DRAFT
ENVIRONMENTAL ASSESSMENT

NELLIS AIR FORCE BASE SCHOOL INITIATIVE
NELLIS AIR FORCE BASE
CLARK COUNTY, NEVADA

January 2015
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

1. Name of Action

NELLIS AIR FORCE BASE SCHOOL INITIATIVE, NELLIS AIR FORCE BASE, CLARK COUNTY, NEVADA

2. Description of Proposed Action and Action Alternatives

Proposed Action:

The U.S. Air Force (USAF) proposes to construct a new school in Area III to replace the existing Nellis Air Force Base (AFB) on-base school in Area I, Lomie Gray Heard School, to make available land in Area I for future mission-specific development. The intent is to lease base property to a private sector charter school company to design and construct the new school building and operate the school program. The Proposed Action would provide a new, centrally located school within the base housing community in Area III. The lease to the Clark County School District (CCSD) on the antiquated Lomie Gray Heard School in Area I would then be allowed to expire in April 2016, freeing up the land for emerging mission-specific development, as indicated in the current Nellis AFB Area Development Plan (ADP).

A new school would be constructed in Area III to accommodate approximately 800 to 1,000 students in kindergarten through eighth grade. It would be constructed on one of four possible sites available in Area III (Optional Sites 1 through 4). All of the optional school sites are located in the family housing area near the Youth Center on Stafford Drive. Optional Sites 1, 2, and 3 are currently occupied by baseball and softball fields. Optional Site 4 is not developed and is an area that has been set aside in the on-base housing development as a future school location. All housing units, roads, infrastructure, and miscellaneous structures have been removed from Optional Site 4. The site has also been cleared of all vegetation and covered with crushed stone to prevent erosion.

The reconstruction of the main housing area in Area III currently makes transportation of students from Area III to the existing school in Area I challenging. The challenge includes increased traffic at the gates during peak hours, increased emissions from the additional traffic, and a more overburdened infrastructure. Security concerns are also increased as a result of peak-hour traffic. With construction of a new school in Area III, traffic in Area I would be reduced since the majority of students live in Area III. Peak-hour traffic and security concerns in Area III would also be reduced since students who reside on-base would be able to walk to school or would have a much shorter transportation route.

Although traffic in Area I would be greatly reduced, off-base traffic transporting students to and from the new school in Area III would likely increase. Exact traffic patterns and
numbers of vehicles transporting students to and from the new school cannot be
estimated until the school is constructed, students are admitted, and it is operational.
However, the new school would provide education to approximately 800 to 1,000
students, up to 400 more students than the existing school serves. As a worst case
scenario, it is estimated that up 400 additional vehicles could transport students to and
from the school in Area III, and these vehicles would be on-base twice a day (i.e., in the
morning for the start of the school day and in the afternoon at the end of the school
day). Safe access and pick-up and drop-off areas would be established by expanding
Stafford Drive or parking areas. Security would be provided by base security forces at
the access gates to Area III.

Construction would consist of a single- or multi-story, approximately 70,000-square-foot
facility with classrooms, a gymnasium, playground, 300-space parking lot, and
landscaping, located on an approximately 3- to 10-acre site. The new school would be
connected to existing communication, electrical, gas, water, and sewer lines. No
asbestos-containing or lead-containing materials would be used in construction of the
new school, and all water fixtures would be lead-free.

Action Alternatives:

Alternative 1 (Preferred Alternative)

Alternative 1 (Preferred Alternative) would allow Nellis AFB to lease base property to a
private sector charter school company to develop, construct, and operate a new charter
school centrally located within the base housing community in Area III of Nellis AFB on
one of four possible sites. The lease of the Lomie Gray Heard School in Area I to
CCSD would be allowed to expire in April 2016. As a consequence of the lease
expiration, the Lomie Gray Heard School would be closed and would be demolished
and be replaced by mission-related facilities. Alternative 1 (Preferred Alternative) would
result in one new charter school on-base that would provide kindergarten through eighth
grade education for approximately 800 to 1,000 students, and would close the existing
CCSD public school on Nellis AFB.

According to current State of Nevada charter school rules, a new charter school must
be established as a public school and comply with applicable state and federal laws
Because a newly created public school on Nellis AFB would not have any previously
enrolled students, all students would need to apply for admission. The charter school
must inform the community of its public school status and have a fair and open
admissions process. A charter school must use a lottery if more students apply for
admission than can be admitted.

The CCSD student population has markedly increased over the past few years and
local schools are experiencing overcrowding. Schools near Nellis AFB are among
those that have experienced excessive overcrowding. A charter school in Area III
would not ameliorate these conditions since there is potential that children throughout
the CCSD would attend the charter school, and an unknown number of children
currently attending Lomie Gray Heard School may need to be absorbed into
overcrowded CCSD schools adjacent to Nellis AFB if more students apply to the new
charter school than the school can accommodate.

**Alternative 2**

Alternative 2 would lease base property to a private sector charter school company to
develop, construct, and operate a new charter school in Area III of Nellis AFB on one of
the Optional Sites described in the Proposed Action and would follow the admissions
process outlined in Alternative 1 (Preferred Alternative). Alternative 2 would also
negotiate a short-term lease to CCSD to continue to operate the existing Lomie Heard
Elementary School in Area I on Nellis AFB. CCSD has offered to enhance the existing
school curriculum with a STEM (Science, Technology, Engineering, Math) or STEAM
(Science, Technology, Engineering, Arts, Math) curriculum, if requested by Nellis AFB.
No military funds would be used to improve the school. Responsibility for
administration, teachers, staff, maintenance, upkeep, upgrades, or improvements would
lie completely with CCSD. Student attendance at Lomie Gray Heard School would
remain the same, approximately 600 students made up of military dependents who live
on-base, 100 military dependents who reside off-base, and 20 students whose parents
are school administrators and staff. Alternative 2 would result in two schools, a new
privately sponsored charter school and the existing CCSD-operated school, on Nellis
AFB.

Although it does not completely meet the purpose of and need for the Proposed Action,
Alternative 2 is being pursued concurrently with Alternative 1 (Preferred Alternative) in
case a new school in Area III cannot be constructed before the end of the existing
lease. The short-term lease would be for at least 10 years and would follow the fair
market value requirements, with an option for Nellis AFB to cancel the lease on short
notice.

**Alternative 3**

Alternative 3 would allow Nellis AFB to lease property to CCSD to develop, construct,
and operate a new public school in Area III of Nellis AFB on one of the Optional Sites
described in the Proposed Action and would not renew the lease to CCSD for the Lomie
Gray Heard School. Alternative 3 would result in a new CCSD public school on-base
and would close the existing CCSD-operated public school on Nellis AFB. Nellis AFB
would request modification of the proposed new school to increase the population to
approximately 800 students, including grades six through eight, with a STEM curriculum
offered. No military funds would be used to improve the school. Responsibility for
administration, teachers, staff, maintenance, upkeep, upgrades, or improvements would
lie completely with CCSD. Student attendance at the new CCSD public school would
remain restricted to military dependents who live on-base, military dependents who
reside off-base, and students whose parents are school administrators and staff.
Alternative 3 is not currently possible due to CCSD budget restrictions.
Alternative 4

Alternative 4 would involve the construction of a new public school by CCSD in Area III on one of the four possible sites and would negotiate a short-term lease to CCSD for the Lomie Gray Heard School. The short-term lease would be for at least 10 years and would follow the fair market value requirements, with an option for Nellis AFB to cancel the lease on short notice. Student attendance at Lomie Gray Heard School would remain at approximately 600 and continue to be restricted to military dependents who live on-base, military dependents who reside off-base, and students whose parents are school administrators and staff. This alternative would result in two CCSD public schools on Nellis AFB. Alternative 4 is not currently possible due to CCSD budget restrictions.

Alternative 5

Alternative 5 would renew the lease to CCSD for the Lomie Gray Heard School, but would not construct a new school. The lease would be renewed for at least 10 years and would follow the fair market value requirements, with an option for Nellis AFB to cancel the lease on short notice. Student attendance at Lomie Gray Heard School would remain the same, restricted to military dependents living on-base, military dependents residing off-base, and children of the school’s administration and staff. Alternative 5 would result in one CCSD public school on-base in Area I, the existing Lomie Gray Heard School.

Alternative 5 would not meet the purpose and need for the Proposed Action, as it would not open land in Area I that is planned for the siting of mission-related facilities. Likewise, traffic and security problems on-base would persist since children would continue to be transported to Lomie Gray Heard School in Area I. The CCSD would also continue to incur higher maintenance costs to maintain the aging existing school.

No Action Alternative

The No Action Alternative would allow the current lease for Lomie Gray Heard School to expire in April 2016, and Nellis AFB would take no action to replace the school on-base. The No Action Alternative would create transportation and logistical challenges for parents and would disperse the approximately 600 students who currently attend the Lomie Gray Heard School to other CCSD schools in the area, which would further overburden the already overcrowded schools resulting in a negative impact on the education of both the military students and the civilian students.

Under this alternative, no schools would operate on Nellis AFB. The Lomie Gray Heard School property and buildings would remain with Nellis AFB, and the site would be used for base mission objectives. The No Action Alternative does not meet the purpose of and need for the Proposed Action, as on-base military dependents would not have a convenient school to attend on-base and overcrowding of the CCSD schools in the area would be increased.
3. Summary of Environmental Resources and Impacts

**Biological Resources:** No native vegetation exists on any of the four optional school sites or the existing school property, and there would be no significant impacts on vegetation. Impacts on wildlife populations would be minimal. To avoid impacts on ground-nesting birds, surveys for active nests or nesting activity would be conducted prior to construction should clearing and grubbing occur during the nesting season, and appropriate mitigation would be completed, if necessary.

**Cultural Resources:** Because no cultural resources sites have been identified on any of the Proposed Action Optional Sites in Area III, no impacts would occur. The Lomie Gray Heard School buildings would be assessed for historical value, and impacts would be mitigated if the buildings are removed. All appropriate Nevada State Historical Preservation Office (SHPO) consultation would be completed. Therefore, no significant cultural resource impacts would occur.

**Land Use Resources:** Development of Optional Sites 1 through 3 would convert current land use from recreation to a developed school use. Loss of the recreational fields could be mitigated by relocating the ball fields to another location nearby. Optional Site 4 was designated for use as a new school in the current ADP, so there would be no land use impacts on that site.

With the closure and demolition of the Lomie Gray Heard School, land use in Area I would change from school use to military mission-related facilities, as defined in the current ADP. The site of the existing school would be made available for the construction of virtual training facilities on Nellis AFB in support of its military mission. Overall, minor impacts on land use resources would occur.

**Air Quality:** Short-term, minor impacts on air quality would occur during construction, but dust suppression and appropriate vehicle maintenance would minimize impacts.

**Water Resources:** Minor impacts on surface water would occur during construction of the new school buildings and parking in Area III. A Stormwater Construction Permit would be acquired from the Nevada Department of Environmental Protection (NDEP) prior to construction. A Stormwater Pollution Prevention Plan (SWPPP) would be developed as part of that permit process.

**Transportation:** Exact traffic patterns and numbers of vehicles transporting students to and from the new school in Area III cannot be estimated until the school is constructed, students are admitted, and it is operational. However, the new school would provide education to approximately 800 to 1,000 students, up to 400 more students than the existing school serves.

As a worst case scenario, it is estimated that up 400 additional vehicles could transport students to and from the school in Area III, and these vehicles would be on-base twice a day (i.e., in the morning for the start of the school day and in the afternoon at the end of
the school day). Minor to moderate impacts on traffic at entrance gates for Area III would result from Alternative 1 (Preferred Alternative), but modification of security and entrance procedures would mitigate those impacts.

Utilities and Infrastructure: All required utilities are available either on the Optional Sites or along the adjacent roads and rights-of-way. Construction and operation of a new school in Area III would not involve an excessive use of any utility resources that would exceed the capacity for delivery by the local authorities. Since utility resources currently used by the Lomie Gray Heard School would be discontinued, this would offset any increase in utility resources use by the new school. Therefore, there would be no significant impacts on utilities and infrastructure.

Socioeconomics: Minor impacts on community cohesion could result for on-base military dependents if not all current Lomie Gray Heard School students are accepted to the new charter school. The No Action Alternative would result in moderate impacts on students, the local community, and CCSD if current Lomie Gray Heard School students are dispersed to already overcrowded CCSD schools outside of Nellis AFB.

Environmental Justice and Protection of Children: No impacts on environmental justice issues or child protection would result from Alternative 1 (Preferred Alternative). The No Action Alternative would result in moderate impacts on protection of children when additional students are added to overcrowded CCSD schools. Overall, no significant impacts would occur.

Noise: A total of 136 sensitive noise receptors would be temporarily impacted by noise in Area III during construction, after which the noise environment would return to current conditions. No significant impacts would occur.

Cumulative Impacts: No significant adverse cumulative impacts would result from the Proposed Action or Action Alternatives. The No Action Alternative would result in moderate cumulative impacts on students in the CCSD as a result of adding students to overcrowded school system facilities.
4. Conclusions

Based on the analysis of the Proposed Action and Action Alternatives and conclusions presented in the Environmental Assessment (EA), conducted in accordance with the requirements of the National Environmental Policy Act, the Council on Environmental Quality regulations, and Air Force Environmental Impact Analysis Process, as promulgated in Title 32 of the Code of Federal Regulations Part 989, and after careful review of the potential impacts, I conclude that implementation of the Proposed Action or the Action Alternatives would result in no significant impacts on the quality of the human or natural environments. Therefore, a Finding of No Significant Impact (FONSI) is warranted, and an Environmental Impact Statement (EIS) is not required.

RICHARD H. BOUTWELL
Colonel, USAF
Commander, 99th Air Base Wing

b. Proposed Action: The USAF proposes to lease property to an educational program to construct and operate a new school in Area III to replace the existing Nellis AFB on-base school in Area I, Lomie Gray Heard School. Construction of a new school in Area III would make land available in Area I for future mission-specific development. The Proposed Action would provide a centrally located school within the base housing community in Area III, and the intent is to lease base property to an educational program to design and construct the new school building and operate the school program. The lease to Clark County School District (CCSD) on the antiquated Lomie Gray Heard School in Area I would then be allowed to expire in April 2016. As a consequence of the lease expiration, the school would be demolished to make way for mission-related activities.

c. Written comments and inquiries regarding this document should be directed to:

99 ABW Public Affairs
4430 Grissom Ave, Suite 107
Nellis AFB, NV 89191

In addition, the document can be viewed and downloaded from the World Wide Web at: www.nellis.af.mil/library/environmental.asp

A hard copy is available for review at:
Las Vegas Library, Reference Department
833 Las Vegas Boulevard North
Las Vegas, NV 89101

d. Report Designation: Draft Environmental Assessment (EA)

e. Abstract: This EA evaluates the effects from all reasonable alternatives to construct and operate a new elementary school in Area III on Nellis AFB. A new school would be constructed to accommodate approximately 800 to 1,000 students in kindergarten through eighth grade. It would be constructed on one of four possible sites available in Area III (Optional Sites 1 through 4). All of the optional school sites are located in the family housing area near the Youth Center on Stafford Drive. Construction of a
new school within Area III would provide a centrally located school within
the base housing community, and the intent is to lease base property to
an educational program to construct the new school building and operate
the school program. The lease of the Lomie Gray Heard School in Area I
to CCSD would be allowed to expire in April 2016. As a consequence of
the expiring lease, the Lomie Gray Heard School would be demolished
and be replaced by mission-related facilities.

This EA has been prepared in accordance with the National
Environmental Policy Act (NEPA) and 32 Code of Federal Regulations
(CFR) 989, the Air Force Environmental Impact Analysis Process (EIAP),
to analyze the potential environmental consequences of the Proposed
Action and Action Alternatives.

Alternative 1 (Preferred Alternative) would allow Nellis AFB to lease base
property to a private sector charter school company to develop, construct,
and operate a new charter school centrally located within the base
housing community in Area III of Nellis AFB on one of four possible sites.
The lease of the Lomie Gray Heard School in Area I to CCSD would be
allowed to expire in April 2016. As a consequence of the lease expiration,
the Lomie Gray Heard School would be closed and would be demolished
and be replaced by mission-related facilities. Alternative 1 (Preferred
Alternative) would result in one new charter school on-base that would
provide kindergarten through eighth grade education for approximately
800 to 1,000 students, and would close the existing CCSD public school
on Nellis AFB.

According to current State of Nevada charter school rules, a new charter
school must be established as a public school and comply with applicable
state and federal laws regarding public schools (Nevada State Public
Charter School Authority [SPCSA] 2014). Because a newly created public
school on Nellis AFB would not have any previously enrolled students, all
students would need to apply for admission. The charter school must
inform the community of its public school status and have a fair and open
admissions process. A charter school must use a lottery if more students
apply for admission than can be admitted.

Alternative 2 would lease base property to a private sector charter school
company to develop, construct, and operate a new charter school in Area
III of Nellis AFB on one of the Optional Sites described in the Proposed
Action and would follow the admissions process outlined in Alternative 1
(Preferred Alternative). Alternative 2 would also negotiate a short-term
lease to CCSD to continue to operate the existing Lomie Heard
Elementary School in Area I on Nellis AFB. CCSD has offered to enhance
the existing school curriculum with a STEM (Science, Technology,
Engineering, Math) or STEAM (Science, Technology, Engineering, Arts,
Math) curriculum, if requested by Nellis AFB. No military funds would be used to improve the school. Responsibility for administration, teachers, staff, maintenance, upkeep, upgrades, or improvements would lie completely with CCSD. Student attendance at Lomie Gray Heard School would remain the same, approximately 600 students made up of military dependents who live on-base, 100 military dependents who reside off-base, and 20 students whose parents are school administrators and staff. Alternative 2 would result in two schools, a new privately sponsored charter school and the existing CCSD-operated school, on Nellis AFB.

Although it does not completely meet the purpose of and need for the Proposed Action, Alternative 2 is being pursued concurrently with Alternative 1 (Preferred Alternative) in case a new school in Area III cannot be constructed before the end of the existing lease. The short-term lease would be for at least 10 years and would follow the fair market value requirements, with an option for Nellis AFB to cancel the lease on short notice.

Alternative 3 would allow Nellis AFB to lease property to CCSD to develop, construct, and operate a new public school in Area III of Nellis AFB on one of the Optional Sites described in the Proposed Action and would not renew the lease to CCSD for the Lomie Gray Heard School. Alternative 3 would result in a new CCSD public school on-base and would close the existing CCSD-operated public school on Nellis AFB. Nellis AFB would request modification of the proposed new school to increase the population to approximately 800 students, including grades six through eight, with a STEM curriculum offered. No military funds would be used to improve the school. Responsibility for administration, teachers, staff, maintenance, upkeep, upgrades, or improvements would lie completely with CCSD. Student attendance at the new CCSD public school would remain restricted to military dependents who live on-base, military dependents who reside off-base, and students whose parents are school administrators and staff. Alternative 3 is not currently possible due to CCSD budget restrictions.

Alternative 4 would involve the construction of a new public school by CCSD in Area III on one of the four possible sites and would negotiate a short-term lease to CCSD for the Lomie Gray Heard School. The short-term lease would be for at least 10 years and would follow the fair market value requirements, with an option for Nellis AFB to cancel the lease on short notice. Student attendance at Lomie Gray Heard School would remain at approximately 600 and continue to be restricted to military dependents who live on-base, military dependents who reside off-base, and students whose parents are school administrators and staff. This alternative would result in two CCSD public schools on Nellis AFB. Alternative 4 is not currently possible due to CCSD budget restrictions.
Alternative 5 would renew the lease to CCSD for the Lomie Gray Heard School, but would not construct a new school. The lease would be renewed for at least 10 years and would follow the fair market value requirements, with an option for Nellis AFB to cancel the lease on short notice. Student attendance at Lomie Gray Heard School would remain the same, restricted to military dependents living on-base, military dependents residing off-base, and children of the school’s administration and staff. Alternative 5 would result in one CCSD public school on-base in Area I, the existing Lomie Gray Heard School.

Alternative 5 would not meet the purpose and need for the Proposed Action, as it would not open land in Area I that is planned for the siting of mission-related facilities. Likewise, traffic and security problems on-base would persist since children would continue to be transported to Lomie Gray Heard School in Area I. The CCSD would also continue to incur higher maintenance costs to maintain the aging existing school.

The No Action Alternative would allow the current lease for Lomie Gray Heard School to expire in April 2016, and Nellis AFB would take no action to replace the school on-base. The No Action Alternative would create transportation and logistical challenges for parents and would disperse the approximately 600 students who currently attend the Lomie Gray Heard School to other CCSD schools in the area, which would further overburden the already overcrowded schools resulting in a negative impact on the education of both the military students and the civilian students. Under this alternative, no schools would operate on Nellis AFB. The Lomie Gray Heard School property and buildings would remain with Nellis AFB, and the site would be used for base mission objectives. The No Action Alternative does not meet the purpose of and need for the Proposed Action, as on-base military dependents would not have a convenient school to attend on-base and overcrowding of the CCSD schools in the area would be increased.

