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

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

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. Sunsetting 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.

ER#85-1082-003

FEDERAL AVIATION ADMINISTRATION

By: Lori K. Pagnanelli Date: 6/2/08

PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICER

By: Jean H. Cutler Date: 6/26/08

ALLEGHENY COUNTY AIRPORT AUTHORITY

By: [illegible] Date: 7-7-08

CONCUR:

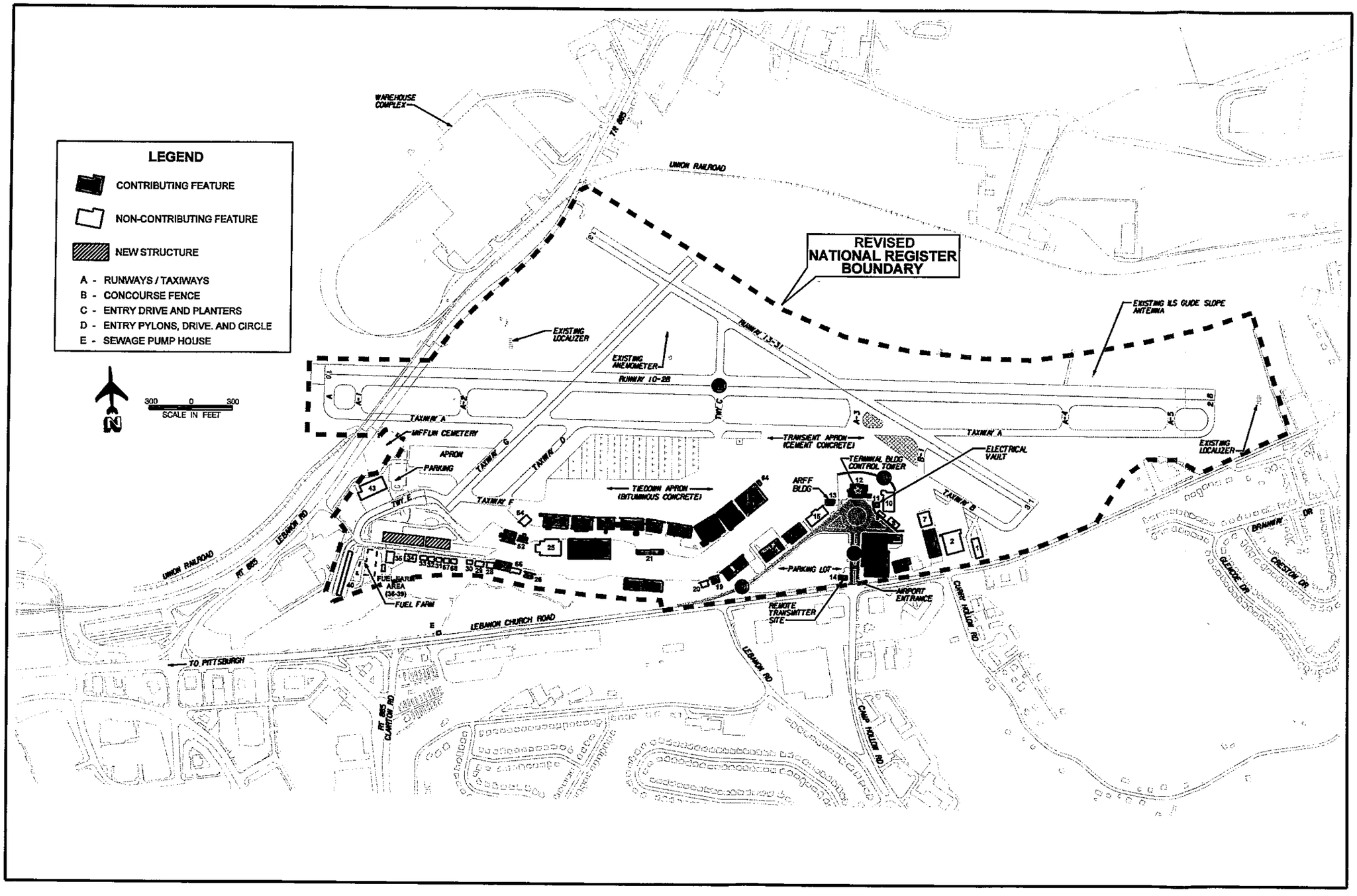
PITTSBURGH HISTORY AND LANDMARKS FOUNDATION

SENECA-CAYUGA TRIBE OF OKLAHOMA

WEST MIFFLIN BOROUGH

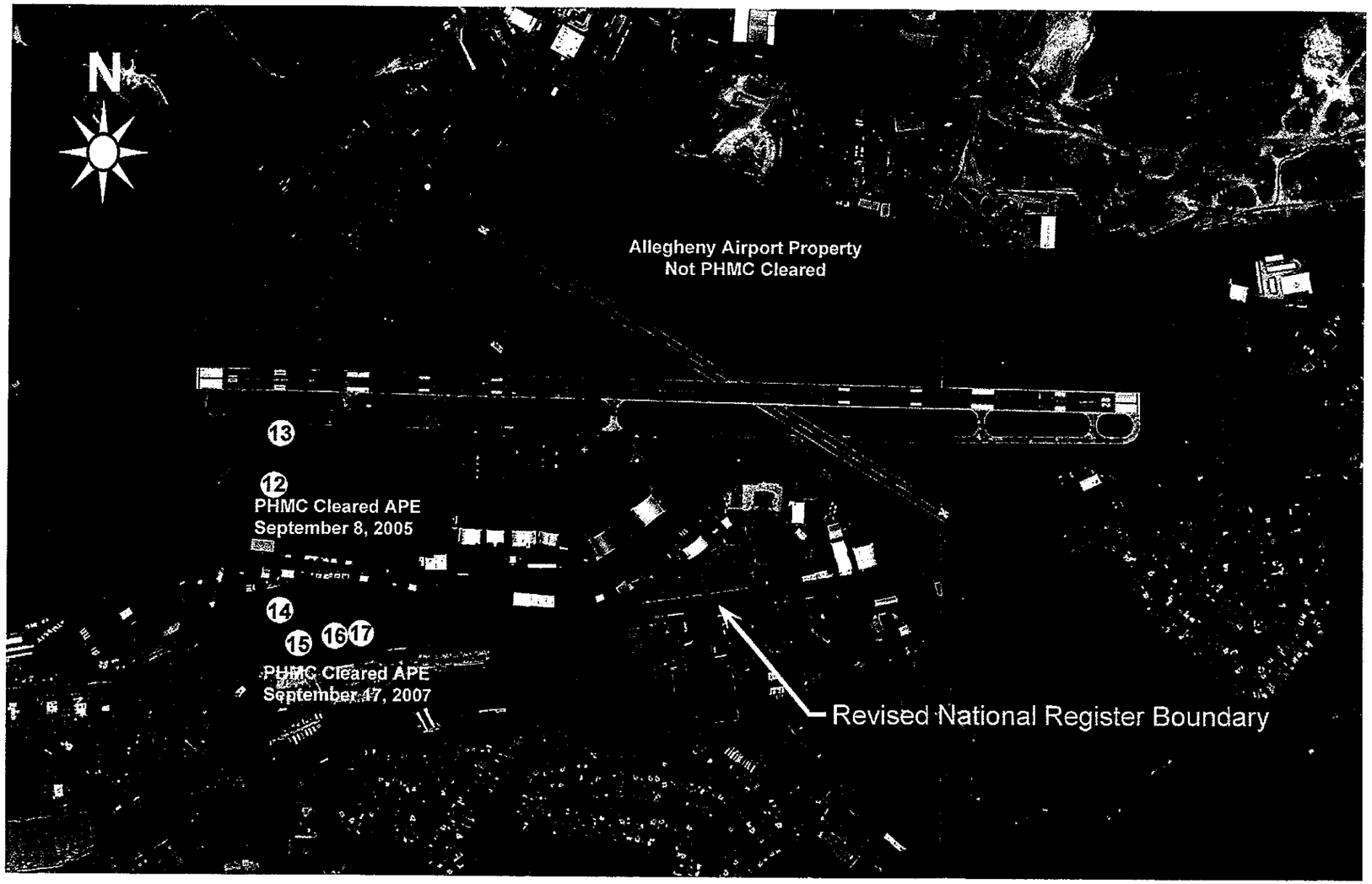
ATTACHMENT A

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
N
WAREHOUSE COMPLEX
RT 885
UNION RAILROAD
REVISED NATIONAL REGISTER BOUNDARY
EXISTING ILS GUIDE SLOPE ANTENNA
EXISTING LOCALIZER
EXISTING ANEMOMETER
RUNWAY 13-31
RUNWAY 10-28
TAXIWAY A
TWY C
TAXIWAY G
TAXIWAY D
TAXIWAY F
TAXIWAY B
TWY E
WIFFLIN CEMETERY
APRON
PARKING
TRANSIENT APRON (CEMENT CONCRETE)
TIEDOWN APRON (BITUMINOUS CONCRETE)
TERMINAL BLDG CONTROL TOWER
ARFF BLDG
ELECTRICAL VAULT
EXISTING LOCALIZER
PARKING LOT
REMOTE TRANSMITTER SITE
AIRPORT ENTRANCE
FUEL FARM AREA (36-39)
FUEL FARM
LEBANON RD
LEBANON CHURCH ROAD
TO PITTSBURGH
CLARITON RD
CAMP HOLLOW RD
BRAMWIN DR
GLENDE DR
CRESTON DR

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 Note: Buildings 36-39 are "fuel farm" not actual buildings	N
37			
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

TABLE OF CONTENTS

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.

3 GENERAL AVIATION DESIGN STANDARDS

3.1 GENERAL REQUIREMENTS

The developer is encouraged to use sustainable design and innovative concepts in the construction of aviation structures. The size, shape, mass, height, scale, orientation and site coverage of aviation structures shall be designed in proportion with use and shall take into consideration the perception, appeal, and visual impact of development. Local West Mifflin Borough requirements and Federal Aviation Administration (FAA) requirements and restrictions as presented in Section 5 shall be used as a reference for all aviation development.

The Design Review Committee (DRC) may grant a variance in these standards. Variances must be proposed and reviewed by the DRC prior to approval of the variance.

3.2 DESIGN ELEMENTS FOR HANGAR DEVELOPMENT

3.2.1 Loading

Aviation buildings shall be designed to resist any combination of dead load, live load, wind load and any other auxiliary design loads, as specified below. Roof live loads shall be considered as additive to all roof dead loads and applicable auxiliary loads.

1. Roofs shall be designed to support a minimum vertical live load of thirty (30) pounds per square foot of horizontal projection to all slopes. If a more severe loading condition is produced, the full intensity of roof live load shall be applied to any one contiguous portion of the roof area with zero load on the remainder of the area. Where the configuration of the building is such that a non-uniform accumulation of snow can occur, the increased roof loads shall be determined by a rational analysis.

2. Wind load shall be twenty (20) pounds per square foot of horizontal projection applied to all sloping or vertical surfaces. Wind loading shall be distributed as required in the "American National Standard Building Code Requirements for Minimum Design Loads in Buildings and Other Structures" (ANSI A58.1) latest edition, for both horizontal and uplift forces.

3. Dead load shall be the weight of the building structure, including electrical, mechanical, or other equipment supported by the building structure.

4. The dead load resisting movement of any structure shall not be less than one and one-half (1 ½) times the overturning moment due to wind and other lateral forces. The foundation and superimposed earth loads may be included provided the anchorage is sufficient to develop these weights.

5. Elevated floor live loads shall meet the West Mifflin requirements.

3.2.2 Foundation

All building footings shall be constructed of reinforced concrete.

1. Concrete in footings shall have an ultimate compressive strength of not less than three thousand (3,000) pounds per square inch (psi) at twenty-eight (28) days.

2. All building column piers shall be reinforced concrete or steel.

3. All footings must rest on undisturbed earth or engineered compacted fill and extend a minimum of three (3) feet below final grade.

3.2.3 Floor Slab

The ground floor of all hangar buildings shall be a reinforced concrete slab.

1. The floor slab shall be designed for anticipated aircraft loadings, but shall not be less than six (6) inches of concrete reinforced with one layer of 6 x 6 – W2.9 x W2.9 welded wire fabric or fiberglass reinforced.

2. The floor slab shall be underlain by a four (4) inch minimum of crushed aggregate stone base course.

3. The concrete slab shall contain control joints at intervals recommended by the American Concrete Institute "Recommended Practice for Concrete Floor and Slab Construction" (ACI 302) latest edition.

4. If the Design Review Committee (DRC) shall determine that the exclusive use of the intended hangar building shall be for the purpose of support persons, vehicles and aircraft having a load not to exceed 6,000 lbs. gross weight, it may grant a variance of the requirement of this Section to allow for a floor not less than 4 inches of reinforced concrete.

3.2.4 Walls and Roofs

3.2.4.1 Metal Pane Thickness

Roofing and wall covering material shall conform to the following minimum criteria:

1. Steel, minimum of 26 "Manufacturer's Standard" gage;

2. Aluminum, minimum of 0.032 inches thickness

3. Other material may be substituted upon approval of the DRC.

A sample of all exterior material shall be submitted for approval. Materials used shall conform to the requirements of Section 4.1.1.

3.2.4.2 Finish

1. All metal siding and roofing panels shall have a minimum fifteen (15) year warranty against blisters, chips, checks, cracks, flakes or peels. In addition, the panels shall have a ten (10) year warranty against fading.

2. Interior framing steel and steel components shall be shop painted with field touch-up as required.

3. Conventional hangars shall use blue ("Great Lakes," PPG #251-5) for exterior walls and white ("Regal White," Valspar #431A886) as a highlight and roof color. T-hangars shall use tan ("Light Stone" Valspar #433B182) for exterior walls and white ("Regal White," Valspar #431A886) as a highlight and roof color.

3.2.5 Utility Service

Utility service shall be provided as approved by the DRC.

1. All utilities brought onto the property must be underground facilities, and shall be approved by the DRC. All hookups to existing airport facilities must be underground and at the sole cost of the developer.

2. A 100 amp. minimum electrical service, exclusive of heating requirements, shall be provided to hangars. Service to hangars which contain shops or special equipment shall be increased to meet the anticipated electrical usage requirements.

3. Lighting, both interior and exterior, shall be provided in all aircraft storage and maintenance areas. Illumination intensities shall meet the recommendations of the "Illumination Engineering Society Lighting Handbook," latest edition, and be designed to not interfere with the operation of the airport. All lighting shall be down lights to avoid interference.

4. Building insulation shall be provided at all heated areas. Roofs shall have a maximum "U" factor of 0.06. Sidewalls shall have a maximum "U" factor of 0.10.

5. Water and sewer service shall be provided to all maintenance hangars by the developer. Drains shall be provided at all faucet or hose bib locations. All floor drains in hangar areas shall flow into a grit and grease trap approved by the ACAA and the drain shall be hooked to the sanitary sewer line. This trap must be properly maintained to ensure drain continues to function.

6. Area floor drains shall be installed in maintenance and storage areas. Floors shall be constructed with a slope to drain toward floor drains.

3.2.6 Building Access Doors/Windows

All buildings shall be completely enclosed. Doors shall be of the same or better quality as the primary building construction.

