HOMESTEAD WORKS SITE: ENVISIONING THE FUTURE
HOMESTEAD WORKS SITE: ENVISIONING THE FUTURE
# Table of Contents

1 **Introduction**  
   The site  
   The Studio Process and Contexts  
   The Community's Vision: A Starting Point  
   Organization of the Report

2 **Visions of the Future**  
   A Future for Homestead's Waterfront  
   A Place to Live  
   A Place to Work  
   A Place for Leisure  
   A Place for New Town Civic and Educational Facilities

3 **Issues, Goals and Strategies**  
   Access to the Waterfront  
   Land Uses  
   Zoning  
   Infrastructure  
   Functional Links  
   History  
   Visual Qualities, Scale and Image

4 **Conclusion**

5 **Student Projects**
Acknowledgements

We would like to express our appreciation to the people and organizations who contributed to this project; particularly the Homestead Area Economic Revitalization Corporation for its sponsorship, Carnegie Mellon University Department of Architecture and Drury College Hammons School of Architecture for their support, and the citizens of the Homestead area who contributed their ideas and inspirations to the studio process.
Introduction

Nineteenth century America was characterized by an unprecedented development of manufacturing facilities which brought economic prosperity to surrounding towns. In the past few decades, however, the closing of these industrial plants throughout the United States has now brought economical hardship to these towns.

The history of the steel industry in the Monongahela Valley is perhaps the most notable example of the impact of a single industry on surrounding communities. Once the most intensively developed manufacturing center in the country, the complex of steel mills and furnaces along the Monongahela River began major production cutbacks in the 1970's and eventually closed in the 1980's. The town of Munhall, Homestead, West Homestead and Whittaker, which all had been dependent on the Homestead Works as their only large industry, experienced the loss of not only a major employer but also many related businesses. Many households lost a major source of income; unemployed workers lost their self-esteem; the town lost much of its tax base; and a significant portion of the population began to look for opportunities elsewhere. Currently, the mills are being demolished and discussion has been undertaken concerning how the land should be redeveloped.

The Homestead Area Economic Revitalization Corporation (HERC) is a community organization of concerned citizens and business owners. Together they are working to revitalize the area through redevelopment projects. With the beginning of the clearing of the 300 acre Homestead Works site, HERC recognized the need to look ahead to the recovery of prosperity in the Homestead area. The redevelopment of the Homestead Works site is seen as part of new economic growth which will create a new, and more diversified tax base and make the towns more prosperous. HERC also aspires to attract new residents to the area by providing new services and by making Homestead a better place to live.

Twenty 5th year architecture students (fourteen from Carnegie Mellon University in Pittsburgh, Pennsylvania and six from Drury College in Springfield, Missouri) have joined HERC's effort in redeveloping the Homestead Works by envisioning new futures for the site. This report is a direct result and summary of the students' work and has two goals. The first goal is to present a number of different visions of what the site could become in the future in order to help local citizens begin to envision new opportunities, particularly uses for the waterfront other than the familiar mills. The second goal is to discuss some of the public policy issues through an analysis of various approaches to site planning. Hopefully, citizens and planners will be able to use this study to expand on some of the ideas here and anticipate difficulties in the redevelopment of the site. Ultimately, this report should help Homestead area citizens to envision the kind of future they want for their community and to work toward making it a reality.
The Site

The site of the studio project is approximately 130 acres of the entire 300 industrial waterfront. It spans from the High Level Bridge to the P&L railroad bridge, and from the river to the railroad tracks along Seventh Avenue. The topography of the site is very flat with a steep thirty foot slope at the water's edge. The site is generally safely above the elevation of the hundred-year flood plain. The site has beautiful views upriver toward the Carrie Furnace, views down river, and a steep tree-covered embankment on the opposite shoreline. Views to the south include the many houses, trees, and church towers of the towns. The houses on the hillsides, in turn, look back down at the site.
The Studio Process and Contexts

The proposals that are documented were not created to serve as development plans to be carried out as immediate next steps, but rather to serve as ideas for development goals, as catalysts for new visions of what the Homestead Works Site could be. The intent of the studio course and the manner and context in which the students worked should be understood before looking at and analyzing their projects.

The studio is a major course in the architecture curriculum, in which students individually develop design proposals over a thirteen week period. The intent of the studio is to develop students' design abilities by undertaking a design project, often using a real-life scenario.

This particular studio focused on the development of Homestead Works Site as a scenario for the study of urban design and housing. The studio was not an effort to create an actual development plan for the site, but rather to help explore a wide range of long-term development possibilities, from which a community vision for future might evolve.

The process began with a concentrated introduction to the site, an investigation of the previous work of the RUDAT team, and an exploration of the town's history and social structure. Half of the time was devoted to site planning while half of the time was devoted to developing housing proposals. The work was reviewed and exhibited in Homestead midway through the process and at the end of the semester. Both citizens and architects were invited to these events. The proposals and issues were frequently discussed in groups sessions and reviews.

A major theme in the studio was "contexts". One premise of the course was that the site itself should be seen as part of Homestead and Munhall, rather than as an isolated area. In order to integrate the site better into the towns, significant aspects of the context had to be understood as new ideas for the site itself were generated. Early in the process three important contexts were studied:

- the physical context of the site, the town and the region
- the historical context of the area
- the social and economic contexts of the town

The study of these contexts offered students many starting points for the design proposals.

The studio examined the physical context of the area by walking around town and using maps to produce studies of patterns of settlement. Homestead, West Homestead and Munhall lie immediately outside the Pittsburgh city's limits, and are only five miles from downtown Pittsburgh by water.

The urban structure of the Homestead and Munhall is based on two grids, each roughly parallel to the river as it rounds the bend. The physical block system is very distinct. Streets are lined with houses, each typically with a porch overlooking the sidewalk. Alleys provide access to garages behind the houses. The commercial center of Homestead borders the site at the base of the hill. Streets that run up and down the hillside end abruptly at the railroad tracks along the southern border of the site. The tracks mark a major change in use, in scale, in topography, and in views. Just as the streets end abruptly at the edge of the industrial site, so does the urban fabric of the town, its pedestrian scale, and views of the river.

A second context the studio studied was the historical context of the town. A slide show and tour by Randy Harris, as well as a visit to the Homestead historical exhibition at the Western Pennsylvania Historical Society served as a basis for the study. The historical study focused on Homestead's and Munhall's industrial heritage and its relationship to the community. Physical landmarks such as the Pinkerton landing site, the Wall, the Bost Building, the Carnegie Library, and the train station reflect the community's heritage on and around the site.

A third area of study was the social and economic context of the area. Demographic data showed a decline in population, particularly in younger generations. The loss of the mills was more than an economic blow, since the steel company had long provided leadership in community organizations and politics. On the positive side, however, a strong sense of community and kinship is seen in the variety of clubs and churches and is an important factor in the survival of the community. The declining
tax base is an important factor in the public involvement in developing this land. Interviews with the people revealed a variety of attitudes: some hope for a return of industrial jobs, while others want to see public use of the waterfront.

All of these contexts became important in generating the ideas that have been developed in the students' proposals. Differences among the proposals reflect different emphases on the various contexts as well as a variety of interpretations of future possibilities.

The Community’s Vision: A Starting Point

One of HERC's goals is to get citizens involved with the future of their community. The following Vision Statement by HERC expresses an aspiration for the future of the Homestead area, and particularly the role of the Homestead Works site in the community.

"Our vision of the Homestead area, as it ends the twentieth century and enters the twenty-first, is of an active, exciting, diverse community that is widely perceived to be a desirable place to live, shop, learn, work, worship, and enjoy one's leisure time. The opening of the Homestead Works site for development provides to the community an unparalleled opportunity to actively encourage a mix of new uses for the site. Any and all new development should support existing business and institutions and complement existing residential areas while creating incentives for the enhancement of the community. New development should incorporate design standards which help integrate the existing community to it and enhances the visual enjoyment of the river and the natural environment."

The challenge here is to see the Homestead Works site as the site for future development, no longer only as a site for heavy industry. The value of the site to the community is more than jobs and tax revenue; it is also the opportunity to enhance the livability and attractiveness of the community. The studio projects documented here started from the idea that planning for the future begins with envisioning new possibilities for mixed use development that will contribute to the revitalization of the community.

Organization of the Report

The report has three major parts:

First, an overview of the major visionary ideas, each illustrated by excerpts from several projects. These are grouped into four categories: a place to live, a place to work, a place for leisure, and a place for new town civic and educational facilities.

Second, the more specific development issues and goals that have been identified by the studio are discussed. These issues include public access, land uses, zoning, infrastructure, functional links, history, and visual qualities. They are followed by a summary of the major conclusions of the studio.
VISIONS OF THE FUTURE

The mills have occupied Homestead's and Munhall's waterfront for over a century. It is difficult for citizens who have lived with the mills for so long to imagine any uses other than industry on the site. On the other hand, a newcomer to the area is struck by the potential of the waterfront as well as the character of the town, its history, along with its community of people, churches, and social halls.

HERC's Vision Statement calls for making the Homestead area "an active, exciting, diverse community... to live, work, shop, learn, worship and enjoy one's leisure time." Opening up the Homestead Works Site for new development is an opportunity to make this happen. Because of the importance of this site, a wide range of possibilities for development should be explored and evaluated by the whole community.

This studio's goal was to envision futures for the Homestead area. The students worked as architects, not as economists or developers, looking at the various contexts of what they saw, what they read about its history, and of what they heard from Homestead's people. Here are the products of their dreams of what Homestead works site could become: a place to live, a place to work, a place to enjoy one's leisure time, and a place for civic and educational facilities. Hopefully their visions can help citizens envision a future for their town and give support to their participation in making it happen.
A Place to Live

A Place to Work

A Place for Leisure

New Town Civic Facilities
A Place to Live

Standing on McClure Street, gazing down toward the deteriorating mills, it is hard to imagine that people once lived there. Yet, fifty years ago before the mills expanded, housing crowded the site. When Homestead was first founded, this was where settlers originally built their homes.

For decades, the pollution of the mills discouraged outsiders from living in the Mon Valley unless they were employed there. Even these residents preferred to live up the hill away from the pollution. This negative image has continued until today because of the appearance of the mills.

The redevelopment of this site offers the opportunity for the Homestead area to change this negative image and create a new positive attitude which recognizes and strengthens the desirability of Homestead as a place to live.

What makes this site a potential place for housing is that it has a setting that no other housing in Pittsburgh - the waterfront. Its proximity to downtown makes it a potential haven for workers to commute and enjoy the amenities of downtown. The use of the river in Pittsburgh is quickly changing from industrial transportation to recreation. This site's locality in relationship to amenities such as Kennywood, Sandcastle Waterpark and the proposed Steel Heritage Museum also makes it an attractive setting for housing. Its waterfront potential and its proximity to other existing and growing waterfront recreational amenities makes it a great place for future housing.

Homestead is an area with little new housing stock. Because of the the site location and potential beauty once the mills are removed, it is plausible that new housing along the waterfront, affordable by middle income households, would attract young people to stay in the Homestead area rather than moving out as well as attract new families, single workers, or retired persons. The newcomers would either commute to downtown or work in new jobs in the redeveloped Homestead area.

It should be understood that housing, of all the possible uses on the site, is the most sensitive to context. Housing must be seen, therefore as a longer-term goal, which will probably be made possible by other mixed-use development in the interim.

Again, it must be emphasized that all the ideas here are proposed as long-term goals, rather than immediate development objectives.
Homestead Harbor

One possibility for new residential development is courtyard housing, which expresses a sense of community through the organization of housing units around landscaped courtyards. These multifamily units are organized along a traditional grid of streets to provide as many opportunities for social interaction as possible. Adjoining entries share the same walk to the street while the rear facades face a common courtyard for children's play and neighborhood gatherings.
Elysian Village and Harbor

The "Elysian Village" project proposes riverfront housing where each household has its own dock in the backyard. Small inlets create a greater amount of frontage on the river and provide scenic views from the road at the end of each inlets, providing both public and private access to the river.
Homestead Canal

This proposal envisions highrise housing along the riverfront and a "canal" cut into the site. Taking advantage of the small amounts of waterfront housing in Pittsburgh, this high density marina housing is designed to attract people back to the area. The housing towers will give Homestead a new image, while providing its occupants with great views and rare amenities along the waterfront.
Homestead Island

A more radical idea is to excavate a channel into the site, creating an island with marina housing on one shore and a public park on the town's shore. The island brings the river's edge closer into Homestead, takes advantage of views and the water's edge, and provides a protective harbor for housing with private docks.
Homestead Works

Housing in this scheme is organized along linear semi-private parks with views and paths connecting to a linear riverfront park. Each house is designed to face toward the river, using a curved family room wall to allow a view and create a private courtyard.
A Place to Work

Historically, this site has been used for industry and industry-related uses. Many believe this tradition of job producing uses should continue. For years many people assumed the mills would come back. Today the demolition of the mills forces the citizens of Homestead to consider new types of production. Light industrial and service firms dominate today's market, yet in order to attract these types of businesses, Homestead must change its heavy-industry image.

