

## Executive Summary

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This Environmental Assessment (EA) evaluates the US Bureau of Land Management (BLM) proposal for the construction of the Zone 2 portion of a new multi-use recreation trail system within the Red Rock Canyon National Conservation Area (RRCNCA). *SR-159 Corridor Trail Feasibility Study and Programmatic Environmental Assessment (PEA), Red Rock Canyon National Conservation Area, Final* (BLM 2009) documents the planning for the entire 35-mile trail system, which was segmented into five distinct zones.

The Zone 2 Trail would have independent utility and value as a recreation resource within the RRCNCA, even if none of the other four proposed zones of the overall trail system are constructed. The Zone 2 Trail would fulfill the purpose and need by providing safe access and a continuous high-quality and diverse recreation experience for users, with trail termini that would connect to the 13-mile Scenic Drive and Visitor Center entirely off State Route (SR)-159.

Led by the BLM, an interdisciplinary design team developed the Zone 2 Trail (3.1 mile trail system) evaluated in this EA. The trail would also expand two trailheads accessed from SR-159; one for the Scenic Drive Exit Lot (Exit Lot); and the other for the Red Rock Canyon Vista Overlook. In **Chapter 1, Figure 1-1** highlights the location of Zone 2.

This EA presents the environmental impacts and mitigation for the construction, operation, and maintenance of the Proposed Action. The EA also describes the No Action Alternative. The timing for completion does not include a construction schedule because no funding is currently available to implement this project. This EA also focuses on the effects of individual action not analyzed in the PEA and/or supplemental information required as a result of this proposal.

BLM will decide whether or not to implement the Zone 2 trail alignment and trailhead construction for the RRCNCA multi-use trail system project. The site-specific EA, as required by the National Environmental Policy Act (NEPA), provides the analytical basis for the BLM to make a decision to select the best alternative on RRCNCA resources. This EA evaluates cumulative impacts on public land resources, including soils, visual resources, vegetation, wildlife, and endangered species. The impacts from ground-disturbing activities can be reduced to a level of “not significant” provided that measures are undertaken to minimize and mitigate effects associated with trail construction.

### ES.1 Location of Proposed Action

Zone 2 is located in Clark County approximately 4 miles west of the Las Vegas, Nevada, metropolitan area along SR-159, within the RRCNCA (see **Chapter 1, Figure 1-1**). The site can be found on the La Madre Mountain, Nevada US Geological Survey 7.5 minute quadrangle.

Zone 2 is located within Township 21S, Range 58E, Sections 12, 13, 14, and 23, and Township 21S, Range 59E, Section 7. It begins approximately 200 feet south of the Red Rock Canyon Visitor Center or 1.8 miles due west of the Red Rock Canyon Campground.

Portions of the trail are located in the Nevada Department of Transportation (NDOT) right-of-way (ROW) along SR-159, including the acceleration and deceleration lanes at the trailheads and a small portion of the Vista Overlook parking lot and trail connection.

The geographic study area for vegetation, drainage/washes, and soil resources encompasses approximately 201 acres of BLM lands along SR-159 within the RRCNCA. The Zone 2 Trail study area generally runs parallel to the existing roadway and varies in distance away from the highway ranging from the edge of the NDOT ROW to about 2,000 feet. The alignment for the Proposed Action lies within approximately 150 feet of the western edge of the study area.

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The corridor traverses terrain that varies between approximately 3,700 and 3,800 feet above mean sea level and is mostly undeveloped, except for SR-159, the entrance/exit of the Visitor Center, the Exit Lot, and the Vista Overlook and parking lot.

### ES.2 Purpose and Need

The purpose of the Proposed Action for this EA is to construct the Zone 2 Trail, which would fulfill many RRCNCA objectives, as follows:

- The termini for the Zone 2 Trail at the Red Rock Canyon Visitor Center, the Overlook, and the Exit Lot parking area provide strategic trail access and improve circulation for non-motorized users among existing recreational amenities, nodes, and services within RRCNCA. The termini for the Zone 2 Trail connect with the 13-mile Scenic Drive.
- The Exit Lot parking area provides amenities for equestrian users.
- The carefully designed alignment and overlooks for the 3.1-mile trail system offer recreation opportunities that allow the public to enjoy and appreciate the “unique and natural setting of RRCNCA” (BLM 2005), while promoting human health.
- The Zone 2 trail alignment improves safety along the SR-159 corridor for motorized and non-motorized users.
- The trail is compatible with the conservation and protection of the natural and cultural resources in RRCNCA.
- Zone 2 expands access/linkages to RRCNCA from the greater Las Vegas Valley system of on- and off-road non-motorized trails.
- The trail design minimizes operation and maintenance costs.

