

Environmental Re-Evaluation for Design Refinements

Ogden/Weber State University
Transit Project

Ogden, Weber County, Utah

May 2021

Ogden/Weber State University Transit Project Environmental Re-Evaluation for Design Refinements


Prepared by:
U.S. Department of Transportation,
Federal Transit Administration
and
Utah Transit Authority

May 2021

This Environmental Re-Evaluation has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, 41 United States Code (USC) §4332(2); the regulations of the Council on Environmental Quality, 40 Code of Federal Regulations (CFR) 1500–1508; the Federal Transit Laws, 49 USC §53; Environmental Impact and Related Procedures—Federal Highway Administration/Federal Transit Administration, 23 CFR 771 and 23 CFR 774; the National Historic Preservation Act of 1966, 16 USC §470(f); Section 4(f) of the Department of Transportation Act of 1966, as amended, 49 USC §303; Section 6(f)(3) of the Land and Water Conservation Fund Act, 16 USC §4601-U; the Clean Air Act, as amended, 42 USC §7401–7671; the Endangered Species Act of 1973, 16 USC §1531; the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 USC §4601; Section 402 of the Clean Water Act, 33 USC §1342; Executive Order 12898, Federal Actions To Address Environmental Justice in Minority and Low-Income Populations; Executive Order 11990, Protection of Wetlands; Executive Order 11988, Floodplain Management; and all relevant laws and procedures of the State of Utah.

5/28/2021

Date of Approval

DocuSigned by:

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Carolyn N. Gonot, Executive Director
Utah Transit Authority

May 25, 2021

Date of Approval

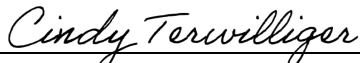

Cindy Terwilliger, Regional Administrator
Federal Transit Administration

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List of Acronyms and Abbreviations

APE	Area of Potential Effect
BRT	Bus Rapid Transit
DOE	Determination of Eligibility
EA	Environmental Assessment
FOE	Finding of Effect
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
NRHP	National Register of Historic Places
SHPO	State Historic Preservation Office
UDOT	Utah Department of Transportation
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council
WSU	Weber State University
MOA	Memorandum of Agreement

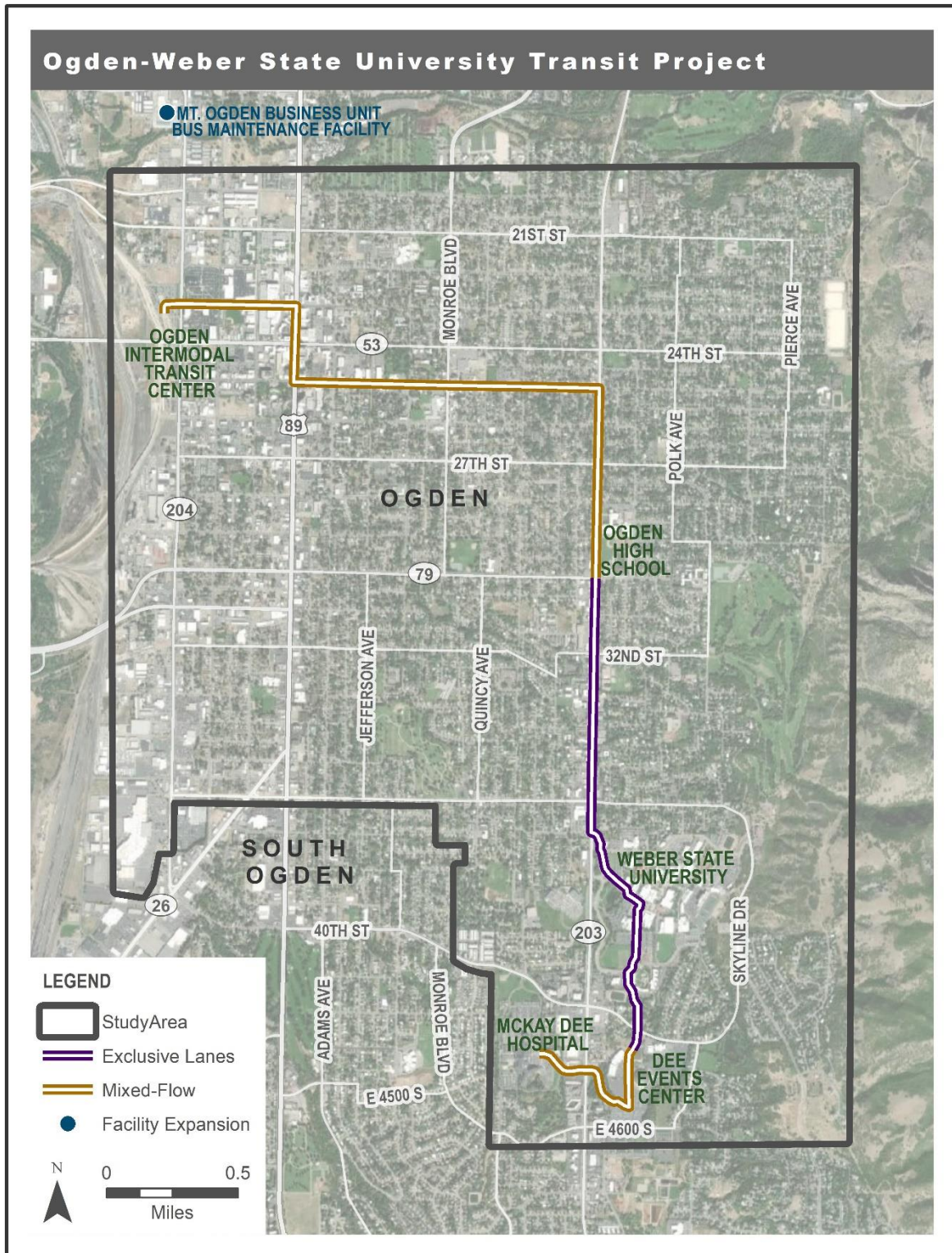
1 Background

The Utah Transit Authority (UTA) plans to construct a 5.3-mile bus rapid transit (BRT) system in Ogden, Weber County, Utah. The BRT route would connect the Ogden Intermodal Transit Center to Weber State University (WSU) and McKay-Dee Hospital. Project partners include Ogden City, Weber County, the Wasatch Front Regional Council (WFRC), the Utah Department of Transportation (UDOT), WSU, and McKay-Dee Hospital. The FTA and UTA completed an Environmental Assessment (EA) for the Ogden/Weber State University Transit Project in December 2018 and FTA issued a Finding of No Significant Impact (FONSI) for the project in February 2019. Since the completion of the EA and FONSI, project design has been refined, resulting in some changes to the project that require a re-evaluation of the affected environment to determine if additional environmental documentation is needed.

