2** describes and compares the proposed action, alternatives to the proposed action, and a no-action alternative, and summarizes the environmental consequences by issue.
- **Chapter 3** describes the physical, biological, and human environments potentially affected by the proposed action and alternatives and the potential effects that are anticipated.
- **Chapter 4** contains references.
- **Chapter 5** contains the distribution list.

The USFS has proposed to reconstruct the Desert View Overlook site in the Spring Mountains National Recreation Area, Humboldt-Toiyabe National Forest. The site is approximately 30 miles northwest of Las Vegas, Nevada on SR 158, approximately two miles east of the intersection of SR 158 (Deer Creek Highway) with Lee Canyon Road (SR 156) (Figure 1-1) on the northeast side of SR 158. The project lies at an elevation of 8,038 to 8,202 ft. in the lower range of the Mixed Conifer and upper range of the Pinyon-Juniper ecosystems as defined by the Clark County Multiple Species Habitat Conservation Plan (MSHCP). It is anticipated that the proposed project would be completed in 2005.

1.2 PROPOSED ACTION

A proposed action is defined early in project-level planning. This serves as a starting point for the Forest Service interdisciplinary (ID) team, and provides the public and other agencies specific information that allows them to focus their comments. Using these comments (see discussion of issues later in this chapter) and information from preliminary analysis, the team develops alternatives to the proposed action. These action alternatives, including the proposed action, are discussed in detail in Chapter 2.

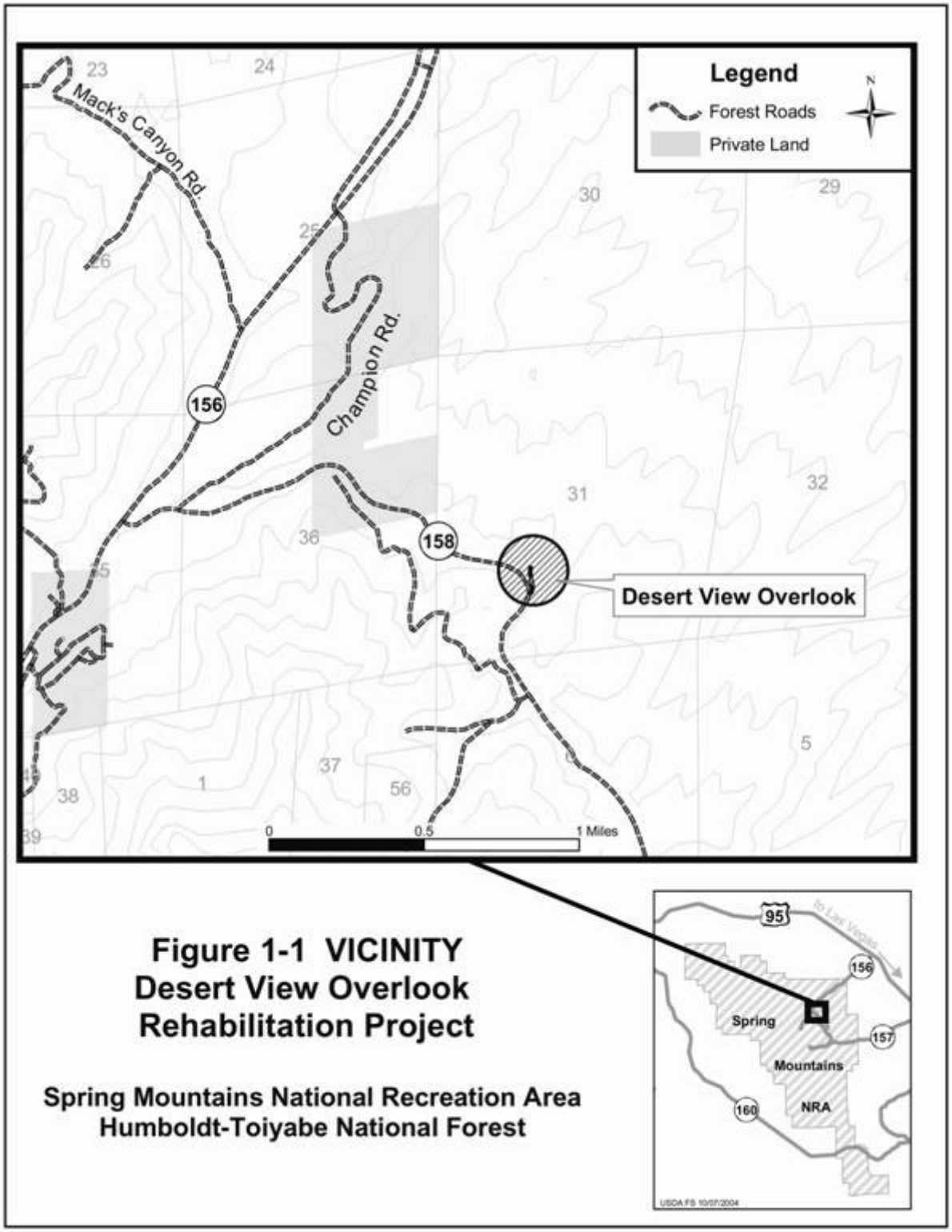


Figure 1-1 VICINITY
Desert View Overlook
Rehabilitation Project

Spring Mountains National Recreation Area
Humboldt-Toiyabe National Forest

1.2.1 Description of the Proposed Action

The proposed action consists of four primary components:

- closing and rehabilitating the existing parking area and creating a new larger one in a new location,
- constructing a second, larger overlook and a trail connecting the new parking lot to the current overlook,
- providing accessible parking and trails to the overlooks, and
- providing new interpretive displays at the overlooks.

A new parking area would be developed downslope from the existing Desert View Overlook to provide delineated parking spaces for up to 25 passenger vehicles and three oversized vehicles and tour buses, if feasible. The parking area would be constructed to reduce vehicular safety hazards and traffic congestion along SR 158. Some parking spaces accessible to people with disabilities would be designated. A road would be constructed from SR 158 to the new parking area. The existing parking area adjacent to the highway would be closed and rehabilitated.

A new scenic overlook would be developed near the new parking area. An accessible trail would be developed to the existing overlook. A section of the existing trail would be removed where the trail approaches the highway to the existing parking areas. The trail would be constructed and/or reconstructed in compliance with the Americans with Disabilities Act (ADA) of 1990. At the overlooks, display panels would be replaced with new panels containing information on topics of historical and environmental interest. Informal barriers would be used to restrict pedestrian traffic to the overlook.

The project area is approximately 7 acres. Approximately 2 acres would be cleared for the proposed construction. Renovated areas would be designed to blend with the surrounding landscape. These areas would be landscaped with native vegetation, primarily mountain mahogany woodland vegetation. The existing vegetation would be pruned or removed, where needed, to maintain the desired views from the overlook. Areas disturbed during construction would be revegetated with native plant species.

1.2.2 Conservation Design Specifications

The following design specifications would be incorporated into the proposed project as required by the Forest Plan (USFS, 1996) and as recommended by U.S. Fish and Wildlife Service (FWS) and the Clark County Multiple Species Habitat Conservation Plan (MSHCP) (RECON, 2000), and as delineated in the Conservation Agreement (CA) for the Spring Mountains National Recreation Area. The Forest Service uses preventive measures in its planning and implementation of land management activities. The application of these measures begins during the planning and design phases of a project. These measures come from or tier to the Forest Plan and recommendations from the FWS, and continue through all phases of subsequent management related to the project. These measures are described below.

- Best Management Practices (BMPs) (FSH 2509.22) would be used in all alternatives where ground-disturbing activities occur. BMPs and other measures would be applied to protect soil, water, and vegetation resources. The BMPs would be described for site-specific conditions within the erosion and drainage control plan developed prior to project construction and in consultation with permitting agencies.

If construction is implemented between March 1 and August 15, nest surveys for neotropical bird species will occur and all nests located will be avoided by a set distance as recommended by the staff biologist, until fledging occurs.