1. Locking hardware shall be provided at each door/window to provide security. Electronic card readers shall be Essex Electronics Inc. Model PPH-163-SN or approved equivalent. Electromagnetic locks shall be General BHMA A156.23, Delayed Egress BHMA A156.24 or approved equivalent. Manual door locks shall be Cyberlock System, E.A. WAETJEN, Inc. cyberlock cylinder with cyberkey or approved equivalent.

2. Aircraft access doors shall be bifold, overhead or sliding doors, as approved by the DRC.

3. All doors shall be located on construction plans.

3.2.7 Maintenance

The buildings and facilities shall be maintained in an operative, weatherproofed condition.

1. All damaged building areas shall be promptly repaired.

2. Building finishes shall be maintained to prevent metal deterioration.

Upon completion of the construction of facilities and site work, the developer shall maintain the facility in substantially the same condition that exists at the time of completion of the facility.

Specific site maintenance includes waste removal, landscape maintenance, exterior lighting, outside facilities, exterior surfaces, parking areas, drainage areas and detention ponds, and other items, as identified.

Such maintenance shall include the following, without limitation:

1. Promptly removing all litter, trash, refuse, and other wastes.

2. Mowing grass areas no less often than when grass reaches five inches in height.

3. Pruning trees and shrubbery and periodic removal of weeds from landscaped areas.

4. Maintaining exterior lighting, signs, service areas, loading areas, and other facilities in clean condition and good working order.

5. Maintaining parking areas, private drives, and other concrete or asphalt areas in reasonably good condition and repair, including, without limitation, striping of parking areas, sealing of all asphalt surfaces, repair of any damaged concrete or asphalt, and overall resurfacing when necessary.

6. Maintaining all exterior surfaces of buildings in good condition and repair, including painting of all exterior paint surfaces.

7. Repairing exterior damage to any improvement.

8. Maintaining all storm water detention areas and ditches, including weed and algae control, and mowing if detention area is dry.

9. Promptly replacing all dead and/or damaged landscape material.

If the site is not maintained as specified, ACAA may assume maintenance and pass on all costs to the developer.

3.2.8 Site Development

All site development work shall be approved by the DRC.

1. The area surrounding the building shall be graded to accommodate the stormwater flow. Grading and stormwater management shall conform to the most current edition of the Allegheny County Airport Stormwater Management Plan.

   A Stormwater Management Plan must be prepared for each site and approved by the appropriate agencies. Each plan must provide for dry ponds or acceptable alternatives which must be maintained by the developer, and may not contain any elements that would attract waterfowl or other wildlife.

2. Roof discharge shall have a definitive flow path away from the structure. Roof drains shall discharge into an underground storm water drainage system or water retention system.

3. Aircraft access ramps for T-hangar areas shall have a minimum thickness of eight (8) inches of asphalt and nine and a half (9 ½) inches of crushed aggregate subbase, or equivalent. Taxiways, taxi lanes, and apron pavements shall be designed and constructed for the heaviest anticipated aircraft loading. The design shall be in accordance with the Federal Aviation Administration Advisory Circular AC No. AC150/5320-6 "Airport Pavement Design Evaluation" latest edition.

4. All unpaved areas shall be seeded or turfed.

5. All on-site signs shall conform to the General Non-Aviation Design Standards, Section 4.1.6.

6. On-site mailboxes will be addressed in future revisions of this document, pending a decision on locating the mailboxes inside or outside the secure area.

3.2.9 Aviation Building Setback Requirements

Aviation building setbacks shall be as presented in the Table below.

Aviation Buildings (Hangars)		
Baseline	Building Setback	Yard Setbacks
Taxiway Centerline	75'	--
Road Right-of-Way	10'	10'
Other Structures	10'	--

3.2.10 Parking Requirements

Parking requirements for hangars shall be one (1) space per 1200 square feet of building floor area, or one (1) space per T-hangar. Each space shall measure a minimum of 180 square feet per parking space. Variance requests to use spaces in common parking lots at the Airport will be considered.

3.2.11 Additional Standards

Any building or development work for which no standard is set forth in this Article shall comply with the current Pennsylvania Department of Labor and Industry Standards and other West Mifflin requirements.

3.2.12 Stormwater Management

A Stormwater Management Plan must be prepared for each site and approved by the appropriate agencies. Each plan must provide for dry ponds or acceptable alternatives which must be maintained by the developer, and may not contain any elements that would attract waterfowl or other wildlife. This plan shall conform to West Mifflin Borough requirements and the most current edition of the Allegheny County Airport Stormwater Management Plan.

3.3 Aviation Office Buildings and Commercial Facilities

This is generally a Business Use Group classification that includes facilities that house professional or service-type occupancies. Uses may include professional offices and retail settings. The design of these facilities shall conform to the non-aviation design standards in Section 4, where applicable, and West Mifflin Borough requirements.

Office buildings and commercial facilities are typically sited in a prominent location with

high public exposure, visibility, and access to major roads surrounding the Airport. With high prominence comes the need for a high standard in design, land planning, massing, context sensitivity with neighboring developments, and the use of more permanent materials on the building facades.

The guidelines presented in Section 4 for Non-Aviation structures shall apply to aviation office buildings and commercial facilities. In the case that there is a conflict between FAA guidelines and the guidelines in Section 4, the more restrictive of the two guidelines will apply.

3.4 Allegheny County Airport Authority Facilities

Proposed Allegheny County Airport Authority aviation facilities shall conform to the requirements presented in this section.

4 GENERAL NON-AVIATION DESIGN STANDARDS

4.1 GENERAL REQUIREMENTS

The developer is encouraged to use sustainable design and innovative concepts in the construction of non-aviation structures. The size, shape, mass, height, scale, orientation and site coverage of non-aviation structures shall be designed in proportion with use and shall take into consideration the perception, appeal, and visual impact of development. The design life of all buildings and systems shall be 50 years. Local West Mifflin requirements shall be conformed to for all non-aviation development.

The Design Review Committee (DRC) may grant a variance in these standards. Variances must be proposed and reviewed by the DRC prior to approval of the variance.

4.1.1 Color and Materials

White ("Regal White," Valspar #431A886) is to be used as a highlight color on all buildings.

The developer shall use the following materials for exterior walls:

- Masonry – brick, pre-faced and ground-faced concrete masonry units (CMU). Limited use of split-face block is preferred. Decorative CMU can be used to identify building entries and building facades.

- Concrete – both precast and site-cast poured-in-place is permitted. Concrete panels can be used for primary structural elements, and may be colored at the factory, site stained or painted. Tilt up or precast concrete flush or patterned panel wall systems with cast-in details, colors and accents may be used. Use of form linters to simulate CMU or to introduce other regular patterns may be considered.

- Decorative, plain, and/or glazed (pre-face) concrete block – permitted for use on screenings and other "permanent" enclosures.

- Exterior Insulated Finish System (EIFS) - Use of an EIFS should be limited to small areas and is discouraged below 12'.

- Storefronts and curtainwall glazing systems – insulate thermally broken aluminum window/storefront systems with tinted, thermal, low-e, non-reflective glazing. The use and placement of windows on elevations facing public areas is required; windows are not required on airside elevations.

Other materials for exterior walls and roofing may be permitted if submitted to and approved by the DRC.

4.1.2 Exposure Frontage

The developer should give careful consideration to the building's place within the development and the points of view from which it will be observed. Also, consideration should be given to the fact that the function and layout of the building may dictate more than one "front."

In the case that a structure has a "front" on both Aviation and Non-Aviation development areas, the requirements of each respective development area shall be followed. If a structure facing both areas must conform to conflicting requirements for Aviation and Non-Aviation, the more restrictive standard shall be used. The DRC shall review these structures prior to final approval of conformity to Development Guidelines.

Adequate area shall be provided, if necessary, for all staging, loading, and maneuvering of trucks and other service vehicles in order that such operations are not carried out on the streets or neighboring properties. Loading and staging areas should be properly screened from view of public areas.

The developer shall provide:

- Adequate paving, circulation, and parking so as to prevent obstructions, both physical and visual, to vehicles traveling the roadway system. All parking areas and roadways shall be graded for proper drainage and paved with bituminous asphalt or concrete.

- Roadways that comply with local zoning regulations, are a minimum of 24 feet wide, and have curbs. All parking and loading dock areas shall have curbs or barriers sufficient that a vehicle may not drive or park on the grass.

- Roadway and parking lot lighting shall be down lighting to avoid interference with airport operations. Lighting plans shall be submitted to and approved by the DRC.

- Parking and access ramps that are ADA compliant.

4.1.3 Signage

A comprehensive signage design concept and program will be required as part of a development application and shall conform to West Mifflin Borough requirements. The DRC will evaluate the application based upon:

1. Functionality, simplicity, and readability.
2. Overall quality relative to standards used at AGC.
3. Unified design compatible with the overall development.

Signage Specifications
All Uses

SIGNS	MAX. NUMBER	MAX. SIZE	MAX. HEIGHT
Building	1 per site	40 S F.	3' below top of building
Ground-mounted	1 per site; must include the address	40 S.F. per side maximum 25 S.F. minimum	6' maximum height
Tenant ID for buildings with separate exterior tenant entrances	1 per tenant	20 S. F.	Top of sign no more than 15' above ground or 6' below the top of building
Loading Dock	1 per dock door and 1 per tenant	1 S.F. per dock door 4.5 S.F. per tenant	2' above door
On site circulation and misc.	As reasonably approved by DRC	As reasonably approved by DRC	Standard height for traffic control signs
Address	As reasonably approved by DRC	Minimum character height of one foot Maximum size as reasonably approved by DRC	3' below top of building
Leasing signs	One per building	Maximum 32 S. F.	Max 6' high

If the developer is building on property located in a planned development, signage should be incorporated into the plan and should be consistent with the design of the planned development.

Sign design shall incorporate the address on every building in a minimum of one-foot-tall lettering.

Signs shall complement the site character, convey their message legibly, be durable, vandal-proof, weather resistant, and not overly illuminated.

Signage programs shall be well integrated and uniform/consistent in background hue and intensity, type style, and print color.

Sign design and layout shall be coordinated with lighting and landscaping. Lighting shall be down lighting to avoid interference with airport operations.

Illumination of wall-mounted building identification signs may be by individual back-lit letters or by floodlighting with appropriate detailing and landscaping.

Signs shall not be closer than 18 inches from a corner, and repetitious signage on the same building will be discouraged.

Visible raceways and transformers for individual letters are not allowed.

Roof-mounted signs are not allowed.

Signs that move are not allowed.

Low freestanding monument signs are appropriate as identification and must contain address. Directional or informational signs are permitted where site conditions allow for proper visibility. The sign base shall be permanent, durable, and of non-ferrous construction. Landscaping shall be used as appropriate to screen floodlight fixtures.

Except for traffic control and street name signage, freestanding signs on poles that have a top-heavy appearance will be discouraged. Traffic control signage shall be integrated with the sign programs, but must conform to the appropriate state and municipal standards.

Driveway directional signs will be allowed only where circulation is complex or traffic must proceed through the site along a specific path.

Dark colored backgrounds on signs are generally encouraged. Stark white or extremely bright background colors, such as bright red, orange, or yellow, are not allowed. A maximum of one background color and 3 additional colors will be allowed on any sign.

4.1.3.1 Building Identification Signs

The developer may provide a Building Identification Sign (which may be used by the tenant) and a Monument Sign for each building, with the design and location to be approved by ACAA. The Building Identification Sign will be a maximum of 40 square feet in size.

4.1.3.2 Tenant Identification Signs

Generally, the tenant's typical logo signage shall be utilized at the location of the occupant's front door/area of entry and shall be commensurate with the building size. Size, mounting, and lighting methods shall be in compliance with West Mifflin requirements, and be reviewed by the DRC for design size and appropriateness. All areas to receive tenant signage shall follow the basic requirements, as follows:

- One tenant identification sign, limited to the tenant's name and logo, will be permitted for each tenant space. Sign design shall be consistent with DRC specifications and approval. Maximum height of letters is to be 12".

- Style and color of letters will be as selected by the tenant. The tenant's trademark is permitted within the allowed sign area. Signage is to be mounted on the building. The backgrounds for all tenant signs on a building shall be the same color.

- The sign shall be constructed of non-corrosive materials, including supports, fasteners, and electrical devices.

- The following types of signs or sign components shall be prohibited: painted, paper, or cardboard signs, stickers or decals hung around, on, or behind glass doors or windows, and multiple or repetitive signing.

- The use of a customized tenant sign and logo is limited to the front of the building. Hours of operation and address are allowed to be displayed on or next to the tenant's door.

4.1.3.3 Loading Dock Identification Signs

One tenant identification sign may be located at the loading dock doors. The sign shall be a maximum of 4.5 square feet, with four-inch-high letters. This sign shall be mounted above the loading dock door. All Loading Dock Identification signs on a building will use the same background color and the same text color.

4.1.4 Screening and Fencing

Screening shall be visually solid, substantial and durable, and applied in a manner that is compatible with the building and site design. Screening may employ combinations of enclosures, earth berms, and vegetation. Screening shall conform to West Mifflin Borough requirements.

SCREENING GUIDELINES

SCREENING	Height*	Opacity	Notes
Auto parking	3'	60 %	Combination of mound and landscaping
Dock loading/Truck parking	6'	75%	Combination of mound and landscaping
Dumpsters	Equal to or higher	100%	May be waived if not visible from off site.
Mechanical equipment roof	Equal to or higher	100%	If visual impact is minimal then may paint at designation of DRC

SCREENING	Height*	Opacity	Notes
Outdoor storage	Equal to or higher	100%	Combination of mounding, landscaping or walls

**Height and location can be adjusted to account for topography.*

The design of fencing, sound walls, skirt walls, and similar site elements shall be compatible with the overall architecture, be integrated with the site design, grading, and landscaping, and use similar materials. Fencing is not allowed without screening and landscaping materials and must create a friendly appearance along the street. It must allow for visual penetration where possible and be functional. Chain link may be appropriate, based on use. If chain link is appropriate based on use, it must be black. Use of fencing design or materials should be discussed in the development application.

All new freestanding masonry walls or fences 50 feet in length or longer, and 4 feet in height or taller, shall be designed to minimize visual monotony though changes in plane, height, material, or texture, or significant landscape massing where appropriate.

Rooftop mechanical and electrical equipment, satellite antennae, and building elements used to screen such equipment shall be designed as an integral part of the building architecture and shall be a maximum of thirty-six inches (36") above roof level, located at a minimum of twenty feet (20') from the edge of the roof. Air conditioning condensing units may be mounted on a concrete pad at grade level with approved proper screening.

4.1.5 Utilities

All utilities shall be sized and installed in accordance with the requirements of applicable West Mifflin requirements and utility company/owner requirements. All service lines must be located underground. Transformers and other utility structures and equipment not located underground or enclosed within the building shall be sited in non-prominent locations and adequately screened.

4.1.6 Storage, Service, and Refuse Areas

All exterior trash and storage areas, service yards, loading docks and ramps, utility meters, and other mechanical, plumbing, or electrical devices shall be located away from major routes or prominent points of view and shall be screened as described above. No vehicle or equipment service may be performed outside of a building.

4.1.7 Maintenance

Upon completion of the construction of facilities and site work, the developer shall maintain the facility in substantially the same condition that exists at the time of completion of the facility.

Specific site maintenance includes waste removal, landscape maintenance, exterior lighting, outside facilities, exterior surfaces, parking areas, drainage areas and detention

ponds, and other items, as identified.

