Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
Wasatch Boulevard to Alta

APPENDIX 26B

De Minimis Correspondence

State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

January 19, 2021

Mike Peterson
Mayor
Cottonwood Heights City
2277 E. Bengal Blvd.
Cottonwood Heights, UT 84121

Subject: UDOT Project No. S-R299(281), Little Cottonwood Canyon Environmental Impact Statement, Salt Lake County, Utah (PIN 16092)
DRAFT Section 4(f) De Minimis Impact Concurrence Request

Dear Mr. Peterson:

The purpose of this letter is to notify you that the Utah Department of Transportation (UDOT) intends to make *de minimis* impact findings regarding two Section 4(f) recreation resources under your jurisdiction, and to request your concurrence that the Little Cottonwood Canyon Project (also referred to as the S.R. 210 Project) would not adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f) protection.

These *de minimis* impact findings are pursuant to Section 4(f) of the Department of Transportation Act of 1966; Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and 23 Code of Federal Regulations Part 774. The review, consultation, and other actions required by these laws and rules are being carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

UDOT is preparing an EIS for Little Cottonwood Canyon and Wasatch Boulevard in partnership with the U.S. Department of Agriculture (USDA) Forest Service to provide an integrated transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters who use State Route (S.R.) 210. The proposed project study area extends from the intersection of S.R. 210 and S.R. 190/Fort Union Boulevard in Cottonwood Heights, to the terminus of S.R. 210 in the town of Alta. Transportation improvements are needed to address congestion, improve safety for all users, and enhance the availability of public transportation options in Little Cottonwood Canyon.

Action Alternatives

Five action alternatives are being evaluated in detail in the Draft EIS:

- Enhanced Bus Service Alternative
- Enhanced Bus Service in Peak-period Shoulder Lane (PPSL) Alternative
- Gondola Alternative A (Starting at Canyon Entrance)
- Gondola Alternative B (Starting at La Caille)
- Cog Rail Alternative (Starting at La Caille)

All five action alternatives would require widening Wasatch Boulevard. There are two sub-alternatives under consideration for how to widen Wasatch Boulevard: the Imbalanced-lane Alternative and the Five-lane Alternative. Both of these sub-alternatives include a multi-use path on the east side of Wasatch Boulevard.

Detailed information regarding the alternatives is available on the project website at www.littlecottonwoodeis.udot.utah.gov. Avoidance, minimization, and mitigation measures have been considered during the development of the action alternatives and were incorporated into all of the action alternatives. All five of the action alternatives would result in a *de minimis* impact to Section 4(f) recreation resources under your jurisdiction as described below.

Section 4(f) Recreation Resources

Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. The land must be officially designated as a park or recreation area, and the officials with jurisdiction of the land must determine that its primary purpose is as a park or recreation area. UDOT has identified two Section 4(f) recreation resources under Cottonwood Heights City's jurisdiction potentially affected by this project: Prospector Park Trailhead and Golden Hills Park.

De Minimis Impact Definition

For a recreation resource, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities of a property that qualify the resource for protection under Section 4(f). *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) to address the Section 4(f) use (that is, the net impact).

Ferguson Trailhead off Prospector Drive

The Ferguson Trailhead off Prospector Drive is a supplemental overflow trailhead for the Ferguson Canyon Trail with access off Prospector Drive at about 7650 South. The land is owned by Salt Lake County, but the trailhead is managed by Cottonwood Heights City. The trailhead currently consists of a 0.14-acre unpaved lot on a 3.10-acre parcel. Cottonwood Heights City is planning to improve the trailhead at this location and make it the primary trailhead for Ferguson Canyon. Planned improvements span 6.45 acres on multiple adjoining parcels and include a formal paved parking lot, a restroom, and walking paths. Conceptual plans for the trailhead also include a multi-use path on the east side of Wasatch Boulevard. See Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan.

Widening Wasatch Boulevard would result in *de minims* impacts to the Ferguson Trailhead off Prospector Drive. With both the Imbalanced-lane and Five-lane Alternatives, about 1.05 acre of the 6.45-acre planned trailhead would be acquired to accommodate the proposed multi-use path on the east side of Wasatch Boulevard. A temporary construction easement of 0.59 acre would be required. See Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives.

UDOT will coordinate with Cottonwood Heights City during the Ferguson Trailhead design process to ensure that the location of the multi-use trail proposed with the Imbalanced-lane and Five-lane Alternatives is considered during development of the park plan. If planned trailhead improvements are not constructed prior to widening Wasatch Boulevard, UDOT would regrade the exiting parking lot to maintain the number of parking spaces.

Golden Hills Park

Golden Hills Park is located at 8303 S. Wasatch Boulevard. The 5.3-acre park is owned and managed by Cottonwood Heights City. Park features include a pavilion for 30 people, a playground, a walking path, restrooms, and a tennis court.

Widening Wasatch Boulevard would result in *de minims* impacts to the Golden Hills Park. With the Imbalanced-lane Alternative, about 0.63 acre would be acquired. With the Five-lane Alternative, about 0.65 acre would be acquired. The acquisition for both alternatives would occur in the open landscaped area on the western frontage of the park. The driveway would need to be reconstructed with both alternatives. There would be no impact to park activities or features (parking, pavilion, path, restroom, playground, or tennis court) with either alternative. The proposed trail on the east side of Wasatch Boulevard would connect to park trails. See Figure 3, Use of Golden Hills Park with the Imbalanced-lane and Five-lane Alternatives.

Public Notice and Opportunity for Public Comment

Prior to making a *de minims* impact determination, UDOT will provide public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of Section 4(f) recreation resources. This opportunity will be provided in conjunction with the opportunity for public review of and comments on the Draft EIS.

Request for Concurrence

Following the public review and comment period for the Draft EIS, UDOT will review comments related to the Section 4(f) recreation resources in this letter and revise the impact finding if necessary. At that point, we will ask you for an updated concurrence. If you have any questions, please contact me at (801) 910-2035 or lizrobinson@utah.gov.

Sincerely,

Liz Robinson
Cultural Resources Program Manager
Utah Department of Transportation

Regarding the Prospector Park Trailhead and Golden Hills Park, I concur with the Section 4(f) evaluation described above and with UDOT's intent to make a Section 4(f) *de minimis* impact finding.

