

Michael Baker

INTERNATIONAL

Consulting Party Meeting 2

Meeting Minutes, Sign-in Sheets, and Presentation

Pittsburgh Vertical Clearance Projects



Date: March 2023



Project: Norfolk Southern Railway Company (NS) Pittsburgh Vertical Clearance Projects	Date: December 14, 2022
Subject: Consulting Party Meeting 2	Time: 6:00 PM
By: Michael Baker International (Michael Baker)/NS	Place: National Aviary 700 Arch Street Pittsburgh, PA

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

Kirsten Bowen (Michael Baker) opened the meeting and welcomed attendees to the Pittsburgh Vertical Clearance Projects Consulting Party Meeting No. 2. She went through the purpose of the meeting, which was to present the preferred alternatives, seek comments on the assessment of effects on historic properties, and to discuss potential minimization and mitigation measures. Following the welcome, she turned it over to Tim Zinn (Michael Baker) to introduce the project team and consulting parties and give the presentation.

Presentation:

The following meeting notes record questions and comments from attendees and indicate at which point in the presentation they were received. Please also review the corresponding presentation included in Attachment B.

WASHINGTON AVENUE (Slides 17-25)

- Rick Belloli (property owner) asked about representation for Swissvale. Tim responded that several potential consulting parties from Swissvale were invited to participate in the project and no one responded.
- Rick asked if the Washington Avenue Bridge was not going to be replaced. Rudy Husband (NS) responded that while the bridge replacement is not part of the project, NS is in talks to replace the bridge at 100% NS cost.

AMTRAK STATION (Slides 26-36)

- Bill Callahan (SHPO) asked what the girders support. Tim answered that the girders support the roof and that nothing is being done to change the functioning of the girders.
- Bill asked about the potential for degradation of structural elements due to cutting the girders as part of the proposed work. Tim responded that the girders would be strengthened, and angles will be added to continue to act the same way they always have.

COLUMBUS AVENUE (Slides 37-48)

- A question was asked if both options discussed would be constructed? The answer was no, only one option would be constructed.
- Alison Keating (Pittsburghers for Public Transit) asked who owned the bridge. Rudy noted that it is City owned.
- A question was asked if the fencing will be impacted as part of the project. Tim noted that the fencing within the project limits would not be replaced, and that it is a separate maintenance issue.

PENNSYLVANIA AVENUE (Slides 49-61)

- A comment was made that it was quite a bit of bridge raising. Wendy Berrill (Michael Baker) responded that it was 3 to 3½ feet.



- A question was asked about the sidewalk width when complete and if it would be raised. Wendy responded that the sidewalk width would vary from 4 feet to 10 feet.
- Alison asked if it was a city owned bridge. Rudy noted that the City owns and maintains the superstructure and NS owns and maintains the abutments.
- Rudy said that after construction, the City will own the bridge, and NS will maintain the abutments and this will be the same for W. North Avenue.

W. NORTH AVENUE (Slides 62-81)

- Carole Malakoff (property owner) expressed concerns about her property and maintaining traffic, in particular with Steelers games. Michael Baker staff members indicated that coordination with the sports teams will occur to mitigate the maintenance of traffic prior to construction. The adjustments associated with the project will end just south of Beech Avenue so no impacts to Ms. Malakoff's property are anticipated.
- Carole asked how will traffic be routed during construction? The response was that there will be a detour for approximately six months. Carole then asked what route the detour will take. The response was that it would use Pennsylvania Avenue. Tim also added that pedestrian traffic would use the proposed pedestrian bridge.
- Erin Tobin (Pittsburgh Parks Conservancy) asked if there would be grading changes, impacts to the wall on the park property, or park impacts. Michael Baker staff members indicated that a Design Advisory Team (DAT) will be held similar to the DAT for the West Ohio Street Bridge Project and participants will be able to weigh in. This will be completed after SHPO concurs with the project effects. The final design elements have not been worked out yet.
- Bill said the SHPO still has questions about the alternatives and effects.
- Rick requested a copy of the presentation and the SHPO letter. The SHPO letter was provided December 15, 2022, to all consulting parties. Please see attachment B for a copy of the presentation.
- Rick asked why the W. North Avenue bridge was not designed to 21'-0" vertical clearance like some other locations. Tim noted that the only location at 21'-0" is Amtrak and this is due to the constraints with the overhead beams and no modifications are being made to the concrete deck in the station due to the structure underneath.
- Carole asked if the concrete walks will be colored to match existing walk color. Michael Baker staff indicated that the concrete used will be standard City of Pittsburgh concrete. Tim added that this is a final design question, but please submit a comment for the record.
- Carole asked if sight distance consideration/safety for traffic & turning are being accounted for. Michael Baker staff indicated that there will be restricted right on red, and signals have been adjusted for left turns.
- Rick stated that the NS proposal is an adverse effect to the former International Harvester Building and that the Q Development proposal is not an adverse effect. Q Development is restoring the building and the National Park Service will need to weigh in since there are historic tax credits involved. The National Register of Historic Places (NRHP) nomination includes significance under Criteria A, B, and C and Rick believes that Criteria C was not addressed in the Effects Report. It was noted that the project team is waiting for a response from the City of Pittsburgh's Department of Mobility and Infrastructure (DOMI) on the switchback ramp. We will continue to coordinate with the property owner/DOMI/etc. to come to a resolution. Michael Baker staff indicated that the building's significance under all of the applicable NRHP criteria was addressed in the assessment of effects and the application of the Criteria of Adverse Effects.
- A question was asked about the vacant property at the southwest corner of the intersection of W. North Avenue and Brighton Road and the proposed graded slope depicted in the drawings. Michael Baker staff members noted that the final design details are being determined regarding a potential fill slope or the construction of a retaining wall, and we will be conducting additional coordination with the affected property owner.



- Erin asked a question about the impacts to the trees in the park. Michael Baker staff members noted that there would only be one impact to a smaller tree at the southeast corner of W. North Avenue and Brighton Road. Tim noted that the Parks Department may remove this tree anyway to make a park entrance in that area. No mature trees will be removed.
- Bill Callahan requested that guidance regarding mitigation be provided to Consulting Parties. This information can be found at:
<https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Meaningful%20Mitigation.pdf>
- Carole asked if there are garage doors along Beech that would be affected. The response from Michael Baker staff was that the garage doors will not be affected.
- Frank Stroker (PHLF) asked, with so many small effects, could an application to the NRHP be started to formally list the Allegheny Second Ward Industrial Historic District? Tim noted that there is an effort currently underway to have the district listed on the NRHP, and that the listing is a product of the mitigation of the Garden Theater Block compliance process.