Such maintenance shall include the following, without limitation:

1. Promptly removing all litter, trash, refuse, and other wastes.
2. Mowing grass areas no less often than when grass reaches five inches in height.
3. Pruning trees and shrubbery and periodic removal of weeds from landscaped areas.
4. Maintaining exterior lighting, signs, service areas, loading areas, and other facilities in clean condition and good working order.
5. Maintaining parking areas, private drives, and other concrete or asphalt areas in reasonably good condition and repair, including, without limitation, striping of parking areas, sealing of all asphalt surfaces, repair of any damaged concrete or asphalt, and overall resurfacing when necessary.
6. Maintaining all exterior surfaces of buildings in good condition and repair, including painting of all exterior paint surfaces as designated by the DRC.
7. Repairing exterior damage to any improvement.
8. Maintaining all storm water detention areas and ditches, including weed and algae control, and mowing if detention area is dry.
9. Promptly replacing all dead and/or damaged landscape material.

If the site is not maintained as specified, ACAA may assume maintenance and pass on all costs to the developer.

4.1.8 Sound Insulation

As portions of Airport property are included in 65 DNL and above noise contours generated by aircraft operations, the developer shall include soundproofing materials for the building interiors, as appropriate for use. In addition, the developer shall promote ways to reduce the impact of on-site operations to the community by mitigating outbound sound, as necessary, for adjacent use.

To absorb sound generated by on-site operations, the developer is encouraged to incorporate earth berms specifically designed for sound absorption or reflection. Earth berms must be appreciably higher than the adjacent noise source and planted to maximize their effectiveness against diffraction.

Planting patterns are critical. Planting of single rows of deciduous trees must be avoided. Instead, trees must be planted in numerous rows in a staggered pattern, in conjunction with dense ground cover and medium height vegetation, so that these blend collectively into a continuous vegetative mass. This is more effective in absorbing noise than more ordered planting patterns.

As much of the site as possible should be planted with sound-absorbing materials to reduce the amount of sound energy bounced off the ground plane onto and into the buildings.

4.1.9 Setbacks and Site Coverage

Setbacks and site coverage shall conform to West Mifflin Borough requirements and the following requirements;

- The building footprint will not exceed 50% of the site
- The building and hard surfaces will not exceed 80% of the site.

No improvement shall be erected or placed within the minimum setback area indicated in the Table below, unless submitted to and approved by the DRC. Side and rear setbacks shall be approved on a case-by-case basis as submitted to the DRC.

SETBACKS

All Uses			
Road Type	Building Setback	Sign Setback	Parking Setback
	Front		
Spine Road	75'	30'	30'
Connecting Road	50'	25'	25'
Circulation Road	30'	15'	25'

4.1.10 Circulation and Parking

Parking areas shall conform to West Mifflin Borough requirements. All parking and circulation areas must be paved.

The developer must locate curb cuts only where appropriate and necessary, avoiding curb cuts on arterial streets and minimizing curb cuts for access to collector streets from parking or other uses.

The developer must size parking for a minimum of 4.5 parking spaces per 1,000 square feet of building gross floor area for office use. Parking for other uses is to be approved by the DRC. The developer must also:

1. Provide appropriate pavement markings and striping.
2. Protect trees in parking lots from vehicle damage by proper spacing and by use of curbing around the landscape pocket.
3. Provide adequate parking for bicycles.
4. Ensure that all paved areas have curbs or parking blocks.

4.1.11 Landscaping

The purpose of landscape design is to integrate and enhance through overall design the various elements and character of the site. Landscaping may include plant materials as well as site furnishings such as water features, sculpture, art, walls, fences, paving materials, and street furniture. Landscaped areas should help to create a coherent and balanced plan throughout the site. Landscaping shall only be required on non-aviation facing sides of development which faces on both aviation and non-aviation.

Landscape planting design should create interesting and pleasing spaces. It should also reinforce and complement the architecture and layout of the site in response to patterns of use, views, and the existing character of the site.

Landscape planting design should be used to improve undesirable site conditions such as soil erosion, noise, unsightly features or views, and glare. Planting design should increase human comfort by providing shade and wind protection.

Plant species should be selected with regard to aesthetics as well as to growth rate and suitability to the site climate and soil conditions. Plants should be chosen that are hardy, easily maintained, and insect- and disease-resistant. Special consideration must be given to site microclimates such as roadways, parking lots, and steep slopes. A list of recommended plant species is contained in the Appendix - Exhibit 9.4.

Trees should be carefully selected and located where they will complement buildings and grounds. Trees should be placed within 3 feet of the right-of-way line. One street tree shall be planted for every 40 feet of frontage or fraction thereof. These trees shall be placed along the right-of-way with a minimum of 3 trees per cluster, and with the approval of the DRC. Tree species should be selected with root growth habits that will not cause damage to sidewalks, or such tree species should be sited away from such paved areas. Proposed trees should be compatible with an established design program or with existing adjacent vegetation. Mature growth rates should not penetrate FAR Part 77 Surfaces. A list of acceptable tree species is contained in the Appendix - Exhibit 9.4.

Landscaped areas should be designed to allow for routine maintenance and care of plantings, furnishings, and other features.

Landscaping should be provided adjacent to and within parking areas to screen vehicles from view and to help minimize the expansive appearance of parking fields. This landscaping should include trees in parking lots to create summer shade. Parking area landscaping should permit adequate sight distance for motorists and pedestrians entering and exiting a site, and should not interfere with circulation patterns. Interior parking lot landscaping requirements may be waived if the soils do not support tree growth. For this waiver, provision of an independently performed soils test indicating poor suitability for tree growth may be required for review by the DRC. In cases such as this, an equal amount of additional site landscaping will be substituted for parking lot landscaping.

Poor site soil conditions may stem from various factors. For example, general acidic soil conditions caused by previous mining operations at a development site, as well as acid mine drainage generated from mining operations, will adversely affect soil quality. Acid mine drainage often has a very low pH level and high levels of metals. This does not support significant ecological functions for various vegetative species to adequately compete, thrive, and reproduce within a natural setting.

Energy conservation within structures should be considered by providing appropriate tree species according to the sun exposure at the site (e.g., deciduous trees on the southern exposure, coniferous and broadleaf evergreen trees along the eastern and western exposures, and evergreens along the northern exposure).

A submitted landscape plan shall include location and planting details for parking lots, roadways, buffering, architectural enhancement, and special use areas. Planting specifications shall include required plant sizes and standards for planting and replacement of dying or dead plants. The landscape plan shall also include an irrigation system for the areas along the road or those that are the most visible.

Existing trees shall be integrated into the proposed development plan to the maximum extent practicable.

Tree and shrub plantings shall be grouped together where it is desired to create strong accent points, as identified through the course of development conferences with the DRC.

Buffer yards required by zoning shall be planted according to the same aesthetic and practical goals established by the landscaping plan for the rest of the site.
Standards for site protection and planting requirements shall include preservation of topsoil and associated requirements, removal of debris, and protection of existing vegetation. Protective measures shall remain in place until all danger from construction has passed.

Hedgerows used for screening, exterior space definition, or any other purpose may include frequent breaks for accent planting, if this is consistent with the overall plan.

No landscaping will be permitted that is within or exposed to the aircraft movement area.

Landscaping will be installed in such a way so that water will drain.

4.1.11.1 Site

Trees remaining and located within the developer's site should be integrated into the proposed development plan for that site, if possible.

Existing plants to be integrated into development plans shall be protected. Grade at dripline should remain at pre-existing elevations. Fence protection for shrubs shall be located a minimum of three feet from the plant, forming a total enclosure around the plant mass. Tree protection fencing shall be located at the dripline of

the tree, or outside if existing branches are low to the ground. Fencing shall remain in place until all possible danger from construction has passed.

All trees will be a minimum 2-1/2" caliper and all shrubs a minimum of 24" in height.

The use of integrated pest management or less dangerous pest management procedures whenever possible is encouraged.

Landscaped areas directly adjacent to drive aisles and parking areas should be planted with site- and condition-appropriate specimens. If concrete curb and gutters are not proposed, open channel stormwater design will be utilized. If excessive salt spray is expected from snow removal efforts, the following plants, which are salt tolerant, should be considered.

COMMON NAME	BOTANICAL NAME
Black Gum	*Nyssa sylvatica*
Scarlet Oak	*Quercus coccinea*
Serviceberry	*Amelanchier* sp.
Staghorn Sumac	*Rhus hirta*
Cotoneaster	*Cotoneaster* sp.
Shingle Oak	*Quercus imbricaria*
Pin Oak	*Quercus palustris*
Sweet Bay Magnolia	*Magnolia virginiana*
Northern Bayberry	*Myrica pennsylvanica*

4.1.11.2 Slopes

Slopes steeper than three to one shall be planted with a mixture of appropriate non-mowed grasses or ground cover plants. A list of recommended seed mixture for non-mowed grass areas and ground cover plants for steep slopes is contained in the Appendix - Exhibit 9.4.

4.1.11.3 Parking

The developer shall provide trees and landscaping in accordance with applicable municipal ordinances. The required trees and landscape areas shall be placed to shade parked cars and to soften the overall appearance of the development. Mature trees, woodlands, or other high-quality existing vegetation that remains undisturbed between the parking and adjacent public or neighboring uses may be used to satisfy this requirement. New shrubs or trees may be added as needed.

Perimeter plantings shall include sufficient shrubs or grasses or mounds to form a hedge or screen that meets the height requirements outlined in Section 3.1.8 at the time of planting.

Landscaping shall also be designed into the interior of parking areas to provide visual and climatic relief from large expanses of paving, to channel vehicular traffic, and to define areas for safe pedestrian circulation. Landscaped areas shall be planted with canopy trees uniformly distributed throughout and around the parking lots.

Curbed islands for trees or other projections into parking areas shall have a minimum landscaped area of 100 square feet per tree.

4.1.12 Utility and Transportation Easements

Existing utility and transportation easements must be addressed in the developer's site plan. ACAA reserves the right to grant future easements around the perimeter of the site that do not conflict with permanent operations.

4.1.13 Retaining Walls

Retaining walls shall conform to West Mifflin Borough requirements. The height and length of retaining walls shall be minimized and the use of major retaining walls shall be minimized. Retaining walls shall incorporate design elements of other architectural or natural features of the project. Appearance of walls shall be softened through the use of appropriate landscaping. Tall retaining walls are discouraged. Where retaining walls exceed three feet in height, safety protection in the form of fencing or hedges shall be provided. Terracing in combination with low retaining walls shall be considered in lieu of tall or prominent retaining walls, particularly in highly visible areas.

4.1.14 Grading and Drainage

Grading and drainage design and construction shall conform to West Mifflin Borough requirements and the most current edition of the Allegheny County Airport Stormwater Management Plan.

The proposed grading should take advantage of existing slopes wherever possible. Naturally sloped or terraced grading, within smaller pads and varied footprints, should conform to existing topography and minimize the need for large visible retaining or skirt walls. All grading should present a finished appearance with rounded slopes.

Balancing the cut and fill on site is highly encouraged when it does not result in further damage to the natural topography. Where the grading plan results in substantial hauling, a mitigation plan may be required to address the overall impact and clean-up of off-site construction activities.

The developer may be required to provide an independently performed Geotechnical Report, prepared by a certified professional engineer, for review by the DRC. Maximum design grades and subsurface drainage requirements shall be in accordance with the Geotechnical Report recommendations. However, in no case shall proposed mowed grass lawn slopes be greater than three to one, or steeper than two to one for other graded areas. In cases of high impact or visibility areas, the DRC reserves the right to further limit the

maximum slope, if it is in the best interest of the overall development plan.

All on-site drainage shall be collected and conveyed to an approved storm drainage conveyance system. All on-site drainage patterns shall occur on or through areas designed to serve this function, using grassed swales whenever possible. Drainage from rooftops or other impermeable surfaces shall not be conveyed across hard surfaces into planter areas without a drain inlet.

4.1.15 Stormwater Management

A Stormwater Management Plan must be prepared for each site and approved by the appropriate agencies. Each plan must provide for dry ponds or acceptable alternatives and must be maintained by the developer, and may not contain any elements that would attract waterfowl or other wildlife. This plan shall conform to West Mifflin Borough requirements and the most current edition of the Allegheny County Airport Stormwater Management Plan.

4.2 Architecture And Site Planning For Specific Uses

4.2.1 Office and Commercial Buildings

This is generally a Business Use Group classification that includes facilities that house professional or service-type occupancies. Uses may include professional offices, retail, and business park settings. The design of these facilities shall conform to West Mifflin Borough requirements.

Buildings are typically sited in a prominent location with high public exposure, visibility, and access to major arteries surrounding the Airport. With high prominence comes the need for a high standard in design, land planning, massing, context sensitivity with neighboring developments, and the use of more permanent materials on the building facades.

4.2.2 Warehouse and Light Industrial Buildings

This refers to facilities constructed for long term storage and/or light manufacturing such as assembling, disassembling, fabricating, finishing, manufacturing, packaging, and repair or processing operations. Depending on the nature of the materials stored and/or processes contained, facilities may be classified as low-, moderate- or high-hazard uses and are subject to West Mifflin Borough requirements. The buildings are typically not accessed by the public, but require proper access to highways and transportation routes.

Use of industrial materials such as concrete wall panels will be acceptable, subject to review. The developer is encouraged to create an attractive, coordinated, aesthetic design and to avoid the monotony of long, large, flat facades constructed from a single material. Use of horizontal and/or vertical projections, column insets, exposed structural elements,

and changes of material, color, and/or texture is encouraged.

4.2.3 Tech/Flex Warehouse Buildings

Generally one-story shell developments, the open nature of the floor plan allows maximum flexibility and is conducive to multiple tenant occupancies. Tech/flex buildings typically are arranged with a "front door" for office tenants, and a "back door" that allows for loading, trucking, and distribution functions. Proper building siting should be considered not only for vehicular traffic and circulation, but also for maintaining required screening and visual buffers required by these guidelines. These buildings are subject to West Mifflin Borough requirements.

Possible users may include professional and sales offices, minor warehousing and distribution, and light manufacturing when in accordance with local zoning regulations.

The front-side/back-side nature of a tech/flex building may promote the use of higher-end materials such as masonry and concrete panels on the front. Continuity and appropriate selection of materials on all sides of the building will be examined by the DRC.

4.2.4 Hospitality and Recreational Buildings

These are higher-profile buildings that service the public and require appropriate access for both vehicular and pedestrian traffic. Functions may include hotels and motels, with associated restaurant and parking facilities, and public facilities, such as skating rinks, or driving ranges.

Proper siting for buildings is needed to address both public/community access of major roadways and airport/traveler access. The building's entrance should be well defined and convey a sense of entry, welcome and a feeling of security and safety. The design of these facilities shall conform to West Mifflin Borough requirements.

4.2.5 Cargo Buildings

These facilities may be constructed requiring access to both aviation and non-aviation activities. Pending location, buildings may or may not have direct access to the aviation side, but may be placed in close proximity to the airfield. These facilities generally serve as a central location for the transfer of goods from aircraft to truck. They are usually short-term storage facilities without manufacturing and may have limited office space that is ancillary to the storage function. These buildings are subject to West Mifflin Borough requirements.

