

ALLEGHENY COUNTY AIRPORT

**PROGRAMMATIC AGREEMENT
FOR HISTORIC RESOURCES**

PITTSBURGH INTERNATIONAL AIRPORT

Allegheny County Airport Authority
Landside Terminal, 4th Floor Mezz.
P.O. Box 12370
Pittsburgh, PA 15231-0370
412-472-3500

[www-FlyPittsburgh-com](http://www.FlyPittsburgh.com)

July 9, 2008

Tracey S. Cullen, AICP
Assistant VP – Aviation Services
Michael Baker Jr., Inc.
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

**RE: Allegheny County Airport
Programmatic Agreement for Historic Resources
ER#85-1082-003**

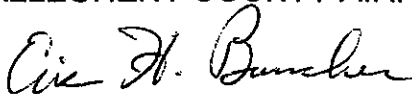
Dear Mrs. Cullen:

Enclosed is the referenced document executed by all parties.

The Federal Aviation Administration, in the person of Ed Gabsewics, will distribute the document. Please provide Mr. Gabsewics with everything he needs for appropriate distribution.

Contact Mr. Gabsewics to determine his needs for document distribution.
Contact me if there are other questions.

Sincerely,
ALLEGHENY COUNTY AIRPORT AUTHORITY



Eric H. Buncher
Manager, Planning Services



EHB/RCB/jan

File:planningprojects-baker#1383-task13



PROGRAMMATIC AGREEMENT

**BY AND AMONG THE FEDERAL AVIATION ADMINISTRATION AND
THE PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR SECTION 800.14(b)(1)
REGARDING
IMPLEMENTATION OF THE TWENTY-YEAR MASTER PLAN FOR
DEVELOPMENT AND MAINTENANCE OF THE
ALLEGHENY COUNTY AIRPORT,
ALLEGHENY COUNTY, PENNSYLVANIA**

WHEREAS, the Federal Aviation Administration (FAA) proposes to develop and maintain the Allegheny County Airport (AGC) in Allegheny County, Pennsylvania as described in its Master Plan Update (2006) and to demolish certain buildings that are considered hazardous, hereafter “the undertaking”; and

WHEREAS, pursuant to 36 CFR § 800.4(c), the FAA has determined that the Allegheny County Airport Historic District (historic district) is eligible for inclusion in the National Register of Historic Places (NRHP); and

WHEREAS, FAA has established the Area of Potential Effect (APE) for the undertaking, as defined in 36 CFR Part 800.16(d), to include the Airport’s historic district boundaries (*See Attachment A*); and

WHEREAS the FAA and the Pennsylvania State Historic Preservation Officer (SHPO) have concurred on an archaeological sensitivity map to guide in the implementation of the undertaking (*See Attachment B*)

WHEREAS the FAA and the SHPO have concurred on contributing and non-contributing elements of the historic district (*See Attachment C*),

WHEREAS, pursuant to 36 CFR § 800.4(d), the FAA has determined that implementation of the undertaking, specifically the demolition of contributing buildings that have deteriorated to the point to be considered hazardous or economically unfeasible to rehabilitate, (Buildings 17, 23, 26, and 52), will have an adverse effect on the historic district; and



WHEREAS, FAA has consulted with the SHPO in accordance with Section 106 of the National Historic Preservation Act; 16 U.S.C. 470 (NHPA), and its implementing regulations (36 CFR Part 800) to resolve the effects of the undertaking on historic properties; and

WHEREAS, the Advisory Council on Historic Preservation (ACHP) has been notified of this undertaking, has been afforded the opportunity to participate in consultation, and has chosen not to participate, and;

WHEREAS, FAA has invited the Allegheny County Airport Authority (ACAA) to sign this PA; and

WHEREAS, FAA has identified Indian Tribes and other interested parties and has formally invited those parties to participate in consultation. To date, only Pittsburgh History and Landmarks Foundation, Preservation Pittsburgh, the Seneca-Cayuga Tribe of Oklahoma, and West Mifflin Borough have expressed an interest in consulting; FAA has invited all consulting parties to concur in this PA; and

WHEREAS, the FAA wishes to be able to pursue the various component projects of the undertaking in areas of the airport without a Section 106 review of each project;

NOW, THEREFORE, FAA and the SHPO agree that upon FAA's decision to proceed with the airport maintenance and development projects listed herein, FAA shall ensure that the following stipulations are implemented in order to take into account the effects of the undertaking on historic properties:



STIPULATIONS

FAA shall ensure that the following actions will be carried out:

I. Archaeological Resources

Archival research revealed that all proposed development and maintenance at AGC, as described in the Master Plan Update (2006) will be taking place on deposits of grade fill and mechanically stripped soils. The historic 1907 Pittsburg, Pennsylvania, 15-minute topographical quadrangle and a 1929 Contract Plan for Grading and Draining revealed that the majority of the area, including hilltops, benches and saddles, was removed in excess of 20 to 30 feet, while the peripheries of the property were in-filled in excess of 30 feet. These topographical areas were typically utilized by prehistoric peoples. Therefore, there is no potential for prehistoric archaeological resources.

The results of the archival research for potential historic archaeological sites have been plotted on aerial mapping of the airport region (*See Attachment B*) to serve as a guide for the FAA and ACAA in planning future development on AGC property either within, or outside of, the revised NRHP boundaries, which were accepted by the SHPO on March 17, 2008. An examination of historic mapping and aerial photos identified eight previously unidentified residential loci existing within the revised NRHP boundaries prior to the airport's establishment (residential dwellings typically with multiple outbuildings), as well as three previously unidentified loci to the north of the revised boundary.

No evidence of remains, such as foundations, was observed during the field reconnaissance, and due to the extensive disturbances from grading, there is little or no potential for intact subsurface cultural remains or features. Accordingly, no further archaeological efforts are recommended within the revised NRHP boundaries.

