

APPENDIX B13

Historic Properties Technical Report



Historic Properties Technical Report

**Ogden/Weber State University
Transit Project**

Ogden, Weber County, Utah

November 29, 2018

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1.0 Introduction

This technical report describes the known historic properties in the evaluation areas for the Ogden/Weber State University Transit Project and evaluates how these properties would be affected by the Action Alternative. The Action Alternative is the Bus Rapid Transit on 25th Street Alternative, which was selected by the Ogden/Weber State University Transit Project partners and adopted by the Ogden City Council as the Locally Preferred Alternative.

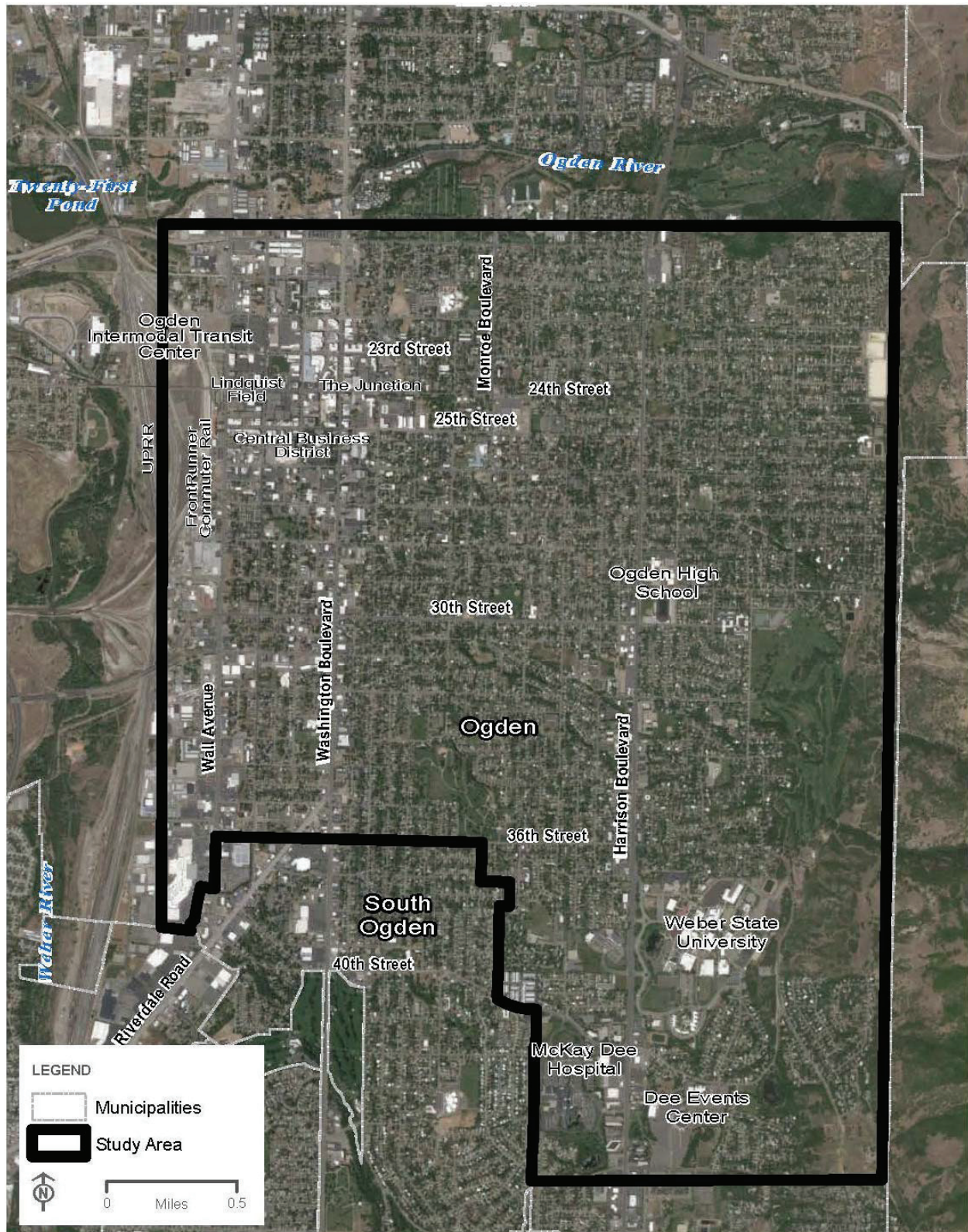
Implementation of the No-Action Alternative would not result in adverse impacts to historic properties. The affected environment (existing conditions) would remain unchanged from current conditions.

Project Study Area. The project study area encompasses a 5.3-mile corridor between downtown Ogden, Weber State University, and McKay-Dee Hospital. The project study area is located in the city of Ogden in Weber County, Utah. The project study area encompasses a portion of downtown central Ogden bounded by the Union Pacific Railroad line to the west, 20th Street (State Route [S.R.] 104) to the north, the city limits at the base of the Wasatch Mountains to the east, and about 4600 South to the south, the southwestern part of which follows the Ogden/South Ogden municipal boundary (Figure 1).

This project study area includes the following major destinations and Ogden neighborhood districts that could be served by the Action Alternative (Figure 2):

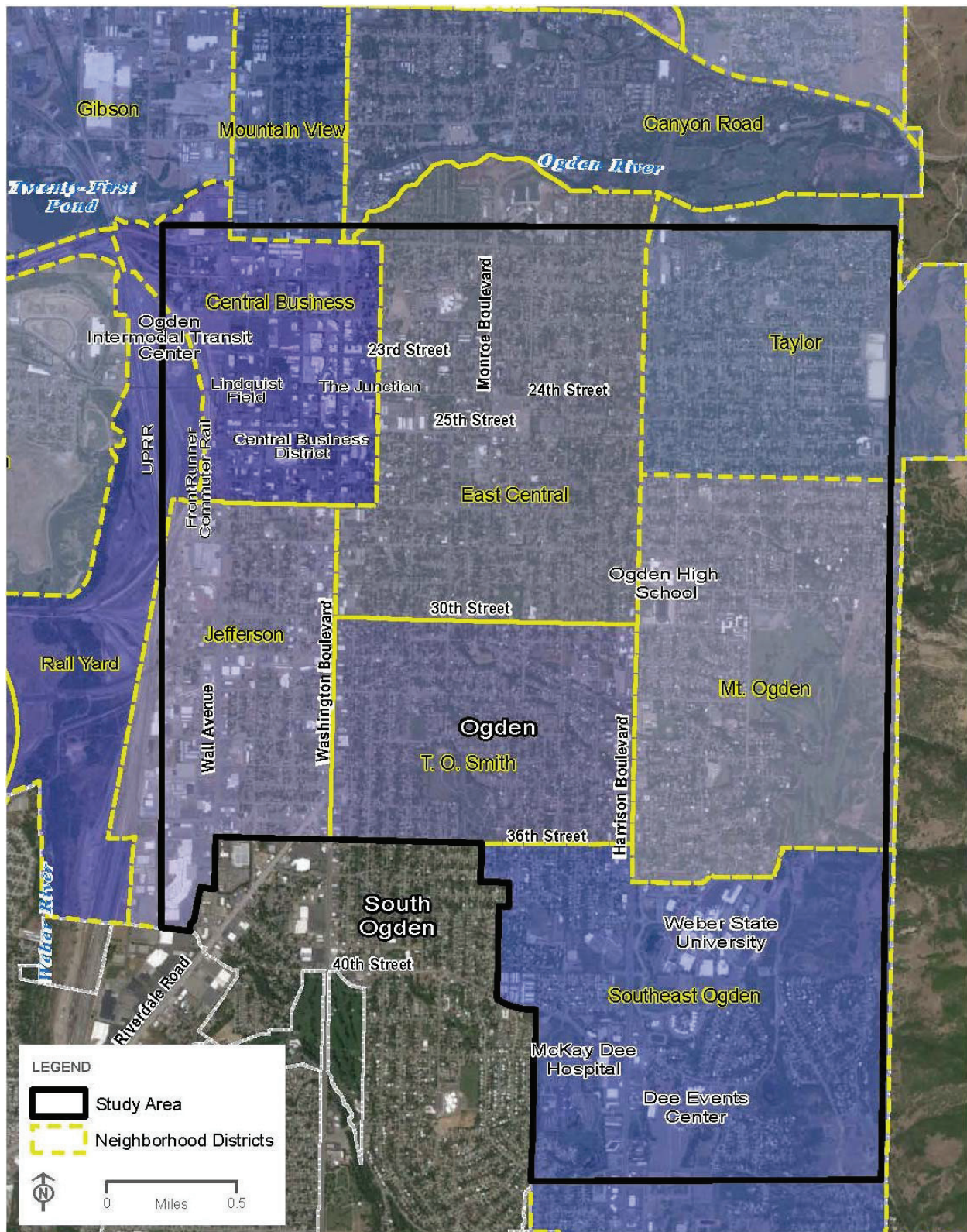
- The Ogden Intermodal Transit Center (FrontRunner operates frequent service from Ogden to Provo, an 88-mile route)
- Lindquist Field, a minor-league baseball stadium with an 8,262-person capacity
- The Junction, a 20-acre entertainment, residential, retail, and office mixed-use redevelopment
- The Ogden downtown central business district, which includes city, county, and federal offices
- Seven neighborhood districts: Central Business (downtown), East Central, Taylor, Jefferson, T.O. Smith, Mt. Ogden, and Southeast Ogden
- Ogden High School, with an annual enrollment of about 1,000 students in grades 10–12
- Weber State University, with about 2,500 faculty and staff and about 25,000 students (up from 17,000 in 2007), 840 of whom lived on campus as of September 2016 (Sears 2016)
- The Dee Events Center, a 12,000-seat sports and entertainment venue with a 3,000-space parking lot
- The McKay-Dee Hospital Center (at 2,300 employees, the fourth-largest hospital in Utah)