The primary need of the multi-use trail system is to construct a hiker/biker trail “spine” that improves access to various nodes within RRCNCA and accommodates the growing demand for recreational services/amenities as a result of increased RRCNCA visitation. The rationale for implementing the Zone 2 portion of the multi-use trail system first was in response to BLM priorities and public demand regarding the issues of access, circulation, and safety.

### ES.3 Scoping and Public Involvement

The majority of scoping and public involvement was completed as part of the NEPA process for the RRCNCA PEA. The BLM’s intention for this project has been to assess the concerns, needs, and desires of the public at-large and to create a multi-use trail system that would be sensitive to their concerns.

The internal scoping process for the Zone 2 site-specific design development and environmental studies was conducted through a series of BLM planning meetings, field studies, and plan reviews. The agency and public input from PEA scoping provided the overall context for the Zone 2 planning and design process.

External scoping was initiated as a part of the PEA process through a series of meetings, workshops, and open houses that provided opportunities for the public, agencies, and stakeholders to participate in the planning process. Issues and recommendations identified through the public scoping process have provided direction for the scope of the evaluations for the Zone 2 EA. In summary, the following issues provided direction for trail planning, design, and environmental mitigation:

- Provision of a safe and quality recreation experience for the public
- Ground-disturbing activities associated with trail and trailhead construction
- Aesthetics and visual quality of trail system design
- Minimization of visual contrast of the trail system with the landscape setting

- Trail construction on steep slopes and in wash crossings
- Soil erosion and sedimentation on steep slopes and in wash crossings
- Disturbance to Special Status Species (SSS) plant and animal habitats
- Impacts on BLM sensitive species, especially the desert tortoise and Joshua tree
- Spread or establishment of invasive plants
- Control of (vehicle) access points to trail and trailheads

Contacts with Federal, state, and local government agencies, and Native American Tribes were initiated as a part of the PEA consulting process. Ongoing agency consultation for the Zone 2 EA includes contacts with:

- US Army Corps of Engineers (USACE)
- US Fish and Wildlife Service (USFWS)
- Nevada Department of Transportation (NDOT)
- Clark County Regional Flood Control District (CCRFCD)
- Clark County Department of Air Quality and Environmental Management (DAQEM)

## ES.4 Alternatives

This EA analyzes the effects of a Proposed Action Alternative and a No Action Alternative, as there are no other reasonable alternatives to this Proposed Action that would substantially differ in design or effect, and still fulfill the purpose and need for the project. **Table ES-1** provides a comparison of trail design elements by alternative.

**Table ES-1. Summary of Trail Design Elements by Alternative**

Trail Design Elements	Proposed Action Alternative	No Action Alternative
<b>Multi-Use Trail</b>		
Trail Termini and Alignment	<p><b>Northern trail terminus</b></p> <ul style="list-style-type: none"> <li>• 13-mile Scenic Drive entrance and</li> <li>• Visitor Center entrance and exit roads</li> </ul> <p><b>Southern trail terminus</b></p> <ul style="list-style-type: none"> <li>• 13-mile Scenic Drive exit</li> </ul> <p>Trail alignment would follow the contours of the terrain and provide a varied experience of curves and trail grades. The trail would be located entirely outside the SR-159 NDOT ROW.</p>	None existing
Trail Length	3.1 miles from 13-mile Scenic Drive entrance to 13-mile Scenic Drive exit	None existing
Typical Trail Width and Surface Materials	<p>Combination of concrete and aggregate surfaces:</p> <ul style="list-style-type: none"> <li>• 8-foot-wide, 4-inch thick colored concrete with 4-inch-thick aggregate base</li> <li>• 4-foot-wide aggregate surface</li> <li>• 2-foot aggregate shoulder</li> </ul>	None existing
Wash Crossing Trail Width Section and Surface Materials	10-foot-wide concrete trail with 2-foot-wide colored concrete shoulders at Red Rock and Lower Pine Creek wash and tributary crossings	None existing

