

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

February 8, 2022

Mike Weichers
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)
FINAL Section 4(f) De Minimis Impact Concurrence Request

Dear Mr. Weichers:

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: Ferguson Trailhead off Prospector Drive 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 minimis* 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 minimis* 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.

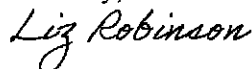
Public Notice and Opportunity for Public Comment

UDOT provided 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 in conjunction with the opportunity for public review of and comments on the Draft EIS. UDOT released the Draft EIS on June 25, 2021, followed by a 70-day public comment period that ended on September 3, 2021.

Request for Concurrence

Cottonwood Height provided preliminary concurrence with UDOT's intent to make a Section 4(f) *de minimis* impact finding on March 1, 2021. This correspondence was included in the Draft EIS. UDOT did not receive any comments concerning the effects on the protected activities, features, or attributes of the Ferguson Trailhead off Prospector Drive or Golden Hills Park during the public comment period. We are now requesting your final concurrence that the project will not adversely affect the activities, features, or attributes that make these properties eligible for Section 4(f) protection. 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 Ferguson Trailhead off Prospector Drive 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 Weichers
Mayor
Cottonwood Heights City

2-24-22

Date



Ferguson Trailhead
Concept Plan



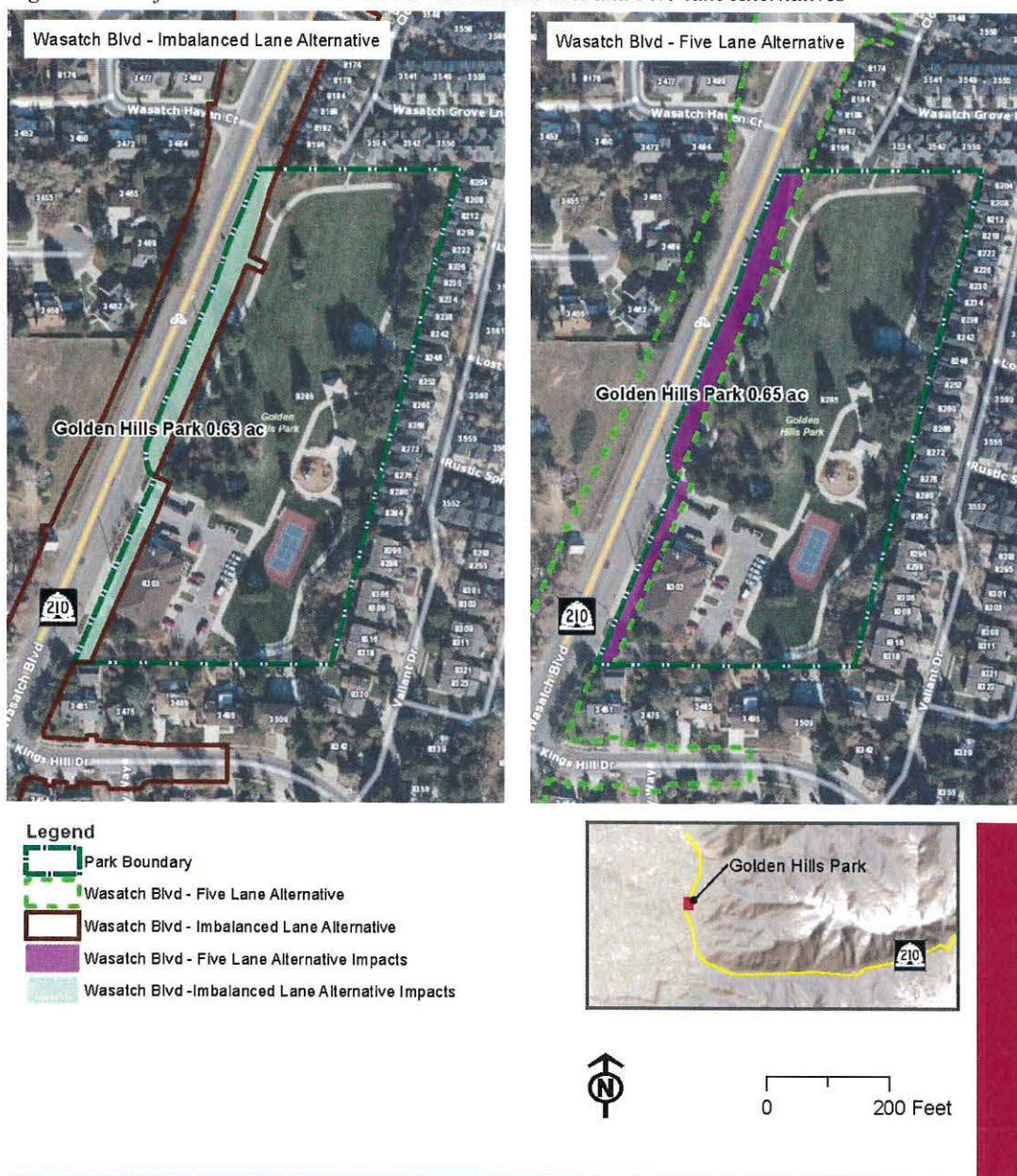


Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan

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





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 Minimis 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



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

February 8, 2022

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)
FINAL 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 minimis* 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

UDOT provided 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 in conjunction with the opportunity for public review of and comments on the Draft EIS. UDOT released the Draft EIS on June 25, 2021, followed by a 70-day public comment period that ended on September 3, 2021.

Request for Concurrence

You provided preliminary concurrence with UDOT's intent to make a Section 4(f) *de minimis* impact finding on March 18, 2021. This correspondence was included in the Draft EIS. UDOT did not receive any comments concerning the effects on the protected activities, features, or attributes of the Ferguson Trailhead off Prospector Drive during the public comment period. We are now requesting your final concurrence that the project will not adversely affect the activities, features, or attributes that make these properties eligible for Section 4(f) protection.

We also requested concurrence from Cottonwood Heights City because they manage the Ferguson Trailhead off Prospector Drive and are planning improvements. 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 Ferguson Trailhead off Prospector Drive, 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.



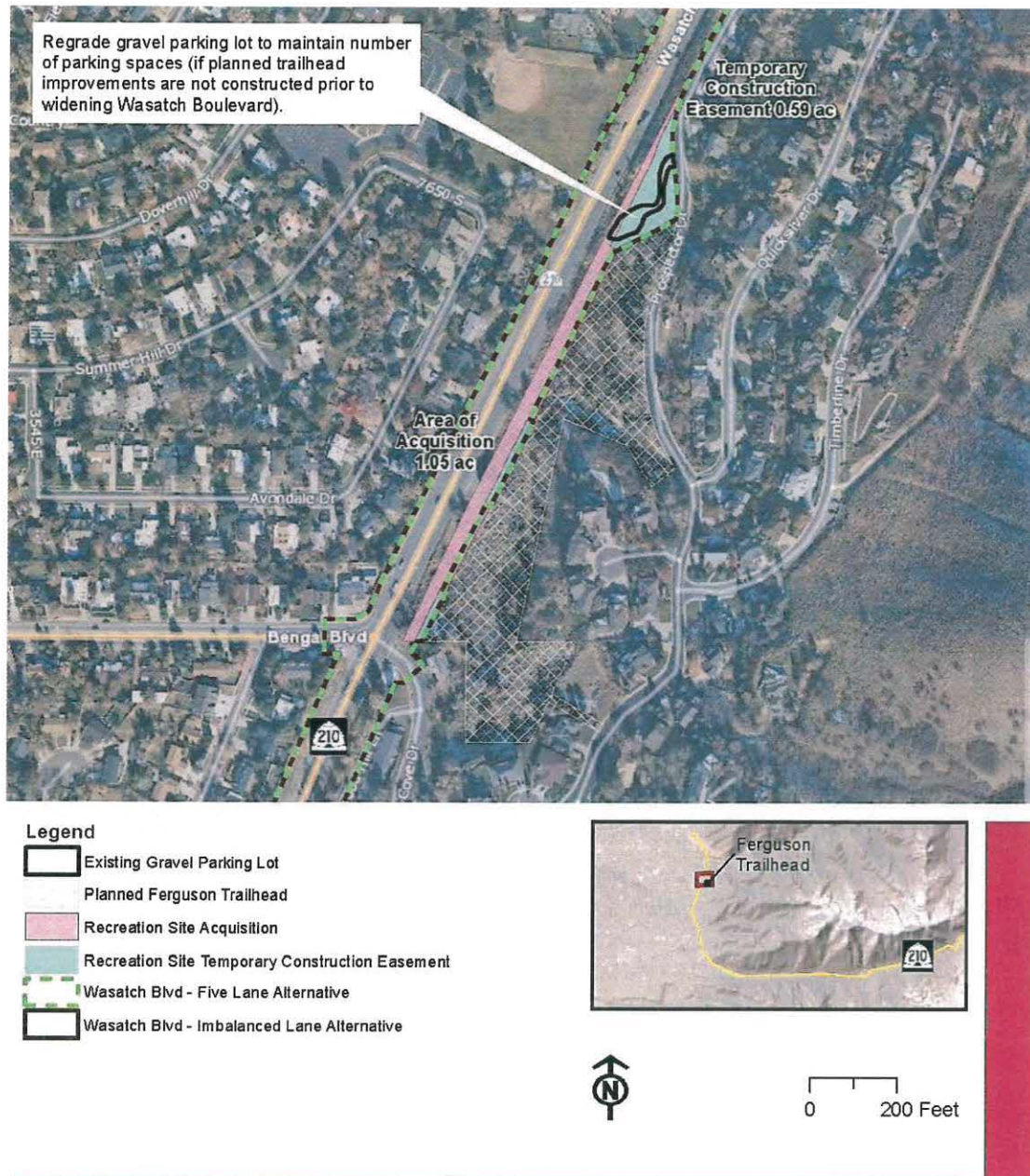
Walt Gilmore
Associate Division Director – Planning & Development
Salt Lake County Parks & Recreation

1 March 2022
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



From: [Chris Cawley](#)
To: [Josh Van Jura](#)
Cc: [Izzo, Vincent](#); [10101304_UDOTLittleCottonwoodCanyonEIS](#)
Subject: RE: TOA Park
Date: Wednesday, November 24, 2021 2:07:33 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks Josh.