The developer is encouraged to create an attractive, coordinated, aesthetic design and to avoid the monotony of long, large, flat facades constructed from a single material. Use of horizontal and/or vertical projections, column insets, exposed structural elements, and changes of material, color, and/or texture is encouraged. Use of EIFS materials below 12

feet above the finished floor is not acceptable. However, metal facades are permitted for the non-public sides of buildings.

Where these facilities face both Aviation and Non-Aviation areas, the requirements of each respective area shall govern the design. If a structure facing both areas encounters a conflicting requirement, the more restrictive requirement shall be followed. The DRC shall review these structures prior to final approval of conformity to Development Guidelines.

4.2.6 Heavy Industrial Buildings

This refers to facilities which are used for manufacturing and processing operations of a larger and/or more complex nature than light industrial buildings. These facilities may include significant outdoor storage areas. Heavy industrial facilities are typically not accessed by the public, but require proper access to highways and other transportation routes. These facilities shall be designed in accordance with West Mifflin Borough requirements.

4.2.7 Retail Buildings

These facilities, such as car dealerships, are similar to hospitality and recreational buildings in requiring appropriate and easy access for vehicular and where appropriate, pedestrian traffic. Parking facilities will be included with any retail development. The building's main public entrance should be well defined and convey a sense of entry, welcome and a feeling of security and safety. The design of these facilities shall conform to West Mifflin Borough requirements.

These buildings, which are typically well-lit, need to be designed with down-lighting to ensure that lighting and other aspects of retail facilities do not interfere with airport operations.

Where these facilities face both Aviation and Non-Aviation areas, the requirements of each respective area shall govern the design. If a structure facing both areas encounters a conflicting requirement, the more restrictive requirement shall be followed. The DRC shall review these structures prior to final approval of conformity to Development Guidelines.

5 FAA REQUIREMENTS AND RESTRICTIONS

FAA Requirements for development on AGC property potentially include the following clearances:

- Environmental - from the Harrisburg Airports District Office, including Categorical Exclusions, Form C, EA and EIS, as necessary. Reference FAA Order 1050.1E and 5050.4B.

- FAR Part 77 Obstruction (Form 7460) - from the Eastern Region Airports Division, including review of navigational aids, electronics, ILS, and control tower from the Eastern Region Airways Facilities Division.

- IFR Safety - from the Eastern Region Flight Standards Division.

The developer shall work with the DRC and the FAA to identify and complete the appropriate documentation to meet FAA requirements. Current contact information, including addresses and phone numbers, is available from ACAA.

ACAA must approve and submit the forms.

6 CONSTRUCTION

This section outlines the requirements the developer must comply with both prior to and during construction. It covers rules, regulations, permitting, maintenance of airport operations, protection of utilities, and requirements governing the establishment and use of temporary facilities.

6.1 ROLES AND RESPONSIBILITIES

Protection of Work and Property - The developer shall be required to maintain adequate protection for all work and property, both public and private, and prevent damage or loss thereto as a result of construction operations under his contract.

Safety of the Public and Employees - The developer shall be required to maintain adequate protection for all work and property, both public and private, and prevent damage or loss thereto as a result of construction operations.

Accident Prevention - The developer shall be required to designate members of his organization who will be responsible for the prevention of accidents. The names and positions of the persons so designated shall be reported to ACAA.

Accident Reports - In case of an accident, the contractor shall immediately furnish ACAA with accident reports.

Blasting - Blasting will not be permitted unless authorized in writing 30 days prior by ACAA.

Regulations - Fire protection shall comply with fire regulations at the Airport and with specific requirements of ACAA and West Mifflin Borough fire department.

Open Fires - No open fires will be permitted unless authorized in writing 30 days prior by ACAA.

Welding, etc. - No welding, flame cutting, or other operations involving the use of flame, arcs, or sparking devices will be allowed without adequate approved protection.

Fire Lanes - Fire lanes shall be kept open at all times.

6.2 ENVIRONMENTAL PROTECTION CONTROLS

Construction operations shall comply with air and water standards established in FAA Advisory Circular 150/5370-7 *"Airport Construction Controls to Prevent Air and Water Pollution."*

6.3 Sustainable Design Principals

Where possible, the developer shall observe LEED® technologies and strategies in planning construction operations. A selective summary is provided below.

- Employ construction waste management techniques, including landfill diversion and material recycling.
- Establish clearly marked construction boundaries to minimize disturbance of existing site.
- Restore previously degraded areas to their natural state.
- Employ construction erosion and sedimentation control plans that include temporary seeding and mulching, earth dikes, silt fencing, and sediment traps.
- Protect building ventilation and sequence material installation to avoid contamination of absorptive materials by indoor pollutants during construction.

6.4 Temporary Facilities

The following guidelines apply to temporary facilities that may be required for construction.

Location of new temporary roads for large projects shall be designated and approved by the DRC and ACAA.

No signs for advertising will be allowed on the premises other than approved leasing signs. A project sign identifying participating parties may be permitted with written permission of the DRC.

When required for protection of the public, a temporary 6'-0" high fence shall enclose the site. The fence shall be of substantial construction approved by ACAA. Exposed surfaces on the public side of wooden enclosures shall be painted with two coats of top quality exterior paint.

At the completion of work, the contractor shall be required to remove all surplus materials, tools, scaffolding, equipment, and appurtenances caused by and used in execution of his work, and shall leave the premises in clean condition. Temporary roads and equipment shall be removed at the completion of the work and grades restored to required elevations and in compliance with the landscaping plan.

6.5 Use of Premises

The contractor shall be required to confine his equipment, storage of materials, and operations of workmen and subcontractors to the site.

6.6 Access to Site

If a road is not available, ACAA will designate the route to be used and maintained for access to project sites and all vehicles shall use the designated route only.

The contractor shall be required to keep all roads free of loose construction materials and in good repair and shall promptly repair any damage.

6.7 Interruption of Airport Operations

Interruption of normal Airport operations is prohibited.

The contractor shall cooperate with other contractors, ACAA personnel, and utility forces working in the Airport area in such a manner that there will be minimal interference with their work and activities.

Details of all anticipated interruptions of this nature, together with recommendations of the Architect or Engineer for minimizing same, shall be reviewed with the ACAA.

6.8 Existing Utilities

Before proceeding with work, the contractor shall notify via PA One Call (1-800-242-1777) the various utilities and agencies who maintain underground facilities located within the limits of the Airport and request that those responsible for the utilities stake out their facility alignment and depth. The contractor shall also notify Airport Operations at (412) 466-4951.

Existing utilities shall not be disturbed until the owners of said utilities have been notified. The contractor shall be required to conduct his work so that utilities may be removed, relocated, or supported during excavations and while backfill is being placed, and maintained in service until the structure to be built under the contract is completed. Existing utilities shall be relocated only as approved by the utility owner and ACAA. The contractor shall cooperate with the owners of such utilities in the performance of his work.

The following existing utilities are on Allegheny County Airport property. The most up to date contact information for these utility owners can be obtained from the websites indicated or from PA One Call.

- Sunoco Logistics – Hays Spur Pipeline
  http://www.sunocologistics.com/environment/environment_contact.asp
- Equitable Gas
  http://www.eqt.com/Equitable_Gas/
- Pennsylvania American Water
  http://www.amwater.com/awpr1/paaw/sitetools/contactus.html
- West Mifflin Borough Sanitary Sewer Authority
  http://www.wmssma.org/

- Duquesne Light
  http://www.duquesnelight.com/ContactUs/default.cfm
- Verizon Communications
  http://www.verizon.com

Should existing utilities be damaged during construction operations, the contractor shall immediately notify the utility company and ACAA and the contractor will be held responsible for repair or replacement. Said repair and replacement shall be subject to approval of the utility company and ACAA.

6.9 Clean Up

The contractor shall be required to keep premises free from accumulation of rubbish and waste material. Combustible material shall be placed in covered metal containers daily, and all rubbish and waste shall be removed from the premises at least weekly and legally disposed of outside of Airport limits. Material from the site should not be allowed to create Foreign Object Debris that could affect airfield operations.

The refuse contractor for AGC is Allied Waste Services of Pittsburgh (BFI). Allied Waste can be contacted at (412) 429-2600, or at 73 West Noblestown Road, Carnegie, PA 15106.

7 ENFORCEMENT

7.1 VIOLATION

Failure by a developer or lessee to perform or observe, or cause any other occupant of a building site to perform or observe, any condition or restriction to be performed or observed by ACAA under these development guidelines and failure by such developer or lessee to correct such failure within 30 days after the DRC provides notification or, if because the nature of such failure cannot be corrected within such 30-day period, failure by such developer or lessee to commence correction within a 30-day period and thereafter to expeditiously and continuously prosecute the correction to completion, shall be a material breach of these development standards and the developer shall be considered to be in default.

Immediately upon the occurrence of a material breach, or anytime thereafter, unless such material breach has been cured with the written consent of the DRC or expressly waived by it in writing, the DRC, or its authorized agent or representative, may bring remedy, whether public or private in nature.

7.2 ACCESS FOR INSPECTION

The DRC, or its authorized agent or representative, shall have the right to access a building or lessee site during reasonable hours, to enter on and inspect such site for any purpose associated with these development guidelines.

7.3 INDEMNIFICATION

The developer or lessee of a site shall indemnify and hold the DRC, or its authorized agent or representative, harmless from all liabilities, losses, damages, injuries, costs, and expenses, including legal fees, caused by or in any way related to the DRC's, or its authorized agents' or representatives', actions or failure to act pursuant to the provisions of the development guidelines, provided that the DRC or its authorized agents or representatives, did not act exhibiting intentional misconduct or a knowing violation of the law.

7.4 ENFORCEMENT

It is the intent that each developer or lessee acknowledges that the DRC shall act as an authorized representative of all developers and lessees for the purpose of enforcing these development guidelines upon the occurrence of a breach.

8 MISCELLANEOUS

8.1 TERM

These development guidelines shall continue in full force and effect until terminated.

8.2 TERMINATION AND MODIFICATION

These development guidelines may be terminated, modified, or amended with written notification from ACAA.

8.3 ASSIGNMENT

Any or all of ACAA's rights, powers, duties, or obligations under these development guidelines may be assigned to any person or entity, public or private. If at any time, ACAA ceases to exist and has not made an assignment to a successor, then a successor to ACAA may be appointed in the same manner as these development guidelines may be terminated, modified, or amended.

8.4 WILDLIFE

The presence of wildlife is discouraged at AGC, since it is not compatible with Airport operations. Maintenance and feeding of wildlife is not permitted. Picnic tables will not be permitted to eliminate food litter. Dumpsters must be covered.

8.5 CONSTRUCTIVE NOTICE AND ACCEPTANCE

Any developer or lessee which hereafter acquires any right, title, or interest in a site, or any portion of a development on a site, shall be deemed to have consented and agreed to accept every condition, restriction, reservation, and easement set forth in these development guidelines when reference to these development guidelines is set forth in the deed, lease or instrument by which such person or entity acquired such right, title, or interest.

8.6 GENERAL RELEASE OF LIABILITY OF MEMBERS OF THE DESIGN REVIEW COMMITTEE

The DRC and the ACAA shall not be liable to any person or entity which has submitted plans or specifications or a description of intended operation and use, or to any lessee or occupant, as the result of or arising out of any mistake in judgment, negligence, or failure to act in connection with these development guidelines.

8.7 NOTICES

Any notice or other communication required or desired to be given to any party under these development guidelines shall be in writing.

8.8 NONWAIVER

The failure or delay of any party to enforce any provision or exercise any right under these

development guidelines shall not be construed as a waiver of such provision or right and shall not affect the validity of any provision of these development guidelines, or the right of such party thereafter to enforce such provision or to exercise such right. No waiver of any violation of these development guidelines shall be held to be a waiver of any other violation of these development guidelines.

8.9 Governing Law

All questions concerning the validity and meaning of these development guidelines or relating to the rights, obligations, and duties of the parties with respect to performance under these development guidelines shall be construed and resolved under the laws of Pennsylvania.

8.10 Severability

It is the intention of ACAA that these development guidelines comply fully with all applicable laws and these development guidelines shall be construed consistently with all such laws to the extent possible. If, and to the extent that, any court of competent jurisdiction is unable to so construe part or all of any provision of these development guidelines and holds part or all of that provision to be invalid, then such invalidity shall not affect the remainder of that provision or the remaining provisions of these development guidelines, which shall remain in full force and effect.

9 APPENDIX - SUPPORTING EXHIBITS

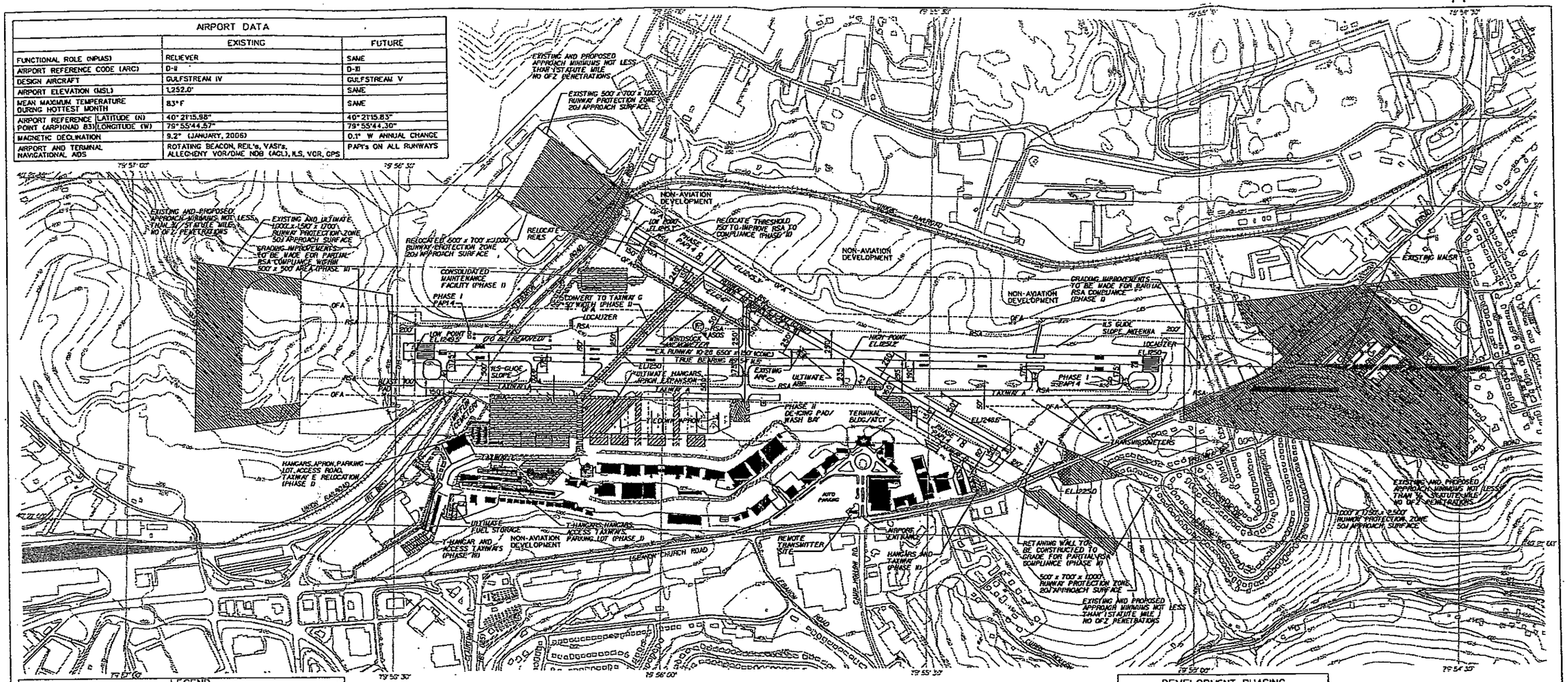
9.1 ULTIMATE AIRPORT LAYOUT PLAN

9.2 CHECKLIST FOR DEVELOPMENT REVIEW (AVIATION)

9.3 CHECKLIST FOR DEVELOPMENT REVIEW (NON-AVIATION)

9.4 LIST OF APPROVED LANDSCAPING MATERIALS

AIRPORT DATA		EXISTING	FUTURE
FUNCTIONAL ROLE (NPIAS)		RELIEVER	SAME
AIRPORT REFERENCE CODE (ARC)		D-II	D-III
DESIGN AIRCRAFT		GULFSTREAM IV	GULFSTREAM V
AIRPORT ELEVATION (MSL)		1,252.0'	SAME
MEAN MAXIMUM TEMPERATURE DURING HOTTEST MONTH		83°F	SAME
AIRPORT REFERENCE POINT (ARP)(NAD 83)	LATITUDE (N)	40° 21'15.98"	40° 21'15.83"
	LONGITUDE (W)	79° 55'44.57"	79° 55'44.30"
MAGNETIC DECLINATION		9.2° (JANUARY, 2005)	0.1° W ANNUAL CHANGE
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON, REIL's, VASI's, ALLEGHENY VOR/DME NDB (AGL), ILS, VOR, GPS	PAPI's ON ALL RUNWAYS