Figure 1. Project Study Area



OGDEN/WEBER STATE UNIVERSITY TRANSIT PROJECT
STUDY AREA

Figure 2. Neighborhood Districts



OGDEN/WEBER STATE UNIVERSITY TRANSIT PROJECT
NEIGHBORHOOD DISTRICTS



Ogden is one of the oldest communities in Utah and has a number of historic districts and neighborhoods. Much of central Ogden is served by a traditional grid street system, and a number of the major arterials are state highways managed by the Utah Department of Transportation (UDOT) which serve regional travel through Ogden. These major arterials are Washington Boulevard (S.R. 89), Harrison Boulevard (S.R. 203), and 30th Street (S.R. 79). Harrison Boulevard is part of the National Highway System and is a major north-south arterial that serves an important statewide transportation function through Utah by connecting Washington Boulevard (S.R. 89), Weber State University, and 12th Street (S.R. 39). The Union Pacific Railroad (UPRR) line and the Ogden Intermodal Transit Center are on the western edge of the city, and Interstate 15 is just west of the city.

Historic Properties Evaluation Area. The evaluation area for each type of historic property is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. This area is called the area of potential effects (APE). The APE is influenced by the scale and nature of an undertaking and can be different for different kinds of effects caused by the undertaking.

What is an undertaking?

An undertaking is a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including those carried out by or on behalf of a federal agency, those carried out with federal financial assistance, and those requiring a federal permit, license, or approval.

2.0 Project Description

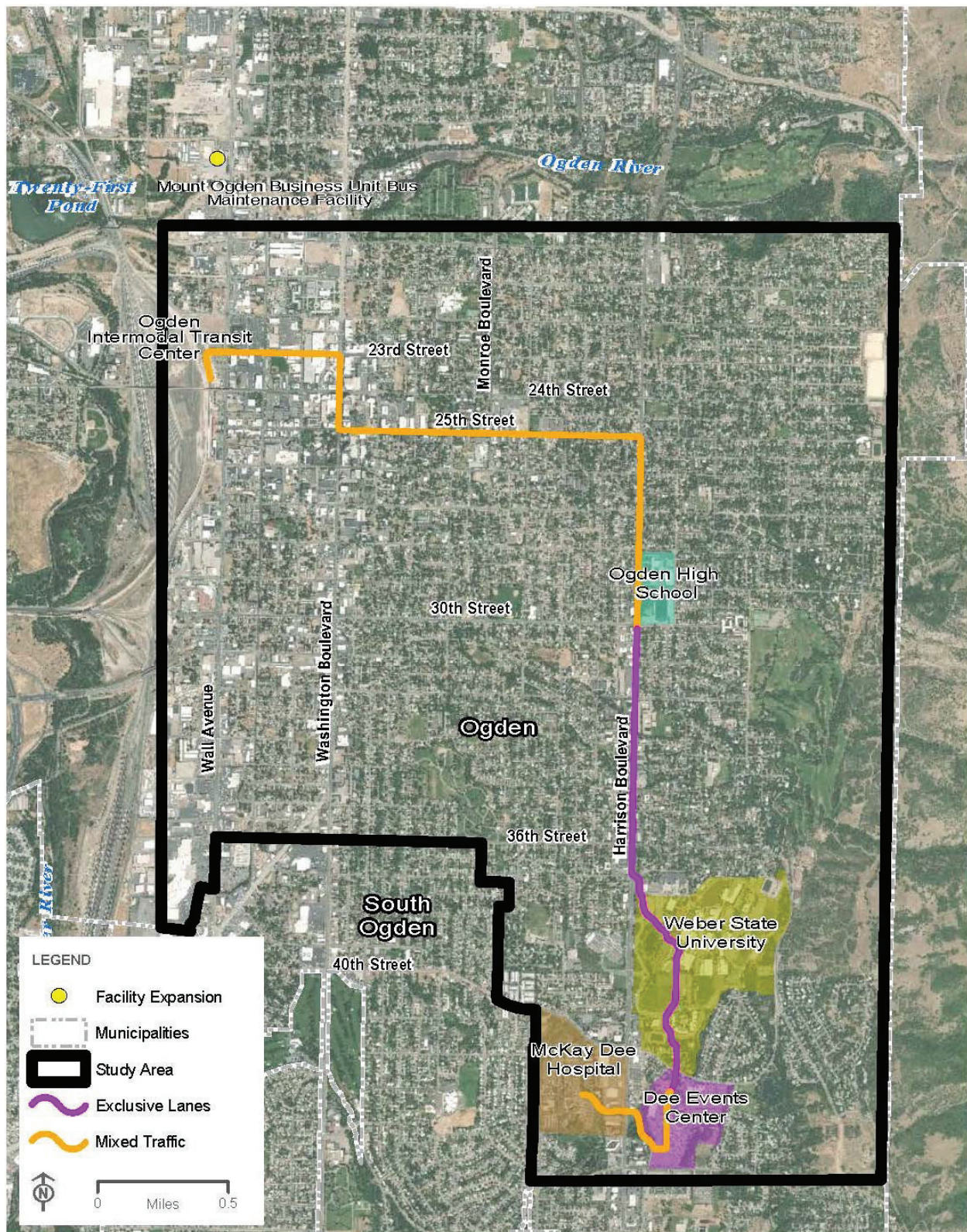
The Federal Transit Administration (FTA) and the Utah Transit Authority (UTA), in cooperation with project partners Ogden City, Weber County, the Wasatch Front Regional Council (WFRC), UDOT, Weber State University, and McKay-Dee Hospital, have prepared an Environmental Assessment (EA) under the National Environmental Policy Act (42 United States Code [USC] §§ 4321–4347) for the Ogden/Weber State University Transit Project.

What is the National Register of Historic Places (NRHP)?

The National Register of Historic Places, or NRHP, is the official federal list of districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Proposed Transit Corridor. The proposed transit corridor is the alignment of the Action Alternative (Figure 3). The bus rapid transit (BRT) route for the Action Alternative would be about 5.3 miles long (10.6 miles round trip), with a western terminus at the Ogden Intermodal Transit Center. From there, the BRT route would head east in mixed-flow traffic on 23rd Street to Washington Boulevard, south on Washington Boulevard to 25th Street, east on 25th Street to Harrison Boulevard, and south on Harrison Boulevard. At about 31st Street and Harrison Boulevard, the BRT route would transition to center-running, bus-only lanes. It would continue on a dedicated busway through the Weber State University campus and then travel west to McKay-Dee Hospital, where it would again travel in mixed-flow traffic. The BRT route would loop back on the same route.

Figure 3. Action Alternative



Station Locations. The Action Alternative includes 16 brand-identified stations. The station locations were chosen during the project's Alternatives Analysis update process. Station spacing ranges from about 0.25 mile apart to about 0.50 mile apart; several stations on Harrison Boulevard would be farther apart because of the spacing of major destinations.