- Disturbed sites would be revegetated with local native species seeds or plants, and sensitive areas will be protected during construction using temporary barriers.
- Butterfly host plants would be preserved where possible by including these species within preserved vegetation clump areas around pinyon pine, especially *Viola* sp, *Lupinus* sp., *Chaenactis* sp., \and *Chrysothamnus* sp.
- Mature pinyon pine (*Pinus monophylla*) trees would be prioritized for avoidance during construction and incorporated as vegetation in the final trailhead design.
- A minimum of five wildlife cover sites per acre would be preserved within developed or primitive recreation sites by maintaining or adding dead and down woody material or rocks at appropriate locations (USFS, 1996).
- Exits from trenches (drop in branches) would be provided or the ends of trenches would be gradually sloped for wildlife accessibility (especially for snakes and lizards) if the trenches are left exposed overnight. Trenches would be backfilled as soon as possible.
- In addition to site-specific measures, the Forest-wide noxious and invasive weed management plan would be implemented to minimize any potential effects from noxious and invasive weeds during construction of the proposed project. If any weed source is identified within the project area, measures would be taken to control the infestation.
- The parking lot would be designed to control surface runoff so that gullying or rilling would not occur.
- The new parking area would be designed in such a way that views from the overlooks would not be obstructed.

1.3 PURPOSE AND NEED

1.3.1 Need for Action

The existing parking area is inadequate for the number of vehicles that stop at the site, and the location of the parking area poses a safety hazard for vehicles traveling along SR 158. There is a need to provide:

- additional parking and safer egress and ingress to the site that can accommodate oversized vehicles;
- Accessible parking and trail opportunities that comply with Forest guidelines; and
- information to the public on topics of historical and environmental interest.

1.3.2 Purpose for Action

The underlying purpose for this project is to implement direction in the *General Management Plan for the Spring Mountains National Recreation Area, an Amendment to the Land and Resource Management Plan, Toiyabe National Forest (*USFS, 1996).

1.3.3 Assessment of Need for Action

1.3.3.1 Existing Condition

Recreation and Parking

- The existing Desert View parking area is situated on the shoulder of SR 158 with no designated ingress and egress points. This creates vehicular and pedestrian safety hazards and traffic congestion.
- The parking area does not provide designated parking spaces for oversized vehicles and buses.
- The parking area size is not adequate to meet projected future public demands.
- The overlook receives a high number of visitors and is located on a State Scenic By-Way.
- The existing parking area and overlook trail do not comply with current Forest Service requirements for accessibility.
- There are two existing display panels providing public information on topics of historical and environmental interest. These display panels are outdated and are no longer visually pleasing.
- The existing trail width varies from 40 to 50 inches and does not comfortably accommodate two-way walking traffic.
- The existing overlook platform is bulb shaped with a diameter of approximately 6 feet, and can only accommodate six visitors at a time.

1.3.3.2 Desired Condition

The following desired conditions for the Spring Mountains National Recreation Area are identified in the *General Management Plan for the Spring Mountains National Recreation Area, an Amendment to the Land and Resource Management Plan, Toiyabe National Forest* (USFS, 1996).

Recreation and Parking

- Provide for public safety in management of recreation.
- Develop or improve facilities for resource management, health, and safety.
- Develop the site to accommodate existing and future visitor use.
- Provide accessible facilities at existing recreation sites.
- Provide information to the public about historical, cultural, and environmental topics specific to the area.

1.4 DECISIONS TO BE MADE

Based on the analysis documented in this EA, the Deciding Officer for the Spring Mountains National Recreation Area will determine whether or not to implement the developments and improvements for the Desert View Overlook site as proposed, select one alternative, or select a combination of alternatives.

1.5 PUBLIC INVOLVEMENT

The CEQ defines scoping as "…an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action" (40 CFR 1501.7). Among other things, the scoping process is used to invite public participation, help identify issues important to the public, and obtain public comment at various stages of the Planning process. Although scoping is to begin early, it is an iterative process that continues until a decision is made.

Scoping Documents

The public was initially contacted for this project through a scoping document mailed to addresses on the Spring Mountains mailing list on February 13, 2004. The mailing list included residents, agencies, businesses, and environmental organizations. The scoping document described the project purpose and need, the proposed action, and included a project map and opportunity for public comment. The comment period occurred from February 13, 2004 through March 15, 2004. Four comments letters were received. A summary of comments and agency responses is presented in Appendix A.

Since the fall of 2002, the Desert View Overlook Rehabilitation project has been included in the Schedule of Proposed Actions. This document is published quarterly by the Humboldt-Toiyabe National Forest and mailed to the Forest-wide mailing list of approximately 700 agencies, organizations, and individuals.

Documents pertaining to the proposed project are available for review at the Spring Mountains National Recreation Area office, located at 4701 North Torrey Pines Drive, Las Vegas, Nevada.

Agencies and Persons Consulted

To ensure compliance with the Endangered Species Act of 1973 and the Conservation Agreement for the Spring Mountains National Recreation Area, the Forest Service initiated discussions regarding the proposed project with biologists from the USFWS, Southern Nevada Field Office. The Nevada Department of Transportation, Nevada State Historic Preservation Office, and the Nevada Division of Wildlife were also consulted during the development of this EA.

Tribal Communication

A project scoping letter was sent to the Chairpersons of the Las Vegas Paiute Tribe, the Moapa Band of Paiutes, and the Pahrump Band of Paiutes, the Kaibab Southern Paiute Tribe, the Paiute Indian Tribe of Utah, the Chemehuevi Tribe, and the Chemehuevi of the Colorado River Indian Tribes (CRIT), on February 12, 2004. No comments were received regarding this project at that time. Subsequently, Tribal Cultural Coordinators and Representatives were contacted by telephone during June 1-7, 2004 to follow-up if there were any cultural concerns for this project area.

Two of the Tribes expressed the general concern of all the Southern Paiute bands that they are not in support of any new ground disturbance on the Spring Mountains as it is their Holy Land. They had the concerns that (1) the project would adversely affect the natural and physical resources; (2) the project is close to Charleston Peak; and (3) there would be increased pollution to the natural resources from increased visitors. They stated that if any improvements were to occur, it would be better to improve the current parking and trail at Desert View to minimize disturbance.

The other Tribes agreed with the above comments. However, they also stated that, if Tribal Elders could have easy access to the overlook area to view the desert landscape and if parking safety is improved, then the proposed project to move the parking area below the current trail would be acceptable, if necessary. In addition, it was suggested to keep the existing trail endpoint in its current location, but make it accessible for people to sit and contemplate the view, even if a new viewpoint is built.

1.6 ANALYSIS ISSUES

The following issue was determined to be of importance and was tracked through the effects analysis.

1.6.1 Issue 1: Impact to Natural Resources

Issue Statement: Proposed project construction and subsequent use may impact some individual animal and plant species of concern and their habitats. These include Forest Service sensitive wildlife species as well as special status species such as MSHCP covered species, CA species, Nevada species of concern, and neotropical migratory bird species. There are no threatened or endangered species known to occur at the site.

Units of Measure: Acres of sensitive species habitat and number of species affected.

1.6.2 Other Comments and Concerns

There was a request to construct a restroom on the site. The proposed action and alternative would not construct toilet facilities at this time. Due to the nature of the site and that there is no local source of water; a vault toilet would have to be constructed. Vault toilets are not the most popular facilities with the public. The shallow soils, predominately rock, on the site poses design problems that increases the cost of constructing toilets. There is an existing vault toilet at the Deer Creek picnic area about two miles to the south. Another vault toilet is proposed to be installed at the new Sawmill Day Use Area, about two miles to the west. Planning is also beginning for toilets in the Lee Meadows area, about three miles west of the overlook. The Deer Creek and future Lee Meadows facilities are adjacent to the highway. The current and proposed future toilet facilities would adequately meet visitor sanitation needs in the area without adding an additional toilet at Desert View Overlook. The Forest Service has been adding and upgrading facilities in the Mount Charleston area and is concerned about maintenance and upkeep. It has been difficult for the Forest Service to fund the maintenance of the current facilities and therefore needs to control the amount of new facilities it has to maintain. Users of the overlook would have to drive a short distance to another site to use toilets; however they would be located along their route of travel.

