Lower Hill Redevelopment
Site Infrastructure

Environmental Document

Prepared for

Sports & Exhibition Authority

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Executive Summary

The Sports & Exhibition Authority of Pittsburgh and Allegheny County (SEA), Pittsburgh Arena Real Estate Redevelopment LP (Pens), and the Urban Redevelopment Authority of Pittsburgh (URA) are planning the redevelopment of the 28-acre former Civic Arena site. The project involves the proposed infrastructure improvements to establish an urban street grid and associated utilities in support of a subsequent mixed-use, multi-block, sustainable site development located in the City of Pittsburgh, Allegheny County, Pennsylvania.

This Environmental Documents (ED) assesses the potential impacts of the proposed construction of transportation and utility infrastructure at the 28-acre site of the former Civic Arena. The subsequent full site build-out will be conducted over time in compliance with the vision of the Lower Hill Preliminary Land Development Plan (PLDP). The ED addresses the direct impact of the proposed infrastructure improvements on the project site and surrounding community. The subsequent full site build-out, although not the primary focus of this evaluation, is viewed as a reasonably foreseeable action occurring within the next 10 to 15 years and is therefore addressed in Section IV. h. – “Secondary and Cumulative Impacts.”

It should be noted that this ED is general in nature. The project does not require any federal permits and currently lacks an identified lead state or federal agency, associated funding and agency-specific policies governing NEPA environmental document preparation. As such, ED format refinement may be required to comply with applicable documentation requirements as the project advances and a funding source and lead agency are identified.

All site redevelopment activities at the 28-acre site will meet current PennDOT and City of Pittsburgh design standards and environmental regulations. The redevelopment of the site will be required to adhere to storm water control policies including volumetric detention and appropriate water quality concerns. Affected combined storm water and sewer infrastructure would be separated, potentially providing improved quality of storm water discharges and reduced sewage flow to receiving sewage treatment plants (STP). Consideration would be given to the need for STP improvements to accommodate additional input from the redevelopment site, as necessary.

A reasonably foreseeable action, related to, but not part of the Lower Hill Redevelopment project is the construction of cover over the depressed Crosstown Boulevard (I-579) completing the connection between the 28-acre redevelopment site and the City’s downtown area. Conceptually, the cover is envisioned to be a park/green space which would span the 250 ft. gap between existing Bedford Avenue (aka Bigelow Boulevard) and Centre Avenue over the depressed highway corridor.

The full site build-out does not result in adverse impacts to natural resources (including streams, wetlands, floodplains, geologic resources, wildlife habitat, threatened and endangered species or critical habitat, parkland, and farmlands); cultural resources (including archaeological resources and historic structures); air quality or noise levels; and social and economic resources (regional and community growth, economic vitality, public facilities and services, community cohesion, environmental justice, and visual resources). Additionally, the full site build-out is not anticipated to result in reasonably foreseeable secondary or cumulative impacts to these resources.
I. Project Description

This Environmental Documents (ED) is prepared to assess the potential impacts of the proposed construction of transportation and utility infrastructure at the 28-acre site of the former Civic Arena.

The Sports & Exhibition Authority of Pittsburgh and Allegheny County (SEA), Pittsburgh Arena Real Estate Redevelopment LP (Pens), and the Urban Redevelopment Authority of Pittsburgh (URA) are planning the redevelopment of the 28-acre site of the former Civic Arena site. The redevelopment plan is being advanced beginning with proposed infrastructure improvements to establish an urban street grid and associated utilities in support of a subsequent mixed-use, multi-block, sustainable site development located in the City of Pittsburgh, Allegheny County, Pennsylvania (See Appendix I, Figures 1 and 2).

The subsequent completed site build-out will be conducted over time in compliance with the vision of the Lower Hill Preliminary Land Development Plan (PLDP). The completion of the transportation and utility infrastructure construction, to a lesser degree, and the full site build-out, to a greater degree, will create a new connection between Downtown Pittsburgh and the City’s Hill District neighborhood.

The ED addresses the direct impact of the proposed infrastructure construction on the project site and surrounding community. The subsequent full site build-out is to be conducted consistent with the vision of the Lower Hill Preliminary Land Development Plan (PLDP). Although not the primary focus of this evaluation, the potential impacts of the envisioned subsequent full site build-out will be considered in this ED under Section IV. h. - Secondary and Cumulative Impacts.

The project is being advanced with anticipated funding from presently underdetermined federal and state sources potentially including the United States Department of Commerce – Economic Development Administration (EDA) and the Pennsylvania Department of Transportation (PennDOT).

This ED is prepared consistent with:

- National Environmental Policy Act of 1969
- Executive Order 11990 Protection of Wetlands
- Executive Order 11988 Floodplain Management
- Executive Order 12898 Environmental Justice
- National Historic Preservation Act of 1966
- Endangered Species Act
- State and local requirements, as applicable
II. Project Purpose & Need

The purpose of the project is the design and construction of the initial phases of site redevelopment including site grading, utility installation and internal roadway network layout. This follows the more than a decade-long process of phasing out the use of the outdated Civic Arena, constructing a new multipurpose entertainment venue, the CONSOL Energy Center, demolition of the Civic Arena, and advancing plans by the SEA, Pens and URA for the redevelopment of the 28-acre Lower Hill Redevelopment Site. The planning process established consensus on a shared vision for the Lower Hill Redevelopment Site involving a variety of stakeholders including the SEA, Pens, URA, City of Pittsburgh, Hill District Community, Uptown Community, Downtown Business Community, and other regional stakeholders. The proposed infrastructure improvements lay the foundation for the subsequent construction of a new mixed-use, sustainable development that will complete a new connection between Downtown Pittsburgh and the City’s Hill District neighborhood through better vehicular, transit, bicycle and pedestrian connections. When completed, the Lower Hill Site Redevelopment project will result in an urban street grid and development of housing, offices and retail with a potential to add 1,500 residents, thousands of permanent jobs, and increased real estate and wage tax base for the City. In essence, the project will replace the obsolete arena and surface parking lots with a vibrant neighborhood, connecting the Hill District neighborhood with the City’s Downtown, and be an important part of defining Pittsburgh’s future (See Appendix I, Figure 5).