Of the three loci located in the wooded area to the north of the revised NRHP boundary, two loci (Seible property and Notz property) have remains present and one locus (Silveus property) has no potential to yield archaeological resources. If, at any time in the future, a ground-disturbing activity is proposed in that portion of the AGC property encompassing the former Seible and Notz sites, the FAA shall ensure that a Phase II archaeological investigation be implemented to delineate boundaries for these identified sites and evaluate their NRHP eligibility. If one or both of these sites should be considered NRHP eligible and impacts to the sites cannot be avoided, then FAA shall ensure that a Phase III level archaeological investigation is implemented.



II. Historic Structures

A. Removals

Prior to any demolition work at Allegheny County Airport, FAA will ensure that the contributing elements to be demolished (Buildings 17, 23, 26, and 52) will be recorded using State-Level recordation standards developed by the Pennsylvania Historical & Museum Commission (PHMC), acting as the State Historic Preservation Officer (SHPO). FAA shall ensure that the photographic documentation of the buildings follows standards established by the SHPO. These standards include preparing archivally stable, 35mm Black and white photographs printed in a 3 ½ " x 5" format, and each print labeled in pencil with the name and location of the buildings, date of the photograph, and view shown. The photographs will be keyed to a site plan/map. FAA shall ensure that all documentation is completed and accepted by the SHPO prior to implementation of the undertaking, and that copies of all documentation are made available to the SHPO and appropriate local archives designated by the SHPO. The review period will be thirty (30) days. The approved documentation will be submitted to the SHPO for curation at the State Archives.

As part of recordation of contributing elements, reproductions of architectural plans, if extant, will be made for Buildings 17, 23, 26, and 52. These reproductions will be made on archivally stable paper. FAA shall ensure that all reproductions of historic plans are completed and accepted by the SHPO prior to implementation of the undertaking, and that copies of the reproductions are made available to the SHPO for their review and comment. The review period will be thirty (30) days.

B. New Construction within National Register Boundary

New construction activities identified within the Master Plan Update include:

1. Four corporate hangars with potential for four additional future hangars.
2. Consolidated Maintenance Facility will be constructed between Runways 10 and 13 with access roadway connecting with Lebanon Road and the airport's taxiway and runway systems.
3. De-icing Apron/Wash Rack will be constructed at the southern extension of Taxiway C.



4. Seven conventional hangars to be constructed east of Building 1 and south of Runway 13.
5. Nested T-hangars will be constructed in the airport's southwest corner.

All new construction will be performed in compliance with the Airport's Development Guidelines (Attachment D). Work performed in accordance with the guidelines can be performed without coordination with the SHPO.

C. Other Modifications—Runways, Taxiways, Aprons, Safety Equipment, Navigation Aids

1. Taxiway E Relocation.
2. Helicopter Parking Apron.
3. Runway Safety Area (RSA) Grading, Runway 28.
4. Precision Approach Path Indicators (PAPI) will be installed at the end of Runways 10, 28, 13, and 31.
5. Parallel Taxiway Extension Runway 13-31.
6. RSA Grading – Runway 10.
7. Runway 13 threshold will be relocated by 150 feet.
8. RSA Grading – Runway 31.

The above improvements represent minor modifications to runway and taxiway configurations and can be performed without coordination with the SHPO.



D. Features Not 50 Years of Age

For the purposes of this agreement, it is understood that features constructed within the Allegheny County Airport Historic District's period of significance that are not presently 50 years of age will also become contributing elements of the district once they reach 50 years of age, provided that they retain material integrity.

E. Exempt Activities

The following activities proposed by the ACAA or any of its lessees or licensees, are specifically exempt from review by the SHPO:

1. Activities involving noncontributing properties, which will have no impact upon NRHP eligible properties (*See Attachment C*).
2. Airfield taxiway, ramp, and apron pavement repair or replacement.
3. Modifications to drainage structures not affecting contributing buildings.
4. In-kind street, sidewalk, curbing and parking area resurfacing, and in-kind repair or replacement of site improvements including but not limited to fences, retaining walls and landscaping where no additional right-of-way is required within the historic district.
5. Removal of trees or vegetation.
6. All matters of non-compliance with FAA standards applicable to operating and maintaining the airport/airfield on ACAA property, unless such actions directly impact contributing historic resources.
7. Modifications and repairs to, or the removal of, noncontributing buildings.
8. Modifications to interiors of contributing buildings when no structural alteration is involved and when the visual character of the property shall not be affected such as but not limited to:
 - a. Plumbing rehabilitation/replacement including but not limited to pipes and fixtures.



- b. HVAC system rehabilitation/replacement including but not limited to furnaces, pipes, ducts, radiators or other HVAC units.
 - c. Electrical wiring: including but not limited to switches and receptacles.
 - d. Interior surface treatments (floors, walls, ceilings, decorative plaster, woodwork): provided the work is limited to repainting, in-kind replacement consistent with *The Secretary of the Interior's Standards for Rehabilitation*, patching, refinishing, re-papering or replacing carpet or vinyl floor materials.
 - e. Interior feature treatments including but not limited to doors, moldings, and trim-work provided the work is limited to in-kind replacement, repair, patching, repainting and refinishing.
 - f. Insulation, provided it is restricted to ceilings, attic spaces, and interior and exterior walls through non-destructive measures.
9. Minor, in-kind repair or replacement of contributing building or site features as part of emergency repair, or routine maintenance.
10. Minor, in-kind modifications to exteriors of contributing buildings such as:
- a. Caulking, weather-stripping, re-glazing, scraping and/or repainting.
 - b. Flat or shallow pitch roof repair/replacement (shallow pitch is understood to have a rise-to-run ratio equal to or less than 4 to 12).
 - c. Window repair and/or replacement in-kind. In-kind is understood to be a new window that duplicates the material, dimensions, design, detailing and operation of the historic window. As well as: (i.) repair, scrape, repainting of existing windows, and (ii.) in-kind replacement of window sash, glass and hardware, including jamb tracks, and (iii.) in-kind replacement of damaged and non-operable transoms. Replacement of window elements would occur only if the window elements could not be repaired in a reasonable time and cost frame.
 - d. Storm windows and doors, provided that they conform to the shape and size of the historic windows and doors. The meeting rail of storm windows



shall coincide with that of the existing sash. Color should match trim, mill finish aluminum is not acceptable.