Of the proposed 16 stations, 11 are existing bus route 603 stations (including the termini at the Ogden Intermodal Transit Center and McKay-Dee Hospital) that would be enhanced as part of the Action Alternative. The project team agreed that not all 16 stations would be constructed and open for the BRT service's opening day (2020). Three of the 16 stations are designated as future stop locations. The existing route 603 bus currently stops at two of these three locations, and those locations would be discontinued and new enhanced stations would be constructed in their place in the future based on ridership and station demand.

Station Amenities. The Action Alternative stations would include a platform, canopy, landscaped planter, and station amenities. The station would sit on a concrete bus pad elevated above the sidewalk curb height between 6 and 9 inches above the street grade. Stations would be about 125 feet long, with a platform length of 100 feet to accommodate two 40-foot-long BRT vehicles. Station shelters would be roughly comparable in size to existing UTA bus passenger shelters in the area, though somewhat longer.

At present, UTA anticipates that the shelters would be designed to include a combination of glass panels and solid support members that would have a minimal visual "footprint." Station canopies would be opaque features that provide shelter from sun and rain and would be about 10 to 15 feet high, depending on the incorporation of decorative architectural features that would be determined during final design.

The platform provides the area for passenger waiting, boarding, and station amenities. The station platform would range from 8 feet to 25 feet wide, depending on the station location and the need for a platform to accommodate either single-direction travel or both southbound and northbound travel. Station amenities could include ticket vending machines, seating, lighting, a canopy and wind screens, garbage receptacles, and wayfinding information (maps and signs).

Mount Ogden Business Unit Bus Maintenance Facility Expansion. In conjunction with the Action Alternative, UTA would expand the existing Mount Ogden Business Unit Bus Maintenance Facility located at 175 W. 17th Street in Ogden. The Mount Ogden facility is currently operating at maximum capacity and cannot accommodate the additional eight BRT vehicles needed for the Action Alternative. As a result, the existing Mount Ogden facility would be renovated and expanded.

Operations at the Mount Ogden facility would continue to include maintenance, repairs, inspections, and cleaning for the existing bus fleet and the additional BRT vehicles. The BRT vehicles would be maintained and stored overnight at this facility. The north maintenance building would be expanded to the east by about 8,000 square feet, remaining within property currently owned by UTA and remaining within the existing parking lot pavement area; no additional right-of-way would be required. The expansion would consist of four new bus maintenance bays, which are covered areas for maintaining the new BRT vehicles as well as buses already in the fleet. The expansion would bring the existing facility from about 32,000 square feet to just under 40,000 square feet.

23rd Street and 25th Street Roadway Improvements. To further support the Action Alternative, Ogden City would upgrade portions of 23rd Street and 25th Street to better accommodate the Action Alternative. 25th Street would be rebuilt from the bottom up, and, in certain instances, water mains would be replaced, storm sewers would be installed, and sanitary sewers would be repaired. Depending on the extent of the utility work, curbs might be fully replaced. Ogden City would also upgrade the roadway infrastructure on portions of 23rd Street between Wall Avenue and Kiesel Avenue to better support the Action Alternative and active transportation (walking and bicycling). Improvements would include adding a traffic signal at Lincoln Avenue, restriping, adding bicycle lanes, adding crosswalks, reconstructing curbs, and reconfiguring parking.

3.0 Regulatory Setting

The assessment of historic properties for the Ogden/Weber State University Transit Project complied with the federal and state guidelines listed in Table 1. Of the laws and regulations summarized in Table 1, the National Historic Preservation Act (NHPA) is the only act with a clear process that describes the required steps for considering the impacts of proposed undertakings on historic properties.

3.1 Section 106 of the National Historic Preservation Act

Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and give the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The NHPA was enacted to assess impacts to historic properties that may be affected by federal undertakings. The NHPA requires federal agencies that fund, in whole or in part; issue a permit, license, or approval for; or are otherwise involved in a project to consider the impacts that the undertaking would have on historic properties. The NHPA mandates that agencies perform the following actions:

- **Initiate the Section 106 process** by first determining whether the agency has an undertaking that is the type of activity that may affect historic properties. If so, the agency must identify the appropriate State Historic Preservation Office (SHPO)/ Tribal Historic Preservation Office (THPO) to consult with during the process. It should also plan to involve the public and identify other potential consulting parties. If it determines that there is no undertaking, or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.
- **Identify historic properties** that may be affected by an undertaking, including historic sites that either are listed on the National Register of Historic Places (NRHP) or have been determined through a consensus process to be eligible for inclusion in the NRHP.
- **Assess adverse effects** including the nature and extent of the expected effects on the qualities of the property that resulted in its listing on the NRHP or the determination that it was eligible for inclusion in the NRHP.
- **Resolve adverse effects** by considering measures to avoid, minimize, or mitigate those effects.

The process for carrying out the mandates of the NHPA is described in 36 Code of Federal Regulations (CFR) 800 and subsequent sections. This process includes steps for consulting with state and/or tribal historic preservation officers, the Advisory Council on Historic Preservation, Native American tribes, and other interested parties.

Table 1. Antiquities Laws and Regulations That Apply to the Ogden/Weber State University Transit Project

Title	Implementing Regulation	Year Enacted and Amended
Mining Law Act	None	1872; amended 1962
Antiquities Act	43 CFR 3	1906
Historic Sites Act	None	1935
Reservoir Salvage Act amended as the Archaeological and Historic Preservation Act, Archaeological Data Preservation Act of 1974 or Moss-Bennett Act	None	1960; amended 1974
National Historic Preservation Act (NHPA)	36 CFR 65 36 CFR 800 36 CFR 801 36 CFR 63	1966; amended 1980, 1992
Department of Transportation Act, Section 4(f)	None	1966; amended 1983 (relevant for easements through Bureau of Land Management-administered public land)
Executive Order 11593: Protection and Enhancement of the Cultural Environment	None	1971; codified as part of the 1980 amendments to the NHPA
American Indian Religious Freedom Act (AIRFA)	None	1978
Archaeological Resources Protection Act (ARPA)	43 CFR 7	1979; amended 1988
Native American Graves Protection and Repatriation Act (NAGPRA)	43 CFR 10	1990
Archeological and Historic Preservation Act (AHPA) of 1974 (16 USC 469 to 469c-2)	None	1974
Executive Order 13007: Indian Sacred Sites	None	1996
Executive Order 13175: Consultation and Coordination with Indian Tribal Governments	None	2000
Executive Order 13287: Preserve America	None	2003

3.2 Section 4(f) of the Department of Transportation Act

Section 4(f) of the Department of Transportation Act of 1966 gives special consideration to historic properties that are either included in or eligible for inclusion in the NRHP. Section 4(f), which also addresses publicly owned parks, recreation areas, and wildlife and waterfowl refuges, is discussed in detail in the Section 4(f) Evaluation Report.

3.3 Methods To Identify and Evaluate Historic Properties

The Section 106 process describes specific steps for assessing the impacts of federal undertakings on historic properties. The first step is initiation of the Section 106 process by determining whether the agency has an undertaking that is the type of activity that may affect historic properties. If so, the agency must identify the appropriate SHPO/THPO to consult with during the process. It should also plan to involve the public and identify other potential consulting parties. If it determines that there is no undertaking, or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