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 March 30, 2023. No response implies that information presented is agreed to and recipients have no objection as written.



ATTACHMENT A
Consulting Party Meeting 2 Sign-In Sheets



Pittsburgh Vertical Clearance Projects Consulting Party Meeting #2

December 14, 2022



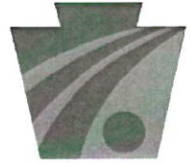
NAME	AFFILIATION	SIGNATURE
Rudy Husband	Norfolk Southern	
Mark Young	PennDOT	
David Anthony	PennDOT	<i>DA</i>
Barbara Frederick	PA SHPO	
William Callahan	PA SHPO	
Kirsten Bowen	Michael Baker International	<i>Kirsten Bowen</i>
Amy Pinizzotto	Michael Baker International	<i>Amy Pinizzotto</i>
Clayton Fisher	Michael Baker International	<i>Clayton C. Fisher</i>
Jesse Belfast	Michael Baker International	
Timothy Zinn	Michael Baker International	
<i>Wendy Bernell</i>	<i>MBI</i>	<i>Wendy Bernell</i>








Pittsburgh Vertical Clearance Projects

Consulting Party Meeting #2

December 14, 2022



NAME	AFFILIATION	SIGNATURE
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	
Erin Tobin	Pittsburgh Parks Conservancy	
Brandon Riley	Pittsburgh Parks Conservancy	
Sharon Spooner	City of Pittsburgh—Planning	
Sarah Quinn	City of Pittsburgh—Planning	
Stephanie Joy Everette	City of Pittsburgh—Planning	

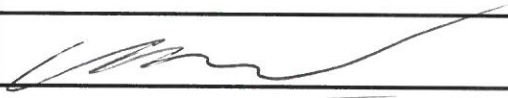





Pittsburgh Vertical Clearance Projects

Consulting Party Meeting #2

December 14, 2022



NAME	AFFILIATION	SIGNATURE
Kim Lucas	City of Pittsburgh—DOMI	
Eric Setzler	City of Pittsburgh—DOMI	
Doneisha Myers	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	
Doug Duerr	Property Owner	
Rick Belloli	Property Owner	
Andrew Reichert	Property Owner <i>on behalf of</i>	



Pittsburgh Vertical Clearance Projects

Consulting Party Meeting #2

December 14, 2022



NAME	AFFILIATION	SIGNATURE
Alena Mullen	Property Owner	
Elise Yanders	Property Owner	
Charles Yanders	Property Owner	
Martin Warhola	Property Owner	<i>Martin Warhola</i>
<i>DANA FRUZYWSKI</i>	<i>NSLC</i>	<i>Dana Frzywsky</i>
<i>Austin Warhola</i>		<i>Austin Warhola</i>
<i>Bill Callahan</i>	<i>PA SHPO</i>	<i>Bill Callahan</i>
<i>Brent Hook</i>	<i>PWWG</i>	<i>Brent Hook</i>
<i>Rachael Dushin</i>	<i>ACCA</i>	<i>Rachael Dushin</i>





ATTACHMENT B
Consulting Party Meeting 2 Presentation

Norfolk Southern Pittsburgh Vertical Clearance Projects

Consulting Party Meeting #2
December 14, 2022



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

Presentation of Preferred Alternatives

Seek comments on the assessment of effects on historic properties

Discuss potential mitigation measures

Agenda

Introductions

Review Pennsylvania History Code Process

Review of Studies and Reports

Review of Projects

Washington Avenue Bridge Project

Amtrak Station Project

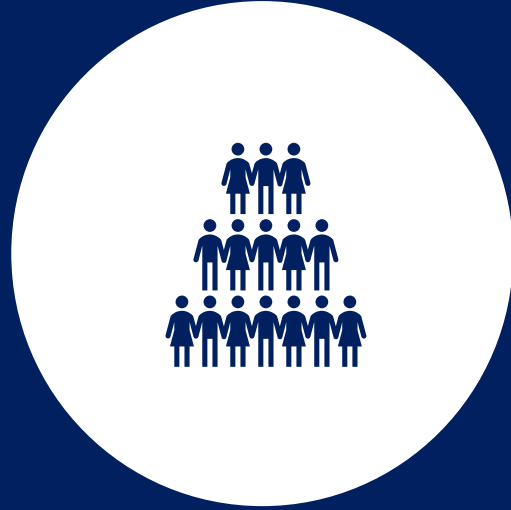
Columbus Avenue Bridge Project

Pennsylvania Avenue Bridge Project

W. North Avenue Bridge Project

Preliminary Discussion of Minimization/Mitigation Measures

Next Steps



INTRODUCTIONS

Introductions

Norfolk Southern Railway Company (Norfolk Southern)

- Rudy Husband, Resident Vice President

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, Ron Baraff

Neighborhood Organizations

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

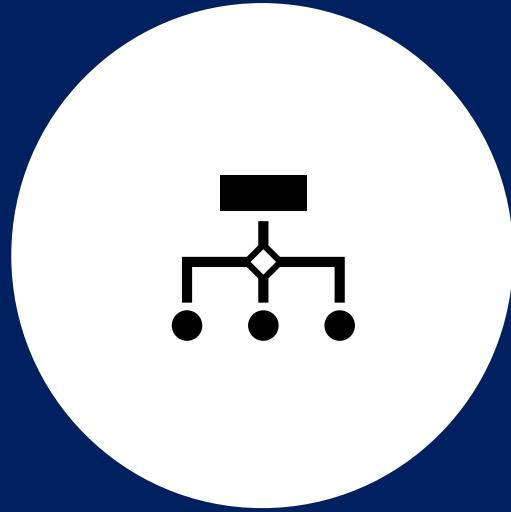
Consulting Parties to Date

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, Doneisha Myers
- 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)