The environmental resources potentially affected by the Proposed Action and Action Alternatives are biological resources, cultural resources, land use, air quality, water resources, transportation and traffic, utilities and infrastructure, socioeconomics, environmental justice, and noise. Based on an analysis of affected resources and mitigation measures to be employed, no significant impacts on any of the affected resources would occur. Further, socioeconomic benefits would accrue to Nellis AFB and CCSD with the addition of new classroom space in the school district and a reduction in school operating costs. The No Action Alternative, however, would result in moderate socioeconomic impacts on Nellis AFB and CCSD.
# TABLE OF CONTENTS

1.0 PURPOSE AND NEED OF ACTION .................................................................. 1-1

1.1 INTRODUCTION .................................................................................. 1-1

1.2 BACKGROUND .................................................................................. 1-1

1.3 STUDY LOCATION ........................................................................... 1-6

1.4 PURPOSE AND NEED OF ACTION .................................................. 1-6

1.5 SCOPE ............................................................................................... 1-8

2.0 PROPOSED ACTION AND ACTION ALTERNATIVES ......................... 2-1

2.1 PROPOSED ACTION .......................................................................... 2-1

2.1.1 Public Involvement in Proposed Action Development .................. 2-4

2.2 ACTION ALTERNATIVES ..................................................................... 2-7

2.2.1 Alternative 1 (Preferred Alternative) – Design, Construction, and Operation of a Charter School in Area III and No Lease Renewal to CCSD for the Lomie Gray Heard School .......... 2-7

2.2.2 Alternative 2 – Design, Construction, and Operation of a Charter School in Area III and Short-term Lease to CCSD for the Lomie Gray Heard School ........................................... 2-9

2.2.3 Alternative 3 – Design, Construction, and Operation of a Public School by CCSD in Area III and No Lease Renewal to CCSD for the Lomie Gray Heard School .......................... 2-10

2.2.4 Alternative 4 – Design, Construction, and Operation of a Public School by CCSD in Area III and Short-term Lease Renewal to CCSD for the Lomie Gray Heard School ........... 2-11

2.2.5 Alternative 5 – Long-Term Lease Renewal to CCSD for the Lomie Gray Heard School and No New School Construction ................................................................. 2-11

2.2.6 No Action Alternative ..................................................................... 2-12

2.3 REGULATORY COMPLIANCE AND PERMIT REQUIREMENTS .......... 2-12

2.4 SUMMARY OF ENVIRONMENTAL IMPACTS ..................................... 2-12

3.0 AFFECTED ENVIRONMENT .................................................................... 3-1

3.1 INTRODUCTION ................................................................................. 3-1

3.2 BIOLOGICAL RESOURCES ................................................................ 3-1

3.2.1 Vegetation ...................................................................................... 3-1

3.2.2 Wildlife .......................................................................................... 3-2

3.2.3 Protected Species ......................................................................... 3-2

3.3 CULTURAL RESOURCES ................................................................ 3-2

3.4 LAND USE RESOURCES .................................................................... 3-3

3.5 AIR QUALITY ....................................................................................... 3-3

3.5.1 Greenhouse Gases and Climate Change ........................................ 3-5

3.5.2 Greenhouse Gases Regulatory Framework ...................................... 3-5

3.6 WATER RESOURCES .......................................................................... 3-6

3.6.1 Surface Water ................................................................................. 3-7
4.0 ENVIRONMENTAL CONSEQUENCES

4.1 BIOLOGICAL RESOURCES
4.1.1 Alternative 1 (Preferred Alternative)
4.1.2 Alternative 2
4.1.3 Alternative 3
4.1.4 Alternative 4
4.1.5 Alternative 5
4.1.6 No Action Alternative

4.2 CULTURAL RESOURCES
4.2.1 Alternative 1 (Preferred Alternative)
4.2.2 Alternative 2
4.2.3 Alternative 3
4.2.4 Alternative 4
4.2.5 Alternative 5
4.2.6 No Action Alternative

4.3 LAND USE
4.3.1 Alternative 1 (Preferred Alternative)
4.3.2 Alternative 2
4.3.3 Alternative 3
4.3.4 Alternative 4
4.3.5 Alternative 5
4.3.6 No Action Alternative

4.4 AIR QUALITY
4.4.1 Alternative 1 (Preferred Alternative)
4.4.2 Alternative 2
4.4.3 Alternative 3
4.4.4 Alternative 4
4.4.5 Alternative 5
4.4.6 No Action Alternative
4.4.7 GHG Emissions

4.5 WATER RESOURCES
4.5.1 Alternative 1 (Preferred Alternative)
4.5.2 Alternative 2
4.5.3 Alternative 3
4.5.4 Alternative 4
4.5.5 Alternative 5
4.5.6 No Action Alternative

4.6 TRANSPORTATION
4.6.1 Alternative 1 (Preferred Alternative)
<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.7</td>
<td>UTILITIES AND INFRASTRUCTURE</td>
<td>4-10</td>
</tr>
<tr>
<td>4.8</td>
<td>SOCIOECONOMICS</td>
<td>4-11</td>
</tr>
<tr>
<td>4.9</td>
<td>ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN</td>
<td>4-14</td>
</tr>
<tr>
<td>4.10</td>
<td>NOISE</td>
<td>4-15</td>
</tr>
<tr>
<td>4.11</td>
<td>CUMULATIVE IMPACTS</td>
<td>4-17</td>
</tr>
<tr>
<td>4.11.1</td>
<td>Biological Resources</td>
<td>4-18</td>
</tr>
<tr>
<td>4.11.2</td>
<td>Cultural Resources</td>
<td>4-18</td>
</tr>
<tr>
<td>4.11.3</td>
<td>Land Use</td>
<td>4-18</td>
</tr>
<tr>
<td>4.11.4</td>
<td>Air Quality</td>
<td>4-19</td>
</tr>
<tr>
<td>4.11.5</td>
<td>Water Resources</td>
<td>4-19</td>
</tr>
<tr>
<td>4.11.6</td>
<td>Transportation</td>
<td>4-19</td>
</tr>
<tr>
<td>4.11.7</td>
<td>Utilities and Infrastructure</td>
<td>4-19</td>
</tr>
<tr>
<td>4.11.8</td>
<td>Socioeconomics</td>
<td>4-19</td>
</tr>
<tr>
<td>4.11.9</td>
<td>Environmental Justice and Protection of Children</td>
<td>4-19</td>
</tr>
<tr>
<td>4.11.10</td>
<td>Noise</td>
<td>4-19</td>
</tr>
</tbody>
</table>
5.0 LIST OF PREPARERS ............................................................................................................. 5-1
6.0 DISTRIBUTION LIST ............................................................................................................ 6-1
7.0 REFERENCES ........................................................................................................................ 7-1

LIST OF FIGURES
Figure 1-1. Vicinity Map .............................................................................................................. 1-2
Figure 1-2. Project Location Map ............................................................................................... 1-3
Figure 2-1. Proposed Action Optional Sites ................................................................................ 2-3
Figure 3-1. Nellis AFB Noise Contours ...................................................................................... 3-17

LIST OF TABLES
Table 2-1. Summary of Environmental Impacts ....................................................................... 2-13
Table 3-1. National Ambient Air Quality Standards ................................................................ 3-4
Table 3-2. 2011 Traffic Counts at Nellis AFB Gates ................................................................... 3-8
Table 3-3. Population .................................................................................................................. 3-9
Table 3-4. Personnel at Nellis AFB, Creech AFB, and the Nevada Test and Training Range 2012 ................................................................................................................... 3-9
Table 3-5. Housing ...................................................................................................................... 3-10
Table 3-6. Labor Force and Employment .................................................................................. 3-10
Table 3-7. Income and Poverty 2012 ......................................................................................... 3-11
Table 3-8. Minority and Low-Income ......................................................................................... 3-14
Table 4-1. Total Air Emissions (tons/year) from Construction Activities vs. de minimis Levels ............................................................................................................................... 4-5
Table 4-2. A-Weighted (dBA) Sound Levels of Construction Equipment and Modeled Attenuation at Various Distances ......................................................................................... 4-16
Table 4-3. Sensitive Noise Receptors in Proximity to General Construction Activities ............ 4-16

LIST OF PHOTOGRAPHS
Photograph 2-1. Optional Site 1 ................................................................................................. 2-2
Photograph 2-2. Optional Site 2 ................................................................................................. 2-2
Photograph 2-3. Optional Site 3 ................................................................................................. 2-4
Photograph 2-4. Optional Site 4 ................................................................................................. 2-4

LIST OF APPENDICES
Appendix A. Interagency and Public Coordination
Appendix B. Draft EA Public and Agency Comments
Appendix C. Air Quality Calculations
<table>
<thead>
<tr>
<th></th>
<th>ACRONYMS AND ABBREVIATIONS</th>
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<tbody>
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SECTION 1.0
PURPOSE AND NEED OF ACTION
1.0 PURPOSE AND NEED OF ACTION

This Environmental Assessment (EA) was prepared by the U.S. Air Force (USAF) in compliance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S. Code [U.S.C.] 4321-4347) and the Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508), as well as 32 CFR Part 989, Environmental Impact Analysis Process (EIAP) for the USAF, and other pertinent environmental statutes, regulations, and compliance requirements. The authorities described will be addressed in various sections throughout this EA when relevant to particular environmental resources and conditions.

1.1 INTRODUCTION

The USAF has prepared this EA addressing the potential effects from all reasonable alternatives, beneficial and adverse, resulting from the construction and operation of a new school in Area III on Nellis Air Force Base (AFB) (Figure 1-1). Alternative 1 (Preferred Alternative) would allow Nellis AFB to lease base property to a private sector charter school company to develop, construct, and operate a new charter school centrally located school within the base housing community in Area III of Nellis AFB on one of four possible sites. The lease of the Lomie Gray Heard School in Area I to the Clark County School District (CCSD) would be allowed to expire in April 2016. As a consequence of the lease expiration, the Lomie Gray Heard School would be closed and demolished and be replaced by mission-related facilities.

1.2 BACKGROUND

In August 2005, an EA, resulting in a Finding of No Significant Impact (FONSI), was completed for the realignment and privatization of Nellis AFB military family housing (Nellis AFB 2005). The EA proposed that older housing units in Area I would be demolished, and new homes would be built in Area III (Nellis AFB 2005). The 2005 EA notes that discussions between CCSD and the USAF included future plans to provide an elementary school within the housing area where the majority of the military families would then be living and the majority of students would reside, and that this could create beneficial efficiencies. Since 2005, older homes have been demolished, and new homes have been built in Area III, but a new school has not been constructed. The majority of students now living in Area III continue to be transported by bus to Lomie Gray Heard School in Area I (Figure 1-2).

Lomie Gray Heard School currently provides kindergarten through fifth grade education to approximately 600 students made up of military dependents and approximately 20 children of school administrators and staff. CCSD leases the 12-acre parcel on which the school is situated from the USAF, but owns the school buildings. The lease will expire in April 2016, and, if not renewed, ownership of the school buildings would be transferred to the USAF per the terms of the lease.
Figure 1-1. Vicinity Map
Figure 1-2. Project Location Map
The USAF constructed the original school, named Nellis AFB Elementary School, in 1953. In 1970, the school buildings were transferred to CCSD to comply with Public Law 89-750, Section 228. In 1971, the school was renamed Lomie Gray Heard Elementary School in honor of the school’s first principal, who retired in that year. CCSD has completed improvements and maintained the buildings since that time. Due to the age of the facility, annual maintenance costs are excessive when compared to more modern school facilities, with increased costs attributed to the annual maintenance costs for the aging heating, ventilation, and air conditioning (HVAC) system and lack of modern classroom insulation. In the last 4 years alone, on average, more than $61,000 has been spent annually to maintain the 61-year-old school.

Since the majority of base housing is now located in Area III, the current Area Development Plan (ADP) reserved the school parcel in Area I for mission-related activities, as the property is also located on the primary military mission side of Nellis AFB and could be better used for mission operations. If Lomie Gray Heard School were to remain at its current location, the day-to-day school operations and lack of space for new facilities could impact the Nellis AFB mission.

Nellis AFB is taking this opportunity to prepare for future mission growth by planning the relocation of the base school from Area I to a more suitable site in Area III. Nellis AFB is submitting this request as part of the solution that will enable a new school to be operational in Area III for the 2016/2017 school year and that will not add additional students to the already overburdened CCSD schools in the vicinity of Nellis AFB.

Nellis AFB consulted with CCSD concerning support of a new Science, Technology, Engineering, and Math (STEM)-based school on Nellis AFB. CCSD stated that they would not accept applications for new charter schools, but did not object to Nellis AFB pursuing a charter school on Nellis AFB through the State of Nevada Charter School Department. Nellis AFB contacted the State Office of Charter Schools, and was then directed to the local charter school association. After consulting with state and local charter school experts, Nellis AFB revised its plan for a new charter school program on Nellis AFB to include education for students in kindergarten through eighth grade, instead of the current kindergarten through fifth grade curriculum.

Nellis AFB held an open house meeting to gauge interest among Nellis AFB residents in a new charter school on-base. Nellis AFB also held an Industry Day on-base to seek advice, data, concerns, and recommendations from all the current in-state charter school programs to assist in the decision making process of whether a charter school would be appropriate, and to better understand how a charter school may be built and operated on Nellis AFB. Many charter school companies attended and provided valuable information to Nellis AFB.

Nellis AFB has concurrently had conversations with various financial companies that work with charter school programs to gain a better understanding of the funding and construction processes, as well as how a charter program makes its business case. Additionally, Nellis AFB has been in fact-finding conversations with various bases that
currently have charter schools to understand basic information about how the schools operate on-base and why the other bases chose to construct charter schools on-base. There are currently eight charter schools on Air Force bases throughout the U.S., and all have unique situations and conditions. Through conversations with other bases, Nellis AFB has gained a much better understanding of the charter school challenges and rewards.

Because the possibility exists that Nellis AFB residents would not be interested in a new charter school on-base, Nellis has also begun to initiate a new lease with CCSD to keep Nellis AFB students in the existing Lomie Gray Heard School while continuing to work with CCSD or other private entities to obtain funding for a new school. CCSD has indicated that they would like to renew the lease on Lomie Gray Heard School, since CCSD has no budget available to construct a new school in Area III by the time the lease expires in 2016.

Nellis AFB initially approached CCSD to discuss closing the existing aged elementary school at its current location and constructing a new school at a site in Area III, with the knowledge that the lease is due to expire in April 2016. Included in the discussion of closing the existing school and constructing a new school was the requirement that a new school building would be constructed and prepared for the first day of classes in fall 2016. CCSD responded with the constraint that it is unable to accommodate Nellis AFB’s request due to the lack of construction funds. The availability of new construction funds would depend on approval in the next election cycle, and there is no guarantee that the request for funding would pass. Even if the funding request were to pass, Lomie Gray Heard School is a high-quality school, based on its Five Star Rating, and is certainly not the worst school in the CCSD system, so the availability of funds to construct a new school on Nellis AFB would still be questionable.

In response to Nellis AFB’s request, CCSD also outlined a chain of events that would occur if the lease for the existing school were not renewed, which included incorporating the 600 current Lomie Gray Heard School students into three existing elementary schools off-base and further overburdening the already overcrowded CCSD schools. Nellis AFB reviewed the CCSD’s recommendations and prepared a series of options to avoid sending current Lomie Gray Heard School students off-base to overburdened schools. Nellis AFB’s options include construction of a new charter school on-base, construction of a new public school on-base, renewing the existing lease with CCSD, and letting the lease expire, as well as several combinations of those options.

In efforts to acquire a new school in Area III, Nellis AFB determined that pursuit of a Public-Public/Public-Private Partnership (P4) initiative could achieve that goal through a charter school. CCSD indicated that they had no interest in establishing a new charter school, but the State of Nevada Department of Education, State Public Charter School Association, expressed support and recommended soliciting interest from existing state-approved charter schools. Nellis AFB sent a solicitation of interest letter to the State Public Charter School Association, who distributed it via e-mail to members. Several charter schools have contacted Nellis AFB regarding the potential partnership; however,
no contract or proposal can be considered until the NEPA process for the Proposed Action and Action Alternatives has been completed. If no action is taken and the current lease expires, or if no charter school program offers to run a new school program on-base, existing Nellis AFB students would be required to attend school at existing, overcrowded CCSD schools off-base.

1.3 STUDY LOCATION

Nellis AFB is located northeast of Las Vegas in Clark County, Nevada (see Figure 1-1). Area I of Nellis AFB is located south of Las Vegas Boulevard North, and Area III is located north of Las Vegas Boulevard North, which is a heavily traveled four-lane highway (see Figure 1-2). The main entrance gate for Nellis AFB is located at the intersection of East Craig Road and Las Vegas Boulevard North. Additional base entrances are located at the Range Road-Las Vegas Boulevard North intersection, at the entrance to the Area III base housing development on Salmon Drive, and at the intersection of Tyndall Avenue and North Nellis Boulevard (see Figure 1-2). The Lomie Gray Heard School is located in Area I on Baer Drive adjacent to the junior enlisted housing development. The Youth Center, adjacent to where the new school is proposed, is located on Stafford Drive in Area III, where most on-base, school-age dependents reside (see Figure 1-2).

1.4 PURPOSE AND NEED OF ACTION

The Proposed Action is to construct a new school in Area III to replace the existing Nellis AFB on-base school, Lomie Gray Heard School, in Area I. The purpose of this action is to replace the existing Nellis AFB on-base school, which was built in 1953, to make land available in Area I for future mission-specific development. Construction of a new school would provide a centrally located school within the base housing community in Area III, and the intent is to lease base property to an educational program to build the new school buildings and operate the school program. The lease of the Lomie Gray Heard School in Area I to CCSD would be allowed to expire in April 2016. As a consequence of the lease expiration, the Lomie Gray Heard School would be closed and demolished and be replaced by mission-related facilities.

The need for the Proposed Action is to provide the following:

- a new school that meets the health, safety, energy conservation, and sustainability standards that other CCSD schools meet
- a new school that is centrally located within the main housing area in Area III of Nellis AFB
- a new school that frees up space in Area I of Nellis AFB for future mission-related facilities
- a new school in a location that decreases on-base traffic and increases security at the gates during peak hours
- a new school that decreases vehicle air emissions from school-bound traffic on-base
- a new school that allows the majority of on-base students to continue to attend an on-base school

The current on-base school, Lomie Gray Heard School, is one of the oldest elementary schools in the CCSD and is more expensive to maintain and repair than the district’s newer elementary schools, particularly because of the aging HVAC system and lack of modern classroom insulation. As mentioned previously, the average annual maintenance costs have been more than $61,000 for the Lomie Gray Heard School. Newer CCSD schools in the area, including Henry & Evelyn Bozarth Elementary School, constructed in 2009, and Evelyn Stuckey Elementary School, constructed in 2010, have on an annual basis spent approximately $23,000 and $19,000, respectively, for maintenance over the last 4 years. In addition, because of its age, Lomie Gray Heard School does not meet the health, safety, energy conservation, and sustainability standards that other CCSD schools currently meet.

Moreover, with the ever-changing mission of the USAF, and Nellis AFB in particular, the existing school is no longer centrally located since the main housing area has been privatized and rebuilt in Area III. As a result, the site of the existing school is now more suitable for new and emerging mission requirements, and a new school is needed in the main housing area.

The reconstruction of the main housing area in Area III currently makes transportation of students from Area III to the existing school in Area I challenging. Approximately 600 students currently attend Lomie Gray Heard School, made up of military dependents who live on-base, 100 military dependents who reside off-base, and 20 students whose parents are school administrators and staff. CCSD operates bus services to transport students from Area III on Nellis AFB to the school in Area I. CCSD operates a total of six buses, and approximately 480 students who reside on-base generally ride the CCSD buses. The remaining approximately 120 students, those residing off-base and those of school administrators and staff, are transported to and from school by means other than CCSD buses.

Transporting students from Area III to Area I has increased traffic at the gates during peak hours, increased emissions from the additional traffic, and has resulted in a more overburdened infrastructure. Security concerns have also increased as a result of peak-hour traffic. With construction of a new school in Area III, bus and vehicle traffic in Area I would be reduced since the majority of students live in Area III. Peak-hour traffic and security concerns in Area III would also be reduced since students would be able to walk to school or would have much a shorter transportation route. Although traffic in Area I would be greatly reduced, off-base traffic transporting students to and from the new school in Area III would likely increase.

Additionally, the current CCSD lease expires in April 2016, and there is a need to resolve the lease situation prior to that time. Nellis AFB is taking this opportunity to prepare for future mission growth by planning the relocation of the school to a more suitable site in Area III. The desired goal is the opening of the new school in time for
the first day of class in the fall 2016 that allows the majority of on-base students to continue to attend an on-base school.

Nellis AFB has been monitoring the CCSD challenges, including too many students and not enough schools. Nellis AFB is concerned that CCSD is rezoning the Las Vegas valley to balance the schools so that no one school is adversely overburdened compared to another. This overburdening is inclusive of the schools around the base. If a resolution to the on-base school situation is not reached and the base students are required to attend the off-base schools, they will add to the overburdening of the student population, resulting in a negative impact on the education of both the military students and the civilian students.

1.5 SCOPE

The scope of this EA includes the analysis of effects from all reasonable alternatives to construct and operate a new elementary school in Area III on Nellis AFB for attendance by military personnel dependents residing on- and off-base, as well as children whose parents are school administrators and staff. The EA will identify, document, and evaluate the Proposed Action and all Action Alternatives and the potential effects on the natural and human environments in the Clark County Region of Influence (ROI).
2.0 PROPOSED ACTION AND ACTION ALTERNATIVES

2.1 PROPOSED ACTION

The USAF proposes to construct a new school in Area III to replace the existing Nellis AFB on-base school in Area I, Lomie Gray Heard School, to make land in Area I available for future mission-specific development. The intent is to lease base property to an educational program, either a private charter company or CCDS, to design and construct the new school building and operate the school program. The Proposed Action would provide a new, centrally located school within the base housing community in Area III. The lease of the Lomie Gray Heard School in Area I to CCSD would be allowed to expire in April 2016. As a consequence of the lease expiration, the Lomie Gray Heard School would be closed and demolished and be replaced by mission-related facilities after the new school is operational. The plan would be to remove the school, since it does not meet any current mission uses, and the site would become available in Area I for the construction of future mission-related facilities to meet the needs of the mission and the USAF. All existing utilities and infrastructure would be removed and replaced with current standard material and construction techniques.

The new school would be constructed in Area III to accommodate approximately 800 to 1,000 students in kindergarten through eighth grade. Construction would consist of a single- or multi-story, approximately 70,000-square-foot facility with classrooms, gymnasium, playground, 300-space parking lot, and landscaping, located on an approximately 3- to 10-acre site. The new school would be connected to existing communication, electrical, gas, water, and sewer lines. No asbestos-containing or lead-containing materials would be used in construction of the new school, and all water fixtures would be lead-free.

The operational plan for the new school would be to share fitness/recreation resources with the existing Youth Center and ball fields in Area III for physical fitness curriculum requirements. Coordination would be required with the current base housing contractor to assess and mitigate any impact on the housing community, including traffic flow and other support services, such as base security at the access gates.

The only locations suitable for construction of a new school on Nellis AFB are in Area III, adjacent to the main on-base housing development. The following selection standards were used to reach this conclusion:

- Location within or near the housing area where the majority of on-base students reside
- Ability for students to walk to the school or to have a short commute without crossing any major off-base roadways
- No conflict with existing or planned mission activities and construction
- No current or potential hazardous materials impacts
• Access available through multiple Nellis AFB gates capable of handling the extra
school traffic
• Away from the runway to avoid excessive noise impacts

Sites within Area I for a new school were eliminated due to proximity to the runway,
excessive distance from the main base housing area, and designation for mission
activities in the current ADP. Sites within Area II were eliminated due to excessive
distance from the main base housing area, designation for mission activities in the
current ADP, and potential impacts from hazardous materials. As such, the new school
would be constructed within the boundaries of the privatized housing area at one of four
optional sites on Nellis AFB land in Area III (Optional Sites 1 through 4). The Optional
Sites are bounded to the east by a seven-foot-tall boundary wall. The sites are
bounded to the west by a park and to the south by privatized housing units.

Optional Site 1: This site consists of approximately 2.5 acres east of the Youth Center,
adjacent to the north side of Stafford Drive (Photograph 2-1; Figure 2-1). It contains a
little league baseball field that would be removed or relocated to allow for construction
of the new school. An existing parking lot on the west side of the site would be
expanded and used for school parking.

Optional Site 2: This site consists of approximately 3 acres located on the west side of
the Youth Center and currently contains a softball field (Photograph 2-2; Figure 2-1).
The softball field would be removed to allow for construction of the new school.

Optional Site 3: This site consists of approximately 3 acres located on the north side of
a small drainage channel that runs through the Youth Center recreation area
(Photograph 2-3: Figure 2-1). It contains a full-size baseball field, which would be
removed and possibly relocated to allow for construction of the new school. Access to
the site would require a new access drive across the drainage channel.

Optional Site 4: This site consists of approximately 10 acres set aside in the on-base
housing development for a school location. It is located on the south side of Stafford
Drive adjacent to the base boundary fence. All housing units, roads, infrastructure, and
Figure 2-1. Proposed Action Optional Sites
miscellaneous structures have been removed from Optional Site 4. The site has also been cleared of all vegetation and covered with crushed stone to prevent erosion (Photograph 2-4; Figure 2-1). Underground utilities are in place within the property.

Electrical and communications lines would be provided at all Optional Sites by overhead poles. An undetermined length of underground trenching, which would be dependent upon specific conditions at each site, would be required to connect to the new school with existing electrical and communication lines. Sewer lines exist at the sites and would be reconfigured to meet the needs of the final design of the school. Water and gas lines currently run along Stafford Drive and can be extended once a design is finalized.

2.1.1 Public Involvement in Proposed Action Development

The USAF invites public participation in the NEPA process. Consideration of the views and information of all interested persons promotes open communication and enables better decision making. The USAF has set forth a public participation process that informs local, state, tribal, and federal agencies of proposed projects. All agencies, organizations, and members of the public with a potential interest in the Proposed Action, including minority, low-income, disadvantaged, and Native American groups, are urged to participate in the decision-making process.