From: Josh Van Jura <jvanjura@utah.gov>
Sent: Wednesday, November 24, 2021 11:51 AM
To: Chris Cawley <ccawley@townofalta.com>
Cc: Vince Izzo <Vincent.Izzo@hdrinc.com>; EIS archive
<10101304_UDOTLittleCottonwoodCanyonEIS@hdrinc.com>
Subject: TOA Park

Chris,

Thank you for the comments on Draft EIS. In our update meeting with the Town of Alta on September 23, 2021, UDOT discussed the Town's comments on the Draft EIS and is making appropriate revisions to the Final EIS to address the concerns raised. The Town of Alta noted in their comments that "*UDOT should formally acknowledge the Town of Alta Park in DEIS Table 4.3-1 and must analyze whether the impacts of nearby gondola elements would constitute impacts to a recreation resource under Section 4(f) of the Department of Transportation Act.*" UDOT will include the town park in Table 4.3-1 of the Final EIS and as a Section 4(f) property in the Section 4(f) Evaluation.

There are three types of use in the context of Section 4(f). The first type of use is when land from a Section 4(f) property is permanently incorporated into a transportation facility through purchase or easement. This type of use is sometimes referred to as a direct use. As the gondola towers, destination station, and easement for the cables would not be within the boundary of the town park, there would be no direct use.

The second type of use is a *temporary occupancy*. This results when a Section 4(f) property, in whole or in part, is required for activities related to project construction. With temporary occupancy, the Section 4(f) property is not permanently incorporated into a transportation facility, but the activity is considered to be adverse in terms of the preservation purpose of Section 4(f) law and is therefore considered a Section 4(f) use. The Alta Town Park would not be used during construction; therefore, there would be no temporary occupancy.

The third type of use is *constructive use*. A constructive use involves no actual physical use of the Section 4(f) property via permanent incorporation of land or a temporary occupancy of land into a transportation facility. A constructive use occurs when the proximity impacts of a project result in a substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f). A constructive use determination is rare. It is unusual for proximity impacts to be so great that the purpose of the property that qualifies the resource for protection would be substantially diminished.

UDOT evaluated constructive use and determined the gondola alternatives would not result in a constructive use of Alta Town Park. This determination is based on the following factors:

- The predicted noise level for receptors near the gondola destination station would not exceed noise abatement criteria for the Alta Town Park (66 dBA).
- The primary activities, features, and attributes of Alta Town Park include a volleyball court with bench seating, barbecue grills, and covered picnic tables that can be used in summer months. The gondola would not affect how these features are used. The towers and cable would not disrupt the ability for users to play volleyball or use the pavilion.
- The gondola would not substantially detract from the setting because Alta Town Park is located within a ski resort setting adjacent to the Alta Ski Area Transfer Tow. Base-area facilities dominate the immediate foreground views.
- Access to the Town of Alta Park would not be impacted.

If you have any questions regarding the 4(f) use please contact me.

Best Regards,
Josh Van Jura
801-231-8452
Jvanjura@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

May 11, 2022

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)
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 properties under your jurisdiction that would be affected by various alternatives of the proposed Little Cottonwood Canyon Project (also referred to as the S.R. 210 Project) and to request your concurrence with regard to these proposed findings.

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 Environmental Impact Statement (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 Final 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 are also being evaluated. The sub-alternatives that could impact Section 4(f) recreation resources under your jurisdiction are the two trailhead improvement sub-alternatives and the Snow Sheds with Realigned Road Alternative:

- 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
- Snow Sheds with Realigned Road Alternative

The two trailhead improvement sub-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 the appropriate measures were incorporated into all of the alternatives. It is UDOT's determination that four of the five of the primary alternatives and both trailhead improvement sub-alternatives would result in a *de minimis* impact to, and/or temporary occupancy of but no use of, one or more Section 4(f) recreation properties under your jurisdiction, as described below. One of the primary alternatives (the Cog Rail Alternative) would result in a use with greater-than-*de minimis* impact to one Section 4(f) recreation property 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. 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..

The USDA Forest Service, with UDOT input, determined which lands in the EIS study area qualify as Section 4(f) recreation properties. See email from Lance Kovel dated March 26, 2021. UDOT has found that determination reasonable, i.e., the recreation resources identified as being subject to Section 4(f), which are described in more detail in the EIS and this letter, reasonably include six designated and signed trailheads and associated trails, a developed campground, a planned future regional trail, portions of two ski areas managed for recreation under special use permits, and a designated climbing opportunity area with parking and trails and subject to a special management plan. UDOT has also found reasonable the USDA Forest Service determination that dispersed climbing boulders and climbing routes outside the designated climbing opportunity area, on general NFS land, are not Section 4(f) resources, given the absence of applicable provisions in the Forest Plan or an applicable special management plan.

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

- Tanners Flat Campground
- Alpenbock Loop and Grit Mill Climbing Opportunities
- 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

During public comment periods, UDOT received more comments regarding impacts to Tanners Flat Campground and the Alpenbock Loop and Grit Mill Climbing Opportunities compared to other Section 4(f) recreation properties under the USDA Forest Service's jurisdiction. For this reason, impacts to these two properties are described in greater detail in this letter.

***De Minimis* Impact Definition**

For a recreation property, a *de minimis* impact is one that would constitute a use of the property but would not adversely affect the features, attributes, or activities of the property that qualify the property 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 property is occupied 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.

Visual and Noise Impact Considerations

UDOT, in consultation with the USDA Forest Service, determined that the setting, visual qualities, noise qualities, and aesthetic features are not a substantial part of the recreation properties protected under Section 4(f) considered in this letter. The activities that qualify these properties for protection include, but are not limited to, camping, climbing, biking, hiking, and skiing. Protected features support these activities. The identified recreation properties do not derive their value in substantial part due to setting, visual qualities, noise qualities, or aesthetic features. These are secondary or tangential qualities of the area but are not the primary features that qualify the areas for protection under Section 4(f). Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, *Visual Resources*, of the Final EIS. Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, *Noise*, of the Final EIS.

Tanners Flat Campground

Tanners Flat Campground is a USDA Forest Service campground south of S.R. 210 about 4 miles up Little Cottonwood Canyon. The area is about 35 acres in total. 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. The activities, features, or attributes that qualify the property for protection under Section 4(f) include campsites, a volleyball court, an amphitheater, and camping and related activities (for example, volleyball and/or programs at the amphitheater) set within the forest and adjacent to Little Cottonwood Creek. Impacts to Tanners Flat Campground are described in Table 1.

Table 1. Use of Tanners Flat Campground

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	<p>A temporary construction easement of ~0.49 acre adjacent to S.R. 210 (1.4% of the total area) would be required. The duration of the easement would be less than for widening the road; the easement area would be fully restored. The land required is located between the campground features and S.R. 210. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, or amphitheater. Some vegetation adjacent to S.R. 210 might be removed during construction; however, all disturbed areas would be revegetated.</p> <p>UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:</p> <ul style="list-style-type: none"> • The duration of the easement would be temporary and shorter than the time to construct the widened road, and land ownership would not change. • The scope of the work would be minor. Only a small portion of the land would be temporarily occupied (1.4% of the total area), and it would not include any campground features. 	Temporary occupancy with no use

Alternative	Description of Use	Type of Use
	<ul style="list-style-type: none"> • Permanent adverse physical impacts are not anticipated; campground features and activities (campsites, bathroom facilities, volleyball court, and amphitheater) would not be interfered with. • The easement area will be fully restored. 	
Gondola A, Gondola B	<p>No gondola stations or towers would be located in the campground. The gondola cables would span the campground. Two towers would be located near the campground area: one on the down-canyon side and one on the up-canyon side. There would be no physical impacts to the campground or its features. A ~4.27-acre easement or a special-use permit (12.2% of the total area) would be required where the gondola cables would pass over the campground for about 2,300 feet. The easement or permit area would be about 80 feet wide. This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would include property rights for the land beneath the cables, permanently incorporating this land into a transportation facility. This would result in a direct use of land, but the land would still be available for campground use. See Figure 1.</p> <p>When the campground is open during the summer, the gondola could operate from about 8 AM to 8 PM (final operating times would be determined once the gondola is in operation). There would be visual impacts as campground users see gondola cabins moving overhead, as well as privacy impacts related to being viewed by passengers in the cabins as they pass by. Gondola towers might be visible from some areas of the campground, and the red Federal Aviation Administration (FAA) warning lights might be visible from the campground at night. The visual impacts would vary from one campsite to another; the towers and gondola cabins would be obscured by vegetation in some areas. Gondola cabins would be visible moving through openings in the trees from the amphitheater and volleyball court. However, the visual and privacy attributes of the campground are not features that qualify the campground for Section 4(f) protection.</p> <p>UDOT expects that the noise levels from a Little Cottonwood Canyon gondola system at 175 feet from the tower, at the edge of the campground area where it would be loudest, would be about 48.2 A-weighted decibels (dBA), or less than noise generated by vehicles on S.R. 210 (projected at 59 dBA at the campground entrance; roadway noise levels within the campground would range from 47 to 57 dBA). If gondola operation noise is combined with the roadway noise, noise levels at the campground would increase by less than 1 dBA, a difference that is not audible to human hearing. Furthermore, the gondola system would not operate during the campground's quiet hours of 10 PM to 7 AM.</p> <p>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.</p> <p>During construction of the gondola system, temporary impacts would occur due to elevated noise levels from construction equipment.</p> <p>During the final design of a gondola alternative, a landscape architect would evaluate visual impacts at each site. For sites where the gondola</p>	Use with <i>de minimis</i> impact

