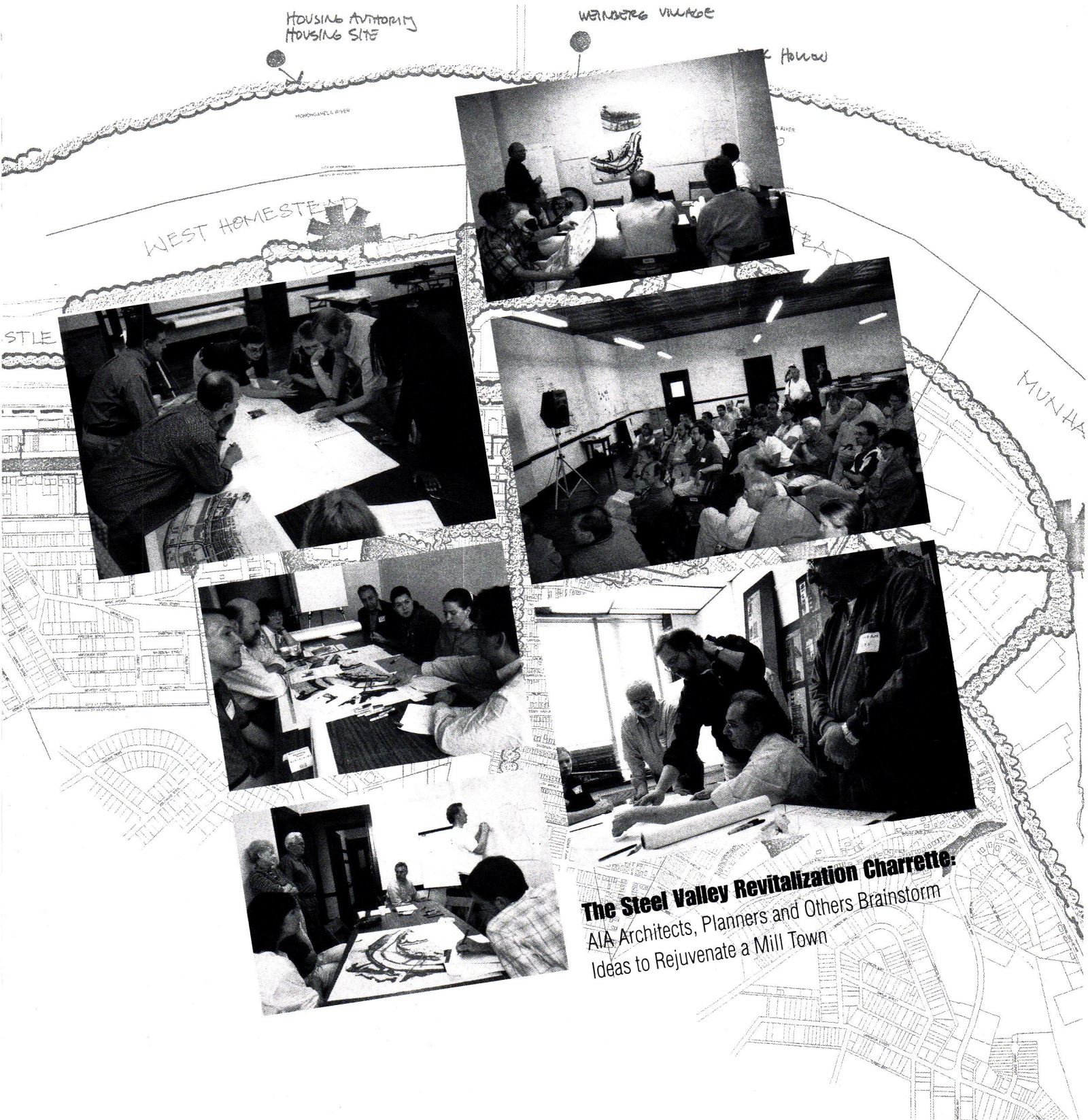
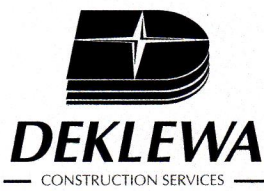


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## From The Chair Of The Steel Valley Revitalization Charette

by Stephen Quick, AIA, Perkins Eastman Architects PC

### The Steel Valley Revitalization Charrette

was truly a pleasure. Not only was the process exciting and invigorating but it was also fascinating to learn more about this feisty community. After Friday night's tour of the community, a keynote speech by economist and historian Bob Gleeson, and a delicious Hungarian dinner at St. John's, my appreciation of Homestead deepened even further. For me, personally, it was a rekindling of old friendships and revisiting the vigor and excitement of the 1988 Remaking Cities design charrette — it isn't often that you have a chance to build on past efforts.

What potential! Homestead has all the ingredients one could ask for in a livable community. There's a varied housing stock of sound homes, tree-lined residential streets, a thriving commercial area, recreational activities that include biking and walking trails, one of the best Carnegie Institute library and community centers in Pittsburgh, more churches than you can believe, and a rich heritage with one of the largest historic districts in the region. These three individual communities of West Homestead, Homestead, and Munhall that collectively are "Homestead" make for a walkable, mixed-income town with a full mixture of commercial, housing, religious, institutional, industrial and recreational uses — all in a spectacular setting that celebrates the river and its hills.

At its peak, the Homestead area was a bustling community with a workforce of over 20,000 in the mills and an output of steel that was, bar none, the greatest in the world. The Homestead Steel Works lined the Monongahela for over six miles and immigrants flocked to the area, moving to hillside houses within walking distance of the mills. Today, only thirty years later, Homestead, so rich in history, is without steel and searching for its identity and its future. Except for the Waterfront development, a new regional-based retail and entertainment center that replaced the mills, there is little apparent reinvestment. Stores are closed along its traditional main street and the ethnic churches are struggling to survive. The Waterfront caters to a different clientele than the typical Homesteader and the two commercial centers speak little to one another. To the outsider, the sense of isolation and abandonment hangs over the traditional core of the community. For all practical purposes, Homestead is certainly at a critical crossroads.

Is Homestead still a company town, dependent now on the Waterfront development instead of the steel mill? Or can this community seize the opportunity to reinvent itself? These and other questions captivated and charged the design charrette organized by the AIA and co-sponsored by the Homestead Economic Revitalization Committee and the Steel Valley Revitalization Committee. It was the job of the 60-plus architects, landscape architects, historians, community residents, and others to see how linkages could be made and new visions achieved.

Each of the five groups: Waterfront Development, Residential, Churches and Ethnic Groups, National Park and Waterfront and the Core Commercial district looked at the overall picture with emphasis on targeting their specific area and its relationship to the core business district.

The results? As you'll see in this special edition of *Columns Magazine*, they were quite impressive. It was an exercise that proved fruitful for all involved. Many architects commented on how much they enjoyed participating in the charrette. Residents chimed in with how much they appreciated the collective efforts.

The real benefactors, however, could be the AIA and the Pittsburgh design community in providing this opportunity to collaborate on issues broader than those we typically work on day to day. As we all discovered, it was a case of giving and ultimately receiving much more in return.

Thanks to the many people who were instrumental in making this charrette such a success: Jim Thomas and Chuck Starrett of the Steel Valley Enterprise Zone Corporation, Michael Solomon of HERC, Walt Haglund, AIA of Mullin & Loneragan, and the team leaders: John Martine, AIA, Chip Desmone, AIA, Edward Shriver, AIA, and Rich DeYoung, AIA. Thanks, too, to the other members of the planning team: Jennifer Beck, Assoc. AIA, and Fred Winkler, AIA who put in a lot of work behind the scenes.

The staff of the AIA, Joan Kubancek and Amanda Roland, were instrumental in making the event so special. Last and most importantly, thanks to the AIA's Executive Director, Anne Swager, Hon. AIA who said yes to the idea of the charrette when she was approached, then spent countless hours putting it all together. Without her energy and heart and drive, it never would have happened.



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**On the cover:** Charrette photos by Tracy Certo.



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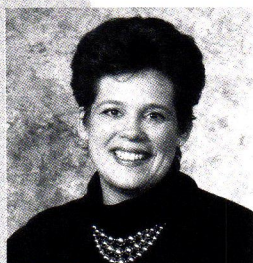
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# Optimistically Speaking

by Anne J. Swager, Hon. AIA

## I grew up in a very small town where

you knew everybody within a six street area and then some. Almost everyone went to the same church and the same local school as well. My life revolved around the other kids in the neighborhood and I was blind to the problems which concerned the adults. It took something catastrophic like the airplane crash that killed a schoolmate's mother for me to realize there was a life beyond my tiny world.



*The two days we spent in Homestead, West Homestead and Munhall were eye openers. Yes, the communities have changed irrevocably. There is no going back to what they once were. And yet, the doors are opening on some amazing new opportunities.*

Central to being a kid in my neighborhood was the bicycle. From age 4 1/2 on, it quickly became an extension of me and took me all over our small village. I had very few bike accidents but one in particular stands out. I decided to try riding down our street one day with my eyes closed. I was convinced I could make it all the way to my house but a tree jumped out in my path and I ended up wearing asphalt as a second skin. While I never tried that particular trick again, my career as an optimist was firmly launched.

The optimist in me was charged as we held the Steel Valley Revitalization Charrette the first weekend in May. On a hot Friday evening, the neighborhood scene was alive in the Homestead area with kids on foot and kids on bikes who were completely absorbed in their own games, no doubt carryovers from the night before. From the Carnegie Library and Community Center, which is centered among the houses, you get a commanding view of a neighborhood park which was filled with children. It was a welcoming scene, and a good sign of a community that hasn't given up.