Chapter 2
Alternatives

2.1 INTRODUCTION

Chapter 2 describes and compares the alternatives considered by the Forest Service for the Desert View Overlook Rehabilitation project. This section includes a description of alternatives considered in detail, those alternatives eliminated from detailed analysis, and a comparison of the alternatives.

2.2 ALTERNATIVES CONSIDERED FOR DETAILED ANALYSIS

2.2.1 Alternative 1 - No Action

Under Alternative 1, no changes would occur to the existing Desert View Overlook parking area, trail, and display panels (see Figure 1-1). Alternative 1 serves as a baseline from which to compare the effects of the action alternatives (Table 2-1).

Table 2-1. Activities by Alternative

	Alternative 1 (No Action)	Alternative 2 (Proposed Action)	Alternative 3 (Improve Existing Parking)
Habitat restoration	0	Approximately ¼ acre, old parking area	0
Number of Overlooks	1	2	1
No. of Parking Spaces - Passenger Cars	Up to 6, unmarked	Up to 25, marked	10, marked
No. of Parking Spaces – Oversized vehicles	Up to 3,	Up to 3	0
Trails	No change in trail from existing parking area to overlook, approximately 400 feet.	A new trail would be constructed from new parking area to existing overlook, about 500 feet. A section of the existing trail would be retained, about 350 feet. An Informal barrier would be constructed to restrict visitors to the overlook.	The existing trail would remain in the same location, as in Alternative 1, but it would be reconstructed to meet current Forest Service accessibility guidelines, about 400 feet. An Informal barrier would be constructed to restrict visitors to the overlook.
Overlook Display Panels	No change	New displays at both the existing and new overlook	New displays at the existing overlook
Parking and Trail meets Forest Service accessibility guidelines (yes/no)	No	Yes	Yes

2.2.2 Alternative 2 – Proposed Action (Construct New Parking Area)

Figure 2-1 exhibits a schematic of the proposed action in comparison to other alternatives. A new parking area would be developed downslope from the existing Desert View Overlook to provide delineated parking spaces for up to 25 passenger vehicles and three oversized vehicles and tour buses, if feasible. An access road would be constructed from SR 158 to the new parking area. Signs directing vehicles to the new parking area would be placed on SR 158. Accessible parking spaces would be designated. The existing parking area adjacent to the highway would be closed and rehabilitated.

A new scenic overlook would be developed near the new parking area. An accessible trail would be developed from the new parking area to both overlooks. A section of the existing trail would be retained. At the overlooks, new display panels would be installed to provide information on topics of historical and environmental interest. An informal barrier or fence would be used to define the overlook area.

The construction site and old parking area would be landscaped with native vegetation, primarily mountain mahogany woodland species. The existing vegetation would be pruned or removed, where needed, to create the desired views from the overlooks. Natural areas inadvertently disturbed during construction also would be revegetated with native plant species.

2.2.3 Alternative 3 – Improve Existing Parking Area

Under Alternative 3, the existing parking area would be improved to provide delineated parking spaces for up to 10 passenger vehicles. The parking area would be delineated from the highway and include one way in/out signage (Figure 2-2). The design would reduce vehicular hazards and traffic congestion. Accessible parking spaces would be designated.

The existing trail and the overlook would be reconstructed to meet Forest Service accessibility guidelines. New display panels would be installed to provide public information on topics of historical and environmental interest, similar to Alternative 2.

2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS

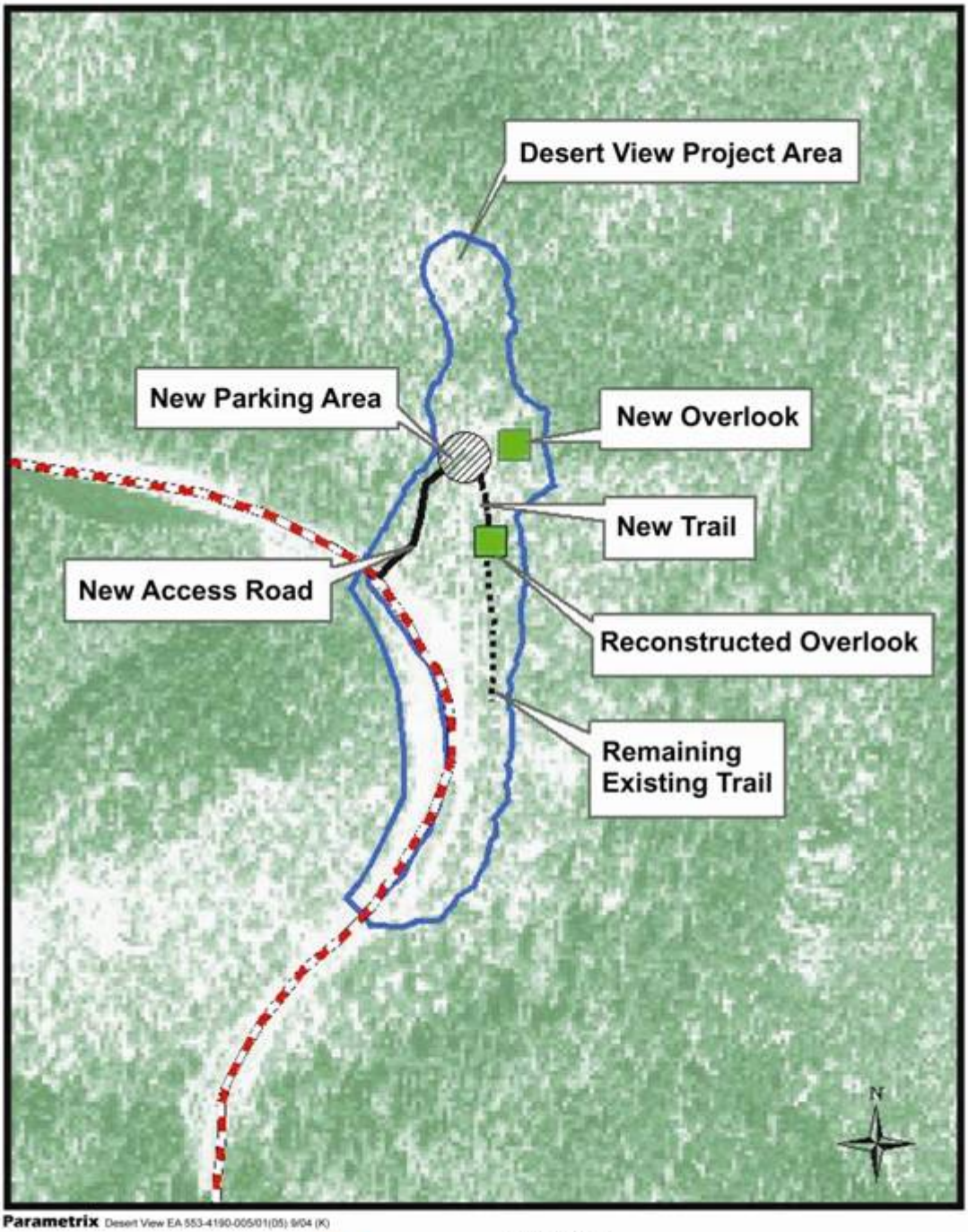
2.3.1 Parking Area Unchanged

This alternative would involve no improvements to the parking area, but would include reconstruction of the trail to meet Forest Service accessibility guidelines, as well as improvements to the overlook displays. This alternative was eliminated, because it would not meet the purpose and need for vehicular safety, as well as not provide needed additional parking spaces.