1.1 Project Description

The project will improve and replace the existing route 603, which is one of Ogden's top performing routes, and will replace the WSU campus shuttle. It will include 13 stations on opening day and 3 future stations. Exclusive bus lanes will be included on Harrison Boulevard south of 31st Street and through the WSU campus. The BRT service would operate 7 days per week between 4:30 AM and 12:30 AM the following day at 10- to 15-minute frequencies on weekdays and Saturday, and reduced service on Sunday. The project will include transit signal priority and uniquely branded stations and electric vehicles. The project is about 5.3 miles long (10.6 miles round trip), with a western terminus at the Ogden Intermodal Transit Center for connection to FrontRunner. From there, the BRT route would head east 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 through the WSU campus, and then west to McKay-Dee Hospital. The BRT route would loop back on the same route. The project alignment is shown in Figure 1.

Figure 1. Study Area and BRT Route



1.2 NEPA Documents

Current Approved Environmental Documents:

- Environmental Assessment for Ogden/Weber State University Transit Project. December 2018.
- Finding of No Significant Impact (FONSI) for the Ogden/Weber State University Transit Project. February 22, 2019.

Type and Date of Last Federal Action:

FONSI, February 2019.

The EA and FONSI are available on the project website at:

<https://www.rideuta.com/About-UTA/Active-Projects/Ogden-WSU-BRT>.

2 Reason for Re-evaluation

Final design began on the project after the EA and FONSI were completed. During final design, several design refinements and improvements were pursued to enhance the function of the BRT line and the traffic on the existing streets. Several station locations were refined and roadway cross-sections were adjusted as part of the process. Because of these changes, a re-evaluation, in compliance with 23 CFR 771.129 is being prepared to determine if the design changes, and potential associated changes to environmental impacts, might affect the FONSI validity and require additional environmental investigation.

3 Changes Since the EA

As final design was completed on the project, a number of minor changes and refinements were made to the preliminary design completed for the EA. These refinements were coordinated between the City of Ogden, UTA, WSU, and UDOT. These changes and refinements are described in detail below and are shown in Attachment 1.

3.1 Design Refinements

Design changes occurred at the 9 locations listed below:

1. Ogden Intermodal Center Station

2. Washington Boulevard Station
3. 25th Street and Jefferson Avenue Station
4. Typical roadway section on Harrison Boulevard
5. 36th Street and Harrison Boulevard Intersection and Station
6. Weber State University North Campus Entrance
7. Village Drive Station
8. Roadway improvements on 23rd Street
9. Roadway improvements on 25th Street

Table 1 describes the EA design concept, the refined design concept, the reasons for the design refinement, and the anticipated impacts. Details of the design changes including figures are included in Attachment 1.

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Table 1. Design Refinements

Location	EA Concept Design	Refined Design	Reason for Change	Impacts
Ogden Intermodal Center Station	BRT used current bus bay in the existing hub.	Created new station location north of existing bus hub and within existing transit center.	All existing bus bays needed for local routes. New location can better accommodate electric charging infrastructure and is closer to the frontrunner platform entrance/exit.	Minimal
Washington Boulevard Station	Westbound station at corner of Washington Boulevard and 25 th Street. Two options for eastbound station: Roadway center at the crosswalk and in front of Egyptian Theatre.	Moved westbound station approximately 100 feet to the north to be in front of office building lawn area. Selected roadway center option for the eastbound station, the station is moved to the center of the road and away from the front of the Egyptian Theatre.	Westbound station is now closer to the eastbound station. Provide bus more tangent to straighten out for docking after turn from 25 th Street station. Station would not be blocking a business front door. Local bus routes would be able to use existing stop locations. The eastbound station will not block the front view of the Egyptian Theatre.	Selecting the roadway center option for the eastbound station reduces impacts to historic Egyptian Theatre.
25th Street and Jefferson Avenue Station	Both stations located on the west side of Jefferson Street and 25 th Street	Westbound station moved east to the other side of Jefferson and 25 th in front of the library. Eastbound station was moved west.	EA westbound station was located on major utilities that would need to be relocated. Refined westbound station would be out of the thru traffic lanes and the library property is city-owned so property acquisition is not required. EA eastbound station was directly in front of door of historic church.	Westbound station will impact historic property (library). Eastbound station will reduce impacts to historic church.
Harrison Boulevard Typical Section	No separation between BRT lanes and auto traffic.	Added 3-foot separation between BRT lanes and 4-inch rumble strip between BRT and auto lanes.	Provides buffer between auto and BRT lanes for improved safety and increased visibility of bus lanes. Preference for full bus lane width buffer between passengers on the platform and	Overall property acquisitions likely more than originally anticipated. Historic properties on Harrison Blvd. may have additional impacts.

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Table 1. Design Refinements

Location	EA Concept Design	Refined Design	Reason for Change	Impacts
	8-foot-wide split platforms at 32 nd and 36 th Streets.	Has single 14-foot-wide platform with contraflow at station at 32 nd and 36 th Streets.	auto traffic on 45 mph road, instead of just 4 feet. 14-foot-wide platform requires less overall property impacts than a pair of 8-foot-wide split platforms, and allows for shelters, passenger amenities, and maintain ADA boarding and alighting areas. Single platform for both directions is easier for passenger wayfinding and costs less.	Since buses do not have doors on both sides, cross over is required before and after the station that could increase bus run times.
	No change to Harrison Boulevard at 25 th Street intersection.	Add a median on Harrison Boulevard at 25 th Street intersection, and add a pedestrian signal at the intersection.	Improve safety.	Eliminate left turn onto Harrison Boulevard from 25 th Street.
36th Street and Harrison Boulevard Intersection and Station	Single left turn pocket eastbound and westbound at intersection.	Dual left turn pockets eastbound and westbound.	Eliminating left turns at 33 rd , 34 th , 35 th , and 37 th Streets and all free lefts along BRT corridor will increase left and U-turns on 36 th Street	Wider roadway section with additional impacts to historic properties. Cross street impacts to accommodate receiving lanes.
Weber State University North Campus Entrance	BRT entered campus at approximately 37 th Street through a parking lot.	BRT entrance moved approximately 700 feet south. Created half-signal for BRT buses to enter/exit campus from exclusive lanes Created bus signal to cross Dixon Drive.	EA parking lot route created many conflicts with cars. Campus needs parking for the nearby building. UDOT would not allow full signalization of 37 th Street, creating delays for buses and potential conflicts with left-turning cars.	37 th Street is made into a right in/right out only access.

