

Michael Baker

INTERNATIONAL

Consulting Party Meeting 3

Meeting Minutes, Sign-in Sheets, and Presentation

Pittsburgh Vertical Clearance Projects



Date: May 2023



Project: Norfolk Southern Railway Company (NS) Pittsburgh Vertical Clearance Projects	Date: May 2, 2023
Subject: Consulting Party Meeting 3	Time: 5:00 – 7:00 PM
By: Michael Baker International (Michael Baker)/NS	Place: Nova Place 100 S. Commons Pittsburgh, PA

Attendees: (See attached sign-in sheet, Attachment A)

Tim Zinn (Michael Baker) opened the meeting and welcomed attendees to the Pittsburgh Vertical Clearance Projects Consulting Party Meeting No. 3. He went through the purpose of the meeting, which was to resolve effects on historic properties and to discuss potential minimization and mitigation measures. He then introduced the project team and consulting parties and gave the presentation.

Presentation:

The following meeting notes record questions and comments from attendees and indicate at which point in the presentation they were received. Impacts to the park will be discussed further with the Design Advisory Team (DAT) at a meeting on June 14, 2023. Please also review the corresponding presentation included in Attachment B.

FINDINGS

It was noted that the following property has adverse effects:

- Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District

It was noted that the following properties require further consultation:

- International Harvester Company of America Building
- Allegheny Commons Historic District

FENCE

- Rick Belloli (property owner) asked if the existing park fence will be painted, and if so, what color.
- Tim noted
 - new fence will be primed and painted black
 - existing fencing will not be painted
 - the fence along the tracks that does not match will be replaced with matching fence
- Tom Barbush (Allegheny West Civic Council [AWCC]) asked who owned the fencing along the railroad. It was noted that there is disagreement between the City and NS regarding the ownership and maintenance of the fence. Rudy Husband (NS) stated that NS’s position is that the railroad maintains the walls and the City maintains the fence. Tom suggested that a mitigation item be painting/repair of the fencing throughout the park, and that the railroad should commit to future maintenance of the fence.
- Rick asked if replacing in-kind meant wrought iron. The fence will be replaced with a solid steel picket fence similar to what was installed at West Ohio Street.

LOW BRICK WALL AT NORTH AND BRIGHTON

- Tom noted that it was desired to retain this wall. It was hit by a car and never replaced, and AWCC previously requested that the City replace the wall.

- Tim noted that the reconstruction of the section that was destroyed was discussed during the August 2022 meeting with park stakeholders and it could be replaced if other stakeholders agree to do so during DAT coordination.

INTERSECTION OF NORTH AND BRIGHTON

- Rick asked if it is possible to retain the plantings where the project plans show an expanse of concrete in the SW quadrant of the W. North Avenue/Brighton Road intersection where the turning lane island is.
- The team noted that since the intersection is on structure, we cannot construct planters, and a potential planting area is shown off the bridge to the southwest. However, it will be possible to visually break up the concrete with a dyed or pattern/textured area.
- Tom noted that the shape of the sidewalk curve on the southwest quadrant did not appear to be congruent with the curves on the other quadrants. Tim and Wendy Berrill (Michael Baker) replied that the sidewalk is indeed curved and that the gray shading on the plan is to show the area that is part of the bridge. Tom also commented that the traffic signal upgrades in the southeast quadrant clutter the intersection (i.e., two posts are located close together).
- Tom noted concern for the concrete barrier along Brighton and asked if it interfered with the access to the park entry point from Beech Avenue. He also requested that a paneled design similar to what was used at West Ohio Street be used on the wall between the barrier along Brighton Road and the bridge abutment.
- Tim mentioned that the barrier does not interfere with park access. The barrier design will be discussed during the DAT meeting.
- Rick asked what the clear width of the sidewalk is near the new traffic signal poles. Wendy replied that the total width of sidewalk is 7 feet and a minimum of 48 inches is required at the signal poles.

LANDSCAPING

- John Fitzpatrick (Allegheny Commons Initiative [ACI]) asked who would be paying for the landscaping.
- Tim stated that his understanding was that landscaping would be part of the project costs, but maintenance responsibility needs to be identified. Perhaps a group such as Western Pennsylvania Conservancy could adopt the landscaped area at Brighton/North intersection.

RIGHT-OF-WAY

- Tom asked if additional right-of-way would be needed for the project.
- The project team noted that no right-of-way would be needed; only temporary construction easements will be needed to construct the project.

INTERNATIONAL HARVESTER BUILDING

Additional options for the sidewalk were presented in front of the building—see presentation slides 45-47.

- Barbara Frederick (Pennsylvania State Historic Preservation Office [SHPO]) asked about specific ADA guidelines for this specific property.
- Mike Panzitta (City of Pittsburgh Department of Mobility and Infrastructure [DOMI]) noted that ADA guidelines are the most important, but it is a balance of all guidance from ADA, PennDOT, AASHTO, and professional judgement to determine the best case.
- Rick asked about the website link to the Alternatives Analysis Report. The team noted that it was working, but the document is large and takes time to open. Tim will provide via alternative method if needed.
- Rick does not like the railing on Option 6 because it obscures the building, but there is a possibility of a combo of Options 5 and 6. Perhaps a planting bed with a lower fence could be used.
- Rick asked why the developers are required to install street trees in front of the building, but the engineers are not. It was noted that the requirement comes from a city ordinance for developers. Rick noted that the

tree planting bed requirement for street trees is 10' x 3'. The tree requirement conflicts with PVC project plans, and there is limited (12 ft) overhead clearance for trees because of utility lines.

- Rick stated he is fine with the design for the stairs leading to the building's former loading docks.
- Jesse Belfast (Michael Baker) asked if there was flexibility in covering the masonry as long as we are not obscuring the window or sill. Barbara noted that she couldn't give specific direction but thinks the new options are headed in the right direction.
- Jesse asked what the future plans were for the corner window that is currently filled with glass block and would be facing a planting area. Rick replied that all infills will be transparent glass.

MITIGATION

- Replace Allegheny Commons Pedestrian Bridge
 - Tom asked about the location. Tim replied that it would be replaced in the same location as the former bridge.
 - Tom asked about the signal cabinet. The team noted that it would be slid under the bridge.
 - Barbara noted that the pedestrian bridge would need to be included in an addendum to the Effects Report, and that we cannot use the pedestrian bridge to replace or negate other ideas for mitigation. Effects on the park's historic circulation network must be considered. Ideally, the addendum would be prepared and circulated before the DAT meeting, but if that's not possible she does not want to hold up the DAT process.
 - Tom asked if the existing abutments would be re-used. Tim responded that yes they would, but elements above grade would be demolished. It is important that they be re-used due to a large public sewer crossing behind the wall at that location.
- Enhancement Fund
 - Tim noted that this was included in the mediation agreement and was provided to the Northside Leadership Conference "for enhancement projects within Allegheny Commons and surrounding neighborhoods."
- Other ideas
 - Restore/repair fence through park. (Tom suggested the enhancement fund money be used for this.)
 - Tom suggested the stone building near the tennis courts be restored; it is vacant and vandalized; the master plan calls for its restoration as a restroom.
 - Tom suggested the installation of a low pipe railing on the west side of the park could be part of the projects funded by the enhancement money. Tim asked if Tom was wondering how the low pipe railing would tie in with the barrier transition fencing that is being installed on other perimeter areas of the park (this was planned along Brighton Road north of W. Ohio Street). Tom replied he was wondering how the low pipe railing would tie in with the circle-and-picket fence. Jesse clarified that the low pipe railing (if installed) would tie in with the concrete barrier wall, not a fence, and that any fence connections (if proposed) with the planter near W. North should be discussed at the DAT. Tim noted that this could be discussed further during the DAT meeting.
 - Rick agreed with repairing/painting the park fence and added that the park master plan should be used to develop additional mitigation ideas.
- It was noted that if consulting parties have additional comments or suggestions, please submit via email at NSPghVerticalClearance@gmail.com.