2.3.2 Redesign of SR 158 for Additional Parking

This alternative would straighten SR 158 by cutting back the slope on the northwest side of the road. This construction would increase the current site distance and allow for increased parking near the overlook. In addition, more interpretative information could be provided along SR 158, as well as trail renovation to meet accessibility standards. This alternative was eliminated because the size increase of the parking area would be minimal compared to the effort expended and funding required. This

alternative would not completely meet the purpose and need for problems with safety regarding vehicles pulling directly off the road to park along the roadside.

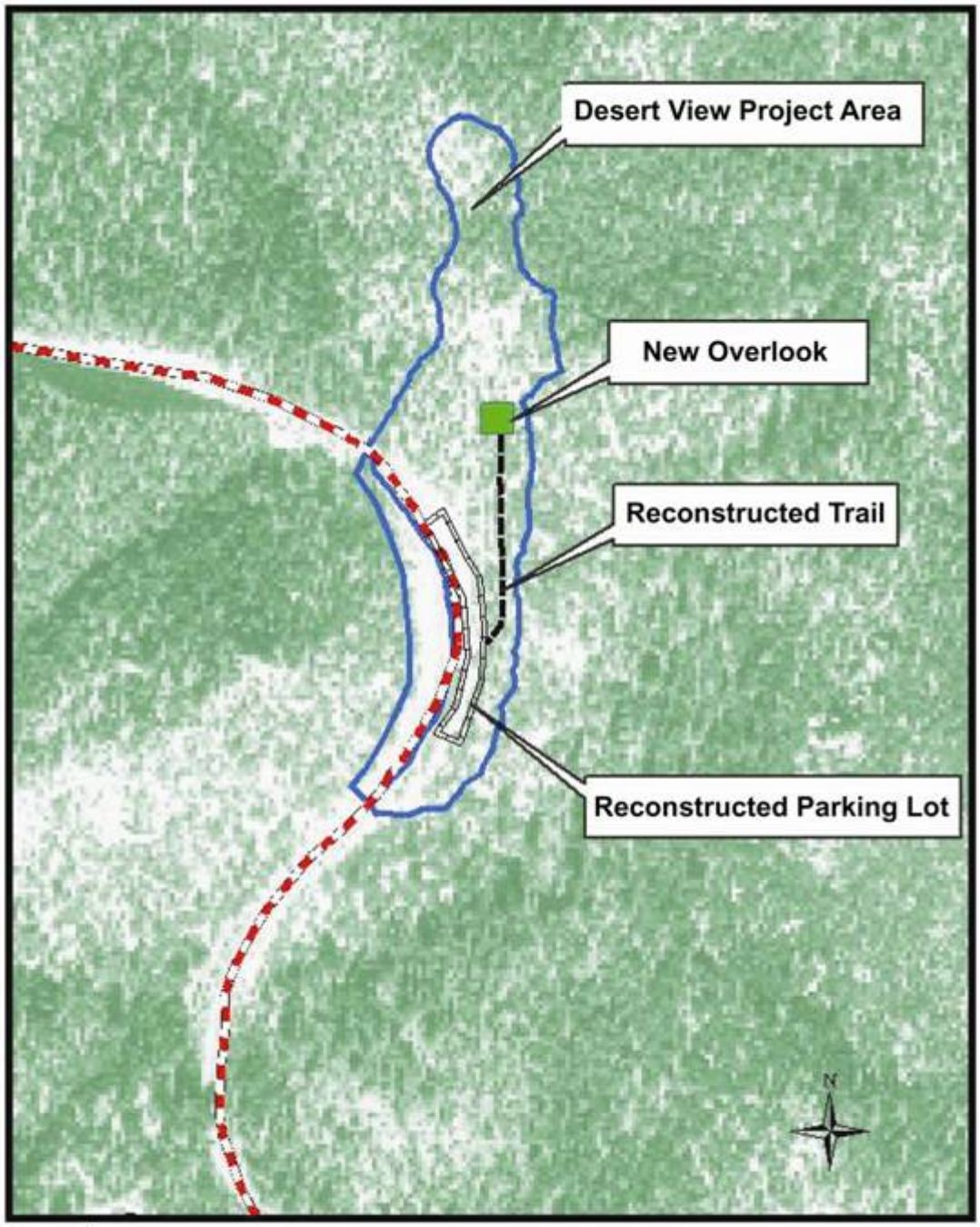


Parametrix Desert View EA 553-4190-005/01(05) 9/04 (K)

NOT TO SCALE

Project Area (~7 acres)

Figure 2-1
Desert View Overlook Rehabilitation Project
Alternative 2 - Proposed Action



Parametrix Desert View EA 553-4190-005/01(05) 9/04 (K)

NOT TO SCALE

Project Area (~7 acres)

Figure 2-2
Desert View Overlook Rehabilitation Project
Alternative 3 - Improve Existing Parking Area

2.4 COMPARISON OF ENVIRONMENTAL CONSEQUENCES

Table 2-2 provides a comparison of the potential environmental consequences of the three alternatives within the proposed area and the area of impact.

Table 2-2. Comparison of Alternatives and Potential Environmental Consequences

Factor	Alternative 1 - No Action	Alternative 2 - Proposed Action	Alternative 3 - Improve Existing Parking Area
Issue 1: Impact to Natural Resources			
Acres of sensitive plant habitat impacted by new construction	0	Less than ¼ acre	0
Number of special status plant species affected based on surveys	0	1	0
Acres of sensitive wildlife habitat impacted by new construction	0	Approximately 2	Less than ¼ acre
Number of special status wildlife species affected based on surveys	3	3	3
Other Environmental Considerations ***Indicators***			
Recreation			
Use	Space for 6 people at existing overlook would continue Two-way walking traffic would not be accommodated on the trail	Two overlooks would accommodate approximately 50 people at one time. The two new access trails would accommodate two-way walking traffic.	The overlook would be able to accommodate 6 to 10 people. The widened trail would accommodate two-way walking
Parking capacity	The undesignated parking would accommodate 6 to 10 passenger vehicles or three large vehicles.	The new parking area would accommodate up to 25 passenger vehicles and 3 large vehicles.	Designating the parking spaces would accommodate 10 vehicles.
Accessibility	Accessible trail and parking access would not be designated or provided.	Accessible trail and parking access would be provided.	Accessible trail and parking access would be provided.
Displays	Educational displays would not be improved	Educational displays would be improved	Educational displays would be improved
Viewscapes	No change	Views would be enhanced by pruning or removing of vegetation. The new overlook would provide	No change

Factor	Alternative 1 - No Action	Alternative 2 - Proposed Action	Alternative 3 - Improve Existing Parking Area
		views to the west.	
Soil and Water	Continued soil compaction from off-trail travel. Continued loss of soil productivity by existing paving.	Loss of approximately 2 acres of soil productivity by new paved areas and recovery of ¼ acre by restoration of the old parking area. Reduction of soil impacts from off-trail travel by the installation of informal barriers.	Continued soil compaction from off-trail travel. Continued loss of soil productivity by existing pavement with less than an additional ¼ acre of soil productivity loss from the widening of the trail.
Air Quality	No effects	Short-term effects during construction only, mitigated by dust abatement measures required by the Clark County air quality regulations.	No effects
Heritage Resources	No effects	No effects	No effects
Environmental Justice	No effect to major minority groups however the site would not accommodate people with disabilities.	No effect to major minority groups however there would be improved access to accommodate people with disabilities.	No effect to major minority groups however there would be improved access to accommodate people with disabilities.
Public Safety			
Ingress/egress	No change, Uncontrolled access would continue to be a hazard.	Controlling the entry point for traffic entering or leaving the highway and moving the parking off the highway would improve safety.	Designating a single ingress and egress point along with demarcating the parking area adjacent to the highway would improve safety.
Sight distance from the parking area looking west	300 feet	1,300 feet	300 feet
Sight distance from the parking area looking east	600 feet	400 feet	600 feet

Chapter 3
Environmental Consequences

3.1 ISSUE 1: IMPACTS TO NATURAL RESOURCES

Natural resources potentially impacted by the project include plants, wildlife, and their associated habitats, as well as other elements of the natural environment. Project impacts to these resources would vary depending on the project and the alternatives presented. No biodiversity hotspots would be impacted by the proposed action.