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Table 1. Design Refinements

Location	EA Concept Design	Refined Design	Reason for Change	Impacts
			Addition of half-signal increases BRT reliability and prevents conflicts with cars.	
Village Drive Station	Split platforms on southeast side of Village Drive. Bus shared driveway on the northwest side of Village Drive with auto traffic.	Station moved from south to north side of the intersection and made into a single platform. Driveway becomes exclusive bus-only roadway.	Steep grades and utility impacts on the southwest side of intersection made the EA station location difficult. High intersection skew and mixing of buses and cars created high accident and delay potential. Change from split to single center station result in fewer impacts and lower cost. Station located closer to a future large student housing complex.	One entrance to the parking lot eliminated and a cross access created to mitigate the issue. Students will need to be informed of new traffic pattern.
Roadway improvements on 23rd Street	Improve 23 rd Street between Wall Avenue and Kiesel Avenue. Replace angled parking with parallel parking and add bike lane in each direction.	Improve 23 rd Street between Wall Avenue and Washington Boulevard (expanded work by one block). Will not change parking and will not add bike lanes.	Expanded road improvement to extend service life of the road to support more frequent BRT service. Maintaining access to businesses prevented change to parallel parking and addition of bike lanes.	Expanded road infrastructure improvements by one block, from Kiesel Avenue to Washington Boulevard.
Roadway improvements on 25th Streets	Improve 25 th Street between Adams Avenue and Jefferson Avenue.	Improve 25 th Street between Washington Boulevard and Jefferson Avenue (expanded work by one block).	Expanded road improvement to extend service life of the road to support more frequent BRT service.	Expanded road improvements by one block, from Washington Boulevard to Adams Avenue.

3.1.1 Environmental Resources

The EA evaluated impacts to environmental resources generally within ½ mile of the transit corridor. Resources with more confined evaluation areas include hazardous waste (1/4 mile), noise and vibration (200 ft.), visual and aesthetics (direct view), cultural resources (established in consultation with SHPO). The exact resource evaluation area for each environmental resource is detailed in Section 4 of the EA. Since the EA, the environmental resources within the resource evaluation area have not changed. However, the design changes did expand the resource evaluation area for cultural resources, also referred to as the area of potential effect (APE). The APE was expanded slightly to the east and west of Harrison Boulevard at 36th South where side street improvements were required due to redesign of the 36th Street Station and the addition of dual left-turn lanes to manage the additional left turns at that intersection due to the BRT lanes, and expanded the APE to the south on Harrison Boulevard where the BRT WSU North Campus Entrance was moved approximately 700 feet to the south. Because of the expanded APE, supplemental archeological and historical surveys were conducted, and the results were reviewed in consultation with FTA and SHPO (see additional information under Section 3.1.3.3 and Section 5). No additional archeological sites were identified. The supplemental survey identified 15 additional in-period structures, 12 of which were determined as **eligible** for the National Register of Historic Places (NRHP) The 12 NRHP-eligible structures are discussed in detail under Section 3.1.2.3 and under Section 5.

3.1.2 Impacts

As in the EA, there are several resources of no concern, either because the resources are not present in the study area, or it was determined that they would have no or negligible effects from the project and design changes (See EA Section 4.0, page 44 for more details). These include:

1. Prime and unique farmland
2. Wetlands
3. Endangered species
4. Section 6(f) resources
5. Wildlife or waterfowl refuges per Section 4(f)
6. Fish and wildlife

The EA included detailed evaluation of project impacts to multiple categories of resources within the study area. Only the resources that were affected by the design refinements are discussed in this re-evaluation. Of the resources that were evaluated in detail for impacts in the EA, most had no or negligible change in impacts or effects from the design changes covered by this re-evaluation. These include:

1. Land use and economic development
2. Social environment
3. Hazardous waste sites
4. Energy use
5. Air quality
6. Visual and aesthetic resources
7. Noise
8. Vibration
9. Water quality
10. Floodplains
11. Geology and soils
12. Paleontological resources
13. Construction impacts
14. Cumulative effects

Four environmental resources affected by the design changes are as follows and discussed in this re-evaluation:

1. Traffic and transportation
2. Land acquisitions and relocations
3. Historic properties
4. Section 4(f) resources

3.1.2.1 Traffic and Transportation

The proposed changes in this re-evaluation will result in some changes to traffic patterns in several areas. These changes have been made to increase safety and improve the overall travel in the study area for both automobile traffic and the BRT line.

The design changes that will result in traffic pattern changes are discussed below for each area.

25th Street and Harrison Boulevard

- Design refinement - A median will be placed at the intersection of 25th Street and Harrison Boulevard so that both eastbound and westbound traffic are restricted to right turns only at the intersection. A pedestrian signal will also be added to the intersection.

Impacts - This change has been coordinated with UDOT and Ogden City to improve safety for pedestrians. Left turn onto Harrison Boulevard from 25th Street would be eliminated. Northbound and southbound traffic will be able to travel through the intersection and make left turns at signalized intersections at 24th Street and 26th Street. Eastbound and westbound traffic will need to make right turns at this intersection and use signalized intersection at 24th Street and 26th Street to make U-turns.

37th Street and Harrison Boulevard

- Design refinement - The entrance of the BRT line into WSU moved south approximately ½ block from the entrance location in the EA.
- Impacts - Because the dedicated bus lane will be extended south, this change will eliminate the left turn to northbound traffic on 37th Street to remove the potential conflict with the BRT vehicles. Access to businesses and the neighborhood is maintained by using nearby intersections at 36th Street and 3850 South. Double left-turn lanes at 36th Street was also included in the design refinement to accommodate additional U-turns anticipated due to extension of the dedicated bus lane south near 37th Street.

3.1.2.2 Land Acquisitions and Relocations

The EA identified 3 full property takes (7-Eleven store, Carriage Cleaners, and 1341 Country Hills Drive) and partial strip takes at 31 parcels totaling 1.04 acres. With the proposed design changes, the entire project will still require the same 3 full property takes identified in the EA and partial strip takes at 33 parcels, totaling approximately 0.84 acres. The change resulted in a reduction in 0.2 acres of land acquisition. The current list of right-of-way acquisitions is provided in Attachment 2.

3.1.2.3 Historic Properties

Impacts to historic properties were identified by FTA and UTA in consultation with the Utah State Historic Preservation Office (Utah SHPO). A supplemental cultural resource survey was completed in November 2019 to identify potential archaeological sites and historic properties located within the expanded APE. The expanded APE for

buildings/structures is shown in Figure 2, and the expanded APE for archeology is shown in Figures 3 and 4. An amended Determination of Eligibility and Finding of Effect (amended DOE/FOE) letter for cultural resources within the expanded APE was prepared by FTA and submitted to the Utah SHPO on March 11, 2021. The Utah SHPO concurred with FTA's determination and finding on March 12, 2021. The amended DOE/FOE and Utah SHPO concurrence letter are included in Attachment 3.

