Corrections to the 2009 Clark County Area-Wide Water Quality Management Plan
September 2012

Bracketed and stricken material is that portion being deleted, and underlined material is that portion being added.

1. On page 1-14, subsection 1.3.5 Planning Area 5: Las Vegas Wash, add the following to the first paragraph:

Planning Area 5 covers an area of approximately 1,565 square miles (1,001,600 acres). It includes the City of Las Vegas (CLV), City of Henderson (COH), CNLV, and unincorporated county areas, including the township of Sloan.

2. On page 1-15, subsection 1.3.6 Planning Area 6: Ivanpah – Pahrump Valleys, delete the following from the first paragraph:

Planning Area 6 covers an area of approximately 1,690 square miles (1,081,600 acres) within the major Ivanpah-Pahrump Valleys watershed. The basin contains the City of Boulder City (Boulder City), small communities such as Jean and Primm, and townships such as Sandy Valley and Goodsprings.

3. On page 3-8, add a new subsection 3.3.5.1 Proposed Southern Nevada Regional Heliport after subsection 3.3.5 Planning Area 5: Las Vegas Wash to read as follows:

The majority of helicopter tour operators in Las Vegas are currently (2008) based at McCarran International Airport, requiring Grand Canyon tour operators to routinely fly over commercial and residential areas. As the number of helicopter flights from the airport has steadily increased, the community has voiced an interest in identifying a nonurban site that would be dedicated to helicopter activity. In 2004, the BCC designated a preferred site to accommodate commercial helicopter operations approximately 2.5 miles south of the Interstate 15 and Sloan Interchange (referred to as the South of Sloan site).

In 2005, Congress passed legislation providing for the transfer of the South of Sloan site from the BLM to Clark County for construction and operation of the Heliport (Public Law 109-115). If the Heliport is approved by the Federal Aviation Administration (FAA), construction could begin in 2008 with operations beginning in 2010.

Daily wastewater flows for the Heliport were estimated based on forecasted passenger volumes, contractor employees, and CCDOA personnel, using airport-specific flow data obtained from local, state, and federal wastewater treatment design manuals; wastewater flows were provided by CCDOA for inclusion in the Clark County Area-Wide WQMP. Per capita flow estimates were cross-checked using wastewater data from McCarran International Airport and found to be consistent. Table 3-7 shows the project passenger demand and wastewater generation rate for the proposed Heliport for the planning period from 2006 through 2030.
4. On page 3-8, subsection 3.3.6 *Planning Area 6: Ivanpah – Pahrump Valleys*, delete the following from the first paragraph:

Projected wastewater flows for Planning Area 6 are based on the population estimates included in Section 2. Planning Area 6 encompasses unincorporated county areas, including Jean, Primm, and the proposed Ivanpah Airport [and Southern Nevada Regional Heliport (Heliport)]; . . .

5. On pages 3-10 and 3-11, subsection 3.3.6 *Planning Area 6: Ivanpah – Pahrump Valleys*, delete the paragraphs between Table 3-6 and Table 3-7 as follows:

[The majority of helicopter tour operators in Las Vegas are currently (2008) based at McCarran International Airport, requiring Grand Canyon tour operators to routinely fly over commercial and residential areas. As the number of helicopter flights from the airport has steadily increased, the community has voiced an interest in identifying a nonurban site that would be dedicated to helicopter activity. In 2004, the BCC designated a preferred site to accommodate commercial helicopter operations approximately 2.5 miles south of the Interstate 15 and Sloan Interchange (referred to as the South of Sloan site).

In 2005, Congress passed legislation providing for the transfer of the South of Sloan site from the BLM to Clark County for construction and operation of the Heliport (Public Law 109-115). If the Heliport is approved by the Federal Aviation Administration (FAA), construction could begin in 2008 with operations beginning in 2010.

Daily wastewater flows for the Heliport were estimated based on forecasted passenger volumes, contractor employees, and CCDOA personnel, using airport-specific flow data obtained from local, state, and federal wastewater treatment design manuals; wastewater flows were provided by CCDOA for inclusion in the Clark County Area Wide WQMP. Per capita flow estimates were cross-checked using wastewater data from McCarran International Airport and found to be consistent. Table 3-7 shows the project passenger demand and wastewater generation rate for the proposed Heliport for the planning period from 2006 through 2030.]