**Table ES-1. Summary of Trail Design Elements by Alternative (Continued)**

Trail Design Elements	Proposed Action Alternative	No Action Alternative
Trail Grades	Trail grades would be in accordance with the United States Access Board’s Accessibility Outdoor Recreation Guidelines for trails and recreation on federal lands: <ul style="list-style-type: none"> <li>• 70 percent or 11,000 feet of trail would be at 5 percent grade</li> <li>• 24 percent or 4,000 feet of trail would be from 5 to 8.33 percent grade</li> <li>• 6 percent or 890 feet of trail would be at 10 percent grade</li> </ul>	None existing
<b>Trailheads</b>		
Parking	<b>13-mile Scenic Drive Entrance and Fee Booth Lot</b> <ul style="list-style-type: none"> <li>• Existing parking</li> </ul> <b>Vista Overlook Lot</b> <ul style="list-style-type: none"> <li>• Asphalt surface car parking – 44 total spaces (4 Americans with Disabilities Act [ADA]-compliant vehicles)</li> </ul> <b>13-mile Scenic Drive Exit Lot</b> <ul style="list-style-type: none"> <li>• Asphalt surface car parking – 19 total spaces (2 ADA-compliant vehicles)</li> <li>• Gravel surface equestrian parking – 21 total spaces</li> </ul>	No change to existing parking lot capacity  <b>13-mile Scenic Drive Entrance and Fee Booth Lot</b> <ul style="list-style-type: none"> <li>• 50 spaces</li> </ul> <b>Vista Overlook Lot</b> <ul style="list-style-type: none"> <li>• 28 existing parking spaces with 4 ADA-compliant vehicles</li> </ul> <b>13-mile Scenic Drive Exit Lot</b> <ul style="list-style-type: none"> <li>• 20 equestrian parking spaces</li> </ul>
Helipad	Helipad planned for relocation near Vista Lot	Existing helipad at Vista Lot

## ES.5 Resources Analyzed

Table ES-2 provides a comparison of environmental resource impacts by alternative. Based on the issues examined during scoping and the supplemental authorities identified that were determined to be potentially impacted by the Proposed Action, the following resources were carried forward for additional analysis in Chapter 3, Affected Environment, and Chapter 4, Environmental Effects, of the EA:

- Air Quality
- Cultural Resources and Native American Religious Concerns
- Fish and Wildlife Excluding Federally Listed Species
- Floodplains and Washes
- Fuels/Fire Management
- Greenhouse Gas (GHG) Emissions
- Health and Human Safety
- Hydrologic Conditions
- Invasive Species/Weeds
- Lands/Access (Transportation/Right-of-Way [ROW]/Parking
- Migratory Birds
- Recreation
- Socioeconomics
- Soils
- Special Status Species (Plants and Animals)
- Threatened, Endangered or Candidate Animal Species
- Threatened, Endangered or Candidate Plant Species
- Vegetation Excluding Federally Listed Species
- Visual Resources
- Wetlands/Riparian Zones
- Wild Horses and Burros
- Woodland/Forestry

**Table ES-2. Summary of Environmental Resource Impacts by Alternative**

Resource(s)	Proposed Action Alternative	No Action Alternative
Air Quality	<p>The effects on air quality would be temporary and short-term in nature. Localized emissions of (particulate matter less than 10 microns) PM<sub>10</sub> would likely occur as a result of the construction activities involving soil disturbance and movement of construction equipment.</p> <p>Because the Zone 2 Trail would be designed for non-motorized travel, long-term emissions of PM<sub>10</sub> would be unlikely. Proper maintenance of the trail would ensure that PM<sub>10</sub> emissions would be minimized.</p> <p><b>Mitigation:</b> Chapter 2 of this EA discusses construction mitigation measures that would be incorporated into the Proposed Action. A dust control permit would be required. The use of water during construction activities and the application of asphalt or concrete for trail cover would reduce potential emissions.</p>	No direct effects on air quality are likely to occur.
Cultural Resources and Native American Religious Concerns	<p>BLM has issued a finding of no historic properties affected for the undertaking. In addition, BLM has determined that there would be no Native American issues related to this project.</p> <p><b>Mitigation:</b> Any historic properties affected by construction of the trail or construction footprint would be subject to a treatment plan.</p>	No direct effects on historic properties are likely to occur.
Fish and Wildlife Excluding Federally Listed Species	<p>The linear paved trail would create a permanent loss of 10.1 acres of desert habitat. Approximately 21.9 acres of temporary loss would be restored.</p> <p>The effects on wildlife species or habitats would be temporary and short term in nature during construction as a result of increased human activity, noise, dust, vibrations, displacement, or loss of foraging habitat.</p> <p>No fish habitat was observed in the project area.</p> <p>Short-term, permanent displacement of wildlife species along the Zone 2 trail alignment would be likely. Permanent disturbance would be associated with the installation of permanent facilities or structures. Long-term behavioral and physiological effects would occur as a result of increased background levels of human activity. Long-term benefits would occur as a result of restoration of disturbed areas.</p> <p><b>Mitigation:</b> Implementation of best management practices (BMPs) during construction and post-construction activities are expected to minimize or avoid direct effects on wildlife. All areas of temporary disturbance would be revegetated using native species and any yucca/cacti that are salvaged from the impact area. Construction equipment would stay within designated access roads, parking areas, and the construction footprint. Minimization measures would be taken to remove or protect wildlife species inadvertently found in the project area during construction activities.</p>	Habitat disturbance on wildlife species would continue as activity in the RRCNCA grows.