Charrette participants and community people met nearby at St. John's Eastern European Cultural Center, the former St. John's Cathedral. Built in 1903, it was the first diocesan seat of the Byzantine rite of the Catholic Church in North America. The cultural center is located in a neighborhood reminiscent of Highland Park or Squirrel Hill albeit more run down. Some of the homes have been faithfully maintained, others are being restored and others are in need of care.

We shared a tremendous ethnic meal that night with many members of the neighborhood who would participate in the charrette the next day. My fears that they would feel the

charrette was an exercise by and for professionals were quickly allayed by their enthusiastic welcome.

The two days we spent in Homestead, West Homestead and Munhall were eye openers. Yes, the communities have changed irrevocably. There is no going back to what they once were. And yet, the doors are opening on some amazing new opportunities. The Waterfront development has exceeded everyone's expectations. The resulting activity, despite the traffic jams and the lack of connection to the development and the riverfront, delight the communities. Optimists that they are, they view the problems as opportunities to be addressed. I came away with the feeling that the area was just waiting to be rediscovered.

At the end of May, we took the charrette process on the road. I volunteered us for a workshop of Leadership Development Initiative members coupled with their Leadership Pittsburgh mentors. After a brief intro on urban design, we split the group into four small ones and gave them the urban design problem that we had labored over for a day and a half at the Steel Valley Charrette.

They had a great time. They were truly interested in the community and its possibilities. Their ideas ranged from fantastic (and expensive!) dreams to practical suggestions. In the process, we learned of an initiative by the Carnegie Mellon Research Institute and Three Rivers Connect to bring in a new technology that would provide extremely fast wireless internet connectivity to the area. The grant applications are submitted and if it works the community could quickly be transformed into a hot bed of high tech activity. The radar went up all over the room.

Weeks later, I received a phone call confirming that some LDI participants had followed up by exploring the Homestead area. They liked what they saw...especially the low real estate prices.

Even a die-hard optimist like myself knows that it takes years to bring neighborhoods back. After all, it's been 10 years since David Lewis invested his dollars and bought his home in West Homestead. But some communities can and do reinvent themselves. The Steel Valley communities look and feel like neighborhoods that are on their way. What they need is some new blood and some new believers to invest in a place where a lot of committed people still live. Maybe it's just my optimism but I think they are headed in the right direction.



Columns is printed on recycled paper.



## Pittsburgh Historic Review Commission Announces 18<sup>th</sup> Annual Preservation Awards

*The following AIA member firms were honored for their involvement in outstanding preservation projects in the City of Pittsburgh prior to March, 2001:*

### **Former St. John's Convent, 48 South 15<sup>th</sup> Street**

ARCHITECT: Deepak Wadwani, AIA, Robert P. Murray, AIA, Mark S. Weber, AIA, and James A. Sheehan, AIA  
Renaissance 3 Architects

### **The Frater House, 605—607 Lockhart St.**

ARCHITECT: Michael Eversmeyer, AIA  
Perkins Eastman Architects PC

### **Duquesne Club Conference Center and Third Floor Renovations**

ARCHITECT: LDA-L.D. Astorino Companies

### **Former Allegheny County Jail—450 Ross St.**

ARCHITECT: Frederick C. Watts, AIA, Mihhi Marcu, AIA  
IKM Inc. Architects

### **Firstside National Register Historic District, 235 Ft. Pitt Blvd.**

ARCHITECT: LDA-L.D. Astorino Companies

### **PNC Firstside Center**

ARCHITECT: LDA-L.D. Astorino Companies

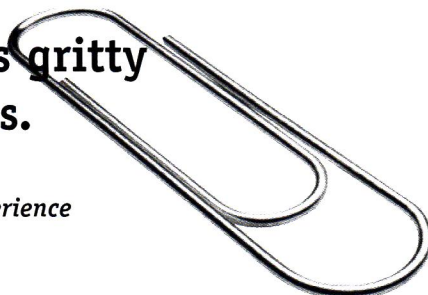
## Clarifications:

■ Charles Brueggeborns, AIA was referenced in the campus architecture story in May. We want to add that he is now the director of the State College office of the Quad Three Group, Inc. Quad 3 is an architectural engineering design firm headquartered in Wilkes-Barre which also has offices in Pittsburgh and Philadelphia.

■ WTW Architects designed the Penn State campus building, the Hub, which was featured on the cover of the May issue.

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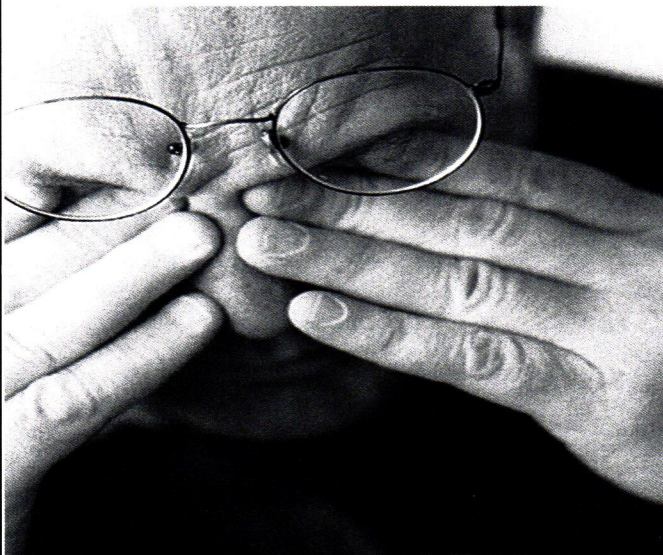
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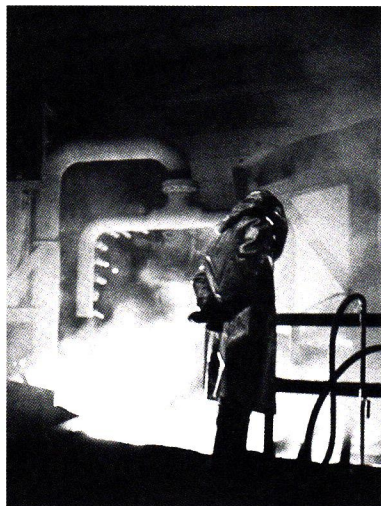
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# The Steel Valley Revitalization *Charrette* by Tracy Certo



## *What is a charrette?*

char•rette

(french noun for cart.)

Years ago at the Ecole de Beaux Arts, a donkey cart collected the works of students who sometimes pulled all-nighters and worked up until the last minute on their projects. Often friends were recruited to help. Hence, a modern-day charrette is a collective and intense brainstorming session of ideas, designs and sketches that typically runs to the last minute when the drawings and such are collected.

STEELWORKER PHOTO BY TOM PIERCE, AIA  
Tom Pierce is a practicing architect with Perkins Eastman Architects P.C. and member of the Silver Eye Gallery.

Examples of his work can be seen at  
<http://tompierce.home.att.net>. Tom has been active in  
photography for over thirty years.

**O**n a beautiful, sunny Saturday in early May, more than 60 architects, planners and others gathered in the second floor of Moose Lodge building in Homestead. They were volunteering their time and energy for a charrette, a brainstorming of design ideas with the goal to revitalize the ailing communities of Homestead, W. Homestead and Munhall.

The night before, in the grand Music Hall of the stately Carnegie Library of Homestead, keynote speaker Dr. Bob Gleeson spoke of the phenomenal opportunity Homestead has as it stands at this crossroad. "The Waterfront is changing people's shopping patterns and moving patterns and presenting an opportunity for people to experience Homestead in a way they're never experienced," said Gleeson, a Duquesne University associate professor of public policy and management in the Graduate Center for Social and Policy Analysis. Today, you could pack in four times the number of people currently living in Homestead and it would still be a nice town, he added. "You can see the remains of what could be a really beautiful town."

Gleeson noted that Frederick Law Olmstead laid out most of Homestead and it was a Utopian dream of an industrial town. Steel mills and demand for labor grew so fast that the area was eventually overwhelmed by the influx of thousands of people, most of whom never lived in an urban area before. Decades later, the population dwindled just as dramatically as the steel mills shut down in the 80's, depriving the Steel Valley of 17,000 jobs. For the next 10 years, the mills were sold for scrap and the 300 acres of riverfront land stood vacant and desolate. Then in 1998 the Continental Real Estate Companies broke ground on the Waterfront, a \$300 million development of retail, commercial and residential projects still undergoing construction today.

It's a good example, says Gleeson of why Pittsburgh has the least sprawl of any city in the country. "Other cities have no room to grow and resort to sprawl. Pittsburgh has an unusual opportunity in that it could accommodate 500,000 more people without sprawl," he notes. The key is in the rebirth of the industrial corridors such as the Steel Valley.

"The legacy of Pittsburgh's corridor-style of relatively dense, non-sprawled development pattern, most of which is still well inside the borders of the region's core urban county (i.e. Allegheny County) creates great opportunities for achieving a great deal of growth without corresponding sprawl," Gleeson says. "The key, however, will be to find ways to integrate new development with the legacy of older industrial infrastructure. If this can be done—and done one project at a time like the Waterfront—Pittsburgh has the ability to preserve its centralized development pattern while still enjoying robust growth in the next several decades."