Alternative	Description of Use	Type of Use
	<p>would be prominently visible, mitigation would include the following as applicable:</p> <ul style="list-style-type: none"> • Reconfiguring the site 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 <p>Based on the above analysis, UDOT concludes that, with applicable mitigation, Gondola Alternatives A and B would not adversely affect the activities, features, or attributes that qualify this property for protection. UDOT intends to make a <i>de minimis</i> impact determination. That determination is based on the following factors:</p> <ul style="list-style-type: none"> • Only a small portion of the land would be incorporated into a transportation facility (12.2% within the 80-foot-wide easement beneath the gondola cables). This land would not be physically impacted and would still be available for campground use. • There would be no physical impact to the campground or its features (campsites, bathroom facilities, volleyball court, or amphitheater). • There would be no perceptible increase in noise at the campground. Furthermore, the gondola system would not operate during the campground's quiet hours of 10 PM to 7 AM when the campground is in use. • Visual impacts to the campground would be mitigated through measures appropriate for each campsite as determined by a landscape architect during final design. <p>This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would result in a direct use of land under the cables.</p>	
Cog Rail	<p>A temporary construction easement of ~0.03 acre (0.1% of the total area) adjacent to S.R. 210 would be required. The duration of the easement would be less than for cog rail construction; the easement area would be restored. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, or amphitheater.</p> <p>UDOT concludes that the Cog Rail Alternative would not result in permanent adverse physical impacts, nor would it interfere with the protected activities, features, or attributes of the property on either a temporary or permanent basis. UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:</p> <ul style="list-style-type: none"> • The duration of the easement would be temporary and shorter than the time to construct the cog rail tracks, and land ownership would not change. • The scope of work would be minor. Only a small portion of the land would be temporarily occupied (0.1% of the total area), and it would not include any campground features. 	Temporary occupancy with no use

Alternative	Description of Use	Type of Use
	<ul style="list-style-type: none"> • Permanent adverse physical impacts are not anticipated; campground features and activities (campsites, bathroom facilities, volleyball court, and amphitheater) will not be interfered with. • The easement area will be fully restored. 	

Alpenbock Loop and Grit Mill Climbing Opportunities

The area referred to as the Alpenbock Loop and Grit Mill Climbing Opportunities for the purposes of the EIS is located on the north side of S.R. 210 at the entrance to Little Cottonwood Canyon, roughly from milepost 3.8 to milepost 4.5. The area is about 58 acres in total, and climbing opportunities are accessed by the Alpenbock Loop Trail (Trail No. 1020), Alpenbock Spur Trail (Trail No. 1020A), and Grit Mill Connector (Trail No. 1020B). It is a significant recreation resource as defined under 23 CFR Section 774.11(d) due to the quality, relative proximity, and ease of access to climbing, bouldering, and other recreation opportunities. Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses.

The Alpenbock trail system was developed and approved under the 2014 *Grit Mill and Climbing Master Plan Environmental Assessment* (EA) and associated *Decision Notice and FONSI [Finding of No Significant Impact]* for the Grit Mill and Climbing Master Plan Project. The purpose of the project was to “[e]stablish a managed and sustainable system of trails, with appropriate access and parking that maintains high-quality climbing and other recreation opportunities for users, while improving resource conditions to the biological, physical, and social environments, including the protected watershed.”

The area includes two trailheads: the park-and-ride lot at the base of Little Cottonwood Canyon on the west side and the Grit Mill Trailhead on the east side. The park-and-ride lot includes parking, a restroom, and an area that serves as the trailhead for the Alpenbock Loop Trail. The Grit Mill Trailhead includes parking, a restroom, an interpretive sign, and a connection to the Grit Mill Connector Trail. The overall area includes more than 14,000 feet of trails that provide access to about 143 climbing boulders¹ and at least 13 locations servicing multiple vertical routes. Individual cliffs, boulders, groups of boulders, bouldering problems, and/or vertical climbing routes are contributing elements to the overall significance of the recreational climbing opportunities in the area, but they do not have a corresponding level of significance and are not essential features when assessed individually (USDA Forest Service correspondence dated November 19, 2021).

Impacts to the Alpenbock Loop and Grit Mill Climbing Opportunities are described in Table 2.

Table 2. Use of Alpenbock Loop and Grit Mill Climbing Opportunities

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 an easement or special-use authorization from the USDA Forest Service to incorporate ~0.14 acre of land (0.2% of the total area) into the transportation facility and a temporary construction easement of ~1.60 acre (2.8% of the total area) from the USDA Forest Service. The land required is located along the north side of S.R. 210. There would be no impacts to parking spots, restrooms, or interpretive signs at either the park-and-ride lot or the Grit Mill Trailhead. See Figure 2.	Use with <i>de minimis</i> impact

¹ Boulder locations were provided by the Salt Lake Climbers Alliance and/or identified in *The Climbers Black Bible* and were verified in the field by UDOT.

Alternative	Description of Use	Type of Use
	<p>Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here is focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.</p> <p>Impacts to climbing opportunities would be minimized by constructing retaining walls where possible to protect some bouldering areas adjacent to S.R. 210; however, about seven climbing boulders (4.9% of the total climbing boulders in the area) would be removed.</p> <p>Although individual boulders or groups of boulders are not themselves significant or essential for Section 4(f) purposes, they are contributing elements to the overall significance of the recreational climbing opportunities that make the property eligible for Section 4(f) protection. UDOT will seek to avoid, minimize, and mitigate boulder impacts. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or “problems,” on the boulder would be affected; however, there would be opportunities for new problems to be developed. None of the vertical routes would be impacted.</p> <p>UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, new trails would be constructed to provide sustainable access to boulders that do not currently have trail access within the Alpenbock Loop and Grit Mill Climbing Opportunities area.</p> <p>There is one boulder within about 15 feet of the road that is currently used for climbing despite the potential for being viewed from the road and roadway noise. After roadway widening, there would be about nine climbing boulders within 15 feet. However, the peak-period shoulder lanes (PPSL) would not be in use during the summer and would be used by buses only during peak morning and afternoon periods during the winter. There would be no vehicle (bus) traffic in the lane closest to these boulders during the late spring, summer, and fall seasons when the vast majority of climbing occurs.</p> <p>Furthermore, setting and visual qualities are not included in the features, attributes, or activities that qualify this property for protection under Section 4(f). Although some climbers might seek out different opportunities farther from the road, these areas would continue to be available for climbing. There would be only a minor increase in noise during the winter when the PPSLs are in use.</p> <p>None of the vertical routes would be directly impacted. About 658 feet of the Alpenbock Loop Trail (4.7% of the total length of trails in the area) would be impacted by roadway widening. The impacted trail segment would be realigned to maintain connectivity and continued access to the climbing opportunities.</p> <p>Based on the above analysis, UDOT concludes that, with applicable mitigation, the Enhanced Bus Service in PPSL Alternative would not adversely affect the climbing opportunities that qualify this area for</p>	

Alternative	Description of Use	Type of Use
	<p>Section 4(f) protection. UDOT intends to make a <i>de minimis</i> impact determination. That determination is based on the following factors:</p> <ul style="list-style-type: none"> • Only a small portion of the land would be incorporated into a transportation facility (0.2% permanently, 2.8% temporarily). • Less than 5% of the climbing boulders (7 of 143) in the area, which are not individually significant or essential, would be impacted, and, if feasible, impacts would be mitigated through relocation. If relocation is not feasible, UDOT commits to work with the USDA Forest Service to design and develop new trails, including obtaining any required environmental clearances, to provide new sustainable access to boulders that currently do not have ready trail access. UDOT commits to ensure no net loss of accessible climbing boulder opportunities. • None of the vertical climbing routes would be impacted. • There would be no increase in noise during the late spring, summer, and fall seasons when most of the climbing occurs, and only a minor increase in noise during winter. • Less than 5% of the trails would be impacted, and connectivity would be maintained. • There would be no impacts to trailhead parking, restrooms, or interpretive signs. 	
Gondola A	<p>Gondola Alternative A would require an easement or special-use authorization from the USDA Forest Service for ~3.17 acres of land (5.5% of the total area) incorporated into the transportation facility for the base station and the one gondola tower that would be located in the area. Most of the land required (~3.02 acres) would be for the base station, of which 1.60 acres are currently used as a park-and-ride lot and as a trailhead for the Alpenbock Loop Trail. An additional ~4.57 acres of easement or special-use permit would be required for the 80-foot-wide easement beneath the gondola cables (7.9% of the total area). This land would still be available for recreation use. See Figure 3.</p> <p>Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.</p> <p>The gondola base station would be constructed at the current location of the park-and-ride lot, which also serves as the trailhead for the Alpenbock Loop Trail. The lot does not provide parking exclusively for climbers or users of the Alpenbock Loop Trail. It was originally used as a transit hub where people could park their cars and board a UTA bus to get to Snowbird and Alta. UTA no longer uses this parking lot as a transit hub, so the parking lot usually has excess capacity.</p> <p>The total number of parking spaces at the park-and-ride lot would be reduced from about 160 to 95. Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area. The existing restroom at the park-and-</p>	Use with <i>de minimis</i> impact