**Table ES-2. Summary of Environmental Resource Impacts by Alternative (Continued)**

Resource(s)	Proposed Action Alternative	No Action Alternative
Floodplains/Washes	<p>No direct or indirect impacts on floodplains would likely occur if the construction period coincides with the time of year during which washes are not hydrologically active. Construction of a 14-foot-wide trail would cross four wash channels affecting less than 0.5 acre. Trail construction would neither affect existing peak flows or routing, nor reduce flood intensity and duration in the Red Rock Watershed. The project would not have an impact on inflows to the Red Rock Detention Basin.</p> <p><b>Mitigation:</b> Chapter 2 of the EA discusses construction mitigation measures that would be incorporated into the Proposed Action.</p>	<p>No construction activities would take place in the floodplains that would affect the floodplain boundaries, base flow, and sediment discharge.</p>
Fuels/Fire Management	<p>Short-term and long term effects would be unlikely because the Zone 2 Trail would lie within a BLM full suppression zone with the goal of minimizing the amount of burned acreage. Activities resulting from the Proposed Action would occur on the designated paved trail, reducing the likelihood of fire impacts on the proposed area.</p> <p>BLM fire management would continue under the BLM’s comprehensive Fire Management Program.</p> <p><b>Mitigation:</b> A fire management plan would be written for the Zone 2 EA based on adjustments to the existing fire plan. Fire management considerations must be addressed, such as fire vehicle access and evacuation routes.</p>	<p>Fire management would continue under the Fire Management Program.</p>
Greenhouse Gas Emissions	<p>Currently, there are no emission limits for suspected Greenhouse Gas (GHG) emissions, as well as no technically defensible methodology for predicting potential climate change from GHG emissions.</p>	<p>Impacts would be the same as those of the Proposed Action.</p>
Health and Human Safety	<p>The direct effects of separating or removing the Zone 2 Trail from SR-159 would improve human safety. The Proposed Action would comply with the United States Access Board, an independent federal agency whose primary mission is accessibility for people with disabilities.</p> <p>The Proposed Action would provide additional amenities such as shade shelters at the Vista and Exit Lots, as well as the Overlooks to provide protection for recreational users from the desert sun.</p> <p><b>Mitigation:</b> In the event of disaster, BLM would prepare an evacuation plan for the multi-use trail. To reduce direct effects on health and human safety, signage would be posted at the RRCNCA Visitor Center or the trailheads that would explain the risks associated with the extreme desert environment.</p>	<p>Potential impacts would remain the same as the existing condition.</p> <p>The casual hiker/biker would not have the opportunity to either hike or bike on a safe paved connected trail removed from SR-159.</p>