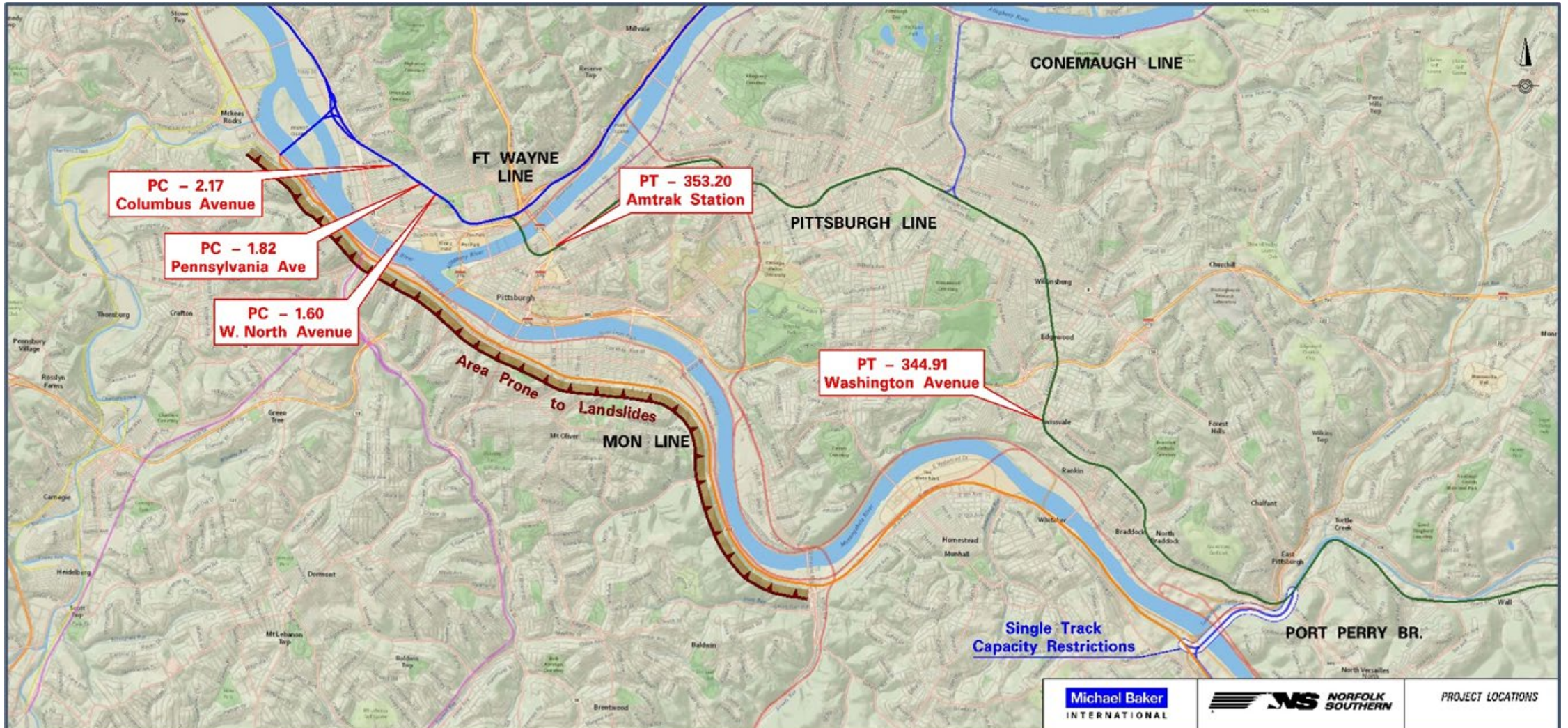
Determination of Effects Report (December 2022)

Memorandum of Understanding (Draft, Est. Spring 2023)



OVERVIEW OF PROJECTS

Project Location Map





DETERMINATION OF EFFECTS ON HISTORIC PROPERTIES

What is an effect?

- An *Effect* is defined as an alteration to the characteristics of a historic property that qualify it for inclusion in, or eligibility for, the NRHP (36 C.F.R. § 800.16 (i)).

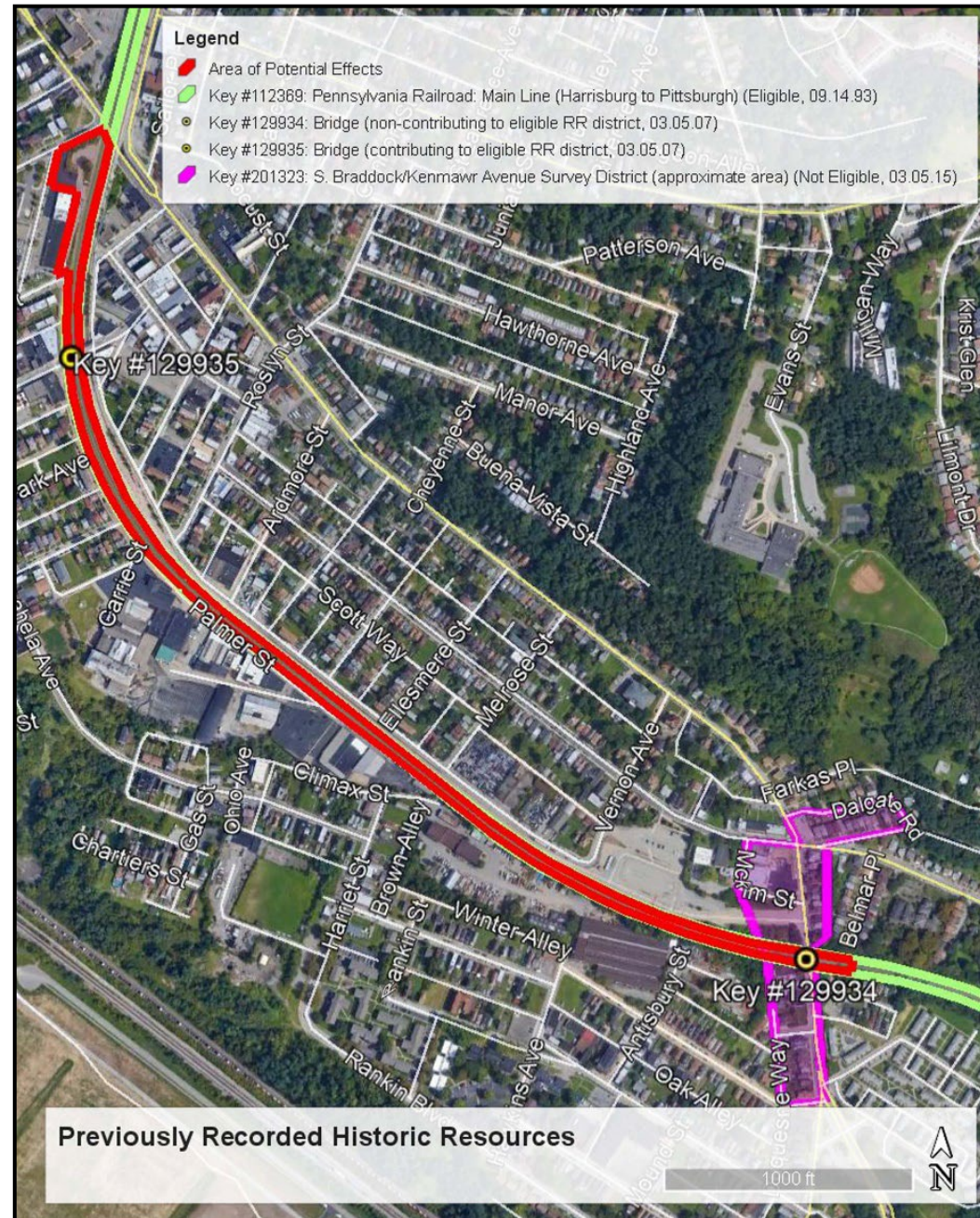
What is an adverse effect?

