

## Section 106 Consultation Content

Date	From/Meeting	To	Regarding
February 11, 2010	Mary DeLoretto, UTA	Barbara Murphy, Utah SHPO	List of potential consulting parties.
February 23, 2010	Chris Hansen, Utah SHPO	Lori Hunsaker, Utah SHPO Mary DeLoretto, UTA	Concurrence on list of potential consulting parties.
June 10, 2010	Terry Rosapep, FTA	Barbara Murphy, Utah SHPO	Initiation of Section 106 Process/APE
July 7, 2010	Chris Hansen, Utah SHPO	Terry Rosapep, FTA	Concurrence with APE with comment.
October 6, 2010	Terry Rosapep, FTA	Native American Tribes	Request to become a consulting party.
October 7, 2010	Terry Rosapep, FTA	Other Consulting Parties	Request to become a consulting party.
October 15, 2010	Kirk Huffaker, Utah Heritage Foundation	Kristin Kenyon, FTA	Acceptance to become a consulting party.
October 28, 2010	Raymond Kelly Beck, BYU	Kristin Kenyon, FTA	Declined invitation.
November 8, 2010	Janice Lew, SLC Planning Division	Kristin Kenyon, FTA	Acceptance to become a consulting party.
March 16, 2011	Chris Hansen, Utah SHPO	Terry Rosapep, FTA	Determination of Eligibility (DOE)
March 24, 2011	Chris Hansen, Utah SHPO	Terry Rosapep, FTA	Concurrence with DOE
May 10, 2011	Terry Rosapep, FTA	Chris Hansen, Utah SHPO	Finding of Effect (FOE).
June 16, 2011	Section 106 Consulting Parties Meeting Minutes		Discussion of FOE.
June 16, 2011	Chris Hansen, Utah SHPO	Kristin Kenyon, FTA	Comments on FOE.
June 27, 2011	Section 106 Consulting Parties Site Visit		Site visit of proposed site and existing Central Facility.
February 9, 2012	Section 106 Consulting Parties Meeting Agenda, PowerPoint Presentation, Sign-In, and Minutes.		Discussion of alternative sites, seismic evaluation and alternative designs.
February 24, 2012	Terry Rosapep, FTA	Chris Hansen, Utah SHPO	FOE
February 24, 2012	Section 106 Consulting Parties Meeting Agenda, PowerPoint Presentation, Sign-In , and Minutes.		Discussion of mitigation measures.
March 5, 2012	Chris Hansen, Utah SHPO	Terry Rosapep, FTA	Concurrence with FOE.
March 19, 2012	Section 106 Consulting Parties Meeting Agenda, Sign-In, and Minutes.		Mitigation options.

March 23, 2012	Charmaine Knighton, FTA	Reid Nelson, Advisory Council on Historic Preservation (ACHP)	Notification of Adverse Effect
March 26, 2012	Louise Brodnitz, ACHP	Amy Zaref, FTA	Request for information.
April 6, 2012	Raymond Wallace, ACHP	Charmaine Knighton, FTA	Request for information.
April 6, 2012 April 9, 2012	Amy Zaref, FTA Section 106 Consulting Parties Meeting Agenda, Sign-In, and Minutes.	Louise Brodnitz, ACHP	Additional information.
April 13, 2012	Raymond Wallace, ACHP	Charmaine Knighton, FTA	Criteria for ACHP involvement does not apply and ACHP participation not necessary.
April 17, 2012 April 23, 2012	Amy Zaref, FTA Kirk Huffaker, Utah Heritage Foundation	Consulting Parties Amy Zaref, FTA	Draft MOA MOA edits.

**From:** [DeLoretto, Mary \(Environmental Studies Manager\)](#)  
**To:** [bmurphy@utah.gov](mailto:bmurphy@utah.gov); "Lori Hunsaker"  
**Cc:** [Garver, Patti \(Environmental Analyst\)](#); [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov)  
**Subject:** Central Bus facility  
**Date:** Thursday, February 11, 2010 4:56:51 PM  
**Attachments:** [Central Bus Section 106 Consulting Parties.docx](#)

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Barbara and Lori,

Attached is the proposed list of potential consulting parties for UTA's downtown central bus facility project. The attached document also identifies the tribes that we intend to include in the tribal consultation process. Please let me know if there are any other persons or tribes you would like us to add.

We are preparing a letter identifying the proposed Area of Potential Effect and will be sending that to you shortly for your review and concurrence.

Thanks,

Mary

*Mary DeLoretto, P.E.  
Environmental Studies Manager  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101  
801-741-8808 (office)  
801-915-5438 (cell)*

**Proposed Consulting Parties  
for the Central Bus Facility Section 106 Process  
February 11, 2010**

**SHPO**

Lori Hunsaker  
Deputy State Historic Preservation Officer  
Utah Division of State History  
300 Rio Grande Street  
Salt Lake City, UT 84101  
(801) 533-3555  
[lhunsaker@utah.gov](mailto:lhunsaker@utah.gov)

Chris Hansen  
Preservation Planner  
Utah Division of State History  
300 Rio Grande Street  
Salt Lake City, UT 84101  
(801) 533-3561  
[clhansen@utah.gov](mailto:clhansen@utah.gov)

**CLGs/Community Councils**

Ms. Janice Lew, Planner  
**Salt Lake City Planning Department**  
P.O. Box 145480  
Salt Lake City, UT 84114-5480  
(801) 535-7625  
[janice.lew@slcgov.com](mailto:janice.lew@slcgov.com)

Mr. Warren Lloyd  
**Salt Lake City Historic Landmarks  
Commission**  
573 E 600 S  
Salt Lake City, UT 84102  
801-328-3245 (w)  
801-328-3246 (f)  
[warren@lloyd-arch.com](mailto:warren@lloyd-arch.com)

**Other**

**Utah Heritage Foundation**  
Mr. Kirk Huffaker  
P.O. Box 28  
Salt Lake City, UT 84110-0028  
(801) 533-0858 ext. 105  
[kirk@utahheritagefoundation.org](mailto:kirk@utahheritagefoundation.org)

**UPAC**  
Utah Professional Archaeological Council  
Kelly Beck, President  
c/o Public Lands Policy Coordinating Office  
5110 State Office Building  
P.O. Box 141107  
Salt Lake City, UT 84114  
(801) 537-9046  
[kellybeck@utah.gov](mailto:kellybeck@utah.gov)

## **Tribes**

### **Confederated Tribes of the Goshute Reservation**

Rupert Steele, Chairman  
P.O. Box 6104  
Ibapah, UT 84034  
(435) 234-1138

### **Northwestern Band of Shoshone Nation**

Bruce Parry, Chairman  
707 North Main Street  
Brigham City, UT 84302  
(435) 734-2286  
(435) 734-0424 (fax)

Patty Timbimboo-Madsen, Director of Cultural and Natural Resources  
707 North Main Street  
Brigham City, UT 84302  
(435) 734-2286  
(435) 734-0424 (fax)

### **Skull Valley Band of Goshute Indians**

Lawrence Bear, Chairman  
3359 So. Main St., #808  
Salt Lake City, UT 84115  
(801) 484-4422

Or

P.O. Box 448  
Grantsville, UT 84029  
(435) 882-4532

### **Ute Indian Tribe**

Curtis Cesspooch, Chairman  
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Fort Duchesne, UT 84026  
(435) 722-5141

Betsy Chapoose, Director of Cultural Resources  
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Fort Duchesne, UT 84026  
(435) 722-2038

**Shoshone-Bannock Tribes**

Alonzo A. Coby, Chairman

P.O. Box 306 Pima Drive

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(208) 478-3805

Carolyn Boyer-Smith, Cultural Resources Coordinator

P.O. Box 306 Pima Drive

Fort Hall, ID 83203

(208) 478-3707

(208) 237-0797 (fax)

**From:** DeLoretto, Mary (Environmental Studies Manager)  
**To:** Garver, Patti (Environmental Analyst)  
**CC:**  
**Date:** 2/23/2010 9:00:57 AM  
**Subject:** FW: Central Bus facility

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FYI

From: Christopher Hansen [mailto:clhansen@utah.gov]  
Sent: Tuesday, February 23, 2010 8:48 AM  
To: DeLoretto, Mary (Environmental Studies Manager)  
Cc: kristin.kenyon@dot.gov  
Subject: Re: Central Bus facility

Mary,  
Thank you for submitting the list of potential consulting parties to our office for review, as consulting parties play an important role within the Section 106 process. The list appears to be adequate and we have no recommendations for any other potential consulting parties at this time.

Regards,

Chris

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Chris L. Hansen  
Preservation Planner  
Utah State Historic Preservation Office  
300 Rio Grande  
Salt Lake City, UT 84101  
Phone: 801/533-3561  
Fax: 801/533-3503  
clhansen@utah.gov

>>> "DeLoretto, Mary (Environmental Studies Manager)" <MDeLORETTO@rideuta.com> 2/11/2010 4:56 PM  
>>>

Barbara and Lori,

Attached is the proposed list of potential consulting parties for UTA's downtown central bus facility project. The attached document also identifies the tribes that we intend to include in the tribal consultation process. Please let me know if there are any other persons or tribes you would like us to add.

We are preparing a letter identifying the proposed Area of Potential Effect and will be sending that to you shortly for your review and concurrence.

Thanks,

Mary

Mary DeLoretto, P.E.  
Environmental Studies Manager  
Utah Transit Authority  
669 West 200 South  
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801-915-5438 (cell)



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**Federal Transit  
Administration**

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Utah and Wyoming

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720-963-3333 (fax)

June 10, 2010

Ms. Barbara Murphy  
Deputy State Historic Preservation Officer  
Utah Division of State History  
300 Rio Grande Street  
Salt Lake City, UT 84101

Re: Initiation of Section 106 Process and Proposed Area of Potential Effects for  
Proposed New UTA Central Bus Operations and Maintenance Facility

Dear Ms. Murphy:

The Utah Transit Authority (UTA), in cooperation with the Federal Transit Administration (FTA), is preparing an Environmental Assessment (EA) to evaluate the construction and operation of a new bus operation and maintenance facility at the former EIMCO facility in downtown Salt Lake City. The existing bus maintenance facility, located on the northwest corner of 200 South and 600 West, would be replaced by the new facility. The proposed site for the new facility was historically used by the Denver & Rio Grande Western railroad as a railyard and for train engine repair and maintenance. Consequently, UTA proposes to conduct a selective reconnaissance-level survey to identify historic architectural resources on the site. In accordance with 36 CFR 800.4(a)(1), we wish to initiate the Section 106 process and to consult with you in determining the Area of Potential Effects (APE) for the proposed survey.

#### **Project Purpose and Need**

UTA's current Central bus operations and maintenance facility occupies 7.3 acres and maintains a fleet of 110 vehicles, consisting of 30-foot to 40-foot buses. The current maintenance facility and site do not meet existing needs. A small fleet of commuter buses are currently housed at the Meadowbrook facility, because they cannot be adequately maintained and stored at the Central facility due to space limitations. In addition, buses are parking at the former EIMCO site due to the limited space at the existing Central facility. Furthermore, the existing Central facility cannot properly support a BRT fleet, which the new facility will be able to accommodate.

The current facility, as it operates today, limits UTA's ability to grow and deliver transit service to the immediate community. The current service demands have outgrown the facility, and major operations and maintenance problems, such as servicing of hybrid buses, have been identified. UTA is planning ahead and assumes economic recovery and continued growth in the area will only increase the need for a new Central facility; accordingly, UTA is proceeding with the Environmental Assessment of the new Central bus operations and maintenance facility. Future programming needs show UTA's Central facility should be capable of accommodating a

fleet of 250 buses within the next 30 years. The existing facility cannot meet these future demands, and there is no room to expand at the current location. Therefore, UTA is proposing to construct a new facility on a larger parcel that could accommodate the future expansion needs.

### Proposed Action

The proposed action consists of constructing a new Central bus operations and maintenance facility adjacent to UTA's existing Front Lines headquarters' building at 669 West 200 South. UTA purchased this property from EIMCO in 2007 and currently owns 17.71 acres at this location. The new facility could ultimately encompass up to 22.69 acres should UTA purchase several adjacent properties. Please see the attached figure of the existing central bus facility and proposed site boundary (Figure 1). The existing maintenance site would likely be redeveloped by UTA as part of a joint development project in the future (the property is owned by UTA).

The Front Lines headquarters would remain at this location. Proposed operations at the site associated with the Central bus facility would include a new bus maintenance and operations building that could accommodate up to 250 vehicles, fuel/wash operations, a tank farm, detail bays, chassis wash bays, and a permanent location for support vehicles and equipment.

This site provides maximum safety by allowing for counter-clockwise bus circulation and minimizing two-way bus traffic (safety is not a problem at the current site; safety was a selection criteria for the new site). Bus ingress and egress to the site is proposed to be at 765 West. The final site design and layout is subject to change based on cost considerations and any issues identified as the site planning progresses.

The space required for the proposed facility, excluding parking and circulation requirements, is 220,103 square feet. A breakdown of the space needs for major facility components follows:

Table 1. Space Requirements

Maintenance bays	78,932 sf
Maintenance shop	38,409
Maintenance offices	2,145
Fueling operations	18,510
Washing operations	12,800
Brake inspection operations	32,813
Fare/Revenue operations	3,300
Storage area (exterior)	12,653
Transportation Administrative offices	6,894
Transportation operations	13,647
Total	220,103 sf

### Alternative Locations Considered

In addition to the proposed site location, UTA considered five other sites for this proposed project prior to purchasing the former EIMCO site. The sites considered are shown in Figure 2 [attached]. These other sites were eliminated from consideration for various reasons, including ingress and egress issues, greater distance from the existing facility, and site configuration and circulation issues, which are described in Table 2 [attached].

### Proposed APE

As mentioned previously, the proposed site could encompass 22.69 acres and would be located south of 200 South, west of the Union Pacific Railroad tracks, east of 765 West and Geneva Rock, and north of 400 South with approximately 1.5 acres south of 400 South. UTA is proposing an APE that extends beyond the proposed site boundaries by an additional parcel width in all directions as shown in Figure 3. The environmental assessment for the new Central bus operations and maintenance facility will consider the impacts to adjacent properties, such as the Union Pacific Railroad tracks to the east and the Geneva Rock Products facility to the west. The Union Pacific Railroad tracks have been previously documented as eligible for the National Register of Historic Places. Please see the proposed APE boundaries shown in Figure 3 [attached].

### Next Steps

We request your concurrence with the APE, as defined, for a reconnaissance-level survey and/or your suggestions for refining the definition. Once we receive your concurrence, we will distribute consulting party invitation letters along with the proposed APE. (We received SHPO approval of the potential consulting party list via an email from Chris Hansen.)

Thank you for your time and assistance. If you have questions or suggestions for the APE boundaries, please contact Kristin Kenyon at 720-963-3319, or [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov).

Sincerely,



Terry J. Rosapep  
Regional Administrator

Enclosures

cc: Mary DeLoretto, UTA

Table 2. Site Evaluation Criteria

Sites Considered	Centroid of Service Area	Distance From Existing UTA Central Facility (Miles)	Parcel Size	Parcel Layout	Ownership Structure	Access	Results
Expand Existing Central	Center	0	too small	Good	Poor - numerous owners	Good	Site too small and multiple owners.
1700 North and I-215	North	5.0	28.7	Good	Good - one owner	Good	Too far north.
1700 North and I-15	North	3.3	42.26	Good	Poor - numerous owners	Good	Numerous owners and too far north.
Beck Street Yards	North	3.3	70	Poor	UTA owns	OK	Poor layout and limited access.
750 West 300 South (Proposed Site)	Center	0.02	17.23	Good	Good - one owner	Good	Good.
Indiana and I-215	West	2.8	43.6	Good	Poor - SLC ownership	OK	Too far west and limited access.
1700 South and 550 West	South	2.5	17.95	Good	Good - one owner	Good	Too far south.

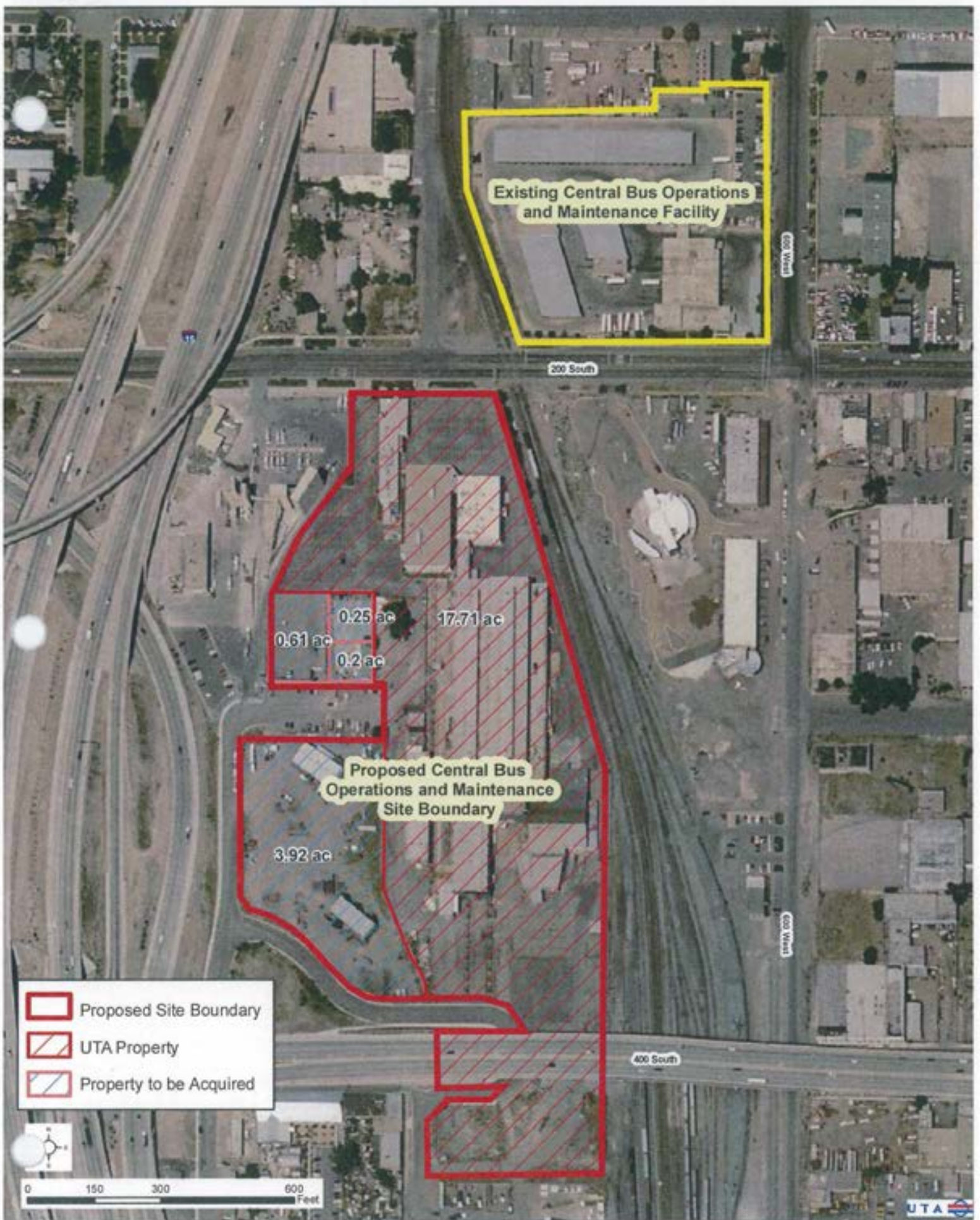


Figure 1: Existing Central Bus Facility and Proposed Site Boundary

**Figure 2:  
Sites Considered**



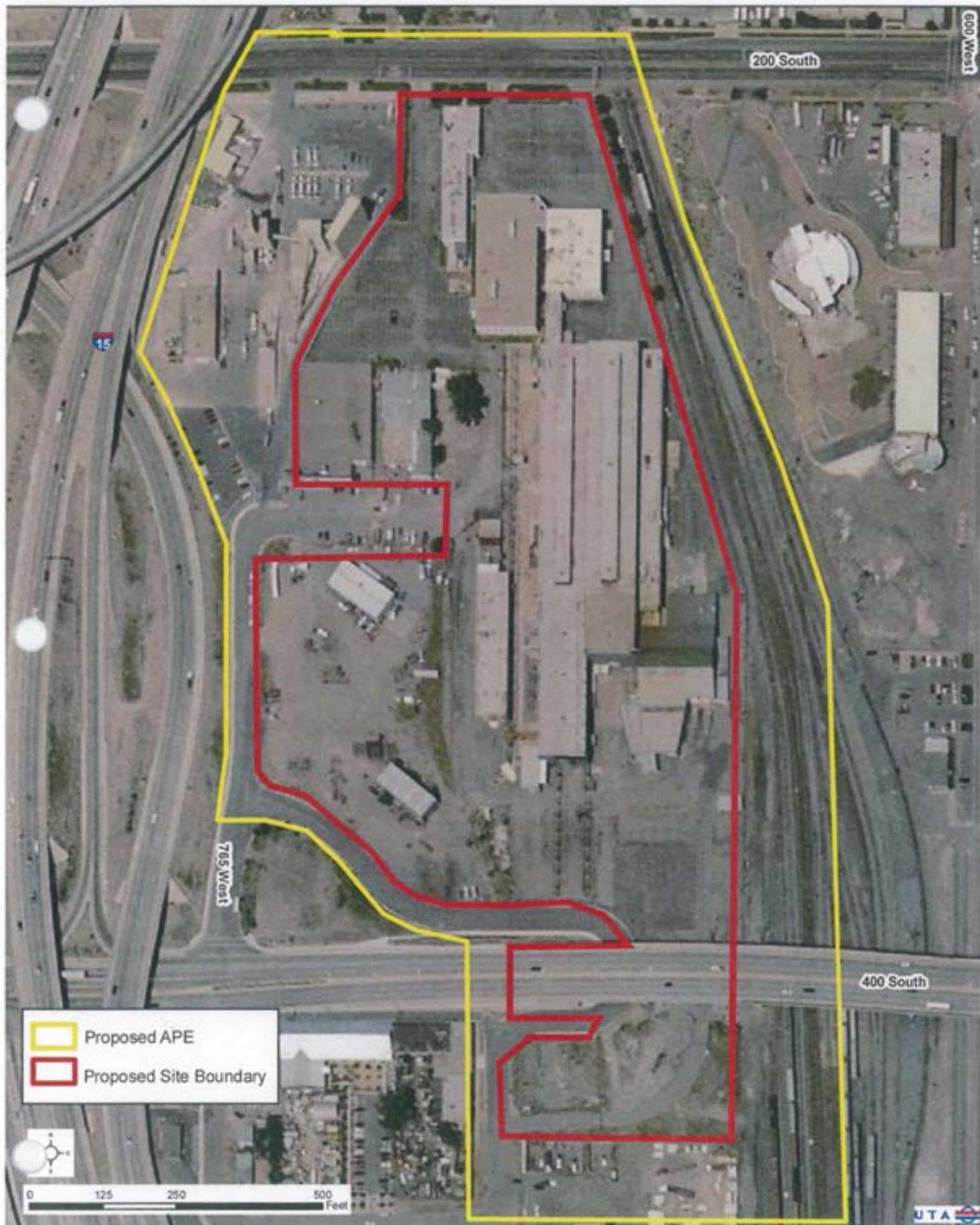


Figure 3: Proposed APE



## State of Utah

GARY R. HERBERT  
Governor

GREG BELL  
Lieutenant Governor

## Department of Community and Culture

PALMER DePAULIS  
Executive Director

### State History

PHILIP F. NOTARIANNI  
Division Director

FTA RECEIVED

9 JUL '10 11:54

July 7, 2010

Terry J. Rosapep  
Regional Administrator  
Federal Transit Administration - Region VIII  
12300 West Dakota Avenue, Suite 310  
Lakewood Colorado 80228

RE: Proposed Area of Potential Effects for Proposed New UTA Central Bus Operations and Maintenance Facility, Salt Lake City, Utah

In reply please refer to Case No. 10-0989

Dear M. Rosapep:

Thank you for the submission of information, the Utah State Historic Preservation Office received the materials regarding the above-referenced project on June 17, 2010. Our office offers the following comments:

As the existing central bus operations and maintenance facility (referenced in the FTA June 10 letter as the property located on the northwest corner of 200 South and 600 West – highlighted in yellow on Figure 1) are connected to and may be affected by the proposed project, we recommend extending the area of potential effect (APE) to include that property as well. We are comfortable with the remainder of the APE.

This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have any questions, please contact me at [clhansen@utah.gov](mailto:clhansen@utah.gov) or (801) 533-3561.

Regards,

Chris Hansen  
Preservation Planner

cc Mary Delorretto, UTA

UTAH STATE  
HISTORY

UTAH STATE HISTORICAL SOCIETY  
ANTIQUITIES  
HISTORIC PRESERVATION  
RESEARCH CENTER & COLLECTIONS

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

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North Dakota,  
South Dakota,  
Utah and Wyoming

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720-963-3333 (fax)

October 6, 2010

Mr. Rupert Steele  
Chairman  
Confederated Tribes of the Goshute Reservation  
P. O. Box 6104  
Ibapah, Utah 84034-6036

**Re: Request to be a Consulting Party for the Utah Transit Authority's Central  
Bus Operation and Maintenance Facility Project  
Salt Lake City, Utah**

Dear Mr. Steele:

The Federal Transit Administration (FTA), in cooperation with the Utah Transit Authority (UTA), wishes to initiate a formal consultation under Section 106 of the National Historic Preservation Act for the construction and operation of a new bus operation and maintenance facility at the former EIMCO facility in downtown Salt Lake City (please refer to the enclosed map). Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality implementing regulations (40 CFR 1500-1508), FTA and UTA are documenting the potential social, economic, and environmental consequences of this action in an Environmental Assessment (EA).

UTA's current Central Bus Operations and Maintenance Facility occupies 7.3 acres and maintains a fleet of 110 vehicles, consisting of 30-foot to 40-foot buses. The current maintenance facility and site do not meet existing needs. A small fleet of commuter buses are currently housed at UTA's Meadowbrook Facility, because they cannot be adequately maintained and stored at the Central Facility due to space limitations. In addition, buses are parking at the former EIMCO site due to the limited space at the existing facility. Furthermore, the existing facility cannot properly support a Bus Rapid Transit fleet, which the new facility will be able to accommodate.

The current facility, as it operates today, limits UTA's ability to meet the growing demand to deliver transit service to the community. The current service demands have outgrown the facility, and major operations and maintenance constraints, such as servicing of hybrid buses, have been identified. UTA is planning ahead and assumes economic recovery and continued growth in the area will only increase the need for a new Central Facility. Accordingly, UTA is proceeding with the EA of the new Central Bus Operations and Maintenance Facility. Future programming needs

show UTA's Central Facility should be capable of accommodating a fleet of 250 buses within the next 30 years. The existing facility cannot meet these future demands, and there is no room to expand at the current location. Therefore, UTA is proposing to construct a new facility on a larger parcel that could accommodate the future expansion needs.

FTA and UTA are seeking the participation of regional tribal governments, as required by Section 106 of the National Historic Preservation Act implementing regulations, 36 CFR 800 et seq. As a consulting party, you are offered the opportunity to identify traditional cultural and religious sites, to evaluate the significance of these sites, and to indicate how the project might affect them. Further, if it is found that the project will impact cultural resources that are eligible for inclusion on the National Register of Historic Places and are of religious or cultural significance to your tribe, your role in the consultation process would include participation in resolving how best to avoid, minimize, or mitigate those impacts. If you feel that there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking, we request your notification, and we invite you to be a consulting party.

The proposed action consists of constructing a new Central bus operations and maintenance facility adjacent to UTA's existing Front Lines headquarters' building at 669 West 200 South. UTA purchased this property from EIMCO in 2007 and currently owns 17.71 acres at this location. The new facility could ultimately encompass up to 22.69 acres should UTA purchase several adjacent properties. The existing facility and proposed site boundaries are shown in Figure 1. The existing maintenance site would likely be redeveloped by UTA as part of a joint development project in the future.

In addition to the proposed site location, UTA considered five other sites for this proposed project prior to purchasing the former EIMCO site. The sites considered are shown in Figure 2 (attached). These other sites were eliminated from consideration for various reasons, including ingress and egress issues, greater distance from the existing facility (causing increased operational costs due to more non-revenue service hours), site-configuration and circulation issues.

As mentioned previously, the proposed site could encompass up to 22.69 acres and would be located south of 200 South, west of the Union Pacific Railroad tracks, east of 765 West and Geneva Rock, and north of 400 South with approximately 1.5 acres south of 400 South. The proposed APE for the undertaking, as defined by 36 CFR 800.16(d), extends beyond the proposed development boundaries by an additional parcel width in all directions, and it includes the entire block that contains the existing central bus facility, as shown in Figure 3. The EA for the new Central bus operations and maintenance facility will consider the impacts to adjacent properties, such as the Union Pacific Railroad tracks to the east and the Geneva Rock Products facility to the west. The Union Pacific Railroad tracks have been previously documented as eligible for the National Register of Historic Places.

Once the APE has been assessed for the presence or absence of archaeological resources, all interested parties and consulting tribes will be apprised of the results and asked to comment. We would appreciate any information you have that may locate cultural resources in this area so that they may be considered with other known resources.

The NEPA process will entail an analysis of the cumulative effects of the undertaking. Cumulative effects include past, present and reasonably foreseeable future projects. If you have any issues of concern from the standpoint of cumulative impacts, please let us know. Also, the Salt Lake City metropolitan area is home to a significant number of American Indian people. If you are aware of members of your tribe living in proximity to the study area who would be interested in participating in the NEPA review process and the Section 106 consultation process on some level, please notify us so that we can facilitate that interaction.

At your request, FTA and UTA staff is available to meet with you to discuss your concerns regarding these projects. If such a meeting would be helpful, please contact Kristin Kenyon at (720) 963-3319 or [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov), in order to identify a convenient date or time. Please be assured that FTA, UTA, and their consultants will maintain strict confidentiality about information concerning any of the sacred sites that may be affected by these projects. If you wish to be a consulting party for the Central Bus Operations and Maintenance Facility Project Section 106 process, please notify Kristin Kenyon at (720) 963-3319 or [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov). We would appreciate receiving a response by **November 10, 2010**, if possible.

We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places that have significance to one or more tribes. The 30-day period has been established to encourage your participation at this stage in project development. Failure to respond within this time frame will not prevent your tribe from becoming a consulting party at a later date. However, studies and decision-making will proceed and it may become difficult to reconsider previous determinations or findings, unless significant new information is introduced.

Thank you for considering this request for consultation.

Sincerely,



Terry J. Rosapep  
Regional Administrator

Enclosures

cc: Chris Hansen, Utah Division of State History  
Mary DeLoretto, UTA

**List of Recipients for the 20100928 Tribal Consultation Letter for FTA signature sept 15.doc.docx**

**Re: Request to be a Consulting Party for the Utah Transit Authority's Central  
Bus Operation and Maintenance Facility Project  
Salt Lake City, Utah**

Mr. Rupert Steele  
Chairman  
Confederated Tribes of the Goshute Reservation  
P. O. Box 6104  
Ibapah, Utah 84034-6036

Mr. Bruce Parry  
Chairman  
Northwestern Band of Shoshone Nation  
707 North Main Street  
Brigham City, UT 84302

Ms. Patty Timbimboo-Madsen  
Director of Cultural and Natural Resources  
Northwestern Band of Shoshone Nation  
707 North Main Street  
Brigham City, UT 84302

Mr. Lawrence Bear  
Chairman  
Skull Valley Band of Goshute Indians  
3359 South Main Street, Suite 808  
P.O. Box 448  
Grantsville, Utah 84029

Mr. Curtis Cesspooch  
Chairman  
Ute Indian Tribe  
P.O. Box 190  
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Ms. Betsy Chapoose  
Director of Cultural Resources  
Ute Indian Tribe  
P.O. Box 190  
Fort Duchesne, UT 84026

Mr. Alonzo A. Coby  
Chairman

Shoshone-Bannock Tribes  
P.O. Box 306 Pima Drive  
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Ms. Carolyn Boyer-Smith  
Cultural Resources Coordinator  
Shoshone-Bannock Tribes  
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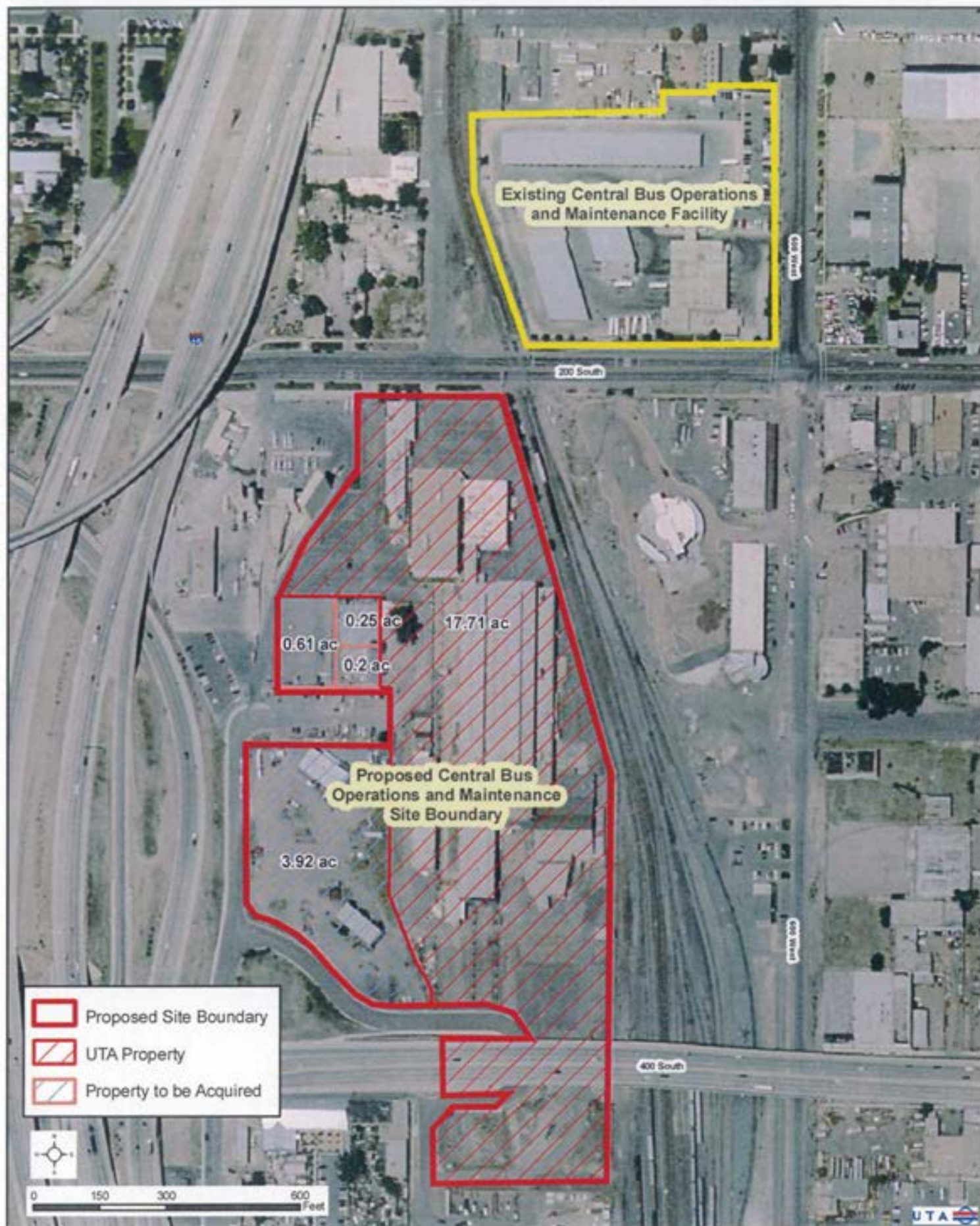
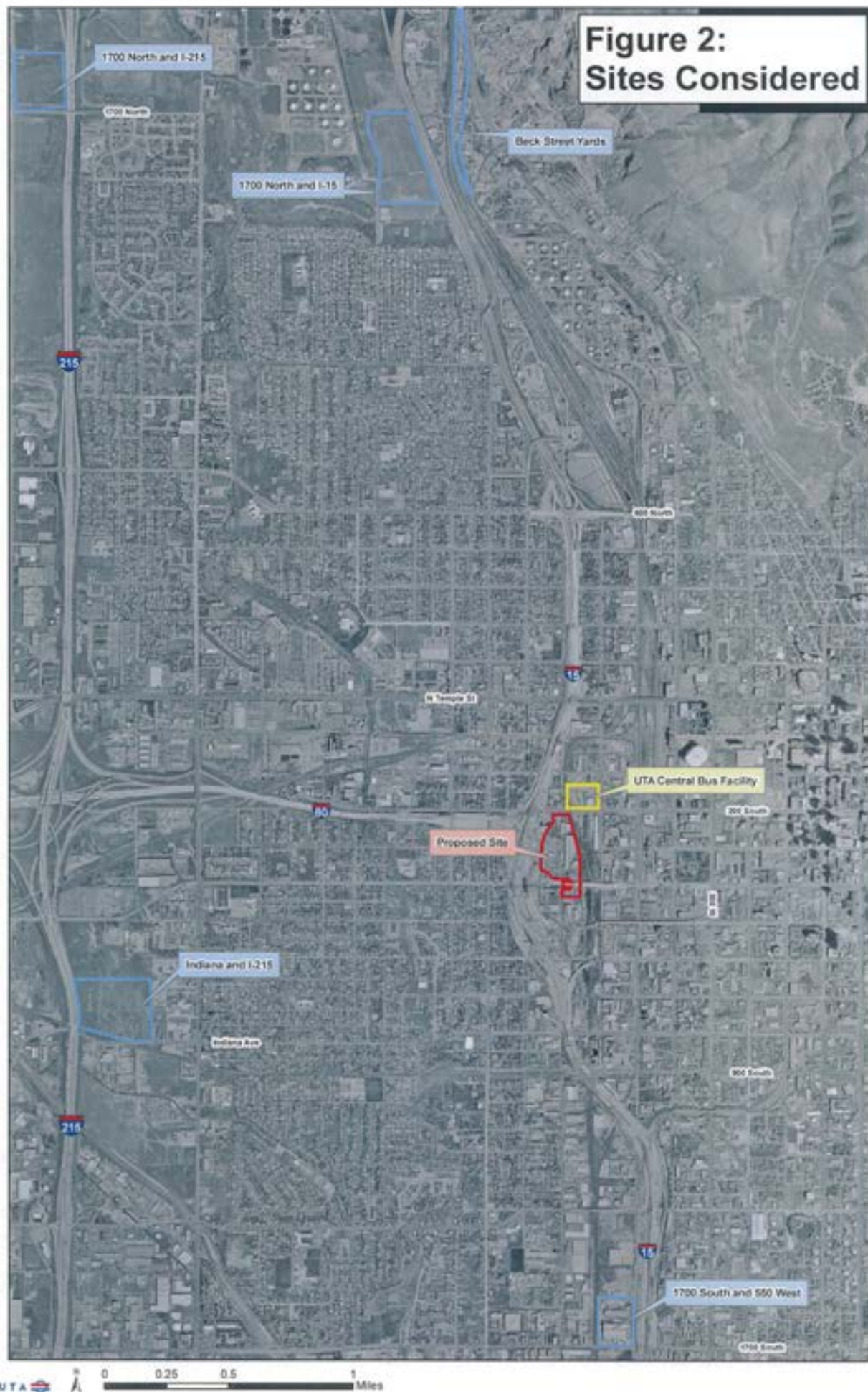


Figure 1: Existing Central Bus Facility and Proposed Site Boundary

**Figure 2:  
Sites Considered**



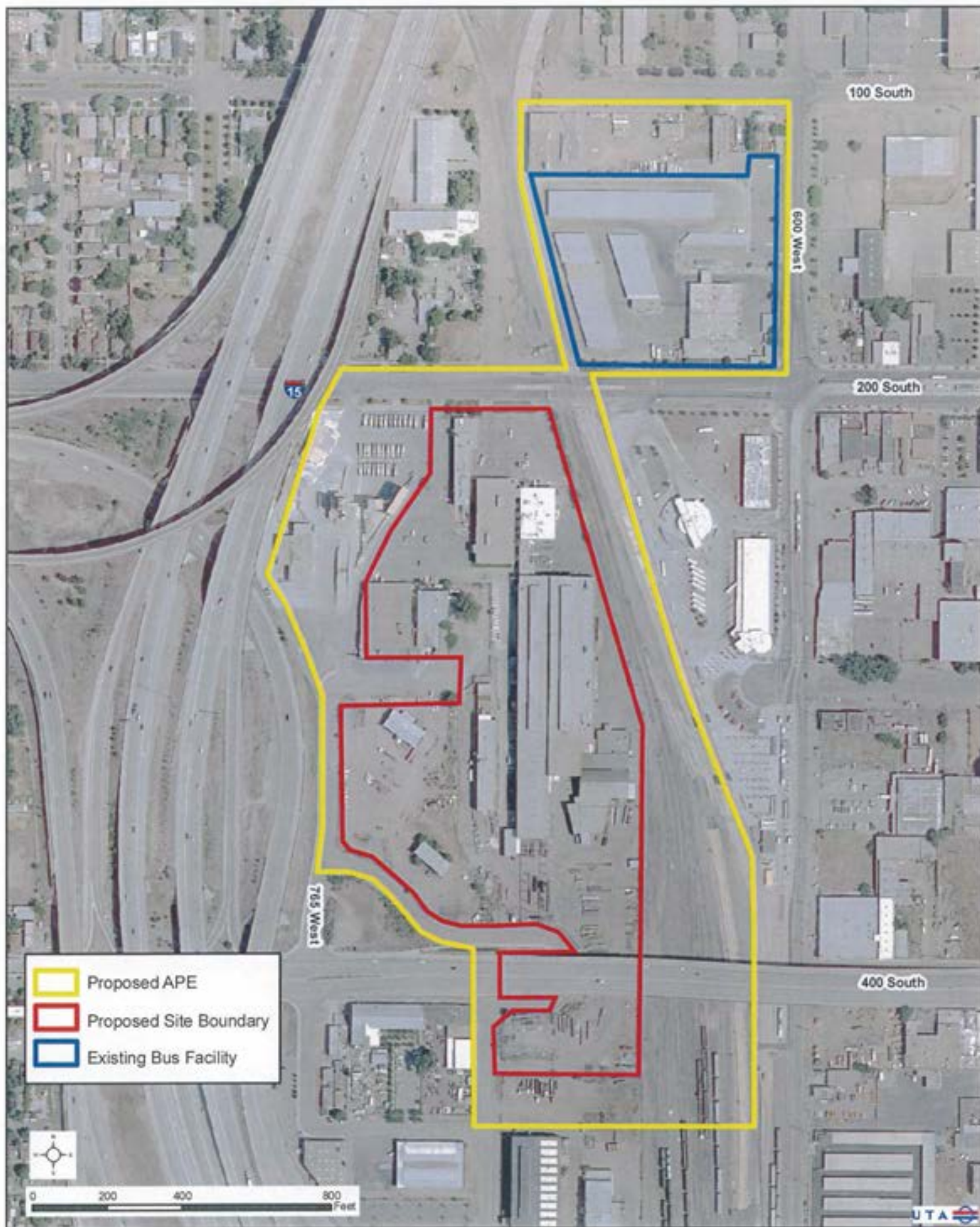


Figure 3: Proposed APE



U.S. Department  
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**Federal Transit  
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South Dakota,  
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720-983-3333 (fax)

October 7, 2010

Ms. Janice Lew  
Planner  
Salt Lake City Planning Department  
P.O. Box 145480  
Salt Lake City, UT 84114-5480

**Re: Invitation to Become a Consulting Party for the Section 106 Process for the Utah  
Transit Authority's Proposed Central Bus Operations and Maintenance Facility Project,  
Salt Lake City, Utah**

Dear Ms. Lew:

The Utah Transit Authority (UTA), in cooperation with the Federal Transit Administration (FTA), is preparing an Environmental Assessment (EA) for the construction and operation of a new bus operation and maintenance facility at the former ELMCO facility in downtown Salt Lake City, Utah. Since, this project is requesting federal funds and would be administered by the FTA, it is considered an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA).