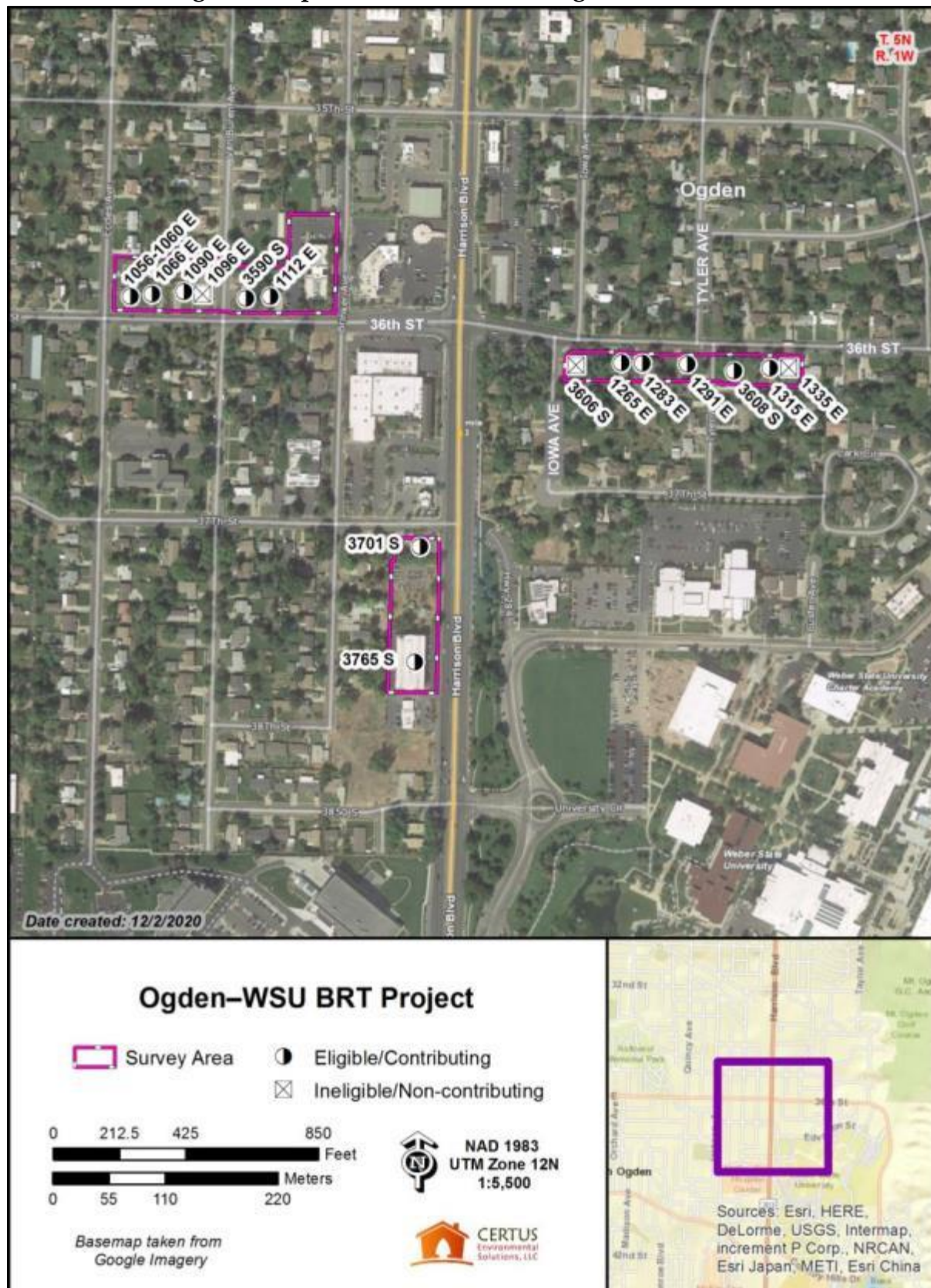
As presented in the amended DOE/FOE, the supplemental survey identified 15 additional in-period properties, 12 of which were determined as eligible for the NRHP. The supplemental survey did not identify any additional archeological sites. The design refinements affected some of the newly identified historic properties and also changed findings of effect for some previously identified historic properties. The changes in findings of effect from those listed in the EA due to the design refinements are presented in Tables 2 and 3. These changes include 15 properties with no historic properties affected, 29 properties with no adverse effect, and no additional properties with adverse effect. There were no changes to findings of effect to historic districts or archaeological sites. The cultural resources listed in the EA with no change in findings of effect due to the design refinements are not included in Tables 2 and 3. See the amended DOE/FOE in Attachment 3 for the complete list of findings for all cultural resources within the entire APE.

In the EA concept design, there was an option to place a station in front of the historic Peery's Egyptian Theater at 2415/2439 South Washington Boulevard. The concept included an Egyptian-themed design for the station to minimize visual impacts from the station on the NRHP-eligible building. The design refinement includes relocating this eastbound station to the center of the street and away from the front of the Egyptian Theatre. The eastbound station will no longer block the front view of the Egyptian Theatre. The finding of effect on this property has been changed from no adverse effect to no historic property affected. The station will no longer require an Egyptian-themed design, and will have a look consistent with other BRT stations for the project. This property is included in Table 2.

Three eligible properties located at WSU (1348 East 4225 South, 1332 Country Hills Drive, and 1350 Country Hills Drive) were previously identified as being demolished by WSU independent of the BRT project and, as such, were identified as having no historic property affected in the EA. Since that time, WSU has determined that these three properties will remain in place. FTA has re-evaluated the impacts to these properties and has found that the project will have no adverse effect on these properties. These properties are included in Table 3.

A summary of the findings of effect for the entire project is presented in Table 4. The EA identified 223 NRHP-eligible historic properties within the APE, 201 with no historic properties affected, 21 with no adverse effect, and one with adverse effect. Because of the design refinement, the re-evaluation identified a total of 235 NRHP-eligible historic properties within the APE, 190 with no historic properties affected, 44 with no adverse effect, and one with adverse effect.