Carnegie's dream of the steel industry led to the development of Homestead. Now citizens must dream about what new sources of production will carry the area into the future. Students imagined the Homestead area as a place to work, incorporating research, offices, and new light industry.
Monongahela River Park: A Research Community

This proposal foresees a community centered around the research, development, manufacture, and display of technology. It is based on the development of an industrial park for high tech light industry and a research park with strong connections to the light industry (such as MAGLEV) and a focus on technology. This community can provide a strong technological image for Homestead as well as provide jobs and growth for the area.
Mon Research Laboratory and Development Center

This center includes a laboratory office complex, production facilities, a recycling plant, and a theme park to promote a public awareness of global environmental issues. The park is designed to display products developed by the research center. The entire site is envisioned to be run by a non-profit organization.
River Haven

This mixed use marina complex is envisioned to serve the growing demand for boating in the Monongahela Valley as well as provide new manufacturing jobs for the area. This facility provides boating support services such as winter storage, boat dealers, fueling and repairs, and a large facility for boat manufacturing. Such a development would provide both skilled and unskilled jobs.
A Place for Leisure

For a young boy standing on the High Level Bridge, throwing pebbles down onto the corrugated metal roofs of the old rusting mills, it is hard to imagine that one day he could ride his bicycle down to a park along the river and watch boats pull in and out of a marina.

The river itself offers abundant opportunities for recreational and entertainment activities. Pittsburgh is a city of rivers with very little access to its waterfront. The development of this site is an excellent opportunity to give the public back its waterfront for recreational uses as well as create a new image for the towns of Homestead and Munhall.

New development on this site also has a great potential to build upon the area's tradition of sports, particularly their legendary baseball teams. The large amount of flat area available on this site is rare in the area and is ideally suited for sports fields. This is also a good land bank strategy for the future.

These leisure-oriented amenities would help make the Homestead area perceived as a more desirable place to live and work.
Ward and Union Canal

These festive canals bring the water inland to the town and create special places to be remembered. They are lined with restaurants, shops, a theater, a hotel, a museum, and other types of leisure amenities.
Riverview Drive

This river promenade travels up and down the Monongahela River's edge connecting existing and future amenities along the waterfront. An entertainment pier with theater (where the Gateway Clipper stops) and a marina harbor help create a new identity for Homestead and Munhall on the waterfront.
Riverpark

A park that stretches along the river contains amenities for local residents such as ball fields, running and bicycle paths, a fitness center, a track, basketball and tennis courts, an amphitheater, and fairgrounds. It is also intended to become a major regional attraction for the Mon Valley.
The Works at Homestead

Because the development of the site is going to be a long process, most of the site, except the prime waterfront property, is envisioned as playing fields. This minimizes initial investment in development while providing some very useful community facilities. Such fields are in tremendous demand in the region and will attract leagues from all over Pittsburgh. They might be owned and developed privately for public use as an alternative to traditional public fields.
Homestead Park

In this proposal, forty-two acres of the site (approximately one-third of the area) has been designated as a regional public park. Included in the park are paths for walking or jogging, an amphitheater for public concerts, marina, ball courts and public pool. The site becomes a link between the river and all the residential neighborhoods of the Mon Valley, giving greater value to all those existing residential areas.
Port Homestead

"Port Homestead" provides interest and activity around a marina by including a mixture of uses: small specialty shops, offices and restaurants all along a plaza which create a special riverside atmosphere across from a landscape park. This scheme integrates recreational amenities with a place to work and a place to live, in a community in which recreational activities are a part of a way of life.
A Place for New Town Civic and Educational Facilities

Plagued by an obsolete municipal organization and a declining tax base, the school system, the police and various other public services of different boroughs are experiencing pressure to combine resources. Some proposals envisioned a new town center to update these facilities and further unite the boroughs. Students envisioned other town support facilities including schools for retraining unemployed residents for new jobs and special facilities for the elderly. There exists a growing need for a skilled workforce and educated entrepreneurs who can create new jobs that will keep the economy growing. Education is becoming an important industry in many communities, as people are realizing that education is not only a good investment, but a valuable part of their entire lives.
Steadhall

This scheme extends McClure Street down to the river and envisions it as the spine of a new municipal center for the local boroughs. The unification of Homestead, West Homestead, and Munhall into the municipality of "Steadhall" symbolizes a new future for the area. McClure Street is the "seam" that historically joins the two street grids of Homestead and Munhall. The extension links the communities directly to the riverfront and a major waterside park.
Old Homestead

While building on the traditional patterns of Homestead, this project focuses on a new town center at the riverfront. McClure Street is extended through the site and meets the river at a dramatic panorama where new housing, offices, and a shopping arcade curve along a winding riverfront promenade. This civic center overlooks a dock for riverboats and a marina.
Marina on the Mon

A marina-oriented town center is the focus of this new community. It emphasizes civic amenities such as a cultural center and a new town hall, as well as restaurants and both high-rise and low-rise housing. This marina is carved deep into the site. A terraced public plaza with a municipal clocktower joins the marina to the existing area of Homestead.
Homestead Square

This proposal calls for expansion of Eighth Avenue's commercial district down McClure Street, terminating in a new public square. With almost a European atmosphere this square houses retail shops, a museum, and municipal functions that could attract both residents and visitors. The square is the focus of a web of radiating streets that are lined with new courtyard housing and create vistas from the square to the river in all directions.
Homestead Cove

A mixture of retail, commercial, residential and entertainment uses are grouped around this harbor to create a unique community center with a water focus. A civic arts complex surrounds an urban plaza on one end, while new housing overlooks a gently sloping landscaped park on the other.
HERC's Vision Statement provided the starting point for an exploration of development goals for the site. Each scheme interpreted the Vision Statement in a specific development scenario and, therefore, serves as a demonstration of the broad goal statements in physical form. The commonalities among the schemes therefore enabled the studio to identify a more specific set of development goals that are consistent with the overall Vision Statement and might form the basis for public policy regarding the development of the site.

During the design process, students explored many potential problems in developing this site. An analysis of the site, its contexts, and possible development strategies led to the identification of a set of development issues that the community should be aware of and anticipate in its development policy. The issues and goals discussed in this section represent the conclusions reached by the studio as a whole. The students' work offers many examples demonstrating different ways of carrying out these goals.
Public Access to the Waterfront
Land Uses
Zoning
Infrastructure
Functional Links
History
Image and Visual Quality
Public Access to the Riverfront

Goal: Redevelopment of the Homestead Works site should provide the people of the area the opportunity to enjoy their waterfront again.

Expansion of the mills at the end of World War II displaced the only homes and businesses along the river's edge. Since that time, Homestead and Munhall have been cut off from its waterfront by industry. Now, with the demolition of the mills, an opportunity exists for the towns to regain access to their river.

Access to the riverfront includes both visual and physical access to and along the river's edge. The current removal of the mills is increasing the visual access of the river valley. New development should recognize this and respect sightlines to the riverfront from existing streets.

The development of a street infrastructure is important to create easy physical access to the waterfront from town. The railroad tracks are one important barrier to overcome. Students proposed several major changes to be considered: removing unused tracks, combining the two sets of tracks together, and bridging under or over the tracks at important connections to town.

In conjunction with creating visual and physical access to the waterfront, new destinations along the river's edge need to be created to which the public can go. Students' ideas included a variety of places along the riverfront, including marinas with public and private boat launching; parks for sports, bicycle riding, walking, and jogging; amphitheaters and fairgrounds for cultural activities; and light retail, restaurant and theater complexes for entertainment.

Among the projects, there existed three basic site planning strategies to provide public access along the riverfront:

- Public destination points along the river's edge.
- Major waterfront activity centers.
- River drives and linear parks.
Public Destination Points along the River's Edge

To enable people to rediscover the potential of their waterfront, there must be attractive destinations along the river's edge. This may be a simple public park in which to stroll or a small restaurant for dining with a panoramic view of the river. This strategy emphasizes developing public uses at a specific point on the water’s edge. Such places might include small parks, marinas, retail and entertainment complexes.

This strategy allows for private development of the rest of the waterfront property and creates a concentration of specific activities at one point to enjoy the water. In phasing the development of the site, this approach requires a minimum initial investment to provide immediate public access and also requires minimum maintenance of public spaces. However, this can also mean that public access to the river is also minimum.

These two schemes developed two public destination points, a marina and a park, so that maximum frontage could be used for private use such as waterfront housing.
Many students excavated an inlet, harbor or canal and grouped together many different uses to create an active waterfront. Their schemes combined marinas, parks, housing, light retail and entertainment uses to create very diverse and exciting places.

Carving out this body of water increases the amount of waterfront, but more importantly it creates a sense of place where a higher density of uses can share the same waterfront identity. The grouping of these uses enables them to support each other by making the place a larger regional attraction. This also allows more waterfront property to be available for private development. Though this scheme requires a great investment in infrastructure, waterfront places are a rarity in Pittsburgh, thus creating a strong identity for Homestead. Because of the significant public investment in such a development, there must be strong community oversight to insure the appropriate combination and character of uses.

Major Waterfront Activity Centers
River Drives and Linear Parks

Many students developed a river drive, and/or a linear park to provide both visual and physical public access to the entire waterfront. In some instances, destination points were established at key places to attract people to the water's edge.

The linear parks in these schemes provide maximum public access to the entire length of the waterfront, with discrete areas of concentrated activity such as a marina, retail or entertainment complex. The river drive could potentially connect new waterfront development up and down the Monongahela River, helping to create a new precedent for uses along the river. Waterfront development at such a large scale could become not only a local, but also a regional attraction. The disadvantage of this type of development is that it restricts private development along the river. Moreover, new rights of way for roads are, of course, non-taxable. The choice depends on what will benefit the communities of the Homestead area the most.

The scheme on the top right creates a large regional park giving waterfront access to not only Homestead and Munhall, but to all of Pittsburgh. In the lower scheme a river drive and park connects a series of leisure point destinations, such as an entertainment pier and marina, with other uses along the entire Mon Valley waterfront.
Land Uses

Goal: A mixture of uses should be developed on the site to strengthen the image of the Homestead Munhall area as a better place to live.

HERC's vision statement calls for making the Homestead area an "active, exciting, diverse community that is widely perceived to be a desirable place to live, shop, learn, work, worship, and enjoy one's leisure time". This site is approximately one half of the entire 300 acre industrial waterfront site. Developing a mix of housing, jobs, recreation and town support facilities, rather than the development of an individual use, will strengthen the community and help avoid economic dependency on a single industry.

The students developed several strategies for each use on the site, as well as considering the relationships among the uses. The major categories of uses that should be planned for on the site are:

- Housing
- Commercial and Industrial Uses
- Recreational and Entertainment Uses
- Support Uses

Housing Street: Entry to the housing units is from streets running around the housing block. Some access is provided to basement level garages and formal front doors. The buildings are connected to slabs to provide a strong edge to the street.

Research Park: The research park will be the life blood of the new Homestead. Here, businesses will establish research laboratories supporting light industrial activity in adjacent areas, as well as providing jobs to community members.

Commercial Center: The commercial center will provide commercial and entrepreneurial possibilities on the understand in residents and visitors. A small hotel is located here to support events at the research center and businesses. Apartments for permanent residents are located above commercial buildings.

Community Center: The projected Community center is seen as a meeting place for community activities, such as dances, movies, parties, celebrations, and meetings. It would also provide daycare and youth center services. It would thus be a focal point for residents on the site.
Housing

New housing is needed to attract younger generations to stay in the Homestead area as well as attract new people to move into the area.

