

APPENDIX C2

Section 106 Coordination



Utah Division of
State History

RECEIVED

GARY R. HERBERT
Governor

Brad Westwood
Director

SPENCER J. COX
Lieutenant Governor

4 OCT 16 PM 1:13

Julie Fisher
Executive Director
Department of
Heritage & Arts

September 26, 2016

David L. Beckhouse
Deputy Regional Administrator
Federal Transit Administration
Byron Rogers Federal Office Building
1961 Stout Street, Suite 13301
Denver, CO 80294

RE: Ogden/Weber State University Transit Project, Ogden, Utah

In reply please refer to Case No. 16-0616

Dear Mr. Beckhouse:

The Utah State Historic Preservation Office received your submission regarding the above-referenced project on September 20, 2016. We appreciate the effort of the survey and evaluations, and will add these materials to the Preservation Office files within the Division of State History. We concur with the Determinations of Eligibility (280 properties total) within the Area of Potential Effect, except for the following minor exceptions:

- 2726 Harrison Boulevard; although it has undergone some alterations, the home is closely tied to notable Ogden architect Eber Piers (home and office), thus its significant history elevates it to an eligible property.
- 3848 Harrison Boulevard, Building 10MA; this appears to be a photograph of the Social Science Building, not Miller Administration. Can we get clarification on this before we concur with the evaluation?
- 2380 Washington Boulevard; appears to be a later building (c. 1990, based on existing data in our database), we would consider this out-of-period.

Thank you again for your work on this project identifying historic properties; we hope these evaluations may assist you with project planning and that the preservation of historic properties will be given full consideration. This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have questions, please contact me at elhansen@utah.gov or 801-245-7239.

Regards,

Chris Hansen
Preservation Planner/Deputy SHPO

c: Kirk Huffaker, Utah Heritage Foundation, 375 Canyon Road, Salt Lake City, Utah 84103



GARY R. HERBERT
Governor

Brad Westwood
Director

SPENCER J. COX
Lieutenant Governor

Julie Fisher
Executive Director
Department of
Heritage & Arts

FILED RECEIVED
21 DEC 16 AM 11:52

December 13, 2016

David L. Beckhouse
Deputy Regional Administrator
Federal Transit Administration
1961 Stout Street, Suite 13301
Denver, Colorado 80294

RE: Update on UTA's Ogden-Weber State University BRT Project

In reply please refer to Case No. 09-0587

Dear Mr. Beckhouse:

The Utah State Historic Preservation Office received your letter regarding the above-referenced project on December 5, 2016. Based on the information that has been provided to our office, we have no additional comments at this time, as it appears to have minimal effects on historic properties, considering the size of the overall undertaking. We appreciate the update and your efforts of taking historic resources into account as you move forward with your plans.

This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have questions, please contact me at clhansen@utah.gov or 801-245-7239.

Regards,

Chris Hansen
Preservation Planner/Deputy SHPO



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

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

1961 Stout Street
Suite 13301
Denver, Colorado 80294
(303) 362-2400 (voice)

May 6, 2016

Mr. Chris Hansen
SHPO Compliance – Preservation
Utah Division of State History
300 S. Rio Grande Street
Salt Lake City, Utah 84101

Dr. Christopher Merritt
Deputy SHPO – Antiquities Coordinator
Utah Division of State History
300 S. Rio Grande Street
Salt Lake City, Utah 84101

Re: Initiation of Section 106 Consultation for the Ogden/Weber State University Transit Project
Ogden, Utah

Dear Mr. Hansen and Dr. Merritt:

Ogden City (the “City”), the Utah Transit Authority (UTA), and other public and private partners are working together to implement a proposed bus rapid transit (BRT) line in the Ogden area of Weber County, Utah. The Bus Rapid Transit (BRT) along 25th Street Alternative (the “Project”) was selected at the conclusion of the planning process by the study partners and was adopted by the Ogden City Council as the locally preferred alternative (LPA) on July 28, 2015. The purpose of the proposed Project is to increase mobility, connectivity, and travel choices between downtown Ogden and the Weber State University/McKay-Dee Hospital area. The proposed Project alignment, as depicted on Attachment 1 hereto, would be approximately 5.3 miles long (10.6 miles round trip), with a western terminus at the Ogden Intermodal/FrontRunner Transit Center. From there, the alignment would extend east along 23rd Street to Washington Boulevard, turn south on Washington Boulevard to 25th Street, then east on 25th Street to Harrison Boulevard. The alignment would then travel south on Harrison Boulevard through the Weber State University campus, terminating at the McKay-Dee Hospital. The proposed Project is anticipated to utilize buses operating in a combination of exclusive and mixed use lanes, with approximately 50% of the route in exclusive bus lanes and the other 50% (approximately) in existing lanes with other vehicular traffic. Exclusive bus lanes are planned on Harrison Boulevard starting at 32nd Street and extending through the Weber State University campus.

Because there is the potential that Federal Transit Administration (FTA) funds may be used to construct the project, the Project is being evaluated in compliance with the National Environmental Policy Act of 1969 (NEPA). FTA is the federal agency responsible for managing this

environmental review process and the preparation of the appropriate environmental documentation for the Project. At this time, FTA believes the Project requires an Environmental Assessment (EA) under FTA's NEPA implementing regulations at 23 Code of Federal Regulations (CFR) Part 771. The EA will be informed by the findings resulting from the Section 106 analysis and other environmental analyses.

This letter serves as FTA's request to initiate the Section 106 process with your office under the requirements of 36 CFR 800 *et seq.*, the implementing regulations for the National Historic Preservation Act. FTA requests your engagement in the Section 106 process for the Project and your concurrence with the proposed area of potential effect (APE), as that term is defined in 36 CFR 800, and with the proposed approach for identifying historic properties. The Section 106 process will be conducted jointly with the NEPA evaluation discussed above. The proposed APE for the Project for purposes of both direct and indirect (i.e., visual) effects is depicted on Attachment 2 hereto.

Ground disturbance and construction associated with the proposed Project, including station locations, would largely occur within the public right-of-way of existing roads. However, minor strip acquisitions adjacent to the public right-of-way as well as a small number of property acquisitions along the west side of Harrison Boulevard between 32nd Street and 36th Street may be necessary. Additionally, new roadway construction to accommodate the Project would be required through the Weber State Campus area. Above-ground structures associated with the Project would be limited to signage and stations. Approximately sixteen stations are planned at the present time. FTA anticipates most of these stations would be extensions of the existing sidewalks along the route and would, in most cases, be larger than typical UTA bus shelters.

The APE includes a smaller archaeological resources APE encompassing only the public right-of-way of existing roads and a larger architectural resources APE that extends beyond those rights-of-way. Along most of the Project corridor, the architectural resources APE encompasses the first parcel abutting the corridor (i.e., one parcel deep). However, along portions of the west side of the corridor at Harrison Boulevard between approximately 31st and 37th Streets, the architectural resources APE has been widened to include the second row of parcels (i.e., two parcels deep) to account for potential land acquisition and/or demolition of structures to accommodate the center-running exclusive bus lanes. Through the Weber State campus, where new right-of-way would be obtained, the APE has been 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 will be much smaller, but the APE as currently defined allows for continued consideration and evaluation of multiple alternative routes through the campus area. Please, note that the exact placement of station locations along the Project corridor are still being refined and may shift slightly prior to conducting the final resource identification and impacts assessment.