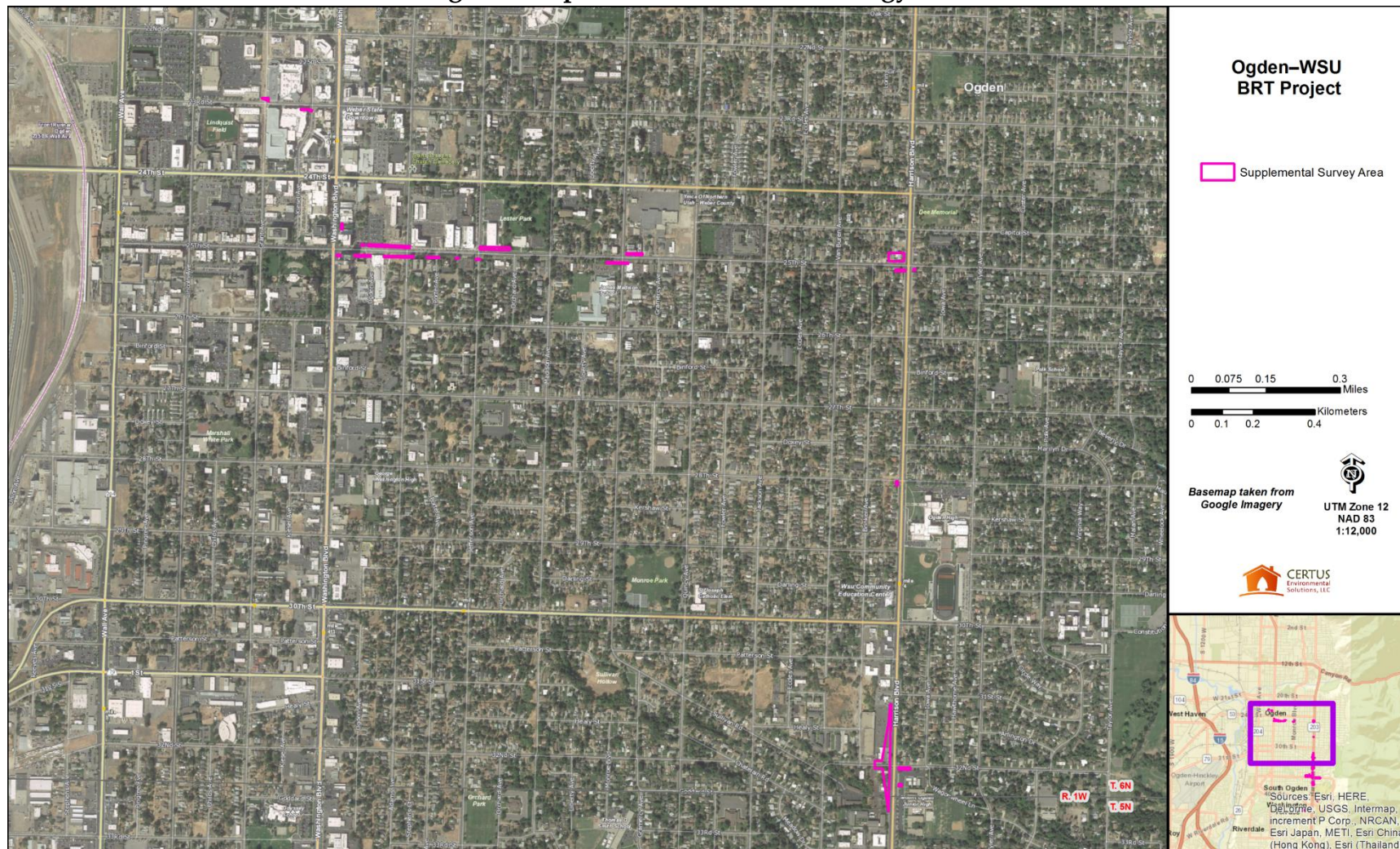
Figure 2. Expanded APE for Buildings/Structures (1 of 1)



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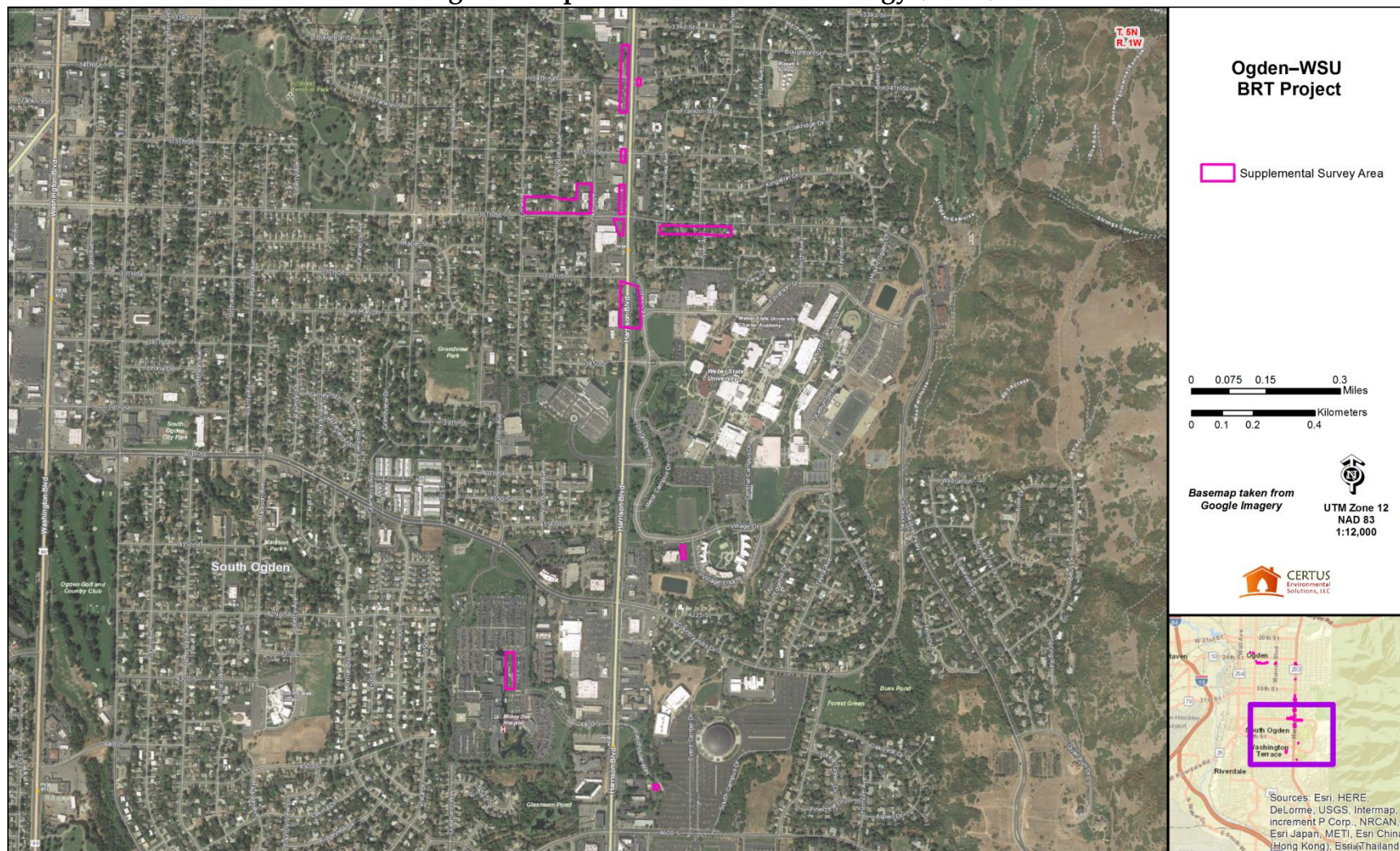
Figure 3. Expanded APE for Archaeology (1 of 2)



