

Changing Spaces
Phase 2 - 2001



Changing Spaces

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3 Rivers - 2nd Nature

Studio for Creative Inquiry

Carnegie Mellon University

For more information on the 3 Rivers – 2nd Nature Project, see <http://3r2n.cfa.cmu.edu>

If you believe that ecologically healthy rivers are 2nd Nature and would like to participate in a river dialogue about water quality, recreational use and biodiversity in the 3 Rivers Region, contact:

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Space can not only be described by what it is; it can be described by what it is not. The traces of exclusion, injustice, false consciousness, and repression haunt the spaces in which our homes, parks, and institutions are built. In an image/spectacle society, these traces are often unseen, covered by advertisements or bulldozed for condominiums.

Curators Statement, [A Haunted Landscape](#),
The School of Art Institute of Chicago





And yet,
we can hear
a constant
and quiet
knocking.

Photo: Ljubodrag Andric, (August 2001).
Rpt. *Communication Arts*, 43 #4, (132).

A Changing Space: **South Side**

One site in Pittsburgh that has seen significant change is the site now commonly known as the South Side, or the LTV South Side Works. This site, located along East Carson St. and the Monongahela River, is currently 130 acres and its future is the subject of debate. Historically, this was the location of the massive Jones and Laughlin Steel Mills. Other businesses that shared the space with J&L Steel at one time or another included: the Monongahela Water, Co. (1893), Pittsburgh and Birmingham Traction Company (1893), Republic Iron Works-Department National Tube Works, Co. (1893), Iron City Sand Company (1924), Neely Nut and Bolt Co. (1924), Krufmann and Baer Furniture Ware (1924), and General Chemical Division of Allied Chemical and Dye (1924).

Jones and Laughlin based all three of its manufacturing facilities along the rivers: one on the north side of the Monongahela River, along Second Avenue, one on the south side of the Monongahela River along East Carson Street, now part of the LTV site, and one along the Ohio River in Aliquippa, PA, 20 miles south of Pittsburgh (81 Years of Iron and Steel, 1931). One of the founders of J&L Benjamin Franklin Jones, arrived in Pittsburgh in 1843. He initially worked for a private canal line but sold his interest in the canal business to invest in iron making. In 1854 Jones entered into a partnership with brothers Bernard and John Lauth, who had started American Iron Works in 1853. The American Iron Works was located on the South Side of the Monongahela river at Birmingham. By 1861, the Lauth brothers had sold their share of the

partnership to James Laughlin, a banker. American Iron Works became Jones and Laughlin Steel, Ltd.

The expansion of J&L first occurred on the north shore, which included the American Steel and Iron Works, Keystone Rolling Mill, the Soho Department, and the Eliza furnaces. The Jones and Laughlin Pattern Works accompanied the steel mills on the south shore. In 1887 a railroad bridge was built to link the two shores of the river. The northern stretch of rail is commonly referred to as The Monongahela Connecting Railroad. Still occupying the north shore of the Monongahela this riverfront railway is, according to the attorney for *Friends of the Riverfront*, only utilized by one Company -- Metaltech. (Metaltech is a subsidiary of LTV Steel. LTV filed for bankruptcy in 2000). Though without contemporary economic importance, at its inception the riverfront railway system was a crucial infrastructural element, of local riverfront industry. Jones and Laughlin Steel expanded and thrived until it peaked during WW II. When it eventually closed, the South Side works had grown to 30 acres and the Eliza furnaces occupied 40 acres (www.buildingtechnology.com).

Jones and Laughlin Steel was a major producer of goods, had a large number of employees, and utilized the rivers successfully. An April 1936 article from *The Bulletin Index*, a regional weekly newsmagazine, outlined some of the financial holdings of J&L Steel. At this time, the South Side and Aliquippa mills extend for seven "grimy" miles along the Monongahela. J&L employed 22,000 workers and could turn out 3,420,000 tons of iron and steel a year. It produced all steel products, except for heavy rails and armor plate. One of its most important assets was the inland waterways system, saving J&L over \$5,000,000 a year in hauling charges. It owned 165 barges and 10 towboats, haul-

ing coal from company mines to mills by water, saving 75c per ton. J&L started shipping finished steel down river to markets as far as New Orleans in 1921. By 1936, J&L was shipping 240,000 tons annually, two shipments a month of pipe for the oil industry, tinplate for packers, and wire and nails for farmers.