The next morning, Walt Haglund from Mullin and Lonergan Associates, Inc. supplied nine "jumping-off points" for charrette participants based on the company's Comprehensive Urban Design Study and Plan for Homestead, West Homestead and Munhall prepared for the Steel Valley Enterprise Zone Corp. It includes a land use plan for the revitalization area, a housing action plan, parking and traffic analysis and urban design plan.



The participants then sectioned off into five different groups—the Waterfront, Residential, Commercial Core, Churches and Ethnic Groups and National Parks and Waterfront. They spent the rest of the morning discussing challenges and opportunities, with the help of resource persons, and then brainstorming, sketching and outlining various solutions to specific tasks.



Late in the afternoon, after a day teeming with activity and energy, the five design teams presented their ideas to a large group that included interested residents, business owners, political leaders and others.



Following are highlights of the teams' conclusions, complete with doodles and sketches, illustrations and maps, candid photos and explanations.

The Steel Valley Revitalization Charrette was supported through the generosity of The Heinz Endowments.



# Churches and Ethnic Groups

TEAM PHOTOS BY TRACY CERTO



**TEAM LEADER: Chip Desmone, AIA**  
Desmone & Associates

**TEAM:**  
**Jim Kopriva, AIA**

**Paula Vorkapich, AIA**  
Desmone & Associates

**Donald Zeilman, AIA**  
Urban Design Associates

**Shelly Andrews**  
Eastern European Cultural Center

**Michael Solomon**  
HERC

During its heyday, the steel mills funded the many churches built in the Homestead area. Historians say this was not only an investment in the faith-based community but it was also a way to control and manipulate the mill workers by fostering ethnic separation and keeping the workers from organizing.

There were an estimated 25 different religious denominations—six in the Catholic group alone. Each ethnic group, deeply rooted in their faith, had their own family-oriented church which exerted enormous influence in their lives. Women, in particular, were key in the community and the church and in supporting their husbands who worked full shifts at the mill.

To celebrate and preserve both the rich ethnic and religious heritage of this community, the design team lead by Chip Desmone came up with the following ideas.

## A Tour

Since historically separation was the way of life, the group thought it would be good to bring the churches together in a number of ways. A walking tour of the neighborhood churches would offer a collective view of the more personal side of Homestead, relaying the fascinating story of the people. What happened in this church? How did it in-

fluence the congregation? What was said in support of the strike?

## Sample ethnic dishes, take a cooking class

(An in-town European tour right here in Homestead!)

How can you study ethnic heritage without a close look at the different foods that were so much a part of their lives? If you want to experience European cooking, Homestead is the place to go to learn about different and delicious foods. Find out how they were made, and more importantly, sample these dishes.

Have grandmothers conduct the cooking classes. The experience can be enhanced by getting members of the church involved with conducting cooking classes and acting as docents for tours and tour groups.

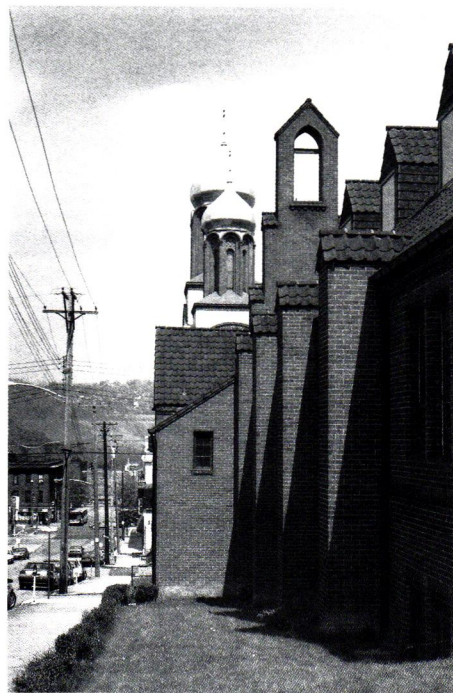
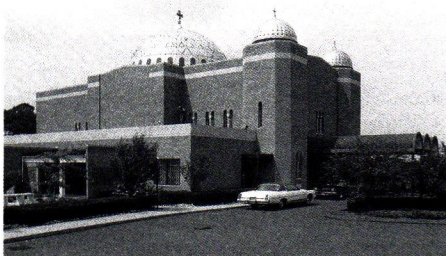
Dance and music can be incorporated, too. It would make for an authentic, entertaining and great learning experience that would be better than a trip to Disney or Vegas, the group concluded.

## The Church as a Resource Center

To help churches promote activities and to help maintain churches—a significant cost—the group suggested establishing the church as a resource center. It would act as a source of information about the church itself, the private art, and the culture and customs of the congregation. In this role, the Church would help preserve and carry on church traditions. Church members and volunteers would staff this project.

## Adaptive Reuse

Since it is unlikely that all the current churches will remain in their present form—maintenance costs and dwindling population is taking a toll—some could be adapted as residential use: condominiums or apartments or commercial office space or restaurant. The final idea submitted by the group: Wouldn't a church make a great space for an architect?



CHURCH PHOTOS COURTESY OF PITTSBURGH HISTORY & LANDMARKS FOUNDATION

**In a few-block section of Homestead, there are more churches per capita and per square mile than any area in the world outside of Rome and Jerusalem. LEFT: St. Elias, TOP: St. Gregory, ABOVE: St. Ann.**



# The Waterfront



**LEADER: Ed Shriver, AIA**  
Strada Architecture LLC

**TEAM:**  
**Tracy Myers, Prof. Affiliate**  
Heinz Architectural Center

**Duncan Penney, AIA**  
Burt Hill Kosar Rittelmann Associates

**Bill Marston, AIA**  
MMA Facilities Consulting (Philadelphia)

**Dick Northway, AIA**  
Perkins Eastman Architects PC

**Lisa Dabinett, AIA**  
The Design Alliance Architects

**Raymond Bodnar**  
Boro of Munhall Mayor

**George Halkias, AIA**  
LDA-L.D. Astorino Companies

## The critical issue

For Ed Shriver's Waterfront Team, the critical issue was the railroad tracks. The four sets of tracks that run east/west pose a formidable barrier to their goal of integrating (north/south) the town of Homestead and the new Waterfront development. The railroad tracks effect everything else, the team concluded. "Until you deal with that, nothing else matters," says Shriver. As one team member found out when he stood near the tracks and clocked it, a train rumbled across the tracks through town 25 out of 60 minutes.

## The key

The team proposed burying three of the tracks—similar to what was done on the South Side—and using the fourth line as a light rail transit. That would not only allow more room but it would also provide the opportunity to start building connections through the town and to the waterfront. The light rail transit would provide residents with a low-cost transportation into town—eliminating the need for a car—as well as another mode of transportation for visitors to come into Homestead. The land available from the buried tracks could then be used for shops, parks and even a farmer's market. The ample parking lots in the Waterfront development could be used as Park and Ride lots during the day when they aren't heavily used and the increased customer traffic would benefit both sides of the tracks.

## Transportation

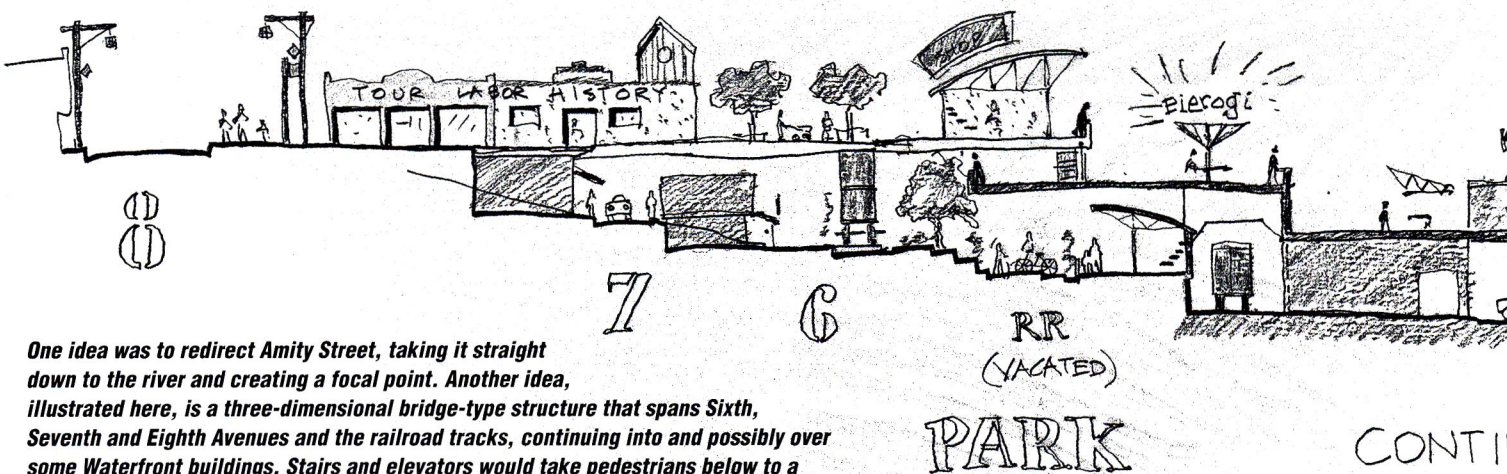
Transportation to and through Homestead would include a number of choices, from car and light rail to water taxis and bus/shuttle runs. An integrated mix of transportation choices would provide a variety of options for getting around. Residents could walk from the hill to the Waterfront, visitors could take a water taxi in from downtown and in the process there would be a "rich sense of journey, not just destination."