III. Project Setting and Distinct Project Features

The Lower Hill Redevelopment site is 28-acre triangular-shaped property with about a 200-ft. elevation change across the site with the highest elevation along Crawford Avenue, abutting the site to the east, and the lowest elevation near Washington Place, to the west. The property is the former site of the Civic Arena which was constructed in 1961 under the City’s urban renewal movement of that period and displaced the existing community fabric including Lower Hill District residences, business and local streets. The transportation network in the vicinity of the project site includes the regional Crosstown Boulevard (Interstate 579) and high occupancy vehicle (HOV) lanes which are located in a depressed corridor located adjacent to and west of the project site. Local streets including Bedford Avenue, Washington Place, Center Avenue, and Crawford Street that abut the 28-acre project site to the north, west, south, and east, respectively. Two roadways cross over the depressed Crosstown Expressway via bridges including Centre Avenue to the south and Bigelow Boulevard, to the north. These two roadways bridges are about 250 ft. apart (See Appendix I, Figure 2).

Existing land use in the project area include residential properties and a church along Crawford Street to the north, hotel and entertainment (CONSOL Energy Center) to the east, Interstate 579 depressed corridor to the south, and institutional and education to the west.

In 2012, the Civic Arena was demolished due to the age of the structure, structural deterioration, and a general inability to compete with other newer regional entertainment venues. Prior to its demolition, the new CONSOL Energy Center was constructed on an adjacent property to the south; thereby, phasing out the continued use of the Civic Arena as a multi-purpose entertainment facility. Once demolished, the footprint of the former Civic Arena was converted to a parking lot adding to the existing extensive parking that is used for weekday commuter parking and CONSOL Energy
Center evening and weekend event parking. With the exception of the detention facilities constructed to serve the new parking area, no on-site storm water retention is present at the 28-acre site (See Appendix I, Figure 3).

IV. Affected Environmental and Consequences

This section of the ED assesses the potential impacts of the proposed construction of transportation and utility infrastructure at the 28-acre site of the former Civic Arena. The secondary and cumulative impacts of the subsequent full site build-out, to be conducted over time in compliance with the vision of the Lower Hill Preliminary Land Development Plan (PLDP), is viewed as a reasonably foreseeable action occurring within the next 10 to 15 years and is therefore appropriately addressed in Section IV. h. – “Secondary and Cumulative Impacts.”

A. Traffic

Traffic analysis conducted for the project consisted of establishing the existing traffic conditions (year 2011), and projecting traffic conditions as a result of the proposed transportation infrastructure improvements (year 2022) and the full site build-out (year 2022 Combined). Morning (AM) and evening (PM) peak hour traffic volumes and Levels of Service (a measure congestion and delay) were determined for the existing intersections around the project site as well as for proposed new intersections as a result of the proposed transportation infrastructure improvements. The analysis concluded that the Levels of Service for these intersections would not change as a result of the proposed transportation infrastructure improvements. See Section IV.h. Secondary and Cumulative Impacts for potential traffic impacts for the full site build-out (year 2022 Combined).

B. Natural Environment

1. Aquatic Resources

- Streams, Rivers, Water Courses – Based on the review of aerial photographs, available mapping and on-site investigations; no aquatic resources were identified on the 28-acre project site including streams, rivers or ponds. The project site is located on the drainage divide between the Lower Allegheny watershed to the north and the Monongahela River watershed to the south. The proposed infrastructure improvements would not result in impacts to aquatic resources.

- National & State Wild & Scenic Rivers and Streams – According to the PA Department of Environmental Protection (PA DEP) Scenic Rivers Program, there are national or state wild and scenic rivers and streams within Allegheny County, PA. The closest national or state designated wild and scenic waterway is a section of the Allegheny River, locating in Venango County, approximately 50 miles to the north. The proposed infrastructure improvements would not result in impacts to wild and scenic rivers and streams.
- Navigable Waterways – The project does not involve the construction within or over waterways identified as navigable. The proposed infrastructure improvements would not result in impacts to navigable waterways.

- Ground Water Resources – According to PA DEP’s “eMapPA” on-line site, no noteworthy ground water resources are present within the project area. The proposed infrastructure improvements would not result in impacts to ground water resources.

- Wetlands – Based on site observations and application of the procedures of the U.S. Corps of Engineers Wetlands Delineation Manual (Manual) and the Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Environmental Laboratory, 1987 & 2009, respectively), no wetlands or surface water features are present at the project site. The 28-acre project site consists of extensive parking lots without surface water features or wetland resources. The proposed infrastructure improvements would not result in impacts to wetlands or surface water features.

- Coastal Zone Management – According to PA DEP’s Coastal Zone Management Program, no regulated coastal zones are located in Allegheny County, PA. The proposed infrastructure improvements would not result in impacts to coastal zone areas.

- Floodplains – Flood Insurance Rate Maps (FIRM) were not available on-line through the Federal Emergency Management Administration (FEMA). However, according to PA DEP’s “eMapPA” on-line site, no 100-year flood plains are located on or in close proximity to the project site. The proposed infrastructure improvements would not result in impacts to floodplains.

- Soil Erosion & Sedimentation – The proposed infrastructure improvement plan will include a soil erosion and sedimentation plan for review and approval by the Allegheny County Conservation District.

2. Terrestrial Resources

- Agricultural Resources – According to the US Department of Agriculture, the soils of the 28-acre site are classified as “urban” or disturbed soils. No prime farmland or soils of state or local farmland importance will be impacted. The development of the 28-acre site will not result in the conversion of farmlands to non-farmland use. The proposed infrastructure development project will not impact farmlands or soils of farmland importance. The project is in compliance with the 7 USC, Section 4201 of the Federal Farmlands Protection Act; 4 PA Code, Chapter 7 of the Agricultural Lands Preservation Policy; PA Act 1979-100 governing productive agricultural resources; PA Act 1981-43 concerning agricultural security areas; and PA Act 319 and 515 concerning preferential tax
assessed lands in agricultural use. The proposed infrastructure improvements would not result in impacts to agricultural resources.

- Vegetation – The existing site is terraced, providing extensive level paved areas for parking. Descending through the site, parking areas are separated by narrow longitudinal grassed hillsides oriented parallel to topographic contours. Based on the review of aerial photography and on-site investigations, no noteworthy vegetated areas are present on the 28-acre site. The proposed infrastructure improvements would not result in impacts to noteworthy vegetated communities.

- Unique Geological Resources - According to PA DEP’s “eMapPA” on-line site, no noteworthy or unique geologic features or resources are present within the project area. The proposed infrastructure improvements would not result in impacts to unique geological resources.

- Parks & Recreation – Based on the review of aerial photography, site investigations, and property tax records, no recreation or parklands are identified on the 28-acre site where infrastructure improvements are proposed. The proposed infrastructure improvements would not result in impacts to parks and recreational areas.

- National Natural Landmarks – According to PA DEP’s “eMapPA” on-line site and the Allegheny County Natural Heritage Inventory, no National Natural Landmarks or Natural Diversity Areas are present at or in close proximity to the 28-acre project site. The proposed infrastructure improvements would not result in impacts to national natural landmarks.