Alternative	Description of Use	Type of Use
	<p>ride lot would be removed, but a new one would be provided. There would be no impacts to parking spots, restrooms, or interpretive signs at the Grit Mill Trailhead.</p> <p>Four climbing boulders (2.8% of the total boulders in the area) would be removed. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or “problems,” would be affected; however, there would be opportunities for new problems to be developed. About 31 climbing boulders (21.7% of the climbing boulders in the area) would be located within the 80-foot-wide easement beneath the gondola cables but would not be directly impacted. Access to the boulders would not be restricted beneath the easement, and the boulders would still be used for climbing. None of the vertical routes would be impacted.</p> <p>UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, UDOT commits to work with the USDA Forest Service to design and develop new trails, including obtaining any required environmental clearances, to provide sustainable access to boulders that currently do not have ready trail access. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.</p> <p>The gondola system would be visible from some climbing boulders and vertical routes. Climbers could be visible to passengers as gondola cabins pass overhead; however, many of the bouldering areas are shielded by vegetation. Some climbers might feel that the gondola system detracts from their scenic views of the canyon or might dislike that they could be viewed by gondola passengers. However, setting and visual qualities are not included in the features, attributes, or activities that qualify this resource for protection under Section 4(f). These areas would continue to be available for climbing. Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS.</p> <p>About 371 feet of the Alpenbock Loop Trail (2.6% of the total length of trails in the area) would be realigned, and connectivity from the reconstructed parking lot to the Alpenbock Loop Trail would be maintained. About 1,113 feet of trail (7.9% of the trails in the area) would be in the 80-foot-wide easement beneath the gondola cables but would not be directly impacted.</p> <p>UDOT evaluated noise impacts separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. Gondola Alternative A would result in noise levels of approximately 54 dBA, which is within the existing noise conditions created by the S.R. 210 roadway.</p> <p>Based on the above analysis, UDOT concludes that Gondola Alternative A, with applicable mitigation, would not adversely affect the climbing opportunities that make this area significant. UDOT intends to make a <i>de minimis</i> impact determination. That determination is based on the following factors:</p>	

Alternative	Description of Use	Type of Use
	<ul style="list-style-type: none"> • Only a small portion of the land would be incorporated into a transportation facility (5.5% for the station and one tower, and 7.9% within the 80-foot-wide easement beneath the gondola cables). • Only 2.8% of the climbing boulders (4 of 143) in the area, which are not individually significant or essential, would be impacted, and, if feasible, impacts would be mitigated through relocation. If relocation is not feasible, new trails would be developed to provide access to new boulders. UDOT commits to ensure no net loss of accessible climbing boulder opportunities. • None of the vertical climbing routes would be directly impacted. • There would be no increase in noise from existing conditions. • Only 2.6% of the trails would be impacted by relocation, and connectivity would be maintained. • 7.9% of the trails would be located within the 80-foot-wide easement beneath the gondola cables but would not be directly impacted. • The Alpenbock Loop Trailhead at the existing park-and-ride lot would be reconstructed to provide the same features that are currently offered (parking and restroom). Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area. • There would be no impact to the Grit Mill Trailhead. <p>This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would result in a direct use of land under the cables.</p>	
Gondola B	<p>Gondola Alternative B would require an easement or special-use authorization from the USDA Forest Service for ~2.83 acres of land (4.9% of the total area) incorporated into the transportation facility for the angle station and the one gondola tower that would be located in the area. Most of the land required (~2.68 acres) would be for the angle station, of which 1.60 acres are currently used as a park-and-ride lot and as a trailhead for the Alpenbock Loop Trail. An additional ~4.64 acres of easement or special-use permit would be required for the 80-foot-wide easement beneath the gondola cables (8.0% of the total area). See Figure 4.</p> <p>Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.</p> <p>The gondola angle station would be constructed at the current location of the park-and-ride lot, which serves as the trailhead for the Alpenbock Loop Trail. The lot does not provide parking exclusively for climbers or users of the Alpenbock Loop Trail. It was originally used as a transit hub where people could park their cars and board a UTA bus to get to Snowbird and Alta. UTA no longer uses this parking lot as a transit hub, so the parking lot usually has excess capacity.</p> <p>The total number of parking spaces at the park-and-ride lot would be reduced from about 160 to 95, but continued access for Alpenbock</p>	Use with <i>de minimis</i> impact

Alternative	Description of Use	Type of Use
	<p>Loop Trail users would be maintained. Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area. There would be no impacts to parking spots, restrooms, or interpretive signs at the Grit Mill Trailhead.</p> <p>One climbing boulder (0.7% of the total climbing boulders in the area) would be removed. During construction, UDOT will evaluate whether this boulder could be relocated within the area. If the boulder could be relocated, it is likely that specific climbing routes, or “problems,” would be affected; however, there would be opportunities for new problems to be developed. About 34 climbing boulders (23.8% of the climbing boulders in the area) would be located within the 80-foot-wide easement beneath the gondola cables but would not be directly impacted. Access to the boulders would not be restricted beneath the easement, and the boulders would still be used for climbing. None of the vertical routes would be impacted.</p> <p>UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, UDOT commits to work with the USDA Forest Service to design and develop new trails, including obtaining any required environmental clearances to provide sustainable access to boulders that currently do not have ready trail access. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.</p> <p>The gondola system would be visible from some climbing boulders and vertical routes. Climbers could be visible to passengers as gondola cabins pass overhead; however, many of the bouldering areas are shielded by vegetation. Some climbers might feel that the gondola system detracts from their scenic views of the canyon or might dislike that they could be viewed by gondola passengers. However, setting and visual qualities are not included in the features, attributes, or activities that qualify this resource for protection under Section 4(f). These areas would continue to be available for climbing. Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS.</p> <p>About 342 feet of the Alpenbock Loop Trail (2.4% of the total length of trails in the area) would be realigned, and connectivity from the reconstructed parking lot to the Alpenbock Loop Trail would be maintained. About 1,134 feet of trail (8.1% of the trails in the area) would be in the 80-foot-wide easement beneath the gondola cables but would not be directly impacted.</p> <p>UDOT evaluated noise impacts separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. Gondola Alternative B would result in noise levels of approximately 54 dBA, which is within the existing noise conditions created by the S.R. 210 roadway.</p> <p>Based on the above analysis, UDOT concludes that Gondola Alternative B would not adversely affect the climbing opportunities that make this area significant. UDOT intends to make a <i>de minimis</i></p>	

Alternative	Description of Use	Type of Use
	<p>impact determination. That determination is based on the following factors:</p> <ul style="list-style-type: none"> • Only a small portion of the land would be incorporated into a transportation facility (4.9% for the angle station and one tower, and 8.0% within the 80-foot-wide easement beneath the gondola cables). • Only 0.7% of the climbing boulders (1 of 143) in the area, which is not individually significant or essential, would be impacted, and, if feasible, the impact would be mitigated through relocation. If relocation is not feasible, new trails would be developed to provide access to new boulders. UDOT commits to ensure no net loss of accessible climbing boulder opportunities. • None of the vertical climbing routes would be directly impacted. • There would be no increase in noise from existing conditions. • Only 2.4% of the trails would be impacted by relocation, and connectivity would be maintained. • 8.1% of the trails would be located within the 80-foot-wide easement beneath the gondola cables but would not be directly impacted. • The Alpenbock Loop Trailhead at the existing park-and-ride lot would be reconstructed to provide the same features that are currently offered (parking and restroom). Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities • There would be no impact to the Grit Mill Trailhead. <p>This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would result in a direct use of land under the cables.</p>	
Cog Rail	<p>Constructing the cog rail system, including the operations and maintenance facility, would require an easement or special-use authorization for ~12.91 acres of USDA Forest Service land (22.3% of the total area). The land required is located along the north side of S.R. 210. The operations and maintenance facility would be constructed on land where the park-and-ride lot, which serves as the trailhead for the Alpenbock Loop Trail, is currently located. The park-and-ride lot and the Grit Mill Trailhead would both be reconstructed. After reconstruction, both trailheads would include restroom facilities and designated parking areas, thereby providing the same benefits as under the current conditions. See Figure 5.</p> <p>Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.</p> <p>About 51% of the total climbing boulders (73 of 143) in the area, none of which are individually significant or essential, would be removed. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or “problems,” would be affected; however, there would be opportunities for new</p>	Use with greater-than- <i>de minimis</i> impact

Alternative	Description of Use	Type of Use
	<p>problems to be developed. None of the vertical routes would be directly impacted.</p> <p>About 4,454 feet of trail (31.7% of the total length of trails in the area) would be realigned. Connectivity from the reconstructed park-and-ride lot and Grit Mill Trailhead to the existing trail system would be maintained.</p> <p>Based on the above analysis, UDOT concludes that the Cog Rail Alternative would adversely affect the climbing opportunities that make this area significant. UDOT intends to make an impact determination of a use with greater-than-<i>de minimis</i> impact. That determination is based on the following factors:</p> <ul style="list-style-type: none"> • About 22.3% of the land, nearly a quarter of the area, would be incorporated into the transportation facility. • Just over half of the climbing boulders in the area, about 51%, would be impacted, and it would likely not be possible to relocate a significant number of them, or to provide new trail access to sufficient climbing boulder opportunities, to offset these impacts. • • About 31.7% of the trails would be impacted by relocation, but connectivity would be maintained. • The combined impacts of this alternative, even with mitigation, would adversely affect the features and attributes that qualify the climbing boulder opportunities area for protection under Section 4(f). 	

