

# **CENTRAL CITY INTERMODAL TRANSPORTATION TERMINAL**

## **Environmental Assessment**

**Final**

**August 2007**



**Federal Transit Administration  
U.S. Department of Transportation**

**and**



**Regional Transportation Commission  
of Southern Nevada**

**CENTRAL CITY INTERMODAL TRANSPORTATION TERMINAL**  
Las Vegas, Nevada

**FINAL ENVIRONMENTAL ASSESSMENT**

Prepared by  
U.S. Department of Transportation  
Federal Transit Administration

And

Regional Transportation Commission of Southern Nevada

Pursuant to

National Environmental Policy Act of 1969, (42 U.S.C. § 4332);  
Federal Transit Laws, (49 U.S.C. Chapter 53); Title 49 U.S.C. § 303 (formerly  
Department of Transportation Act of 1966, Section 4(f);  
Executive Order 11990 (Protection of Wetlands);  
Executive Order 11988 (Floodplain Management);  
Executive Order 12898 (Environmental Justice); and  
National Historic Preservation Act of 1966, Section 106, (16 U.S.C. § 407f, et seq.).

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## ACRONYMS AND ABBREVIATIONS

APE	Area of Potential Effect	NDEP	Nevada Department of Environmental Protection
ASTM	American Society for Testing and Materials	NEPA	National Environmental Policy Act
BMP	best management practice	NNHP	Nevada Natural Heritage Program
BRT	Bus Rapid Transit	NO <sub>2</sub>	Nitrogen dioxide
CAT	Citizens Area Transit	NRHP	National Register of Historic Places
CATrail	Citizens Area Transit proposed light rail	O <sub>3</sub>	Ozone
CCITT	Central City Intermodal Transportation Terminal	PA	Programmatic Agreement
CFR	Code of Federal Regulations	Pb	Lead
CO	carbon monoxide	PCE	Perchloroethylene
dB	decibels	PM <sub>10</sub>	particulate matter less than 10 microns
dba	A-weighted scale	PM <sub>2.5</sub>	particulate matter less than 2.5 microns
DCE	Dichloroethene	REC	Recognized Environmental Condition
DTC	Downtown Transportation Center	RTC	Regional Transportation Commission of Southern Nevada
EA	Environmental Assessment	RTP	Regional Transportation Plan
EJ	environmental justice	SHPO	State Historic Preservation Office
EPA	United States Environmental Protection Agency	SIP	State Implementation Plan
ESA	Environmental Site Assessment	SO <sub>2</sub>	Sulfur dioxide
FTA	Federal Transit Administration	sq ft	square feet
GIS	geographic information systems	TCE	trichloroethene
GSA	General Services Administration	TIP	Transportation Improvement Program
LBP	lead-based paint	TPH	Total petroleum hydrocarbons
Ldn	day-night noise level	UPRR	Union Pacific Railroad
LOS	level of service	USFWS	U.S. Fish and Wildlife Service
LUST	Leaking underground storage tank	VOCs	Volatile organic compounds
MAX	Metropolitan Area Express		
NAAQS	National Ambient Air Quality Standards		

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# **CHAPTER 1**

## **PURPOSE AND NEED FOR THE PROPOSED ACTION**

### **1.1 INTRODUCTION**

The Citizens Area Transit (CAT) system provides public transportation for the Las Vegas Valley. Operated by the Regional Transportation Commission of Southern Nevada (RTC), the CAT system began service in December 1992 with 21 routes. The system has since experienced rapid growth and currently serves approximately 50 routes throughout the Valley and carries over 50 million riders a year.

The CAT system originated around a single, centrally located public bus terminal and transfer facility known as the Downtown Transportation Center (DTC). The DTC occupies approximately 4.7 acres of land located off of Stewart Avenue between Casino Center Boulevard and 4<sup>th</sup> Street in downtown Las Vegas, Nevada (see Figure 1-1). The City of Las Vegas owns the DTC and is planning to develop an entertainment complex and museum adjacent to City Hall using the DTC and adjoining land for this development.

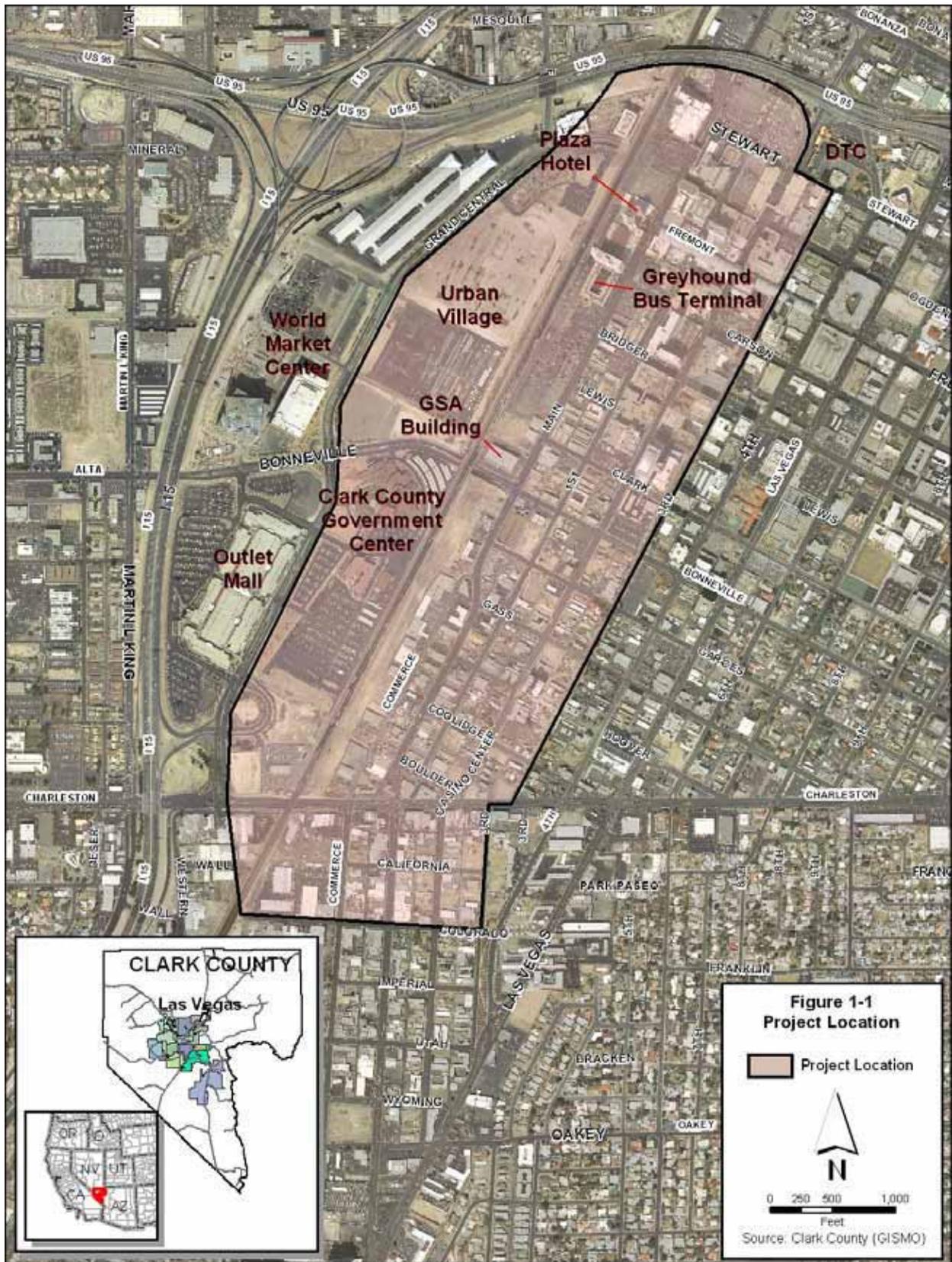
The DTC is a key transit operation and transfer site with CAT routes, City of Las Vegas City Ride bus routes, connecting intercity routes, and taxi and shuttle services using its facilities. The facility was designed in the early 1980s for the City of Las Vegas transit services. The RTC expanded the DTC in 1999 with more bus bays, a fare box probing facility, operator lounge, and additional passenger service and information facilities. The DTC has been operating at its full capacity for a number of years with 48 departures per hour during the peak period of 6:00 a.m. to 6:00 p.m. Most routes operate from 5:30 a.m. to 1:30 a.m. seven days a week, with 7 routes operating 24 hours a day. This number is expected to continually increase based on demand.

### **1.2 PURPOSE AND NEED**

The RTC, in conjunction with the Federal Transit Administration (FTA), proposes to construct and operate the Central City Intermodal Transportation Terminal (CCITT) in the downtown area. The purpose for relocating the DTC facility and its operations is to complement the City's planned development in that area.

A larger and more efficient transit facility is needed to manage the projected increase in riders and CAT bus departures. A larger facility is also needed to accommodate the expanded Metropolitan Area Express (MAX) Bus Rapid Transit (BRT) system and recently added double-deck buses (the Deuce). In addition, the relocation of the DTC operations is needed to interface with the CAT system.

The proposed new transportation terminal would meet the purpose and need of the expanding transit requirements in the Valley. The Regional Transportation Plan (RTP) FY 2004-2025 Transportation Improvement Program (TIP) FY 2004-2006 (RTC 2002) includes the construction of the CCITT and expansion of MAX BRT. The RTC Commissioners approved the addition of two MAX BRT and seven fixed route bus lines to the Valley's transit system within the next 10 to 14 years. The CCITT would be a hub for the regional transportation network, allow for more frequent routes and efficient transfers, and would accommodate the redevelopment of the downtown area. The CCITT would also increase the use of multiple-occupant vehicles, which would decrease the use of single-occupant vehicles.



### **1.3 LOCATION OF PROPOSED ACTION**

The CCITT would be located in downtown Las Vegas to accommodate the operations relocated from the DTC with minimal adjustment to bus routes. Approximately 6 to 8 acres of land would be required to accommodate a larger facility, expanded transit services, and increased ridership. The CCITT would be located in a study area bound by U.S. Highway 95 on the north, Colorado Avenue on the south, and from Grand Central Parkway on the west to 3rd Street on the east (Figure 1-1).

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## CHAPTER 2 ALTERNATIVES

### 2.1 SCREENING AND SELECTION PROCESS

Alternative sites for the proposed CCITT were identified and evaluated through a series of planning workshops. Initial site selection criteria were developed based on the RTC's long-range objectives and service goals for existing and future transit needs. The process began with defining the goals, objectives, expectations, and developing a common vision for the CCITT. The RTC identified service needs, physical conditions and constraints, and opportunities to consider when setting the criteria for site selection. Input was received from various government entities and stakeholders with an interest in the redevelopment of downtown Las Vegas, including the City of Las Vegas Planning and Development Department, Public Works Department, and Office of Business Development; the Las Vegas Arts District, and the Fremont Street Experience board.

A site evaluation matrix was then developed to apply to candidate sites to narrow the options by eliminating sites that could not support the RTC's requirements. The screening and selection process was focused on a limited number of sites due to the lack of availability of approximately 7 acres of property necessary to accommodate the site within the project area. Safety and security issues were not a major consideration in the screening and selection process due to the limited availability of property in the project location. The site evaluation criteria used in the matrix and applied to the sites included:

- Cost and ease of acquiring land
- Distance and linkages between existing and future intermodal connections
- Vehicular access and circulation
- Pedestrian circulation
- Development costs including demolition and construction
- Linkage to current and planned developments
- Catalyst for new transit-oriented development

The candidate sites were rated on each of these criteria on a 5-point scale from very favorable to seriously flawed. The sites with the highest point value were determined to be the best options for further evaluation.

Two sites were initially chosen (Main Street North and Main Street Crossing) and the RTC analyzed them in the *Central City Intermodal Transportation Terminal, Las Vegas, Nevada, Final Environmental Assessment (EA)* May 2004. The Main Street North alternative was chosen as the preferred alternative but, after a long negotiation, it was determined that the land for both alternatives analyzed in that EA could not be reasonably acquired.

The City of Las Vegas, in conjunction with the City of North Las Vegas and the RTC, hosted a planning meeting on January 25, 2006 to discuss future transportation needs. This meeting included city managers, planning managers, and public works members. Transit modes, alignments, and proposed locations of the new CCITT were discussed. Subsequently, two additional sites were identified for consideration, and are described in the following sections.

### 2.2 ALTERNATIVES CONSIDERED

The alternatives considered in this EA include two "build" alternatives and the No Action Alternative, which is required by the National Environmental Policy Act (NEPA). The alternatives for the proposed

CCITT include two different sites and configurations for the facility, either of which would be located in the same general area of downtown Las Vegas. The parcels required for the two alternatives differ slightly and are described in more detail in the following sections. The components that would be included in the proposed CCITT would be the same for both alternatives.

The proposed CCITT would include bays/stalls that support various modes of transportation; parking stalls; and office space needed to meet the functional requirements of the terminal; and possible amenities such as a food court and retail shops. The types of use and size requirements for the various components of the proposed CCITT are presented in Table 2.2-1.

**Table 2.2-1. Components of the CCITT**

<b>Component</b>	<b>Unit</b>	<b>Number</b>	<b>Explanation</b>
<b>Transit Mode</b>			
CAT Buses			
40' buses	Bay	28	The minimum height requirement for double-decker buses is 16'
60' buses	Bay	16	
Private providers, Trolley, Shuttles, Intercity 40' buses	Bay	5	
Paratransit - 30' vehicle	Space	2	
Downtown Connector BRT platform	Square Feet (sq ft)	TBD	
Bicycles	TBD	TBD	Bicycle rack/locker requirements
<b>Parking Requirements</b>			
Staff & Employee	Stall	30 (minimum)	
Short-term Visitor	Stall	10	
Electric Vehicle Hookup	Space	TBD	
Kiss "n" Ride	TBD	TBD	Drop off loop drive isle
<b>Functional Components</b>			
Drivers Lounge	sq ft	600	
RTC Staff	sq ft	600	
Dispatch	sq ft	200	
Supervisor Offices/Area	sq ft	600	Area for bus contractors
Management Offices	sq ft	660	Three offices each about 220 sq ft
CAT Com Computer Room	sq ft	200	
Conference Room	sq ft	200	
Customer Service & Ticketing	sq ft	500	
Lobby	sq ft	1,500	Enclosed waiting area
Pedestrian Walkways/Connectors	ft (wide)	TBD	
Restrooms	sq ft	2,000	Four sets on the main level (more levels would require more sets)
Security Personnel	sq ft	200	Accessible to vehicular entrance, which provides for controlling access for all forms of transportation, e.g., buses, deliveries, parking etc.
Security Screening Services	sq ft	200	Possible future federal requirement
<b>Amenities</b>			
Food Court	sq ft	3,000	
Police Substation	sq ft	1,500	
Gaming	sq ft	200	
Kiosks	sq ft	100	
Retail Shops	sq ft	6,000	TBD
Support Areas (storage, switch rooms, telephone rooms, etc.)	sq ft	2,000	20 percent of food court, gaming and retail combined

TBD – To Be Determined

### **2.2.1 Alternative 1 – Casino Center/Bonneville (Preferred Alternative)**

Alternative 1 is the preferred alternative. Under this alternative, the CCITT would be located on a site with up to approximately 5 acres of land (Figure 2-1), depending upon availability. The proposed site is bound to the north by Bonneville Avenue, south by Garces Avenue, west by Main Street, and east by Casino Center Boulevard.

The site is currently comprised of approximately 1.5 acres of commercial property, approximately 1 acre of vacant land, and approximately 2 acres of hotel/residential property. Approximately 0.5 acre of public right-of-way on 1<sup>st</sup> Street between Bonneville Avenue and Garces Avenue could also be included. The majority of the property within Alternative 1 has been acquired within the last year by a developer who has indicated he plans to raze all existing development and create a mixed use development.

The proposed CCITT would include most or all of the components presented in Table 2.2-1. Access to the facility would be at 1<sup>st</sup> Street and Bonneville Avenue and at Garces Avenue and Main Street. An elevated pedestrian link to developments along Bonneville and First Street, as well as to the property west of Main Street may be constructed in the future. The site could potentially have access to the Downtown Connector BRT platforms on Casino Center Boulevard and other possible BRT systems operating near the site in the future. However, the pedestrian link and platforms are not part of the CCITT project.

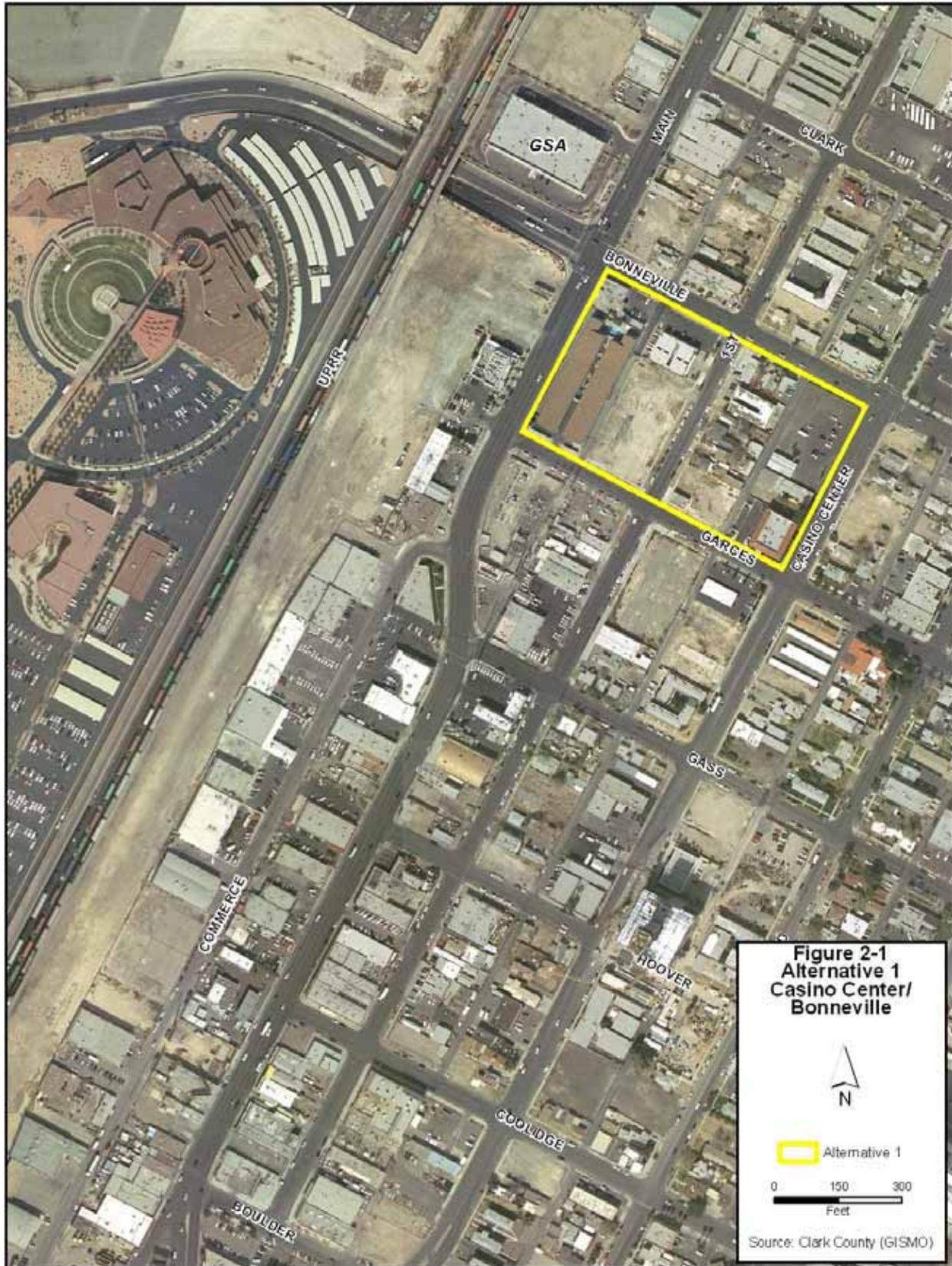
This alternative was chosen as the preferred alternative because it allows for more access options on all sides of the proposed site, facilitating easier entrance and exits to/from the site. The Alternative 1 site is located central to downtown Las Vegas and its shape will accommodate the facilities needed in fewer acres than Alternative 2. This site would also allow for parking, loading/unloading, and easier movement of the busses and traffic within the facility.