Mike Peterson
Mayor
Cottonwood Heights City

3/1/2021
Date

Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan

Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives

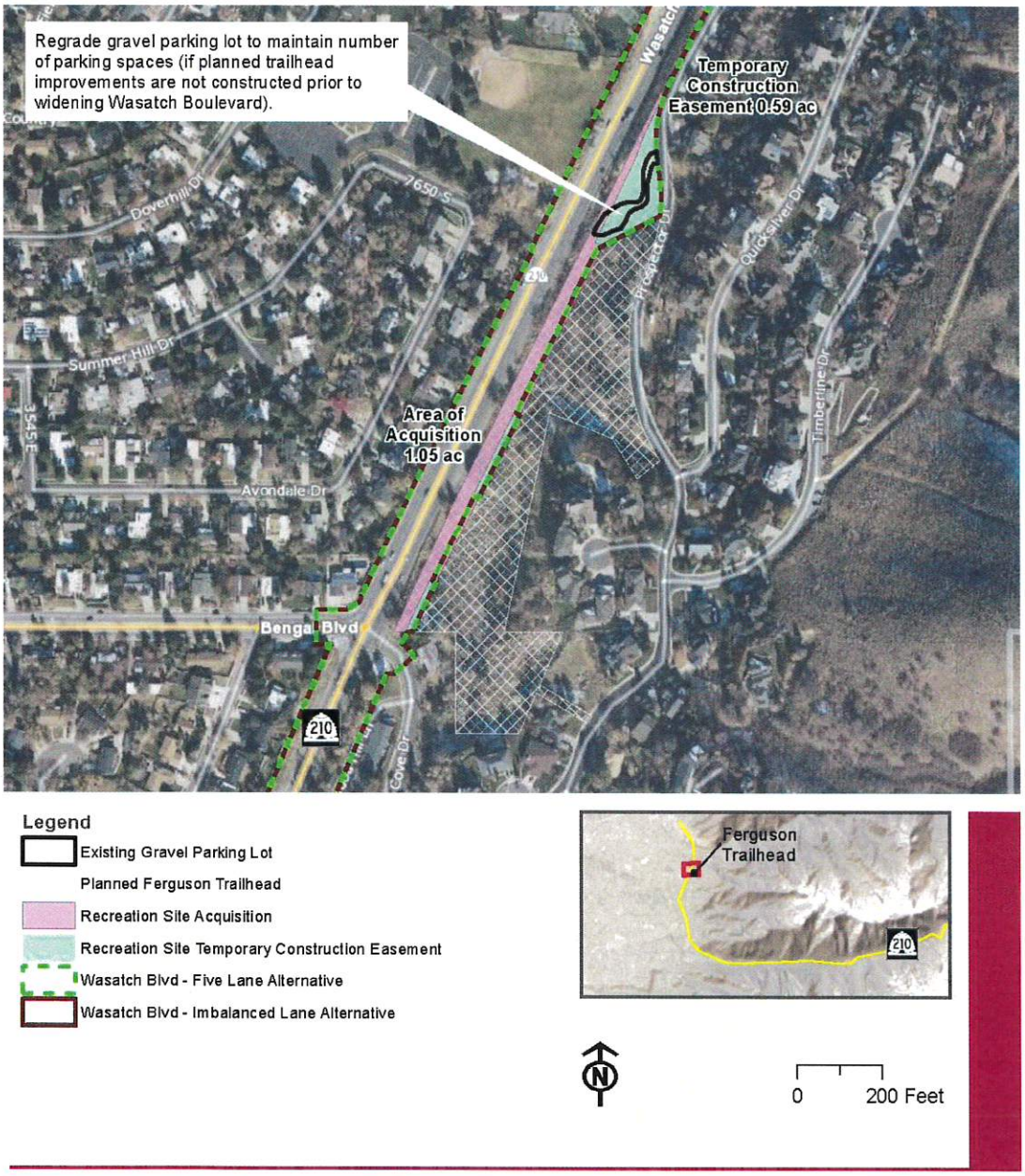
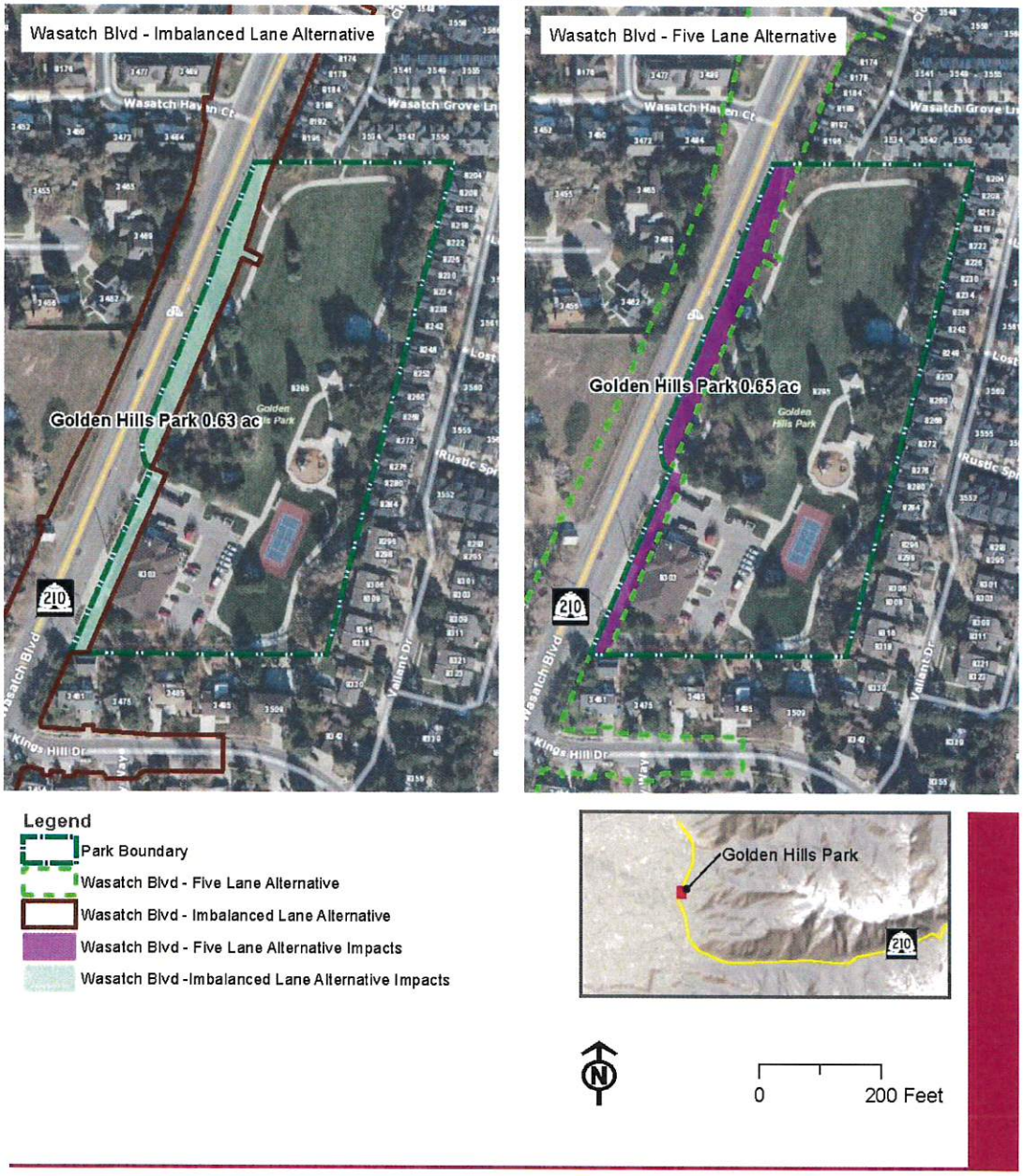


Figure 3. Use of Golden Hills Park with the Imbalanced-lane and Five-lane Alternatives



Cottonwood Heights
City between the canyons

March 1, 2021

Liz Robinson, Utah Department of Transportation Cultural Resources Program Manager
Delivered via email to Vince Izzo, EIS Project Manager

Ms. Robinson,

As an addendum to my signature to your January 19, 2021 requesting concurrence with Section 4(f) De Minimus Impacts for the Little Cottonwood Canyon Environmental Impact Statement, and for the project record, I would like to clarify my understanding of providing signed concurrence as requested:

- My signature of this document should not signify my, or the city of Cottonwood Heights' support for any one of the current alternatives in the EIS process. As a city, we continue to review all alternatives and discuss potential impacts with UDOT project officials.

- My signature of this document should not preclude further discussion from taking place regarding the specific impacts to each of the sites referenced in your letter. As a preferred alternative is developed and refined, I request that the city continue to take part in design and engineering discussions in these specific areas and throughout the Wasatch Boulevard corridor.

- The property impacted in Figure 1, and a portion of the property shown in Figure 3 (the fire station), is owned by Salt Lake County. While the city is planning improvements to the Ferguson Trailhead property depicted in Figure 1, my signature does not represent full concurrence by Salt Lake County officials. I recommend that UDOT take proper steps to involve the County as needed.

Thank you for the opportunity to review these impacts and for further discussion of the impacts with the EIS project team.

Sincerely,

Michael J Peterson
Mayor Cottonwood Heights

2277 East Bengal Blvd. Cottonwood Heights, Utah 84121
City Hall: (801) 944-7000 Fax: (801) 944-7005
www.cottonwoodheights.utah.gov

State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

March 3, 2021

Walt Gilmore
Associate Division Director – Planning and Development
Salt Lake County Parks & Recreation
2001 South State Street S4-700
Salt Lake City, UT 84190

Subject: UDOT Project No. S-R299(281), Little Cottonwood Canyon Environmental Impact Statement, Salt Lake County, Utah (PIN 16092)
DRAFT Section 4(f) De Minimis Impact Concurrence Request

Dear Mr. Gilmore:

The purpose of this letter is to notify you that the Utah Department of Transportation (UDOT) intends to make *de minimis* impact findings regarding a Section 4(f) recreation resources under your jurisdiction, and to request your concurrence that the Little Cottonwood Canyon Project (also referred to as the S.R. 210 Project) would not adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f) protection.

This *de minimis* impact finding is pursuant to Section 4(f) of the Department of Transportation Act of 1966; Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and 23 Code of Federal Regulations Part 774. The review, consultation, and other actions required by these laws and rules are being carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

UDOT is preparing an EIS for Little Cottonwood Canyon and Wasatch Boulevard in partnership with the U.S. Department of Agriculture (USDA) Forest Service to provide an integrated transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters who use State Route (S.R.) 210. The proposed project study area extends from the intersection of S.R. 210 and S.R. 190/Fort Union Boulevard in Cottonwood Heights, to the terminus of S.R. 210 in the town of Alta. Transportation improvements are needed to address congestion, improve safety for all users, and enhance the availability of public transportation options in Little Cottonwood Canyon.

Action Alternatives

Five action alternatives are being evaluated in detail in the Draft EIS:

- Enhanced Bus Service Alternative
- Enhanced Bus Service in Peak-period Shoulder Lane (PPSL) Alternative
- Gondola Alternative A (Starting at Canyon Entrance)
- Gondola Alternative B (Starting at La Caille)
- Cog Rail Alternative (Starting at La Caille)

All five action alternatives would require widening Wasatch Boulevard. There are two sub-alternatives under consideration for how to widen Wasatch Boulevard: the Imbalanced-lane Alternative and the Five-lane Alternative. Both of these sub-alternatives include a multi-use path on the east side of Wasatch Boulevard.

Detailed information regarding the alternatives is available on the project website at www.littlecottonwoodeis.udot.utah.gov. Avoidance, minimization, and mitigation measures have been considered during the development of the action alternatives and were incorporated into all of the action alternatives. All five of the action alternatives would result in a *de minimis* impact to a Section 4(f) recreation resources under your jurisdiction as described below.

Section 4(f) Recreation Resources

Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. The land must be officially designated as a park or recreation area, and the officials with jurisdiction of the land must determine that its primary purpose is as a park or recreation area. UDOT has identified one Section 4(f) recreation resources under Salt Lake County's jurisdiction potentially affected by this project: Ferguson Trailhead off Prospector Drive.

De Minimis Impact Definition

For a recreation resource, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities of a property that qualify the resource for protection under Section 4(f). *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) to address the Section 4(f) use (that is, the net impact).

Ferguson Trailhead off Prospector Drive

The Ferguson Trailhead off Prospector Drive is a supplemental overflow trailhead for the Ferguson Canyon Trail with access off Prospector Drive at about 7650 South. The land is owned by Salt Lake County, but the trailhead is managed by Cottonwood Heights City. The trailhead currently consists of a 0.14-acre unpaved lot on a 3.10-acre parcel. Cottonwood Heights City is planning to improve the trailhead at this location and make it the primary trailhead for Ferguson Canyon. Planned improvements span 6.45 acres on multiple adjoining parcels and include a formal paved parking lot, a restroom, and walking paths. Conceptual plans for the trailhead also include a multi-use path on the east side of Wasatch Boulevard. See Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan.