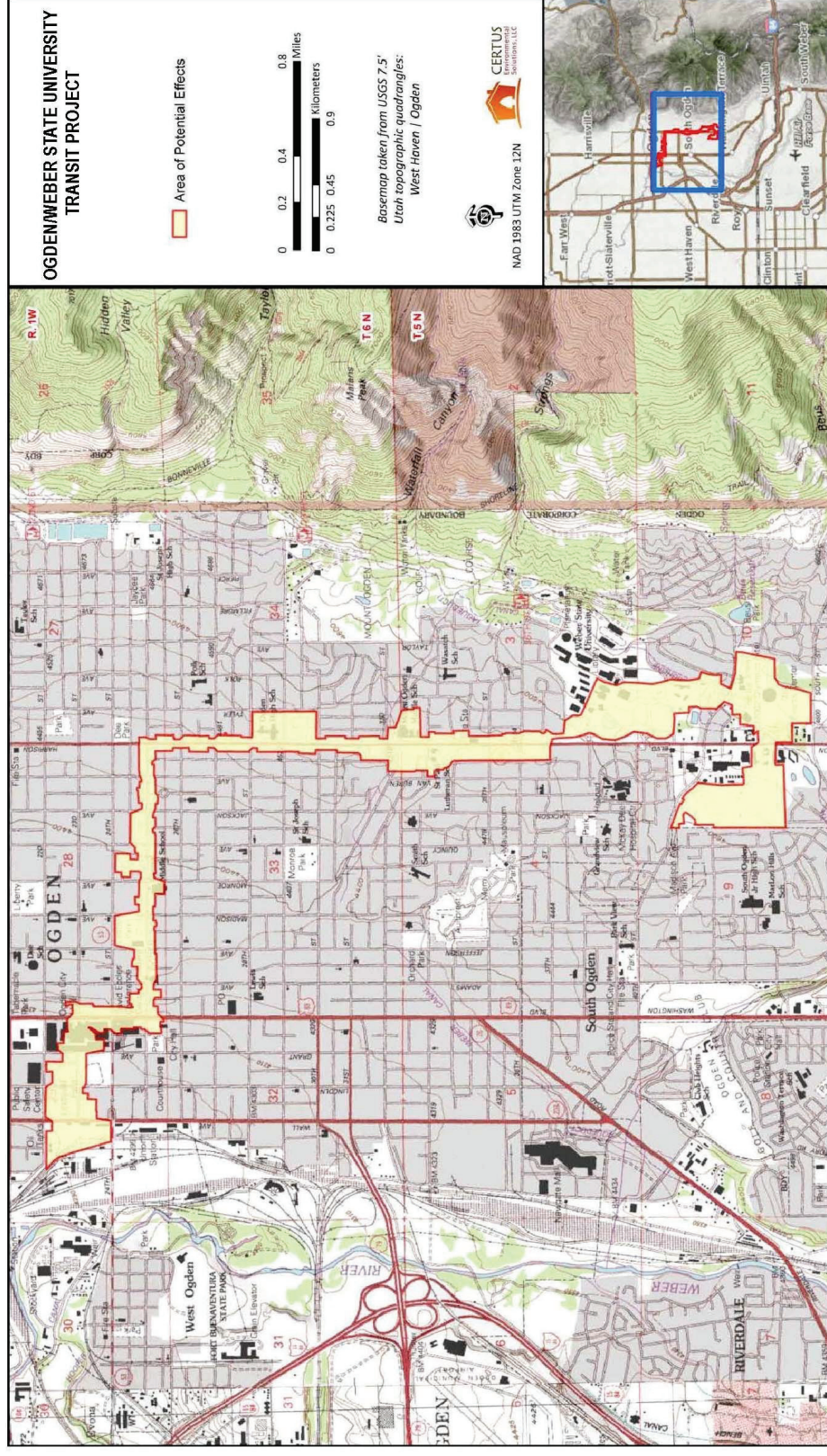
The second step involves identifying historic properties that may be affected by the undertaking, including historic sites that either are included in the NRHP or have been determined through a consensus process to be eligible for inclusion in the NRHP. In order to complete this step, the project team must establish the area of potential effects (APE)—the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties (Figure 4). As described in Section 3.4, Agencies, Tribes, and Other Consulting Parties and Their Roles, the project team (FTA and UTA) coordinated with the consulting parties, including the SHPO, Native American tribes, and other parties, to establish the APE and agree on the methods to be used to identify properties in the area.

Once the APE was established, the project team used several approaches to identify historic properties that may be affected by the alternatives under consideration. These methods consisted of literature reviews, field inspections, and the above-mentioned consultation with agency experts, city and county personnel, Native American tribes, and members of the general public with specific information about historic properties in the Ogden/Weber State University Transit Project study area. These literature review and field inspection methods are described in greater detail in the technical reports for the historic property surveys (Certus Environmental Solutions 2016, 2018), which are available on request. The consultation efforts are described in Section 3.4, Agencies, Tribes, and Other Consulting Parties and Their Roles.

The third step in the Section 106 process is assessing adverse effects on historic properties including the nature and extent of the expected impacts on the qualities of the property that resulted in its inclusion in the NRHP or the determination that it was eligible for inclusion in the NRHP. Information about the criteria used to evaluate historic properties is provided in Section 3.3.4, Criteria for Evaluating the Eligibility of Historic Properties.

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Figure 4. Historic Properties APE



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3.3.1 Definition of Historic Properties

Generally speaking, historic properties—districts, sites, buildings, structures, and objects—are those parts of the natural or built landscape that have cultural value to people. The NHPA defines a *historic property* as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP. Historic properties can include historic buildings, archaeological sites, traditional cultural properties, and other manifestations of past human activity.

- **Historic buildings, districts, and structures** can represent important facets of history at the national, state, or local level.
- **Archaeological resources**, the material remains of past human life or activities that are preserved in their original setting, can be important to understanding prehistory or history.
- **Traditional cultural properties** are historic resources associated with cultural practices or beliefs of a living community that are rooted in that community's history and are important in maintaining the continuing cultural identity of the community.

Typically, historic properties are defined as physical manifestations or remains of past human activity that are at least 50 years old. For the Ogden/Weber State University Transit Project, all properties that are 45 years old or older were considered historic properties in order to account for the amount of time that would likely elapse between the identification of historic properties as part of the project's EA and the construction of the project. The evaluation of historic properties included an archaeological assessment, which focused on prehistoric and historic archaeological sites and historic structures such as railroads and canals, and an assessment of historic buildings associated with residential, commercial, and industrial properties.

The evaluation of traditional cultural properties was conducted through consultations with Native American communities and other interested groups (see Section 3.4, Agencies, Tribes, and Other Consulting Parties and Their Roles).

3.3.2 Literature Reviews

Literature reviews included examining the project, site, and historic architectural records of the Utah SHPO. The project team obtained copies of records for historic buildings, districts, and archaeological sites known to be present within or directly adjacent to the Action Alternative. The NRHP and other lists of state and local landmarks were consulted for information regarding properties that might be present within the boundaries of the Action Alternative.

3.3.3 Field Inspections

Two types of field inspections were conducted in the spring and summer of 2016 to identify historic properties that could be affected by the Action Alternative. The first type of inspection focused on identifying historic buildings, and the other type focused on identifying archaeological sites that are visible on the ground surface. The technical reports produced for the historic property surveys (Certus Environmental Solutions 2016, 2018) include more details about the procedures used to identify, document, and evaluate historic buildings and archaeological sites in the Ogden/Weber State University Transit Project study area.

3.3.4 Criteria for Evaluating the Eligibility of Historic Properties

NRHP Criteria. In accordance with 36 CFR 60, historic properties documented as part of federal undertakings are to be evaluated for their eligibility for inclusion in the NRHP under four specific criteria and with consideration for seven elements of integrity. A resource may be considered eligible for inclusion in the NRHP if it:

- A. Is associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Is associated with the lives of persons significant in our past; or
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

Historic properties considered potentially eligible under one of the above criteria are also to be evaluated for integrity of location, design, setting, materials, workmanship, feeling, and association. To be eligible for inclusion in the NRHP, a historic property must possess integrity of those elements directly related to the criterion or criteria under which it would be determined eligible.

Utah SHPO Criteria. In Utah, all historic buildings documented at a reconnaissance level are also evaluated using a rating system established by the Historic Preservation Program at the Utah SHPO. This rating system assigns one of four ratings to buildings based on the degree to which they retain historical and architectural integrity. These ratings are as follows:

ES Eligible/Significant: Built within the historic period and retains integrity; excellent example of a style or type; unaltered or only minor alterations or additions; individually eligible for the NRHP under criterion C; also buildings of known historical significance.

EC Eligible/Contributing: Built within the historic period and retains integrity; good example of a style or type, but not as well-preserved or well-executed as ES buildings; more substantial alterations or additions than ES buildings, though overall integrity is retained; eligible for the NRHP as part of a potential historic district or primarily for historical, rather than architectural, reasons.

NC Ineligible/Non-Contributing: Built during the historic period but has had major alterations or additions; no longer retains integrity.

OP Ineligible/Out-of-period: Constructed outside the historic period.