Given that the existing rights-of-way are existing paved roadways, FTA will rely heavily on historic documentary evidence to determine whether archaeological sites are likely to be present in the APE. Such evidence includes review of records on file at the Utah Division of State History

(UDSH), historic plats, and Sanborn maps of the area. A pedestrian archaeological reconnaissance of the APE will also be conducted to evaluate whether features identified in the records review are likely to have survived subsequent development of the area and to record any resources that may be visible on the surface. Any previously unrecorded archaeological resources encountered will be documented on Intermountain Antiquities Computer System forms, if needed.

In order to account for impacts to the setting and feeling of any nearby historic resources, properties within the APE that were built before 1971 will be inventoried in accordance with UDSH's guidance for selective reconnaissance-level building surveys. The operation of BRT buses may cause additional vibration compared to that caused by current vehicular traffic; this vibration would attenuate over a short distance from the roadway and be no greater than that caused by existing heavy vehicles. FTA, therefore, proposes that, for purposes of vibration impacts, FTA include only standing structures immediately adjacent to the alignment within the APE.

FTA anticipates issuing invitation letters to the consulting parties identified in Attachment 3. FTA will issue these letters concurrently with this letter and requests that you identify to FTA the names of any additional parties that are, in your opinion, entitled to be consulting parties in the Section 106 process for the Project.

Thank you in advance for your participation in the Project. If you have any suggestions, questions and/or concerns about the Project, the APE or our proposed methods for identifying historic properties, please contact Kristin Kenyon or Tracey MacDonald at 303-362-2400. If you are in agreement with the APE and proposed methodology, please provide your concurrence in writing via email to kristin.kenyon@dot.gov.

Sincerely,

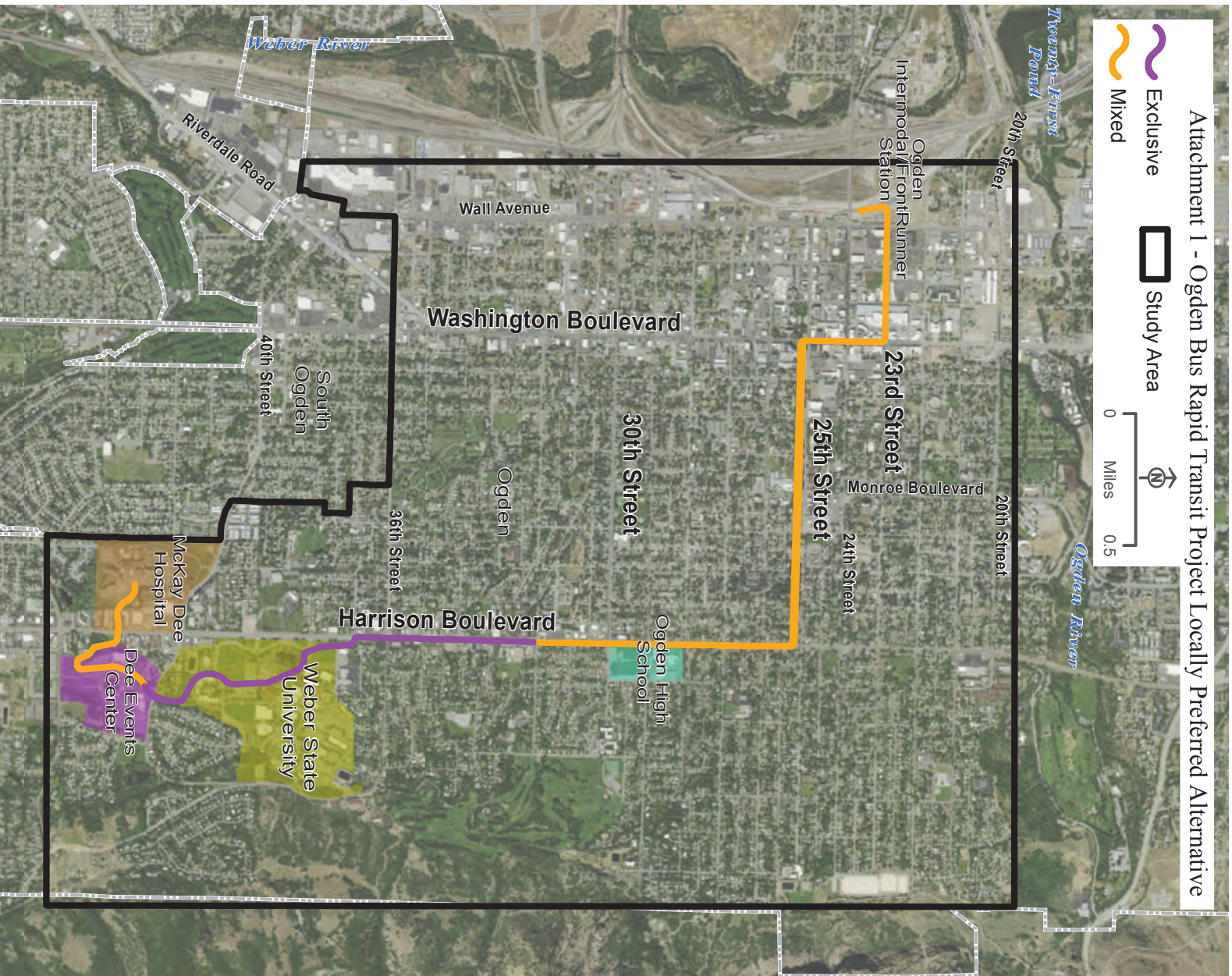
Darin Allan
Team Leader, Planning and Program Development

Attachments:

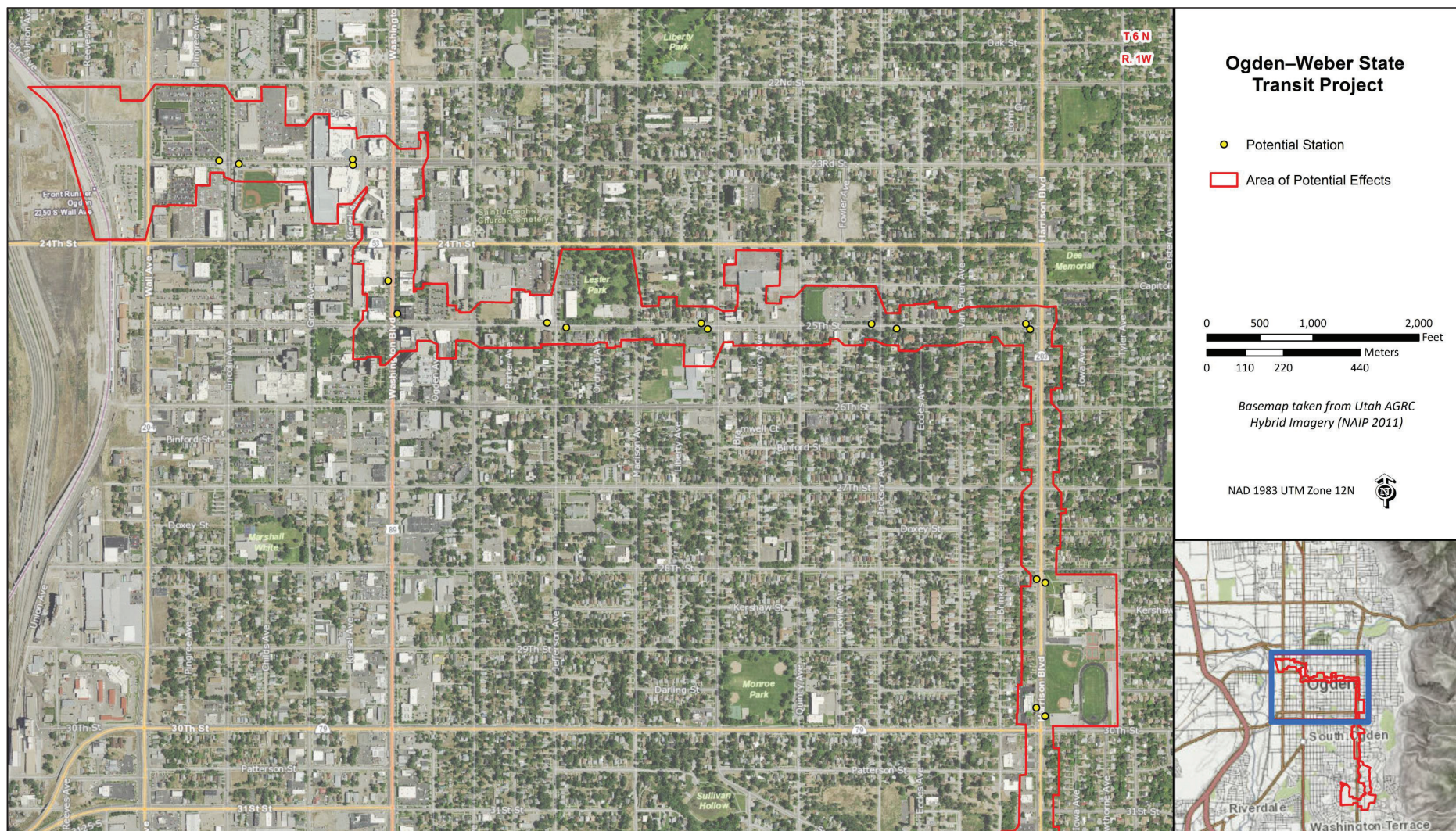
- Attachment 1 – Ogden Bus Rapid Transit Project Locally Preferred Alternative
- Attachment 2 – Proposed Area of Potential Effects
- Attachment 3 – Proposed Consulting Parties for the Ogden BRT Section 106 Process

cc: Patti Garver, UTA

Attachment 1 - Ogden Bus Rapid Transit Project Locally Preferred Alternative



ATTACHMENT 2: Figures – Area of Potential Effects



ATTACHMENT 2: Figures – Area of Potential Effects



ATTACHMENT 2: Figures – Area of Potential Effects



Attachment 3

Ogden/Weber State University Transit Project

Consulting Parties List

State Historic Preservation Office

Utah State Historic Preservation Office

Chris Hansen	Dr. Christopher Merritt
SHPO Compliance – Preservation	Deputy SHPO – Antiquities Coordinator
Utah Division of State History	Utah Division of State History
300 S. Rio Grande Street	300 S. Rio Grande Street
Salt Lake City, Utah 84101	Salt Lake City, Utah 84101

Indian Tribes

Confederated Tribes of the Goshute Reservation

Virgil W. Johnson
Chairman
P.O. Box 6104
Ibapah, Utah, 84034-6036

Northwestern Band of Shoshone Nation

Shane Warner
Chairman
707 N. Main Street
Brigham City, UT 84302

Paiute Tribes of Utah

Corrina Bow
Chairperson
440 North Paiute Dr.
Cedar City, Utah 84721

Shoshone-Bannock Tribes

Blaine Edmo
Chairman
P.O. Box 306 Pima Drive
Fort Hall, ID 83203

Skull Valley Band of Goshute Indians

Candace Bear
Chairwoman
1198 N. Main Street
Grantsville, Utah 84029

Ute Indian Tribe

Shaun Chapoose
Chairman
P.O. Box 190
Fort Duchesne, Utah 84026-0190

Representatives of Local Governments

Ogden City Landmarks Commission

ATTN: Judy Mitchell
1875 28th Street
Ogden, UT 84401

Applicants for Federal Assistance

Utah Transit Authority

Patricia Garver
NEPA Project Administrator
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

Additional Consulting Parties

Utah Heritage Foundation

Mr. Kirk Huffaker, Executive Director
375 Canyon Rd.
Salt Lake City, UT 84103

Trolley District Community Council

ATTN: Chairperson
2604 Jefferson Ave.
Ogden, UT 84401



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

REGION VIII
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North Dakota,
South Dakota,
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January 31, 2017

Chris Hansen
SHPO Compliance – Preservation
Utah Division of State History
300 S. Rio Grande Street
Salt Lake City, Utah 84101

Dr. Christopher Merritt
Deputy SHPO – Antiquities Coordinator
Utah Division of State History
300 S. Rio Grande Street
Salt Lake City, Utah 84101

Re: Ogden/Weber State University Transit Project - Case No. 16-0616
Findings of Effect and Notification of Section 4(f) *De Minimis* and Use Findings

Dear Mr. Hansen and Dr. Merritt:

As you are aware, the Federal Transit Administration (FTA), in coordination with the Utah Transit Authority (UTA), is evaluating the potential effects of a proposed transit project to serve the Ogden, Utah, community. As a result of consultation with your office in September and October 2016 and with other consulting parties throughout the project area, we determined that 221 historic structures and three archaeological sites in the area of potential effects (APE) are eligible for the National Register of Historic Places (NRHP) and qualify as historic properties per 36 CFR §800. Additionally, four NRHP-listed historic districts are intersected by the APE and also qualify as historic properties per 36 CFR §800. This letter is to notify you of our findings of effects for the historic properties under 36 CFR §800 and solicit your concurrence with said findings. In accordance with 36 CFR §800.11, documentation of the work locations and properties within the APE is enclosed as Exhibit 1. This letter also notifies you of our intended findings under Section 4(f) (23 CFR §774).

Description of Undertaking

The preferred project alternative is a bus rapid transit system that includes segments of both dedicated lane travel and shared travel and allows for the minimization of environmental impacts while still meeting the transit objectives. The system, as proposed, would include 17 stations comprising 13 opening-day stations, three future stations, and one special event station. These stations would include raised concrete platforms measuring approximately 80 feet long by 14 feet wide and standing roughly 2 feet tall. Station shelters would be comparable in size to existing UTA bus passenger shelters in the area, though somewhat longer. At present, it is anticipated the shelters would be designed in a similar style to existing UTA bus passenger shelters in the area—metal frame structures with large glass panels, thereby minimizing the visual “footprint” of the shelters. If the final design is notably different from this proposal, UTA will reassess visual impacts to adjacent properties and FTA, in coordination with UTA, will re-open consultation with your office.

Findings of Effects for Individual Resources

No Historic Properties Affected

FTA has determined that the undertaking will result in *No Historic Properties Affected* for 201 of the 221 NRHP-eligible historic structures and two of the three NRHP-eligible archaeological sites (42WB000357 and 42WB000534). These properties are listed in **Table 1**, attached, and are shown in Package 1. Based on this finding, we have determined there is no use of these properties under Section 4(f).