LEGEND

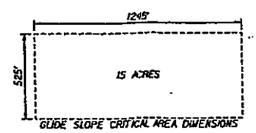
EXISTING	PROPOSED	
		EDGE OF PAVEMENT
		PROPERTY BOUNDARY
	N/A	RUNWAY PROTECTION ZONE
		FENCE
1200	N/A	GROUND CONTOURS
RSA	N/A	RUNWAY SAFETY AREA
OFA	N/A	OBJECT FREE AREA
		ON-AIRPORT BUILDINGS
	N/A	WINDSOCK/CONE
		AIRPORT REFERENCE POINT
	N/A	RUNWAY HOLD POSITION MARKING
	N/A	RUNWAY THRESHOLD LIGHTS
	N/A	RAILROAD
	N/A	UNUSABLE PAVEMENT
		VASI/PAPI
	N/A	TIEDOWN
	N/A	LOCALIZER
	N/A	REIL
	N/A	AIRPORT BEACON
	N/A	ASOS
		HELICOPTER PARKING
		AVIGATION EASEMENT

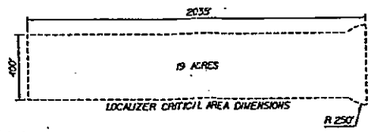
NOTES:

1. FOR ADDITIONAL AIRPORT INFORMATION, REFER TO "AIRPORT DATA SHEET."
2. GROUND CONTOURS ARE DISPLAYED AT INTERVALS OF TWENTY-FIVE FEET.
3. FOR BUILDING IDENTIFICATION, REFER TO "TERMINAL AREA PLAN."
4. FOR DEFINITIONS TO ABBREVIATIONS, REFER TO "AIRPORT DATA SHEET."

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACH AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

The preparation of this drawing was financed, in part, through a planning grant from the Federal Aviation Administration (FAA), as provided under Section 505 of the Airport and Airway Improvement Act of 1982, and as amended by the Airport and Airway Safety and Capacity Act of 1987. The contents do not necessarily reflect the official views of the FAA. Acceptance of this drawing does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate laws.





9.2° W MAGNETIC DECLINATION JANUARY 2006

400 0 400 800
SCALE IN FEET

DEVELOPMENT PHASING

- PHASE I DEVELOPMENT (2006-2011) TAXIWAYS, HANGAR AREA DEVELOPMENTS, CONSOLIDATED MAINTENANCE FACILITY, RSA IMPROVEMENT, PAPI INSTALLATION
- PHASE II DEVELOPMENT (2012-2016) HANGAR AREA DEVELOPMENT, DEICING PAD/WASH BAY, TAXIWAY
- PHASE III DEVELOPMENT (2017-2026) T-HANGAR AREA DEVELOPMENT, AVIGATION EASEMENTS
- ULTIMATE DEVELOPMENT (BEYOND PLANNING PERIOD) CONVENTIONAL HANGAR AREA DEVELOPMENT

AIRPORT LAYOUT PLAN APPROVAL

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF AVIATION
APPROVED _____ DATE _____

ALLEGHENY COUNTY AIRPORT AUTHORITY
APPROVED _____ DATE _____

FEDERAL AVIATION ADMINISTRATION
APPROVED _____ DATE _____

PLANS PREPARED BY
ENGINEERS PLANNERS ECONOMISTS
Wilbur Smith Associates

DESIGNED _____ DATE
DRAWN _____ DATE
CHECKED _____ DATE
APPROVED _____ DATE

REVISION		
DATE	BY	DESCRIPTION

ALLEGHENY COUNTY AIRPORT AUTHORITY

ALLEGHENY COUNTY AIRPORT

WEST MIFFLIN, PENNSYLVANIA

AIRPORT MASTER PLAN UPDATE

ULTIMATE AIRPORT LAYOUT PLAN

SCALE	DATE	SHEET
AS SHOWN	JULY 2006	3 OF 14

_____AGC\ALP\NEW AGC\3-palp01.dgn 7/25/2006 11:31:08 AM

Date of Review:_____
Reviewer:_____
Submitting Developer: _____

Development Project: _____

	Allegheny County Airport – Aviation Development Guidelines Checklist
	Completeness of Development Application ___ Three copies of paperwork detailing proposed use of site ___ Copies of all applications for government permits ___ Relevant correspondence ___ Plans for government approval ___ Full sets of final site plans, construction drawings, and specifications prepared/certified by appropriate licensed professional(s)
	3.2.1 Hangars – Loading
	Roof designed to support vertical live load of thirty (30) pounds per square foot
	Structure designed with a wind load of twenty (20) pounds per square foot
	Structure designed with a dead load including structural, electrical and mechanical loads
	Structure designed with a dead load not less than 1 ½ times the overturning moment due to wind and other lateral forces with sufficient foundation and anchorage
	Design of structure meets West Mifflin Borough building codes
	3.2.2 Hangars – Foundation
	Concrete in footings has an ultimate strength of not less than 3,000 psi at 28 days
	All building column piers are reinforced concrete or steel
	All footings must rest on undisturbed earth or engineering compacted fill, and extend a minimum of three (3) feet below final grade
	3.2.3 Hangars – Floor Slab
	Floor slab not less than six (6) inches of reinforced concrete, reinforced with a layer of 6 x 6 W2.9 x W2.9 welded wire fabric or fiberglass
	Floor slab underlain by four (4) inch crushed aggregate base course
	Floor slab joint intervals meet ACI 302 requirements
	Since combined hangar load (persons, vehicles, and aircraft) will not exceed 6,000 lbs., DRC has granted a variance for floor thickness to be not less than four (4) inches of reinforced concrete.
	3.2.4 Hangars – Walls and Roofs
	Roofing and wall metal panes meet requirements of Section 3.2.4.1
	Roofing and wall metal panes are finished. Finish includes: A fifteen (15) year warranty against blisters, chips, checks, cracks, flakes or peels A ten (10) year warranty against fading

X= Yes
N/A - Not Applicable

Allegheny County Airport – Aviation Development Guidelines Checklist	
	Exterior paint colors using blue ("Great Lakes," PPG #251-5) for conventional hangar exterior walls and white ("Regal White," Valspar #431A886) as a highlight and roof color. T-hangars shall use tan ("Light Stone," Valspar #433B182) for exterior walls and white ("Regal White," Valspar #431A886) as a highlight and roof color.
3.2.5 Hangars – Utility Service	
	All utilities are underground, including hookups, and are approved by DRC
	Electrical service shall have a minimum 100 amp capacity
	Lighting is provided, both interior and exterior, in all aircraft storage and maintenance areas
	Building insulated to a 0.06 "U" factor on roofs and 0.10 "U" factor on walls
	Water and sewer service is provided
	Area floor drains shall be provided and floors shall be sloped to the drains
3.2.6 Hangars – Building Access Doors/Windows	
	All buildings are completely enclosed
	Locking hardware is provided for security
	Aircraft access doors are either bifold, overhead, or sliding doors, as approved by DRC
	All doors are located on construction plans
3.2.7 Hangars – Maintenance	
	Maintenance consistent with the provisions of Section 3.2.7
	All damaged building areas promptly repaired
	Building finishes maintained to prevent metal deterioration
3.2.8 Hangars – Site Development	
	All site development work approved by DRC
	Grading and stormwater management conforms to Allegheny County Airport Stormwater Management Plan, current edition
	Roof discharge has a definitive path away from the structure
	Aircraft access ramps for T-Hangar areas shall have a minimum thickness of eight (8) inches of asphalt and nine and one half (9 ½) inches of crushed aggregate subbase or equivalent
	Taxiways, taxi lanes, and apron pavements are designed in accordance with FAA AC150/5320-6
	All unpaved areas are seeded or turfed
	All on-site signage shall conform to Section 4.1.6

X= Yes
N/A - Not Applicable

	Allegheny County Airport – Aviation Development Guidelines Checklist
	3.2.9 Hangars – Building Setback Requirements
	Building setbacks conform to Section 3.2.9
	3.2.10 Hangars – Parking Requirements
	Parking for hangars is one (1) space per 1200 square feet of building floor area or one (1) space per T-hangar unless variance granted otherwise; 180 square feet per parking space
	3.2.11 Hangars – Additional Standards
	Building or development work not covered by the standards outlined in the Development Guidelines complies with current Pennsylvania Department of Labor and Industry Standards and other West Mifflin Borough requirements
	3.2.12 Hangars – Stormwater Management
	A stormwater management plan for each site has been prepared and approved by appropriate agencies. Plan conforms to West Mifflin Borough requirements and current Allegheny County Airport Stormwater Management Plan.
	3.3 Aviation Office Buildings and Commercial Facilities
	See Non-Aviation Development Guidelines Checklist, Appendix 9.3

X= Yes
N/A - Not Applicable

Date of Review:_____
Reviewer:_____
Submitting Developer: _____

Development Project: _____

	Allegheny County Airport – Non-Aviation Development Guidelines Checklist
	Completeness of Development Application ___ Three copies of paperwork detailing proposed use of site ___ Copies of all applications for government permits ___ Relevant correspondence ___ Plans for government approval ___ Full sets of final site plans, construction drawings, and specifications prepared/certified by appropriate licensed professional (s)
	4.1.1 Color and Materials
	Use of White ("Regal White," Valspar #431A886) as a highlight color on all buildings
	Use of the following on exterior walls: ___ Masonry ___ Concrete ___ Decorative, plain, or glazed concrete block ___ EIFS ___ Tinted, low-e non-reflective glazing for insulation of storefronts/curtainwall glazing systems
	4.1.2 Exposure Frontage
	If structure faces both Non-Aviation and Aviation development areas, ensure that proper requirements are met for both "fronts"
	Design of adequate service areas for external operations (truck maneuvering, etc.)
	Screening of loading and staging areas
	Design of adequate paving, parking, and circulation facilities
	Roadways comply with local zoning ordinances and are a minimum of 24 feet wide, with curbs
	Design of adequate curbs to prevent vehicles in parking and loading dock areas from parking on grass
	Roadway and parking lot lighting to be down-lighting. Lighting plans approved by DRC.
	Design of parking ramps and access ramps in compliance with ADA regulations
	4.1.3 Signage
	Submittal of a comprehensive signage design concept and program that conforms to West Mifflin Borough requirements, as part of the developer's development application
	Overall consistency/appropriateness of the signage program with respect to AGC standards
	Incorporation of building address on each building in at least one-foot-tall lettering

X= Yes
N/A - Not Applicable

Allegheny County Airport – Non-Aviation Development Guidelines Checklist	
	Incorporation of address on low freestanding monument signs
	4.1.3.1 Building Identification Signs
	Use of building identification sign, as approved by ACAA, that does not exceed 40 square feet in size
	Use of monument sign as approved by ACAA
	4.1.3.2 Tenant Identification Signs
	Compliance of tenant's logo signage (size, mounting, and lighting) with West Mifflin Borough code of ordinances and approved by DRC
	Use of only one tenant identification sign (tenant name and logo only; maximum height of lettering 12 inches; constructed of non-corrosive materials) for each tenant space
	Tenant signs are consistent
	4.1.3.3 Loading Dock Identification Signs
	Placement of one tenant identification sign above the loading dock doors (maximum of 4.5 square feet, with four-inch-high letters)
	4.1.4 Screening and Fencing
	Screening conforms to West Mifflin Borough requirements
	Overall consistency/compatibility of screening with building architecture, site design, and landscaping
	Provision of screening for all fencing used on the site
	Appropriate orientation of rooftop equipment and building elements used to screen the equipment (maximum of 36 inches above roof level; minimum of 20 feet from roof edge)
	4.1.5 Utilities
	Sizing and installation of utilities according to building code requirements, utility company/owner requirements, and West Mifflin Borough requirements
	Underground location of all service lines
	Appropriate site location and screening of above-ground transformers and other structures
	4.1.6 Storage, Service, and Refuse Areas
	Location of exterior trash and storage areas, service yards, loading docks and ramps, utility meters, and other mechanical, plumbing, and electrical devices away from major routes or prominent points of view and screened appropriately
	4.1.7 Maintenance
	Site maintained according to requirements identified in Section 4.17
	4.1.8 Sound Insulation
	Incorporation of sound-proofing materials in building interiors

X= Yes
N/A - Not Applicable

Allegheny County Airport – Non-Aviation Development Guidelines Checklist	
	Mitigation of outbound sound through use of specially designed earth berms
	Implementation of staggered tree planting patterns for noise absorption
4.1.9 Setbacks and Site Coverage	
	Adherence to building footprint restriction (not more than 50% of site)
	Adherence to building and hard surface site occupancy restriction (not more than 80% of site)
	Compliance of building, signage, and parking setbacks with applicable West Mifflin Borough zoning ordinances
4.1.10 Circulation and Parking	
	Pavement of all parking and circulation areas and conformance of parking areas to West Mifflin Borough requirements
	Selective application of curb cuts (none on arterial streets)
	Provision of adequate parking (4.5 spaces/1,000 sq. ft. of building gross floor area for office use). Includes application of pavement markings and striping, protection of trees, use of curbs/parking blocks, and provision of space for bicycles
4.1.11 Landscaping	
	Selection of hardy plant and tree species suitable to climate/soil that are easily maintained and insect- and disease-resistant (per list of approved landscaping materials provided in development guidelines)
	Placement of trees within 3 feet of right-of-way line (minimum of 3 trees per cluster); one tree for every 40 feet of frontage; approved by DRC
	Waiver granted for interior parking lot landscaping requirements due to poor soil conditions
	Submittal of complete landscape plan, including plant sizes/standards and irrigation system
	Preservation of top soil and application of general protective measures for landscape elements until construction is completion
4.1.11.1 Site	
	Use of fence protection for shrubs a minimum of 3 feet from the plant and forming a total enclosure
	Use of fence protection for trees at tree dripline or just outside
	Thickness of trees to be a minimum of 2 ½" caliper; shrubs to be a minimum of 24 inches in height
	Use of integrated or less dangerous pest management procedures
	Use of open-channel stormwater design if concrete curb and gutters are not proposed
	Use of specified salt-tolerant plant species if excessive salt spray is anticipated