The area has suffered from a great loss of population since the closing of the mills. Homestead and Munhall are beautiful communities built around the turn of the century. Though very charming and well constructed, this housing does not meet the diversity of today's housing needs. Eighty-six percent of the existing housing stock was built before 1950. Many people do not want the upkeep, and expenses of an older home. New housing, and particularly housing on the waterfront, could help change the image of Homestead and Munhall and attract younger people to stay in the area as well as attract other people in the Pittsburgh region to make Homestead and Munhall their home.

Students envisioned many different types of new housing for Homestead particularly townhouses, condominiums, and apartments for all types of modern and traditional households. Using these different types of housing, students developed various strategies for locating housing on the site. Important factors involved in determining appropriate locations included buffering from the tracks, establishing strong links to the existing community, keeping a close relationship to the waterfront, and creating a strong image. The following are four basic strategies students explored:
Street-oriented housing (upper right scheme) is developed on blocks that run perpendicularly to a riverdrive in this scheme to create a strong relationship of the housing to the river. One issue becomes the nature of these streets as they approach the tracks.

Courtyard housing (lower right scheme) on blocks parallel to the river is a variant on the typical grid-based settlement pattern of Homestead and Munhall. Extending this familiar type of structure onto the site helps link the new community back to the existing town. This scheme introduces a new amenity by organizing the units around a courtyard in the interior of the block.

Waterfront housing (upper left scheme) in which each unit can have its own boat slip is rarely found in Pittsburgh. It could help create a new image for the Homestead area as a place to live for people who enjoy a recreational lifestyle.

Cul-de-sac housing (lower left scheme) is a traditional type for Pittsburgh. This scheme uses the cul-de-sac for good orientation toward the river while turning its back on the tracks and light industrial uses.
**Commercial and Industrial Uses**

Redevelopment of the site should create jobs for the people who live in the area as well as attract new people to the area.

The Homestead area needs new businesses. A look at the town's unemployment as well as fiscal problems makes this obvious. However, it is questionable whether the entire site should be redeveloped for solely industrial uses. Homestead and Munhall today are part of a regional system of production and employment. Many people work elsewhere: because they have access to the whole region, they are not limited to local jobs within walking distance. The site is therefore no longer the main support for the local population. Aside from the question of employment of the local population, however, the Homestead Works Site has traditionally contributed significantly to property taxes. Industrial uses, however, pay taxes at the same rate as nonindustrial uses, including residential, so there is no particular tax advantage to developing this whole site for industrial use. Furthermore, industry today does not need the waterfront as it once did for transportation. Finally, these towns have an unusually high percentage of land area designated to industrial uses, and future uses ought to be based on a more realistic distribution of uses.

Portions of the site are perhaps still best suited for commercial and light industry. Bringing new businesses into the area is very important to changing the outlook of the area. The students' schemes introduced various types of places to work, including industrial parks, research parks, various types of markets, and
light industry. All of the proposals took either one of the two following approaches in locating these uses on the site:

**Clustered development.** This approach takes a portion of the site and creates an office, research or industrial park. In addition to creating jobs it buffers housing from an edge of the site and works well in conjunction with industrial uses adjacent to the site. The scheme on the upper left creates a major boat manufacturing, repair and sales center bringing new types of manufacturing jobs into the area.

**Strip development.** This strategy develops a strip of office and light industrial uses on the site along the tracks. This not only provides jobs, but also separates residential areas from the tracks and helps support Eighth Avenue businesses. This could potentially create a strip of office and light industry from Whemco in the west part of town to the proposed World Class Processing Plant in east part of town.
Recreational and Entertainment Uses

The development of recreational uses, particularly on the waterfront, will greatly change the image of Homestead.

The amount of waterfront property, the flatness of the land, and its location gives this site an excellent potential for developing recreational uses. The site’s proximity to the Sand Castle Waterslide Park, the proposed Steel Heritage Museum, Kennywood Amusement Park and Downtown Pittsburgh make the site a potential regional attraction as well.

The types of recreational uses students developed in their proposals included parks, sports fields, entertainment, and marinas. Among the projects there were two strategies for site planning of these activities. First, recreational activities were located along the waterfront where they could become primary destination points and become an important part of the image of the town. Second, they were located along the tracks or at either end of the site to buffer other uses from the appearance and noise of trains and industry.

The scheme at the top shows a regional park with marina and entertainment complex. The lower scheme shows a regional sports facility development along the tracks.
Support Uses

In order to develop a better image for Homestead as a place to live, community support facilities must be improved as well. This site provides the land for the opportunity of replacing existing out-of-date facilities and developing new ones.

These support uses were typically placed on key links to town where they can act as strong links between the site and the town.

The top scheme develops a town center on an extension of McClure Street, symbolizing the joining together of the local boroughs to create a new future through the development of the site. The scheme below places a school at the end of Amity Street to create a strong linkage between the new housing on the site and existing neighborhoods along Amity Street and up the hill. The school's fields also act as a buffer to the tracks for the housing on the site.
Zoning

Goal: New uses must be placed properly on the site. Zoning must be developed to ensure that the new development will benefit the entire community.

The creation of a mix of uses calls for a carefully conceived zoning strategy. The zoning of uses should be appropriate for each area of the site. Different site conditions exist along the tracks, along the bridges, and along the waterfront. The varying characteristics of the land hence lend certain areas of the site to particular uses better than others. In other words, there is no "highest and best use" for the site as a whole, but rather for each distinct area within the site. There are potentially five different zones on this particular site:

Zone One: This linear strip along the tracks is most directly accessible from Homestead, yet is greatly affected by the train traffic. The tracks form a strong barrier along the south.

Zone Two: This end of the site is still affected by the noise of trains; however, it is better suited for a diversity of uses than Zone One because the tracks are raised and the property is closer to the waterfront.

Zone Three: This end of the site is in the shadow of the High Level Bridge, which carries a large volume of vehicular traffic. Access under the bridge from the west is possible. Uses might be linked to uses on the other side.
Zone Four: This area is flat and easily developable as well as being buffered from tracks and bridges. It is currently accessible from the High Level Bridge, although it is recommended that the ramp be rebuilt for safety. Views of the opposite riverbank are good, but depend on what view areas are preserved in Zone Five. Public rights of way to Zone Five must be preserved in this area.

Zone Five: This waterfront strip is prime property. Its only problems are dealing with the flood plain at the western end and a very steep embankment along the water's edge. The zoning of uses along the riverfront is of critical importance. Since each use will have a major impact on the quality of the riverfront and on future development opportunities. Public access along the waterfront should be guaranteed, whether this eventually becomes a park, a drive, or another amenity. Moreover, if riverfront housing or recreational and entertainment uses are a long-term goal, industrial uses should be restricted to inland areas.

Each student's proposal dealt with the different characteristics of each part of the site. Similarities among the projects suggest general zoning strategies that might become the basis for public policy.
Zone One

Among the students' projects, this zone was commonly used for light industry, sports fields, or parking. It is important that the uses in this area be able to coexist with the tracks as well as help to act as a transition zone between the tracks and the uses developed in Zone Four. The scheme at top proposes a zone of ballfields and parking which would be shared by a proposed school as well as regional leagues. The lower scheme shows an office/light industry complex with the parking along the tracks. These uses can coexist with the train traffic. The office/industrial complex can help support businesses along Seventh and Eighth Avenue whereas sport fields can become a link between the proposed community and the existing Homestead and Munhall area.
Zones Two and Three

Zones Two and Three are similar in character as are the proposed uses for both areas. Recreation, light industry, offices and housing are appropriate uses in these zones. These uses can buffer the site from industrial uses on adjacent sites as well as tolerate the conditions of the railroad bridge and the High Level Bridge. The scheme at right top shows a recreational complex developed in Zone Two and a market retail complex developed in Zone Three. The lower scheme shows an office park developed in Zone Two and housing in Zone Three.
Zone Four

This large flat area is well buffered from the railroad tracks and is well suited for large scale development. This is the best location for developing new housing and offices with locally concentrated amenities such as retail stores or community centers. The scheme at right shows a housing complex on the left and offices developed on the right segment of this zone, joined be a municipal and retail strip.

The extension of McClure Street through Zone Four is an example of public right-of-way that serves to link the existing town to both the new development and the riverfront.
Students generally proposed either recreation or housing for this waterfront zone. The top scheme shows a riverpark with an amphitheater. Recreation was common because students felt that it was important to give the waterfront back to the public. The steep topography and the flood plain make the edge of the waterfront a difficult area for building directly along the river. The lower scheme shows waterfront housing with individual boat slips along the water. Housing was also commonly proposed in this area because students felt the waterfront to be an excellent amenity where people would want to live and could interest people in staying in the area as well as attract other people into the area.
In addition to respecting the differences among the areas of the site, the zoning must also set up other criteria for the uses in each area.

Zoning for residential areas needs to provide for planned development that will contribute to the residential quality of the entire community as well as develop the distinctive character of the site. It must help maintain views toward the river and public spaces that will allow for public access to the river. The scheme here shows a consideration of heights for the buildings as well as organization of streets to preserve views.

Zoning for office and industrial areas needs to set height limitations as well as create requirements for buffering loading, trash and parking areas. The zoning of these areas also needs to establish infrastructure requirements which separate truck and business traffic from residential traffic.

Zoning ought to restrict retail locations so as not to detract from existing retail areas.

The zoning needs to address how these different areas come together and how mixtures of uses are developed in each zone. The redevelopment of this site is creating a significant new addition to a well-established town. The zoning needs to ensure that the development is for the good of the entire community.
Infrastructure

Goal: Development of the site's infrastructure should address the physical context of the site and existing infrastructure of the town.

The site itself is bounded on three sides by two sets of railroad tracks and the bridges. Currently there is limited access onto the site. The expansion of the mills during World War II cut off the original streets to the river at the tracks. No current infrastructure of streets and utilities exists on the site.

The majority of the students' proposals expressed two types of access onto the site, north-south links and east-west links. The north-south links typically extend Library Street, McClure Street, Amity Street, and/or Ann Street into the site. The proposals usually bridge above or under the tracks in key locations. The east-west link usually occurs along the river's edge to connect to adjoining sites.

Three approaches to developing the infrastructure on the site were typical:

- Linear streets perpendicular to a river drive with key links across the tracks.
- Major links and "island" infrastructure.
- Extension of existing grid.
Linear Streets with Links

This strategy conceives of a network of streets on the site that is part of a continuous pattern of access along the riverfront. A major arterial road runs along the river, and secondary parallel collector streets serve the interior of the site. Local streets generally run perpendicular to the river, providing views and access to the waterfront.

The scheme illustrated at the right uses the river drive to provide both pedestrian and vehicular access to the waterfront. The perpendicular streets help orient the housing to views of the river. This strategy attempts to minimize the boundaries that divide this area from the adjoining riverfront land.

Link and Self-Contained Area

This approach looks at the site itself as its own "island" and creates a road system within an overall loop road with a few linking roads that connect the site back to town. Adjacent sites have a minimum relationship to the new development in the scheme.

The project illustrated at right creates a loop road to contain the housing from the edges of the site. This strategy actually reinforces the boundaries that already exist on the site.
Extension of Grid

The railroad tracks between the town and the site make a literal extension of the town's grid problematic. However, extension of the grid visually at all streets with a limited number of actual links could have the benefit of creating the sense of connection through both the visual links and a similar block structure.

This strategy attempts to minimize the barrier between the site and the town to the south of the tracks.
Functional Links

Goal: The site needs to be strongly connected back to town and to other waterfront development.

In developing the site there are two important types of links to create, physical access links and functional links, which make this development a part of Homestead and Munhall. Physical links were discussed in the last section; this section will talk about the nonphysical links.

Local Links

In all of the schemes, one to three of the town's streets were extended into the site. To strengthen the connection, destinations are either placed at the end of these streets or along the street. These destinations on the site reinforce the links because they connect the people of the Homestead area to development on this site, just as the destinations in town connect the citizens of this development to the existing community.

One important connection is the link from the site to the Carnegie Library. Located in the center of Munhall it is a strong symbolic link, even though it doesn't continue far up the hill to connect with the rest of the town.

The scheme illustrated at right developed a school at the end of Ann street that would be used by both the new development and the existing town. It is important that development
build upon the idea of shared uses in the existing town as well as on site to make connections between the two.

The Eighth Avenue commercial district is another functional link because it is a shared use between the new development and the existing town. Students developed other shared uses on the site to create links.

**Regional Links**

Regional links can be created to connect the site with other amenities up and down the Monongahela River.

Improving Route 837 has been discussed for years and would help strengthen connections between towns. In redeveloping this site a truck detour could be developed along the tracks to handle future congestion and reduce truck traffic on Eighth Avenue.