- e. In-kind repair of exterior features. The new features/items will duplicate the material, dimensions and detailing of the original. Features include: (i.) porches, railings, posts/columns, brackets, cornices, steps, floorings, and other decorative treatments, and (ii.) roofs, and (iii.) siding, and (iv.) exterior architectural details and features, and (v.) cellar/bulkhead doors, and (vi.) doors, and (vii.) gutters and downspouts.
 - f. Environmental restoration and remediation of hazards which pose a threat to human health and the environment but do not affect NRHP eligible properties.
11. Modifications to and/or new underground electrical wiring: including trench excavation and backfill, foundations for fixtures, electrical vaults, seeding, and mulching.
 12. New and/or modifications to all navigational aids, obstruction lighting and equipment shelters.
 13. New and/or modifications to fuel farm facilities: including dispensers, underground piping, and electrical, trenching, and equipment shelters.
 14. Access road and automobile parking pavement repair or replacement, including repair or replacement of the State Route 885 underpass.

All projects that do not meet the above stipulations shall be reviewed by and the SHPO on a case-by-case basis.

III. Administrative Stipulations

A. Personnel Qualifications

All specific historic structures work carried out pursuant to this agreement and not exempted by it will be by or under the direct supervision of a person or persons meeting at a minimum the *Secretary of the Interior's Professional Qualification Standards for Architectural Historians* (61 CFR Appendix A).



B Re-evaluation of the Undertaking

If changes in undertaking's scope could affect historic resources, the FAA and the SHPO shall consult pursuant to 36 CFR Part 800.4-800.6. Such consultation shall occur in a timely manner and prior to the issuance of a notice-to-proceed (NTP).

C. Late Discoveries

If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, the ACAA shall suspend work in the area of the discovery, and FAA shall comply with 36 CFR Part 800.13 by consulting with the SHPO and, if applicable, federally recognized Native American tribes that attach religious and/or cultural significance to the affected property; and develop and implement actions to assess National Register eligibility and resolve adverse effects in an expedited manner. The FAA will notify the SHPO and, if applicable, any such Federally recognized tribal organizations within one working day of the discovery. The FAA, the ACAA, the SHPO and, if applicable, any such Federally recognized tribal organizations will meet at the location of the discovery within seventy-two (72) hours of the initial notification to determine appropriate treatment of the discovery prior to resumption of construction activities within the area of discovery. For all other historic properties, FAA shall consult with the SHPO and, if applicable, all consulting parties and develop and implement actions to assess National Register eligibility and resolve adverse effects in an expedited manner.

D. Amendments

Any party to this PA may propose to FAA that it be amended, whereupon FAA shall consult with the other parties to this PA to consider such an amendment in accordance with 36 CFR Part 800.6(c)(7).

E. Resolving Objections

1. Should any party to this PA object in writing to FAA regarding any action carried out or proposed with respect to the maintenance and development of Allegheny County Airport or implementation of this PA, FAA shall consult with the



objecting party to resolve the objection. If after initiating such consultation FAA determines that the objection cannot be resolved through consultation, FAA shall forward all documentation relevant to the objection to the ACHP, including FAA's proposed response to the objection. Within thirty (30) days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:

- a) Advise FAA that the ACHP concurs in FAA's proposed response to the objection, whereupon FAA shall respond to the objection accordingly;
 - b) Provide FAA with recommendations, which FAA shall take into account in reaching a final decision regarding its response to the objection; or
 - c) Notify FAA that the objection will be referred to comment pursuant to 36 CFR Part 800.7, and proceed to refer the objection and comment. The resulting comment shall be taken into account by FAA in accordance with 36 CFR Part 800.7(c)(4) and Part 110(1) of NHPA.
2. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation, FAA may assume the ACHP's concurrence in its proposed response to the objection.
 3. FAA shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FAA's responsibility to carry out all actions under this PA that are not the subjects of the objection shall remain unchanged.

F. Resolution of Objections by the Public

At any time during implementation of the measures stipulated in this PA, should any objection pertaining to any such measure or its manner of this implementation be raised by a member of the public, FAA shall notify the parties of this PA and take the objection into account consulting with the objector and, should the objector so request, with any of the parties to this PA to resolve the objection.

G. Review of Implementation

If the stipulations have not been implemented within seven years after the execution of this PA, the parties to this agreement shall review the PA to



determine whether revisions are needed. If revisions are needed, the parties to this PA shall consult in accordance with 36 CFR Part 800 to make such revisions.

H. Sunseting Duration

If the terms of this PA have not been implemented by 10 years from the date of the signed PA, this PA shall be considered null and void. In such event, FAA shall notify the parties to this PA, and if it chooses to continue with the undertaking, shall re-initiate review of the undertaking in accordance with 36 CFR Part 800.

I. Termination

1. If FAA determines that it cannot implement the terms of this PA, or the SHPO, or the ACHP determines that the PA is not being properly implemented, FAA or the SHPO or the ACHP may propose to the other parties to this PA that it be terminated.
2. The party proposing to terminate this PA shall so notify all parties to this PA, explaining the reasons for termination and affording them at least thirty (30) days to consult and seek alternatives to termination. The parties shall then consult.
3. Should such consultation fail, FAA or the ACHP or the SHPO may terminate the PA by so notifying all parties in the following manner.
4. Should this PA be terminated, FAA shall either:
 - a) Consult in accordance with 36 CFR Part 800.6(a)(1) to develop a new PA;
or
 - b) Request the comments of the ACHP pursuant to 36 CFR Part 800.7(a)(1). The ACHP shall have forty-five (45) days to respond with comments.
5. FAA and the ACHP may conclude the Section 106 process with a PA between them if the SHPO terminates consultation in accordance with 36 CFR Part 800.7(a)(2).