Other discussion:

- Rick asked who the Memorandum of Understanding (MOU) signatories are and whether the CPs get to see the MOU. Tim noted that the CPs get to review the MOU. Typical signatories are the PA SHPO, PennDOT, NS, City of Pittsburgh, and any other party who has a responsibility under the MOU.



- Rick asked for the engineering drawing for Options 5 and 6. Wendy will provide Rick the design plans.
- John requested an updated project timetable. As for next steps in the Pennsylvania History Code compliance process, the first DAT meeting will be held on June 14, 2023, the second DAT meeting has yet to be determined, and the expected date of the draft MOU is Summer 2023.

The information presented in these minutes represents the author's interpretation and understanding of the discussions during the meeting. Any clarifications or corrections to these minutes are to be provided to the author at NSPghVerticalClearance@gmail.com by June 15, 2023. No response implies that information presented is agreed to and recipients have no objection as written.



ATTACHMENT A
Consulting Party Meeting 3 Sign-In Sheets



Pittsburgh Vertical Clearance Projects Consulting Party Meeting #3

May 2, 2023



NAME	AFFILIATION	SIGNATURE
Barbara Frederick	PA SHPO	
William Callahan	PA SHPO	
Frank Stroker	PHLF	
Matthew Falcone	Preservation Pittsburgh	
August Carlino	Rivers of Steel Heritage Corporation	
Ron Baraff	Rivers of Steel Heritage Corporation	
John Fitzpatrick	Allegheny Commons Initiative	
George Kenderes	Foster Square	
Tom Barbush	Allegheny West Civic Council	
Margaret Connor	Mexican War Streets Society	
Dana Fruzywski	Northside Leadership Conference	
Erin Tobin	Pittsburgh Parks Conservancy	
Brandon Riley	Pittsburgh Parks Conservancy	
Rachael Heisler	Allegheny City Central Association	



Pittsburgh Vertical Clearance Projects Consulting Party Meeting #3

May 2, 2023




NAME	AFFILIATION	SIGNATURE
Sharon Spooner	City of Pittsburgh—Planning	
Sarah Quinn	City of Pittsburgh—Planning	
Stephanie Joy Everette	City of Pittsburgh—Planning	
Kim Lucas	City of Pittsburgh—DOMI	
Eric Setzler	City of Pittsburgh—DOMI	
Mike Panzitta	City of Pittsburgh—DOMI	
Bobby Wilson	City of Pittsburgh—Council Dist. 1	
Alison Keating	Pittsburghers for Public Transit	
Robert Malakoff	Property Owner	
Carole Malakoff	Property Owner	
Annette Trunzo	Property Owner	
Todd Palcic	Property Owner	
Margaret McNamara	Property Owner	
Mitchell Schwartz	Property Owner	
Elaine Stone	Property Owner	



Pittsburgh Vertical Clearance Projects Consulting Party Meeting #3

May 2, 2023



NAME	AFFILIATION	SIGNATURE
Doug Duerr	Property Owner	
Rick Belloli	Property Owner	
Andrew Reichert	Property Owner	
Alena Mullen	Property Owner	
Elise Yanders	Property Owner	
Charles Yanders	Property Owner	
Martin Warhola	Property Owner	



ATTACHMENT B
Consulting Party Meeting 3 Presentation

Norfolk Southern Pittsburgh Vertical Clearance Projects

Consulting Party Meeting #3
May 2, 2023



Ground Rules

- Save your questions until the end of the presentation.
- State your name and organization every time before speaking.
- Be courteous during open discussion and try to wait for others to finish their statements.
- Keep discussion relevant to the topics of effects on historic properties and potential mitigation measures.

Purpose of Meeting

Seek measures to avoid and/or minimize effects on historic properties

Discuss mitigation measures for inclusion in the project's Memorandum of Understanding (MOU)

Agenda

Introductions

Review Pennsylvania History Code Process

Review of Studies and Reports

Review of Effects/Adverse Effects

Effects Report and Consulting Party Meeting #2
(comment period closed 04/15/2023)

Minimization of Effects

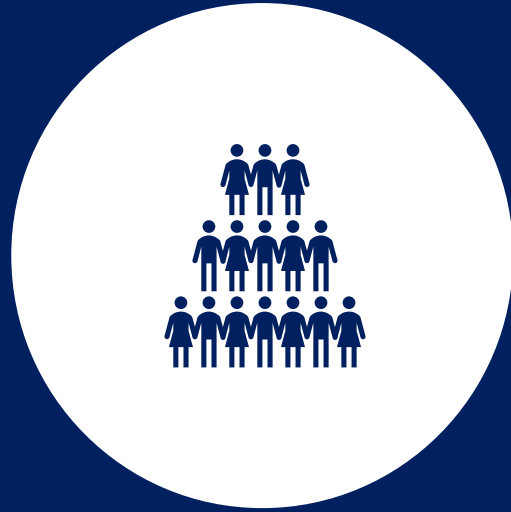
Allegheny Commons Historic District

International Harvester Building

Pennsylvania Railroad Main Line RR Corridor HD

Discussion of Mitigation Measures

Next Steps



INTRODUCTIONS

Introductions

Norfolk Southern Railway Company (Norfolk Southern)

- Rudy Husband, Representative

Pennsylvania Department of Transportation (PennDOT)

- Mark Young, District 11-0 Environmental Planning Manager
- David Anthony, District 11-0 Historic Preservation Specialist

Pennsylvania State Historic Preservation Office (PA SHPO)

- Barbara Frederick, Above Ground Resources Environmental Review Supervisor
- Bill Callahan, Community Preservation Coordinator, Western Region

Michael Baker International, Inc. (Michael Baker)

- Kirsten Bowen, Project Manager
- Amy Pinizzotto, NEPA Lead
- Wendy Berrill, Engineering Design Lead
- Clayton Fisher, Bridge Lead
- Jesse Belfast, Architectural Historian
- Timothy Zinn, Historic Preservation Lead

Consulting Parties to Date

Historic Preservation Organizations

- Pittsburgh History & Landmarks Foundation, Frank Stroker
- Preservation Pittsburgh, Matthew Falcone
- Rivers of Steel Heritage Corporation, August Carlino

Neighborhood Organizations

- Allegheny Commons Initiative, John Augustine
- Allegheny Towne Corp. (Foster Square), George Kenderes
- Allegheny West Civic Council, Thomas Barbush
- Northside Leadership Conference, Dana Fruzynski
- Mexican War Streets Society, Margaret Connor
- Pittsburgh Parks Conservancy, Erin Tobin, Brandon Riley
- Pittsburghers for Public Transit, Alison Keating

