

Appendix C

Figure 1: Section 106 Consultation Letter with SHPO Concurrence Dated March 12, 2012

R4C# 130397056

U.S. Department of Homeland Security
Federal Emergency Management Agency
Iowa Closeout Center
FEMA-1763-DR-IA
7755 Office Plaza Drive North
Suite 145, Building G
West Des Moines, Iowa 50266
Phone: (515) 244-5601



FEMA

March 12, 2012

Douglas W. Jones
Review and Compliance Program Manager
State Historical Society of Iowa
600 East Locust Street
Des Moines, IA 50319-0290

Re: FEMA-1763-DR-IA, FEMA PWs 10303, 10236, 9999: Five Seasons Bus Garage/Transit Annex/Caboose Shelter Improved and Alternate Projects; and PWs 10456, 10476, 10502 Sinclair Alternate Project, City of Cedar Rapids, Linn County, Iowa

FEMA Public Assistance program submission – standard project review for non-emergency undertakings (10-day review):

Dear Mr. Jones:

The Federal Emergency Management Agency (FEMA) proposes to administer Federal disaster assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act, P.L. 93-288, as amended 42 U.S.C. 5121-5207. FEMA received a funding request from the City of Cedar Rapids (sub-grantee) to replace the Five Seasons Bus Garage, which was substantially damaged during the flooding incident that resulted in the federally declared disaster 1763-DR-IA.

FEMA is initiating a Section 106 Review for the above referenced properties in accordance with Title 36 Code of Federal Regulations Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency of the Department of Homeland Security, the State Historic Preservation Office of Iowa, the Iowa Homeland Security and Emergency Management Division, and the Advisory Council on Historic Preservation.*

The City of Cedar Rapids has requested to replace the disaster damaged Five Season Bus Garage (Bus Garage) on its original site, located at 427 8th Street NW on the southeast corner of D Avenue NW and 8th Street NW. This Undertaking will consist of the demolition of the disaster damaged Bus Garage, and the consolidation of the function of the disaster damaged Transit Annex into the new facility, as FEMA eligible Improved Projects (see attached plans). In addition, the new facility will also include alternate project funds captured in multiple PWs including the former Caboose Bus Shelter and warehouse space located at the flood damaged former T. M. Sinclair and Co. Packing Plant (Sinclair). Two buildings at the Sinclair site were originally evaluated by FEMA as eligible for repair (not demolition). The area of potential effects (APE) for this undertaking is limited to the site of the Bus Garage, the facilities being consolidated into the new bus garage, and the surrounding resources that have the potential to be affected by the construction of the new facility.

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FEMA has considered the potential for this Undertaking to affect historic properties. Various sources were checked to determine if any previously identified historic properties are located within the APE of this Undertaking and to determine the potential for the APE to contain previously unidentified historic properties. This review included the National Register of Historic Places (NRHP) and National Historic Landmarks Databases, and the Office of the State Archaeologist's (OSA) I-Sites GIS and Database, historic maps and aerial photographs available through the Iowa Geographic Map Server at Iowa State University and the University of Iowa Libraries' Iowa Digital Library. In an effort to identify and evaluate flood effected properties, FEMA in coordination with your office, Iowa Homeland Security and Emergency Management Division (IHSEMD) and the City arranged for reconnaissance surveys of the flood effected neighborhoods on the west side of the Cedar River in Cedar Rapids. In June 2009, Camilla Deiber of the Louis Berger Group completed the *Architectural Reconnaissance Survey for St. Patrick's Neighborhood in Cedar Rapids (57-086)*. This survey included the commercial and residential area west of interstate 380 to 11th Street NW and from E Avenue NW south to Second Avenue NW. The original Five Seasons Bus Garage, according to the attached *Cedar Rapids Gazette* article from January 22, 1950, opened in November 1949, and featured the largest radiant heat flooring system in the City at the time, designed because it, "assured warm floors for mechanics and for bus storage." The facility was constructed for its original use, and has continued to function as the central transit location for the City of Cedar Rapids for over sixty years. The facility was evaluated within the St. Patrick's survey as not NRHP eligible, and your office concurred in a letter to the City of Cedar Rapids dated 07/21/2009 (attached). Furthermore, the survey did not identify any NRHP eligible historic districts or individually eligible properties immediately adjacent to the Bus Garage parcel, therefore no historic properties would be adversely affected by the design and construction of the new facility as it relates to view shed.