### **2.2.2 Alternative 2 – Main/Commerce**

Alternative 2 locates the CCITT on approximately 6.5 acres of contiguous land that is currently owned by the RTC and up to an additional 3 acres of land owned by others (Figure 2-2). This site is located east of the Union Pacific Railroad (UPRR) right-of-way, south of Bonneville Avenue, and west of Main Street and Commerce Street. The RTC is considering the acquisition of the surrounding parcels via purchase to make the facility configuration more feasible than it would be with just the RTC owned parcels. Therefore, the three parcels that are being considered for acquisition are analyzed as part of this alternative.

The facility would include the components presented in Table 2.2-1. Access to this site would be at Commerce Street and/or Main Street. A traffic signal would have to be installed on Commerce Street between Garces Avenue and Gass Avenue and/or on Main Street between Bonneville Avenue and Garces Avenue to accommodate ingress and egress of facility traffic. An elevated pedestrian link to cross the UPRR railroad corridor may be constructed in the future. This link would provide access between the CCITT and the Clark County Government Center, and indirectly to the City's 61-acre mixed use development to be located west of the railroad. The location would also accommodate possible future construction of a passenger rail or light rail platform, however, the pedestrian link and platforms are not part of the CCITT project.

This alternative was not chosen as the preferred alternative because it would not allow for easy entrance and exits to/from the facility. This site's location adjacent to the UPRR and behind existing commercial/industrial buildings only allows for entrance/exits on one side of the site and minimal integration with high activity land uses in the area. The shape of the site would not allow for proper parking, loading/unloading, and movement of the busses and traffic within the facility.





### 2.2.3 No Action Alternative

The CCITT would not be constructed under the No Action Alternative. However, the continued use of the existing DTC is not an option because the City has plans to use the DTC for other purposes and has stated that the RTC must relocate their transit facility. Therefore, the RTC would not have a transit terminal in the downtown area. Buses would need to be staged at several locations throughout the Valley in existing facilities and along roadways. Additional pick-up and transfer locations would be required to minimize the long queues of buses along roadways. There would be no central terminal for buses, no central location for interface with other transit modes, potential reductions in routes, and likely severe degradation of transit services, and none of the amenities that are currently provided at the DTC would be available. Because of these reasons, taking no action would not be a viable alternative.

## 2.3 ALTERNATIVES CONSIDERED AND ELIMINATED

Other alternative locations (Figure 2-3) for the CCITT were considered in development of the project, but were eliminated from further consideration. Each alternative that was eliminated from further analysis includes the components presented in Table 2.2-1.

As discussed in Section 2.1, the Main Street North and the Main Street Crossing alternatives (Figure 2-3) were analyzed in the *Central City Intermodal Transportation Terminal, Las Vegas, Nevada, Final Environmental Assessment* (May 2004) and thus will not be analyzed in this EA. The Main Street North alternative was chosen as the preferred alternative but the land for both alternatives analyzed could not be acquired. The remaining alternatives considered are described in the following subsections only and are not analyzed further in this EA.

### 2.3.1 Main and 61-Acre Development Alternative

Under the Main and 61-Acre Development Alternative, the CCITT would be located on two parcels of land totaling 9 acres in downtown Las Vegas. Area 1 is 5.8 acres located south of the Greyhound Bus Station (to a location north of Lewis Avenue), north of the General Services Administration (GSA) building (located on the northwest corner of Bonneville Avenue and Main Street), east of the UPRR tracks, and west of Main Street. Area 2 is 3.2 acres and is located west of the railroad and east of Grand Central Parkway.

The City of Las Vegas has plans to develop the 61 acres of land west of and adjacent to the railroad corridor and north of Grand Central Parkway. The RTC met with the City of Las Vegas to discuss the possibility of using part of the 61-acre site for the new CCITT. The City indicated that the 61 acres have already been programmed for development and are not available for the CCITT.

In addition, this alternative was eliminated from further consideration because of access issues and potential impacts to the 61-acre development area, including requirements for crossing of the UPRR tracks. Further, there is only one access point into Area 2. This access point, which is off of Grand Central Parkway, has issues relating to grade separation and road curvature. Another difficulty is that Area 2 is not accessible from Main Street and the monorail.



### **2.3.2 Bonneville On Main Alternative**

The Bonneville on Main Alternative locates the CCITT on two parcels of land totaling 9 acres. Area 1 is 2.9 acres and is located south of Clark Avenue, north of Bonneville Avenue, east of the UPRR corridor, and west of Main Street. Area 2 is 6.1 acres and is located from south of Bonneville Avenue to just north of Gass Avenue, east of the UPRR corridor, and west of Main Street.

The Bonneville on Main Alternative was eliminated from further consideration for the following reasons.

- It would require relocation of the GSA building, which would be costly because the building is new with a long-term lease in place.
- It would require construction of a bridge over Bonneville Avenue to connect areas 1 and 2, and there would be issues related to bus clearances for the bridge and traffic on Bonneville Avenue.

Bus circulation issues would occur in Area 1 because of the limited turn-around space.

### **2.3.3 Bonneville Off Main Alternative**

The Bonneville off Main Alternative is very similar to the Bonneville on Main Alternative except that the dimensions of areas 1 and 2 are slightly different. Area 1 is 4.7 acres under this alternative. The northern boundary of Area 1 is between Lewis Avenue and Clark Avenue. The southern boundary is just north of Gass Avenue. The eastern boundary is Main Street and the western boundary is the UPRR.

This alternative was eliminated from further consideration for the following reasons.

- It would require relocation of the GSA building, which would be costly because the building is new with a long-term lease in place.
- It would require construction of a bridge over Bonneville Avenue to connect areas 1 and 2, and there would be issues related to bus clearances for the bridge and traffic on Bonneville Avenue.
- The future rail facilities would be separated by a longer distance than some of the other alternatives.

### **2.3.4 Charleston Bridge Alternative**

The Charleston Bridge Alternative locates the CCITT on two parcels of land totaling 9 acres. Area 1, which is 7.5 acres, would be located between Charleston Boulevard and California Avenue, and between Main Street and the UPRR corridor. Area 2, which is 1.5 acres, would be located north of Charleston Boulevard and west of the UPRR corridor.

This alternative was eliminated from further consideration for the following reasons.

- It would require closing portions of Commerce Street to through traffic.
- It would require land acquisition and relocation of multiple private landowners.
- There would be long walking distances between the various transportation modes such as the Citizens Area Transit proposed light rail (CATRail), CAT buses, and Amtrak.
- There is no convenient direct access to the downtown area.
- There is no access to the 61-acre development.
- It makes one or more transportation modes less viable.
- There would be a possible conflict with a railroad freight spur at the west end of Area 1.

## CHAPTER 3

### AFFECTED ENVIRONMENT

The affected environment is the baseline against which potential impacts caused by the proposed action are addressed. This chapter focuses on the natural, physical, and social environment that has the potential to be affected by the construction and operation of the proposed CCITT. Sources used in defining relevant environmental conditions included the Resort Corridor Fixed Guideway Downtown Extension Environmental Impact Statement, land use plans, geographic information systems (GIS) data, maps and aerial photography, and information from field investigations and personal and professional knowledge of the area.

#### 3.1 LAND USE

This section discusses existing land use, comprehensive planning, and zoning within the proposed project area. The affected land use was defined from data and information from field surveys, planning documents, and maps.

##### 3.1.1 Existing Land Use and Zoning

Land use within the project area is primarily commercial with a mix of non-profit community facilities including City and County government buildings (Figure 3-1). Many old, single-family homes have been converted to offices that primarily house attorneys and accountants, although a few of these buildings are still used for residential housing. The Greyhound Bus Terminal occupies the southwest corner of the intersection of Carson Avenue and Main Street. The existing DTC facility is located off of Stewart Avenue between Casino Center Boulevard and 4<sup>th</sup> Street. The east and west side of Main Street from Gass Avenue to Garces Avenue is lined with a few commercial retail establishments, including the Icehouse Lounge and the Gambler's General Store. Government facilities in the vicinity of the project area include the GSA building located in the northwest corner at the intersection of Bonneville Avenue and Main Street; the Downtown Detention Facility and Regional Justice Center, which are both located on Casino Center Boulevard north of Bonneville, and the Clark County Government Center located south of Bonneville Avenue between the UPRR and Grand Central Parkway.

Approved zoning designations within the two alternatives include Industrial, Commercial Industrial, and General Commercial (City of Las Vegas 2006b). The zoning designations are shown on Figure 3-2. Table 3.1-1 lists the land use and zoning for the parcels located on the alternative sites.

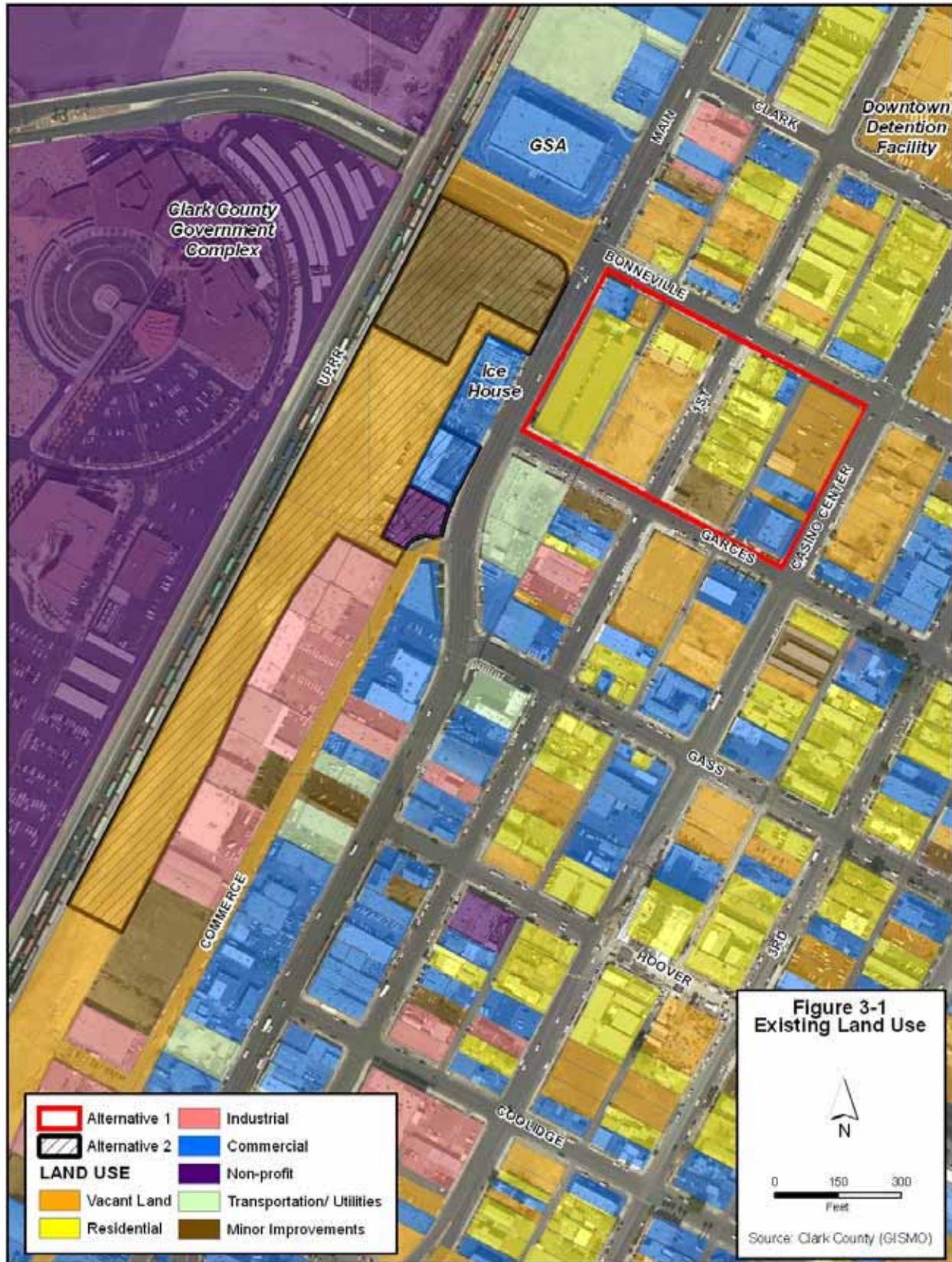
**Table 3.1-1. Existing Land Use and Zoning**

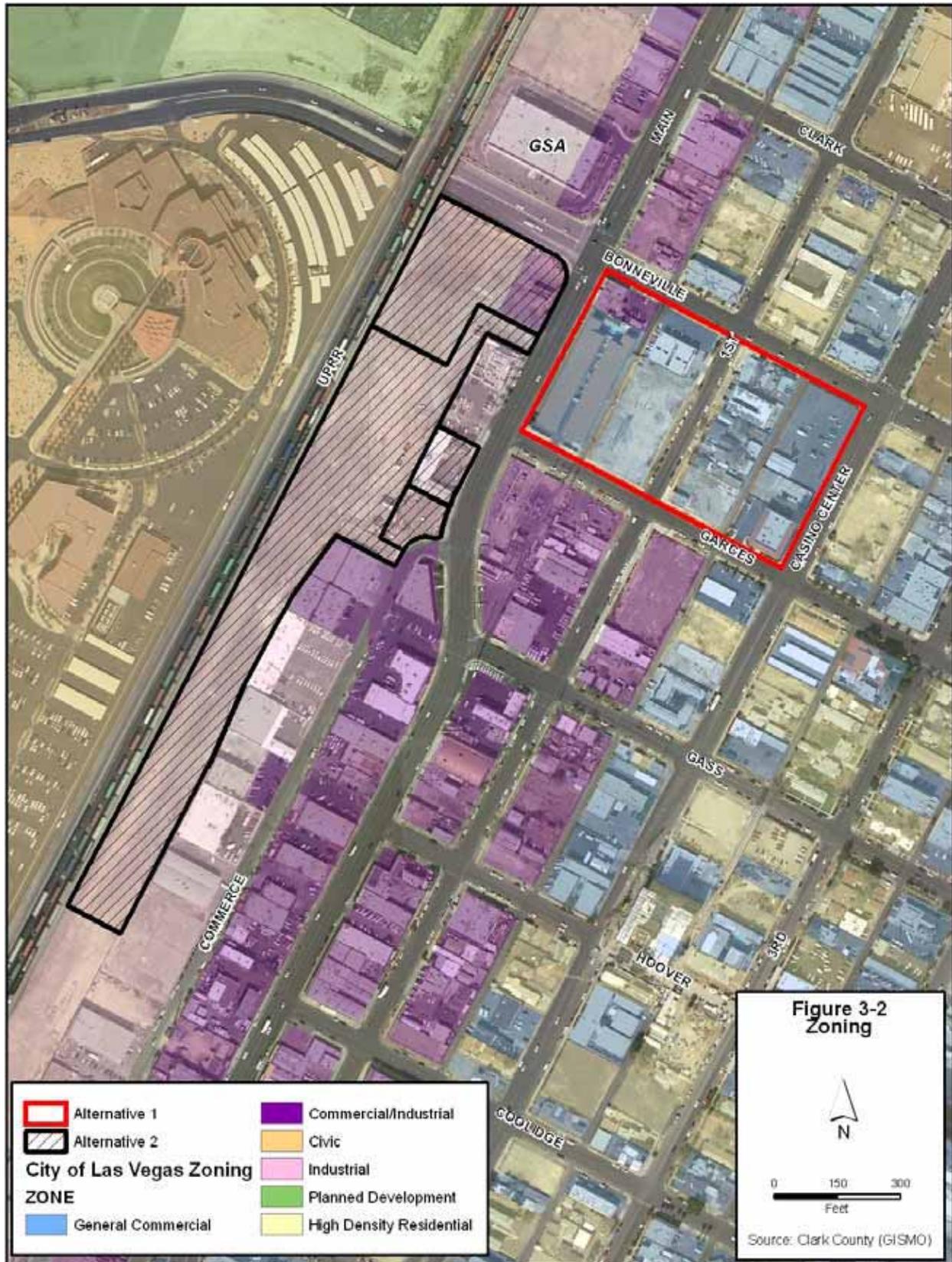
Current Use	Alternative 1		Alternative 2*	
	Number of Parcels	Acres**	Number of Parcels	Acres**
Commercial	13	1.5	2	0.7
Vacant	4	1.0	3	8.8
Residential	8	2.0	NA	NA
Public right-of-way (1 <sup>st</sup> Street)	1	0.5	NA	NA
<b>Zoning</b>				
Commercial Industrial District	2	0.5	1	2.3
Industrial District	NA	NA	4	7.2
General Commercial District	23	4.5	NA	NA

Source: Clark County 2006.

Notes: \* Alternative 2 includes the additional three parcels that could potentially be acquired.

\*\* Acres are approximate. NA=Not Applicable





The commercial property within Alternative 1 includes two bail bonds companies, one adult book store, and one two-story office building. The site also includes three apartment complexes, one of which is on one acre of land east of Main Street, and five residences. Approximately 1.3 acres is being used for parking and approximately one acre is vacant. At the time the study was done, many of the dwellings were occupied. But with the short term of leases for apartments (monthly) and transient nature of the Valley's population, the determination of whether or not a particular unit is occupied and how many occupants were there could only be estimated.

The Desert Manor Apartments includes one 161-unit building located at the northeast corner of the intersection of Main Street and Garces Avenue and a 30-unit building located at the southwest corner of the intersection of Bonneville Avenue and First Street. These apartments rent on a month-to month basis with 30 day notice for leaving, for \$585 per month. All of the units are studios and are all currently occupied. A 22-unit apartment building (name unknown) is located on 611 South First Street. These units rent on a month-to month basis for \$600 per month and are all occupied. The exact number of occupants in each of the units in these buildings is unknown.