Execution of this PA by FAA, the SHPO and the ACHP, and the implementation of its terms, is evidence that FAA has taken into account the effects of the undertaking on historic properties.



FEDERAL AVIATION ADMINISTRATION

By: Roik Pagnarelli

Date: 6/2/08

PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICER

By: Jan Hutler

Date: 6/26/08

ALLEGHENY COUNTY AIRPORT AUTHORITY

By: ASATM

Date: 7-7-08

CONCUR:

PITTSBURGH HISTORY AND LANDMARKS FOUNDATION

SENECA-CAYUGA TRIBE OF OKLAHOMA

WEST MIFFLIN BOROUGH






ATTACHMENT A

National Register Boundary (Area of Potential Effect)

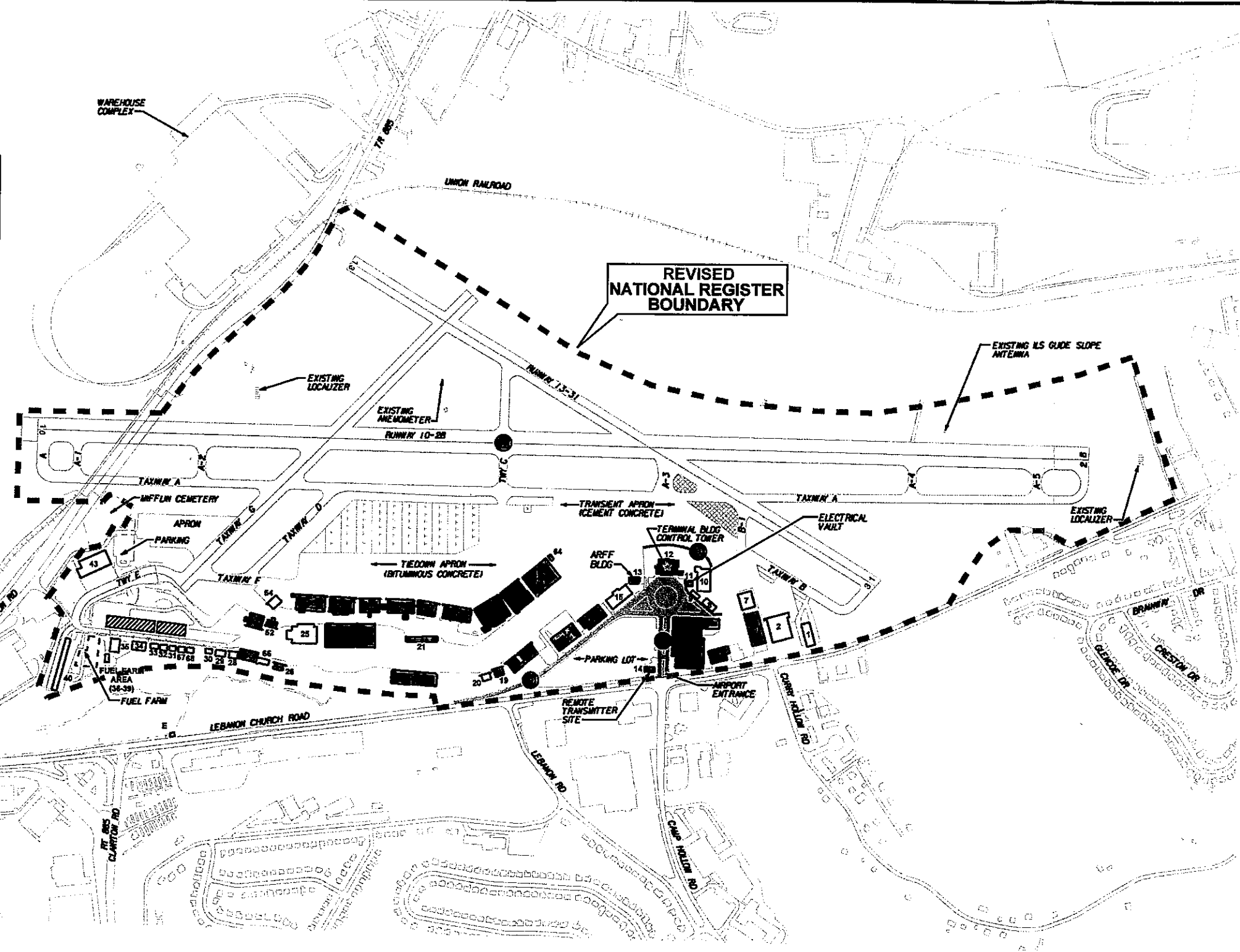


LEGEND

-  CONTRIBUTING FEATURE
-  NON-CONTRIBUTING FEATURE
-  NEW STRUCTURE
- A - RUNWAYS / TAXIWAYS
- B - CONCOURSE FENCE
- C - ENTRY DRIVE AND PLANTERS
- D - ENTRY PYLONS, DRIVE, AND CIRCLE
- E - SEWAGE PUMP HOUSE



300 0 300
SCALE IN FEET



REVISED NATIONAL REGISTER BOUNDARY

EXISTING NS GUIDE SLOPE ANTENNA

EXISTING ANEMOMETER
RUNWAY 10-28

TRANSIENT APRON (CEMENT CONCRETE)

ELECTRICAL VAULT

TIEDOWN APRON (BITUMINOUS CONCRETE)