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Figure 4. Expanded APE for Archaeology (2 of 2)



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Table 2. Historic Properties – Findings of No Historic Property Affected/No Section 4(f) Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
1		607 E. 25th St.	c. 1902 2.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	Avoided	No adverse effect	<i>De minimis</i> use	No Historic Property Affected	No use
2		764 E. 25th St.	c. 1907 2-story Foursquare single-family dwelling exhibiting Early 20th Century and Victorian Eclectic styles	Avoided	No adverse effect	<i>De minimis</i> use	No Historic Property Affected	No use
3		768 E. 25th St.	c. 1920 1-story Bungalow single-family dwelling exhibiting Bungalow style	Avoided	No adverse effect	<i>De minimis</i> use	No Historic Property Affected	No use
4		774 E. 25th St.	c. 1905 2-story Side Passage single-family dwelling exhibiting Victorian Eclectic style	Avoided	No adverse effect	<i>De minimis</i> use	No Historic Property Affected	No use
5	Yes	1056-1060 E. 36th St.	c. 1955 1-story Duplex multi-family dwelling exhibiting Ranch/Rambler style	Avoided	NA	NA	No Historic Property Affected	No use
6	Yes	1066 E. 36th St.	c. 1956 1-story Ranch single-family dwelling exhibiting Ranch/Rambler style	Avoided	NA	NA	No historic property affected	No use

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Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
7	Yes	1090 E. 36th St.	c. 1941 1.5-story Early Ranch single-family dwelling Exhibiting Ranch/Rambler style	Avoided	NA	NA	No historic property affected	No use
8	Yes	1112 E. 36th St.	c. 1949 1-story WWII-Era Cottage (w/ garage) single-family dwelling exhibiting Minimal Traditional style	Avoided	NA	NA	No historic property affected	No use
9	Yes	1315 E. 36th St.	c. 1953 1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	NA	NA	No historic property affected	No use
10	Yes	3701 S. Harrison Blvd.	c. 1920 2-story Other Residential Type single-family dwelling exhibiting Colonial Revival style	Avoided	NA	NA	No historic property affected	No use
11	Yes	3765 S. Harrison Blvd.	Harrison Heights Apartments; c. 1969 3-story Other Apartment building exhibiting Modern: Other style	Avoided	NA	NA	No historic property affected	No use
12		2485 S. Monroe Blvd.	Hillcrest/Revelle Apartments; c. 1935 3-story Walk-up Apartments multi-family dwelling exhibiting Early 20th Century: Other style	Avoided	No adverse effect	<i>De minimis</i> use	No historic property affected	No use

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Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
13	Yes	3608 S. Tyler Ave.	c. 1953 1-story Early Ranch single-family dwelling exhibiting Ranch/Rambler style	Avoided	No adverse effect	<i>De minimis</i> use	No historic property affected	No use
14	Yes	3590 S. Van Buren Ave.	c. 1947 1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Avoided	No adverse effect	<i>De minimis</i> use	No historic property affected	No use
15		2415/2439 S. Washington Blvd.	Peery's Egyptian Theater; c. 1924 2-story 1-part Block building exhibiting Egyptian Revival style	Avoided	No adverse effect	<i>De minimis</i> use	No historic property affected	No use

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Table 3. Historic Properties – Findings of No Adverse Effect/De Minimis Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
1		1332 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, but the building will still be present when the BRT Project is constructed. Approximately 130 linear feet of new fence would be placed along the east side of the property where no fence currently exists.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
2		1350 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, but the building will still be present when the BRT Project is constructed. Approximately 22 linear feet of existing non-contributing fence would be replaced along the west side of the property and additional non-contributing fence would be permanently removed.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
3		2490 S. Harrison Blvd.	c. 1967 1-story Other Commercial/Public building exhibiting Contemporary style	New traffic signal pole and sidewalk upgrade on intersection corner adjacent to parcel. Temporary construction easement may be required in corner of parcel. No contributing features of the property would be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use

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Table 3. Historic Properties – Findings of No Adverse Effect/De Minimis Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
4		3186 S. Harrison Blvd.	c. 1944 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	New traffic signal pole and sidewalk upgrade on intersection corner adjacent to parcel. Temporary construction easement may be required in corner of parcel. No contributing features of the property would be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
5		3260 S. Harrison Blvd.	Mt. Ogden Jr. High; c. 1958 1-story Modern School building exhibiting Modern: Other style	New traffic signal pole and sidewalk upgrade on intersection corner adjacent to parcel. Temporary construction easement and minor strip take of right-of-way may be required in corner of parcel. No contributing features of the property would be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
6		3329 S. Harrison Blvd.	c. 1965 1-story Church building exhibiting Mansard style	Minor ground disturbance within parcel for sidewalk and driveway tie-in. Temporary construction easement and/or minor strip take may be required. No contributing features of the property would be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
7		3430 S. Harrison Blvd.	Wasatch Care Center; c. 1964 1-story (multi-wing) Other Commercial/Public building exhibiting Ranch/Rambler style	Minor ground disturbance within parcel for sidewalk reconstruction. Temporary construction easement may be required. Minor strip take of right-of-way for new pedestrian ramps on corner of parcel. No contributing features of the property would be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
8		3450 S. Harrison Blvd.	Fire Station No. 5; c. 1960 1-story Other Commercial/Public building exhibiting Contemporary style	Minor ground disturbance within parcel for sidewalk reconstruction. Temporary construction easement may be required. No contributing features of the property would be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use

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Table 3. Historic Properties – Findings of No Adverse Effect/De Minimis Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
9		3605 S. Harrison Blvd.	Kinko's/FedEx; c. 1959 1.5-story Other Commercial/Public building exhibiting Post-WWII: Other and Modern: Other styles	Minor ground disturbance within parcel for sidewalk, curb and gutter, and driveway reconstruction. Temporary construction easement and/or minor strip take of right-of-way may be required. No contributing features of the property would be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
10		3621 S. Iowa Ave.	c. 1942 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Sidewalk reconstructed on State Commission property; landowner has installed fence and developed property owned by state. Approximately 70 linear feet of existing non-contributing fence will be removed and replaced along west property line.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
11		3625 S. Iowa Ave.	c. 1947 1-story Early Ranch single-family dwelling exhibiting Ranch and Minimal Traditional styles	Sidewalk reconstructed on State Commission property; landowner has installed fence and developed property owned by state. Approximately 80 linear feet of existing non-contributing fence will be removed and replaced along west property line.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
12		3639 S. Iowa Ave.	c. 1948 1-story Early Ranch (w/ garage) single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Sidewalk reconstructed on State Commission property; landowner has installed fence and developed property owned by state. Approximately 60 linear feet of existing non-contributing fence will be removed and replaced along west property line.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use