The Jones and Laughlin Steel Company was just one of the many booming industrial sites located along the rivers. The transformations at this site are likely representative of changes all along the riverbanks. Industrial progress provided employment for many of the people of Pittsburgh and also contributed to the rapid growth of the city. Immigrants flooded to Pittsburgh to take advantage of the increasing job opportunities. However, many of these jobs were low-paying and required few, if any, specialized skills. The Industrial Age was feeding the economic and technological growth during the peak of the steel industry, when mechanization and mass production became standard.

Due to the many benefits that these industrial giants provided for the city of Pittsburgh, economic interests dominated public interests regarding use of the rivers. Benefits included: jobs, improved urban infrastructure, and support for philanthropy and the arts. Many people were able to enjoy a higher standard of living. Support of the steel industry became synonymous with progress. Economic growth also produced a leisured class. The members of this class were then able to use the rivers for recreational purposes, such as rowing clubs, riverside gardens, and sailing. In Scott C. Martin's work on leisure and culture in Pennsylvania, he discusses the establishment of hunting and fishing parties as well as holiday boat tours. (*Killing Time: Leisure and Culture in Southwestern Pennsylvania, 1800-1850*, 96,111). Without the economic gains provided by industrial growth, these recreational activities could

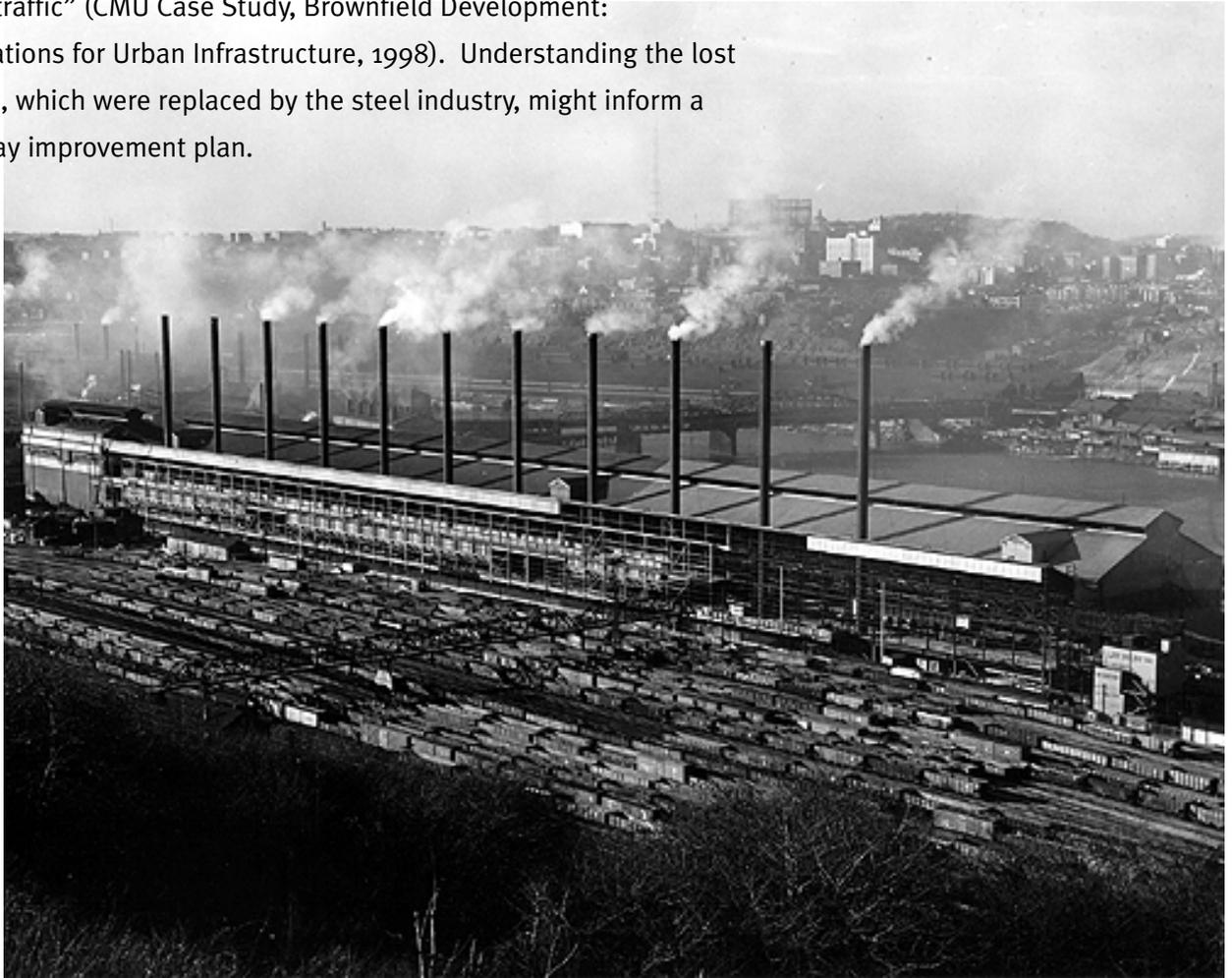
not have been financed. However, the means of this income, the factories along the riverbanks, was simultaneously limiting river access for the economically disadvantaged residents. Much of the land supporting these factories was previously occupied by streets providing access to the rivers.