- An *Adverse Effect* is found when an undertaking may alter, directly or indirectly, the characteristics of a historic property that qualify the [historic] property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 C.F.R. § 800.5 (1)).



WASHINGTON AVENUE BRIDGE PROJECT

Washington Avenue Bridge Project APE



Historic
Properties in
the
Washington
Avenue Bridge
Project APE

Pennsylvania Railroad: Main
Line (Harrisburg to Pittsburgh)
Railroad Corridor Historic
District

Washington Avenue Bridge Project

Alternative 3 with the Design Modification

- ✓ Repair Substructure of the Washington Avenue Bridge

- ✓ Lower tracks to achieve 21'-9" vertical clearance

Current Conditions



Proposed Track Lowering



Current Conditions



Proposed Track Lowering



Effect Evaluation: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District

- **Effect Evaluation**

The Preferred Alternative would affect the historic property through:

- Spall repairs and masonry repointing of the southwest abutment of the contributing Washington Avenue Bridge; and
- The lowering of approximately 2400' of track by removing 1'11" of ballast.

- **Application of the Criteria of Adverse Effect**

- The track lowering would not result in a substantial visual change.
- The foundations of the southwest bridge abutment and the Palmer Street retaining walls will not be exposed.
- Therefore, the project will have **no adverse effect** on the historic property.

WASHINGTON AVENUE BRIDGE PROJECT SUMMARY OF PROJECT EFFECTS

Historic Property Name	Effect Finding
Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District	No Adverse Effect

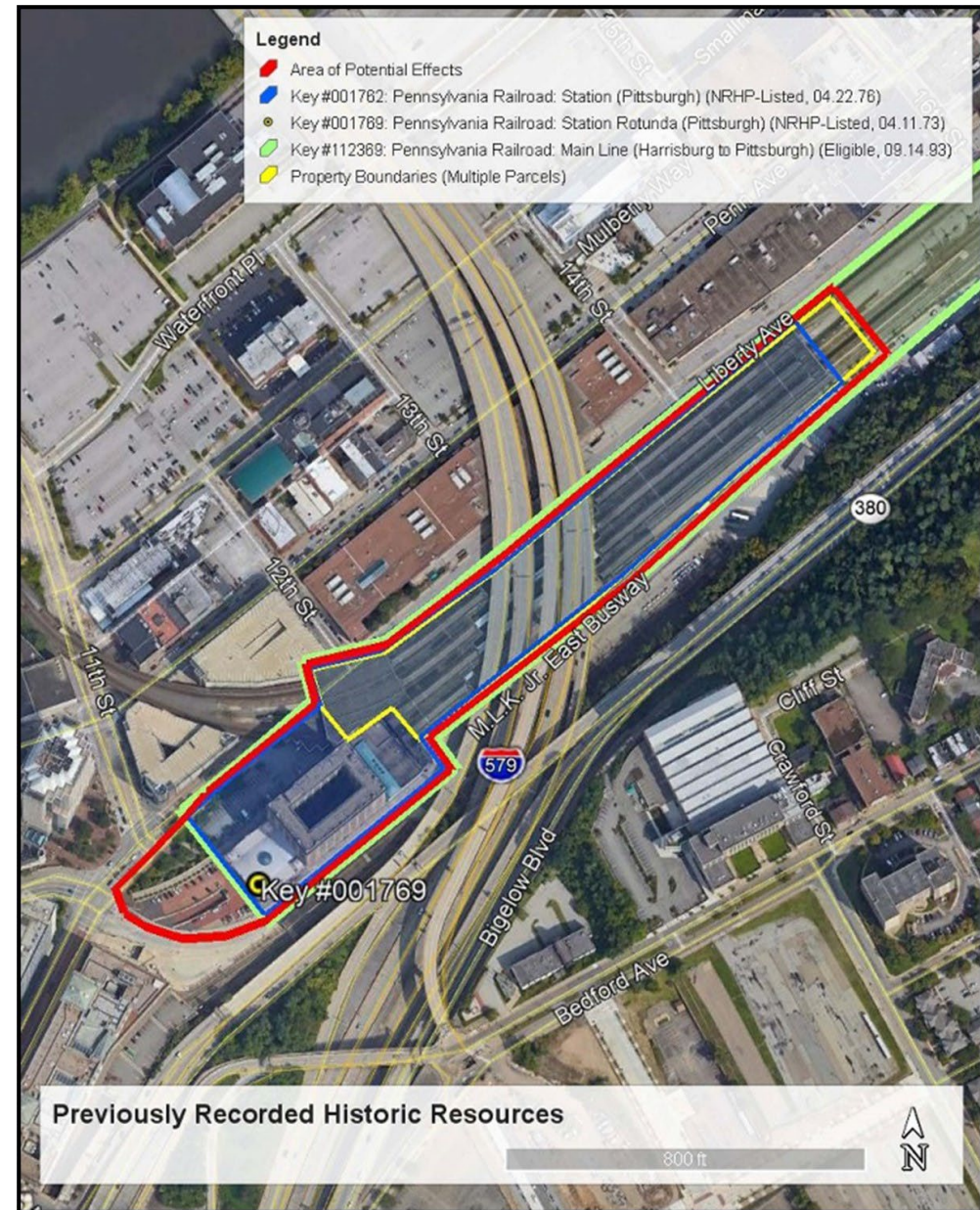


QUESTIONS/COMMENTS



AMTRAK STATION PROJECT

Amtrak Station Project APE



Historic
Properties in
the Amtrak
Station Project
APE

Pennsylvania Railroad Station

Rotunda of the Pennsylvania
Railroad Station

Pennsylvania Railroad: Main
Line (Harrisburg to Pittsburgh)
Railroad Corridor Historic
District