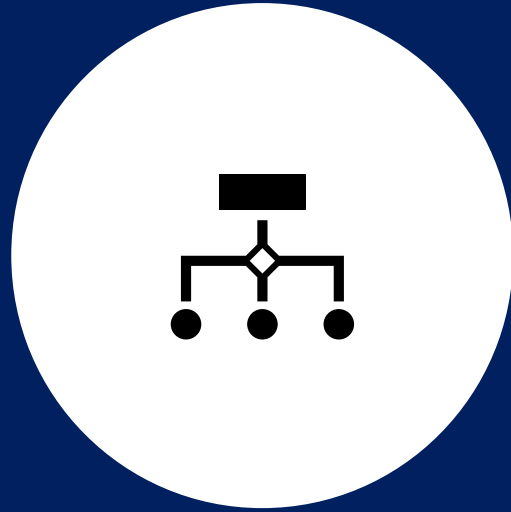
Consulting Parties to Date

Local Government

- City of Pittsburgh, Department of City Planning, Sarah Quinn, Sharon Spooner, Stephanie Joy Everette
- City of Pittsburgh, Department of Mobility and Infrastructure, Kimberly Lucas, Eric Setzler, Mike Panzitta
- Pittsburgh City Council, District 1, The Honorable Bobby Wilson

Property Owners

- Robert and Carole Malakoff
- Annette Trunzo
- Margaret McNamara
- Todd Palcic (West Park Renaissance, LP)
- Mitchell Schwartz/Elaine Stone (Gramax, LLC)
- Rick Belloli/Doug Duerr (Q Development)
- Andrew Reichert (Birgo Realty)
- Elise and Charles Yanders (Ellyn, Inc.)
- Martin Warhola (North Side Scrap Metals, Inc.)



REVIEW OF PENNSYLVANIA HISTORY CODE PROCESS

Pennsylvania History Code Flow Chart

Flow Chart for Complying with the Pennsylvania History Code

Pennsylvania Consolidated Statute, Title 37, Historical and Museums

Initiate Review with PA SHPO

Establish undertaking
Notify the PA SHPO
Plan to involve the public
Identify other Consulting Parties

➤ *No undertaking / no potential to cause effects*

Undertaking is type that might affect historic properties

Identify Historic Properties

Determine scope of efforts
Identify historic properties
Evaluate historic significance

➤ *No historic properties present*

Historic properties are affected

Assess Adverse Effects

Apply criteria of adverse effect

➤ *No historic properties adversely affected*

Historic properties are adversely affected

Resolve Adverse Effects

Continue consultation

➤ *Memorandum of Agreement (MOA)*

FAILURE TO AGREE

➤ *PA SHPO COMMENT*

Consulting Parties are individuals and organizations with a demonstrated **legal, economic, or historic interest** in the project, such as *municipal officials, property owners, and historical organizations*. The role of consulting parties is to provide input on historic properties, project impacts (effects), and measures to avoid, minimize and mitigate adverse effects on historic properties.





REVIEW OF STUDIES AND REPORTS

Studies and Reports

PA SHPO Project Review Form and Determination of Area of Potential Effects, Identification of Previously Recorded Historic Resources, and Identification of Historic-Age Resources (Final, May 2018)

Identification of Historic Properties Report (Final, September 2019)

Historic Bridge Rehabilitation Analysis Report for the W. North Avenue Bridge (Final, March 2020)

Determination of Effects Report (December 2022)

Memorandum of Understanding (Summer 2023)



REVIEW OF EFFECTS/ADVERSE EFFECTS ON HISTORIC PROPERTIES

Summary of Effect Findings by Project

Project	Finding
Washington Avenue	<ul style="list-style-type: none">• Coordinating with Borough of Swissvale to replace the bridge and remove from the Pittsburgh Vertical Clearance Projects
Amtrak Station	<ul style="list-style-type: none">• No Adverse Effect
W. North Avenue Bridge	<ul style="list-style-type: none">• Adverse Effect
Pennsylvania Avenue Bridge	<ul style="list-style-type: none">• No Adverse Effect
Columbus Avenue Bridge	<ul style="list-style-type: none">• No Adverse Effect



W. NORTH AVENUE BRIDGE PROJECT

Historic Properties in the W. North Avenue Bridge Project APE

Historic Property	Finding	SHPO Opinion
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District	<ul style="list-style-type: none">• Adverse Effect	<ul style="list-style-type: none">• Concur
Allegheny West Historic District	<ul style="list-style-type: none">• No Adverse Effect	<ul style="list-style-type: none">• Concur
Mexican War Streets Historic District	<ul style="list-style-type: none">• No Adverse Effect	<ul style="list-style-type: none">• Concur
Allegheny Commons Historic District	<ul style="list-style-type: none">• No Adverse Effect	<ul style="list-style-type: none">• Continue consultation
Allegheny Second Ward Industrial Historic District	<ul style="list-style-type: none">• No Adverse Effect	<ul style="list-style-type: none">• Concur
International Harvester Company of America: Pittsburgh Branch House	<ul style="list-style-type: none">• No Adverse Effect	<ul style="list-style-type: none">• Continue consultation
Allegheny City Stables Building	<ul style="list-style-type: none">• No Adverse Effect	<ul style="list-style-type: none">• Concur



CONSULTATION ON EFFECTS ON HISTORIC PROPERTIES

Continue Consultation

Seek ways to...

✓ Avoid adverse effects

✓ Minimize adverse effects

✓ Mitigate adverse effects



ALLEGHENY COMMONS HISTORIC DISTRICT

Comments Received

- **The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds' mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. (SHPO 04/13/2023)**

No decorative iron fencing will be replaced. A section of non-matching iron fencing along the northeast side of the rail corridor in the park (replaced in 1929 when the new W. North Avenue Bridge was constructed) will be removed for the extension of the northeast abutment. New matching decorative iron fencing will be added to the bridge and retaining walls.

An existing concrete toe wall and iron railing at the southeast bridge quadrant will be replaced with a new concrete toe wall and safety barrier.

Only one section of brick retaining wall will be slightly impacted; the proposed project would raise the sidewalk elevation along the wall by 2 inches on the west to 0" on the east.

Comments Received

- **Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. (SHPO Opinion 04/13/2023)**

Seek measures to avoid or minimize impacts to landscape features.

- **The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. (SHPO 04/13/2023)**

While consultation with park stakeholders is ongoing, a summary of coordination is provided on the next slide.

Coordination with Park Stakeholders: Erin Tobin, Pittsburgh Parks Conservancy (PPC); Chris Hornstein, Director of Public Works; Tom Paulin, Superintendent of Parks (August 15, 2022)

- A. Wall at the bus stop is a concern
 - Requested the entire length (approximately 62 feet) rebuilt as it previously was to match the existing wall type/look. Run brick wall from bus shelter to intersection.
- B. Large triangular sidewalk area on bridge and 3:1 slope off the back into the park is not favorable. Possibly shift or mirror the flower garden currently located on W. North Avenue Bridge to this corner. Also interested in creating a park gateway
 - If that first corner tree needs to be eliminated that one is probably acceptable to remove
 - Reach out to Andrea Ketzel (City of Pgh Landscape Architect) to receive feedback on what we're planning here
 - Will need to present a couple of designs to Allegheny Commons Initiative (ACI) and then to Historic Review Commission (HRC); HRC will likely need letters of support from both ACI and PPC

Efforts to Avoid or Minimize Effects

Decorative Wrought Iron Fence (contributing)



Avoids impacts to historic decorative iron fencing



No historic fencing will be replaced. The current chain link fencing at the southeast bridge quadrant where a signal bridge was removed will be replaced with decorative iron fencing.