With this letter, we formally invite you to become a consulting party in the Section 106 process for this project as specified under the NHPA. If you wish to become a consulting party, we would like your feedback about our proposed Area of Potential Effects (APE) for the project and our proposed approach for identifying historic properties. Additionally, we would appreciate any information you have about specific cultural resources of concern to your organization or the Salt Lake City community that are present in the proposed APE.

#### **Responsibilities of a Consulting Party**

A consulting party is typically an agency, group, or organization with special knowledge of, concern for, or a mandated regulatory role relative to cultural resources in a given project area. Cultural resources include such things as archaeological sites, historic buildings, and historic structures or landscapes. Consulting parties have a formal and defined role in the process. They help FTA consider the impacts of proposed federal undertakings on cultural resources. This includes helping to identify resources located in or near the project area (defined as the area of

potential effects), assessing the historical significance of those resources relative to the criteria of the National Register of Historic Places (NRHP), and identifying measures that could be implemented to minimize or mitigate adverse effects to those resources that are determined eligible for listing on the NRHP.

Being a consulting party would involve your time and expertise in providing FTA and UTA with input on the issues listed above. This input could take the form of written correspondence, verbal conversations, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive.

### **Project Purpose**

UTA's current Central Bus Operations and Maintenance Facility occupies 7.3 acres and maintains a fleet of 110 vehicles, consisting of 30-foot to 40-foot buses. The current maintenance facility and site do not meet existing needs. A small fleet of commuter buses are currently housed at UTA's Meadowbrook facility, because they cannot be adequately maintained and stored at the Central Facility due to space limitations. In addition, buses are parking at the former EIMCO site due to the limited space at the existing Central Facility. Furthermore, the existing Central Facility cannot properly support a Bus Rapid Transit fleet, which the new facility will be able to accommodate.

The current facility, as it operates today, limits UTA's ability to meet the growing demand to deliver transit service to the community. The current service demands have outgrown the facility, and major operations and maintenance constraints, such as servicing of hybrid buses, have been identified. UTA is planning ahead and assumes economic recovery and continued growth in the area will only increase the need for a new Central Facility. Accordingly, UTA is proceeding with the EA of the new Central Facility. Future programming needs show UTA's Central Facility should be capable of accommodating a fleet of 250 buses within the next 30 years. The existing facility cannot meet these future demands, and there is no room to expand at the current location. Therefore, UTA is proposing to construct a new facility on a larger parcel that could accommodate the future expansion needs.

### **Study Area, Area of Potential Effects, and Proposed Approach to Identifying Historic Properties**

The proposed action consists of constructing a new Central Bus Operations and Maintenance Facility adjacent to UTA's existing Front Lines headquarters' building at 669 West 200 South. UTA purchased this property from EIMCO in 2007 and currently owns 17.71 acres at this location. The new facility could ultimately encompass up to 22.69 acres should UTA purchase several adjacent properties. The existing facility and the proposed site boundaries are shown in Figure 1. The existing site would likely be redeveloped by UTA as part of a joint development project in the future.

In addition to the proposed site location, UTA considered five other sites for this proposed project prior to purchasing the former EIMCO site. The sites considered are shown in Figure 2 (attached). These other sites were eliminated from consideration for various reasons, including ingress and

egress issues, greater distance from the existing facility (causing increased operational costs due to more non-revenue service hours), site-configuration and circulation issues.

As mentioned previously, the proposed site could encompass up to 22.69 acres and would be located south of 200 South, west of the Union Pacific Railroad tracks, east of 765 West and Geneva Rock, and north of 400 South with approximately 1.5 acres south of 400 South. The proposed APE for the undertaking, as defined by 36 CFR 800.16(d), extends beyond the proposed development boundaries by an additional parcel width in all directions, and it includes the entire block that contains the existing central bus facility, as shown in Figure 3. The EA for the new Central Facility will consider the impacts to adjacent properties, such as the Union Pacific Railroad tracks to the east and the Geneva Rock Products facility to the west. The Union Pacific Railroad tracks have been previously documented as eligible for the NRHP.

We propose the APE be inspected for historic properties using a combination of accepted intensive-level and reconnaissance-level survey techniques. Due to the high level of previous development and ground disturbance in the APE, no natural ground surfaces are present. Therefore, we propose the use of reconnaissance-level survey methods for archaeological resources. This approach would be supplemented by intensive-level survey inspections in any undeveloped areas. All identified archaeological resources will be documented on Intermountain Antiquities Computer System (IMACS) forms or other forms, as appropriate. We propose historic buildings within the APE be inventoried and evaluated for the NRHP in accordance with the Utah Division of State History's standard operating procedures for selective reconnaissance-level building surveys.

If you wish to be a consulting party for the Central Bus Operations and Maintenance Facility Project Section 106 process, please notify Kristin Kenyon in my office at (720) 963-3319 or [Kristin.kenyon@dot.gov](mailto:Kristin.kenyon@dot.gov) at your earliest convenience. We would appreciate receiving a response by **November 10, 2010**. If you have any questions or concerns about either the APE or our proposed methods for identifying historic properties, or if you have information about specific cultural resources of concern, please contact Mary DeLoretto at (801) 741-8808.

Sincerely,



Terry J. Rosapep  
Regional Administrator

Enclosures

cc: Chris Hansen, Utah Division of State History  
Mary DeLoretto, UTA

List of recipients for the 20100928 Section 106 other parties letter Sept 15.docx

**Re: Invitation to Become a Consulting Party for the Section 106 Process for the Utah Transit Authority's Proposed Central Bus Operations and Maintenance Facility Project, Salt Lake City, Utah**

Ms. Janice Lew  
Planner  
Salt Lake City Planning Department  
P.O. Box 145480  
Salt Lake City, UT 84114-5480

Mr. Warren Lloyd  
Chairman  
Salt Lake City Historic Landmarks Commission  
573 East 600 South  
Salt Lake City, UT 84102

Mr. Kirk Huffaker  
Utah Heritage Foundation  
P.O. Box 28  
Salt Lake City, UT 84110-0028

Ms. Lori Hunsaker  
Deputy State Historic Preservation Officer  
Utah Division of State History  
300 Rio Grande Street  
Salt Lake City, UT 84101

Mr. Chris Hansen  
Preservation Planner  
Utah Division of State History  
300 Rio Grande Street  
Salt Lake City, UT 84101

Mr. Kelly Beck  
President  
Utah Professional Archaeological Council  
c/o Public Lands Policy Coordinating Office  
5110 State Office Building  
P.O. Box 141107  
Salt Lake City, UT 84114

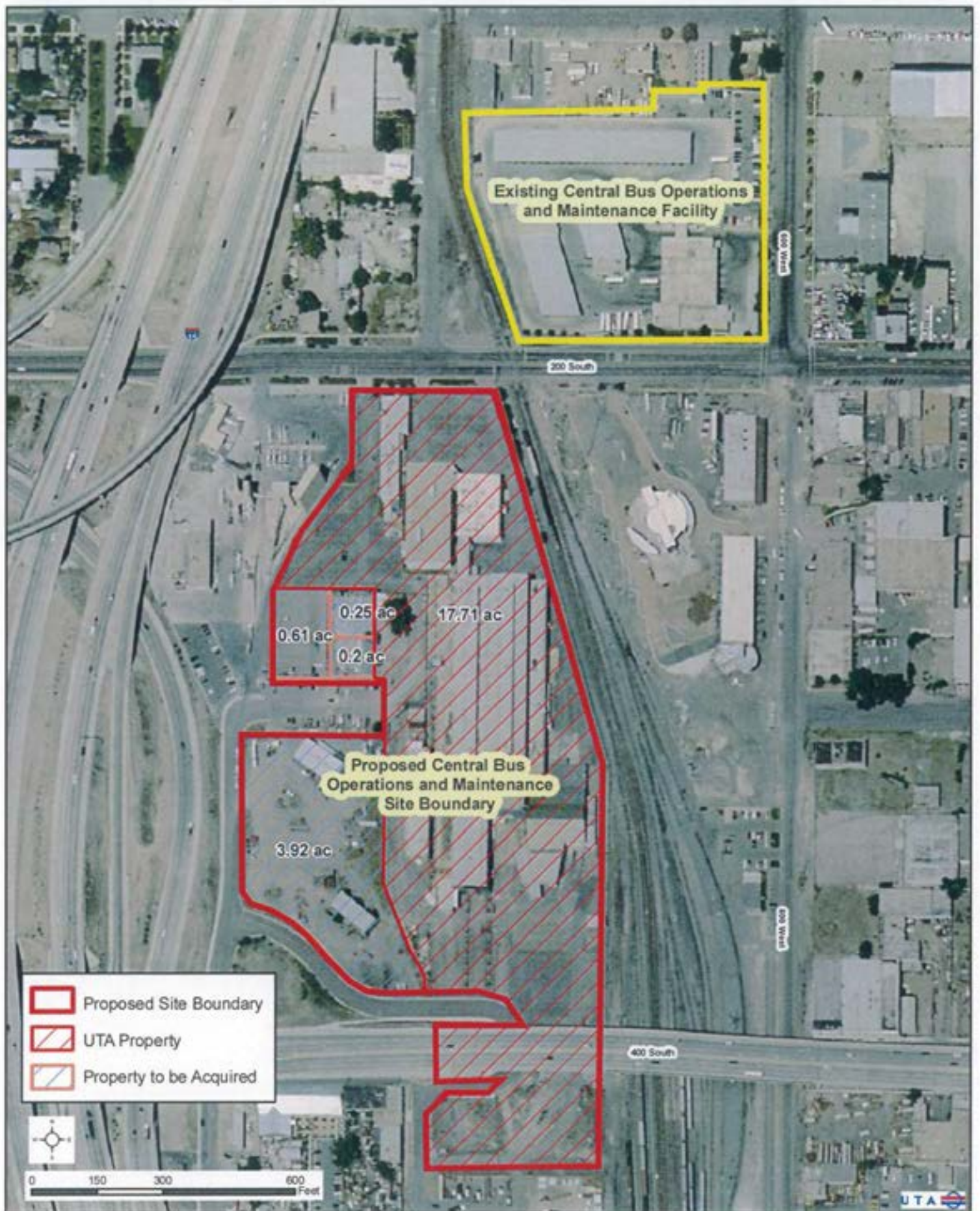
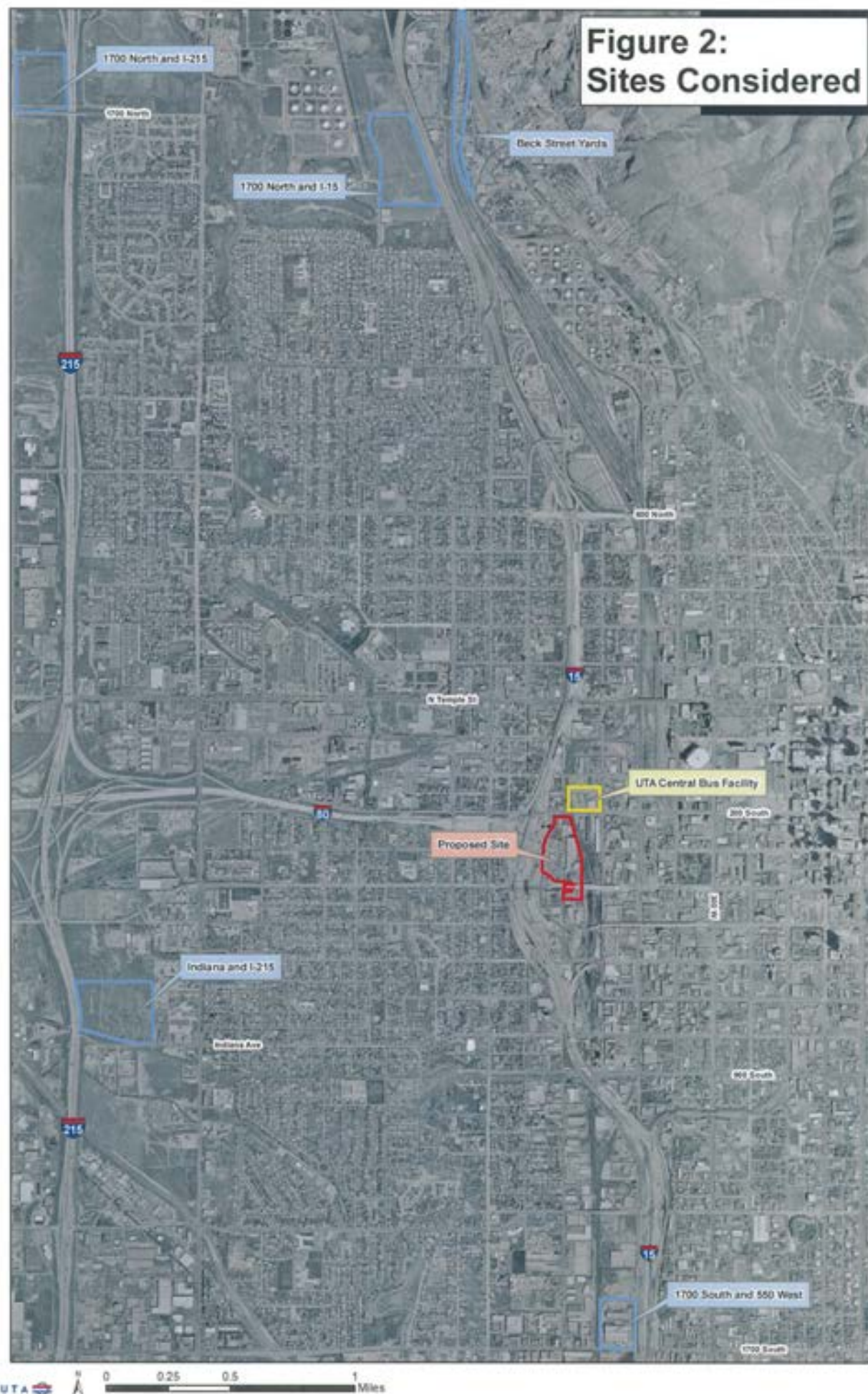


Figure 1: Existing Central Bus Facility and Proposed Site Boundary

**Figure 2:  
Sites Considered**



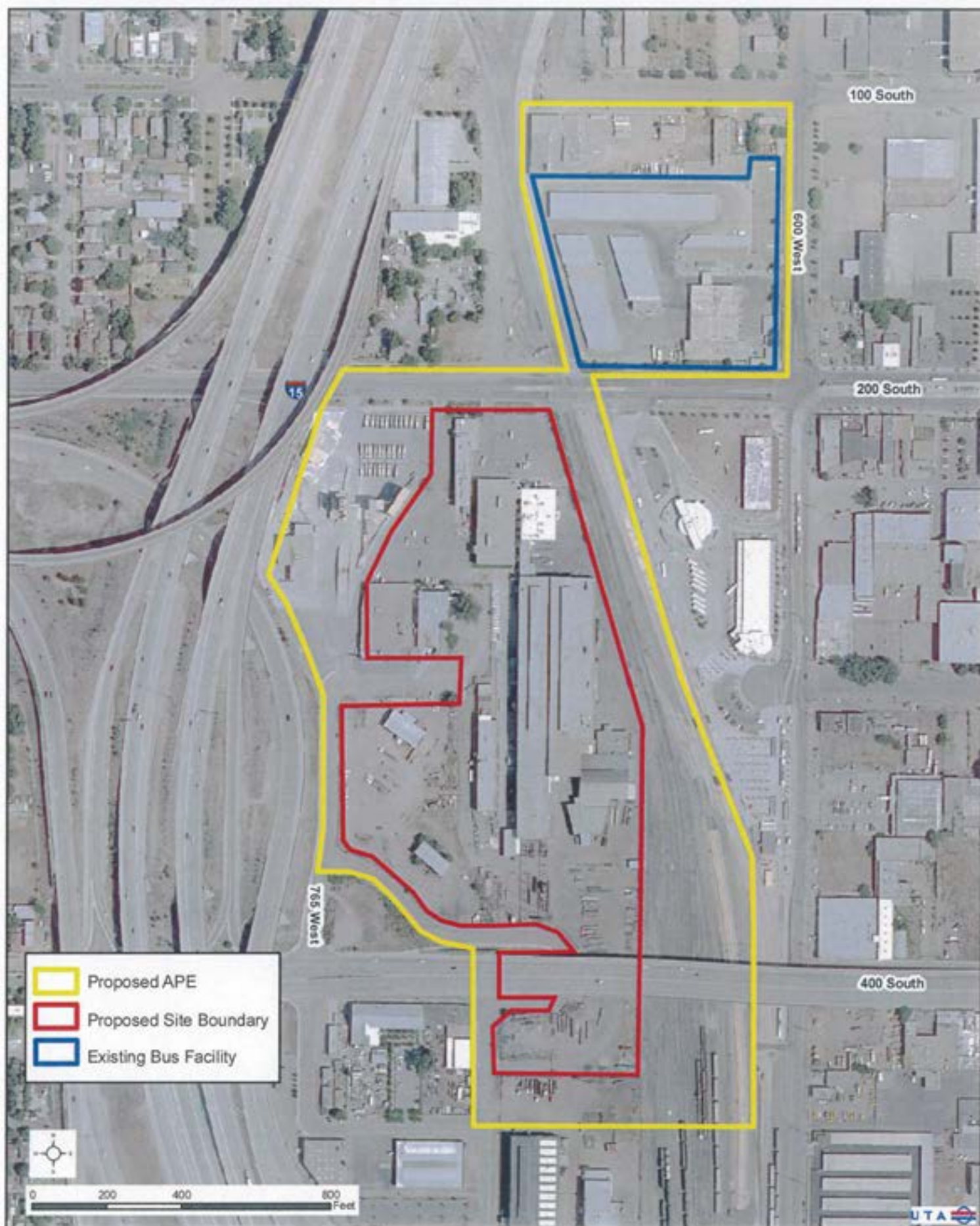


Figure 3: Proposed APE

**From:** kristin.kenyon@dot.gov

**To:** DeLoretto, Mary (Environmental Studies Manager), Garver, Patti (Environmental Analyst)

**CC:**

**Date:** 10/20/2010 2:38:54 PM

**Subject:** Central Bus Consulting party acceptance

---

Ladies- FYI

---

From: Kirk Huffaker [Kirk@utahheritagefoundation.org]

Sent: Fri 10/15/2010 5:00 PM

To: Kenyon, Kristin (FTA)

Subject: UTA project

Hi Kristin

I received the letter regarding UTA's request to build a new central bus facility. We would like to be considered as a consulting party on this project. Thank you for the opportunity.

Kirk

Kirk Huffaker

Executive Director

Utah Heritage Foundation

POB 28

Salt Lake City, UT 84110-0028

p: 801.533.0858 x 105

<http://www.utahheritagefoundation.org> <<http://www.utahheritagefoundation.org>>

**From:** kristin.kenyon@dot.gov

**To:** Garver, Patti (Environmental Analyst)

**CC:** DeLoretto, Mary (Environmental Studies Manager)

**Date:** 11/2/2010 10:34:21 AM

**Subject:** FW: Central Bus Operations Project Section 106 Process Invitation

---

Patti

Here is UPAC's response to our Central Bus Facility consulting party invitation.

Kristin

-----Original Message-----

From: Raymond Kelly Beck [raymond.beck@anthro.utah.edu]

Sent: Thursday, October 28, 2010 10:09 AM

To: Kenyon, Kristin (FTA)

Subject: Central Bus Operations Project Section 106 Process Invitation

Dear Ms. Kenyon,

Thank you for the Federal Transit Administration's recent invitation to the Utah Professional Archaeological Council (UPAC) to participate as a Consulting Party in UTA's Central Bus Operations and Maintenance Facility Project Section 106 process. The Utah Professional Archaeological Council was established in May 1982 to maintain and promote the goals of professional archaeology in the state of Utah in part to provide advice to State, Federal and other regulatory agency archaeologists upon request or as deemed appropriate. At this time, UPAC does not wish to participate as a consulting party for this project.

For future reference, UPAC has recently elected new leadership and I will no longer be serving as the organization's President. UPAC's new President is Dr. James Allison at Brigham Young University and his contact information is provided below.

Dr. James Allison  
Brigham Young University  
Department of Anthropology  
870 SWKAT  
Provo, Utah 84602

jallison@byu.edu

Best,  
Kelly Beck

**From:** kristin.kenyon@dot.gov

**To:** DeLoretto, Mary (Environmental Studies Manager), Garver, Patti (Environmental Analyst)

**CC:**

**Date:** 11/10/2010 10:14:28 AM

**Subject:** FW: Central Bus Operations and Maintenance Facility

---

Mary and Patti

Please add Ms. Lew to our list of consulting parties for the Central Bus project

Thank you

Kristin

From: Lew, Janice [mailto:Janice.Lew@slcgov.com]

Sent: Monday, November 08, 2010 8:52 AM

To: Kenyon, Kristin (FTA)

Subject: Central Bus Operations and Maintenance Facility

Good morning Kristin,

Thank you for the invitation to become a consultant party for this project. I would like to participate in the Section 106 review process.

Please let me know how I may be of further assistance.

Best regards,

Janice

Janice Lew

Senior Preservation Planner

Salt Lake City Planning Division

451 South State Street, Room 406

PO Box 145480

Salt Lake City, UT 84114-5480

801.535.7625



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

REGION VIII  
Colorado, Montana,  
North Dakota,  
South Dakota,  
Utah and Wyoming

12300 West Dakota Avenue  
Suite 310  
Lakewood, Colorado 80228  
720-963-3300 (voice)  
720-963-3333 (fax)

March 16, 2011

Mr. Chris Hansen  
Preservation Planner  
Department of Community and Culture, Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101

Re: UTA Central Bus Operations and Maintenance Facility Project – Determination of Eligibility (DOE)

Dear Mr. Hansen:

As discussed in previous correspondence with the State Historic Preservation Office, the Utah Transit Authority (UTA), in conjunction with the Federal Transit Administration (FTA), is proposing to construct and operate a new bus operation and maintenance facility at the former EIMCO facility in downtown Salt Lake City. The proposed site for the new facility was historically used by the Denver & Rio Grande Western railroad (D&RGW) as a rail yard and for train engine repair and maintenance.

The proposed site for the new bus facility includes the area south of 200 South, west of the Union Pacific Railroad tracks, east of 765 West and Geneva Rock, and north of 450 South. The Area of Potential Effect (APE) for the undertaking, as defined by 36 CFR 800.16(d), extends beyond the proposed development boundaries by an additional parcel width in all directions, and it includes the entire block that contains the existing central bus facility, as shown in Figure 1.

#### **Historic Structures**

A selective reconnaissance-level survey (RLS) of historic buildings located within the APE was conducted by SWCA Environmental Consultants in early 2010. Additional survey work was completed in August 2010. The survey results are summarized in the attached report, *Utah Transit Authority Central Bus Operations and Maintenance Facility Historic Buildings Survey, Salt Lake City, Utah*, dated November 29, 2010. Two buildings shown in the report, D&RGW Freight House – North and D&RGW Freight House – South, both located at the intermodal center on the east side of the tracks, are not within the proposed APE. Therefore, these two buildings are not included in the list of historic buildings for this project shown on Table 1 on the following page.

For the purpose of the historic buildings inventory, the standard operating procedures for selective reconnaissance-level surveys issued by the Preservation Department of the Utah Division of State History (UDSH) were applied. In order to accommodate the potential lag time between the field inventory and implementation of any development action by UTA, a 45-year construction age cut-off was used as the criteria for defining buildings as historic. As such, all buildings constructed during or before 1965 were considered historic.

SWCA identified 10 historic buildings within the APE, of which six appear eligible for inclusion in the National Register of Historic Places (NRHP). These buildings were newly documented as a result of the survey. Several modern buildings,

including the main Front Lines Headquarters building, two UTA storage structures, the existing UTA bus facility, and several private commercial structures are also present within the APE. The properties and their eligibility ratings are shown below in Table 1.

**Table 1 –Historic Buildings Located in the APE**

Address	Year Built	Architectural Style	NRHP Eligibility/ Criterion	Use
102 S. 600 W. (The Trap)	ca. 1950	Vernacular	Eligible/C	Commercial
703 W. 200 S. (FLSmith Minerals)	ca 1960	Post WWII Other style	Eligible/C	Commercial
669 W. 200 S. (annex)	ca. 1960	Late 20 <sup>th</sup> Century: Other	Not Eligible	Commercial
D&RGW Boiler and Engine Shop	ca 1900	Early 20 <sup>th</sup> Century Commercial & Late 20 <sup>th</sup> Century: Other	Eligible/A&C	Commercial
D&RGW Pipe Shop	ca 1900	Late 20 <sup>th</sup> Century: Other	Not Eligible	Commercial
D&RGW Tank Repair House	ca. 1900	Late 20 <sup>th</sup> Century: Other	Eligible/A	Commercial
D&RGW Roundhouse	ca. 1920	Early 20 <sup>th</sup> Commercial Century	Eligible/A	Commercial
D&RGW Warehouse/Hospital	ca. 1940- 1955	Vernacular Mid- 20 <sup>th</sup> Century	Eligible/A&C	Commercial
716 W. 300 S. (Stonetech)	ca. 1945	Indeterminate	Not Eligible	Residential/C ommercial
736 W. 300 S. (K&R Bedspreads)	ca. 1950	Post-WWII; Other & Late 20 <sup>th</sup> Century; Other	Not Eligible	Commercial

#### Linear Historic Resources

Both the D&RGW Railroad mainline and the Union Pacific mainline railroads are located within the APE on the east side of the proposed bus facility. These historic railroad lines are eligible for listing in the NRHP under Criterion A. The site numbers for the D&RGW railroad line and the UP railroad line are shown in Table 2, on the following page.

Table 2 –Linear Historic Resource Sites Located in the APE

Site Number	Site Name	NRHP Eligibility/ Criterion
42SL293	D&RGW Railroad main line	Eligible/A
42SL300	Union Pacific railroad mainline	Eligible/A

In accordance with Section 106 of the National Historic Preservation Act (NHPA), FTA is seeking SHPO concurrence with this Determination of Eligibility for the Central Bus Operations and Maintenance Facility Project. Please provide your comments and suggestions to Ms. Kristin Kenyon, FTA Region 8 on or before April 8, 2011.

We are also transmitting this information to the two consulting parties, the Utah Heritage Foundation and the City of Salt Lake City, for their review and comment.

A finding of effect will be forthcoming to your office once UTA has finalized their design concept for the proposed Central Bus Operations and Maintenance Facility. If you have any questions regarding this request, please contact Ms. Kristin Kenyon, FTA Region 8 at 720-963-3319 or kristin.kenyon@dot.gov. Thank you for your attention to this matter.

Sincerely,



Terry J. Rosapep  
Regional Administrator

Enclosures:

*Utah Transit Authority Central Bus Operations and Maintenance Facility Historic Buildings Survey, Salt Lake City, Utah, SWCA Environmental Consultants, November 29, 2010.*

cc: Greg Thorpe, UTA  
Mary DeLoretto, UTA  
Patti Garver, UTA  
Kirk Huffaker, Utah Heritage Foundation  
Janice Lew, City of Salt Lake City

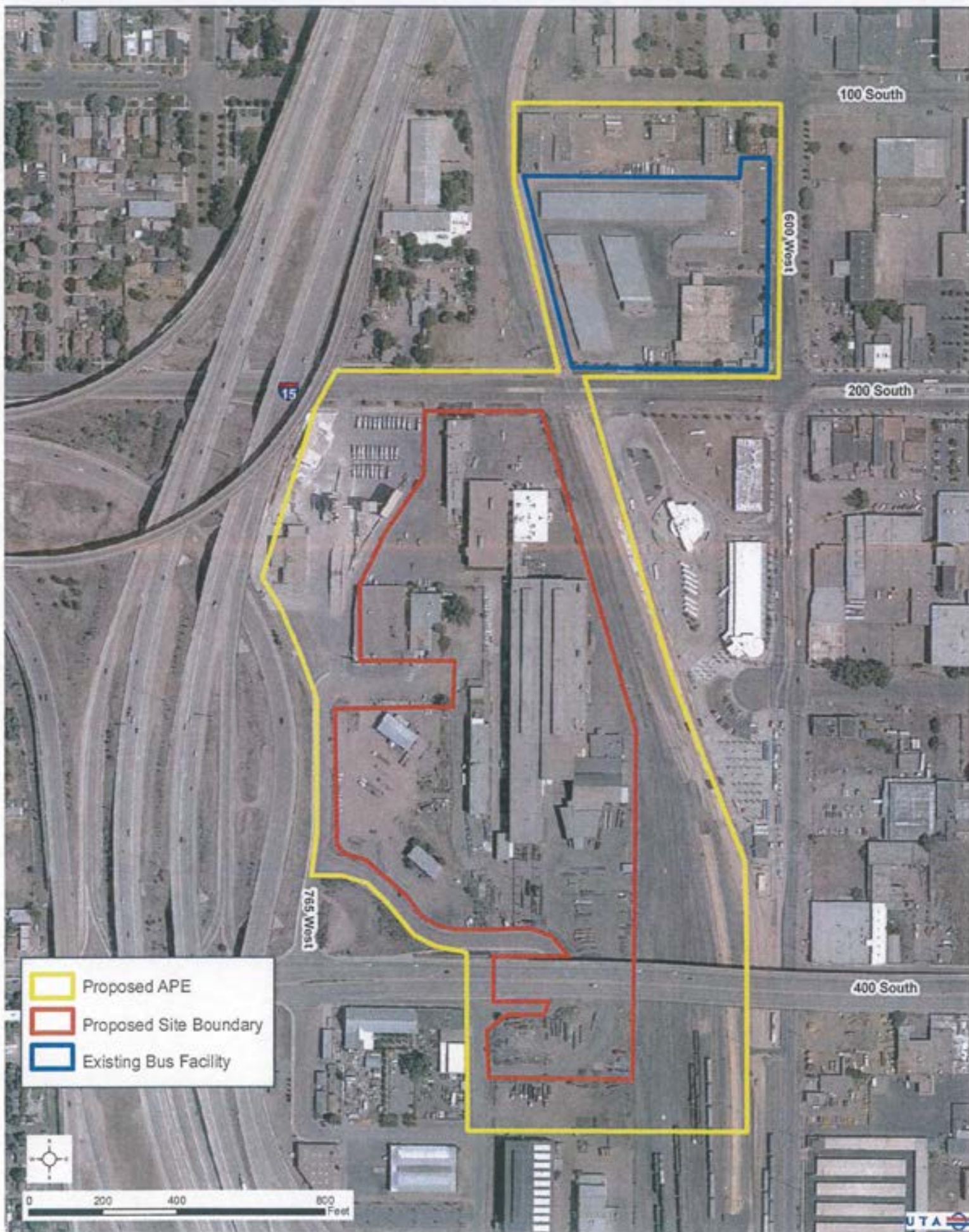


Figure 1: Area of Potential Effect



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Salt Lake City, UT 84111  
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## Utah Transit Authority Central Bus Operations and Maintenance Facility Historic Buildings Survey, Salt Lake City, Utah

*Final*

By

Sheri Murray Ellis, M.S., RPA  
NHPA/NEPA Sr. Project Manager

November 29, 2010

This document is a report of a reconnaissance-level historic buildings survey conducted by SWCA Environmental Consultants (SWCA) for the proposed Utah Transit Authority (UTA) central bus operations and maintenance facility between 200 South and approximately 450 South and between the UTA Salt Lake Intermodal Center and the frontage road (765 West) east of Interstate 15 (see Figure 1). The survey area shown on Figure 1 encompasses lands currently owned by UTA as well as lands UTA would like to acquire to develop the proposed operations and maintenance facilities. This survey area is also considered the area of potential effects (APE) for this proposed undertaking. The ground surface in this entire area is paved with asphalt or concrete, graded and graveled, occupied by buildings or other structures, or otherwise disturbed due to past industrial uses. As such, our inventory focused on historical structures rather than archaeological resources.

### Methods

For the purpose of the historic buildings inventory, we applied the standard operating procedures for selective reconnaissance-level surveys issued by the Preservation Department of the Utah Division of State History (UDSH). As a reminder, surveys such as this assess only the architectural integrity of buildings and do not address other factors that may render a building eligible for the National Register of Historic Places (NRHP), such as associations with important events or people (i.e., Criteria A and B). In order to accommodate the potential lag time between our field inventory and implementation of any development action by UTA, we used a 45-year construction age cut-off as the criteria for defining buildings as historic. As such, all buildings constructed during or before 1965 were considered historic. SWCA carried out the initial survey work on January 20 and February 5, 2010. Additional survey work was completed in August 2010 to accommodate expansion of the survey area/APE to the north of 200 South following the Federal Transit Administration's consultation with the Utah State Historic Preservation Officer.





## Results

SWCA identified 12 historic buildings within the inventory area. Ten of these buildings were newly documented as a result of SWCA's survey, and two were previously documented as part of the development of UTA's Salt Lake Central [Intermodal] Station. Several modern buildings, including the main Front Lines Headquarters building, two UTA storage structures, the existing UTA bus facility, and several private commercial structures are also present within the APE.

Table 1, below, summarizes the relevant information about the 12 historic buildings and includes our recommendations regarding the eligibility for the National Register of Historic Places (NRHP) for the 10 newly buildings and the determinations of eligibility for the 2 previously documented buildings. Our NRHP recommendations are based upon the reconnaissance-level survey rating criteria of the UDSH. Building addresses and name identifiers (Bldg. ID) listed in Table 1 correspond to Figure 2, which shows the locations of each documented structure.

**Table 1. Historic buildings in the survey area**

Address/Bldg. ID	Description/Eligibility Rating	Photo
102 S. 600 W. (The Trap)	ca. 1950 1-Part Block, corner entry commercial building exhibiting vernacular style; 1-story; clad in regular brick; alterations include modern awning additions, modern security windows in the original openings, and a large ca. 1990 wood frame addition on the south elevation – the addition is sufficiently low in height and set back from the front of the historic building to not significantly affect the historical integrity of the commercial structure.  <b>Eligibility Recommendation:</b> Eligible under Criterion C	
703 W. 200 S. (FLSmith Minerals)	ca. 1960 office/warehouse building exhibiting Post-WWII; Other style; 1-story and 2-story sections; clad in regular brick and concrete block; alterations include boarding up of multiple window openings and portions of windows openings, installation of modern windows in the front (office) section of the building, and in-filling of several bay doorways in the east and west elevations of the rear warehouse area.  <b>Eligibility Recommendation:</b> Eligible under Criterion C	

**Table 1. Historic buildings in the survey area**

Address/Bldg. ID	Description/Eligibility Rating	Photo
669 W. 200 S. (annex)	ca. 1960 office building exhibiting Late 20 <sup>th</sup> Century: Other style; 2-story; clad in concrete panels, concrete block, and cast-in-place concrete; alterations include substantial out-of-period (ca. 1980s) additions to the west and south elevations – additions are of similar or larger scale and were designed to mimic the architecture of this earlier structure, thereby confusing the distinction between the historic and modern structures. <b>Eligibility Recommendation:</b> Not eligible	
D&RGW Boiler and Engine Shop	ca. 1900 railroad maintenance shop (industrial block building) exhibiting early 20 <sup>th</sup> century commercial and Late 20 <sup>th</sup> Century: Other style; 1-story and 2-story sections; clad in regular brick, concrete block, and aluminum sheet siding; alterations include at post-1960 concrete block addition along the length of the east elevation, enclosure and/or alteration of several bay doorway openings, application of aluminum sheet siding to the north elevation, and a large, corrugated metal-clad, ca. 1960s addition to the southern elevation; the western elevation remains historically intact. <b>Eligibility Recommendation:</b> Eligible under Criteria A and C	

**Table 1. Historic buildings in the survey area**

Address/Bldg. ID	Description/Eligibility Rating	Photo
D&RGW Pipe Shop	<p>ca. 1900 workshop (pipe house) building exhibiting Late 20<sup>th</sup> Century: Other style; 1-story; clad in concrete block; original building has either been substantially altered to where no elements of the historic structure are visible or has been replaced with this current building during the modern era.</p> <p><b>Eligibility Recommendation:</b> Not eligible</p>	
D&RGW Tank Repair House	<p>ca. 1900 railroad shop (tank repair facility – industrial block building) with a Monitor style plan and exhibiting Victorian Eclectic style; 1.5-story; clad in regular brick; alterations include the attachment of a roundhouse structure to the south elevation ca. 1920, a Post-WWII addition to the west elevation to connect the building to the former D&amp;RGW Boiler/Engine Shop, a post-1957 shed addition along the entire length of the east elevation, full and partial enclosure of former bay doorways with concrete block and modern roll-up doors, infilling of nearly all windows and upper story doors with concrete block, wood or aluminum sheeting – all openings remain identifiable – and cladding of the roof and portions of the upper walls with aluminum siding, which likely exempted window openings in the Monitor roof.</p> <p><b>Eligibility Recommendation:</b> Eligible under Criterion A</p>	

**Table 1. Historic buildings in the survey area**

Address/Bldg. ID	Description/Eligibility Rating	Photo
D&RGW Roundhouse	<p>ca. 1920 roundhouse exhibiting early 20<sup>th</sup> century commercial style; 1-story; clad in regular brick, concrete block, and concrete mud; alterations include enclosure or partial enclosure of 4 of 5 former train bay doorways with concrete block, windows, and bay doors, covering the west elevation in concrete mud – obscuring the brick wall, and the post-1957 addition of a steel awning/covered walkway on the south elevation.</p> <p><b>Eligibility Recommendation:</b> Eligible under Criterion A</p>	
D&RGW Warehouse/Hospital	<p>ca. 1940-1955 warehouse/hospital complex exhibiting vernacular mid-20<sup>th</sup> century style; 1-story (hospital) and 2-story (warehouse) sections; clad in regular brick and concrete block; alterations are generally limited to enclosure or partial enclosure of multiple windows and doorways in the warehouse and hospital and a bay addition to the north elevation of the hospital.</p> <p><b>Eligibility Recommendation:</b> Eligible under Criteria A and C</p>	
716 W. 300 S. (Stonetech)	<p>ca. 1945 of indeterminate type an style; possibly a former residential structure with warehouse/ commercial additions; 1-story; clad in concrete block and vertical aluminum siding; alterations include a ca. 1950s service bay addition, a ca. 1985 service bay addition, replacement of most of the original windows with aluminum slider windows, and infilling of multiple doorways that appear to have been created after the original construction.</p> <p><b>Eligibility Recommendation:</b> Not eligible</p>	

**Table 1. Historic buildings in the survey area**

Address/Bldg. ID	Description/Eligibility Rating	Photo
736 W. 300 S. (K&R Bedspreads)	ca. 1950 warehouse exhibiting Post-WWII; Other and Late 20 <sup>th</sup> Century; Other style; 1-story; clad in concrete block and stucco; alterations include a modern warehouse/loading dock addition on the east elevation, infilling of windows in the west elevation, the application of stucco cladding to portions of the south (front) and west elevations, and alteration of fenestration in the south (front) elevation.  <b>Eligibility Recommendation:</b> Not eligible	
D&RGW Freight House - North	ca. 1910 railroad freight house exhibiting vernacular style; 1-story; clad in cast concrete; alterations are generally limited to the enclosure of many original window openings and loading bays, but the overall condition of the building is poor.  <b>Eligibility Recommendation:</b> Previously determined eligible under Criteria A and C	 
D&RGW Freight House - South	ca. 1910 railroad freight house exhibiting Late 20 <sup>th</sup> Century; Other style; 1-story; clad in cast concrete, modern corrugated aluminum, and glass; alterations are extensive and include a complete exterior and interior remodel  <b>Eligibility Recommendation:</b> Previously determined eligible under Criteria A and C – prior to renovation	



Figure 2. NRHP Eligibility Recommendations.