A scenic river drive, as illustrated at right could be created along the Monongahela River connecting waterfront amenities such as the Sand Castle Waterslide Park, Kennywood Amusement Park, and other attractions up and down the river.

Other ideas for regional links include a Gateway Clipper stop for entertainment at night and for commuting to Downtown Pittsburgh and other developing Mon Valley industrial sites during the business day; a depot stop for the proposed MAGLEV project; or an express busway for downtown commuters.
History

Goal: Homestead is an area of great history which should be acknowledged and respected in future development.

This site has perhaps the most widely-known history of all the industrial towns in the Mon Valley. It is a history about the steel industry, an industrial town and its citizens. For years the presence of the mills, for better or for worse, preserved an unwritten history of the town. Now in the current state of demolition, redevelopment must make an effort to retain this history through preserving historical landmarks as well as creating new places or art that builds upon Homestead's history as a theme.

Use and Preservation of Physical Landmarks

Most of the mill structures on the site have either been demolished or are scheduled for demolition. The Wall, the Bost Building, the train station and the Watertower are all landmarks which can potentially still be saved.

The Wall controlled passage into and out of the mill. The entrance into the Wall, "The Hole in the Wall", is the point where every mill worker ritually passed between two very different worlds. Many students used this landmark to generate a symbolic axis on which to enter the site. The incline of the wall and the earth it supports creates an opportunity to create a land bridge over the tracks, thus creating a stronger
link or entrance to the site. One project used the Wall and the Bost Building, the first union headquarters, as the location for a new municipal center, symbolizing the organization of adjoining boroughs into a single, stronger political base.

The Pinkerton landing site is the historic site where the union workers triumphantly held and captured the Pinkertons, a band of armed security guards hired by the mill to break up the strike. This site has been proposed as the welcome center for the proposed Carrie furnace Steel Heritage Museum across the river as well as an important visual landmark.

The entrance gate at Grant Street and the train station at Amity Street are two more landmarks which can become important gates or landmarks for entering onto the site. Some proposed reopening the depot for modern commuter transportation to downtown or other job sites in the Mon Valley.

New Places and Art Using History as a Theme

Demolition of nearly every structure on the site led students to search for other ways of embracing the site's history. One version is an exposition/theme park which uses technology as a theme and celebrates the history of technology on the site.

Another proposal uses industrial sculpture to terminate axial views from town. Other ideas include naming streets and neighborhoods after historic places or times in the towns' history as well as creating parks using industrial machinery as sculpture.
Visual Qualities, Scale, and Image

Goal: Development must create a new image for Homestead.

What would Homestead and Munhall like to become? For decades the mills have provided an identifiable image for themselves as industrial towns. The enormous scale and size of the mills dominated the town. Now with the industry gone and the demolition of the mills, what would people like to see from the bridge, from the water, or driving down Eighth Avenue?

New development needs to consider the scale, visual experience, and visual quality of the site. The scale and identifiability of the design of the development on the site will create an image for Homestead and Munhall citizens as well as for outsiders.

The landmarks must be large enough to stand next to and be seen from the High Level Bridge as well as from the town. People will remember Homestead and Munhall in the future through these landmarks as a place to live, a place to work, a place for recreation, and a place with civic and educational facilities. The particular image that emerges will depend on which of these four elements has prominence. The physical elements need to convey strong associations with the development, whether they have to do with leisure, technology or a type of community living. The students have envisioned many possibilities to help citizens decide what they would like their town to be.
Conclusion

This report has looked primarily at the conceptual design of the site. It is necessary that more study be done on the markets, the feasibility and development plans for redevelopment, which is beyond this report or the students' work. However, at this stage it is essential for the community recognize the importance of the developing this site in relation to the future of their town. These students' visions and their designs raise many questions and possibilities that should become part of a public dialogue.

In developing these visions into public policy, the following conclusions should be considered:

• The redevelopment should provide public access to the river. The riverfront holds great potential for the future of the Homestead/Munhall area.

• The new development should include a mix of uses, eventually including housing.

• Zoning should recognize the characteristics and potential of different areas of the site and ensure that the new development respects and enhances the existing pattern of settlement.

• The infrastructure and design of the new development should connect to and become a part of the existing town. Local and regional
links should be designed to strengthen the physical connections.

• The history of the town and the site should be built upon through preservation of landmarks and creation of new places recalling history.

• The new development will dominate the future image of the towns of Homestead and Munhall. The physical elements should reflect a vision of the future that the community as a whole shares.

Citizens must get involved early in the process and dream about what their town can be so that the redevelopment of this site will be of benefit to the entire community. The projects here show the great potential of the waterfront, the site, and the entire town and will be of benefit to the towns of Homestead, West Homestead, and Munhall when envisioning their future.
HOMESTEAD PARK COMMUNITY

INTRODUCTION:
River front public access is very important and must be considered the most significant element in the development of the site. The site can become the link between the river and residential areas of Homestead and Munhall and is a way of returning the river to the people. Recreation is an important aspect of the site and the residents desire a chance to recreate in and around the water. The water becomes the element to attract and connect the people to the environment.

PARK:
Forty-two acres of land has been designated as public park. This park will be located along the river and will provide public access to the water with places of overlook and reflection. The park is a path for walking, jogging, or riding bicycles. This path connects the small commercial area at one end and the neighborhood at the other. This amphitheater is to be used for public concerts and small outdoor shows. This is intended to draw masses of people. The parking required for these performances is across the street from the theater. This parking makes use of the existing depot for a park and ride system to and from downtown Pittsburgh. This system would draw people who dislike driving in Pittsburgh. In addition to the theater, tennis courts and basketball courts are provided. Open grassy areas are included for soccer playing, kite flying, and frisbee throwing. In addition to these areas there is a playground and archery field.

SITE PLAN

SITE PLAN KEY

- Carnegie Library
- Commercial Shops
- Office Park
- Hole in the Wall
- Visitor Center
- Tennis Courts
- Park
- Public Pool
- Community Center
- Basketball Courts
- Park and Ride
- Boat Sales and Service
- Parking

Steve Deckard
A VISION FOR THE HOMESTEAD WORKS SITE

Professor Jay Garant
Fall 1989

MARINA:
A 15 acre marina is located at the end of the main axis which connects to the Camagie Library. The area includes the historical “Hole in the Wall” placed between the main entrance and the marina. The soil removed for the marina is transfixed to the edge of the site to increase the land area. The marina will bring a great number of people to the site on a daily basis which will increase interest in the site. The marina is designed to provide 100 (30' x 30') slips and 50 (15' x 30') slips. The slips are located to one side of the marina to provide access from the river. A public boat launch consisting of vehicular parking and turn-around area is located on the marina. This launch provides easy access for people who own their own boats and don't want to store it in one of the slips. Along with the launch there are boat services such as fuel and repair shops located at the marina, adjacent to the main dock. The character of the shops and restaurants are related to the marina and recreational type activities. The shops provide boating and water recreation type supplies along with fitness equipment. These shops are not limited to this type of customer but would be geared to this type of customer. The restaurants are located at the waterfront to capture the view and activities of the marina and feel they are a part. The location provides a relaxing environment as does. A larger restaurant is located on the promenade which captures the view of the river and the marina. Because of the flood level, this building is elevated fifteen feet above the normal water level and has decks located around the perimeter that cascade down to the water's edge.

Parking for the marina is separated into three parking areas which are spread evenly around the closed end of the marina. One area of parking is located near the larger restaurant to accommodate customers and to be used as an overflow for the boat launch which is adjacent. Another parking area is next to the shops and dock entrance and the third parking area for the marina is adjacent to the boat sales and services.

Steve Deckard
Housing will be attached single family with a density of at least 4 units per acre for a total of 100 units. This will be owner occupied housing with homeowners associations to maintain the exterior spaces. The proposed housing is flexible to accommodate many different life styles and family sizes. Units are entered from the garage and the first floor has a single car attached garage. The interior spaces are open to give them a more spacious feeling.

A maximum of 1890 square feet is allowed for the units. These are planned in buildings of four or more to give a sense of permanence to the units on a larger scale. The door housing access are set up into small neighborhoods with the two entrance units located on the main entry of the building. In the larger buildings the door housing access is set up in such a way to help limit through traffic to help limit any through traffic.
VISITOR CENTER:
Thirty acres of the site is designated as a visitor center and park area. The visitor center proper is located inland with the park area taking over the river's edge. Included in this area are historical elements such as the water tower, pump house, and the "hole in the wall." Located adjacent to the visitor's center is a ferry that crosses to the Carrie furnace. Parking for the center and park are located adjacent to each.

OFFICE PARK:
The proposed office park contains clusters of small scale buildings which would be occupied by doctors, dentists, lawyers, and other residents of the community. The office park along with the proposed manufacturing area would serve to increase the economy of the area. This type of community would attract residents who desire a close relationship between work and home. Throughout the site are neighborhood services such as quick foodstores, gas stations, day-care centers, and fitness clubs. These services are located at or near major intersections on the site for the convenience of the residents. Other amenities placed throughout the site include a fountain/ice skating rink and pedestrian walks that connect the site to Homestead.
A VISION FOR THE
HOMESTEAD WORKSITE
DRIFF COLLEGE - HAMMOND
SCHOOL OF ARCHITECTURE
Profesior Joe Garrett
Fall 1989
Mark J. Gettemeyer

HOMESTEAD

Because of Homestead's declining population and economic base, there was
a need to attract a new self-supporting population to the area. These more
affluent people will benefit the area by residing there as owner occupants who
will support local businesses, contribute to the local tax base, and help give the
area a new attractive image.

The major element that is being introduced into the site is the river. In
to this scheme, the river plays a major role in how the site is used. From any one
point on the site, the river can be viewed, enjoyed both at the pedestrian and
vehicular scales.

A main objective of the project is to gain access to the river. This is
accomplished through the use of a promenade walk, and a
continuous park system that links the
river's edge to the center of the city. Other objectives
are to provide a central public park to attract
population to reside, and to provide an
office park to draw workers to work in
some area of the site. People attract
people, therefore the use of an office
park can be justified.
HOUSING:
The housing for this project will consist of an integration of two- and three-bedroom attached single-family buildings. The three-bedroom units will be located in the core area, with the two-bedroom units in the outer areas. The two-bedroom units consist of two stories and number 106 units. The total number of living units is 212. The focus is on two blocks that are somewhat larger than those found in Homestead. The blocks are 300 feet by 500 feet and include the living units and their respective open spaces. The open spaces are a more neighborhood scale for the residents. Parking for the living units is both attached and on the street. The units facing the streets have been provided attached parking garages, while the units facing the interior of the blocks have parking lots directly adjacent to them.

OFFICE PARK:
The office park is located on the west edge of the campus and the site. The park provides access and activity by including a small public space, open office, and parking. It is in close proximity with both the campus and the river, an opportunity area for moderate pedestrian traffic. The area is used with several points of interest located outside the office park. These points of interest are as follows: the buildings, the park, and the river. The crossing occurs in the center of the river, providing a beautiful view of the land that extends out into the maps. The conference serves the campus level on which it is located as well as a lower level, which is connected to the lower terraces and the boat dock area.
RIVERFRONT:

The park is a means to visit and enjoy the river, and also serves as a communal link to bring the area together as a whole. The park will include activities such as picnic areas, open spaces, bike paths, and pedestrian paths. The park will become a network of specific activities rather than merely an outdoor space populated by trees.

Part of the riverfront's overall development includes the use of a marina. The marina is located on axis with the Carnegie Library and is the first major element one notices upon entering the site. The marina is contained mostly by the park and green space except on the east edge where the office park is located. Means exist to provide both commercial and recreational access to the water by the use of land terracing. Activities to occur along the marina would include access to the boats, boat services such as fueling and minor repair, open spaces within the adjacent park for viewing, eating, and entertaining, and storage docks for the boats.
A VISION FOR THE HOMESTEAD WORKS SITE
DRIURY COLLEGE - HAMMONS SCHOOL OF ARCHITECTURE
Professor Jay Garrott
Fall 1989
Mark I. Gettemeyer

VIEWS:
The site is organized such that
major streets of the new development
are extensions of the existing city grid.
Main Street, Acme Street, and the
street that leads to the library serve as
major arteries while minor arteries
exist on the site alternately. At the end
of these arterial streets are major points
of interest and focus. These areas are
accessible by foot and can be seen from
the opposite far end of the street due to
the designed slope of the site.