Amtrak Station Project

Alternative 3 – Adjust trainshed roof beams to achieve 21'-0" vertical clearance

- ✓ Alter roof girders over Tracks 1 and 2

- ✓ Add angles and plates for strengthening

- ✓ Remove existing asbestos exhaust chutes and reconstruct to provide needed vertical clearance

Current Conditions



Proposed Retrofits



Current Conditions



Proposed Retrofits



Effect Evaluation: Pennsylvania Railroad Station

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Altering the trainshed girders over Tracks 1 and 2 by removing the bottom flange and a portion of the web and adding angles and plates; and
- Modifying the asbestos exhaust chutes over Tracks 1 and 2.

- **Application of the Criteria of Adverse Effect**

- The modification of select girders and exhaust chutes would not result in a substantial change to the structural configuration of the trainshed.
- Therefore, the project will have **no adverse effect** on the historic property.

Effect Evaluation: Rotunda of the Pennsylvania Railroad Station

- **Effect Evaluation**

The Preferred Alternative does not have the potential to affect the historic property either directly or indirectly as all work will occur under the trainshed roof and will not be visible from the rotunda.

Effect Evaluation: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Altering girders and exhaust chutes over Tracks 1 and 2 in the trainshed, a contributing element of the historic district.

- **Application of the Criteria of Adverse Effect**

- As illustrated in the previous evaluation for the Pennsylvania Railroad Station, these modifications would not adversely affect the trainshed.
- Therefore, the project will have **no adverse effect** on the historic property.

AMTRAK STATION PROJECT SUMMARY OF PROJECT EFFECTS

Historic Property Name	Effect Finding
Pennsylvania Railroad Station	No Adverse Effect
The Rotunda of the Pennsylvania Railroad Station	No Historic Properties Affected
Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District	No Adverse Effect

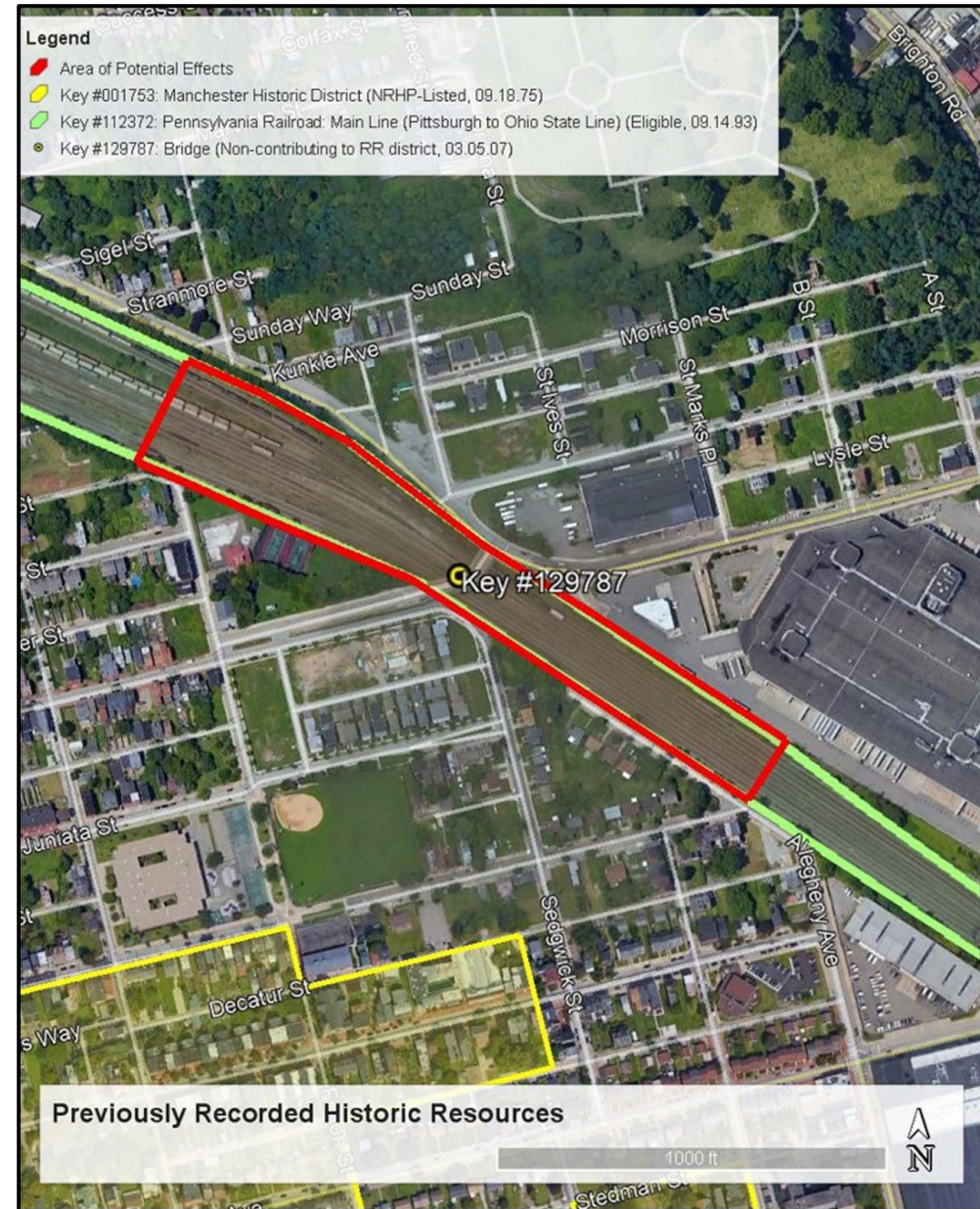


QUESTIONS/COMMENTS



COLUMBUS AVENUE BRIDGE PROJECT

Columbus Avenue Bridge Project APE



Historic
Properties in
the Columbus
Avenue Bridge
Project APE

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

Columbus Avenue Bridge Project

Alternative 3 with Design Modification 3A or 3B

- ✓ Repair substructure of Columbus Avenue Bridge

- ✓ Under Alternative 3A, lower eastern-most tracks to achieve 21'-1" vertical clearance

