



November 8, 2019

Timothy Zinn  
Michael Baker International  
100 Airside Drive, Airside Business park  
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

**Above Ground Resources  
Identification of Historic Properties**

We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

**Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources**

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007)
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369* (Determined Eligible 9/14/1993)

### **SHPO Concur: Eligible**

Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

*Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity)* contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

*Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity)* contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

*Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity)* contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

*Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity)* contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

*Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed* contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

*Allegheny Second Ward Industrial Historic District, Key # TBD*, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

*The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity)* contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

### **SHPO Concur: Not Eligible**

We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

### **SHPO Does Not Concur**

Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at [chnagle@pa.gov](mailto:chnagle@pa.gov) or (717) 772-4519.

Sincerely,



Douglas C. McLearn, Chief  
Division of Environmental Review