A public information meeting was held at the Holiday Inn Express, 4035 North Nellis Boulevard, Las Vegas, Nevada, on August 12, 2014. The notice of the meeting was published in the Las Vegas Review-Journal and El Tiempo newspapers in English and Spanish. In addition, over 3,800 individual meeting notices were mailed to residents within a 1-mile radius of Lomie Gray Heard School.

A total of 22 persons attended the meeting, including Nellis AFB representatives. The public was provided with information about the Proposed Action and asked to provide input on alternatives to Alternative 1 (Preferred Alternative), as well as information concerning sensitive resources in the area. The USAF provided the public with the ability to submit oral and written comments during and after the meeting; however, no
formal comments were received at the meeting. To date, no written or email comments have been received since the meeting.

Coordination and consultation with stakeholder agencies and other potentially affected parties was initiated in August 2014 during the initial planning stages of this project. USAF has also issued agency coordination letters to potentially affected federal, state, and local agencies inviting their participation and input regarding this EA. In addition, all pertinent federal and state agencies, including the U.S. Fish and Wildlife Service (USFWS), have been contacted, notified of the project, and their input on the project requested.

Copies of the coordination letters and any responses or additional correspondence generated during this project are included in Appendix A. Per 40 Code of Federal Regulations (CFR) Sections 1501.7 and 1502.25, coordination and consultation were conducted with the following:

- Bureau of Land Management
- USFWS
- Nevada State Clearinghouse
- Regional Transportation Commission of Southern Nevada
- Southern Nevada Regional Planning Coalition
- Clark County Commission
- Clark County Department of Air Quality & Environmental Management
- Clark County Department of Comprehensive Planning
- Clark County School District
- City of North Las Vegas

Public participation opportunities with respect to the EA and decision making on the viable alternatives are guided by 32 CFR Part 989. A draft of this EA and Finding of No Significant Impact (FONSI) will be released for a 30-day public review on January 11, 2015. A Notice of Availability (NOA) will be published in the Las Vegas Review-Journal and El Tiempo, in English and Spanish, on January 11, 2015 to announce the public comment period and the availability of the draft EA and FONSI (Exhibit 1-1). The Draft EA and FONSI will also be available to view and download from the World Wide Web at: www.nellis.af.mil/library/environmental.asp. In addition, a hard copy is available for review at Las Vegas Library, 833 Las Vegas Boulevard North, Las Vegas, Nevada, from January 11, 2015 to February 10, 2015. USAF provided copies of the draft SEA and FONSI to all coordinating state and federal agencies for review and comment. At the end of the 30-day public review period, the USAF will consider any comments submitted by individuals, agencies, or organizations in the decision. Comments and letters received in response to the 30-day public notice will be included in Appendix A.
NOTICE OF AVAILABILITY

U.S. Air Force invites the public to provide comments on the draft Environmental Assessment for the Nellis Air Force Base School Initiative, Nellis Air Force Base, Clark County, Nevada.

The U.S. Air Force announces the availability of a draft Environmental Assessment for the construction and operation of a charter school in Area III on Nellis Air Force Base (AFB). Alternative 1 (Preferred Alternative) would allow Nellis AFB to lease base property to a private sector charter school company to develop, construct, and operate a new charter school in the centrally located Area III of Nellis AFB on one of four possible sites.

You may view the draft Environmental Assessment and draft Finding of No Significant Impact beginning January 11, 2015, at www.nellis.af.mil/library/environmental.asp or request a copy from the address below. Copies will also be available for review at the Las Vegas Library, Reference Department, 833 Las Vegas Boulevard North, Las Vegas, NV 89191. Please provide any comments by February 10, 2015 to:

Nellis Air Force Base
99 ABW Public Affairs
4430 Grissom Ave, Suite 107
Nellis AFB, NV 89191

For general information, contact 99 ABW/PA at: (702) 652-2750

AVISO DE DISPONIBILIDAD

La Fuerza Aérea de los Estados Unidos invita al público a presentar comentarios sobre el borrador de la Evaluación Ambiental para la iniciativa escolar de Nellis Air Force Base Clark County, Nevada.

La fuerza Aérea de Estados Unidos anuncia la disponibilidad de un borrador de la Evaluación Ambiental para la construcción y operación de una escuela charter en el área III de Nellis Air Force Base (AFB). Alternativa 1 (la Alternativa Preferida) permitiría Nellis AFB arrendar propiedad del base a una empresa privada de escuelas charter a desarrollar, construir y operar una escuela nueva de charter. La escuela nueva será localizada al centro de Zona III de Nellis AFB en uno de cuatro sitios posibles.

Puede ver el borrador de la Evaluación Ambiental y el borrador de Búsqueda de Impacto No Significativo comenzando 11 enero, 2015, a www.nellis.af.mil/ library/environmental.asp, o puede solicitar una copia de la siguiente dirección. También estará disponibles para su revisión en la biblioteca de Las Vegas, Reference Department, 833 Las Vegas Boulevard North, Las Vegas, NV 89191. A favor de presentar cualquier comentarios por 10 febrero, 2015 a:

Nellis Air Force Base
99 ABW Public Affairs
4430 Grissom Ave, Suite 107
Nellis AFB, NV 89191

Para obtener más información, póngase en contacto con 99 ABW/PA a: (702) 652-2750
2.2 ACTION ALTERNATIVES

Alternatives to implement the Proposed Action were evaluated based on the purpose and need outlined in 1.4. Five Action Alternatives and the No Action Alternative were evaluated:

1. Alternative 1 (Preferred Alternative) – design, construction, and operation of a charter school in Area III and no lease renewal to CCSD for the Lomie Gray Heard School
2. Alternative 2 – design, construction, and operation of a charter school in Area III and short-term lease to CCSD for the Lomie Gray Heard School
3. Alternative 3 – design, construction, and operation of a public school by CCSD in Area III and no lease renewal to CCSD for the Lomie Gray Heard School
4. Alternative 4 – design, construction, and operation of a public school by CCSD in Area III and short-term lease to CCSD for the Lomie Gray Heard School
5. Alternative 5 – lease renewal to CCSD for the Lomie Gray Heard School and no new school construction
6. No Action Alternative – no lease renewal to CCSD and no new school construction

Some of the evaluated alternatives would require actions by outside entities in order to be implemented, and those required actions are explained for each alternative evaluated.

2.2.1 Alternative 1 (Preferred Alternative) – Design, Construction, and Operation of a Charter School in Area III and No Lease Renewal to CCSD for the Lomie Gray Heard School

Alternative 1 (Preferred Alternative) would allow Nellis AFB to lease base property to a private sector charter school company to develop, construct, and operate a new charter school in Area III of Nellis AFB on one of the Optional Sites described in the Proposed Action. Alternative 1 (Preferred Alternative) would result in one new charter school on-base for approximately 800 to 1,000 students and would close the existing CCSD public school on Nellis AFB.

According to current State of Nevada charter school rules, a new charter school must be established as a public school and comply with applicable state and federal laws regarding public schools (Nevada State Public Charter School Authority [SPCSA] 2014). Because a newly created charter school would not have any previously enrolled students, all students would need to apply for admission. The charter school must inform the community of its public school status and have a fair and open admissions process.

A charter school must use a lottery if more students apply for admission than can be admitted. A lottery is a random selection process by which applicants are admitted to the charter school (20 U.S.C. 7221i[1][H]). A charter school with fewer applicants than
spaces available does not need to conduct a lottery (20 U.S.C. 7221i[1][H]). Weighted
lotteries (i.e., lotteries that give additional weight to individual students who are
identified as part of a specified set of students, but do not reserve or set aside seats for
individual students or sets of students) are permitted only in certain circumstances.
However, weighted lotteries may not be used for the purpose of creating schools
exclusively to serve a particular subset of students (SPCSA 2014).

A charter school may exempt from the lottery only those students who are deemed to
have been admitted to the charter school already and, therefore, do not need to reapply.
A charter school may also exempt certain categories of applicants from the lottery and
admit them automatically. Specifically, the following categories of applicants may be
exempted from the lottery (SPCSA 2014):

- Students who are enrolled in a public school at the time it is converted
  into a public charter school;
- Students who are eligible to attend, and are living in the attendance area
  of, a public school at the time it is converted into a public charter school;
- Siblings of students already admitted to or attending the same charter
  school;
- Children of a charter school’s founders, teachers, and staff (so long as the
  total number of students allowed under this exemption constitutes only a
  small percentage of the school’s total enrollment); and
- Children of employees in a work-site charter school, (so long as the total
  number of students allowed under this exemption constitutes only a
  small percentage of the school’s total enrollment).

CCSD would not provide bus transportation services for a charter school on Nellis AFB, and it would be incumbent upon the charter school to provide its own bus service or for parents to transport the students to school and pick them up. The new charter school would change the traffic patterns on Nellis AFB, which may affect access to the school. The traffic in Area I would be reduced since the majority of students reside in Area III and would attend school in Area III. Although traffic in Area I would be greatly reduced, off-base traffic transporting students to and from the new school in Area III would likely increase.

Exact traffic patterns and numbers of vehicles transporting students to and from the new school cannot be estimated until the school is constructed, students are admitted, and it is operational. However, the new school would provide education to approximately 800 to 1,000 students, up to 400 more students than the existing school serves. As a worst case scenario, it is estimated that up to 400 additional vehicles could transport students to and from the school in Area III, and these vehicles would be on-base twice a day (i.e., in the morning for the start of the school day and in the afternoon at the end of the school day).

Possible alternatives to the existing Area III access gate may be required. Security would be provided by base security forces at the access gates. The new school would
share fitness/recreation resources with the existing Youth Center and ball fields in Area III for physical fitness curriculum requirements. A before-school and after-school daycare program may be offered, but that is unknown at this time. Extracurricular activities such as sports would not be offered.

The CCSD student population has markedly increased over the past few years and local schools are experiencing overcrowding. Schools near Nellis AFB are among those that have experienced excessive overcrowding. A charter school in Area III would not ameliorate these conditions since there is potential that children throughout the CCSD would attend the charter school, and an unknown number of children currently attending Lomie Gray Heard School may need to be absorbed into overcrowded CCSD schools adjacent to Nellis AFB if more students apply to the new charter school than the school can accommodate.

The lease of the Lomie Gray Heard School in Area I to CCSD would be allowed to expire in April 2016. As a consequence of the lease expiration, the Lomie Gray Heard School would be closed and demolished and be replaced by mission-related facilities. Since it does not meet any current mission uses, the existing 61-year-old school would be demolished after the new school is operational, and mission-related facilities would be built in its place. A separate NEPA analysis by the USAF would be performed for these facilities.

2.2.2 Alternative 2 – Design, Construction, and Operation of a Charter School in Area III and Short-term Lease to CCSD for the Lomie Gray Heard School

Alternative 2 would lease base property to a private sector charter school company to develop, construct, and operate a new charter school in Area III of Nellis AFB on one of the Optional Sites described in the Proposed Action and would follow the admissions process outlined in Alternative 1 (Preferred Alternative). Alternative 2 would also negotiate a short-term lease to CCSD to continue to operate the existing Lomie Heard Elementary School in Area I on Nellis AFB. No military funds would be used to improve the school. Responsibility for administration, teachers, staff, maintenance, upkeep, upgrades, or improvements would lie completely with CCSD. Student attendance at Lomie Gray Heard School would remain the same, approximately 600 students made up of military dependents who live on-base, 100 military dependents who reside off-base, and 20 students whose parents are school administrators and staff. Alternative 2 would result in two schools, a new privately sponsored charter school and the existing CCSD-operated school, on Nellis AFB.

The CCSD student population has markedly increased over the past few years, and local schools are experiencing overcrowding. Schools near Nellis AFB are among those that have experienced excessive overcrowding. A charter school in Area III would not ameliorate these conditions since there is potential that children throughout the CCSD would attend the charter school.

The lease to CCSD for Lomie Gray Heard School would be renewed for at least 10 years, with an option for Nellis AFB to cancel the lease on short notice. CCSD has offered to enhance the existing school curriculum with a STEM (Science, Technology,
Engineering, Math) or STEAM (Science, Technology, Engineering, Arts, Math) curriculum, if requested by Nellis AFB. This CCSD program is similar to the charter school program, but in a public school with a zoned attendance area. There are no plans to upgrade or improve the existing school since CCSD has no additional funding available. Students who reside on-base would continue to be transported by bus from Area III to the school in Area I.

Because current regulations require any lease of Department of Defense (DoD) property to be negotiated for a fair market value of the property, the new lease would significantly increase the cost of the lease for CCSD. Fair market value for a new lease on the 12.17 acres of land in Area I would be $31,000 per year, as compared with the current nominal lease cost of $1 per year. In order to minimize lease costs to CCSD, Nellis AFB is considering decreasing the acreage to be leased. Also under consideration is USAF use of the school facilities outside of school hours for meetings and other mission activities. In the event that the Proposed Action is implemented after the CCSD lease is renewed, the CCSD lease could be revoked.

Alternative 2 was developed as a result of the intergovernmental/interagency coordination for the Proposed Action and Action Alternatives. Although it does not meet the purpose and need for the Proposed Action, Nellis AFB and CCSD determined that it would be advantageous to examine the potential for renewing a long-term lease with CCSD for Lomie Gray Heard Elementary School in addition to developing, constructing, and operating a new charter school centrally located within the base housing community in Area III of Nellis AFB.

Alternative 2 would not open land in Area I that is planned for the siting of training facilities. Likewise, traffic would potentially increase on Nellis AFB since students would be transported to Lomie Gray Heard School in Area I and additional students would be transported to the new charter school in Area III. The CCSD would also continue to incur higher maintenance costs to maintain the aging existing school. However, this alternative is necessary in case a new school in Area III cannot be constructed before the end of the existing lease.

2.2.3 Alternative 3 – Design, Construction, and Operation of a Public School by CCSD in Area III and No Lease Renewal to CCSD for the Lomie Gray Heard School

Alternative 3 would allow Nellis AFB to lease property to CCSD to develop, construct, and operate a new public school in Area III of Nellis AFB on one of the Optional Sites described in the Proposed Action and would not renew the lease to CCSD for the Lomie Gray Heard School. Alternative 3 would result in a new CCSD public school on-base and would close the existing CCSD-operated public school on Nellis AFB. Nellis AFB would request modification of the proposed new school to increase the population to 800 students, including grades six through eight, with a STEM curriculum offered, while keeping the current zoning to only military students and students whose parents are school administrators and staff. Responsibility for administration, teachers, staff,
maintenance, upkeep, and upgrades or improvements would remain completely with CCSD. No military funds would be used to construct or improve the school.

The lease of the Lomie Gray Heard School in Area I to CCSD would be allowed to expire in April 2016. As a consequence of the lease expiration, the Lomie Gray Heard School would be closed. Since it does not meet any current mission uses, the existing 61-year-old school would be demolished after the new school is operational, and mission-related facilities would be built in its place. A separate NEPA analysis by the USAF would be performed for these facilities.

Alternative 3 is not currently possible due to CCSD budget restrictions. Funding for the new school is dependent upon passage of a school building request. Elections were held in November 2014, and no additional school funding was approved by voters. CCSD has chosen not to present a funding request in the 2015 election cycle, as the passage of the request is not likely. CCSD would re-examine a new construction funding election question in 2017.

2.2.4 Alternative 4 – Design, Construction, and Operation of a Public School by CCSD in Area III and Short-term Lease Renewal to CCSD for the Lomie Gray Heard School

Under this alternative, Nellis AFB would lease property to CCSD to develop, construct, and operate a new public school in Area III of Nellis AFB on one of the Optional Sites described in the Proposed Action and would also negotiate a short-term lease to CCSD to continue to operate the existing Lomie Heard Elementary School in Area I on Nellis AFB. The lease renewal to CCSD would follow the fair market value requirements outlined in Alternative 2. Student attendance at Lomie Gray Heard School would remain the same, as outlined in Alternative 2.

Nellis AFB would request modification of the proposed new school to increase the population to 800 students, including grades six through eight, with a STEM curriculum offered, while keeping the current zoning to only military students and students whose parents are school administrators and staff. Responsibility for administration, teachers, staff, maintenance, upkeep, and upgrades or improvements would remain completely with CCSD. No military funds would be used to improve the school. However, Alternative 4 is not currently possible due to CCSD budget restrictions.

Alternative 4 would not open land in Area I that is planned for the siting of mission-related facilities. Traffic would potentially increase on Nellis AFB since students would be transported to Lomie Gray Heard School in Area I and additional students would be transported to the new public school in Area III. The CCSD would also continue to incur higher maintenance costs to maintain the aging existing school.

2.2.5 Alternative 5 – Long-Term Lease Renewal to CCSD for the Lomie Gray Heard School and No New School Construction

This alternative would renew the lease to CCSD for the Lomie Gray Heard School, but would not construct a new school. The lease renewal to CCSD would follow the fair
market value requirements outlined in Alternative 2. Student attendance at Lomie Gray Heard School would remain the same, as outlined in Alternative 2.

Alternative 5 would not meet the purpose and need for the Proposed Action, as it would not open land in Area I that is planned for the siting of mission-related facilities. Traffic and security problems on-base would persist since children would continue to be transported to Lomie Gray Heard School in Area I. The CCSD would also continue to incur higher maintenance costs to maintain the aging existing school.

2.2.6 **No Action Alternative**

The No Action Alternative would allow the current lease for Lomie Gray Heard School to expire in April 2016, and Nellis AFB would take no action to replace the school on-base. The No Action Alternative would create transportation and logistical challenges for parents and would disperse the approximately 600 students who currently attend the Lomie Gray Heard School to other CCSD schools in the area, which would further overburden the already overcrowded schools, resulting in a negative impact on the education of both the military students and the civilian students.

Under this alternative, no schools would operate on Nellis AFB. The Lomie Gray Heard School property and buildings would remain with Nellis AFB, and the site would be used for base mission objectives. The No Action Alternative does not meet the purpose and need for the Proposed Action, as on-base military dependents would not have a convenient school to attend on-base and overcrowding of the CCSD schools in the area would be increased.

2.3 **REGULATORY COMPLIANCE AND PERMIT REQUIRENTS**

The Proposed Action would require permits from various regulatory agencies. A Stormwater Construction permit would be required prior to construction, since the disturbed area for a new school would be greater than 1 acre. A stationary source air permit would be required for gas-powered heating and air conditioning units. For operation of new charter school, an operating permit would be obtained from the SPCS.

2.4 **SUMMARY OF ENVIRONMENTAL IMPACTS**

Table 2-1 presents a summary of the impacts anticipated under the Action and No Action Alternatives.
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</thead>
<tbody>
<tr>
<td>Biological Resources</td>
<td>Possible minor impacts on ground-nesting bird habitat</td>
<td>Possible minor impacts on ground-nesting bird habitat</td>
<td>Possible minor impacts on ground-nesting bird habitat</td>
<td>Possible minor impacts on ground-nesting bird habitat</td>
<td>No impacts, no change from current conditions</td>
<td>No impacts, no change from current conditions</td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>Minor impacts on possible historic school structures, would be mitigated</td>
<td>No impacts, no change from current conditions</td>
<td>Minor impacts on possible historic school structures, would be mitigated</td>
<td>No impacts, no change from current conditions</td>
<td>No impacts, no change from current conditions</td>
<td>Minor impacts on possible historic school structures, would be mitigated</td>
</tr>
<tr>
<td>Land Use</td>
<td>Minor impacts in Area III on Optional Sites 1 through 3, change from recreation to school use; Minor impact in Area I, change from school to mission utilization</td>
<td>Minor impacts in Area III on Optional Sites 1 through 3, change from recreation to school use</td>
<td>Minor impacts in Area III on Optional Sites 1 through 3, change from recreation to school use; Minor impact in Area I, change from school to mission utilization</td>
<td>Minor impacts in Area III on Optional Sites 1 through 3, change from recreation to school use</td>
<td>No impacts, no change from current conditions</td>
<td>Minor impact in Area I, change from school to mission utilization</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Minor impacts during new construction</td>
<td>Minor impacts during new construction</td>
<td>Minor impacts during new construction</td>
<td>Minor impacts during new construction</td>
<td>No impacts, no change from current conditions</td>
<td>No impacts</td>
</tr>
<tr>
<td>Water Resources</td>
<td>Minor impacts due to increased stormwater runoff</td>
<td>Minor impacts due to increased stormwater runoff</td>
<td>Minor impacts due to increased stormwater runoff</td>
<td>Minor impacts due to increased stormwater runoff</td>
<td>No impacts, no change from current conditions</td>
<td>No impacts</td>
</tr>
<tr>
<td>Transportation</td>
<td>Minor to moderate impacts due to increased traffic to Area III</td>
<td>Minor to moderate impacts due to increased traffic to Area III</td>
<td>Minor to moderate impacts due to increased traffic to Area III</td>
<td>Minor to moderate impacts due to increased traffic to Area III</td>
<td>No impacts, no change from current conditions</td>
<td>Minor impacts due to increased student attendance off-base</td>
</tr>
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</tr>
<tr>
<td>Utilities and Infrastructure</td>
<td>No impacts, increase in utility resource use by the new school would be offset by utility resource use discontinuation with closing of the Lomie Gray Heard School</td>
<td>Minor impacts due to increased demand in Area III</td>
<td>No impacts, increase in utility resource use by the new school would be offset by utility resource use discontinuation with closing of the Lomie Gray Heard School</td>
<td>Minor impacts due to increased demand in Area III</td>
<td>No impacts, no change from current conditions</td>
<td>Possible minor impacts due to increased mission use in Area I</td>
</tr>
<tr>
<td>Socioeconomics</td>
<td>Minor beneficial effects due to increased student space; new school would be available to CCSD community</td>
<td>Minor beneficial effects due to increased student space; new school would be available to CCSD community</td>
<td>Minor beneficial effects due to increased student space; new school would be available to CCSD community</td>
<td>Minor beneficial effects due to increased student space; new school would be available to CCSD community</td>
<td>Minor beneficial effects due to increased student space; new school would be available to CCSD community</td>
<td>No impacts, no change from current conditions</td>
</tr>
<tr>
<td>Environmental Justice and Protection of Children</td>
<td>Minor beneficial effects due to availability of an additional school for public attendance</td>
<td>Minor beneficial effects due to availability of an additional school for public attendance</td>
<td>Minor beneficial effects due to availability of an additional school for on-base military students</td>
<td>Minor beneficial effects due to availability of an additional school for on-base military students</td>
<td>No impacts, no change from current conditions</td>
<td>Moderate impacts due to increased attendance at off-base schools</td>
</tr>
</tbody>
</table>

Table 2-1, continued
SECTION 3.0
AFFECTED ENVIRONMENT
3.0 AFFECTED ENVIRONMENT

3.1 INTRODUCTION

This section describes the existing environmental conditions at and surrounding the Proposed Action Optional Sites in Area III, and the existing Lomie Gray Heard School site in Area I. It provides a baseline from which to identify and evaluate changes resulting from the proposed lease of land for the design, construction, and operation of a new school in Area III, and demolition of the existing school in Area I.

Only those resources that have a potential to be affected are discussed as per CEQ guidance (40 CFR 1501.7[3]). Therefore, the following resources will not be discussed for the following reasons:

- **Climate** – The project would not affect, or be affected by, climate.
- **Farmlands** – No farmlands exist on or near the project sites.
- **Wilderness** – The project sites are not located in or near a wilderness area.
- **Wild and Scenic Rivers** – No wild and scenic rivers exist in proximity to the projects sites.
- **Fire Management** – The project sites are not located in a fire risk area, and local building codes would regulate fire control following construction.
- **Floodplain** – The project sites are not located within a floodplain and would not affect other floodplain designations.
- **Geology and Soils** – No excavation would occur to a depth that would impact subsurface geology or alter existing soils at the project sites.