Four buildings are located on parcel 13934311038. One of these is the primary residence but the other three buildings are duplex apartments with a total of six units. There are two residential buildings on parcel 13934311037 that include a total of four rental units. One building is a triplex. One small rental building is located on parcel 13934311036 (617 South First Street). All of these residential units are occupied. The number of occupants in each of the units and the terms of the current leases are unknown. A 1,000 sq ft residential building located on the east corner of the intersection of Main Street and Garces Avenue is boarded up and unoccupied.

Main Street Books and Video is an adult bookstore located south of the intersection of Bonneville Avenue and Main Street. It has been in business since 1991. Aardvark Bail Bonds, located at 111 East Bonneville Avenue, has been in business since 1997. One residential duplex is located next door (west) at 105 East Bonneville Avenue is vacant. Located to the west on the south corner of the intersection of Bonneville Avenue and First Street is a residential duplex that was used previously as a bail bonds business. It is unknown if this building is still occupied. The two-story office building located on the northwest corner of Garces Avenue and Casino Center Boulevard was constructed in 2001. It previously had ten businesses (nine law offices and one real estate office), but is now vacant. To the north, a 2,600 sq ft office building is currently being used for a law practice.

The five parcels, located southwest of the intersection of Bonneville Avenue and Casino Center Boulevard, are paved and have been used as a parking lot for adjacent businesses. A construction trailer is currently located on one of these parcels. Three vacant dirt lots located north of the intersection of Garces Avenue and First Street include signs that indicate a high-rise building is planned to be constructed there.

The RTC property within the Alternative 2 site is currently vacant and zoned for industrial use (Figure 3-1). The parcel to the north of the RTC land is also vacant. Most of this parcel is zoned for industrial use but the eastern portion is zoned for commercial/industrial use. The two parcels east of the RTC property are currently occupied. There is an active business, TNT Lawn Equipment, located at 708 South Main Street. The county assessor lists the current land use for 710 South Main Street as non-profit religious, however, it is currently being used as a trucking company, Rizza and Sons Trucking Company. Both of these parcels are currently zoned for industrial use (Figure 3-2).

### **3.1.2 Planned Land Use**

The project area is located within the Downtown Centennial Plan (City of Las Vegas 2005) area that sets forth a long-term strategy to re-establish downtown Las Vegas as a cultural, civic, financial, and business center. The Downtown Centennial Plan replaces the 1989 Redevelopment Plan for that part of downtown Las Vegas. The downtown area is subdivided into eight planning districts including a Casino Center, Office Core, Arts District, Northern Strip, East Fremont, Downtown South, and Parkway Center. The CCITT alternative sites are located within the Office Core, and Downtown South planning district with facilities for professional and government offices and pedestrian-oriented uses. Main Street would continue to serve as an alternative route for local north-south downtown traffic (City of Las Vegas 2000).

The City of Las Vegas General Plan (2000a) encourages the continuing development of downtown Las Vegas as the regional center for finance, business, government services, entertainment and recreation, while retaining the gaming and tourism vital to economic prosperity. Recently built projects and those under construction include the Premium Outlets, Gold Market, Soho Lofts, and Newport Lofts Condominiums. One of the major objectives of the General Plan is to improve transportation efficiency.

Proposed development in the City of Las Vegas downtown core is guided by the goals and objectives of the City of Las Vegas Downtown Centennial Plan. There are several large projects proposed in the general vicinity of the proposed CCITT including the Las Vegas Premium Outlet Mall expansion, and the World Market Center Furniture Outlet. The Las Vegas Premium Outlet Mall expansion project includes 109,370 sq ft of new retail and service commercial space. The mall is currently located on 40 acres between Interstate 15 and the Clark County Government Center. The World Market Center will have approximately 12 million sq ft of space for a furniture outlet, office space, convention center, and residences within a 10-year timeframe. The World Market Center, located north of the outlet mall between Interstate 15 and Grand Central Parkway, currently has 1.5 million sq ft of space and another 1.5 million sq ft under construction. Phase I of the project was completed in January 2005 and Phase II will be completed in 2006. Proposed and approved projects in the vicinity of the proposed CCITT are listed in Table 3.1-2. These proposed and approved projects include both commercial development and residential units. These projects are shown on the City of Las Vegas Future Downtown Projects Map (City of Las Vegas 2006a) and the City of Las Vegas Future Downtown Residential Projects Map (City of Las Vegas 2006c), which are both included in Appendix A. In addition, most of the land within the Alternative 1 site has been acquired within the last year by a developer who has indicated he plans to raze all existing development and create a mixed use development.

**Table 3.1-2. Future projects in the vicinity of Alternative 1 and 2 of the proposed CCITT.**

<b>Project Name/Description</b>	<b>Location</b>	<b>Status</b>
<b>Commercial</b>		
Las Vegas Premium Outlet Mall 109,370 sq. ft. expansion	The southwest corner of Bonneville Ave. and Grand Central Parkway	Approved
World Market Center Furniture Outlet (Phase II)	The northwest corner of Bonneville Ave. and Grand Central Parkway	Under Construction
World Market Center Furniture Outlet/2,175 unit parking structure	The northwest corner of Bonneville Ave. and Grand Central Parkway	Approved
Car Wash/Drive-Thru/Deli/Coffee Shop	Adjacent to Alternative 1 on Main Street, between Bonneville and Clark Avenue	Approved
Arts Garage	Corner of Gass Ave and Main St.	Proposed
Wedding Chapel/3,125 sq. ft.	Northeast corner of Third St. and Bonneville Ave.	Approved
Citymark/15 story, 355 unit mixed use	Southeast corner of Third St. and Bonneville	Under

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project	Ave.	Construction
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Note: This table continues on the next page.

**Table 3.1-2. (Continued)**

<b>Project Name/Description</b>	<b>Location</b>	<b>Status</b>
<b>Commercial (continued)</b>		
Simayof Tower/24 story, 460 units/20,000 sq. ft. Retail building	Southwest corner of Las Vegas Blvd and Clark Ave.	Proposed
150,000 sq. ft. 8-level Retail and Parking Structure	Southeast corner of 4 <sup>th</sup> St. and Bonneville Ave.	Approved
<b>Residential</b>		
Live/Work Block B/25 story residential building	Adjacent to Alternative 1 on northwest corner of Bonneville Ave. and 1 <sup>st</sup> Ave.	Approved
Live/Work Block C/311,654 sq. ft. residential building.	Adjacent to Alternative 1 on the northeast corner of Bonneville Ave. and 1 <sup>st</sup> Ave.	Approved
Club Renaissance/60 story 912 unit Building	Adjacent to Alternative 1 on the west side of Casino Center Blvd. between Garces and Bonneville Ave.	Approved
Grand Central Parkway Center/816 units	Southwest corner of Bonneville Ave. and Grand Central Parkway	Approved
Sandhurst Las Vegas/413 units	North of the northwest corner of Charleston Boulevard and Union Pacific Railroad corridor	Permitting
Elite Tower/451 units	Southeast corner of Casino Center Blvd and Gass Avenue	Approved
Stanhi Condo/425 units	Southwest corner of Gass Avenue and 3 <sup>rd</sup> Street	Approved
Newport Lofts/168 units	Northeast corner of Casino Center Blvd. and Hoover Avenue	Under Construction

Source: City of Las Vegas 2006a and 2006c.

In addition to the proposed and approved projects listed in Table 3.1-2, most of the Alternative 1 site is currently planned for future development. Livework LLC has recently acquired most of the parcels (17) within the Alternative 1 site and is currently proposing to construct a high-rise building north of the intersection of Garces Avenue and First Street, as indicated by the signs located on those parcels as discussed previously. The rental units located on some of the recently acquired parcels will not be re-rented out after the current occupants move out. Livework LLC also owns another 25 parcels located north of the Alternative 1 site and plans to develop those for mixed uses. Two Livework LLC residential buildings are listed in Table 3.1-2 as approved for construction by the City of Las Vegas. Two more residential buildings with a total of 103 residential units are proposed by Livework LLC in the vicinity of the project sites and have also been approved by the City of Las Vegas (City of Las Vegas 2006c).

### **3.2 SOCIOECONOMICS**

Clark County, Nevada is one of the fastest growing counties in the United States. The county population increased over 81 percent between 1990 and 2000 and another 29 percent from 2000 to 2005 (UNLV, 2006). The population in Clark County is projected to increase another 72 percent from the present population of approximately 1.8 million to 2.5 million people by 2024 (Nevada State Demographer 2006). Historically, more than 80 percent of the County's total population growth has come from net migration (in-migration minus out-migration). This reflects the stronger economic and demographic

trends toward the southwest (City of Las Vegas 2003). In-migration will continue to be a major demographic trend (Schwer and Riddel 2002).

The City of Las Vegas is growing rapidly from being the 63<sup>rd</sup> largest city in the United States in 1990, to the 32<sup>nd</sup> largest in 2000. Lodging services supported the most employment followed by construction, government services, finance, insurance, and real estate (RTC and FTA 2003). This trend is expected to continue in the future.

### **3.3 ENVIRONMENTAL JUSTICE**

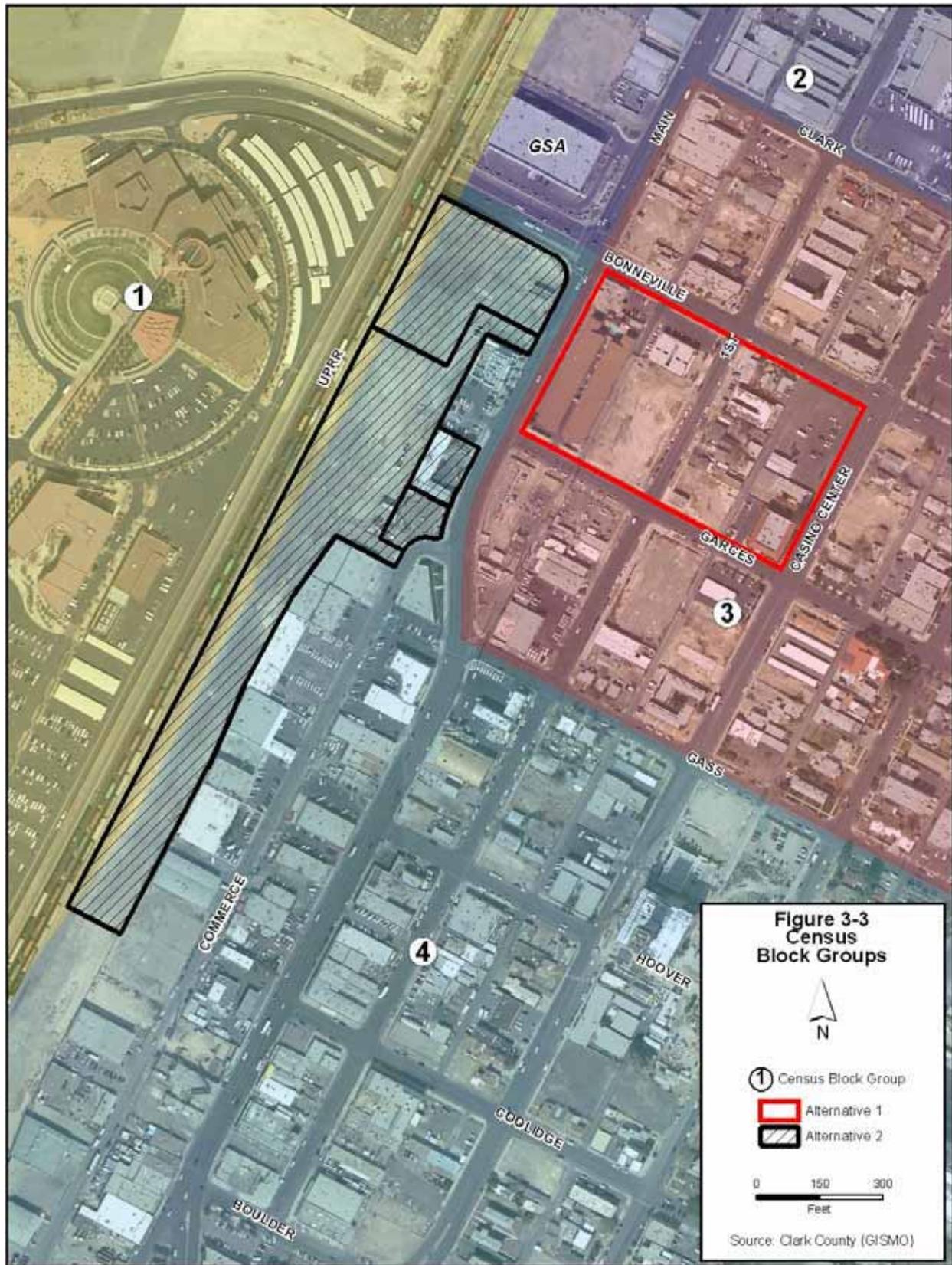
Federal agencies must identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations as directed by Executive Order (EO) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

The purpose of evaluating environmental justice (EJ) is to determine whether a disproportionate share of adverse impacts would be borne by minority and low-income communities from implementation of a federal action.

The U.S. Census Bureau defines a minority person as Black or African American, Hispanic or Latino, Asian, American Indian and Alaskan Native, Native Hawaiian and other Pacific Islander (U.S. Census Bureau 2000). The FTA defines minority populations as any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed program or activity. A predominantly minority area means a geographic area, such as a neighborhood, Census tract, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the proposed program or activity area (FTA 2006).

The U.S. Census Bureau defines the average poverty threshold for a family of four as a maximum annual income of \$17,029 or less for the year 1999 (Dalaker 2001). The 1999 poverty threshold was used because the 2000 Census information is derived from 1999 numbers. The FTA defines a predominantly low-income area as a geographic area, such as a neighborhood, Census tract, or traffic analysis zone, where the proportion of low-income persons residing in that area exceeds the average proportion of low-income persons in the recipient's service area (FTA 2006).

Census block group data from the 2000 U.S. Census Bureau was used to determine racial composition and income status. The census block groups within the project area are shown on Figure 3-3. Table 3.3-1 depicts the population information for those census block groups. Table 3.3-2 lists the median household income for the census block groups compared to Clark County and the poverty threshold. The block groups do not contain populations that are at least half minority status. The project area does not have minority status according to the U.S. Census Bureau definition of a minority population. However, according to the FTA's definition, the project area is considered a predominantly minority area because the percentage of minorities in the project area (46 percent) exceeds that of the minority population in Clark County (40 percent). The median household incomes for three of the four block groups are below the poverty threshold. Based upon the FTA definition, the project area is considered a predominantly low-income area. Therefore, the project area is considered an EJ population based upon race and income status.



**Table 3.3-1. Census Block Groups and Clark County Population Characteristics**

Block Group*	Total Population	White	Black	American Indian	Asian	Pacific Islander	Hispanic
1	642	250	196	8	11	3	164
2	2,900	1,578	842	24	50	3	357
3	437	262	43	5	44	5	67
4	726	319	89	6	3	2	248
Total	4,705	2,409			2,170		
Percent of Block Group Population**		51%			46%		
Clark County	1,375,765	828,669			547,096		
Percent of County Population**		60%			40%		

\* 1=Tract 3.01, Block 5; 2=Tract 7, Block 2; 3=Tract 9, Block 1; 4=Tract 9, Block 2

\*\* Does not equal total population by ethnicity or 100% because of census reporting by individuals

Sources: U.S. Census Bureau 2000; RTC and FTA 2003.

**Table 3.3-2. Census Block Groups and Clark County Income Characteristics**

Unit	Median Household Income
Block Group 1	\$9,375
Block Group 2	\$16,841
Block Group 3	\$17,500
Block Group 4	\$13,382
Clark County	\$44,616
Poverty Threshold	\$17,029

\* 1=Tract 3.01, Block 5; 2=Tract 7, Block 2; 3=Tract 9, Block 1; 4=Tract 9, Block 2

Sources: U.S. Census Bureau 2000; RTC and FTA 2003.

### 3.4 AIR QUALITY

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere. The quality of the air is measured against the National Ambient Air Quality Standards (NAAQS) set by the U.S. Environmental Protection Agency (EPA) for six criteria pollutants, carbon monoxide (CO), nitrogen dioxide, (NO<sub>2</sub>), sulfur dioxide, (SO<sub>2</sub>), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), lead (Pb), and ozone (O<sub>3</sub>). Among these six pollutants, only O<sub>3</sub> is not emitted directly from sources, but is formed in the atmosphere by the reaction of nitrogen oxides, volatile organic compounds (VOCs), and sunlight. These standards (or limits) are concentrations of the pollutant in the ambient air that is presumed to be protective of human health and the environment (EPA 2005a).

An area that violates the NAAQS for one or more of the criteria pollutants is classified by the EPA as being in non-attainment of the standard. Non-attainment areas are further classified based on the magnitude of the air quality problem. The Las Vegas Valley of Clark County has violated the standards for PM<sub>10</sub> and CO. The Valley is classified as serious non-attainment for both pollutants. Carbon monoxide in the urban environment is generated by the incomplete combustion of fossil fuels in motor vehicles. High concentrations of CO are typical near crowded intersections and along heavily traveled roadways carrying slow moving traffic. Increased development and growth in the Las Vegas Valley has added to the overall CO emissions and PM<sub>10</sub> levels. There have been no exceedances of the CO standard since 1998 and on May 20, 2005, the EPA made a final decision that Las Vegas, Nevada, and the surrounding area meets the federal public health air quality standards for CO (EPA 2005b). The Valley meets the annual standard for PM<sub>10</sub> but exceeds the 24-hour standard. Particulate matter is small enough to remain suspended in the air. Most of the PM<sub>10</sub> emissions are due to wind-blown dust from construction

activities, travel on unpaved roads, and disturbances of desert crust on vacant lands. The Las Vegas Valley was recently classified as a “basic” non-attainment area for O<sub>3</sub>. The region is designated as in attainment for SO<sub>2</sub>, particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>), and Pb (EPA 2005c).

The State Implementation Plan (SIP) is the collection of regulations, strategies, and control programs used by a state to reduce air pollutants to achieve attainment status. Clark County has developed SIPs that establish control measures to attain PM<sub>10</sub> and CO air quality standards. The CO portion of the SIP for the Las Vegas Valley was approved in January 2003. The EPA approved the PM<sub>10</sub> portion of the plan on May 4, 2004. Clark County is currently in the process of developing a SIP for O<sub>3</sub>, which is due by the year 2007.

### **3.5 NOISE**

Sounds that disrupt normal activities or otherwise diminish the quality of the environment are designated as noise. A sensitive receptor is commonly defined as the occupants of a facility or location where a state of quietness is a basis for use, such as a residence, school, or church.

Sound is measured in decibels (dB). The more intense a noise is the larger the decibel number and the louder the sound. Most human receptors cannot detect a change in sound of less than three dB. Noise is measured in dB on an A-weighted scale (dBA) to approximate the human ear’s sensitivity to noise. The metric for noise conditions over a 24-hour period is the day/night noise level (Ldn), which includes a 10-dB penalty for nighttime noise.