PARKING LOT

REMOTE TRANSMITTER SITE

TO PITTSBURGH

LEBANON CHURCH ROAD

LEBANON RD

CAMP HILL RD

BRANNON DR

GLENN DR

CHESTNUT DR

RT 885 CLAYTON RD

RT 885

LEBANON RD

RT 885

UNION RAILROAD

UNION RAILROAD

EXISTING LOCALIZER

EXISTING LOCALIZER

WAREHOUSE COMPLEX

APRON

PARKING

TW E

FUEL FARM AREA (54-59)

FUEL FARM

E

RT 885

CLAYTON RD

RT 885

CLAYTON RD

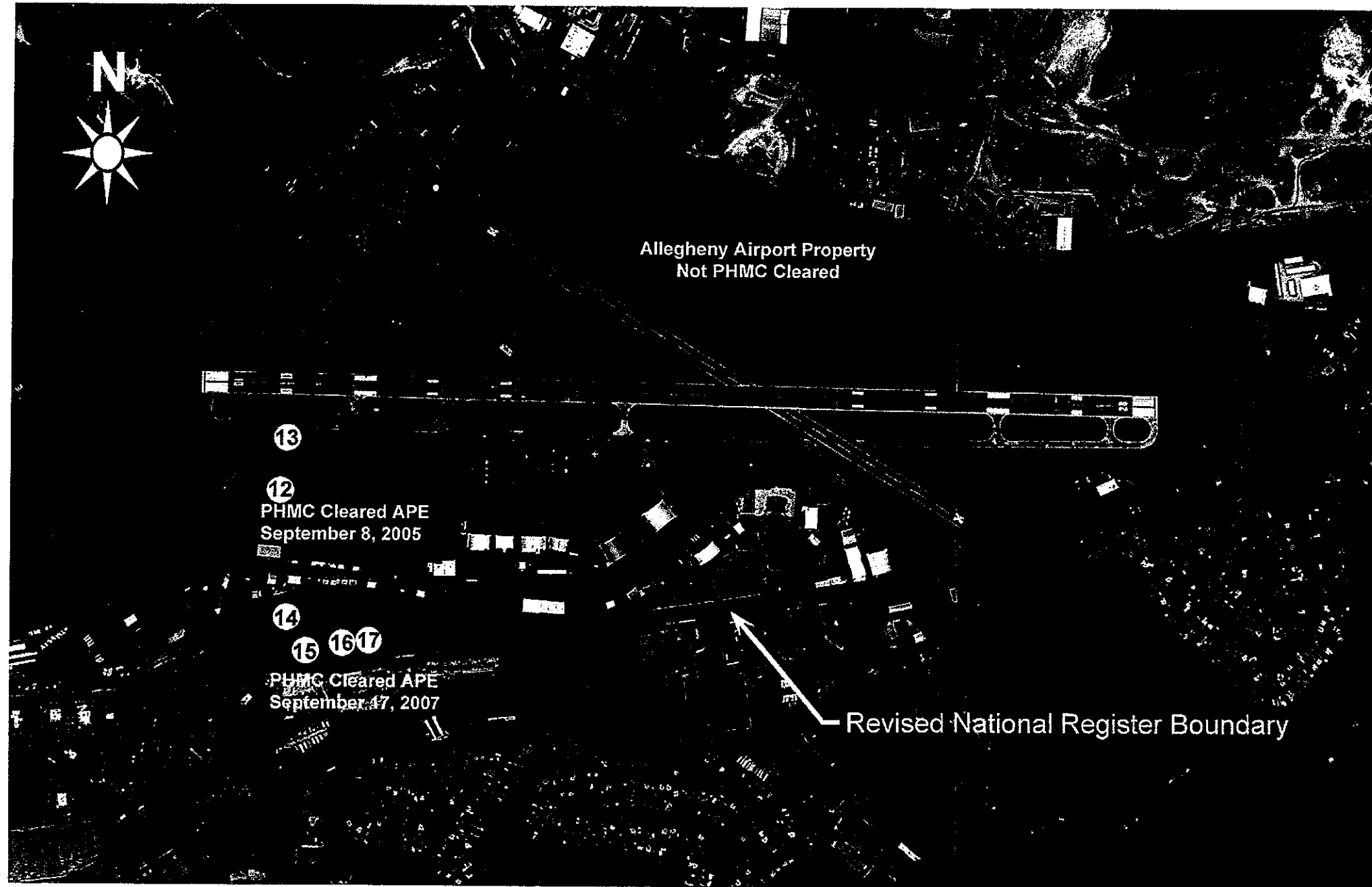
RT 885

CLAYTON RD

ATTACHMENT B

Archaeological Sensitivity Map





Identified Historic Loci

- 1 Patterson property - No Potential
- 2 J. Irwin property - No Potential
- 3 W. Irwin property - No Potential
- 4 Means property - No Potential
- 5 W. Jack property - No Potential
- 6 F. Jack property - No Potential
- 7 Smith property - No Potential
- 8 Dreer property - No Potential
- 9 Silveus property - No Potential
- 10 Seible property - Archaeological remains present
- 11 Notz property - Archaeological remains present
- 12 Mifflin Church - PHMC cleared 9/8/2005
- 13 Caretaker's House - PHMC cleared 9/8/2005
- 14 Gilman property - PHMC cleared 9/17/2007
- 15 Mifflin School - PHMC cleared 9/17/2007
- 16 Residence - PHMC cleared 9/17/2007
- 17 Residence - PHMC cleared 9/17/2007