Widening Wasatch Boulevard would result in *de minims* impacts to the Ferguson Trailhead off Prospector Drive. With both the Imbalanced-lane and Five-lane Alternatives, about 1.05 acre of the 6.45-acre planned trailhead would be acquired to accommodate the proposed multi-use path on the east side of Wasatch Boulevard. A temporary construction easement of 0.59 acre would be

required. See Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives. UDOT will coordinate with Cottonwood Heights City during the Ferguson Trailhead design process to ensure that the location of the multi-use trail proposed with the Imbalanced-lane and Five-lane Alternatives is considered during development of the park plan. If planned trailhead improvements are not constructed prior to widening Wasatch Boulevard, UDOT would regrade the exiting parking lot to maintain the number of parking spaces.

Public Notice and Opportunity for Public Comment

Prior to making a *de minims* impact determination, UDOT will provide public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of Section 4(f) recreation resources. This opportunity will be provided in conjunction with the opportunity for public review of and comments on the Draft EIS.

Request for Concurrence

Following the public review and comment period for the Draft EIS, UDOT will review comments related to the Section 4(f) recreation resources in this letter and revise the impact finding if necessary. At that point, we will ask you for an updated concurrence.

We requested concurrence from Cottonwood Heights City because they manage the Ferguson Trailhead off Prospector Drive and are planning improvements. The City provided concurrence and recommended we coordinate with you as well. A copy of Cottonwood Height's concurrence is attached. If you have any questions, please contact me at (801) 910-2035 or lizrobinson@utah.gov.

Sincerely,

Liz Robinson

Liz Robinson
Cultural Resources Program Manager
Utah Department of Transportation

Regarding the Prospector Park Trailhead, I concur with the Section 4(f) evaluation described above and with UDOT's intent to make a Section 4(f) *de minimis* impact finding.

Walt Gilmore

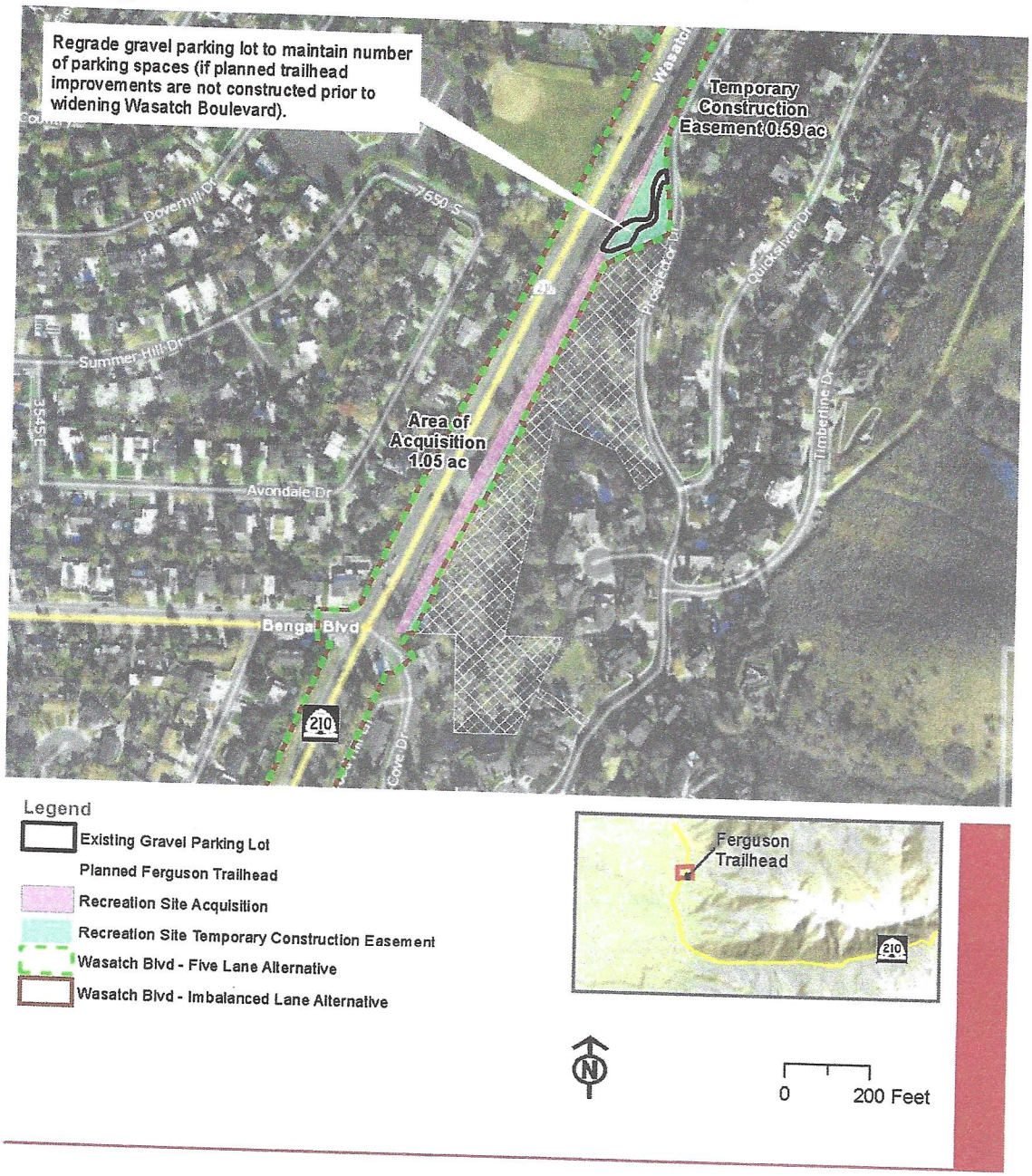
Walt Gilmore
Associate Division Director – Planning & Development
Salt Lake County Parks & Recreation

18 March 2021

Date

Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan

Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives



State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

March 17, 2021

David Whittekiend
Uinta-Wasatch-Cache National Forest Supervisor
U.S. Department of Agriculture Forest Service
857 W. South Jordan Parkway
South Jordan, UT 84095

Subject: UDOT Project No. S-R299(281), Little Cottonwood Canyon Environmental Impact Statement, Salt Lake County, Utah (PIN 16092)
DRAFT Section 4(f) *De Minimis* Impact and Temporary Occupancy Concurrence Request

Dear Mr. Whittekiend:

The purpose of this letter is to notify you that the Utah Department of Transportation (UDOT) intends to make *de minimis* impact and temporary occupancy findings regarding multiple Section 4(f) recreation resources under your jurisdiction, and to request your concurrence that the Little Cottonwood Canyon Project (also referred to as the S.R. 210 Project) would not adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f) protection.

These *de minimis* impact and temporary occupancy findings are pursuant to Section 4(f) of the Department of Transportation Act of 1966; Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and 23 Code of Federal Regulations (CFR) Part 774. The review, consultation, and other actions required by these laws and rules are being carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

Project Description

UDOT is preparing an EIS for Little Cottonwood Canyon and Wasatch Boulevard in cooperation with the U.S. Department of Agriculture (USDA) Forest Service to provide an integrated transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters who use State Route (S.R.) 210. The proposed project study area extends from the intersection of S.R. 210 and S.R. 190/Fort Union Boulevard in Cottonwood Heights to the terminus of S.R. 210 in the town of Alta. Transportation improvements are needed to address congestion, improve safety for all users, and enhance the availability of public transportation options in Little Cottonwood Canyon.

Primary Alternatives and Sub-alternatives

Five primary alternatives are being evaluated in detail in the Draft EIS:

- Enhanced Bus Service Alternative
- Enhanced Bus Service in Peak-period Shoulder Lane (PPSL) Alternative
- Gondola Alternative A (Starting at Canyon Entrance)
- Gondola Alternative B (Starting at La Caille)
- Cog Rail Alternative (Starting at La Caille)

Various sub-alternatives could be incorporated into the five primary alternatives. The sub-alternatives that could impact Section 4(f) recreation resources under your jurisdiction are the three trailhead parking alternatives:

- Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative
- Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative
- No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative

The two trailhead improvement alternatives listed above include the same improvements at the Lisa Falls and White Pine Trailheads. The difference between the two alternatives is where roadside parking would be allowed, which is not relevant to Section 4(f). For the purpose of this letter, these two trailhead improvement alternatives are discussed together.

Detailed information regarding all of the alternatives is available on the project website at www.littlecottonwoodeis.udot.utah.gov. Avoidance, minimization, and mitigation measures have been considered during the development of the alternatives and were incorporated into all of the alternatives. All five of the primary alternatives and both trailhead improvement sub-alternatives would result in a *de minimis* impact to and/or temporary occupancy of one or more Section 4(f) recreation resource under your jurisdiction as described below.

Section 4(f) Recreation Resources

Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. The land must be officially designated as a park or recreation area, and the officials with jurisdiction of the land must determine that its primary purpose is as a park or recreation area. Section 4(f)'s applicability for multiple-use public land holdings such as the Uinta-Wasatch-Cache National Forest is defined in 23 CFR Section 774.11(d). Section 4(f) applies only to those portions of lands that function for—or are designated in USDA Forest Service plans as being for—significant park, recreation, or wildlife and waterfowl refuge purposes.

When land from a Section 4(f) property is permanently incorporated into a transportation facility, it constitutes a use of that resource. A use could result from appropriation of land, an easement, or a permit. UDOT has identified 12 Section 4(f) recreation resources under USDA Forest Service jurisdiction potentially used by this project:

- Tanners Flat Campground
- Alpenbock Loop Trail (USDA Forest Service #1020)
- Grit Mill Trailhead
- Alpenbock East Spur Trail
- Temple Quarry Nature Trail (USDA Forest Service #1000)
- Little Cottonwood Creek Trail (USDA Forest Service #1001)
- Planned Bonneville Shoreline Trail
- Lisa Falls Trail (USDA Forest Service #1012)
- White Pine Trail (USDA Forest Service #1002)
- Alta Brighton Trail (USDA Forest Service #1007)

- Recreation facilities within Snowbird's special-use permit area
- Recreation facilities within Alta's special-use permit area

De Minimis Impact Definition

For a recreation resource, a *de minimis* impact is one that would constitute a use of the resource but would not adversely affect the features, attributes, or activities of a property that qualify the resource for protection under Section 4(f). *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) to address the Section 4(f) use (that is, the net impact).