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Table 3. Historic Properties – Findings of No Adverse Effect/De Minimis Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
13		3651 S. Iowa Ave.	c. 1954 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler style	Sidewalk reconstructed on State Commission property; landowner has installed fence and developed property owned by state.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
14		2464 S. Jefferson Ave.	Weber County Library; c. 1968 2-story Other Commercial/Public building exhibiting Modern: Other style	New station platform and shelter placed on curb on side of building. Eligible structure is approximately 20 feet from platform. Station would not impact primary public views of the building and would not be visible within the public view of the façade of the structure. Minor ground disturbance for sidewalk reconstruction on south (side) edge of parcel for sidewalk tie-in may require temporary easement.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
15		2519 S. Jefferson Ave.	First Baptist Church; c. 1950 2-story church building exhibiting Period Revival (Federal) style	Minor ground disturbance within parcel to reconstruct existing sidewalk on approximately the same footprint.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
16		445 E. 25th St.	Courtyard Inn; c. 1964 2-story Other Apartment/Hotel building exhibiting Post-WWII: Other and Modern: Other styles	The existing public sidewalk within the parcel boundary would be removed and reconstructed on the same approximate footprint. No contributing features of the property would be altered.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
17		455 E. 25th St.	Ben Lomond Hotel Garage; c. 1929 1-story 1-Part Block building	The existing public sidewalk and driveway approach within the parcel boundary would be reconstructed on the same approximate footprint. No	No historic property affected	No use	No adverse effect	<i>De minimis</i> use

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Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
			exhibiting Period Revival: Other style	contributing features of the property would be altered.				
18		507 E. 25th St.	U.S. Forest Service Building; c. 1950 4-story 2-Part Vertical Block building exhibiting Art Deco style	The existing public sidewalk within the parcel boundary would be removed and reconstructed on the same approximate footprint. No contributing features of the property would be altered.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
19		529 E. 25th St.	c. 1895 & 1960 2.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style	The existing public sidewalk within the parcel boundary would be removed and reconstructed on the same approximate footprint. No contributing features of the property would be altered.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
20		549–551 E. 25th St.	Don Maguire Duplex; c. 1899 2.5-story duplex multi-family dwelling exhibiting Victorian Eclectic style	New station platform and shelter placed outside the east (side yard) parcel boundary of this property. Eligible building is located at least 75 feet from edge of new platform. Building setting would not be compromised from public views. Primary view of the front of the building would not be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
21		650 E. 25th St.	Golden Hours Senior Center; c. 1968 1-story Other Commercial/Public building exhibiting Mansard and Late 20th Century: Other styles	New station platform and shelter placed approximately 105 feet west of the eligible building. Building setting would not be compromised from public views. Primary view of the front of the building would not be affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use

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Table 3. Historic Properties – Findings of No Adverse Effect/De Minimis Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
22		802–810 E. 25th St.	McGregor Apartments; 3 identical buildings; c. 1926 3.5-story Walk-up Apartments multi-family dwellings exhibiting Prairie School style	New curb-located station platform and shelter placed in front of the south line of this property. Eligible building is located approximately 16 feet from edge of new platform. The setting of this multi-story, multi-building complex would not be compromised unduly from public views. Primary view of the front of the building would be minimally affected.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
23		1235 E. 36th St.	c. 1942 1.5-story Cape Cod single-family dwelling exhibiting Minimal Traditional (Colonial Revival) style	Existing public sidewalk along Harrison Blvd. side yard property line removed and replaced with no acquisition of right-of-way.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
24	Yes	1265 E. 36th St.	c. 1941 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Road widening and reconstruction of curb and gutter in public right-of-way in front of dwelling and temporary construction easement needed to reconstruct driveway	NA	NA	No adverse effect	<i>De minimis</i> use
25	Yes	1283 E. 36th St.	c. 1941 1-story WWII-Era Cottage single-family dwelling exhibiting Minimal Traditional style	Road widening and reconstruction of curb and gutter in public right-of-way in front of dwelling and temporary construction easement needed to reconstruct driveway and fencing; 12 linear feet of non-contributing fence along east property line removed and replaced to facilitate driveway reconstruction	NA	NA	No adverse effect	<i>De minimis</i> use

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Table 3. Historic Properties – Findings of No Adverse Effect/De Minimis Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
26	Yes	1291 E. 36th St.	c. 1943 1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles	Road widening and reconstruction of curb and gutter in public right-of-way in front of dwelling and temporary construction easement needed to reconstruct driveway and fencing; 6 linear feet of non-contributing fence along east property line removed and replaced to facilitate driveway reconstruction	NA	NA	No adverse effect	<i>De minimis</i> use
27		1343 E. 4225 S.	c. 1967 1-story Ranch (w/ garage) single-family dwelling exhibiting Ranch/Rambler and Late 20th Century: Other styles	Possible easement needed along side of parcel. Approximately 132 linear feet of existing non-contributing fence on east property line would be replaced. Grading or overhead utility lines placed at rear of property.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
28		1348 E. 4225 S.	c. 1959 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, but the building will still be present when the BRT Project is constructed. Approximately 95 linear feet of existing non-contributing fence on the east side of the parcel would be removed and 150 feet of new fence would be installed.	No historic property affected	No use	No adverse effect	<i>De minimis</i> use
29		2510 S. Washington Blvd.	Bigelow/Ben Lomond Hotel; c. 1927 14-story 3-Part Block building exhibiting Italian	The existing public sidewalk within the parcel boundary would be removed and reconstructed on the same approximate	No historic property affected	No use	No adverse effect	<i>De minimis</i> use

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Table 3. Historic Properties – Findings of No Adverse Effect/De Minimis Use

Count	Additional Properties from Supplemental Survey	Address or Site Number	Description	Nature of Impact	EA Section 106 Finding	EA Section 4(f) Use	New Section 106 Finding	New Section 4(f) Use
			Renaissance Revival style	footprint. No contributing features of the property would be altered.				