● Loci not PHMC cleared

○ Loci PHMC cleared

■ Land Tract PHMC cleared

■ Land Tract not PHMC cleared



ATTACHMENT C

**List of Contributing and Non-Contributing Buildings of the
Allegheny County Airport Historic District**



Building Number	Name/Occupant	Date of Construction	NRHP District Contributor Status
1	ABC Flying Club	1964	N
2	Anthony Holdings	1964	N
3	Allegheny Co. Airport Authority (ACAA)	1941-1953 (ca. 1945)	C
4	Pittsburgh Institute of Aeronautics	1941-1947 (ca. 1945) with 1963 addition	C
5	Pittsburgh Institute of Aeronautics	1945 (with ca. 1958-60, ca. 1964 and later additions)	C
6	Building # not in use	n./a	n/a
7	Pittsburgh Flight Training Center/Steel City Aviation	1994	N
8	Pittsburgh Institute of Aeronautics Resource Center	Ca. 1964	N
9	Pittsburgh Institute of Aeronautics	1941-1953	N (alterations)
10	CJ Systems (STAT MedEvac)	Ca. 1963 (small pre-1954 rear section)	N
11	ACAA Electric Shop (former oil house 1931, with restroom "comfort station" addition 1936)	1931/1936	C
12	ACAA Administration Building (terminal)	1931	C
13	ACAA Fire Station (former garage and hospital)	1936 with 1957 and 1963 additions	C
14	ACAA Police Station/Communications Center (restrooms "comfort station" 1931-1936)	1931	C
15	Corporate Air Management/United Air Group	1953-54 (old section) with two additions, last 1988	N (alterations)
16	Corporate Air Management/United Air Group	1958-1960	C
17	ACAA (hangar)	1941-1947	C
18	Nello Fiore/Voyager Jet	Ca. 1958-1959	C
19	Elizabeth Holmgren	Ca. 1958-1959	C
20	Commemorative Air Force	Ca. 1959-1961	N
21	Aircraft Supply (former ACAA Auxiliary Building)	1931	C
22	Corporate Air Management/United Air Group	1941-1953 with ca. 1964 addition	C
23	ACAA Municipal Hangar No. 1	1931	C
24	Corporate Air Management/United Air Group (Municipal Hangar No. 2)	1936	C



Building Number	Name/Occupant	Date of Construction	NRHP District Contributor Status
25	Pittsburgh National Bank	Ca. 1985	N
26	John Yadlosky	1958-1959	C
27	Civil Air Patrol	1941-1953	C
28	Brian Kerr	1960-1961	N
29	Robert Meighan and Kenneth Furstoss	1960-1961	N
30	David Touretzky	Ca. 1964	N
31	Thomas Reimer	Post 1970	N
32	Ralph Hoesch	1967-1970	N
33	Phillip Levine	Ca. 1964	N
34	Allegheny Flying Club	Ca. 1964	N
35	Allegheny Flying Club	1960-1961	N
36	Corporate Air Management/United Air Group	Ca. 1954-1967	N
37		Note: Buildings 36-39 are "fuel farm" not actual buildings	
38	C.J. Systems		
39	C.J. Systems		
40	Gateway Hangars (T-hangars)	1963	N
41	T-Hangars	Ca. 1958-1959	Demo'd 2007
42	T-Hangars	Ca. 1958-1960	Demo'd 2007
43	Voyager Jet	Ca. 1973	N
44	Fly Roadrunner	Post 1973	Demo'd post 1999
45	J.K. Miller	Post 1973	Demo'd post 1999
46	ACAA (Quonset)	1967-1970	Collapsed and demo'd 1980s
47	T-Hangars	1958-1960	Demo'd 2007
48	T-Hangars	Ca. 1948-1954	Demo'd 2007
49	Raymond Shuster	1958-1960	Demo'd 2007
50	T-Hangars	Ca. 1948-1954	Demo'd 2007
51	Stephen Jackowski/Adv. Aircraft Maintenance	1941-1953 (ca. 1945)	C
52	ACAA (Municipal Hangar No. 3)	1942	C
53	ACAA	Post 1970	Demo'd -2007
54	Nello Fiore	Ca. 1964	N
55	PPG Industries, Inc.	1955	C
56	Gary Davis/Davis Air	1955	C



Building Number	Name/Occupant	Date of Construction	NRHP District Contributor Status
57	Special Jet Services, Inc./C.J. Systems	Ca. 1952	C
58	Corporate Jet/C.J. Systems	1941-1952	C
59	Special Jet Services, Inc./C.J. Systems	1941-1952	C
60	Corporate Air Management, Inc./United Air Group/Voyager Jet	1953	C
61	Consol	1941-1952	C
62	Corporate Air Management, Inc./United Air Group/J.J. Gumberg/Pgh. Air Radio	1941-1952	C
63	Aluminum Company of America	Ca. 1953-1954	C
64	Corporate Air Management/United Air Group	Ca. 1954	C
65	Civil Air Patrol (leaseholder)	Building # not in use	n/a
66	Trailer (temporary building)	Post 1999	N
67	William Ford	Post 1983	N
68	Alex Jarzynka	Post 1983	N
69	David Martin and George Diggan (vacant hangar site)	Post 1983	Demo'd post 1999
A	Runways/taxiways	1931 and later	C
B	Concourse fence	1932	C
C	Entry drive (central) and planters	1936	C
D	Entry pylons and drive (southwest), including circle	1931	C
E	Sewage pump house	Ca. 1955	N



ATTACHMENT D

**Development Guidelines for the
Allegheny County Airport**



ALLEGHENY COUNTY AIRPORT AUTHORITY

DEVELOPMENT GUIDELINES

**ALLEGHENY COUNTY AIRPORT
12 ALLEGHENY COUNTY AIRPORT
WEST MIFFLIN, PA 15122-2656**

FINAL - SEPTEMBER 2007

**PREPARED FOR: ALLEGHENY COUNTY AIRPORT AUTHORITY
PITTSBURGH INTERNATIONAL AIRPORT
P.O. BOX 12370
PITTSBURGH, PA 15231-0370**



PREPARED BY:

**MICHAEL BAKER JR., INC.
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108**

ALLEGHENY COUNTY AIRPORT AUTHORITY



DEVELOPMENT GUIDELINES

ALLEGHENY COUNTY AIRPORT

FINAL - SEPTEMBER 2007

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1 INTRODUCTION

Development at Allegheny County Airport (AGC) is expected to increase in the coming years, and in order to maintain a constant building style at the airport and provide attractive, well-maintained and easily navigable Aviation and Non-Aviation facilities, the Allegheny County Airport Authority (ACAA) has requested that future development conform to these guidelines.