6. On page 5-63 below subsection 5.3.5.5.8 *Water Quality Monitoring*, add a new subsection 5.3.5.6 *Sloan* to read as follows:

Sloan is located approximately 4 miles south of the Las Vegas Valley. Sloan consists of mainly rural development, some tourist sites, a mobile home community, a mining operation, and uses septic systems. If Las Vegas development moves south, demand for utilities could increase in Sloan and change the wastewater facilities from septic systems to wastewater collection systems. If a surface water discharge occurs in the future, it is likely the discharge termination point will be via Duck Creek or Pittman Wash.

7. On page 5-63 below the new subsection 5.3.5.6 *Sloan*, add a new subsection 5.3.5.6.1 *Proposed Southern Nevada Regional Heliport* to read as follows:

It is anticipated that a commercial septic system would be used to treat all onsite wastewater flows. Following treatment, CCDOA intends to discharge the flows to a nearby leach field.
8. On page 5-63, renumber subsection 5.3.5.6 Planning Area 5 Septic Systems as subsection 5.3.5.7 and subsection 5.3.5.7 Planning Area 5 Summary as subsection 5.3.5.8.

9. On page 5-64, subsection 5.3.6 Planning Area 6: Ivanpah – Pahrump Valleys, delete the following:

Planning Area 6 includes the WWTFs in Boulder City, Jean, and Primm, as well as wastewater flows from the proposed Ivanpah Airport [and Heliport, Sloan], Sandy Valley, Goodsprings, and septic systems throughout the planning area.

10. On page 5-74, delete subsections 5.3.6.5 Sloan and 5.3.6.6 Proposed Southern Nevada Regional Heliport as follows:

[5.3.6.5—Sloan]

Sloan is located approximately 4 miles south of the Las Vegas Valley. Sloan consists of mainly rural development, some tourist sites, a mobile home community, a mining operation, and uses septic systems. If Las Vegas development moves south, demand for utilities could increase in Sloan and change the wastewater facilities from septic systems to wastewater collection systems. If a surface water discharge occurs in the future, it is likely the discharge termination point will be via Duck Creek or Pittman Wash, which is located in Planning Area 5.

5.3.6.6—Proposed Southern Nevada Regional Heliport

It is anticipated that a commercial septic system would be used to treat all onsite wastewater flows. Following treatment, CCDOA intends to discharge the flows to a nearby leach field.

11. On pages 5-74 through 5-76, renumber subsection 5.3.6.7 Planning Area 6 Wastewater Flows (Unincorporated Areas) as subsection 5.3.6.5; subsection 5.3.6.8 Sandy Valley as subsection 5.3.6.6; subsection 5.3.6.9 Goodsprings as subsection 5.3.6.7; subsection 5.3.6.10 Planning Area 6 Septic Systems as subsection 5.3.6.8; subsection 5.3.6.11 Pretreatment Program as subsection 5.3.6.9; and subsection 5.3.6.12 Planning Area 6 Summary as subsection 5.3.6.10.

12. On page 5-95, amend the last paragraph under Recommendations as follows:

Continue coordination between the Southern Nevada Water Authority and the Las Vegas Valley wastewater dischargers to assure a proactive approach to identify future needs in the township of Sloan [(Planning Area 6)].

13. On page 6-41, add a new subsection 6.5.5.8 Sloan to read as follows:

If Las Vegas development moves south, demand for utilities could increase in Sloan and change the wastewater facilities from septic systems to wastewater collections and treatment systems.

14. On page 6-41, renumber subsection 6.5.5.8 Summary of Planning Area 5 as subsection 6.5.5.9
15. On page 6-45, delete subsection 6.5.6.6 Sloan as follows:

[As discussed in Section 5, if Las Vegas development moves south, demand for utilities could increase in Sloan and change the wastewater facilities from septic systems to wastewater collections and treatment systems.]

16. On page 6-45, renumber subsection 6.5.6.7 Summary of Planning Area 6 as subsection 6.5.6.6.