The interaction between the SHPO rating system and the NRHP criteria focuses on NRHP Criteria A and C and SHPO ratings **ES** and **EC**. Buildings assigned a SHPO rating of **ES** are considered eligible for inclusion in the NRHP under both Criteria A and C. Buildings assigned a SHPO rating of **EC** are considered eligible for inclusion in the NRHP under Criterion A only (Giraud 2007).

3.4 Agencies, Tribes, and Other Consulting Parties and Their Roles

FTA is the lead federal agency in the environmental review process for the Ogden/Weber State University Transit Project. As a federal agency, FTA must comply with Section 106 of the NHPA, which requires all federal agencies to take into account the effects of their undertakings on historic properties. In addition, as an agency within the U.S. Department of Transportation, FTA is required to comply with Section 4(f) of the Department of Transportation Act of 1966, as amended, which protects historic properties as well as parklands, recreation areas, and wildlife refuges.

The Advisory Council on Historic Preservation is the federal agency responsible for overseeing compliance with Section 106. Typically, the Council does not participate directly in the Section 106 consultation process for a specific undertaking. However, the Council must be notified of federal agencies' determinations at key milestones, and the Council has the right to enter the consultation process based on criteria in the Section 106 regulations. If the Council elects to participate in consultation, the Council's approval is required for any Memorandums of Agreement or Programmatic Agreements for the undertaking. The Council also can participate in resolving disputes between federal and state agencies or project proponents that might arise regarding the management of historic and archaeological properties within the APE of an undertaking.

As part of the effort to identify historic properties in the APE, Section 106 consultation was carried out among FTA, UTA, and several agencies and organizations. Among those agencies consulted were the Utah SHPO (both the Preservation and Antiquities Departments), federally recognized Native American tribes, and others such as local governments and historical societies.

3.4.1 SHPO Consultation

Copies of all formal Section 106 consultation correspondence with the Utah SHPO regarding Section 106 responsibilities, the APE, identification of historic properties, determinations of eligibility, and findings of effect are provided in Appendix C2, Section 106 Consultation, of the EA.

FTA and UTA consulted with the Utah SHPO on a number of occasions through both written correspondence and verbal communication. Key consultation with the SHPO included correspondence regarding the APE. On May 6, 2016, FTA formally initiated Section 106 consultation with the SHPO regarding the Ogden/Weber State University Transit Project, provided a description of the proposed APE for historic properties, and requested the SHPO's concurrence with that APE and concurrence with the methodology to be used for identifying historic properties in the APE. The SHPO indicated its concurrence with the APE and methodology for both historic structures and archaeological resources in two separate emails to FTA dated May 17, 2016, and May 24, 2016.

On September 13, 2016, FTA submitted to the Utah SHPO technical reports and letters with FTA and UTA's list of identified historic properties (historic structures and archaeological resources) and determinations of eligibility for the NRHP for each property. The SHPO concurred with the determinations, with three minor exceptions, on September 26, 2016, by a

written letter. On October 25, 2016, FTA replied to the SHPO and amended one determination, corrected a photo error, and conducted additional research that further explained why the original determination was correct. In addition, replacement pages for the report were provided to the SHPO. The SHPO concurred with FTA's revised determination of eligibility on December 13, 2016.

Once the Action Alternative alignment was determined, FTA submitted a letter to the SHPO describing FTA and UTA's preliminary findings of effects for archaeological sites and historic buildings in the APE. This initial letter was sent on January 31, 2017. The Utah SHPO concurred with the preliminary findings of effects on March 16, 2017.

Since March 2017, the engineering design has been refined to address steep slope issues in the neighborhood between the north and south campuses of Weber State University. The refined design required adjusting the Action Alternative alignment in this neighborhood, which resulted in slightly different effects than previously discussed with the SHPO. Two properties with NRHP-eligible buildings that were previously avoided would be within the currently proposed transit corridor. Additionally, FTA identified some other project issues and changes that required updating the cultural resources technical report for this undertaking and the resulting findings of effect. An updated findings of effect letter was submitted to the SHPO on October 10, 2018. The SHPO concurred with the updated findings of effect on October 22, 2018. See Appendix C2, Section 106 Consultation, of the EA for all SHPO correspondence.

Through a separate project, and in accordance with Utah Code Section 9-8-404, Weber State University and the Utah SHPO have developed a Memorandum of Agreement (MOA) regarding the University's campus Master Plan property acquisitions and demolitions. Utah Code Section 9-8-404 requires the University to take into account the effect of its undertakings on historic properties. The MOA describes the agreement between the two parties that, upon the decision of Weber State University to proceed with actions to demolish or renovate any NRHP-eligible properties in support of its Master Plan, the University will ensure that specific mitigation measures are implemented (WSU and Utah SHPO 2016).

3.4.2 Tribal Consultation

Federal legislation such as the NHPA and Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, mandates that federal agencies involved in an undertaking that may affect properties of importance to Native American tribes must consult with those federally recognized tribes when the location of the federal undertaking is within an area of traditional use for the tribe. This consultation is to occur at a government-to-government level in recognition of the sovereign status of the tribes.

The goal of the consultation is to identify properties of importance to the affected tribes, to assess the nature and extent of the impact on the characteristics of the properties that make them important, and to work through a collaborative process to identify acceptable measures for avoiding, minimizing, or mitigating significant impacts to the properties. Other laws, such as the Native American Graves Protection and Repatriation Act, mandate additional consultation with tribal governments if human remains, burial goods, or items of cultural patrimony are identified in association with a federal undertaking and are on federal or tribal land.

The following six Native American tribes with patrimonial claims over the general project area were contacted by FTA on May 16, 2016; invited to be consulting parties to the Ogden/Weber State University Transit Project Section 106 process; asked to concur with the proposed APE and methods of identification; invited to provide comments on known or potential properties or issues of concern to the tribes; and offered a meeting with UTA and FTA:

- Confederated Tribes of Goshute Reservation
- Northwestern Band of Shoshone Nation
- Paiute Tribes of Utah
- Shoshone-Bannock Tribes
- Skull Valley Band of Goshute Indians
- Ute Indian Tribe

None of the Native American tribes contacted by FTA requested to be consulting parties, to meet with UTA and/or FTA, or to provide input on the proposed undertaking. For copies of these letters, see Appendix C2, Section 106 Consultation, of the EA. FTA continues to coordinate with the tribes to solicit their comments on the environmental effects of the project.

3.4.3 Local Governments and Historical Societies

In addition to the agencies and tribes, consultation was undertaken with several other entities with direct interest in historic properties that could be affected by the project. Agencies with direct jurisdiction over land within or adjacent to the Action Alternative alignment were also consulted. These entities included certified local governments (CLG), historical societies and organizations, and mayors or town councils where no CLG or historical society exists. The following groups were invited to become consulting parties for the project and were invited to provide information about historic properties of importance to their communities or organizations:

- Ogden City Landmarks Commission (Judith Mitchell)
- Utah Heritage Foundation (Kirk Huffaker)
- Trolley District Community Council (Alex Clift)
- Weber County Heritage Foundation (Richa Wilson)

Consultation with the CLGs and other potentially interested parties focused on soliciting information about the APE for historic properties, the methods for identifying such properties in the APE, known or potential historic properties in the APE, the significance of those properties, and the effects of the project on historic properties in the APE. All of the parties listed above were invited by written letter to become formal consulting parties in the Section 106 process. Three parties—the Ogden City Landmarks Commission, the Utah Heritage Foundation, and the Weber County Heritage Foundation—requested to become a consulting party. For copies of the invitations and consulting party responses, see Appendix C2, Section 106 Consultation, of the EA. To date, none of the consulting parties have identified specific historic properties of concern. FTA and UTA will continue to consult with the local governments and historical societies that agreed to become consulting parties and will accept

comments on the EA and the Section 106 process during the public comment period when the EA is released to agencies and the public.

3.4.4 The Public

The Section 106 process requires that FTA provide an opportunity for the public to review the results of the agency's effort to identify historic properties, evaluate their significance, and assess the undertaking's effects on them. When adverse effects are found, the federal agency must also make information available to the public about the undertaking, must explain its effects on historic properties and alternatives to resolve the adverse effects, and must provide the public with an opportunity to express their views about how to resolve adverse effects. FTA and UTA will provide information to the public regarding impacts to historic properties and will accept comments on the EA and the Section 106 process during the public comment period when the EA is released to the public.

3.4.5 Advisory Council on Historic Preservation

When adverse effects are found, the federal agency must notify the Advisory Council on Historic Preservation and provide it an opportunity to consult.