3.2 BIOLOGICAL RESOURCES

Biological resources include native or naturalized plants and animals and the habitats in which they occur. For the purpose of this EA, these resources are divided into three categories: vegetation, wildlife including migratory birds, and protected species including federally listed and state-listed species, candidate species, and other sensitive species listed by the Nevada Department of Wildlife. Site reconnaissance surveys were conducted on July 8, 2014, at all Proposed Action Optional Sites and on August 12, 2014, at the Lomie Gray Heard School site.

3.2.1 Vegetation

The Lomie Gray Heard School site (Photograph 3-1) and the Optional Sites (see Photographs 2-1 through 2-4) do not contain any native vegetation. All vegetation is maintained grasses and landscape plantings.
3.2.2 Wildlife
The Lomie Gray Heard School site is enclosed by a security fence, within a developed on-base housing development, which would preclude the presence of any native wildlife on the site, except for birds. Transient local and common bird species might utilize the trees planted on the school property, but the presence of students and faculty throughout the year would discourage any resident species.

The Proposed Action Optional Sites are located in the middle of the base housing development, and consist of cleared recreational fields and vacant land (see Photographs 2-1 through 2-4). No trees are present on the sites, and the only wildlife that may be present would reside in and along the drainage channel running behind the Youth Center. No wildlife was present at the sites during the July 8, 2014 site reconnaissance. Wildlife present could include small mammals. Small mammal burrows and potential ground-nesting migratory bird habitat were identified on or near Optional Sites 1, 2, and 3.

3.2.3 Protected Species
During the July 8, 2014, site reconnaissance, no federally listed species were present on any of the Optional Sites. However, habitat is present at the Optional Sites that could support the western burrowing owl (Athene cunicularia), a state-protected species and Bureau of Land Management Sensitive Species. This habitat was noted along the drainage channel running through the Youth Center recreational fields. No burrowing owls were observed during reconnaissance, and the small mammal burrows observed were too small for occupation by burrowing owls.

3.3 CULTURAL RESOURCES
Cultural resources are prehistoric and historic sites, districts, structures, artifacts, or any other physical evidence of human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. A historic district is an area that "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development" (National Park Service [NPS] 1997).

Nellis AFB operates under an Integrated Cultural Resources Management Plan (ICRMP) (USAF 2012), which identifies all known cultural resources on the base and defines a management plan for protection of those resources. All of Nellis AFB, which includes Area I, Area II, and Area III, and the Small Arms Range, has been surveyed for archaeological resources, and all sites evaluated. One NRHP-eligible site, a quarry, is located on Nellis AFB. All other sites were determined to be ineligible for nomination through the Nevada State Historic Preservation Office (SHPO) consultation (letter dated April 12, 2001). No sites exist within the project area. In 2001, the Nevada SHPO concurred with this determination. Native American Tribal consultation was completed through the Nellis AFB Native American Program Document Review Committee; tribal representatives concurred with the cultural resources inventory report recommendations.
The Lomie Gray Heard School buildings were constructed in 1953 and 1956. In 1995, Mariah Associates, Inc. completed a preliminary evaluation, interpretation, and prioritization of Cold War facilities for 27 ACC bases throughout the U.S. The primary Nellis AFB Cold War mission was to train Air Training Command and Tactical Air Command pilots. Buildings and collections recommended for additional research at that time included the Threat Facility, the Red Flag air combat training center, the Weapons School Facility, the Thunderbirds maintenance hangar, the Command Center, and certain document collections (Mariah Associates, Inc. 1995).

In 2007, an historic building inventory was completed on Nellis AFB that included evaluation of potential Cold War significance. Three storage igloos were determined eligible for nomination to the National Register of Historic Places (Geo-Marine, Inc. 2007). However, neither the Nevada SHPO nor the NPS National Register of Historic Places Program concurred with this determination. They determined that Nellis AFB should expand the scope of evaluation to include all buildings constructed prior to the end of the Cold War (1989), other facilities such as runways and aprons, potential for historic districts, and regional historic significance of the installations. An inventory addressing these recommendations is currently underway and will include Lomie Gray Heard School buildings. The buildings are being assessed for historical value. If they were to be removed, all appropriate Nevada SHPO consultation would be completed.

3.4 LAND USE RESOURCES

The term “land use” refers to either natural conditions or the type of development occurring on the land. Land use is often dictated by local zoning laws, regulations, or designations. All of the Optional Sites are located on Nellis AFB land within the perimeter security fence. The Lomie Gray Heard School site is currently used as an active elementary school, and has been used for that purpose since 1953. Proposed Action Optional Sites 1 through 3 are used for recreational purposes with ball fields present on each site. Optional Site 4 was previously used for base housing, but is currently vacant land.

3.5 AIR QUALITY

The U.S. Environmental Protection Agency (USEPA) established National Ambient Air Quality Standards (NAAQS) for specific pollutants determined to be of concern with respect to the health and welfare of the general public. Ambient air quality standards are classified as either "primary" or "secondary." The major pollutants of concern, or criteria pollutants, are carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), ozone (O3), particulate matter less than 10 microns (PM-10), particulate matter less than 2.5 microns (PM-2.5) and lead. NAAQS represent the maximum levels of background pollution that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The NAAQS are included in Table 3-1.
Table 3-1. National Ambient Air Quality Standards

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<tr>
<th>Pollutant</th>
<th>Primary Standards</th>
<th>Secondary Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Level</td>
<td>Averaging Time</td>
</tr>
<tr>
<td>Carbon Monoxide</td>
<td>9 ppm (10 mg/m³)</td>
<td>8-hour (1)</td>
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<tr>
<td></td>
<td>35 ppm (40 mg/m³)</td>
<td>1-hour (1)</td>
</tr>
<tr>
<td>Lead</td>
<td>0.15 μg/m³ (2)</td>
<td>Rolling 3-Month Average</td>
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<tr>
<td></td>
<td>1.5 μg/m³</td>
<td>Quarterly Average</td>
</tr>
<tr>
<td>Nitrogen Dioxide</td>
<td>53 ppb (3)</td>
<td>Annual (Arithmetic Average)</td>
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<tr>
<td></td>
<td>100 ppb</td>
<td>1-hour (4)</td>
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<tr>
<td>Particulate Matter (PM-10)</td>
<td>150 μg/m³</td>
<td>24-hour (5)</td>
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<td>Particulate Matter (PM-2.5)</td>
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<td>Annual (Arithmetic Average)</td>
</tr>
<tr>
<td></td>
<td>35 μg/m³</td>
<td>24-hour (7)</td>
</tr>
<tr>
<td>Ozone</td>
<td>0.075 ppm (2008 std)</td>
<td>8-hour (8)</td>
</tr>
<tr>
<td></td>
<td>0.08 ppm (1997 std)</td>
<td>8-hour (8)</td>
</tr>
<tr>
<td></td>
<td>0.12 ppm</td>
<td>1-hour (10)</td>
</tr>
<tr>
<td>Sulfur Dioxide</td>
<td>0.03 ppm</td>
<td>Annual (Arithmetic Average)</td>
</tr>
<tr>
<td></td>
<td>0.14 ppm</td>
<td>24-hour (17)</td>
</tr>
<tr>
<td></td>
<td>75 ppb (11)</td>
<td>1-hour (11)</td>
</tr>
</tbody>
</table>

Source: USEPA 2014a at http://www.epa.gov/air/criteria.html

Units of measure for the standards are parts per million (ppm) by volume, parts per billion (ppb - 1 part in 1,000,000,000) by volume, milligrams per cubic meter of air (mg/m³), and micrograms per cubic meter of air (μg/m³).

(1) Not to be exceeded more than once per year.
(2) Final rule signed October 15, 2008.
(3) The official level of the annual NO₂ standard is 0.053 ppm, equal to 53 ppb, which is shown here for the purpose of clearer comparison to the 1-hour standard.
(4) To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb (effective January 22, 2010).
(5) Not to be exceeded more than once per year on average over 3 years.
(6) To attain this standard, the 3-year average of the weighted annual mean PM2.5 concentrations from single or multiple community-oriented monitors must not exceed 15.0 μg/m³.
(7) To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 μg/m³ (effective December 17, 2006).
(8) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm. (effective May 27, 2008)
(9) (a) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm.
(b) The 1997 standard—and the implementation rules for that standard—will remain in place for implementation purposes as USEPA undertakes rulemaking to address the transition from the 1997 ozone standard to the 2008 ozone standard.
(c) USEPA is in the process of reconsidering these standards (set in March 2008).
(10) (a) USEPA revoked the 1-hour ozone standard in all areas, although some areas have continuing obligations under that standard ("anti-backsliding").
(b) The standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is ≤ 1.
(11) (a) Final rule signed June 2, 2010. To attain this standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75 ppb.
A conformity analysis is the process used to determine whether a federal action meets the requirements of the General Conformity Rule. It requires the responsible federal agency to evaluate the nature of a proposed action and associated air pollutant emissions and calculate emissions that may result from the implementation of the Proposed Action. If the emissions exceed established limits, known as \textit{de minimis} thresholds, the proponent is required to perform a conformity determination and implement appropriate mitigation measures to reduce air emissions. The air quality in Clark County is in attainment for all NAAQS except PM-10, and the USEPA has designated Clark County as in serious non-attainment for PM-10 due to the dry climate and potential for wind-blown dust (USEPA 2014b).

### 3.5.1 Greenhouse Gases and Climate Change

Global climate change refers to a change in the average weather on the earth. Greenhouse gases (GHG) are gases that trap heat in the atmosphere. They include water vapor, carbon dioxide (CO$_2$), methane (CH$_4$), nitrous oxide (N$_2$O), fluorinated gases including chlorofluorocarbons (CFC) and hydrochlorofluorocarbons (HFC), and halons, as well as ground-level O$_3$ (California Energy Commission 2007).

The major GHG-producing sectors in society include transportation, utilities (e.g., coal and gas power plants), industry/manufacturing, agriculture, and residential. End-use sector sources of GHG emissions include transportation (40.7 percent), electricity generation (22.2 percent), industry (20.5 percent), agriculture and forestry (8.3 percent), and other (8.3 percent) (California Energy Commission 2007). The main sources of increased concentrations of GHG due to human activity include the combustion of fossil fuels and deforestation (CO$_2$), livestock and rice farming, land use and wetland depletions, landfill emissions (CH$_4$), refrigeration system and fire suppression system use and manufacturing (i.e., CFC), and agricultural activities, including the use of fertilizers.

### 3.5.2 Greenhouse Gases Regulatory Framework

The regulatory framework for GHG has changed rapidly over the past few years. The USEPA has issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires large sources that emit 25,000 metric tons or more per year of GHG emissions to report GHG emissions in the U.S., collect accurate and timely emissions data to inform future policy decisions, and submit annual GHG reports to the USEPA.

On December 7, 2009, the USEPA Administrator signed two findings regarding GHG under Section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHG (CO$_2$, CH$_4$, N$_2$O, HFCs, perfluorocarbons [PFCs], and sulfur hexafluoride [SF$_6$]) in the atmosphere threaten the public health and welfare of current and future generations.

- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHG from new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.
These findings individually do not impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the USEPA's proposed GHG standards for light-duty vehicles, which were jointly proposed by the USEPA and the Department of Transportation's National Highway Safety Administration (NHTSA) on September 15, 2009.

Executive Order (EO) 13514, Federal Leadership in Environmental, Energy, and Economic Performance, signed on October 5, 2009, directs federal agencies to reduce GHG emissions and address climate change in NEPA analysis. It expands upon the energy reduction and environmental performance requirements of EO 13423, Strengthening Federal Environmental, Energy, and Transportation Management. The new EO establishes GHG emission reductions as an overarching, integrating performance metric for all federal agencies and requires a deliberative planning process.

CEQ provided draft guidance for determining meaningful GHG decision-making analysis. CEQ GHG guidance is currently undergoing public comment at this time; however, the draft guidance states that if the proposed action would be reasonably anticipated to cause direct emissions of 25,000 metric tons or more of equivalents of CO\textsubscript{2} GHG emissions on an annual basis, agencies should consider this an indicator that a quantitative and qualitative assessment may be meaningful to decision makers and the public. For long-term actions that have annual direct emissions of less than 25,000 metric tons of CO\textsubscript{2} equivalents, CEQ encourages federal agencies to consider whether the action’s long-term emissions should receive similar analysis. CEQ does not propose this as an indicator of a threshold of significant effects, but rather as an indicator of a minimum level of GHG emissions that may warrant some description in the appropriate NEPA analysis for agency actions involving direct emissions of GHG (CEQ 2010).

### 3.6 WATER RESOURCES

Water resources include both surface and subsurface water. Surface water includes all lakes, ponds, rivers, streams, impoundments, and wetlands within a defined area or watershed. Subsurface water, commonly referred to as groundwater, is typically found in certain areas with aquifers. Aquifers are areas of relatively high-porosity soil and rock where water can be stored between soil particles and within pore spaces. Groundwater is usually recharged during precipitation events and is withdrawn for domestic, agricultural, and industrial purposes. The CWA of 1972 is the primary federal law that protects the Nation’s waters, including lakes, rivers, aquifers, and coastal areas. The primary objective of the CWA is to restore and maintain the integrity of the Nation’s waters. Other issues relevant to water resources include watershed areas affected by existing and potential runoff and hazards associated with floodplains.

Water resources analyzed in this section include the surface water and watersheds associated with the project footprint where proposed ground-disturbing activities would occur.
3.6.1 Surface Water

The primary drainage for Proposed Action Optional Sites 1 through 4 is a drainage channel that flows into a stormwater detention basin south of Stafford Drive. The detention basin empties into a drainage conveyance that eventually flows into the Sloan Channel and subsequently into Lake Mead. The drainage channel collects stormwater runoff from the surrounding base housing development during rain events. During other times, it is dry. By virtue of the defined bed and banks of the channel, it could be considered a jurisdictional waters of the U.S., subject to regulation under the CWA. It is also subject to regulation for stormwater control to prevent development on-base from affecting nearby areas in Clark County with excess stormwater runoff during rain events.

3.7 TRANSPORTATION AND TRAFFIC

This transportation and traffic section describes the roadways and highways in the vicinity of the project alternatives that could have an impact on access to the school facilities or could be impacted by construction or operation of the new school facilities. It does not cover air or rail transportation, as neither air nor rail transportation would be expected to impact or be impacted by any of the alternatives.

Major transportation arteries in the area around Nellis AFB were shown previously in Figure 1-2. Las Vegas Boulevard North runs northeast-southwest through Nellis AFB and separates Area I from Area III. It is a major regional artery connecting the base area with downtown Las Vegas. The Range Road Gate on Las Vegas Boulevard North provides access to Area III. East Craig Road intersects Las Vegas Boulevard North at the Nellis AFB Craig Road Gate (main base gate). It also is a major artery that funnels traffic from Interstate 15 north of the base to Las Vegas Boulevard North. The main gate to the Area III on-base housing is on East Craig Road. Area I of Nellis AFB is bounded on the west by North Nellis Boulevard, which is a major north-south road that connects south Las Vegas with the city of North Las Vegas and Nellis AFB. The Tyndall Avenue Gate provides access from North Nellis Boulevard to Area I.

Nellis AFB has five restricted access control points (gates) to maintain security. In addition, there are two access gates to the Area III housing and the hospital that are currently closed. Currently, traffic to the Lomie Gray Heard School accesses the base through the Craig Road Gate and the Tyndall Avenue Gate. Almost all of the school traffic comes from the Area III housing. Baer Drive, in front of Lomie Gray Heard School, has expanded vehicle and bus lanes and parking to accommodate the school traffic. There is no school traffic blocking lanes on streets outside the base.
Traffic measured at each Nellis AFB gate in 2011 is shown in Table 3-2.

<table>
<thead>
<tr>
<th>Gate Location</th>
<th>Vehicles per Week</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Gate (Craig Road)</td>
<td>53,314</td>
</tr>
<tr>
<td>Tyndall Avenue</td>
<td>21,095</td>
</tr>
<tr>
<td>Beale Avenue</td>
<td>14,875</td>
</tr>
<tr>
<td>Salmon Drive (Area III housing)</td>
<td>11,727</td>
</tr>
<tr>
<td>I-215 (north Area III gate)</td>
<td>5,079</td>
</tr>
<tr>
<td>Range Road (south Area III gate)</td>
<td>29,221</td>
</tr>
<tr>
<td>Minot Avenue</td>
<td>5,090</td>
</tr>
</tbody>
</table>

A new school in Area III would require base entry through the Salmon Drive gate on East Craig Road (non-signal intersection) or the Range Road Gate on Las Vegas Boulevard North (signal intersection). The base housing gate has a 350-foot left turn lane on East Craig Road, and the Range Road Gate has a 650-foot left turn lane on Las Vegas Boulevard North. Proposed Action Optional Sites 1 through 4 are located on Stafford Drive, a two-lane street that extends from Range Road into the Area III housing development, a distance of 1.1 miles. Range Road extends a distance of 1 mile north from the Stafford Drive intersection to the north I-215 gate, near Interstate 15.

Daily traffic on East Craig Road, Las Vegas Boulevard North, and North Nellis Boulevard is relatively heavy on weekdays, particularly during morning and evening commute times for base personnel. Average Daily Traffic (ADT) counts for these streets are 13,000 for Las Vegas Boulevard North at the Range Road Gate, 21,500 for East Craig Road at the Salmon Drive Gate, and 19,500 for North Nellis Boulevard at the Tyndall Gate (Nevada Department of Transportation 2013).

### 3.8 UTILITIES AND INFRASTRUCTURE

The Lomie Gray Heard School is currently served by electrical, water, sewer, gas, and communications utilities. The Proposed Action Optional Sites 1 through 3 have access to electrical, water, sewer, gas, and communications utilities by virtue of their location adjacent to the Youth Center in the middle of the Area III housing development. There are various utilities connections and access covers for electricity, telecommunications, gas, water, and sewer buried utilities on Optional Site 4 as a result of the previous construction of base housing.

If a charter school is constructed in Area III on Nellis AFB, the private charter school company would reimburse the government for utilities per AFI 32-1061.
3.9 SOCIOECONOMICS

This socioeconomics section outlines the basic attributes of population and economic activity within the ROI for Nellis AFB and vicinity. The ROI is Clark County, which is also the county that makes up the Las Vegas/Henderson/Paradise Metropolitan Statistical Area (MSA).

Population
Clark County has grown dramatically since 1990 (Table 3-3). Beginning in the 1990s and continuing through 2007, Clark County experienced population growth rates that far outpaced the average population growth rates for the Nation. Growth rates decreased noticeably beginning in 2008, as unemployment increased substantially as a result of the National recession. In 2013, Clark County had a population of approximately 2 million (U.S. Census Bureau 2013). Clark County’s population is approximately 52 percent minority (U.S. Census Bureau 2010).

Table 3-3. Population

<table>
<thead>
<tr>
<th></th>
<th>City of Las Vegas</th>
<th>Clark County/ROI</th>
<th>Nevada</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Annual</td>
<td>Average Annual</td>
<td>Average</td>
<td>Average</td>
</tr>
<tr>
<td></td>
<td>Population Growth Rate</td>
<td>Population Growth Rate</td>
<td>Population Growth Rate</td>
<td>Population Growth Rate</td>
</tr>
<tr>
<td>2013</td>
<td>603,488</td>
<td>2,027,868</td>
<td>2,790,136</td>
<td>316,128,839</td>
</tr>
<tr>
<td></td>
<td>1.1%</td>
<td>1.3%</td>
<td>1.1%</td>
<td>0.8%</td>
</tr>
<tr>
<td>2010</td>
<td>583,756</td>
<td>1,951,269</td>
<td>2,700,551</td>
<td>308,745,538</td>
</tr>
<tr>
<td></td>
<td>2.2%</td>
<td>4.2%</td>
<td>3.5%</td>
<td>1.0%</td>
</tr>
<tr>
<td>2000</td>
<td>478,434</td>
<td>1,375,765</td>
<td>1,998,257</td>
<td>281,421,906</td>
</tr>
<tr>
<td></td>
<td>8.5%</td>
<td>8.6%</td>
<td>6.6%</td>
<td>1.3%</td>
</tr>
<tr>
<td>1990</td>
<td>258,295</td>
<td>741,459</td>
<td>1,201,833</td>
<td>248,709,873</td>
</tr>
</tbody>
</table>


More than 32,000 active duty military, dependents, Reserve/Air National Guard, and civilian and contract employees are associated with Nellis AFB, Creech AFB, and the Nevada Test and Training Range (NTTR) (Table 3-4), and annual payroll exceeds $900 million. Approximately 20 percent of active duty military and their dependents live on-base, with the remaining 80 percent living in the region (Nellis AFB 2012).

Table 3-4. Personnel at Nellis AFB, Creech AFB, and the Nevada Test and Training Range 2012

<table>
<thead>
<tr>
<th></th>
<th>Living On-Base</th>
<th>Living Off-Base</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active-Duty Military</td>
<td>1,913</td>
<td>6,273</td>
<td>8,186</td>
</tr>
<tr>
<td>Military Dependents</td>
<td>3,826</td>
<td>16,405</td>
<td>20,231</td>
</tr>
<tr>
<td>Reserve/Air National Guard</td>
<td>289</td>
<td>289</td>
<td>289</td>
</tr>
<tr>
<td>Civilian and Contract Employees</td>
<td>4,085</td>
<td>4,085</td>
<td>4,085</td>
</tr>
<tr>
<td>Total</td>
<td>5,739</td>
<td>27,052</td>
<td>32,791</td>
</tr>
</tbody>
</table>

Source: Nellis AFB 2012
Housing

Housing characteristics are presented in Table 3-5. U.S. Census estimates show that housing vacancy rates for both homeowner and rental housing for the 2007-2012 time period were well above the national average. The percentage of homes that are owner-occupied for both Clark County and the State of Nevada are well below the U.S. average of 65.5 percent. Almost 16 percent of the housing units in Clark County are vacant, well above the national average of 12.5 percent.

Table 3-5. Housing

<table>
<thead>
<tr>
<th></th>
<th>Clark County</th>
<th>Nevada</th>
<th>U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Units</td>
<td>838,894</td>
<td>1,171,300</td>
<td>131,642,457</td>
</tr>
<tr>
<td>Owner-occupied</td>
<td>55.7%</td>
<td>57.8%</td>
<td>65.5%</td>
</tr>
<tr>
<td>Renter-occupied</td>
<td>44.3%</td>
<td>42.2%</td>
<td>34.5%</td>
</tr>
<tr>
<td>Vacant Units</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>132,857</td>
<td>178,404</td>
<td>16,415,655</td>
</tr>
<tr>
<td>Percent</td>
<td>15.8</td>
<td>15.2</td>
<td>12.5</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate (Percent)</td>
<td>4.6</td>
<td>4.1</td>
<td>2.3</td>
</tr>
<tr>
<td>Rental Vacancy Rate (Percent)</td>
<td>11.7</td>
<td>11.2</td>
<td>7.5</td>
</tr>
<tr>
<td>Median Value</td>
<td>$186,700</td>
<td>$190,900</td>
<td>$181,400</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau 2012a

*Homeowner vacancy rate is the proportion of the homeowner inventory that is vacant “for sale.”