LAND USE:
As is visible at first glance, the
majority of the site is given to housing
and its related open spaces. The intent
is to create a sense of community among residents and to
provide an environment conducive to
family growth. The arrangement of
these open spaces within the blocks is
rather formal with structured walkways
and pedestrian scale vegetation.

The remainder of the site is given
to more commercial uses such as the
office park, the marina, and the
communal park.

On the east edge of the site, just
beyond the point where the railroads
split, a light industrial district is
proposed. Some services that might be
included could be major boat repair and
the manufacturing of small commercial
goods.

The existing commercial district in
Homestead will remain unchanged. The
new uses introduced on the site will be
such that they will not compete with
this already successful shopping area.
INTRODUCTION

Elysium or Elysian Heaven for mortals any place of perfect happiness.

The concept of Elysium is not new. The idea of a heaven and a place where the dead go, has been a central theme in many religious and philosophical traditions. In Greek and Roman mythology, Elysium is the realm of the dead, where the souls of the virtuous are blessed with eternal happiness.

The major organizing feature of the Elysian development are the parks, and the riverfront. These elements have been placed on the periphery of the community, but are the most memorable elements that add texture to the community. They are the wonderful places of interest needed for a beautiful community with character and a strong sense of place.

The key to the Elysian development is diametrically opposed to the mundane suburban development of today. Communities are social entities that bring people together. They are formed through a shared sense of identity and purpose. The scale is such that people have a feeling of individual self-expression, and it is small enough to allow a feeling of acceptance and belonging. The form of the housing units will not ignore the value and tradition of the past. The meaning and facade of the housing units express individual character while operating within a framework of traditional elements such as peaked roofs, large front porches, and a close relation to the street.
TYPE OF PEOPLE AND THEIR VALUES

- Embraces the past connections with history and nature
- Strives to conserve and protect the environment
- Prefers non-formal settings for socializing and entertainment
- Emphasizes the use of natural light and materials
- Prioritizes energy conservation, recycling, and achieving sustainability
- Values creativity, simplicity, and minimalism
- Features informal lifestyle and relationships
- Encourages informal friendships and healthy, active lifestyles
- Cherishes individualistic values (freedom of expression and privacy)
- Places importance on family
- Supports dinner/gathering/socializing

HOUSING TYPES

- Single level, single bedroom; double level, two-bedroom, and triple level, three-bedroom homes

STATISTICAL INFORMATION (LAND USE DIAGRAM)

- The density of the housing is 17 units per acre, enabling maximization of land use and allowing for flexibility in planning
- Approximately 1100 single family residences occupy 7.5% of the land, while other neighborhood parts occupy 3.3% of the 133 acres
- The sawgrass and parking system occupy 4% of the land
- The major marina occupies 6% of the site

Kathy Hillman
DESIGN INTENTIONS

The Elysian community is envisioned as healthy, functional, and engaging. The concept is to create a human-scaled environment that integrates with the natural landscape. The core of the community will be a greenway that runs through the center of the site. This greenway will be a linear park, open space, and recreational area that connects the various neighborhoods. The design is intended to foster a sense of community and encourage social interaction.

The organization of the housing is characterized by a grid-like pattern, providing continuity over time. This continuity is reinforced by the alignment of the housing units and the green spaces. The housing form is designed to create a cohesive quality that helps identify the neighborhood and create an identity for the community. The community is designed to feel a sense of order.

Diversity is achieved throughout the larger elements of the community, including water features, parks, and community spaces. In the organization of the home, work, and public areas are positioned in the front, while the informal living areas are arranged in the back. The community has a central greenway that provides a sense of order and a focal point for the neighborhood. The greenway is a natural extension of the existing community's street pattern, reinforcing the link between new and existing through the repetition of street patterns and the creation of residential fabric.

There are two entry points into the Elysian development, one is the major processional entry, and the other is an extension of McClure from Eighth Avenue. The primary vehicular access is provided by the horizontal streets, running parallel to the river, while the minor vehicular routes are the vertical streets, running perpendicular to the river. Parking is provided by small neighborhood shared garages, with limited vehicles parked along the streets.

Kathy Hillman
A processional entry is organized along the "Hole in the Wall." It forms a perspective axis linking the new community with the existing via Carnegie Library and the new Marina development. This axis culminates with a tower-like element in the marina that serves as a visual cue to the house on the river and is a cognitive symbol to the region.

**MON-VALLEY PARK SYSTEM**

The Mon-Valley park system is an ensemble that extends throughout the entire valley region and will be implemented over time. It exemplifies the resurrection and urban renewal that is possible today. The park system maintains the boat launch and Visitor Center which is highly public, and a link to the Carrie Furnace. The park system forms a friendly buffer between the existing and the new communities and serves as a distinguishing element between residential and commercial fabric. This system also exhibits the commitment to a development of a healthy, natural environment.

The park system is a natural place that is organized between the train tracks which were the life lines of the community. This contrast exhibits the natural evolution of place and creates a new source for life.

The park system has finger-like elements that allow the local community access to the river and river front parties with additional elements, such as the boat launch and Visitor Center, that allow the greater regional community of Pittsburgh access to the river.

**COMMUNITY PARK SYSTEM**

The Elm Street theme is created by a canopy of trees that is used to distinguish the public street from the private yards and to claim part of the street for parking. This row of trees also serves as a buffer between the vehicular and pedestrian environments. This theme helps to enrich the natural quality of the community, while it softens the image of the row house facades. The Elm Street theme also adds to the interlacing network of the natural vegetation that unify the organic and built forms throughout the Elysian development.

**RIVER FRONT DEVELOPMENT**

One of the primary goals for the Elysian development was to create a significant amount of property that maximizes the access to the river. This is achieved by the V-shaped neighborhood marinas allowing greater numbers of private yachts to dock.

The neighborhood and community have access to the river through the park system and the marinas along the neighborhood marinas. The public has access to the river through the public marina and Visitor Center's boat launch.

**COMMERCIAL AND OFFICE DEVELOPMENT**

The main street that is organized along the processional entry will have multiple uses. The buildings will house small specialized retail businesses related to the industrial and housing industry on the ground floors. The remaining levels will house offices such as attorneys, small insurance companies, etc. These uses will bring new jobs to the community. Additional jobs will be drawn from the neighboring industrial developments. This will in turn add economic viability to the region as well as increase the tax base.
A major sculptural element is dominant at this point along the drive. The sculptural element is to be a physical and psychologically inspiring reminder of the history of the site, relating to the steel industry buildings and the people involved in the creation of this vital American enterprise.

**Visions for the Homestead Works Site**

Drury College - Hammons School of Architecture
Professor Jay Garrett  Fall 1989

The scenic drive follows the river's contour bordering the residential sector to the west. There are several locations along the drive where access to the river is possible in the form of pedestrian walkways. Along the water's edge is a public park, a pedestrian walk and several public pavilions. A public boat launch is located at the far edge of the site at the High Level Bridge.

To the east, the scenic drive borders the marina and commercial district. This sector features several low-rise apartment buildings, a continuation of the public riverfront park and marina facilities.

Public access and use of the marina can provide a link between Homestead and the existing Pittsburgh boating community - for both the commercial tour boats from Station Square and individually owned recreational boats.

The scenic drive along the eastern sector leads to the planned Visitor Center and the Forkerton Landing Site and several historic buildings.

A secondary entrance to the new development is located in the eastern sector off Eighth Avenue. The Office Park and an area for light manufacturing are planned for this sector.
This third goal of a creation of a sense of community can be achieved through opportunities presented at the neighborhood in the new residential sector. The low-rise multi-family are organized on the blocks in such a way as to provide as many opportunities for personal interaction as possible. The formal front entries to the units each face the public streets. Many of these entries are adjoining, sharing a common walk to the street, providing an additional opportunity for personal contact between residents as they enter and leave their home.

The main focus of the placement of the unit on the blocks occurs at the interior of the blocks. The rear facades of the townhomes open to a small private deck and backyard. Adjoining to these backyards are two residents only parking areas and a large courtyard greenspace. The courtyards provide play areas for children, seating, walkways, and open air pavilions for the outdoor activities of the residents of that particular block. This parklike greenspace courtyard is intended to serve as an extension of all backyards on the block and provide a secure, semi-private area where neighbors of all ages can meet, play, exercise, or merely observe the neighborhood activities. The hard-surfaced parking areas can also provide an extension of the play area for the children's play activities such as skateboarding, basketball, and bike riding.

The small commercial district bordering the marina can provide restaurants with views of the marina and river, art galleries, small museum and exhibition spaces, specialty shops and boating related supplies. The pedestrian walk and open areas allow spaces for outdoor festivals, exhibitions, and community events. This retail district is not to compete with any existing Homestead businesses but to offer distinctly different opportunities.

In summary, the new riverfront development will consist of:

1. Residential sector - 75 acres
   - 18 - two bedroom townhouse
   - 26 - three bedroom townhouse units
   - Total - 44 units
   - Average density = 17 units per acre

2. Public and community sector - 49 acres
3. Marina - 13 acres
4. Commercial - 75,000 square feet
5. Office Park - 15 acres
In the past, U.S. Steel has been the economic base for the communities of Homestead/Munhall. This is what has kept the community alive. The future use of this land should also be an economic stabilizer for the Homestead/Munhall area. A new concentration of Research and Development in the areas of energy recycling and pollution control is proposed for this site.

**THE SITE:**

This Research and Development includes a lab/office complex, production facilities, and a theme park called Mon Research and Display Center. This park will be developed to promote environmental awareness and education for the public. This site will also display new products which are being developed by the research center. This entire site is to be run by a non-profit organization. The main goal of this organization is to look at world-scale issues such as conservation, energy efficiency, and pollution. This organization will decide which scientists shall work in the labs and for how long. Scientists will be granted the space and staff to work in the labs to develop their areas of research, and free housing will be provided to live on the site. This is similar to a fellowship.

Andrew Thompson
The vehicular circulation within this area is by non-combustion engines. All vehicular circulation is by electric mobiles. The individual lives in the housing would park his personal car behind the multi-purpose meeting center adjacent to the office buildings. From there, residents would drive assigned electric cars to their house. Since the resident works on this site, they will be able to drive to work and even into Homestead/Munhall by electric car for short distance travel.

The residents have access to the riverfront and a private porch that will have recreation facilities for the institute scholars. Each scholar's home has a front porch and yard for gardening. Most of this space has a more community-oriented atmosphere. The back yards provide a private entertaining place with a porch for the scholar and family members.

The housing unit has been designed to be as energy efficient as possible. In the winter months, the greenhouse will collect heat by means of circulation fans. In the summer, the house will be cooled off by reversing the greenhouse effect by covering the glass to stop the heat infiltration while allowing the light to enter while promoting cross ventilation. By opening the front windows and the windows to the greenhouse, an air flow can be generated within the house that will help to cool the house.
A VISION FOR THE HOMESTEAD WORKS SITE
WHEELING JUNIOR COLLEGE - WHEELING,
SCHOOL OF ARCHITECTURE
by Todd A. Watts

RIVER HAVEN

CONCEPTUAL DESIGN

The main focus of River Haven is to bring the waterfront to the surrounding communities. There are two major ways of accomplishing this goal. One is bringing the water on the site by means of a culvert which will increase the aesthetic appeal by a large percent. This culvert will provide a scenic view, as well as the opportunity to allow recreationists to have a link between the site and the larger water bodies. A large amount of water on the site in the form of a 10-foot-tall dam. This dam will be the only site in the surrounding communities.

There will also be publicly accessible on the site through River Edge Park, which encompasses the entire design and the Monongahela River. The site is located near the end of the larger dam, and it is

The site of River Haven includes the reconstructed areas that will create connective tissues with the surrounding area, such as the site's location of buildings, i.e., restaurants, terraces, and parks. Other tissues include a hot indoor sports facility, marine supplies, such as the boat repair, and the development of the surrounding areas.

The site is also surrounded by water, which is the living blood of our existence. Since the water is here, we should incorporate more water features into our surrounding environment. Making a community, central to the surrounding communities. The site has the main elements due to its large scale. All connections that flow to and from the site are

The maintenance of the site is divided into blocks totaling six acres on the Island and the site. This will represent the focus of the site of the surrounding community into this new development.
The marina is the focal point of the development and the main attraction that is intended to bring people into the area. The project will have support services such as winter storage (250 plus boat dockage, sales, and repairs) and fueling and repair services for small boat maintenance.