Temporary Occupancy Definition

Temporary occupancy occurs when a recreation resource is impacted during construction but the impacts are so minimal that they do not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:

1. The duration must be temporary, that is, less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. The scope of the work must be minor, that is, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis;
4. The land being used must be fully restored, that is, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Alpenbock Loop Trail (USDA Forest Service #1020)

The Alpenbock Loop Trail is a 1.0-mile loop trail on the north side of S.R. 210 at the entrance to Little Cottonwood Canyon. The unpaved trail can be accessed from either end of the park-and-ride lot near the intersection with S.R. 209 and provides access to rock-climbing routes and bouldering areas. Impacts to the Alpenbock Loop Trail would be concentrated at the park-and-ride lot trailhead as described in Table 1.

Table 1. Use of Alpenbock Loop Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	Widening Little Cottonwood Canyon Road would require ~0.11 acre of land and a temporary construction easement of ~0.24 acre from the USDA Forest Service. The land required is located between the park-and-ride lot, which is the trailhead for the Alpenbock Loop Trail, and S.R. 210. There would be no impacts to parking spaces, the restroom, the bus shelter. About 61 feet of trail would be removed. A climbing boulder, referred to as Parking Lot West, would be removed.	Use with *de minimis* impact
Gondola A, Gondola B	The gondola base station would be located at the park-and-ride lot. This lot is used by skiers who want to carpool to the resorts as well as by climbers accessing the Alpenbock Loop Trail. The gondola system would require a ~1.08-acre easement or a special-use permit from the USDA Forest Service under the gondola cables and ~2.87 acres to construct the base station. The total number of parking spaces would be reduced from about 160 to 95, but continued access for Alpenbock Loop Trail users would be maintained. Some of the parking spaces would be marked for Alpenbock Loop Trail users only. About 460 feet of trail would be realigned. Connectivity from the reconstructed parking lot to the existing trail would be maintained. Additionally, a gondola tower would be constructed near the east end of the trail, and the gondola cables would pass over the trail. See Figure 2, Use of Alpenbock Loop Trail with Gondola Alternative A or B.	Use with *de minimis* impact
Cog Rail	The cog rail operations and maintenance facility would be located in the existing 160-parking-space Little Cottonwood Canyon park-and-ride lot, which also provides parking access to the Alpenbock Loop Trail. Constructing the operations and maintenance facility would require ~2.75 acres of land from the USDA Forest Service at the park and-ride-lot. The lot would be reconstructed to include a restroom and about the same number of parking spaces as under current conditions. About 1,700 feet of trail would be realigned. Connectivity from the reconstructed parking lot to the existing trail would be maintained. Two climbing boulders, Parking Lot West and Bathroom Boulder, would be removed. See Figure 3, Use of Alpenbock Loop Trail with the Cog Rail Alternative.	Use with *de minimis* impact

Tanners Flat Campground

Tanners Flat Campground is a USDA Forest Service campground south of S.R. 210 about 4 miles up Little Cottonwood Canyon. There are 31 single sites, 3 double sites, 4 group sites, bathroom facilities, a volleyball court, and an amphitheater. The campground is open from late May through late September and is closed during the winter. Impacts to Tanners Flat Campground are described in Table 2.

Table 2. Use of Tanners Flat Campground

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	Temporary construction easement of ~0.49 acre adjacent to S.R. 210. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, and amphitheater.	Temporary occupancy with no use
Gondola A, Gondola B	No gondola stations or towers would be located in the campground; there would be no physical impacts to the campground or its features. A ~4.27-acre easement or a special-use permit would be required where the gondola cables pass over the campground. See Figure 1, Use of Tanners Flat Campground with Gondola Alternative A or B. During the summer, the gondola could operate from about 8 AM to 8 PM. There would be visual impacts as campground users see gondola cabins moving overhead, as well as privacy impacts related to campground users being viewed by cabin passengers as they pass by. The visual impacts would vary from one campsite to another; the gondola cabins would not be visible from every site. The noise levels from the gondola system would be about 50 A-weighted decibels (dBA) (similar to a quiet office environment), or less than noise generated by vehicles on S.R. 210 (50 to 60 dBA) or nearby Little Cottonwood Creek. To minimize impacts to campers, the gondola would not operate during the Tanners Flat Campground quiet hours of 10 PM to 7 AM. Different recreational user groups have different thresholds for sensory impacts. The gondola's summer operation could shift campground users toward a user group with a higher tolerance for development. For example, users could shift from tent campers to recreational vehicle (RV) campers. During the final design of a gondola alternative, a landscape architect would evaluate impacts at each site. Potential mitigation could include the following: • Reconfiguring sites to visually shield tables and fire pits from the gondola cabins overhead • Relocating the group area to a location with less visual impact • Redesigning sites to accommodate different user groups • Adding shade structures or pavilions to screen sites from visual impacts • Planting trees to create a visual screen over time	Use with *de minimis* impact
Cog Rail	Temporary construction easement of ~0.03 acre adjacent to S.R. 210. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, and amphitheater.	Temporary occupancy with no use

Grit Mill Trailhead

The Grit Mill Trailhead is a recently approved trailhead on the north side of S.R. 210 about 0.6 mile up Little Cottonwood Canyon. Trailhead improvements include a formal parking lot, a restroom, and an interpretive site. The trailhead provides access to rock-climbing routes and bouldering areas. Construction began in the fall of 2020. Impacts to the Grit Mill Trailhead are described in Table 3.

Table 3. Use of Grit Mill Trailhead

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	Widening Little Cottonwood Canyon Road would require ~0.03 acre of land and a temporary construction easement of ~0.12 acre from the USDA Forest Service. The land required is located between the parking lot and S.R. 210. There would be no impacts to parking spaces, the restroom, or trails. See Figure 4, Use of Grit Mill Trailhead with Enhanced Bus Service in PPSL Alternative, Gondola Alternatives A and B, or Cog Rail Alternative.	Use with *de minimis* impact
Gondola A, Gondola B	No gondola stations or towers would be located within the Grit Mill Trailhead footprint; there would be no physical impacts to the parking area, restroom, interpretive site, or trails. The gondola system would require a ~0.66-acre easement or a special-use permit from the USDA Forest Service where the gondola cables pass over the parking area. See Figure 4.	Use with *de minimis* impact
Cog Rail	Constructing the cog rail tracks would require of ~0.74 acre of land from the USDA Forest Service. The trailhead would be reconstructed to include a restroom and about the same number of parking spaces. Connectivity from the reconstructed trailhead to the planned Alpenbock East Spur Trail would be maintained. See Figure 4.	Use with *de minimis* impact

Alpenbock East Spur Trail

The Alpenbock East Spur Trail is a planned 0.2-mile spur on the north side of S.R. 210 connecting the Alpenbock Loop Trail to the Grit Mill Trailhead. This trail will provide formalized access to climbing routes and bouldering areas. Impacts to the Alpenbock East Spur Trail would be concentrated at the trailheads on either end as described above in Table 1 and Table 3.

Temple Quarry Nature Trail (USDA Forest Service #1000)

The Temple Quarry Nature Trail is a 0.3-mile loop trail at the bottom of Little Cottonwood Canyon. The paved interpretive trail begins at the Temple Quarry Nature Trail Trailhead on the south side of S.R. 210 at the intersection with S.R. 209. The trail is wheelchair-accessible and has an amphitheater with seating for about 35 people. Impacts to the Temple Quarry Nature Trail are described in Table 4.

Table 4. Use of Temple Quarry Nature Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.40 acre from the USDA Forest Service. The land required is located between the Temple Quarry Nature Trail Trailhead and S.R. 210. There would be no impacts to parking spaces, the restroom, or trails. Access to the trail would be maintained during construction. See Figure 5, Use of Temple Quarry Nature Trail with Enhanced Bus Service in PPSL Alternative or Cog Rail Alternative.	Temporary occupancy with no use
Gondola A, Gondola B	None	No use
Cog Rail	Constructing the cog rail tracks would require a temporary construction easement of ~0.12 acre from the USDA Forest Service. The easement would span the access road to the trailhead. There would be no impacts to the trail or trailhead features such as parking or restroom facilities. See Figure 5.	Temporary occupancy with no use

Little Cottonwood Creek Trail (USDA Forest Service #1001)

The Little Cottonwood Creek Trail is a 3.3-mile unpaved hiking and mountain biking trail parallel to Little Cottonwood Creek. It starts at the Temple Quarry Nature Trail Trailhead on the south side of S.R. 210 at the intersection with S.R. 209. The out-and-back trail ends across the creek from the ruins of an old power plant. There is also access to the upper trail from the Lisa Falls Trailhead. Impacts to the Little Cottonwood Creek Trail are described in Table 4.