** Rental vacancy rate is the proportion of the rental inventory that is vacant “for rent.”

Employment

Labor force and employment data are shown in Table 3-6. The labor force in Clark County averaged more than 990,000 in 2013. The average 2013 unemployment rate of 10.0 percent in the ROI/Clark County was slightly greater than the average unemployment rate for Nevada (9.8 percent), and both were substantially above the 7.4 percent national average unemployment rate.

Table 3-6. Labor Force and Employment

<table>
<thead>
<tr>
<th></th>
<th>Clark County</th>
<th>Nevada</th>
<th>U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor Force (2013 Annual Average)</td>
<td>990,212</td>
<td>1,373,000</td>
<td>155,389,000</td>
</tr>
<tr>
<td>Employed</td>
<td>891,483</td>
<td>1,238,000</td>
<td>143,929,000</td>
</tr>
<tr>
<td>Unemployed</td>
<td>98,729</td>
<td>135,000</td>
<td>11,460,000</td>
</tr>
<tr>
<td>Unemployment Rate (2013 Annual Average)</td>
<td>10.0%</td>
<td>9.8%</td>
<td>7.4%</td>
</tr>
<tr>
<td>Unemployment Rate (August 2014)</td>
<td>7.7</td>
<td>7.6%</td>
<td>6.1%</td>
</tr>
</tbody>
</table>


County Business Patterns data and information on the region’s largest employers show that employment in the area is dominated by the Accommodation and Food Services sectors, which is a reflection of the importance of the hotel/casino industry in the region. The Accommodation and Food Services sector accounts for 34 percent of employment in Clark County and 29 percent of employment in the State of Nevada, compared to only 10 percent for the Nation (U.S. Census Bureau 2012b).
The largest employer in Clark County is the CCSD, which is reported to have 30,000 to 39,999 employees. Nellis AFB/Creech AFB/NTTR together are the second largest employer in the region with approximately 12,500 employees in 2012, and Clark County employs 8,000 to 8,499. Other employers with more than 5,000 employees include a number of hotel/casinos, including Wynn Las Vegas, with 8,000 to 8,499 employees; Aria Resort and Casino, Bellagio, and MGM Grand Hotel/Casino each with 7,500 to 7,999 employees; Mandalay Bay Resort and Casino (6,500 to 6,999 employees), and Caesar’s Palace, with 6,000 to 6,499 employees. The University of Nevada Las Vegas reportedly has 5,000 to 5,499 employees (City of Las Vegas 2014).

Income and Poverty

Personal income data for 2012 for the ROI are shown in Table 3-7. Per capita personal income (PCPI) for the ROI/Clark County ($36,676) is below the PCPI for the state ($38,221) and only 84 percent of the U.S. PCPI of $43,735 (U.S. Bureau of Economic Analysis [BEA] 2012). The relatively high unemployment rate, as well as the predominance of the Accommodation and Food Services industry, a sector that typically relies heavily on low-wage jobs, combine to cause the relatively low per capita income in the region. Median household income in Clark County ($54,218) is slightly above the median household income for the State of Nevada ($54,083) and the U.S. ($53,046) (U.S. Census Bureau 2012), which shows that in spite of a relatively large number of unemployed and low-wage workers, the region includes substantial wealth.

<table>
<thead>
<tr>
<th>Table 3-7. Income and Poverty 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Per capita personal income (PCPI) (dollars)</td>
</tr>
<tr>
<td>PCPI as a percent of U.S.</td>
</tr>
<tr>
<td>Median Household Income</td>
</tr>
<tr>
<td>Persons of all ages below poverty level</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of Economic Analysis (BEA) 2012 and U.S. Census Bureau 2012a

Schools

The Nevada Education Data Book 2013 provides data on school systems in Nevada. Data show that the CCSD is the fifth largest school district in the Nation. In the 2012-2013 school year, there were 327,770 students enrolled in Clark County public schools, accounting for 74 percent of all public school students in the state (Nevada Legislative Council Bureau 2013). CCSD has a total of 356 schools, including 217 elementary schools, 56 middle schools, 49 high schools, 26 alternative schools, and eight special schools/programs (CCSD 2014).

Legislation authorizing charter schools was first passed in Nevada in 1997. That legislation allowed local school boards, the State Board of Education, and institutions of the Nevada System of Higher Education to sponsor charter schools. In 2011, the Nevada legislature created the State Public Charter School Authority (SPCSA) to oversee charter schools previously operated under the State Board of Education. The SPCSA sponsors some of the state’s charter schools and serves as a model for best practices for charter schools in the state (Nevada Legislative Council Bureau 2013).
The SPCSA is a Local Education Agency (LEA) for the schools under its jurisdiction, which allows it to receive and distribute state and federal funds (e.g., Title 1) to the charter schools. The SPCSA annually issues a “Call for Quality Charter Schools,” which states that the goals of a charter school sponsor are to “enhance public education opportunities and quality.”

As the sponsoring authority, the SPCSA accepts applications from governing boards seeking to establish a new charter school. Nevada law (Nevada Revised Statutes [NRS] 386.520 and 386.549) specifies the types of members required on the governing board, which is composed of five to nine members with experience and expertise in education, facilities, real estate, finance, and law, and also includes parents of potential students. Charter school applications require specific, detailed information on the governing board’s education plan, organizational plan, and business plan. The application process is used to ensure that the applicant organization understands all aspects of operating a high-quality charter school that “meet[s] the identified educational needs of pupils and will serve to promote the diversity of public educational choices in this State” (NRS 386.515 4. [b]). The governing board is responsible for overall operation of the school and for ensuring compliance with all federal and state statutes and regulations, including requirements related to student achievement and proficiency.

There are 18 SPCSA-sponsored charter schools and eight CCSD-sponsored charter schools located in Clark County (CCSD, Office of Charter Schools).

Community Cohesion
Community cohesion is the unifying force of conditions that provide commonality within a group. It has also been used to describe patterns of social networking within a community. Community cohesion refers to the common vision and sense of belonging within a community that is created and sustained by the extensive development of individual relationships that are social, economic, cultural, and historical in nature. The degree to which these relationships are facilitated and made effective is contingent upon the spatial configuration of the community itself; the functionality of the community owes much to the physical landscape within which it is set. The viability of community cohesion is compromised to the extent to which these physical features are exposed to interference from outside sources.

Military bases are transient places in the sense that soldiers, sailors, and airmen are commonly transferred to and from them. Schools commonly provide a stable environment for children. A school on a military base would be expected to provide one of the most stable environments for children who move often and whose parents may sometimes live apart from them as a result of deployment.

Lomie Gray Heard School serves as a stable, unifying force in the community, especially for elementary school-age children and their families. Children go to school with other children who move frequently or may have (or have had) a parent deployed, and many live near each other on-base.
In addition to providing a quality education, Lomie Gray Heard School administrators focus on providing a stable environment for learning. Faculty and staff are attuned to special needs of children whose home life is impacted in some way by a parent’s military service. Extra time and resources are devoted to counseling, and special counseling is provided for students with a parent deployed overseas. School administrators and teachers also provide flexibility for students when parents are leaving for or returning from a remote assignment and for phone calls from a parent calling from a remote location.

3.10 ENVIRONMENTAL JUSTICE

Environmental Justice

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, was issued by President Clinton on 11 February 1994. It was intended to ensure that proposed federal actions will not have disproportionately high and adverse human health and environmental effects on minority and low-income populations and to ensure greater public participation by minority and low-income populations. It requires each agency to develop an agency-wide environmental justice (EJ) strategy. A Presidential Transmittal Memorandum issued with the EO states that “each Federal Agency shall analyze the environmental effects, including human health, economic and social effects, of federal actions, including effects on minority communities and low-income communities, when such analysis is required by the NEPA 42 U.S.C. section 4321, et. seq.” (USAF 1997). DoD has directed that NEPA will be used to implement the provisions of the EO.

EO 12898 does not provide guidelines as to how to determine concentrations of minority or low-income populations. However, analysis of demographic data on race and ethnicity and poverty provides information on minority and low-income populations that could be affected by the proposed actions at Nellis AFB. Environmental impacts resulting from the action would be expected to occur within Clark County, which, because the charter school would be required by law to accept applications for enrollment from students from throughout Clark County, is the smallest governmental or geopolitical unity that encompasses the impact footprint, and so is the Community of Comparison (COC).

A potential disproportionate impact may occur when the percent minority or low-income in the study area exceeds 50 percent of the population. Additionally, a disproportionate impact may occur when the percent minority and/or low-income in the study area are greater than those in the COC. The U.S. Census Bureau defines a “poverty area” as a Census tract with 20 percent or more of its residents below the poverty threshold and an “extreme poverty area” as one with 40 percent or more below the poverty level.

The environmental justice analysis focused on the areas where there could be adverse environmental impacts, which are areas within the impact footprint. The impact footprint would be Clark County, since students at the charter school could be drawn from throughout the county. Table 3-8 presents data on minority and low-income populations.
for Clark County and for Census Tracts 7800 and 6100, which cover the population living on Nellis AFB.

<table>
<thead>
<tr>
<th>Geographic Unit</th>
<th>Percent Minority</th>
<th>Percent Low-Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S.</td>
<td>36.3</td>
<td>14.9</td>
</tr>
<tr>
<td>Nevada</td>
<td>45.9</td>
<td>14.2</td>
</tr>
<tr>
<td>Clark County (COC)</td>
<td>52.0</td>
<td>14.2</td>
</tr>
<tr>
<td>Census Tract 6001*</td>
<td>63.2</td>
<td>14.2</td>
</tr>
<tr>
<td>Census Tract 7800*</td>
<td>41.2</td>
<td>39.6</td>
</tr>
</tbody>
</table>

Sources: U.S. Census Bureau 2010 Census and U.S. Census Bureau 2012a
*Census tracts 6100 and 7800 include Nellis AFB

Protection of Children

EO 13045 requires that each federal agency “identify and assess environmental health risks and safety risks that may disproportionately affect children,” and “ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” This EO was prompted by the recognition that children, still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than adults. The potential for impacts on the health and safety of children is greater where projects are located near residential areas. This EA is focused on an elementary school on Nellis AFB, and as such, all of the alternatives will impact children.

3.11 NOISE

Noise is generally described as unwanted sound, which can be based either on objective effects (i.e., hearing loss, damage to structures, etc.) or subjective judgments (e.g., community annoyance). Sound is usually represented on a logarithmic scale with a unit called the decibel (dB). Sound on the decibel scale is referred to as sound level. The threshold of human hearing is approximately 0 dB, and the threshold of discomfort or pain is approximately 120 dB.

Noise levels occurring at night generally produce a greater annoyance than do the same levels occurring during the day. An A-weighted decibel (dBA) is a measure of noise at a given, maximum level or constant state level louder than the same level of intrusive noise during the day, at least in terms of its potential for causing community annoyance. It is generally agreed that people perceive A-weighted intrusive noise at night as being 10 dBA louder than the same level of intrusive noise during the day. This perception is largely because background environmental sound levels at night in most areas are also approximately 10 dBA lower than those during the day.

Noise levels are computed over a 24-hour period and adjusted for nighttime annoyances to produce the day-night average sound level (DNL). DNL is the community noise metric recommended by the USEPA and has been adopted by most federal agencies (USEPA 1974). A DNL of 65 dBA is the level most commonly used for
noise planning purposes and represents a compromise between community impact and 
the need for activities like construction. Acceptable DNL noise levels have been 
established by the U.S. Department of Housing and Urban Development (HUD) for 
construction activities in residential areas (HUD 1984):

- **Acceptable** (not exceeding 65 dBA) – The noise exposure may be of some 
  concern, but common building construction will make the indoor environment 
  acceptable and the outdoor environment will be reasonably pleasant for 
  recreation and play.

- **Normally Unacceptable** (above 65 but not greater than 75 dBA) – The noise 
  exposure is significantly more severe. Barriers may be necessary between the 
  site and prominent noise sources to make the outdoor environment acceptable. 
  Special building constructions may be necessary to ensure that people indoors 
  are sufficiently protected from outdoor noise.

- **Unacceptable** (greater than 75 dBA) – The noise exposure at the site is so 
  severe that the construction costs to make the indoor noise environment 
  acceptable may be prohibitive, and the outdoor environment would still be 
  unacceptable.

As a general rule, noise generated by a stationary noise source, or “point source,” will 
decrease by approximately 6 dBA over hard surfaces and 9 dBA over soft surfaces for 
each doubling of the distance. For example, if a noise source produces a noise level of 
85 dBA at a reference distance of 50 feet over a hard surface, then the noise level 
would be 79 dBA at a distance of 100 feet from the noise source, 73 dBA at a distance 
of 200 feet, and so on. To estimate the attenuation of the noise over a given distance, 
the following relationship is utilized:

Equation 1: \( \text{dBA}_2 = \text{dBA}_1 - 20 \log \left( \frac{d_2}{d_1} \right) \)

Where:
- \( \text{dBA}_2 \) = dBA at distance 2 from source (predicted)
- \( \text{dBA}_1 \) = dBA at distance 1 from source (measured)
- \( d_2 \) = Distance to location 2 from the source
- \( d_1 \) = Distance to location 1 from the source

Source: California Department of Transportation 1998

### 3.11.1 Existing Conditions

Lomie Gray Heard School in Area I is located within the 70 dBA noise contour for 
aircraft operations at Nellis AFB; however, actual noise levels within classrooms at the 
school during aircraft operations were observed to be low enough to allow normal 
uninterrupted conversation, presumably due to added insulation and other noise 
abatement measures implemented by CCSD. The proposed new school sites in Area 
III are located partially within the 65 dBA noise contour for aircraft operations, and 
outdoor noise levels were observed to be low enough to allow for normal conversation.
Both the existing school and the proposed school sites are located adjacent to Nellis AFB housing developments. Figure 3-1 presents the current Nellis AFB aircraft noise contours and the locations of the project sites.
4.0 ENVIRONMENTAL CONSEQUENCES

This section addresses potential impacts on environmental resources within or near the proposed project sites. An impact (consequence or effect) is defined as a modification of the human or natural environment that would result from the implementation of an action. The impacts can be either beneficial or adverse and can be either directly related to the action or indirectly caused by the action. Direct impacts are those effects that are caused by the action and occur at the same time and place (40 CFR 1508.8[a]). Indirect impacts are those effects that are caused by the action and are later in time or further removed in distance, but are still reasonably foreseeable (40 CFR 1508.8[b]). The effects can be temporary, short in duration (short-term), long lasting (long-term), or permanent. For purposes of this EA, temporary effects are defined as those that would last for the duration of the construction period; short-term impacts would last from the completion of construction to 3 years. Long-term impacts are defined as those impacts that would occur from 3 to 10 years after construction, while permanent impacts indicate an irretrievable loss or alteration.

Impacts can vary in degree or magnitude from a slightly noticeable change to a total change in the environment. Significant impacts are those effects that would result in substantial changes to the environment (40 CFR 1508.27) and should receive the greatest attention in the decision-making process. Minor impacts are those that would result in minimal changes to the environment. The significance of the impacts presented in this EA is based upon existing regulatory standards, scientific and environmental knowledge, and best professional opinions.

4.1 BIOLOGICAL RESOURCES

4.1.1 Alternative 1 (Preferred Alternative)

Because there is no native vegetation on any of the Optional Sites, including the Lomie Gray Heard School site, there would be only minor impacts on landscape vegetation with conversion of the sites to school buildings or mission support buildings and parking.

While no wildlife was observed on any of the Optional Sites, there is a potential for ground-nesting birds, including burrowing owls, to be present at the Optional Sites in Area III. Breeding birds could also utilize the small planted trees around the Lomie Gray Heard School for nesting. A nesting bird survey would be required prior to ground disturbance at any of the Optional Sites during the nesting season (March 15 to August 30).

Small burrowing rodents may be present at the Optional Sites in Area III, but loss of those common animals during construction would represent only a minor impact. Therefore, impacts on vegetation and wildlife would be less than significant.
4.1.2 Alternative 2
Construction of a new charter school in Area III while retaining the Lomie Gray Heard School in Area I would have the same impacts on biological resources as Alternative 1 (Preferred Alternative).

4.1.3 Alternative 3
Construction of a new public school in Area III by CCSD would have the same impacts on biological resources as Alternative 1 (Preferred Alternative).

4.1.4 Alternative 4
Construction of a new public school in Area III by CCSD while retaining the Lomie Gray Heard School in Area I would have the same impacts on biological resources as Alternative 1 (Preferred Alternative).

4.1.5 Alternative 5
Retaining the Lomie Gray Heard School in Area I and not constructing a new school would result in no impacts on biological resources because there would be no change from the current conditions.

4.1.6 No Action Alternative
Because the No Action Alternative would result in the demolition of the Lomie Gray Heard School, biological impacts on that site would be the same as those for Alternative 1 (Preferred Alternative).

4.2 CULTURAL RESOURCES

4.2.1 Alternative 1 (Preferred Alternative)
Because no cultural resources sites exist on any of the Optional Sites in Area III, no impacts on cultural resources would occur. The Lomie Gray Heard School buildings would be assessed for historical significance, and SHPO consultation would be completed prior to proposed demolition. Any mitigation measures, if required, to preserve or record historical significance would be implemented. Therefore, no significant impacts would occur.

4.2.2 Alternative 2
Because no cultural resources sites exist on any of the Optional Sites in Area III, no impacts would occur on those sites. No cultural or historical resources would be impacted by renewal of the CCSD lease on Lomie Gray Heard School.

4.2.3 Alternative 3
The impacts on cultural and historical resources for this alternative would be the same as for Alternative 1 (Preferred Alternative).

4.2.4 Alternative 4
The impacts on cultural and historical resources for this alternative would be the same as for Alternative 1 (Preferred Alternative).
4.2.5 Alternative 5
Retaining the Lomie Gray Heard School in Area I and not constructing a new school would result in no impacts on cultural and historical resources because there would be no change from the current conditions.

4.2.6 No Action Alternative
The No Action Alternative would involve demolition of the Lomie Gray Heard School buildings; therefore, the impacts and any required mitigation would be the same as for Alternative 1 (Preferred Alternative).

4.3 LAND USE

4.3.1 Alternative 1 (Preferred Alternative)
Implementation of Alternative 1 (Preferred Alternative) would convert land around the Youth Center to use as a school and parking lots. Development of Optional Sites 1 through 3 would convert current use for recreation to a developed school use. Loss of the recreational fields could be mitigated by relocating the ball fields to another location nearby. Impacts would be less than significant, since other recreational fields are available in the area, as well as space to relocate any fields displaced by the new school. Optional Site 4 was designated for use as a new school when the Area III housing was built, so there would be no land use impacts on that site. No significant impacts on land use resources would occur under this alternative.

With the closure and demolition of the Lomie Gray Heard School, land use would change from school use to military mission-related facilities in Area I, as defined in the current ADP. The site of the existing school would be made available for the construction of virtual training facilities on Nellis AFB in support of its military mission. With recent base realignment and closure (BRAC) Commission recommendations consolidating military training and troops across the U.S., airspace time and space at Nellis AFB, like many other bases, is more limited than in the past. In order to save time and money, and to continue to fulfill its military mission, Nellis AFB relies on virtual training and would use land in Area I to construct additional training facilities. Overall, Alternative 1 (Preferred Alternative) would result in less than significant, minor impacts on land use resources.

4.3.2 Alternative 2
Land use in Area I and Area III would not change with a renewal of the CCSD lease for Lomie Gray Heard School, but the land could not be used for the purpose designated in the current ADP. If Lomie Gray Heard School were to remain open at its current location, the day-to-day school operations and lack of space for new mission-related facilities would potentially impact the Nellis AFB mission.

4.3.3 Alternative 3
The impacts on land use for this alternative would be the same as for Alternative 1 (Preferred Alternative).
4.3.4 Alternative 4
Construction of a new school in Area III while retaining the Lomie Gray Heard School in Area I would have the same impacts on land use in Area III as Alternative 1 (Preferred Alternative). However, the land use for Area I would not change to accommodate the use designated in the current Nellis AFB ADP, and the day-to-day school operations and lack of space for new mission-related facilities would potentially impact the Nellis AFB mission.

4.3.5 Alternative 5
Retaining the Lomie Gray Heard School in Area I and not constructing a new school would not change current land use, so there would be no land use impacts. However, this alternative would not adhere to the current ADP, and the day-to-day school operations and lack of space for new mission-related facilities in Area I would potentially impact the Nellis AFB mission.

4.3.6 No Action Alternative
The No Action Alternative would close the Lomie Gray Heard School, and land use would change from school use to military mission-related facilities in Area I, as defined in the current ADP. Under this alternative, there would be less than significant, minor impacts on land use resources.

4.4 AIR QUALITY

4.4.1 Alternative 1 (Preferred Alternative)
Temporary and minor increases in air pollution and GHG would occur from the use of construction equipment (i.e., combustion emissions) and the disturbance of soils (i.e., fugitive dust) during site grading and construction of the new school. The following paragraphs describe the air calculation methodologies utilized to estimate air emissions produced by the Proposed Action. Fugitive dust emissions were calculated using the emission factor of 0.19 ton per acre per month (Midwest Research Institute 1996), which is a more current standard than the 1985 PM-10 emission factor of 1.2 tons per acre per month presented in AP-42 Section 13 Miscellaneous Sources 13.2.3.3 (USEPA 2001).

USEPA’s NONROAD Model (USEPA 2005a) was used, as recommended by USEPA’s Procedures Document for National Emission Inventory, Criteria Air Pollutants, 1985-1999 (USEPA 2001), to calculate emissions from construction equipment. Combustion emission calculations were made for standard construction equipment, such as front-end loaders, backhoes, bulldozers, and cement trucks. Assumptions were made regarding the total number of days each piece of equipment would be used and the number of hours per day each type of equipment would be used based on a 1-year construction period for the new school (Appendix C).

Construction workers would temporarily increase the combustion emissions in the airshed during their commute to and from the project site. Emissions from delivery trucks contribute to the overall air emission budget. Emissions from delivery trucks and
construction workers’ commute to the job site were calculated using the USEPA MOBILE6.2 Model (USEPA 2005b, 2005c and 2005d).

The total air quality emissions were calculated for the Proposed Action to compare to the General Conformity Rule de minimis threshold of 70 tons per year of PM-10 and 100 tons per year for CO, VOCs, and NO2. The de minimis threshold (70 or 100 tons per year) is the point at which air emissions are significant. If air emissions exceed that threshold, they are considered a “major” impact. Summaries of the total emissions for the Proposed Action are presented in Table 4-1. Details of the analyses are presented in Appendix C.

### Table 4-1. Total Air Emissions (tons/year) from Construction Activities vs. de minimis Levels

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Total</th>
<th>de minimis Thresholds (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO</td>
<td>13.33</td>
<td>100</td>
</tr>
<tr>
<td>VOC</td>
<td>11.52</td>
<td>100</td>
</tr>
<tr>
<td>NO2</td>
<td>30.58</td>
<td>100</td>
</tr>
<tr>
<td>PM-10</td>
<td>3.50</td>
<td>70</td>
</tr>
<tr>
<td>PM-2.5</td>
<td>2.65</td>
<td>NA</td>
</tr>
<tr>
<td>SO2</td>
<td>3.81</td>
<td>NA</td>
</tr>
<tr>
<td>GHG</td>
<td>22,012</td>
<td>25,000</td>
</tr>
</tbody>
</table>

Source: USEPA 2014b, 40 CFR 51.853, and GSRC modeled air emissions (Appendix C).

(1) Clark County is in serious non-attainment for PM-10.