Efforts to Avoid or Minimize Effects

Other Non-matching Fencing



Avoids impacts to historic decorative iron fencing



A section of non-matching iron fencing along the northeast side of the rail corridor in the park (replaced in 1929 when the new W. North Avenue Bridge was constructed) will be removed for the extension of the northeast abutment.

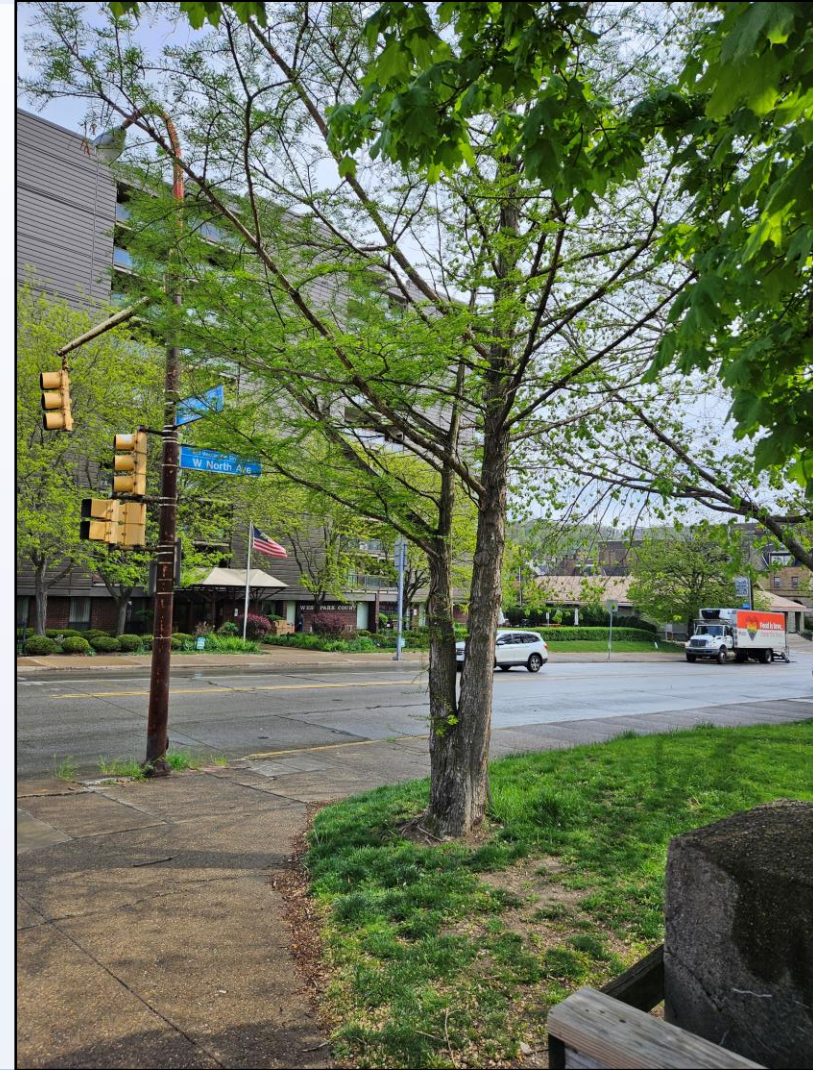
Efforts to Avoid or Minimize Effects

Mature Trees (contributing)



Avoids impacts to contributing mature trees

Only one tree, a recent planting at the corner of Brighton Road and W. North Avenue, will need to be removed/relocated; none of the maple trees or ginkgo trees will be affected.



Efforts to Avoid or Minimize Effects

Historic-age Retaining Wall and Fencing



Minimizes impacts to historic property



The existing retaining wall and railing along the east side of Brighton Road were constructed along with the 1929 bridge and will be replaced. Because this section of roadway is within the clear zone of the bridge, a safety barrier will be required. It is proposed that the bridge railing match the decorative wrought iron fencing bordering the railroad corridor.

Efforts to Avoid or Minimize Effects

Changes to Landscape (contributing)



Avoids contributing landscape features within the park's period of significance.



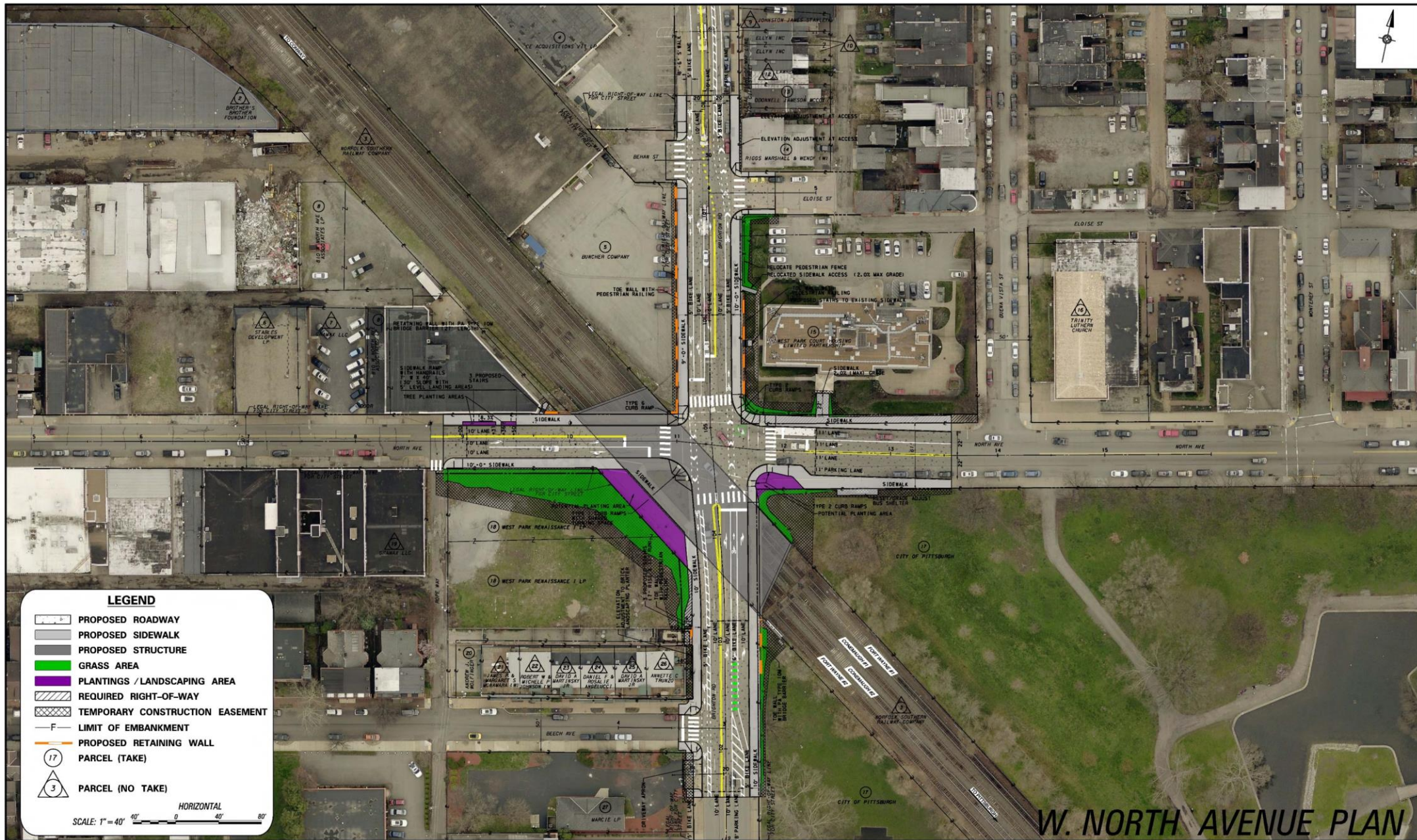
Minimizes park impacts by using steeper slopes.