- Natural & Wild Areas - According to PA DEP’s “eMapPA” on-line site and the Allegheny County Natural Heritage Inventory, no Natural & Wild Areas are present at or in close proximity to the 28-acre project site. The proposed infrastructure improvements would not result in impacts to natural and wild areas.

- Hazardous and Residual Resources – A Phase I Environmental Site Assessment (ESA) was conducted for an area inclusive of the 28-acre Lower Hill Redevelopment Site Infrastructure Project in 2005 and a Phase II ESA was prepared specifically for the 28-acre project site in 2010 (copies of the ESA’s are contained in the project file). Related to this infrastructure development project, additional Phase I and Phase ESAs were conducted in 2012. The results are as follows:
  - Historic fill is present throughout the 28-acre site consisting of former building basements, demolition rubble, and slag and cinder materials. As such, these materials are classified as regulated fill which can be reused on site. However, if historic fill materials are to be removed from the site they must be tested to determine proper management procedures.
The possibility exists for the presence of historic underground storage tanks (USTs) (gasoline and home heating oil) covered by historic fill material. Prior to general excavation, a geophysical survey may be performed by the Contractor in an attempt to locate potential historic USTs; however, it should be noted that interference from fills/slag materials can provide inaccurate survey results.

Historic fills have the potential for contamination above the residential Statewide Health Standards; therefore, a layer of certified clean fill is recommended as cover over finished ground surfaces in areas intended for residential development.

Noting the historic location of a former electroplating facility near the southwestern end of the North Lot, soil excavation in this area should be tested for the target compound list metals, cyanide and pH and that work in this area should be conducted under an appropriate HASP until testing is completed.

Although no widespread volatile organic contamination was detected on-site, new buildings should be constructed with vapor barriers and passive ventilation to protect buildings from potential subgrade migration of volatile organic and radon.

Relating to the presence of historic fill materials throughout, institutional controls in the form of property-use deed restrictions are recommended as a precautionary note for future excavation below the clean fill layer including health and safety precautions and soil management requirements.

3. Wildlife

- Wildlife & Habitat – Based on field investigations, no noteworthy wildlife or wildlife habitats were identified on the 28-acre project site. Vegetated areas consist primarily of grassed islands between extensive parking lots. No wetlands or surface water features were observed. Wildlife observed consisted mostly of bird species common to urban settings. The proposed infrastructure improvements would not result in impacts to noteworthy wildlife and associated habitat.

- Threatened & Endangered Plants & Animals – The Pennsylvania Natural Diversity Inventory (PNDI), an on-line resource, was consulted (November 07, 2012) to determine the potential for project-related impacts state and federal listed rare, threatened and endangered species. As a result, a potential impact was identified for the state-listed endangered peregrine falcon requiring additional coordination with the PA Game Commission, the agency with jurisdiction. Follow-up consultation was conducted by letter (dated November 08, 2012) providing required additional information such as a project description, project plans and site photographs. Based upon further review, The PA Game Commission has determined that the project is unlikely to impact threatened or endangered species (See Appendix II).
C. **Cultural Resources**

1. **Archaeological Resources**

A Phase I archaeological survey was conducted for the 28-acre project site in 2012. The survey consisted of research, agency coordination, field survey, artifact recovery and diagnosis, summary of findings and recommendations. Due to historic soil disturbances, the entire site was determined to have minimal potential for intact prehistoric archaeological resources, while only the upper portion of the 28-acre site near Crawford Street was determined to have the potential for intact historic archaeological resources. Five survey trenches were excavated in the upper portion of the site, of which, three trenches were found to be potentially eligible for inclusion to the National Register of Historic Places (NRHP) for the historical information they may contain. Therefore, the three potentially eligible NRHP sites (29 Fulton Street site, Holy Trinity Church and School site, and 88-90 Crawford Street site) are recommended for Phase II investigation including intensive research concerning lot-specific land use histories and further archaeological investigations. The Phase II investigations must be scheduled with sufficient lead time, in advance of project construction activities that may affect these sites, to allow for conducting the Phase II investigations, evaluating and diagnosing recovered artifacts, preparing report findings, coordinating findings with the State Historic Preservation Office (PA Historical and Museum Commission), and addressing comments including the potential for additional field survey.

2. **Historic Structures**

The 28-acre project site is devoid of above ground structures that could be considered potentially eligible for inclusion to the NRHP. Additionally, the existing land use of the site, consisting of extensive parking lots, is not worthy of consideration as a contributing element or setting of contextual significance to potential adjacent historic structures or districts. The proposed infrastructure development or full site build-out site development will have no effect on historic resources.

Prior to its demolition, the Civic Arena was determined as a NRHP-eligible structure. The decision process resulting in the finding to demolish the Civic Arena was determined as an action separate and apart from the Lower Hill Redevelopment project. The decision process was conducted in consultation with the PHMC and interested parties and was conducted in compliance with the PA State History Code, appropriate for a non-federally funded action potentially affecting a historic resource within the Commonwealth.

The proposed infrastructure improvements would not result in impacts to historic structures.

D. **Section 4(f) Resources**
Section 4(f) of the USDOT Act of 1969 applies to the “use” of publicly owned land of a public parkland, recreational area, or wildlife and waterfowl refuge, or land from an historic site for mainly federally transportation projects. Such “use” is not permissible unless it can be determined that no prudent and feasible alternatives exist to the “use” or that the “use” is determined to be of a de-minimis or beneficial nature. The proposed infrastructure development of the 28-acre project site does not involve the potential “use” of a Section 4(f) property.

E. Air Quality and Noise

1. Air Quality
The proposed transportation infrastructure improvements at the 28-acre site were reviewed by the Southwestern Pennsylvania Commission (SPC), the region’s Metropolitan Planning Organization and were determined not to have to undergo special analysis and are exempt from the regional air quality conformity assessment requirements. This exemption is based on the purpose of the proposed roadway improvements involving providing access into the 28-acre site and serving as internal circulation roads (classified as urban collectors or local streets) within the site classified. Through traffic is not served by the project. Therefore, the proposed transportation infrastructure improvement is exempt from a regional analysis. It has no likely potential impact for CO, PM2.5 and/or MSAT. The proposed infrastructure improvements would not result in impacts to air quality and no further analysis or abatement action is required.

2. Noise
Permanent noise impacts are not anticipated to result from the proposed infrastructure improvement project which would not result in changes to traffic volumes or patterns. The infrastructure improvements are intended to support the future full build-out of the 28-acre site with mixed use development. Potential noise impacts associated with the full site build-out are discussed in Section J – Secondary and Cumulative Impacts.