Noise-sensitive receptors in the vicinity of the proposed CCITT include hotels, motels, apartment buildings, and commercial retail establishments. The primary sources of noise in the project area are from traffic on the urban arterials, such as Main Street and Bonneville Avenue, and from the railroad. The noise level at the Thiftlodge Apartments/Motel on Main Street at Bonneville Avenue was measured at 71 Ldn (RTC and FTA 2003). These levels are typical of areas affected by major transportation sources or close to major freeways, but are considered undesirable for residential uses.

### **3.6 CULTURAL RESOURCES**

Cultural resources collectively include archeological, paleontological, historic, and architectural resources and Native American concerns. These resources are structures, items, places, or events considered important to a culture or community for reasons of history, tradition, religion, or science. Section 106 of the National Historic Preservation Act of 1966 requires that federal agencies consider the effects of their undertakings on cultural resources.

The Area of Potential Affect (APE) of a project represents the area that could be affected by direct or indirect impacts related to a project. The APE for the proposed CCITT was determined to be an area approximately the average length of a parcel, or one half the depth of a city block, on all sides of the two alternatives. The APE for this project is shown on the map included in Appendix B. The APE was surveyed for potentially historic structures in January 2007 by Marshall Historical Consulting (MHC 2007) for the CCITT project. The historic properties survey included all structures built on or before 1967 to evaluate eligibility for listing in the National Register of Historic Places (NRHP). Structures located in the project site that were included in the survey are listed in Table 3.6-1 and shown on Figure 3-4. A total of 27 structures in the APE were identified as being 40 or more years old. None of these structures are considered eligible for listing on the NRHP (MHC 2007).

**Table 3.6-1. Properties Evaluated for Eligibility for National Register of Historic Places**

<b>Address</b>	<b>Assessor's Parcel Number</b>	<b>Year Built</b>
10 Bonneville Avenue (Includes 1 associated structure)	139-34-311-007	1946
18, 19, and 20 Bonneville Avenue	139-34-311-017	1934
101 Bonneville Avenue	139-34-311-034	1910
105 Bonneville Avenue	139-34-311-033	1915
111 Bonneville Avenue	139-34-311-032	Mid-1960's
114, 116 Bonneville Avenue	139-34-311-031	1928 (1910)
526 S. 1 <sup>st</sup> Street	139-34-311-018	1930
611 S. 1 <sup>st</sup> Street	139-34-311-035	1956
617 S. 1 <sup>st</sup> Street (includes 2 associated structures)	139-34-311-036	1915
619 S. 1 <sup>st</sup> Street (includes 1 associated structure)	139-34-311-036	1930
621 S. 1 <sup>st</sup> Street (includes 1 associated structure)	139-34-311-036	1932
625 S. 1 <sup>st</sup> Street	139-34-311-039	1932
710 S. 1 <sup>st</sup> Street	139-34-310-017	1935
712 S. 1 <sup>st</sup> Street	139-34-310-016	1932
601 S. Main Street	139-34-311-009	1952
708 S. Main Street	139-34-302-004	1945
710 S. Main Street	139-34-302-005	1953
721,727 S. Main Street	139-34-310-003	1953
800, 810 S. Commerce Street	139-33-703-001	1961
814, 818, and 826 S. Commerce Street	139-33-703-002	1963
828 S. Commerce Street	139-33-703-004	1960
900 S. Commerce Street	139-33-703-005	1964
914, 926, 928 S. Commerce Street	139-33-801-004	1953
526 S. Casino Center Boulevard	139-34-311-049	1940
629 S. Casino Center Boulevard	139-34-311-065	1925
200 Garces Avenue	139-34-310-035	1949

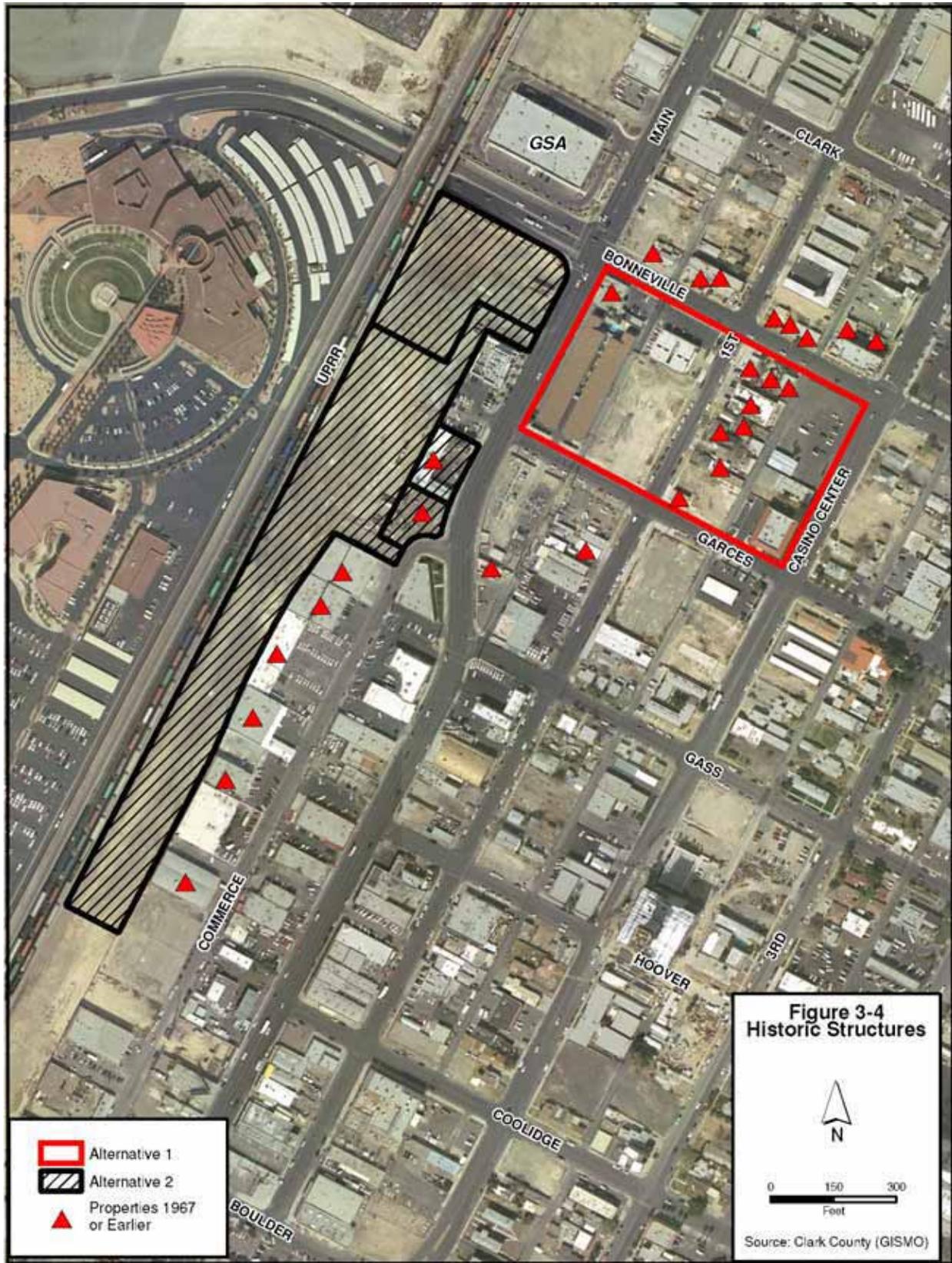
Source: MHC 2007.

### 3.7 TRANSPORTATION

The leading mode of travel in the Las Vegas Valley is the single-occupant vehicle. Approximately 94 percent of all person trips are made by private vehicle, 2 percent by public transit, and 4 percent by other modes such as walking, bicycle, taxi, private shuttle, or limousine (RTC and FTA 2003).

The CAT system provides regional public transportation service to over four million customers a month utilizing a variety of routes and bus stops throughout the Las Vegas Valley. The RTC has expanded the transit system substantially since inception of the system in 1992, providing service seven days a week from 5:30 a.m. until 1:30 a.m. and for 24 hours on ten of the routes. Approximately 48 buses per hour depart the existing DTC, traveling on various routes throughout the metropolitan area with many of these routes traveling on Main Street.

The level of service (LOS) at signalized and unsignalized intersections was analyzed by the RTC for the year 2005 for the Downtown Connector Project. Using the City of Las Vegas Traffic Impact Analysis guidelines, which are also the same for the RTC, a LOS D for a study intersection is considered



acceptable for traffic operations. Table 3.7-1 and Table 3.7-2 show the LOS and traffic counts of the intersections that were studied in the vicinity of Alternatives 1 and 2. Traffic counts for October 2005 were provided by the RTC with the a.m. peak period from 7:00 to 9:00 a.m., and the p.m. peak period from 4:00 to 6:00 p.m.

**Table 3.7-1. Level of Service (LOS) for Signalized Intersections.**

Intersection	AM LOS	PM LOS	AM Traffic Counts*	PM Traffic Counts*
Casino Center/Bonneville	A	B	1,800	2,600
Main/Charleston	D	F	7,100	9,800
Casino Center/Charleston	A	A	4,500	6,800

**Table 3.7-2. LOS for Unsignalized Intersections.**

Intersection	Approach	Movement	AM LOS	PM LOS	AM Traffic Counts*	PM Traffic Counts*
Main/Garces	SB	LTR	A	B	2,400	3,400
		LT	C	E		
	WB	R	A	B		
Casino Center/Garces	NB	LTR	A	A	450	750
	SB	LTR	A	A		
	WB	LT	A	A		
	EB	LT	A	A		
Main/Gass	WB	LT	C	C	2,400	3,400
		LT	B	C		
	WB	LT	C	E		
		R	A	B		
Casino Center/Gass	NB	LTR	A	A	470	830
	SB	LTR	A	A		
	WB	LT	B	B		
	EB	LT	B	B		

NB=North Bound, SB=South Bound, EB=East Bound, WB=West Bound.  
 LTR=Left/Through/Right (Shared Lane), LT=Left Turn, R=Right Turn  
 \*=Total, Approximate Counts N/A=No Information Available

The intersection of Main Street and Charleston Blvd. operates at LOS F in the p.m. peak hour. The left turn lanes at the intersections of Main Street and Garces Avenue and Main Street and Gass Avenue operate at LOS E during the p.m. peak hours. The LOS E and F represent extremely congested conditions, LOS E roads operate at conditions that are at or near capacity and LOS F are operating over capacity causing stop-and-go waves (Transportation Research Board, 2000). The remaining intersections operated at an acceptable level. Pedestrian traffic in the vicinity of the project site is nominal.

There are 48 bus departures per hour from the DTC. Based upon the a.m. and p.m. traffic counts listed in Tables 3.7-1 and 3.7-2, the percentage of movements attributed to bus traffic was calculated. If all the bus departures were to go through each of the intersections, the percentage of movements attributed to bus traffic would be 5 percent at Casino Center Boulevard and Bonneville Avenue, 3.5 percent at Main Street and Garces Avenue, 16 percent at Casino Center Boulevard and Garces Avenue, 3 percent at Main Street and Gass Avenue, and less than 1 percent at the intersections of Casino Center Boulevard and Charleston Boulevard and Main Street.

### **3.8 BIOLOGICAL RESOURCES**

Biological resources include the native or introduced plants and animals and the habitats in which they occur. The resources include vegetation communities, wildlife populations, and species that are protected under the Endangered Species Act or by state or local regulation.

The Nevada Natural Heritage Program (NNHP) database (NNHP 2006) and the U.S. Fish and Wildlife Service (USFWS) list of endangered, threatened, proposed, and candidate species for Nevada (USFWS 2006) were reviewed by a qualified biologist and a field reconnaissance of the alternative locations was completed in March 2006. It was determined that no state or federally listed species or habitat occurs in the project area. The project area is located in a highly developed urban corridor that does not support habitat for any special status species or for other sensitive biological resources. There are no surface waters or riparian areas present to support any aquatic species. In addition, there were no noxious weeds observed within the project boundaries during the site reconnaissance.

### **3.9 WATER RESOURCES**

The surface drainage in the Las Vegas Valley consists of several large desert washes; however, none are located within or near the proposed CCITT location. There are no surface waters, 100-year floodplains, or jurisdictional wetlands located in the project area. The Las Vegas Wash located on the north side of U.S. Highway 95 is the nearest 100-year floodplain.

Most of the groundwater in the Las Vegas Valley region is derived from the alluvial soils in the Basin Fill and Muddy Creek Formation. The aquifer system generally consists of an upper aquifer and the lower aquifers where most groundwater is obtained. Natural flow of groundwater is generally southeasterly toward the Las Vegas Wash but zones of pumping and cliché beds often alter flow directions.

Relatively shallow groundwater is present and fluctuations of up to 5 feet have been recorded in the project area. Groundwater in the project area may range from 10 to 20 feet below ground surface. Natural water quality of regional shallow aquifers is poor and has been degraded by infiltration of irrigation waters and surface runoff containing fertilizers, organics, and other contaminants. In addition, chlorinated hydrocarbon solvents (perchloroethylene [PCE], trichloroethene [TCE], dichloroethene [DCE], and/or vinyl chloride) in groundwater have been reported near the intersection of Main Street and Bonneville Avenue. Concentrations of total petroleum hydrocarbons have been reported in the subsurface soils at the depth of groundwater in four borings located in Main Street between Fremont Street and Clark Avenue (RTC and FTA 2003, Terracon 2001).

### **3.10 VISUAL RESOURCES**

Visual resources include the physical (natural and manmade) and biological features of the landscape that contribute to the scenic quality of an area. Although relative values can be used to evaluate scenic quality, visual appeal is subjective and can vary among observers. The elements of visual quality include line, form, color, and texture. The location of an alternative within a particular view (foreground, middle ground, and background) is also important.

The visual character of the project area is described as a highly developed urban landscape. Urban elements in the existing landscape are a combination of commercial, residential, and light industrial developments. Structures in the immediate area include hotels, apartment buildings, residences, and office buildings. Structures in the project area include casinos, retail shops, restaurants, office buildings, and a bus station. Transportation corridors in the area include a paved and curbed roadway system with

attendant traffic signage and flow control systems. The terrain is generally flat and there are no unique natural visual resources on the near or far horizons. There are also no unique man-made structures in or adjacent to the project area.

### 3.11 HAZARDOUS MATERIALS

A review of information, environmental database records search, site reconnaissance, and Phase I Environmental Site Assessments (ESAs) for recognized environmental concerns were completed for the Alternative 1 site (Kleinfelder 2004a, 2004b, 2004c, 2005a, 2005b, and 2005c) and the Alternative 2 site (Terracon 2001). Site reconnaissance in connection with a third party review of the Kleinfelder ESAs was conducted for the Alternative 1 site in December 2005 and for the Alternative 2 site in January 2005 (PBS&J 2005).

The Phase I ESAs were conducted in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-00. The objective of the ESA is to identify recognized environmental conditions (REC), which are defined by ASTM as “the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.”

The Phase I ESA historical data review (Terracon 2001, Terracon 2002a, Kleinfelder 2004a, 2004b, 2004c, 2005a, 2005b, and 2005c) indicated that gasoline, oil, and solvents were stored in large tanks during the late 1940s to early 1950s at numerous locations along Main Street adjacent to the project alternative sites. These tanks are referenced on historical Sanborn Fire Insurance Maps as 3 “steel fuel oil tanks on ground” and a pump house structure along with other warehouse-type structures.

The project sites did not appear on any of the federal, state, or local environmental data bases. There are numerous sites adjacent to the Alternative 1 project site that are listed as corrective action, including leaking underground storage tank (LUST), Brownfields and orphan sites. A corrective action indicates that owners or operators of facilities that currently or formerly used, stored or disposed of petroleum products or hazardous substances are responsible for investigating and, as necessary, cleaning up releases to soil and/or groundwater at or from their facilities. An orphan site is a site with soil or groundwater contamination where the polluter could not be identified or the polluter refused to take action or pay for the cleanup. Several of the sites that are listed as corrective action are closed, and the remaining open sites are primarily PCE and petroleum hydrocarbon release sites. None of the sites identified as corrective action (closed or open) are directly up gradient of the proposed CCITT project sites (Terracon 2001, Terracon 2002a, Kleinfelder 2004a, 2004b, 2004c, 2005a, 2005b, and 2005c).

These ESAs did not include sampling or analysis of soil, groundwater, or building materials (PBS&J 2005). However, interviews with officials from the City of Las Vegas and the Nevada Division of Environmental Protection (NDEP) indicate that PCE contamination from historic releases has been found in the groundwater in the general vicinity of the CCITT project sites (Kleinfelder 2004a, 2004b, 2004c, 2005a, 2005b, and 2005c). It is likely that PCE contaminated groundwater, which is generally 10 to 20 feet below ground surface in the area, is present beneath the project sites. The ESAs also revealed that petroleum contaminated groundwater has been detected beneath the former UPRR rail yard located west of the project sites (Terracon 2002a). Groundwater remediation using pump-and-treat methods was conducted previously in the UPRR rail yard, and is being monitored by UPRR on a semi-annual basis for review by NDEP (Ninyo & Moore 2003).

Soils and groundwater testing was conducted in the vicinity of the project sites as part of the Preliminary Phase II Soil Sampling effort for the monorail project (RTC and FTA 2003, Terracon 2001). The Phase II

soil sampling and analysis detected chlorinated hydrocarbon solvents in groundwater samples collected near the intersection of Main Street and Bonneville Avenue. Concentrations of total petroleum hydrocarbons (TPH) in the subsurface soils at the depth of groundwater were found in four borings located in Main Street between Fremont Street and Clark Avenue. All of the sites are in the down gradient position from the former UPRR yard facility or the project alternative sites. Concentrations of TPH in subsurface soil at the depth of groundwater were detected in two borings located on the Alternative 2 site (Terracon 2002a, 2002b). There were no other detections of chlorinated hydrocarbon solvents or TPH above laboratory detection limits in the remaining bore holes included in the Preliminary Phase II sampling (RTC and FTA 2003, Terracon 2001).

Potential onsite RECs identified within the project sites include asbestos containing material or lead based paint in the buildings that are located within the Alternative 1 site (Kleinfelder 2004a, 2004b, 2004c, 2005a, 2005b, and 2005c). These RECs are not associated with the Alternative 2 site.

Storage of large quantities of hazardous materials currently does not occur in the vicinity of the proposed CCITT sites. No chemical containers, stained soil, standing water, or unusual odors were noted during the 2005 site reconnaissance. There was no visible evidence of prior agricultural or landscaping activity in the vicinity, thus significant use of pesticides or herbicides on the proposed locations is unlikely to have occurred. No wastewater systems such as pits, sumps, clarifiers, or grease traps were observed on the project sites during the site reconnaissance. Additionally, two existing underground fuel lines run along the west side of the UPRR corridor were identified. These fuel lines are located outside the boundaries of the proposed CCITT sites. Hazardous materials are transported through the area on the UPRR tracks.