Nearly all of the 201 structures and 2 sites for which FTA has determined *No Historic Properties Affected*, the structures and sites would be avoided in their entirety, meaning no project components would be placed within or near the resource boundaries, and no property acquisition would occur.

There are just four exceptions—1360 E. 4225 S., 1361 E. 4225 S., 1350 E. Country Hills Dr. and 1348 E. Country Hills Dr. All but 1348 E. Country Hills Drive are currently owned by Weber State University (WSU) and slated for demolition. FTA understands a Memorandum of Agreement (MOA) has been executed, pursuant to 36 CFR § 800.6, between WSU and your office regarding the demolition of these structures and mitigation efforts are currently underway. As a result, for the purposes of FTA's evaluation of potential effects, FTA has assumed the three historic structures currently owned by WSU will no longer be present when the particular properties are acquired and construction activities related to the transit project begin. Although the property at 1348 E. Country Hills Dr. is not currently owned by WSU, it is slated for acquisition when funding is available. This property is also covered by the MOA between WSU and your office, and as a result, is subject to the same mitigation requirements. For the purposes of FTA's finding of effect, it has assumed this property will also be acquired by WSU and the historic building demolished prior to construction of the transit project. If demolition of the structure does not occur prior to construction, FTA, in coordination with UTA will re-open consultation with your office and re-evaluate the effects of the undertaking on the property at 1348 E. Country Hills Dr.

Archaeological site 42WB000357 is a subsurface historic residential site that was at least partially excavated through construction activities conducted prior to and unrelated to this proposed transit project. FTA determined that the undertaking would have *No Effect* on the site because the transit project in the area of the site would be surface-running (lacking subsurface components). Furthermore, the site appears to be bounded by the historical curb location and does not likely extend into the existing roadway.

No Adverse Effect

With regards to the remaining 20 NRHP-eligible historic structures and one archaeological site, FTA has determined that the undertaking would result in *No Adverse Effect* to 19 of the historic structures and to the archaeological site (42WB000373). **Table 2**, attached, summarizes these properties and the nature of the anticipated effects to each. These properties are shown on the attached figures, Package 1 and Package 2 which provides additional detail. Based on this *no adverse effect* finding, we intend to make a finding of *de minimis* use for these properties under Section 4(f).

In roughly half of these cases, the proposed project would require the taking of a small strip of property from the parcels on which historic structures are located. However, in none of the cases are NRHP-eligible buildings or contributing features located within the area to be acquired. In other cases, new station platforms and shelters would be placed near NRHP-eligible structures, but outside the parcel boundaries. Given the low height of the platforms and anticipated nature of the shelters—minimal in size and comprised largely of glass panels—we do not anticipate any significant indirect visual effects to any adjacent historic properties. In other words, FTA does not anticipate the stations would unduly compromise the historic setting or feeling of the properties, and the primary public views of the property from the adjacent sidewalks would remain intact.

For archaeological site 42WB000373 (the Ogden Rail Yard site), FTA has determined the portion of the site within which components of the new transit project would be constructed has already been substantially disturbed by the construction of the Ogden Intermodal Hub and no surface remains of the archaeological site are present in this area. Additionally, the potential for subsurface resources to still be intact in the APE is extremely low. The transit project would require construction within the documented site boundary, but we do not anticipate any adverse effects to the site as a result of that construction.

Adverse Effect

Finally, the FTA has determined that the undertaking would result in an *Adverse Effect* to a single historic property (see **Table 3**, attached). This NRHP-eligible property, located at 3205 S. Harrison Boulevard, is shown on the attached figures, Package 1 and Package 2 which provides additional detail. The property is a commercial structure constructed c. 1965. To implement the proposed transit project design, the NRHP-eligible structure would be demolished. Based on this finding of *adverse effect*, we intend to make a finding of *Use* for the property at 3205 S. Harrison Boulevard under Section 4(f) and are in the process of completing the associated evaluation and documentation.

Findings of Effect for Historic Districts

As noted in our previous consultation with your office, the transit project would pass through portions of the following four National Register historic districts: Crossroads of the West, Jefferson Avenue, Ogden Central Bench, and Eccles Avenue. Along most of the transit corridor, buses would travel on existing roadways. Limited widening of pavement may be needed in some areas, primarily along Harrison Boulevard south of 31st Street where bus-only travel lanes are proposed. The only new busway construction would occur on and near the WSU campus, well outside any of the historic districts.

FTA evaluated project activities within the historic districts to determine whether there were any potential effects to the historic district. As outlined in **Tables 2 and 3**, attached, the undertaking would have No Adverse Effect on 19 individual historic properties. Of these 19 properties, 13 are located within the historic districts as follows: one is located in the Crossroads of the West Historic District, another is located in the Jefferson Avenue Historic District, nine are located in the Ogden Central Bench Historic District, and two are located in the Eccles Avenue Historic District. Six of the properties for which FTA determined the proposed project will have no adverse effect and the one property for which FTA determine would result in an adverse effect are not located within any of the historic districts.

One new station platform and shelter is proposed within the Crossroads of the West Historic District; this is considered a future station location and would not be constructed for opening-day use. This station would be adjacent to the modern Lindquist baseball field, along the extreme north edge of the district boundary, and would not compromise the integrity of this historic district.

Nine new station platforms and shelters would be placed within the Ogden Central Bench Historic District. The effects of the stations on individual contributing resources are summarized in **Table 2**, attached, and discussed in general terms above. As noted above, we do not anticipate any undue visual intrusion to individual historic properties from the stations, and, by extension, find that the stations would not compromise the integrity of the Ogden Central Bench Historic District.

One new station each would be placed within the boundaries of the Jefferson Avenue and Eccles Avenue historic districts. In both cases, the station would be along the extreme northern boundary of the district. The effects of the stations on individual contributing resources within these districts are summarized in **Table 2**, attached, and discussed in general terms above. As noted above, we do not anticipate any undue visual intrusion to individual historic properties from the stations, and, by extension, find that the stations would not compromise the integrity of the either of these two historic districts.

No landscape features or other elements contributing to the historic districts would be affected by the undertaking. Additionally, the few minor strip-takes and limited placement of station locations within the districts would not compromise the overall cohesiveness and continuity of the districts.

Based on our assessment of effects, the FTA has determined that the undertaking would result in *No Adverse Effect* to the Crossroads of the West, Ogden Central Bench, Jefferson Avenue, and Eccles Avenue historic districts.

We request your concurrence with the above findings of effects in writing to the address noted above. If you have any questions or would like more information, please contact Tracey MacDonald or Kristin Kenyon in my office at (303) 362-2400.