Avoids any permanent right of way impacts in the historic district

Minor fill slopes, shown in green on the above illustration, will be required to transition from the existing park lawn to the raised sidewalk along Brighton Road south of the bridge and in a small area at the corner of Brighton Road and W. North Avenue. Discussions with park stakeholders and the HRC will continue. Required temporary construction easements total 4,827 SF or 0.111 ac.





LEGEND

- PROPOSED ROADWAY
- PROPOSED SIDEWALK
- PROPOSED STRUCTURE
- GRASS AREA
- PLANTINGS / LANDSCAPING AREA
- REQUIRED RIGHT-OF-WAY
- TEMPORARY CONSTRUCTION EASEMENT
- LIMIT OF EMBANKMENT
- PROPOSED RETAINING WALL
- PARCEL (TAKE)
- PARCEL (NO TAKE)

HORIZONTAL
SCALE: 1" = 40'

W. NORTH AVENUE PLAN



**W. NORTH AVENUE OVER NSRC
CITY OF PITTSBURGH**



Efforts to Avoid or Minimize Effects

Low Brick Fence Wall (contributing)



Minimizes impacts to contributing elements



The sidewalk will be slightly raised in front only one section of the brick wall. The project would raise the sidewalk elevation along the wall by two inches on the west and zero inches on the east.

Efforts to Avoid or Minimize Effects

- **Additional Efforts to Minimize Effects**

A Design Advisory Team (DAT) will be formed to vet the proposed designs for the new W. North Avenue Bridge and any resultant park landscaping to ensure compatibility within Allegheny Commons Historic District. Consulting Parties and other stakeholders will be invited to collaborate with the design team.

Current Conditions



Proposed Bridge Replacement



Current Conditions



Proposed Grade Changes



Current Conditions



Proposed Grade Changes





INTERNATIONAL HARVESTER COMPANY OF
AMERICA: PITTSBURGH BRANCH HOUSE

Comments Received

- **Sidewalk grade and pedestrian and ADA accessibility requirements—What are the pedestrian and ADA accessibility requirements being used in DOMI’s review process? (SHPO 04/13/2023)**

Design standards include NSR Infrastructure Standard Plans, AASHTO Green Book, PennDOT Design Manual 2, and City of Pittsburgh Standards of Construction, Right of Way Procedures, and the ADA Standards for Accessible Design, each of which has been complied with during the design process and will be utilized as design guidance and standards as final design is completed on all projects.
- **The proposed sidewalk improvements associated with the W. North Avenue Bridge adjacent to the International Harvester Building would meet the definition of adverse effect. (SHPO Opinion 04/13/2023)**

Seek measures to avoid or minimize the impacts of the sidewalk.
- **The window openings and limestone water table and sills are character-defining features and will be altered in a manner that is not consistent with the SOI Standards. (SHPO Opinion 04/13/2023)**

Seek measures to avoid or minimize impacts to the window openings and limestone water table and sills.

Comments Received

- **As a Consulting Party, no such letter has been shared by MBI/NS. Nor is this letter accessible either via PA SHARE to the general public or on the Pittsburgh Vertical Clearance Projects website. Please provide a copy of the letter as PA SHPO suggested and any associated attachments to the letter. (Q Development 04/14/2023)**

The December 13, 2022, PA SHPO letter was sent to all consulting parties on 12/15/2022. All correspondence received was reproduced verbatim in the comment/response document. Additionally, copies of all correspondence received were uploaded on the Norfolk Southern project website on 05/01/2023.

- **The Norfolk Southern Pittsburgh Vertical Clearance Projects Alternatives Analysis Report (December, 2022) available via the Pittsburgh Vertical Clearance Projects website is incomplete and cuts off at page B-13 of the Appendix. Please provide a complete document inclusive of all Appendices, especially Appendix D as referenced in Comment #11. (Q Development 04/14/2023)**

The file on the Norfolk Southern project website is complete. Because the file is very large, it may take several minutes to completely download.

Comments Received

- **Though we have not yet received the letter from PA SHPO dated January 13, 2023 (see Clarification Requested to Comment #53 above), it can be discerned from the reference in Comment #51 that PA SHPO has indeed conveyed similar concerns directly to MBI/NS. Comment #51 quotes the letter: “We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior’s Standards” (emphasis added). Further, they note that it is “unclear” and that the proposed alternative may potentially “jeopardize the \$2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.” The letter from PA SHPO of January 13th has now clearly identified that the proposed approaches are indeed an adverse effect to the International Harvester Building.**

Seek measures to avoid or minimize the impacts of the sidewalk and alterations to the building’s display windows and limestone water table and sills.

Comments Received

- **Q Development respectfully requests full documentation of the number and extent of all property impacts under all alternatives evaluated. Nowhere are these items so enunciated (eg: 8 with 21'-4" vs. 11 with 22'-0") in any document provided to Q Development directly or via public access. This includes the Alternatives Analysis Report, the Determination of Effects Report nor within any document available on the Pittsburgh Vertical Clearance website or any of the materials distributed at either the Open Houses or Consulting Party meetings (Q Development 04/14/2023)**

This information is available in the Alternatives Analysis Report, Appendix D Matrices.

- **Q Development would like information on membership selection, timing, governance, and responsibilities of the Design Advisory Team. Respectfully, as Q Development owns the singularly most impacted building along the entire Vertical Clearance Project corridor, we hereby request membership on the DAT.**

Invitations to participate on the DAT will be extended to existing consulting parties and other stakeholders. Interested parties will be requested to submit an application for inclusion on the DAT. The first DAT meeting will be held on June 14, 2023. The DAT is being formed to vet the proposed designs for the new W. North Avenue Bridge and the Allegheny Commons Pedestrian Bridge and any resultant park landscaping to ensure compatibility within Allegheny Commons Historic District.

Comments Received

- **The Q Development team disagrees with this narrow interpretation of the Seven Aspects of Integrity. In addition to Design and Materials, the proposed alternatives also will have negative impacts upon both Setting, Feeling, and Association as well. (Q Development 04/14/2023).**

Two additional options will be presented during the presentation.

- **Please provide the written responses (eg: email or letters) by DOMI to these sidewalk Options and Alternate 2A noting the concerns in question. It should also be noted that Norfolk Southern could convey the land necessary for the switchback ramp in Alternate 2A to the City of Pittsburgh such that the sidewalk would remain in the city right-of-way. (Q Development 04/14/2023).**

Norfolk Southern was willing to allow a switchback ramp to be constructed on the out-of-service rail siding, but this option was ultimately rejected by DOMI. Q Development was copied on DOMI's response.

Comments Received

- **Given that the International Harvester Building is already a listed National Register property (vis a vis “NRHP-eligible”), please provide evidence why a bifurcated sidewalk was considered acceptable for 901 Pennsylvania Avenue but dismissed for the International Harvester Building.**

Under the Section 106 regulations, which are being used for compliance with the Pennsylvania History Code, NRHP eligible and listed properties are treated the same. See new Option 6.