## The Big Picture

Between downtown Homestead and the Waterfront development, there is a good mix of retail sizes, from big boxes to small stores, which offer a great range of choice for both the retail tenants and the retail customer. The diversity of sizes and range of rental rates is a win-win situation for everyone when you think of the stores as complementing instead of competing with one another. Likewise, the economic opportunities are greater: if someone wants to open up a retail shop in the area, they have choices of location, size and rental rates to fit their business niche. With the wealth of options, Homestead's got it all.

## Design Matters

A simple and low-cost idea to further link the two areas is to implement common design in signage, street furniture and lighting that more visually connect the two diverse areas. For example, lights on the bridges and significant sites such as the Bost House would highlight these significant features and tie them together with the others.



*One idea was to redirect Amity Street, taking it straight down to the river and creating a focal point. Another idea, illustrated here, is a three-dimensional bridge-type structure that spans Sixth, Seventh and Eighth Avenues and the railroad tracks, continuing into and possibly over some Waterfront buildings. Stairs and elevators would take pedestrians below to a multi-use complex of commercial, entertainment and retail space. Pierogis, anyone? "It's a wonderful, thought-provoking image that provides a starting point to how you can integrate on a three-dimensional plane," says Shriver who adds that change doesn't have to happen only on a street level.*



### Loading and staging

With retail, how do you get merchandise in and garbage out? They require separate entrances so the team studied how this could be improved in the Eighth Avenue district and how it could benefit from the infrastructure on the Waterfront. One solution? Building a service alley that's the back end of the existing strip mall and providing flex space backing onto that.

Ultimately, the team saw significant opportunities for both the waterfront and Homestead's traditional retail core. The key was working together, rather than in competition. Philosophical as well as physical barriers must be overcome but the advantages to be gained from a retail district which leverages its diverse and varied strengths are substantial and achievable.

"It was in a word, exciting.

The enthusiasm of so many wanting to help make it happen! And the interesting recommendations—uses for vacant churches as housing or offices, or for those with impressive kitchens, cooking classes and ethnic bakeries. The use of a resource person for area churches to be the contact person for preservation efforts. And it's an exciting idea combining the railroad tracks—instead of four sets, two..."

**Michael Solomon, Homestead Area Economic Revitalization Corporation**

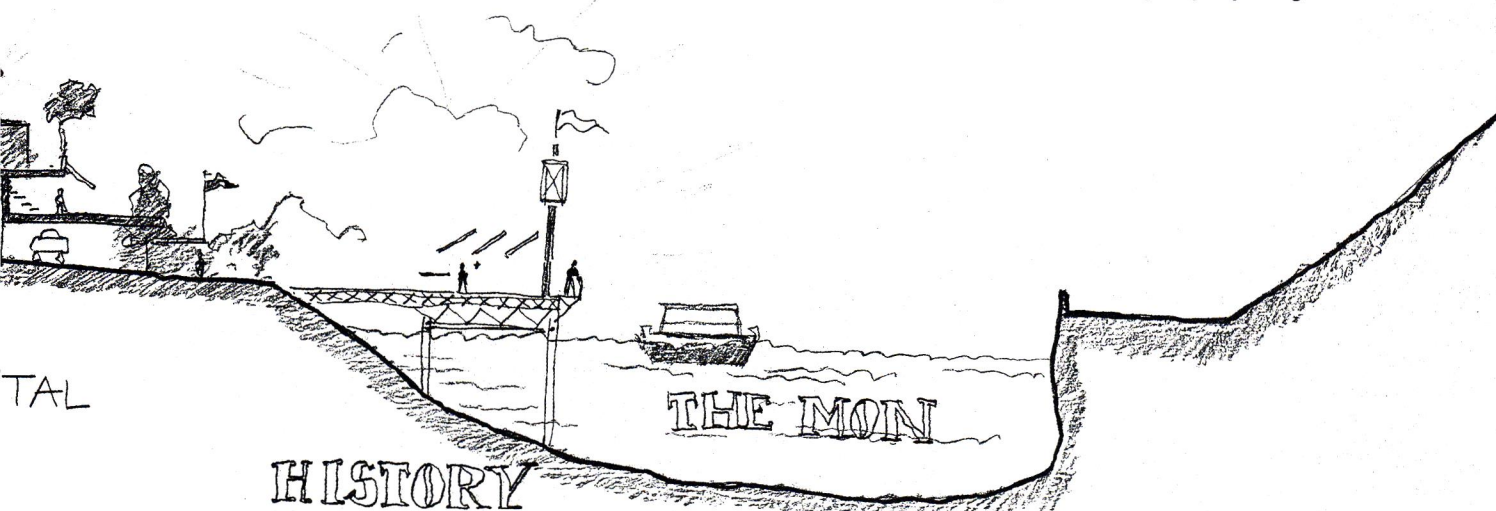


*View of Homestead from the High-Level Bridge.*

PHOTO BY JIM JUDKIS



*The \$300 million Waterfront project includes big-box retail and plenty of parking.*





# Commercial District / Eighth Avenue



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Strada LLC

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Perkins Eastman Architects PC

**Tony Albrecht, AIA**  
Rothschild Architects

**Joseph Touvell, Assoc. AIA**  
Rothschild Architects

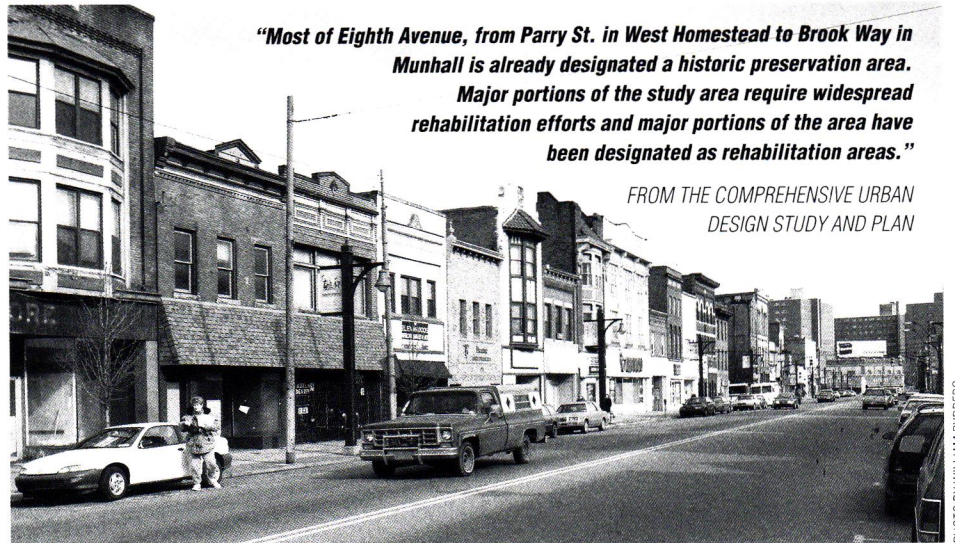
**Rebecca Gerken, Assoc. AIA**  
Design Alliance Architects

**Luke Desmone, AIA**  
Desmone & Associates

**Roy Penner, AIA**  
Penner and Associates Architects

**David Roth, AIA**  
DRS Architects

**Elisa Cavalier**, resource person  
Pittsburgh History and Landmarks Foundation



*"Most of Eighth Avenue, from Parry St. in West Homestead to Brook Way in Munhall is already designated a historic preservation area. Major portions of the study area require widespread rehabilitation efforts and major portions of the area have been designated as rehabilitation areas."*

FROM THE COMPREHENSIVE URBAN  
DESIGN STUDY AND PLAN

PHOTO BY WILLIAM RYDBERG

## Critical issue

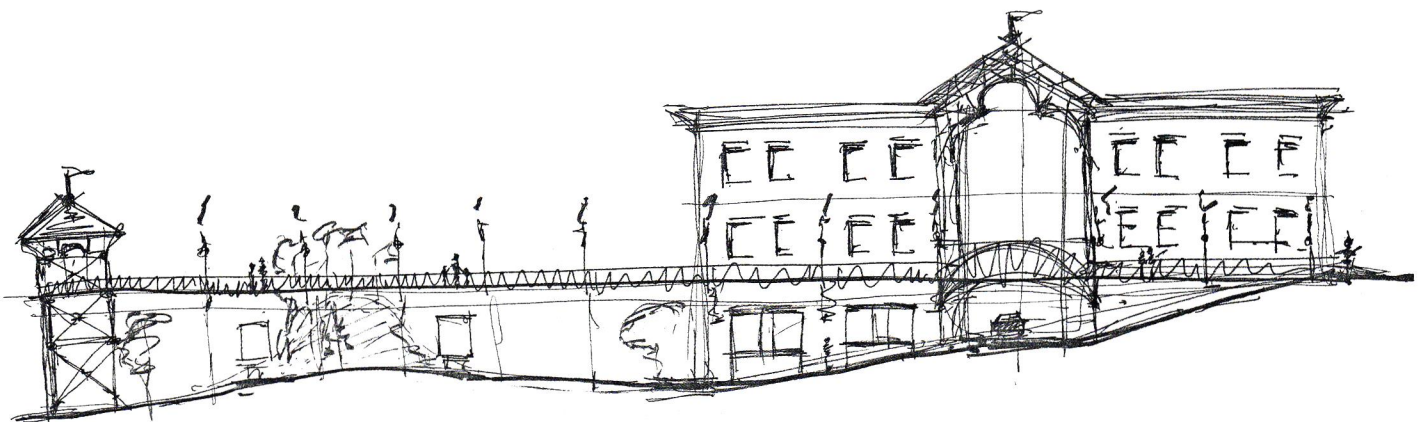
How to connect the business district with the waterfront development; providing parking for those using Eighth Avenue.