With the decline of the steel industry in the 1940s came another time of change for the South Side space. Immense buildings slowly disintegrated, relics left over from steel production littered the ground, and the space waited for its next identity. Sites along the river like this have been termed "brownfields" (in contrast to "greenfields"). Greenfields are a more desirable space for development. Greenfields are primarily located outside of urban development, often used for agriculture. Brownfields need extensive attention to complete their transformation from industrial ruins back to a useful space.

A master plan for the South Side Works has been developed by Sasaki Associates, Inc, to address the transformation of this brownfield. The plan includes research and development, light industrial, retail, professional offices, residential, and open spaces. One of the greatest benefits of this plan would be the employment opportunities. The community was included in the development of this plan to ensure the greatest benefit for the citizens. One aspect of this would be the park to extend into the Riverfront Park, which will hopefully increase property value as well as quality of life for the surrounding residents. (*South Side Works Master Plan*, Sasaki Associates, Inc, Watertown, MA, Jan 1996)

The lack of street access is an obstacle to the master plan. East Carson Street is the only road that provides access to the site proposed for the master plan. (This site includes the former Jones &

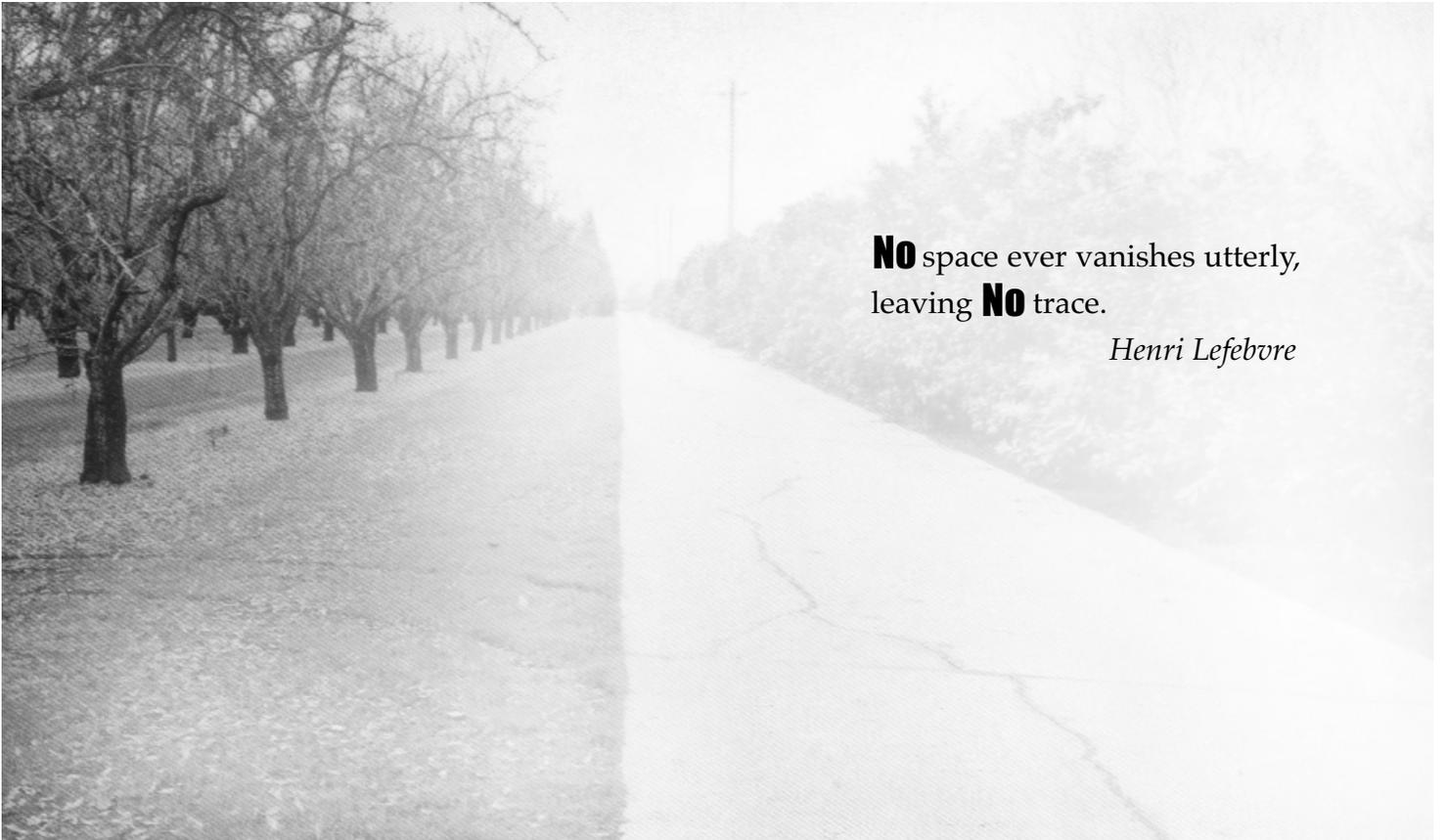
Laughlin steel mills and the Monongahela Connecting Railroad.) An already existing congestion problem along this road could increase with the development of this site. The master plan contains a study by Parsons, Brinckerhoff, Quade, & Douglas entitled: *Existing and Future Transportation System and Conditions Technical Memorandum*. This study concludes that the “existing roadway system in place would need to be improved in order to support the additional traffic” (CMU Case Study, *Brownfield Development: Implications for Urban Infrastructure*, 1998). Understanding the lost streets, which were replaced by the steel industry, might inform a roadway improvement plan.



Jones & Laughlin Steel Mills, South Side
The Bulletin Index, 1936



Aerial Photo, South Side, 1938



No space ever vanishes utterly,
leaving **No** trace.

Henri Lefebvre

Photo: Sean Kernan, 2001
Communication Arts, 98

Streets Lost

The city of Pittsburgh has undergone much change during its lifetime. It began as a newly discovered beautiful frontier, evolved to support a booming steel industry, then had to redefine itself in a modern era. It is only logical that during those times of change, loss and gain occurred. When the focus of change was on economic progress, choices were made with that goal in the forefront. Other goals, such as biodiversity, water quality, and public access, were backgrounded.