As can be seen from Table 1, we are recommending four of the buildings eligible for the NRHP based on their architecture (i.e., under Criterion C). We also recommend that two of these buildings, the D&RGW Boiler and Engine Shop and the Warehouse and Hospital building complex, be considered eligible for the NRHP under Criterion A for their role in and association with the Denver & Rio Grande Railroad company's significant influence on the patterns of settlement and development in Salt Lake City. The remaining six historic buildings documented by SWCA are recommended ineligible for the NRHP under Criterion C due to substantial alteration of their character-defining features. However, two of these buildings are recommended eligible for the NRHP under Criterion A for their association with the Denver & Rio Grande Railroad's role in Salt Lake City's history. These two buildings are the D&RGW Tank Repair Shop and the D&RGW Roundhouse. In addition to these structures, the two freight houses present in the APE were previously determined to be eligible for the NRHP. In summary, the following buildings are recommended eligible for the NRHP or have been previously determined to be eligible (as specified below):

- 703 W. 200 S. – occupied by FLSmidth Minerals – eligible under Criterion C
- D&RGW Boiler and Engine Shop – occupied by Harris Rebar – eligible under Criteria A and C
- D&RGW Tank Repair Shop – eligible under Criterion A
- D&RGW Roundhouse – eligible under Criterion A
- Warehouse/Hospital – eligible under Criteria A and C
- 102 S. 600 W. – eligible under Criterion C
- D&RGW Freight House, North – previously determined eligible
- D&RGW Freight House, South – previously determined eligible



## State of Utah

GARY R. HERBERT  
*Governor*

GREG BELL  
*Lieutenant Governor*

## Department of Community and Culture

MICHAEL HANSEN  
*Acting Executive Director*

### State History

PHILIP F. NOTARIANNI  
*Division Director*

March 24, 2011

Terry J. Rosapep  
Regional Administrator  
Federal Transit Administration - Region VIII  
12300 West Dakota Avenue, Suite 310  
Lakewood CO 80228

RE: UTA Central Bus Operations and Maintenance Facility Project - Determination of Eligibility

In reply please refer to Case No. 10-0989

Dear M. Rosapep:

The Utah State Historic Preservation Office received your submission and request for our comment on the above-referenced project on March 21, 2011. Based on the information provided to our office, we concur with your determinations of eligibility.

This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have any questions, please contact me at [clhansen@utah.gov](mailto:clhansen@utah.gov) or (801) 533-3561.

Regards,

Chris Hansen  
Preservation Planner/Deputy SHPO

UTAH STATE  
HISTORY

UTAH STATE HISTORICAL SOCIETY  
ANTIQUITIES  
HISTORIC PRESERVATION  
RESEARCH CENTER & COLLECTIONS

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U.S. Department  
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**Federal Transit  
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South Dakota,  
Utah and Wyoming

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Lakewood, Colorado 80228  
720-963-3300 (voice)  
720-963-3333 (fax)

May 10, 2011

Mr. Chris Hansen  
Preservation Planner/Deputy SHPO  
Utah Department of Community and Culture, Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101

Re: UTA Central Bus Operations and Maintenance Facility Project – Finding of Effect (FOE)  
Case No. 10-0989

Dear Mr. Hansen:

This correspondence is a follow-up to previous consultation with your office regarding the Utah Transit Authority's (UTA's) proposed Central Bus Operations and Maintenance Facility Project. Through our previous consultation, UTA and the Federal Transit Administration (FTA) have received concurrence from your office, dated March 24, 2011, regarding the Determination of Eligibility for historic properties and resources associated with the subject project. As presented in the Determination of Eligibility letter, dated March 16, 2011, and previous letters concerning the Section 106 process and the Area of Potential Effect (APE), the proposed project site is located adjacent to UTA's FrontLines Headquarters (FLHQ) building at 669 West 200 South. This letter presents the proposed Finding of Effect of the project, based on research and documentation provided by UTA. It also provides information about the Proposed Action, as discussed in previous correspondence, and the alternatives considered by the FTA and UTA to minimize impacts to historic properties.

UTA is requesting to utilize federal funds for this proposed project, \$4.45 Million of which have been recently designated from FTA's Good Repair discretionary grant selection process. While these funds are now available to be utilized for the project, UTA must complete documentation in adherence with the National Environmental Policy Act (NEPA) in the form of an Environmental Assessment as well as satisfactorily completing the Section 106 project prior to these funds being actually awarded to UTA.

#### **Purpose and Need for the Project**

UTA's current Central Bus Operations and Maintenance Facility occupies 7.3 acres and maintains a fleet of 110 vehicles. The current maintenance facility and site do not meet existing needs. A small fleet of commuter buses are currently housed at the Meadowbrook facility, because they cannot be adequately maintained and stored at the Central Facility due to space limitations. In addition, buses are parking at the former EIMCO site due to the limited space at the existing Central Facility. Furthermore, the existing Central Facility cannot properly support a bus rapid transit (BRT) fleet. (BRT operations are being increasingly needed and implemented by UTA throughout the region.)

The current facility, as it operates today, limits UTA's ability to grow and deliver transit service to the community. The current service demands have outgrown the facility, and major operations and

maintenance problems, such as servicing of hybrid and natural gas buses, have been identified. UTA is planning ahead and assumes economic recovery and continued growth in the area will only increase the need for a larger Central Facility. Accordingly, UTA is proceeding with the Environmental Assessment of the new Central Bus Operations and Maintenance Facility. Future programming needs show UTA's Central Facility should be capable of accommodating a fleet of 250 buses within the next 30 years. The existing facility cannot meet these future demands, and there is no room to expand at the current location. Therefore, UTA is proposing to construct a new facility on a larger parcel that could accommodate the agency's future expansion needs.

### **Proposed Action**

The proposed action consists of constructing a new Central Bus Operations and Maintenance Facility adjacent to the FLHQ building in Salt Lake City. Two facility design options are under consideration for the site.

The proposed site, next to the FLHQ, provides good proximity to existing bus routes. UTA purchased this property from EIMCO in 2007 and currently owns 17.71 acres at this location. The new facility could ultimately expand over 22.69 acres should UTA purchase several adjacent properties.

The FLHQ would remain at this location under the proposed scenario. Proposed bus operation and maintenance facilities at the site would include: bus storage for up to 250 vehicles; a new bus maintenance and operations building; fuel/wash operations; a tank farm; compressed natural gas fueling facilities; detail bays; chassis wash bays; and a permanent location for support vehicle and equipment.

This site provides maximum safety by allowing for counter-clockwise bus circulation and minimizing two-way bus traffic. Bus ingress and egress to the site is proposed to be at 756 West. The final site design and layout is subject to change based on cost considerations and any issues identified as the site planning progresses. The two design options being considered are shown in Figures 1 & 2, attached to this letter. The design options are superimposed on the existing site to show the location of the existing buildings relative to the proposed action.

As discussed in the Determination of Eligibility letter, ten historic buildings and two linear historic resources were identified within the APE. Six of the ten historic buildings are eligible for listing on the NRHP. Of the six eligible buildings, the proposed action will have No Effect on one building and an Adverse Effect on five buildings. In addition, the project will have No Effect on the two identified linear historic resources. The project effects on historic buildings and linear historic resources are shown in Table 1.

### **Alternatives**

Because historic properties are distributed throughout the proposed development site, complete avoidance of those properties is not feasible while still accommodating the minimum facility design footprint necessary to meet the purpose and need of the project. As such, the FTA considered a no-action alternative, as well as alternative locations, for the proposed facilities to avoid adverse effects to historic properties. We also considered site design options to minimize adverse effects on the proposed site adjacent to the FLHQ. The following is a discussion of the no-action alternative, location alternatives, and design options considered by the FTA and UTA to avoid or minimize adverse effects on historic properties.

#### **No-Action Alternative**

The No-Action Alternative would avoid using the identified historic resources. However, this alternative would not allow UTA to meet future programming needs and accommodate a fleet of 250 buses in the UTA Central Division, and is therefore not feasible and prudent. Consequently, it has been eliminated from further consideration.

Table 1. Finding of Effect for the Preferred Alternative

Address/Name	NRHP Eligibility/ Criterion	Nature of Impact	Effect
<i>Historic Buildings</i>			
102 S. 600 W. (The Trap)	Eligible/C	No Direct or Indirect Effect	No Historic Properties Affected
703 W. 200 S. (FLSmith Minerals)	Eligible/C	Demolition	Adverse Effect
669 W. 200 S. (annex)	Not Eligible	N/A – Not Eligible	N/A – Not Eligible
D&RGW Boiler and Engine Shop	Eligible/A&C	Demolition	Adverse Effect
D&RGW Pipe Shop	Not Eligible	N/A – Not Eligible	N/A – Not Eligible
D&RGW Tank Repair House	Eligible/A	Demolition	Adverse Effect
D&RGW Roundhouse	Eligible/A	Demolition	Adverse Effect
D&RGW Warehouse/Hospital	Eligible/A&C	Demolition	Adverse Effect
716 W. 300 S. (Stonetech)	Not Eligible	N/A – Not Eligible	N/A – Not Eligible
736 W. 300 S. (K&R Bedspreads)	Not Eligible	N/A – Not Eligible	N/A – Not Eligible
<i>Linear Historic Resources</i>			
D&RGW Railroad main line (42SL293)	Eligible/A	No Direct or Indirect Effect	No Historic Resources Affected
Union Pacific railroad mainline (42SL300)	Eligible/A	No Direct or Indirect Effect	No Historic Resources Affected

### **Alternate Site Locations**

Several locations, as shown in Figure 3 (attached to this letter), were evaluated for the Central Bus Operations and Maintenance Facility. The sites considered were as follows:

- 630 West 200 South – expanding the existing Facility;
- 1700 North and I-215;
- 1700 North and I-15;
- Beck Street Yards;
- Indiana and I-215;
- 1700 South and 550 West; and
- 750 West 300 South – the former BIMCO site adjacent to FLHQ.

Each of the alternate sites was evaluated by several criteria, including parcel size, accommodation of vehicle maintenance requirements, parcel layout, bus ingress and egress, access to the transportation network, parcel location within the service area, and ownership structure. Criteria related to size of parcel and parcel layout were of critical importance because the parcel must be adequate in size and shape to accommodate the bus storage and maintenance facilities in an efficient configuration, while still allowing for safe bus circulation within the site. Criteria related to access to the transportation network and location within the service area specifically considered the extent to which a potential site would increase or decrease existing deadhead costs, which are the costs associated with operating buses between the operation and maintenance facility and the beginning or end of their routes. A large majority of the Central buses begin or end their routes at the Salt Lake Intermodal Center located just east of the proposed site on 600 West, south of 200 South.

Based upon the screening results, the site at 750 West 300 South was selected as the preferred site. This site was the only alternative that met all of UTA's needs for a new bus operations and maintenance facility in the Central Region. The alternate sites were eliminated as outlined below:

#### **630 West 200 South – Expanding the Existing Central Facility**

UTA first considered expanding the existing Central Operations and Maintenance Facility just north and east of the FLHQ by acquiring adjacent properties. Due to the encroachment of non-industrial uses to the east of the existing facility and the loss of property to commuter rail along the western boundary of the existing facility, this location does not provide the space necessary to accommodate the needed facilities. In addition, due to the size constraints, the site cannot accommodate compressed natural gas facilities required for 101 natural gas replacement buses to be acquired in the next three years. Furthermore, the Salt Lake City Redevelopment Agency (RDA) owns the property just to the north of the existing site. Salt Lake City plans to develop the property and does not plan on selling it. This site was dismissed as a viable alternative for these reasons.

#### **1700 North and I-215**

This parcel is 5 miles northwest of the existing Central Facility, making the site too far north from the existing facility, as it would substantially add to operating costs, specifically deadhead costs. As stated previously, deadhead costs are those associated with the bus driving from the Central Facility to the start of the bus route or from the end of a route back to the Central Facility, when the bus is out of service and generating no revenue. Each additional mile consumes fuel, increases mechanical and tire deterioration, and increases operator time. This site was dismissed as a viable alternative for these reasons.

### **1700 North and I-15**

This parcel is 3.3 miles north of the existing Central Facility. The site ownership structure included several owners, which were anticipated to create negotiation difficulties due to dealing with multiple viewpoints and needs. The site is too far north, increasing deadhead costs, and the ease of access to the downtown area was limited. Consequently, this site was eliminated from consideration.

### **Beck Street Yards**

This parcel is 3.3 miles north of the existing Central Facility. In addition to the distance from the existing facility and associated deadhead costs, the shape of this site precluded it from further analysis. The shape of the parcel would not accommodate a fleet of 250 buses. For these reasons, this site was eliminated from further consideration.

### **Indiana and I-215**

This parcel is 2.8 miles west of the existing Central Facility. Access to the site was somewhat limited. Due to limited access and the increased deadhead costs associated with the distance from the existing facility, this site was eliminated from further consideration.

### **1700 South and 550 West**

This parcel is 2.5 miles south of the existing Central Facility. This site was dismissed due to distance and increased deadhead costs.

The comparison of location alternatives is summarized in Table 2.

### **Design Avoidance Alternatives**

Avoidance of the historic buildings, while still using the proposed site for the Central Bus Operations and Maintenance Facility, was also considered. It was determined to be not feasible and prudent to avoid the buildings entirely because the existing buildings occupy most of the land on the site and do not allow for adequate bus circulation. In addition, the buildings would require retrofitting for safety reasons. Construction of a new bus maintenance facility while retaining the existing structures would not leave enough room on the site for a new building. In addition, the existing buildings do not meet UTA's needs – they are not the type or configuration to be adapted for reuse as bus storage and maintenance facilities. If the buildings were avoided, the site could not serve as the Central Bus Operations and Maintenance Facility. Figures 1 & 2 display two design options being considered for the site referred to as Option 1 and Option 2. Specific avoidance considerations for each Option and anticipated effects on existing buildings are described in the following sections.

### **FLSmith Minerals (703 W. 200 S.)**

Avoidance and/or use of this building would eliminate approximately 50 parking spaces from the proposed plan. The existing FLHQ administration building can accommodate approximately 300 employees. In addition, the proposed Central Bus Operations and Maintenance Facility will include approximately 112 full time employees and 300 bus operators. The required vehicle parking for the proposed action plus the existing FLHQ parking needs is estimated at 410 spaces, excluding the bus and support parking and parking areas for motorcycles and bicycles. After accounting for existing parking spaces that will be eliminated as a result of the proposed action, available parking around the FLHQ building could accommodate between 325 to 350 vehicles. Therefore, if the FLSmith Minerals building remains in place, the remaining site would allow for 325 to 350 parking stalls for employees and visitors, which falls short of the 410 spaces estimated in the proposed action design.

Table 2. Alternate Site Evaluation

Sites Considered	Centroid of Service Area	Parcel Size (acres)	Parcel Layout	Ownership Structure	Access to Transportation Network	Results
630 West 200 South - Expand Existing Central Facility	Center	7.3 + 2.5 (to north)	Good	Poor - SLC ownership	Good	Site too small and not available for purchase.
1700 North and I-215	North	28.7	Good	Good - one owner	Good	Too far north.
1700 North and I-15	North	42.26	Good	Poor - numerous owners	Poor	Numerous owners, limited access, and too far north.
Beck Street Yards	North	36.5	Poor	UTA owns	Poor	Too far north, poor site layout, and limited access.
750 West 300 South (Adjacent to FLHQ)	Center	17.23	Good	Good - one owner	Good	Good.
Indiana and I-215	West	43.6	Good	Poor - SLC ownership	Poor	Too far west and limited access.
1700 South and 550 West	South	17.95	Good	Good - one owner	Good	Too far south.

According to the Salt Lake City Zoning Code, Title 21A, the minimum number of off-street spaces required for a bus facility is 1 space per 2 employees plus 1 space per bus. In addition, the FLHQ building, a general office building, requires 3 spaces per 1,000 square feet gross floor area for the main floor plus 1 1/4 space per 1,000 square feet gross floor area for each additional level, including the basement. The FLHQ square footage, excluding the buildings to be demolished, totals approximately 100,000 square feet, which would require 212 parking spaces. The bus facility would require 206 spaces for employees. Thus, a grand total of 418 spaces would be required per Salt Lake City minimum off-street parking requirements.

For the reasons quantified above, use or avoidance of the FLSmith Minerals building does not prove feasible or prudent for the proposed action as it would not allow for the required number of parking stalls.

#### **D&RGW Boiler and Engine Shop**

Complete avoidance of this building while allowing for construction of a new maintenance building on the site is not feasible. Leaving the existing Boiler and Engine Shop in place does not leave room on the site for a new building. In addition, it would not allow for adequate bus circulation and parking for 250 buses.

Utilizing the existing shop building for the proposed maintenance building also is not feasible. The Boiler and Engine shop building occupies approximately 20% of the UTA owned property designated for new construction included under the Option 2 design of the proposed action, and it occupies 15% of the property designated for construction under the Option 1 design. Utilization of the shop building as the new maintenance building does not allow for adequate bus circulation of 250 buses on the proposed site. In addition, the interior building layout of the existing shop building does not allow for bus movement within the building. Several rows of large columns running the length of the building would prevent a bus from turning inside the building.

Seismic retrofitting of the building would be necessary to ensure the safety of employees required to work in the building. Such retrofitting would substantially increase the proposed project costs.

Another design consideration was to remove half of the building, leaving a portion of the historic structure. This alternative, again, does not prove prudent or feasible for several reasons. The building still would not allow adequate bus circulation within and around the building. Use of the remaining portion of the building would also require retrofitting for safety reasons. Removal of part of the building would also compromise the historic nature of the building, eliminating the NRHP eligibility of the building.

For the reasons shown above, use or avoidance of the D&RGW Boiler and Engine Shop building does not prove feasible or prudent for the proposed action.

#### **D&RGW Tank Repair House**

Avoiding the Tank Repair House would require relocating the wash bay for the proposed action. Moving the wash bay in design Option 1 would require eliminating bus storage for approximately 74 buses; thus, not meeting the project goal of accommodating 250 buses at the proposed facility. Construction of the parking deck included in design Option 2 would not be possible if the Tank Repair House remains in place.

Converting the Tank Repair House building to be used for the wash bay would require substantial alteration to the building and would remove the NRHP eligibility of the building. In addition, retrofitting of the building would be required to meet safety requirements.

For these reasons, avoidance or use of the D&RGW Tank Repair House does not prove feasible or prudent for the proposed action.

#### **D&RGW Roundhouse**

Avoidance or use of the Roundhouse is similar to that of the tank repair house, as the two buildings are adjacent to each other. Avoidance of the Roundhouse would require moving the proposed wash bay, eliminating bus storage for approximately 74 buses under the Option 1 design, and would not allow for construction of the parking deck under the Option 2 design.

The layout of the Roundhouse would not accommodate the wash bay requirements. In addition, the required building alterations would remove the NRHP eligibility of the building. Seismic retrofitting would also be required of this building.

Therefore, avoidance or use of the D&RGW Roundhouse does not prove feasible or prudent for the proposed action.

#### **D&RGW Warehouse/Hospital**

Avoidance of the Warehouse/Hospital would impede bus movement on the site and require eliminating bus storage for 56 buses, based on the proposed action Option 1 design. Similarly, construction of the parking deck proposed for the Option 2 design would not be possible and storage for 22 buses would be eliminated on the ground level if the Warehouse/Hospital building is avoided.

Use of the building for bus operations is not feasible without significantly altering the building structure. The required building alterations would remove the NRHP eligibility of the building. Use of the building would also require seismic retrofitting.

Avoidance or use of the Warehouse/Hospital building does not prove feasible or prudent for the proposed action.

#### **Impacts Remaining After Consideration of Location and Design Alternatives**

After considering all location and design avoidance alternatives, construction of the proposed Central Bus Operations and Maintenance Facility would result in an Adverse Effect on five historic properties, as listed in Table 1. No location or design alternatives to the proposed action were found to be feasible and prudent for the proposed Central Bus Operations and Maintenance Facility site. Due to the bus circulation and site size requirements, consideration of additional design options would likely identify issues similar to those associated with the Option 1 and Option 2 designs of the proposed action.

#### **Measures to Minimize Harm**

In the upcoming month, FTA and UTA will initiate discussions with the SHPO and the consulting parties on the details of a Memorandum of Agreement (MOA), which would outline mitigation measures associated with the removal of historic buildings. These measures would include ensuring that the buildings are documented to Utah State Intensive Level Survey Standards and in an Intermountain Antiquities Computer System site format along with additional activities to be determined among the affected parties. Assuming the proposed project moves forward using federal funds, a draft MOA would be included in the Environmental Assessment distributed for public comment. The MOA must then be executed in order for FTA to issue a Finding of No Significant Impact for the project.

The MOA would also include stipulations for possible discovery of cultural resources, measures for dispute resolution, and include provisions specific to the Utah Native American Graves Protection and Repatriation Act (PL 101-601).

In accordance with Section 106 of the National Historic Preservation Act (NHPA), FTA is seeking SHPO concurrence with this Finding of Effect for the Central Bus Operations and Maintenance Facility Project. Please provide your comments and suggestions to Ms. Kristin Kenyon, Region 8, by May 27, 2011. Shortly thereafter, if not earlier, Ms. Kenyon will be scheduling a conference call to initiate discussions on the MOA with the SHPO, UTA and consulting parties.

As with the Determination of Eligibility letter, we are also transmitting this information to the two consulting parties, the Utah Heritage Foundation and the City of Salt Lake City, for their review and comment.

If you have any questions regarding this request, please contact Ms. Kristin Kenyon, Region 8, at 720-963-3319 or kristin.kenyon@dot.gov. Thank you for your attention to this matter.

Sincerely,



Terry J. Rosapep  
Regional Administrator

Attachments

cc: Kirk Huffaker, Utah Heritage Foundation  
Janice Lew, City of Salt Lake City  
Greg Thorpe, Mary DeLoretto and Patti Garver, UTA

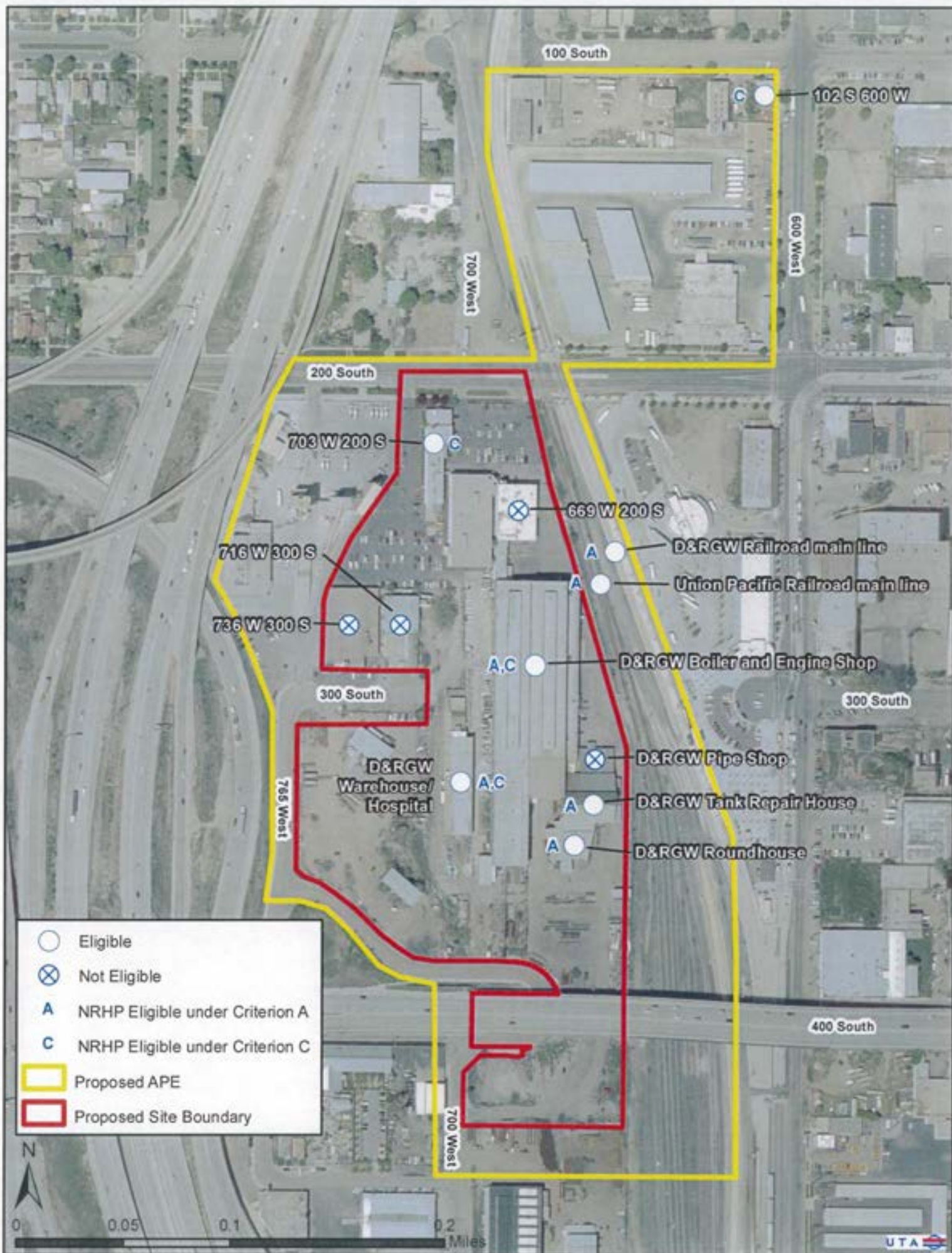


Figure 1. Historic Buildings and Resources

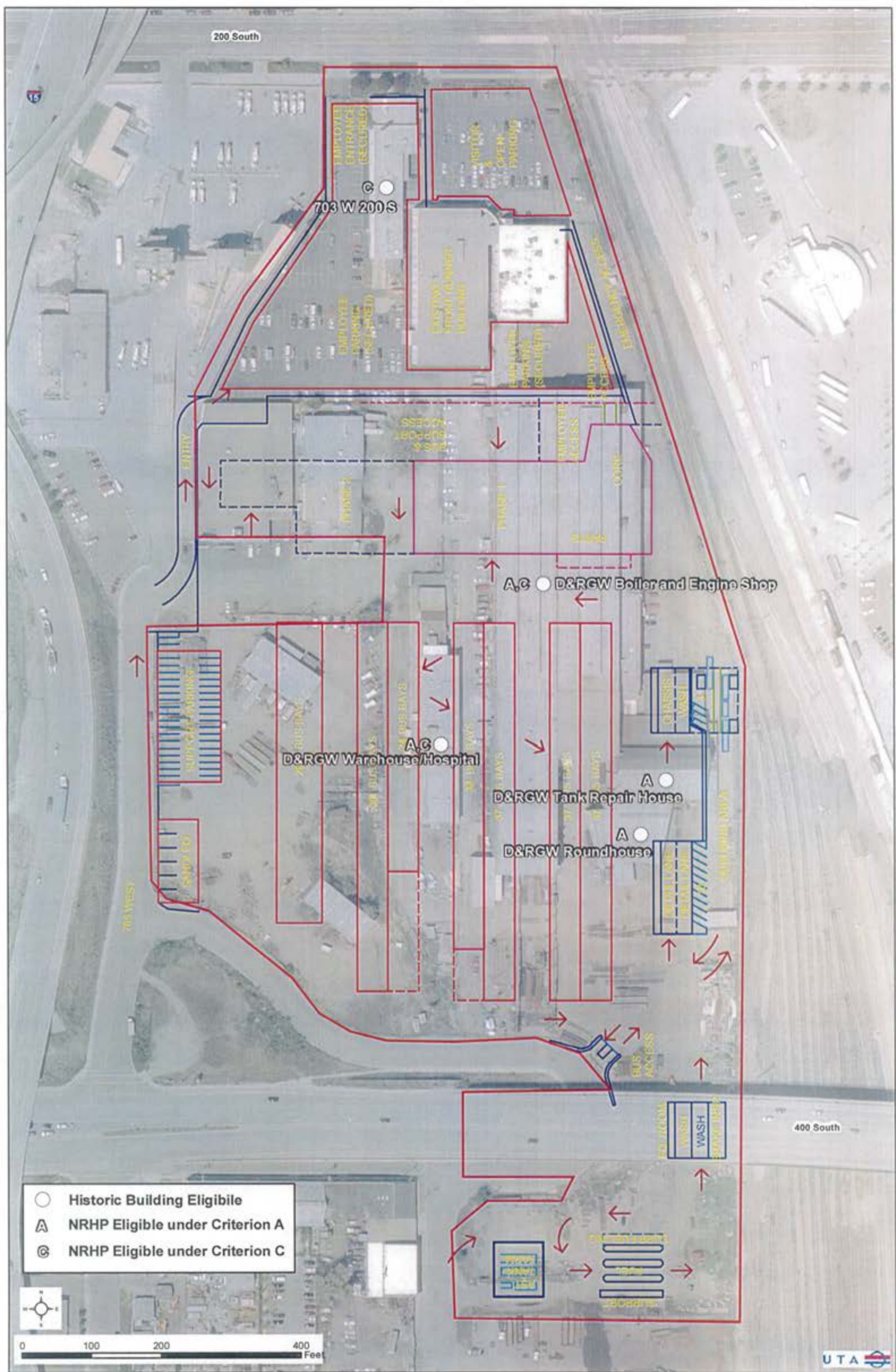
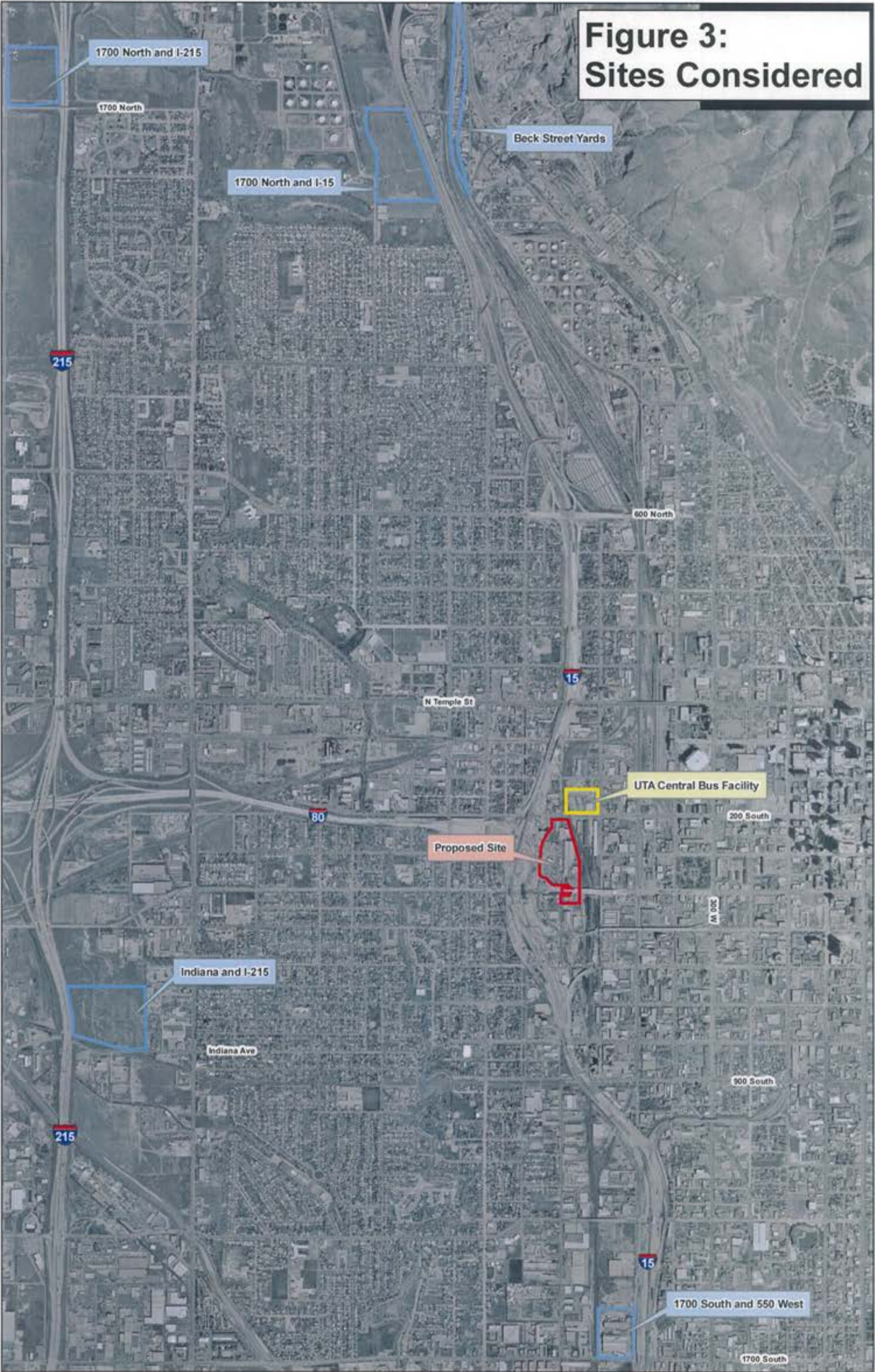
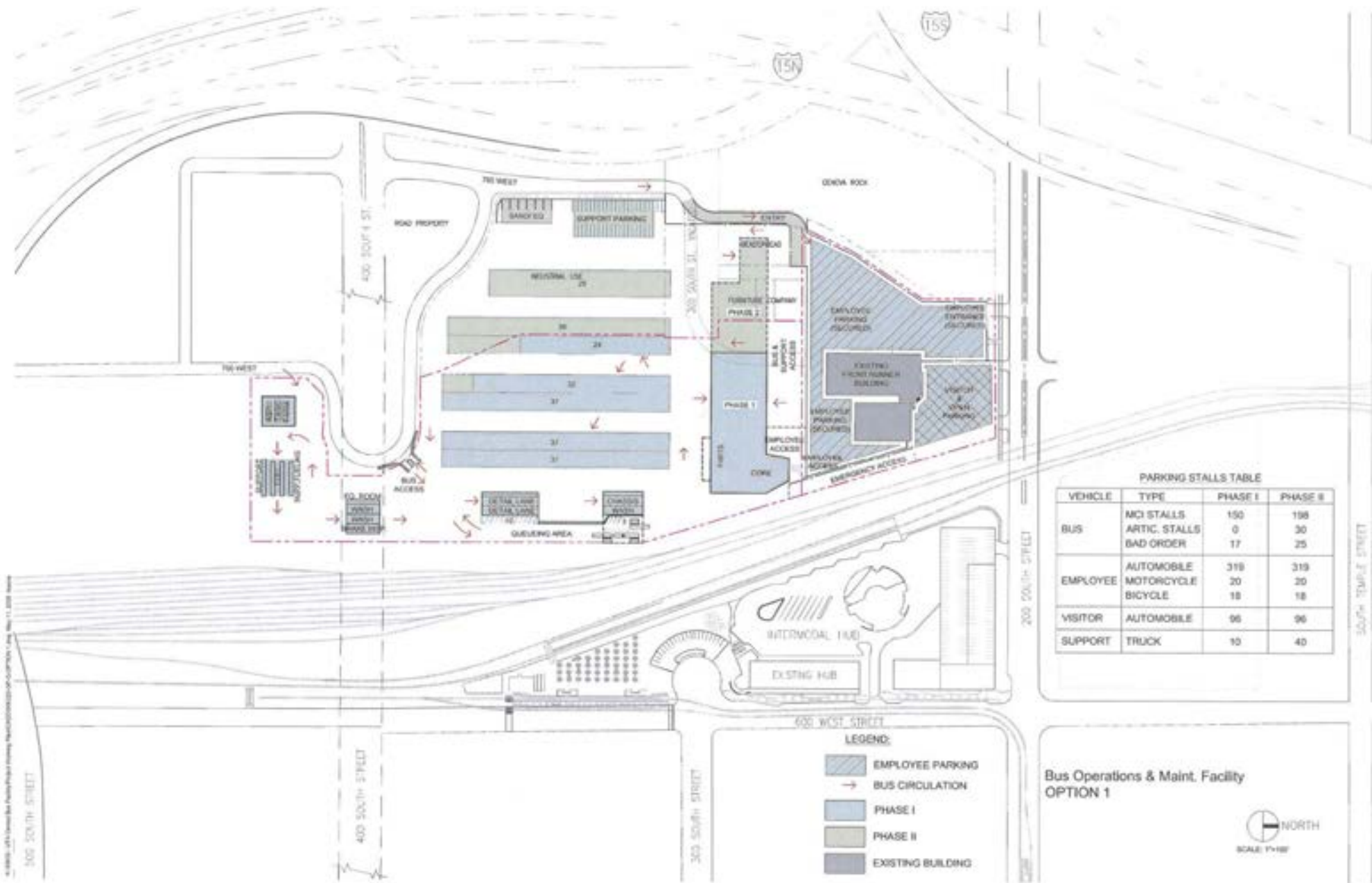


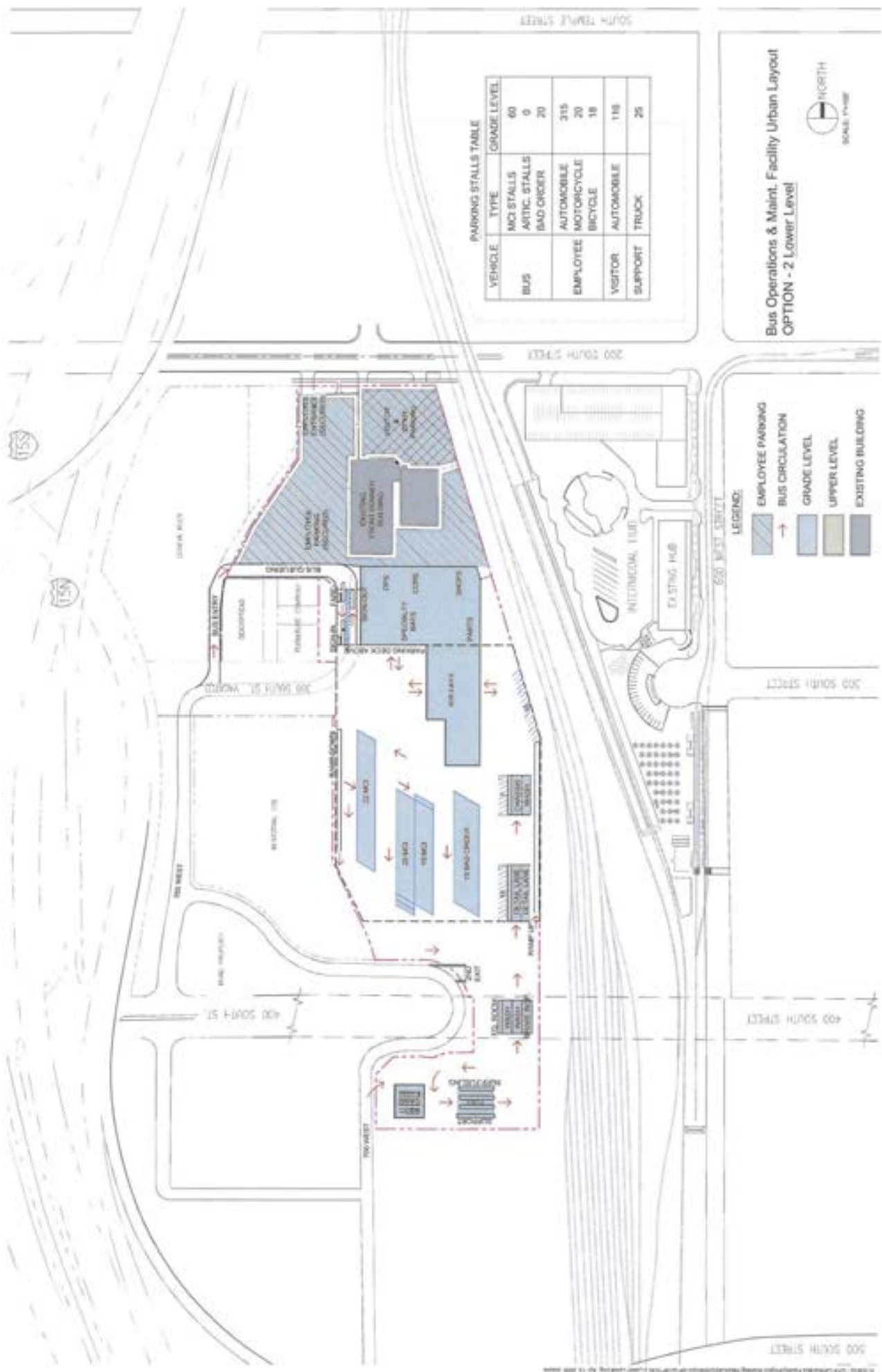
Figure 2a. Proposed Central Bus Operations and Maintenance Facility - Option 1



Figure 3:  
Sites Considered







PARKING STALLS TABLE

VEHICLE	TYPE	GRADE LEVEL
BUS	MCI STALLS	60
	ARTIC. STALLS	0
	BAD ORDER	20
EMPLOYEE	AUTOMOBILE	315
	MOTORCYCLE	20
	BICYCLE	18
VISITOR	AUTOMOBILE	116
SUPPORT	TRUCK	26

Bus Operations & Maint. Facility Urban Layout  
OPTION - 2 Lower Level



**LEGEND:**

- EMPLOYEE PARKING
- BUS CIRCULATION
- GRADE LEVEL
- UPPER LEVEL
- EXISTING BUILDING



**Central Bus Operations and Maintenance Facility  
Section 106 Consulting Parties Meeting  
Meeting Notes  
June 16, 2011  
9:30 – 11 am**

**In Attendance:**

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***UTA***

Mary DeLoretto, Environmental Program Manager

Patti Garver, Environmental Analyst

***State Historic Preservation Office***

Chris Hansen, Preservation Planner

Barbara Murphy, Deputy State Historic Preservation Officer

***Federal Transit Administration***

Amy Zaref, Headquarters, Environmental Protection Specialist

Kristin Kenyon, Region 8 Community Planner

David Beckhouse, Region 8 Senior Transportation Program Specialist

***Utah Heritage Foundation***

Kirk Huffaker, Executive Director

***Salt Lake City Planning Department***

Janice Lew, Senior Planner

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The purpose of the meeting was to meet with the Section 106 Consulting Parties to discuss the Finding of Effect (FOE) on the five historic buildings located on UTA's proposed Central Bus Operations and Maintenance Facility Site at 750 West 300 South, Salt Lake City, Utah. The Finding of Effect was documented in a letter dated May 12, 2011 to the SHPO and consulting parties. The SHPO subsequently asked for the opportunity to discuss the FOE prior to formally responding to the FTA.