Sincerely,

David L. Beckhouse
Deputy Regional Administrator

Enclosures

cc: Patti Garver, Utah Transit Authority
Jim McNulty, Utah Transit Authority
Kirk Huffaker, Utah Heritage Foundation
Dr. Judith Mitchell, Ogden City Landmarks Commission
Richa Wilson, Weber County Heritage Foundation

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
1 of 30	105 E. 23 rd St.	Scowcroft/American Foods Warehouse; c. 1906 4-story warehouse building exhibiting Early 20 th Century style	Avoided	No Section 4(f) Use
2 of 30	159 E. 23 rd St.	c. 1928 1-story Warehouse building exhibiting Early 20 th Century style	Avoided	No Section 4(f) Use
5 of 30	385 E. 24 th St.	Eccles Building/Crowne Plaza Hotel; c.1913 8-story 3-Part Block building exhibiting Prairie School and Classical: Other styles	Avoided	No Section 4(f) Use
5 of 30	445 E. 25 th St.	Courtyard Inn; c. 1964 2-story Other Apartment/Hotel building exhibiting Post-WWII: Other and Modern: Other styles	Avoided	No Section 4(f) Use
6 of 30	455 E. 25 th St.	Ben Lomond Hotel Garage; c. 1929 1-story 1-Part Block building exhibiting Period Revival: Other style	Avoided	No Section 4(f) Use
6 of 30	507 E. 25 th St.	U.S. Forest Service Building; c. 1950 4-story 2-Part Vertical Block building exhibiting Art Deco style	Avoided	No Section 4(f) Use
6 of 30	529 E. 25 th St.	c. 1895 & 1960 2.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
7 of 30	549-551 E. 25 th St.	Don Maguire Duplex; c. 1899 2.5-story duplex multi-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
7 of 30	550-552 E. 25 th St.	Weber Academy Gymnasium; c. 1925 3-story gymnasium building (1-Part Block) exhibiting Classical: Other style	Avoided	No Section 4(f) Use
7 of 30	635 E. 25 th St.	Dennis A. Smyth House; c. 1875 2-story Central-Block-with-Projecting-Bays single family dwelling exhibiting Queen Anne style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
8 of 30	650 E. 25 th St.	Golden Hours Senior Center; c. 1968 1-story Other Commercial/Public building exhibiting Mansard and Late 20 th Century: Other styles	Avoided	No Section 4(f) Use
8 of 30	655 E. 25 th St	c. 1903 1.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
8 of 30	675 E. 25 th St.	c. 1902 2-story Central-Block-with-Projecting-Bays single family dwelling exhibiting Dutch Colonial Revival style	Avoided	No Section 4(f) Use
8 of 30	685 E. 25 th St.	c. 1913 2-story Foursquare single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
8 of 30	700 E. 25 th St.	c. 1910 1.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Colonial Revival style	Avoided	No Section 4(f) Use
8 of 30	714 E. 25 th St.	c. 1910 2.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
8 of 30	717 E. 25 th St.	c. 1915 1-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Period Revival: Other style	Avoided	No Section 4(f) Use
8 of 30	725 E. 25 th St.	c. 1947 1-story Other Apartment/Hotel (Triplex) multi-family dwelling exhibiting International style	Avoided	No Section 4(f) Use
8 of 30	726 E. 25 th St.	Andrew J. Warner House; c. 1892 2.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Queen Anne style	Avoided	No Section 4(f) Use
8 of 30	730 E. 25 th St.	c. 1898 1.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
9 of 30	740 E. 25 th St.	c. 1957 1-story Other Apartment/Hotel (Fourplex) multi-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
9 of 30	743 E. 25 th St.	c. 1914 1.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
9 of 30	748 E. 25 th St.	c. 1874 1.5-story Hall-Parlor single-family dwelling exhibiting Classical: Other style	Avoided	No Section 4(f) Use
9 of 30	756 E. 25 th St.	c. 1889 1.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
9 of 30	802-810 E. 25 th St.	McGregor Apartments; 3 identical buildings; c. 1926 3.5-story Walk-up Apartments multi-family dwellings exhibiting Prairie School style	Avoided	No Section 4(f) Use
9 of 30	826 E. 25 th St.	c. 1910 2-story Bungalow single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
9 of 30	832 E. 25 th St.	c. 1910 2-story Bungalow single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
10 of 30	855 E. 25 th St.	c. 1960 1-story Service Bay/Business building exhibiting Late 20 th Century: Other style	Avoided	No Section 4(f) Use
10 of 30	863 E. 25 th St.	c. 1887 1-story Bungalow single-family dwelling exhibiting Arts & Crafts style	Avoided	No Section 4(f) Use
10 of 30	873 E. 25 th St.	c. 1918 1-story Bungalow single-family dwelling Bungalow and Arts & Crafts styles	Avoided	No Section 4(f) Use
10 of 30	879 E. 25 th St.	c. 1915 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
10 of 30	907 E. 25 th St.	c. 1910 1.5-story Bungalow single-family dwelling exhibiting Arts & Crafts style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
10 of 30	915 E. 25 th St.	c. 1941 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional and Period Revival: Other styles	Avoided	No Section 4(f) Use
10 of 30	927 E. 25 th St.	c. 1910 1.5-story Bungalow single-family dwelling exhibiting Arts & Crafts style	Avoided	No Section 4(f) Use
11 of 30	961 E. 25 th St.	Avon Apartments; c. 1915 3-story Walk-up Apartments multi-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
11 of 30	?963 E. 25 th St.	c. 1913 2-story Other Residential Type single-family dwelling exhibiting Early 20 th Century style	Avoided	No Section 4(f) Use
11 of 30	969 E. 25 th St.	c. 1913 1-story Crosswing single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
11 of 30	985 E. 25 th St.	c. 1916 1-story Double Crosswing single-family dwelling exhibiting Greek Revival style	Avoided	No Section 4(f) Use
11 of 30	1016 E. 25 th St.	c. 1929 1-story Period Cottage single-family dwelling exhibiting Period Revival: Other style	Avoided	No Section 4(f) Use
11 of 30	1024 E. 25 th St.	c. 1905 2-story Side Passage single-family dwelling exhibiting Dutch Colonial Revival style	Avoided	No Section 4(f) Use
12 of 30	1053 E. 25 th St.	c. 1928 1.5-story Period Cottage single-family dwelling exhibiting English Cottage style	Avoided	No Section 4(f) Use
12 of 30	1061 E. 25 th St.	c. 1928 1.5-story Period Cottage single-family dwelling exhibiting English Cottage style	Avoided	No Section 4(f) Use
12 of 30	1072 E. 25 th St.	c. 1919 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
12 of 30	1082 E. 25 th St./ ?2495 S. Van Buren Ave.	c. 1926 1-story Duplex multi-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
12 of 30	1083 E. 25 th St.	c. 1928 1.5-story Period Cottage single-family dwelling exhibiting English Tudor Revival style	Avoided	No Section 4(f) Use
12 of 30	1103-1107 E. 25 th St./ 2502 S. Van Buren Ave.	c. 1940 2-story Other Apartment/Hotel (Fourplex) multi-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
12 of 30	1113-1119 E. 25 th St.	c. 1942 2-story Other Apartment/Hotel (Fourplex) multi-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
12 of 30	1114 E. 25 th St.	c. 1930 1-story Period Cottage single-family dwelling exhibiting Period Revival: Other style	Avoided	No Section 4(f) Use
12 of 30	1124 E. 25 th St.	c. 1940 1-story Period Cottage single-family dwelling exhibiting Period Revival: Other style	Avoided	No Section 4(f) Use
12 of 30	1127 E. 25 th St.	c. 1902 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
12 of 30	1132 E. 25 th St.	c. 1911 2-story Bungalow single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
13 of 30	1144 E. 25 th St.	c. 1921 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
13 of 30	1147 E. 25 th St.	c. 1932 1-story Clipped Gable Cottage single-family dwelling exhibiting Clipped Gable Cottage style	Avoided	No Section 4(f) Use
13 of 30	1150 E. 25 th St.	c. 1941 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional and Period Revival: Other styles	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
13 of 30	1158 E. 25 th St.	c. 1922 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
13 of 30	1163 E. 25 th St.	c. 1893 1-story Side Passage single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
13 of 30	1203 E. 25 th St.	c. 1912 1.5-story Bungalow single family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
14 of 30	1185 E. 26 th St.	c. 1918 1.5-story Bungalow single-family dwelling exhibiting Arts & Crafts style	Avoided	No Section 4(f) Use
14 of 30	1184 E. 27 th St.	c. 1923 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
14 of 30	1204 E. 27 th St.	c. 1947 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
15 of 30	1180 E. 28 th St.	c. 1955 1-story Other Commercial/Public building exhibiting Modern: Other and Ranch/Rambler styles	Avoided	No Section 4(f) Use
15 of 30	1202 E. 28 th St.	c. 1926 1-story Period Cottage single-family dwelling exhibiting Tudor Revival style	Avoided	No Section 4(f) Use
18 of 30	1155 E. 32 nd St.	c. 1969 3-story Other Apartment/Hotel multi-family dwelling exhibiting Mansard and Late-20 th Century: Other styles	Avoided	No Section 4(f) Use