Pittsburgh has lost streets during times of change. The land that the streets may have occupied was given over to industrial uses. The steel mills, glass factories, and railroads made efficient use of the river system. What was lost? An expanse of space that led a person to the rivers? An easy way to carry rowing boats to the water? Perhaps this loss of streets is symbolic of a change with implications greater than loss of physical space. Access by members of the public, became more difficult. Certain social patterns, must have been modified in response to this shift. While the classes that benefited economically from industrial growth were able to use the rivers recreationally, the classes that actually lived along the rivers had their access restricted. Industrial entrepreneurs gained control of river access and in doing so, many streets that once provided access were lost.

A 1977 dissertation, by Letitia Langord, claimed that 71 of the original 91 streets leading to the rivers were vacated. This decrease in public access was *not* symbolic of a decrease of interest in river usage. *“Some of these vacations were justified, as they served important public interests. But as the purpose of these streets was to permit the public to get to the water, these vacations which left only nineteen, unequally distributed access opportunities, hardly reflect a sensitive administration of the public trust in these waterways.”* (Langord, 204) Based on Langord’s findings, this report contains a Pittsburgh streetmap from 1996 compared to a Pittsburgh streetmap from 1872.

The following maps
are a representation of the data
showing **lost streets.**

Streets Lost: **Allegheny***

Referenced in dissertation

Noted on map

12th

13th

14th

15th

17th

Colville

19th

28th

30th

32nd

Almond Way

41st

Water St.

42nd

47th

49th

50th

52nd

Referenced in dissertation

Banner St.

Itasco

Cremo (Craig)

Dasher (Darrah)

Heinz

United (Upland)

Pendham

Lumberman Way

Scotland (School)

Galveston

Volz.

*Information based on Langord, Letitia C. *Urban Waterways: Public Access and the Public Trust*. University of Pittsburgh, 1977, 203-204.

Attempts made to contact Langord for further references were unsuccessful.

Streets Lost: **Ohio***

Reference in dissertation

Noted on map

Mumford

Beaver

Pennsylvania Ave.

Juniata

Columbus

Adams

Stieren (Spruce)

Referenced in dissertation

Bank Lane

Roalman (Rosedale)

Ontario

Doerr (Sterling)

Porter

Streets Lost: **Monongahela***

Reference in dissertation

Noted on map

1st

5th

7th

11th

Ihmsen Way (Heckman)

15t

20th

South Water St.

26th to 38th

Filker

Dock

Try

Hazelwood

W. Elizabeth

Virginia

Referenced in dissertation

Brewer

Duke

Ruthglen

Longworth

Miller Way

Ozark

Renova

Keokuk Way

Alluvian

Streets Lost: **1872 vs. 1996****

Lost streets near riverbanks

Allegheny River:

1st - 5th

Dusquene Way

7th

8th

Carson

12th-14th

School

Isabella

Cigar

Balkman

Grantham

Hope

Voegtley

Walnut

Cherry

Main

Camore

Pine

18th

Locust

23rd

24th

28th-30th

Wilson

Boundary

Franklin

Streets Lost: **1872 vs. 1996****

Lost streets near riverbanks

Ohio River:

Ferry

Anderson

Sampson

Stanton

Bayard

Adams

Washington

Juniata

Walnut

West

Hopkins

Streets Lost: **1872 vs. 1996****

Lost streets near riverbanks

Monongahela River:

Elizabeth
Wood
Hazelwood
Linden
William
Laughlin
Blair
Katherine
Lytle
River
Alley
Wrights
McClurc
Carson
26th - 33rd Streets
Water
18th - 22nd Streets
Centre
Ihmsen
Virginal
Commerce

Hudson
Murphy
West
Short
Redoubt
Ferry
Chancery
Market
Cherry
Grant

**Information gathered by the author, based on a comparison of a street map from 1872 to a street map from 1996 .

Streets Lost: **1872 vs. 1996****
Total streets lost

Monongahela: **74**

Allegheny: **68**

Ohio: **21**

Total: 163

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