Construction noise will be a temporary impact. All state and/or city construction noise regulations should be followed and incorporated into all contractor agreements. The contractor shall use only equipment adapted to operate with the least possible noise and shall conduct his work so that annoyance to occupants of nearby property and the general public will be reduced to a minimum.

It is also suggested that measures be incorporated into project plans and specifications detailing various low-cost easy to implement actions. These may include work-hour limits, equipment muffler requirements, location of haul roads, elimination of “tail gate banging,” reduction of backing up for equipment with alarms, community rapport, complaint mechanisms, etc., and/or any applicable local noise ordinances.
The proposed infrastructure improvements would not result in impacts to existing noise levels and therefore consideration of noise abate measures is not required.

F. Socioeconomic Areas

1. Regional & Community Growth and Economic Vitality
   The proposed infrastructure improvements at the 28-acre project site mark the beginning of the implementation of more than a decade-long planning process for the replacement of the outdated Civic Arena with a new multipurpose entertainment facility, the CONSOL Energy Center, and the advancement of plans for the redevelopment of the 28-acre Lower Hill Redevelopment Site. The planning process established consensus on a shared vision for the Lower Hill Redevelopment Site involving a variety of stakeholders including the SEA Pens, URA, City of Pittsburgh, Hill District Community, Uptown Community, Downtown Business Community, and other regional stakeholders. The proposed infrastructure improvements to the 28-acre site will be beneficial, resulting in increased real estate and wage tax base of the City.

2. Public Facilities and Services
   The proposed infrastructure improvements to the 28-acre site will not result in an additional burden to existing public facilities and services. Minimal public facilities and service are required to support the existing site comprised mainly of extensive parking lots. Required site security services will remain largely unchanged. Sewerage and water service requirements of the site are negligible to non-existing. Storm water management provisions at the site address only the discharge volumes derived from the footprint of the former Civic Arena building, which has been demolished and replaced with additional parking and associated storm water detention. The completed infrastructure improvements and resulting new impervious roadway surfaces will include appropriate storm water detention consistent with applicable State and City standards. As a result of the proposed infrastructure improvements and required on-site storm water detention, the existing City storm water drainage system providing drainage to the area’s rivers will receive reduced storm water discharge from the site.

3. Community Cohesion
   The proposed infrastructure improvements at the 28-acre project site will not result in the displacement of people, businesses or farms nor will the project bisect or pose physical or psychological barriers within or between cohesive communities. The project will not adversely affect community cohesion but will actually improve cohesion by connecting the City’s Downtown with the Hill District neighborhood.

4. Environmental Justice
   Executive Order 12898 on Environmental Justice requires the consideration of a project’s potential disproportionately high adverse effect upon minority and low-income populations. The proposed infrastructure improvements will not result in the
displacement of people, businesses or farms nor will the project bisect or pose physical or psychological barriers within or between cohesive communities. When completed, the proposed infrastructure improvements will result in an urban street grid system reminiscent of that which predated the construction of the Civic Arena, incorporating pedestrian friendly sidewalks and urban parks. Therefore, no potentially disproportionately high adverse effects upon minority or low-income populations are anticipated. The project is the culmination of an extensive and inclusive planning process involving a variety of stakeholders including representative of local communities, business interests, authorities and government groups. The project is anticipated to be a benefit to the local economy both from construction short-term and build out long-term. The proposed infrastructure development of the 28-acre project site is not anticipated to result in disproportionately high adverse effects upon low-income and minority populations. Based upon the Hill District Community Benefits Agreement (August 19, 2008) between the project sponsors and One Hill Neighborhood Coalition, the project will in fact likely benefit the low-income and minority populations in close proximity to the site (See Section VI – Community Involvement).

5. Public Controversy on Environmental Grounds
The planning process established consensus on a shared vision for the Lower Hill Redevelopment Site involving a variety of stakeholders including the SEA, Pens, URA, City of Pittsburgh, Hill District Community, Uptown Community, Downtown Business Community, and other regional stakeholders. The proposed infrastructure development of the 28-acre project site has been met with community support and is not anticipated to result in public controversy.

6. Aesthetic and Other Values
The proposed roadway and utility infrastructure development and site grading will establish the basic urban street grid network and city blocks for future build-out. The site grading will not interfere with the historic sight line of the Downtown skyline established since the early 1960’s when the Civic Arena was constructed. The proposed infrastructure development of the 28-acre project site will not result in noteworthy impacts to the aesthetic and visual resources of the area.

G. Temporary Impacts

Temporary impacts of the proposed infrastructure improvements would be related to construction activities including temporary increased noise levels, soil erosion and sedimentation, fugitive dust, and traffic related issues. All applicable state and/or city construction noise regulations should be followed and incorporated into all contractor agreements. The contractor shall use only equipment adapted to operate with the least possible noise and shall conduct his work so that annoyance to occupants of nearby property and the general public will be reduced to a minimum. Potential erosion and sedimentation and fugitive dust would be mitigated through best management practices during construction and consistent with plans approved by the Allegheny County Soil Conservation District.
Additionally, temporary related increases in employment and commerce can be expected during construction. All temporary construction related impacts are anticipated to cease at the conclusion of the infrastructure-related construction and return to pre-construction conditions.

H. Secondary & Cumulative Impacts

The consideration of an action or project’s secondary effect and cumulative effect is required by the Council on Environmental Quality (CEQ) and under the National Environmental Policy Act (NEPA). Secondary effects are the effects caused by a project that are later in time or farther removed in distance but are still reasonably foreseeable including issues such as inducements to growth, land use patterns, population densities and growth rates, and related effects on air, water, and natural systems. Cumulative effect is the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of agency or person undertaking the action. Social, economic and environmental issues were assessed under the secondary and cumulative effect analysis with a comparison between the existing 2011 No-Build site conditions, the proposed infrastructure improvement plan for the year 2022, and the vision for the full site build-out.

The project proposes the construction of transportation and utility infrastructure improvements at the 28-acre site in support of subsequent site build-out. The existing 28-acre project site was constructed in the early 1960’s and is the former site of the Civic Arena which was demolished in 2012. Currently, the site consists of extensive parking lots for weekday commuter parking and CONSOL Energy Center’s evening and weekend event parking. When the site build-out is completed, the Lower Hill Site Redevelopment project will connect the City’s Downtown with the Hill District neighborhood and result in an urban street grid and development of housing, offices and retail with a potential to add 1,500 residents (See Appendix I, Figure 5).