Table 5. Use of Little Cottonwood Creek Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	The Little Cottonwood Creek Trail begins at the Temple Quarry Nature Trail Trailhead. Impacts would be the same as described for the Temple Quarry Nature Trail above.	Temporary occupancy with no use
Gondola A, Gondola B	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over ~100 feet of the trail segment connecting the Little Cottonwood Creek Trail to the Lisa Falls Trailhead. There would be no physical impact to the trail.	Use with *de minimis* impact
Cog Rail	The Little Cottonwood Creek Trail begins at the Temple Quarry Nature Trail Trailhead. Impacts would be the same as described for the Temple Quarry Nature Trail above.	Temporary occupancy with no use

Planned Bonneville Shoreline Trail

The Bonneville Shoreline Trail is a planned mixed-use (biking and hiking) trail that follows the shoreline of ancient Lake Bonneville. To qualify for Section 4(f) protection, the planned trail must be (1) significant, (2) on publicly owned land, and (3) formally designated by the public agency that owns the land. The planned segments on USDA Forest Service land at the entrance to Little Cottonwood Canyon are considered Section 4(f) resources. The planned trail includes connections to the park-and-ride lot at the entrance to Little Cottonwood Canyon (Alpenbock Loop Trailhead) and the Temple Quarry Nature Trail Trailhead. Impacts to these trailheads are discussed above in Table 1 and Table 4.

Table 6. Use of Planned Bonneville Shoreline Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None.	No use
Enhanced Bus Service in PPSL	The planned Bonneville Shoreline Trail includes connections to the park-and-ride lot (Alpenbock Loop Trailhead) and the Temple Quarry Nature Trailhead. Impacts to these trailheads are discussed above (Table 1 and Table 4). The planned Bonneville Shoreline Trail could still connect to both trailheads. Thus, there would be no use of the Bonneville Shoreline Trail.	No Use
Gondola A, Gondola B	The planned Bonneville Shoreline Trail includes a connection to the park-and-ride lot (Alpenbock Loop Trailhead). Impacts to trailhead are discussed above (Table 1). The planned Bonneville Shoreline Trail could still connect to the reconstructed Alpenbock Loop Trailhead. Thus, there would be no use of the Bonneville Shoreline Trail.	No Use
Cog Rail	UDOT would work with the USDA Forest Service during final design to accommodate or realign ~550 feet of planned trail on USDA Forest Service land on the northeast side of S.R. 210 across the road from the cog rail base station at La Caille.	Use with *de minimis* impact

Lisa Falls Trail (USDA Forest Service #1012)

The Lisa Falls Trail is a 0.2-mile unpaved hiking trail on the north side of S.R. 210 about 2.8 miles up Little Cottonwood Canyon. Trailhead parking consists of informal dirt pullouts on the north and south sides of the road. The trail begins on the north side of the road and ends at the Lisa Falls waterfall. The area is popular with rock climbers. Impacts to the Lisa Falls Trail would be concentrated at the trailhead as described in Table 7.

Table 7. Use of Lisa Falls Trail

Alternative	Sub-alternative(s)	Description of Use	Type of Use
Enhanced Bus Service	Trailhead improvements	Existing trailhead parking in informal dirt pullouts on the north and south sides of the road (17 parking spaces total) would be consolidated into a larger formal parking lot on the north side of the road (41 parking spaces). Roadside parking would be eliminated to reduce the safety conflicts among pedestrians, bicyclists, and vehicles. An advance-warning sign would be provided for pedestrians to cross the road to reach the Little Cottonwood Creek Trailhead. Restrooms would be added. About 260 feet of the Lisa Falls Trail and about 38 feet of trail connecting to the Little Cottonwood Creek Trail would be removed. Trailhead improvements would require ~0.18 acre of the existing trailhead parking area.	Use with *de minimis* impact

Alternative	Sub-alternative(s)	Description of Use	Type of Use
		During construction, the trailheads could be closed or only limited portions open, resulting in a temporary impact. See Figure 6, Use of Lisa Falls Trail with the Trailhead Improvement Alternatives or the Cog Rail Alternative.	
	No trailhead improvements	There would be no impacts with the Enhanced Bus Service Alternative combined with the No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative.	No use
Enhanced Bus Service in PPSL	Trailhead improvements	The Enhanced Bus Service in PPSL Alternative could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with *de minimis* impact
	No trailhead improvements	Widening Little Cottonwood Canyon Road would result in minor impacts to the dirt pullout, but the total number of parking spaces would not be reduced.	Use with *de minimis* impact
Gondola A, Gondola B	Trailhead improvements	Gondola Alternatives A and B could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with *de minimis* impact
	No trailhead improvements	There would be no impacts from Gondola Alternatives A and B combined with the No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative.	No use
Cog Rail	As part of the cog rail design, the dirt pullout that serves as the Lisa Falls Trailhead would be reconstructed to include restroom facilities and designated parking areas. About 150 feet of trail would be removed, and ~ 0.15 acre of USDA Forest Service land would be required through an easement or permit for trailhead improvements. The overall access to the Lisa Falls Trail would be improved compared to existing conditions. See Figure 6.		Use with *de minimis* impact

White Pine Trail (USDA Forest Service #1002)

The White Pine Trail is a 5.0-mile hiking and mountain biking trail on the south side of S.R. 210 about 5.6 miles up Little Cottonwood Canyon. The trail starts at a paved parking lot with a restroom and ends at White Pine Lake. The White Pine Trailhead also serves Red Pine Trail (USDA Forest Service #1003), Maybird Trail (USDA Forest Service #1004), and the White Pine–Snowbird Link Trail (USDA Forest Service #1014). This is an area for backcountry skiing and other uses during the winter. Impacts to the White Pine Trail would be concentrated at the trailhead as described in Table 8.

Table 8. Use of White Pine Trail

Alternative	Sub-alternative(s)	Description of Use	Type of Use
Enhanced Bus Service	Trailhead improvements	The existing trailhead parking lot would be expanded from 52 parking spaces to 144 parking spaces. Additional restrooms would be added. The single entrance to the parking lot would be replaced with a one-way-entrance and a one-way-exit. Roadside parking would be eliminated to reduce the safety conflicts among pedestrians, bicyclists, and vehicles. About 2.60 acres of USDA Forest Service land would	Use with *de minimis* impact

Alternative	Sub-alternative(s)	Description of Use	Type of Use
		be required for trailhead improvements. During construction, the trailheads could be closed or only limited portions open, resulting in a temporary impact. See Figure 7, Use of White Pine Trail with the Trailhead Improvement Alternatives.	
	No trailhead improvements	There would be no impacts to the White Pine Trail with the Enhanced Bus Service Alternative combined with the No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative.	No use
Enhanced Bus Service in PPSL	Trailhead improvements	The Enhanced Bus Service in PPSL Alternative could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with *de minimis* impact
	No trailhead improvements	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.15 acre from the USDA Forest Service. The land required is located between the parking lot and S.R. 210. There would be no impacts to parking spaces, the restroom, or trails.	Temporary occupancy with no use
Gondola A, Gondola B	Trailhead improvements	Gondola Alternatives A and B could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with *de minimis* impact
	No trailhead improvements	No gondola stations or towers would be located within the White Pine Trailhead footprint; there would be no physical impacts to the parking area, restroom, or trails. The gondola system would require a ~0.75-acre easement or special-use permit from the USDA Forest Service where the gondola cables pass over the parking area.	Use with *de minimis* impact
Cog Rail	Trailhead improvements	The Cog Rail Alternative could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with *de minimis* impact
	No trailhead improvements	Constructing the cog rail tracks would require a temporary construction easement of 0.03 acre from the USDA Forest Service. The easement would be located adjacent to S.R. 210 west of the access road. This alternative would not affect the trail, access to the trailhead, or trailhead features such as parking or restroom facilities.	Temporary occupancy with no use

Alta Brighton Trail (USDA Forest Service #1007)

The Alta-Brighton Trail is a 1.7-mile hiking trail on the north side of S.R. 210 about 8.4 miles up Little Cottonwood Canyon. It starts at the Flagstaff Trailhead on the north side of S.R. 210 near the entrance to Alta's upper parking lot and ends at Twin Lakes Reservoir in Big Cottonwood Canyon. This is a major area for backcountry skiing in winter. The Flagstaff Trailhead also serves Snakepit Trail (USDA Forest Service #1015) and Albion Meadows Trail (USDA Forest Service #1006). There would be no impacts to the Alta Brighton Trail from any of the action alternatives.

Recreation Facilities within Snowbird's Special-use Permit Area

Snowbird is a privately owned year-round ski and summer resort located about 7 miles up Little Cottonwood Canyon. Land ownership is a combination of privately owned land and land leased from the

USDA Forest Service. The resort operates under a special-use permit. The resort is considered a multiple-use public land holding per 23 CFR Section 774.11(d). Recreation facilities that are on National Forest land and designated in the USDA Forest Service special-use permit as being used primarily for public parks or recreation are considered Section 4(f) properties. Section 4(f) resources within the study area and the special-use permit area include parking (needed to support recreation) and a tennis court near the Iron Blosam Lodge. Impacts to Section 4(f) recreation facilities are described in Table 9.

Table 9. Use of Section 4(f) Recreation Resources at Snowbird

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	None	No use
Gondola A, Gondola B	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over parking and the tennis court.. About eight parking spaces near the Iron Blosam Lodge would be removed to construct a gondola tower.	Use with *de minimis* impact
Cog Rail	None	No use

Recreation Facilities within Alta's Special-use Permit Area

Alta is a privately owned year-round ski and summer resort located at the top of Little Cottonwood Canyon. Land ownership is a combination of privately owned land and land leased from the USDA Forest Service. The resort operates under a special-use permit. The resort is considered a multiple-use public land holding per 23 CFR Section 774.11(d). Recreation facilities that are on National Forest land and designated in the USDA Forest Service special-use permit as being used primarily for public parks or recreation are considered Section 4(f) properties. Section 4(f) resources within the study area and the special-use permit area include parking (needed to support recreation) and the transfer tow (rope tow that runs between Sunnyside and Collins lifts). Impacts to Section 4(f) recreation facilities are described in Table 10.

Table 10. Use of Section 4(f) Recreation Resources at Alta

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	None	No use
Gondola A, Gondola B	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over the transfer tow.	Use with *de minimis* impact
Cog Rail	None	No use

Public Notice and Opportunity for Public Comment

Prior to making a *de minims* impact determination, UDOT will provide public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of Section 4(f) recreation resources. This opportunity will be provided in conjunction with the opportunity for public review of and comments on the Draft EIS.