For the Ogden-Weber State University Transit Project, FTA consulted with the Utah SHPO, which has concurred with FTA's Determination of Eligibility and Finding of Adverse Effect for historic properties (Utah SHPO 2018). FTA subsequently notified the Advisory Council of the finding of adverse effect to a historic property and invited the Advisory Council to consult. The Advisory Council stated that its participation in the consultation to resolve adverse effects is not needed (ACHP 2018).

4.0 Affected Environment

4.1 Methodology

A variety of historic properties, including historic buildings and archaeological sites, were identified within the APE for the Ogden/Weber State University Transit Project. For this analysis, archaeological sites include historic linear resource sites such as railroads and canals. No prehistoric or historical archaeological sites other than the historic linear resource sites were identified in the APE. The following sections describe the historic properties known to be present in the APE.

4.2 Historic Buildings

As part of the environmental analysis for the Ogden/Weber State University Transit Project, an inventory of historic buildings was carried out. The APE for historic buildings encompasses the first parcel abutting the Action Alternative alignment (that is, one parcel deep). However, along parts of the west side of the Action Alternative at Harrison Boulevard between about 31st and 37th Streets, the architectural properties APE was widened to include the second row of parcels (that is, two parcels deep) to account for potential land acquisition and/or demolition of buildings.

Through the Weber State University campus, where additional right-of-way would be acquired, the APE was defined as a large block area encompassing much of the lower campus and the area south to the Dee Events Center. The actual impact area for the route through the campus would be much smaller, but the broader APE was defined for the field investigation to allow continued consideration and evaluation of multiple alternative routes through the campus.

For the purpose of the architectural (historic buildings) assessment, the survey area was defined as equal to the APE. Additionally, all station locations would be encompassed by this APE. The Utah SHPO and other consulting parties were consulted regarding the APE for historic buildings in May 2016 (see Appendix C2, Section 106 Consultation, of the EA) and concurred with this APE.

A total of 280 primary historic buildings were identified as a result of the selective reconnaissance-level survey for the Action Alternative. Additionally, the APE/survey area encompasses parts of four NRHP-listed historic districts: the Ogden Central Bench District, the Jefferson Avenue District, the Eccles Avenue District, and the Crossroads of the West District. The locations of the properties and the approximate boundaries of the historic districts relative to the APE are illustrated in Figure 5 through Figure 9, and architectural information about each property is summarized in Table 2 on page 27.

Of the 280 in-period historic buildings surveyed, 223 were considered eligible for inclusion in the NRHP under SHPO rating ES or EC. (For descriptions of the NRHP and Utah SHPO rating criteria, see Section 3.3.4, Criteria for Evaluating the Eligibility of Historic Properties.) Of the 223 NRHP-eligible buildings, 18 are individually listed on the NRHP or identified by Ogden City as local landmarks. In addition, four historic districts are present in the APE.

Table 2 summarizes the properties and their eligibility for inclusion in the NRHP. Determinations of eligibility were made in consultation with the Utah SHPO and other consulting parties (for more information, see Section 3.4, Agencies, Tribes, and Other Consulting Parties and Their Roles). The SHPO concurred with these findings in a letter dated September 13, 2016, and in an updated letter dated October 22, 2018 (see Appendix C2, Section 106 Consultation, of the EA).

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Figure 5. Documented Historic Structures and Districts (1 of 5)

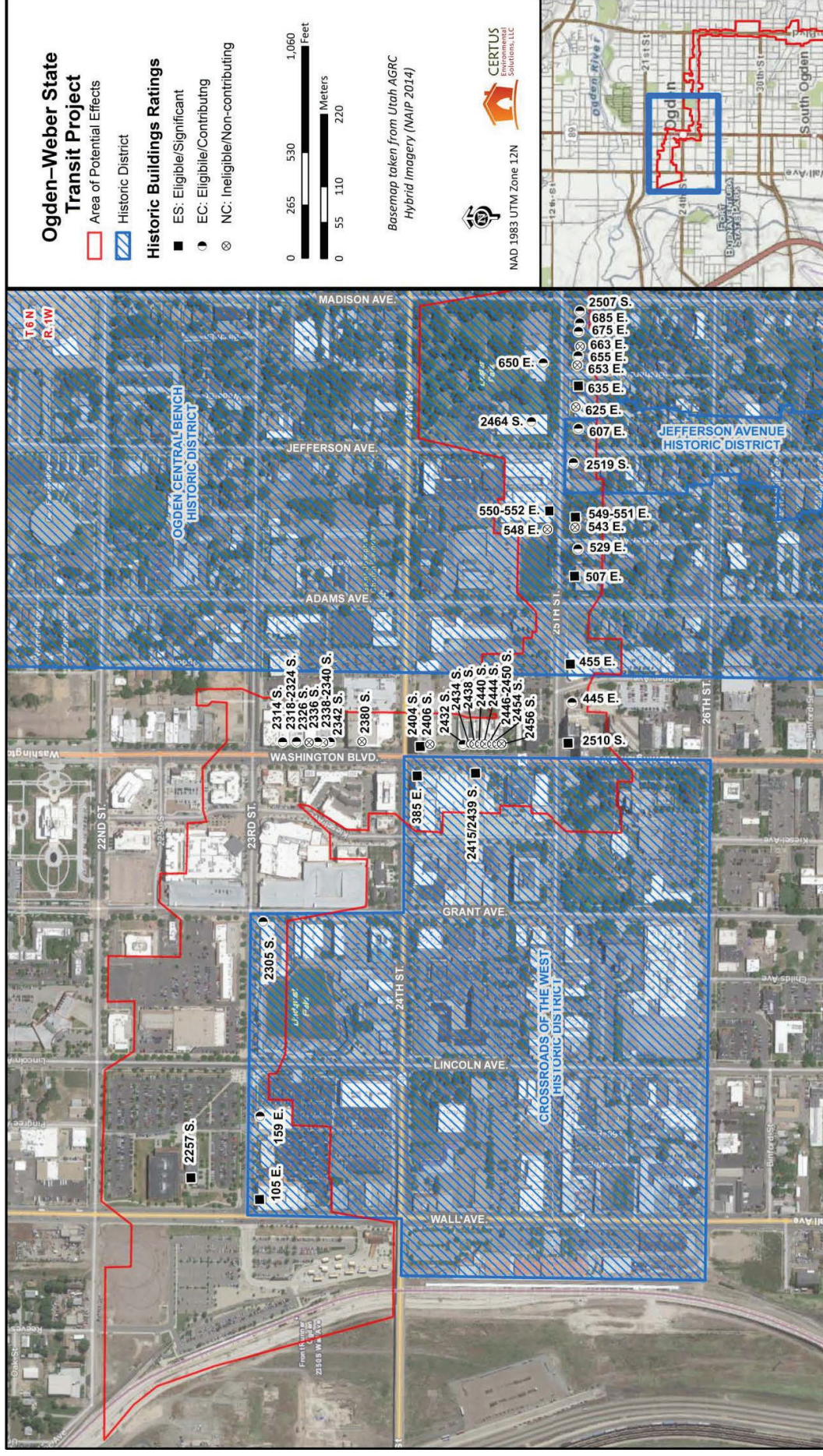


Figure 6. Documented Historic Structures and Districts (2 of 5)