- ✓ Under Alternative 3B, lower western-most tracks to achieve 21'-6" vertical clearance

Current Conditions



Proposed Track Lowering 3A



Current Conditions



Proposed Track Lowering 3A



Effect Evaluation (Alternative 3A): Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District

- **Effect Evaluation**

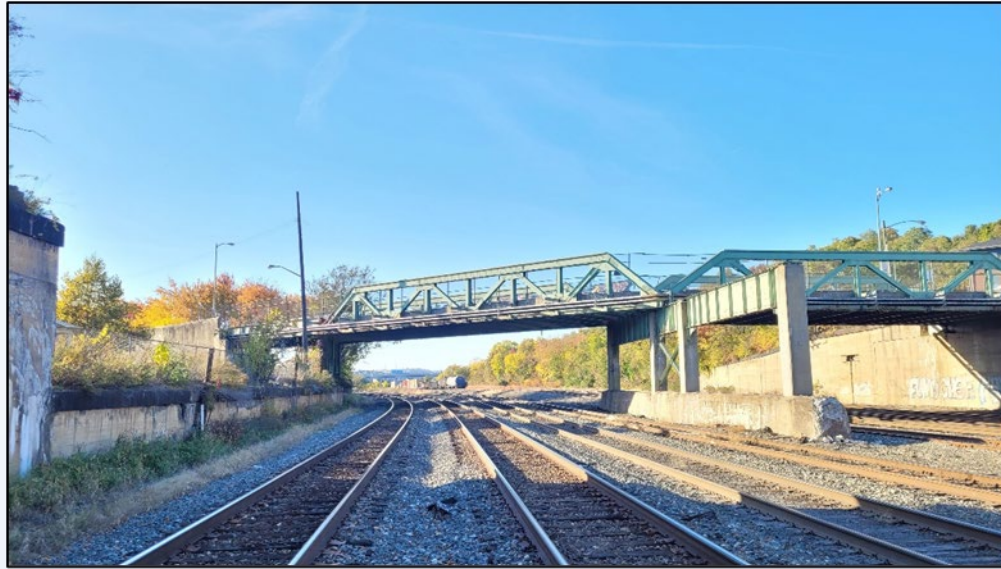
Alternative 3A has the potential to affect the historic property by:

- Lowering the two eastern-most main line tracks by removing approximately 1' of ballast for approximately 1,700' under and on either side of the Columbus Avenue Bridge.

- **Application of the Criteria of Adverse Effect**

- This activity would not result in a substantial visual change within the historic district.
- The track lowering will not expose the foundations of the center pier of the Columbus Avenue Bridge or of the adjacent retaining walls.
- Therefore, the project will have **no adverse effect** on the historic property.

Current Conditions



Proposed Track Lowering 3B



Current Conditions



Proposed Track Lowering 3B



Effect Evaluation (Alternative 3B): Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District

- **Effect Evaluation**

Alternative 3B has the potential to affect the historic property by:

- Lowering the two western-most main line tracks by removing approximately 2'8" of ballast for approximately 2,800' under and on either side of the Columbus Avenue Bridge.

- **Application of the Criteria of Adverse Effect**

- This activity would not result in a substantial visual change in the relationship between the track bed and the surrounding landscape or built environment.
- The track lowering will not expose the foundations of the center pier of the Columbus Avenue Bridge or of the adjacent retaining walls.
- Therefore, the project will have no adverse effect on the historic property.

COLUMBUS AVENUE BRIDGE PROJECT SUMMARY OF PROJECT EFFECTS

Historic Property Name	Effect Finding
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District	No Adverse Effect



QUESTIONS/COMMENTS



PENNSYLVANIA AVENUE BRIDGE PROJECT

Pennsylvania Avenue Bridge Project APE



Historic
Properties in
the
Pennsylvania
Avenue Bridge
Project APE

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

Allegheny Second Ward
Industrial Historic District

Pennsylvania Avenue Bridge Project

Alternative 2 with the Design Modification

- ✓ Remove and replace bridge superstructure
- ✓ Modify height of existing abutments
- ✓ Construct a new bridge pony truss superstructure
- ✓ Raise bridge approaches on Pennsylvania Avenue

Current Conditions



Proposed Bridge Replacement



Current Conditions



Proposed Bridge Replacement



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

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Constructing a new Pennsylvania Avenue Bridge with increased vertical clearance within the historic district boundary.

- **Application of the Criteria of Adverse Effect**

- The Preferred Alternative would replace the noncontributing Pennsylvania Avenue Bridge superstructure and require repairs to its substructure to raise the bridge.
- The bridge's new superstructure would be similar in scale and configuration to the original, ca. 1905 pony truss Pennsylvania Avenue Bridge and would result in a positive visual change within the railroad corridor historic district.
- Therefore, the project will have **no adverse effect** on the historic property.

Current Conditions



Proposed Grade Changes



Current Conditions



Proposed Grade Changes



Current Conditions



Proposed Sidewalk Changes



Effect Evaluation: Allegheny Second Ward Industrial Historic District

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Introducing new visual elements, such as the new Pennsylvania Avenue Bridge, elevated street, and sidewalk grades of up to 11” along Pennsylvania Avenue; and
- Adding a 35’ bifurcated sidewalk ramp and railing and a 35’ raised sidewalk along one of the district’s contributing buildings at 901 Pennsylvania Avenue.

- **Application of the Criteria of Adverse Effect**

- The bridge’s new superstructure would be compatible with the type of trusses used within the historic district’s period of significance.
- There are no contributing streetscape elements of the historic district within the project area. The raising of the street and sidewalk grade and alteration of recent landscape elements would not result in a substantial visual change within the historic district.
- The raised/bifurcated sidewalk along 901 Pennsylvania Avenue will not require modifications to the building’s fenestration and entrances.
- Therefore, the project will have **no adverse effect** on the historic property.