Since only one street, Amity St., connects in any way to the Waterfront, the design team led by John Martine looked for another connection to integrate the two distinct areas. The team conceived of a bridge connecting Eighth Avenue to the waterfront spanning the railroad tracks while providing additional pedestrian connections along the way. Anchoring the bridge would be a new building for multi-use—perhaps commercial, retail, or some mix.

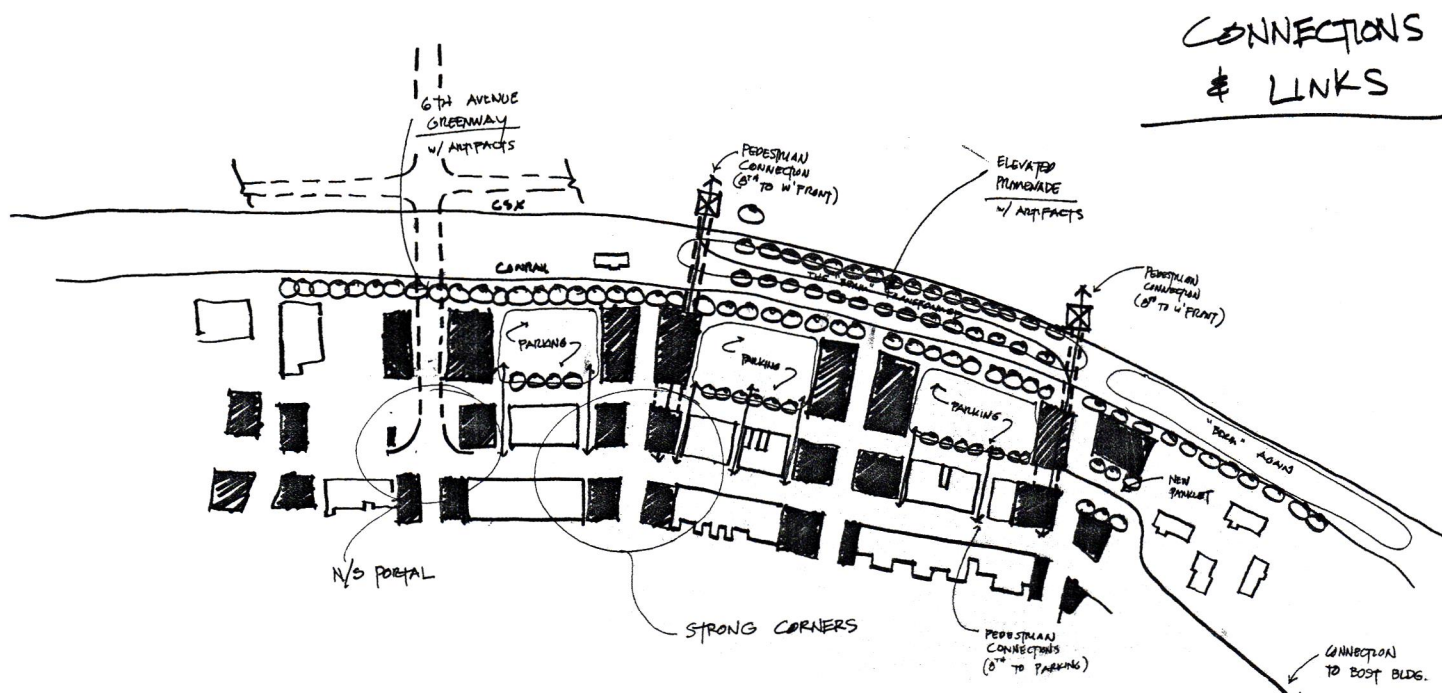
Architecturally, it would bow to the steel industry with its use of iron and steel; brick would be included to tie into the new steel and brick pedestrian bridges along the waterfront.

## Retail Space

The Eighth Avenue business district would be made more useable without destroying its urban quality, the group concluded. The district is unique with historic buildings and smaller shops that are complementary to the waterfront with its big box retail shops and chains, large restaurants and theaters. Eighth Avenue, with its historic buildings so ripe for rehabilitation, could be given an artful flair with an array of galleries and cafes and unique stores such as ice cream parlors. (There is already an African American shop run by a woman from Ghana on Eighth Avenue as well as a popular cooking and kitchen store from Shadyside waiting in the wings to open.) In addition to a unique mix of stores that would draw the Waterfront consumer to the area, the streets could be made more pedestrian friendly with planting, improved alleyways and better streetscapes while maintaining the steel and iron theme of passageways.







### Other Ideas

- Celebrate the historic aspect with the use of monuments in the commercial area. They would enliven the character of the streets as well as providing another attraction to draw consumers from the Waterfront.
- Introduce a bypass road that parallels the railroad tracks that would make for improved traffic flow and ease congestion through the Eighth Avenue corridor.
- Cap the ends of blocks and provide a gateway with large arches and canopies to the new parking areas created.
- Strong urban edges on the streets that lead into the Waterfront with fronts (and not just read as sides of buildings). With fronts they would provide a strong commercial aspect to this "corridor" to the Waterfront Development.
- Take advantage of built up mound of dirt left over from the Waterfront development along the railroad tracks and turn it into a mini park.
- Landscaped access from pedestrian bridge as well.
- Encourage new in-fill buildings where possible as well as encourage the re-doing of other open lots to provide the connections.
- Another idea for a lively connection: an arborlike structure going through with space for outdoor cafes, for instance.

### Portals

"If you're designing something, you should always know where the front door is. It's an opportunity to make a statement about the community. The High Level Bridge is one of the doors as we enter the community. There needs to be a major announcement about where you are," said Luke Desmore who took charge of the portals. "The portal should reflect the energy and dynamics of the community that created the mill. When I heard that the Homestead Works produced more steel than Germany and Japan combined, it blew my mind. And yet there's no way to honor that. Nothing's been done yet."

One idea? Massive steel plate columns—four columns four feet in diameter anchored in each corner of the designated street intersection (there are four areas for portals) with huge arching steel members and riveted steel plates. "The scale would be monumental so it would echo the giganticness of the steel mill itself and it would have a searing quality of heat."

### Parking

Municipal lots already present in the district could be improved with nicely landscaped surface parking, proper lighting and new buildings forming edges. Other possibilities for parking exist, such as in the strip behind 7<sup>th</sup> and 6<sup>th</sup> Sts. and the areas between Eighth and the railroad tracks.



"It was great to see so many architects participating, figuring out how to revitalize a community. The fact that the AIA was able to articulate in so many positive ways to incorporate the Waterfront project, the rivers, transportation issues, the business district in Eighth Avenue and the community, was fabulous. It was extremely helpful and very important to the Homestead community in terms of mapping out for the future what needs to be done."

**Senator Jay Costa**



# Residential



TEAM LEADER: **Rich DeYoung, AIA**  
WTW Architects

RESOURCE PERSON: **Henry Hanson, AIA**  
Hanson Design

DESIGN TEAM:  
**Gary Gardner, AIA**  
Gardner + Pope

**Steve Hawkins, AIA**  
Steven G. Hawkins, Architects

**Bill Boyle, AIA**  
Urban Design Associates

**Kilolo Luckett**  
Urban Design Associates

**Kurt Beres, AIA**  
Pfaffmann + Associates

**Leona Esken**  
HERC and resident

"I was very impressed that all these fresh eyes were looking at the area and I credit David Lewis for pulling it all together. The architects are such talented people with such good ideas. It was very good for them to be here—all those people getting together and working at it. We've been working on the area for so long, from good times through bad times, that it's nice to have someone new look at it."

**Mary Solomon**  
Community resident since 1959  
Steel Valley Arts Council



PHOTO COURTESY OF PITTSBURGH HISTORY & LANDMARKS FOUNDATION

In his talk earlier in the day, resource person Henry Hanson outlined the goals of the process that the community had developed in the residential areas:

- Revitalize the neighborhood
- Encourage community pride
- Increase property values
- Create housing opportunities for the elderly—so they don't have to leave community they grew up in
- Provide rental housing: as part of housing stock quality that brings people to neighborhood and keeps them there
- Encourage employees of Waterfront to live in Homestead
- Develop green space and recreational areas

The Residential Design Team felt that the master plan had adequately addressed residential issues such as spot infill, rehabilitation programs and loan and grant programs. They agreed that these should be instituted. As consultants to the county, Hanson Design had proposed a house revitalization strategy spanning 12<sup>th</sup> to 15<sup>th</sup> Sts. and from West to McClure. The plan includes renovation of existing housing, infill housing, and new construction ranging from modest row houses to larger single family detached houses.

Since the housing stock was based on pattern books, the plan incorporates principles based on them, made compatible with contemporary living needs and codes and fit into existing fabrics.

In addition, the charrette team proposed revising zoning to encourage mixed use. On Eighth Avenue, which is a mixed use zone, they addressed the need for second and third floor residential units above street-level commercial use.

## Critical issue

How to get people from neighborhoods on the slopes down to the Eighth Ave. area and into the Waterfront to feel more connected than they are now.

## Challenges

More connections to the Waterfront are necessary. Right now it's difficult for residents who live so close to even get to the Waterfront. There is only a one-way grade crossing on Amity St. instead of a preferred bridge across the railroad tracks or a tunnel underneath. There is no easy auto route for residents who want to go to the Waterfront; instead there are only outbound lanes from the Waterfront on the Homestead side of the High Level Bridge.