### **3.12 GEOTECHNICAL CONDITIONS**

The project area lies within the northern Basin and Range Physiographic Province. The project site is located within Seismic Zone 2B as defined in the Uniform Building Code (International Conference of Building Officials 1997). Zone 2B is defined as an area with moderate damage potential. The potential for damage from seismic activity becomes more severe in Zones 3 and 4. Current design practices require facilities to be built to Seismic Zone 4 standards.

The Natural Resources Conservation Service (formerly U.S. Department of Agriculture Soil Conservation Service) mapped the soils in the project area and printed the soil survey in 1985 (Soil Conservation Service 1985). The soils are classified as Urban land and Spring clay loam. Alternative 1 consists of Urban land that is covered by asphalt, concrete, and buildings or other urban structures. Alternative 2 consists of Spring clay loam that formed in gypsiferous lacustrine sediment with 0 to 2 percent slopes. Typically, the surface layer is pale brown clay loam. The soil is moderately well drained with slow permeability and the available water capacity of the soils is high and the shrink-swell potential is moderate. The hazard of erosion from water is slight and the wind erosion hazard is high. The soil located on Alternative 2 has been graded and is highly compacted.

The occurrence of cliché and highly cemented soils is widespread throughout the Las Vegas Valley. Cliché deposits are generally encountered within 10 feet of the natural ground surface in the area; however, the thickness of the strata varies from a few inches to more than 10 feet. Excavation is difficult in cliché and cemented soils.

### **3.13 UTILITIES**

All of the typical utilities are located in the vicinity of the proposed project locations including storm drain lines, water lines, sanitary sewer lines, natural gas lines, electric power lines (overhead or

underground), telephone lines, fiber-optic cables, and overhead obstructions. The known major utilities located in the vicinity of the project area include a 24-inch main water line at the intersection of Main Street and Clark Street and overhead electric power transmission lines located between Main Street and First Street, and First Street and Casino Center Boulevard. There are minor utilities that provide tie-ins for structures adjacent to the project. Two existing fuel lines run underground on the west side of the UPRR corridor, which is located outside the boundaries of the proposed CCITT sites. Additional information regarding specific locations and depth of utilities would be determined during preliminary engineering.

### **3.14 SECTION 4(F) PROPERTIES**

Section 4(f) of the U.S. Department of Transportation Act of 1966 requires the FTA make concerted effort to preserve publicly owned park and recreation lands and publicly or privately owned historic properties of significance as determined by the officials having jurisdiction over the property.

There are no publicly owned park and recreation lands located in the area of the proposed CCITT. However, in the vicinity of the project location (Figure 1-1), the Clark County Government Center Amphitheater is considered a publicly owned park and recreation land. As discussed in Section 3.6, there are no historic structures determined eligible for listing in the NRHP on or adjacent to either alternative site.

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## **CHAPTER 4**

### **ENVIRONMENTAL CONSEQUENCES**

The purpose of this chapter is to determine the potential for significant impact on the human environment of a federal action and any alternatives. As defined in 40 Code of Federal Regulations (CFR) § 1508.14, the human environment is interpreted comprehensively to include the natural and physical resources and the relationship of people with those resources. Analysis of the proposed CCITT alternatives has focused on identifying types of impacts and estimating their potential significance. An impact is considered adverse when the outcome of the action results in undesirable effects. On the other hand, a beneficial impact can result if the current condition is improved or if an existing undesirable effect is lessened. Each resource section describes the methods and significance criteria used for analysis.

Cumulative impacts are most likely to arise when a relationship exists between a proposed alternative and other actions that have or are expected to occur in a similar location, time period, and/or involving similar actions. Projects in close proximity to the proposed CCITT would be expected to have more potential for cumulative impacts than those more geographically separated. Various agencies (federal, state, or local) or persons may be the proponents for these projects.

The potential direct, indirect, and cumulative impacts resulting from the proposed CCITT and alternatives are described in this chapter. Measures that would be taken to minimize or mitigate potential adverse impacts to the resources are also described.

#### **4.1 LAND USE**

Land use generally relates to how humans utilize land resources for economic values. Community development and land use plans were reviewed with zoning designations to determine impacts and compatible uses. Significant impacts to land use would occur if the proposed project would substantially conflict with land use plans and community goals; alter the character and use of the land in relation to surrounding uses; disrupt or divide the physical arrangement of an established community; or create a long-term loss of access for businesses and/or residences.

##### **4.1.1 Alternative 1 Impacts**

Alternative 1 would require the acquisition of up to 5 acres of property currently zoned for commercial use that is being primarily used as a parking lot, vacant land, small businesses, and residential use. Therefore, there would be a change to these current land uses within the project area. However, these changes would not conflict with planned land uses and would be compatible with current zoning designations. In addition, most of the land within the Alternative 1 site has been acquired within the last year by a developer who has indicated he plans to raze all existing development and create a mixed use development. The change in land use to construct the CCITT would facilitate plans that are included in the Downtown Centennial Plan (City of Las Vegas 2000). There would not be a disruption or division of the physical arrangement of the established community. Increased access to different modes of transportation would be a beneficial impact for businesses and residences in the area.

##### **4.1.2 Alternative 2 Impacts**

The 6.5-acre RTC property is vacant and not currently being used. The RTC may acquire approximately three acres of property located north and east of the RTC property for this alternative. Approximately 2.3 acres of this property is also vacant and currently not being used. Approximately 0.7 acres to the east of

the RTC property are being used for commercial purposes. Therefore, there would be a change to this current land use for these properties. However, these changes would not conflict with planned land uses and would be compatible with current zoning designations. These parcels are currently zoned for industrial and commercial/industrial uses. There would not be a disruption or division of the physical arrangement of the established community. As with Alternative 1, increased access to different modes of transportation would be a beneficial impact for businesses and residences in the area.

#### **4.1.3 No Action Alternative**

The No Action Alternative would not affect current land use or zoning. The No Action Alternative would not accomplish the purpose and need of the proposed project, which is to provide a larger more efficient transit facility to accommodate the projected increase in ridership. Increased development is projected to occur within this planning area and this would cause a greater need for access to businesses in the area, and therefore a greater need for the proposed CCITT.

#### **4.1.4 Indirect and Cumulative Impacts**

The proposed CCITT would accommodate the projected increase in ridership and would provide more efficient access to the area. This would indirectly impact existing and future businesses in the area that would also benefit from the increased ridership, level of access, and additional patrons that would travel to the downtown area via buses, bus rapid transit, taxis, and pedestrian crossings associated with the CCITT.

#### **4.1.5 Mitigation Measures**

The proposed facility would be consistent and compatible with current land uses and plans for the area. The preferred alternative would provide the travel capacity necessary to serve the area's current and planned land uses. Implementation of comprehensive land planning decisions such as the Downtown Centennial Plan would serve to mitigate any direct and indirect impacts to land uses.

### **4.2 SOCIOECONOMICS**

The economic impact of development activity is generally measured in terms of jobs, wages, and output. Impacts would be considered significant if long-term adverse effects to the income or social services of Downtown Las Vegas would occur or if proposed construction would noticeably affect the local economy or labor market.

#### **4.2.1 Alternative 1 Impacts**

Impacts to socioeconomic resources would be associated with the construction activity for the proposed project. A temporary impact to the local economy would occur from the increase in construction activity; however, this is expected to be minimal because of the ability of the local market to absorb the increase. The acquisition of private property for the proposed project would result in a reduction of county property-tax revenue from those properties. However, this impact would be minimized by an increase in business and sales taxes that would be generated by the CCITT tenants and patrons. Temporary and permanent employment opportunities would increase due to the construction activities and the increased services provided by the CCITT. Increased access to the downtown area would benefit the existing and future businesses. Therefore, impacts to the economy are expected to be beneficial.

Land would be acquired through realty actions with the RTC and individual property owners. A total of 25 full parcels would be required for Alternative 1 resulting in the relocation of residences and small businesses. Although most of the land within the Alternative 1 site was recently acquired by a developer who plans to raze all existing development and create a mixed use development, the RTC would comply with the policies and procedures for acquisition of real property and households in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (42 USC 4601, 49 CFR Part 24, as amended by 54 FR 8928, March 3, 1989). The RTC would provide compensation and assistance to those residences and businesses requiring relocation due to the CCITT project.

#### **4.2.2 Alternative 2 Impacts**

Alternative 2 would have similar impacts to socioeconomic resources as Alternative 1. Land could potentially be acquired through realty actions with the RTC and individual property owners. The RTC may acquire three parcels for this alternative. There is an active lawn equipment business located at 708 South Main Street. The county assessor lists the current land use for 710 South Main Street as non-profit religious, however, it is currently being used for a trucking company business. If these two parcels are acquired, this alternative would result in the relocation of these establishments. The parcel located north of the RTC property is currently vacant and would not require relocation assistance. The RTC would comply with the policies and procedures for acquisition of real property and households in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (42 USC 4601, 49 CFR Part 24, as amended by 54 FR 8928, March 3, 1989). The RTC would provide compensation and assistance to those residences and businesses requiring relocation due to the CCITT project.

#### **4.2.3 No Action Alternative**

The No Action Alternative requires the staging of buses along roadways throughout the Las Vegas Valley. Access to businesses would be impacted due to long bus queues and staging. Although the obstructed access would be a nuisance to patrons and business owners, it is unlikely that the impact to socioeconomic resources would be significant. This alternative would not accomplish the proposed project's purpose and need, which is to provide a larger more efficient transit facility to accommodate the projected increase in ridership and transit operations. In addition, the beneficial impacts resulting from the proposed CCITT would not be obtained.

#### **4.2.4 Indirect and Cumulative Impacts**

The proposed project would have beneficial indirect and cumulative impacts to socioeconomic resources. The indirect impacts would include an increase in permanent employment opportunities resulting from the increased accessibility to and from the area, and the new development that would occur as a result of the increased accessibility. Cumulative impacts would include the increased business and income opportunities for the community. New and existing businesses would be more accessible to patrons, therefore, businesses in the area would benefit.

#### **4.2.5 Mitigation Measures**

It would be necessary to acquire land for the proposed CCITT through realty actions with the RTC and individual property owners. The project would comply with the policies and procedures for acquisition of real property and households in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Relocation resources would be available to persons undergoing residential or business relocation resulting from the implementation of a proposed federal project. Displacement and relocation benefits may include reimbursement of property loss at fair market value, reimbursement of moving expenses, supplemental housing payments, and services such as relocation counseling.

## **4.3 ENVIRONMENTAL JUSTICE**

Impacts to EJ populations are considered significant if a disproportionate share of the adverse socioeconomic impacts is borne by minority and low-income communities.

### **4.3.1 Alternative 1 Impacts**

The project area was identified as an EJ community based upon race and income. Therefore, the project area is considered to be an EJ population. No adverse impacts have been identified that are disproportionately impacting the EJ population.

Alternative 1 would require the acquisition and relocation of one retail business, approximately seven professional businesses (including two bail bonds and one professional office building), at least eight occupied residences (including two apartment buildings and a 160-unit apartment complex), and two parking lots used by businesses. Displaced businesses would be justly compensated and given relocation assistance; therefore impacts would be the temporary inconvenience of relocation.

Residences and pedestrians in the vicinity of the project area would have greater access to other areas of the Las Vegas Valley and therefore benefit from an increase in employment opportunities. The increased access to minority and non-minority owned businesses in the vicinity of the project area would have a beneficial impact to the economy. In addition, the increased business development in the area would also create more job opportunities for low-income populations. Therefore, long-term impacts to EJ populations in the vicinity of the project area would be beneficial.

### **4.3.2 Alternative 2 Impacts**

Alternative 2 would not require the acquisition of land and relocation of residences or businesses from the 6.5-acre property. However, the RTC may acquire three parcels for this alternative. This would require the acquisition and relocation of two small businesses. This alternative would result in the same temporary impacts and beneficial impacts to the EJ population in the project area as Alternative 1.

### **4.3.3 No Action Alternative**

The No Action Alternative requires the staging of buses along roadways throughout the Las Vegas Valley including the downtown area. The staging of buses along streets would impede access to businesses and residences. Although the obstructed access would be a nuisance to patrons and business owners, it is unlikely that the impact to EJ populations would be significant. The staging of the buses on roadways would occur in many areas of Las Vegas and some of those areas may have EJ populations. However, the staging areas would not be limited to only areas containing EJ populations.

There would not be a central transit terminal in the downtown area to accommodate existing and future transit operations under the No Action Alternative. The EJ population in the project area would not benefit from the long-term transit, employment, and business opportunities of the proposed project.

### **4.3.4 Indirect and Cumulative Impacts**

The proposed project would have beneficial indirect and cumulative impacts to the EJ population in the project area. The indirect impacts would include an increase in permanent employment opportunities resulting from the increased accessibility to and from the area, and the new development that would occur

as a result of the increased accessibility. Cumulative impacts would include the increased business and income opportunities for the community.

### **4.3.5 Mitigation Measures**

The acquisition of land for the proposed CCITT may impact EJ populations. The impacts would be mitigated because the project would comply with the policies and procedures for acquisition of real property and households in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Relocation resources would be available to persons undergoing residential or business relocation resulting from the implementation of a proposed federal project. Displacement and relocation benefits may include reimbursement of property loss at fair market value, reimbursement of moving expenses, supplemental housing payments, and services such as relocation counseling.

## **4.4 AIR QUALITY**

The significance of impacts to air quality is based on federal, state, and local pollution regulations or standards. The proposed CCITT would have a significant impact on air quality if NAAQS are exceeded or sensitive receptors are exposed to increased pollutant concentrations. Emissions of CO and PM<sub>10</sub> come from vehicle exhaust and ground disturbing activities.

### **4.4.1 Alternative 1 Impacts**

Operation of the CCITT would attract new riders, which would reduce the number of people traveling by single-occupant vehicles. The reduction of single-occupant vehicles in the area would lessen car emissions, which would have a beneficial effect on air quality in the area.

Construction of the proposed CCITT would result in a slight localized increase in mobile source emissions and fugitive dust (suspended particulate matter) associated with vehicles, heavy equipment, and earth-moving activity. Potential air pollutants resulting from construction of the CCITT include CO, NO<sub>x</sub>, SO<sub>2</sub>, VOCs, and PM<sub>10</sub>. Air pollutant emissions arise from combustion of fuels in construction equipment, dust emissions from vehicular traffic on paved and unpaved areas, and dust emissions from soil and rock disturbances. These emissions are temporary and would cease when the construction activities are completed.

Emission estimates are calculated to determine the amount that could potentially be released during construction activities. To estimate uncontrolled PM<sub>10</sub> emissions from earth disturbances associated with the construction of CCITT, an emission factor of 0.42 tons PM<sub>10</sub> per acre per month is used. The value comes from the PM<sub>10</sub> SIP for Clark County (Clark County 2001). For Alternative 1, the total combined temporary and permanent disturbance would be 5 acres. The duration of the construction is expected to be 24 months. Therefore, construction of the proposed CCITT is expected to create a total of 50.4 tons (0.42 tons x 5 acres x 24 months) of PM<sub>10</sub> emissions from earth disturbance over the construction period or approximately 25 tons per year. This is below the threshold level of 70 tons annually that triggers a conformity determination. Under this alternative additional buildings would require demolition that would generate more fugitive dust. However, the estimated PM<sub>10</sub> emissions for disturbance of 5 acres are conservative and well below the threshold, thus impacts to air quality would be insignificant.

To estimate emissions from construction equipment exhaust, the maximum 8-hour daily emission rate of the pollutant for an average engine size can be used. These values come from Exhaust Emission Factors for Nonroad Engine Modeling – Compression Ignition Report (EPA 1998). These factors are used to calculate emissions in tons per month based on the type of equipment. The type of equipment that could

be used during construction includes scrapers, bulldozers, graders, loaders, backhoes, concrete trucks, compactors, and cranes. Expected CO emissions from these combined sources are estimated to be 46 tons over 24 months (approximately 23 tons per year), which is also below the 70 tons per year threshold. Not all construction equipment would be operating simultaneously or operating continuously for 8-hours; therefore, these calculations yield a conservative value. A general conformity determination is not required and impacts to air quality would not be significant.

Transportation plans must demonstrate air quality improvements towards reducing pollutants in order to conform to the SIP in achieving attainment status. The proposed CCITT must be contained within a transportation plan that conforms to the purposes of the Clean Air Act. The proposed CCITT is identified as a transportation improvement project in the combined Fiscal Year 2004-2025 RTP and the Fiscal Year 2004 to 2006 TIP for the Las Vegas Valley. The RTC determined that the RTP/TIP conforms to the applicable SIP for air quality. Therefore, the construction of this project conforms to the SIP.

#### **4.4.2 Alternative 2 Impacts**

The potential impacts that would occur under the Alternative 2 would be similar to those described for Alternative 1. For Alternative 2, the total combined temporary and permanent disturbance would be 9.5 acres. The duration of the project is expected to be 24 months. Therefore, construction of the proposed CCITT is expected to create a total of 95.8 tons (0.42 tons x 9.5 acres x 24 months) of PM<sub>10</sub> emissions from earth disturbance over the construction period or approximately 48 tons per year. This is below the threshold level of 70 tons annually that triggers a conformity determination.

The construction duration is the same for both alternatives thus the expected CO emissions from construction equipment sources are estimated to be the same as Alternative 1. Therefore, a general conformity determination is not required and impacts to air quality would not be significant.

Impacts from the operations of the proposed project would be the same as Alternative 1.

#### **4.4.3 No Action Alternative**

Commuters and visitors to the downtown area would continue to use single-occupant vehicles instead of the different transit modes available by the RTC. The No Action Alternative would not result in beneficial impacts to air quality. Increased, localized levels of exhaust emissions would occur in the immediate vicinity of the bus staging areas along roadways, which would result in a negative impact to air quality.

#### **4.4.4 Indirect and Cumulative Impacts**

The reasonably foreseeable future actions that have been identified for the project area include the increase in bus and automobile traffic and projected downtown development including the Las Vegas Premium Outlet Mall expansion, the World Market Center, and those listed on Table 3.1-2. Increased development in the area would create similar impacts to those resulting from the construction of the proposed CCITT. The cumulative impacts on air quality would result from increased ground disturbance and dust potential due to the combination of other development projects in the area.

Additional people would visit the downtown area to shop at the new Las Vegas Premium Outlet Mall stores and the World Market Center. It is anticipated that ridership would continue to increase resulting in an increase in bus traffic. In addition, it is likely that there would be an increase in automobile traffic in the area. Therefore, there may be an increase in the emissions associated with those buses and

automobiles. However, current and future traffic volumes are incorporated into the planning projections and transportation improvement programs for the Las Vegas Valley. The projected traffic increases associated with the CCITT were addressed in the SIPs, thus cumulative impacts would not be considered significant.