Request for Concurrence

Following the public review and comment period for the Draft EIS, UDOT will review comments related to the Section 4(f) recreation resources and revise the impact finding if necessary. At that point, we will ask you for an updated concurrence. If you have any questions, please contact me at (801) 910-2035 or lizrobinson@utah.gov.

Sincerely,

Liz Robinson

Liz Robinson
Cultural Resources Program Manager
Utah Department of Transportation

I concur with the Section 4(f) evaluation described above and with UDOT's intent to make a Section 4(f) *de minimis* impact or temporary occupancy finding for the following resources:

- Tanners Flat Campground
- Alpenbock Loop Trail (USDA Forest Service #1020)
- Grit Mill Trailhead
- Alpenbock East Spur Trail
- Temple Quarry Nature Trail (USDA Forest Service #1000)
- Little Cottonwood Creek Trail (USDA Forest Service #1001)
- Planned Bonneville Shoreline Trail
- Lisa Falls Trail (USDA Forest Service #1012)
- White Pine Trail (USDA Forest Service #1002)
- Alta Brighton Trail (USDA Forest Service #1007)
- Recreation facilities within Snowbird's special-use permit area
- Recreation facilities within Alta's special-use permit area

for CHAD HUDSON Digitally signed by CHAD HUDSON Date: 2021.03.23 19:44:08 -06'00' _____ _____

David Whittekiend
Uinta-Wasatch-Cache National Forest Supervisor
U.S. Department of Agriculture Forest Service