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 3.

Table 3. Use of Temple Quarry Nature Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	<p>Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.40 acre from the USDA Forest Service. Duration of easement use would be less than for the road widening project. 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, and the easement area would be restored. Access to the trail would be maintained during construction. See Figure 6.</p> <p>UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:</p> <ul style="list-style-type: none"> • The duration of the easement would be temporary and shorter than the time to construct the widened road, and land ownership would not change. • The scope of the work would be minor. Only a small portion of land would be temporarily occupied (~0.40 acre), and it would not include the trail, parking, or amphitheater. • Permanent adverse physical impacts are not anticipated; trail features and activities (trail, parking, restroom facility, and amphitheater) would not be interfered with. • The easement area will be fully restored. 	Temporary occupancy with no use
Gondola A, Gondola B	None	No use
Cog Rail	<p>Constructing the cog rail tracks would require a temporary construction easement of ~0.12 acre from the USDA Forest Service. The duration of the easement would be less than for constructing the cog rail tracks. 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, and the easement area would be restored. See Figure 6.</p> <p>UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:</p> <ul style="list-style-type: none"> • The duration of the easement would be temporary and shorter than the time to construct the cog rail tracks, and land ownership would not change. • The scope of the work would be minor. Only a small portion of land would be temporarily occupied (~0.12 acre), and it would not include the trail, parking, or amphitheater. 	Temporary occupancy with no use

Alternative	Description of Use	Type of Use
	<ul style="list-style-type: none"> Permanent adverse physical impacts are not anticipated; trail features and activities (trail, parking, restroom facility, and amphitheater) would not be interfered with. The easement area will be fully restored. 	

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 4. 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 (Table 3).	Temporary occupancy with no use
Gondola A, Gondola B	<p>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.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail but are not the primary features that qualify it for protection under Section 4(f).</p> <p>Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA, which is slightly less than the existing noise conditions at the Little Cottonwood Creek Trail (56 dBA). Accordingly, neither of the gondola alternatives would result in noise impacts to the trail. For more information, see Chapter 11, <i>Noise</i>, of the Final EIS.</p>	Use with <i>de minimis</i> 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 (Table 3).	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 3. Impacts to the planned Bonneville Shoreline Trail are described in Table 5.

Table 5. 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 2 and Table 3). 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	<p>The planned Bonneville Shoreline Trail includes a connection to the park-and-ride lot (Alpenbock Loop Trailhead). Changes to trailhead from the gondola alternatives are discussed above in Table 2. The planned Bonneville Shoreline Trail could still connect to the reconstructed Alpenbock Loop Trailhead. The gondola alternatives would pass over the planned Bonneville Shoreline Trail in the vicinity of the park-and-ride-lot, where the planned trail would cross S.R. 210.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail but are not the primary features that qualify it protection under Section 4(f).</p> <p>Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA, which is within the existing noise conditions of the S.R. 210 roadway. Accordingly, neither of the gondola alternatives would result in noise impacts to the trail. For more information, see Chapter 11, <i>Noise</i>, of the Final EIS.</p>	Use with <i>de minimis</i> impact
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 <i>de minimis</i> 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 6 and shown in Figure 7.

Table 6. Use of Lisa Falls and Little Cottonwood Creek Trails and Trailhead

Alternative	Sub-alternative(s)	Description of Use	Type of Use
Enhanced Bus Service	Trailhead improvements	<p>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 incorporated into the consolidated parking area. The trails would continue to provide access to Lisa Falls and use of Little Cottonwood Canyon Trail. Trailhead improvements would require ~0.18 acre of the existing trailhead parking area, but a larger and improved area with restrooms would be provided in its place. During construction, the trailheads could be temporarily closed or only limited portions open, resulting in a temporary impact. See Figure 7.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail and trailhead but are not the primary features that qualify it protection under Section 4(f).</p> <p>Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. The Enhanced Bus Service Alternative would not result in noise impacts to the trail.</p> <p>Overall, the existing parking and trailhead facilities would be expanded, improved, and made safer. The trails would be slightly shortened but would continue to provide a quality hiking experience and access to Lisa Falls. There would be no adverse effect to trailheads or trail function.</p>	Use with <i>de minimis</i> impact
	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

Alternative	Sub-alternative(s)	Description of Use	Type of 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 <i>de minimis</i> impact
	No trailhead improvements	<p>Widening Little Cottonwood Canyon Road would require ~0.16 acre of land transferred to, and a temporary construction easement of ~0.02 acre from, the USDA Forest Service. The total number of parking spots would not be reduced.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail and trailhead but are not the primary features that qualify it for protection under Section 4(f).</p> <p>Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. The Enhanced Bus Service in PPSL Alternative would not result in noise impacts to the trail.</p>	Use with <i>de minimis</i> 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 <i>de minimis</i> 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	<p>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 7.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail and trailhead but are not the primary features that qualify it for protection under Section 4(f).</p> <p>Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. The Cog Rail Alternative would not result in noise impacts to the trail.</p>		Use with <i>de minimis</i> 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 7 and shown in Figure 8.

Table 7. Use of White Pine Trail

Alternative	Sub-alternative(s)	Description of Use	Type of Use
Enhanced Bus Service	Trailhead improvements	<p>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 be required for trailhead improvements. During construction, the trailheads could be temporarily closed or only limited portions open, resulting in a temporary impact. See Figure 8.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail and trailhead but are not the primary features that qualify it for protection under Section 4(f).</p> <p>Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. The Enhanced Bus Service Alternative would not result in noise impacts to the trail.</p> <p>Overall, the existing parking and trailhead facilities would be expanded, improved, and made safer. There would be no adverse effect to trailhead function or the trail.</p>	Use with <i>de minimis</i> impact
	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 <i>de minimis</i> 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	Temporary occupancy with no use

Alternative	Sub-alternative(s)	Description of Use	Type of Use
		<p>S.R. 210. There would be no impacts to parking spaces, the restroom, or trails.</p> <p>UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:</p> <ul style="list-style-type: none"> • The duration of the easement would be temporary and shorter than the time to reconstruct the widened road, and land ownership would not change. • The scope of the work would be minor. Only a small portion of the land would be temporarily occupied (0.15 acre), and it would not include any parking spaces, the restroom, or trails. • Permanent adverse physical impacts are not anticipated; trail and trailhead features and activities (parking spaces, restroom facility, and trail) would not be interfered with. • The easement area will be fully restored. 	
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 <i>de minimis</i> impact
	No trailhead improvements	<p>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 a special-use permit from the USDA Forest Service where the gondola cables pass over the parking area, which is assumed to include the land and therefore be a use. The area under the cables would continue to be used for trailhead purposes. The gondola cables and cabins could be seen, but visual qualities or aesthetic features are not what qualify the trailhead for Section 4(f) protection. Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS.</p> <p>Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA, which is within the existing noise conditions of the S.R. 210 roadway. Accordingly, neither of the gondola alternatives would result in noise impacts to the trailhead. For more information, see Chapter 11, <i>Noise</i>, of the Final EIS.</p>	Use with <i>de minimis</i> 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 <i>de minimis</i> impact

Alternative	Sub-alternative(s)	Description of Use	Type of Use
	No trailhead improvements	<p>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.</p> <p>UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:</p> <ul style="list-style-type: none"> • The duration of the easement would be temporary and shorter than the time to construct the cog rail tracks, and land ownership would not change. • The scope of the work would be minor. Only a small portion of the land would be temporarily occupied (0.03 acre), and it would not include any parking spaces, the restroom, or trails. • Permanent adverse physical impacts are not anticipated; trail and trailhead features and activities (parking spaces, restroom facility, and trail) would not be interfered with. • The easement area will be fully restored. 	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 System 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 project area and the special-use permit area include parking (needed to support recreation) and a tennis court near the Iron Blossam Lodge. Impacts to Section 4(f) recreation facilities are described in Table 8.

Table 8. 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	<p>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 Blossam Lodge would be removed to construct a gondola tower. However, new parking facilities for the gondola alternatives would be available at the mobility hub and/or base station. If a gondola alternative is selected, during the final design UDOT would work to minimize the loss of parking for tower construction near the Iron Blossam Lodge.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the tennis court but are not the primary features that qualify it for protection under Section 4(f).</p> <p>Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. The gondola alternatives would not result in noise impacts to the tennis court.</p>	Use with <i>de minimis</i> 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 System 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 project area and the special-use permit area include parking (needed to support recreation) and the transfer tow (a rope tow that runs between the Sunnyside and Collins lifts). Impacts to Section 4(f) recreation facilities are described in Table 9.

Table 9. 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	<p>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. There would be no physical impacts on the transfer tow or impacts to its use. Gondola cables, cabins, towers, and the destination station, would be visible from the rope tow.</p> <p>Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i>, of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the transfer tow but are not the primary features that qualify it for protection under Section 4(f).</p> <p>Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i>, of the Final EIS. The gondola alternatives would not result in noise impacts at the transfer tow.</p>	Use with <i>de minimis</i> impact
Cog Rail	None	No use

Public Notice and Opportunity for Public Comment

UDOT provided 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 in conjunction with the opportunity for public review of and comments on the Draft EIS. UDOT released the Draft EIS on June 25, 2021, followed by a 70-day public comment period that ended on September 3, 2021. UDOT released a Revised Draft Section 4(f)/Section 6(f) Evaluation on December 10, 2021, followed by a 30-day public comment period that ended on January 10, 2022. UDOT will also have a 30-day public review period for release of the Final EIS.