The following issues were discussed at the meeting:

- UTA needs and site requirements for a new Central Bus Operation and Maintenance Facility (Central Bus Facility)
- Two site layout options for the proposed Central Bus Facility Site
- Site features and rationale for site configuration presented in the two design options
- Alternative site selection and evaluation process
- Rationale for eliminating other sites from further consideration (alternative sites did not include demolition of historic buildings)
- Design and layout options at the proposed Central Bus Facility Site to avoid and/or minimize impact to historic buildings
- Salt Lake City Redevelopment Plans – existing Central Bus Facility site part of the Salt Lake City Redevelopment area, proposed site is not in the Redevelopment Area

The SHPO and FTA requested that UTA provide the following additional information:

- rationale for why the proposed site could not be avoided and more information on the alternative site evaluation process;
- an update on current status of any of potential alternative sites in central core vicinity
- the rationale for why the two existing design options are laid out as they are
- an additional design that tries in earnest to avoid and/or minimize impact to historic buildings on the eastern portion of the site by shifting the main maintenance operations to the west; and
- an assessment as to whether double-decking the employee parking area in the northwest corner could potentially free up space.

#### Next Steps

- UTA will schedule and conduct a site visit for interested parties. This will allow the interested parties to view the historic resources in person
- UTA will work on pulling together the additional information requested by SHPO
- SHPO to provide initial response on FOE to FTA, noting that their formal response will be forthcoming pending receipt of additional information
- Future meeting to discuss additional materials to be scheduled as needed

**From:** [CLHANSEN@utah.gov](mailto:CLHANSEN@utah.gov)  
**To:** [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov)  
**Cc:** [amy.zaref@dot.gov](mailto:amy.zaref@dot.gov); [DeLoretto, Mary \(Sr. Program Mgr Environmental\)](#); [Janice.Lew@slcgov.com](mailto:Janice.Lew@slcgov.com); [BMURPHY@utah.gov](mailto:BMURPHY@utah.gov); [Kirk@utahheritagefoundation.org](mailto:Kirk@utahheritagefoundation.org)  
**Subject:** Utah SHPO Comments - Central Bus Facility  
**Date:** Thursday, June 16, 2011 3:49:59 PM

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Dear Kristin,

Thank you for the phone conference on June 16<sup>th</sup> to discuss the effects of the UTA Central Bus Facility project. The Utah State Historic Preservation Office offers the following comments:

As per our discussion, FTA/UTA have agreed to examine additional alternatives, and to provide more information to help us better understand how conclusions in the finding of effect letter were reached. We look forward to a site visit and additional documentation regarding the project, so that we may be able to provide further comment and concurrence on the undertaking. While the information already submitted is helpful, to provide our formal concurrence with the finding of effect, we will look to the additional information to help us more completely understand the project and any project alternatives. We appreciate your efforts.

Regards,

Chris

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Chris L. Hansen  
Preservation Planner/Deputy SHPO  
Division of State History  
Utah State Historic Preservation Office  
300 Rio Grande  
Salt Lake City, UT 84101  
Phone: 801/533-3561  
Fax: 801/533-3503  
[clhansen@utah.gov](mailto:clhansen@utah.gov)

**Central Bus Operations and Maintenance Facility**  
**Section 106 Consulting Parties Site Visit**  
**Meeting Notes**  
**June 27, 2011**  
**2-3:30/4 pm**  
**~ 85-90 °F**

**In Attendance:**

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***UTA***

Mary DeLoretto, Environmental Program Manager  
Patti Garver, Environmental Analyst  
Tom Hare, Facilities Maintenance Manager  
Tom McMahon, Bus Vehicle Maintenance Supervisor  
Greg Thorpe, Engineering & Construction Manager

***State Historic Preservation Office***

Chris Hansen, Preservation Planner  
Don Hartley, Architect  
Barbara Murphy, Deputy State Historic Preservation Officer

***Federal Transit Administration***

Tiffany Gallegos, Region VIII, General Engineer  
Amy Zaref, Headquarters, Environmental Protection Specialist

***Utah Heritage Foundation***

Kirk Huffaker, Executive Director

***Salt Lake City Planning Department***

Carl Leith, Senior Planner  
Janice Lew, Senior Planner

***PB***

Dan Church, Supervising Structural Engineer

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Tom McMahon led the group on a site visit of the existing Central Bus Operations and Maintenance Facility at 616 West 200 South to view the existing operation and maintenance facility.

The group visited the potential site for the new Central Bus Operations and Maintenance Facility at 750 West 300 South which included a site visit of the five historic properties on this site. The following issues were discussed during the site visit:

1.
  - Central Bus Facility needs (i.e. related to bus operation and maintenance, distance to downtown where bus routes start and end)
  - Proposed site configuration to meet the future needs of the Central Bus Facility
  - Limitations to retrofit the existing historic buildings to meet the future Central Bus Facility (i.e. building configuration, building size and height, seismic retrofit, structural stability)
  - Possible opportunities to re-configure the Central Bus Facility site layout to avoid, minimize or mitigate impacts to historic properties

UTA will provide additional information to the Section 106 Consulting Parties to address the items discussed during the site visit including:

- Clarify alternative site evaluation criteria, including deadhead costs, to explain why the Central Bus Facility at 750 West 300 South was selected by UTA as the proposed location for the facility
- Consider additional design options to avoid, minimize and mitigate impact to historic buildings on the proposed Central Bus Facility site.
- Re-visit site parking needs to reduce impacts to historic buildings.
- Define bus circulation requirements and re-evaluate site design options to avoid or minimize impacts to the historic buildings.
- Quantify the feasibility of retrofitting/restoring the historic buildings to avoid and/or minimize impacts.

# **AGENDA**

**Date:** February 9, 2012, 1 – 3 pm

**Meeting:** UTA Central Bus Facility Section 106 Consulting Parties Meeting

**Location:** UTA Office - 669 West 200 South

**Call in Number:** 1-877-336-1831; Access Code 7316774#

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## **Central Bus Facility**

- Introductions
- Project Background
- Alternative Site Selection Process
- Review of Historic Building Eligibility
- Utah Transit Authority, Five Building Seismic Evaluation Report
- Analysis of Potential Utilization of Utah Transit Authority (UTA) Property Located at 750 West 400 South, Salt Lake City (Crosby report)
- UTA's Preferred Alternative on the site with historic buildings
  - Finding of Effects Discussion
- Next Steps Section 106 Process and Schedule
  - Set Next Meeting Date

**Other UTA Project Updates – Section 106 (if time permits)**



# Central Bus Facility Section 106 Consulting Parties' Meeting

February 9, 2012





# Agenda

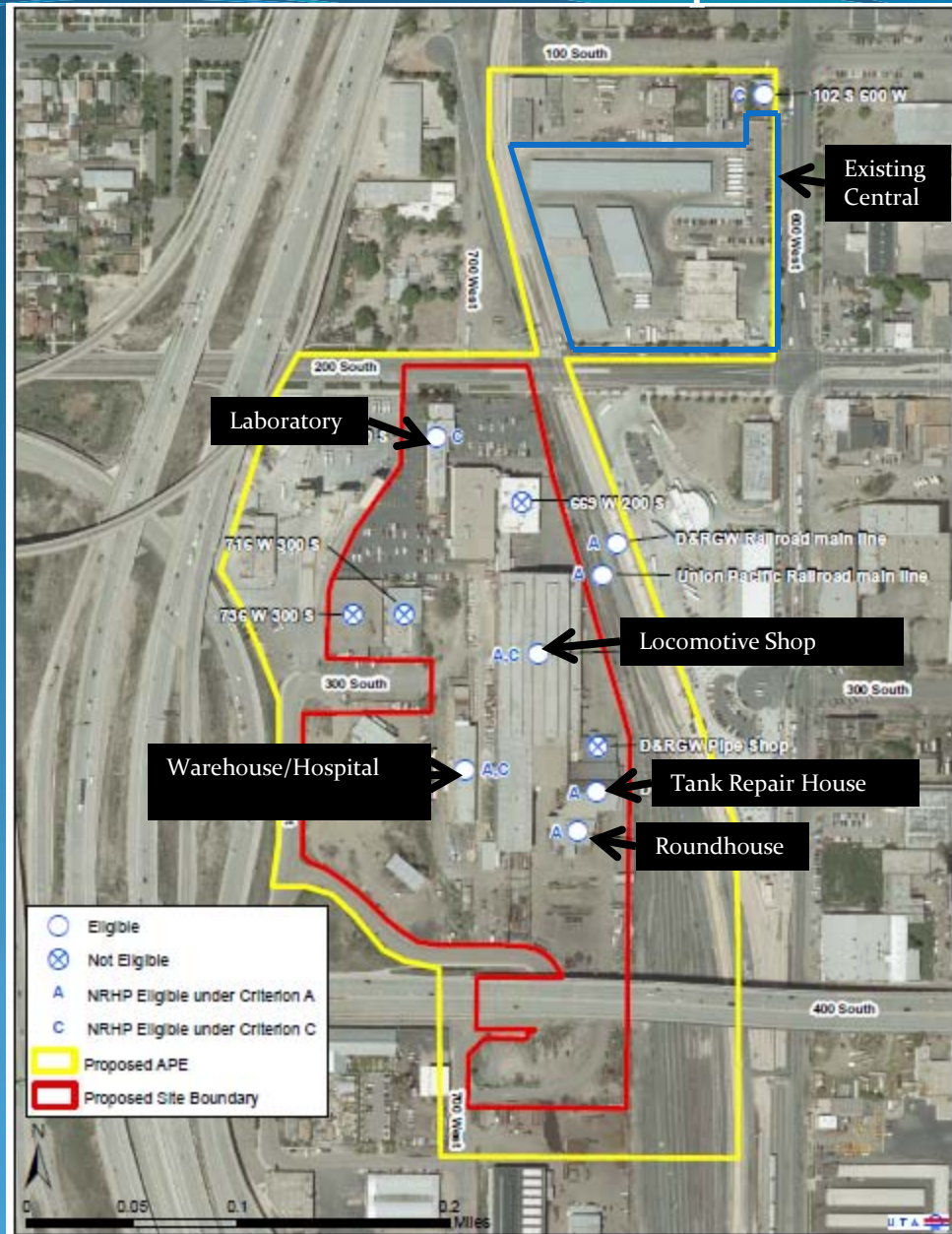
- Introductions
- Project Background
- Alternative Site Selection
- Historic Building Eligibility
- Historic Building Seismic Evaluation
- Proposed Site Utilization Analysis
- UTA's Preferred Alternative
  - Finding of Effects
- Next Steps and Schedule



# Section 106 Process

- Section 106 process initiated June 8, 2010
- Area of Potential Effects approved July 7, 2010
- Consulting party invitations sent August 17, 2010
- Determination of Eligibility submitted March 16, 2011
  - Five eligible historic buildings on proposed site:
    - Laboratory
    - Locomotive Shop
    - Tank Repair House
    - Roundhouse
    - Warehouse/Hospital
- Finding of Effects submitted May 10, 2011
- Additional information requested

# APE and Historic Properties





# Purpose & Need

- The existing Central Facility is not meeting UTA's needs.
  - Only one existing bus bay can accommodate rooftop access – hybrid and compressed natural gas buses require access to the rooftop for maintenance of drive power storage, fuel storage, and control systems.
  - Lifts do not accommodate low clearance of hybrid buses.
  - Other buses are just too large for the lifts at the existing facility.
  - Maintenance doors are too narrow for modern buses.
  - Storage is not adequate to accommodate maintenance tools.
  - Fuel island design is inefficient.



# Purpose & Need (cont.)

- UTA growth projections show that the Central Business Unit will need to increase by 140 buses by 2030 for a total of 250 buses.
- The existing facility cannot accommodate 140 additional buses.
- Facility standards recommend between 17 and 19 acres for a 250 bus facility.
- The future fleet will include 60-foot articulated buses for bus rapid transit which the existing facility cannot accommodate.
- The future fleet will also include CNG buses and CNG fueling infrastructure.
  - Also requires proper building ventilation to avoid explosion and fire hazards associated with natural gas.



# Alternative Site Selection

- No Action Alternative
  - Does not meet purpose and need of proposed project.
- Used a 3-Tiered screening process for the proposed action.



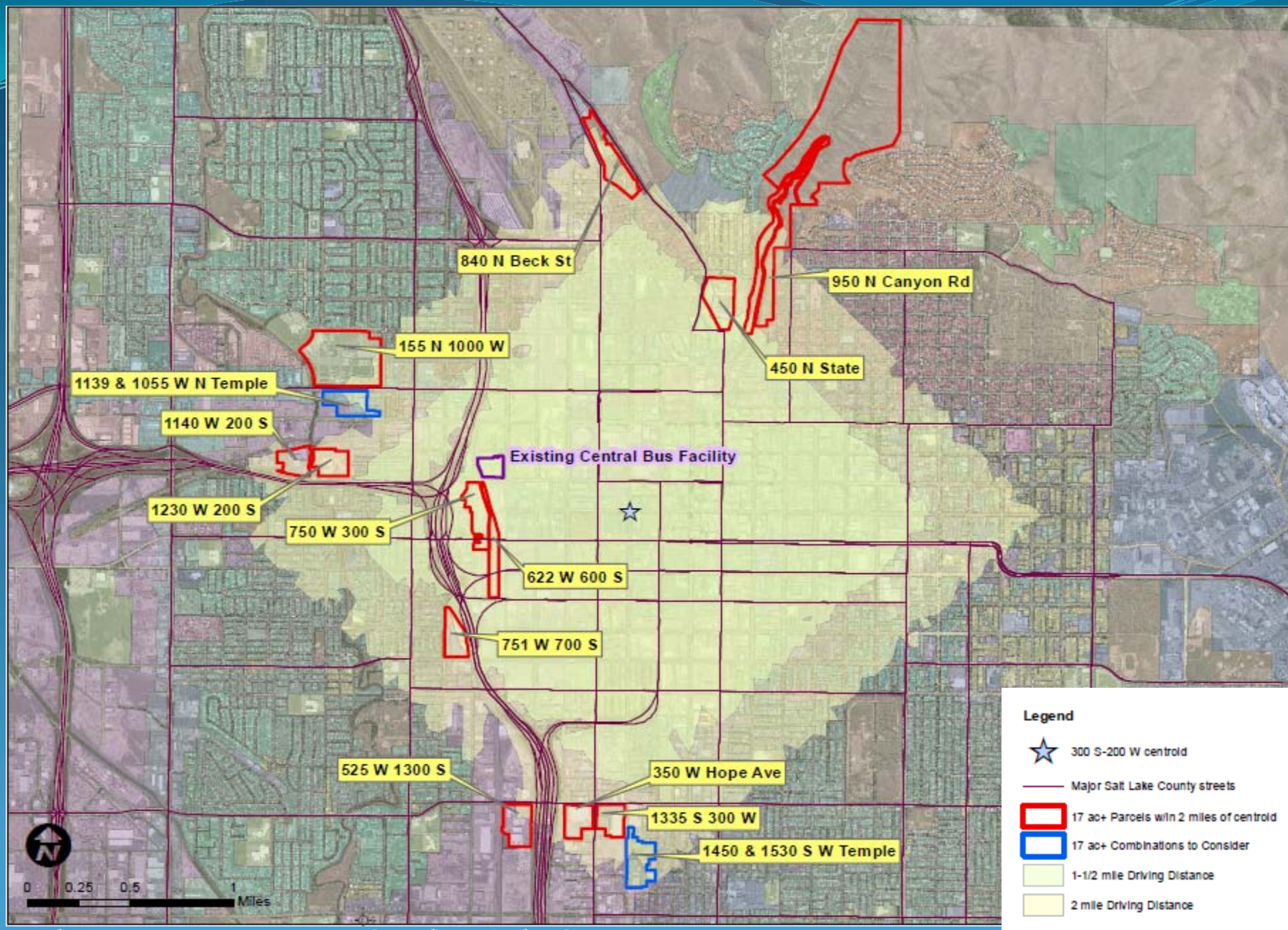
# Tier 1 Screening

- Identified sites located within Salt Lake County greater than 17 acres in size.
- Identified sites located within a 2-mile driving distance of the centroid of service for Central bus routes (300 South 200 West).
  - The centroid of service is the theoretical intersection point of all Central bus routes.

# Tier 1 (cont.)

- Why 2-Mile Driving Distance?
  - A 'deadhead' analysis conducted for several sites in Salt Lake County quantified the economic, social, and environmental burden associated with deadhead operation of the Central bus fleet.
  - Deadhead miles result from a bus driving from the maintenance facility to the beginning of a bus route or from the end of a bus route, when the bus is empty and generating no revenue. Each additional deadhead mile consumes more fuel, increases mechanical and tire wear on the bus, increases operator time and labor costs, and increases air pollutant emissions.
  - Parcels located over a 2-mile driving distance from the centroid of service have deadhead costs of over \$1,000,000 per year, compared to the current site deadhead costs of \$800,000 per year. This equates to an estimated \$4M+ additional operating costs by the year 2030.
  - Each additional deadhead mile results in less available service to the customer and more environmental impacts, while providing no added transit benefit.
- Tier 1 identified 14 potential sites

# Tier 1 Parcel Identification



# Tier 2 Screening

- The Tier 2 screening eliminated sites considered not prudent due to social, economic, or environmental impacts.
- The Tier 2 screening resulted in the elimination of 13 sites.
- One site remained for the Tier 3 screening:
  - 750 West 300 South



# Tier 2 Screening Results

Site	Size (acres)	Current Occupant	Land Use	Imprudent?	Move to Tier 3?
950 N Canyon Rd	241.50	Bonneville Shoreline Trail	Open Space	Yes	No
840 N Beck Street	20.04	Warm Springs Park	Park	Yes	No
155 N 1000 West	50.00	Utah State Fairgrounds	State Fairgrounds	Yes	No
1139 W N. Temple 1530 W N. Temple	6.17/ 9.52*	Utah DFCM Sandberg Investments	Fairgrounds parking/ Manufacturing facilities	Yes	No
450 N State Street	20.04	Utah State Capitol Building	State Capitol	Yes	No
750 W 300 South	17.71	UTA FLHQ	UTA headquarters	No	Yes
622 W 600 South	13.34*	UPRR	UPRR & Frontrunner Mainline Tracks	Yes	No
1230 W 200 South	12.27*	Mark Steel Corp	Large steel fabricator	Yes	No
1140 W 200 South	13.64*	Questar Gas Company	Admin building & CNG fueling station	Yes	No
751 W 700 South	13.43*	Latter Day Saints' Welfare Square	Church-run social services facility	Yes	No
1335 S 300 West	12.59*	Lowes Home Improvement	Home improvement store	Yes	No
525 West 1300 South	17.17	Larry Miller Ford & Utah Jazz practice facility	Car dealership and indoor practice facility	Yes	No
350 W Hope Ave	13.17*	Wal-Mart Stores, Inc	Department store	Yes	No
1450 S W.Temple/ 1530 S W. Temple	9.31/ 10.36	Miller Towne Gate and Salt Lake City properties	Condo complex/ City offices	Yes	No

\* These properties are less than 17 acres, so several small, adjacent, contiguous properties (not shown in table) would also need to be purchased to reach the 17 acre size requirement for the site.



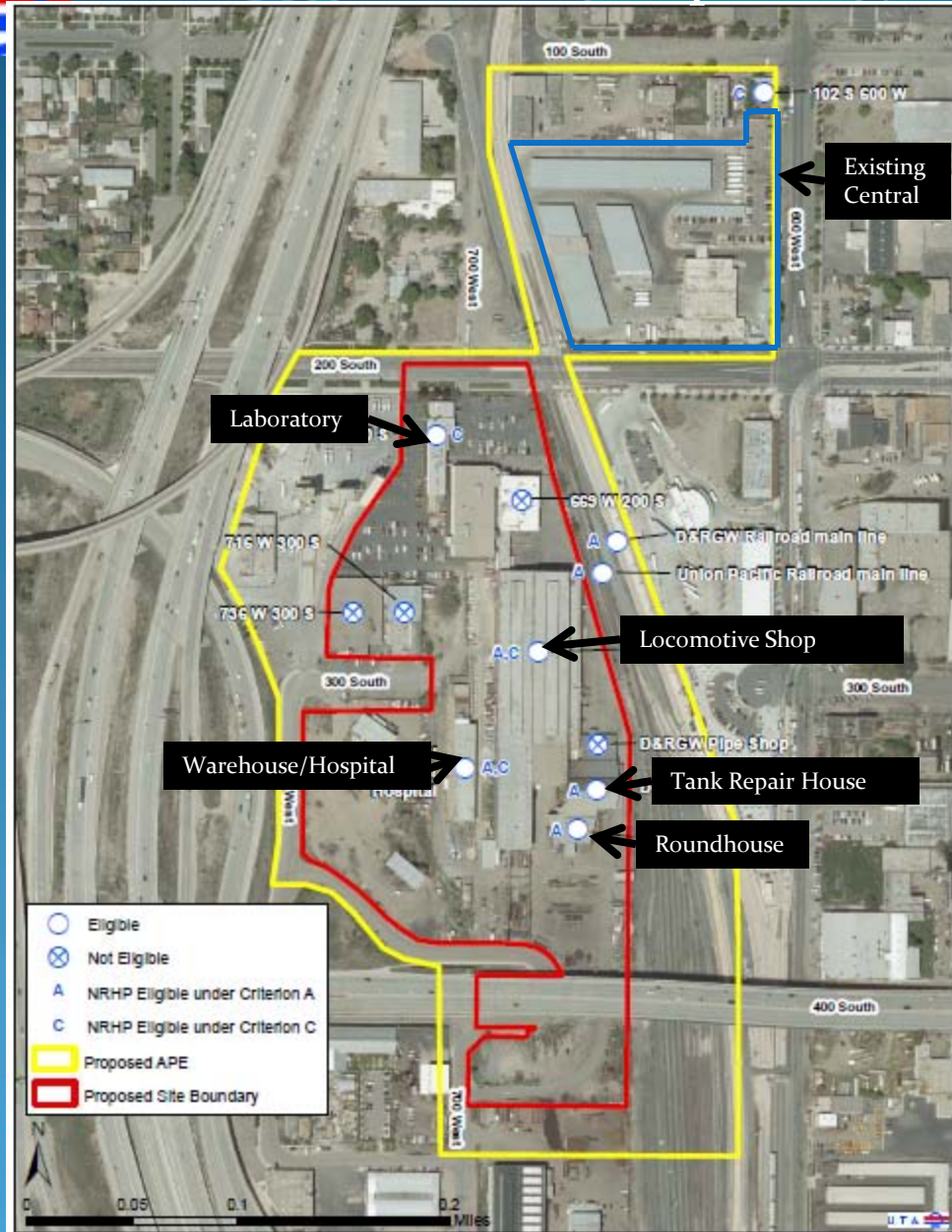
# Tier 3 Screening

- Are there any safety concerns associated with the site?
- Does the site have the necessary access to major arterials?
- Remaining site:
  - 750 West 300 South



# Historic Building Eligibility

Sheri Ellis, SWCA





# Laboratory





# Locomotive Shop





# Roundhouse





# Tank Repair House





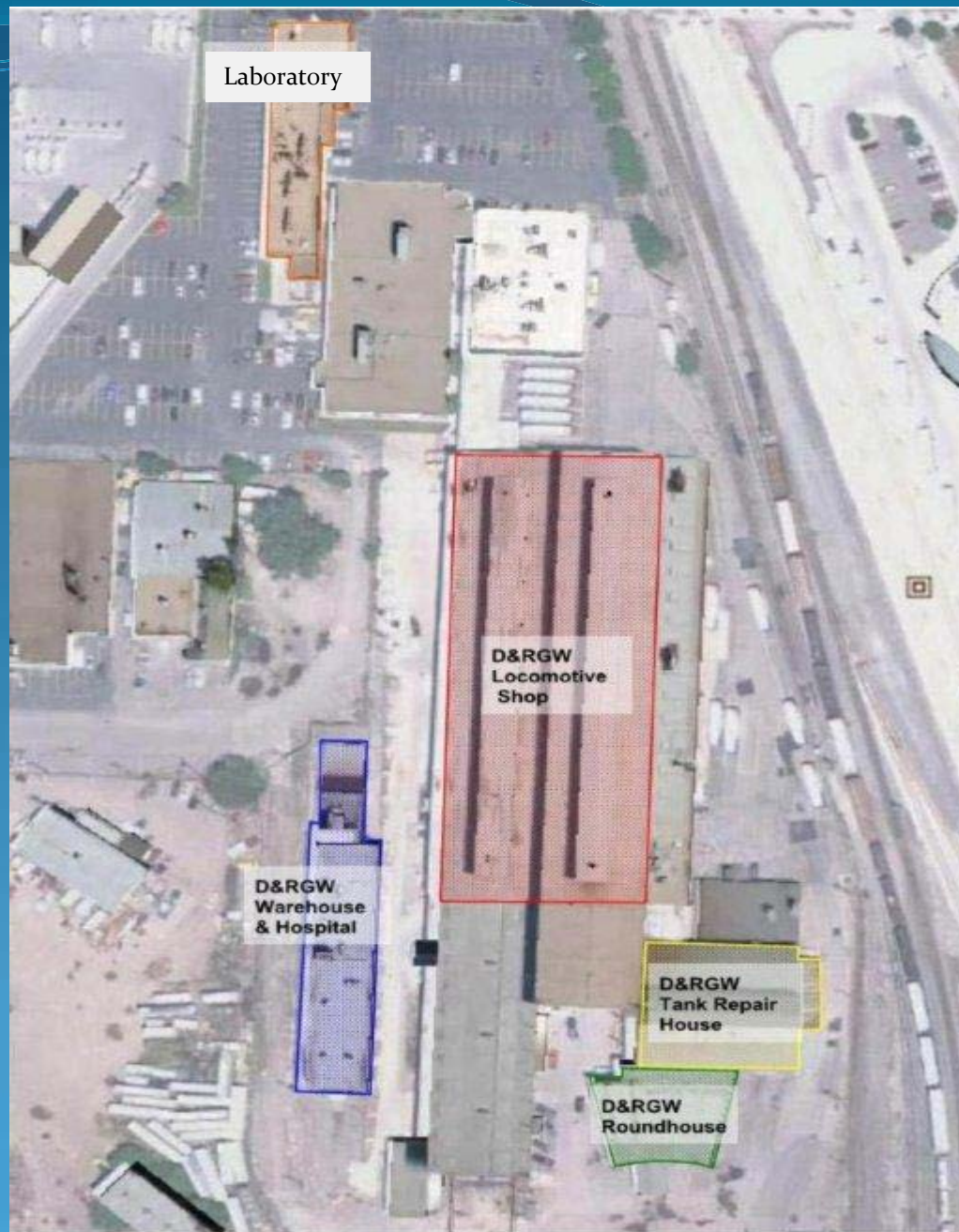
# Warehouse/Hospital





# Historic Building Seismic Evaluation

Mike Buehner, Reaveley Engineers





**Deficiencies:**

Pounding between adjacent buildings.

Mezzanine lacks independent bracing.

Wood roof deterioration is significant.

Excessive story drift.

Column seismic demand/capacity = 8.3.

Moment resisting connections

seismic demand/capacity = 4.5.

Column tension splice

seismic demand/capacity = 6.1.

Wood diaphragm seismic demand/capacity = 2.4.

Unreinforced masonry walls seismic shear

demand/capacity = 5.9.

Masonry wall anchorage not present.



10/06/2011





**Deficiencies:**

Discontinuous roof diaphragm.

No connection of roof diaphragm to walls.

Some deterioration of wood roof diaphragm.

Unreinforced masonry wall seismic

demand/capacity = 5 to 109.

Insufficient out-of-place wall bracing.



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Deficiencies:

Cracks in walls cannot transfer shear.

Existing unreinforced masonry walls have inadequate shear capacity.

Roof diaphragm connection to walls not present.

Floor diaphragm connection to walls not present.

Some wood deterioration in floor and roof diaphragms.



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# Laboratory

## Deficiencies:

Discontinuous load path.

No bracing for interior mezzanine.

Unreinforced masonry walls are insufficient to resist seismic shear.

Roof diaphragms are not connected to walls.

Roof diaphragm has inadequate shear capacity.

Tall chimney is not braced or reinforced.



February 9, 2012

Central Bus Facility Section 106 Meeting





# Proposed Site Utilization Analysis

Crosby Mecham

Ralph Stanislaw – Archiplex Group



# Crosby Report

**Analysis of Potential Utilization of Utah Transit Authority (UTA) Property  
Located at 750 West 400 South, Salt Lake City, Utah  
For a New Central Division Facility**



# Crosby Report

- Historical context:
- UTA was the successor to struggling bus operations.
- Inadequate maintenance facilities resulted in chaos and in poorly maintained equipment.
- Service was unreliable.
- Buses would not start on cold mornings.
- Routes would be missed.
- Reliability is one of the keys to ridership.



# Crosby Report

- In the mid and late 1970's, a program was inaugurated to establish modern bus facilities.
- An intensive improvement program led to the development of UTA's Meadowbrook Facility. It was the beginning of a new era. Elimination of miss-outs and increased reliability led to UTA becoming a standout Transit Authority in the nation.



# Crosby Report

- It is from this background of coming out of the dark ages of operating buses that shapes UTA's need and determination to develop time-tested and performance proven physical facilities.



# Crosby Report

- The Crosby Report presents the findings of the examination of the feasibility of utilizing any of the existing structures within the context of the new Central Bus Maintenance Facility.

# Crosby Report

- Initial report efforts focused on building repurpose opportunities in relation to industrial requirements for operations and maintenance facilities.
- Process of Discovery = No preconceptions at the start
- Non-linear evaluation approach emerged as the report progressed.



# Crosby Report

- As the study evolved the following were addressed:
  1. Current UTA site design protocols as established by operational characteristics of five active maintenance and operations facilities;
  2. Industrial requirements of UTA's current maintenance facilities;
  3. Fit UTA's industrial requirements to repurpose buildings;



# Crosby Report

- As the study evolved the following were addressed:
  4. Application of UTA site design protocols to possible site arrangements of a new Central Division Facility at the property 750 West 400 South in Salt Lake City and the role existing structures could contribute to the site arrangements.

# 1. Current UTA Design Protocols

- Figure 6: UTA Meadowbrook – a highly efficient site design
  - The site arrangement has an efficient parking block combined with a shop and service block that are tied together by the definitive requirements of site circulation.



# 1. Current UTA Design Protocols





# 1. Current UTA Design Protocols

- The protocols developed for the Meadowbrook Facility have been applied to all four of UTA's other bus facilities.
- Figures 8, 10, 12, & 14
  - The site arrangement of UTA's other facilities follow the same patterns of design efficiency as Meadowbrook



# 1. Current UTA Design Protocols



Mt. Ogden



Riverside



Timpanogos



Central



# 1. Current UTA Design Protocols

- The requirements for efficient bus operations are stringent.
- The protocols are time tested and performance proven.

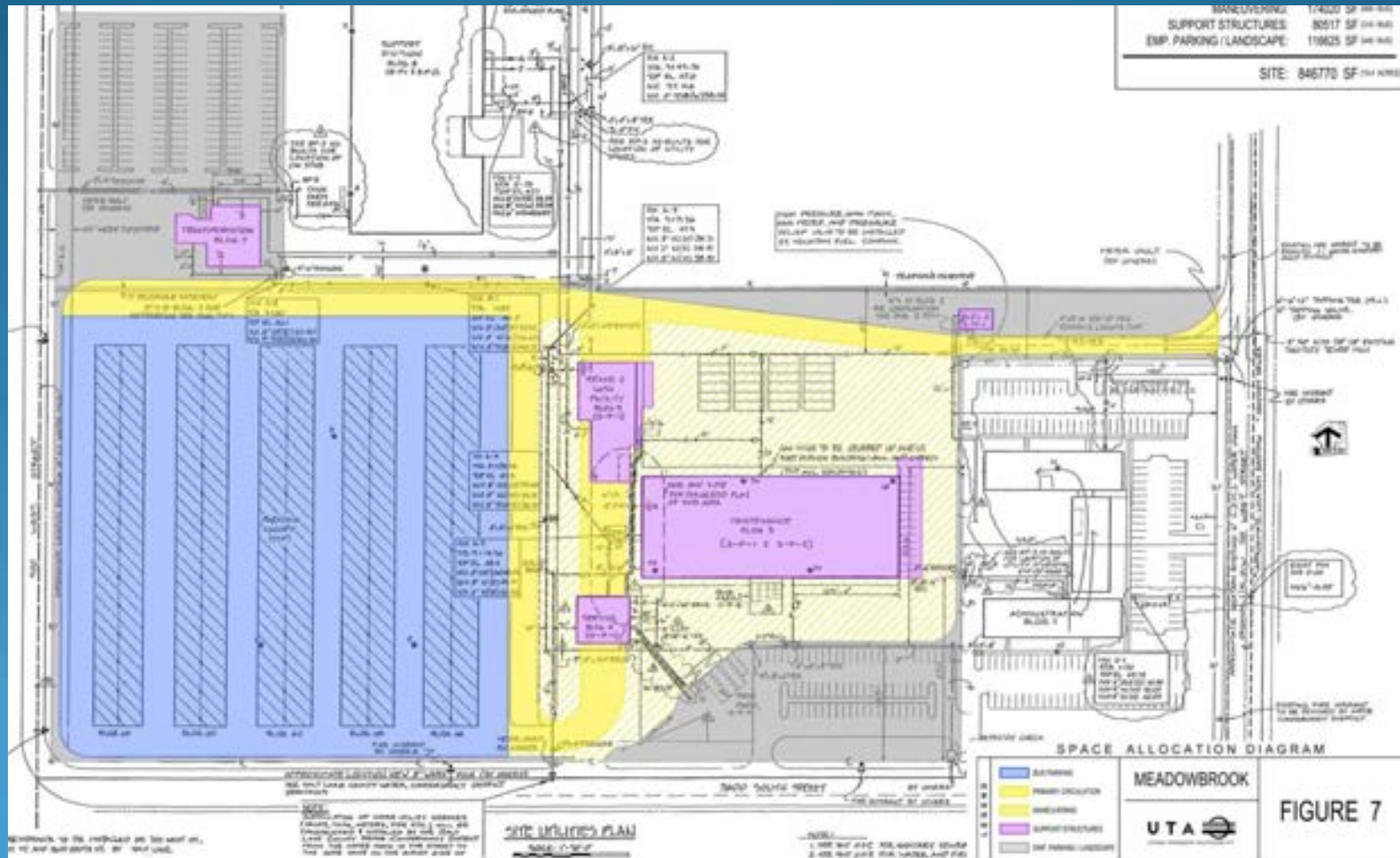


# 1. Current UTA Design Protocols

- Site arrangement factors considered included:
  - There are hundreds of bus movements each day
  - Traffic is heavy during peak episodes of pull-out and return
  - On-site traffic is heavy in late afternoon and evening
  - Fueling, washing, and service operations are performed in a compressed time frame, primarily when the buses are NOT in revenue service
  - Lanes are needed for queuing and staging of buses for sign-out, fare retrieval, bad-order buses, and the like
  - Maneuvering space around the shop also provides space for on-the-run minor repairs



# 1. Current UTA Design Protocols



Site Design Considerations – UTA Meadowbrook

# 1. Current UTA Design Protocols

- Some crucial elements – for SAFETY and Efficiency:
  - Site efficiency of parking
  - Visibility and safety the parking layout
  - Maximum left turns in traffic patterns
  - Maximum one-way traffic
  - Minimum cross traffic
  - Fewest possible turns in circulation
  - Left hand turns as much as possible
  - Fewest number of trips

# 1. Current UTA Design Protocols



Site Design Considerations – UTA Meadowbrook



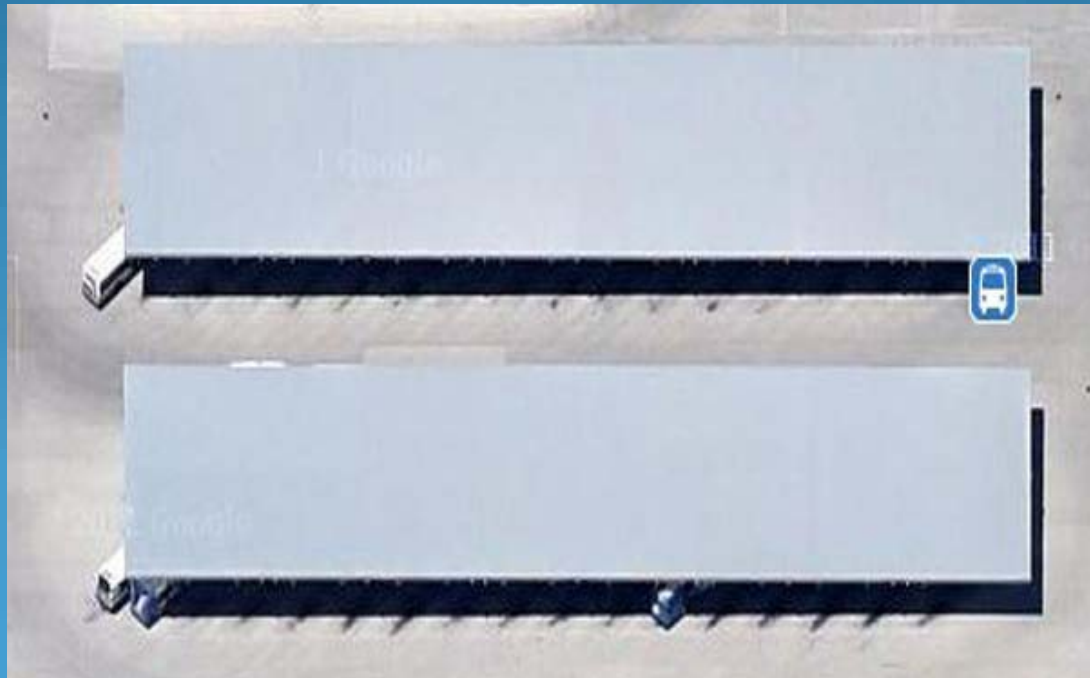
# Crosby Report

## 2. Industrial requirements of UTA's current maintenance facilities:

- Early in this endeavor, it was recognized that the industrial requirements for a bus facility are different from those required for railroad functions.