#### **4.4.5 Mitigation Measures**

A dust control permit is required for all soil disturbances or construction activities greater than ¼ acre in Clark County. Hence, the construction contractor would obtain the necessary permits from the Clark County Department of Air Quality Management and appropriate measures would be taken during construction activities to minimize the amount of fugitive dust generated and pollutants emitted from construction equipment. Measures would include a water or chemical suppressant program for dust abatement to minimize releases of fugitive dust and PM<sub>10</sub>, and restricting the idle time of diesel engines. The release of fugitive dust would be minimized by limiting the ground disturbance to the area necessary for staging of equipment and constructing the proposed CCITT.

### **4.5 NOISE**

The project was evaluated using the FTA noise impact criteria. In addition to federal guidelines, Clark County has developed codes for noise performance (Title 29.20.100) that set specific noise standards for facility operations and other uses. Title 29.20.100 of the Clark County code states that no noise provision would be applied to temporary construction or demolition activities when conducted during daytime hours. An impact would be considered significant if construction and operation of the CCITT resulted in a substantial increase in noise emissions that could not be minimized to an acceptable level through mitigation.

#### **4.5.1 Alternative 1 Impacts**

Construction activities would temporarily increase noise emissions in the project area during the daytime hours. Although adjacent receptors may be annoyed, no significant impacts are expected. Evening construction activities are not anticipated. Upon operation of the facility, a minimal localized increase in noise levels is anticipated from increased bus traffic in the area. The noise sources in the area are traffic on Interstate 15 and the main arterials, bus traffic from the Greyhound Bus Terminal, and trains on the UPRR tracks. The noise generated by the increased number of buses is consistent with the noise levels in an urban setting. In addition, there are few residential-sensitive receptors in the area. Implementation of Alternative 1 is not anticipated to substantially increase current noise levels or present a negative impact to the area.

#### **4.5.2 Alternative 2 Impacts**

Impacts would be the same for Alternative 2 as described for Alternative 1.

#### **4.5.3 No Action Alternative**

The No Action Alternative would require the staging of buses along roadways throughout the Valley. The queues of buses would create periodic localized noise increases in the staging areas.

#### **4.5.4 Indirect and Cumulative Impacts**

The concurrent construction activities associated with the proposed CCITT and the other projected development would result in cumulative increases in noise levels in the vicinity of the construction sites. Construction activities would occur during daytime hours; therefore, no noise provisions would be required. The increase in CCITT bus traffic noise would be offset by the decrease in Greyhound bus noise if the terminal moves. There is existing bus traffic in the area and neither site would substantially increase bus traffic.

#### **4.5.5 Mitigation Measures**

Construction equipment would not be operated during the evening and nighttime hours to minimize noise impacts. New, quieter buses would replace the older, louder buses as technology progresses and funds become available to replace the fleet. No other mitigation measures would be required.

### **4.6 CULTURAL RESOURCES**

An impact to cultural resources would occur if an action adversely affects the eligibility of the resource for listing in the NRHP. The impact would be significant if it resulted in the physical alteration, destruction, or loss of the resource.

#### **4.6.1 Alternative 1 Impacts**

The historic properties survey completed in 2007 by Marshall Historical Consulting located numerous buildings in the area surrounding the proposed CCITT location. There are multiple structures within Alternative 1 that were constructed on or before 1967, but were determined to not be eligible for NRHP listing owing to compromised integrity (MHC 2007). These properties would be directly impacted by construction of the CCITT however; no impacts to structures eligible for NRHP listing would occur.

#### **4.6.2 Alternative 2 Impacts**

All Structures located in and adjacent to Alternative 2 were determined not to be eligible for NHRP listing. There are two structures built before 1967 located within the two parcels east of the RTC property that were found not to be eligible for listing on the NHRP (MHC 2007). These properties would be directly impacted by construction of the CCITT if acquired however; no impacts to structures eligible for NRHP listing would occur.

#### **4.6.3 No Action Alternative**

No impacts to historic or cultural resources would occur under the No Action Alternative.

#### **4.6.4 Indirect and Cumulative Impacts**

The proposed CCITT would be built in a highly developed urban landscape and would be compatible with the existing visual character. Since no structures are eligible for NHRP listing, construction would not have indirect or cumulative impacts to cultural resources.

### 4.6.5 Mitigation Measures

If any previously unidentified resources are located during project activities, all work would cease and the SHPO would be contacted immediately.

## 4.7 TRANSPORTATION

An overall increase in ridership from local residents and tourists has affected the service level of buses, taxis, and shuttles for the entire Las Vegas Valley. The demand for public transportation is consistent with the growth and existing development in downtown Las Vegas. To meet the goal of maintaining adequate public transportation in the Las Vegas Valley, RTC has responded to the concerns in proposing to provide more service.

Impacts to transportation would be significant if they would adversely affect the level of service in the vicinity of the proposed CCITT. Existing and projected bus routes and traffic flow in the project area were used to help determine if the impacts to transportation would be significant.

### 4.7.1 Alternative 1 Impacts

With development of the Alternative 1 site, an increase in traffic (i.e., cars, buses, taxis and people) would occur in the vicinity of this location. However, this traffic would include the same traffic that is now occurring at the existing DTC facility. Existing bus routes originating from the DTC facility would need to be rerouted. This would cause initial short-term adverse impacts to people that regularly depend on those routes. The City Ride would change its existing route to originate from the proposed CCITT location. Exact locations and the degree to which the bus and City Ride routes are changed would be determined during preliminary design of the facility.

The projected 120 buses per hour that would depart the proposed CCITT by the year 2026 would increase existing traffic flow by approximately 9 percent. This is assuming all CAT vehicles would pass through the Casino Center and Bonneville Avenue intersection and current levels of traffic movements remain constant. The Casino Center and Bonneville Avenue and the Casino Center and Charleston Boulevard intersections currently operate at an acceptable LOS and the projected increase in bus traffic would not have a significant impact on the LOS in those areas.

Furthermore, the additional design features and amenities included as part of the proposed CCITT may affect traffic and transportation routes. The presence of taxis, paratransit, MAX BRT, CAT buses, bicycles, and pedestrians would increase in the proposed project area. However, the increase in available intermodal transportation that would accompany the proposed CCITT would be beneficial because it would provide a higher level of service to transit patrons and improve overall access to/from downtown Las Vegas. In addition, the proximity of the Alternative 1 site to planned mixed-use development and major civic activity centers would reduce traffic and demand for parking.

### 4.7.2 Alternative 2 Impacts

The impacts to transportation from Alternative 2 would be similar to those described for Alternative 1. The projected 120 buses per hour that would depart the proposed CCITT by the year 2026 would increase existing traffic flow at Main Street and Gass Avenue by approximately 8 percent. This is assuming all CAT vehicles would pass through the Main Street and Gass Avenue intersection and current levels of traffic movements remain constant. The Main Street and Gass Avenue intersection currently operates at acceptable levels with the exception of the left turn lane during the p.m. hours. The Main Street and

Charleston Avenue intersection currently operates at an acceptable level during the a.m. hours and at an unacceptable level in the p.m. hours. The projected increase in bus traffic would not have a significant impact on the LOS at Main Street and Gass Avenue but would impact the already over congested p.m. traffic flows at the intersection of Main Street and Charleston Avenue if all bus traffic was routed to that intersection.

### **4.7.3 No Action Alternative**

The No Action Alternative would result in bus queues along roadways throughout the Las Vegas Valley. The lines of buses would result in traffic delays caused by reduced visibility for automobile traffic, pedestrians embarking and disembarking the buses, and the merging of buses into traffic. Additional pick-up and transfer locations would be required to minimize the large queues of buses along roadways. There would be no central terminal for buses to accommodate demand and no interface with other transit modes. Missed schedules and overcrowded buses would continue to be a problem. In addition, there would be an increase in automobile traffic and parking demand due to planned development not having direct access to the existing DTC facility.

### **4.7.4 Indirect and Cumulative Impacts**

The reasonably foreseeable future actions that have been identified for the project area include the increase in bus and automobile traffic and projected downtown development including the Las Vegas Premium Outlet Mall expansion, the World Market Center, and those listed in Table 3.1-2. Increased development in the area would create similar impacts as those resulting from the construction of the proposed CCITT. Additional people would visit the downtown area to shop at the outlet and furniture stores. It is anticipated that ridership would continue to increase resulting in an increase in bus traffic. In addition, it is likely that there would be an increase in automobile traffic in the area. However, current and future traffic volumes are incorporated into the RTP/TIP and other planning projections for the Las Vegas region. Therefore, the cumulative impacts would not be considered significant.

### **4.7.5 Mitigation Measures**

The RTC would provide the general public with adequate time and information regarding the rerouting of buses and schedules. New routes and schedule changes would be posted in easily accessible locations for those people that depend on the routes. Ultimately, the increase in bus capacity provided by the proposed CCITT would alleviate ridership complaints. However, initial complaints associated with the changes are expected.

A signalized intersection on Main Street and Garces Avenue would be employed to accommodate ingress and egress of vehicles from the proposed CCITT. The signalized intersection would help to control traffic on Main Street. In addition, elevated pedestrian bridges may be constructed from the CCITT to the west side of the UPRR tracks to accommodate the increase in pedestrian traffic from the buses and to allow pedestrian access to/from the government center and the 61-acre development area.

## **4.8 BIOLOGICAL RESOURCES**

An impact to biological resources would be considered significant if an alternative would jeopardize the continued existence a species under federal or state protection or cause the spread of noxious weeds.

### **4.8.1 Alternative 1 Impacts**

The site does not support habitat for any special status species or for other sensitive biological resources. In addition, there are no listed noxious weeds within the project boundaries. Therefore, Alternative 1 would have no impacts to biological resources.

### **4.8.2 Alternative 2 Impacts**

Impacts would be the same for Alternative 2 as described for Alternative 1.

### **4.8.3 No Action Alternative**

No impacts to biological resources would occur under the No Action Alternative.

### **4.8.4 Indirect and Cumulative Impacts**

No indirect or cumulative impacts to biological resources would occur under any of the alternatives.

### **4.8.5 Mitigation Measures**

No mitigation measures would be required.

## **4.9 WATER RESOURCES**

Impacts to water resources would be significant if discharges to surface or ground water adversely impact water quality.

### **4.9.1 Alternative 1 Impacts**

There is no perennial surface water in the proposed project area therefore adverse impacts to surface waters would not occur. However, there is a potential that runoff flows from unprotected, disturbed areas would enter the municipal stormwater system during construction activities such as grading, clearing, equipment staging, and preparation of access to the site.

The CCITT alternative sites are not located in a 100-year floodplain. Therefore, the proposed CCITT would not alter the existing floodplain characteristics or impact any natural or beneficial floodplain values.

Traffic-generated impacts involve materials and chemicals that are deposited on the roadway, bus bays and parking lots by normal vehicle activity and accidents. Pollutants deposited accumulate as solids or viscous materials during periods of dry weather. The materials may contain concentrations of heavy metals such as lead or zinc and petroleum hydrocarbons. These pollutants would be transported into the stormwater drainage facilities during rainfall events. Relatively high concentrations of the pollutants may be created by the first flush effect of the initial rainfall because of the long dry seasons in Southern Nevada.

Groundwater in the vicinity of the proposed CCITT ranges from 10 to 20 feet below ground surface. Therefore, groundwater may be encountered if foundations are deeper than 8 feet. In addition, groundwater contamination has been discovered in wells located along Main Street. Groundwater contamination is discussed further in Section 4.11, Hazardous Materials.

### **4.9.2 Alternative 2 Impacts**

The potential impacts that would occur under Alternative 2 are the same as those described for Alternative 1.

### **4.9.3 No Action Alternative**

No impacts related to water resources would occur as a result of the No Action Alternative.

### **4.9.4 Indirect and Cumulative Impacts**

The reasonably foreseeable future actions that have been identified for the project area include the increase in bus and automobile traffic and projected downtown development including the Las Vegas Premium Outlet Mall expansion, the World Market Center, and those listed in Table 3.1-2. Increased development in the area would create similar impacts as those resulting from the construction of the proposed CCITT. The construction activities that occur concurrently would increase the potential to impact municipal stormwater systems. However, the use of best management practices (BMPs) to minimize runoff and sedimentation would eliminate this potential impact.

### **4.9.5 Mitigation Measures**

The mitigation measures to minimize the potential impacts to municipal stormwater systems, surface water, and groundwater resources would be incorporated in the preliminary engineering phase. Water quality standards would be maintained during construction and operation activities. Site-specific mitigation procedures would be incorporated into construction documents. All required permits related to water quality would be obtained prior to facility construction including a Clean Water Act Section 402 construction stormwater discharge permit from the NDEP. A Stormwater Pollution Prevention Plan would be prepared prior to any construction to avoid or mitigate potential water quality impacts during construction.

## **4.10 VISUAL RESOURCES**

The significance criteria used to evaluate potential impacts to the visual character of the project area was based on the duration and degree of potential changes to the existing area. An impact would be considered significant if an alternative permanently altered the existing character of the area in terms of overall form, line, color, and texture.

### **4.10.1 Alternative 1 Impacts**

Temporary impacts to visual quality would result from the presence of equipment, materials, and work force during construction activities. The permanent impact of the CCITT on the visual environment is considered minimal because it would be built in a highly developed urban landscape. The design of the facility and materials that would be used for construction would have a beneficial impact to the visual character of the area.

### **4.10.2 Alternative 2 Impacts**

Impacts would be the same for Alternative 2 as described for Alternative 1.

### **4.10.3 No Action Alternative**

The CCITT would not be built under the No Action Alternative; therefore the beneficial impacts of replacing older more dilapidated buildings with new buildings would not occur. In addition, the staging of buses along roadways throughout the Valley would result in temporary localized impacts to the visual character of the areas.

### **4.10.4 Indirect and Cumulative Impacts**

The visual character of areas has been taken into consideration during the planning of future developments. The current and projected downtown development, including the Las Vegas Premium Outlet Mall expansion, the World Market Center, and several high rise condominium structures, has been designed to be compatible with the existing and future visual character of the area (Section 3.1.2). The CCITT also would be designed to blend with the existing and future urban landscape planned for the downtown area. Therefore, the existing and foreseeable actions identified for the project area would not measurably contribute to cumulative impacts.

### **4.10.5 Mitigation Measures**

No mitigation measures would be required.

## **4.11 HAZARDOUS MATERIALS**

Impacts from hazardous materials would be significant if they would result in the creation of a potential health hazard; use, production, or disposal of materials that pose a hazard to people or animal populations; or interfere with emergency response plans or emergency evacuation plans.

### **4.11.1 Alternative 1 Impacts**

An increase in bus traffic, taxis, shuttles, and pedestrians from the proposed CCITT may result in a localized increased risk to exposure from hazardous materials. However, this type of activity is consistent with the growth and existing projects in downtown Las Vegas.

The database searches conducted by Kleinfelder listed numerous sites adjacent to the Alternative 1 project site that are identified as corrective action, however these sites were eliminated from further concern because they were listed in the databases as being closed, or they were judged to have a low probability of adverse impact on the proposed Alternative 1 site because they were not located upgradient of the proposed CCITT. The remaining open sites are primarily PCE and hydrocarbon releases. Storage of large quantities of hazardous materials currently does not occur in the vicinity of the proposed CCITT Alternative 1 site.

Analyses of soil and groundwater samples taken at various locations along Main Street and sampling and analysis of groundwater on the UPRR property to the west of the proposed sites have detected the presence of contaminants in the vicinity of the proposed CCITT. Groundwater in the project area ranges from 10 to 20 feet below the ground surface; therefore, contaminated groundwater may be encountered during subsurface construction activities.

The Phase I ESAs for the CITT sites indicated the area was previously occupied by facilities that stored gasoline, oil, and solvents in large steel tanks (Terracon 2001, Terracon 2002a, Kleinfelder 2004a, 2004b, 2004c, 2005a, 2005b, and 2005c). Regulations and spill prevention methods were historically lacking at

the time the tanks were in use, thus there is the potential that a release of these regulated substances occurred on or adjacent to the project location (Ninyo & Moore 2003). Therefore, contaminated soils and/or groundwater may be encountered during construction activities.

Construction activities and accidental releases from the construction equipment would create the potential for hazardous materials spills or leaks. Soils on the project site could be contaminated if hazardous substances such as lubricating oils, diesel fuel, or coolants were released. However, implementation of spill plans and proper equipment maintenance would minimize the potential of impacts.

Many of the buildings in downtown Las Vegas were built between 1940 and 1975; therefore, the structures on the proposed project site may possess asbestos-containing materials. The amount of asbestos-containing materials contained in the structures is undetermined at this time. Furthermore, structures constructed before 1978 are likely to contain lead-based paints (LBP) and, depending on the concentration of LBP, the debris may need to be disposed of in an approved landfill.

#### **4.11.2 Alternative 2 Impacts**

The potential impacts that would occur under Alternative 2 are similar to those described for Alternative 1. The buildings located on the two parcels, east of the RTC property may possess asbestos-containing materials. The amount of asbestos-containing materials contained in the structures is undetermined at this time. Since these structures were constructed before 1978, they are likely to contain LBPs and, depending on the concentration of LBP, the debris may need to be disposed of in an approved landfill.

Analyses of soil and groundwater samples taken at the Alternative 2 site have detected the presence of contaminants in the vicinity of and within the CCITT Alternative 2 site. Therefore, there is the potential for construction activities to encounter impacted soil within the Alternative 2 site. Groundwater in the project area ranges from 10 to 20 feet below the ground surface; therefore, contaminated groundwater may be encountered during subsurface construction activities.

The UPRR tracks to the west of the proposed site likely transport hazardous materials. However, the potential for a spill to occur that would affect the CCITT site is negligible.

#### **4.11.3 No Action Alternative**

No construction would be performed within either the Alternative 1 or Alternative 2 sites. Therefore, no impacts related to hazardous materials would occur as a result of the No Action Alternative.

#### **4.11.4 Indirect and Cumulative Impacts**

The reasonably foreseeable future actions that have been identified for the project area include the increase in bus traffic and projected development in downtown Las Vegas. Increased development in the area would create similar impacts as those described for Alternatives 1 and 2. The cumulative impacts relating to hazardous materials would result from increased construction activity and related developments. There would be an increase in construction debris and a greater potential for spills and leaks to occur. However, implementation of the appropriate BMPs would minimize the impact of accidental spills and leaks associated with construction activities.

### 4.11.5 Mitigation Measures

The contractor would be required to comply with hazardous materials use and disposal standards during project construction to reduce the potential for a hazardous materials spill. The contractor also would be required to implement appropriate BMPs to prevent or minimize the contamination of soils and groundwater. If a leak or spill occurs, the contractor would be required to clean up the site and dispose of contaminated materials or soils at an approved offsite recycling, incineration, or disposal facility. Stormwater General Permit NVR10000 for construction activities would be obtained because more than one acre of land would be affected under each alternative. As part of this permit, pollution prevention measures such as BMPs would be implemented.