Table 4. Changes in Section 106 and Section 4(f) Findings for Historic Properties

Section 106 Finding of Effect	No Historic Properties Affected	No Adverse Effect	Adverse Effect	Total Count
Section 4(f) Use	No Use	<i>De minimis</i> Use	Use	
NRHP-Eligible Structures				
Number from EA	201	21	1	223
Added from new survey	9	3	0	12
Added as a result of design changes	6	26	0	
Subtracted as a result of design changes	26	6	0	
Project Total	190	44	1	235
Change	-11	+23	0	+12
Archeological Sites				
Number from EA (no change)	2	1	0	3
Project Total (NRHP-Eligible Structures + Archeological Sites)	192	45	1	238

The property with the adverse effect is located at 1341 Country Hills Drive, and is the same one that was previously identified in the EA. The mitigation for the adverse effect to 1341 Country Hills Drive has been completed by WSU. A Memorandum of Agreement (MOA) was executed between FTA, UTA, and SHPO for the BRT project on February 25, 2019. This MOA included the stipulation for mitigation, but clarified that measures have been implemented already to mitigate adverse effects to the historic property located at 1341 East Country Hills Drive. UTA has recently acquired this property for the BRT project.

In total, the project would result in **no adverse effect** on 45 historic properties (44 NRHP-eligible historic structures and one archeological site), an increase of 23 historic properties; and **adverse effect** on one NRHP-eligible historic structure, with no change due to the design refinements.

3.1.2.4 Section 4(f) Resources

A Section 4(f) Analysis was included as part of the EA. This analysis identified the Section 4(f) properties in the resource evaluation area; the use of those properties, if any; avoidance alternatives; measures to minimize harm; and mitigation.

Park and Recreational Resources

The EA identified 17 park and recreational facilities (see Section 4(f) analysis, Section 5.2.1, Table 1). None of these facilities had a use from the project. The design changes included in this re-evaluation do not change this finding. Additionally, the analysis identified 13 trail and trail amenities in the project area (see Table 2). The EA found that the proposed project had no use for these resources as well. The design changes included in this re-evaluation do not change this finding. Additionally, no constructive use will occur for any of these properties

Historic Properties

The Section 4(f) analysis in the EA identified 21 historic properties with *de minimis* use, and one with a use. Due to design changes, the project will have *de minimis* use of 29 additional historic properties. These properties are listed in Table 3. Of the originally identified 21 properties with *de minimis* use, 6 properties will now be avoided by the project and will have no use. A summary of these changes is presented in Table 4. Detailed information regarding impacts to historic properties is provided in Section 3.1.2.3.

4 Mitigation

This section identifies any mitigation necessary as a result of impacts from the design refinement.

4.1 Traffic and Transportation

No additional mitigation is required. UTA will continue to work with UDOT and other stakeholders to properly sign and mark intersections to ensure safety for pedestrians and vehicles. In addition, a traffic management plan will be implemented during construction as previously mentioned in the EA.

4.2 Land Acquisitions and Relocations

No additional mitigation is required. As previously identified in the EA, any land acquisition or relocation will be mitigated by following the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, 42 USC §4601-4655 (Uniform Act).

4.3 Historic Properties

Because there are no additional adverse effects to historic properties, no additional mitigation is required. The mitigation for the one historic property adversely effected by

the project (1341 Country Hills Drive) that was previously identified in the EA remains the same and has been completed.

4.4 Section 4(f) Resources

The *de minimis* uses of the additional 29 historic properties listed in Table 3 will require no additional mitigation.

5 Public Involvement/ Agency Coordination

Throughout the design phase of the project, UTA has been coordinating with all the project stakeholders including UDOT, City of Ogden, and WSU. UTA has also contacted businesses near 37th Street and Harrison Boulevard to provide information regarding the change to the WSU North Campus Entrance and impacts to traffic pattern. The findings of effect on historic properties were made in coordination with FTA and in consultation with the Utah SHPO.

An electronic copy of this document will be made available on the project website.

6 Conclusion and Recommendation

During final design of the project, several design refinements were pursued to enhance the function of the BRT line, improve operation of traffic on the existing streets, and increase pedestrian safety. These changes include design refinements at the nine locations listed below:

1. Ogden Intermodal Center Station
2. Washington Boulevard Station
3. 25th Street and Jefferson Avenue Station
4. Typical roadway section on Harrison Boulevard
5. 36th Street and Harrison Boulevard Intersection and Station
6. Weber State University North Campus Entrance
7. Village Drive Station
8. Roadway improvements on 23rd Street
9. Roadway improvements on 25th Street

Resource impacts that were changed from those described in the EA and FONSI due the design refinements are summarized below.

Traffic and Transportation – Left turn onto Harrison Boulevard from 25th Street would be eliminated, and left turn from northbound Harrison Boulevard onto 37th Street will be eliminated. The design refinement will not have significant impacts on general traffic patterns because nearby signalized intersections are available to access businesses and neighborhoods in these areas. No additional mitigation is required.

Land Acquisitions and Relocations – With the design refinements, the project is estimated to need a total of 0.84 acres of partial strip takes, a reduction of 0.2 acres of partial strip takes. The project will still require the same 3 full property takes that were identified in the EA, no additional full property takes is required. No additional mitigation is required.

Historic Properties – With the design refinements, the project would result in **no adverse effect** on 45 historic properties (44 NRHP-eligible historic structures and one archeological site), an increase of 23 historic properties; and **adverse effect** on one NRHP-eligible historic structure, the same finding for the same historic structure previously identified in EA (no change in **adverse effect**). No additional mitigation is required for Section 106 and Section 4(f) resources.

Through this re-evaluation, UTA has determined that the design changes would not affect the ability of the Action Alternative described in the EA to meet the project's stated purpose. UTA believes that the impacts of these changes are not individually or cumulatively significant or significantly different from those described in the EA. For these reasons, UTA recommends to FTA that the Finding of No Significant Impact for the Ogden/WSU BRT transit project remains valid.

7 References

Environmental Assessment (EA), Ogden/Weber State University Transit Project. December 2018. Prepared by FTA and UTA.

Finding of No Significant Impact (FONSI), Ogden/Weber State University Transit Project. Issued by FTA February 22, 2019.

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Memorandum of Agreement (MOA) Between Federal Transit Administration (FTA) and Utah State Historic Preservation Officer (SHPO) Regarding the Ogden / Weber State University Transit Project, Weber County, Utah. Executed on February 25, 2019. FTA 2020.

Letter regarding Ogden/Weber State University Transit Project – Case No. 18-2313 Amended Request for Consultation Regarding Determinations of Eligibility and Findings of Effect and Notification of Section 4(f) *De Minimis* and Use Findings. Sent from FTA to SHPO on March 11, 2021. DOEFOE Concurrence Letter. March 12, 2021.

8 List of Attachments

Attachment 1	Design Refinements
Attachment 2	Right-of-Way Acquisition Table
Attachment 3	SHPO Consultation - DOEFOE Letter and Concurrence letter