Request for Concurrence

On March 3, 2021, you provided preliminary concurrence with UDOT's intent to make a Section 4(f) *de minimis* impact finding for all resources discussed in this memo except the Alpenbock Loop and Grit Mill Climbing Opportunities. This correspondence was included in the Draft EIS. You provided preliminary concurrence for the Alpenbock Loop and Grit Mill Climbing Opportunities on November 23, 2021. This correspondence was included in the Revised Draft Section 4(f)/Section 6(f) Evaluation.

During both public comment periods, UDOT received numerous comments concerning the effects on the protected activities, features, or attributes of the Section 4(f) resources under your jurisdiction. UDOT, in conjunction with the USDA Forest Service, developed responses to these comments, and these responses are included in the Final EIS in Section 32.26, *Section 4(f) and Section 6(f) Evaluation*, of Chapter 32, *Response to Comments on the Draft EIS*. This letter also contains other changes, including modification of some of the avoidance, minimization, and mitigation measures for some of the Section 4(f) properties and clarification of some of the features and attributes that qualify some properties for Section 4(f) protection.

We are now requesting your concurrence with the Section 4(f) *de minimis* impact and temporary occupancy findings. 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

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 and Grit Mill Climbing Opportunities
 - (Exception for the Cog Rail Alternative, which would result in a use with greater-than-*de minimis* impact)
- 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

DAVID WHITTEKIEND

Digitally signed by DAVID

WHITTEKIEND

Date: 2022.05.12 16:20:01 -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

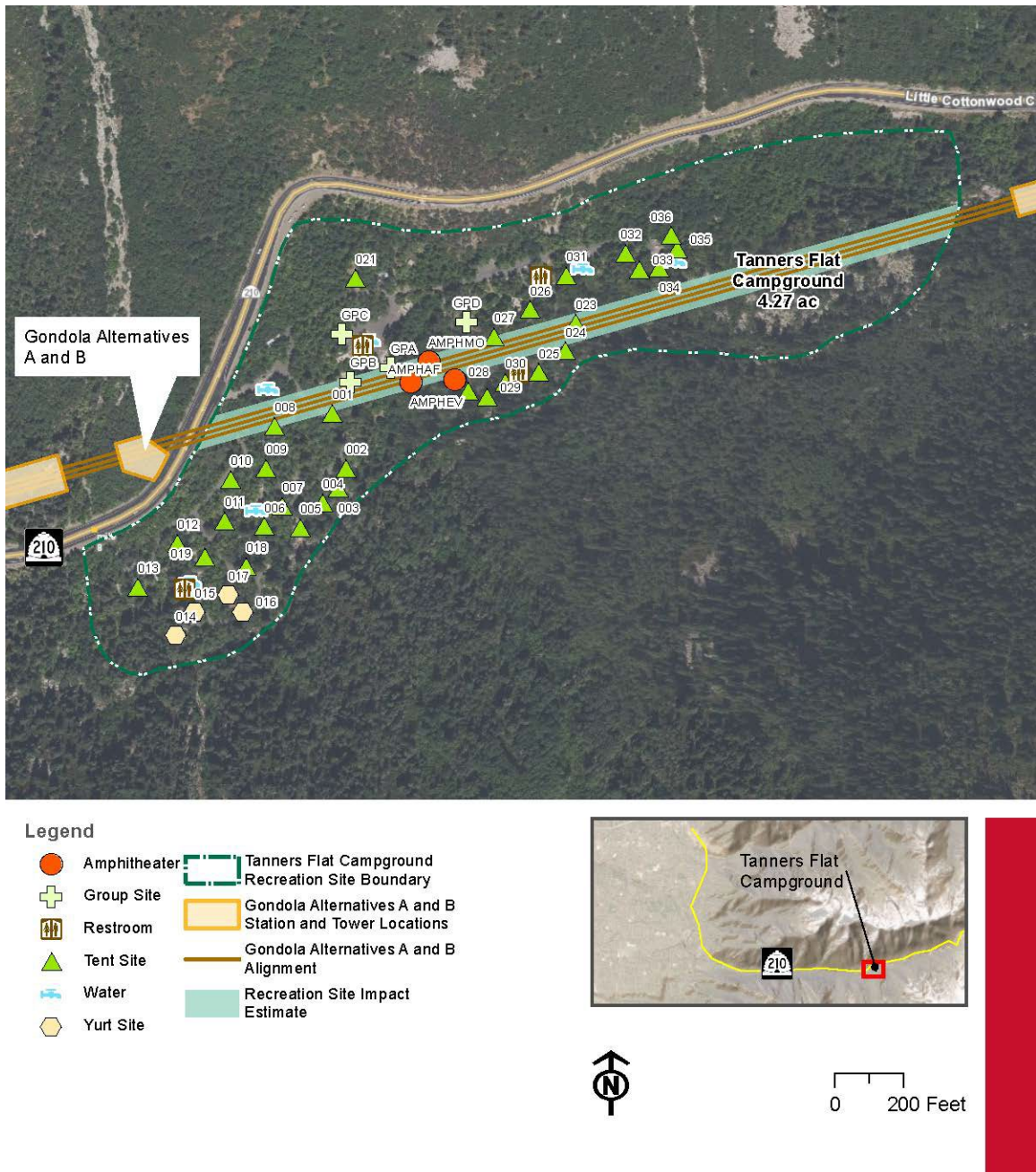


Figure 2. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative

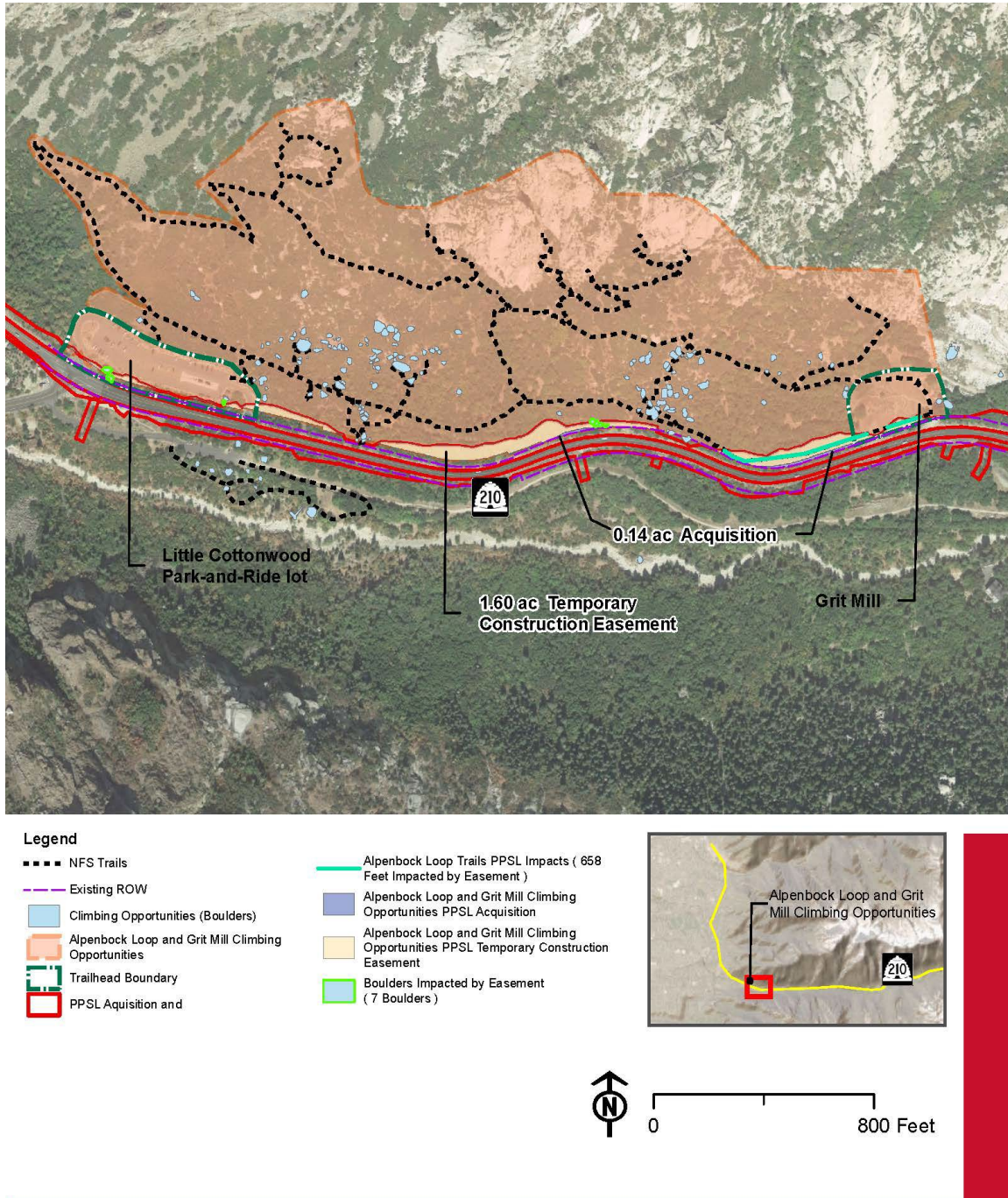


Figure 3. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with Gondola Alternative A