## 2. UTA Industrial Requirements

- The design of Bus Parking structures was examined



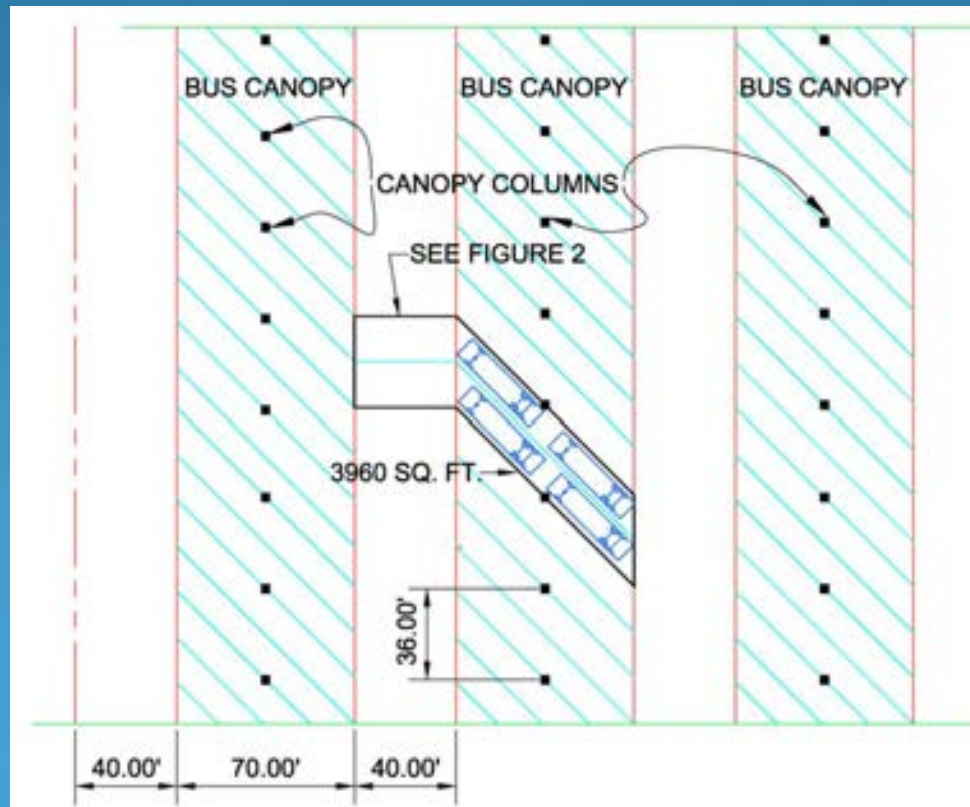
## 2. UTA Industrial Requirements

- The design of Bus Parking structures was examined



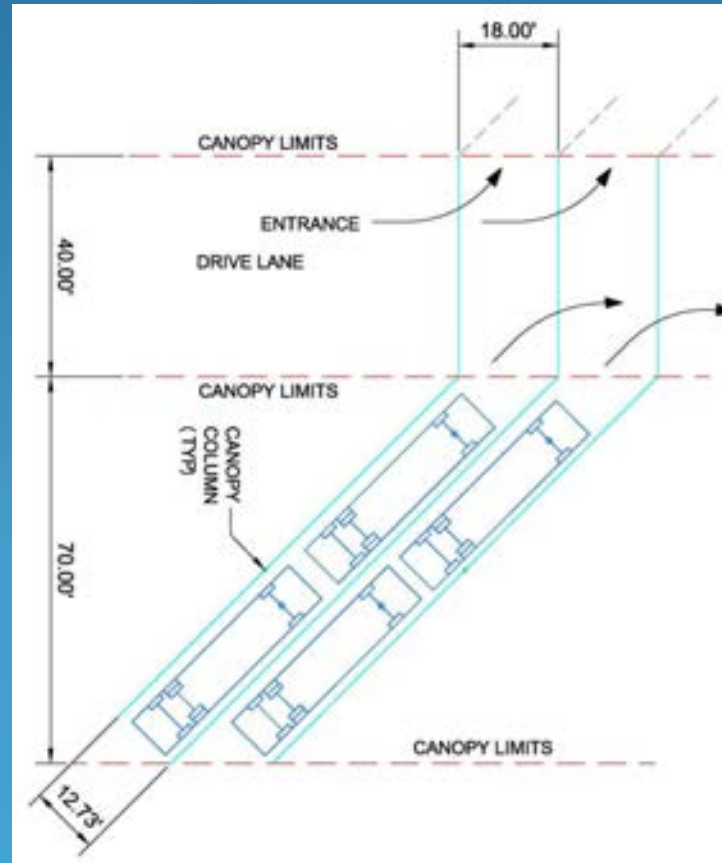
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- The design of Bus Parking structures was examined



## 2. UTA Industrial Requirements

- The design of Bus Parking structures was examined



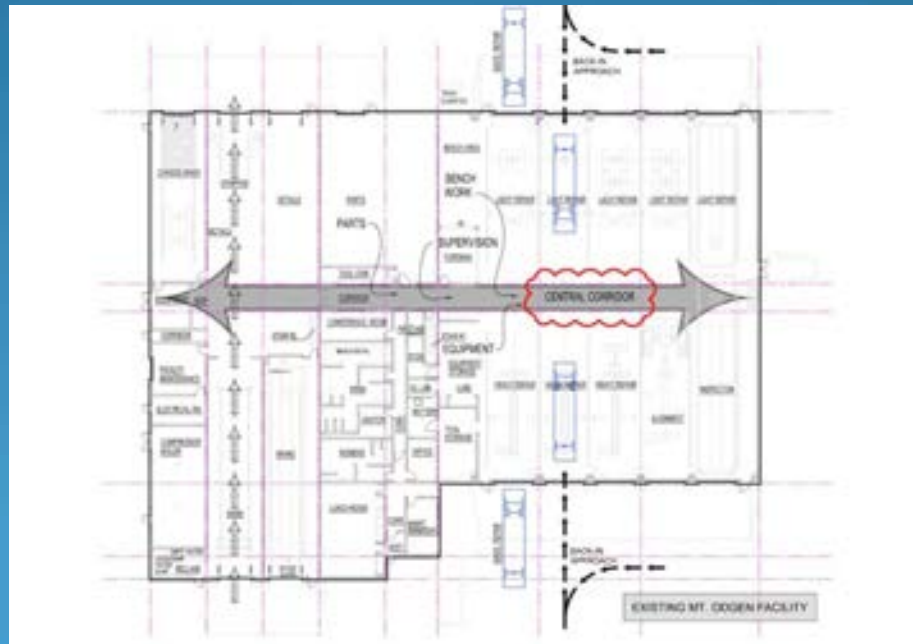
## 2. UTA Industrial Requirements

- The industrial requirements of Shop facilities were examined.



## 2. UTA Industrial Requirements

- The industrial requirements of Shop facilities were examined.



The shop arrangement is characterized by a central corridor of many activities

## 2. UTA Industrial Requirements

- The industrial requirements of service facilities were examined.



Washing



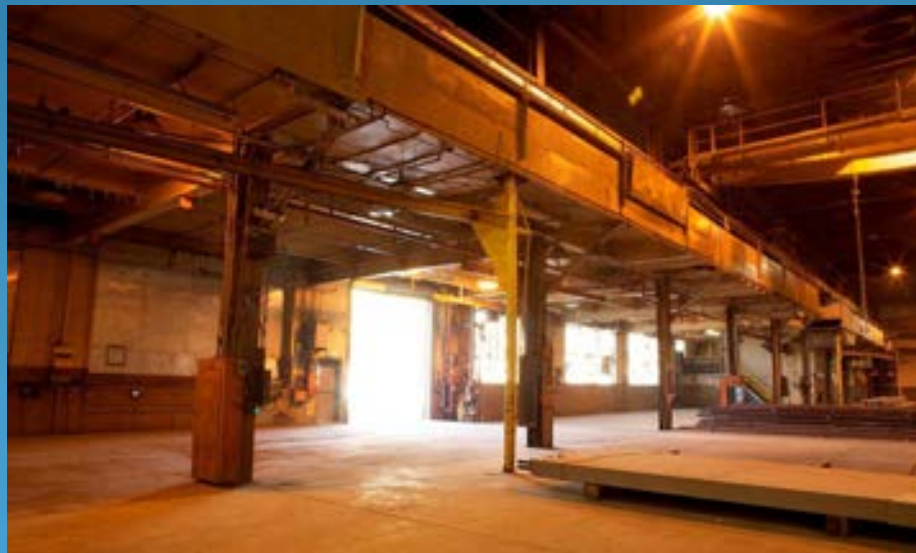
Fueling



Check-In

# Crosby Report

3. Industrial requirements fit for the repurposed buildings were examined.



Locomotive Shop

# 3. Industrial Fit to Existing Bldgs.

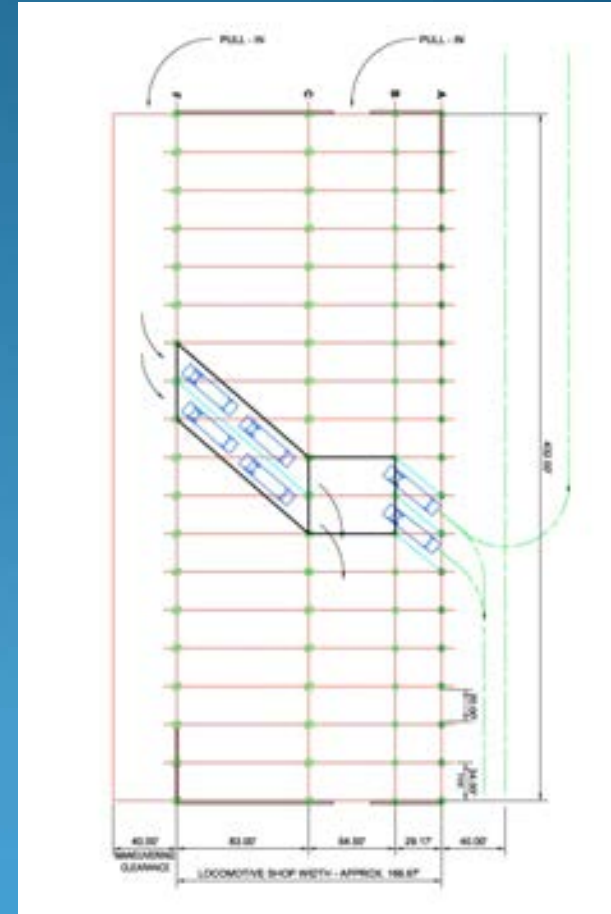
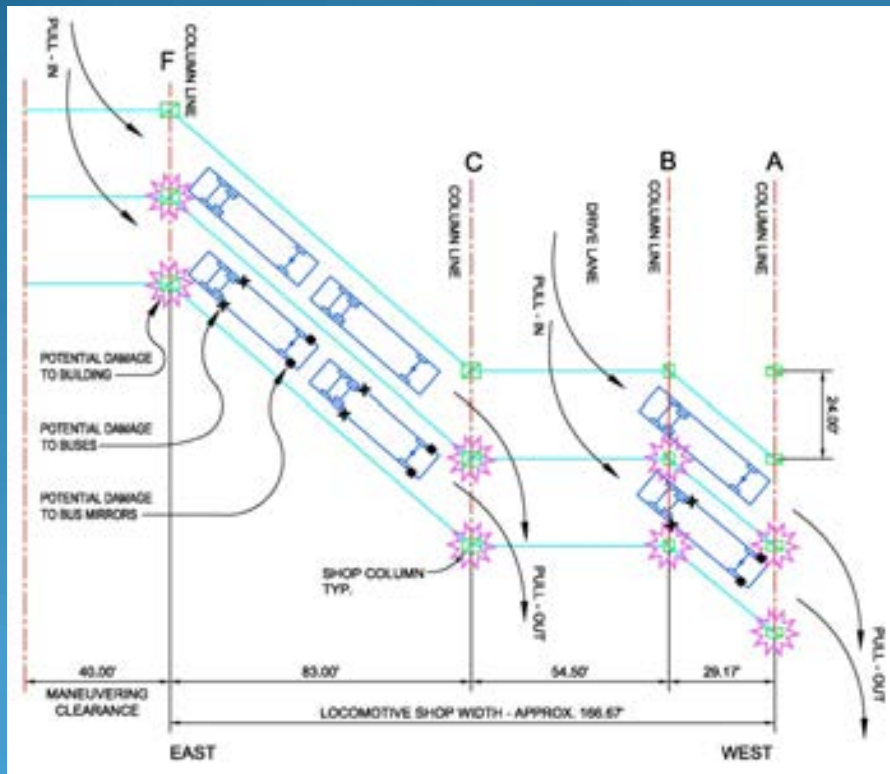
- Locomotive Shop as Bus Parking



West Elevation of Locomotive Shop

# 3. Industrial Fit to Existing Bldgs.

- Locomotive Shop as Bus Parking



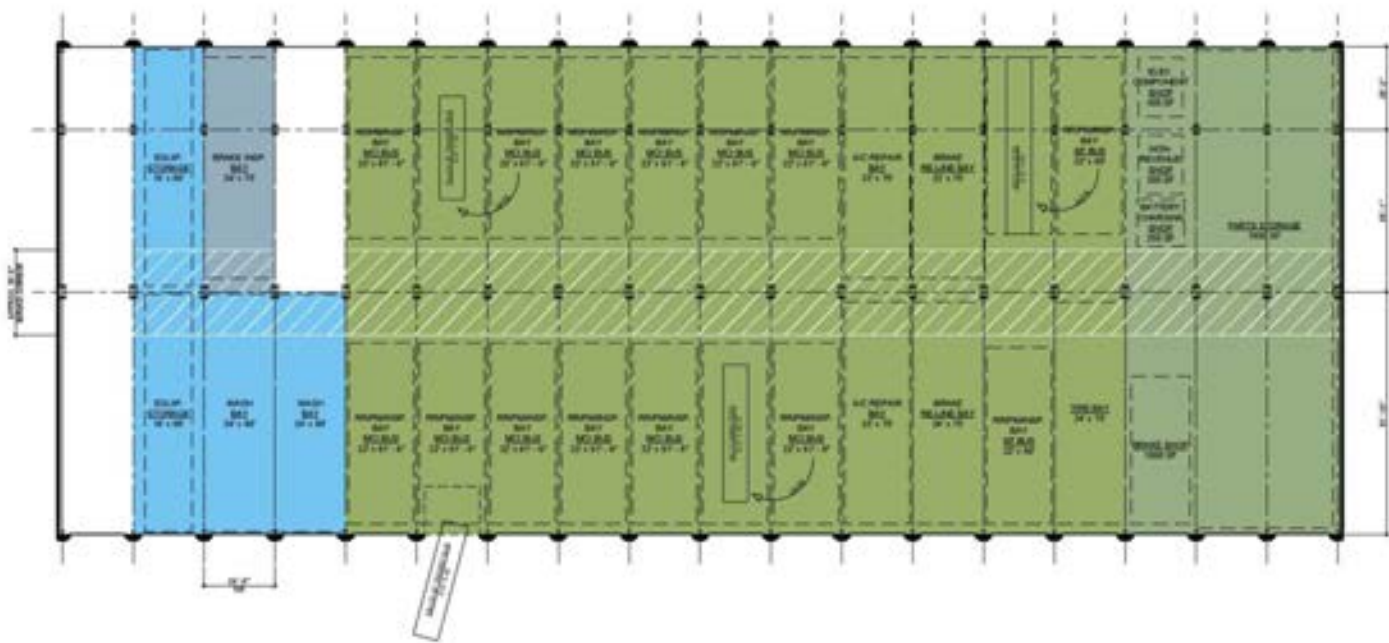
Bus Parking fit within Locomotive Shop

### 3. Industrial Fit to Existing Bldgs.

- Locomotive Shop as Bus Parking is unsuitable:
  - Space needed for each bus is severely excessive
  - UTA's adopted method is open canopies, not enclosures
  - The resulting enclosed parking does not coordinate acceptably with the balance of the required parking and with site circulation
  - Circulation and Site Arrangement are adversely affected since the Shop location is already established
  - The cost of bringing into seismic compliance is effectively four times (or more) as costly as the construction of canopies

### 3. Industrial Fit to Existing Bldgs.

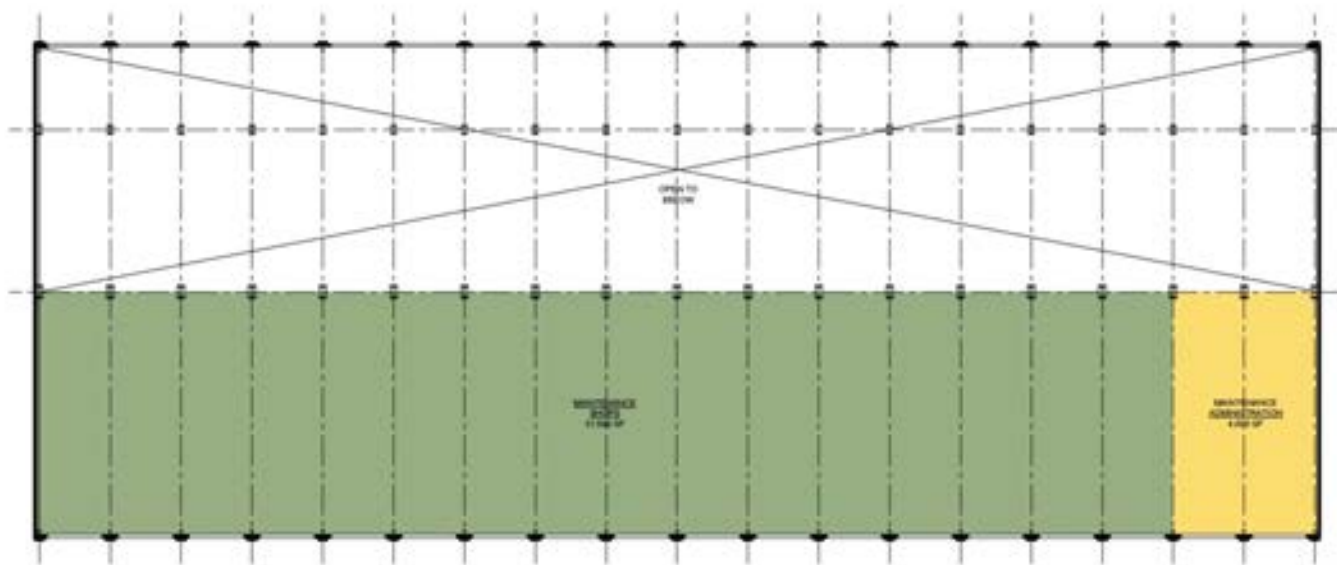
- Locomotive Shop as Bus Shop



## Ground Floor Concept for Bus Shop

# 3. Industrial Fit to Existing Bldgs.

- Locomotive Shop as Bus Shop



Second Floor Concept for Bus Shop

# 3. Industrial Fit to Existing Bldgs.

- Locomotive Shop as Bus Shop



Adverse Effect of new Garage Doors

### 3. Industrial Fit to Existing Bldgs.

- Locomotive Shop is unsuited as Bus Shop:
  - Fitting to the existing floor plan imposes substantial space inefficiency
  - Fitting to the existing floor plan unacceptably forces functions to be placed at a mezzanine or second floor level
  - It is imprudent to spend the amount of money required just for seismic compliance alone

### 3. Industrial Fit to Existing Bldgs.

- Locomotive Shop is unsuited as Bus Shop:
  - It is imprudent to spend the amount of money required for design accommodation and restoration of existing building elements in addition to cost of design accommodation to structural additions for seismic compliance
  - The extensive, obsolete windows have little functional value and interfere with construction of walls and ceilings and interfere with efficient insulation, heating, cooling, and ventilation

### 3. Industrial Fit to Existing Bldgs.

- Locomotive Shop is unsuited for Bus Shop:
  - Since its location is already established, it cannot be located in the most favorable and desirable location for circulation and site arrangement.
  - The repurposing is awkward and inefficient and will result in higher maintenance cost for the life of the facility.

# 3. Industrial Fit to Existing Bldgs.

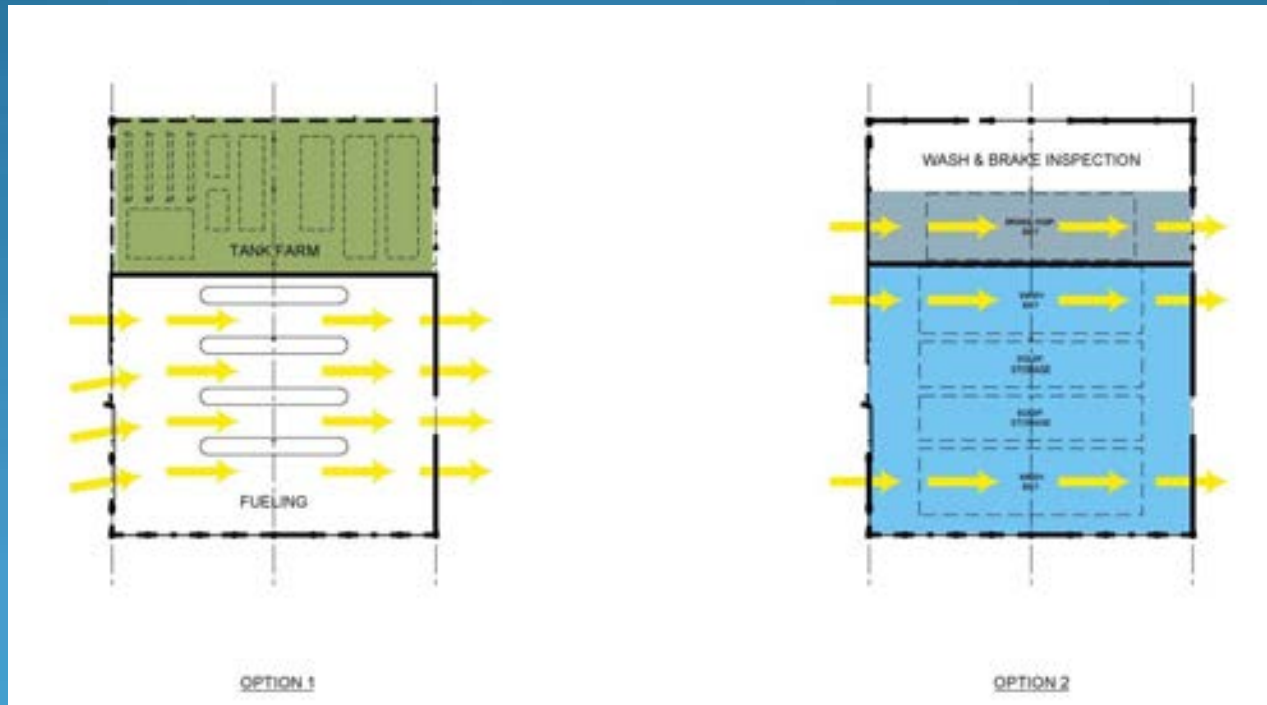
- Tank Repair Building



Original East Wall and Traditional Shaped Roof Remain

# 3. Industrial Fit to Existing Bldgs.

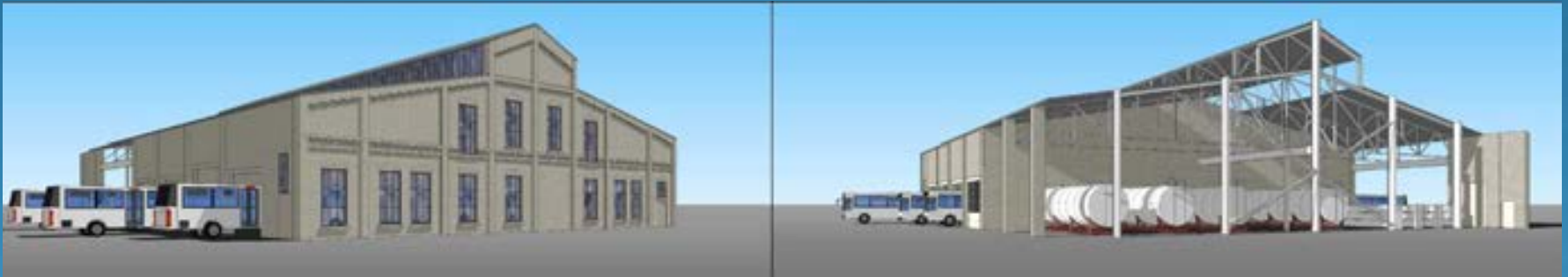
- Tank Repair Building



Original East Wall and Traditional Shaped Roof Remain

# 3. Industrial Fit to Existing Bldgs.

- Tank Repair Building



Fueling Option 1 Illustrated

# 3. Industrial Fit to Existing Bldgs.

- Tank Repair Building may be suited for repurpose:
  - Shares a wall with Roundhouse
  - Without Roundhouse attachment, simple rectangular shape and large column spans add to appropriateness for repurposing as a servicing use:
    - Option 1: Fueling / Tank Farm
    - Option 2: Washing / Brake Inspection
    - Bus Detail and Chassis Wash

# 3. Industrial Fit to Existing Bldgs.

- Roundhouse



Attached to Tank Repair Building

### 3. Industrial Fit to Existing Bldgs.

- Roundhouse: is unsuited for industrial repurposing:
  - Closely spaced wood structure provides inadequate clearance for servicing uses
  - Repurpose as tank farm will require adverse effect changes to the existing building to meet present day code requirements

# 3. Industrial Fit to Existing Bldgs.

- Roundhouse



Clearance issues occur when repurposed as Bus Detail Bays

# 3. Industrial Fit to Existing Bldgs.

- Roundhouse



Tanks fit but code requirements create adverse effects

# 3. Industrial Fit to Existing Bldgs.

- Warehouse



48" Loading Dock / Platform

# 3. Industrial Fit to Existing Bldgs.

- Hospital



Interior Wall Painted Emergency Hospital Sign

# 3. Industrial Fit to Existing Bldgs.

- Warehouse/Hospital is unsuited for Repurpose:
  - Findings apply to either Warehouse or Hospital considered separately or together
    - The four foot elevation makes it unsuitable for any function related to buses
    - Because this structure is isolated, there are no non-bus functions for which this structure is suitable
    - Since its central location is already established, it fatally interferes with site arrangement because circulation and consolidated parking spaces are critical elements of site design



# Crosby Report

4. Application of UTA site design protocols to possible site arrangements of a new Central Division facility at the property 750 West 400 South in Salt Lake City and the role existing structures could contribute to the site arrangements.

## 4. Possible Site Arrangements

- The design and integration of site circulation were examined
- Highlight the results of trying to fit UTA's needs to the structures
- Introduction to site analysis methodology = flow analysis approach
- Highlight a few representative arrangements only; detail is in the report

# 4. Possible Site Arrangements

- Existing Eligible Structures



# 4. Possible Site Arrangements

- Matrix of Identified flaws and arrangements

FLAW	OPTION	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	D4	D5	E1	E2a	E2b	E2c	E3	E4	E5	E6	E7	F1	F2	F3	F4
1 EXISTING COORDINATION OF SERVICES				✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2 COST OF SERVICES PROVIDED BY COMPANY			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓
3 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED						✓				✓	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4 PHYSICAL PROTECTION OF SERVICES PROVIDED								✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED		✓	✓	✓	✓	✓	✓		✓				✓		✓	✓	✓	✓	✓	✓	✓	✓			✓	✓
6 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED		✓	✓	✓		✓	✓	✓	✓			✓		✓												✓
7 COST OF SERVICES PROVIDED		✓	✓		✓		✓						✓								✓			✓		
8 PROTECTION OF SERVICES PROVIDED				✓		✓		✓	✓	✓								✓								
9 NO HISTORICAL BUILDING PROTECTION																							✓	✓	✓	✓
10 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED		✓	✓		✓		✓																	✓		
11 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED		✓	✓		✓		✓																			
12 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED		✓	✓		✓		✓																	✓		
13 INSUFFICIENT CIRCULATION FOR SERVICES PROVIDED													✓				✓						✓	✓		
14 INSUFFICIENT CIRCULATION FOR SERVICES PROVIDED						✓					✓								✓	✓						
15 INSUFFICIENT CIRCULATION FOR SERVICES PROVIDED			✓		✓		✓																			
16 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED		✓	✓		✓							✓				✓										
17 INSUFFICIENT CIRCULATION FOR SERVICES PROVIDED			✓		✓						✓									✓						
18 LIMITED PHASE CONNECTIONS OF SERVICES PROVIDED		✓			✓		✓																			
19 INSUFFICIENT CIRCULATION FOR SERVICES PROVIDED						✓													✓	✓						
20 INSUFFICIENT CIRCULATION FOR SERVICES PROVIDED		✓																								
21 INSUFFICIENT CIRCULATION FOR SERVICES PROVIDED											✓															
TOTAL FLAWS		9	10	5	10	8	9	5	6	5	7	4	5	4	5	5	4	6	6	8	6	4	6	8	5	4

## 4. Possible Site Arrangements

- Matrix of Identified flaws and arrangements

[illegible]

# 4. Possible Site Arrangements



# 4. Possible Site Arrangements



- A2:
- 1. Desired Parking is not achieved
- 2. Circulation & Site Arrangement is not achieved
- 3. Very Costly
- 4. Other Flaws...

# 4. Possible Site Arrangements



## 4. Possible Site Arrangements



- B1:
- Very high cost and other challenges to repurpose Locomotive Shop as Bus Shop per prior discussion
- Significant circulation conflicts around Locomotive Shop
- Fragmented Bus parking arrangement

# 4. Possible Site Arrangements



# 4. Possible Site Arrangements



- C<sub>3</sub>:
  1. Same problems as B<sub>1</sub>
  2. Reconfigured Bus Canopies to 60 degrees; did not enable a complete cure of B<sub>1</sub> deficits

# 4. Possible Site Arrangements



## 4. Possible Site Arrangements



- D5:
- Changes to achieve acceptability:
  1. Repurposing of Tank Repair Building made acceptable

# 4. Possible Site Arrangements



E7 (Parking South of Viaduct)



F1 (Fueling South of Viaduct)

- E7:F1;
- B1:C<sub>3</sub>
- Our Study looked at many variations in attempting to make a fit



C1 (E-W Canopy)



D2 (N-S Canopy)

# 4. Possible Site Arrangements



- D5:
- UTA's preferred alternative
- The acceptable result of combining UTA's industrial requirements and site arrangement with repurposing of existing structure.



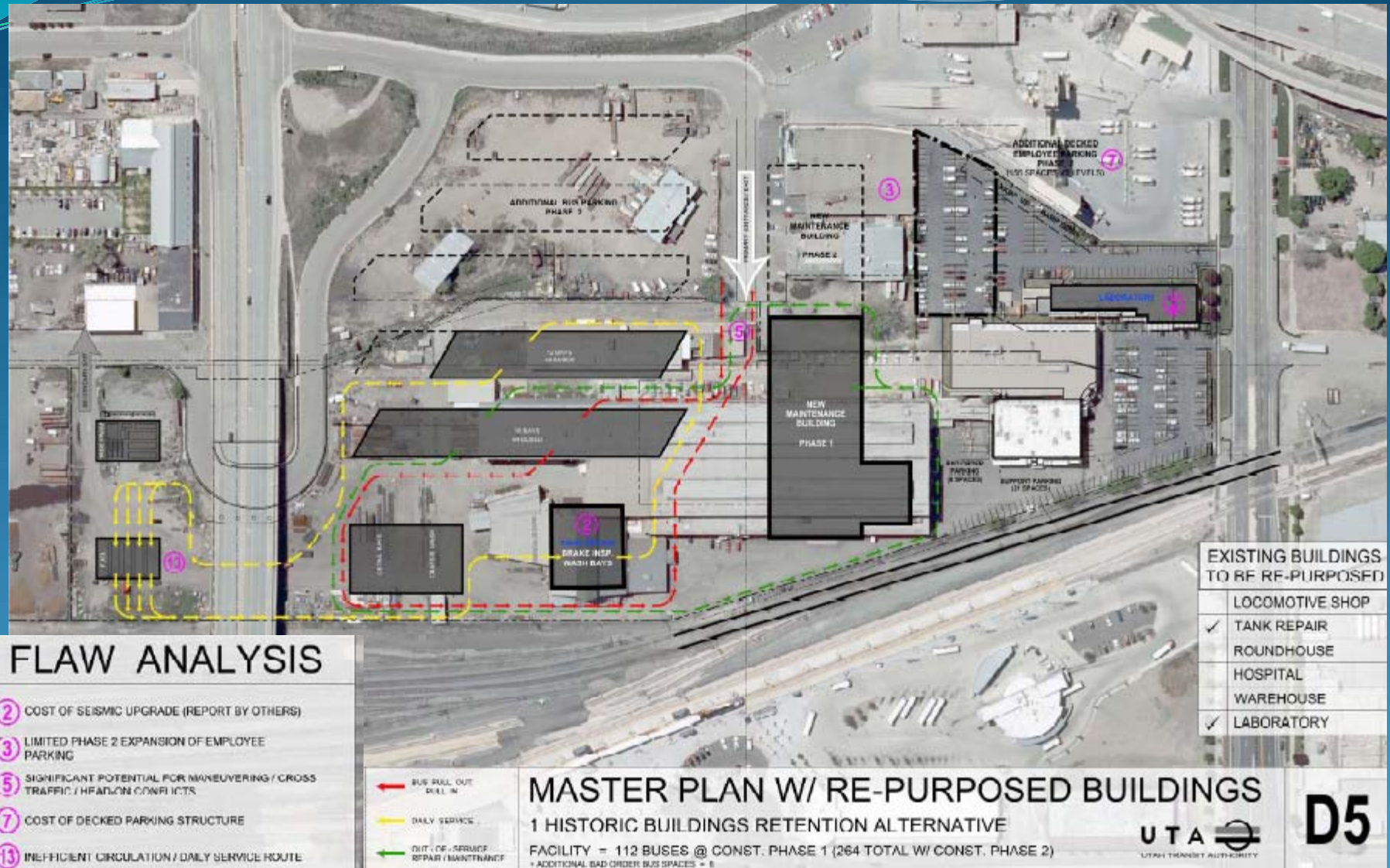
# Crosby Report



# UTA's Preferred Alternative

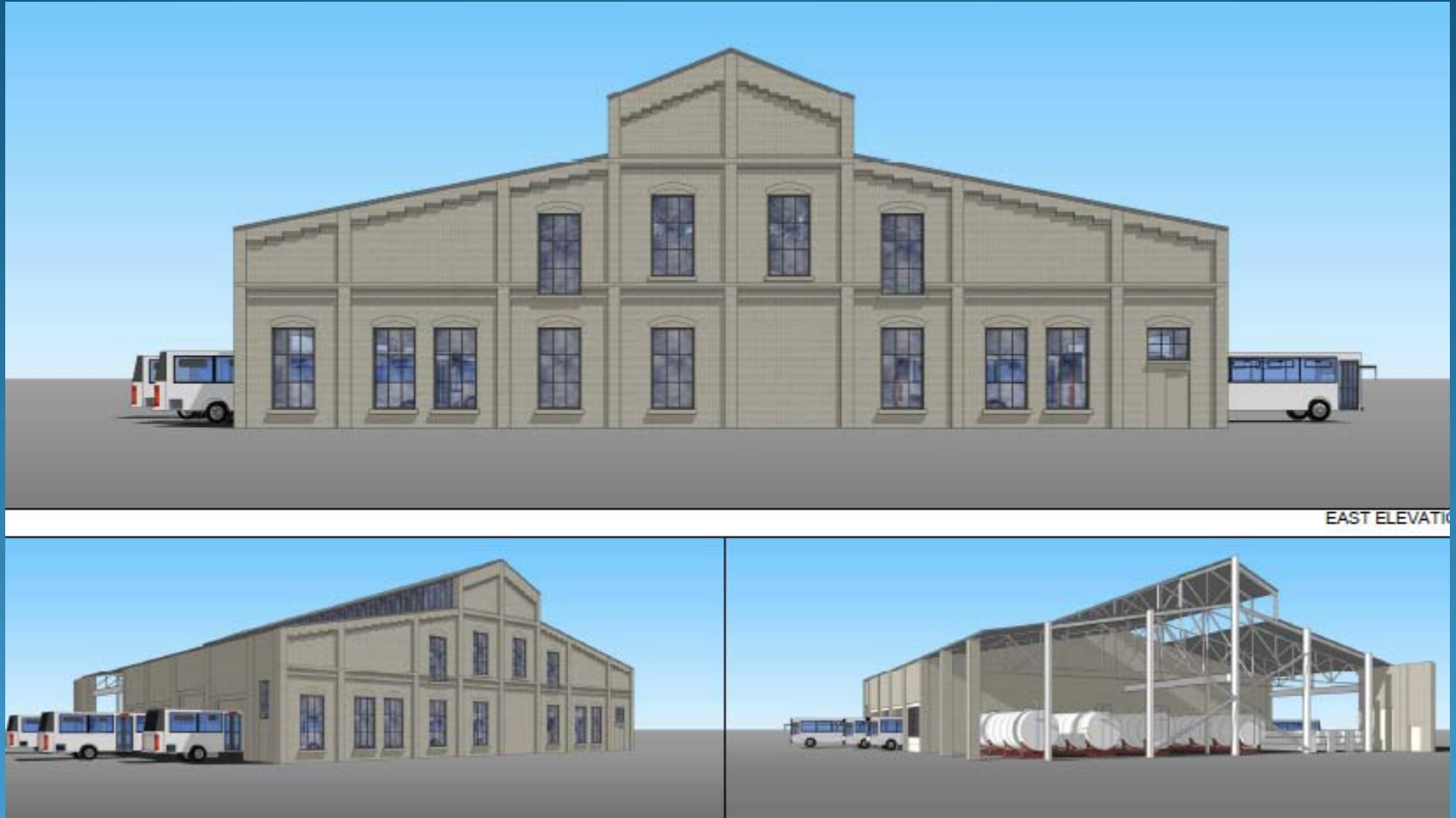
- Retain and repurpose the tank repair house as part of the proposed bus facility, possibly as the brake inspection and wash bays.
- Retain the laboratory for purposes separate from the bus facility.
- This alternative does not retain the Locomotive Shop, the Roundhouse, or the Warehouse/Hospital.

# Preferred Alternative



(Source: Mecham, Cordova, & Stanislaw, 2012)

# Tank Repair House Repurposed Rendering



(Source: Mecham, Cordova, & Stanislaw, 2012)



# Proposed Finding of Effects

- Adverse effect on three buildings:
  - Locomotive Shop
  - Roundhouse
  - Warehouse/Hospital
- No effect on one building:
  - Laboratory
- No adverse effect on one building:
  - Tank Repair House



# Next Steps and Schedule

- Goal is to have EA and draft MOA out for public review in Spring 2012
- Goal is to have decision document and executed/signed MOA Summer 2012
- UTA has been selected to receive FTA discretionary funds for this project

# **s Facility Consulting Parties' Meeting February 9, 2012**

[illegible]

**UTA Central Bus Operations and Maintenance Facility Project**  
**Section 106 Consulting Parties Meeting Summary**  
**(Meeting date: February 9, 2012, 1:00 – 3:00 pm, UTA FLHQ)**

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Utah Transit Authority (UTA):	Debra Conover, Mary DeLoretto, Patti Garver, Grantley Martelly, Tom McMahon, Greg Thorpe
Federal Transit Administration (FTA):	Dave Beckhouse, Kristin Kenyon, Amy Zaref
State Historic Preservation Office:	Chris Hansen, Don Hartley, Wilson Martin, Barbara Murphy
Salt Lake City:	Carl Leith, Janice Lew
SWCA:	Sheri Ellis
Reaveley Engineers :	Mike Buehner
Archiplex Group:	Ralph Stanislaw
Crosby Mecham	Crosby Mecham

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Absent: Utah Heritage Foundation:	Kirk Huffaker
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Purpose of Meeting

The purpose of the meeting was to discuss the results of studies conducted concerning the historic buildings on the proposed Central Bus Operations and Maintenance Site at 750 West 300 South, Salt Lake City, Utah with the Section 106 Consulting Parties. Handouts were distributed at the meeting that summarized the information presented.

Project Background

Amy reviewed the project's Section 106 process completed to date. Additional information was requested by the SHPO, Consulting Parties and FTA at the last meeting held on June 16, 2011 and the site visit held on June 27, 2011. UTA completed additional work and presented the results at this meeting. (Copies of the technical reports were provided to the consulting parties the week before the meeting.) Patti reviewed the Purpose and Need for the project.

Alternative Site Selection

Mary summarized the alternative site selection process completed for the proposed bus facility. The SHPO asked how sites were identified and if sites with buildings were considered. UTA used GIS to identify sites greater than 17 acres and within a 2-mile driving distance of the centroid of service, whether or not the site had a building on it.

Review of Historic Building Eligibility

Sheri reviewed the eligibility of the five historic buildings on the National Register of Historic Places, including the different criteria that applied to each historic building. Three of the five historic buildings are located in close proximity to one another, and, in some cases, share walls. Also, there are instances where additions have been made over the years to the original structures.

Utah Transit Authority, Five Building Seismic Evaluation Report

Mike summarized the seismic evaluation completed by Reaveley Engineers for the historic buildings. The seismic evaluation was done in accordance with ASCE 31 Seismic Evaluation of

Existing Buildings (Tier 1 and Tier II). Barbara asked for more details on the approach for making seismic upgrades to the buildings and how costs were determined. Mike explained how reinforced concrete walls would be installed on the inside face of the unreinforced masonry walls; new roofs and bracing would be added; new anchors, etc.