1.1 PURPOSE OF THE DEVELOPMENT GUIDELINES

These development guidelines were developed to serve as a single document that contains development standards for AGC for various types of use, including aviation and non-aviation development. Considering the nature of the facilities at Allegheny County Airport, new development and older, existing development will coexist. Continuity with existing development should be considered when applying these guidelines to new development. Variances to these guidelines may be granted in order to better blend the characteristics of new development with existing development.

The requirements of West Mifflin Borough serve as supplements to these design guidelines; where these guidelines and the requirements of West Mifflin Borough conflict, the most restrictive of the standards shall apply.

1.2 ULTIMATE AIRPORT LAYOUT PLAN

The Ultimate Airport Layout Plan, as part of the Airport's Master Planning Process, serves as the basis for determining where particular types of development are likely to occur. It is intended to serve as a tool for ACAA to use in guiding development at AGC.

1.3 DEFINITIONS

ACAA: Allegheny County Airport Authority.

ADAAG: Americans with Disabilities Act (ADA) Accessibility Guidelines.

Airport: Allegheny County Airport (AGC).

Aviation Facilities: Facilities which exclusively serve aircraft, including maintenance, fueling and other services.

Borough: West Mifflin Borough

Building Line: The horizontal or vertical edge or line that defines, in plan and/or section, the outside face of a building perimeter.

Canopy: That portion of a roof attached to a structure but beyond the building line and intended primarily to provide shelter for exterior activities beneath, including loading, circulation, and ingress/egress. A canopy may be an extension of the building's roof line or a separate roof structure abutting the building perimeter.

Contract: Legally binding agreement between the ACAA and the developer for the design and construction for development; the agreement.

Contractor: A constructor performing a certain scope of construction work, whether building- or site-related. A constructor hired by the developer or tenant that will construct the building shell and/or perform building fitout.

County: Allegheny County in the Commonwealth of Pennsylvania.

Developer: The entity in contract with ACAA to design, finance, construct, own, and lease the building and perform site work as identified in the contract.

DRC: Design Review Committee.

Eave Height: The vertical distance measured between the finished floor elevation of the ground floor and the intersection of the roof plane with the building line.

EIFS: Exterior Insulated Finish System.

FAA: The Federal Aviation Administration.

Fit-Out: Work performed within the shell to complete a space, room, or area.

Improvement: Structures and man-made changes to the natural condition of the land, including buildings, out-buildings, driveways, sidewalks, walls, fencing, screening, parking areas, service areas, loading areas, utilities, landscaping, exterior lighting, and all other structures, and man-made changes to the natural condition of the land.

Mezzanine: An intermediate level or levels between floor and ceiling of any story open to the main building space below, with an aggregate floor area of not more than one-third of the area of the room in which the level or levels are located. An area defined as a "mezzanine" may be subject to further definition and restrictions from applicable building codes.

Non-Aviation Facilities: Those facilities located on the airport that do not provide direct services to aircraft.

Owner: Allegheny County Airport Authority (ACAA)

Partition:

Demising: A full-height separating wall occurring continuously from floor to ceiling or underside of structure that separates rooms or areas between two tenants in the building shell. Typically fire-resistive in construction to the extent required by applicable building codes.

Room: A wall occurring from floor to ceiling which separates areas within a tenant's space into smaller areas or rooms.

Screening: A partially open or solid wall that is not continuous from floor to ceiling and which separates two rooms or areas within a tenant's space.

~~Screen: A material, device, or planting intended to conceal or obstruct something (e.g., mechanical equipment or trash receptacles) from view.~~

Shell: The perimeter portion of a building completed by the developer that separates, defines, and protects the interior spaces from the exterior and creates an area to be completed for tenant fitout. Typically comprised of exterior building walls and/or interior tenant demising partitions.

Signage:

Building: A sign provided by the developer and mounted on an exterior wall of an individual building as a means of identifying the building.

Site: Any of various freestanding signs to direct circulation to and within the site.

Tenant: A sign provided by the developer or the tenant and mounted on an exterior wall of an individual building as a means of identifying a tenant within the building.

Tenant: An entity renting space from the developer or ACAA.

Tenant Space: An area within the building shell that is occupied by a tenant and separated from other tenants via a demising partition.

Terminal: Allegheny County Airport Terminal.

Utilities:

Lateral: A utility line provided by the developer that connects a service in the building with the main.

Main: A utility line that provides a service to many building lateral lines.

Service: A utility line occurring within a building and connected to the lateral utility.

Variance: Permission obtained from zoning authorities (West Mifflin Borough) or the Design Review Committee to construct or make site improvements which are forbidden by or are a departure from existing zoning regulations or ACAA Development Guidelines for Allegheny County Airport.

1.4 PROPERTY SUBJECT TO DEVELOPMENT GUIDELINES

These guidelines apply to all future development at AGC properties. Property covered by these development guidelines is depicted in the Ultimate Airport Layout Plan. Any additional property acquired by the ACAA for AGC shall be subject to the guidelines.

Existing developed properties will be required to apply these guidelines for future maintenance and improvement projects.

2 DESIGN REVIEW COMMITTEE

All development and construction at the AGC and its properties is reviewed and approved by the Design Review Committee (DRC).

2.1 ESTABLISHMENT OF THE DESIGN REVIEW COMMITTEE

ACAA shall establish a DRC that shall consist of three members. The members shall be employees or authorized agents or representatives of ACAA. The DRC shall consist of the ACAA Chief Operating Officer, the staff ACAA Architect, and another member to be determined by the ACAA Chief Operating Officer or the ACAA Executive Director.