3.1.1 Plants and Wildlife

The Forest considers potential effects to special status plant species identified on four separate lists when evaluating project alternatives on the Spring Mountains Natural Recreation Area:

1. Region 4 Humboldt-Toiyabe National Forest list of US Fish and Wildlife Service threatened and endangered species and Regional Forester's list of sensitive species;
2. Nevada Natural Heritage Program (NNHP) Clark County Sensitive Taxa List, per FWS;
3. Spring Mountain National Recreation Area Conservation Agreement species of concern; and
4. Multiple Species Habitat Conservation Plan covered species.

Office records and field surveys of the project area and the area a 0.5-mile around the site indicated there are no USFWS threatened or endangered plant species or R4 Regional sensitive species. If any special status species listed in documents 2 – 4 above are found during site surveys or construction activity, the Forest is required (either because of regional direction or local agreements) to treat the species as a Region 4 Forest sensitive species and address the potential effects to that species. Table 3-1 lists the special status species found during the surveys and Table 3-2 lists species potentially found in the project area based on the presence of suitable habitat; although none of these species were found during the field surveys.

Table 3-1. Special Status Plant Species Occurring in the Desert View Overlook Project Vicinity based on Site Surveys

Species	Status[1]
Plants	
Charleston pinewood lousewort (*Pedicularis semibarbata* var. *charlestonensis*)	Covered, ACA, NNHP
Charleston violet (*Viola purpurea* var. *charlestonensis*)	Covered, ACA, NNHP

[1] ACA=Addendum to Spring Mountains NRA Conservation Agreement;
CA=SMRNA Conservation Agreement 1998;
Covered=MSHCP covered species (RECON 2000);
Sensitive=USFS Regional Forester's (R4) list sensitive species for the Humboldt-Toiyabe National Forest;
NNHP=Nevada Natural Heritage Program.

Surveys for special status plant species were conducted at the 7-acre Desert View Overlook project site and up to 0.5 mile beyond the project boundary in May and August 2004. Locations of special status

plants were also noted during northern goshawk (*Accipiter gentilis*) surveys on May 13-14, 2004. Two species of special status plants, Charleston pinewood lousewort (*Pedicularis semibarbata* var. *charlestonensis*) and Charleston violet (*Viola purpurea* var. *charlestonensis*) were found on or near the project site during the May and August 2004 surveys. The Charleston pinewood lousewort was found in openings amongst the pinyon pine on the western edge and northern portion of the project site. The Charleston violet was found on the steep slope along the eastern site boundary growing in patches of soil within talus.

Past, present and future activities related to the continued development and use of the overlook, associated parking and access trail could impact individual sensitive plant species on the project site or in the adjacent area, but would not cause a trend towards federal listing or loss of viability. Past actions in the area to create the overlook have resulted in the alteration of plant habitat (less than 1 acre) for the overlook and trail, as a result of the need for embankments for the parking areas and adjacent road. Present actions at the Desert View Overlook continue to affect plant habitat at the project site through pedestrian access to vegetated areas beyond the trail and overlook and continued erosion below the embankments and degrading habitat overtime. This erosion will continue in the foreseeable future and contribute to soil cutting.

No sensitive wildlife species on the R4 Regional Foresters Sensitive Species (USFS, 2003) list were found on the project site or within a 0.5 mile during the 2004 site visits. No sign, roosts, or nests for these species were found at the proposed project site. Therefore, sensitive wildlife species would not be directly affected by proposed project activities. There are no records of threatened or endangered wildlife species in the Nevada Biodiversity Atlas for the Desert View Overlook project vicinity (BRRC, 2004), and no habitat exists at the site for these species. The wildlife survey for special status species and butterfly host plants were conducted at the 7-acre Desert View Overlook project site and up to 0.5 mile beyond the project boundary in May and August 2004. Northern goshawk broadcast acoustical surveys were conducted up to 0.5 mile beyond the project boundary during these site visits, with no response from goshawks and no goshawks or goshawk sign (droppings, pellets, plucked feathers) were seen. No special status wildlife species or butterfly host plants were observed in the project area during these surveys however since pit trapping was not completed, reptiles and Palmer's chipmunk, which are listed in Table 3-2, cannot be eliminated from presence at the site.

Table 3-2. Special Status Wildlife Species Potentially Occurring in the Desert View Overlook Project Vicinity

Species	Status[1]
Mammals	
Palmer's Chipmunk (*Tamais palmeri*)	Covered, CA, NNHP
Birds	
Northern goshawk (*Accipiter gentilis*)	Sensitive
Reptiles/Amphibians	
Banded gecko (*Coleonyx variegatus*)	Covered
Speckled rattlesnake (*Crotalus mitchelli*)	Covered
Invertebrates	
Spring Mountains comma skipper (*Hesperia comma mojavensis*)	Covered, CA, NNHP
Carole's silverspot butterfly(*Speyeria zerene carolae)*	Covered, CA, NNHP

[1] CA=Spring Mountains NRA Conservation Agreement 1998;
Covered=MSHCP covered species (RECON 2000);
Sensitive=USFS Regional Forester's (R4) list sensitive species for the Humboldt-Toiyabe National Forest (USDA Forest Service 2003);
NNHP=Nevada Native Heritage Program (Lund 2004).

Two butterfly host plant species was found (Charleston violet, *Viola purpurea* var. *charlestonensis*, and rabbitbrush, *Chrysothamnus* sp.) during botanical surveys, and therefore Carole's silverspot butterfly can be inferred as being present at the site. As no other host plants were found, it is probable that there are no other special status butterflies to be found at the proposed project site.

3.1.2 Direct Area of Impact to Plants

3.1.2.1 Alternative 1 – No-Action

Under the no-action alternative, effects to special status plants would continue as a result of hikers wandering the area, creating paths, inadvertently crushing plants or deliberately picking them. Some of these user created paths are steep and may lead to soil erosion, contributing to habitat damage. These effects would be expected to increase over time, as visitation of the site increases with population growth in the Las Vegas Valley.

3.1.2.2 Alternative 2 – Proposed Action (Construct New Parking Area)

Direct effects under Alternative 2 include removal of up to 2 acres of potential habitat. Seven populations (thirty-nine individuals) of Charleston pinewood lousewort and four populations (twenty-six individuals) of Charleston violet were found within or adjacent to the project site during the May and August 2004 surveys.

Five of the Charleston pinewood lousewort populations could be removed as a result of the construction of the parking area; however this species is widespread throughout the range and species viability will not be impacted. The violets are located below the existing parking area and would not be impacted by the new construction and the steep talus slope would not be attractive for people to access and impact the plants. Protective measures during rehabilitation would protect adjacent plant populations from impacts of accidental sidecasting and trampling.

Potential indirect effects to vegetation may result from visitor use. These effects may include unintentional crushing from foot traffic, unauthorized plant collection, and competition from introduced non-native species. These effects are expected to be negligible to minor and could be mitigated by interpretive signage or landscaping to redirect visitors away from areas with special status plants.

Actions associated with the proposed action that would mitigate impacts include avoiding locations of special status plants, where possible, in the design and construction of the proposed improvements. Other mitigation measures would include protecting special status plants with barrier fencing (siltation fencing) during construction, particularly the populations of Charleston violet downslope from the existing parking area. Removal of plants or propagules for transplanting prior to construction is another less preferred alternative than allowing the plants to remain at their current location. Trails and the overlook would be managed to encourage visitors to remain within developed areas through interpretive information at the proposed overlook.