FEMA has taken into consideration the effect of this Undertaking on the Transit Annex located at 423 5th Street NW. The City used the Transit Annex as a storage facility for the Bus Garage. The City has proposed to consolidate the function of this facility into the new Bus Garage, therefore the funds originally obligated to repair the annex to pre-disaster condition will instead be used as part of the new Bus Garage facility. The Transit Annex, formerly Fire Station #2, was constructed in 1908 and was identified in the above referenced St. Patrick's survey as eligible for listing in the NRHP under Criteria A and C. As the City proposes to consolidate the function of the Transit Annex into the new facility, they will render Fire Station #2 Safe and Secure. The FEMA Project Worksheet for this grant request specifically states:

The transit annex is no longer in use by the transportation department. It has been rendered safe and secure. The building has been boarded and padlocked. The transit department regularly checks the property to ensure that it remains secure. The Applicant is conducting a feasibility study of this building. The study will not alter the building in any way. The Applicant will retain possession of the land. If during the grant period for this and the PW to which this project is being consolidated (10303), the applicant decides to take any further action such as demolition, reconfiguration or other similar activity at the Transit Annex, FEMA, through the Grantee, must be notified prior to activity taking place.

The City has reviewed the language of the Project Worksheet and signed the document as written. FEMA understands that the former Fire Station #2 is also within the APE of an undertaking funded by another federal agency associated with the Vinton Ditch project along E Avenue NW. A Letter of Agreement was executed among your office, the City and Iowa Economic Development Authority (IEDA) specifying an adaptive reuse and historic structures report for the former Fire Station #2. The LOA specifies your office's opportunity to review and comment on the findings of the survey. FEMA has determined that this coordination between your office and the City regarding this facility, is in accordance with FEMA's Alternate Project Policy 9525.13, which encourages a parallel review process between the applicant and the SHPO for properties where FEMA funding is removed from NRHP eligible facilities for us in

Alternate or Improved Projects. FEMA will ensure that prior to closing out the Project Worksheet for the Transit Annex and the new Bus Garage, the disposition to render Fire Station #2 safe and secure has not resulted in any adverse effects to the NRHP eligible property. In addition, an Environmental Assessment will be conducted for the new Bus Garage, and the Finding of No Significant Impact (FONSI) will be conditioned with the retention of Fire Station #2.

Another facility being consolidated into the Bus Garage is the former Caboose Bus Shelter. The shelter, constructed from a former train caboose and located along 1st Street SW at the intersection of 5th Avenue SW was installed at that location in the 1990s and served as a bus shelter for the City Bus route along 1st Street. The Caboose Bus Shelter was inundated with up to twelve feet of contaminated flood water during the disaster, and was destroyed by the event. The attached photographs were taken prior to the flooding event. The Caboose Bus Shelter was completely destroyed by the disaster, and was disposed of as debris after the flooding event. The FEMA eligible funds to replace the Caboose Bus Shelter will instead be used for the new Bus Garage.