22 of 30	1235 E. 36 th St.	c. 1942 1.5-story Cape Cod single-family dwelling exhibiting Minimal Traditional (Colonial Revival) style	Avoided	No Section 4(f) Use
26 of 30	1332 E. 4225 S.	c. 1960 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler and Contemporary styles	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
26 of 30	1343 E. 4225 S.	c. 1967 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler and Late 20 th Century: Other styles	Avoided	No Section 4(f) Use
26 of 30	1348 E. 4225 S.	c. 1959 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
26 of 30	1360 E. 4225 S.	c. 1960 1-story Ranch single-family dwelling exhibiting Ranch/Rambler style	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.	No Section 4(f) Use
26 of 30	1361 E. 4225 S.	c. 1961 1-story Split Level (w/ garage) single-family dwelling exhibiting Ranch/Rambler and Contemporary styles	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.	No Section 4(f) Use
26 of 30	1370 E. 4225 S.	c. 1964 1-story Ranch (w/ carport) single-family dwelling exhibiting Ranch/Rambler and Contemporary styles	Avoided	No Section 4(f) Use
20 of 30	3460 S. Brinker Ave.	c. 1970 3-story Other Apartment/Hotel multi-family dwelling exhibiting Mansard style	Avoided	No Section 4(f) Use
21 of 30	3476 S. Brinker Ave.	c. 1966 2-story Other Apartment/Hotel multi-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
26 of 30	1332 E. Country Hills Dr.	c. 1954 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
26 of 30	1341 E. Country Hills Dr.	c. 1954 1-story Ranch single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
26 of 30	1348 E. Country Hills Dr.	c. 1965 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Property NOT currently owned by Weber State University but for which demolition was included in the MOA between the University and SHPO. UTA assumes the building will be acquired and demolished by the University by the time the transit corridor is constructed.	No Section 4(f) Use
26 of 30	1350 E. Country Hills Dr.	c. 1954 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	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.	No Section 4(f) Use
26 of 30	1352 E. Country Hills Dr.	c. 1957 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
26 of 30	1364 E. Country Hills Dr.	c. 1945 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
26 of 30	1401 E. Country Hills Dr.	c. 1965 1-story church (LDS meetinghouse) exhibiting Contemporary and Late 20 th Century: Other styles	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
12 of 30	2504 S. Eccles Ave.	c. 1928 1.5-story Period Cottage exhibiting English Cottage style	Avoided	No Section 4(f) Use
26 of 30	4215 S. Edgehill Dr.	c. 1960 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
26 of 30	4233 S. Edgehill Dr.	c. 1962 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
26 of 30	4245 S. Edgehill Dr.	c. 1963 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler and Contemporary styles	Avoided	No Section 4(f) Use
26 of 30	4265 S. Edgehill Dr.	c. 1965 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler and Contemporary styles	Avoided	No Section 4(f) Use
26 of 30	4269 S. Edgehill Dr.	c. 1968 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
3 of 30	2305 S. Grant Ave.	c. 1946 1-story Other Commercial/Public building exhibiting Post WWII: Other and Art Moderne styles	Avoided	No Section 4(f) Use
13 of 30	2490 S. Harrison Blvd.	c. 1967 1-story Other Commercial/Public building exhibiting Contemporary style	Avoided	No Section 4(f) Use
13 of 30	2520 S. Harrison Blvd.	c. 1936 1-story Period Cottage single-family dwelling exhibiting English Cottage style	Avoided	No Section 4(f) Use
13 of 30	2521 S. Harrison Blvd.	c. 1922 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
13 of 30	2526 S. Harrison Blvd.	c. 1914 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
13 of 30	2527 S. Harrison Blvd.	c. 1920 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
13 of 30	2530 S. Harrison Blvd.	c. 1914 2-story Rectangular Block single-family dwelling exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
13 of 30	2537 S. Harrison Blvd.	c. 1920 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
13 of 30	2539 S. Harrison Blvd.	c. 1921 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
13 of 30	2544 S. Harrison Blvd.	c. 1926 1-story Bungalow single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
13 of 30	2547 S. Harrison Blvd.	c. 1922 1-story Period Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
13 of 30	2548 S. Harrison Blvd.	c. 1917 1-story Bungalow single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
13 of 30	2553 S. Harrison Blvd.	c. 1922 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
13 of 30	2554 S. Harrison Blvd.	c. 1917 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
13 of 30	2559 S. Harrison Blvd.	c. 1917 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
13 of 30	2565-2567 S. Harrison Blvd.	c. 1928 1-story Duplex multi-family dwelling exhibiting Clipped Gable Cottage style	Avoided	No Section 4(f) Use
13 of 30	2566 S. Harrison Blvd.	c. 1917 1-story Bungalow single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
14 of 30	2579-2581 S. Harrison Blvd./ 1182 E. 26 th St.	c. 1924 1-story Other Apartment (Triplex) multi-family dwelling exhibiting Bungalow and Clipped Gable Cottage styles	Avoided	No Section 4(f) Use
14 of 30	2578-2582 S. Harrison Blvd./ 1202 E. 26 th St.	c. 1926 1-story Other Apartment (Triplex) multi-family dwelling exhibiting Clipped Gable Cottage style	Avoided	No Section 4(f) Use
14 of 30	2606 S. Harrison Blvd.	c. 1908 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
14 of 30	2621 S. Harrison Blvd.	c. 1942 1-story WWII-Era Cottage single- family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
14 of 30	2625 S. Harrison Blvd.	c. 1914 1.5-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
14 of 30	2629 S. Harrison Blvd.	c. 1922 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
14 of 30	2634-2640 S. Harrison Blvd./ 1212 E. Binford St.	c. 1937 1-story Other Apartment (Triplex) multi-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
14 of 30	2635 S. Harrison Blvd.	c. 1918 1.5-story Bungalow single-family dwelling exhibiting Arts & Crafts style	Avoided	No Section 4(f) Use
14 of 30	2647 S. Harrison Blvd.	c. 1923 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
14 of 30	2648 S. Harrison Blvd.	c. 1942 1-story WWII-Era Cottage single- family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
14 of 30	2653 S. Harrison Blvd.	c. 1923 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
14 of 30	2656 S. Harrison Blvd.	c. 1942 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
14 of 30	2657 S. Harrison Blvd.	c. 1923 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
14 of 30	2666 S. Harrison Blvd.	c. 1942 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
14 of 30	2669 S. Harrison Blvd.	c. 1923 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
14 of 30	2670 S. Harrison Blvd.	c. 1942 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
15 of 30	2701-2705 S. Harrison Blvd.	c. 1948 1-story Duplex multi-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
15 of 30	2713 S. Harrison Blvd.	c. 1922 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
15 of 30	2714 S. Harrison Blvd.	c. 1935 1-story Period Cottage single-family dwelling exhibiting English Cottage style	Avoided	No Section 4(f) Use
15 of 30	2717 S. Harrison Blvd.	c. 1917 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No Section 4(f) Use
15 of 30	2726 S. Harrison Blvd.	Bertholdi Architects; c. 1919 -story Bungalow single-family dwelling exhibiting Prairie School style	Avoided	No Section 4(f) Use
15 of 30	2729 S. Harrison Blvd.	c. 1926 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
15 of 30	2731 S. Harrison Blvd.	c. 1920 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
15 of 30	2737 S. Harrison Blvd.	c. 1-story Period Cottage single-family dwelling exhibiting English Cottage style	Avoided	No Section 4(f) Use
15 of 30	2745 S. Harrison Blvd.	c. 1923 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
15 of 30	2751 S. Harrison Blvd.	c. 1923 1-story Clipped Gable Cottage single-family dwelling exhibiting Clipped Gable Cottage style	Avoided	No Section 4(f) Use
15 of 30	2757 S. Harrison Blvd.	c. 1925 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
15 of 30	2760 S. Harrison Blvd.	c. 1924 1-story Other Residential Type single-family dwelling exhibiting Bungalow and Period Revival: Other style	Avoided	No Section 4(f) Use
15 of 30	2761 S. Harrison Blvd.	c. 1925 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
15 of 30	2772 S. Harrison Blvd.	c. 1926 1-story Period Cottage single-family dwelling exhibiting Period Revival style	Avoided	No Section 4(f) Use
15 of 30	2773 S. Harrison Blvd.	c. 1926 1-story Period Cottage single-family dwelling exhibiting Clipped Gable Cottage style	Avoided	No Section 4(f) Use