#### Analysis of Potential Utilization of Utah Transit Authority (UTA) Property Located at 750 West 400 South, Salt Lake City

Crosby gave a brief history of UTA bus maintenance, UTA protocol for maintenance facilities, and crucial elements of site arrangement. Ralph summarized the site layouts included in the *Crosby Report* and explained the selection process of the preferred alternative – retaining the Laboratory Building and retaining and repurposing the Tank Repair House. In this the analysis, the first goal was to determine if the buildings could be repurposed to accommodate UTA’s operational needs. Barbara asked what would be put in the mezzanine level of the Locomotive Shop. Ralph said it would be used for parts storage. Barbara also asked if the flaws of the various layouts were equally weighted. Ralph explained that they were not equally weighted; it was an iterative process not a scientific, mathematical formula.

#### UTA’s Preferred Alternative on the site with historic buildings

Patti reiterated UTA’s preferred alternative of retaining and repurposing the Tank Repair House and retaining the Laboratory (this building is not needed for the new bus maintenance facility). Barbara asked UTA to verify that there was no programmed use for the Laboratory. UTA responded that they can avoid the Laboratory if they use a decked structure for employee parking or received a waiver on the number of parking spaces needed from Salt Lake City. Barbara asked how much of the Tank House would be preserved. The complete footprint of the building would remain, along with portions of the original walls on the eastern side. However modifications to the structure would be needed. The SHPO requested that UTA provide more detailed drawings on what will actually be retained of the Tank House and a cost estimate to save the building. In addition, more information on the amount of employee parking needed and its relation to the Laboratory building would be helpful.

#### Finding of Effects Discussion

The SHPO proposed a different mitigation option for the project: to preserve/restore the Northern Freight building located at the corner of 200 South and 600 West instead. This building, while not on the site of the proposed project, is related to the five historic buildings on the site by its origin and function as documenting Salt Lake’s railroad history. Further, the Northern Freight building is more visible and accessible to the public due to its proximity to the Intermodal Center.

The SHPO’s primary concerns are preserving the Locomotive Shop and the Warehouse/Hospital Building on the site more than preserving the Tank Repair House due to character, prominence and scale. They are concerned that retention of the Tank Repair House would only include a façade and would not be readily accessible to the public. SHPO does not have enough information to determine if the Secretary of the Interior’s standards would be met by retaining the Tank Repair House, as proposed in the *Crosby Report*. The SHPO is also amenable to other mitigation options discussed.

Dave Beckhouse said that FTA typically does not provide mitigation outside the APE, but FTA will discuss this idea more internally before the next meeting. The Consulting Parties discussed the Finding of Effect for the Tank House question was asked if it is just better to say ‘adverse

effect'. The SHPO stated they would need more information in order to agree with a "No Adverse Effect" finding.

The Consulting Parties discussed that retaining the Tank Repair House is minimization of the scope not mitigation.

Next Steps Section 106 Process and Schedule

Schedule another meeting to discuss the feasibility of retaining the Northern Freight House as mitigation for the impacts associated with the proposed Central Bus facility, and, if not feasible or agreeable, discuss other mitigation options.



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

REGION VIII  
Colorado, Montana,  
North Dakota,  
South Dakota,  
Utah and Wyoming

12300 West Dakota Avenue  
Suite 310  
Lakewood, Colorado 80228  
720-963-3300 (voice)  
720-963-3333 (fax)

February 24, 2012

Mr. Chris Hansen  
Preservation Planner/Deputy SHPO  
Department of Community and Culture, Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101

Re: UTA Central Bus Operations and Maintenance Facility Project – Finding of Effect (FOE),  
Case No. 10-0989

Dear Mr. Hansen:

The Federal Transit Administration (FTA) is providing the Utah State Historic Preservation Office (SHPO) with a revised Finding of Effect for the Utah Transit Authority's (UTA's) proposed Central Bus Operations and Maintenance Facility Project (Proposed Project) located at 750 West 300 South, Salt Lake City, Utah. This revised Finding of Effect (FOE) and related information is being provided pursuant to FTA's responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA). FTA has determined that this project will be a federal undertaking as defined by the NHPA. FTA has also made a determination of the Area of Potential Effects (APE) for this project in consultation with your office. FTA received concurrence from your office on March 24, 2011 for the Determination of Eligibility for historic properties within the APE.

FTA submitted a previous Finding of Effect to your office on May 10, 2011. After discussion with the Section 106 Consulting Parties some questions were raised regarding FTA's determination. The revisions presented in this revised Finding of Effect address these comments and questions that were discussed with the Section 106 Consulting Parties during the meeting held on June 16, 2011, site visit held on June 27, 2011, discussion among Section 106 Consulting Parties on February 9, 2012, and a telephone conference call of February 24, 2012 with Consulting Parties.

UTA completed operational and structural analyses for the project to address the comments related to the effects of the Proposed Project on the historic properties. These effects were summarized in a memo dated January 26, 2012 entitled *Central Bus Operations and Maintenance Facility Operational and Structural Analyses for the Historic Buildings on the Proposed Site at 750 West 300 South*; which was delivered to your office and the other Section 106 Consulting Parties. Two reports, *Analysis of Potential Utilization of Utah Transit Authority (UTA) Property Located at 750 West 300 South, Salt Lake City, Utah For a New Central Division Facility (The Crosby Report)* and *Five Building Seismic Evaluation Report (The Seismic Report)* were attached to the memo and are referenced several times in this letter as supporting documentation.

As discussed in *The Crosby Report* and at the February 9, 2012 Section 106 Consulting Parties meeting, various site layouts were examined for the project from an operational standpoint in order to avoid and/or reuse the historic buildings. It was determined to be not feasible and

prudent to avoid the buildings entirely. As described in *The Seismic Report*, all of the buildings require some form of seismic retrofitting for safety reasons. Although one possible alternative to avoid the Tank Repair House and the Laboratory was identified, UTA further considered avoiding the Tank Repair House and determined that with the current level of design, this building will be demolished since it will pose operational constraints on the site. Therefore, FTA is proposing an Adverse Effect of the Tank Repair House and No Effect for the Laboratory.

**Table 1. Finding of Effect on Historic Properties for the Proposed Project**

Address/Name	NRHP Eligibility/ Criterion	Nature of Impact	Effect
<i>Historic Buildings</i>			
102 S. 600 W. (The Trap)	Eligible/C	No Direct or Indirect Impact	No Effect
703 W. 200 S. (FLSmith Minerals, a.k.a. The Laboratory)	Eligible/C	No Direct or Indirect Impact	No Effect
D&RGW Boiler and Engine Shop (a.k.a. The Locomotive Shop)	Eligible/A&C	Demolition	Adverse Effect
D&RGW Tank Repair House	Eligible/A	Demolition	Adverse Effect
D&RGW Roundhouse	Eligible/A	Demolition	Adverse Effect
D&RGW Warehouse/Hospital	Eligible/A&C	Demolition	Adverse Effect
<i>Linear Historic Resources</i>			
D&RGW Railroad main line (42SL293)	Eligible/A	No Direct or Indirect Impact	No Effect
Union Pacific railroad mainline (42SL300)	Eligible/A	No Direct or Indirect Impact	No Effect

In accordance with Section 106 of the National Historic Preservation Act (NHPA), FTA is seeking SHPO concurrence with this revised Finding of Effect for the Central Bus Operations and Maintenance Facility Project. In summary, there is an adverse effect to historic properties from this Project as detailed in Table 1.

Please note that FTA must also comply with Section 4(f) of the Department of Transportation Act of 1966 regarding the use of historic properties. We will keep your office informed of any findings or determinations related to that compliance.

We request that you review this document, and, providing you agree with the findings of effect contained herein, provide your written concurrence to Terry J. Rosapep, Regional Administrator by March 23, 2012. If you have any questions regarding this request, please contact Ms. Amy Zaref at 202-641-8050 or amy.zaref@dot.gov.

Thank you for your consideration in this matter and we look forward to continuing coordination with the SHPO and the other consulting parties as the project progresses.

Sincerely,

A handwritten signature in black ink, reading "Terry J. Rosapep". The signature is fluid and cursive, with the first name "Terry" and last name "Rosapep" clearly distinguishable.

Terry J. Rosapep  
Regional Administrator

cc: Barbara Murphy, Deputy, SHPO  
Kirk Huffaker, Utah Heritage Foundation  
Janice Lew, City of Salt Lake City  
Greg Thorpe, Mary DeLoretto, and Patti Garver, UTA  
Amy Zaref, Kristin Kenyon, FTA

# AGENDA

**Date:** February 24, 2012, 8:30 – 10:30 am

**Meeting:** UTA Central Bus Facility Section 106 Consulting Parties Meeting

**Location:** UTA Office - 669 West 200 South

**Call in Number:** 1-877-336-1831; Access Code 7316774#

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## Central Bus Facility

- Introductions
- Purpose of the Meeting – Discuss Mitigation Measures to be Incorporated into an MOA
- Review of South Freight Building Repurposing
  - Display of what was actually retained.
- Existing Condition of North Freight Building
- Plans for North Freight Building Site
  - Repurposing of Freight Building Architectural Elements
    - Columns, Awnings, Trusses
  - Set Back the 2<sup>nd</sup> Story of a Multi-Story Building – Retaining the Freight Building Architectural Elements on the First Floor
- Intensive Level Survey of Historic Buildings on Proposed Central Bus Site at 750 West 300 South
- Interpretive Displays at Intermodal Center
- Other Options for Mitigation
  - Input and ideas for mitigation from Consulting Parties
- Next Steps Section 106 Process



# Central Bus Facility Section 106 Consulting Parties' Meeting

February 24, 2012





# Agenda

- Introductions
- Purpose of the Meeting
- Existing Condition of North Freight Building
- Plans for the North Freight Building Site
- Intensive Level Survey of Historic Buildings on Proposed Central Bus Site
- Interpretive Displays at Intermodal Center
- Other Options for Mitigation
- Next Steps



# Meeting Purpose

- Discuss mitigation measures to be incorporated into an MOA.



# South Freight Building Repurposing









# North Annex and Dock 1 of North Freight Building Demolition



# Existing Condition of North Freight Building







February 24, 2012

Central Bus Facility Section 106 Meeting



February 24, 2012

Central Bus Facility Section 106 Meeting

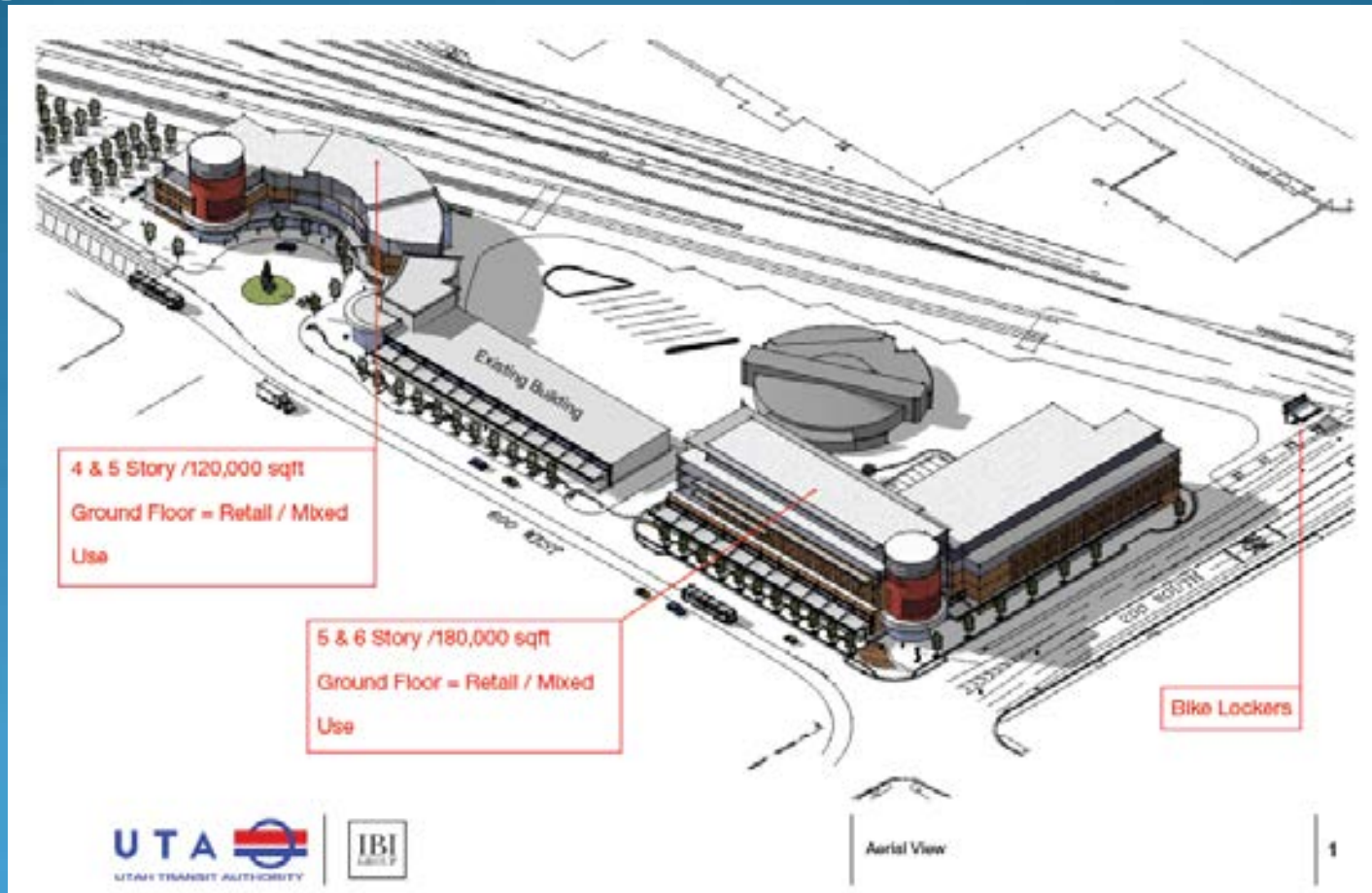


February 24, 2012

Central Bus Facility Section 106 Meeting



# Plans for North Freight Building Site









# Additional Mitigation

- Intensive Level Survey of Historic Buildings on Proposed Central Bus Site
- Interpretive Displays at Intermodal Center

# Other Options for Mitigation

- Input and ideas for mitigation from Consulting Parties

## Next Steps

# Facility Consulting Parties' Meeting February 24, 2012

[illegible]

**UTA Central Bus Operations and Maintenance Facility Project**  
**Section 106 Consulting Parties Meeting Summary**  
**(Meeting date: February 24, 2012, 8:30 – 10:30 am, UTA FLHQ)**

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Utah Transit Authority (UTA):	Mary DeLoretto, Patti Garver, Barbara Keyt, Greg Thorpe
Federal Transit Administration (FTA):	Dave Beckhouse, Kristin Kenyon, Susan Martin, Amy Zaref
State Historic Preservation Office: Salt Lake City:	Chris Hansen, Wilson Martin, Barbara Murphy Janice Lew
SWCA:	Heather Stettler
Utah Heritage Foundation	Kirk Huffaker
Crosby Mecham	Crosby Mecham

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Purpose of Meeting

The purpose of the meeting was to continue discussions regarding the proposed Central Bus Operations and Maintenance Site at 750 West 300 South, Salt Lake City, Utah with the Section 106 Consulting Parties, particularly concerning preservation of the north freight building located on the southwest corner of 200 South and 600 West as mitigation for demolition of the historic buildings on the proposed bus facility site. The purpose of the meeting was also to discuss submittal of a draft MOA.

The group discussed the Finding of Effect (FOE) for the proposed Central Bus Facility. The SHPO suggested that the revised FOE letter include a statement that the proposed project will have an adverse effect on the historic properties within the proposed Central Bus Facility site. There was discussion as to whether the revised FOE letter should state that there are two alternatives (demolish or rehabilitate) the Tank Repair Building. The SHPO suggested that the revised FOE letter should state the “worst case” scenario for the Tank Repair Building (i.e. demolition). The SHPO sees value in retaining the tank repair house although it wouldn’t be very visible and/or accessible to the general public. The SHPO clarified that their understanding from the prior consulting parties meeting was that a portion of the Tank Building could be preserved as presented at the February 9, 2012 Consulting Parties meeting. The Consulting Parties discussed other options for mitigation of the adverse effect from the proposed project.

Review of South Freight Building Repurposing as Mitigation

Patti reviewed the process and issues encountered during the rehabilitation of the south freight building as part of the intermodal hub building construction. Pictures were shown illustrating the retrofitting/repurposing of the south freight building and various elements, including the columns, trusses, wood roof deck, east side awning, and east side wood bumper.

The question was raised as to whether or not the south building rehabilitation met the Secretary of the Interior’s Historic Preservation Standards and if the work done was considered an adverse effect. Barbara believed it did meet the standards. Rehabilitation of this building would be mitigation if it was rehabilitated similar to the south freight building.

### Existing Condition of North Freight Building

The existing condition of the north freight building was shown. The annex and dock 1 at the north end of the north freight building were demolished during the construction work done on the south building (the freight building was cut in two during that project – creating the north and the south buildings). The north building was also shored up to prevent it from falling over.

### Plans for North Freight Building Site

Patti presented UTA's concept plans for future development of the property at the Salt Lake Intermodal Center, including a 4 to 5 story building at the kiss-and-ride circle and a 5 to 6 story building on the corner, designed to incorporate urban design elements of the north freight building such as the awning. These plans were completed prior to discussions concerning historic preservation of the north freight house. To retain the north freight building, UTA may be able to retain the look of the original building on the first floor. UTA may also dismantle the building and store the architectural elements for future construction. Amy stated that UTA will likely seek federal funds for the building adjacent to the kiss-and-ride area south of the intermodal hub building.

SHPO supports the rehabilitation of the northern freight building. However, if UTA removes the architectural elements and stores them for future use, it does not maintain the character of the building and is not considered mitigation for the adverse effect from the proposed project. The Consulting Parties discussed the possibility of UTA reconfiguring the design of the site to accommodate a preserved north freight building such as by locating the future new development back from the existing building.

Dave mentioned that building codes should be researched and may not allow for a seven-story building on the corner. A seven-story building may also be more expensive.

FTA asked a process question - to incorporate preservation of the north building into an MOA, we need to figure out a process for moving forward. Wilson suggested maybe we should have a programmatic agreement (PA) instead of an MOA. Will FTA fund a PA? Heather stated that PA's are typically done when there are a lot of unknowns as is often the case with archaeological resources. Barbara responded that this project has unknowns because we don't know the timing of the development at this site of the north freight building. The Moss Court house project had a PA. SHPO suggested a PA as a framework that may work better than an MOA for this project due to its flexibility. FTA agreed to look at the option of preparing a PA or an MOA.

### Intensive Level Survey of Historic Buildings

UTA proposed to do an intensive level survey of each historic building on the proposed site. The SHPO believes much research has already been completed and it would save UTA time and money to use the available information. The SHPO will confirm the extent of existing documentation already completed. The SHPO advocates for mitigation that is more meaningful and accessible to the public

### Interpretive Displays at Intermodal Center

UTA proposed placing interpretive displays at the intermodal center informing the public of the history associated with the area and the railroad. The Consulting Parties agreed that location would be very accessible and visible to the public. The SHPO suggested that the interpretive displays use "smart technology" such as providing additional information that can be scanned by smart phones. There are good examples in Europe.

### Other Options for Mitigation

Wilson encourages the group to look at what others have done to mitigate adverse effects for other projects. The SHPO submitted some examples to FTA, such as restoring barns in Cache County, relocating the Moss court house, funding city-wide historic surveys, and funding a historic preservation program for the City. The Consulting Parties discussed mitigation options including a façade improvement program fund, how would funds be distributed, who would maintain such a fund, and funding National Register Nominations.

The SHPO stated that the rail car for Draper was a great mitigation solution.

The Consulting Parties discussed that the MOA or PA should lay out the process for mitigation, include stipulations that address schedule and approach to develop mitigation should the proposed approach not move forward. Whatever is selected must follow regulatory procedures. A PA is usually when you don't know enough about the project, such as a rail project where it is not known where construction activities that may impact potential archeological artifacts. While the project site is known for this project, the timing of the development is unknown.

Susan mentioned that FTA could not pay into an open-ended fund. UTA could possibly contribute to a fund with local or other money – but not federal money. The Utah Heritage Foundation has a revolving loan fund. The fund was established in 1977 and is privately and publicly funded. The fund has loaned \$4 million since 1977 for small commercial and residential projects. The process is just like a bank. Applicants submit an application and go through a review similar to a bank. Applicants pay back their loan at half the interest rate of a traditional bank loan. There is a statewide fund of \$300,000, usually \$25,000 for homes and \$100,000 for small businesses. For this project, use of the fund would be limited to the immediate area of the proposed site. The Utah Heritage Foundation would put the money for this project into a separate fund and market it in this area.

The SHPO reiterated they do not consider salvage of the north freight house elements as meeting their preservation/rehabilitation goal for the structure. The SHPO is open to development options on the site that complement the rehabilitated existing structure. Kirk stated that the mitigation should be commensurate with the loss of the historic buildings; a lot of history has already been lost in this area (due to the Intermodal Center and other projects), which would be exacerbated by this proposed project.

### Next Steps Section 106 Process

UTA and FTA will prepare a draft MOA which will be distributed to the group in advance of the next meeting that includes proposed mitigation strategies. The SHPO will confirm the level of documentation that exists for the historic structures (SHPO later confirmed with FTA that documentation is essentially complete). Amy will schedule another meeting for the group to continue the mitigation discussion. SHPO cannot meet the week of March 5. Wilson is available Fridays and Mondays.



## State of Utah

GARY R. HERBERT  
*Governor*

GREG BELL  
*Lieutenant Governor*

## Department of Community and Culture

JULIE FISHER  
*Executive Director*

### State History

WILSON G. MARTIN  
*Acting Director*

March 5, 2012

Terry J. Rosapep  
Regional Administrator  
Federal Transit Administration  
12300 West Dakota Avenue, Suite 310  
Lakewood Colorado 80228

RE: UTA Central Bus Operations and Maintenance Facility Project - Finding of Effect

In reply please refer to Case No. 10-0989

Dear M. Rosapep:

Thank you for the submission of information regarding the above-referenced project. The Utah State Historic Preservation Office received your submission and request for our comment on 3/1/2012. Based on the information provided to our office and on previous meetings and consultation, we concur with your finding of Adverse Effect for the proposed undertaking. We look forward to consulting with you further on this project to resolve the Adverse Effect through an agreement (MOA or PA).

This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have questions, please contact me at [clhansen@utah.gov](mailto:clhansen@utah.gov) or 801-533-3561.

Regards,

Chris Hansen  
Preservation Planner/Deputy SHPO

c: Kirk Huffaker, Utah Heritage Foundation; Mary Deloretto, Utah Transit Authority

STATE  
HISTORY

UTAH STATE HISTORICAL SOCIETY  
ANTIQUITIES  
HISTORIC PRESERVATION  
RESEARCH CENTER & COLLECTIONS

300 S. RIO GRANDE STREET, SALT LAKE CITY, UT 84101-1182 • TELEPHONE 801 533-3500 • FACSIMILE 801 533-3567 • HISTORY.UTAH.GOV

# AGENDA

**Date:** March 19, 2012 – 2:30 to 4:30 pm

**Meeting:** UTA Central Bus Facility Section 106 Consulting Parties Meeting

**Location:** UTA Office - 669 West 200 South

**Call in Number:** 1-877-336-1831; Access Code 7316774#

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1. Mitigation Options (See attached Summary of Mitigation Ideas for the Memorandum of Agreement)
  - Presentation of Ideas
  - Discussion of Ideas
  - Identify next steps to finalize mitigation of adverse effect
2. Section 106 Consultation Process Next Steps
  - Prepare initial draft MOA and circulate for Consulting Party Review
  - Set Next Meeting to discuss MOA provisions
  - Revise initial draft MOA to incorporate Consulting Party feedback and recirculate
  - Publish Draft MOA in EA for public comment
3. Set Next Consultation Meeting
4. Other

# UTA Central Bus Operations and Maintenance Facility Project

## MITIGATION IDEAS FOR THE MEMORANDUM OF AGREEMENT

UTA proposes the following mitigation measures for the adverse effects to historic properties resulting from UTA's proposed Central Bus Operations and Maintenance Facility Project. These mitigation ideas are being presented for discussion with the consulting parties. In addition to the initial set of four ideas presented below, UTA has also developed other ideas that are described beginning on page 4.

The mitigation measures presented below, except Measure 3 – Design Review, could be initiated once project funding was secured. Other than the proposed design charrette (workshop) in Measure 3 which could be initiated when federal funding was received, the Design Review mitigation measure could not be implemented until UTA secured a designer and/or developer for the TOD project. This is dependent on a number of factors and might not occur for several years.

- I. **Documentation of the Historic Architectural Property.** Intensive level documentation exists for one of the affected historic properties (the D&RGW Warehouse/Hospital) but not for the remaining three affected properties (the D&RGW Roundhouse, the D&RGW Boiler and Engine Shop a.k.a. the Locomotive Shop, and the D&RGW Tank Repair House). UTA proposes providing the following documentation for each of the remaining three properties:
  - A. Intensive Level Survey (ILS) Documentation: Completion of an ILS form or similar written record to include a building description, a brief property history, bibliographic references, and administrative information;
  - B. Photographs: Professional quality photos. Photos may be of either digital or 35 mm media. Digital photographs will meet resolution standards comparable to those required for NRHP nomination, will be provided to the SHPO on an archival Gold CD. 35 mm photographs, and will be produced in black-and-white on archivally stable paper. Both photographs and negatives will be provided to the SHPO. All prints and negatives will be submitted in archivally stable protective storage pages. At least 3 photos of the subject building will be taken from various angles. If the interior of the building is accessible for photographs and has sufficient lighting conditions, UTA will provide representative photos of interior spaces and features. Photographs will be numbered and labeled with a location and date the photograph was taken;

- C. Drawings: A plan view sketch of the property on which the building is located will be submitted. To the extent allowable by safety considerations, a sketch floor plan of the building will be produced. The floor plan need not be a measured drawing but should represent the relative scale of interior divided spaces and features;
  - D. Research Materials: A legible photocopy of the historic tax card (if in existence) of the property and a 35mm photograph of the historic tax photo will be submitted; and
  - E. Repository: All materials will be submitted to the Division of State History, Historic Preservation Office to be placed on file.
- II. **Interpretive Display:** To address the adverse effect from demolishing the four historic buildings, which are representative of the significant role of the Denver & Rio Grande Western Railroad Company and railroading in general in the historical settlement and development of Salt Lake City, the UTA will develop, install, and maintain a publicly accessible interpretive or artistic exhibit that incorporates the thematic elements of railroading and the history of the affected buildings.
- A. As part of the interpretive display, UTA will develop content for a Quick Response Code. The content will be related to the historic themes represented by the buildings that are adversely affected by the Project and will be housed on a webpage or website containing text and photographs related to the aforementioned themes. UTA will develop the web page/website content and will afford the FTA, the SHPO and other consulting parties an opportunity to review and comment on that content prior to activating the Code. Reviewing parties will have 30 calendar days to provide comment. Should a party not provide comments during that period, UTA may assume said party approves of the material.
  - B. The details of the design of the interpretive exhibit will be determined through a design committee with representatives from UTA, SHPO, and the consulting parties. Design of the exhibit will consider durability, maintenance, and safety.
  - C. UTA commits to locate the exhibit in or near UTA's Salt Lake Intermodal Center (which is adjacent to the Central Bus Operations and Maintenance Facility), although the exact location will be determined in consultation with the design committee. UTA will fund the development and installation of the display.
- III. **Design Review:** UTA owns land on the southwest corner of 200 South and 600 West. The land is currently occupied by UTA's Salt Lake Intermodal Center and the northern

portion of a historic freight house building (referred to hereafter as the northern freight house). UTA planned to demolish the northern freight house and implement a plan for transit oriented development (TOD) at the site. UTA and FTA have previously completed consultation pursuant to 36 CFR 800 for the demolition of the northern freight house for another project. The northern freight house has not yet been demolished. The SHPO and other consulting parties have expressed interest in UTA's retaining, rehabilitating, and repurposing the northern freight house as part of the TOD. UTA has determined that full preservation and repurposing of the northern freight house is neither prudent nor feasible due to the structural analysis completed by UTA. However, UTA commits to preserving as much of the historical structure as can be reasonably salvaged and repurposed to meet the goals of the TOD and to incorporate design elements (the character defining features) of the historic building into the future TOD.

- A. UTA will organize a design charrette with FTA, the SHPO, and other interested consulting parties to discuss preservation goals and the elements and design features of the northern freight house that could be incorporated into the future TOD structure. UTA will provide architectural or structural engineering expertise for the charrette. Reasonable measures will be documented and included in the development plans for the TOD once that project is started.

The UTA also commits to providing a process for the parties to this agreement to review and comment on the proposed TOD design once that is underway. That process is as follows:

- B. Prior to finalizing design plans, UTA will make a good faith effort to incorporate the results of the design charrette into the draft design and will provide said draft design drawings, including sufficient detail to convey overall appearance and height, exterior material and window types and textures, identification of any original historical elements that will be retained, discussion of how historical materials will be salvaged and/or repaired, and rationale for any comments not incorporated into the draft design. The parties will have 30 calendar days to provide comments to UTA on the draft design. Should a party not provide comments during that period, UTA may assume said party approves of the design.
- C. UTA will consider the comments of other parties on the draft design and will provide said parties with any revised design plans, including rationale for any review comments not incorporated into the revised design. Any party objecting to the revised plans will notify UTA and the other reviewing parties in writing within 30 calendar days. Should a party not provide comments during that period, UTA may assume said party approves of the design.
- D. UTA reserves the right to make additional revisions to the design plans in

response to comments received from or requirements implemented by other parties involved in approving and permitting final design and construction. This includes, but may not be limited to, comments received during the City's Building Code Review, Zoning Review, and Inspection processes. Should the comments or requirements of these other parties necessitate revision of design elements previously agreed upon, UTA will notify the parties to the agreement and provide them with copies of revised design plans. The revised plans will include specific information regarding the required change and how UTA has incorporated those changes while meeting, as much as reasonably possible, the design goals defined during the design charrette.

- E. Any party to this agreement may request termination of the design review process for cause, such as failure to agree on design goals or improper or inadequate consideration of reviewer comments. The party wishing to terminate the process shall provide a written request for termination to the FTA in a timely manner. The request will clearly outline the reason(s) for the request, provide supporting documentation as appropriate, and, to the extent appropriate, offer recommendation(s) to resolve the situation and resume the design review process. FTA will notify the other parties to this agreement of the request, will give due consideration to the request, and will render a written decision to all parties regarding the request.

- IV. **Monetary Donation:** UTA will donate a sum total of \$150,000 to the Revolving Fund Loan program administered by the Utah Heritage Foundation (UHF). The UHF will ensure that the funds donated by UTA are administered in a manner consistent with the standard operating procedures of the loan program. Funds will be restricted to projects located within Salt Lake City. Projects involving buildings associated with the railroad history of the Salt Lake Valley or projects located with the Gateway District will be given top priority in relation to the distribution of funds provided by the UTA. Salt Lake City's Gateway District is located between Interstate I-15 on the west, 300 West on the east, North Temple on the north, and 1000 South on the southern end.

### **ALTERNATIVE MITIGATION IDEAS**

UTA has identified several alternative mitigation measures for the consulting parties' consideration. These are listed below. The details of these mitigation measures would be developed with input from the consulting parties.

- I. **Public Document:** UTA would prepare a public document(s) or other media related to the theme of railroading and its influence on the development of Salt Lake City, railroad architecture in Salt Lake City, or similar. As part of this effort, UTA would develop a list of documents that have already been prepared on Utah's railroad history. Focusing the new public document(s) or other media on the topic of railroad architecture that would

directly correlate with the physical loss of the historic buildings at the UTA Central Bus Operations and Maintenance Facility and would be substantially different than the bulk of railroad related publications already produced for Utah that present the broader history of railroading. The document(s) or other media would be more narrowly focused and would be written for the layperson and could consist of a series of short pamphlets, brochures, or booklets focusing on a sub-topic of the railroad theme or a larger professionally printed and bound publication. The document(s) or other media could range from a more text-heavy discussion of the topic to a lightly annotated collection of historic railroad related photos or presentation in other media. UTA would commit to a production run of a certain quantity of written materials or production of documentation in other media, to be negotiated with the consulting parties. The document(s) could be provided free of charge to public libraries, school libraries, etc. Alternatively, a web-based application for the document could be created.

- II. **Railroad Heritage Tourism Collaboration:** UTA would enter into a short-term partnership with the Division of State History and/or the Utah Travel Council and interested consulting parties to support development of heritage tourism. Heritage tourism has been a focus of the State of Utah for many years. The Department of Community and Culture has developed a heritage tourism toolkit and assists municipalities and other groups in planning for and identifying funding to support the development of heritage tourism programs, activities, and public information. Much of the funding for heritage tourism projects comes through grants, including those offered through the Certified Local Government (CLG) Program administered by the Division of State History. UTA would work with the State and/or the Utah Travel Council to identify a priority project in need of funding. The project would be related to the promotion of Utah's railroad history. If a specific project cannot be identified, UTA would donate funds to the CLG grant program and a request for proposals could be distributed to qualifying CLGs to solicit applications for railroad related heritage tourism projects. UTA would work with the State to determine the parameters of any grant(s) issued with UTA's funding, including consideration of waiving the CLG match requirement.
- III. **Sponsor a Railroad Related Art Exhibit:** UTA would organize, advertise, and host a railroad related art exhibit that could be displayed at a location such as the Division of State History (Rio Grande Station) or the Salt Lake City downtown public library. The exhibit would be open to all media (or a range of media suitable to the exhibit space). The theme would focus on railroading, the specific buildings affected by the Central Bus Operations and Maintenance Facility Project, the Depot and Granary Districts, or similar topic.
- IV. **Salvage Potential:** There are some possible salvage opportunities from elements of the buildings to be demolished. Some ideas include:
  - Salvage and reuse steel sash windows for interior conference room windows;

- Salvage and repair the old wood service door on the north side of the Locomotive Shop as a unique gateway or entry to a courtyard or semi-public area of the new buildings;
- Sawcut and salvage the wall with the emergency hospital signage for use in a new public space dedicated to interpretive displays.

*[Input from Consulting Parties Requested: Are there any other elements of the historic buildings on the Central garage site that the consulting parties would like to see salvaged and reused elsewhere? UTA can do a site walk-through if anyone is interested.]*

Rio Grande

EMERGENCY HOSPITAL







**UTA Central Bus Operations and Maintenance Facility Project**  
**Section 106 Consulting Parties Meeting Summary**  
**(Meeting date: March 19, 2012, 2:30 – 4:30 pm, UTA FLHQ)**

---

Utah Transit Authority (UTA):	Debra Conover, Mary DeLoretto, Patti Garver, Ryan McFarland, Tom McMahon Greg Thorpe
Federal Transit Administration (FTA):	Dave Beckhouse, Kristin Kenyon, Susan Martin, Amy Zaref
State Historic Preservation Office: Salt Lake City:	Chris Hansen, Wilson Martin, Barbara Murphy Janice Lew
SWCA:	Sheri Ellis
Utah Heritage Foundation	Kirk Huffaker

---

Purpose of Meeting

The purpose of the meeting was to continue discussions regarding the proposed Central Bus Operations and Maintenance Site at 750 West 300 South, Salt Lake City, Utah with the Section 106 Consulting Parties. The purpose of the meeting was to discuss potential mitigation options for a draft Memorandum of Agreement (MOA).

The attached mitigation ideas were the main discussion points for the meeting.

Documentation of the Historic Architectural Property

SHPO does not think this is necessary. They stated that the pictures and documentation they have on file for the historic buildings on the proposed Central Bus site is sufficient. This mitigation option was eliminated from consideration for the MOA.

Interpretive Display

SHPO considers this just a step above documentation; however, they would like to leave it on the table. SHPO would like to include design review of the display in the MOA stipulations.

Design Review

UTA proposes to construct a new building at the location of the north freight building and include incorporation of the historic architectural elements in the new building. SHPO does not consider this to be mitigation. SHPO said retention of 75% of original building would be necessary for it to be considered mitigation. This mitigation option was eliminated from consideration for the MOA.

Monetary Donation

The Utah Heritage Foundation (UHF) has given priority for their loan fund to certain areas. This could be done for the proposed project. The UHF was expecting more than \$150,000 for the monetary donation, considering UTA would have used possibly \$2 million for rehabilitation of the Tank Repair House.

SHPO is ok with the loan process that UHF has for administering the funds. They propose starting with a specified area for the fund, within a certain radius of the proposed site, and if later adjustments are necessary, that would be acceptable, if there are not enough applicants in the specified area.

UHF is agreeable to the way the stipulations are written for a draft MOA.

#### Public Document

SHPO believes this has already been done; however, there is something in this option that might work. SHPO would like an online publication. They would like the most effective media with a link to UHF and Salt Lake City websites.

This option was later discussed and modified to be geared toward education curriculum for 4<sup>th</sup> or 7<sup>th</sup> grade school age children – curriculum to include architectural history of the area.

#### Railroad Heritage Tourism Collaboration

This option was eliminated from consideration. SHPO believes this is already being done by other entities.

#### Railroad Art Exhibit

SHPO believes this doesn't work. It is art, not historic preservation. This option was eliminated from consideration.

#### Salvage Potential

This does not work – not historic preservation. Eliminated from consideration.

The MOA will include:

- Interpretive Display
- Monetary Donation
- 4<sup>th</sup> and/or 7<sup>th</sup> Grade Architectural History Curriculum

#### Next Steps

FTA/UTA will send a draft MOA to SHPO for comment and review, and then schedule another meeting within the next couple of weeks.

# UTA Central Bus Operations and Maintenance Facility Project

## MITIGATION IDEAS FOR THE MEMORANDUM OF AGREEMENT

UTA proposes the following mitigation measures for the adverse effects to historic properties resulting from UTA's proposed Central Bus Operations and Maintenance Facility Project. These mitigation ideas are being presented for discussion with the consulting parties. In addition to the initial set of four ideas presented below, UTA has also developed other ideas that are described beginning on page 4.

The mitigation measures presented below, except Measure 3 – Design Review, could be initiated once project funding was secured. Other than the proposed design charrette (workshop) in Measure 3 which could be initiated when federal funding was received, the Design Review mitigation measure could not be implemented until UTA secured a designer and/or developer for the TOD project. This is dependent on a number of factors and might not occur for several years.

- I. **Documentation of the Historic Architectural Property.** Intensive level documentation exists for one of the affected historic properties (the D&RGW Warehouse/Hospital) but not for the remaining three affected properties (the D&RGW Roundhouse, the D&RGW Boiler and Engine Shop a.k.a. the Locomotive Shop, and the D&RGW Tank Repair House). UTA proposes providing the following documentation for each of the remaining three properties:
  - A. Intensive Level Survey (ILS) Documentation: Completion of an ILS form or similar written record to include a building description, a brief property history, bibliographic references, and administrative information;
  - B. Photographs: Professional quality photos. Photos may be of either digital or 35 mm media. Digital photographs will meet resolution standards comparable to those required for NRHP nomination, will be provided to the SHPO on an archival Gold CD. 35 mm photographs, and will be produced in black-and-white on archivally stable paper. Both photographs and negatives will be provided to the SHPO. All prints and negatives will be submitted in archivally stable protective storage pages. At least 3 photos of the subject building will be taken from various angles. If the interior of the building is accessible for photographs and has sufficient lighting conditions, UTA will provide representative photos of interior spaces and features. Photographs will be numbered and labeled with a location and date the photograph was taken;
  - C. Drawings: A plan view sketch of the property on which the building is located will be submitted. To the extent allowable by safety considerations, a sketch floor plan of the building will be produced. The floor plan need not be a measured drawing but should represent the relative scale of interior divided spaces and features;

- D. Research Materials: A legible photocopy of the historic tax card (if in existence) of the property and a 35mm photograph of the historic tax photo will be submitted; and
  - E. Repository: All materials will be submitted to the Division of State History, Historic Preservation Office to be placed on file.
- II. **Interpretive Display:** To address the adverse effect from demolishing the four historic buildings, which are representative of the significant role of the Denver & Rio Grande Western Railroad Company and railroading in general in the historical settlement and development of Salt Lake City, the UTA will develop, install, and maintain a publicly accessible interpretive or artistic exhibit that incorporates the thematic elements of railroading and the history of the affected buildings.
  - A. As part of the interpretive display, UTA will develop content for a Quick Response Code. The content will be related to the historic themes represented by the buildings that are adversely affected by the Project and will be housed on a webpage or website containing text and photographs related to the aforementioned themes. UTA will develop the web page/website content and will afford the FTA, the SHPO and other consulting parties an opportunity to review and comment on that content prior to activating the Code. Reviewing parties will have 30 calendar days to provide comment. Should a party not provide comments during that period, UTA may assume said party approves of the material.
  - B. The details of the design of the interpretive exhibit will be determined through a design committee with representatives from UTA, SHPO, and the consulting parties. Design of the exhibit will consider durability, maintenance, and safety.
  - C. UTA commits to locate the exhibit in or near UTA's Salt Lake Intermodal Center (which is adjacent to the Central Bus Operations and Maintenance Facility), although the exact location will be determined in consultation with the design committee. UTA will fund the development and installation of the display.
- III. **Design Review:** UTA owns land on the southwest corner of 200 South and 600 West. The land is currently occupied by UTA's Salt Lake Intermodal Center and the northern portion of a historic freight house building (referred to hereafter as the northern freight house). UTA planned to demolish the northern freight house and implement a plan for transit oriented development (TOD) at the site. UTA and FTA have previously completed consultation pursuant to 36 CFR 800 for the demolition of the northern freight house for another project. The northern freight house has not yet been demolished. The SHPO and other consulting parties have expressed interest in UTA's retaining, rehabilitating, and repurposing the northern freight house as part of the TOD. UTA has determined that full preservation and repurposing of the northern freight house is neither prudent

nor feasible due to the structural analysis completed by UTA. However, UTA commits to preserving as much of the historical structure as can be reasonably salvaged and repurposed to meet the goals of the TOD and to incorporate design elements (the character defining features) of the historic building into the future TOD.