Construction activities at depths greater than eight feet below ground surface may encounter contaminated soils and groundwater. Should the groundwater contain hazardous constituents above state action levels, treatment of water from dewatering operations may be required. Therefore, soils and groundwater suspected of being contaminated would be sampled and analyzed to determine the presence, type, and extent of contamination. Contaminated soils would be disposed of in a Nevada-licensed disposal site. The contaminated groundwater would be treated to acceptable levels for discharge. A construction-dewatering permit may need to be obtained and a treatment system available to remove/reduce the hydrocarbon components from the groundwater to meet the NDEP discharge levels at the discharge point (Terracon 2001).

Buildings that would be demolished as part of the proposed project would be surveyed before construction begins to determine the possible presence of asbestos-containing materials and LBP. Asbestos abatement would be conducted prior to demolition or renovation. The materials would be packaged in compliance with federal and state requirements and disposed of in a landfill that is permitted to accept asbestos-containing materials. Any LBP would be characterized to determine if they are a hazardous waste. Lead wastes that are found to be hazardous would be stored according to federal and state requirements and disposed of at a licensed disposal facility.

## 4.12 GEOTECHNICAL CONDITIONS

An impact to geotechnical conditions would be significant if it affects the rate of erosion, changes the characteristics of the soils, or prohibits the safe construction of the project.

### 4.12.1 Alternative 1 Impacts

Geological resources in the project area may be affected from ground disturbance associated with construction of the proposed facility but potential impacts would be insignificant. Potential effects to soils would occur during construction and would be of short duration and localized geographic extent. The impacts relate to erosion and sedimentation associated with grading and excavation. The effects of construction on soils would vary depending on the type of construction activity underway.

The land disturbance may result in a temporary increase in erosion and windblown dust until construction is completed; however, impacts would be insignificant with implementation of proper mitigation measures. Cliché deposits are commonly encountered within 10 feet of the ground surface and may hinder construction activities. No other known geologic or soil conditions would adversely impact construction or use of the proposed facility if appropriate engineering standards were followed for design. Other potentially adverse soil conditions that could affect the project include soil density (potential settlement), corrosivity, expansion, and susceptibility to erosion. However, with implementation of proper engineering designs and construction materials, any impact would be negligible.

The risk of seismically induced strong ground shaking is relatively low. Although Las Vegas is located in Seismic Zone 2B, implementation of current design practices would require facilities to be built to Seismic Zone 4 standards that would further reduce the risk of impacts from earthquakes. Therefore, impacts from major geologic hazards would not be significant.

#### **4.12.2 Alternative 2 Impacts**

The potential impacts to geological resources would be the same as those described for Alternative 1.

#### **4.12.3 No Action Alternative**

The CCITT would not be constructed. Therefore, impacts resulting from construction activities would not occur. The parcels of land that are currently vacant and undeveloped would continue to experience erosion from wind.

#### **4.12.4 Indirect and Cumulative Impacts**

The reasonably foreseeable future actions that have been identified for the project area include the increase in bus traffic and projected downtown development including the Las Vegas Premium Outlet Mall expansion the World Market Center, and those listed in Table 3.1-2. Increased development in the area would create similar impacts as those resulting from the construction of the proposed CCITT. The construction activities that occur concurrently would increase the potential for runoff and erosion that may impact municipal stormwater systems. However, the use of BMPs to minimize runoff and sedimentation would eliminate this potential impact.

#### **4.12.5 Mitigation Measures**

Although no significant impacts to geologic and soil resources are identified, potential wind erosion and fugitive dust generated during construction would be minimized by the application of water or chemical dust suppressants and by minimizing the amount of area needed for construction staging. Soils disturbed during construction activities would be stabilized with mulch or gravel to prevent erosion. Storm water management plans would be prepared to minimize and control erosion from water runoff. Proper grading would also be incorporated into the design so that water runoff is directed to drainage and retention structures. The potential for seismically induced strong ground motions is relatively low thus no special mitigation measures are warranted.

### **4.13 UTILITIES**

The project would comply with Clark County and City of Las Vegas procedures for utility construction, inspection, and operation. In addition, existing utilities would be maintained and protected in place during construction of the proposed CCITT to the maximum extent feasible.

#### **4.13.1 Alternative 1 Impacts**

The RTC would coordinate with all public utility and government agencies to avoid conflicts with the construction and operation of the proposed CCITT. Utility relocation, if necessary, would be among the first activities to be performed during construction and would involve localized excavation in rights-of-way to enable the relocation of existing underground utilities and/or utility tie-ins. There are two overhead electric power transmission lines located in the alley between Main Street and First Street at the west end

of Alternative 1 and in the alley between First Street and Casino Center Boulevard. These transmission lines would need to be relocated for the construction of CCITT. A rerouting of the electrical transmission line would be required or incorporated into the preliminary engineering design of the proposed CCITT. Generally, the relocation of the utility lines would be performed by private utility owners or contractors employed by publicly owned utilities. The 24-inch main water line located north of Alternative 1 at the intersection of Main Street and Clark Street will not be impacted by the proposed CCITT.

#### **4.13.2 Alternative 2 Impacts**

The potential impacts that would occur under Alternative 2 are similar to those described for Alternative 1. No impact would result from the 8-inch jet fuel pipeline that is located in the UPRR corridor.

#### **4.13.3 No Action Alternative**

No impacts related to utilities would occur as a result of the No Action Alternative.

#### **4.13.4 Indirect and Cumulative Impacts**

The reasonably foreseeable future actions that have been identified for the project area include the projected downtown developments including the Las Vegas Premium Outlet Mall expansion, the World Market Center, and those discussed in Section 3.1.2. Increased development in the area would create similar impacts to utilities as those resulting from the construction of the proposed CCITT. The cumulative impacts relating to utilities would result from increased construction activity and related developments.

#### **4.13.5 Mitigation Measures**

Utility work involving maintenance, support, and relocation of utilities would conform to applicable specifications, criteria, and standards of the private utility owners or public agencies. The design process would be coordinated with the private utility owners or public agencies. To the maximum extent feasible, the final design would avoid utility relocations. Temporary connections would be provided if a utility must be disconnected for an extended period of time. Users would be notified in advance of any anticipated service disruption and the Contractor would coordinate with the users and utility owner to schedule service outages for the most convenient time for all parties.

### **4.14 SECTION 4(F) PROPERTIES**

An evaluation of the immediate project area and of adjacent properties was conducted to determine presence of potential Section 4(f) resources. An impact or “use” of a Section 4(f) resource occurs when land is permanently incorporated into a transportation facility; there is a temporary occupancy of the resource; or there is a constructive use of the resource. A constructive use occurs when the project’s proximity impacts the protected resource.

#### **4.14.1 Alternative 1 Impacts**

There are no Section 4(f) properties on or adjacent to Alternative 1. There are structures on and adjacent to the Alternative 1 site that were constructed before 1967 (Figure 3-4), but are not historically significant. Therefore, there would be no impacts to Section 4(f) resources.

#### **4.14.2 Alternative 2 Impacts**

There are no Section 4(f) properties on or adjacent to Alternative 2. There are structures adjacent to the Alternative 2 site that were constructed before 1967 (Figure 3-4), but are not historically significant. Therefore, there would be no impacts to Section 4(f) resources.

#### **4.14.3 No Action Alternative**

No impacts to Section 4(f) resources would occur under the No Action Alternative.

#### **4.14.4 Indirect and Cumulative Impacts**

The CCITT would be built in a highly developed urban landscape and would be compatible with the existing visual character of the area. There are no structures eligible for listing on the NRHP located on or adjacent to either alternative site. No indirect or cumulative impacts would occur to Section 4(f) properties.

#### **4.14.5 Mitigation Measures**

A Section 4(f) analysis would not be required for either alternative. Therefore, mitigation measures for Section 4(f) resources would not be required.

## **CHAPTER 5**

### **PUBLIC INVOLVEMENT**

The objectives of public involvement for the CCITT EA were to expand public knowledge regarding the RTC and the proposed CCITT project. Public involvement is used to solicit input in identifying pertinent environmental issues to be addressed in the EA. Public involvement helps to promote communication between the RTC and other stakeholders.

A public notice announcing the availability of the Draft EA and the date and time for the public hearing was published in the *Las Vegas Review Journal* on Sunday, August 27, 2006, in the *El Mundo* on Saturday, September 2, 2006, and in the *Sentinel Voice* on Thursday, August 31, 2006. Copies of the notices placed in these papers are included in Appendix C. A notice flyer and comment card were also mailed to a total of 276 residences and businesses within the project sites and a total of 10 notices were mailed to property owners within the project sites. Copies of the notice flyer and comment card are included in Appendix C. The Draft EA was distributed to the Clark County Library District, Clark County Parks and Recreation, and was posted to the RTC website. Copies of the Draft EA were available at the RTC Administrative Building and at the public hearing.

The 30-day public comment period for the Draft EA was from August 28 through September 28, 2006. The public hearing was held on September 20, 2006 at the RTC Administrative Building. Displays, maps, and fact sheets describing the proposed project, alternatives, potential impacts, and the EA process were available at the public hearing. These are also included in Appendix C. A total of six people attended the public hearing. The public was encouraged to provide oral comments to the court recorder at the hearing or submit written comments during the comment period. No oral statements were recorded during the public hearing (see Appendix C).

A total of twelve written comments were received from ten people. Those comments and the responses to those comments are included in Appendix C. Some of the commenters expressed concern about potential relocation and associated timing and compensation. As discussed in Section 4.3.5, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, relocation resources would be available if this site were selected. Displacement and relocation benefits may include reimbursement of property loss at fair market value, reimbursement of moving expenses, supplemental housing payments, and services such as relocation counseling. One comment expressed concern for traffic congestion. Section 4.7 discusses traffic impacts. It is recognized that there may be an increase in traffic in connection with the proposed Alternative 1, but this would not represent a change in the current Level of Service. However, the increase in available intermodal transportation that would accompany the proposed CCITT would be beneficial because it would provide a higher level of service to transit patrons and improve overall access to/from downtown Las Vegas. In addition, the proximity of the Alternative 1 site to planned mixed-use development and major civic activity centers would reduce traffic and demand for parking. In addition, mitigation measures are described in detail in Section 4.7.5. The measures may include installation of traffic signals, elevated pedestrian bridges, and re-scheduling of routes. One comment supported Alternative 1 and two comments supported Alternative 2.

## **CHAPTER 6**

# **CONCLUSIONS**

The Regional Transportation Commission of Southern Nevada, in conjunction with the Federal Transit Administration, proposes to construct and operate the Central City Intermodal Transportation Terminal (CCITT) in downtown Las Vegas. The relocation of the existing Downtown Transportation Center facility and its operations was initiated in response to a request from the City of Las Vegas to vacate the City owned property and allow for planned development in that area. A new, more efficient transit facility is also needed to manage the projected increase in riders and transit operations in downtown Las Vegas while accommodating expansion of Bus Rapid Transit (BRT) systems and double-deck buses (the Deuce).

The alternatives considered in this Environmental Assessment (EA) include two “build” alternatives and the No Action Alternative, which is required by the National Environmental Policy Act (NEPA). The build alternatives for the proposed CCITT include two different sites and configurations for the facility, either of which would be located in the same general area of downtown Las Vegas. With Alternative 1, the CCITT would be located on a site of up to approximately 5 acres of land and is bound to the north by Bonneville Avenue, south by Garces Avenue, west by Main Street, and east by Casino Center Boulevard. Alternative 2 locates the CCITT on approximately 6.5 acres of contiguous land that is currently owned by the RTC and up to an additional 3 acres of land owned by others (Figure 2-2). This site is located east of the Union Pacific Railroad (UPRR) right-of-way, south of Bonneville Avenue, and west of Main Street and Commerce Street.

The build Alternative 1 was chosen as the preferred alternative because it would allow for more access options on all sides, facilitating easier entrance and exits to/from the site. The Alternative 1 site is located central to downtown Las Vegas and its shape will accommodate the facilities needed in fewer acres than Alternative 2. This site would also allow for parking, loading/unloading, and easier movement of the busses and traffic within the facility. There would be beneficial impacts to air quality by reducing the use of single-occupant vehicles; enhanced access to pedestrians from adjacent land uses; and increased intermodal transportation use and a beneficial impact to the local economy.

## CHAPTER 7

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## **Appendix A**

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**City of Las Vegas Future Downtown Projects Map  
City of Las Vegas Future Downtown Residential Projects Map**

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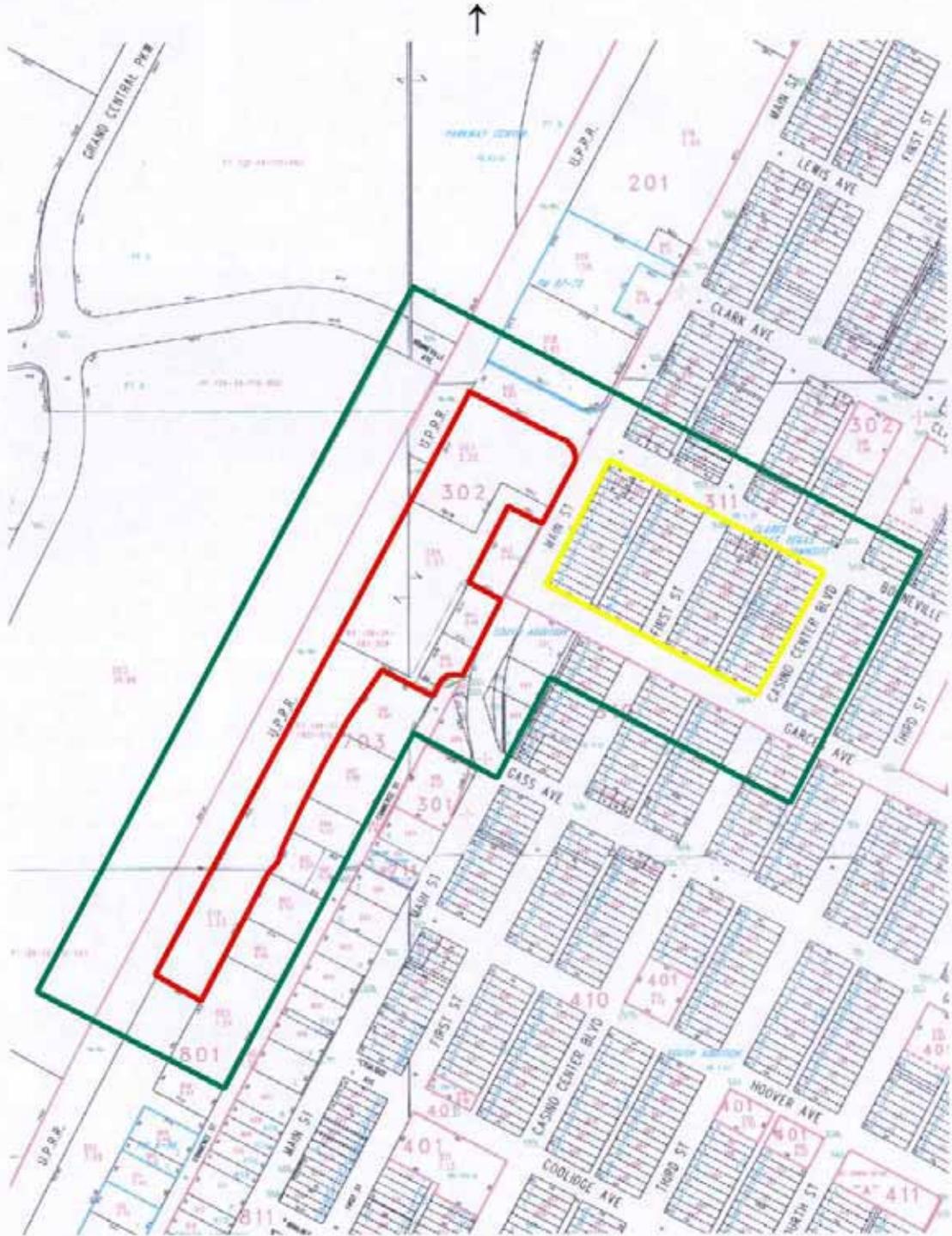




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**Appendix B**  
**CCITT Historic Properties APE Map**

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**INVENTORY AREA**

GREEN - AREA OF POTENTIAL EFFECT

YELLOW - ALTERNATIVE 1

ORANGE - ALTERNATIVE 2



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## **Appendix C**

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**Public Notices, Flyer, and Comment Card;  
Public Hearing Displays, Handout,  
and Public Hearing Transcript;  
Public Comment/Response Summary Table**

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**Public Notices, Flyer, and Comment Card**

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# • PUBLIC NOTICE •

## **Public Hearing and Comment Period Central City Intermodal Transportation Terminal Draft Environmental Assessment**

The Central City Intermodal Transportation Terminal is proposed as the new transit terminal that would replace the Downtown Transportation Center owned by the City of Las Vegas. A larger and more efficient transit facility is needed to manage the projected increase in riders and bus departures, including the expanded Metropolitan Area Express bus rapid transit system and double-deck buses. The Regional Transportation Commission of Southern Nevada is considering one of two alternate locations in the downtown area. The new terminal would be located in a study area bound by U.S. Highway 95 on the north, Colorado Avenue on the south, and from Grand Central Parkway on the west to 3rd Street on the east.

### **Public Hearing:**

4 – 7 p.m., Wednesday, September 20, 2006  
Regional Transportation Commission Administration Building, Room 108  
600 S. Grand Central Parkway  
Las Vegas, NV 89106

### **Comment Period:**

8 a.m., Monday, Aug. 28 – 5 p.m., Thursday Sept. 28, 2006

The Draft Environmental Assessment will be available Monday, August 28, 2006 on the Regional Transportation Commission Web site, at the RTC office or contact David Sheleheda at the address below. Comments must be postmarked by Thursday, September 28, 2006.

Send comments to:

Attn: **David Sheleheda**

Regional Transportation Commission  
600 S. Grand Central Parkway, Ste. 350  
Las Vegas, NV 89106-4512

**Questions: (702) 676-1500 ext. 1712**  
TDD (702) 676-1834 • FAX (702) 676-1589

[www.rtcnv.com](http://www.rtcnv.com)



# • NOTICIA PÚBLICA •

## **Audiencia Pública y Periodo de Comentario Terminal del Transporte Intermodal del Centro de la Ciudad Declaración de Evaluación Ambiental (Draft Environmental Assessment-EA)**

La Terminal del Transporte Intermodal del Centro de la Ciudad se propone como la nueva terminal de tránsito que reemplazara al Centro de Transportación operado por la Ciudad de Las Vegas. Una facilidad de tránsito más grande y eficiente es necesaria para manejar el aumento en pasajeros y salidas del autobús, incluyendo la ampliación del "Metropolitan Area Express" sistema de servicio rápido y el autobús de doble piso. La Comisión Regional de Transporte del Sur de Nevada esta considerando una de dos ubicaciones alternas en el área del centro. La nueva terminal se ubicaría en el área de estudio en U.S. Highway 95 al norte, Colorado Avenue al sur, y de Grand Central Parkway al oeste a 3rd Street en el este.