- **Q Development has initiated repeated requests to collaboratively engage with all parties, specifically Michael Baker Incorporated, Norfolk Southern Railway Company, the City of Pittsburgh DOMI and the Pennsylvania State Historic Preservation Office to find a mutually agreeable solution to the challenges at hand. To date, there has been only a single in person meeting and one virtual meeting, both prior to the Consulting Party Meeting #2. Q Development has continued with such requests following said meeting. Despite repeated efforts to engage, Q Development’s multiple requests to meet and review alternatives have been rebuffed. All communication has essentially been via email and lacks the collaborative “give and take” engagement to achieve a consensus approach acceptable to all parties. Q Development respectfully again requests the opportunity to meet in person with the collective parties involved to develop a solution that preserves the historic integrity of the International Harvester Building while addressing the concerns of pedestrian accessibility, safety and other issues important to all.**

The project team has, thus far, held one in-person meeting with each affected property owner in the early stages of project design. The project team has held one in-person with Q Development, one virtual meeting, and has had multiple email exchanges in an effort to reach an acceptable design. Additional meetings may be needed prior to final design.

Efforts to Avoid or Minimize Effects

Six design options have been explored:

- **Option 1:** Bifurcate the sidewalk in front of the building keeping the portion of the sidewalk at existing grade and elevation and separating the sidewalk at road grade with a wall and handrail. Dismissed by DOMI.
- **Option 2:** Keep the sidewalk along the building at the existing grade and elevation, separate the sidewalk and roadway with a barrier wall, and incorporate a ramp within the abandoned rail siding. Dismissed by DOMI.
- **Options 3 and 4:** (presented in the Effects Report and at Consulting Party #2) would ramp the sidewalk down at a steeper slope than the roadway and separate the roadway and sidewalk by either a barrier wall or a landscaped area. The sidewalk would require some of the existing infill of the windows to remain. Accepted by DOMI as the most preferable. Minimization efforts suggested that the limestone water table and sill be raised on the façade of the building, as has been done in the past, or left in place with an at-grade window well in front of the affected windows.

Efforts to Avoid or Minimize Effects

- **Option 5:** Add a landscape area in front of the easternmost window to avoid reducing the size of the window opening. Accepted by DOMI.
- **Option 6:** Bifurcate the sidewalk in front of the building keeping a 3-foot, 2-inch narrow walkway along the building at the existing grade and elevation from the doorway to the east corner of the building, separate this walkway from the sidewalk at road grade with a wall and handrail. Accepted by DOMI.

Current Conditions



Options 3 and 4



Avoids impacts
to doorway



Avoids impacts
to limestone
water table



Avoids impacts
to display
windows



Option 5



Avoids impacts to doorway



Avoids impacts to limestone water table



Avoids impacts to display windows



Option 6



Avoids impacts to doorway



Avoids impacts to limestone water table



Avoids impacts to display windows



Option 6



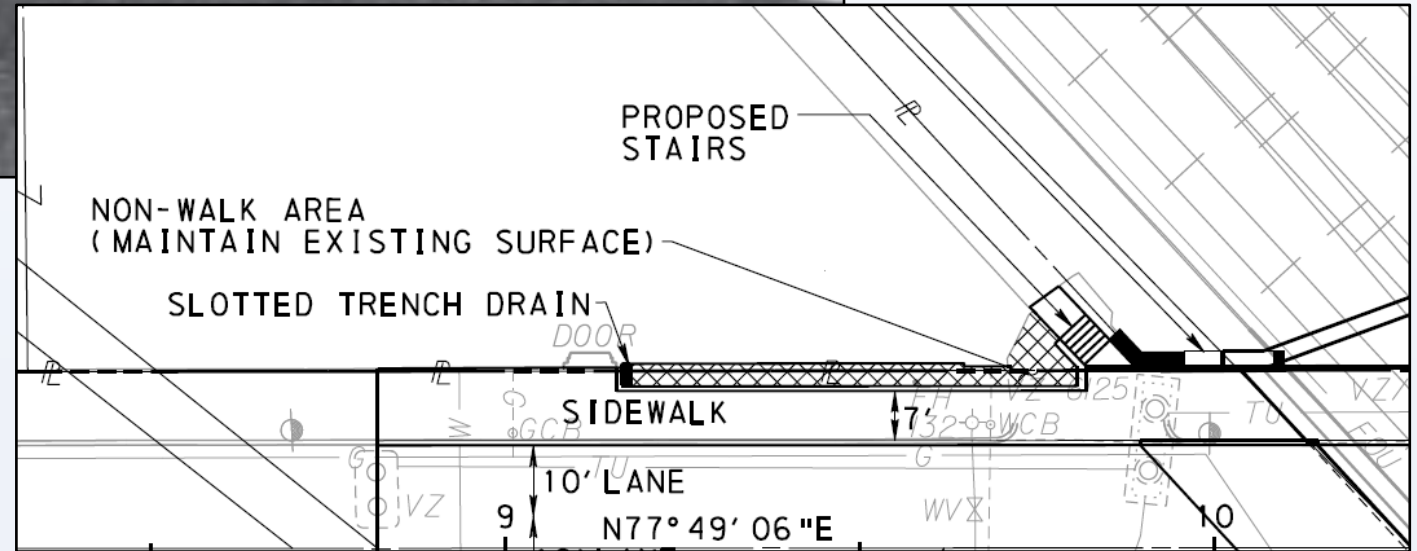
Avoids impacts to doorway



Avoids impacts to limestone water table



Avoids impacts to display windows





**PENNSYLVANIA RAILROAD: MAIN LINE
(PITTSBURGH TO OHIO STATE LINE) RAILROAD
CORRIDOR HISTORIC DISTRICT**

Comments Received

- **Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing. (SHPO 04/13/2023)**

Seek measures to avoid or minimize the impacts of contributing features.

Efforts to Avoid or Minimize Effects

Bridge Abutment (contributing)



Minimizes impacts to the bridge abutments



The existing abutments will remain in place; the project will require the abutments to be modified in height and width to accommodate the new bridge superstructure.

Efforts to Avoid or Minimize Effects

Retaining Walls (contributing)



Avoids impacts to historic retaining walls



Two small areas of concrete retaining wall with stone coping will be affected by the extension of the northeast abutment. Stone coping will be reused where needed.

Current Conditions



Proposed Bridge Replacement



Current Conditions



Proposed Bridge Replacement



Efforts to Avoid or Minimize Effects

Decorative Wrought Iron Fence (contributing)



Avoids impacts to historic decorative iron fencing



No historic fencing will be replaced. The current chain link fencing at the southeast bridge quadrant where a signal bridge was removed will be replaced with decorative iron fencing.

Efforts to Avoid or Minimize Effects

Standard Railroad Safety Fencing (contributing)



Avoids impacts to railroad safety fencing

A portion of the standard three-rail safety fencing along both sides of the rail corridor north of the bridge (outside of the Allegheny Commons Historic District) will be replaced with safety fencing meeting current design standards.



Efforts to Avoid or Minimize Effects

- **Additional Efforts to Minimize Effects**

A Design Advisory Team (DAT) will be formed to vet the proposed designs for the new W. North Avenue Bridge and any resultant park landscaping to ensure compatibility within Allegheny Commons Historic District. CPs and other stakeholders will be invited to participate on the design team.



DISCUSSION OF MITIGATION MEASURES

Guidelines for Mitigating Adverse Effects

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation:

<https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Meaningful%20Mitigation.pdf>

for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources:

https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment .

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects.

Efforts to Mitigate Adverse Effects—The PUC Mediation Process

Norfolk Southern filed its application with the PA PUC for approval to reconstruct the W. North Avenue Bridge in 2018.

At that time, the Northside Leadership Conference, the Manchester Citizens Corporation, and RP3 sought to intervene in the PUC proceeding.

The PA Commonwealth Court stayed litigation over intervention to give the citizen groups, along with the City of Pittsburgh which was already a party, the opportunity to mediate their issues.

Following more than two years of mediation, those parties agreed to a settlement over the W. North Avenue Bridge in particular and the overall PVCP project in general.

Efforts to Mitigate Adverse Effects—The PUC Mediation Process

As a result of the PUC mediation process, Norfolk Southern agreed to the following items regarding the W. North Avenue Bridge and the Allegheny Commons Park:

- **Pedestrian Bridge:**

1. Norfolk Southern will design and construct a new pedestrian bridge within Allegheny Commons.
2. Norfolk Southern will bear all costs for the design and construction of the new pedestrian bridge.
3. Public input on the design of the new pedestrian bridge will be handled in accordance with the Act 120 and the Pennsylvania History Code processes, as well as Pittsburgh Historic Review Commission and the Pittsburgh Art Commission procedures.
4. The pedestrian bridge shall be completed and capable of pedestrian use before closure of either the W. North Avenue bridge or the Pennsylvania Avenue bridge.
5. Following construction, the City of Pittsburgh will be the owner of the pedestrian bridge and be responsible for all upkeep, maintenance and repairs to the bridge.

Efforts to Mitigate Adverse Effects—The PUC Mediation Process

- **Northside Community Enhancement Fund**

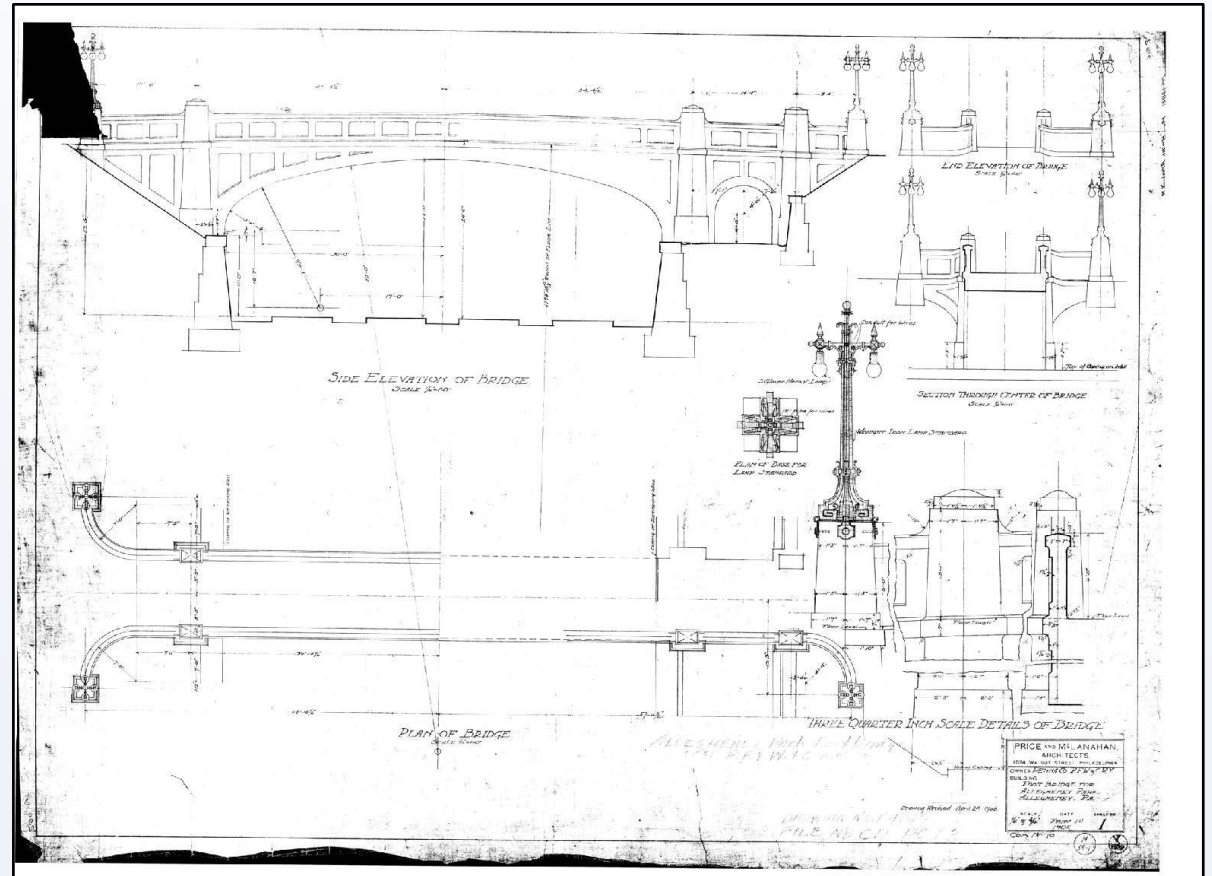
1. The Norfolk Southern Foundation will donate \$1,250,000 to the Northside Leadership Conference for enhancement projects within Allegheny Commons and surrounding neighborhoods.

Efforts to Mitigate Adverse Effects

Allegheny Commons Pedestrian Bridge

The pedestrian bridge was constructed in 1911 by the Pennsylvania Railroad. The center span was demolished in 2013.

Original drawings of the foot bridge for Allegheny Park prepared by Price and McLanahan, Architects, for the Pennsylvania Railroad (1906).