The marina will also have related retail services (100,000 plus square feet of retail space including stores that will include cleaners, groceries, and restaurants). There will be at least six to eight restaurants overlooking the marina and the river front, that will equal around 6,000 square feet of serving space.

The marina will hold 250 boats. Docking facilities will hold 280 boats that are landed in the marina or driven 280 boats that are 15 to 25 feet. The other boats will total 500 square feet of docking space to equal a total of 80,000 square feet. The boats will be placed in a total of 42,000 square feet. Total docking space will equal 1,041,000 square feet.

The marina will also house 250 boats and have at least the same square footage of storage space as that of the dock facilities. The winter storage will also have a public usage building for residence of the surrounding communities.

The manufacturing plant has a water connection to the marina to be used as a testing channel. The river is a good place for power boat engine testing due to the high stress levels that are obtained by strong current of the river. The manufacturing facility will benefit the community because it is a clean process. The industry will need both skilled workers as well as non-skilled workers. This will bring some added jobs to the community.
River Haven:

Residential:

1) High Density Housing: Each building is designed with either two or four units. Unit sizes range from 1056 square feet to 1728 square feet. Most units have two bedrooms, kitchen, living room, dining room, 1 1/2 bathrooms, and one parking space. There will be at least 400 units and a maximum of 600 units which will create a density of 10.6 units per acre to 15.75 units per acre. An average of three persons per unit and the total population in this area will be at least 1440 and maximum of 2160. An average of three persons per unit the total population in this area will range from 4320 to 6480.

2) Waterfront Housing: Each building is designed with three bedrooms, kitchen, dining, living, utility room, 2 1/2 bathrooms, and a two-car garage. These units will range from 1250 square feet to 2394 square feet. There will be 72 units at an average of four people per unit. The total population of this area will be 288.

3) Apartment building: These apartment buildings will occupy the third to fourth stories above the retail shops near the marina. The apartments are one- and two-bedroom units, with 500 to 900 square feet, and two-bedroom units with 1045 square feet. These buildings will have a total of 12 to 40 units, with 8 to 12 units per floor. The total number of units will range from 36 to 144. These will be three apartment buildings with a total of 144 units maximum. An average of two people per unit will bring population for this area to 288.

Total population for the new development of River Haven is 3456 people at the maximum. Total density of housing in the residential sector is 14.8 units per acre at an average.

Todd Watts
This proposal calls for the following objectives for the successful development of the site:

To create a development with a strong identity which people will find memorable and desirable.

To provide public access to the waterfront, as well as recreational uses within the site.

To provide a variety of uses, in which people live, work, and spend leisure time, and in doing so set the stage for future prosperity.
The intent of the unit design is to create a streetscape that is diverse and textured, reminiscent of housing in some of the neighborhoods in Homestead and Munhill. The housing units are designed to be efficient and affordable, and have several options designed into them:

- The third floor attic can be accessed as an additional bedroom, studio, or office space.
- The powder room on the first floor can be removed and converted into additional kitchen space, i.e. pantry space.
- The rooftcape of each unit will be varied to create a mixture of dormer and porch types, in the street fabric, as well as creating a sense of individuality for each of the units.
The renaissance of the communities of Homestead and Munhall continues with the opening of the Homestead Works Site for development. This is an opportunity for the development of the site that may one day soon resurrect the Homestead area as a major economic contributor to the Pittsburgh region. The most important objectives in the development of the site is to aid in reviving Homestead and revitalizing. First, it is important to create a strong dialogue between the existing neighborhood and new development. This will begin to bind the communities together and aid the economic growth in Homestead by complementing its present infrastructure, thus supporting the Eighth Avenue commercial district and amenities, such as the library. Secondly, it is important to establish continuous public access to the waterfront and establish amenities here to be enjoyed by the residents of the valley.

In "RiverPark at Homestead", a strip of land at the water's edge is developed as park area. This park contains functions that will provide the amenities for local residents, such as baseball fields and paths for walking, jogging, and bicycle riding, as well as amenities for the entire Mon Valley. These regional amenities include an amphitheater, a marina, or other types of "pay-to-play" recreational activities. To the people of Homestead, such a park provides access to the waterfront, and more importantly, a place for the community to gather to display their cultural diversity in fairs and festivals. The eventual extension of the riverside park would link the entire valley through a network of jogging and bicycling paths, creating access for anyone in the valley. Such a park system would help break down the physical and mental barriers between towns, giving access where there previously was none and helping establish the valley as one whole. Revenue earned as a result of the amphitheater or marina should help pay for their upkeep, as well as the development of further amenities. It should also be kept in mind that some parks presently existing in the Homestead area are not able to be kept up due to a lack of public funding, therefore, any additional revenue that could be raised for this purpose would contribute to the development of the old and new neighborhoods.
A large amount of the remaining space on the site is occupied by a combination of light industrial uses, office and commercial mixed uses, and housing. The location of these uses is defined by the strong existing edge conditions on the site and an acknowledgment of the noise problem created by the railroad tracks.

The strong existing edge conditions on the site should be recognized by future development and an effort should be made to either break down these edges or reinforce them. For example, it will be beneficial to bridge the existing edge between Eighth Avenue and the riverfront to create a strong edge on the Homestead Works site, and thus eliminate the physical barrier created by the railroad tracks. These links should provide small scale commercial, office, or recreational amenities to be open to the general public with the intention of being shared by the people on both sides of the tracks. Additionally, this would provide a strong anchor for the development of housing, provided these amenities are positioned appropriately for the convenience of residents.

On the other hand, the barrier created by the railroad tracks at the east end of the site is reinforced to allow industry to occupy much of this pan of the site, thus increasing the number of jobs in Homestead and Munhall, as well as increasing the tax base. Industry and office uses are therefore located at each end of the site, isolating the housing development from the existing industry and undeveloped adjacent properties. These uses are further buffered from the housing through the use of parkland developed with recreational activities which would provide additional amenities for the adjacent housing.

Pat Boyle
In order to address the problem of attracting people of different lifestyles, the units are designed to be very flexible, while maintaining a strong character inside as well as on the street. All elevations are intended to be made from a kit of pieces. These pieces repeat as a person moves down the street, but not necessarily in the same order, thus giving each unit its own identity.

The units on the interior streets are three bedroom units, with the option of having the master bedroom either above the garage or as a loft bedroom on the third floor. This option provides variety in the massing, offering a smaller, thinner unit, or a shorter, longer unit, depending on the lifestyle of the occupant. The tall face at the corner of the first floor is intended to be the main family gathering place, whether it be the dining room or an eat in kitchen, or a sitting room.

The units that line the drives are intended to separate the occupant from the street, but at the same time let the occupant share in the experience of the street. The separation occurs through a change in height in the main living area. It is only when a person enters through the back door and it is not until a person travels through the unit that he realizes he is in a boulevard unit.
The site is primarily arranged in a series of small blocks of housing that are divided into two sectors by the presence of a large boulevard that is the main link between the existing Homestead area and the new development. The focal point of these housing sectors is a crescent that conceptually pushes the housing toward the river park, creating an easy link between the two. Within these two housing sectors the blocks are closely related in size and density to those which exist in Homestead today.

The organization within the blocks is, like the units themselves, geared to adapt to the lifestyles of the occupants. Each unit is provided with a small semi-private outdoor space that can either be fenced off for private use by the owner or it can be left alone, providing one large yard for the group of small gestures are made at the corners, either in turrets, porches, or protruding dormers to contain the individual blocks. This creates an identity for the individual piece of each street, in turn encouraging pride among its residents to maintain its appearance.
My vision for the Homestead of the 21st century is that of a community centered around the research, development, manufacture, and display of technology. This community will be strongly tied to its industrial past as one of the major manufacturing centers of the world, but it will also be looking for ways to position its heritage into a leading position in the new high technology industries of today and beyond. To this end, Homestead must develop an interconnected system of uses for the former United States Steel site which are mutually supportive of each other and the community's long range goals. My suggestions for the ingredients of such an effort are as follows:

Unification of Mon Valley Communities: Perhaps the first milestone on the road to the Homestead of the Future is the unification and revitalization of Homestead and Munhall, and adjacent townships if possible. Such a marriage will provide these two communities with a more unified and powerful base with which to pursue goals related to the Homestead Works site; a stronger, more unified tax base that will aid in the funding of important community projects; and will prevent these two communities from working at cross purposes. Since the development of the U.S.S. site will be the fruit of the combined labors of such a partnership, there should be an architectural expression of this new unity. The extension of McClure Street into a commercial/governmental center for both communities, extending onto the U.S.S. site and culminating in the municipal fairgrounds mentioned below, will represent the good faith of the Homestead/Munhall partnership.

The Development of Land for Light Industrial Use: The creation of an industrial park area on the site for the use of today's high tech industry is a key goal for Homestead, as it will provide new jobs and increase the borough's tax base. This new industry will also promote an influx of new people who would wish to live near a growing source of employment. The location of light industrial.

Municipal Fairgrounds: The Municipal Fairgrounds will provide permanent facilities for exhibits, cultural events, sports events, entertainment, recreation, and educational purposes. It will also provide a place for the display of artifacts from Homestead's industrial past, and its a way for the gateway clipper fleet.
Site Organization: Buildings on the site are placed in order to shape and to get views of the central and Riverfront paths. The McClure Street extension provides a central spine driving access to the waterfront and the interior of the site.

Site Section: This section shows the importance of the central and waterfront parks as a greening in the organization of the site. The superblock model provides a central spine driving access to the waterfront and the interior of the site. Larger buildings surround these green spaces.
located on the edges of the block, and interior pedestrian circulation to primary destinations on the site. These destinations include places of employment, the MAGLEV station, the McClure Street commercial link, and the waterfront park.

In light of the type of housing buyer which will be attracted to the Homestead Works site, any units constructed there should be of a type which will attract working people and their families. In my proposal, I have suggested the use of two kinds of units. Apartment units will appeal to young single people or couples just starting out, and also to older people whose children have grown up. Townhouse units are proposed which will appeal to professional families with several children. The aforementioned emphasis on the pedestrian requires that any housing at the U.S.S site be organized around attractive green spaces and piazzas, and provide for direct access to the waterfront, as well as to the other destinations on the site.

The importance of housing on the Homestead site cannot be underestimated. It will provide an increased tax base, a more rich diversity of occupants, and a general improvement in the overall Homestead housing market by attracting more potential housing buyers to the area. Care should be taken to ensure that new housing on the site does not directly compete with existing housing in Homestead in order to ensure that both types of housing are attractive to buyers.

The Creation of New, Technologically Advanced Transportation Links: My proposal projects that there will be new interest in the city of Pittsburgh regarding the implementation of cutting-edge mass transport technologies—specifically superconductor powered magnetic levitation trains (MAGLEV technologies). Homestead should attempt to cultivate this interest and channel it into their community, for several reasons. First, it may provide the beginnings of the high industrial research and manufacturing mentioned above. Second, a new transportation network is to be implemented in the greater Pittsburgh area, concepts should be made to attract it to Homestead in order to provide a more direct connection to the City in general. Homestead will become a place where people who work in other parts of Pittsburgh (such as downtown) will come to live, providing a greater diversity of residents. Integrating Homestead with the rest of the Pittsburgh area, when coupled with the prestige of participating in a ground breaking mass transportation project, can only enhance its chances of achieving its goals. Development of the

Matt Carter
Standard Unit: The Standard Townhouse Unit is a four-story unit available in two and three bedroom configurations. It provides living and study space, 2 1/2 bathrooms, an area left, and an interior parking space.

Combination:
1 Bedroom, no Loft
2 Bedroom, Attic Loft
2 Bedroom, Two Story
Living Area
1 Bedroom and Study left

A Vision for the Homestead Works Site Carnegie Mellon University Department of Architecture Prof. Stefani Ledewitc Fall 1989

The MAOLEV project should occur on the site of the existing P.L.AE. tracks in order to encourage a treatment of the tracks which is more sympathetic to Homestead and the projected developments.

Development of a Significant Proportion of Waterfront Land as a Municipal Park, Fairground, and Marina: In order to provide access to the waterfront for all residents of Homestead, the development of a municipal fairground on the waterfront is essential. It will fill an important purpose in creating a strong image for our site. The park will be directly linked to Homestead's new spirit as a technological center by providing the industries of the area with a place to stage displays of new industrial know-how similar to a World's Fair. It will also provide permanent spaces for other functions - carnivals, sports tournaments, outdoor concerts, and other events. The park will connect to the proposed Carrie Furnace museum, and will be less than a forty minutes drive from the city. It will provide permanent access to the waterfront, as will the boat house. The park will have important historical connections with the area through steelmaking artifacts which will be on display there. Its most important function will be to be a direct link to the water so all may make use of this amenity.