PENNSYLVANIA AVENUE BRIDGE PROJECT SUMMARY OF PROJECT EFFECTS

Historic Property Name	Effect Finding
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District	No Adverse Effect
Allegheny Second Ward Industrial Historic District	No Adverse Effect

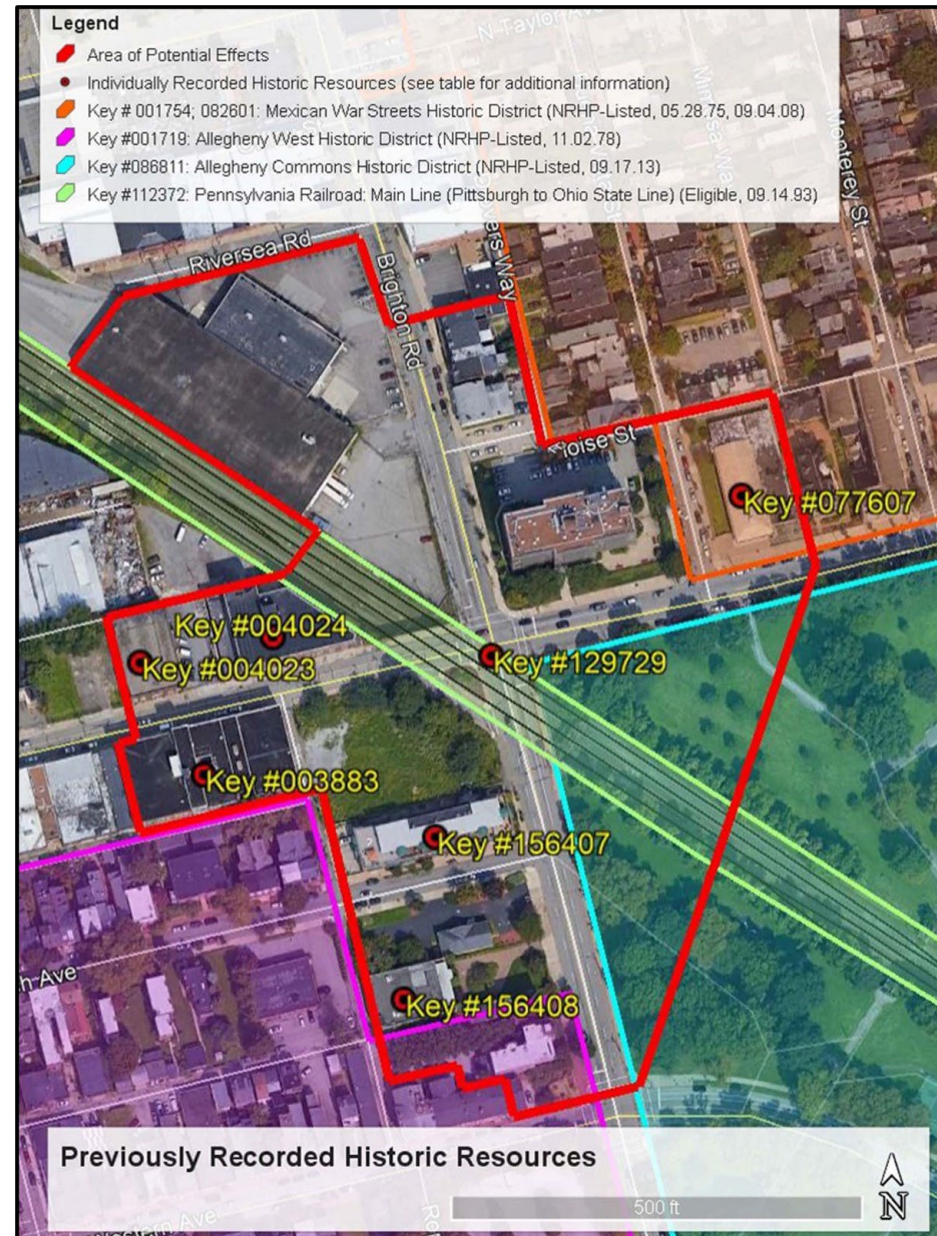


QUESTIONS/COMMENTS



W. NORTH AVENUE BRIDGE PROJECT

W. North Avenue Bridge Project APE



Historic Properties in the W. North Avenue Bridge Project APE

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

Allegheny West Historic District

Mexican War Streets Historic District

Allegheny Commons Historic District

Allegheny Second Ward Industrial Historic District

International Harvester Company of America:
Pittsburgh Branch House

Allegheny City Stables Building

W. North Avenue Bridge Project

Alternative 2 with the Design Modification

- ✓ Remove and replace bridge superstructure
- ✓ Modify height and width of existing abutments
- ✓ Construct new bridge superstructure
- ✓ Raise bridge approaches on W. North Avenue and Brighton Road

Current Conditions



Proposed Bridge Replacement



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

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Removing the W. North Avenue Bridge, a contributing element of the historic district and replacing it with a modern bridge of a different type and configuration; and
- Altering or removing other contributing elements of the historic district such as the concrete and stone retaining walls, decorative wrought iron fencing, and standard railroad safety fencing.

- **Application of the Criteria of Adverse Effect**

- The Preferred Alternative would result in the physical destruction or damage to the historic property by demolishing and replacing the W. North Avenue Bridge and requiring alterations/removal of other contributing elements.
- Therefore, the project will have an **adverse effect** on the historic property.

Current Conditions



Proposed Grade Changes



Effect Evaluation: Allegheny West Historic District

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Introducing new visual elements, such as the new W. North Avenue Bridge, associated streetscape elements, and elevated street and sidewalk grades along Brighton Road and W. North Avenue.

- **Application of the Criteria of Adverse Effect**

- No project activities would occur within the boundary of the historic district.
- The street grade change and new streetscape elements would be a minor visual change to the district's setting.
- Therefore, the project will have **no adverse effect** on the historic property.

Current Conditions



Proposed Grade Changes



Effect Evaluation: Mexican War Streets Historic District

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Introducing new visual elements, such as the new W. North Avenue Bridge, associated streetscape elements, and elevated street and sidewalk grades along Brighton Road and W. North Avenue.

- **Application of the Criteria of Adverse Effect**

- No project activities would occur within the boundary of the historic district.
- The street grade change and new streetscape elements would be a minor visual change to the district's setting.
- Therefore, the project will have **no adverse effect** on the historic property.

Current Conditions



Proposed Bridge Replacement



Current Conditions



Proposed Grade Changes



Current Conditions



Proposed Bridge Replacement



Effect Evaluation: Allegheny Commons Historic District

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Requiring 0.04 acre of temporary construction impacts for sidewalk replacement and toe wall construction and 0.09 acre of permanent right-of-way for fill slopes along a small portion of the historic district's north and west boundaries; and
- Introducing new visual elements, such as the new W. North Avenue Bridge, elevated street and sidewalk grades along W. North Avenue and Brighton Road, the removal of a low fence and wall along the north side of the historic district and the replacement of a low fence along the west side of the historic district.