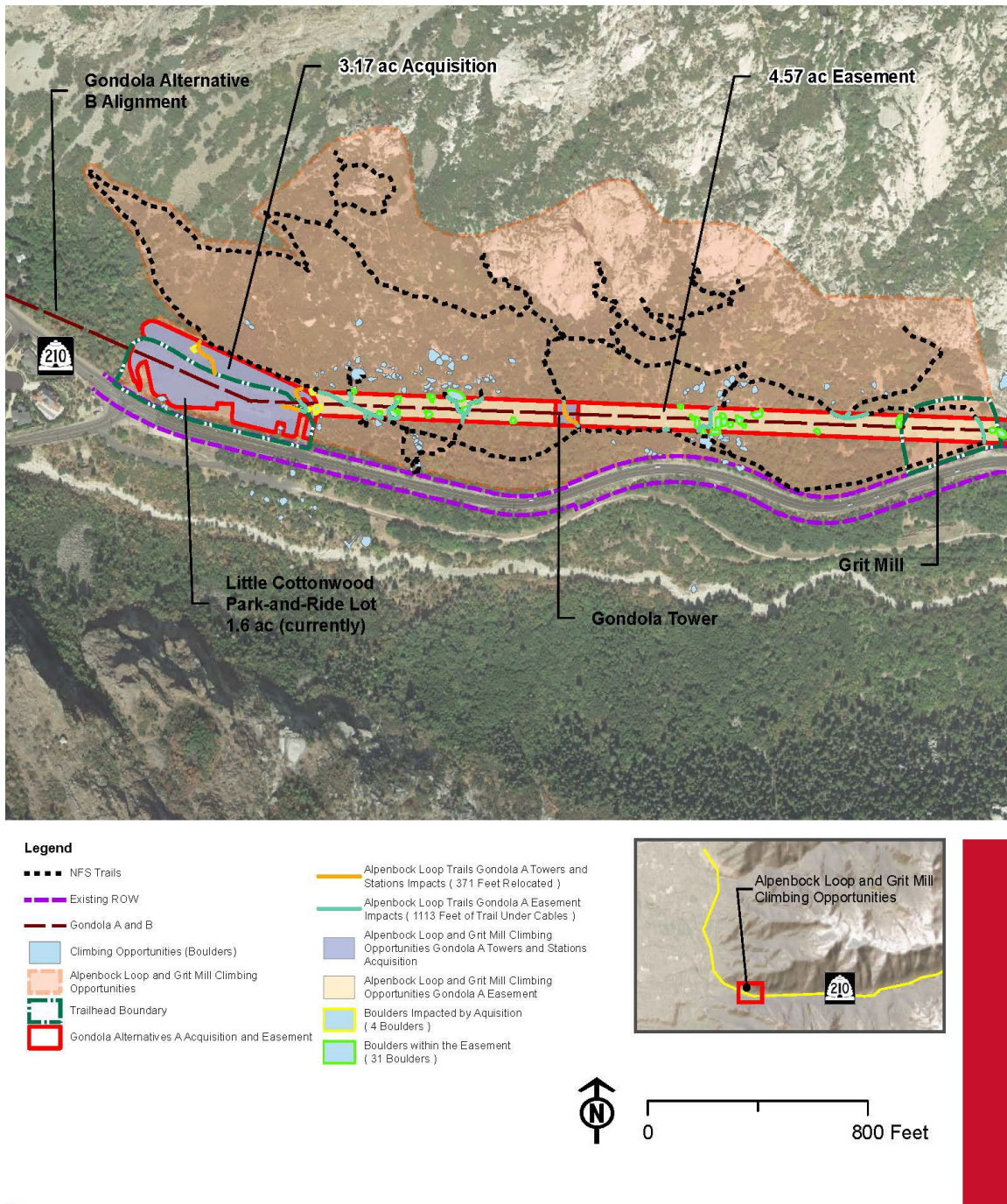


Figure 4. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with Gondola Alternative B

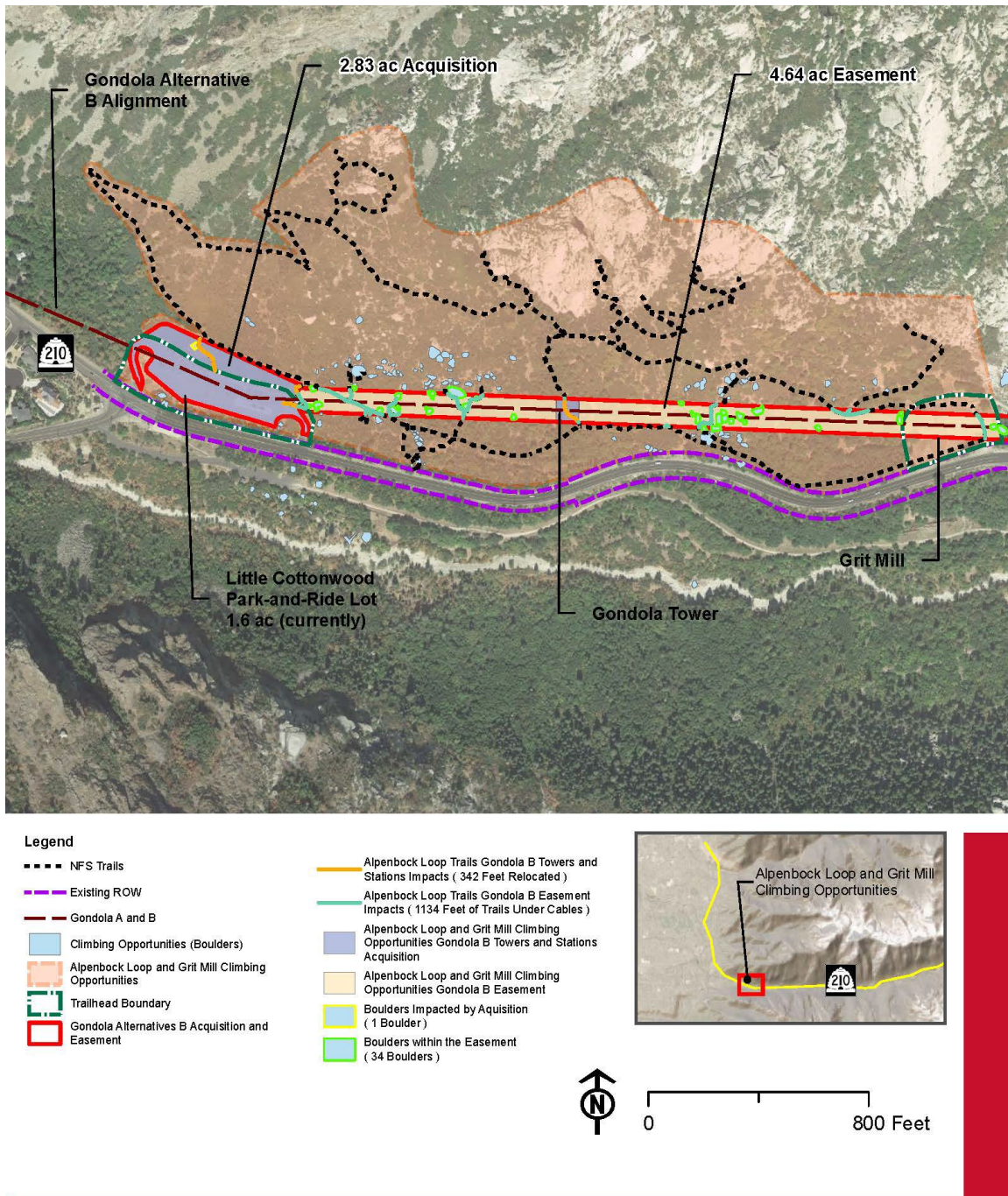


Figure 5. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with the Cog Rail Alternative