1. Secondary Effects

Regional and Community Growth and Economic Vitality - The more than a decade-long planning process for this project established consensus on a shared vision for the Lower Hill Redevelopment Site project. The shared vision is articulated in the Lower Hill Preliminary Land Development Plan (PLDP). The process involved a variety of stakeholders including the SEA, Pens, URA, City of Pittsburgh, Hill District Community, Uptown Community, Downtown Business Community, and other regional stakeholders. Therefore, the project is consistent with the City’s and County’s planning and land use goals.

The proposed transportation infrastructure improvements include minor upgrades to the local roadway network where proposed on-site streets intersect with existing local roads adjacent to the site. The project will not access formerly inaccessible areas, increase roadway capacity, or result in induced development other than the redevelopment of a once vibrant urban community. The project is consistent with the
planned growth policies of the City of Pittsburgh and Allegheny County. The project is located in the densely developed urbanized center-city. The completed project, including the full site build-out, will not result in induced development or adverse impacts to the regional and community growth or to the economic vitality of the City, County or region.

The project full build-out will remove existing physical and psychological barriers posed by the site’s extensive parking lots and reconnect the City’s Downtown and Hill District neighborhood with a vibrant mixed-use neighborhood of an inviting human scale incorporating an urban street grid, pedestrian friendly sidewalks and urban parks. The project will not adversely affect community cohesion but will serve to reconnect the City’s Downtown with the Hill District neighborhood. When completed, the Lower Hill Site Redevelopment project will result in an urban street grid and development of housing, offices and retail with a potential to add 1,500 residents of varied income levels. Thousands of permanent jobs are anticipated as well as an increased real estate and wage tax base of the City. Neighboring communities will benefit from increased employment opportunities.

**Environmental Justice** – The full site build-out will not result in the displacement of people, farmlands or businesses. It will remove barriers between the Hill District and Pittsburgh’s downtown. Employment and low- to moderate-income housing opportunities are included in the full build-out plan. The redevelopment of the site is consistent with the planning goals of the City of Pittsburgh, Allegheny County, URA, Hill District Community, Uptown Community, Downtown Business Community, and other regional stakeholders. The project is not anticipated to result in disproportionally high adverse impacts to low-income and minority populations and will in fact benefit those populations.

**Public Facilities and Services** – With the demolition of the Civic Arena in 2012, the existing 28-acre project consists of an extensive area of terraced parking lots separated by a few grassed hillsides. In the early 1960’s when the Civic Arena was originally constructed on the 28-acre site, environmental regulations were minimal to non-existing. Retroactive upgrades to existing development were not required under the subsequent new and evolving environmental regulatory climate. As a result, the exiting 28-acre site, for the most part, lacks basic storm water management provisions, still transmitting storm water directly to the receiving rivers via combined storm water and sanitary sewage conduits. The full site build-out will require compliance with current environmental regulations concerning on-site storm water management and the need to provide separate storm water and sanitary conveyance to river discharge points and sewage treatment plants (STP), respectively. The project will result in an improved quantity and quality of storm water discharge and reduced flows to receiving STPs. Analysis will be conducted to determine the capacity of exiting STP facilities and the need for potential expansion. Other utilities services including electric, gas and communication are located in the area and are anticipated to have able capacity to support the full site build-out.
The full site build-out will provide a mixed-use development and improve connectivity and access between local neighborhoods, commercial establishments, markets, health and educational facilities, and leisure and entertainment destinations. Public transportation is anticipated to be expanded to serve the development providing additional stop locations and ridership opportunity. Emergency service providers (fire, police and first responders) will be minimally affected by the proposed infrastructure improvements (internal street creation) and full site build-out. Access around the site will be minimally changed. Additionally, access to religious institutions is anticipated to be unchanged.

Transportation – Traffic analysis was conducted “Revised Parking Analysis” (Trans Associates, 2012) to determine the impact of the site build-out on local traffic. Levels of Service (LOS) was use as the measure of traffic congestion and delay at studied intersection where a LOS of “A”, “B”, or “C” is acceptable; LOS of “D” or “E” is acceptable to marginally unacceptable; and LOS “F” is unacceptable. The analysis compared the morning (AM) (7:00 A.M. to 9:00 A.M.) peak base-traffic and evening (PM) (4:00 P.M. to 6:00 P.M.) peak base-traffic (without the full site build-out) for the year 2022 with the AM Peak and PM Peak combined-traffic (full site build-out), also for the year 2022. The results showed no change in LOS between the peak base-traffic (infrastructure improvements only) and the combined-traffic (full site build-out) for the existing intersections around the perimeter of the project site for the AM Peak 2022 volumes. However, for the PM Peak, two intersections (Crawford Street/Center Avenue intersection and Washington Place/Centre Avenue/Liberty Avenue Ramp intersection) degraded from LOS D/E (acceptable to marginally unacceptable) to LOS F (unacceptable). Mitigation for this LOS F intersection through redesign does not appear feasible in consideration of adjacent constraints. Analysis showed an acceptable LOS for all intersections proposed within the 28-acre site for the AM Peak and PM Peak traffic volumes for the combined-traffic for the year 2022.

The shared vision, as articulated in the Lower Hill Preliminary Land Development Plan (PLDP), accommodates a pedestrian oriented/transit oriented neighborhood that relies on strategies to encourage the use of mass transit, bike share and car share, pedestrian mobility. The incorporation of bicycle and pedestrian facilities results in a projected 30% reduction in required parking spaces. Proposed available parking includes a total 3,293 spaces of which 2,957 are off-street parking and 336 on-street parking spaces. Included are 335 spaces for weekday commuters and 814 spaces available for evening and weekend event parking.

Air Quality – The project site is located within a designated nonattainment area for the 8-hour Ozone (O3) and PM$_{2.5}$ standards. The area is designated as a maintenance area for carbon monoxide (CO) though the city has no specifically defined CO zone. There are other pollutants designated as being in nonattainment of their standards in Allegheny County, but the proposed project is not in these locations. There are
currently no National Ambient Air Quality Standards (NAAQS) established for Mobile Source Air Toxics (MSAT).

Consideration of the full build-out project’s effect on future air quality was conducted for a variety of pollutants including carbon monoxide (CO), particulate matter (PM$_{2.5}$ and PM$_{10}$), and mobile source air toxins (MSAT), the results of which is presented below.

As a result of the Clean Air Act Amendments and subsequently implemented rules and regulations, there are no CO nonattainment areas anywhere in the United States. The proposed site full build-out will not cause or contribute to an existing or future CO problem and will have no significant adverse impact on CO so as to exceed the NAAQS.

The proposed project is located in a nonattainment area for the PM$_{2.5}$ standards. Since the proposed project consists of transportation infrastructure improvements to provide access into and within the 28-acre site, the proposed roadways would be classified as “urban collectors” or “local streets”, not serving through–traffic; the project is exempt. The project does not require a conformity determination or project level PM$_{2.5}$ hotspot analysis.