- A. UTA will organize a design charrette with FTA, the SHPO, and other interested consulting parties to discuss preservation goals and the elements and design features of the northern freight house that could be incorporated into the future TOD structure. UTA will provide architectural or structural engineering expertise for the charrette. Reasonable measures will be documented and included in the development plans for the TOD once that project is started.

The UTA also commits to providing a process for the parties to this agreement to review and comment on the proposed TOD design once that is underway. That process is as follows:

- B. Prior to finalizing design plans, UTA will make a good faith effort to incorporate the results of the design charrette into the draft design and will provide said draft design drawings, including sufficient detail to convey overall appearance and height, exterior material and window types and textures, identification of any original historical elements that will be retained, discussion of how historical materials will be salvaged and/or repaired, and rationale for any comments not incorporated into the draft design. The parties will have 30 calendar days to provide comments to UTA on the draft design. Should a party not provide comments during that period, UTA may assume said party approves of the design.
- C. UTA will consider the comments of other parties on the draft design and will provide said parties with any revised design plans, including rationale for any review comments not incorporated into the revised design. Any party objecting to the revised plans will notify UTA and the other reviewing parties in writing within 30 calendar days. Should a party not provide comments during that period, UTA may assume said party approves of the design.
- D. UTA reserves the right to make additional revisions to the design plans in response to comments received from or requirements implemented by other parties involved in approving and permitting final design and construction. This includes, but may not be limited to, comments received during the City's Building Code Review, Zoning Review, and Inspection processes. Should the comments or requirements of these other parties necessitate revision of design elements previously agreed upon, UTA will notify the parties to the agreement and provide them with copies of revised design plans. The revised plans will include specific information regarding the required change and how UTA has incorporated those changes while meeting, as much as reasonably possible, the design goals defined during the design charrette.

- E. Any party to this agreement may request termination of the design review process for cause, such as failure to agree on design goals or improper or inadequate consideration of reviewer comments. The party wishing to terminate the process shall provide a written request for termination to the FTA in a timely manner. The request will clearly outline the reason(s) for the request, provide supporting documentation as appropriate, and, to the extent appropriate, offer recommendation(s) to resolve the situation and resume the design review process. FTA will notify the other parties to this agreement of the request, will give due consideration to the request, and will render a written decision to all parties regarding the request.

- IV. **Monetary Donation:** UTA will donate a sum total of \$150,000 to the Revolving Fund Loan program administered by the Utah Heritage Foundation (UHF). The UHF will ensure that the funds donated by UTA are administered in a manner consistent with the standard operating procedures of the loan program. Funds will be restricted to projects located within Salt Lake City. Projects involving buildings associated with the railroad history of the Salt Lake Valley or projects located with the Gateway District will be given top priority in relation to the distribution of funds provided by the UTA. Salt Lake City's Gateway District is located between Interstate I-15 on the west, 300 West on the east, North Temple on the north, and 1000 South on the southern end.

#### **ALTERNATIVE MITIGATION IDEAS**

UTA has identified several alternative mitigation measures for the consulting parties' consideration. These are listed below. The details of these mitigation measures would be developed with input from the consulting parties.

- I. **Public Document:** UTA would prepare a public document(s) or other media related to the theme of railroading and its influence on the development of Salt Lake City, railroad architecture in Salt Lake City, or similar. As part of this effort, UTA would develop a list of documents that have already been prepared on Utah's railroad history. Focusing the new public document(s) or other media on the topic of railroad architecture that would directly correlate with the physical loss of the historic buildings at the UTA Central Bus Operations and Maintenance Facility and would be substantially different than the bulk of railroad related publications already produced for Utah that present the broader history of railroading. The document(s) or other media would be more narrowly focused and would be written for the layperson and could consist of a series of short pamphlets, brochures, or booklets focusing on a sub-topic of the railroad theme or a larger professionally printed and bound publication. The document(s) or other media could range from a more text-heavy discussion of the topic to a lightly annotated collection of historic railroad related photos or presentation in other media. UTA would commit to a production run of a certain quantity of written materials or production of documentation in other media, to be negotiated with the consulting parties. The document(s) could be provided free of charge to public libraries, school libraries, etc. Alternatively, a web-based application for the document could be created.
- II. **Railroad Heritage Tourism Collaboration:** UTA would enter into a short-term partnership with the Division of State History and/or the Utah Travel Council and

interested consulting parties to support development of heritage tourism. Heritage tourism has been a focus of the State of Utah for many years. The Department of Community and Culture has developed a heritage tourism toolkit and assists municipalities and other groups in planning for and identifying funding to support the development of heritage tourism programs, activities, and public information. Much of the funding for heritage tourism projects comes through grants, including those offered through the Certified Local Government (CLG) Program administered by the Division of State History. UTA would work with the State and/or the Utah Travel Council to identify a priority project in need of funding. The project would be related to the promotion of Utah's railroad history. If a specific project cannot be identified, UTA would donate funds to the CLG grant program and a request for proposals could be distributed to qualifying CLGs to solicit applications for railroad related heritage tourism projects. UTA would work with the State to determine the parameters of any grant(s) issued with UTA's funding, including consideration of waiving the CLG match requirement.

- III. **Sponsor a Railroad Related Art Exhibit:** UTA would organize, advertise, and host a railroad related art exhibit that could be displayed at a location such as the Division of State History (Rio Grande Station) or the Salt Lake City downtown public library. The exhibit would be open to all media (or a range of media suitable to the exhibit space). The theme would focus on railroading, the specific buildings affected by the Central Bus Operations and Maintenance Facility Project, the Depot and Granary Districts, or similar topic.
- IV. **Salvage Potential:** There are some possible salvage opportunities from elements of the buildings to be demolished. Some ideas include:
- Salvage and reuse steel sash windows for interior conference room windows;
  - Salvage and repair the old wood service door on the north side of the Locomotive Shop as a unique gateway or entry to a courtyard or semi-public area of the new buildings;
  - Sawcut and salvage the wall with the emergency hospital signage for use in a new public space dedicated to interpretive displays.

*[Input from Consulting Parties Requested: Are there any other elements of the historic buildings on the Central garage site that the consulting parties would like to see salvaged and reused elsewhere? UTA can do a site walk-through if anyone is interested.]*

# Facility Consulting Parties' Meeting March 19, 2012

[illegible]



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

REGION VIII  
Colorado, Montana,  
North Dakota,  
South Dakota,  
Utah and Wyoming

12300 West Dakota Avenue  
Suite 310  
Lakewood, Colorado 80228  
720-963-3300 (voice)  
720-963-3333 (fax)

March 23, 2012

Mr. Reid Nelson  
Director, Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue, NW  
Suite 803  
Washington, D.C. 20004

Re: UTA Central Bus Operations and Maintenance Facility Project –  
(UT SHPO Case No. 10-0989) – Advisory Council Notification of Adverse Effect

Dear Mr. Nelson:

The Federal Transit Administration (FTA), along with Utah Transit Authority (UTA) are preparing an Environmental Assessment (EA) for a proposed new UTA Central Bus Operations and Maintenance Facility located at 750 West 300 South, Salt Lake City, Utah. In consultation with the State Historic Preservation Officer (SHPO) FTA has applied the criteria of effect and adverse effect in accordance with 36 CFR 800.

FTA has determined that there will be an adverse effect on four historic properties that are eligible to be listed on the National Register of Historic Places (NRHP) based on their architecture:

- D&RGW Boiler and Engine Shop (a.k.a. The Locomotive Shop) – eligible under Criteria A and C;
- D&RGW Tank Repair House – eligible under Criterion A
- D&RGW Roundhouse – eligible under Criterion A
- D&RGW Warehouse and Hospital (a.k.a. The Hospital Building) – eligible under Criteria A and C

Two of these buildings, the D&RGW Boiler and Engine Shop and the D&RGW Warehouse and Hospital Building are also eligible for the NRHP under Criterion A for their role in and association with the Denver & Rio Grande Railroad company's significant influence on the patterns of settlement and development in Salt Lake City.

In accordance with 36 CFR 800, FTA requests that the Advisory Council on Historic Preservation (ACHP) review the attached Finding of Effect Letter to the SHPO and response letter from the SHPO to determine whether ACHP wants to participate in the Section 106 consultation process for developing a Memorandum of Agreement (MOA) to identify appropriate mitigation of adverse effects associated with the proposed project.

FTA requests that you review the attached documents, and, if the ACHP chooses to participate please provide your response in writing to Charmaine Knighton, Acting Regional Administrator within 15 days of your receipt of this letter and email a copy to Amy Zaref at amy.zaref@dot.gov. If you have any questions regarding this request, please contact Ms. Amy Zaref at 202-641-8050 or amy.zaref@dot.gov.

Sincerely,

*Charmaine Knighton*  
Charmaine Knighton  
Acting Regional Administrator

Enclosures

cc: Barbara Murphy, Deputy, SHPO  
Mary DeLoretto, UTA  
Amy Zaref, FTA  
Louise Brondnitz, ACHP

**From:** [DeLoretto, Mary \(Sr. Program Mgr Environmental\)](#)  
**To:** [Garver, Patricia \(Environmental Compl Specialist\)](#)  
**Subject:** Fw: UTA Central Bus Operations and Maintenance Facility - adverse effect on historic properties  
**Date:** Monday, March 26, 2012 11:39:09 AM  
**Attachments:** [MN Minneapolis fta Interchange Project documentation 22aug11.pdf](#)

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Fyi

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**From:** Louise Brodnitz [mailto:lbrodnitz@achp.gov]  
**Sent:** Monday, March 26, 2012 11:30 AM  
**To:** amy.zaref@dot.gov <amy.zaref@dot.gov>  
**Cc:** Chris Hansen <clhansen@utah.gov>; Barbara Murphy <bmurphy@utah.gov>; David Beckhouse <david.beckhouse@dot.gov>; DeLoretto, Mary (Sr. Program Mgr Environmental)  
**Subject:** RE: UTA Central Bus Operations and Maintenance Facility - adverse effect on historic properties

Hello Amy,

Thanks for emailing this as well as sending the hard copy. Our regulations require us to respond within fifteen days of receipt as to whether we'll participate, but I'll need a few more documents before I can make the decision. The required documentation is listed within our regs at 36 CFR 800.11(e) but in brief could you please provide:

1. A description of the undertaking including the Area of Potential Effects (usually a map or aerial photo outlining the area that might experience effects to historic properties if there were any such properties inside that area.) Indicate depth of ground disturbance if any. Please specify the type of federal involvement (such as funding program or approval involved).
2. How were historic properties identified? Were there studies conducted such as archaeology? Did you consult with SHPO? Municipality? Organizations? Tribes? If so when?
3. Description of the historic properties (may use nomination forms or evaluation forms if available) to indicate characteristics which qualify them for the National Register.
4. Effects or potential effects of the undertaking on those properties.
5. Have avoidance, minimization or mitigation measures been considered and/or taken?
6. Copies or summaries of the views of consulting parties including tribes.

Please feel free to email your responses. I'm attaching a sample of this documentation in case that might be of use to you; please do call me if you have any questions or need clarification.

Best,

Louise

Louise Dunford Brodnitz, AIA AICP  
Program Analyst  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation

1100 Pennsylvania Avenue NW  
Washington, DC 20004-2501  
202-606-8527  
[www.achp.gov](http://www.achp.gov)

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**From:** amy.zaref@dot.gov [mailto:amy.zaref@dot.gov]  
**Sent:** Monday, March 26, 2012 12:46 PM  
**To:** Reid Nelson  
**Cc:** Louise Brodnitz; Barbara Murphy; Chris Hansen; Mary DeLoretto; David Beckhouse  
**Subject:** UTA Central Bus Operations and Maintenance Facility - adverse effect on historic properties

Hi, Here is the attachment.

Amy

Amy Zaref  
Environmental Protection Specialist  
Federal Transit Administration  
202-641-8050  
[amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)

---

**From:** Zaref, Amy (FTA)  
**Sent:** Monday, March 26, 2012 8:44 AM  
**To:** [rnelson@achp.gov](mailto:rnelson@achp.gov)  
**Cc:** [lbrodnitz@achp.gov](mailto:lbrodnitz@achp.gov); Barbara Murphy ([bmurphy@utah.gov](mailto:bmurphy@utah.gov)); Chris L. Hansen ([clhansen@utah.gov](mailto:clhansen@utah.gov)); DeLoretto, Mary (Sr. Program Mgr Environmental); Beckhouse, David (FTA)  
**Subject:** UTA Central Bus Operations and Maintenance Facility - adverse effect on historic properties

Good morning Reid, Attached please find a copy of a letter to the Advisory Council on Historic Preservation (ACHP) for the above referenced project along with the attachments. A hard copy of the original letter has been mailed to your office.

Please let me know if you have questions or need any additional information.

Thanks,  
Amy

Amy Zaref  
Environmental Protection Specialist  
Federal Transit Administration  
202-641-8050  
[amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)

**Section 106 Review of the Interchange Project  
Minneapolis, Minnesota**

Funded by the Federal Transit Administration  
Hennepin County Regional Rail Authority, Metropolitan Council

**Consultation Documentation for the Advisory Council on Historic Preservation,  
pursuant to 36 CFR 800.6(a)(1) and 800.11(e)  
22 August 2011**

NOTE: The Federal Transit Administration has designated the Cultural Resources Unit (CRU) at the Minnesota Department of Transportation to carry out many aspects of the Section 106 review process for the Interchange project. Under this designation, this consultation documentation has been prepared by Dennis Gimmestad, Cultural Resources Unit, Minnesota Department of Transportation, 395 John Ireland Boulevard, St. Paul, MN 55155, 651-366-4292, [dennis.gimmestad@state.mn.us](mailto:dennis.gimmestad@state.mn.us).

**1. Description of the Undertaking**

*Project Description.* The Interchange project will integrate the operations of light rail, commuter rail, buses, bicycles, and pedestrians in downtown Minneapolis. It is located on the western edge of the downtown area in the North Loop, next to the Target Field ballpark. The purpose of the project is to design and construct additional station, site, and rail infrastructure that will maximize the efficiency of existing transit operations, provide for enhanced multi-modal connections, and appropriately plan for future system integration to better serve passengers. Light rail lines which meet at this location are Hiawatha (existing) Central (under construction), Southwest (proposed), and Bottineau (proposed); commuter rail lines include Northstar (existing) and other proposed future lines. Elements of the project include a track system (including storage and tail tracks), a station/platform to function in conjunction with the existing Target Field station, and a pedestrian plaza with parking below. (See attached illustrations.)

*Area of Potential Effect (APE).* As a point of departure, the delineation of the APE considered the half-mile radius commonly used for assessing land use issues around proposed station locations during transit project planning. As shown on the attached map, this general area was adjusted to follow major landscape features (freeways, major streets, river). Although a smaller quarter-mile radius has often been considered adequate for an APE around neighborhood stations, it was felt that the half-mile radius would be more appropriate for the Interchange project because of the following considerations:

- The Interchange is planned to serve as a major transportation nexus for four light rail lines (one completed, one under construction, and two in planning stages), and is adjacent to the Northstar commuter rail line, with additional commuter lines anticipated in the future. Other modes of transportation will focus on the Interchange as well.
- The Interchange is located in a part of downtown Minneapolis that is undergoing significant development activity (including the recently-completed Target Field baseball stadium), highlighting the need for consideration of indirect and cumulative effects in the area.
- The Interchange is located near two major historic districts.
- Future scoping and early planning efforts for transportation projects related to the Interchange (including potential new lines, operations and maintenance facilities, and future expansion of the Interchange facility) would benefit from a comprehensive inventory of historic properties in the delineated area.

In correspondence, both the Minnesota State Historic Preservation Office (MnSHPO) and the City of Minneapolis have pointed out that the delineated APE appears to be larger than necessary. However, in addition to being useful for assessment of cumulative effects of the current project, the knowledge of historic properties in the delineated area will help facilitate avoidance of adverse effects during planning for future related projects in the area. It would seem appropriate that this information be generated at the time of the establishment and initial construction of the major transit facility at the Interchange location.

An archaeological APE, within the overall APE, was delineated as a basis for the archaeological assessment. (See attached map.) This area includes the entire project site, as well as adjacent areas where there is potential for project related utility and street work.

## 2. Identification of Historic Properties

The following survey reports have been completed for the Interchange Project:

- *Phase IA Archaeological Review for the Proposed Interchange Project, Hennepin County, Minnesota* (Archaeological Research Services, April 2011).

This report does not identify any significant archaeological resources within the archaeological APE. It does identify a relatively undisturbed area along Fifth Avenue North, north of Fifth Street (outside of, but across the street from, the project site itself). This area is characterized as having archaeological potential, and it has not been surveyed. At this time, it does not appear that there will be any project-related work in this area.

- *Phase I/Phase II Architecture History Investigation for the Proposed Interchange Project, Hennepin County, Minnesota* (Hess, Roise and Company, April 2011).

This report identifies eight historic properties (including two historic districts) in the APE that have been previously listed in the National Register of Historic Places (NRHP), or previously determined eligible for listing. Six properties are evaluated at the Phase II level. In addition, seven properties are identified as concurrent Phase II evaluations in the survey of the Southwest Transitway project, which was already underway at the time of the Interchange survey (the APEs of the two projects overlap).

### 3. Affected Historic Properties

Based on the above-referenced survey efforts, CRU determined which properties met NRHP criteria, and submitted those findings and the survey reports to MnSHPO and the City of Minneapolis (a consulting party).

- No eligible archaeological sites have been identified in the area (a sensitive area along Fifth Avenue North needs some additional consideration).
- The continued eligibility of the eight NRHP listed and previously determined eligible properties was affirmed.
- One property that was recently determined eligible by MnSHPO as a result of another action was added (Cameron Transfer and Storage).
- None of the six Phase II properties from the Interchange survey were determined eligible by CRU.
- Four of the seven Phase II properties from the Southwest Transitway survey were determined eligible by CRU.

All of the NRHP listed/eligible properties, as determined after consultation with MnSHPO, are included on the attached map and table.

### 4. Effects

The attached table includes assessments of potential effects for all listed/eligible properties in the APE. This information has been submitted to MnSHPO and the City of Minneapolis, and will serve as a basis for continuing consultation on the project.

In summary, identified potential effects on historic properties include the following:

- Effects of the design of the project on adjacent historic properties.
- Effects of vibration and/or noise on adjacent historic properties.
- Effects of a potential future pedestrian connection (such as a skyway) between the Interchange site and the existing downtown skyway system/bus station, on historic properties located along the connection.

#### **5. Criteria of Adverse Effect**

The project's effects cannot be fully determined at this time, as they relate in part to further design/engineering work. Therefore, it is anticipated that a Section 106 Programmatic Agreement will be developed by FTA (with CRU) in consultation with the MnSHPO, the sponsors of the project (Hennepin County Regional Rail Authority and Metropolitan Council), the City of Minneapolis, and, possibly, other interested parties. The Advisory Council on Historic Preservation may participate in this consultation as well. The agreement will stipulate measures to be taken to avoid, reduce, and/or mitigate potential adverse effects as the project moves forward.

#### **6. Consulting Parties and Public Participation**

The MnSHPO has provided comments on 17 March 2011, 3 June 2011, and 27 July 2011, attached. As indicated above, all eligibility determinations have the concurrence of MnSHPO.

The City of Minneapolis, including its Heritage Preservation Commission, has been invited to be a Section 106 consulting party in this review, and they have accepted. The City has been included in correspondence submitted to MnSHPO, and they have provided comments on 3 June 2011, attached.

Tribal consultation on the project is being carried out by FTA.

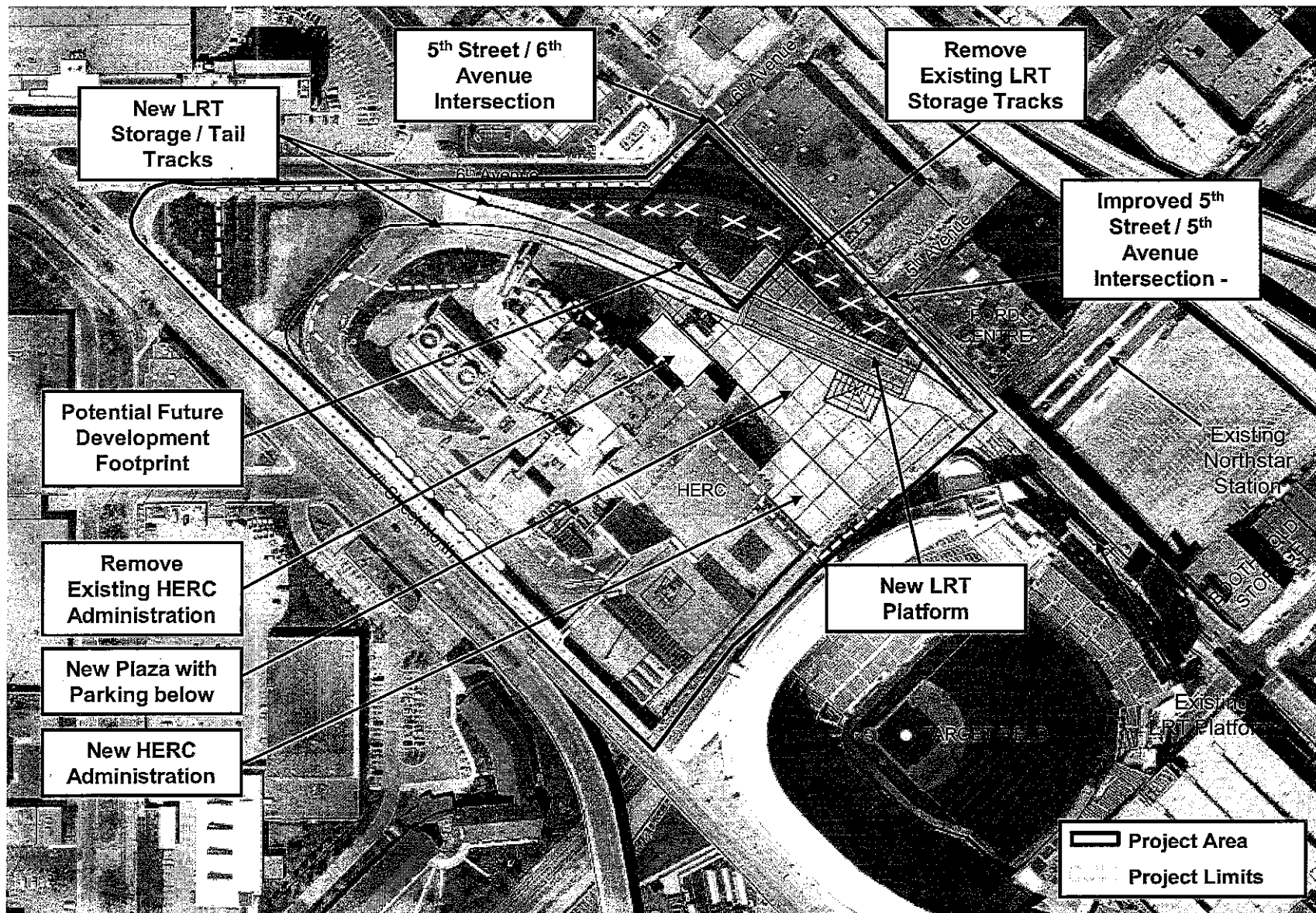
Information on the Section 106 process, the APE, and known historic properties was included in the initial public open house on the project, held on December 7, 2010, at Target Field. Notices for this open house were widely circulated, and were sent to state and local historic preservation organizations.

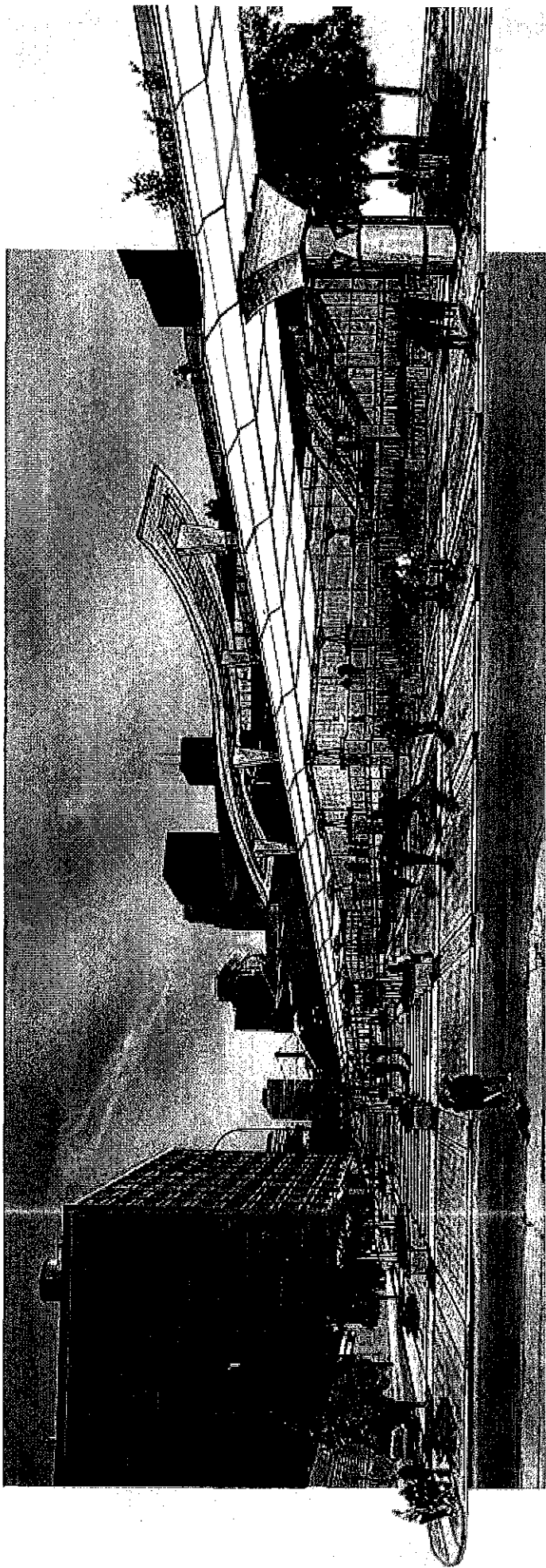
The Environmental Assessment document will include information on historic properties, potential effects to those properties, and potential measures to address those effects. This information will also be included in public presentations held as part of the Environmental

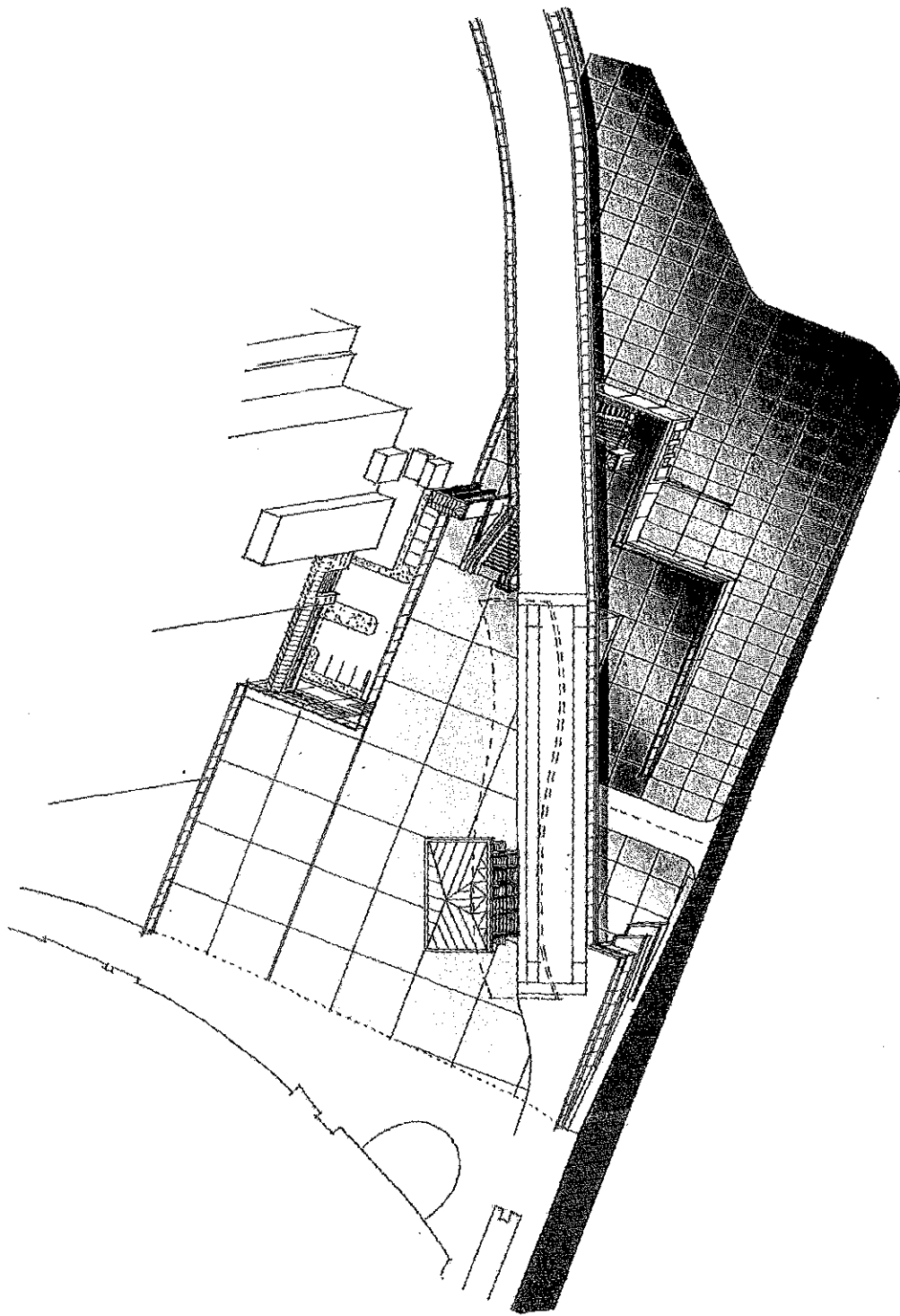
Assessment process, and comments will be taken into account as part of the consultation on the Section 106 agreement.

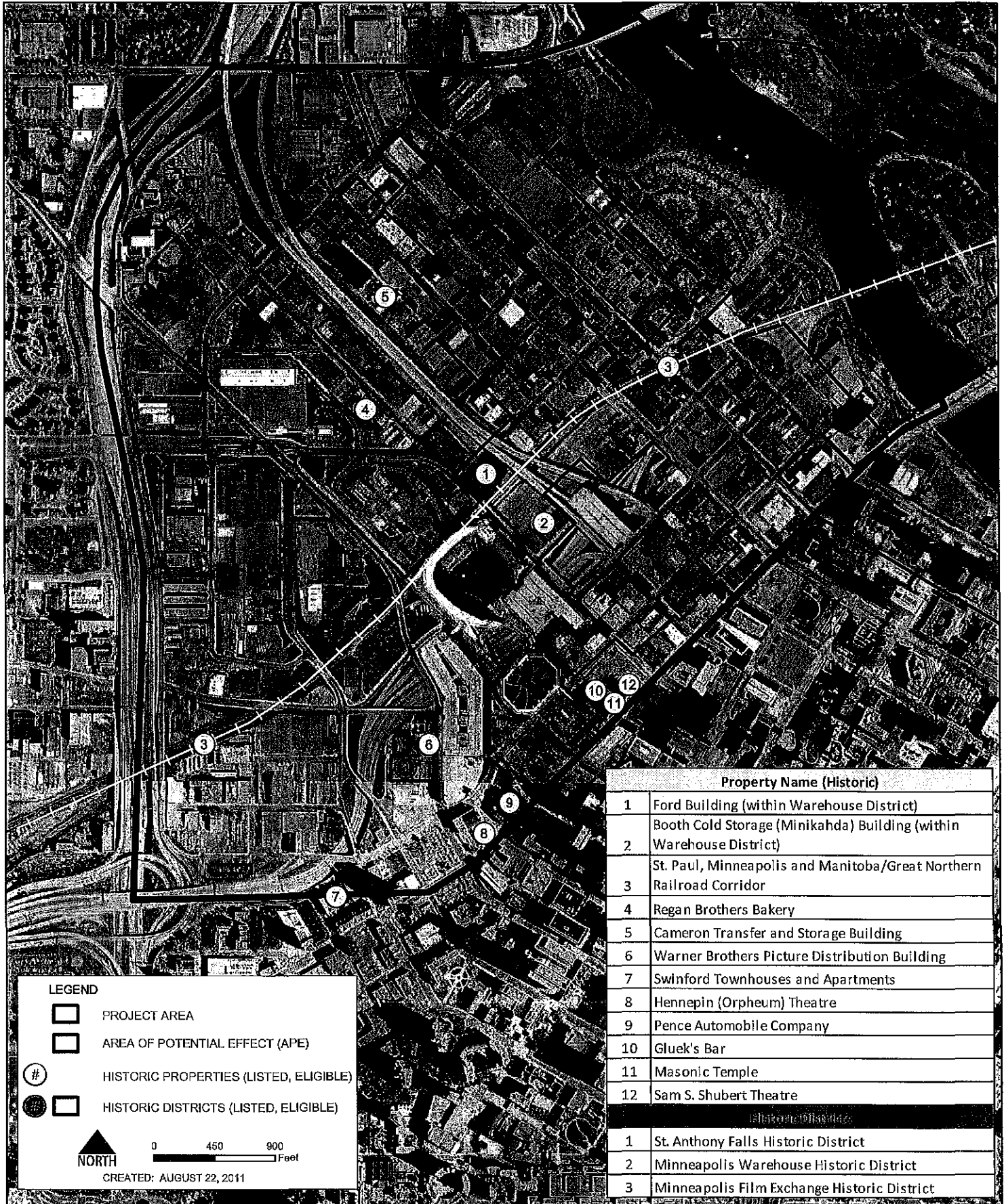
Attachments:

Proposed Interchange project elements (EA fig. 7)  
Sketch of project, looking east with Ford Building on left (EA fig. 12)  
Plan view of project, looking south with Target Field at upper left (EA fig. 13)  
Area of potential effect and listed and eligible historic properties (EA fig. 10)  
Archaeological area of potential effect (EA fig. 9)  
Table of potential effects on historic properties  
Minnesota State Historic Preservation Office letters (3/17/11, 6/3/11, and 7/27/11)  
City of Minneapolis letter (6/3/11)











Interchange Project – Section 106 Review  
Potential Effects on Historic Properties (19 August 2011)

Property Name (Historic)	Property Address	Potential Effects	Adverse Effect Potential	Source
Minneapolis Warehouse Historic District (listed) HE-MPC-0441	Vicinity of 1 <sup>st</sup> Ave. N., N. 1 <sup>st</sup> St., 10 <sup>th</sup> Ave. N., and N. 6 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>&gt; The design of the project infrastructure, including the track structure and station, would have a potential effect on the setting of the historic district and views of and from the district, particularly as related to the <b>Ford Building</b>.</li> <li>&gt; Potential vibration effects (construction and operational) and potential auditory effects (ambient and point source), particularly as related to the <b>Ford Building</b> and <b>Booth Cold Storage Building</b>, need further discussion in consultation.</li> <li>&gt; Project-related utility work and/or other street work (including work done to accommodate traffic changes) would have a potential effect on the archaeological resources, buildings, topography, and character-defining features of the historic district, including paving on Fifth and Sixth Avenues North, loading docks attached to historic buildings, and topographic features related to historic functions.</li> <li>&gt; The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system and bus depot would have a potential effect on buildings in the district, depending on the route of the connections (see note below).</li> </ul>	High	NR-SHPO
St. Anthony Falls Historic District (listed)	Vicinity of Mississippi River between Plymouth Ave. N. and 10 <sup>th</sup> Ave. S.	No effects to this district have been identified to date.	Low	NR-SHPO
St. Paul, Minneapolis & Manitoba RR Corridor (eligible) HE-MPC-16387		This historic rail corridor is adjacent to the Interchange project site and passes under Target Field's promenade. This segment of the rail corridor carries BNSF and Northstar tracks. The Interchange project is not expected to affect the functionality and continuity of the linear rail corridor. The Interchange's lower level parking and upper level plaza, which connect to the promenade, would have a potential effect on the setting of the rail corridor.	Medium	SWT/V3, pp. 61-64
Regan Brothers Bakery (eligible) HE-MPC-16274	643 N. 5 <sup>th</sup> St.	Potential effects on the reuse potential of this vacant property need further discussion in consultation. Potential vibration effects (construction and operational) and potential auditory effects (ambient and point source) need further discussion in consultation.	Medium	SWT/V2, pp. 4.4-50 – 4.4-56

Interchange Project – Section 106 Review  
Potential Effects on Historic Properties (19 August 2011)

Property Name (Historic)	Property Address	Potential Effects	Adverse Effect Potential	Source
Cameron Transfer and Storage Building (eligible) <i>HE-MPC-16391</i>	756 N. 4 <sup>th</sup> St.	No effects to this property have been identified to date.	Low	NR-SHPO
Warner Brothers Picture Distribution Building (eligible) <i>HE-MPC-0421</i>	1000 Currie Ave. N.	The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system would have a potential effect on this property, depending on the route of the connections (see note below).	Medium	NR-SHPO
Minneapolis Film Exchange Historic District (eligible) <i>HE-MPC-16980</i>	1000,1015, 1019, 1025 Currie Ave. N.	The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system would have a potential effect on this property, depending on the route of the connections (see note below).	Medium	SWT/V2, pp. 4.3-70 – 4.3-75
Swinford Townhouses & Apartments (listed) <i>HE-MPC-0520/0521</i>	1213-21, 1225 Hawthorne Ave.	No effects to this property have been identified to date.	Low	NR-SHPO
Hennepin (Orpheum) Theatre (listed) <i>HE-MPC-0439</i>	910 Hennepin Ave.	The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system would have a potential effect on this property, depending on the route of the connections (see note below).	Medium	NR-SHPO
Pence Automobile Company (listed) <i>HE-MPC-9026</i>	800 Hennepin Ave.	The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system would have a potential effect on this property, depending on the route of the connections (see note below).	Medium	NR-SHPO

Interchange Project – Section 106 Review  
Potential Effects on Historic Properties (19 August 2011)

Property Name (Historic)	Property Address	Potential Effects	Adverse Effect Potential	Source
Gluek's Bar (eligible) <i>HE-MPC-0350</i>	16 N. 6 <sup>th</sup> St.	The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system would have a potential effect on this property, depending on the route of the connections (see note below).	Medium	SWT/V2, pp. 4.3-129 – 4.3-133
Masonic Temple (listed) <i>HE-MPC-0436</i>	524 Hennepin Ave.	The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system would have a potential effect on this property, depending on the route of the connections (see note below).	Medium	NR-SHPO
Sam S. Shubert Theatre (listed) <i>HE-MPC-0514</i>	516 Hennepin Ave.	The potential need to provide pedestrian connections from the Interchange area to the downtown skyway system would have a potential effect on this property, depending on the route of the connections (see note below).	Medium	NR-SHPO
<i>One area on 5<sup>th</sup> Ave. just north of 5<sup>th</sup> St. merits further archaeological survey/evaluation, if project work is proposed for this area. Any identified sites which meet NRHP criteria would need to be added to this table.</i>				Int/A, p. 9

Notes:

Listed = listed in the National Register of Historic Places.

Eligible = determined eligible for the National Register of Historic Places.

Source of information on property:

NR-SHPO = National Register of Historic Places files at the State Historic Preservation Office

Int/A = survey report: *Phase IA Archaeological Review for the Proposed Interchange Project, Hennepin County, Minnesota* (Archaeological Research Services, April 2011)

Int/AH = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Interchange Project, Hennepin County, Minnesota* (Hess Roise and Company, April 2011)

SWT/V2 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Two* (Hess, Roise and Company, in preparation)

SWT/V3 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Three* (Summit Envirosolutions, October 2010)

Note on pedestrian connections. This project facilitates the coming together of four light rail lines – one completed, one under construction, and two in the planning stages for future construction. The project location is adjacent to the recently-completed Target Field stadium and the Northstar commuter rail line. Other commuter rail lines are anticipated in the future. Together, these actions cumulatively contribute to a potential need to provide a pedestrian connection between the project site and the downtown skyway system and bus depot.