Date

Figure 1. Use of Tanners Flat Campground with Gondola Alternative A or B

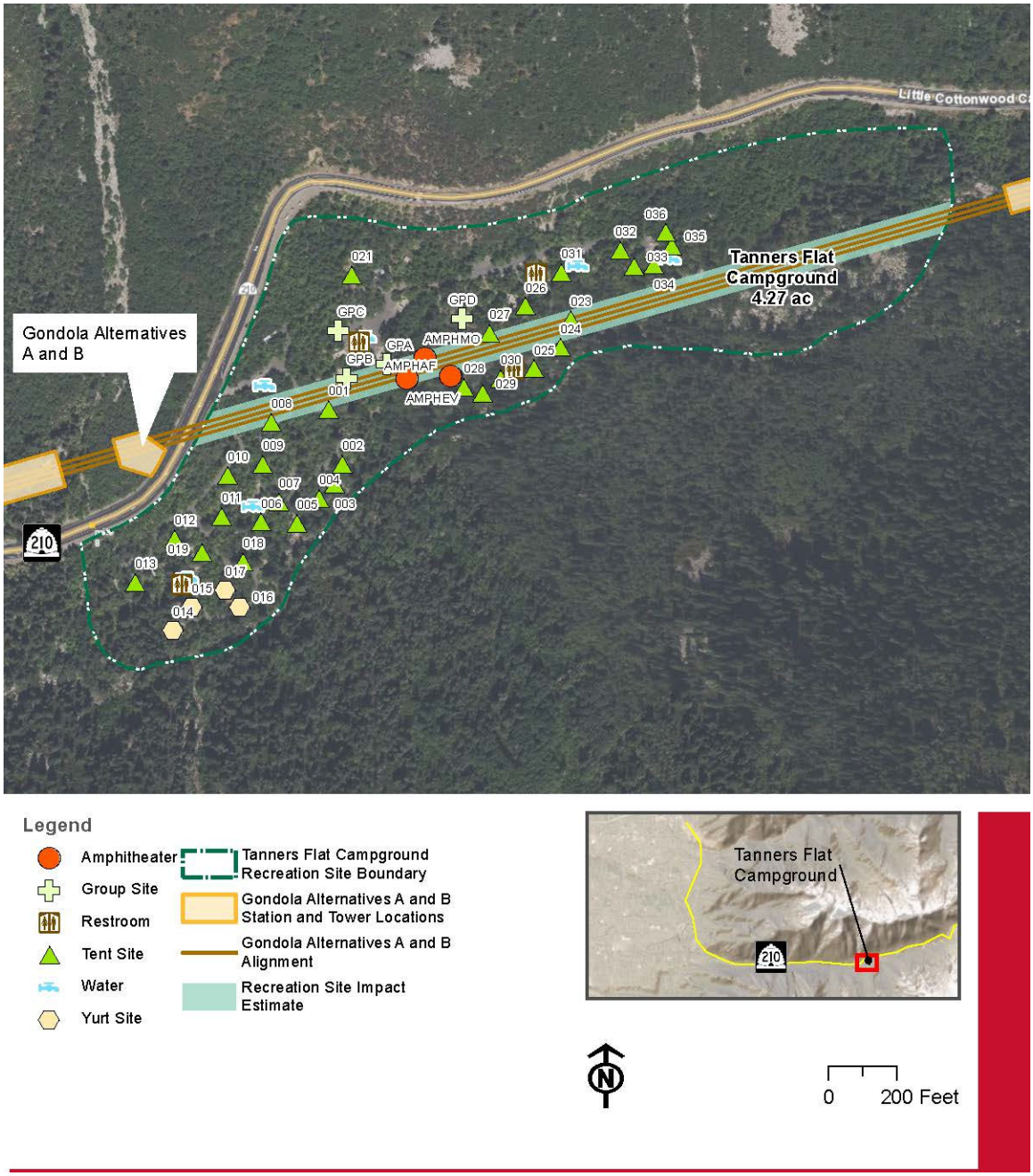


Figure 2. Use of Alpenbock Loop Trail with Gondola Alternative A or B

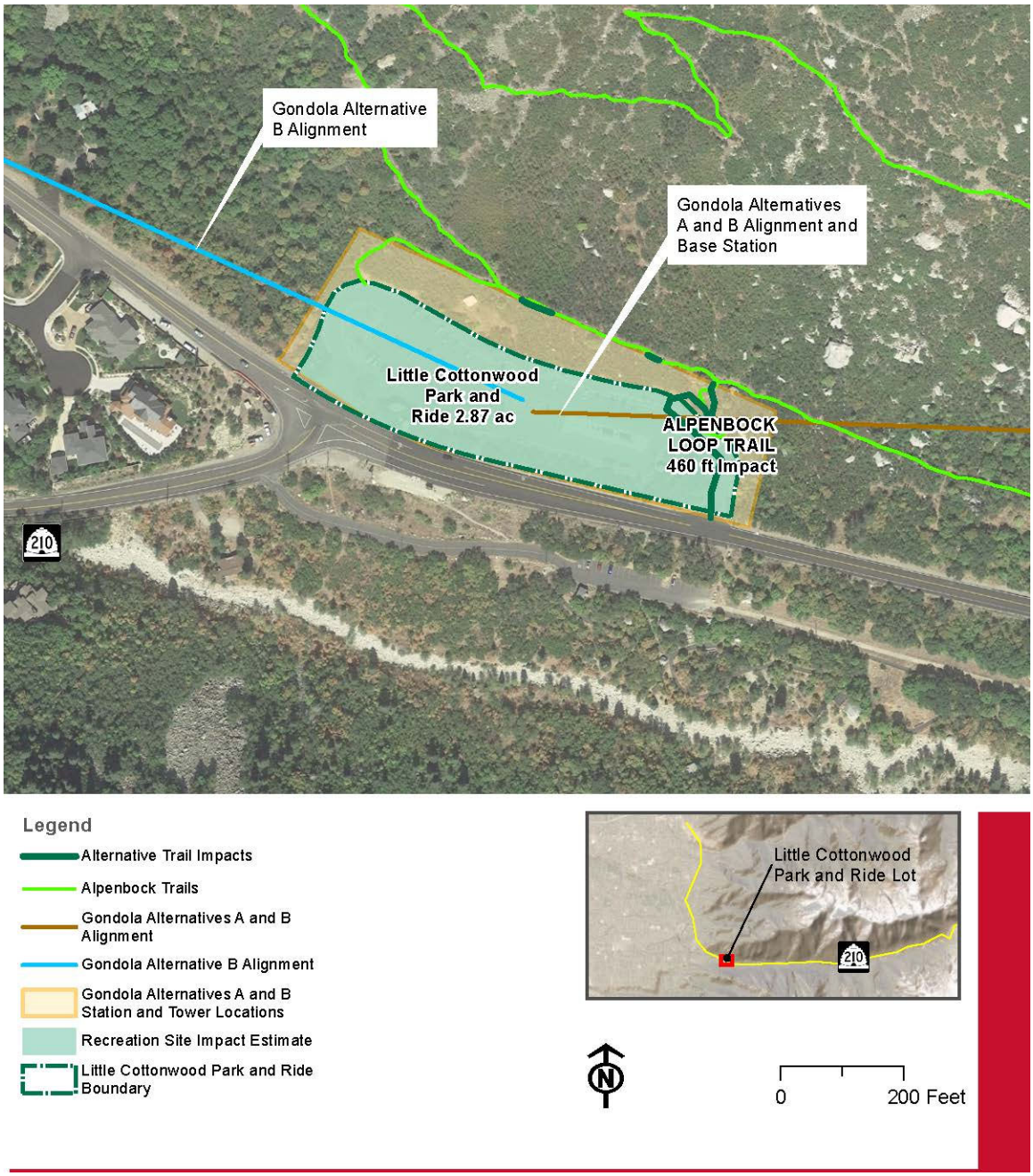


Figure 3. Use of Alpenbock Loop Trail with the Cog Rail Alternative

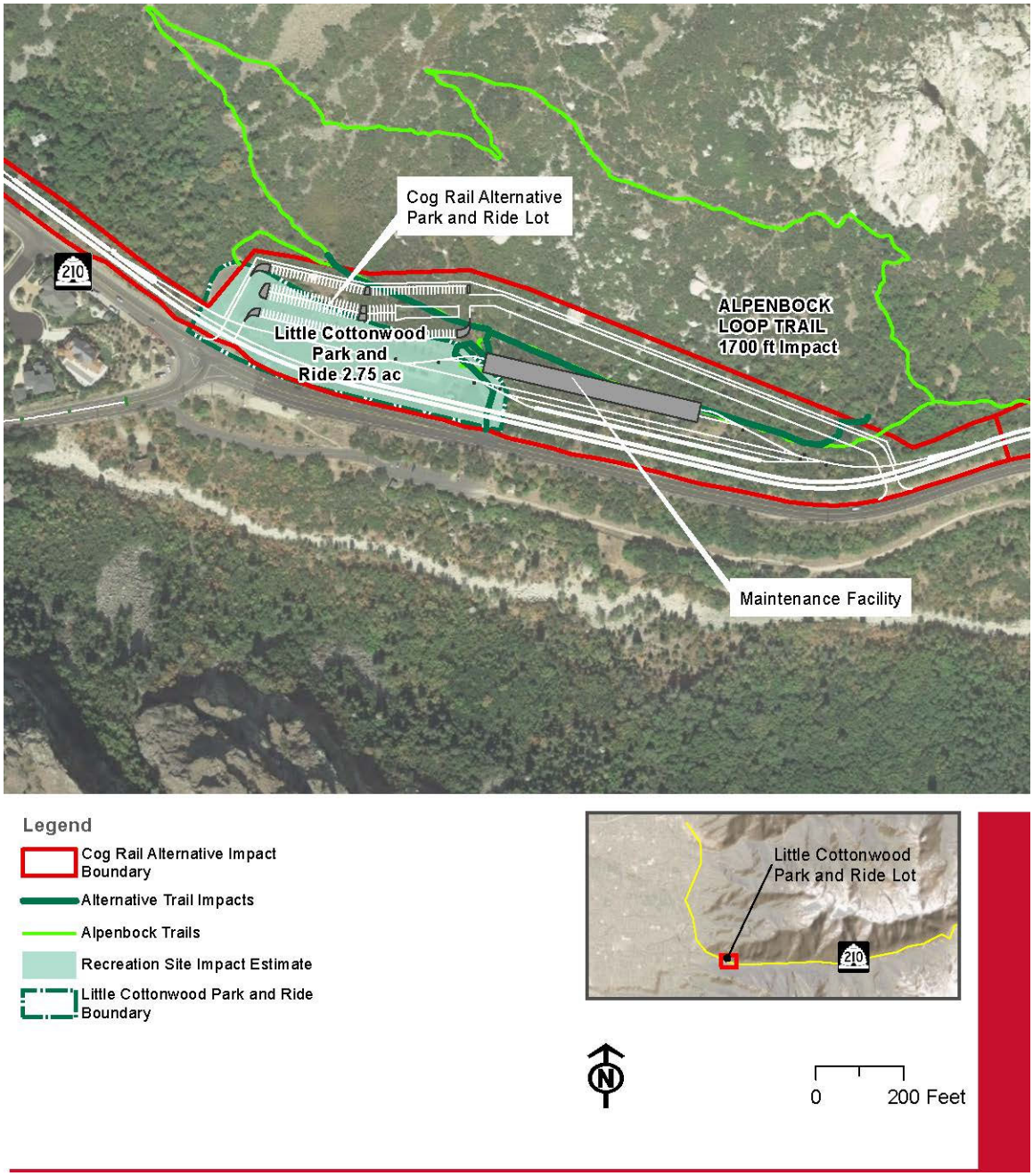


Figure 4. Use of Grit Mill Trailhead with Enhanced Bus Service in PPSL Alternative, Gondola Alternatives A and B, or Cog Rail Alternative

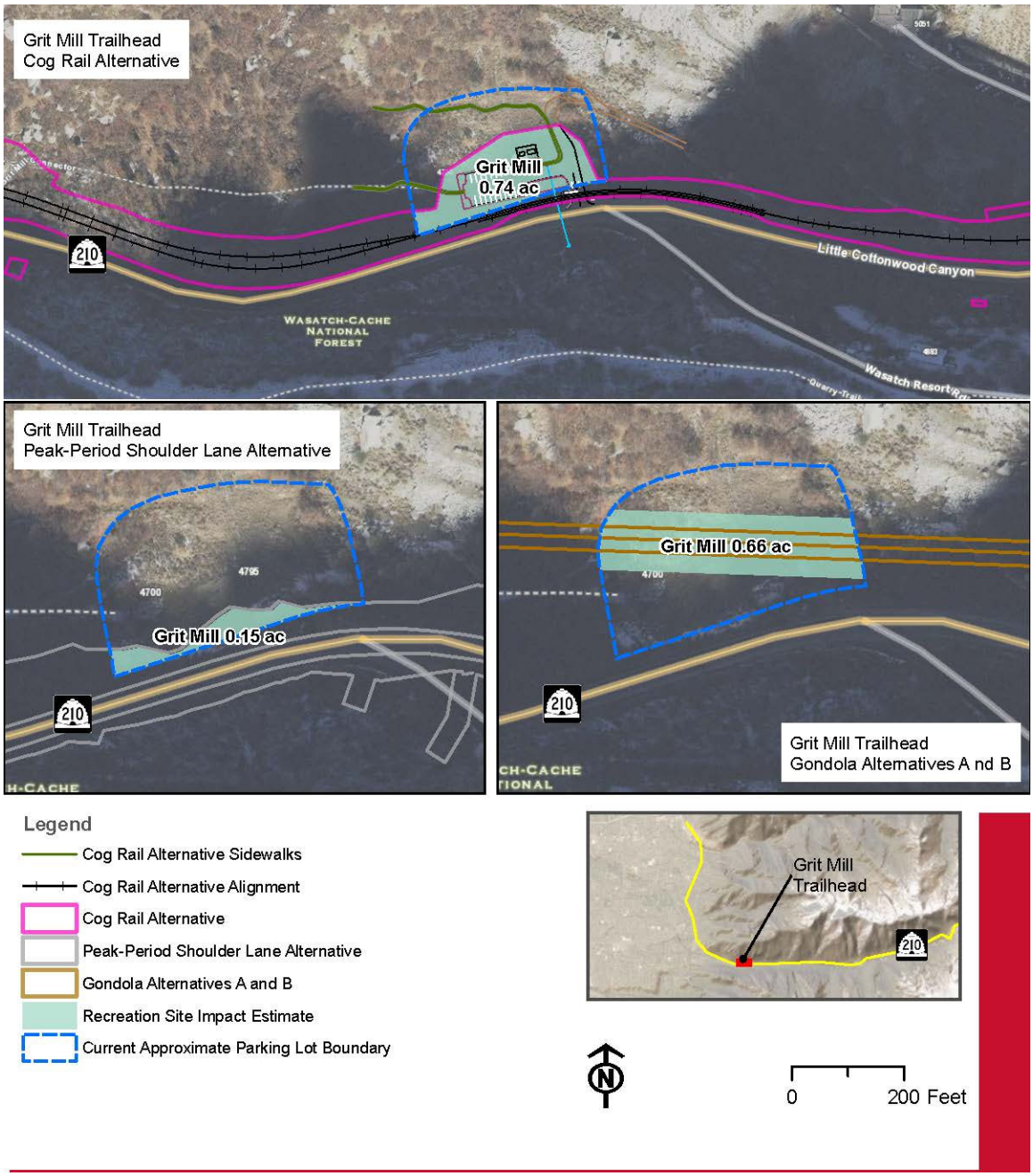


Figure 5. Use of Temple Quarry Nature Trail with Enhanced Bus Service in PPSL Alternative or Cog Rail Alternative