There are currently no established criteria for determining the scope of MSATs emissions analyses. Analysis is not required for projects lacking the potential for meaningful MSAT effects. The roads surrounding the development are not expected to be carrying more than 140,000-150,000 average daily traffic (ADT) nor will they be likely carrying 10,000 heavy trucks (diesel) ADT. The nearest interstate (I-579) carried 54,000 ADT according to PennDOT 2010 traffic volume maps. Nearby roads include Forbes Avenue (17,000 ADT) and Bigelow Boulevard (20,000 ADT). Therefore, MSAT analysis is required.

The Southwestern Pennsylvania Commission (MPO) has determined that the proposed Lower Hill transportation improvements do not have to undergo a special analysis for air quality conformity purposes for ozone and PM$_{2.5}$. They are exempt from the regional air quality conformity assessment requirements. Overall, there is no need to address conformity determinations in the project air quality analysis for this project since is not expected to add through lane capacity. No further air quality analysis or abatement action is required.

Noise - The noise analysis task provides a qualitative analysis of the possible sound level issues, if any, resulting from the proposed full site build-out. The focus is on the existing conditions in the project area and the likely effect on secondary and cumulative impacts as a result of likely reasonable and foreseeable development. No modeling was required for this analysis.
Sound is the vibration of air molecules in waves similar to ripples on water. When these vibrations (or sound waves) reach our ears, we hear what we call sound. The intensity or loudness of sound is measured in units called decibels (dB). However, the human ear does not hear sound waves of different frequencies at the same subjective loudness. The frequencies of higher potential to result in hearing damage are dampened. To account for this protective selective hearing, an adjustment or weighting of the high-pitched and low-pitched sounds is required to approximate an average human’s hearing perception. When such adjustments are made to the sound levels, they are called “A-weighted levels” and are labeled as “dBA”.

The dBA scale for measuring the intensity of sound is based on the logarithm or sound level pressure which is based on powers of ten. Sound perception or hearing is not a linear equation. For example, if a sound of 60 dBA is added to another sound of 60 dBA the result is combined sound of 63 dBA and not 120 dBA. Based on hearing analysis, most people perceive a 10 dBA increase in the sound level as doubling or twice as loud and a 3 dBA increase as a barely perceptible increase. This means that a sound level of 60 dBA sounds twice as loud as a sound level of 50 dBA.

Because sound levels are added together logarithmically, it would take a doubling (100% increase) of the existing traffic volumes, the main noise source, to cause a 3 dBA change, which is the threshold of a typical person’s perception of a change in the sound level environment. A 10-fold increase in traffic volumes would be needed to increase the sound levels by 10 dBA, which is a doubling of the sound perception for a typical person.

The predicted traffic volumes as a result of the full site build-out have been estimated as part of the Revised Traffic and Parking Analysis (Trans Associates, 2012). Generally, peak traffic volumes under the full site build-out scenario (combined-traffic year 2022) do not approach a doubling of the base-traffic (no site build-out year 2022). Therefore, the vehicular traffic noise is not expected to increase by 3 dBA and therefore no noticeable noise increase is anticipated as a result of full site build-out.

**Aesthetic and Other Values** – The Lower Hill Preliminary Land Development Plan (PLDP) establishes guidelines for building heights to preserve the historic sight line and views of the City skyline. Buildings to be proposed near Crawford Avenue, the higher portion of the project site, must not exceed three to four stories or a maximum height of about 50 ft. Buildings to be proposed for the lower portions of the project site, near Washington Place, are limited to 15 to 20 stories to minimize view obstructions of the skyline. Ground level views and vistas guidelines in the PLDP include open vegetated streetscapes, open space areas, signing regulations, and architectural treatments such as vista termination points for the promotion of an inviting human scale and appealing visual experience of the development. In summary, the guidelines included in the PLDP preserves important historic views and vistas while enhancing potential opportunities to create a visually appealing and
an open development plan. The full site build-out will replace the existing extensive parking lots with visually appealing, open development plan, of a human scale that enhances the vistas and view sheds.

Energy – In accordance with the vision of the PLDP, the site redevelopment for mixed use will seek LEED certification following the principles for smart growth and energy efficiency. Smart material choices with a high level of impact in generating high performance buildings will be considered. A team of designers and planners has been organized into a “materials subgroup” to evaluate and make recommendations to site developers on LEED design issues. The selection of building materials must comply with the subgroup permitted and prohibited materials lists based performance goals for various building systems including hardscape in public rights of way, open spaces, and development blocks. Performance goals also include storm water management, microclimate amelioration by reduction of the heat island effect, lifecycle cost analysis, embodied energy in production, recycling content and regional procurement are underlying attributes for material recommendations. As a result, the site full build-out will be energy efficient and a showcase for smart growth initiatives.

2. Cumulative Impacts
The 28-acre project site is the remaining large undeveloped land in proximity to the City’s downtown area. No other similar sites existing within the City. No other reasonably foreseeable potential development sites are anticipated to occur as a result of the project. Anticipated improvements to the local economy as a result of the Lower Hill Redevelopment full build-out may spur in-fill redevelopment of select currently abandoned, dilapidated or under-used properties of the City. Property values of the Hill District neighborhood are anticipated to increase. Proximity to the Lower Hill Redevelopment site and increased property values may result in economic pressure for small parcel redevelopment.

The redevelopment of the 28-acre site will result in the new development meeting current design standards and environmental regulations. The redevelopment of the site will be required to adhere to storm water control policies including volumetric detention and appropriate water quality concerns. Combined storm water and sewer infrastructure would be separated potentially providing improved quality of storm water discharges and reduced peak sewage flow to receiving sewage treatment plants (STP). Consideration would be given to the need for STP improvements to accommodate additional input from the redevelopment site, as necessary.

A reasonably foreseeable action, related to, but not part of the Lower Hill Redevelopment project is the construction of a “cover” over the depressed Crosstown Boulevard (I-579) completing the connection between the 28-acre redevelopment site and the City’s downtown area. Conceptually, the cover is envisioned as a bridge-like structure that spans the 250 ft. gap between existing Bedford Avenue (aka Bigelow Boulevard) and Centre Avenue over the depressed highway corridor. Construction of the cover would impact a portion of the existing 0.5-acre Crosstown Park, a green
space and associated pedestrian/bicycle underpass of existing Bedford Avenue, to the
west of the depressed highway corridor. However, the loss of parkland is anticipated
to be mitigated through the creation of approximately 2.0 acres of new parkland on
top of the cover structure over the depressed highway corridor.