## Solutions

For easier access to the downtown area, a shuttle service would operate up and down the hill looping from residential neighborhoods down to Eighth Avenue and the Waterfront. A lot of residents are within easy walking distance if the terrain was flat. The deterrent, especially for older people, is scaling the hill. Since the hill is perceived as an obstacle, shuttle riders would walk laterally along the avenues to get to the stops and the shuttle stops would operate vertically.

To get to the Waterfront, the team proposed a right turn off Amity Street (see drawing) connecting directly to the river and another right turn off Fifth leading into Amity St. In addition, a pedestrian and vehicular connection is proposed at Fifth.







# National Parks and Waterfront



CHAIR AND TEAM LEADER:  
**Stephen Quick, AIA**  
 Perkins Eastman Architects PC

TEAM:  
**W. Thomas Borellis, Prof. Affiliate**  
 GWSM, Inc. Landscape Architects

**Augie Carlino**, resource person  
 Steel Industry Heritage Corp.

**Kenneth Doyno, AIA**  
 Rothschild Architects PC

**Rebecca Mizikar**  
 Burt Hill Kosar Rittelmann Associates

**Elizabeth Russini, AIA**  
 WTW Architects

**Larry Ridenour**, resource person  
 Steel Industry Heritage Corp.

**Richard Schmitz, AIA**  
 MCF

**Ron Schipani**  
 GWSM, Inc. Landscape Architects

**Anna Marie Sninsky**  
 Artist

## Critical Issues

- How to integrate the Steel Industry National Historic Park\* —the Carrie Furnaces, the Pump House, and the Battle of Homestead site with the Bost Building (the park's proposed visitor center) and the entire Homestead community. The Bost Building is the critical link between the town and the park. The goal? To connect the community—its people and artifacts—with the park experience since historically the two were so interdependent.

- How to reconnect the rivers' edges with the residential community on the hillside.

**The Question:** Can both of these goals be met to benefit the Homestead community, the new National Park, and the Waterfront development? This question inspired the National Parks and Waterfront team to make design connections and build a network between open space and transportation.

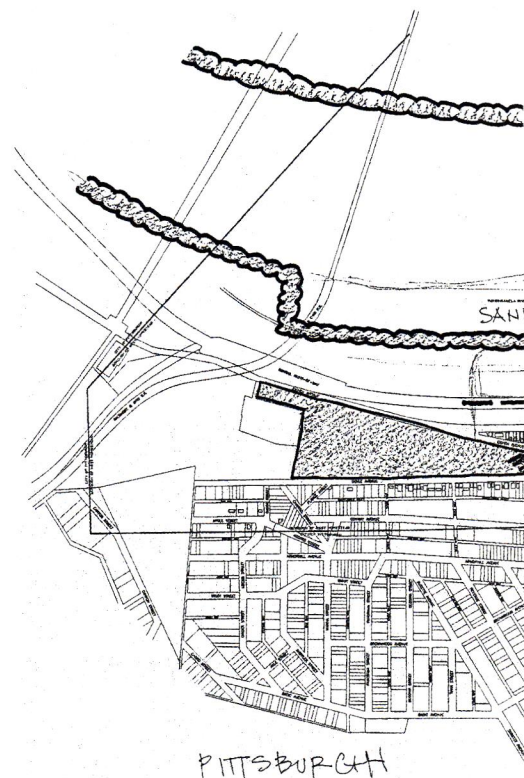
## Open Space

- A new plan to connect open space along the river edges with the community. Along with the bike and walking trails, a new park—a place for picnics—was proposed between the Waterfront and Sandcastle for community residents.

- The major north-south streets and open spaces within the Waterfront would become greenways to thread the river edge back to the edge of town. One major asset: the fact that the railroad tracks are not along the river's edge.

- The open spaces identified along the flats of the Waterfront would extend up into the hills by designating key streets and avenues as a networked grid of open spaces.

- A series of scenic overlooks would be built on the opposite side of the river so people could see all three communities together. The panoramic view is impres-



sive, affording sightseers yet another perspective of this historic and multi-layered community.

The open space network paints a plaid over the community, linking its two parks, Frick and Kennedy, with their steep green hillsides, to the historic landmarks, unique residential streets and the old and new commercial districts.

## Transportation

Overlaid on the open space network is a recommendation for an integrated intermodal transportation system consisting of water taxis, buses or trams, a commuter rail line, walking and bicycling and, of course, the automobile. At the center of the system is the Bost Building with a proposed parking area next to it for park visitors and park and ride commuters. Trams would run from there to the historic steel sites, the Waterfront development, the water taxis, the Eighth Avenue "Main Street", and the residential and historic areas along the pathways designated as the open space network. Water taxis would service commuter traffic to downtown Pittsburgh with landings located in key open spaces along the water's edges. The team also suggested

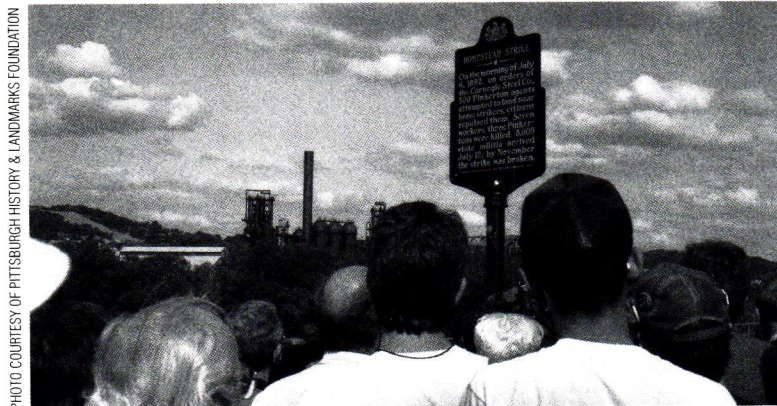
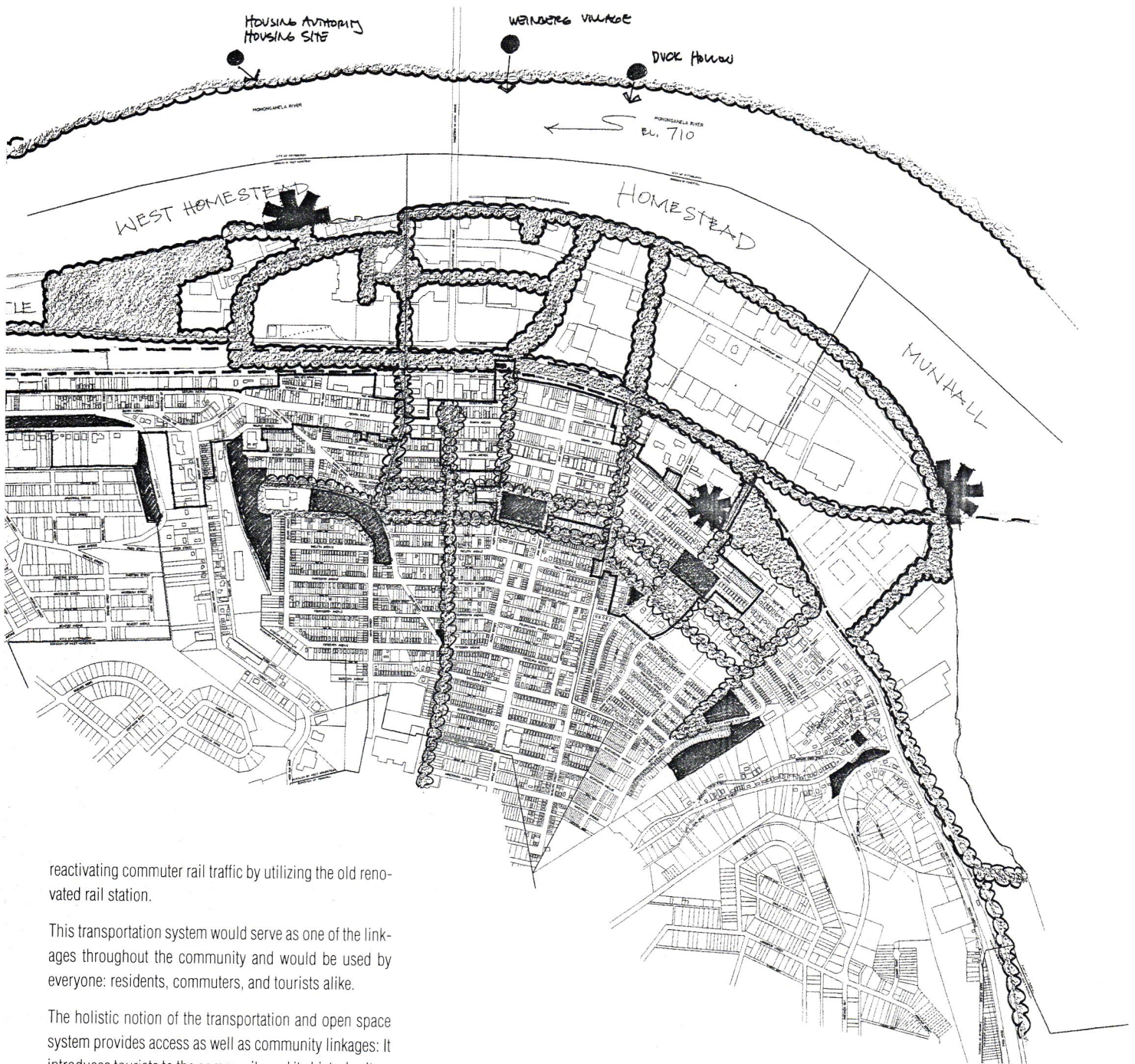


PHOTO COURTESY OF PITTSBURGH HISTORY & LANDMARKS FOUNDATION





reactivating commuter rail traffic by utilizing the old renovated rail station.