- **Application of the Criteria of Adverse Effect**

- The required minimal permanent right-of-way for fill slopes will have a negligible impact on park access and contributing features.
- The replacement W. North Avenue Bridge would incorporate a triangular concrete covering over the railroad corridor extending approximately 35' east of the current outside edge of the present bridge and within the historic district. Context-sensitive solutions will be incorporated into the bridge design.
- The new W. North Avenue Bridge and the raising of the street and sidewalk grade would not result in a substantial visual change within the viewshed of the historic district.
- Therefore, the project will have **no adverse effect** on the historic property.

Current Conditions



Proposed Grade Changes



Effect Evaluation: International Harvester Building

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Introducing new visual elements to the property's setting, such as the new W. North Avenue Bridge, elevated street and sidewalk grades along W. North Avenue; and
- Adding 90' raised sidewalk consisting of three 30' runs of 8.3% with two 5' level landings along W. North Avenue. A portion of the sidewalk would be separated from the roadway with a proposed landscape area in order to maintain ADA-compliant access at the building's existing entrance.

- **Application of the Criteria of Adverse Effect**

- The change in grade and sidewalk elements will have a minor visual effect on the building.
- No physical changes on the interior are required.
- Exterior changes to the three display windows, if required, by raising the windowsills or by the construction of window wells will be executed in accordance with the SOI Standards.
- Therefore, the project will have **no adverse effect** on the historic property.

Effect Evaluation: Allegheny 2nd Ward Industrial Historic District

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Introducing new visual elements, such as the new W. North Avenue Bridge, elevated street and sidewalk grades along W. North Avenue; and
- Adding 90' raised sidewalk consisting of three 30' runs of 8.3% with two 5' level landings along one of the district's contributing buildings, the International Harvester Building, at 810-822 W. North Avenue. A portion of the sidewalk would be separated from the roadway with a proposed landscape area in order to maintain ADA-compliant access at the building's existing entrance.

- **Application of the Criteria of Adverse Effect**

- The change in grade and sidewalk elements will have a minor visual effect on the district.
- No contributing buildings will be adversely affected, including the International Harvester Building and the Allegheny City Stables Building.
- Therefore, the project will have **no adverse effect** on the historic property.

Effect Evaluation: Allegheny City Stables Building

- **Effect Evaluation**

The Preferred Alternative has the potential to affect the historic property by:

- Introducing new visual elements, such as the new W. North Avenue Bridge and elevated street and sidewalk grades along W. North Avenue.

- **Application of the Criteria of Adverse Effect**

- The Preferred Alternative requires no alterations to the building or to the adjacent sidewalk and street.
- The new W. North Avenue Bridge and the raising of the street and sidewalk grade would not result in a substantial visual change within the viewshed of the property.
- Therefore, the project will have no adverse effect on the historic property.

W. NORTH AVENUE BRIDGE PROJECT SUMMARY OF PROJECT EFFECTS

Historic Property Name	Effect Finding
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District	Adverse Effect
Allegheny West Historic District	No Adverse Effect
Mexican War Streets Historic District	No Adverse Effect
Allegheny Commons Historic District	No Adverse Effect
Allegheny Second Ward Industrial Historic District	No Adverse Effect
International Harvester Building	No Adverse Effect
Allegheny City Stables Building	No Adverse Effect



QUESTIONS/COMMENTS

Summary

Summary of Project Effects	
HISTORIC PROPERTY NAME	EFFECT FINDING
Washington Avenue Bridge Project	
Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District	No Adverse Effect
Amtrak Station Project	
Pennsylvania Railroad Station	No Adverse Effect
The Rotunda of the Pennsylvania Railroad Station	No Historic Properties Affected
Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District	No Adverse Effect
W. North Avenue Project	
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District	Adverse Effect
Allegheny West Historic District	No Adverse Effect
Mexican War Streets Historic District	No Adverse Effect
Allegheny Commons Historic District	No Adverse Effect
Allegheny Second Ward Industrial Historic District	No Adverse Effect
International Harvester Building	No Adverse Effect
Allegheny City Stables Building	No Adverse Effect
Pennsylvania Avenue Project	
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District	No Adverse Effect
Allegheny Second Ward Industrial Historic District	No Adverse Effect
Columbus Avenue Project	
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District	No Adverse Effect
FINDING: The Pittsburgh Vertical Clearance Projects result in a finding of Historic Properties Adversely Affected for the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) under the Preferred Alternatives .	

Conclusion

Application of the Definition of Effect and Criteria of Adverse Effect indicates that the proposed project under the Preferred Alternative will have an **ADVERSE EFFECT** on one historic property. The Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) will be adversely affected by the replacement of the W. North Avenue Bridge, a contributing element of the railroad corridor historic district.



QUESTIONS



PRELIMINARY DISCUSSION OF MITIGATION MEASURES

Guidelines for Mitigating Adverse Effects

- Mitigation of adverse effects should have a nexus to the cause of the effect, such as connections between locations, type of historic resource, or type of impact with the proposed mitigation measure.
- Mitigation should be proportional to the adverse effect. Minor effects can result in lesser levels of mitigation, while greater effects should result in larger levels of mitigation.
- Mitigation should have a benefit to the impacted parties and/or historic properties, and/or a benefit to the larger public (e.g., improve understanding or education; provide new opportunities for preservation results; improve preservation systems to avoid future conflicts or losses).
- The goal is to develop measures relevant to each site to understand, protect, and celebrate its unique history, and to preserve the unique characteristics and significance for the current users and future generations.

Discussion of Potential Minimization/ Mitigation Measures

Minimization: Incorporate context-sensitive solutions into the design of the proposed W. North Avenue replacement bridge

Mitigation: Construct a new pedestrian bridge in Allegheny Commons

Other ideas?



NEXT STEPS

Next Steps

Action	Topic	Date
Consulting Party Meeting 2 Follow-Up	<ul style="list-style-type: none">• Post Consulting Party Meeting #2 minutes• Consulting Party comments due on Determination of Effects Report	<ul style="list-style-type: none">• January 6, 2023
Consulting Party Meeting 3	<ul style="list-style-type: none">• Discussion of measures to mitigate adverse effects on historic properties• Preparation of a Memorandum of Understanding	<ul style="list-style-type: none">• Late Winter/Spring 2023• Late Winter/Spring 2023



QUESTIONS/COMMENTS

Contacts

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