The full site build-out does not result in recognized adverse direct, secondary or
cumulative impacts to natural resources (including streams, wetlands, floodplains,
geologic resources, wildlife habitat, threatened and endangered species or critical
habitat, parkland, and farmlands); cultural resources (including archaeological
resources and historic structures); air quality or noise levels; and social and economic
resources (regional and community growth, economic vitality, public facilities and
services, community cohesion, environmental justice, and visual resources).

VI. Community Involvement

During the more than a decade long planning for the proposed Lower Hill Redevelopment project, an
extensive public involvement process was implemented. The process was focused on bringing
together groups potentially affected by the proposed redevelopment to establish consensus on the
proper course of action and vision for the redevelopment. Two key steps in the process that involved
significant community involvement included the development of the Hill District Community
Benefits Agreement (a legally binding agreement) between the One Hill Neighborhood Coalition and
the project sponsors which established the consensus on the shared vision of Lower Hill Preliminary
Land Development Master Plan, and the Interested Party consultation process developed to comply
with the PA Sate History Code.

The executed Hill District Community Benefits Agreement established a community involvement
process for the implantation of the shared vision involving public meetings, a steering committee and
regularly scheduled status meetings to review and monitor plan development and implementation.

The project sponsors included the SEA, City of Pittsburgh, URA, and Penguins organization. The
members of the One Hill Neighborhood Coalition included representatives from the following
groups:

- 1st Ward Democratic Committee
- 3rd Ward Democratic Committee 4th District
- 3rd Ward Democratic Committee
- 3rd Ward Democratic Committee 5th District
- 429 Robinson Court LLC
- 4th Ward Democratic Committee
- 5th Ward Democratic Committee
- 5th Ward Democratic Committee 1st District
- 5th Ward Democratic Committee 2nd District
- 5th Ward Democratic Committee 4th District
- 5th Ward Democratic Committee 5th District
- 5th Ward Democratic Committee 7th District
- 5th Ward Democratic Committee 11th District
- 5th Ward Democratic Committee 14th District
- Abe's Market
- Ace and Deuce
- Addison Terrace Resident's Council
- Ann A. Simms Attorney at Law
- August Wilson Culture Center/Childhood Home Project
- Bed Cliff Concerned Citizens
- Bedford Tenant Council
- Bethel AME Zion Church
- Big Tom's Barber Shop
- Black Beauty Lounge
- Boy Scout Troop 93
Relating to the historic status of the former Civic Arena, a structure determined eligible for inclusion to the National Register of Historic Places, actions that could result in an adverse effect to the historic integrity of the Civic Arena need to be vetted via a public forum involving input from interested parties or individuals. Interested Parties (IP) are groups or individuals with a
demonstrated direct legal, economic or historical interest in the property. The IP are involved in considerations of the historic resource, effects upon the resource, and measures to avoid, minimize or mitigate adverse effects to the resource. Although the parallel federal-level National Historic Preservation Act (NHPA) is not applicable due to the lack of identified federal funding and lead federal agency, a hybrid of the state-level and federal-level processes involving Interested Parties consultation was followed to address requirements under potential future funding scenarios.

The following organizations were identified as Interested Parties and were invited to participate in the process:

- Allegheny County Council, District 10
- The Honorable William Russell Robinson
- Allegheny County Economic Development
- Aquarian Bull Ventures, LLC
- B & R Contracting
- City of Pittsburgh, Department of Planning
- Civic Arena Action
- Community (Gary English, Phyllis D. Ghafoor, & Joanne Savinda)
- Contrarian Metal Resources
- DRS Architects, Inc.
- Ebenezer Development Corporation
- Five Mile Development Group
- Heinz History Center
- Hill Consensus Group
- Hill House Association
- Hill House Economic Development Corp.
- Historic Hill Institute
- Horizon Properties Group, LLC
- McCormack Baron Salazar
- Office of Representative Jake Wheatley
- Office of Allegheny County Executive
- Pittsburgh City Council
- The Honorable R. Daniel Lavelle
- Pittsburgh History and Landmarks Foundation
- Pittsburgh Penguins
- Preservation Pennsylvania
- Preservation Pittsburgh
- Reuse the Igloo!
- Urban Redevelopment Authority

Other organizations involved in the consultation process include:

- Sports & Exhibition Authority
- Pennsylvania Historical and Museum Commission (State Historic Preservation Officer)
- PA Department of Transportation (PennDOT), Engineering District 11-0
During the consultation process, eight (8) Interested Party Meetings were held to solicit input on appropriate measures to minimize or mitigate impacts to the Civic Arena and site. Written information was provided during or in advance of each meeting and detailed presentations were conducted. Meetings were conducted with power-point presentations and collaborative workshop assignments. Meeting agendas were prepared and provided in advance of each meeting. Meeting minutes were prepared in draft for review, comment and concurrence by the Interested Parties. A variety of reports were prepared as a result of the Interested Party consultation process including:

- Purpose and Need Statement
- Area of Potential Effect (APE)
- Determination of Effects Report

Two Public Open House Plans Display meetings were held during the process. The purpose of the Plans Display meetings was to present the Purpose and Needs Statement, options under consideration, and a comparison of the options under consideration to the public for discussion and comment. Public input was solicited via a comment form as well as verbally. The meeting was held for compliance with the principles of the PA History Code and Section 106 of the NHPA to provide an opportunity for public input into the process.

Although the Interested Party consultation process has concluded with the determination to demolish the Civic Arena, community involvement is ongoing concerning the development and implementation of the Lower Hill Redevelopment project.

VII. Permits, Consistency Determinations, and Mitigation Measures

The proposed infrastructure improvement project is in compliance with regulations and policies protecting the following resources:

- Waters of the Commonwealth including wetlands (no impact anticipated)
- Rare, threatened or endangered species (no impact anticipated)
- Coastal Zone Management (no impact anticipated)
- Wild and Scenic Rivers (no impact anticipated)
- Floodplains (no impact anticipated)
- Navigable Waters (no impact anticipated)
- Historic Resources (no impact anticipated)

The project will require a National Pollution Discharge Elimination Systems – General Permit for proposed earth disturbances in excess of 1.0 acre and for storm water management requirements.

Mitigation through information salvage is required for historic archaeological resources found to be potentially eligible for inclusion to the National Register of Historic Places (NRHP) for the historical information they may contain. Therefore, the three potentially eligible NRHP sites (29 Fulton Street site, Holy Trinity Church and School site, and 88-90 Crawford Street site) are recommended for Phase II investigation including intensive research concerning lot-specific land use histories and
further archaeological investigations. The Phase II investigations include evaluating and diagnosing recovered artifacts, preparing report findings, coordinating findings with the State Historic Preservation Office (PA Historical and Museum Commission), and addressing comments including the potential for additional field survey.