Several sources of air pollutants contribute to the overall air impacts of the construction project. The air calculations in Appendix C and in the summary table included emissions from:

1. Combustion engines of construction equipment
2. Construction workers’ commute to and from work
3. Supply trucks delivering materials to construction site
4. Fugitive dust from job site ground disturbances

As can be seen from Table 4-1, PM-10 air emissions from the Proposed Action do not exceed the de minimis threshold and, thus, do not require a Conformity Determination. As there are no violations of air quality standards and no conflicts with the state implementation plans, impacts on air quality would not be considered major in the context of the General Conformity Rule.

During the construction of the new school, proper and routine maintenance of all vehicles and other construction equipment would be implemented to ensure that emissions are within the design standards of all construction equipment. Dust suppression methods would be implemented to minimize fugitive dust. In particular, wetting solutions would be applied to the construction area to minimize the release of fugitive dust. The construction plan must include a Clark County Dust Control Permit for Construction Activities. By using these BMPs, air emissions impacts from constructing
the new school would be temporary, and potential effects on air quality in Clark County would be minimal.

4.4.1.1 Operational Air Emissions
Operational air emissions refer to air emissions that may occur after the school has been constructed and that would include employee and student commuter vehicles traveling to the school during the week. The calculations for air emissions from these operational sources are presented in Appendix C as less than *de minimis*; however, until the school is constructed and the student population has been established, no accurate emissions calculations can be made.

Following construction of the new school, operations would involve new gas-fired HVAC equipment, which would require a stationary source permit from the local air quality board. Until the school is designed by the selected charter school company, emission types and quantities cannot be estimated. Procurement and compliance with the air permit will be the responsibility of the selected charter school company and would keep operations emissions below *de minimis* levels.

Demolition of the Lomie Gray Heard School would involve possible disturbance of a minimal amount of asbestos-containing materials (ACM) remaining hidden in pipe insulation. Regulatory requirements and BMPs would be followed during demolition and debris disposal to prevent dispersal of ACM in the environment, resulting in minor air quality impacts. No timetable has been established for the dates or duration of demolition activities, but demolition should be accomplished within 2 months; therefore, combustion emissions for equipment would be much less those calculated for construction of the new school in Area III.

4.4.2 Alternative 2
Renewal of the CCSD lease for Lomie Gray Heard School would not involve any ground disturbance or demolition, so the construction-related air quality impacts would be the same as for Alternative 1 (Preferred Alternative).

4.4.3 Alternative 3
The impacts on air quality for this alternative would be the same as for Alternative 1 (Preferred Alternative).

4.4.4 Alternative 4
Construction of a new school in Area III while retaining the Lomie Gray Heard School in Area I would have the same impacts on air quality as Alternative 1 (Preferred Alternative) in Area III; however, there would be no impacts in Area I.

4.4.5 Alternative 5
Retaining the Lomie Gray Heard School in Area I and not constructing a new school would not change current air quality conditions, so there would be no impacts.
4.4.6 No Action Alternative
The No Action Alternative would remove the Lomie Gray Heard School, so impacts due to ACM would be the same as for Alternative 1 (Preferred Alternative) in Area I.

4.4.7 GHG Emissions
GHG emissions were calculated for the construction of the new school in Area III over a time period of 12 months. After construction is completed, operational emissions of GHG would be limited to the HVAC system for the school building. As can be seen in Table 4-1, GHG emissions from all sources are below the 25,000 tons/year level that would require reporting. GHG emissions from the HVAC system for a 70,000 square foot building would also be expected to be below 25,000 tons/year; however, exact calculations cannot be made until the building is designed.

4.5 WATER RESOURCES

4.5.1 Alternative 1 (Preferred Alternative)
Alternative 1 (Preferred Alternative) would have minimal impacts on surface water quality. Because the entire area of Optional Sites 1 through 4 drains into the stormwater detention basin south of Stafford Drive prior to stormwater exiting the base, any temporary rain event during construction would be contained by that basin. Construction at any of the Optional Sites would impact stormwater flow through the site; however, stormwater would be conveyed across the site with no impact on adjacent lands.

A Stormwater Construction Permit would be acquired from the Nevada Department of Environmental Protection (NDEP) prior to construction. A Stormwater Pollution Prevention Plan (SWPPP) would be developed as part of that permit process. The SWPPP would incorporate an analysis of projected stormwater runoff for the new school site, and the stormwater detention basin would be modified to accommodate the increased hard surface runoff volume. Incorporation of post-construction stormwater controls, including a detention basin and revegetation, would minimize long-term impacts on surface water associated with excess stormwater runoff during rain events.

A minimal amount of fuel, lubricants, and other potentially hazardous materials would be used during construction of the new school, and spill contingency plans would be in place to prevent and clean up spills. Stabilization of disturbed soils after construction would minimize erosion at the new school site.

Potable water use by the new school would be offset by the reduction in water use at the Lomie Gray Heard School, so no new impacts on water use would occur. Overall, water resources impacts would be minor.

4.5.2 Alternative 2
Construction of a new school in Area III while retaining the Lomie Gray Heard School in Area I would have minor impacts on potable water resources in Area III with the addition of the new students and staff. There would be no impacts in Area I, as water use at
Lomie Gray Heard School would remain the same. Overall, water resources impacts from Alternative 2 would be minor.

4.5.3 Alternative 3
The water resources impacts for Alternative 3 would be the same as Alternative 1 (Preferred Alternative).

4.5.4 Alternative 4
Impacts on water resources would be the same as for Alternative 2.

4.5.5 Alternative 5
There would be no impacts under Alternative 5, as water use at Lomie Gray Heard School would remain the same.

4.5.6 No Action Alternative
The demolition of Lomie Gray Heard School would have minimal impacts on surface water resources (stormwater runoff) if a rain event were to occur during removal of the school buildings and parking lots.

4.6 TRANSPORTATION

4.6.1 Alternative 1 (Preferred Alternative)
Because the proposed new school would be located within the housing area where the majority of current Lomie Gray Heard School students reside, the bus transportation of students from Area III to Area I would not occur, and traffic at the Tyndall Gate and the Craig Road Gate would be reduced during morning and afternoon commuting times. Traffic on Stafford Drive, however, would increase substantially during those times as students are transported to the new school in Area III. Modifications to Stafford Drive or parking areas would need to be implemented to provide for drop-off and pick-up zones for students at the new school. There is ample space along Stafford Drive for expansion, and new parking can be constructed as needed, so the impacts would be minor.

Although traffic in Area I would be greatly reduced under Alternative 1 (Preferred Alternative), off-base traffic transporting students to and from the new school in Area III would likely increase. Exact traffic patterns and numbers of vehicles transporting students to and from the new school cannot be estimated until the school is constructed, students are admitted, and it is operational. However, the new school would provide education to approximately 800 to 1,000 students, up to 400 more students than the existing school serves. As a worst case scenario, it is estimated that up to 400 additional vehicles could transport students to and from the school in Area III, and these vehicles would be on-base twice a day (i.e., in the morning for the start of the school day and in the afternoon at the end of the school day).

Depending on the number of new students commuting to the new school from off-base, there could be a backup of traffic on East Craig Road and Las Vegas Boulevard North.
during the commuting hours. Access to the new school would be through existing
security gates for Area III from those two streets. The existing turn lanes at those two
gates may be sufficient for the increased traffic. Current security clearance measures at
the Area III gates would need to be modified to prevent an excess backup of traffic on
East Craig Road and Las Vegas Boulevard North.

The exact security clearance gate changes required will not be known until the new
school is operating and the number of off-base commuting students is known.
However, the influx of off-base students enrolled in the new school would impact current
gate operations. Suggested changes may include express gate clearance during
certain hours, open gates during certain hours, and opening of additional gates for
school access during certain hours. Implementation of gate security changes for the
new school would prevent significant traffic problems from commuting students, and the
overall impacts would be minor to moderate.

4.6.2 Alternative 2
Construction of a new charter school in Area III while retaining the Lomie Gray Heard
School in Area I would have the same impacts on transportation in Area III as
Alternative 1 (Preferred Alternative). There would be no impacts in Area I; however,
traffic from Area III to Area I would continue as students are transported to Lomie Gray
Heard School. Transportation impacts would be minor to moderate.

4.6.3 Alternative 3
Impacts for Alternative 3 would be similar to those for Alternative 1 (Preferred  
Alternative), in that traffic would be reduced at the Tyndall and Craig Road gates
accessing Area I. Since the new school would be operated by CCSD with an
attendance area zoned for on-base students and children of the school’s administrators
and staff only, there would be no traffic problems at the Area III gates on East Craig
Road or Las Vegas Boulevard North with students commuting from off-base. Similar
modifications on Stafford Drive may still be needed for drop-off and pick-up of students
at the new school. Transportation impacts would be minor to moderate.

4.6.4 Alternative 4
Since the new school would be operated by CCSD with an attendance area zoned for
on-base students and children of the school’s administrators and staff only, there would
be no traffic problems at the Area III gates on East Craig Road or Las Vegas Boulevard
North with students commuting from off-base. Similar modifications on Stafford Drive
may still be needed for drop-off and pick-up of students at the new school. There would
be no impacts in Area I; however, traffic from Area III to Area I would continue as
students are transported to Lomie Gray Heard School. Overall, transportation impacts
would be minor to moderate.

4.6.5 Alternative 5
There would be no change in traffic or transportation patterns with Alternative 5, so
there would be no impacts.
4.6.6  No Action Alternative
The No Action Alternative would require that all students currently attending Lomie Gray Heard School be transferred to other CCSD elementary schools near Nellis AFB. The addition of over 600 students to the surrounding schools would increase traffic around those schools during student commuting times. Additional bus routes would also be required for transporting on-base students from Area III to the schools off-base. Depending on the transportation methods used for the new students, off-base traffic problems and impacts could occur, but the impacts cannot be determined until schools are chosen for the existing Lomie Gray Heard School students. It is likely that there would be minor impacts.

4.7 UTILITIES AND INFRASTRUCTURE

4.7.1 Alternative 1 (Preferred Alternative)
All required utilities are available either on the Optional Sites or along the adjacent roads and rights-of-way. Construction and operation of a new school in Area III would not involve an excessive use of any utility resources that would exceed the capacity for delivery by the local authorities. Since utility resources currently used by the Lomie Gray Heard School would be discontinued, this would offset any increase in utility resource use by the new school. No significant impacts would occur.

4.7.2 Alternative 2
Impacts on utilities from construction of a new school in Area III would result in the same impacts as for Alternative 1 (Preferred Alternative). However, there would be no offset to the increase in utility resource use by the new school since no change in utilization of utility resources with Alternative 2 would occur at Lomie Gray Heard School, which would continue to operate in the current location with the same resources. No significant impacts would occur.

4.7.3 Alternative 3
The impacts on utility resources use for this alternative would be the same as for Alternative 1 (Preferred Alternative).

4.7.4 Alternative 4
Construction of a new school in Area III while retaining the Lomie Gray Heard School in Area I would have the same impacts on utilities and infrastructure as Alternative 2.

4.7.5 Alternative 5
The Lomie Gray Heard School would continue to operate in the current location with the same resources, so no impacts would occur.

4.7.6 No Action Alternative
Since the No Action Alternative would result in the closure of Lomie Gray Heard School, utility resource use for that facility would decrease, resulting in a decreased demand for electricity, gas, water, and wastewater disposal on Nellis AFB.
4.8 SOCIOECONOMICS

Because a newly created charter school would not have any previously enrolled students, all students would need to apply for admission and would have to be selected by lottery if there are more applicants than spaces available. Similarly, the charter school must inform the community of its public school status and have a fair and open admissions process. In the event of a lottery, details such as criteria for selecting students to attend the proposed STEM-focused charter school to be built in Area III of the base are not yet known; however, Nevada state law requires that state-sponsored charter schools be open to any student in the county who qualifies for entry. Further, there are no provisions in Nevada law allowing preference for on-base or military students to attend an on-base charter school.

4.8.1 Alternative 1 (Preferred Alternative)

As a state charter school, the new school would be required to accept students from throughout Clark County. In each grade, if more students applied to the school than there were spaces, a lottery would be held to determine which students would be allowed to enroll. As a result, there would be no guarantee that children now attending Lomie Gray Heard School would be able to attend the new charter school. Students not admitted would be sent to other nearby schools, many of which have lower-quality ratings than the existing Lomie Gray Heard School. However, a new charter school (2,230 students, grades kindergarten through 12) has opened less than 2 miles from Nellis AFB that would likely enroll most of the CCSD students in the area who wish to attend a charter school.

Socioeconomic impacts resulting from construction of the charter school and parking facilities would be temporary and minor. Residents of the area would temporarily experience additional traffic around the construction site as construction workers access the site and materials and equipment are delivered to the site. Minor beneficial temporary impacts in the form of jobs and income for area residents, revenues to local businesses, and sales taxes to Clark County and the State of Nevada from locally purchased building materials could be realized if construction materials are purchased locally and local construction workers are hired for land preparation and facility construction. Beneficial effects would also include additional classrooms added to the CCSD by the new charter school, which would help to relieve overcrowding in the district.

The Lomie Gray Heard School is a focal point for the on-base military community, and the school provides a support system for the children and their families. Children are in school with others who move often and whose parents may be deployed, and staff understands the stresses, home situations, and special needs of these children.

If some of the children are able to enroll in the new charter school and others are not, community bonds would be adversely impacted. If the on-base charter school were to provide the additional counseling and understanding related to military life the children at Lomie Gray Heard School now receive, children at the new school would continue to
receive the support and services. However, those children who are transferred to
overcrowded, possibly lower-quality schools in the community would be unlikely to have
the support system and services now available to them at the Lomie Gray Heard School
and so would be adversely impacted.

For families transferred to Nellis AFB during the school year, if there is space in the
grades needed, children would be allowed to enroll in the charter school. However, if
the appropriate grades are full, the children would be transported off-base to schools.
This would put children into schools that might have few military children, likely without
counseling targeted to their needs, and since most of the nearby schools have lower-
quality ratings than the Lomie Gray Heard School, could have lower-quality ratings than
the new charter school. Community cohesion would be impacted, and family stress
levels increased.

Families could also end up with children attending different schools. That would happen
if some grades at the charter school had openings, while other grades were full. While
the family could choose to put all the children at an off-base school, charter schools
typically give priority to siblings. If a family wanted to get the children into the charter
school, the chances would improve if they enroll at least one child at the school.

In addition, impacts on the quality of education the students receive from the operation
of the proposed STEM charter school could be negative. The Lomie Gray Heard School
is also a high-quality school, based on its Five Star Rating. If the charter school is at
least as high-quality as the Lomie Gray Heard School and it provides the services
students currently receive, operation of the school could result in positive benefits to
students living on-base and from throughout Clark County who attend the school. On-
base students would continue to attend a high-quality school, and it would be located
closer to their homes. Clark County students from off-base would have a new, high-
quality school available for them to attend.

However, charter schools are not necessarily better schools, as evidenced by numerous
examples from across the country (Center for Research on Education Outcomes
[CREDO] 2009). If the new school was not as good as the Lomie Gray Heard School,
students living on-base could end up at a lower quality school, adversely impacting on-
base children and families. The degree to which the children and their families would
be impacted would be related to the quality of the new charter school.

High-quality schools and good school situations are important to parents. Issues with
schools add stress, which impacts the quality of life for families and the ability of families
moving into an area to integrate into the new community and develop new friends and
relationships that help families remain healthy and military personnel function well. A
new school that does not keep all the children together with faculty and staff who
understand their situation would be expected to have moderate adverse impacts on the
children and their families.
4.8.2 Alternative 2
Under Alternative 2, a new charter school would be constructed in Area III, and the lease to CCSD for the Lomie Gray Heard School would continue. Impacts from construction of a new charter school in Area III would have the same impacts as Alternative 1 (Preferred Alternative). The children who now attend Lomie Gray Heard School would continue to attend the school, and new children whose parents are transferred to Nellis AFB would be able to attend the school. While the school is older and may be more costly to maintain, its Five Star quality rating indicates that it is an academically superior school. In addition, faculty and staff at the school are attuned to the needs of children in military families, and children with parents who are deployed receive special counseling. Under Alternative 2, children would continue to require travel from one area of the base to another, but no significant socioeconomic impacts would occur.

4.8.3 Alternative 3
Construction of a new public school in Area III would provide new facilities near the area where the students live. Impacts from Alternative 3 would be similar to those for Alternative 1 (Preferred Alternative), except that on-base students would continue to attend school with other military students whose families move often and whose parents may be deployed. Parents would also have the option to apply for their child to attend the STEM charter school located in Area III. Parents would be able to assess the quality of both schools and the best fit for each child, and have options. There would be no adverse socioeconomic impacts, and the added options could potentially be beneficial for families. The additional school would also be beneficial to CCSD, as it would add classroom space available for students who are now attending overcrowded schools.

Benefits associated with the Lomie Gray Heard School, including counseling tailored to the needs of military children, would be discontinued since the lease would expire and the school would close.

There is currently no funding for a new CCSD school, and future funding would depend on Clark County voters approving funding for new schools. It would be at least 2017, after the existing Lomie Gray Heard School lease expires, before this election could take place.

4.8.4 Alternative 4
Construction of a new public school in Area III would provide new facilities near the area where the students live, and impacts from new school construction would be the same as for Alternative 3. The children who now attend Lomie Gray Heard School would continue to attend the school, and impacts would be the same as those for Alternative 2.
4.8.5 Alternative 5
Under Alternative 5, children who now attend the Lomie Gray Heard School could continue to attend the school, and no new school would be built. Therefore, there would be no impacts on socioeconomics.

4.8.6 No Action Alternative
The No Action Alternative would allow the current lease for Lomie Gray Heard School to expire, and the students would be dispersed among existing CCSD schools in the vicinity of Nellis AFB.

There are approximately 600 students at Lomie Gray Heard School, and most of the students are neighbors, residing in a relatively small area on Nellis AFB. If the students are sent to several different schools, there would be moderate adverse impacts on community cohesion. In addition to dividing the community physically, the children would have longer travel times to schools off-base that are located farther from their homes, and they would likely be transferred to schools that are of lower academic quality. The CCSD school system is currently 14 percent overcrowded (CCSD 2013). Adding the 600 Lomie Gray Heard School students to already overcrowded schools would be an adverse impact for the Lomie Gray Heard School students and for the students at the schools to which they are transferred. In addition, the schools to which the students transfer are unlikely to have the services and attention they now receive at Lomie Gray Heard School, thereby creating additional stress for the children and their families.

4.9 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN

4.9.1 Alternative 1 (Preferred Alternative)
Since the new charter school proposed under Alternative 1 (Preferred Alternative) would be open to students throughout Clark County, there would be no disproportionate impacts on minority or low-income populations, and there would be no environmental justice impacts. Under Alternative 1 (Preferred Alternative), there would be no environmental health risks or safety risks that would disproportionately affect children.

4.9.2 Alternative 2
The new charter school proposed under Alternative 2 would be open to students throughout Clark County, and the Lomie Gray Heard School would continue to operate as in the past with an additional option for children to attend the new charter school. Therefore, there would be no environmental justice impacts and no environmental health risks or safety risks that would disproportionately affect children.

4.9.3 Alternative 3
There would be no environmental justice impacts and no environmental health risks or safety risks that would disproportionately affect children, as the new school would be operated by CCSD in the same manner as the Lomie Gray Heard School.
4.9.4 Alternative 4
There would be no environmental justice impacts and no environmental health risks or safety risks that would disproportionately affect children, as the new school would be operated by CCSD in the same manner as the Lomie Gray Heard School and the Lomie Gray Heard School would continue to operate as in the past.

4.9.5 Alternative 5
There would be no additional environmental justice impacts and no additional environmental health risks or safety risks as the Lomie Gray Heard School would continue to operate as in the past.

4.9.6 No Action Alternative
The No Action Alternative would close the Lomie Gray Heard School and move students into other, CCSD-operated schools off-base. This redistribution of students within the district would not cause disproportionate impacts on minority or low-income populations, so there would be no environmental justice impacts. If the Lomie Gray Heard School were closed, the students would be transported by bus from their homes to schools off-base, instead of from their homes to the Lomie Gray Heard School on-base. Consequently, there is the potential for minor adverse impacts on the safety of the children who now attend the Lomie Gray Heard School.

4.10 NOISE

4.10.1 Alternative 1 (Preferred Alternative)
All Optional Sites in Area III are located partially within the Nellis 65 dB DNL noise contour, and the Lomie Gray Heard School site is located within the 70 dB DNL noise contour (see Figure 3-1). The noise levels from aircraft sound are different than noise levels produced by construction equipment. Aircraft noise is loud but intermittent; whereas construction noise is typically quieter, but more constant. Sensitive noise receptors near the project site may experience irritation due to the construction noise despite the fact that they are presently exposed to louder intermittent noise levels produced by aircraft operating out of Nellis AFB.

Common construction equipment would be required to prepare the ground surface and construct the new school building. Excavators, dump trucks, backhoes, and front end loaders would be used to grade land. Delivery trucks, concrete trucks, and construction erection equipment would be used to build the new school. Noise levels from common construction equipment were modeled and are described in Table 4-2.

Assuming a worst case noise emission scenario (i.e., an excavator with an 82 dBA sound level at a distance of 50 feet), the noise model projected that noise levels of 82 dBA from a point source would have to travel 110 feet before the noise would attenuate to a level of 75 dBA. However, at 360 feet from the point source, noise from the excavator would be attenuated to a normally acceptable level of 65 dBA.
Table 4-2. A-Weighted (dBA) Sound Levels of Construction Equipment and Modeled Attenuation at Various Distances

<table>
<thead>
<tr>
<th>Noise Source</th>
<th>50 feet</th>
<th>100 feet</th>
<th>200 feet</th>
<th>500 feet</th>
<th>1,000 feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dump truck</td>
<td>76</td>
<td>70</td>
<td>64</td>
<td>56</td>
<td>50</td>
</tr>
<tr>
<td>Excavator</td>
<td>82</td>
<td>76</td>
<td>70</td>
<td>62</td>
<td>56</td>
</tr>
<tr>
<td>Front end loader</td>
<td>79</td>
<td>73</td>
<td>67</td>
<td>59</td>
<td>53</td>
</tr>
<tr>
<td>Concrete mixer truck</td>
<td>79</td>
<td>73</td>
<td>67</td>
<td>59</td>
<td>53</td>
</tr>
<tr>
<td>Pneumatic tools</td>
<td>81</td>
<td>75</td>
<td>69</td>
<td>61</td>
<td>55</td>
</tr>
<tr>
<td>Backhoe</td>
<td>78</td>
<td>72</td>
<td>66</td>
<td>58</td>
<td>52</td>
</tr>
<tr>
<td>Generator</td>
<td>81</td>
<td>75</td>
<td>69</td>
<td>61</td>
<td>55</td>
</tr>
</tbody>
</table>

Source: Federal Highway Administration (FHWA) 2007 and GSRC

1. The dBA at 50 feet is a measured noise emission (FHWA 2007).
2. The 100 to 1,000 foot results are GSRC modeled estimates.

The construction noise was modeled, and the 65 dBA and 75 dBA noise contours were overlaid on a map of the proposed project site and adjacent neighborhoods. In addition to construction noise, residential homes may experience higher noise levels from large trucks delivering materials to the project site during daylight hours. Deliveries would likely be made along Stafford Drive from the east, and truck noise would therefore be minimized.

Residential homes that may be exposed to noise levels greater than 75 dBA are located east, north, west, and southwest of the project Optional Sites. The 75 dBA noise level would be experienced by residential homes if excavation work (such as conduit trenching) occurs immediately adjacent to the project boundary. Levels of noise exposure on residential homes would decrease as construction activity moves away from the individual project site boundaries. Table 4-3 summarizes the number of sensitive noise receptors that may be affected by noise levels (worst case scenario) produced by project site excavation and construction activities.