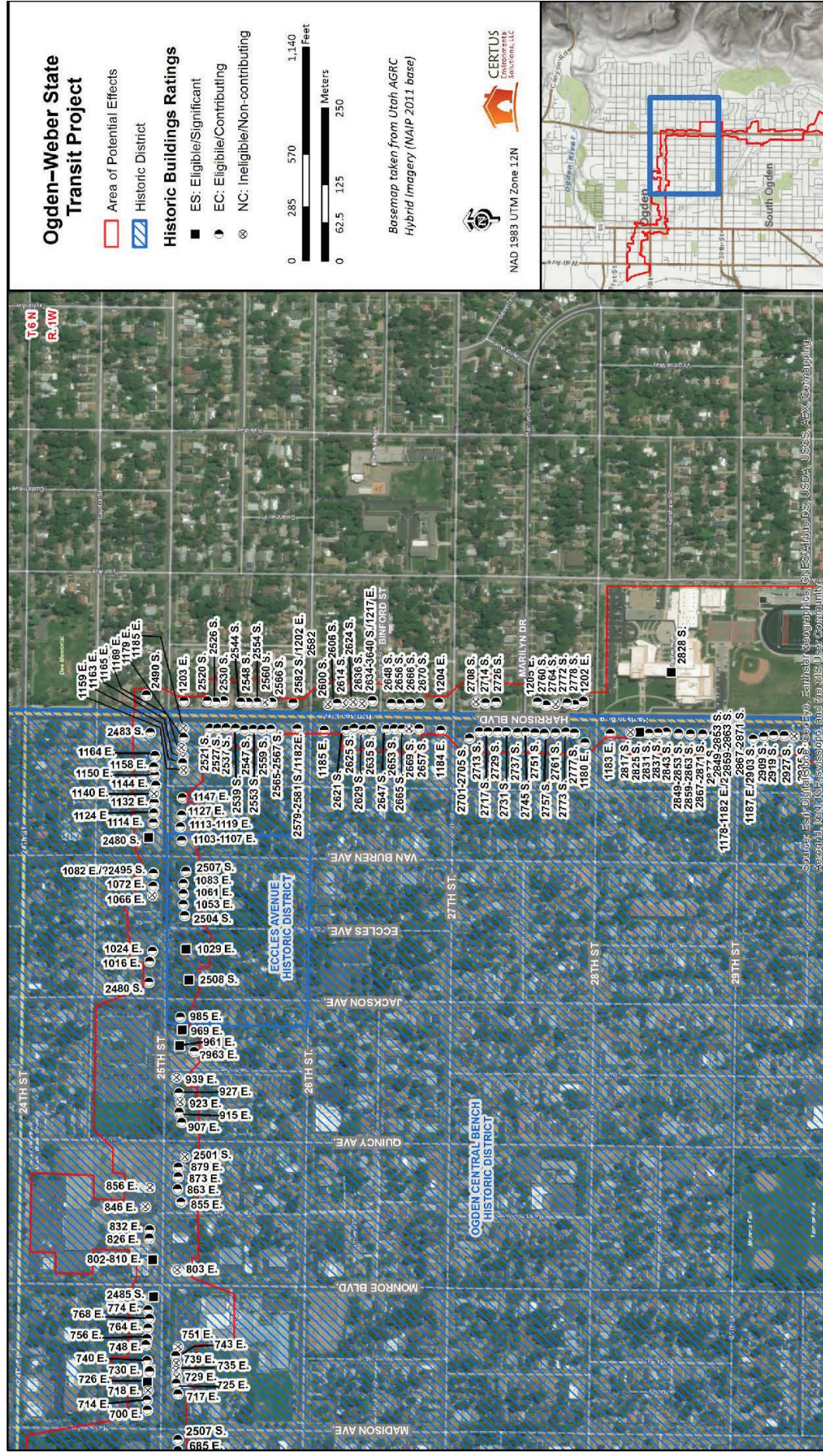


Figure 7. Documented Historic Structures and Districts (3 of 5)

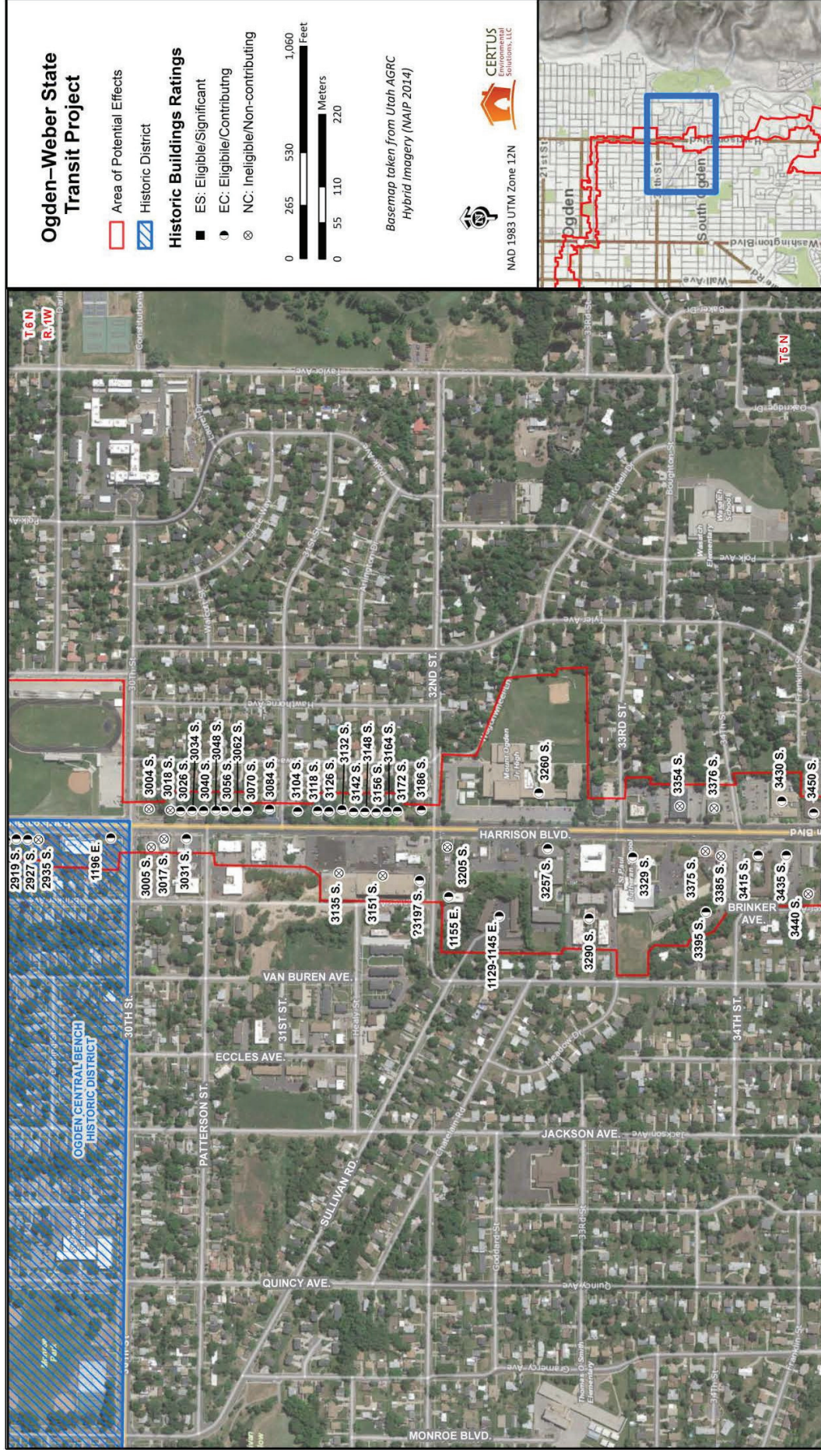


Figure 8. Documented Historic Structures and Districts (4 of 5)



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Table 2. Historic Buildings in the Historic Properties Evaluation Area (APE)

Address ^a	SHPO Rating ^b	NRHP Eligibility	Finding of Effect ^c	Nature of Impact
105 E. 23rd St.	ES	Eligible ^d	No effect	Avoided
159 E. 23rd St.	EC	Eligible	No effect	Avoided
385 E. 24th St.	ES	Eligible ^d	No effect	Avoided
445 E. 25th St.	EC	Eligible	No effect	Avoided
455 E. 25th St.	ES	Eligible ^d	No effect	Avoided
507 E. 25th St.	ES	Eligible ^d	No effect	Avoided
529 E. 25th St.	EC	Eligible	No effect	Avoided
543 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
548 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
549–551 E. 25th St.	ES	Eligible ^d	No effect	Avoided
550–552 E. 25th St.	ES	Eligible ^d	No effect	Avoided
607 E. 25th St.	EC	Eligible	No adverse effect	New station platform and shelter placed outside north edge (frontage) of parcel. Eligible building is located approximately 500 feet from edge of new platform. Building setting would not be compromised from most public views; station would be partially obscured from view from the dwelling by landscaping.
625 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
635 E. 25th St.	ES	Eligible ^d	No effect	Avoided
650 E. 25th St.	EC	Eligible	No effect	Avoided
653 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
655 E. 25th St.	EC	Eligible	No effect	Avoided
663 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
675 E. 25th St.	EC	Eligible	No effect	Avoided
685 E. 25th St.	EC	Eligible	No effect	Avoided