This transportation system would serve as one of the linkages throughout the community and would be used by everyone: residents, commuters, and tourists alike.

The holistic notion of the transportation and open space system provides access as well as community linkages: It introduces tourists to the community and its historic sites, it brings the commuter to the river, utilizing the parking lots and riverfront trails, and it provides a tram system throughout the community bringing residents from the hill-sides down through the town and throughout the waterfront to the river's edge.

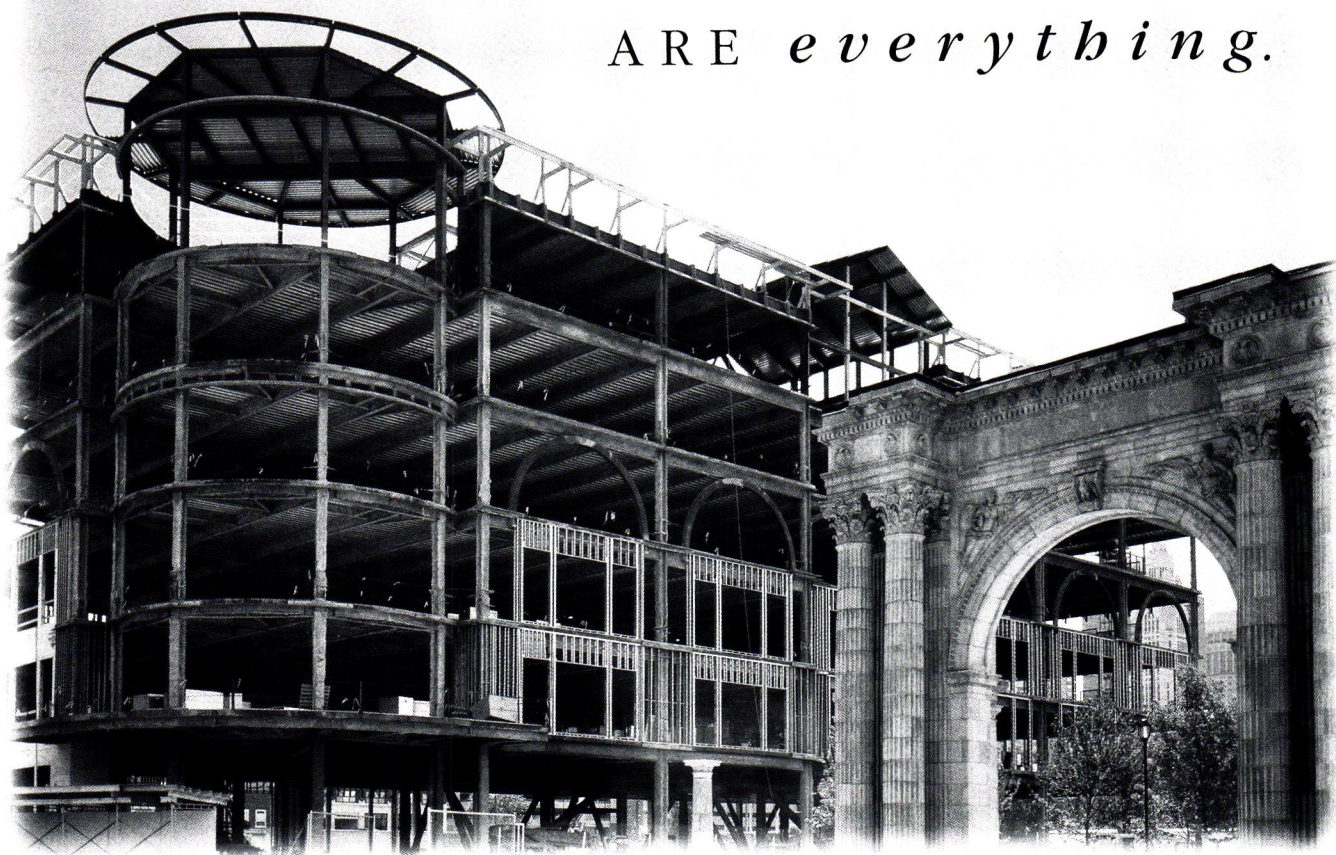
\* The proposed Steel Industry National Historic Park bill is expected to be passed within a year. It also includes the Hot Metal Bridge.

"It was a special privilege to be involved with the architects and a wonderful opportunity to see how well they collaborate—both with each other and with someone like myself from a social work background. Good design is such an important process, providing a practical tool for preserving our collective memory and integrating it with our 21st century needs. I just want to thank the AIA and especially Chip Desmone for including me in the process. It was a special event and I really enjoyed it."

**Shelly Andrews, Social Worker**



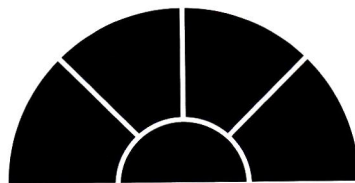
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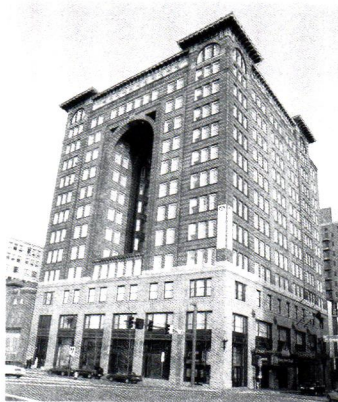


## From the Firms

→ **CelliFlynnBrennan, Inc.** has been selected to complete a feasibility study and design for a new Science and Technology Center at St. Francis University as well as renovation of the current science center, Sullivan Hall. The design must preserve the character of the college's historical mall and campus ambiance, and will support and enhance science as a hands-on, lab-rich experience.

**CelliFlynnBrennan** continues with design development for SCI Greensburg, a medium security housing unit for Westmoreland County.

**CelliFlynnBrennan** also completed project management services for renovation of the Fulton Building downtown. The 300-key building (pictured at right) has officially opened as the Fulton Renaissance Hotel.



**WTW Architects** is designing a new \$11.9 million Campus Center for Elizabethtown and a new 60,000 square foot Science and Computer Teaching Center for Wheeling Jesuit University in Wheeling, WVA. The firm is also designing a new 24,000 square foot student center for Penn State's McKeesport campus. "It's really a very special pleasure to be asked to design a new building to replace a building our firm designed more than 25 years ago," said **Richard De Young, AIA**, senior principal and COO.

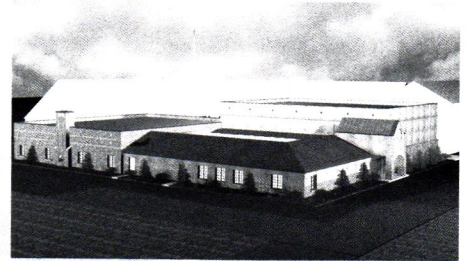
The Cleveland and Pittsburgh offices of **WTW Architects** have teamed up to design a new, \$41 million, 206,000 square foot student union for the University of Akron.

Half Century More, a leader in Japan's senior care revolution, has selected **Perkins Eastman Architects** to lead the design for Sun City Tower Ginza East, a 32-story retirement community to be located in downtown Tokyo. The design team, selected through a competition process, includes interior designers Barry Design Associates of Santa Monica, and landscape architects, SWA Group, based in Sausalito.



*LEFT: Perkins Eastman Architects' \$70 million, 427,000 square foot Ginza East building in Tokyo will be organized around a six-story podium base, capped by a 26 floor tower.*

**Hayes Design Group-Architects** has completed the design for additions to the word of Life Ministries complex in Greensburg, PA. The 20,000 square-foot project (illustration at right) will include a new multi-purpose room, dining facility and coffeehouse.



## Business Briefs

→ Architects Susan McCullum and Greg Galford have relocated from Washington, DC and New York, NY, to join **Perkins Eastman Architects**. Other new staff includes interior designer Jennifer Schuster; specifications writer Kris Kennedy; and marketing assistant/graphic designer Penny London.

**Perkins Eastman Architects** has opened a new office in Charlotte, North Carolina and acquired the van Summer Group, a 45-year-old Stamford, Connecticut-based architectural firm with a major focus on corporate interiors projects.

**Burt Hill Kosar Rittelmann Associates** announces that Melinda Van Sant has joined the firm as Manager of Interior Design.

**David Hoglund, FAIA**, principal of **Perkins Eastman** and current past-president of the AIA, discussed "Art and Memory" on National Public Radio's Studio 360 in May.

**CelliFlynnBrennan, Inc.** welcomes **Jack D. Meess, AIA** as project manager, Beth Kocur as architect, **Shawn Ulery, Assoc. AIA** as intern architect and Melissa Hall as receptionist.

**Kevin Hayes, AIA** president of the **Hayes Design Group-Architects**, has been appointed by the University of Notre Dame to its Board of Advisors for the Center for Social Concerns. He had been a part of the creation of the center in 1983 while an undergraduate at the university.

**Burt Hill Kosar Rittelmann Associates** has launched a new website at: [www.burthill.com](http://www.burthill.com) that is specifically designed to make it easier for clients worldwide to review design concepts and request changes online and to participate in online conferences regarding design and engineering discussions.