Table 4-3. Sensitive Noise Receptors in Proximity to General Construction Activities

<table>
<thead>
<tr>
<th>Noise Receptor</th>
<th>Number of Units</th>
<th>Distance from Construction Site</th>
<th>Noise Exposure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Homes in Area III</td>
<td>113</td>
<td>Within 360 feet</td>
<td>Greater than 65 dBA and less than 75 dBA</td>
</tr>
<tr>
<td>Residential Homes in Area I</td>
<td>22</td>
<td>Within 360 feet</td>
<td>Greater than 65 dBA and less than 75 dBA</td>
</tr>
<tr>
<td>Parks and Recreational Areas</td>
<td>2</td>
<td>Within 360 feet</td>
<td>Greater than 65 dBA and less than 75 dBA</td>
</tr>
<tr>
<td>Residential Homes in Area III</td>
<td>23</td>
<td>Within 110 feet</td>
<td>Greater than 75 dBA</td>
</tr>
<tr>
<td>Residential Homes in Area I</td>
<td>1</td>
<td>Within 110 feet</td>
<td>Greater than 75 dBA</td>
</tr>
<tr>
<td>Residential Homes off-base</td>
<td>7</td>
<td>Within 360 feet</td>
<td>Greater than 65 dBA and less than 75 dBA</td>
</tr>
</tbody>
</table>
Approximately 23 residential homes may be temporarily exposed to unacceptable noise levels greater than 75 dBA when excavation activities are occurring at the Optional Sites in Area III. A total of 113 residential homes may be temporarily exposed to normally unacceptable noise levels in Area III greater than 65 dBA, along with seven homes outside the base adjacent to the south base perimeter fence. The affected homes off-base are already within the 65 dBA noise contour for aircraft operations. Construction activities would last for only 12 months, after which noise levels would return to ambient levels. Construction activity would be limited to daylight hours. Noise impacts would be minor and temporary with the implementation of these timing restrictions. No significant impacts would occur.

Demolition activities at Lomie Gray Heard School in Area I would temporarily subject 22 homes to noise levels greater than 65 dBA and one home to noise levels greater than 75 dBA. The demolition of the old school buildings would probably be accomplished within 2 months. The recreational areas near the Youth Center and Lomie Gray Heard School would also be temporarily impacted by noise levels greater than 75 dBA. Therefore, the noise impacts associated with Alternative 1 (Preferred Alternative) would be less than significant and would not impair the noise environment in the neighborhoods adjacent to the project sites.

4.10.2 Alternative 2

Noise impacts associated with construction of a new charter school in Area III would have the same impacts as for Alternative 1 (Preferred Alternative). There would be no noise impacts in Area I.

4.10.3 Alternative 3

Noise impacts would be the same as those for Alternative 1 (Preferred Alternative).

4.10.4 Alternative 4

Noise impacts associated with construction of a new charter school in Area III would have the same impacts as for Alternative 1 (Preferred Alternative). There would be no noise impacts in Area I.

4.10.5 Alternative 5

There would be no noise impacts since the Lomie Gray Heard School would continue to operate as in the past, no new school would be constructed.

4.10.6 No Action Alternative

Noise impacts would be the same as those for Alternative 1 (Preferred Alternative) in Area I, but there would be no noise impacts in Area III.

4.11 CUMULATIVE IMPACTS

A cumulative impact is defined in 40 CFR 1508.7 as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal
or non-federal) or person undertakes such other actions.” By Memorandum dated June 24, 2005, from the Chairman of the CEQ to the Heads of federal agencies, entitled “Guidance on the Consideration of Past Actions in Cumulative Effects Analysis”, CEQ made clear its interpretation that “generally, agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effects of past actions without delving into the historical details of individual past actions”, and that the “CEQ regulations do not require agencies to catalogue or exhaustively list and analyze all individual past actions.”

Several projects have recently been constructed on Nellis AFB. The city of North Las Vegas completed construction of a Wastewater Recycling Facility (WRF) located at the southeast corner of Area I on Nellis AFB lands. A new gym and fitness center was recently completed in Area I south of Lomie Gray Heard School. A solar photovoltaic system has been approved for construction at the south end of Area I. A new fire station is planned for Area III. Numerous small repair, modification, and replacement projects are scheduled for Nellis AFB in general (Nellis AFB 2013). All capital improvement projects on Nellis AFB comply with NEPA requirements to minimize impacts on human and natural resources.

The city of North Las Vegas is continually repairing and improving roads in the city, including some roads in the vicinity of Nellis AFB. The city is also planning to construct a pipeline within the Sloan Channel to convey effluent from the new WRF on Nellis AFB to the Las Vegas Wash (Clark County 2014).

4.11.1 Biological Resources
All actions and construction on Nellis AFB comply with NEPA requirements to minimize impacts on native biological resources. Because of the sparse presence of natural or native biological resources on any of the sites affected by the Proposed Action or Action Alternatives, the impacts on biological resources would not contribute to any cumulative impacts resulting from other actions on Nellis AFB or the local area.

4.11.2 Cultural Resources
All projects on Nellis AFB are conducted in accordance with the ICRMP to minimize impacts on cultural and historic resources on the base. Mitigation of cultural resources impacts on the Lomie Gray Heard School buildings following the ICRMP requirements would eliminate cultural resources impacts, resulting in no contribution to cumulative impacts on Nellis AFB.

4.11.3 Land Use
There would be no significant, adverse land use impacts as a result of Alternative 1 (Preferred Alternative) or Alternative 3. All other alternatives would result in less than significant, minor impacts due to noncompliance with the current ADP, but cumulative land use impacts on Nellis AFB would not be significant.
4.11.4 Air Quality
Mitigation of air quality impacts through BMPs for the Action Alternatives would minimize any cumulative air quality impacts on Nellis AFB and the Clark County area. Cumulative impacts would be minimal.

4.11.5 Water Resources
No impacts on subsurface water resources would result from any of the Action Alternatives, and surface water impacts would be mitigated through appropriate NDEP permits. Incorporation of post-construction stormwater controls, including the retention basin and revegetation, would minimize long-term impacts on surface water associated with excess stormwater runoff during rain events, so only minimal cumulative impacts on water resources would result from any of the action alternatives.

4.11.6 Transportation
Implementation of the Action Alternatives would result in minor to moderate impacts on traffic levels for East Craig Road and Las Vegas Boulevard North. Mitigation of these impacts would minimize the traffic problems at the access gates for Area III; however, there would be minor cumulative impacts on transportation and traffic for off-base streets in the vicinity of the access gates for Area III.

4.11.7 Utilities and Infrastructure
There would be no impacts on utilities and infrastructure with implementation of any of the Action Alternatives; therefore, there would be no cumulative impacts.

4.11.8 Socioeconomics
Implementation of the Action Alternatives would have no cumulative impacts on socioeconomics. The No Action Alternative would have a moderate negative cumulative impact on the general overcrowding of CCSD schools, since there would be one less school in the system. Implementation of Alternative 4 would have a positive cumulative impact on the overcrowding of CCSD schools with the addition of a new school to the area.

4.11.9 Environmental Justice and Protection of Children
Implementation of any of the Action Alternatives would have no cumulative impacts on environmental justice or child protection issues. The No Action Alternative, however, would have minor cumulative impacts on children in the CCSD attendance zone around Nellis AFB with the addition of new students to already overcrowded schools.

4.11.10 Noise
All noise generated by the Action Alternatives would be temporary, limited to the duration of construction. Therefore, there would be no permanent change to the noise environment on Nellis AFB and no cumulative impacts.
5.0 LIST OF PREPARERS

The following people were primarily responsible for preparing this Environmental Assessment.

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<th>Discipline/Expertise</th>
<th>Experience</th>
<th>Role In Preparing EA</th>
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7.0 REFERENCES


Nellis AFB School Initiative EA  7-2  Draft


Nevada Revised Statutes (NRS) 386.520 and 386.549. Internet URL: http://leg.state.nv.us/NRS/NRS-386.html


U.S. Bureau of Economic Analysis (BEA).  2012.  Local Area Personal Income. Internet URL: http://www.bea.gov/iTable/iTable.cfm?reqid=70&step=1&isuri=1&acrdn=5#reqid=70&step=1&isuri=1


APPENDIX A

INTERAGENCY AND PUBLIC COORDINATION
Proof of Publication

STATE OF NEVADA
COUNTY OF CLARK

GSRC
8081 INNOVATION PARK DR
BATON ROUGE LA 70820

Account # 106071
Ad Number 0000256948

Stacey M. Lewis, being 1st duly sworn, deposes and says: That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for, was continuously published in said Las Vegas Review-Journal and / or Las Vegas Sun in 1 edition(s) of said newspaper issued from 07/27/2014 to 07/27/2014, on the following days:

07 / 27 / 14

Subscribed and sworn to before me on this 28th day of July, 2014

Notary

[Signature]

MARY A. LEE
Notary Public State of Nevada
No. 09-8941-1
NELLIS AIR FORCE BASE - PUBLIC MEETING NOTICE
August 12, 2014: 6:30 to 9:00 pm
Holiday Inn Express-Nellis
4035 North Nellis Boulevard
Las Vegas, Nevada

Nellis Air Force Base (AFB) will host a public information meeting to discuss plans for construction and operation of a charter school in Area III of Nellis AFB, north of North Las Vegas Boulevard, serving grades kindergarten through eighth grade, with a capacity of 800 students. The new school would replace the Lomie Gray Heard School currently operating in Area I, south of North Las Vegas Boulevard, which would be closed as part of this action. The public is invited to review the proposed action and present comments and concerns for consideration in the environmental review process. Subject matter experts will be present at the meeting to answer questions and take comments.

NELLIS AIR FORCE BASE - AVISO DE LA REUNIÓN PÚBLICA
12 De Agosto, 2014: 6:30 a 9:00 de la Noche
Holiday Inn Express-Nellis
4035 North Nellis Boulevard
Las Vegas, Nevada

Nellis Air Force Base (AFB) tendrá una reunión de información pública para discutir los planes para la construcción y operación de una escuela charter en el Área III de Nellis AFB, al norte de North Las Vegas Boulevard, sirviendo los grados kindergarten hasta grado octavo, con una capacidad de 800 estudiantes. La nueva escuela, sustituya a la Escuela Lomie Gray Heard que operan actualmente en el Área I, al sur de North Las Vegas Boulevard, y la que cerrar como parte de esta acción. Se invita a la pública a revisar las propuestas de medidas y presentar observaciones y preocupaciones para su examen en el proceso de revisión ambiental. Los expertos en la materia estarán presentes en la reunión para responder a sus preguntas y comentarios.
PROOF OF PUBLICATION

STATE OF NEVADA
COUNTY OF CLARK) SS:

GSRC
8081 INNOVATION PARK DR
BATON ROUGE LA 70820

Account # 106071
Ad Number 0000258125

Erin Dell, being 1st duly sworn, deposes and says: That she is the Legal Clerk for El Tiempo, a weekly newspaper regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for, was continuously published in said El Tiempo in 1 edition(s) of said newspaper issued from 08/01/2014 to 08/01/2014, on the following days:

08 / 01 / 14

/S/
LEGAL ADVERTISEMENT REPRESENTATIVE

Subscribed and sworn to before me on this 1st day of August, 2014

Notary

JANET E. MILES
Notary Public State of Nevada
No. 09-8939-1
NELLIS AIR FORCE BASE - PUBLIC MEETING NOTICE
August 12, 2014: 6:30 to 9:00 pm
Holiday Inn Express-Nellis
4035 North Nellis Boulevard
Las Vegas, Nevada

Nellis Air Force Base (AFB) will host a public information meeting to discuss plans for construction and operation of a charter school in Area III of Nellis AFB, north of North Las Vegas Boulevard, serving grades kindergarten through eighth grade, with a capacity of 800 students. The new school would replace the Lomie Gray Heard School currently operating in Area I, south of North Las Vegas Boulevard, which would be closed as part of this action. The public is invited to review the proposed action and present comments and concerns for consideration in the environmental review process. Subject matter experts will be present at the meeting to answer questions and take comments.

NELLIS AIR FORCE BASE - AVISO DE LA REUNIÓN PÚBLICA
12 De Agosto, 2014: 6:30 a 9:00 de la Noche
Holiday Inn Express-Nellis
4035 North Nellis Boulevard
Las Vegas, Nevada

Nellis Air Force Base (AFB) tendrá una reunión de información pública para discutir los planes para la construcción y operación de una escuela charter en el Área III de Nellis AFB, all norte de North Las Vegas Boulevard, sirviendo los grados kindergarten hasta grado octavo, con una capacidad de 800 estudiantes. La nueva escuela, sustituya a la Escuela Lomie Gray Heard que operan actualmente en el Área I, al sur de North Las Vegas Boulevard, y la que cerrar como parte de esta acción. Se invita a la publica a revisar las propuestas de medidas y presentar observaciones y preocupaciones para su examen en el proceso de revisión ambiental. Los expertos en la materia estarán presentes en la reunión para responder a sus preguntas y comentarios.
99 CES/CENP  
6020 Beale Avenue  
Nellis AFB, NV 89191-6520

Mr. John Mendoza  
Senior Planner  
Clark County Department of Air Quality & Environmental Management  
500 S. Grant Central Parkway  
P.O. Box 555210  
Las Vegas, NV 89155

Dear Mr. Mendoza,

The United States Air Force is preparing an Environmental Assessment (EA) for the Nellis AFB School Initiative, Nellis Air Force Base, Nevada. The need for the School Initiative is that acreage on which the current Clark County School District (CCSD) Lomie Gray Heard Elementary School is located is needed for mission-related purposes. The school, built in the 1950s, has exceeded its expected useful life, making maintenance and utility costs excessive. In addition, the majority of students now live in Area III on Nellis AFB and require vehicle transport to the school, which is located in Area I. Attached is a map showing the current school location and proposed location of the new school.

The preferred action is to replace the existing CCSD school in Area I by constructing and establishing a state charter school on Nellis AFB in Area III that would accommodate 800 to 1,000 students from kindergarten through eighth grade. The curriculum would emphasize a Science, Technology, Engineering, and Mathematics (STEM) program. If local students expressing interest in attending the school exceed capacity, students would be selected through a lottery system.

An alternative to the preferred action is renewal of the lease to CCSD for Lomie Gray Heard Elementary School and potentially establishing a STEM curriculum. Another alternative is to work with CCSD to construct a new school in Area III. The no action alternative would be to let the current lease expire in 2015; Lomie Gray Heard students would be incorporated into the existing CCSD schools near Nellis AFB.

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Enable Success Through Innovative Base Support
The EA will assess the potential environmental consequences associated with the preferred action and alternatives. Potential impacts could include traffic increases on Las Vegas Blvd North and Nellis AFB, impacts to air quality, and socioeconomic impacts. The EA will also examine the cumulative effects when combined with past, present, and any future proposals. In support of this process, we request your input in identifying general or specific issues or areas of concern you feel should be addressed in the EA.

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Respectfully,

LYNN E. HAARKLAU
Chief, Portfolio Optimization

Attachment:
School Locations Map
Chairman Sisolak,

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LYNN E. HAARKLAU
Chief, Portfolio Optimization

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School Locations Map

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Dear Mr. Bermudez,

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LYNN E. HAARKLAU
Chief, Portfolio Optimization

Attachment:
School Locations Map

Enable Success Through Innovative Base Support
99 CES/CENP
6020 Beale Avenue
Nellis AFB, NV 89191-6520

Carolyn Edwards
Trustee, District F
Clark County School District
5100 W. Sahara Ave
Las Vegas, NV 89146

Dear Ms. Edwards,

The United States Air Force is preparing an Environmental Assessment (EA) for the Nellis AFB School Initiative, Nellis Air Force Base, Nevada. The need for the School Initiative is that acreage on which the current Clark County School District (CCSD) Lomie Gray Heard Elementary School is located is needed for mission-related purposes. The school, built in the 1950s, has exceeded its expected useful life, making maintenance and utility costs excessive. In addition, the majority of students now live in Area III on Nellis AFB and require vehicle transport to the school, which is located in Area I. Attached is a map showing the current school location and proposed location of the new school.

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Chief, Portfolio Optimization

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Dear Mr. Canfield,

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Chief, Portfolio Optimization

Attachment:
School Locations Map

Enable Success Through Innovative Base Support
99 CES/CENP
6020 Beale Avenue
Nellis AFB, NV 89191-6520

City of North Las Vegas
Community Development, Planning & Zoning Division
2200 Civic Center Drive
North Las Vegas, NV 89030

To Whom it May Concern,

The United States Air Force is preparing an Environmental Assessment (EA) for the Nellis AFB School Initiative, Nellis Air Force Base, Nevada. The need for the School Initiative is that acreage on which the current Clark County School District (CCSD) Lomie Gray Heard Elementary School is located is needed for mission-related purposes. The school, built in the 1950s, has exceeded its expected useful life, making maintenance and utility costs excessive. In addition, the majority of students now live in Area III on Nellis AFB and require vehicle transport to the school, which is located in Area I. Attached is a map showing the current school location and proposed location of the new school.

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Attachment:
School Locations Map

Enable Success Through Innovative Base Support
Mr. Martyn James  
Director of Planning Services  
RTC  
600 S. Grand Central Pkwy  
Las Vegas, NV 89106  

Dear Mr. James,

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Chief, Portfolio Optimization

Attachment:
School Locations Map

Enable Success Through Innovative Base Support
Ms Jennifer Olsen  
Southern Nevada Regional Planning Coalition  
240 Water Street, Mail Stop 115  
Henderson, NV 89009

Dear Ms. Olsen,

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School Locations Map
Appendix B will be included in the Final EA.
### Assumptions for Combustion Emissions

<table>
<thead>
<tr>
<th>Type of Construction Equipment</th>
<th>Num. of Units</th>
<th>HP Rated</th>
<th>Hrs/day</th>
<th>Days/yr</th>
<th>Total hp-hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Truck</td>
<td>1</td>
<td>300</td>
<td>8</td>
<td>90</td>
<td>216,000</td>
</tr>
<tr>
<td>Diesel Road Compactors</td>
<td>0</td>
<td>100</td>
<td>8</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Diesel Dump Truck</td>
<td>2</td>
<td>300</td>
<td>8</td>
<td>90</td>
<td>432,000</td>
</tr>
<tr>
<td>Diesel Excavator</td>
<td>1</td>
<td>300</td>
<td>8</td>
<td>90</td>
<td>216,000</td>
</tr>
<tr>
<td>Diesel Hole Trenchers</td>
<td>1</td>
<td>175</td>
<td>8</td>
<td>90</td>
<td>126,000</td>
</tr>
<tr>
<td>Diesel Bore/Drill Rigs</td>
<td>0</td>
<td>300</td>
<td>8</td>
<td>0</td>
<td>-</td>
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<tr>
<td>Diesel Cement &amp; Mortar Mixers</td>
<td>2</td>
<td>300</td>
<td>8</td>
<td>90</td>
<td>432,000</td>
</tr>
<tr>
<td>Diesel Cranes</td>
<td>1</td>
<td>175</td>
<td>8</td>
<td>90</td>
<td>364,000</td>
</tr>
<tr>
<td>Diesel Graders</td>
<td>1</td>
<td>300</td>
<td>8</td>
<td>90</td>
<td>216,000</td>
</tr>
<tr>
<td>Diesel Tractors/Loaders/Backhoes</td>
<td>2</td>
<td>100</td>
<td>8</td>
<td>90</td>
<td>144,000</td>
</tr>
<tr>
<td>Diesel Bulldozers</td>
<td>2</td>
<td>300</td>
<td>8</td>
<td>90</td>
<td>432,000</td>
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<tr>
<td>Diesel Front-End Loaders</td>
<td>2</td>
<td>300</td>
<td>8</td>
<td>260</td>
<td>1,248,000</td>
</tr>
<tr>
<td>Diesel Forklifts</td>
<td>2</td>
<td>100</td>
<td>8</td>
<td>260</td>
<td>416,000</td>
</tr>
<tr>
<td>Diesel Generator Set</td>
<td>3</td>
<td>40</td>
<td>8</td>
<td>260</td>
<td>249,600</td>
</tr>
</tbody>
</table>

### Emission Factors

<table>
<thead>
<tr>
<th>Type of Construction Equipment</th>
<th>VOC g/hp-hr</th>
<th>CO g/hp-hr</th>
<th>NOx g/hp-hr</th>
<th>PM-10 g/hp-hr</th>
<th>PM-2.5 g/hp-hr</th>
<th>SO2 g/hp-hr</th>
<th>CO2 g/hp-hr</th>
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<tbody>
<tr>
<td>Water Truck</td>
<td>0.440</td>
<td>2.070</td>
<td>5.490</td>
<td>0.410</td>
<td>0.400</td>
<td>0.740</td>
<td>536,000</td>
</tr>
<tr>
<td>Diesel Road Compactors</td>
<td>0.370</td>
<td>1.480</td>
<td>4.900</td>
<td>0.340</td>
<td>0.330</td>
<td>0.740</td>
<td>536,200</td>
</tr>
<tr>
<td>Diesel Dump Truck</td>
<td>0.440</td>
<td>2.070</td>
<td>5.490</td>
<td>0.410</td>
<td>0.400</td>
<td>0.740</td>
<td>536,000</td>
</tr>
<tr>
<td>Diesel Excavator</td>
<td>0.340</td>
<td>1.300</td>
<td>4.600</td>
<td>0.320</td>
<td>0.310</td>
<td>0.740</td>
<td>536,300</td>
</tr>
<tr>
<td>Diesel Trenchers</td>
<td>0.510</td>
<td>2.440</td>
<td>5.810</td>
<td>0.460</td>
<td>0.440</td>
<td>0.740</td>
<td>535,800</td>
</tr>
<tr>
<td>Diesel Bore/Drill Rigs</td>
<td>0.600</td>
<td>2.290</td>
<td>7.150</td>
<td>0.500</td>
<td>0.490</td>
<td>0.730</td>
<td>529,700</td>
</tr>
<tr>
<td>Diesel Cement &amp; Mortar Mixers</td>
<td>0.610</td>
<td>2.320</td>
<td>7.280</td>
<td>0.480</td>
<td>0.470</td>
<td>0.730</td>
<td>529,700</td>
</tr>
<tr>
<td>Diesel Cranes</td>
<td>0.440</td>
<td>1.300</td>
<td>5.720</td>
<td>0.340</td>
<td>0.330</td>
<td>0.730</td>
<td>530,200</td>
</tr>
<tr>
<td>Diesel Graders</td>
<td>0.350</td>
<td>1.360</td>
<td>4.730</td>
<td>0.330</td>
<td>0.320</td>
<td>0.740</td>
<td>536,300</td>
</tr>
<tr>
<td>Diesel Tractors/Loaders/Backhoes</td>
<td>1.850</td>
<td>8.210</td>
<td>7.220</td>
<td>1.370</td>
<td>1.330</td>
<td>0.950</td>
<td>691,100</td>
</tr>
<tr>
<td>Diesel Bulldozers</td>
<td>0.360</td>
<td>1.380</td>
<td>4.760</td>
<td>0.330</td>
<td>0.320</td>
<td>0.740</td>
<td>536,300</td>
</tr>
<tr>
<td>Diesel Front-end Loaders</td>
<td>0.380</td>
<td>1.550</td>
<td>5.000</td>
<td>0.350</td>
<td>0.340</td>
<td>0.740</td>
<td>536,200</td>
</tr>
<tr>
<td>Diesel Forklifts</td>
<td>1.980</td>
<td>7.760</td>
<td>8.560</td>
<td>1.390</td>
<td>1.350</td>
<td>0.950</td>
<td>690,800</td>
</tr>
<tr>
<td>Diesel Generator Set</td>
<td>1.210</td>
<td>3.760</td>
<td>5.970</td>
<td>0.730</td>
<td>0.710</td>
<td>0.810</td>
<td>587,300</td>
</tr>
</tbody>
</table>
### Emission Calculations