The marina will provide people on the Homestead Works site, in the surrounding Homestead/Munhall community, and in the entire Mon Valley region with a convenient and attractive place to service and maintain boats for use on the Monongahela River. A boat house will be provided in house community events related to the waterfront, as well as for the storage and repair of watercraft. The marina area should be designed in such a way to provide shelter to boats from commercial traffic on the river.

In conclusion, Homestead's best hope for the future is to capitalize on its past as an industrial center, translating this heritage into new opportunities in high-technology research and development. The most important first move would be to incorporate Homestead and Munhall into one community. After this key step, an active drive should be initiated to attract research and manufacturing interests to the area. This effort would include the solicitation of the MAOLEV train to the area. The last step would include the all-impor tance municipal park, and the housing, which would be constructed in segments as interest in the community took off. The result will be a new rejuvenated community, with a strong sense of its past and with good prospects for the future.

Matt Carter
MAJOR USES AND USERS:
The development of a High-School and associated facilities such as playing fields, libraries, and other spaces together with the primary intention of creating a mental center point and active school community that an area far larger than Homestead could benefit from. The school can take on a physical and locational relationship with the Carnegie Library for the purpose of suggesting an intimate connection between our significant pieces of the neighborhood. Current patterns already recognize Eighth Avenue as a shopping street for areas beyond as well as Homestead. Any new developments should focus on supporting existing shopping developments in any effort to establish a few convenience services walking distance from the new homes. The services would include a convenience store, a baker/potato shop, a small restaurant, and a laundromat. A larger scale along the Marina would be a building with more retail space, a housing club, a restaurant, and a public area for watching the marina. On the opposite side of the Marina there would be a movie theater.

Development of office spaces on the river would be in support of returning the image and function of Homestead as a city of workers, an image that has been lost in response to the increased density required to return Homestead to the prosperous city it once was. This movement, and alteration of the type of required spaces, would support the emphasis Homestead Blue collar origins in response to current national and local working conditions. The preservation of one of the buildings from the steel works site would be for the purpose of creating a steel heritage museum.

PUBLIC SPACES:
A riverfront park will be developed to coexist with the riverfront communities yet be aimed at providing major park areas for the neighboring residential areas. The riverfront park will additionally aim to function as a waterfront type park for recreation along the riverfront. Major uses will be considered, walking, and boat watching. A strip of public baseball fields will provide a buffer from the main tracks for the proposed neighborhood. These recreational areas will be connected to the riverfront with public walkways. All parks will be designed with the intention of being well-surrounded by the adjacent home owners.

North South Elevation and Housing Sector plan, Scale 1:130

Dan Cohen
HOUSING:
The plans of this housing development would look at the river front where a great effort would be made to create mixed-use housing with the emphasis on the use of the river. These units would include private boats, views, possibly transportation along the river. In short, people would choose to live here to be close to their boats and to the view of the river. Three hundred and sixty efficiency units would be in five-story riverfront apartment buildings featuring views and large terraces. One hundred and eighty single-family units of three types ranging from attached townhouses to luxury would be served along streets connected to the river from two larger terraced apartment buildings with thirty units each and facing the marina.

Dan Cohen
USES: booting

The housing occurs in two forms: waterfront and cul de sac. The waterfront housing takes advantage of views along the water and is appealing to people who own a slip at the marina. In order to monopolize on this amenity to further increase the tax base, density is higher here.

Although the cul de sac housing does not have a view of the river, it does have connection to the water via the recreation path. The units of this type were designed to have flexibility of their spaces, to allow for a wider variety of lifestyles from the elderly to the parent with an office at home.

The light industry serves not only to provide jobs, but also draws people to live near where they work. The industry is contained in a strip served by a road paralleling Eighth Ave. Industry need is strictly for the light industry, removing truck traffic from the retail area of Eighth Avenue. This road also serves to link the industry of the Flats with that of Whincop in the west and the World Class Steel Processing Plant in the east.

Albert de Santis
The waterfront park

The canals are connected by streets, a pedestrian path through the housing and, more importantly, along the Ward Canal and Union Canal. In this vision the canals are assumed to be semi-natural, and the Canals Park - a mixed use retail area - may often resemble a park. The Canals Park is intended as a focus for renewal. The waterfront park is situated on either side of the canals and linked by bridges looking down the canals. The park is enriched by recreation areas and continuous scenic views that, of course, are enhanced by the nearby bridged and park facilities in the Great Heritage Museum. This implies the opportunity for expanding the area to future waterfront developments.

recreation fields and path

Another pedestrian path with the potential for future expansion on the recreation path. This path traverses the middle of the site from the baseball fields in the east to the soccer fields in the west is the major pedestrian linkage across the site. West of the Ward Canal, the recreation path connects the housing to the canal into several playgrounds containing different types of playground equipment. East of the Ward Canal the path connects the housing to the baseball recreation centers and the soccer fields.

retail

The small area plays an important role in the character of Ward Canal. Shown the streets and retail side sidewalks and terraces overlooking the canal. Some of the flats' finer restaurants and nightclubs are located here. At the north end of the street is a performance area for magic shows, bands or dancing. This is located just north of the shopping square which receives pedestrians from the waterfront park or connects them back again.
View to Hotel   New Retail Street

View Looking From McClure Street

3rd Floor Alternatives
Looking at the larger framework of the Flats, traffic works in a series of loops serving the three zones divided by the canals, and is connected by a street paralleling the northernmost railroad track (the south track has been burned to aid traffic and is now Industry Road). The loops can be accessed from this street off the High Level Bridge off-ramps, or directly from Eighth Avenue.

What has been described in the proceeding text reflects three basic objectives: Most importantly, it is the integration of these features. A framework of pedestrian and vehicular access occurs among the different uses and amenities in the Flats. These uses and amenities also link to Homestead and the Mon Valley. An example of their relationship to Homestead can take the form of restaurants and entertainment in Ward Canal serving off the local housing and business district or the way Eighth Avenue gets an increased population through tourists and new housing. To connect the Mon Valley, water taxis connect other developments along the Monongahela. In land, made for uses along the Mon, the way Industry Road links with the industrial fabric surrounding it.

Another goal is to create places which are identifiable through their function, character, and name, for example, Union Canal is known for its marina and boat storage.

The final goal is the attraction of these features to business and future residents through the creation of destinations with a diversity of functions and characters. While Union Canal has private docks and walks, Ward Canal contains entertainment and shopping.

The firm of de Santis and associates would like to create a new fabric on the Carnegie Steel Company site. One which is sympathetic to the site's history to Homestead, and to what surrounds it, for it is the integration of uses that allows a community to thrive.
RIVERVIEW DRIVE

THE RIVER IN THE FUTURE

The river is an important key in the future of the Mon Valley. With the recent development of Sand Castle Park, the proposal for the Steel Heritage Museum, the Pittsburgh Technology center, we see a strong desire to redevelop the waterfront. In redeveloping the Homestead Works site, Homestead and Marshall must find an appropriate plan to tap into the future. As the first municipality outside of city limits, Homestead Works has great new possibilities such as housing and recreational uses on and along the waterfront.

URBAN DESIGN

This scheme focuses a combination of uses on the site: housing along the waterfront, leisure type amenities on the waterfront, and light industry - office. The concept of this scheme is a river drive to make the waterfront more accessible to the public. An industrial park is proposed along the tracks from Weirton to the new proposed World Class processing plant. In order to encourage and handle the growth, a new access road is proposed along the railroad tracks connecting to 837 on the outside edges of town. (See site parti).

AERIAL PERSPECTIVE

RIVER VIEW DRIVE

William Gittings
The development of the site between the High Level bridge and the railroad overpass is the catalyst for the future. The entertainment pier would act as a new landmark for Homestead and Munhall in the Mon Valley, a place for leisure on the waterfront, and a link for transportation. The pier includes a dock for the Clipper boats, transportation to adjacent amenities, boardwalk, restaurants and gift shops, exhibition and market areas, and theater. The marina and recreation center will also help create a new identity for the Homestead Works site. The marina includes an amphitheater overlooking a small craft harbor, a boat house, boat shop, restaurant and one hundred slips. The relationship of the housing to the waterfront is also very important to attract new people. This is what will help bring new people to the area. The area between the 8th avenue commercial district and future housing has a great potential for office and light industrial development.
MOUSING

Homeilead u a «own with a frtai sense of community: This is sensed in its small scaled streets lined with many parks, churches and social halls. The fabric of this community provides many amenities.

This scheme proposes to continue developing this tradition, yet, now with participation of the river. This was demonstrated at the urban design level with the various amenities along the river linked by public parks and boulevards. The aim is to emphasize this through the design of cul-de-sacs each with views of and paths to the river. There are also walking paths connecting the cul-de-sacs and common green spaces to a central park space connecting to the riverfront. As a result of the site planning, two prototypes of units are proposed, the waterfront unit and the typical unit.

WATERFRONT UNITS

Siting Design

These units lift off of ground on edge of park for best view of the river. These units are designed to form a wall for the park.

Unit Design

These units lift the living spaces off ground to get the best views possible. The spaces are organized off a circulation spine which helps bring light deeper into the unit. The unit has two distinct images, the front conforming to the language of the cul-de-sac housing and a bolder, more evocative image appropriate for the waterfront.
Typical Units

Siting Design
The cul-de-sacs are used for their strong relationship to the water. Each has a powerful view of the river as well as a strong order of space within itself, consisting of a gate, a corridor, and a court. A system of walking paths connect the cul-de-sacs to each other and to common space flanked by apartment buildings.

Unit Design
These units are designed for a more formal front face-relationship to streets breaking up to a looser relationship to the rear courtyard. Within the unit, a hierarchy of spaces is used to strengthen the importance and relationship of rooms where the most important space, the dining-family room, is a two-story atrium overlooking the courtyard.
For many years, the closing of United States Steel's Homestead Works has been seen as a tragedy which would ultimately lead to the demise of the Boroughs of Homestead, West Homestead, and Munhall. The resulting depression has effectively left the development (social and physical) of the Homestead Area at a standstill. With the demolition of the mill, the time has come for the grieving process to end. It is now time to recognize the United States Steel pullout as a great opportunity for the community.

Few communities have the opportunity to directly influence their future by developing large areas of open space such as the one made vacant by the Homestead Works. Essentially, Homestead is being offered a clean slate with the option to dictate its own future. This future, however, is no longer that of the industry which once owned the town but that of the citizens who can now use it to create their own destiny.

The new vision for the future of Homestead will require a strong sense of place. The community which once relied on the steel industry for meaning will now have to look forward for a new identity. Homestead must begin to think of itself in terms of tourism to give the area a new sense of place and put the old to rest. The vision of the Valley, however, must be more specific and draw upon its past as well as its future for this identity. The creation of the Steel Industry Heritage museum complex will act as a catalyst to preserve the remnants and memories of the historic district. Any development within Homestead should begin to recall and relate to the rich history of the area. This theme must be carried out in demonstrating the progress Homestead has made and comparing the past with the present and even the future.

Several precedents exist with a character similar to that which Homestead should strive. The town of Johnstown, Pennsylvania has successfully drawn national attention to itself as a community with a strong history. The great Johnstown Flood of 1889, which took a large toll on the people and property of the area, is now being exploited to the advantage of the community as it calls attention to the town from all across the country. Another example worth noting is the area of Corning, New York. By piggy backing the main attraction, the town has managed to revitalize itself and work in conjunction with the Glass Works. This was accomplished...
with several links between the two. Perhaps
the most noticeable of these is the double-decker bus system which carries
tourists from points of interest after parking
in a central lot.

The design of any future development in
Homestead should revolve around a few
basic activities. As mentioned previously,
history must be a dominant theme of any of
these. The new development within
Homestead must be linked with the
existing points of historical interest. These
points include a restored Eighth Avenue, the
Carnegie Library, and the Rose Building all
located within Homestead. Points of interest
on the former steel site include the hole in
the wall, the Pinkerton landing site, the train
station, and the Sardcastle Water Tower.