Barrier fencing may protect the populations of Charleston violets below the existing parking area from incidental soil burial during rehabilitation. Transplanting plants or propagules may not be practicable for some species, but where possible, would enable the perpetuation of a species. Maintaining trails, fencing, and providing interpretive signs that describe threats to special status species and informal barriers would reduce the risk of unintentional harm to these species.

By following the guidelines in the Humboldt-Toiyabe National Forest Weed Management Plan, the proposed action is expected to minimize the potential for the introduction of noxious weed species. All construction equipment entering the area would be thoroughly cleaned prior to construction in the area to prevent the introduction and translocation of new weed species.

3.1.2.3 Alternative 3 – Improve Existing Parking Area

Under Alternative 3, it is not anticipated that there would be changes from current conditions concerning potential effects to special status plants. All parking and overlook improvements would occur within paved areas and on the existing trail. No vegetation loss or damage is expected. No new weed species would be expected to be introduced into the area from the proposed sign and interpretive display improvements or the new marked parking areas.

3.1.2.4 Cumulative Effects on Plants

There are no other reasonably foreseeable future actions planned for the Desert View Overlook or the immediate vicinity (within 0.5 mile) that would affect long-term viability for any special status plant species or community type.

The pinewood lousewort is a far-ranging species, and any immediate impacts of the proposed project are limited in scope and time and will not contribute to a decrease in viability of the species or overall habitat loss; hence there are no cumulative impacts associated with this species. The proposed action will have no impacts on the violet as the current trail use, current or proposed parking areas and proposed and current overlook overlap this habitat and hence there would be no long term cumulative effects associated with it.

The Desert View Overlook is located within the pinyon juniper habitat type, a common habitat type in the surrounding area. The Spring Mountains contains approximately 80,000 acres of this habitat type of which approximately 35,000 acres are on the west side, Mount Charleston side, of the National Recreation Area. The proposed project would impact approximately 2 acres of pinyon juniper habitat. When combined with other present and proposed actions in the project area (9 acres of development), the cumulative effect of this development to plants and the pinyon juniper habitat type are an immeasurable or negligible effect.

3.1.3 Direct and Indirect Impacts to Wildlife

3.1.3.1 Alternative 1 – No-Action

The Desert View Overlook site receives a high volume of visitor use, which occurs primarily on weekends. As there is one trail and a small overlook (a maximum of 6 people are able to stand at the overlook site), people tend to wander around the site, creating new user defined trails, impacting soils and trampling vegetation. Many visitors allow their dogs to wander free. These animals impacts small mammals, birds, and invertebrates by harassing or harming them. There would be no change in impacts

at the existing Desert View Overlook parking area, trail, and interpretive signs under the no-action alternative. Therefore, the area would continue to be degraded by the above activities, and if visitor use increases, these impacts would probably increase over time.

3.1.3.2 Alternative 2 – Proposed Action (Construct New Parking Area)

Direct effects of Alternative 2 include the removal of up to 2 acres of pinyon pine-mountain mahogany woodland. From construction of the new parking area and improvements to the trail and overlook, there is a slight risk of harm (disturbance, injury, or mortality) to wildlife (small reptiles, mammals, and birds) should any be present during construction, but these effects are immediate and would not result in long-term or permanent impacts to any wildlife species. There would be no direct harm to neotropical birds, as nest surveys would be accomplished and any sites found avoided until fledging occurs. There is a slight risk the proposed action may affect foraging northern goshawks because of the removal of potential foraging habitat and avoidance of the area by goshawks, if present during construction activities. Total impacts are non-existent to minimal, as no goshawks were detected in the project vicinity during broadcast acoustical surveys, there is no potential breeding habitat within the survey area was, the northern goshawk has a wide range of habitats to forage within the Spring Mountains, and no goshawks would be directly harmed as a result of proposed project activities.

The proposed action would not likely result in direct harm to butterfly species, as there are no records of these species for the project site in the Nevada Biodiversity Atlas (BRRC, 2004) and none were observed in the project area during the field surveys. A few nectar plants for the comma skipper might be removed; however, no larval host plants are to be found at the proposed project site, and so direct harm to the species would probably not occur.

Up to 2 acres of potential foraging habitat for Palmer's chipmunk would be removed. The affected area would be considered low quality foraging habitat for this species, as most of the area where activities are to occur is open and soils are thin, with little cover habitat.

Indirect effects are caused by off-trail human activities, such as unintentionally walking on vegetation, and a potential increase in wildlife disturbance or mortality from domestic pets. However, the risk from indirect effects to special status wildlife species in the project area is minimal, because no species have been documented at the site, and potential habitat is only marginally suitable.

The anticipated risk to wildlife from the proposed action is low and mitigation measures would further reduce the potential project effects. These actions include maintaining trails and the overlook to encourage users to remain within developed areas and providing interpretive information at the proposed overlook to inform and involve visitors in species conservation. Other measures include: avoiding the removal of mature pinyon pine where possible; habitat enhancements by creating chipmunk cover sites in the form of boulder and log piles; protecting neotropical migratory bird nest sites until fledging occurs; replanting disturbed areas beyond the improvement areas with native vegetation to provide forage and cover; providing native species landscaping, construction, and maintenance of a barrier around the overlook and access trail to discourage off-trail foot traffic.

3.1.3.3 Alternative 3 – Improve Existing Parking Area

Effects to wildlife under Alternative 3 would be similar to that described under the no-action alternative.

3.1.3.4 Cumulative Effects to Wildlife

Cumulative affects of the project with past, present, and reasonable foreseeable future projects vary by the scale of the habitat component or use by species. Far ranging species would be impacted over a larger area than locally confined species. At a very broad scale there are impacts from activities within the pinyon juniper habitat type; the habitat type the project is located in. The Spring Mountains contains approximately 80,000 acres of this habitat type of which approximately 35,000 acres are on the west side, Mount Charleston side, of the National Recreation Area.

Currently within three miles of the overlook there are approximately 7 acres of developed National Forest recreation sites. These are the Mahogany Grove Group Campground, Hill Top Campground, and Deer Creek picnic area. There is a recent decision to construct a new day use area at Sawmill Flat, approximately 5 miles from the overlook, impacting approximately another 2 acres of pinyon juniper habitat. There would be no noticeable cumulative affects to wildlife behavior and use with the additional 1 to 2 acres of development proposed with construction of the new parking area and overlook proposed in Alternative 2. These acres are already within the sphere of influence of the current overlook. Human impacts to wildlife around a developed site are predominately within a quarter mile of the site; associated with firewood gathering, littering, trampling vegetation, soil compaction, and harassment of wildlife. Since none of the campgrounds or picnic areas are adjacent the overlook, no human interaction cumulative impacts are expected. Impacts associated with human interactions would not be any different than they are Alternative 1 or 3 because it is site related. The loss of an additional 2 acres to development is very small, even when combined with the 9 acres already developed or proposed for development. Removal of 11 acres out of 35,000 acres would not cause noticeable changes to the use and population of special status species that use the pinyon juniper habitat type.

There are a few private homes as well as undeveloped properties scattered throughout the area, within five miles of the proposed action. However the only acres within the pinyon juniper are a 227 acre parcel 1.5 miles north of the proposed project area. The SMNRA is presently in negotiation with the owner for acquisition of this piece of property, and there are no plans for development of any facility. No cumulative loss of acres is expected as a result of private activities.

The leaving of small debris piles from the construction of the parking area and/or removal of vegetation to provide better views would help improve habitat use of this area by providing areas of hiding cover; reducing the impacts of fragmentation and disassociating the area from the impacts of the State Highway. The restoration of the old parking area proposed with Alternative 2 would actually shorten the distance between hiding cover for animals crossing the road. The other campgrounds and picnic areas are too distance to cause any cumulative effects to fragmentation.

Wild horses passing through the area and humans interact together by the use of trails, trampling vegetation, compacting soils, and in the case of horses, over grazing. Surveys within a 0.5 mile of the project area indicate the impacts represent a small loss of habitat because of steep slopes.