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Table 2. Historic Buildings in the Historic Properties Evaluation Area (APE)

Address ^a	SHPO Rating ^b	NRHP Eligibility	Finding of Effect ^c	Nature of Impact
700 E. 25th St.	EC	Eligible	No effect	Avoided
714 E. 25th St.	EC	Eligible	No effect	Avoided
717 E. 25th St.	EC	Eligible	No effect	Avoided
718 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
725 E. 25th St.	EC	Eligible	No effect	Avoided
726 E. 25th St.	ES	Eligible ^d	No effect	Avoided
729 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
730 E. 25th St.	EC	Eligible	No effect	Avoided
735 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
739 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
740 E. 25th St.	EC	Eligible	No effect	Avoided
743 E. 25th St.	EC	Eligible	No effect	Avoided
748 E. 25th St.	EC	Eligible	No effect	Avoided
751 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
756 E. 25th St.	EC	Eligible	No effect	Avoided
764 E. 25th St.	EC	Eligible	No adverse effect	New station platform and shelter placed in front of adjacent property. Eligible building is located approximately 56 feet from edge of new platform. Building setting would not be compromised from most public views, including sidewalk in front of building.
768 E. 25th St.	EC	Eligible	No adverse effect	New station platform and shelter placed in front of this property outside the parcel boundary. Eligible building is located approximately 34 feet from edge of new platform. Building setting would not be compromised from most public views, including sidewalk in front of building.

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Table 2. Historic Buildings in the Historic Properties Evaluation Area (APE)

Address ^a	SHPO Rating ^b	NRHP Eligibility	Finding of Effect ^c	Nature of Impact
774 E. 25th St.	EC	Eligible	No adverse effect	New station platform and shelter placed in front of this property outside the parcel boundary. Eligible building is located approximately 46 feet from edge of new platform. Building setting would not be compromised from most public views, including sidewalk in front of building.
802–810 E. 25th St.	ES	Eligible ^d	No effect	Avoided
803 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
826 E. 25th St.	EC	Eligible	No effect	Avoided
832 E. 25th St.	EC	Eligible	No effect	Avoided
846 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
855 E. 25th St.	EC	Eligible	No effect	Avoided
856 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
863 E. 25th St.	EC	Eligible	No effect	Avoided
873 E. 25th St.	EC	Eligible	No effect	Avoided
879 E. 25th St.	EC	Eligible	No effect	Avoided
907 E. 25th St.	EC	Eligible	No effect	Avoided
915 E. 25th St.	EC	Eligible	No effect	Avoided
923 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
927 E. 25th St.	EC	Eligible	No effect	Avoided
939 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
961 E. 25th St.	ES	Eligible ^d	No effect	Avoided
? 963 E. 25th St.	EC	Eligible	No effect	Avoided
969 E. 25th St.	ES	Eligible	No effect	Avoided
985 E. 25th St.	EC	Eligible	No effect	Avoided

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Table 2. Historic Buildings in the Historic Properties Evaluation Area (APE)

Address ^a	SHPO Rating ^b	NRHP Eligibility	Finding of Effect ^c	Nature of Impact
1016 E. 25th St.	EC	Eligible	No effect	Avoided
1024 E. 25th St.	EC	Eligible	No effect	Avoided
1029 E. 25th St.	EC	Eligible	No adverse effect	New station platform and shelter placed in front of this property outside the parcel boundary. Eligible building is located approximately 70 feet southeast from edge of new platform. Building setting would not be compromised from most public views; a row of trees would remain between the station and the dwelling.
1053 E. 25th St.	EC	Eligible	No effect	Avoided
1061 E. 25th St.	EC	Eligible	No effect	Avoided
1066 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
1072 E. 25th St.	EC	Eligible	No effect	Avoided
1082 E. 25th St./ ? 2495 S. Van Buren Ave.	EC	Eligible	No effect	Avoided
1083 E. 25th St.	EC	Eligible	No effect	Avoided
1103–1107 E. 25th St./ 2502 S. Van Buren Ave.	EC	Eligible	No effect	Avoided
1113–1119 E. 25th St.	EC	Eligible	No effect	Avoided
1114 E. 25th St.	EC	Eligible	No effect	Avoided
1124 E. 25th St.	EC	Eligible	No effect	Avoided
1127 E. 25th St.	EC	Eligible	No effect	Avoided
1132 E. 25th St.	EC	Eligible	No effect	Avoided
1140 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
1144 E. 25th St.	EC	Eligible	No effect	Avoided
1147 E. 25th St.	EC	Eligible	No effect	Avoided
1150 E. 25th St.	EC	Eligible	No effect	Avoided

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Table 2. Historic Buildings in the Historic Properties Evaluation Area (APE)

Address ^a	SHPO Rating ^b	NRHP Eligibility	Finding of Effect ^c	Nature of Impact
1158 E. 25th St.	EC	Eligible	No effect	Avoided
1159 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
1163 E. 25th St.	EC	Eligible	No effect	Avoided
1164 E. 25th St.	EC	Eligible	No adverse effect	New station platform and shelter placed just outside parcel boundary of an adjacent property. Eligible building is located approximately 45 feet from edge of new platform. Building setting would not be compromised from most public views, including the sidewalk in front of the property.
1165 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
1169 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
1179 E. 25th St.	EC	Eligible	No adverse effect	New station platform and shelter placed in front of this property outside the parcel boundary. Eligible building is located approximately 52 feet from edge of new platform. Building setting would not be compromised from most public views, including sidewalk in front of building.
1185 E. 25th St.	NC	Ineligible	Not applicable	Not applicable
1203 E. 25th St.	EC	Eligible	No effect	Avoided
1185 E. 26th St.	EC	Eligible	No effect	Avoided
1184 E. 27th St.	EC	Eligible	No effect	Avoided
1204 E. 27th St.	EC	Eligible	No effect	Avoided
1180 E. 28th St.	EC	Eligible	No effect	Avoided
1183 E. 28th St.	EC	Eligible	No adverse effect	New station platform and shelter placed outside the east (side yard) parcel boundary of this property. Eligible building is located approximately 24 feet from edge of new platform. Building setting would not be compromised from most public views, including the sidewalk adjacent to the structure. Primary view of the front of the building would not be affected.
1202 E. 28th St.	EC	Eligible	No effect	Avoided

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Table 2. Historic Buildings in the Historic Properties Evaluation Area (APE)

Address ^a	SHPO Rating ^b	NRHP Eligibility	Finding of Effect ^c	Nature of Impact
1196 E. 30th St.	EC	Eligible	No adverse effect	New station platform and shelter placed just outside parcel boundary of an adjacent property. Eligible building is located approximately 40 feet from edge of new platform. Building setting would not be compromised from most public views, including the sidewalk in front of the property.
1155 E. 32nd St.	EC	Eligible	No effect	Avoided
1235 E. 36th St.	EC	Eligible	No effect	Avoided
1331 E. 4225 S.	EC	Eligible	No effect	Avoided
1332 E. 4225 S.	EC	Eligible	No effect	Avoided
1343 E. 4225 S.	EC	Eligible	No effect	Avoided
1348 E. 4225 S.	EC	Eligible	No effect	Property is owned by Weber State University with plans to demolish all associated structures. Demolition is addressed in an MOA between the University and SHPO. UTA would construct the Action Alternative across the vacant property.
1360 E. 4225 S.	EC	Eligible	No effect	Property is owned by Weber State University with plans to demolish all associated structures. Demolition is addressed in an MOA between the University and SHPO. UTA would construct the transit corridor across the vacant property.
1361 E. 4225 S.	EC	Eligible	No effect	Property is owned by Weber State University with plans to demolish all associated structures. Demolition is addressed in an MOA between the University and SHPO. UTA would construct the transit corridor across the vacant property.
1370 E. 4225 S.	EC	Eligible	No effect	Avoided
3440 S. Brinker Ave.	NC	Ineligible	Not applicable	Not applicable
3460 S. Brinker Ave.	EC	Eligible	No effect	Avoided
3476 S. Brinker Ave.	EC	Eligible	No effect	Avoided
1331 Country Hills Dr.	EC	Eligible	No effect	Avoided
1332 Country Hills Dr.	EC	Eligible	No effect	Property is owned by Weber State University with plans to demolish all associated structures. Demolition is addressed in an MOA between the University and SHPO. UTA would construct the Action Alternative across the vacant property.

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