X= Yes
N/A - Not Applicable

Allegheny County Airport – Non-Aviation Development Guidelines Checklist	
4.1.11.2 Slopes	
	Planting of slopes steeper than three to one with grasses (not to be mowed) or ground cover plants
4.1.11.3 Parking	
	Provision of trees and landscaping in accordance with municipal ordinances and placement so as to shade parked cars
	Perimeter plantings to include sufficient shrubs, etc., to form a screen meeting height requirements in Development Guidelines' Section 3.1.8 at time of planting
	Provision of minimum landscaped area of 100 sq. ft. per tree for curbed islands for trees or projections into parking areas
4.1.12 Utility and Transportation Easements	
	Incorporation of existing utility and transportation easements in site plan
4.1.13 Retaining Walls	
	Use of retaining walls that conform to West Mifflin Borough standards and are of minimal height/length; limited use of major retaining walls
	Provision of safety protection (fencing or hedges) for retaining walls over 3 feet in height
	Use of terracing combined with low retaining walls in place of tall/prominent walls
4.1.14 Grading and Drainage	
	Grading and drainage design and construction conform to West Mifflin Borough requirements and current Allegheny County Airport Stormwater Management Plan
	Provision of mitigation plan to address impacts/cleanup of hauling activities
	(If required) Provision of an independently performed Geotechnical Report. Compliance of design grades and surface drainage requirements with report recommendations (but no mowed slopes greater than three to one, or steeper than two to one for other graded areas)
	Collection of on-site drainage and conveyance to approved storm drainage system
4.1.15 Stormwater Management	
	Preparation of a stormwater management plan for each site approved by appropriate agencies. Plan conforms to West Mifflin Borough requirements and current Allegheny County Airport Stormwater Management Plan.
4.2 Architecture and Site Planning for Specific Uses – 4.2.1 Office and Commercial Buildings	
	Conformance with West Mifflin Borough requirements
	Context sensitivity with neighboring developments

X= Yes
N/A - Not Applicable

Allegheny County Airport – Non-Aviation Development Guidelines Checklist	
4.2.2 Warehouse and Light Industrial Buildings	
	Satisfaction of applicable building codes, zoning regulations, and West Mifflin Borough requirements
	Access to highways and transportation routes
4.2.3 Tech-Flex Warehouse Buildings	
	Conformance with West Mifflin Borough requirements
	Proper building siting for vehicular traffic and circulation, with required screening
	Continuity and appropriate selection of exterior building materials
4.2.4 Hospitality and Recreational Buildings	
	Conformance with West Mifflin Borough requirements
	Proper building siting to address access from major roadways and to allow for airport/traveler access
4.2.5 Cargo Buildings	
	Conformance with West Mifflin Borough requirements
	Creation of an attractive, visually interesting design
	DRC approval for conformance with Development Guidelines
4.2.6 Heavy Industrial Buildings	
	Satisfaction of applicable building codes and zoning regulations and conformance with West Mifflin Borough requirements
	Access to highways and transportation routes
4.2.7 Retail Buildings	
	Conformance with West Mifflin Borough requirements
	Designed with down-lighting to ensure no interference with airport operations
	DRC approval for conformance with Development Guidelines

X= Yes
N/A - Not Applicable

Approved Landscaping Materials

Please Note: It is the building site owner's responsibility to select plantings from this list which are resistant to pests, and/or spray and care for the plantings in such a manner as to reduce the impact of all pests.

SHADE TREES	
COMMON NAME	**BOTANICAL NAME**
Emerald Queen Norway Maple Jade Glen Norway Maple	*Acer platanoides* spp.
• Armstrong Red Maple • October Glory Red Maple • Autumn Flame Red Maple • Red Sunset Red Maple	*Acer rubrum* spp.
Sugar Maple	*Acer saccharum*
• Marshall's Seedless Green Ash	*Fraxinus pennsylvanica pennsylvanica*
• White Ash	*Fraxinus Americana*
Imperial Honeylocust Sunburst Honeylocust Shademaster Honeylocust Skyline Honeylocust	*Gleditsia triacanthos* spp.
Panicled Goldenraintree	*Koelreuteria paniculata*
Sweetgum	*Liquidambar styraciflua*
Tuliptree	*Liriodendron tulipifera*
Dawn Redwood	*Metasequoia glyptostroboides*
Black Tupelo	*Nyssa sylvatica*
Northern Red Oak	*Quercus borealis*
• Scarlet Oak	*Quercus coccinea*
• Shingle Oak	*Quercus imbreicaria*
Pin Oak	*Quercus palustris*
Willow Oak	*Quercus phellos*
Texas Red Oak	*Quercus schumardii*
Japanese Pagoda Tree	*Sophora japonica*
Greenspire Little Leaf Linden Little Leaf Linden	*Tilia cordata* spp.
• Redmond Linden	*Tilia euchlora*
Chinese Elm	*Ulmus parvifolia*
• Village Green Japanese Zelkova	*Zelkova serrata*
• - *Indicates acceptable street trees*	

EVERGREEN TREES	
COMMON NAME	BOTANICAL NAME
White Fur	*Abies concolor*
Norway Spruce	*Picea abies*
Engelmann Spruce	*Picea engelmanni*
White Spruce and Black Hills Spruce	*Picea glauca*
Serbian Spruce	*Picea omorika*
Colorado Green Spruce	*Picea pungens*
Tanyosho Pine	*Pinus densiflora*
Austrian Pine	*Pinus nigra*
Eastern White Pine	*Pinus strobus*
Scotch Pine	*Pinus sylvestris*
Japanese Black Pine	*Pinus thunbergiana*
Douglas Fir	*Pseudotsuga menziesii*
Bald Cypress	*Taxodium distichum*
Canadian Hemlock	*Tsuga canadensis*
Arborvitae	*Thuja occidentalis*

ORNAMENTAL TREES	
COMMON NAME	BOTANICAL NAME
Amur Maple	*Acer ginnala*
Allegheny Serviceberry	*Amelanchier laevis*
Shadblow Serviceberry	*Amelanchier canadensis*
Monarch Birch	*Betula maximowicziana*
River Birch	*Betula nigra*
Upright European Hornbeam	*Carpinus betulus*
Pagoda Dogwood	*Cornus kousa*
Flowering Dogwood	*Cornus florida*
Cornelian-Cherry Dogwood	*Cornus mas*
Kelseyi Redtwig Dogwood	*Cornus sericea*
Thornless Cockspur Hawthorn	*Crataegus crusgalli inermis*
Lavelle Hawthorn	*Crataegus lavallei*
Vaughns Washington Hawthorn	*Crataegus phaenopyrum*
Winter King Hawthorn	*Crataegus veridis*
Ohio Pioneer Hawthorn	*Crataegus punctata*
Russian Olive	*Elaeagnus angustifolia*
Carolina Silverbell	*Halesia carolina*
Saucer Magnolia	*Magnolia soulangeana*
Star Magnolia	*Magnolia stellata*
Sweetbay Magnolia	*Magnolia virginiana*
Carmine Flowering Crabapple	*Malus atrosanguinea*
Japanese Flowering Crabapple	*Malus floribunda*
Radiant Crabapple, Selkirk Crabapple, Snowdrift Flowering Crabapple, White Cascade Weeping Crabapple, Pink Spires Flowering Crabapple	*Malus* spp.

ORNAMENTAL TREES continued	
COMMON NAME	BOTANICAL NAME
Sargent Crabapple	*Malus sargentii*
Red Bud Flowering Crabapple	*Malus zumi calocarpa*
Sorrel Tree	*Oxydendrum aboreum*
Sargent Cherry	*Prunus sargenti*
Weeping Higan Cherry	*Prunus subhirtella*
Callery Pear	*Pyrus calleryana*

RECOMMENDED SHRUBS FOR FUTURE PLANTINGS	
COMMON NAME	BOTANICAL NAME
Red Barberry	*Berberis thunbergii atropurpurea*
Pygmy Red Barberry	*Berberis thunbergii atro. nana*
Summersweet	*Clethra alnifolia*
* Gray Dogwood	*Cornus racemosa*
Silverblotch Dogwood	*Comus alba elegantissima*
Redvein Enkianthus	*Enkianthus campanulatus*
Dwarf Burningbush	*Euonymous alatus compactus*
Siebold Weeping Forsythia	*Forsythia suspansa sieboldi*
Dwarf Fothergilla	*Fothergilla gardenii*
Oakleaf Hydrangea	*Hydrangea quercifolia*
* Winterberry	*Ilex verticillata*
Virginia Sweetspire	*Tea virginica*
Northern Bayberry	*Myrica pennsylvanica*
Black Jetbead	*Rhodotypos scandens*
Anthony Waterer Spirea, Improved Red Dwarf Spirea, and Gold Flame Spirea	*Spirea x bumalda*
Little Princess Spirea	*Spirea japonica*
Koreanspice Viburnum	*Viburnum carlesi*
Maries Doublefile Viburnum	*Viburnum p.t. mariesii*
Doublefile Viburnum	*Viburnum plic tomentosum*
Black Haw Viburnum	*Viburnum prunifolium*
* Arrowwood Viburnum	*Viburnum dentatum*
* *Indigenous species in Eastern United States*	

EVERGREEN SHRUBS	
COMMON NAME	BOTANICAL NAME
Korean Boxwood	*Buxus koreana*
Tiny Leafed Boxwood	*Buxus microphylia compacta*
Common Boxwood	*Buxus communis*
Inkberry	*Ilex glabra*
** Blue Holly	*Ilex x meservae*
Compact Pfitzer Juniper, Saybrook Gold Juniper and Sea Green Juniper	*Juniperus communis* spp.
Tam Juniper	*Juniperus sabina tamariscifolia*
Grey Owl Juniper	*Juniperus virginiana*
** Oregon Grape Holly	*Mahonia aquifolium*
English Yew	*Taxus baccata repardens*
Dense Yew	*Taxus m. densiformis*

GROUND COVER PLANTS FOR BEDS AND STEEP SLOPES: FULL SUN	
COMMON NAME	BOTANICAL NAME
Woolly Yarrow	*Achillea tomentosa*
Pussytoes	*Antennaria* spp.
Sage	*Artemisia* spp.
Mat Saltbush	*Atriplex corrugate*
Mountain Bluet (perennial bachelor)	*Centaurea montana*
Snow-in-Summer	*Cerastium tomentosum*
Creeping Broom	*Cytisus decumbens*
Yellow Ice Plant	*Delosperma nubigenum*
Mock Strawberry	*Duchesnea indica*
Sulphur Flower	*Eriogonum umbellatum*
Cushion Spurge (polychroma)	*Euphorbia epithymoides*
Snow-on-the-Mountain	*Euphorbia marginata*
Blue Fescue	*Festuca ovina glauca*
Creeping Juniper	*Juniperus horizontalis*
Pineleaf Penstemon	*Penstemon pinifolius*
Moss Pink / Creeping Phlox	*Phlox subulata*
Himalayan Border Jewel	*Polygonum affine*
Creeping Potentilla	*Potentilla verna*
Creeping Buttercup	*Ranunculus repens*
Lavender-cotton	*Santolina chamaecyparissus*
Stonecrop (sedum)	*Sedum* spp.
Houseleek	*Sempervivum* spp.
Mother-of-Thyme	*Thymus serpyllum*
Prostrate Speedwell	*Veronica prostrata*
Crownvetch	*Coronilla varia*

GROUND COVER PLANTS FOR BEDS AND STEEP SLOPES: SHADE

COMMON NAME	BOTANICAL NAME
Bishop's Weed	*Aegopodium podagraria*
Kinnikinnick	*Arctostaphylos uva-ursi*
Carpathian Harebell	*Campanula carpatica*
Lily-of-the-Valley	*Convallaria majalis*
Sweet Woodruff	*Galium odorata*
Hall's Japanese Honeysuckle	*Lonicera japonica*
Creeping Oregon Grape	*Mahonia repens*
Creeping or Mat Penstemon	*Penstemon caespitosus*
Rocky Mountain Penstemon	*Penstemon strictus*
Periwinkle	*Vinca minor*

GRASS SEED MIXTURE FOR NON-MOWED AREAS AND SLOPES*

COMMON NAME	BOTANICAL NAME	PROPORTION BY WEIGHT	MIN. PURITY	MINIMUM GERMINATION
Redtop	*Agrostis alba*	*20%*	*90%*	*75-80%*
Smooth Brome	*Bromus inermis*	*20%*	*90%*	*75-80%*
Orchardgrass	*Dactylis glomerata*	*10%*	*90%*	*75-80%*
Timothy Grass	*Phleum pratense*	*20%*	*90%*	*75-80%*
Beardgrass	*Andropogon elliottii*	*30%*	*90%*	*75-80%*

* Application rate: 350 lbs. per acre
Planting of non-mowed seed mixture shall occur at a minimum temperature of 55 degrees Fahrenheit (since this mix contains warm and cool season grasses)

ATTACHMENT E

Documentation of Agency and Public Involvement

ALLEGHENY COUNTY AIRPORT HISTORIC DISTRICT

PUBLIC MEETING

DATE: December 5, 2007
TIME: 6:00 PM
LOCATION: Allegheny County Airport, West Mifflin

ATTENDEES:

ACAA Representatives

Rich Belotti	ACAA, Director, Planning and Environmental Affairs
Eric Buncher	ACAA, Manager, Planning Services
Stephanie Saracco	ACAA, Director, Allegheny County Airport
Tracey Cullen	Michael Baker Jr., Inc., Consultant
Timothy Zinn	Michael Baker Jr., Inc., Consultant
Jesse Belfast	Michael Baker Jr., Inc., Consultant
Glenda Murphy	Olszak Management Consulting, Inc., Consultant

Purpose of Meeting:
The meeting was conducted to present the proposed Programmatic Agreement for the Allegheny County Airport Historic District and gather public feedback. The meeting was held to fulfill the public involvement requirements of Section 106 of the National Historic Preservation Act.

Who Was Invited:
Meeting invitations were mailed to local, county and state public officials, consulting parties and Allegheny County Airport tenants. Additionally, a newspaper ad for the meeting ran in the McKeesport Daily News on Monday, November 26, 2007. Copies of the meeting invitations and the newspaper ad are included in the appendices A through D.

Meeting Attendees:
There were five (5) attendees at the meeting and a copy of the sign-in sheet is included in appendix E. Meeting attendees included:

Name	Representing
Mark Purcell	Representing PA Representative William C. Kortz II
Bob Macey	Allegheny County Council (District 9)
Howard J. Bednar	Manager, West Mifflin Borough
Corry O'Connor	Representing Congressman Mike Doyle
Anne Nelson	Pittsburgh History and Landmarks Foundation

Format of the Meeting:
The meeting included a brief presentation followed by question and answer period. ACAA and consultant staff members were available to address comments and questions.