Overall present and future actions at all of the above sites will continue to affect a small area of pinyon pine-juniper woodland through soil compaction and general habitat degradation around them, but are not expected to contribute to further habitat loss. The only other foreseeable project other than the overlook to be found in this habitat type within 5 miles is the proposed Sawmill Day Use Area. This would impact approximately another 2 acres of similar habitat type by the removal of vegetation and paving at the site. The amount of long term cumulative habitat and impacts of the proposed project as compared with and in

combination with the above projects and activities upon the pinyon pine-mountain mahogany community type would be considered minimal to immeasurable.

3.2 OTHER EFFECTS

3.2.1 Recreation

The Desert View Overlook provides SR 158 travelers a vista across the northwest end of the Upper Las Vegas Valley to the Sheep Mountain Range and other mountain ranges to the north and northeast. However, access to the overlook is limited for accessibility parking and those parking oversized vehicles. The trail is in good walking condition, but does not meet current accessibility standards. The existing parking area is in good condition, but there are no marked vehicle stalls and fewer cars are able to park at the site. Existing parking does not meet visitor demand, resulting in the potential for vehicular and pedestrian accidents because travelers park in unauthorized areas when the parking area is full. The trail and overlook areas are too small to comfortably accommodate current visitation.

3.2.1.1 Alternative 1 – No Action

Under the no-action alternative, recreation resources would continue to not meet the existing recreational demand and the desired conditions of the Forest Plan (USFS, 1996). Existing parking and trail access would continue to be inadequate to achieve Forest Service accessibility requirements. Interpretive information would remain inadequate to describe the natural landscape and historical significance of the site. Over crowding at the overlook would continue. Two-way walking traffic would not be accommodated on the trail.

3.2.1.2 Alternative 2 – Proposed Action (Construct New Parking Area)

The proposed action would increase the recreational opportunities at the site for both current and future visitors. A new accessible trail would provide access to a new overlook closer to the parking area with a new viewscape. The new trail to the old overlook would meet accessibility standards and would comfortably accommodate two-way traffic. The new parking area would provide parking for oversize vehicles and meet Forest Service guidelines for accessibility, as well as accommodate more visitors. The new interpretive displays would improve historical and environmental information to the public. These new displays would likely increase recreational visitors to the site. Construction activities may result in temporary loss of use of the overlook and temporary traffic disturbances.

3.2.1.3 Alternative 3 – Improve Existing Parking Area

Alternative 3 would provide accessibility through marked vehicle stalls in the parking area and an improved trail. However, oversized recreational vehicles would not have the opportunity to park at the overlook. Either the recreational vehicles would be required to forego use of the parking lot and overlook or the vehicles may park illegally in the parking area creating unsafe conditions for other vehicles. In addition, traffic safety conditions for vehicles departing the parking area would not be improved. The parking area would also not meet visitor demand. The overlook would continue to be too small to comfortably accommodate visitors. However, the new display panels would provide the public interpretive information on the local environment and history, similar to Alternative 2. Two-way walking traffic would be accommodated.

3.2.2 Viewscapes

The primary focus of the current overlook is the distant views of mountains to the north and northeast and the desert valley bottom to the east with the Sheep Range in the distant background. Near views are restricted by a ridge to the south and rock outcrops to the west. The ridge to the south provides an interest in variety and texture with rock outcrops and vegetation changes.

3.2.2.1 Alternative 1 – No Action

No impacts would occur to the current views. Views would continue to be blocked, restricted, or impacted by the growth of vegetation.

3.2.2.2 Alternative 2 – Proposed Action (Construction of New Parking Area)

The primary use of the existing overlook for distance views would not be impacted. The location of the new overlook further down the ridge would increase distant views to the west into the Spring Mountains and views would be enhanced by cutting and pruning of vegetation. There would be a short tem impact, 2 to 4 years, in the foreground caused by the disturbance of vegetation for the construction of the access road, parking area, and cutting or pruning of vegetation to enhance the view; however, it would be subordinate to the distant views and not likely noticed. Once the disturbed areas are revegetated, the foreground would have a natural appearance. Foreground impacts would not alter the use of the overlook or detract from the focus of the distant views.

3.2.2.3 Alternative 3 – Improve Existing Parking Area

There would be no impact to distant views by the striping of the existing parking area or the widening of the trail. The trail would retain its current appearance with the rock wall so foreground impacts would be unnoticed. As with Alternative 1, vegetation would continue to impact views.

3.2.3 Soil and Water

The current overlook site is located on a limestone or dolomite outcrop. The existing parking lot was created when the road was constructed along the hillside. The outcrop soils are shallow, well-drained, sandy loam. Bedrock is exposed along the road banks and on flatter portions, although minor natural erosion occurs along the steeper areas of the overlook. Side slopes are generally steep, but there are no deeply eroded gullies in the project area and surface erosion along trails is not evident.

3.2.3.1 Alternative 1 — No Action

Under Alternative 1, there would be no changes to soil and water resources in the project area. Currently, runoff from the parking area flows down the slope to the east of SR 158 in a drainage ditch.

3.2.3.2 Alternative 2 — Proposed Action (Construct New Parking Area)

Alternative 2 would result in approximately 2 acres of surface soil loss from the new parking area. This loss of soil productivity and infiltration capacity is minor in comparison to the overall soil capabilities within the Deer Creek drainage basin. Control and conveyance of surface water runoff would be included in the parking lot design to prevent erosion and surface gullying. The project would not affect the

existing parking area. Potential future soil erosion effects of off-trail foot traffic would be reduced by installation of informal barriers where needed.

BMPs would be applied during construction to protect the soil and water resources in the area. Construction activities for site improvements would adhere to the Forest Plan regarding grading, trenching, backfilling, and compaction. Soil disturbing activities would not be within the Forest-wide estimated soil loss tolerance limits. Replanting of disturbed areas and subsequent monitoring of small native trees, shrubs, and grasses for soil stabilization and erosion control would be performed. The new plantings in the disturbed areas that would not be paved would help to increase soil surface cover and reduce potential surface water runoff.

3.2.3.3 Alternative 3 – Improve Existing Parking Area

The effects to soil and water under Alternative 3 would be slightly more than Alternative 1 but substantially less than Alternative 2. Minor amounts of soil would be disturbed during widening of the existing trail, although this effect is insignificant and temporary during trail construction.

3.2.4 Air Quality

Potential project impacts on air quality include airborne dust during construction and vehicle emissions. The project area is located within the Clark County PM Nonattainment Area in Hydrographic Basin 212. On projects within this basin, the Forest Service inspectors monitor and ensure construction work is within compliance with the Forest Plan and state guidelines for dust control provisions. Clark County Department of Air Quality management regulates air quality and requires a Surface Area Disturbance permit for projects that disturb more than 5 acres of surface area (Nevada Revised Statute 445B).

3.2.4.1 Alternative 1 – No Action

The existing parking area is paved and the generation of airborne dust from the parking area is minimal. No construction activities would occur under the no-action alternative. Thus, there would be no change in airborne dust or vehicle emissions from existing conditions.

3.2.4.2 Alternative 2 – Proposed Action (Construct New Parking Area)

Under Alternative 2, there may be some short-term increase in dust generation during construction activities. However, the disturbance area is 2 acres, which is less than the minimum required for a surface area disturbance permit. Effects to air quality are expected to be minimal and non-significant. Construction equipment used at the site will abide by all Clark County air quality regulations for dust abatement measures.

3.2.4.3 Alternative 3 – Improve Existing Parking Area

Under Alternative 3, the parking area would not be physically expanded, and no effects would occur to air quality from use of motorized construction equipment.