Lastly, FEMA eligible funds for the repair of two structures located within the former T. M. Sinclair & Co. Packing Plant, which were originally determined to be eligible for FEMA funded repair, will be used as alternate project funds for the new Bus Garage. FEMA previously consulted with your office on the eligibility of buildings at the Sinclair site, and has developed and executed a Memorandum of Agreement to resolve adverse effects to the NRHP eligible structures, which were demolished under FEMA's 403 program for the demolition of structures posing a public health and safety risk. The two extant buildings at the Sinclair site, Building #9 the Main Garage and Building #72/73 A&P Feed and Bone Gelatine/Hog Hair-Drying and Bailing were previously determined not NRHP eligible and your office concurred (see attached consultation letter dated 04/29/2010), therefore rendering these facilities safe and secure, without restoring them to pre-disaster condition, will have no effect on historic properties.

FEMA has considered the potential for the construction of the Bus Garage to affect archaeological resources. Ground disturbing activities for this Undertaking will be limited to the demolition of the existing facility, and the construction of the new building within the same City owned parcel. FEMA searched the University of Iowa-Office of the State Archeologist (OSA) I-Sites GIS and database, the Landscape Model for Archaeological Site Suitability (LANDMASS) for Linn County, historic maps and aerial photographs available through the Iowa Geographic Map Server at Iowa State University and the University of Iowa Libraries' Iowa Digital Library, and the USDA Natural Resources Conservation Service Web Soil Survey (see attached figures). According to the master inventory of archaeological sites in Iowa, no previously recorded archaeological sites are located within the APE; however, several previously identified sites are located within one mile of the APE. The proposed demolition of the extant building and site preparation plans include removal of the building and all surface paving within the city block (see attached site plan and construction plan). According to the 1913 Sanborn Fire Insurance Maps, the parcel now occupied by the Bus Garage was previously occupied by the Cedar Rapids Sash and Door Company. Their facility encompassed almost the entire parcel. Due to the extensive ground disturbing activities associated with the construction and subsequent demolition of that facility and the later construction of the existing Bus Garage, FEMA has determined that the site has been previously profoundly disturbed and a neither a Phase 1 Archaeological Survey in advance of the proposed demolition/construction nor monitoring by an archaeologist who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards during the demolition of the building, removal of the site improvements or construction is required. Should unanticipated discoveries be identified during demolition/construction activities, the City shall notify FEMA immediately and ensure that the discovery is documented by an Archaeologist who meets the SOI Professional Qualifications Standards for Archaeology. The documentation shall be provided to FEMA, and FEMA will in turn provide your office with copies of all discovery documentation. Should any resources be recommended eligible for listing in the NRHP by the SOI qualified archaeologist, construction activities on the site shall halt until FEMA has re-opened consultation with your office.

In accordance with 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency of the Department of Homeland Security, the State Historic Preservation Office of Iowa, the Iowa Homeland Security and Emergency Management Division, and the Advisory Council on Historic Preservation*, FEMA finds that as the APE contains the NRHP eligible Transit Annex (Former Fire Station #2) the proposed Undertaking will result in no adverse effects to historic properties.

FEMA respectfully requests your concurrence with this finding within the 10-day agreed upon timeframe. If you have any questions or comments, please contact Ann Schmid, Historic Preservation Specialist at (540) 270-0970 or by email at ann.schmid@DHS.gov.

Sincerely,



Eric C. Wieland
EHP Branch Director
FEMA/DHS
FEMA-1763-DR-IA

EW/AHS

Attachments: Figures

Construction plans for new facility
Letter from SHPO to City dated 07/21/2009 (R&C 090757001)
Letter to SHPO dated 04/29/2010



I concur that the Undertaking to replace the Five Seasons Bus Garage, including the demolition of the existing facility, and the consolidation of functions from the Transit Annex, the Caboose Bus Shelter and the Sinclair Buildings #9 and #72/73 will result in no adverse effect to historic properties pursuant to 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency of the Department of Homeland Security, the State Historic Preservation Office of Iowa, the Iowa Homeland Security and Emergency Management Division, and the Advisory Council on Historic Preservation*.



I do not concur with your findings for the following reason:



Douglas W. Jones
Review and Compliance Program Manager, Archaeologist

Date

3/14/2012