15 of 30	2777 S. Harrison Blvd.	c. 1937 1.5-story Period Cottage single-family dwelling exhibiting Period Revival: Other style	Avoided	No Section 4(f) Use
15 of 30	2778 S. Harrison Blvd.	c. 1926 1-story Period Cottage single-family dwelling exhibiting Tudor Revival style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
15 of 30	2825 S. Harrison Blvd.	Ernest & Eva Harris House; c. 1929 1.5-story Period Cottage single-family dwelling exhibiting English Cottage/Tudor Revival style	Avoided	No Section 4(f) Use
16 of 30	2831 S. Harrison Blvd.	c. 1943 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
16 of 30	2837 S. Harrison Blvd.	c. 1943 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional and Other styles	Avoided	No Section 4(f) Use
16 of 30	2843 S. Harrison Blvd.	c. 1928 1-story Bungalow single-family dwelling exhibiting Bungalow and Prairie School styles	Avoided	No Section 4(f) Use
16 of 30	2849-2853 S. Harrison Blvd.	c. 1943 1-story Duplex multi-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
16 of 30	2859-2863 S. Harrison Blvd.	c. 1943 1-story Duplex multi-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
16 of 30	2867-2871 S. Harrison Blvd.	c. 1943 1-story Duplex multi-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
16 of 30	2877 S. Harrison Blvd.	c. 1952 1-story Early Ranch single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
16 of 30	2885 S. Harrison Blvd./ 1178-1182 E. 29 th St.	c. 1946 1-story Duplex multi-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
16 of 30	2903 S. Harrison Blvd./ 1187 E. 29 th St.	c. 1937 1-story Duplex multi-family dwelling exhibiting Tudor Revival style	Avoided	No Section 4(f) Use
16 of 30	2909 S. Harrison Blvd.	c. 1939 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
16 of 30	2919 S. Harrison Blvd.	c. 1936 1-story Period Cottage single-family dwelling exhibiting Tudor Revival style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
16 of 30	2927 S. Harrison Blvd.	c. 1937 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional and Period Revival: Other styles	Avoided	No Section 4(f) Use
17 of 30	3026 S. Harrison Blvd.	c. 1944 1-story Early Ranch single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
17 of 30	3031 S. Harrison Blvd.	USA Minimart; c. 1967 1-story Other Commercial/Public building exhibiting Post-WWII: Other and Late 20 th Century: Other style	Avoided	No Section 4(f) Use
17 of 30	3034 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
17 of 30	3040 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
17 of 30	3048 S. Harrison Blvd.	c. 1944 1-story Early Ranch single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
17 of 30	3056 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
17 of 30	3062 S. Harrison Blvd.	c. 1944 1-story Early Ranch single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
17 of 30	3070 S. Harrison Blvd.	c. 1944 1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	No Section 4(f) Use
18 of 30	3084 S. Harrison Blvd.	c. 1944 1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	No Section 4(f) Use
18 of 30	3104 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
18 of 30	3118 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
18 of 30	3126 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional and Period Revival styles	Avoided	No Section 4(f) Use
18 of 30	3132 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional and Early Ranch styles	Avoided	No Section 4(f) Use
18 of 30	3142 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
18 of 30	3148 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
18 of 30	3156 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
18 of 30	3164 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
18 of 30	3172 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
18 of 30	3186 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
18 of 30	?3197 S. Harrison Blvd.	c. 1965 1-story Drive-Thru restaurant building exhibiting Mansard style	Avoided	No Section 4(f) Use
19 of 30	3260 S. Harrison Blvd.	Mt. Ogden Jr. High; c. 1958 1-story Modern School building exhibiting Modern: Other style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
19 of 30	3329 S. Harrison Blvd.	c. 1965 1-story Church building exhibiting Mansard style	Avoided	No Section 4(f) Use
20 of 30	3395 S. & 3415 S. Harrison Blvd.	Mirador Apartments; c. 1963 2-story Other Apartment/Hotel multi-family dwelling exhibiting Ranch/Rambler and Period Revival: Other styles	Avoided	No Section 4(f) Use
20 of 30	3430 S. Harrison Blvd.	Wasatch Care Center; c. 1964 1-story (multi-wing) Other Commercial/Public building exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
20 of 30	3435 S. Harrison Blvd.	c. 1950 -story Other Commercial/Public building exhibiting Post-WWII: Other style	Avoided	No Section 4(f) Use
20 of 30	3450 S. Harrison Blvd.	Fire Station No. 5; c. 1960 1-story Other Commercial/Public building exhibiting Contemporary style	Avoided	No Section 4(f) Use
21 of 30	3487 S. Harrison Blvd.	c. 1938 Period Cottage single-family dwelling exhibiting Period Revival: Other and Clipped Gable Cottage styles	Avoided	No Section 4(f) Use
22 of 30	3605 S. Harrison Blvd.	Kinkos/Fed Ex; c. 1959 1.5-story Other Commercial/Public building exhibiting Post-WWII: Other and Modern: Other styles	Avoided	No Section 4(f) Use
22 of 30	3621 S. Iowa Ave.	c. 1942 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Avoided	No Section 4(f) Use
22 of 30	3625 S. Iowa Ave.	c. 1947 1-story Early Ranch single-family dwelling exhibiting Ranch and Minimal Traditional styles	Avoided	No Section 4(f) Use
22 of 30	3639 S. Iowa Ave.	c. 1948 1-story Early Ranch (w/ garage) single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
22 of 30	3651 S. Iowa Ave.	c. 1954 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
22 of 30	3661 S. Iowa Ave.	c. 1950 1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	No Section 4(f) Use
22 of 30	3673 S. Iowa Ave.	c. 1950 1-story Early Ranch (w/ garage) single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	No Section 4(f) Use
11 of 30	2480 S. Jackson Ave.	c. 1949 1-story Early Ranch single-family dwelling exhibiting Minimal Traditional and Early Ranch styles	Avoided	No Section 4(f) Use
7 of 30	2464 S. Jefferson Ave.	Weber County Library; c. 1968 2-story Other Commercial/Public building exhibiting Modern: Other style	Avoided	No Section 4(f) Use
7 of 30	2519 S. Jefferson Ave.	First Baptist Church; c. 1950 2-story church building exhibiting Period Revival (Federal) style	Avoided	No Section 4(f) Use
8 Of 30	2507 S. Madison Ave.	c. 1953 1-story Ranch single-family dwelling exhibiting Post-WWII: Other style	Avoided	No Section 4(f) Use
15 of 30	1205 E. Marilyn Dr.	c. 1935 1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	No Section 4(f) Use
19 of 30	1129-1145 E. Sullivan Rd.	3 similar buildings; c. 1962 2-story Other Apartment/Hotel multi-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
12 of 30	2480 S. Van Buren Ave.	Ralph Bristol House; c. 1929 2-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Colonial Revival style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
12 of 30	2507 S. Van Buren Ave.	c.1928 1.5-story Period Cottage single-family dwelling exhibiting Tudor Revival style	Avoided	No Section 4(f) Use
19 of 30	3290 S. Van Buren Ave.	Versailles Apartments; 3 identical buildings; c. 1968 2.5-story Other Apartment/Hotel multi-family dwelling exhibiting Mansard style	Avoided	No Section 4(f) Use
25 of 30	?4020 S. Village Dr.	c. 1970 1-story Ranch single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
25 of 30	4040 S. Village Dr.	c. 1970 1-story Ranch single-family dwelling exhibiting Ranch/Rambler style	Avoided	No Section 4(f) Use
4 of 30	2314 S. Washington Blvd.	c. 1918 3-story 2-Part Block building exhibiting 20 th Century Commercial style	Avoided	No Section 4(f) Use
4 of 30	2318-2324 S. Washington Blvd.	c. 1913 2-story 1-Part Block building exhibiting 20 th Century Commercial style	Avoided	No Section 4(f) Use
4 of 30	2336 S. Washington Blvd.	c. 1911 2-story 1-Part Block building exhibiting 20 th Century Commercial style	Avoided	No Section 4(f) Use
4 of 30	2342 S. Washington Blvd.	Woodmansee Building; c. 1929 2-story 1-Part Block building exhibiting Victorian Eclectic style	Avoided	No Section 4(f) Use
5 of 30	2404 S. Washington Blvd.	First Security Bank Building; c. 1926 12-story 3-Part Block building exhibiting 20 th Century Commercial and Prairie School styles	Avoided	No Section 4(f) Use
5 of 30	2415/2439 S. Washington Blvd.	Peery's Egyptian Theater; c. 1924 2-story 1-Part Block building exhibiting Egyptian Revival style	Avoided	No Section 4(f) Use
5 of 30	2432 S. Washington Blvd.	c. 1893 2-story 1-Part Block building exhibiting Italianate style	Avoided	No Section 4(f) Use