Threatened and endangered species coordination via the PA Natural Diversity Inventory (PNDI) online search service is required to be updated biannually for this project (See Appendix II, PA Game Commission coordination letter).
APPENDIX I
Figure 1  Site Location Map
USGS Pittsburgh West Quadrangle

Lower Hill Redevelopment Site
Figure 2  Lower Hill Redevelopment Site
Figure 3   Existing Site Condition (Extensive Parking Lots)
Proposed Infrastructure Improvements

- Proposed Roadway Infrastructure
- Proposed Extent of Fill
- Proposed Extent of Cut

Figure 4  Proposed Infrastructure Improvements
Figure 5 Envisioned Full Site Build-out

Lower Hill Redevelopment Site
APPENDIX II
1. PROJECT INFORMATION

Project Name: Lower Hill Redevelopment  
Date of review: 11/7/2012 1:45:18 PM  
Project Category: Development, Other  
Project Area: 32.5 acres  
County: Allegheny  
Township/Municipality: Pittsburgh  
Quadrangle Name: PITTSBURGH EAST  
ZIP Code: 15219  
Decimal Degrees: 40.441264 N, -79.989480 W  
Degrees Minutes Seconds: 40° 26' 28.6" N, -79° 59' 22.1" W

2. SEARCH RESULTS

<table>
<thead>
<tr>
<th>Agency</th>
<th>Results</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA Game Commission</td>
<td>Potential Impact</td>
<td>FURTHER REVIEW IS REQUIRED, See Agency Response</td>
</tr>
<tr>
<td>PA Department of Conservation and Natural Resources</td>
<td>No Known Impact</td>
<td>No Further Review Required</td>
</tr>
<tr>
<td>PA Fish and Boat Commission</td>
<td>No Known Impact</td>
<td>No Further Review Required</td>
</tr>
<tr>
<td>U.S. Fish and Wildlife Service</td>
<td>No Known Impact</td>
<td>No Further Review Required</td>
</tr>
</tbody>
</table>

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.
3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are valid for two years (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jurisdictional agencies strongly advise against conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission
RESPONSE: Further review of this project is necessary to resolve the potential impacts(s). Please send project information to this agency for review (see WHAT TO SEND).

PGC Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)
Scientific Name: Falco peregrinus
Common Name: Peregrine Falcon
Current Status: Endangered
Proposed Status: Endangered

PA Department of Conservation and Natural Resources
RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission
RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service
RESPONSE: No impacts to federally listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.
** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

WHAT TO SEND TO JURISDICTIONAL AGENCIES

If project information was requested by one or more of the agencies above, send the following information to the agency(s) seeking this information (see AGENCY CONTACT INFORMATION).

Check-list of Minimum Materials to be submitted:

___ Signed copy of this Project Environmental Review Receipt
___ Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.
___ Project location information (name of USGS Quadrangle, Township/Municipality, and County)
___ USGS 7.5-minute Quadrangle with project boundary clearly indicated, and quad name on the map

The inclusion of the following information may expedite the review process.
___ A basic site plan (particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)
___ Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)
___ Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. For cases where a "Potential Impact" to threatened and endangered species has been identified before the application has been submitted to DEP, the application should not be submitted until the impact has been resolved. For cases where "Potential Impact" to special concern species and resources has been identified before the application has been submitted, the application should be submitted to DEP along with the PNDI receipt. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. DEP and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at http://www.naturalheritage.state.pa.us.
5. ADDITIONAL INFORMATION
The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources
Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552, Harrisburg, PA. 17105-8552
Fax: (717) 772-0271

U.S. Fish and Wildlife Service
Endangered Species Section
315 South Allen Street, Suite 322, State College, PA. 16801-4851
NO Faxes Please.

PA Fish and Boat Commission
Division of Environmental Services
450 Robinson Lane, Bellefonte, PA. 16823-7437
NO Faxes Please

PA Game Commission
Bureau of Wildlife Habitat Management
Division of Environmental Planning and Habitat Protection
2001 Elmerton Avenue, Harrisburg, PA. 17110-9797
Fax: (717) 787-6957

7. PROJECT CONTACT INFORMATION

Name: Raymond Maginness
Company/Business Name: Michael Baker Jr., Inc.
Address: 100 Airside Drive
City, State, Zip: Moon, PA. 15108
Phone: (412) 269-2749
Email: rmaginness@mbakercorp.com

8. CERTIFICATION
I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

applicant/project proponent signature
Raymond Maginness

date
November 07, 2012
December 14, 2012

Mr. Raymond Maginness
Michael Baker, Jr., Inc
100 Airside Drive
Moon, Pennsylvania 15108

Re: Lower Hill Redevelopment – (former Civic Arena site)
City of Pittsburgh, Allegheny County, Pennsylvania

Dear Mr. Maginness,

Thank you for submitting the Pennsylvania Natural Diversity Inventory (PNDI) Environmental Review Receipt Number 20121107379276 for review. The Pennsylvania Game Commission (PGC) screened this project for potential impacts to species and resources of concern under PGC responsibility, which includes birds and mammals only.

No Impact Anticipated

PNDI records indicate species or resources of concern are located in the vicinity of the project. However, based on the information you submitted concerning the nature of the project, the immediate location, and our detailed resource information, the PGC has determined that no impact is likely. Therefore, no further coordination with the PGC will be necessary for this project at this time.

This response represents the most up-to-date summary of the PNDI data files and is valid for two (2) years from the date of this letter. An absence of recorded information does not necessarily imply actual conditions on site. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered.

Should the proposed work continue beyond the period covered by this letter, please resubmit the project to this agency as an “Update” (including an updated PNDI receipt, project narrative and accurate map). If the proposed work has not changed and no additional information concerning listed species is found, the project will be cleared for PNDI requirements under this agency for two additional years.

This finding applies to impacts to birds and mammals only. To complete your review of state and federally-listed threatened and endangered species and species of special concern, please be sure that the U.S. Fish and Wildlife Service, the PA Department of Conservation and Natural Resources have been consulted.
Resources, and/or the PA Fish and Boat Commission have been contacted regarding this project as directed by the online PNDI ER Tool found at www.naturalheritage.state.pa.us.

Sincerely,

Olivia A. Mowery
Environmental Planner
Division of Environmental Planning & Habitat Protection
Bureau of Wildlife Habitat Management
Phone: 717-787-4250, Extension 3128
Fax: 717-787-6957
E-mail:OMowery@pa.gov

A PNHP Partner

OAM/oam

cc: File