Minnesota  
Historical Society

STATE HISTORIC PRESERVATION OFFICE

March 17, 2011

Dennis Gimmestad  
MnDOT Cultural Resource Unit  
395 John Ireland Blvd.  
St. Paul, MN 55155

RE: Light Rail Interchange  
Minneapolis, Hennepin County  
SHPO Number: 2011-1404

Dear Mr. Gimmestad:

Thank you for continuing consultation on the above project. The materials you sent have been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36CFR800).


I appreciate receiving information about the historic districts and sites within the proposed APE for this project. But I would like you to back up a notch and let me know the rationale for defining the APE as you have shown it. It seems very large for the interchange alone. I see that you have defined a smaller archaeological APE. Is this entire area to be disturbed? Will it be for construction, staging areas, or both? Is it possible to get a "footprint" of the proposed facility, overlaid on the archaeological APE, to better understand potential impacts?

Thanks for presenting the two interchange options: elevated and at-grade. I am assuming that there will also be design options presented as well. Considering the historic districts and sites in the vicinity, appropriate design will be important.

We concur with your decision to invite both the City of Minneapolis and the Minneapolis HPC as consulting parties. Their insights will be essential as the project progresses.

Please contact our Compliance Section at (651) 259-3456 if you have any questions on our review of this project.

Sincerely,



Mary Ann Heidemann, Manager  
Government Programs and Compliance

cc: Steven Bosacker, City of Minneapolis  
Jack Byers, Minneapolis Heritage Preservation Commission



**Community Planning &  
Economic Development**

**Planning Division**

250 South 4th Street – Room 110  
Minneapolis MN 55415

Office 612 673-2597

Fax 612 673-2728

TTY 612 673-2157

June 3, 2011

Dennis Gimmestad  
Cultural Resources Unit  
Office of Environmental Services  
Minnesota Department of Transportation (MNDOT)  
395 John Ireland Boulevard  
St. Paul, MN 55155

**RE: Interchange Project – Historic Property Identification  
Comments**

Mr. Gimmestad:

The City of Minneapolis' Preservation and Design Team received notification of a review being conducted pursuant to Section 106 of the National Historic Preservation Act of 1966 for the Interchange Project (SHPO # 2011-1404). The City understands MNDOT is acting as the representative of the lead agency, the Federal Transit Administration (FTA).

Having requested to be a consulting party in this investigation, the City of Minneapolis submits this letter with comments on the identification of historic properties within the area of potential effect

The City of Minneapolis concurs with the findings of the Minnesota Department of Transportation, as identified in the May 4, 2011 letter to the Minnesota State Office of Historic Preservation, with the following exceptions:

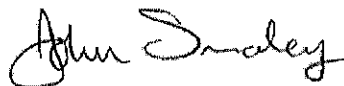
1. Area of Potential Effect: The Area of Potential Effect (APE) seems excessively large. While the City of Minneapolis appreciates the sensitivity shown to its downtown area with the selection of an extensive APE, a smaller APE seems very likely to capture all direct and indirect effects of the proposed interchange. The height of the built environment in this area heavily restricts views of all but the tallest structures from more than ¼ to ½ mile: the standard APE applied to proposed transit station locations. For consistency's sake, adoption of the same APE used in the Environmental Analysis (map attached) may be appropriate.



2. Forms and Report Information Also Covered in the Southwest Transitway Project: For ease of use, especially to future researchers, the Interchange reports and inventory forms should include sites surveyed in the Southwest Transitway Project (SHPO # 2009-0080).
3. Topographic Grades: The City of Minneapolis concurs with the archaeological review's identification of historic bricks in the vicinity of 5<sup>th</sup> Avenue North and 5<sup>th</sup> Street North. The request to preserve the bricks and conduct further archaeological investigation should be accompanied by a commitment to preserve historic hills, as many of the streets, alleys, and rail corridors in the APE are illustrative of the manmade slopes of historic routes, even if some of the route features are no longer extant. An attached excerpt from the Minneapolis Warehouse District Designation Study discusses the lawsuit that led to the formation of these hills which dramatically shaped the character of the locally designated and National Register listed Minneapolis Warehouse Historic District.

Please let me know if you have any questions, and thank you for the opportunity to participate in this review.

Sincerely,



John Smoley  
612-673-2830  
john.smoley@ci.minneapolis.mn.us

cc: Mary Ann Heidemann, Manager of Government Programs  
and Compliance, Minnesota State Historic Preservation Office

Jack Byers, Planning Supervisor, City of Minneapolis

Beth Elliott, Principal Planner, City of Minneapolis

David Frank, Transit Oriented Development Manager, City of  
Minneapolis



April 6, 2012

Ms. Charmaine Knighton  
Acting Regional Administrator  
Federal Transit Administration  
Region VIII  
12300 West Dakota Avenue, Suite 310  
Lakewood, CO 80228

***Ref: Proposed New Central Bus Operations and Maintenance Facility Project  
Salt Lake City, Utah***

Dear Ms. Knighton:

On March 28, 2012, the Advisory Council on Historic Preservation (ACHP) received your notification for the referenced project which was submitted in accordance with Section 800.6(a)(1) of our regulations, "Protection of Historic Properties" (36 CFR Part 800). Unfortunately, the background documentation included with your submission does not meet the specifications listed in Section 800.11(e). We, therefore, are unable to determine whether Appendix A of the regulations, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, applies to this undertaking. Accordingly, we request that you submit the following information so that we can determine whether our participation is warranted.

- A description of the undertaking, including photographs and maps, as necessary;
- A description of the affected historic properties, including information on the characteristics that qualify them for the National Register;
- A description of the undertaking's effects on historic properties; and
- Copies or summaries of any views provided by consulting parties and the public, including comments from Indian tribes.

Upon receipt of the additional information, we will notify you within 15 days of our decision. If you have any questions or require further assistance, please contact Louise Brodnitz at 202-606-8527, or via email at [lbrodnitz@achp.gov](mailto:lbrodnitz@achp.gov).

Sincerely,

Raymond V. Wallace  
Historic Preservation Technician  
Office of Federal Agency Programs

**From:** [DeLoretto, Mary \(Sr. Program Mgr Environmental\)](#)  
**To:** [Garver, Patricia \(Environmental Compl Specialist\)](#)  
**Subject:** Fw: New Central Bus Operations and Maintenance Facility Project  
**Date:** Friday, April 06, 2012 10:56:44 AM  
**Attachments:** [APE and Historic Properties.pptx](#)  
[UTA Central RLS Final Nov 2010.pdf](#)  
[Historic Site Forms.pdf](#)  
[Section 106 correspondence as of March 27 2012 \(3\).pdf](#)

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Fyi

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**From:** amy.zaref@dot.gov [mailto:amy.zaref@dot.gov]  
**Sent:** Friday, April 06, 2012 10:49 AM  
**To:** ofap@achp.gov <ofap@achp.gov>; lbrodnitz@achp.gov <lbrodnitz@achp.gov>  
**Cc:** clhansen@utah.gov <clhansen@utah.gov>; Elizabeth.Patel@dot.gov <Elizabeth.Patel@dot.gov>; kirk@utahheritagefoundation.org <kirk@utahheritagefoundation.org>; DeLoretto, Mary (Sr. Program Mgr Environmental); David.Beckhouse@dot.gov <David.Beckhouse@dot.gov>; bmurphy@utah.gov <bmurphy@utah.gov>  
**Subject:** New Central Bus Operations and Maintenance Facility Project

Hi Louise, Attached is the information that you requested in your letter of April 6, 2012. FTA is sending you a formal letter as well, but I wanted to email you FTA's response to your request in advance.

[A description of the undertaking, including photographs and maps:](#)

The Utah Transit Authority (UTA) proposes to move the existing Central Division Bus Operations and Maintenance Facility (Central Facility) from the current location at 616 West 200 South in Salt Lake City, Utah, to 750 West 300 South, approximately one block south and one block west of the existing facility. The new facility will be located on approximately 18 acres. The current facility occupies 7.3 acres and maintains a fleet of 110 vehicles, consisting of 30-foot to 40-foot buses. Future programming needs of UTA's Central bus operations and maintenance facility must be capable of accommodating a fleet of 250 buses, which includes a new compressed natural gas (CNG) fleet of up to 101 buses.

The attached APE map illustrates the location of the existing Central Facility, Proposed Action (New Bus Operations and Maintenance Facility) and the location of the historic properties.

[A description of the affected historic properties, including information on the characteristics that qualify them for the National Register:](#)

The attached Reconnaissance Level Study describes the historic properties, including information on the characteristics that qualify them for the National Register. The historic property site forms are also attached for your information.

[A description of the undertaking's effects on historic properties:](#)

The attached pdf of the Section 106 correspondence includes a letter dated February 24, 2012 to the Utah SHPO from FTA requesting concurrence on the Project's Finding of Effect. This letter includes a summary of the effect on the historic properties (see page

38 in the pdf).

Copies or summaries of any views provided by consulting parties and the public, including comments from Indian tribes:

The attached pdf of the Section 106 correspondence includes letters initiating the Section 106 process to potential consulting parties and tribes. No response was received from the tribes. SHPO, Salt Lake City and the Utah Heritage Foundation have been working with FTA and UTA (i.e. the Consulting Parties).

FTA and UTA consulted with the Utah SHPO on a number of occasions through both written correspondence and verbal communication. FTA formally initiated Section 106 consultation with the SHPO regarding the Proposed Action on June 10, 2010 regarding the project APE. The SHPO indicated its concurrence with the APE by written letter to FTA dated July 7, 2010.

On March 16, 2011, FTA submitted a reconnaissance level survey to the Utah SHPO with determinations of eligibility for the NRHP for each resource. The Utah SHPO concurred with the determinations on March 24, 2011.

FTA submitted a letter to the SHPO describing FTA findings of effects for archaeological sites and historic buildings in the APE on May 10, 2011. A meeting between FTA, UTA, SHPO and the Consulting Parties was held on June 16, 2011 to discuss the findings of effects letter. A site visit was also conducted on June 27, 2011 to discuss and view the proposed site with the consulting parties. The Utah SHPO did not concur with the findings of effects, FTA and the SHPO requested additional information.

UTA then procured consultants to complete an operational/utilization analysis (Crosby, 2012) and a structural analysis (Reaveley, 2011) to study the possibility of avoiding or repurposing the historic buildings on the Proposed Action site and still meeting the purpose and need of the project. The analyses showed that it was not feasible and/or prudent to avoid or repurpose the historic buildings for the Proposed Action. A meeting was held on February 9, 2012 between FTA, UTA, and the consulting parties to discuss the results of the analyses. A second findings of effects was submitted to SHPO on February 24, 2012. The Utah SHPO concurred with the second findings of effects on March 5, 2012.

FTA and the Utah SHPO have been working with the Consulting Parties to develop mitigation for the adverse effects to historic properties in an MOA. FTA is in the process of drafting the MOA with the Consulting Parties for mitigation of adverse effects. It will be available for public review in the Environmental Assessment.

Copies or summaries of any views provided by consulting parties and the public, including comments from Indian tribes

The attached pdf of the Section 106 correspondence includes letters from the SHPO,

concurring with the APE, determination of eligibility and finding of effect. The correspondence between FTA and the SHPO summarizes the views of the Consulting Parties. There was no response from the tribes for this project.

Please call me at 202-641-8050 or email me at [amy.zaref@dot.gov](mailto:amy.zaref@dot.gov) if you have questions or need further information.

Thanks,

Amy

Amy Zaref  
Environmental Protection Specialist  
Federal Transit Administration  
202-641-8050  
[amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)

---

**From:** Office of Federal Agency Programs [mailto:[ofap@achp.gov](mailto:ofap@achp.gov)]  
**Sent:** Friday, April 06, 2012 8:17 AM  
**To:** Knighton, Charmaine (FTA)  
**Cc:** Louise Brodnitz; Zaref, Amy (FTA); Chris Hansen; Patel, Elizabeth (FTA); Kirk Huffaker; Mary DeLoretto  
**Subject:** New Central Bus Operations and Maintenance Facility Project

From: Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
Attached is our letter on the subject undertaking. (in Adobe Acrobat PDF format)  
If you have any questions concerning our letter, please contact:

Louise Brodnitz  
202) 606-8527  
[lbrodnitz@achp.gov](mailto:lbrodnitz@achp.gov)

Note: Please do not reply to this email.  
A free copy of Adobe Acrobat Reader can be downloaded from: [www.adobe.com](http://www.adobe.com)

# AGENDA

**Date:** April 9, 2012 – 1:00 to 3:00 pm

**Meeting:** UTA Central Bus Facility Section 106 Consulting Parties Meeting

**Location:** UTA Office - 669 West 200 South

**Call in Number:** 1-877-336-1831; Access Code 7316774#

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1. Mitigation Options – discuss draft MOA (sent to Consulting Parties on March 30, 2012). Topics to be discussed include, but are not limited to
  - Cost basis for Interpretive Display and Public Outreach – Educational Curriculum
  - Distribution of funds within proposed mitigation measures
  - Potential new mitigation measure – contribute to UHF study of historic preservation and economic development (i.e. potentially allocate funds from mitigation measures in March 30, 2012 draft MOA)
  - Comments/discussion of draft MOA stipulations
2. Section 106 Consultation Process Next Steps
  - Prepare final draft MOA and circulate for Consulting Party Review to (i.e. incorporate Consulting Party feedback and recirculate for review)
  - Publish Draft MOA in EA for public comment
3. Set Next Consultation Meeting (if needed)
4. Other

## **Utah Transit Authority (UTA) Central Bus Operations and Maintenance Facility Project MOA Explanation of Cost Estimate for Mitigation Stipulations**

Three primary mitigation stipulations are contained in the draft MOA:

- Development of an interpretive display
- A monetary donation to the Utah Heritage Foundation Revolving Fund Loan Program
- Development of a public outreach effort in the form of an educational curriculum/lesson plan geared toward 4<sup>th</sup> and/or 7<sup>th</sup> graders in the Utah public education system

This document describes the method of cost estimating for two of the stipulations: interpretive display and educational curriculum/lesson plan.

### **Cost Estimates for Specific Stipulations**

#### Interpretive Display – Draft MOA estimate: \$125,000

Using costing information from their past work developing and overseeing manufacture of interpretive panels and developing project-based websites and website content, SWCA provided UTA with a cost estimate. This estimate assumed the following as a baseline standard of display content:

- Up to five interpretive panels costing up to \$18,000 each for development, manufacture, and installation
- Quick Reader Code with associated website – estimated at labor and expense costs for SWCA to prepare website content and develop website for a cost of up to \$35,000

Until display content is further defined through the consultation process outlined in the MOA, the exact costs will not be known. Alternative display content, such as interactive components, social media elements, etc., could be substituted for one or more interpretive panels, assuming a similar level of effort to develop those alternative components.

#### Curriculum/Lesson Plan – Draft MOA estimate: \$100,000

SWCA reviewed 4<sup>th</sup> and 7<sup>th</sup> grade social studies/Utah history lesson and activity plans available for download on the Utah State Office of Education (USOE) website ([www.schools.utah.gov](http://www.schools.utah.gov)). Based on these plans and their experience developing archaeology teaching kits with more limited lesson plans, SWCA calculated labor costs for them to prepare a comparable plan. The costs fit within the \$100,000 allocation for this task and were, in fact, well under the proposed \$100,000 total. SWCA rounded the estimate up to \$100,000 to account for the potential inclusion of non-traditional lesson plan or activity plan elements, such as development of a social media component, mobile application, or similar.

FTA should note that SWCA does not regularly compile public education curriculum as a typical service and has not previously prepared a lesson plan that is fully integrated into the overall public education system core curriculum. As such, their draft estimate for this stipulation is based on the estimated effort to replicate a lesson plan of comparable content to those found on the USOE website; costs for educational professionals to develop such a curriculum may be higher, as would be costs for developing original electronic content such as documentary films or similar.

**Meeting  
April 9, 2012**

[illegible]

**UTA Central Bus Operations and Maintenance Facility Project**  
**Section 106 Consulting Parties Meeting Summary**  
**(Meeting date: April 9, 2012, 1 – 3 pm, UTA FLHQ)**

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Utah Transit Authority (UTA):	Debra Conover, Mary DeLoretto, Patti Garver, Tom McMahon, Steve Meyer, Greg Thorpe
Federal Transit Administration (FTA):	Dave Beckhouse, Kristin Kenyon, Susan Martin, Amy Zaref
State Historic Preservation Office: Salt Lake City:	Chris Hansen, Barbara Murphy Janice Lew
SWCA:	Sheri Ellis
Utah Heritage Foundation	Kirk Huffaker

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Purpose of Meeting

The purpose of the meeting was to discuss the draft Memorandum of Agreement (MOA) stipulations, cost estimate for some of the stipulations, distribution of funds, and a new mitigation measure proposed by the Utah Heritage Foundation (UHF). A copy of the draft MOA that was sent to the Consulting Parties on March 30, 2012 is attached. A copy of SWCA's explanation of costs for the Interpretive Display and Curriculum/Educational Materials is also attached.

Cost Estimate for the Interpretive Display

SWCA explained that the cost estimate for the interpretive display was based on up to five interpretive panels costing approximately \$18,000 each; the Quick Reader and website would cost up to \$35,000. The displays would be constructed for outdoor use. They could possibly be housed at the existing Salt Lake Central Station hub building until the new Salt Lake Central Station terminal building is constructed. Once the new building is constructed, the displays could be placed outside, inside, or both. These decisions would be made by the interpretive display advisory committee.

Cost Estimate for the Curriculum/Lesson Plan

SWCA explained that the curriculum cost estimate was based on lesson plans available from the Utah State Office of Education. Their estimate fits within the \$100,000 allocated for this task. UHF discussed their experience preparing curriculum for other projects such as a project funded by the legislature to teach children the importance of the economic development of Main Street in Salt Lake City. The cost for this project was about \$75,000. The State Historic Preservation Office (SHPO) introduced another project used in Weber County called the Crossroads of the West. The cost for this project was between \$25,000 and \$50,000 and was also funded by the State legislature through the Crossroads of the West bill.

Additional Mitigation Measure Proposed by UHF

UHF is working on a study that examines the economic benefits of historic preservation in Utah. The project includes 8 partners, including SHPO, UHF, Salt Lake City and others. The project is being funded by the 8 partners. UHF proposed shifting \$25,000 from the curriculum stipulation and adding it to a new stipulation for mitigation of adverse effects to help fund this study. This will decrease the curriculum stipulation from \$100,000 to \$75,000.

### MOA Changes

The MOA was reviewed page by page to reach an agreement of the MOA language. The following changes will be made to the MOA as agreed to in the meeting:

- Page 2 under Interpretive Display, \$125,000 will be changed to \$100,000
- Page 4 1<sup>st</sup> paragraph, 'installation of the exhibit within one year from the executive of the MOA' will be changed to 'installation of the exhibit within eighteen months from the execution of the MOA unless the consulting parties decide to extend the date'
- Page 4 under Monetary Donation, \$150,000 will be changed to \$175,000
- Page 4 under Public Outreach – Educational Curriculum, \$100,000 will be changed to \$75,000
- Page 5 III C, 'within 9 months of execution of this MOA' will be changed to 'within two years of execution of this MOA'
- Page 5, IV Discovery will be changed to V Discovery, and IV will become a new stipulation called something such as 'Economic Benefits Study' valued at \$25,000

### Next Steps

FTA/UTA will incorporate the MOA changes discussed and send a revised MOA to the consulting parties for their approval within the next week or so. Upon approval by affected parties, a copy of the draft MOA will be included in the Environmental Assessment for public review.

**DRAFT  
MEMORANDUM OF AGREEMENT  
BETWEEN THE FEDERAL TRANSIT ADMINISTRATION (FTA)  
AND THE  
UTAH STATE HISTORIC PRESERVATION OFFICER (SHPO)**

**REGARDING  
THE CENTRAL BUS OPERATIONS AND MAINTENANCE FACILITY  
SALT LAKE COUNTY, UTAH  
March 30, 2012**

**WHEREAS**, the Utah Transit Authority (UTA) is proposing to construct the Central Bus Operations and Maintenance Facility (Project) and is seeking financial assistance from the U.S. Department of Transportation Federal Transit Administration (FTA) for the design and construction of the Project, which is therefore a Federal undertaking subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulation, 36 CFR 800; and

**WHEREAS**, the proposed federally assisted undertaking is the design and construction of the Project located on the site of a previous Denver & Rio Grande Western train maintenance facility between 200 South and 400 South and between approximately 650 West and 750 West in Salt Lake City, Utah with bus operations and maintenance facilities for up to 250 buses as described in detail in the *Central Bus Operations and Maintenance Facility Environmental Assessment*, April 2012, and

**WHEREAS**, FTA, in consultation with the SHPO and Consulting Parties (i.e. UHF and Salt Lake City), has designated the Area of Potential Effects (APE), as defined in 36 CFR 800.16(d), to be the area south of 200 South, west of the Union Pacific Railroad tracks, including the tracks, east of 765 West and I-15, and north of 450 South; the block north of 200 South, south of 100 South, west of 600 West and east of the Union Pacific Railroad tracks is also included in the APE.

**WHEREAS**, FTA, in consultation with the SHPO, has determined, pursuant to 36 CFR 800.5(a), that the construction of the Project will have an adverse effect by demolishing four historic properties that have been determined to be eligible for the National Register of Historic Places (NRHP). These properties are: Denver and Rio Grande Western (D&RGW) Boiler and Engine Shop (a.k.a. The Locomotive Shop), the D&RGW Tank Repair House, the D&RGW Roundhouse, and the D&RGW Hospital Building and Warehouse (a.k.a. the Hospital Building) ; and

**WHEREAS**, Section 106 of the National Historic Preservation Act, 16 USC 470 *et seq.* requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings; and

**WHEREAS**, FTA has notified the ACHP of its adverse effect determination pursuant to 36 CFR 800.6(a)(1) and the ACHP has determined that their participation in the consultation to resolve adverse effects is not needed; and

**WHEREAS**, the public and Consulting Parties were given an opportunity to comment on the adverse effects of the undertaking; and

**WHEREAS**, UTA has participated with FTA in the consultation and has been invited to be an invited signatory to the MOA to reflect its commitment to implement the stipulations in this MOA; and

**WHEREAS**, UHF has participated with FTA in the consultation and has been invited to be an invited signatory to the MOA to reflect its commitment to implement the stipulations related to the Revolving Loan Fund; and

**WHEREAS**, Salt Lake City has participated with FTA in the consultation and has been invited to be a concurring party to the MOA; and

**NOW, THEREFORE**, FTA and the Utah SHPO and the other parties hereto agree to implement this executed MOA in accordance with the following stipulations.

## **STIPULATIONS**

FTA will ensure that the terms of this Agreement are carried out and will require, as a condition of any approval of FTA funding for the Project, adherence to the stipulations of this Agreement. UTA, as the project sponsor, will take the lead in the implementation of each stipulation unless otherwise noted in the stipulation.

- I. **INTERPRETIVE DISPLAY:** To address the adverse effect from demolishing the four historic properties, which are representative of the significant role of the Denver & Rio Grande Western Railroad Company in the historical settlement and development of Salt Lake City, UTA, shall develop, install, and maintain a publicly accessible interpretive display that incorporates the thematic elements of railroading's role in the local area, the history of the affected buildings, or related themes agreed upon with the signatories to this agreement. UTA shall fund the development and installation of the interpretive display. UTA shall design and construct quality products for the interpretive display which shall not exceed a cost of \$125,000.
  - A. Within six months of execution of this MOA, UTA shall convene an interpretive display advisory committee (advisory committee) to assist in the development of the content and design of the interpretive exhibit. The SHPO, UHF, Salt Lake City and other individuals or groups

recommended by the signatories to this agreement shall be invited to participate on the committee. The design of the interpretive display shall include consideration the following:

- i. Illustrate the historic significance of the Denver and Rio Grande Western (D&RGW) Boiler and Engine Shop (a.k.a. The Locomotive Shop), the D&RGW Tank Repair House, the D&RGW Roundhouse, and the D&RGW Hospital Building and Warehouse (a.k.a. the Hospital Building) and the associated influence on Salt Lake City.
  - ii. Design of the interpretive display shall include consideration of durability, maintenance, and safety.
- B. UTA shall develop a web based application as part of the interpretive display. The content shall be related to the historic themes represented by the buildings that are adversely affected by the Project and shall be housed on a webpage or website containing text and photographs related to the aforementioned themes.
  - i. As part of the interpretive display, UTA shall develop content for an interactive web based application for the interpretive display.
  - ii. UTA shall develop the web based application and website content and shall submit the content to FTA and the SHPO for review and comment. UTA shall provide the content to the advisory committee for review and comment. UTA shall consider the comments from the advisory committee prior to finalizing the content.
  - iii. Reviewing parties shall have 30 calendar days to provide comment to UTA. Should a party not provide comments during that period, UTA shall assume said party approves of the material.
  - iv. UTA shall provide the signatories to this MOA with a proposal as to where the web based materials shall be housed and how the web based interpretive display will be accessed, including, but not limited to the use of a Quick Response Code.
  - v. UTA shall provide the SHPO with hardcopies of the website materials and back up electronic files to re-create the web-based site if needed. UTA shall provide electronic files to the SHPO so that the website can be updated in the future, separate from the stipulations in this MOA.
- C. UTA shall locate the interpretive display in or near UTA's existing or planned Salt Lake Central Station (formally known as the Gateway Intermodal Hub). This location is adjacent to the Central Bus Operations and Maintenance Facility. Pending review of the interpretive display by the SHPO with input from the advisory

committee on the content, the interpretive display shall be placed in a location readily accessible to the general public. UTA shall consult with the signatories of this MOA and the advisory committee regarding the location of the display. If the display is located outside or in the existing intermodal hub building, UTA shall complete installation of the exhibit within one year from the execution of this MOA. If UTA proceeds with the design and construction of a new Salt Lake Central Station terminal building within one year from the execution of this MOA, UTA shall consult with the signatories of this MOA and the advisory committee regarding installation of the interpretive display within the new Salt Lake Central Station terminal building. The signatories of this MOA shall agree to a date for installation of the interpretive display that will coincide with the construction of the new terminal building.

- II. MONETARY DONATION: UTA shall donate local funds in the amount of \$150,000 to the Revolving Loan Fund program administered by the Utah Heritage Foundation (UHF).
  - A. The UHF shall ensure that the funds donated by UTA are administered in a manner consistent with the standard operating procedures of the loan program.
  - B. Funds shall be restricted to projects located within Salt Lake City.
  - C. Salt Lake City's Gateway District is located between Interstate I-15 on the west, 300 West on the east, North Temple on the north, and 1000 South on the south. Projects involving buildings associated with the railroad history of Salt Lake City or projects located within the Gateway District shall be given top priority in relation to the distribution of funds provided by the UTA; however, other projects shall be considered. This prioritization shall only apply to the initial distribution of the funds.
  - D. The donation shall be made prior to December 31, 2013 or prior to the demolition of any of the four historic properties, whichever occurs first.
- III. PUBLIC OUTREACH – EDUCATIONAL CURRICULUM: UTA shall develop a teaching kit with a related lesson and activity plan targeting public education students in the 4<sup>th</sup> and/or 7<sup>th</sup> grades. The kit shall be focused on the themes and resources affected by the Project and shall be developed to supplement existing student outreach activities of the UHF and the History for Kids section of the State of Utah's *History to Go* website. Within six months of the execution of this MOA, UTA shall convene an education curriculum advisory committee. UTA shall fund the development of a quality teaching kit with a cost not to exceed \$100,000.
  - A. UTA shall consult with the SHPO and the Consulting Parties regarding the content of the kit and its relationship to the existing student outreach programs of these parties and/or other organizations identified by the signatories to this MOA.

- B. UTA shall consult with the Utah State Office of Education to identify and incorporate any curriculum or equipment restrictions to enhance the likelihood of educator adoption of the kit; however, UTA does not guarantee adoption of the kit by the Utah public school system.
  - C. The draft lesson and activity plan shall be provided to consulting parties for review within 9 months of execution of this MOA.
- IV. DISCOVERY: In accordance with 36 CFR 800.13(b), the UTA is providing for the protection, evaluation, and treatment of any historic property discovered prior to or during construction. If, prior to the start of construction, UTA determines that the undertaking shall affect a previously unidentified cultural resource that may be eligible for listing in the NRHP, or affect a known historic property in an unanticipated manner, UTA shall address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b). If any previously unidentified resource is discovered and/or identified during construction, UTA employees and UTA contractors and subcontractors shall ensure the following procedures are implemented. . The following procedures, shall be incorporated into all construction contracts:
- A. Immediately suspend construction operations in the vicinity (minimum 100 foot buffer) of the discovery, unless doing so would result in unsafe work conditions. If unsafe work conditions are present, they shall immediately be made safe and then construction within the vicinity of the discovery shall immediately cease.
  - B. Notify the UTA Project Manager for the Central Bus Operations and Maintenance Facility project verbally of the nature and exact location of the discovery.
  - C. The UTA Project Manager for the Central Bus Operations and Maintenance Facility project shall immediately contact the SHPO and FTA.
  - D. UTA shall consult with a qualified historian or archaeologist to advise SHPO and UTA regarding the significance and recommended disposition of the discovery.
  - E. The UTA Project Manager for the Central Bus Operations and Maintenance Facility shall protect the discovered objects from damage, theft, or other harm while the procedures of this stipulation are being carried out.
  - F. The UTA shall consult with the SHPO in accordance with 36 CFR 800.13(b)(3) toward developing and implementing an appropriate treatment plan prior to resuming construction. The SHPO shall

expedite its response time in consideration of the cost of the suspension of construction activities. The time necessary for the SHPO to advise the UTA, and for the UTA to handle the discovered item, feature, or site is variable and shall depend on the nature and condition of the discovered item. UTA shall not resume construction until the SHPO has agreed to that resumption.

1. If the discovery is an isolated artifact, an isolated set of fewer than 10 artifacts, or a collection of artifacts that appear to be removed from their original context, the qualified historian or archaeologist will document the discovery and construction shall be allowed to proceed without further consultation and no treatment plan will be required.
- G. Should human remains be inadvertently discovered during construction on nonfederal lands the relevant sections of Utah Code Annotated shall apply; in particular 9-8-309 and 9-9-403. All project-related ground disturbing activity within 300 feet of the discovery shall cease immediately. FTA shall notify SHPO and most likely descendent Native American Tribes as soon as possible. The relevant county sheriff or coroner shall also be notified as soon as practicable. FTA shall consult with these agencies and Tribes to determine the appropriate treatment of the remains. No project-related ground disturbance shall resume in the area of the discovery until written permission to do so is provided by SHPO.
- V. REPORTING: As long as this MOA or its Amendments are in effect, UTA shall provide an annual report to FTA and the SHPO of any and all activities carried out pursuant to this MOA, and upon request, to any other interested parties by December 31 of each year.
- VI. PERSONNEL QUALIFICATIONS: UTA shall ensure that all work carried out pursuant to this MOA is completed by or under the direct supervision of a person or persons meeting or exceeding the *Secretary of the Interior's Professional Qualification Standards for History and/or Archaeology* (36 CFR Part 61) as appropriate to the specific task.
- VII. DURATION: This MOA shall be null and void upon completion of the undertaking, as evidenced by FTA close-out of all grants related to the project, or ten (10) years from the date of execution of the MOA, whichever occurs first. Prior to such time, any of the signatories hereto may consult to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.
- VIII. DISPUTE RESOLUTION: Should any signatory to this agreement object at any time to any actions proposed by UTA or the manner in which the

terms of this MOA are implemented, UTA and objecting signatory shall consult to resolve the objection. If UTA or objecting signatory determines that the objection(s) cannot be resolved, it will notify the FTA, and the FTA will attempt to resolve the issue. If the FTA determines that such objection cannot be resolved, the FTA will:

- A. Forward all documentation relevant to the dispute, including the FTA proposed resolution, to the ACHP. The ACHP shall provide the FTA with advice on the resolution of the objection within thirty days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them a copy of this written response. FTA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty day time period, the FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

Further, at any time during implementation of the measures stipulated in this MOA should an objection to any such measure be raised by a member of the public, the UTA shall take the objections into account and consult as needed with the objecting party, the FTA, and the SHPO to resolve the objection.

- IX. **AMENDMENTS AND NONCOMPLIANCE:** If FTA or the SHPO determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that signatory shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). The amendment shall be effective on the date a copy, signed by all of the original signatories, and is filed with ACHP. If the signatories cannot agree to appropriate terms to amend the MOA within 30 days, or another time period agreed to by all signatories, FTA or the SHPO may terminate the MOA in accordance with Stipulation X, below.

In the event UTA applies for federal funding or a permit from another federal agency, and the undertaking remains unchanged, the additional approving agency may comply with Section 106 by agreeing in writing to the terms of this MOA and notifying and consulting with the SHPO. Any

necessary modifications will be considered in accordance with the original MOA and 36 CFT 800.6(c)(7) and 800.6(c)(8).

Once the MOA is terminated, and prior to work continuing on the undertaking, FTA shall either execute an MOA pursuant to 36 CRF 800.6 or request, take into account, and respond to comments of the ACHP under 36 CFR 800.7. FTA shall notify the signatories as to the course of action it will pursue.

- X. **TERMINATION:** If an MOA is not amended following the consultation set out in Stipulation IX, it may be terminated by FTA or the SHPO.

Execution of this MOA by FTA and the SHPO, the submission of documentation and filing of this MOA with ACHP pursuant to 35 CFR 800.6(b)(1)(iv) prior to FTA's approval of this undertaking, and implementation of its terms, is evidence that the FTA has taken into account the adverse effects of this undertaking on historic properties, and has afforded the SHPO and ACHP an opportunity to comment on the effects of the Central Bus Operations and Maintenance Facility project on historic properties.

**THE FEDERAL TRANSIT ADMINISTRATION**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Charmaine Knighton, Acting FTA Region VIII Administrator

**UTAH STATE HISTORIC PRESERVATION OFFICER**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Wilson G. Martin, Utah SHPO

**Invited Signatories:**

**UTAH TRANSIT AUTHORITY**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Michael A. Allegra, General Manager

UTAH HERITAGE FOUNDATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Kirk Huffaker, Executive Director

**Concurring Parties:**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
[Name, Title]

SALT LAKE CITY

DRAFT



April 13, 2012

Ms. Charmaine Knighton  
Acting Regional Administrator  
Federal Transit Administration  
Region VIII  
12300 West Dakota Avenue, Suite 310  
Lakewood, CO 80228

***Ref: Proposed New Central Bus Operations and Maintenance Facility Project  
Salt Lake City, Utah***

Dear Ms. Knighton:

On April 11, 2012, the Advisory Council on Historic Preservation (ACHP) received the additional information in response to your notification of adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Utah SHPO, and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact please contact Louise Brodnitz at 202-606-8527, or via email at [lbrodnitz@achp.gov](mailto:lbrodnitz@achp.gov).

Sincerely,

Raymond V. Wallace  
Historic Preservation Technician  
Office of Federal Agency Programs

**From:** [amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)  
**To:** [wmartin@utah.gov](mailto:wmartin@utah.gov); [bmurphy@utah.gov](mailto:bmurphy@utah.gov); [clhansen@utah.gov](mailto:clhansen@utah.gov); [Kirk@utahheritagefoundation.org](mailto:Kirk@utahheritagefoundation.org); [Janice.Lew@slcgov.com](mailto:Janice.Lew@slcgov.com); [Carl.Leith@slcgov.com](mailto:Carl.Leith@slcgov.com); [DeLoretto, Mary \(Sr. Program Mgr Environmental\)](#); [Garver, Patricia \(Environmental Compl Specialist\)](#); [Thorpe, Greg \(Mgr Light Rail Eng & Cons\)](#)  
**Cc:** [David.Beckhouse@dot.gov](mailto:David.Beckhouse@dot.gov); [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov)  
**Subject:** UTA Central Bus Operations and Maintenance Facility - Draft MOA  
**Date:** Tuesday, April 17, 2012 3:18:57 PM  
**Attachments:** [Central Bus draft MOA 2012 4 17 \(1\).doc](#)  
[2012 4 9 Central SHPO Mtg summary.pdf](#)

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Good afternoon, Attached please find the revised draft MOA for your review. FTA has incorporated the comments from the Consulting Parties April 9, 2012 meeting, comments from SHPO and additional information received from the UHF. Also attached is the meeting summary and attachments from the April 9, 2012 meeting.

The attached draft MOA shows the revisions in tracked changes so that it is easier for your review. If you can please send me your comments by Tuesday April 24, 2012 that would be great. Please either email me your comments or send me a tracked changes version of the MOA with your comments added. FTA and UTA will include the draft MOA as an attachment to the Environmental Assessment that is anticipated to be published for public review and comment by the end of April 2012.

If you have any questions or comments please feel free to call or email me.

Thank you for your time and effort in the Section 106 consultation process.

Amy

Amy Zaref  
Environmental Protection Specialist  
Federal Transit Administration  
202-641-8050  
[amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)

**From:** [amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)  
**To:** [Kirk@utahheritagefoundation.org](mailto:Kirk@utahheritagefoundation.org); [wmartin@utah.gov](mailto:wmartin@utah.gov); [bmurphy@utah.gov](mailto:bmurphy@utah.gov); [clhansen@utah.gov](mailto:clhansen@utah.gov); [Janice.Lew@slcgov.com](mailto:Janice.Lew@slcgov.com); [Carl.Leith@slcgov.com](mailto:Carl.Leith@slcgov.com); [DeLoretto, Mary \(Sr. Program Mgr Environmental\); Garver, Patricia \(Environmental Compl Specialist\); Thorpe, Greg \(Mgr Light Rail Eng & Cons\)](mailto:DeLoretto, Mary (Sr. Program Mgr Environmental); Garver, Patricia (Environmental Compl Specialist); Thorpe, Greg (Mgr Light Rail Eng & Cons)@rideuta.com)  
**Cc:** [David.Beckhouse@dot.gov](mailto:David.Beckhouse@dot.gov); [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov)  
**Subject:** RE: UTA Central Bus Operations and Maintenance Facility - Draft MOA  
**Date:** Monday, April 23, 2012 11:35:17 AM

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Thanks Kirk. I received a few minor wording edits from UHF, UTA and SHPO. I will summarize them and re-send out the draft MOA for your information.

Thank you all for your comments and participation in the Section 106 consultation process.

Amy

Amy Zaref  
Environmental Protection Specialist  
Federal Transit Administration  
202-641-8050  
[amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)

---

**From:** Kirk Huffaker [<mailto:Kirk@utahheritagefoundation.org>]  
**Sent:** Monday, April 23, 2012 11:31 AM  
**To:** Zaref, Amy (FTA); 'wmartin@utah.gov'; 'bmurphy@utah.gov'; 'clhansen@utah.gov'; 'Janice.Lew@slcgov.com'; 'Carl.Leith@slcgov.com'; 'MDeLORETTO@rideuta.com'; 'pgarver@rideuta.com'; 'GThorpe@rideuta.com'  
**Cc:** Beckhouse, David (FTA); Kenyon, Kristin (FTA)  
**Subject:** RE: UTA Central Bus Operations and Maintenance Facility - Draft MOA

Amy

I believe the MOA accurately reflects our recent conversation except on one point. Under III.D., Public Outreach – educational curriculum, I'd like to suggest an edit to this paragraph to reflect the following commitment from UHF:

“UHF shall include the curriculum developed as specified in this MOA on their website under Resources for Educators.”

Please let me know if that is a problem for anyone.

Kirk

Kirk Huffaker  
Executive Director  
Utah Heritage Foundation  
POB 28  
Salt Lake City, UT 84110-0028  
p: 801.533.0858 x 105  
[www.utahheritagefoundation.org](http://www.utahheritagefoundation.org)

[www.slmodern.org](http://www.slmodern.org)

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**From:** [amy.zaref@dot.gov](mailto:amy.zaref@dot.gov) [mailto:[amy.zaref@dot.gov](mailto:amy.zaref@dot.gov)]  
**Sent:** Tuesday, April 17, 2012 3:19 PM  
**To:** [wmartin@utah.gov](mailto:wmartin@utah.gov); [bmurphy@utah.gov](mailto:bmurphy@utah.gov); [clhansen@utah.gov](mailto:clhansen@utah.gov); Kirk Huffaker;  
[Janice.Lew@slcgov.com](mailto:Janice.Lew@slcgov.com); [Carl.Leith@slcgov.com](mailto:Carl.Leith@slcgov.com); [MDeLORETTO@rideuta.com](mailto:MDeLORETTO@rideuta.com); [pgarver@rideuta.com](mailto:pgarver@rideuta.com);  
[GThorpe@rideuta.com](mailto:GThorpe@rideuta.com)  
**Cc:** [David.Beckhouse@dot.gov](mailto:David.Beckhouse@dot.gov); [kristin.kenyon@dot.gov](mailto:kristin.kenyon@dot.gov)  
**Subject:** UTA Central Bus Operations and Maintenance Facility - Draft MOA

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The attached draft MOA shows the revisions in tracked changes so that it is easier for your review. If you can please send me your comments by Tuesday April 24, 2012 that would be great. Please either email me your comments or send me a tracked changes version of the MOA with your comments added. FTA and UTA will include the draft MOA as an attachment to the Environmental Assessment that is anticipated to be published for public review and comment by the end of April 2012.

If you have any questions or comments please feel free to call or email me.

Thank you for your time and effort in the Section 106 consultation process.

Amy

Amy Zaref  
Environmental Protection Specialist  
Federal Transit Administration  
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