Table 1. Historic Properties – Findings of No Historic Properties Affected; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
5 of 30	2510 S. Washington Blvd.	Bigelow/Ben Lomond Hotel; c. 1927 14-story 3-Part Block building exhibiting Italian Renaissance Revival style	Avoided	No Section 4(f) Use
1-2 of 30	Site 42WB000357	Historic residential site (subsurface); mostly excavated; does not appear to extend into roadway	Avoided	No Section 4(f) Use
22 of 30	Site 42WB000534	Historic stone entry posts at Weber State University	Avoided	No Section 4(f) Use

Table 2. Historic Properties – Findings of No Adverse Effect; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
19 of 30	3257 S. Harrison Blvd.	Bonne Villa Condos. 4 similar buildings. C. 1962 2-story Other Apartment/Hotel multi-family dwellings exhibiting Ranch/Rambler style	Strip take of 1,485 sq. ft. along frontage of property. No contributing features would be affected.	<i>De Minimis Use</i>
21 of 30	3460 S. Harrison Blvd.	c. 1947 1-story Cape Cod single-family dwelling exhibiting Minimal Traditional style	Strip take of 1,357 sq. ft. along frontage of property. Historic rock retaining wall would be removed, but it is not a contributing feature of the property.	<i>De Minimis Use</i>
21 of 30	3496 S. Harrison Blvd.	c. 1937 1-story Period Cottage single-family dwelling exhibiting general Period Revival style	Strip take of 2,238 sq. ft. along frontage of property. Historic rock retaining wall would be removed, but it is not a contributing feature of the property.	<i>De Minimis Use</i>
21 of 30	3575 S. Harrison Blvd.	Key Bank; c. 1965 1-story Other Commercial/Public building exhibiting Contemporary style	Strip take of 1,609 sq. ft. along frontage of property. No contributing features would be affected.	<i>De Minimis Use</i>
23 of 30	3848 S. Harrison Blvd. Bldg. 10MA	WSU Miller Administration Building; c. 1970 2-story Other Commercial/Public building exhibiting Modern and Late 20 th Century: Other styles	No direct effect to building, but a new road (narrow, path-like) would be constructed directly adjacent and between the building and a decorative pond where no road currently exists. A new station platform would also be placed next to the building. This would compromise the setting of the structure to some degree, but would not unduly alter the overall historical integrity of the property.	<i>De Minimis Use</i>
2 of 30	2257 S. Lincoln Ave.	Boyle Furniture Warehouse; c. 1906 2-story warehouse building exhibiting Early 20 th Century style	New station platform and shelter placed near southeast edge of parcel. Eligible building is located approximately 365 feet from edge of new platform. Building setting would not be compromised.	<i>De Minimis Use</i>

Table 2. Historic Properties – Findings of No Adverse Effect; Ogden-Weber State University Transit Project

Figure No.	Address or Site Number	Description	Nature of Impact	Section 4(f) Use
7 of 30	607 E. 25 th St.	c. 1902 2.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	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.	<i>De Minimis Use</i>
9 of 30	764 E. 25 th St.	c. 1907 2-story Foursquare single-family dwelling exhibiting Early 20 th Century and Victorian Eclectic styles	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.	<i>De Minimis Use</i>
9 of 30	768 E. 25 th St.	c. 1920 1-story Bungalow single-family dwelling exhibiting Bungalow style	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.	<i>De Minimis Use</i>
9 of 30	774 E. 25 th St.	c. 1905 2-story Side Passage single-family dwelling exhibiting Victorian Eclectic style	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.	<i>De Minimis Use</i>