There were four (4) meeting display boards including:

1. What is a Programmatic Agreement?
2. Why should the Allegheny County Airport enter into a Programmatic Agreement?

3. An Aerial Map of the Allegheny County Airport Development Plan Overview from the current Master Plan.
4. An Overview Map of the Allegheny County Airport Historic District – Contributing and Non-Contributing Resources.

Each meeting attendee received copies of the draft Programmatic Agreement and the Pennsylvania Historic Resource Survey Form for the Allegheny County Airport, and a comment form.

Presentation:
Eric Buncher welcomed everyone and stated the purpose for the public meeting. Timothy Zinn explained what a Programmatic Agreement is and why it is helpful to the Allegheny County Airport to develop one given its historic district status and to help streamline the implementation of the Airport's 20-year Master Plan. Eric then briefly reviewed the 20-Year Master Plan. Finally, Jesse Belfast presented an overview of the Allegheny County Airport Historic District, the 33 contributing and 25 non-contributing resources, and the revised district boundary. A question and answer period followed.

Questions and Answers:
Q: What is the benefit to the Airport of being designated a historic district?
A: The Airport is historic and the designation was inevitable. A Programmatic Agreement for the Allegheny County Airport Historic District will aid in the implementation of the airport's recently-completed twenty-year master plan by streamlining the environmental review process for cultural resources.

Q: Does this mean that the Airport will receive federal and state funds for preservation?
A: The ACAA currently receives federal dollars and as such it has an obligation to protect its historic resources.

Q: The buildings on the Airport property all differ in terms of structural integrity. How does this affect they way in which they qualify for preservation?
A: If a building is historically significant and has not had many structural changes, it may be a target for preservation. However, if it can be demonstrated that a building is not significant enough and it is a detriment to keep, it may be eligible for demolition.

This report prepared by:
Olszak Management Consulting, Inc.

Glenda L. Murphy
Director, Public Involvement

Appendix A

Allegheny County Airport Tenant Invitation

November 21, 2007

To: Allegheny County Airport Tenants

From: Stephanie L. Saracco

Subject: Public Meeting Announcement
Allegheny County Airport Historic District
Wednesday, December 5, 2007

Dear Tenants:

Please join us for a public meeting **to be held on Wednesday, December 5, 2007 from 6:00 to 8:00 p.m. in the Terminal Building, Allegheny County Airport in West Mifflin, PA.**

The Allegheny County Airport Authority and the Federal Aviation Authority are in the process of preparing a Programmatic Agreement for the Allegheny County Airport Historic District, which will aid in the implementation of the airport's recently-completed twenty-year master plan by streamlining the environmental review process for cultural resources. The Programmatic Agreement will identify categories of historic resources, probable effects based upon the master plan, and prescribe mitigation measures for resolving any adverse effects.

The purpose of the meeting is to fulfill the public involvement requirements of Section 106 of the National Historic Preservation Act. Allegheny County Airport Authority staff and the consultant team will make a brief presentation on the proposed Programmatic Agreement followed by a plans display. Anyone with knowledge of historic or archaeological resources at Allegheny County Airport should attend this meeting.

As an Airport tenant, we are interested in your feedback regarding the project. We appreciate your support and look forward to your involvement in this important project. If you have any questions, please contact Eric Buncher, Manager Planning Services, Allegheny County Airport Authority at 412.472.5692.

Sincerely,

Stephanie L. Saracco

Stephanie L. Saracco
Director
Allegheny County Airport Facilities

Appendix B

Public Officials and Consulting Parties Invitation

November 21, 2007

ADDRESS

Subject: Public Meeting Announcement
Allegheny County Airport Historic District
Wednesday, December 5, 2007

GREETING

Please join us for a public meeting **to be held on Wednesday, December 5, 2007 from 6:00 to 8:00 p.m. in the Terminal Building, Allegheny County Airport in West Mifflin, PA.**

The Allegheny County Airport Authority and the Federal Aviation Authority are in the process of preparing a Programmatic Agreement for the Allegheny County Airport Historic District, which will aid in the implementation of the airport's recently-completed twenty-year master plan by streamlining the environmental review process for cultural resources. The Programmatic Agreement will identify categories of historic resources, probable effects based upon the master plan, and prescribe mitigation measures for resolving any adverse effects.

The purpose of the meeting is to fulfill the public involvement requirements of Section 106 of the National Historic Preservation Act. Allegheny County Airport Authority staff and the consultant team will make a brief presentation on the proposed Programmatic Agreement followed by a plans display. Anyone with knowledge of historic or archaeological resources at Allegheny County Airport should attend this meeting.

We appreciate your support and look forward to your involvement regarding the proposed Programmatic Agreement. If you have any questions, please contact Eric Buncher, Manager Planning Services, Allegheny County Airport Authority at 412.472.5692.

Sincerely,

Stephanie L. Saracco

Stephanie L. Saracco
Director
Allegheny County Airport Facilities

Appendix C

Public Officials and Consulting Parties Invitation List

Public Officials	
First Name	Organization
Congressman Mike Doyle	U.S. House of Representatives, 14th Congressional District
The Honorable Jay Costa, Jr.	Senate of Pennsylvania, District 43
The Honorable William C. Kortz, II	Pennsylvania House of Representatives, District 38
The Honorable Marc J. Gergely	Pennsylvania House of Representatives, District 35
The Honorable Dan Onorato	Chief Executive, Allegheny County
The Honorable Robert J. Macey	Allegheny County Council
Howard J. Bednar	Borough of West Mifflin
Mayor John Andzelik	Borough of West Mifflin
The Honorable Regis L. Stephenson	Borough of West Mifflin
The Honorable William F. Welsh	Borough of West Mifflin
The Honorable Joseph Falce	Borough of West Mifflin
The Honorable Michael Olack	Borough of West Mifflin
The Honorable Rhonda L. Popovich	Borough of West Mifflin
The Honorable Richard D. Olasz	Borough of West Mifflin
The Honorable Arlene F. Jabbour	Borough of West Mifflin
Consulting Parties	
First Name	Organization
Mr. Arthur P. Ziegler, Jr.	Pittsburgh History and Landmarks Foundation
Mr. Eric Graham	Pittsburgh Flying Club, Inc.
	Mifflin Township Historical Society
Mr. Roy Morganstern	Mifflin Cemetery Association
	Preservation Pittsburgh
	McKeesport Heritage Center

Appendix D

Newspaper Ad
McKeesport Daily News, Monday, November 26, 2007

PUBLIC MEETING ANNOUNCEMENT

The Allegheny County Airport Authority (ACAA) and the Federal Aviation Authority (FAA) invite you to attend a public meeting to review the current status of the

Allegheny County Airport Historic District

Wednesday, December 5, 2007
6:00 PM to 8:00 PM
Terminal Building
Allegheny County Airport
West Mifflin, Pennsylvania 15122

The ACAA and FAA are in the process of preparing a Programmatic Agreement for the Allegheny County Airport Historic District, which will aid in the implementation of the airport's recently-completed twenty-year master plan by streamlining the environmental review process for cultural resources. The Programmatic Agreement will identify categories of historic resources, probable effects based upon the master plan, and prescribe mitigation measures for resolving any adverse effects.

The purpose of the meeting is to fulfill the public involvement requirements of Section 106 of the National Historic Preservation Act. Anyone with knowledge of historic or archaeological resources at Allegheny County Airport should attend this meeting.

Allegheny County Airport Authority staff and the consultant team will make a brief presentation on the proposed Programmatic Agreement followed by a plans display. We are interested in your feedback regarding the proposed Programmatic Agreement.

The meeting and facility are compliant with the Americans With Disabilities Act (ADA). If you need special accommodations, or would like further information, please contact:

Rhea Mills
Administrative Supervisor
Allegheny County Airport Facilities
(412) 466-3026

Appendix E

ALLEGHENY COUNTY AIRPORT
HISTORIC DISTRICT
PROGRAMMATIC AGREEMENT

PUBLIC MEETING
DECEMBER 5, 2007

SIGN-IN SHEET

Name: MARK PURCELL, Chief of Staff, Rep Bill Kortz
Address: 5101 Bon Clairton RD Ste 152 B
City: State: Zip:

Name: BOB MACEY (Allegh. County Council Dist 9)
Address: 409 JUNIPER DR
WEST MIFFLIN,
City: State: PA Zip: 15122

Name: Howard J. Beaver (West Mifflin Borough)
Address: 3000 LEBANON CHURCH RD
City: WEST MIFFLIN State: PA Zip: 15122

Name: Cathy O'Connor Congressman Doyle's office
Address: 225 Ross St.
City: Pittsburgh State: PA Zip: 15219

Name: Anne Nelson
Address: 100 W. Station Square Drive, Suite 450
City: Pittsburgh State: PA Zip: 15219

Preserving America's Heritage

January 30, 2008

Mr. Edward S. Gabsewics
Environmental Specialist
Harrisburg Airports District Office
Federal Aviation Administration
3905 Hartzdale Drive, Suite 508
Camp Hill, Pennsylvania

Re: *Allegheny County Airport Master Plan*
Allegheny County, Pennsylvania

Dear Mr. Gabsewics:

On December 31, 2007, the Advisory Council on Historic Preservation (ACHP) received your notification regarding the potential adverse effects of the referenced undertaking and FAA's plan to prepare a Programmatic Agreement for this undertaking. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Office (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the Pennsylvania SHPO, Indian tribes, and other consulting parties, and related documentation at the conclusion of the consultation process. The filing of this PA with the ACHP and fulfillment of its stipulations are required to complete your compliance responsibilities under Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact me at (202) 606-8520 or kharris@achp.gov.

Sincerely,

Katry Harris

Katry Harris
Historic Preservation Specialist
Office of Federal Agency Programs

PITTSBURGH HISTORY & LANDMARKS FOUNDATION
100 West Station Square Drive, Suite 450
Pittsburgh, PA 15219-1134
412-471-5808 • FAX 412-471-1633 • www.phlf.org

January 7, 2008

Mr. Edward S. Gabsewics, CEP
Federal Aviation Administration
Harrisburg Airports District Office
3905 Hartzdale Drive, Suite 508
Camp Hill, PA 17011

Re: Consulting Party Status
Allegheny County Airport Improvements
West Mifflin, Allegheny County, Pennsylvania

Dear Mr. Gabsewics:

We wish to participate as a Consulting Party in the Section 106 consultation process for the development of the programmatic agreement for the Allegheny County Airport to guide the airport's 20-year master plan and to accommodate regular maintenance needs.

The person who will serve as our principal representative is:

Anne E. Nelson
100 W. Station Square Drive, Suite 450
Pittsburgh, PA 15203
(412) 471-5808, ext. 545
anne@phlf.org

We thank you for this opportunity and look forward to working with you in the future.

Sincerely,

Arthur P. Ziegler, Jr.
President

HAR-ADO
LKP
JMF
ODS
SLM
ESG
ALL
JAN 09 2008

From: Tracey Cullen
To: Belfast, Jesse; Zinn, Timothy
Date: 2/4/2008 11:42 AM
Subject: Fwd: Re: Allegheny County Airport - Section 106 Consultation

>>> On 2/4/2008 at 10:07 AM, in message <OF59B3967F.4E5AE127-ON852573E5.0052EB91-852573E5.00530D57@faa.gov>, <Edward.Gabsewics@faa.gov> wrote:
Howard,
We will add you and the others to the list. Thank you for your interest.
Ed

Edward S. Gabsewics, CEP
Environmental Protection Specialist
FAA Harrisburg Airports District Office

Off: (717) 730-2832
Fax: (717) 730-2838

"Howard Bednar"
<HBednar@WestMifflinBorough.com>
01/31/2008 01:06 PM

To
Edward Gabsewics/AEA/FAA@FAA
cc
Subject
Allegheny County Airport - Section 106 Consultation

BOROUGH OF WEST MIFFLIN
3000 Lebanon Church Road
West Mifflin, Pa. 15122
412-466-8170
412-466-8183 - fax

To: Federal Aviation Administration
Edward S. Gabsewics, CEP, Environmental Specialist

From: Howard J. Bednar, Borough Manager

Date: January 31, 2008

RE: Section 106 Consultation - Allegheny County Airport

Dear Mr. Gabsewics, could you please add the following individuals to the Allegheny County Airport, Section 106 Consultation group:

John Andzelik, Mayor
113 Fifth Avenue
West Mifflin, Pa. 15122
412-461-4778

Richard D. Olasz, Councilman
105 Fifth Avenue
West Mifflin, Pa. 15122
412-462-6533

Howard J. Bednar, Borough Manager - MAIN CONTACT
3000 Lebanon Church Road
West Mifflin, Pa. 15122
412-466-8170
hbednar@westmifflinborough.com

From: Tracey Cullen
To: Belfast, Jesse; Zinn, Timothy
Date: 2/4/2008 11:43 AM
Subject: Fwd: Re: Allegheny County Airport Historic District

>>> On 2/4/2008 at 10:09 AM, in message <OF894E9C45.DF5B18ED-ON852573E5.00531B88-852573E5.00533929@faa.gov>, <Edward.Gabsewics@faa.gov> wrote:
Steven,

Thank you for your interest in this matter. You have been added to the list.

Ed

Edward S. Gabsewics, CEP
Environmental Protection Specialist
FAA Harrisburg Airports District Office

Off: (717) 730-2832
Fax: (717) 730-2838

"Steven" <Steven@PreservationPittsburgh.org> Sent by: Steven Paul <prespgh@gmail.com>	To Edward Gabsewics/AEA/FAA@FAA cc Subject Allegheny County Airport Historic District
01/31/2008 03:10 PM	
Please respond to <Steven@PreservationPittsburgh.org>	

Mr. Gabsewics,

Preservation Pittsburgh wished to accept your invitation to participate as a Consulting Party regarding Allegheny County Airport Improvements. I am happy to serve as the principal representative.

If you need any additional information, please let me know.

Thank you,

Steven Paul
Executive Director
Preservation Pittsburgh
223 4th Avenue, Suite 800
Pittsburgh, PA 15222
412.583.2208
preservationpittsburgh.org

SENECA-CAYUGA TRIBE
OF OKLAHOMA

23701 S. 655 ROAD, HWY 10
Grove, OK 74344
(918) 787-5452 Phone
(918) 787-9440 Fax
866-787-5842 Toll Free

March 3, 2008

Edward Gabsewics, CEP
Federal Aviation Administration
Harrisburg Airports District Office
3905 Hartzdale Drive, Suite 508
Camp Hill, PA 17011

Re: Consulting party for Section 106 review on Allegheny County Airport in Allegheny County, PA.

Dear Mr. Gabsewics:

The Seneca-Cayuga Tribe of Oklahoma would like to accept the invitation to be a consulting party in the Section 106 review of the Federal Aviation Administration's proposal to develop and maintain the Allegheny County Airport (AGC) in Allegheny County, Pennsylvania.

The principal representative at this time will be me, Chris Franks, Environmental Specialist for the Tribal Environmental Department. I may be contacted via mail at:

Seneca-Cayuga Tribe of Oklahoma
Attn: Chris Franks
23701 S. 655 Road, Hwy 10
Grove, OK 74344

If there are any other questions or concerns, I can be contacted by phone at (918) 787-5452 ext. 28 or by email at cfranks@sctribe.com.