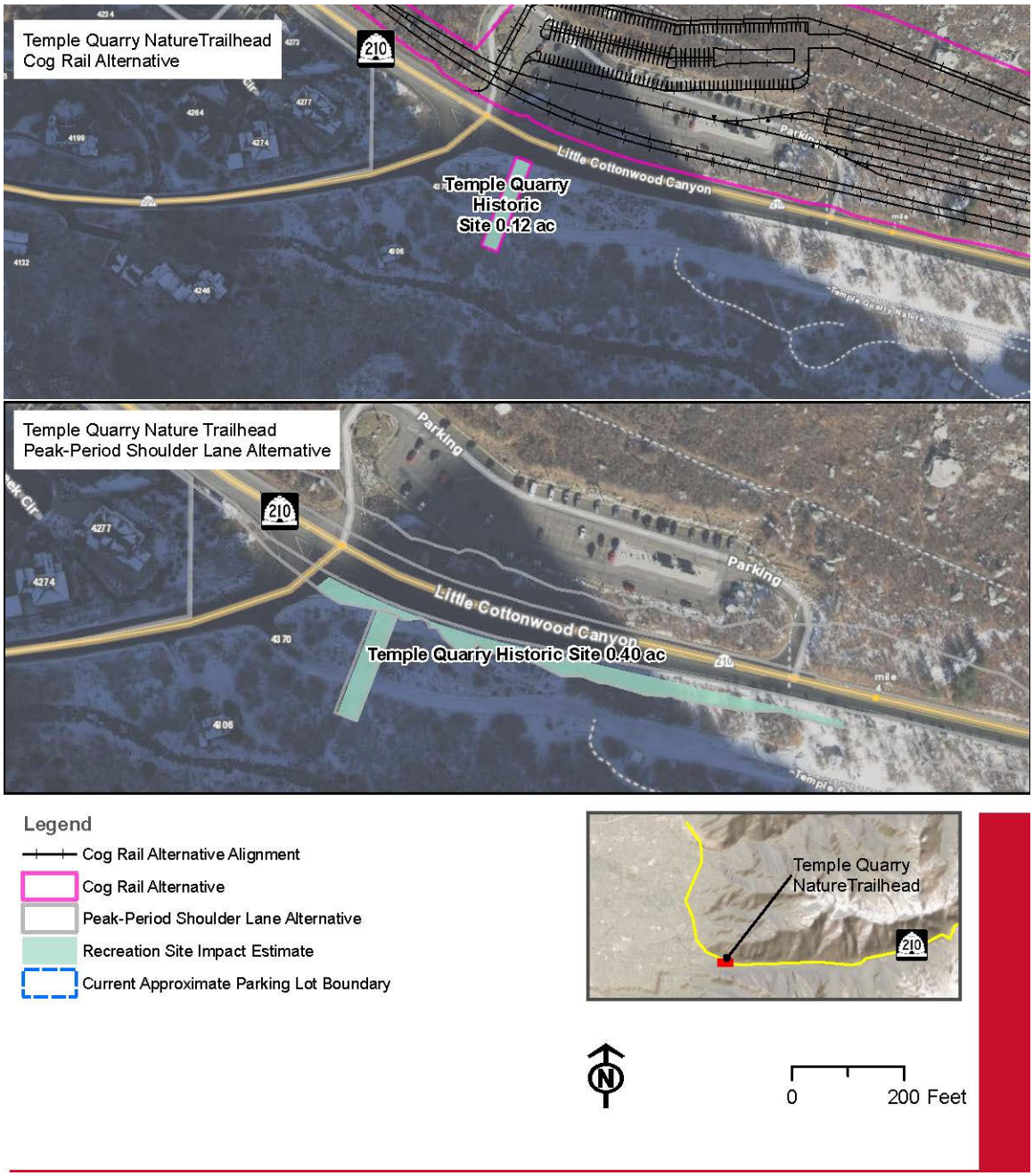


Figure 6. Use of Lisa Falls Trail with the Trailhead Improvement Alternatives or the Cog Rail Alternative

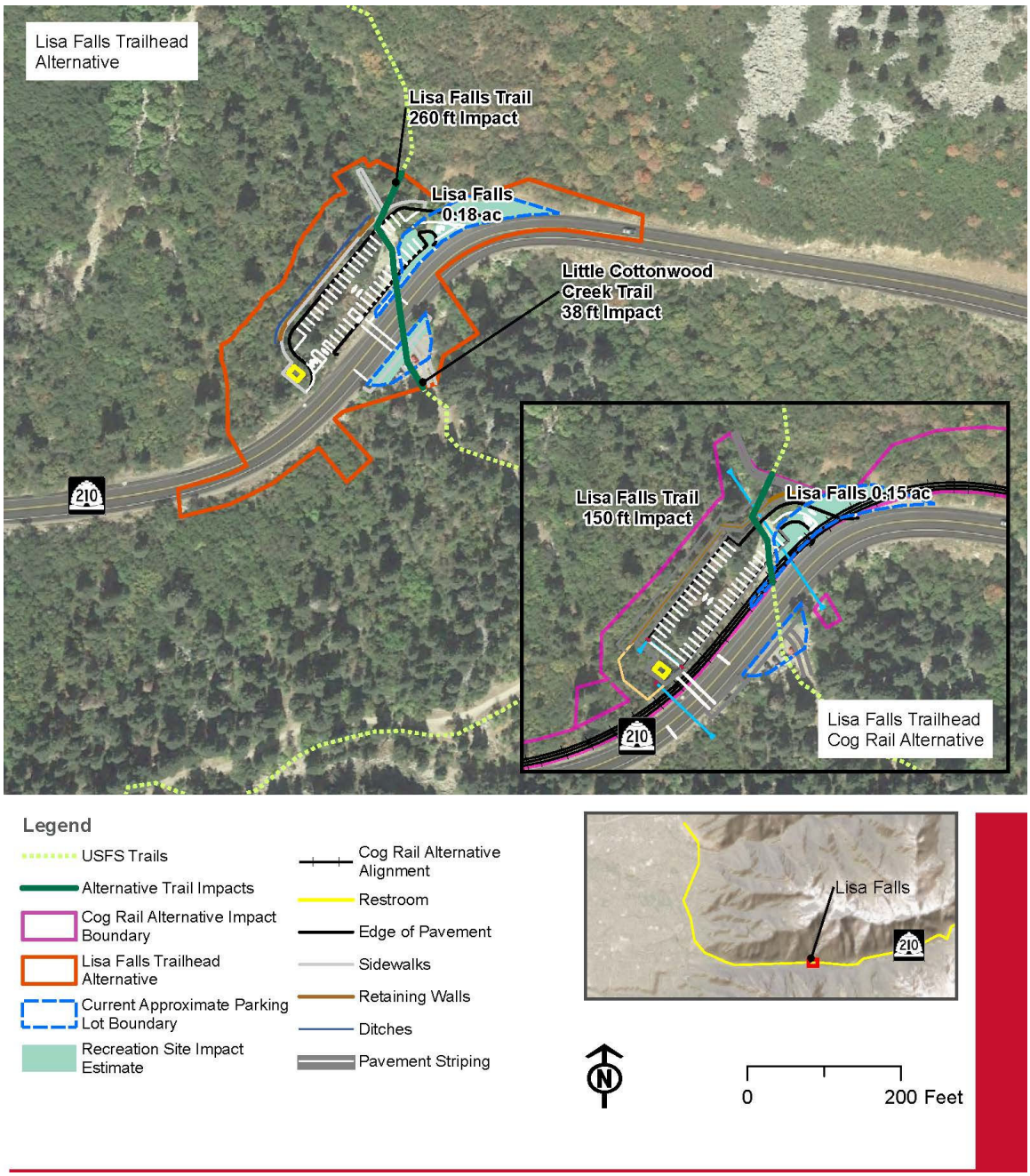
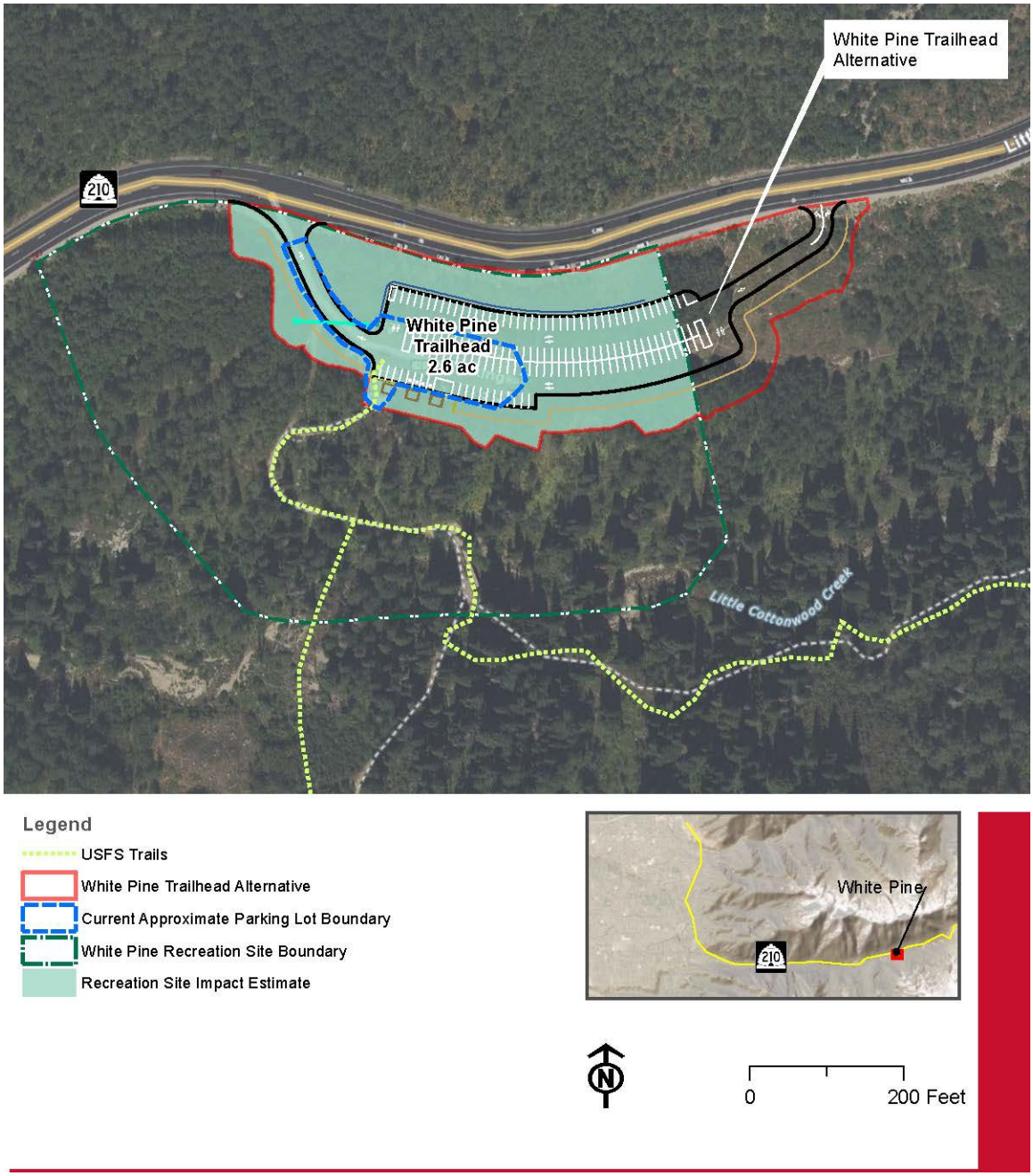



Figure 7. Use of White Pine Trail with the Trailhead Improvement Alternatives