(continued on page 19)



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(continued from page 17)

## Kudos

► The Community Design Center's Pedal Pittsburgh held in May was a huge success, making it into the *Best Ever Directory of Special Events*. The annual biking event, which highlights the design landmarks and revitalization projects around Pittsburgh, attracted more than 6,000 cyclists who rode five different courses ranging from 15 to 60 miles. "It was designed as a means to get people into the neighborhoods. It puts them on street level with things they might not notice if they were driving by in a bus. It's an educational tool but it's grown to be a consistent fundraiser," says Jennifer Fox, program coordinator.

**CelliFlynnBrennan, Inc.** recently completed historic renovation of Westminster College's Thompson Clark Hall (1893) received a 2000 Award of Merit and a 2000 Award of Excellence from the Associated Builders and Contractors of Western Pennsylvania.


Schewanda Russell of **LDA-L.D. Astorino Companies** has been selected to the International Masonry Institute's Masonry Camp 2001. The camp brings together apprentice craftworkers, architectural students and interns for one week of masonry education.

The National Association of Home Builders awarded **Perkins Eastman Architects** in the Best Multi-Family Rehabilitation category in its Pillars of the Industry Awards for the design of New Pennley Place, an affordable housing development in East Liberty.

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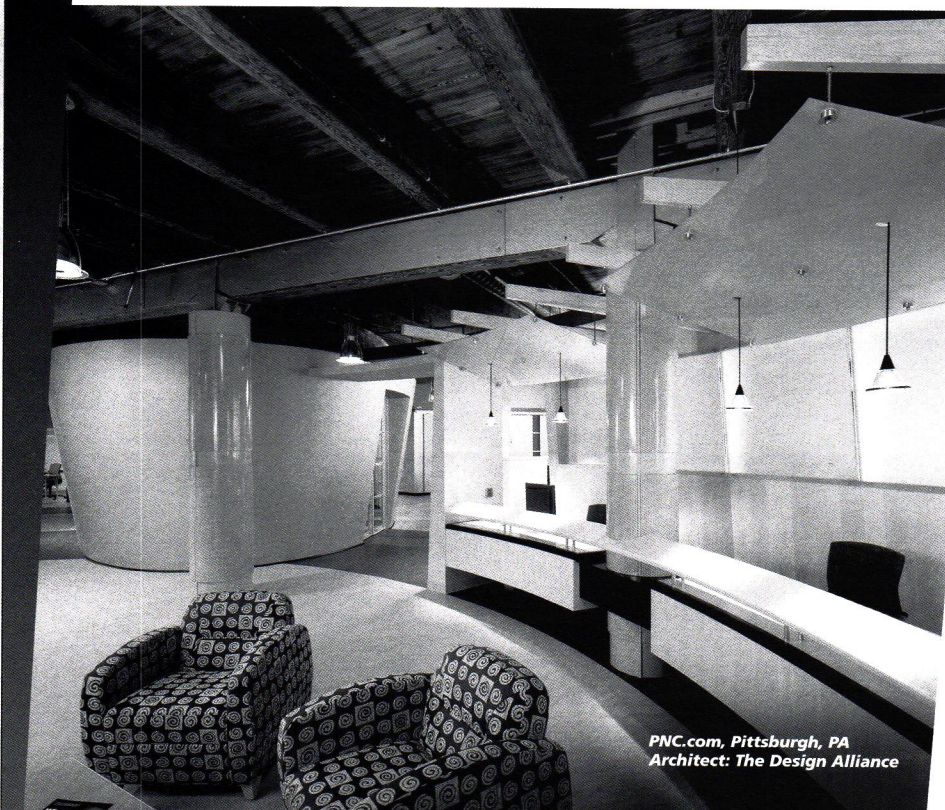
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Please send your information to the attention of Joan Kubancek, AIA Pittsburgh, 211 Ninth Street, Pittsburgh, PA 15222, or fax it to Joan at 412/471-9501. The deadline for inclusion is normally six weeks prior to publication. If you would like information describing qualified continuing education programs, please call the AIA office at 412-471-9548.

## AIA ACTIVITIES

### July 10, Tuesday

**Professional Development Committee Meeting** noon at the Chapter office, 471-9548.

### July 16, Monday

**AIA Pittsburgh Board Meeting** 5 p.m. at the Chapter office. All members are welcome, 471-9548.

### July 19, Thursday

**Legislative Committee Meeting**, noon at the Chapter office, Chuck Coltharp, AIA, 724-452-9690.

### July 25, Wednesday

**AIA Pittsburgh's Foundation for Architecture**. Contact Ed Shriver, AIA, 263-3800.

### August 10, Friday

**Communications Committee Meeting**, noon at the Chapter office, 471-9548.

### August 14, Tuesday

**Professional Development Committee Meeting** noon at the Chapter office, 471-9548.

### August 16, Thursday

**Legislative Committee Meeting**, noon at the Chapter office, Chuck Coltharp, AIA, 724-452-9690.

## AROUND TOWN

### July, Wednesdays at Noon

**Penn-Liberty Walk** Discover how one of Pittsburgh's most historic districts is being revitalized through the arts. Meet at Katz Plaza, corner of Penn Ave. and Seventh Street. For information: 1-877-471-5808. Pittsburgh History and Landmarks Foundation

### July 11, Wednesday

**Society of Design Administrators.** Monthly meeting at the Engineer's Club. 11:30 am to 1:30 pm. Lunch \$17 members \$19.50 non-members. Reservations call Cheryl Marlatt at 412-281-1337

### July 11, Wednesday

"Creating Livable Communities" Lecture by Judy Corbett, Executive Director, Local Government Commission. 5pm at the Bayer Learning Center, Duquesne University. Free, Sponsored by Sustainable Pittsburgh 412-258-6642

### August 8, Wednesday

**Society of Design Administrators.** Monthly meeting at the Engineer's Club. 11:30 am to 1:30 pm. Lunch \$17 members \$19.50 non-members. Reservations call Cheryl Marlatt at 412-281-1337

### August, Wednesdays at Noon

**Wood Street Walk** Walk along Wood Street and Fourth Avenue to see notable buildings in the Triangle's historic retail and financial districts. Meet at noon in the PNC Plaza at the Wood Street entrance across from Oliver Avenue. For information call 1-877-471-5808. Pittsburgh History and Landmarks Foundation.

AIA Pittsburgh is using e-mail to keep our members informed of the chapter's activities. If you would like to be included and are a member, please send your address to aiapgh@sgi.net.



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## Jennifer Beck, Associate AIA



*Jennifer Beck with husband Matthew and newborn son, Andrew.*

**FIRM:** Perfidio Weiskopf Architects

**PERSONAL:** Husband Matthew, Applications Analyst with FreeMarkets; son Andrew, born May 24, 2001

**HOBBIES:** Exercising, cooking, reading (though I won't be doing too much of any of that this summer!)  
Associate Member Director, AIA Pennsylvania; PA regional representative to the National Associates Committee

**YEARS IN PRACTICE:** 4; completed 8 of 9 portions of the ARE and hope to take the last portion by the end of the summer

**EDUCATION:** B. Arch, Carnegie Mellon University, 1996

M. Sustainable Economic Development, Heinz School of Public Policy and Management, CMU, 1997

Two of the projects I was assigned as a second year student (1992-1993) at CMU have had the most impact on my development as an architect. In Laura Lee's fall studio and Jill Watson's spring studio, we focused on the design of buildings within the urban context of Pittsburgh. Our work led me to discover urban design and the then-fledgling New Urbanist movement, particularly the work of Duany Plater-Zyberk at Seaside. These initial discoveries sparked a passion for all the issues belonging to the urban environment — physical, political, social, cultural, environmental, and economic. I hope that my career allows me to pursue these issues in the future.

**IF YOU HADN'T BEEN AN ARCHITECT:** I would have been an urban historian. I love history and public policy issues, and the condition of the built environment at large shares a close relationship with both.

**WHAT'S THE BEST PART OF YOUR JOB?** Working in a medium-sized firm has given me the opportunity to have a higher level of responsibility on smaller projects, while also exposing me to larger projects as a member of a multi-disciplinary team. The combination has helped me to have a well-rounded internship experience.

**FAVORITE ARCHITECTURE BOOK:** I have two. *Crabgrass Frontier: The Suburbanization of the United States* by Kenneth T. Jackson, and *A Better Place to Live: Reshaping the American Suburb* by Phillip Langdon. These two books provided for me a historical perspective of suburbia from colonial times through the 1980s, and have helped me to better understand the socio-, political, and economic factors that have permitted (and continue to permit) suburbia to become sprawl.

**WHY BELONG TO AIA:** I belong to the AIA because it is the strongest and most-recognized voice for architects. It is the best avenue to impact public policy at the national and state levels, to benefit the profession as well as the built environment. I also believe that recognizing and promoting good design is an important function of the AIA—and AIA Pittsburgh is one of the best in the nation at it!



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## Upcoming Issues

WE WELCOME YOUR IDEAS AND SUGGESTIONS AS WE EXPLORE THE FOLLOWING TOPICS IN 2001:

**September** — THE RIVERFRONT TASK FORCE. How it's changing the course of the waterfront and our city

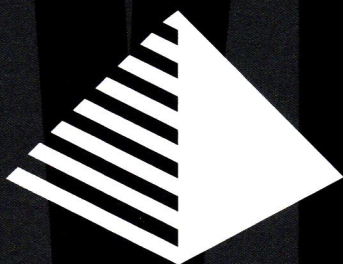
**October** — Designing with children in mind: schools and centers for kids

**November** — Residential Architecture: the latest in home designs

To contribute to an issue or to submit a story idea,  
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