Sincerely,

Chris Franks
Environmental Specialist
Seneca-Cayuga Tribe of Oklahoma

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MAR 07 2008

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

March 13, 2008

Edward S. Gabsewics
Federal Aviation Administration
Harrisburg Airports District Office
3905 Hartzdale drive, Suite 508
Camp Hill. PA 17011

RE: Allegheny County Airport, Borough of West Mifflin
Allegheny County, PA

Dear Mr. Gabsewics:

Thank you for contacting the Stockbridge-Munsee Tribe regarding the above referenced project. The tribe is committed to protecting archaeological sites that are important to tribal heritage, culture and religion. Furthermore, the tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

As described in your correspondence, the proposed ground disturbing activity of this project does not appear to endanger archaeological sites of interest to the Stockbridge-Munsee Tribe, therefore, the tribe will defer to your State Archaeologist and your state's Office of Historic Preservation regarding the need for archaeological surveys of further investigation. Should either of these agencies recommend an archaeological survey of the proposed construction site and should any Native American artifacts be discovered, we ask that the Stockbridge-Munsee Tribe be informed of the results of the survey, including copies of site forms and reports. Also, any changes to the above referenced project should be resubmitted to the Historic Preservation Office.

Should this project inadvertently uncover an archaeological site, even after an archaeological survey, we request that you immediately contact the appropriate state agencies, as well as the Stockbridge-Munsee Tribe. Also, we ask that you halt all construction and ground disturbing activities until the tribe and these state agencies are consulted.

We appreciate your cooperation in notifying the Historic Preservation Office. Should you have any questions, feel free to contact me.

Sincerely,

Sherry White /gs

Sherry White
Tribal Historic Preservation Officer

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ALL
MAR 17 2008

(715) 793-3970

Email: sherry.white@mohican-nsn.gov

PITTSBURGH HISTORY & LANDMARKS FOUNDATION
100 West Station Square Drive, Suite 450
Pittsburgh, PA 15219-1134
412-471-5808 • FAX 412-471-1633 • www.phlf.org

March 6, 2008

Mr. Edward Gabsewics, CEP
Environmental Protection Specialist
FAA Airports Division
Eastern Region
3905 Hartzdale Drive, Suite 508
Camp Hill, PA 17011

Re: PHRS form, Archaeological letter report, and Programmatic Agreement regarding the Implementation of the Twenty-Year Master Plan for Development and Maintenance of the Allegheny County Airport, Allegheny County, Pennsylvania. ER: 85-1082-003

Dear Mr. Gabsewics:

We have reviewed the Programmatic Agreement and the two associated documents development as part of the Implementation of the Twenty-Year Master Plan for Development and Maintenance of the Allegheny County Airport. The Programmatic Agreement is consistent with the protection and preservation of the contributing structures to the eligible National Register Historic District.

We greatly appreciate the opportunity to participate as a consulting party in the Section 106 review process for the Allegheny County Airport.

Sincerely,

Anne E. Nelson, Esq.
General Counsel

cc: Arthur P. Ziegler, Jr.

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MAR 10 2008

Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us

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MAR 18 2008

March 17, 2008

Edward S. Gabsewics
Environmental Protection Specialist
FAA Airports Division, Eastern Region
3905 Hartzdale Drive, Suite 508
Camp Hill, PA 17011

TO EXPEDITE REVIEW USE
PHP REFERENCE NUMBER

Re: ER# 1985-1082-003-T
FAA: Draft Programmatic Agreement (PA) and Phase IA report, Allegheny County Airport, Allegheny County

Dear Mr. Gabsewics:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999 and 2004. These regulations require consideration of the project's potential effect upon both historic and archaeological resources.

Archaeology:

We agree with the recommendations of the Phase IA report. No archaeological resources are present within the potential National Register (NR) boundary as defined in this submission (dated February 20, 2008), and no further archaeological investigation within that portion of the project area is necessary. For the remainder of the project area, two historic period resources (the former Seible and Notz properties) were identified as part of the Phase IA pedestrian reconnaissance. Additional archaeological investigation should be undertaken in this portion of the project area should ground-disturbing activities be planned.

We have one comment on the draft Programmatic Agreement, in Part I. of the Stipulations section, paragraph four (page 3 of 13). As the Seible and Notz sites have already been located as part of the Phase IA investigation, additional Phase I investigation is redundant. Subsequent archaeological phases at these sites should consist of Phase II, and potentially Phase III, investigation. Phase II investigation would consist of boundary definition for the identified sites as well as evaluation of their NR status. If one or both of these sites should be considered NR eligible, and impacts to the sites cannot be avoided, Phase III level (i.e. mitigation) archaeological investigation would be necessary. Please alter this paragraph to reflect this.

Structures:

We concur with the definition of contributing and non-contributing buildings on the National Register eligible Allegheny County Airport Property and the revised National Register boundary. Likewise, we concur with the draft PMOA as written for historic structures.

If you need further information regarding archaeological resources, please contact Kira Presler at (717) 705-0700. If you need further information concerning historic structures, please contact Susan Zacher at (717) 783-9920.

Sincerely,

Susan Zacher for

Douglas C. McLearen, Chief
Division of Archaeology &
Protection

DCM/kmp

From: <Edward.Gabsewics@faa.gov>
To: <Jbelfast@mbakercorp.com>, <tcullen@mbakercorp.com>, <ebuncher@pitairpor...
Date: 3/27/2008 5:15 PM
Subject: Fw: Allegheny County Airport, Allegheny Co., PA

fyi

Edward S. Gabsewics, CEP
Environmental Protection Specialist
FAA Harrisburg Airports District Office

Off: (717) 730-2832
Fax: (717) 730-2838

----- Forwarded by Edward Gabsewics/AEA/FAA on 03/27/2008 05:14 PM -----

"Gail Thompson"
<gail.thompson@sn
i.org>
03/26/2008 05:01
PM

To
Edward Gabsewics/AEA/FAA@FAA
cc

Subject
Allegheny County Airport, Allegheny
Co., PA

RE: Development and maintenance of the Allegheny County Airport, Allegheny Co., PA

Dear Mr. Gabsewics,

Thank you for the invitation to participate in the Section 106 Review, Programmatic Agreement for Cultural Resources for the above referenced project. While we have no concerns with the project at this time, we do request immediate notification in the event of an inadvertent discovery made during any ground-disturbing phase of the project.

Respectfully,

Gail Thompson

Archaeologist

Seneca Nation of Indians Tribal Historic Preservation Office

467 Center Street

Salamanca, NY 14779

Ph: 716-945-9427

Fax: 717-945-0351

From: <Edward.Gabsewics@faa.gov>
To: <ebuncher@pitairport.com>, <tcullen@mbakercorp.com>
Date: 4/24/2008 5:29 PM
Subject: Fw: Allegheny County Airport, PA - Followup to mailing on draft Programmatic Agreement

fyi.

Edward S. Gabsewics, CEP
Environmental Protection Specialist
FAA Harrisburg Airports District Office

Off: (717) 730-2832
Fax: (717) 730-2838

----- Forwarded by Edward Gabsewics/AEA/FAA on 04/24/2008 05:29 PM -----

"Chris Franks"
<cfranks@sctribe.
com>
04/24/2008 04:43
PM

To
Edward Gabsewics/AEA/FAA@FAA
cc

Subject
Re: Allegheny County Airport, PA -
Followup to mailing on draft
Programmatic Agreement

Good afternoon Ed - We did recieve the package and did not feel the need
comment. Thank you for consulting with the Seneca-Cayuga Tribe and we look

forward to continued participation on the project.

Chris Franks
Environmental Specialist
Seneca-Cayuga Tribe of Oklahoma

Tel: 918-787-5452
Fax: 918-787-9440
----- Original Message -----
From: <Edward.Gabsewics@faa.gov>
To: <cfranks@sctribe.com>
Sent: Thursday, April 24, 2008 7:57 AM
Subject: Fw: Allegheny County Airport, PA - Followup to mailing on draft

Programmatic Agreement

>
> Chris,
>
> Assuming you received the package. Will you be commenting?
>
> Thanks and have a good day.
>
> Ed
>
> Edward S. Gabsewics, CEP
> Environmental Protection Specialist
> FAA Harrisburg Airports District Office
> Off: (717) 730-2832
> Fax: (717) 730-2838
>
>
>
> ----- Forwarded by Edward Gabsewics/AEA/FAA on 04/24/2008 08:53 AM -----
>
> Edward
> Gabsewics/AEA/FAA
> AEA-HAR-ADO, To
> Harrisburg, PA Chris Franks
> cc
>
> 03/07/2008 01:54 Subject
> PM Allegheny County Airport, PA - Your
> Tribe's interest in Consulting
> Party status
>
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>
>
>
>
> Chris,
>
> Received your letter of March 3 today.
>
> Thank you for your interest in this project. We will assemble a package
> for
> you to review which will include a draft Archaeological Sensitivity
> Report,
> draft Programmatic Agreement language, and the PHRS form for the airport.
>
> Have a good weekend.
>
> Ed
>
> Edward S. Gabsewics, CEP

> Environmental Protection Specialist
> FAA Harrisburg Airports District Office
>
> Off: (717) 730-2832
> Fax: (717) 730-2838
>
>
>
>
>

From: Tracey Cullen
To: Belfast, Jesse; Zinn, Timothy
Date: 5/12/2008 10:43 AM
Subject: Fwd: RE: Allegheny County Airport - Section 106 Consultation

>>> On 5/12/2008 at 10:42 AM, in message <OFBF69F815.197C20E6-ON85257447.0050A6EA-85257447.0050C223@faa.gov>, <Edward.Gabsewics@faa.gov> wrote:
Howard,

Thank you for response. No one with the Borough has commented.

Ed

Edward S. Gabsewics, CEP
Environmental Protection Specialist
FAA Harrisburg Airports District Office

Off: (717) 730-2832
Fax: (717) 730-2838

"Howard Bednar" <HBednar@WestMifflinBorough.com> AEA-HAR-ADO, Harrisburg, PA	To Edward Gabsewics/AEA/FAA@FAA	
05/08/2008 08:58 AM	cc	Subject RE: Allegheny County Airport - Section 106 Consultation

SORRY TO BE GETTING BACK TO YOU SO LATE. I HAD NO COMMENTS AND I HAVE NOT HEARD ANYTHING FROM MR. OLASZ OR OUR MAYOR JOHN ANDZELIK. I DON'T KNOW IF THEY RESPONDED TO YOU DIRECTLY IF THEY HAS CCOMMENTS.

-----Original Message-----
From: Edward.Gabsewics@faa.gov [mailto:Edward.Gabsewics@faa.gov]
Sent: Wednesday, April 30, 2008 2:49 PM
To: Howard Bednar
Cc: ebuncher@pitairport.com
Subject: Fw: Allegheny County Airport - Section 106 Consultation
Importance: High

Howard,

I am resending as I have not heard back from you or other contacts for the
Borough.
A response by end of day Friday May 2 would be appreciated.

----- Forwarded by Edward Gabsewics/AEA/FAA on 05/13/2008 02:26 PM -----

"Steven"
<Steven@PreservationPittsburgh.org>
AEA-HAR-ADO, Harrisburg, PA

Sent by: Steven Paul <prespgh@gmail.com>

05/13/2008 01:57 PM

Please respond to <Steven@PreservationPittsburgh.org>

To
Edward Gabsewics/AEA/FAA@FAA
cc

Subject
RE: Allegheny County Airport Historic District - Draft Programmatic Agreement

Ed,

Thanks for your patience--Preservation Pittsburgh is a volunteer-based organization & as such sometimes it takes a bit longer to review documents.

After reviewing the documents we would like to recommend an additional mitigation: the completion and submission of an actual nomination to the National Register for the Allegheny County Airport Historic District.

Thank you very much.

Steven Paul
Executive Director
Preservation Pittsburgh
223 4th Avenue, Suite 800
Pittsburgh, PA 15222
412.583.2208
preservationpittsburgh.org

-----Original Message-----
From: Edward.Gabsewics@faa.gov [mailto:Edward.Gabsewics@faa.gov]
Sent: Monday, May 05, 2008 11:50 AM
To: Steven@PreservationPittsburgh.org
Subject: RE: Allegheny County Airport Historic District - Draft Programmatic Agreement

Thank you.

Edward S. Gabsewics, CEP
Environmental Protection Specialist
FAA Harrisburg Airports District Office

Off: (717) 730-2832
Fax: (717) 730-2838

From: "Buncher, Eric" <EBuncher@PITAIRPORT.com>
To: "Belfast, Jesse" <Jbelfast@mbakercorp.com>, "Cullen, Tracey" <TCullen@mb...
Date: 5/22/2008 8:52 AM
Subject: FW: Allegheny County Airport Historic District - Draft Programmatic Agreement

-----Original Message-----
From: Edward.Gabsewics@faa.gov [mailto:Edward.Gabsewics@faa.gov]
Sent: Wednesday, May 21, 2008 4:30 PM
To: steven@preservationpittsburgh.org
Cc: Buncher, Eric
Subject: Allegheny County Airport Historic District - Draft Programmatic Agreement

Steven,

FAA has considered your request that the proposed Programmatic Agreement include completion and submission of an actual nomination of the Allegheny County Airport Historic District to the National Register.

FAA's position is that state-level documentation of the Allegheny County Airport Historic District and individual contributing resources are adequate mitigation measures for impacts the implementation of Allegheny County Airport Authority's Master Plan may have on the National Register-eligible Allegheny County Airport Historic District.

Under Section 106 of the National Historic Preservation Act of 1966, a historic property that has been determined eligible for the National Register of Historic Places (NRHP) receives the same protection and review as a property that has been formally listed on the NRHP. Therefore, the additional time and expense required to prepare a National Register nomination for the airport property is not justified.

FAA hopes that you can understand our position and that Preservation Pittsburgh
will concur with the Programmatic Agreement. Please confirm within the next two
days that you wish to be listed in the agreement as a concurring party.

Best regards,

Ed

Edward S. Gabsewics, CEP
Environmental Protection Specialist
FAA Harrisburg Airports District Office

Off: (717) 730-2832
Fax: (717) 730-2838

-----Original Message-----
From: Steven Paul [mailto:prespgh@gmail.com] On Behalf Of Steven
Sent: Tuesday, May 27, 2008 9:10 AM
To: Edward.Gabsewics@faa.gov
Cc: Buncher, Eric
Subject: RE: Allegheny County Airport Historic District - Draft Programmatic Agreement

Ed,

I had some minor surgery on 5/21 & this is the first opportunity I've had to respond. A determination of eligibility does, in fact, trigger all of the regulatory "strings" associated with the use of Federal and State funds. The FAA reply is correct in this regard.

However, a full National Register nomination does other things as well. For one thing, a National Register nomination involves more documentation and recording of the history and significance of the property than is required in the Pennsylvania Historic Resource Survey form. We will know more about the Airport and its history and significance if a NR nomination is filed.

Secondly, listing in the National Register is more than just a trigger for regulatory actions. It carries moral weight as well – an acknowledgement and affirmation of the significance of a property by the State and Federal governments. Such a listing means a lot to citizens and local governments, and can help to reorient them to the need to preserve a property – even if no State or federal funds are proposed for a project affecting that property.

So, because it involves much more than merely a trigger for Section 106 reviews, Preservation Pittsburgh still recommends that a full NR nomination for the Allegheny County Airport be commissioned and filed.

Sincerely,

Steven Paul
Executive Director
Preservation Pittsburgh
223 4th Avenue, Suite 800
Pittsburgh, PA 15222