<table>
<thead>
<tr>
<th>Type of Construction Equipment</th>
<th>VOC tons/yr</th>
<th>CO tons/yr</th>
<th>NOx tons/yr</th>
<th>PM-10 tons/yr</th>
<th>PM-2.5 tons/yr</th>
<th>SO2 tons/yr</th>
<th>CO2 tons/yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Truck</td>
<td>0.105</td>
<td>0.493</td>
<td>1.307</td>
<td>0.098</td>
<td>0.095</td>
<td>0.176</td>
<td>127.585</td>
</tr>
<tr>
<td>Diesel Road Paver</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Diesel Dump Truck</td>
<td>0.209</td>
<td>0.985</td>
<td>2.614</td>
<td>0.195</td>
<td>0.190</td>
<td>0.352</td>
<td>255.170</td>
</tr>
<tr>
<td>Diesel Excavator</td>
<td>0.081</td>
<td>0.309</td>
<td>1.095</td>
<td>0.076</td>
<td>0.074</td>
<td>0.176</td>
<td>127.657</td>
</tr>
<tr>
<td>Diesel Hole Cleaners\Trenchers</td>
<td>0.071</td>
<td>0.339</td>
<td>0.807</td>
<td>0.064</td>
<td>0.061</td>
<td>0.103</td>
<td>74.397</td>
</tr>
<tr>
<td>Diesel Bore/Drill Rigs</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Diesel Cement &amp; Mortar Mixers</td>
<td>0.290</td>
<td>1.104</td>
<td>3.466</td>
<td>0.229</td>
<td>0.224</td>
<td>0.348</td>
<td>252.171</td>
</tr>
<tr>
<td>Diesel Cranes</td>
<td>0.176</td>
<td>0.521</td>
<td>2.294</td>
<td>0.136</td>
<td>0.132</td>
<td>0.293</td>
<td>212.678</td>
</tr>
<tr>
<td>Diesel Graders</td>
<td>0.083</td>
<td>0.324</td>
<td>1.126</td>
<td>0.079</td>
<td>0.076</td>
<td>0.176</td>
<td>127.657</td>
</tr>
<tr>
<td>Diesel Tractors/Loaders/Backhoes</td>
<td>0.294</td>
<td>1.303</td>
<td>1.146</td>
<td>0.217</td>
<td>0.211</td>
<td>0.151</td>
<td>109.669</td>
</tr>
<tr>
<td>Diesel Bulldozers</td>
<td>0.171</td>
<td>0.657</td>
<td>2.266</td>
<td>0.157</td>
<td>0.152</td>
<td>0.352</td>
<td>255.313</td>
</tr>
<tr>
<td>Diesel Front-end Loaders</td>
<td>0.523</td>
<td>2.132</td>
<td>6.876</td>
<td>0.481</td>
<td>0.468</td>
<td>1.018</td>
<td>737.434</td>
</tr>
<tr>
<td>Diesel Forklift</td>
<td>0.908</td>
<td>3.557</td>
<td>3.924</td>
<td>0.637</td>
<td>0.619</td>
<td>0.436</td>
<td>316.685</td>
</tr>
<tr>
<td>Diesel Generator Set</td>
<td>0.333</td>
<td>1.034</td>
<td>1.642</td>
<td>0.201</td>
<td>0.195</td>
<td>0.223</td>
<td>161.542</td>
</tr>
<tr>
<td><strong>Total Emissions</strong></td>
<td><strong>3.244</strong></td>
<td><strong>12.759</strong></td>
<td><strong>28.563</strong></td>
<td><strong>2.570</strong></td>
<td><strong>2.498</strong></td>
<td><strong>3.803</strong></td>
<td><strong>2757.958</strong></td>
</tr>
</tbody>
</table>

1. Emission factors (EF) were generated using USEPA’s preferred model for nonroad sources, the NONROAD2008 model. Emissions were modeled for the 2007 calendar year. The VOC EFs include exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2008 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2008 model is based on the population in U.S. for the 2007 calendar year.

**Conversion factors**

| Grams to tons | 1.102E-06 |
### MOVES 2010a

<table>
<thead>
<tr>
<th>Source</th>
<th>Fuel type</th>
<th>Number of vehicles</th>
<th>Miles traveled per day</th>
<th>Days of travel per year</th>
<th>Miles traveled per year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>Gasoline</td>
<td>20</td>
<td>50</td>
<td>260</td>
<td>260,000</td>
</tr>
<tr>
<td>Passenger truck</td>
<td>Gasoline</td>
<td>30</td>
<td>50</td>
<td>260</td>
<td>390,000</td>
</tr>
<tr>
<td>Light commercial truck</td>
<td>Diesel</td>
<td>1</td>
<td>50</td>
<td>260</td>
<td>13,000</td>
</tr>
<tr>
<td>Short-haul truck</td>
<td>Diesel</td>
<td>1</td>
<td>50</td>
<td>260</td>
<td>13,000</td>
</tr>
<tr>
<td>Long-haul truck</td>
<td>Diesel</td>
<td>1</td>
<td>50</td>
<td>260</td>
<td>13,000</td>
</tr>
</tbody>
</table>

### Emission Factors (MOVES 2010a Emission Rates)

<table>
<thead>
<tr>
<th>Source</th>
<th>VOC (g/mile)</th>
<th>CO (g/mile)</th>
<th>NOx (g/mile)</th>
<th>PM-10 (g/mile)</th>
<th>PM-2.5 (g/mile)</th>
<th>SO2 (g/mile)</th>
<th>CO2 and CO2 Equivalents (g/mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>8.497</td>
<td>2.892</td>
<td>0.576</td>
<td>0.019</td>
<td>0.018</td>
<td>0.005</td>
<td>320</td>
</tr>
<tr>
<td>Passenger truck</td>
<td>3.645</td>
<td>5.449</td>
<td>1.168</td>
<td>0.027</td>
<td>0.025</td>
<td>0.007</td>
<td>439</td>
</tr>
<tr>
<td>Light commercial truck</td>
<td>4.460</td>
<td>2.158</td>
<td>2.986</td>
<td>0.164</td>
<td>0.190</td>
<td>0.005</td>
<td>609</td>
</tr>
<tr>
<td>Short-haul truck</td>
<td>2.438</td>
<td>2.273</td>
<td>6.095</td>
<td>0.270</td>
<td>0.313</td>
<td>0.007</td>
<td>929</td>
</tr>
<tr>
<td>Long-haul truck</td>
<td>2.519</td>
<td>3.610</td>
<td>14.776</td>
<td>0.625</td>
<td>0.726</td>
<td>0.016</td>
<td>2020</td>
</tr>
</tbody>
</table>

### Total Emission for On-Road Construction Activities (tons/year)

<table>
<thead>
<tr>
<th>Source</th>
<th>VOC</th>
<th>CO</th>
<th>NOx</th>
<th>PM-10</th>
<th>PM-2.5</th>
<th>SO2</th>
<th>CO2 and CO2 Equivalents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>2.434</td>
<td>0.829</td>
<td>0.165</td>
<td>0.006</td>
<td>0.005</td>
<td>0.001</td>
<td>92</td>
</tr>
<tr>
<td>Passenger truck</td>
<td>1.567</td>
<td>2.342</td>
<td>0.502</td>
<td>0.012</td>
<td>0.011</td>
<td>0.003</td>
<td>189</td>
</tr>
<tr>
<td>Light commercial truck</td>
<td>0.064</td>
<td>0.031</td>
<td>0.043</td>
<td>0.002</td>
<td>0.003</td>
<td>0.000</td>
<td>9</td>
</tr>
<tr>
<td>Short-haul truck</td>
<td>0.035</td>
<td>0.033</td>
<td>0.087</td>
<td>0.004</td>
<td>0.004</td>
<td>0.000</td>
<td>13</td>
</tr>
<tr>
<td>Long-haul truck</td>
<td>0.036</td>
<td>0.052</td>
<td>0.212</td>
<td>0.009</td>
<td>0.010</td>
<td>0.000</td>
<td>29</td>
</tr>
<tr>
<td>Total</td>
<td>4.136</td>
<td>3.286</td>
<td>1.009</td>
<td>0.032</td>
<td>0.033</td>
<td>0.005</td>
<td>331</td>
</tr>
</tbody>
</table>

Key:
- Short-haul trucks category includes trucks such as dump trucks and cement trucks.
- Long-haul trucks category includes trucks such as semi-trailers (18-wheelers).

1. Emission factors were generated by the USEPA preferred model MOVES2010a. MOVES simulates daily motor vehicle operations and produces emission rates. MOVES emission rates include sources from engine combustion, tire wear, brake wear, evaporative fuel permeation, vapor venting and leaking (running and parking), and crankcase loss. Emission rates are daily averages for each of the criteria pollutants. The averages are from a combination of vehicle operations such as stop and go, highway travel, acceleration at on-ramps, parking, start-up, extended idle, etc.
## MOVES 2010a

<table>
<thead>
<tr>
<th>Source</th>
<th>Fuel type</th>
<th>Number of vehicles</th>
<th>Miles traveled per day</th>
<th>Days of travel per year</th>
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</tr>
</thead>
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<td>260,000</td>
</tr>
<tr>
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<td>Gasoline</td>
<td>30</td>
<td>50</td>
<td>260</td>
<td>390,000</td>
</tr>
<tr>
<td>Light commercial truck</td>
<td>Diesel</td>
<td>1</td>
<td>50</td>
<td>260</td>
<td>13,000</td>
</tr>
<tr>
<td>Short-haul truck</td>
<td>Diesel</td>
<td>1</td>
<td>50</td>
<td>260</td>
<td>13,000</td>
</tr>
<tr>
<td>Long-haul truck</td>
<td>Diesel</td>
<td>1</td>
<td>50</td>
<td>260</td>
<td>13,000</td>
</tr>
</tbody>
</table>

### Emission Factors (MOVES 2010a Emission Rates)

<table>
<thead>
<tr>
<th>Source</th>
<th>VOC (g/mile)</th>
<th>CO (g/mile)</th>
<th>NOx (g/mile)</th>
<th>PM-10 (g/mile)</th>
<th>PM-2.5 (g/mile)</th>
<th>SO₂ (g/mile)</th>
<th>CO₂ and CO₂ Equivalents (g/mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>8.497</td>
<td>2.892</td>
<td>0.576</td>
<td>0.019</td>
<td>0.018</td>
<td>0.005</td>
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<tr>
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<td>1.168</td>
<td>0.027</td>
<td>0.025</td>
<td>0.007</td>
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<tr>
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<td>0.164</td>
<td>0.190</td>
<td>0.005</td>
<td>609</td>
</tr>
<tr>
<td>Short-haul truck</td>
<td>2.438</td>
<td>2.273</td>
<td>6.095</td>
<td>0.270</td>
<td>0.313</td>
<td>0.007</td>
<td>929</td>
</tr>
<tr>
<td>Long-haul truck</td>
<td>2.519</td>
<td>3.610</td>
<td>14.776</td>
<td>0.625</td>
<td>0.726</td>
<td>0.016</td>
<td>2,020</td>
</tr>
</tbody>
</table>

### Total Emission for On-Road Commuter Activities (tons/year)

<table>
<thead>
<tr>
<th>Source</th>
<th>VOC</th>
<th>CO</th>
<th>NOx</th>
<th>PM-10</th>
<th>PM-2.5</th>
<th>SO₂</th>
<th>CO₂ and CO₂ Equivalents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>2.43</td>
<td>0.83</td>
<td>0.16</td>
<td>0.01</td>
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<td>92</td>
</tr>
<tr>
<td>Passenger truck</td>
<td>1.57</td>
<td>2.34</td>
<td>0.50</td>
<td>0.01</td>
<td>0.01</td>
<td>0.00</td>
<td>189</td>
</tr>
<tr>
<td>Light commercial truck</td>
<td>0.06</td>
<td>0.03</td>
<td>0.04</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>9</td>
</tr>
<tr>
<td>Short-haul truck</td>
<td>0.03</td>
<td>0.03</td>
<td>0.09</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>13</td>
</tr>
<tr>
<td>Long-haul truck</td>
<td>0.04</td>
<td>0.05</td>
<td>0.21</td>
<td>0.01</td>
<td>0.01</td>
<td>0.00</td>
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</tr>
<tr>
<td>Total</td>
<td>4.14</td>
<td>3.29</td>
<td>1.01</td>
<td>0.03</td>
<td>0.03</td>
<td>0.00</td>
<td>331</td>
</tr>
</tbody>
</table>

Key:
- Short-haul trucks category includes trucks such as dump trucks and cement trucks.
- Long-haul trucks category includes trucks such as semi-trailers (18-wheelers).

1. Emission factors were generated by the USEPA preferred model MOVES2010a. MOVES simulates daily motor vehicle operations and produces emission rates. MOVES emission rates include sources from engine combustion, tire wear, brake wear, evaporative fuel permeation, vapor venting and leaking (running and parking), and crankcase loss. Emission rates are daily averages for each of the criteria pollutants. The averages are from a combination of vehicle operations such as stop and go, highway travel, acceleration at on-ramps, parking, start-up, extended idle, etc.
CALCULATION SHEET-FUGITIVE DUST-CONSTRUCTION

Assumptions for Combustion Emissions

### Construction Fugitive Dust Emission Factors

<table>
<thead>
<tr>
<th>Emission Factor</th>
<th>Units</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Construction Activities</td>
<td>0.19 ton PM-10/acre-month</td>
<td>MRI 1996; EPA 2001; EPA 2006</td>
</tr>
<tr>
<td>New Road Construction</td>
<td>0.42 ton PM-10/acre-month</td>
<td>MRI 1996; EPA 2001; EPA 2006</td>
</tr>
</tbody>
</table>

**PM-2.5 Emissions**

<table>
<thead>
<tr>
<th>PM-2.5 Multiplier</th>
<th>Units</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.10 (10% of PM-10 emissions assumed to be PM-2.5)</td>
<td>USEPA 2001; USEPA 2006</td>
<td></td>
</tr>
</tbody>
</table>

**Control Efficiency**

<table>
<thead>
<tr>
<th>Control Efficiency</th>
<th>Units</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.50 (assume 50% control efficiency for PM-10 and PM-2.5 emissions)</td>
<td>USEPA 2001; USEPA 2006</td>
<td></td>
</tr>
</tbody>
</table>

### Construction Area (0.19 ton PM-10/acre-month)

<table>
<thead>
<tr>
<th>Project Assumptions</th>
<th>Conversion Factors</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 months</td>
<td>0.000022957 acres per feet</td>
<td></td>
</tr>
<tr>
<td>0.068 miles</td>
<td>5280 feet per mile</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Staging Areas</th>
<th>361.50 feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.00 acres</td>
<td></td>
</tr>
</tbody>
</table>

*Assume that construction activities during road modification are limited to 10 miles area during any given construction day.*

### Project Emissions (tons/year)

<table>
<thead>
<tr>
<th>PM-10 uncontrolled</th>
<th>PM-10 controlled</th>
<th>PM-2.5 uncontrolled</th>
<th>PM-2.5 controlled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Area</td>
<td>1.71</td>
<td>0.86</td>
<td>0.17</td>
</tr>
<tr>
<td>Staging Areas</td>
<td>0.02</td>
<td>0.01</td>
<td>0.00</td>
</tr>
<tr>
<td>Total</td>
<td>1.73</td>
<td>0.86</td>
<td>0.17</td>
</tr>
</tbody>
</table>

**References:**

Assumptions for Fugitive Emissions

General Construction Activities Emission Factor

0.19 ton PM-10/acre-month  
Source: MRI 1996; USEPA 2001; USEPA 2006

The area-based emission factor for construction activities is based on a study completed by the Midwest Research Institute (MRI) Improvement of Specific Emission Factors (BACM Project No. 1), March 29, 1996. The MRI study evaluated seven construction projects in Nevada and California (Las Vegas, Coachella Valley, South Coast Air Basin, and the San Joaquin Valley). The study determined an average emission factor of 0.11 ton PM-10/acre-month for sites without large-scale cut/fill operations. A worst-case emission factor of 0.42 ton PM-10/acre-month was calculated for sites with active large-scale earth moving operations. The monthly emission factors are based on 168 work-hours per month (MRI 1996). A subsequent MRI Report in 1999, Estimating Particulate Matter Emissions from Construction Operations, calculated the 0.19 ton PM-10/acre-month emission factor by applying 25% of the large-scale earthmoving emission factor (0.42 ton PM-10/acre-month) and 75% of the average emission factor (0.11 ton PM-10/acre-month).

The 0.19 ton PM-10/acre-month emission factor is referenced by the USEPA for non-residential construction activities in recent procedures documents for the National Emission Inventory (USEPA 2001; USEPA 2006). The 0.19 ton PM-10/acre-month emission factor represents a refinement of USEPA's original AP-42 area-based total suspended particle (TSP) emission factor in Section 13.2.3 Heavy Construction Operations. In addition to the USEPA, this methodology is also supported by the South Coast Air Quality Management District and the Western Regional Air Partnership (WRAP) which is funded by the USEPA and is administered jointly by the Western Governor's Association and the National Tribal Environmental Council. The emission factor is assumed to encompass a variety of non-residential construction activities including building construction (commercial, industrial, institutional, governmental), public works, and travel on unpaved roads. The EPA National Emission Inventory documentation assumes that the emission factors are uncontrolled and recommends a control efficiency of 50% for PM-10 and PM-2.5 in PM nonattainment areas.

New Road Construction Emission Factor

0.42 ton PM-10/acre-month  
Source: MRI 1996; USEPA 2001; USEPA 2006

The emission factor for new road construction is based on the worst-case conditions emission factor from the MRI 1996 study described above (0.42 tons PM-10/acre-month). It is assumed that road construction involves extensive earthmoving and heavy construction vehicle travel resulting in emissions that are higher than other general construction projects. The 0.42 ton PM-10/acre-month emission factor for road construction is referenced in recent procedures documents for the EPA National Emission Inventory (USEPA 2001; USEPA 2006).

PM-2.5 Multiplier

0.10

PM-2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM-10 emissions. This methodology is consistent with the procedures documents for the National Emission Inventory (USEPA 2006).

Control Efficiency for PM-10 and PM-2.5

0.50

The EPA National Emission Inventory documentation recommends a control efficiency of 50% for PM-10 and PM-2.5 in PM nonattainment areas. Wetting controls will be applied during project construction (USEPA 2006).

References:


## Assumptions for Combustion Emissions

<table>
<thead>
<tr>
<th>Type of Construction Equipment</th>
<th>Num. of Units</th>
<th>HP Rated</th>
<th>Hrs/day</th>
<th>Days/yr</th>
<th>Total hp-hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propane Generator Set Back-up</td>
<td>0</td>
<td>25</td>
<td>4</td>
<td>24</td>
<td>0</td>
</tr>
<tr>
<td>Propane Generator Set-Primary</td>
<td>0</td>
<td>25</td>
<td>8</td>
<td>365</td>
<td>0</td>
</tr>
</tbody>
</table>

## Emission Factors

<table>
<thead>
<tr>
<th>Type of Construction Equipment</th>
<th>VOC g/hp-hr</th>
<th>CO g/hp-hr</th>
<th>NOx g/hp-hr</th>
<th>PM-10 g/hp-hr</th>
<th>PM-2.5 g/hp-hr</th>
<th>SO2 g/hp-hr</th>
<th>CO2 g/hp-hr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propane Generator Set Back-up</td>
<td>2.03</td>
<td>31.91</td>
<td>9.93</td>
<td>0.06</td>
<td>0.06</td>
<td>0.01</td>
<td>653.9</td>
</tr>
<tr>
<td>Propane Generator Set-Primary</td>
<td>2.03</td>
<td>31.91</td>
<td>9.93</td>
<td>0.06</td>
<td>0.06</td>
<td>0.01</td>
<td>653.9</td>
</tr>
</tbody>
</table>

## Emission Calculations

<table>
<thead>
<tr>
<th>Type of Construction Equipment</th>
<th>VOC tons/yr</th>
<th>CO tons/yr</th>
<th>NOx tons/yr</th>
<th>PM-10 tons/yr</th>
<th>PM-2.5 tons/yr</th>
<th>SO2 tons/yr</th>
<th>CO2 tons/yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propane Generator Set Back-up</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Propane Generator Set-Primary</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total Emissions</strong></td>
<td><strong>0.00</strong></td>
<td><strong>0.00</strong></td>
<td><strong>0.00</strong></td>
<td><strong>0.00</strong></td>
<td><strong>0.00</strong></td>
<td><strong>0.00</strong></td>
<td><strong>0.00</strong></td>
</tr>
</tbody>
</table>

1. Emission factors (EF) were generated using USEPA’s preferred model for nonroad sources, the NONROAD2008 model. Emissions were modeled for the 2007 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2008 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2008 model is based on the population in U.S. for the 2007 calendar year.
### Summary of Emissions (tons/year)

<table>
<thead>
<tr>
<th>Emission Source</th>
<th>VOC</th>
<th>CO</th>
<th>NOx</th>
<th>PM-10</th>
<th>PM-2.5</th>
<th>SO₂</th>
<th>CO₂</th>
<th>CO₂ Equivalents</th>
<th>Total CO₂</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Combustion Emissions</strong></td>
<td>3.24</td>
<td>12.76</td>
<td>28.56</td>
<td>2.57</td>
<td>2.50</td>
<td>3.80</td>
<td>2757.96</td>
<td>8,964</td>
<td>11,722</td>
</tr>
<tr>
<td><strong>Construction Site-Fugitive PM-10</strong></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>0.86</td>
<td>0.09</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>Construction Workers Commuter &amp; Trucking</strong></td>
<td>4.14</td>
<td>3.29</td>
<td>1.01</td>
<td>0.03</td>
<td>0.03</td>
<td>0.00</td>
<td>NA</td>
<td>331</td>
<td>331</td>
</tr>
<tr>
<td><strong>Total Emissions-CONSTRUCTION</strong></td>
<td>7.38</td>
<td>16.04</td>
<td>29.57</td>
<td>3.47</td>
<td>2.62</td>
<td>3.81</td>
<td>2758</td>
<td>9,296</td>
<td>12,054</td>
</tr>
<tr>
<td><strong>Operational Emissions</strong></td>
<td>4.14</td>
<td>3.29</td>
<td>1.01</td>
<td>0.03</td>
<td>0.03</td>
<td>0.00</td>
<td>NA</td>
<td>331</td>
<td>331</td>
</tr>
<tr>
<td><strong>Generators</strong></td>
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<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>Total Operational Emissions</strong></td>
<td>4.14</td>
<td>3.29</td>
<td>1.01</td>
<td>0.03</td>
<td>0.03</td>
<td>0.00</td>
<td>-</td>
<td>331</td>
<td>331</td>
</tr>
</tbody>
</table>

1. Note that Clark County is a severe non-attainment area for PM-10 (USEPA 2014).

<table>
<thead>
<tr>
<th>Carbon Equivalents</th>
<th>Conversion Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>N₂O or NOx</td>
<td>311</td>
</tr>
<tr>
<td>Methane or VOCs</td>
<td>25</td>
</tr>
</tbody>
</table>