3.2.5 Heritage Resources

Heritage cultural resource issues and concerns center on the protection of prehistoric and historic properties that may be eligible for the National Register of Historic Places. All properties are considered

to be potentially eligible until a formal determination of eligibility is stipulated. A cultural heritage resource inventory was conducted in the area of potential effect for this project. No evidence of prehistoric or of historic resources was observed. Thus, there are no eligible properties located within or immediately adjacent to or around the proposed project area that would be directly or indirectly impacted.

There is evidence that the ridge below the overlook has recently been used for pet burials. Although the overlook has been thought to be the public viewpoint for surface atomic testing during the 1950s and up to 1962, the first actual viewpoint during that time was probably along the older original highway that is located uphill and to the west of current Highway 158. Highway 158 was being constructed and paved in the early 1960s when some of the last surface tests were being conducted in 1962. The Youth Conservation Corps constructed the current overlook trail in the early 1980s with donated materials to provide an accessible trail to a spectacular desert view and an environmental experience.

Under all of the alternatives, there would be no effect to historic properties in the project area.

3.2.6 Environmental Justice

Under all of the alternatives there would be no adverse human health or environmental effects on minority and low-income communities.

3.2.7 Affects to Public Health and Safety

Existing conditions at the project site pose public safety hazards from the lack of adequate parking for passenger and oversize vehicles, lack of accessible parking, the safety hazard of curbside parking along a moderately traveled state highway, and the lack of sight distance for those vehicles making left turns, across oncoming traffic, into the existing parking area. Currently, Forest Service Law Enforcement officers report an average of three vehicles at one time at the overlook on weekdays with an average parking time of 0.5 hour. Approximately 54 vehicles park at the site on a typical weekday with an expected daily visitation of 162 people. On weekends, an average of seven vehicles park at the overlook with an overall daily parking estimate of 126 vehicles. Weekend visitors are estimated at 378 people/weekend day.

Nevada Department of Transportation (NDOT) (1999) developed sight distance guidelines to ensure motor vehicle safety at intersections. The entering sight distance is used as guidance for drivers of vehicles entering a highway to see oncoming traffic and merge safely and for approaching traffic to recognize the situation and slow to avoid the collision. Entering sight distances are provided in this alternative analysis assuming that vehicles are traveling on SR-158 at 40 miles per hour.

3.2.7.1 Alternative 1 – No Action

Under the no-action alternative, no changes would occur to the overall size of the parking area (ten unmarked spaces) or access to the curbside parking area. Continuing public safety concerns would occur at the project site. There would be no specific provisions for oversize vehicles or Forest Service guidelines for accessibility. There is a possibility of potential vehicular accidents for left-turning vehicles with oncoming SR-158 vehicles while attempting to park in the curbside parking area, as well as from cars that might back out onto the highway from the curbside parking at SR 158. There would be no new highway signs directing traffic to the overlook.

The entering sight distances for vehicles departing the overlook when meeting on-coming traffic on SR 158 from the existing parking lot ingress and egress points would be approximately 300 feet to eastbound traffic and approximately 600 feet to westbound traffic. The current sight distance to westbound traffic would be adequate, while the sight distance to eastbound traffic is less than the minimum entering sight distance of 580 feet recommended by NDOT (1999). Thus, there is increased potential of accidents between eastbound traffic and vehicles exiting the Desert View Overlook parking area.

3.2.7.2 Alternative 2 – Proposed Action (Construct New Parking Area)

The proposed new parking area would provide for an additional 15 marked spaces, including marked areas for three oversize vehicles, as well as accessible marked spaces nearest the trail. New signage would be placed along SR 158 alerting drivers about the new parking area and its location, thereby resulting in vehicles slowing down as they approach the overlook area. The potential for vehicular accidents would be reduced from the new signage alerting traffic of the upcoming overlook area. The separate access road from SR 158 to the new parking area would also help to reduce vehicle accident potential because parked vehicles departing the area would not need to back out onto SR 158.

The sight distances for vehicles departing from the overlook when meeting on-coming traffic on SR 158 from the new overlook parking access road would be approximately 1,300 feet to eastbound traffic and approximately 400 feet to westbound traffic. Under Alternative 2, the eastbound oncoming traffic entering site distance is greater than the minimum 580 feet recommended by NDOT (1999). However, westbound site distance would be less than the minimum recommended distance. Installing an acceleration lane for vehicles departing the overlook parking area could mitigate these site distance effects (NDOT 1999).

3.2.7.3 Alternative 3 – Improve Existing Parking Area

Improvements to the existing parking area would help alleviate the lack of accessible parking. However, there is no additional area at the existing site to increase parking capacity along SR 158; thus resulting in an inability to meet the parking demand for both standard and oversize vehicles, particularly during times of increased holiday/vacation use. New signage would be placed along the highway alerting vehicles of the improved parking areas. The parking area would be delineated such that there would be no backing out directly onto the highway and having controlled ingress and egress would improve the safety for vehicles moving onto the highway. In/out signage would help minimize hazards entering and leaving the parking area.

Under Alternative 3, inadequate sight distances would remain similar to Alternative 1, and vehicular safety issues would not be remedied. Thus, effects from vehicles departing the overlook parking area would be the same as described under Alternative 1.

Chapter 4
References

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Chapter 5
List of Agencies and Persons Consulted

Agencies	Persons
Silent Heroes of the Cold War	Dick Taylor and Steve Ririe
Nevada Division Of Historic Preservation	Ronald James
Nevada Department of Wildlife	Roddy Shepard
Nevada State Historical Preservation Office	Rebecca Palmer
Nevada Department of Transportation	
U.S. Fish and Wildlife Service	Robert Williams and Amy LaVoie
Las Vegas Paiute Tribe	
Moapa Band of Paiutes	
Pahrump Band of Paiutes	
Kaibab Southern Paiute Tribe	
Paiute Indian Tribe of Utah	
Chemehuevi Tribe	
Chemehuevi of the Colorado River Indian Tribes (CRIT)	

APPENDIX A

Summary of Scoping Comments Received on Desert View Overlook Rehabilitation Project

Table A-1. Summary of Written Scoping Comments Received for the Desert View Overlook Rehabilitation Project

Name	Date	Comment	Response
Dick Taylor and Steve Ririe	1/15/04	Representing Silent Heroes of the Cold War Organization. Requesting confirmation that funding is available, trail is ADA accessible, and would like to help with interpretive signs.	Funding is available for parking expansion, trail relocation and new interpretive signs. Pathway will be ADA accessible, and these individuals will be contacted when interpretive signs are designed.
Nevada Department of Wildlife	3/1/04	Requesting description of area of impact, map of planned trail and interpretive display, whether plan might affect biodiversity hotspots, and information on presence of Palmer's chipmunk and northern goshawk.	Information requested is provided in EA. Surveys have been conducted for the chipmunk and goshawk, biodiversity hotspots are over 1.7 miles from site, and area of impact is accessed. However, a detailed map of the location of the new trail, parking area and interpretive display will be developed following results of the EA.
Nevada State Historical Preservation Office	3/10/04	Requests that the USFS place a Nevada historic marker at the site location.	Request will be considered as interpretive displays are designated.
U.S. Fish and Wildlife Service	3/16/04	Agency supports project because of recreational opportunity improvement and the area is outside biodiversity hotspots. Recommends biological surveys for sensitive species and avoidance measures if present, use of native vegetation for landscaping, preparation of a weed management plan, and interpretive material focus on ecology of Spring Mountains and Mojave and Great Basin deserts.	Surveys have been conducted as requested, native vegetation will be the primary component of all landscaping, a programmatic Forest-wide weed management plan will be followed, and interpretive displays will include ecology of area, as suggested.
Tom Dellaquila Design Scapes Inc	8/19/04	Voiced concern about dropping the construction of a vault toilet because "the ground is too rocky" but the parking area could be constructed on the same material with blasting. The reason for not constructing the toilet seemed inconsistent when both the construction of a parking lot and toilet would require blasting. He felt that toilet facilities would be needed.	A further discussion of why a toilet would not be constructed has presented in Chapter 1 under Other Comments and Concerns, section 1.6.2.