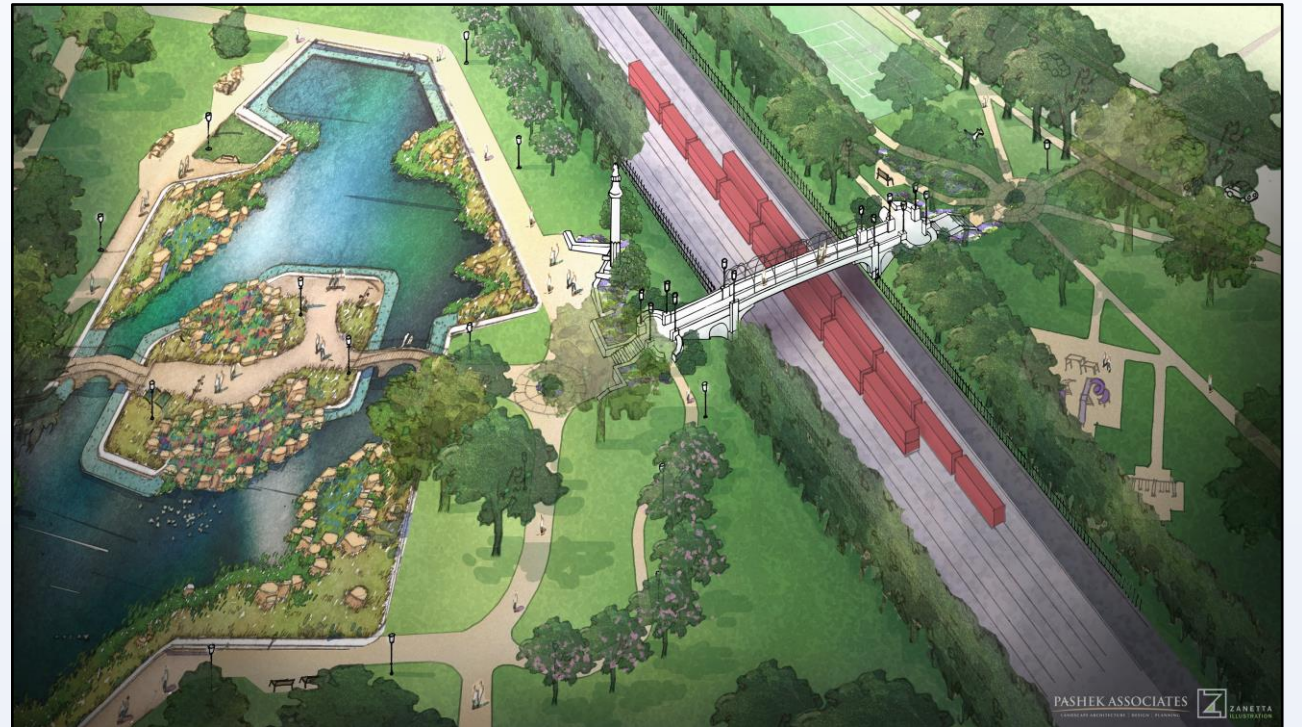


Efforts to Mitigate Adverse Effects

Allegheny Commons Pedestrian Bridge

The pedestrian bridge was listed as a priority project in the 2002 Allegheny Commons Master Plan and again in the 2018 Action Plan. The project plans to restore the pedestrian connection with a new bridge based, in part, on the design of the original bridge.

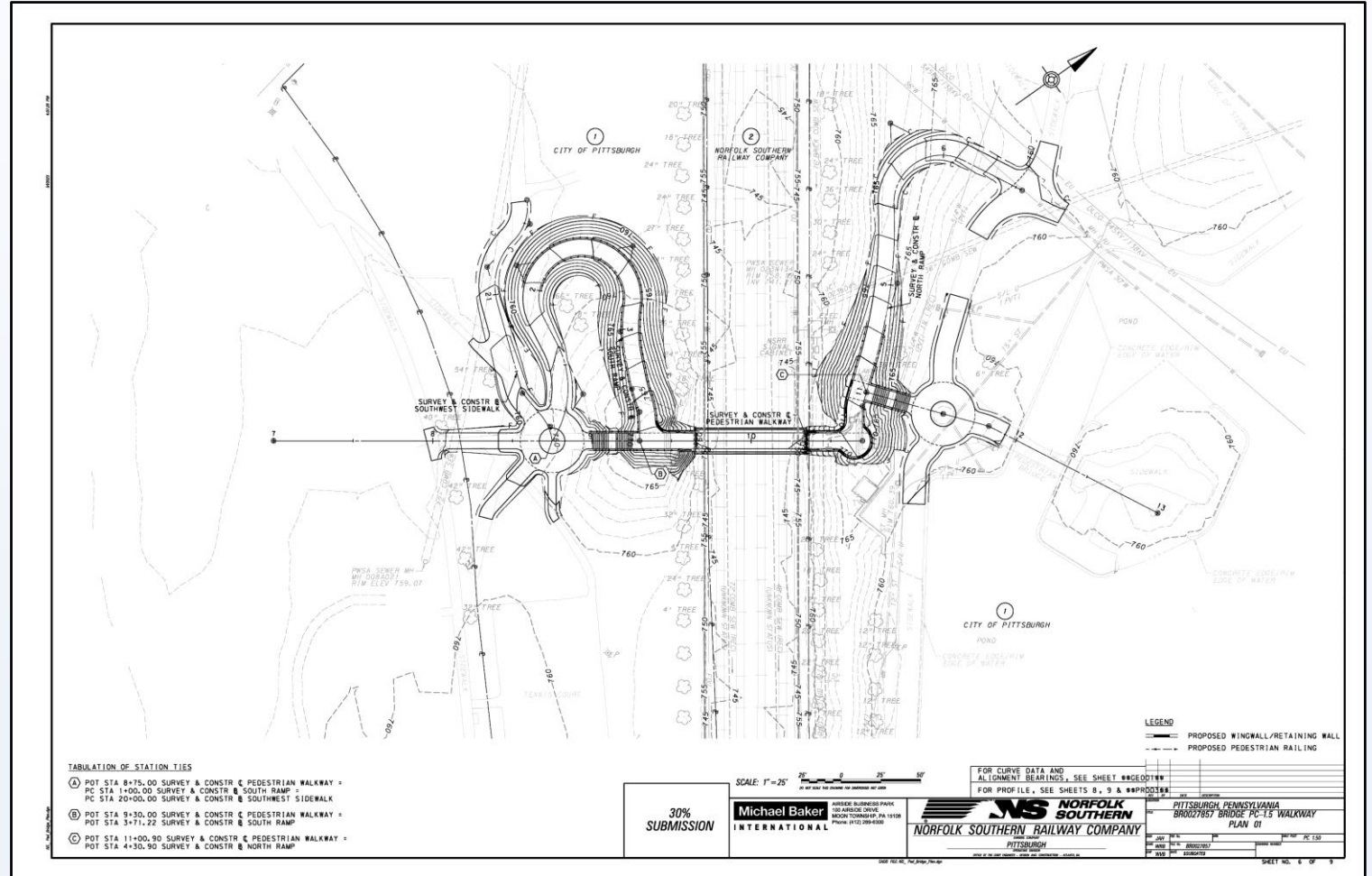
Rendering of the proposed bridge from the Allegheny Commons Pedestrian Bridge Preliminary Design Report.



Efforts to Mitigate Adverse Effects

Allegheny Commons Pedestrian Bridge

Plan view of the proposed Allegheny Commons Pedestrian Bridge and ramp connections to the existing pathways.



Efforts to Avoid or Minimize Effects

- **Additional Efforts to Minimize Effects**

A Design Advisory Team (DAT) will be formed to vet the proposed designs for the new Allegheny Commons Pedestrian Bridge and any resultant park landscaping to ensure compatibility within Allegheny Commons Historic District. CPs and other stakeholders will be invited to participate on the design team.

Discussion of Potential Mitigation Measures

Construct a new pedestrian bridge in Allegheny Commons Park in accordance with the Allegheny Commons Master Plan

Establish the Northside Community Enhancement Fund with a grant of \$1,250,000 for enhancement projects within Allegheny Commons Park and surrounding neighborhoods.

Other ideas?



NEXT STEPS

Next Steps

Action	Topic	Date
DAT Meeting #1	<ul style="list-style-type: none">Develop minimization efforts to avoid adverse effects on Allegheny Commons Park from W. North Avenue Bridge replacement and the construction of the Allegheny Commons Pedestrian Bridge	<ul style="list-style-type: none">June 14, 2023
DAT Meeting #2	<ul style="list-style-type: none">Finalize plans for W. North Avenue Bridge and the Allegheny Commons Pedestrian Bridge	<ul style="list-style-type: none">To be determined
Other Focus Groups	<ul style="list-style-type: none">Various	<ul style="list-style-type: none">As needed
MOU	<ul style="list-style-type: none">MOU for PA SHPO and consulting party review	<ul style="list-style-type: none">Summer 2023



QUESTIONS

Contacts

Consulting Parties may direct follow-up questions or comments by email
NSPghVerticalClearance@gmail.com