**Table ES-2. Summary of Environmental Resource Impacts by Alternative (Continued)**

Resource(s)	Proposed Action Alternative	No Action Alternative
Hydrologic Conditions	<p>No direct or indirect effects on regional hydrology would likely occur. Short-term adverse effects on erosion and hydrology would occur as a result of construction activities.</p> <p>The Vista Overlook Trailhead would not increase runoff toward SR-159. The roadway work on SR-159 would be designed to maintain the existing capacity of roadside swales. The project would not adversely impact drainage conditions on SR-159 adjacent to the Vista Overlook Trailhead. The Exit Lot Trailhead would not impact the drainage area tributary to SR-159 or the 13-mile Scenic Drive.</p> <p><b>Mitigation:</b> Low water crossings of the trail and the trail would be swept following rain events to remove sediments. Wash material deposited on the trail would be used to fill scour holes following a storm event.</p>	Without any new construction, drainage would remain the same.
Invasive Species/Weeds	<p>Approximately 21.9 acres of temporary loss would be restored.</p> <p><b>Mitigation:</b> Chapter 2 of this EA discusses construction mitigation measures that would be incorporated into the Proposed Action.</p>	The spread of weeds is likely to occur if unauthorized parking were to continue along SR-159 and to be expanded into previously undisturbed roadside areas.
Lands/Access <ul style="list-style-type: none"> <li>• Transportation</li> <li>• ROW</li> <li>• Parking</li> </ul>	<p>Adverse effects on land/access (transportation/ROW/parking) would be short term in nature as a result of upgrades to parking areas and construction of new acceleration and deceleration lanes at the trailheads. Long-term improvements to human safety would occur because the Zone 2 Trail would be separated or removed from the main highway and no portion of the trail would exist in the clear zone.</p> <p><b>Mitigation:</b> Final NDOT approval would ensure that safety features for traffic meet all current standards.</p>	Long-term adverse effects on safety are likely to occur because unauthorized use of the shoulder of SR-159 would continue.
Migratory Birds	<p>The linear paved trail would create a permanent loss of 10.1 acres of desert habitat.</p> <p>The effects on migratory birds or habitats would be temporary and short term in nature during construction as a result of increased human activity, noise, dust, vibrations, or displacement.</p> <p><b>Mitigation:</b> Construction activities would comply with the Migratory Bird Treaty Act.</p>	Because there would be no change to current conditions, direct and indirect effects on migratory birds are likely to remain the same.
Recreation	<p>Short-term and long-term benefits of opening 3.1 miles of hiking and biking opportunities would occur in the RRCNCA that have not been previously connected and/or accessible.</p> <p>Federal, state, and local agencies would likely achieve some of their planning goals of developing trail systems in Clark County that provide regional interconnectivity. The Zone 2 Trail would also complete a loop that eliminates visitors from having to re-enter SR-159.</p> <p><b>Mitigation:</b> None would be required.</p>	<p>No new trails would be developed for use as planned in the RRCNCA.</p> <p>Safety risks associated with riding a bike along the shoulder of SR-159 would continue.</p>

**Table ES-2. Summary of Environmental Resource Impacts by Alternative (Continued)**

Resource(s)	Proposed Action Alternative	No Action Alternative
Socioeconomics	<p>Limited socioeconomic effects would occur in the RRCNCA as a result of the construction of the Zone 2 Trail. However, once the Zone 2 Trail is constructed, the general public would receive increased recreational opportunities in the form of races (5 kilometer runs), bird watching, school field trips, commercial tours, and so on.</p> <p>Some adverse effects would take place at the trailheads during events due to parking overflow. Short-term parking areas may be closed for a limited time during construction.</p> <p><b>Mitigation:</b> None would be necessary.</p>	No change would occur from existing conditions.
Soils	<p>The linear paved trail would create a permanent footprint of 10.1 acres. During construction there would be approximately 21.9 acres of temporary soil disturbance that would be restored. Short-term increase in wind and water erosion would occur until soil surface becomes stabilized.</p> <p><b>Mitigation:</b> Chapter 2 of this EA discusses mitigation measures to protect soil disturbance, erosion, and sedimentation.</p>	Potential impacts would remain the same as those of the existing condition.
Special Status Species (SSS)	<p>Direct and indirect effects would likely occur for the yellow two-tone beardtongue, a BLM-sensitive plant. This species would have the potential to occur within the Zone 2 Trail project area. Other BLM-sensitive plant species listed in Chapter 3 of this EA would not likely occur within the Zone 2 Trail project area.</p> <p>The direct effects for SSS animals would be similar to those for other wildlife species and would include mortality and habitat loss. Biological surveys for SSS would be completed before construction activities begin to avoid populations and to minimize adverse impacts.</p> <p>Adverse direct effects on wildlife species would be short term in nature during construction as a result of increased human activity, noise, dust, vibrations, displacement, or loss of foraging habitat. Long-term behavioral and physiological effects on SSS animals would occur as a result of increased background levels of human activity. Long-term benefits would occur as a result of restoration of disturbed areas.</p> <p>Risks to special status species would be low. Potential long-term impacts on individual yucca and cacti would be limited. Where these species occur within the construction footprint, individuals would be salvaged and relocated.</p> <p><b>Mitigation:</b> Compliance with the mitigation measures described under Fish and Wildlife Excluding Federally Listed Species would help ensure that no effect on SSS animals would likely occur.</p>	Because no action would be undertaken and present conditions would remain the same, no new effects on SSS are likely to occur.