### **Audiencia Pública:**

4 - 7 p.m., miércoles, septiembre 20, 2006  
Regional Transportation Commission Admin. Bldg., Cuarto 108  
600 S. Grand Central Parkway  
Las Vegas, NV 89106

### **Periodo de Comentario:**

8 a.m., lunes, agosto 28 - 5 p.m., jueves, septiembre 28, 2006  
La Declaración de Evaluación estará disponible el lunes, agosto 28, 2006 en el sitio Web de la Comisión Regional de Transporte, y en las oficinas administrativas de la RTC. Los comentarios deben tener la marca sellos antes del jueves, septiembre 28, 2006.

### **Someter comentarios a:**

Attn: David Sheleheda  
Regional Transportation Commission  
600 S. Grand Central Parkway, Ste. 350  
Las Vegas, NV 89106-4512

**Preguntas: (702) 676-1500 ext. 1712**  
TDD (702) 676-1834 . FAX (702) 676-1589  
[www.rtcnv.com](http://www.rtcnv.com)





## **CENTRAL CITY INTERMODAL TRANSPORTATION TERMINAL**

The Regional Transportation Commission of Southern Nevada (RTC) is proposing to construct the Central City Intermodal Transportation Terminal as the new hub for transit operations in downtown Las Vegas. A larger and more efficient transit facility is needed to manage the continued increase in public transportation services, including the expanded Metropolitan Area Express (MAX) rapid transit system and Deuce double-deck buses, and would replace the existing Downtown Transportation Center. Toward this effort, the RTC has prepared a Draft Environmental Assessment and is considering one of two alternate locations in the downtown area near the intersection of Main Street and Bonneville Avenue as shown on the enclosed figures.

As previously advertised, the 30-day public comment period for this project will last from August 28, 2006 to September 28, 2006. The Draft Environmental Assessment is available for review on the RTC's Web site, [rtcsnv.com](http://rtcsnv.com), and at the RTC Administration Building. The RTC is also hosting a public hearing on the Central City Intermodal Transportation Terminal on Wednesday, September 20, 2006 from 4:00 p.m. to 7:00 p.m. at the RTC Administration Building, room 108, located at 600 South Grand Central Parkway.

Comments may be made on the Web site, at the public hearing, or on the enclosed comment card, which must be postmarked by Thursday, September 28, 2006. Send comments to:

Attn: David Sheleheda  
Regional Transportation Commission  
600 S. Grand Central Parkway, Ste. 350  
Las Vegas, NV 89106-4512  
Questions: (702) 676-1500  
TDD (702) 676-1834  
FAX (702) 676-1589  
[rtcsnv.com](http://rtcsnv.com)



Central City Intermodal Transportation Terminal  
Alternative Site Locations



Regional Transportation Commission of Southern Nevada  
CENTRAL CITY INTERMODAL TRANSPORTATION TERMINAL

Name: \_\_\_\_\_ Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Comment: \_\_\_\_\_  
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**SEND COMMENTS TO:** David Sheleheda, Regional Transportation Commission of Southern Nevada,  
600 S. Grand Central Pkwy. Ste. 350 Las Vegas, NV 89106-4512. Comments may be faxed to  
702-676-1589. Comments must be postmarked or faxed by September 28, 2006.

**Public Hearing Displays, Handout,  
and Public Hearing Transcript**

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# THE CENTRAL CITY INTERMODAL TRANSPORTATION TERMINAL

## Background

The Las Vegas Valley public transportation system, Citizens Area Transit (CAT), originally evolved around one centrally located public bus terminal and transfer facility known as the Downtown Transportation Center (DTC). Designed in the early 1980's for a system and ridership that was much smaller, the 3.5-acre DTC has been at its full capacity to accommodate buses since shortly after CAT's inception in December 1992. At that time, CAT began service with 21 routes, all on hourly service except for four routes with 30-minute service and carried nearly 15 million passengers in its first year. Since then the system has grown rapidly to 44 routes with 16 routes terminating or stopping at the DTC and serving nearly 60 million passengers. In addition to the CAT system, the City of Las Vegas has a bus service that also utilizes the DTC.

Even though a major redesign of the DTC in 1998 increased the facility's operational capacity, but the terminal is now operating at near maximum capacity. In addition, the Metropolitan Area Express (MAX) Bus Rapid Transit (BRT) system was implemented in June 2004 and the Deuce double-deck buses were added in October 2005. With the anticipated growth to the public transportation system and future multimodal options, the Regional Transportation Commission of Southern Nevada (RTC) would like to move forward with the design and development of a new intermodal transportation terminal in downtown Las Vegas. The proposed site would allow a true multimodal facility, hosting CAT fixed route bus, MAX bus rapid transit, and the Deuce double-deck bus service. As it is in the near vicinity of the Union Pacific rail lines, it could also allow connection with future intercity rail service as well as the possible maglev train. This will increase the ease of movement for the traveling public by facilitating transfers from one transit mode to another.



**CAT**

The RTC began the Citizens Area Transit (CAT) bus system in December 1992. It currently has 44 routes with 16 routes terminating or stopping at the DTC and serves over 50 million passengers annually.



**MAX**

The Metropolitan Area Express (MAX) is an innovative system approach to public transportation that utilizes an advanced technology vehicle, that can carry approximately 100 passengers and has a unique and attractive appearance. The system also features a transit-only lane; unique passenger "stations" with large seating areas, generous lighting, vending machines, and elevated platforms for near-level boarding; off-board fare collection; multiple door boarding; and transit signal priority that combine to make the system fast and efficient.



**The Deuce**

The Deuce provides an exclusive transportation option for locals and visitors alike along the busy Las Vegas Strip. The Deuce currently serves an average of 35,000 passengers per day with weekend peaks near 50,000 passengers per day and provides both an economical and environmentally sound transit option.

## Purpose and Need for the CCITT

The Central City Intermodal Transportation Terminal (CITT) is needed to accommodate the pending move of transit operations from the DTC, which is owned by the City of Las Vegas. The City is proposing to reuse the DTC and adjoining land in their downtown redevelopment plans. Therefore, the continued use of the DTC is not an option and the City has requested the RTC to relocate their transit facility.

A larger and more efficient transit facility is needed to manage the projected increase in riders and CAT bus departures. A larger facility is also needed to accommodate the expanded MAX-BRT system and the Deuce. In addition, the relocation of the DTC operations is needed to interface with the CAT system.

The proposed new transportation terminal would meet the purpose and need of the expanding transit requirements in the Valley. The CCITT would be a hub for the regional transportation network, allow for more frequent routes and efficient transfers, and would complement the redevelopment of the downtown area. The CCITT would also increase the use of multiple-occupant vehicles, which would decrease the use of single-occupant vehicles.

## Project Description

The proposed project would involve the construction of the CCITT on approximately 6 to 8 acres of property. The alternatives for the proposed CCITT include two different configurations for the facility, either of which would be located in the same general area of downtown Las Vegas. The land configurations are different but the components that would be included in the proposed CCITT would be the same for both alternatives. The project would be comprised of approximately 40 spaces for buses and a terminal building along with possible complementary retail/commercial uses.

### Alternative 1

Alternative 1 locates the CCITT on approximately 6 acres of land. The proposed site is bound to the north by Bonneville Avenue, south by Garces Avenue, west by Main Street, and east by Casino Center Boulevard. Alternative 1 would require the acquisition of approximately 1.5 acres of commercial property, approximately 1 acre of vacant land, and approximately 2 acres of hotel/residential property. Approximately 0.5 acre of public right-of-way on 1st Street between Bonneville Avenue and Garces Avenue would also need to be included.

### Alternative 2

Alternative 2 locates the CCITT on approximately 6.5 acres of contiguous land that is currently owned by the RTC and approximately 3 acres of adjacent land owned by others. This site is located east of the Union Pacific Railroad (UPRR) right-of-way, south of Bonneville Avenue, and west of Main Street and Commerce Street.

Alternative 2 could include the acquisition of approximately 0.7 acres of commercial property and approximately 2.3 acres of vacant land located to the east of the parcels currently owned by the RTC. The RTC is considering the acquisition of the surrounding parcels via purchase to make the facility configuration more feasible than it would be with just the RTC owned parcels.





**Central City Intermodal Transportation Terminal  
Project Location**



**Central City Intermodal Transportation Terminal  
Alternatives Considered and Eliminated**



# **THE CENTRAL CITY INTERMODAL TRANSPORTATION TERMINAL ENVIRONMENTAL ASSESSMENT**

## **Background**

The Las Vegas Valley public transportation system, Citizens Area Transit (CAT), originally evolved around one centrally located public bus terminal and transfer facility known as the Downtown Transportation Center (DTC). Designed in the early 1980's for a system and ridership that was much smaller, the 3.5-acre DTC has been at its full capacity to accommodate buses since shortly after CAT's inception in December 1992. At that time, CAT began service with 21 routes, all on hourly service except for four routes with 30-minute service and carried nearly 15 million passengers in its first year. Since then the system has grown rapidly to 44 routes with 16 routes terminating or stopping at the DTC and serving nearly 60 million passengers. In addition to the CAT system, the City of Las Vegas has a bus service that also utilizes the DTC.

A major redesign of the DTC in 1998 increased the facility's operational capacity, but the terminal is now operating at near maximum capacity. In addition, the Metropolitan Area Express (MAX) rapid transit system was implemented in June 2004 and the Deuce double-deck buses were added in October 2005. With the anticipated growth to the public transportation system and future multimodal options, the Regional Transportation Commission of Southern Nevada (RTC) would like to move forward with the design and development of a new intermodal transportation terminal in downtown Las Vegas. The proposed site would allow a true multimodal facility, hosting CAT fixed route bus, MAX rapid transit, and the Deuce double-deck bus service. As it is in the near vicinity of the Union Pacific rail lines, it could also allow connection with future intercity rail service as well as the possible maglev train. This will increase the ease of movement for the traveling public by facilitating transfers from one transit mode to another.

## **Purpose and Need for the CCITT**

The Central City Intermodal Transportation Terminal (CITT) is needed to accommodate the pending move of transit operations from the DTC, which is owned by the City of Las Vegas. The City is proposing to re-use the DTC and adjoining land in their downtown redevelopment plans. Therefore, the continued use of the DTC is not an option and the City has requested the RTC to relocate their transit facility. A larger and more efficient transit facility is also needed to manage the projected increase in riders, CAT bus departures, additional MAX rapid transit routes, and Deuce service.

The proposed transportation terminal would meet the purpose and need of the expanding transit requirements in the Valley. The CCITT would be a hub for the regional transportation network, allow for more frequent routes and efficient transfers, and would complement the redevelopment of the downtown area. The CCITT would also increase the use of more efficient transportation systems and help to offset traffic congestion and air pollution.

## **Project Description**

The proposed project would involve the construction of the CCITT on approximately 6 to 8 acres of property. The alternatives for the proposed CCITT include two different configurations for the facility, either of which would be located in the same general area of downtown Las Vegas. The land configurations are different but the components that would be included in the proposed CCITT would be the same for both alternatives. The

project would be comprised of approximately 40 spaces for buses and a terminal building along with possible complementary retail/commercial uses.

### Alternative 1

Alternative 1 locates the CCITT on approximately 6 acres of land. The proposed site is bound to the north by Bonneville Avenue, south by Garces Avenue, west by Main Street, and east by Casino Center Boulevard. Alternative 1 would require the acquisition of approximately 1.5 acres of commercial property, approximately 1 acre of vacant land, and approximately 2 acres of hotel/residential property. Approximately 0.5 acre of public right-of-way on 1st Street between Bonneville Avenue and Garces Avenue would also need to be included.

### Alternative 2

Alternative 2 locates the CCITT on approximately 6.5 acres of contiguous land that is currently owned by the RTC and approximately 3 acres of adjacent land owned by others. This site is located east of the Union Pacific Railroad (UPRR) right-of-way, south of Bonneville Avenue, and west of Main Street and Commerce Street. Alternative 2 could include the acquisition of approximately 0.7 acres of commercial property and approximately 2.3 acres of vacant land located to the east of the parcels currently owned by the RTC. The RTC is considering the acquisition of the surrounding parcels via purchase to make the facility configuration more feasible than it would be with just the RTC owned parcels.

## **The National Environmental Policy Act**

The Environmental Assessment (EA) for the CCITT has been prepared in compliance with the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of NEPA*, and Federal Highway Administration/Federal Transit Administration Environmental Impact and Related Procedures (23 CFR 771). The Act requires federal agencies, such as the Federal Transit Administration (FTA) to consider the environmental consequences of proposed actions in their decision-making process. The intent of NEPA is to protect, restore, or enhance the environment through a well-informed decision-making process.

## **Purpose of a NEPA Document**

The primary purpose of a NEPA document is to serve as a decision-making tool to ensure that the policies and goals defined in NEPA are incorporated into the ongoing programs and actions of the federal government. A NEPA document provides full and fair discussion of significant environmental impacts. In addition, it informs decision makers and the public of the reasonable and feasible alternatives that were considered in an effort to avoid or minimize adverse impacts, or enhance the quality of the human environment. An EA is prepared for actions with a federal nexus to provide sufficient evidence and analysis to determine whether to prepare an environmental impact statement or a finding of no significant impact. The CEQ regulations require that “agencies shall make diligent efforts to involve the public in preparing and implementing their NEPA procedures” (40 CFR 1506.6).

The FTA is the lead federal agency for the preparation of the NEPA document for the proposed CCITT. The Draft EA was made available for public and agency review and comment. Comments received on the Draft EA and responses to those comments will be included in the Final EA.

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REPORTER'S TRANSCRIPT

Central City Intermodal Transfer Terminal  
Environmental Assessment Public Meeting

Held on

Wednesday, September 20, 2006  
4 o'clock p.m. to 7 o'clock p.m.

Regional Transportation Commission  
600 South Grand Central Parkway

Room 108

Las Vegas, Nevada 89106

Reported by: Emily A. Gibb, RPR, CCR 709

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RTC Project Attendees

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Public Comments

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(Public Sign-in Sheet was attached to original transcript.)

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## RTC PROJECT ATTENDEES

Jacob Snow, RTC General Manager

Dr. Fred Ohene, RTC Assistant General Manager

David Swallow, RTC Principal Civil Engineer

David Sheleheda, RTC Public Information Specialist

Billye Jean Sisler, PBS&J Senior Scientist

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PUBLIC COMMENTS  
for the  
Central City Intermodal Transfer Terminal  
Environmental Assessment Public Meeting  
held on  
Wednesday, September 20, 2006  
4 o'clock - 7 o'clock

NO PUBLIC ATTENDEES REQUESTED TO PUT THEIR ORAL  
STATEMENTS ON THE RECORD AT THIS MEETING.

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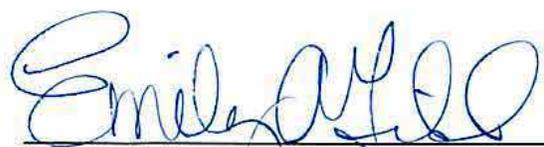
CERTIFICATE OF REPORTER

STATE OF NEVADA        )  
                                  )    SS:  
COUNTY OF CLARK        )

I, Emily A. Gibb, a duly commissioned Notary Public, Clark County, State of Nevada, do hereby certify: That I reported the public comments at the RTC Public Meeting on Wednesday, September 20, 2006, from 4 o'clock until 7 o'clock;

That I thereafter transcribed my said shorthand notes via computer-aided transcription into written form; and that the typewritten transcript of said meeting is a complete, true and accurate transcription of said shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my hand in my office in the County of Clark, State of Nevada, this 27th day of September, 2006.

  
\_\_\_\_\_  
Emily A. Gibb, CCR 709, RPR

**Public Comment/Response Summary Table**

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**Central City Intermodal Transportation Terminal  
DRAFT EA Public Comments and Responses**

Comment Number	Comment	Response/Resolution
1	If it is decided to build at Alternative #1, you will displace almost 200 low income people with no place to go.	As discussed in Section 4.3.5, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, relocation resources would be available if this site were selected. Displacement and relocation benefits may include reimbursement of property loss at fair market value, reimbursement of moving expenses, supplemental housing payments, and services such as relocation counseling.
2	It will also add to traffic congestion on Alta-Bonneville, west to east.	Section 4.7 discusses traffic impacts. It is recognized that there may be an increase in traffic in connection with the proposed Alternative 1, but this would not represent a change in the current Level of Service. However, the increase in available intermodal transportation that would accompany the proposed CCITT would be beneficial because it would provide a higher level of service to transit patrons and improve overall access to/from downtown Las Vegas. In addition, the proximity of the Alternative 1 site to planned mixed-use development and major civic activity centers would reduce traffic and demand for parking. In addition, mitigation measures are described in detail in Section 4.7.5. The measures may include installation of traffic signals, elevated pedestrian bridges, and re-scheduling of routes.
3	I am a resident of Desert Manor Apartments, and I would like more information on the time frame for this Alternative 1 project.	Depending upon the availability of land and funding, construction of the proposed project would not begin until early 2008. Construction is expected to last approximately 18 to 24 months.
4	Use Alternative Site (2) as it will cover the railroad site.	Comment noted.
5	I am against RTC being built over my residence. How would you like your place of residence being taken.	Comment noted.
6	Spend more on new buses. Current buses breaking down too often over all routes. Buses also not running according to scheduled times.	A larger and more efficient transit facility is needed to manage the projected increase in riders and CAT bus departures. A larger facility is also needed to accommodate the expanded Metropolitan Area Express (MAX) Bus Rapid Transit (BRT) system and recently added double-deck buses (the Deuce).  Maintenance and scheduling of existing buses is not a part of this environmental study. However, the RTC is currently upgrading and expanding its existing fleet with new vehicles along with its bus maintenance facilities and will continuously strive to improve its service.

Comment Number	Comment	Response/Resolution
7	Las Vegas needs an attractive, modern, and efficient Central City Intermodal Transportating Terminal which I believe would best be served by Alternative 1, bounded by Main/Casino Center/Garces/Bonneville.	Comment noted.
8	Alternative 2 is a better choice as there is less encroachment upon residential usage and closer proximity to government and commercial property.	Comment noted.
9	Your proposed new bus station at Bonneville and Main Street would cause a lot of people more than 4,000 perhaps to lose their homes. We are low income people and need low income housing so don't build it here. It is more important that we keep our homes to live in.	As discussed in Section 4.3.5, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, relocation resources would be available if this site were selected. Displacement and relocation benefits may include reimbursement of property loss at fair market value, reimbursement of moving expenses, supplemental housing payments, and services such as relocation counseling.
10	Don't need a terminal from Bonneville to Garces.	Comment noted.
11	If you displace us, will we be getting a moving allowance?	As discussed in Section 4.3.5, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, relocation resources would be available if this site were selected. Displacement and relocation benefits may include reimbursement of property loss at fair market value, reimbursement of moving expenses, supplemental housing payments, and services such as relocation counseling.
12	708 S. Main Street provides me with an income stream in my retirement. Please avoid any interruption of my security.	Alternative 2 is not dependant upon the property at 708 S. Main Street, which has only been considered as an opportunity to enhance the site configuration. This property will not be acquired without the owner's permission. In the event this property did become available, a price would be negotiated based on fair market value and the transaction would be in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as discussed in the response to comment number 1.