2.2 AUTHORITY OF THE DESIGN REVIEW COMMITTEE

No improvement shall be erected, constructed, placed, altered, or removed by a developer or tenant, or shall exist on any site, until it is approved by the DRC, as outlined in Section 2.3, Procedures of the Design Review Committee.

2.3 PROCEDURES OF THE DESIGN REVIEW COMMITTEE

2.3.1 Approval

The DRC 's approval or disapproval shall be based upon:

- Adequacy of the building layout in conforming with regulatory site dimensions and use restrictions;
- Planned operations and uses for the site and building(s);
- Conformity and harmony of exterior design and materials in context with neighboring facilities and improvements;
- Impact on existing and proposed neighboring building sites;
- Placement and impact of the proposed improvements with the existing topography;
- Conformity of the plans and specifications with the provisions of these development standards;
- Conformity of the plans and specifications with the FAA required restrictions and the effect of the location and use of the proposed improvements on the present and future operation of the airfield;
- Conformity of the plans and specifications with all applicable federal, state, and local building codes and zoning regulations.

In reviewing plans and specifications for approval/disapproval, the DRC may permit variances from the design guidelines. Prior to granting/denying a variance, the DRC will convene a meeting to review the variance request. A variance shall be permitted only upon a determination by the DRC that it will not be obtrusive or adversely affect other building sites or the property as a whole, and will not be inconsistent with the purpose of the development guidelines.

The DRC may employ professional consultants to assist in performing its duties under this section.

2.3.2 Timing/Appeals

Any person submitting plans and specifications that are not approved may appeal the decision of the DRC to the ACAA Executive Director by delivering written notice to the ACAA Executive Director, with a copy to the DRC, stating that appeals the ruling. Such notice must be delivered to the ACAA Executive Director within 10 days after such party's receipt of the DRC's ruling. If plans and specifications submitted are incomplete, the ACAA Executive Director may reject such plans and specifications, or it may approve a portion of the plans and specifications, conditionally or unconditionally, and reject the remainder. The ACAA Executive Director shall respond to all written appeals within 30 days.

2.3.3 Submittals

The DRC and its authorized agents or representatives shall at reasonable times make themselves available to responsible persons or entities which have an interest in developing a site. Review of key items should occur during the development process as outlined below.

2.3.3.1 Schematic Review

The Schematic Review will include a review of the development guidelines, sketches, or other documents the prospective developer may have prepared relating to the development of a site.

2.3.3.2 Site Plan and Architectural Review

No later than 60 days prior to the projected date for construction commencement, there shall be a final submission to the DRC. At this time, the developer shall submit three copies of detailed information in writing regarding the proposed use of the site, copies of all applications for governmental permits, any accompanying correspondence, all plans to be submitted for governmental approval, and full sets of the final site plans, construction drawings, and specifications prepared and certified by a registered architect, professional engineer, landscape architect, and/or land surveyor (as appropriate) registered under Pennsylvania law. Drawings are to be submitted at an appropriate scale. The DRC shall have 30 days to respond with comments on the submitted information.

2.3.3.3 Updates/Change Orders

Document submittal is required for major revisions, alterations, or additions to approved or existing developments.

2.4 CONTENT OF PLANS AND SPECIFICATIONS

The items listed below must be presented at the time of the Site Plan and Architectural Review.

2.4.1 Site Plan and Architectural Review

- Description of proposed uses.
- Master plan for full development of the site, including future expansion and project phasing, where applicable.
- Site plan of the area proposed for development, showing:
 - Location of all new and existing structures, property lines, easements, roadways, set-back lines, and curb cuts.
 - Location of all sidewalks, parking areas, loading areas, dumpster/trash areas, enclosed or fenced/screened areas with screening details, driveways, curb cuts, and outside storage areas.
 - Landscaping features, lawn areas, existing trees to be preserved, if any, and the limits of clearing.
 - Site coverage data and calculations.
- Size (gross square footage and height) of all buildings and the capacity of all parking structures and areas.
- Parking data and calculations, including base data for projected needs.
- Existing topography and proposed grading.
- Proposed utility connections (above and underground), ground-mounted utility equipment, and proposed screening.
- Location of stormwater management facilities and description of erosion and sedimentation control measures.
- Architectural building elevation drawings of each building face, including:
 - Location and color of all proposed building/roofing materials, with samples.
 - Roof and parapet heights above the ground floor elevation.
 - Profile of roof-mounted mechanical equipment and screening (if applicable) above the roof parapet.
- Temporary construction sign location and size.
- Permanent site and exterior building sign layouts and locations.
- NPDES (Non-point Discharge Elimination System) stormwater pollution prevention plan as filed with the appropriate government review agency.
- Certification by the developer's architect that the design complies with these development guidelines. If the design does not comply with these development guidelines, the architect shall specify and explain such noncompliance.

2.5 PUBLIC APPROVALS

In addition to complying with the rules enforced by the DRC, development at AGC is subject to and must be in compliance with all local zoning regulations, building codes, and other application regulations of the local municipalities, and the Federal Aviation Administration (FAA) regulations. In any situation in which these development guidelines are at a variance with zoning, building, or other applicable regulations or with the applicable regulations of the FAA, the most restrictive of any such provision shall be controlling.

2.5.1 West Mifflin Borough Contact

Borough Manager
West Mifflin Borough
3000 Lebanon Church Road
West Mifflin, PA 15122
412.466.8170

2.5.2 Federal Aviation Administration

Development at AGC is subject to the regulations of the FAA, including building height, exterior lighting to ensure safe flight operations on the airfield, and applicable electrical, electronic, radio wave, and other similar emissions that may interfere with aircraft navigation operation or radio communication on the airfield. Development is also subject to appropriate environmental clearances. The DRC will assist the developer in identifying and obtaining the necessary FAA approvals.

2.5.3 Other

Other approvals identified by the DRC may be required.