Table ES-2. Summary of Environmental Resource Impacts by Alternative (Continued)

Resource(s)	Proposed Action Alternative	No Action Alternative
Threatened, Endangered or Candidate Animal Species	<p>USFWS has determined that the Proposed Action may affect federally listed species (including the threatened desert tortoise) or designated critical habitat. No critical habitat is designated for any TES animal species in the project area.</p> <p>Adverse direct effects on wildlife species would be short term in nature as a result of increased human activity, noise, dust, vibrations, or displacement during construction. Adverse effects as a result of increased background levels of human activity, loss of habitat, and potential loss of individuals would be long term. In addition, a long-term effect would likely occur because the Zone 2 Trail would bring more people to the area.</p> <p><b>Mitigation:</b> Compliance with the minimization measures would help reduce or avoid effects on the desert tortoise:</p>	Because no action would be undertaken and present conditions would remain the same, no new effects on TES animal species are likely to occur.
Threatened, Endangered or Candidate Plant Species	<p>No threatened, endangered, or candidate plant species are present in the Zone 2 Trail study area.</p> <p><b>Mitigation:</b> None would be required.</p>	Impacts would be the same as those of the Proposed Action.
Vegetation Excluding Federally Listed Species	<p>Direct effects on approximately 21.9 acres would occur in the short term as a result of construction activities. A permanent loss of 10.1 acres of native vegetation would occur as a result of Zone 2 Trail construction. Long-term improvement of vegetation would occur if approximately 21.9 acres of temporary loss would be restored to native vegetation.</p> <p><b>Mitigation:</b> Chapter 2 of this EA discusses construction mitigation measures that have been incorporated into the Proposed Action.</p>	Potential impacts would remain the same as those for the existing condition.
Visual Resources	<p>Short-term adverse effects would occur from construction activities. Long-term benefits would occur from plant restoration. Overall, the Proposed Action would be consistent with VRM Class II objectives.</p> <p><b>Mitigation:</b> Detailed construction sequence plans in Chapter 2 and mitigation measures in Appendix 3 of the <i>BLM Handbook H-8431-1, Visual Resource Contrast Rating</i> would provide guidance to reduce visual impacts.</p>	Potential impacts would remain the same as those for the existing condition.

Table ES-2. Summary of Environmental Resource Impacts by Alternative (Continued)

Resource(s)	Proposed Action Alternative	No Action Alternative
Wetlands/Riparian Zones	<p>Permanent effects would result from earthwork (including cut-and-fill areas for the Zone 2 Trail) and the installation of concrete, riprap, or other materials. Permanent effects would likely occur to approximately 0.40 acre of washes. Temporary effects on the washes would be 1.9 acres as a result of the construction phase.</p> <p><b>Mitigation:</b> A USACE-approved wetland delineation and jurisdictional determination would be completed prior to construction. Implementation of BMPs during post-construction and construction activities would reduce effects on washes.</p>	<p>Because no change would occur to the management of washes, no new direct or indirect effects are likely to occur.</p>
Wild Horses and Burros	<p>Adverse direct effects on wildlife species would be short term in nature as a result of increased human activity, noise, dust, vibrations, or displacement (disturbance of travel corridors) during construction. However, trail maintenance and development activities would have the potential to impact wild horses and burros as a result of increased use and human activity in the Herd Management Area (HMA).</p> <p>No changes to the HMA Appropriate Management level would be required.</p> <p><b>Mitigation:</b> Mitigation measures would be required for wild burros during construction of the Zone 2 Trail (fencing).</p>	<p>The BLM would continue to manage the HMA in the same manner.</p>
Woodland/Forestry	<p>All cactus and yucca species are regulated under the BLM Nevada Forestry Program and require salvaging. The potential for long-term impacts on individual Joshua trees would be limited.</p> <p><b>Mitigation:</b> A site-specific plant salvage and restoration plan would be prepared before construction to address information on plant salvage, soil preparation, revegetation, and management of Joshua trees.</p> <p>Chapter 2 of this EA discusses construction mitigation measures that have been incorporated into the Proposed Action.</p>	<p>Because no action would be undertaken and present conditions would remain the same, impacts on Joshua tree plants or habitats are unlikely.</p>