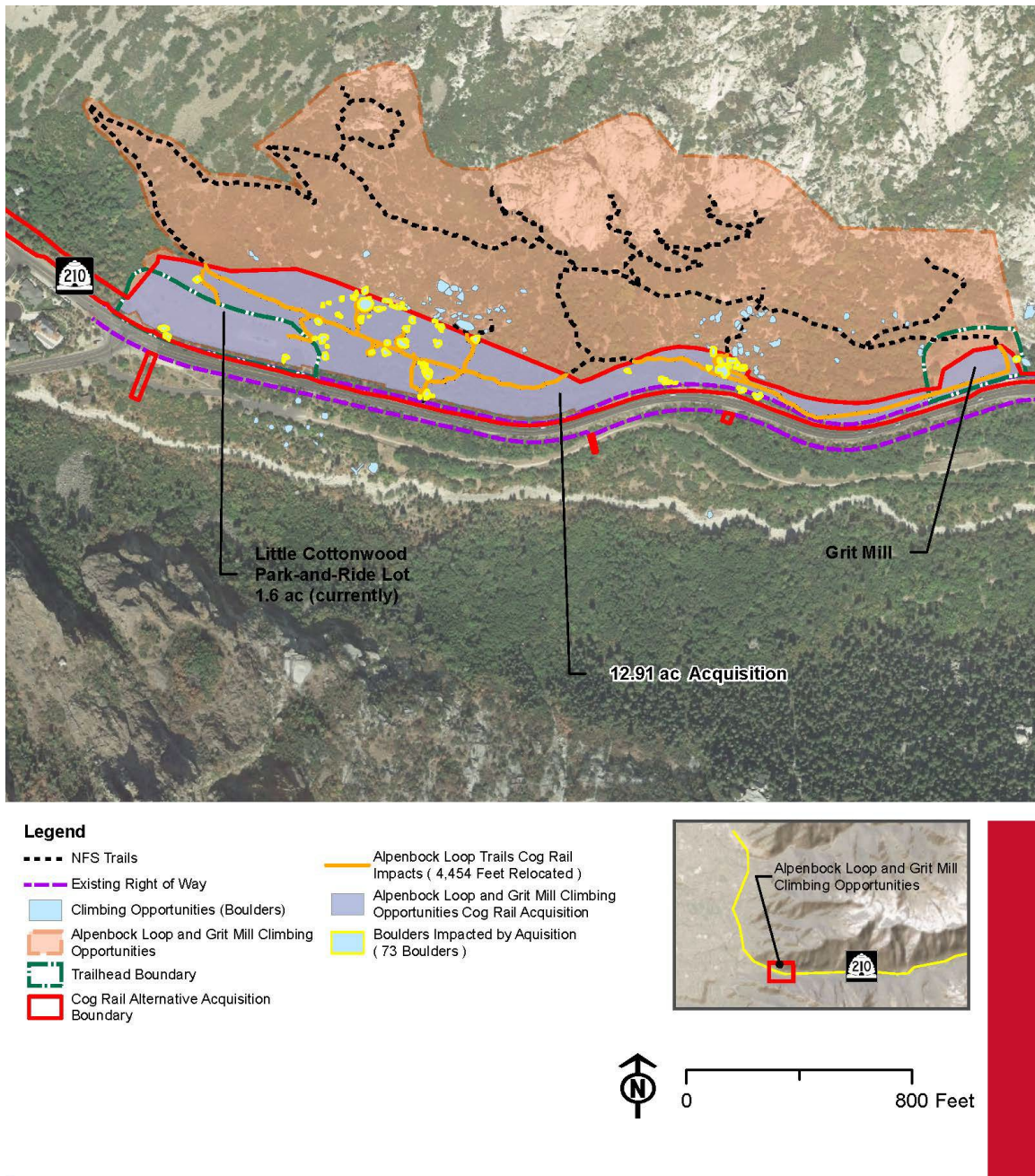


Figure 6. Use of Temple Quarry Nature Trail with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative or Cog Rail Alternative

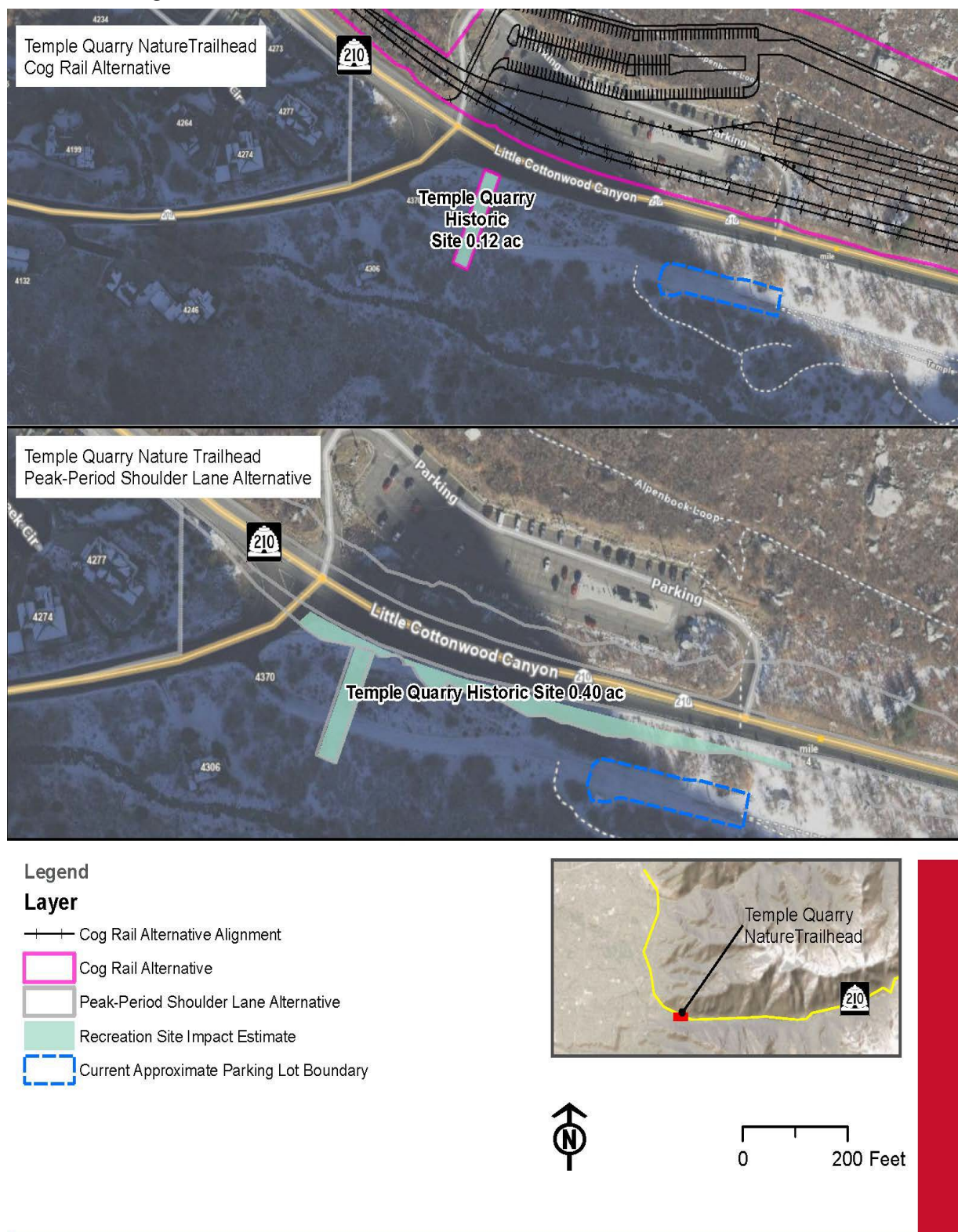


Figure 7. Use of Lisa Falls Trail with the Trailhead Improvement Alternatives or the Cog Rail Alternative

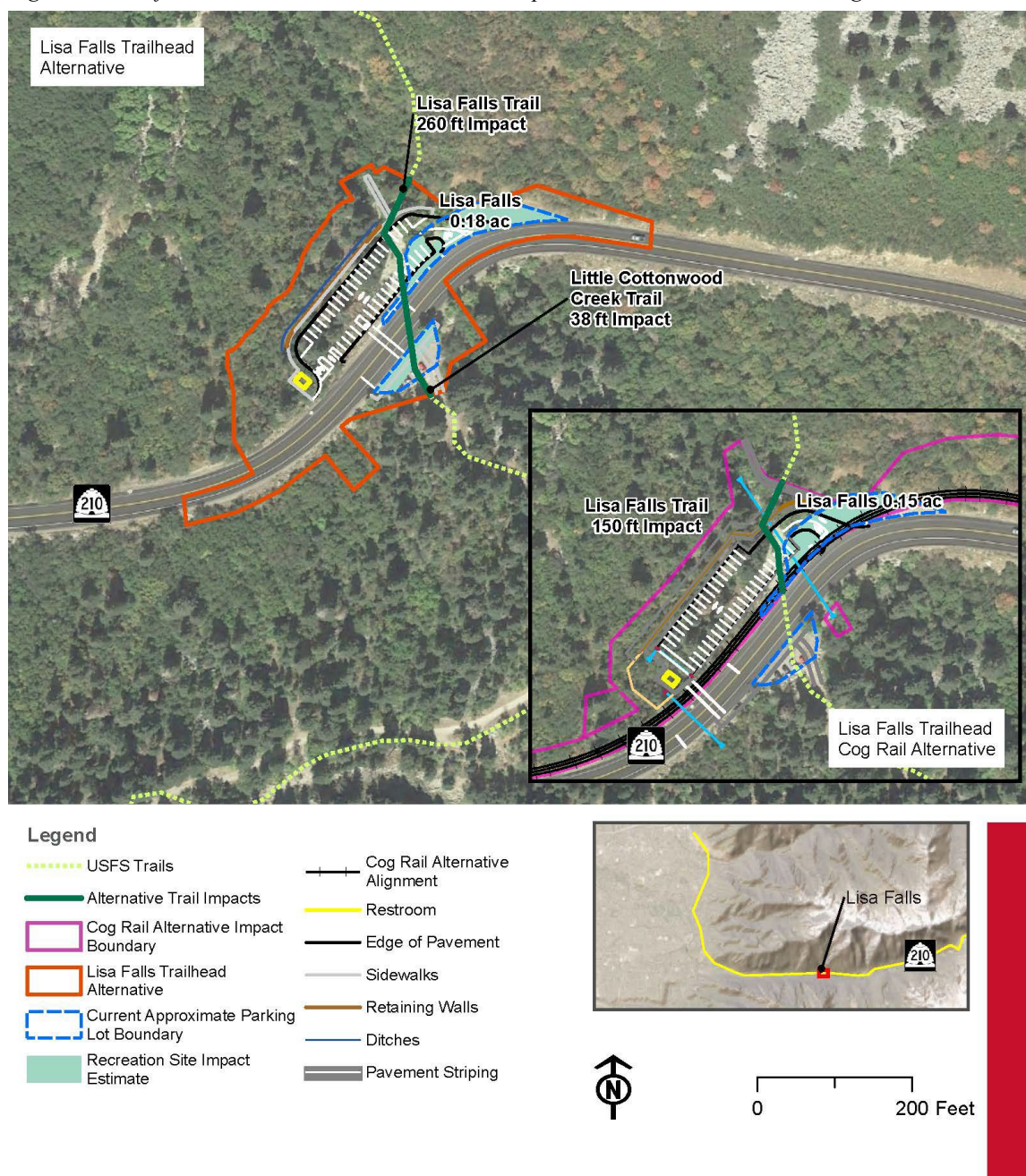


Figure 8. Use of White Pine Trail with the Trailhead Improvement Alternatives