Another important link should occur outside
the community with Kennywood
Amusement Park and the Sardcastle Water
Park. This link will create a strong fabric
which will serve to integrate the
individuals. A strong retail core should be
introduced within the Homestead site to
complement that which exists on Eighth
Avenue. The new development at the end of the
business district on McKean Street, will not
only promote the retail business in Homestead
but it will also serve as a connection between
the two communities. However, this link can
only be successful if the commercial
amenities in the new development are not in
competition with those presently existing
within Homestead. For example.

Homestead's Eighth Avenue primarily
serves a daytime clientele with office and
service uses. With the proper critical mass,
the new development can offer entertainment
and commercial uses which would not compete
with Eighth Avenue. This will help to keep any
ew development on the mill site from creating an enclave
divorced from the existing town.

Continuing education is another area which
must be addressed in any proposal for
Homestead. Facilities must be established to
address the need for retraining as well as
training by those in the community who
have many skills to share. Recreational areas
also serve as an amenity to small businesses
which may not be able to afford private playing fields
for employees. A large concentration of playing fields has been in
great demand in the Fairmont area for some
time. The Homestead Works site offers both
a chance to address this need and create a
stable form of land banking for future
development as well. Finally, the

David Kunselman
nature of a community which promotes reflection upon past and future should be acknowledged. The development along the river’s edge should engage itself in more restful activities and provide a haven for both rest and relaxation.

The largest group of users in the new riverfront development are certainly the residents. Those expected to be attracted to the valley are an assortment of people who are looking for a slower pace and lifestyle. These people will not only include retirees, but families as well. The growing number of non-nuclear families should also be recognized. Another group of users of the development will be tourists. This group will be primarily interested in the museum and other surrounding monuments but must also be enticed to enjoy Homestead’s restaurants and shops. Athletes and spectators drawn to tournament play and practice on the site will also bring a large amount of revenue to restaurants and shops located on site. The recreational boater is a user who will enter the site from the river. A user group not to be ignored is the large number of existing Homestead residents. It is extremely important that the people who live on the hill feel welcome to participate in any development and activity which takes place in the valley below. This can be achieved by carefully linking the communities with both streets and services which are beneficial to both users. McClure Street, Amity Street, and City Farm Lane are all potential linking routes. City Farm Lane is made important by its historical significance.

When designing housing for the former United States Steel mill site, it is primarily necessary to take advantage of the river. Housing located in this area should border the river from park to offer the view and proximity of the river on one side and the amenity of the recreational playing fields on the other. A strong connection of the two public spaces should also be addressed through the housing development. The people of Homestead have been deprived of this amenity for as long as the mills have existed. Now, however, they have the opportunity to focus on the river as a main center of recreation. Just as recreation is necessary for any development, other non-sports open space is also important. Parks and planting will help to transform the negative image of a steel town into a positive one. Although it is necessary for any new housing development to have its own sense of place and neighborhood, the housing along the river should not become its own enclave separate from the existing community. This problem may be addressed by layering the users on the site as not to isolate the housing
by imposing uses which act as barriers. Parks and recreational areas create a strong public open space which help to integrate the housing development into the community.

Access to the site is one way to strongly connect the riverfront development with the existing community. Access should be provided from all major through streets on the Homestead grid. The ramp from the Homestead High-Level Bridge and McClure Street are two such examples. The development on the north side of the river will require additional connections to facilitate increased traffic on the site. The link of the new development to Homestead at McClure Street should also be recognized with such markers as increased street width, change in paving materials, and increased street planting.

River access should edge, it is not constantly weaver. It should meet the river at major points of public interest.

Public transportation can both link the river development with the existing community as well as link Homestead and the City of Pittsburgh. Public transportation to Homestead and the City of Pittsburgh should be considered to allow senior citizens, tourists, and the handicapped to participate in all the Homestead has to offer. A shuttle service with well-marked stops is an obvious solution. The public transportation link of the PATrain, PAT buses, and the river must all be explored to adequately link Homestead to other Pittsburgh growth communities.

On site destinations of the riverfront development certainly include the river itself. Marinas, parks, recreational areas, and tourist attractions should all be well pronounced and easily accessed. The proposed retail core and any institutional buildings must also have similar prominence.

CRITERIA FOR EVALUATION

Does the proposal offer an economic base of employment and tax revenue to encourage the revitalization of the existing properties in Homestead?

How well does the proposal serve to strengthen the existing community links and amenities which tie it to the proposed riverfront development?

Does the proposal provide a strong identity for Homestead which will focus local and regional interest in the area and the Mon-Valley?
The Riverfront is developed into a park which stretches along the entire length of the site, extending to the Heritage Museum upriver and to the new Sandcastle Water Park to the west. Within the Homestead Works site, the park becomes a pedestrian link between the mall to the west and the marina and its restaurant and shops to the east. Along the river edge is a raised walkway from which descent stairs to secondary walkways a few feet above the water. These public docks could be use by shoppers who wish to travel by boat. A larger landing is also provided for the Gateway Clipper which might make the trip up from downtown Pittsburgh for special events. A small performance area at the water edge can serve larger crowds sitting in the grass by moving the performers to the riverwalk itself. Serving two activity centers, the waterfront park becomes an activity center of its own.

Behind the riverfront park, housing on the site is organized around linear semi-private parks owned by the residents of the housing development. These finger parks are raised above the level of the surrounding streets, giving the residents in the space the sense that the riverfront belongs to them while discouraging the public from coming to the same conclusion about the finger parks. While each unit has its own private outdoor space, the central space is maintained for the use of any who might want a little more open ground. Pedestrian traffic is encouraged primarily back and forth to the river but is also served by walks that cross the blocks, stepping up and down from road to garden. At the main intersection of these walks, object structures are placed within the central green space to provide a sense of community even within the single block.

A more public connection to Munhall and Homestead is made through the creation of green streets. These two streets actually have no buildings facing on them. Murdock street extends through the Homestead Works between a set of multi-family apartment units to the east and some small scale professional buildings to the west. The multi-family units face onto a residential street and have individual balconies which overlook the public green street. The office units from onto the parking area which services them, using the green street as a place into which to view. (These office units are also within easy reach of the waterfront park.) A second green street leads from the marina to the Homestead Public Library (in Munhall). To the west are more multi-family housing units. On the east is a private recreational facility with its parking area behind a greenspace. These two links serve residents coming from Munhall and Homestead in much the same way the finger parks serve the residents of the individual blocks.

Norman Larson
The Homestead Works has been dominating the river’s edge for as long as most Homestead residents can remember. Until a few years ago, the Works also played a large role in the lifestyles of the community. The new uses for the site should respect the site’s heritage and reassert a strong physical and economic influence on the communities of Munhall and Homestead. Instead of being a barrier between the river towns and the water, the site must become a link between the two. The provision of a public waterfront park for use by both the new residents of the site as well as the current residents of Munhall and Homestead is a key issue in the design of this project. Economically, the new uses for the site should provide a variety of job-creating opportunities that could breath new life into the economies of the Monongahela valley.

The provision of a public waterfront park for use by both the new residents of the site as well as the current residents of Munhall and Homestead is a key issue in the design of this project. Economically, the new uses for the site should provide a variety of job-creating opportunities that could breath new life into the economies of the Monongahela valley. The relationship of the former steel mill site to the larger Pittsburgh area provides for several such opportunities. Downtown Pittsburgh is only a few minutes away by automobile and a quick method of mass transportation could easily be provided along the existing railroad rights of way. This ease of access makes it easy for people who work in the city to live along the waterfront in Munhall and commute into Pittsburgh for work. The strength of the existing transportation links to other communities makes it possible to establish Homestead as a daytime destination through the construction of a large-scale retail development project along the river. Currently, residents of Pittsburgh must travel all the way to Moonville or West Mifflin to get to a large-scale retail mall. Unique in its ability to take advantage of the riverfront and its amenities, a mall development in Homestead would also be easier to reach.

The edge conditions of the Homestead Works site have a strong influence on this design. A large-scale retail facility (and its required parking) have been placed under the Homestead High Level Bridge within the exposed structure of a steel shed. The construction of a better intersection on the bridge provides easy access to the mall parking areas for shoppers coming across the bridge from Pittsburgh. Also served by this intersection is a bypass for truck traffic through Homestead which serves a production zone of light knit structures along the railway line to the South. Manufacturing buildings adjacent to the railroad are serviced by a siding adjacent to the main line. The tight knit buildings in the production zone serve as a buffer between the housing areas and the railway lines. A linear public park provides access to the waterfront park for both the current residents of the Mon valley and the new residents of housing on the site.

Access to the site is made only at certain key points. The large scale retail area has easy access to the bridge as well as to the communities of Homestead and Munhall on the hill. Traffic moving toward the waterfront is separated from the residential areas on the site to provide these areas with a greater sense of privacy. Parking for the waterfront park is provided along the street rather than in parking lots which would diminish the presence of the greenspace. Automobile and pedestrian traffic bridges over the railroad tracks rather than crossing at grade to diminish the sense of the railway lines as a barrier and prevent extended delays resulting from the passage of long freight trains. The existing railroad’s rights of way have been modified to establish a trolley line into the downtown Pittsburgh area.

Norman Larson
Homestead Works

Housing

Norman E. Larson

The residential areas of Homestead and Munhall are typically of a single family nature. People tend to live in small homes of their own rather than in larger multi-family units. There are few of these multi-family units except along Eighth Avenue. Because the appeal of the riverfront site to potential home buyers comes from the desire to get away from the city, there are few multi-family buildings in the new Homestead Works site. Density is increased through the reduction of duplicate circulation and the use of communal semi-private space. The density of housing in the Homestead Works site is seventeen units per acre.

A key element in the design of all of the housing units on the site is the separation of the enclosure and form of the building from its structure. Drawing on the ideas of having the new mall play upon and within the structure of the steel shed, the structure of the unit has a tendency to pull away from the walls to reveal columns as objects within the spaces. Usually the columns stand only six inches away from a wall surface but in each unit there is a column which is several feet into a space. The presence of the columns and beam divides open spaces without creating a real barrier.

There are three types of units on the site. The most common is the single family unit for which plans appear at the top left of this document. This unit is organized more rigidly at the formal front side of the house and more playfully at the less formal rear. The structure of the unit extends beyond the exterior walls to provide a sense of shelter to the private outdoor spaces as well. A metal grid is used as a scrim to give the formal front of the house a single face. It is this scrim of metal which takes on the notion of 'house' through the manipulation of the grid and the attachment of simple artifacts.

There are two types of multi-family units on the new Homestead Works site. At the top right of this document is a plan of the unit which would have its back to the public green street. The individual apartments can be used as two bedroom units or single bedroom units with a home office. Each unit has a large outdoor porch which overlooks the green street to the rear. Not detailed is a similar unit which ends the finger park on the opposite end from the river. These units have a parking garage underneath and outdoor private spaces which face the communal greenspace to their front.

The buildings along the riverfront drive in the Site Sector are one or two bedroom single family units which are set into the slope leading to the finger park. An outdoor patio space is located off the second floor on the roof of the garage and has access into the communal semi-private space.

A Vision for the Homestead Works Site
Carnegie Mellon University
Department of Architecture
Prof. Stefani Ledewitz Fall 1989

Norman Larson
MARINA ON THE MON

VISION STATEMENT

For years, the closing of the Homestead Steel Works has left the Borough of Homestead, West Homestead, and Munhall in an almost unsustainable depression. The closing of the mill not only with its more than just jobs and an economic base. It took with it an identity that these communities drew upon to form their lifestyles. This situation has kept these communities from participating in the economic growth that has revitalized the Pittsburgh region. With the opening of the Homestead Works site to new development, these communities have the opportunity to escape from this depression, establishing a new identity for themselves that can carry them into the 21st century.

Included in the development strategy of the Homestead Works site is the creation of a marina to serve the lower Mon Valley recreational boating community. The marina itself would be part of a larger revitalization program which involves the rest of the Mon River Valley. The marina provides the region with a highly desirable amenity. Until recently, the Mon river was polluted and primarily used for transportation, with little or no recreational boating functions. With the closing of the mills and the introduction of new lifestyles into the Pittsburgh area, the river has become more recreational in its use. The marina, which is excavated, brings the river closer to Homestead, a community which, for a long time, has had no direct connection to the river.
A vision for the Homestead Works site

The marina would also bring in a large amount of activity and energy to the Homestead area. This marina would also act as a destination for the people away from the other recreational activities of the area. These activities would include playing fields which would serve the existing communities, as well as the regional needs. The marina would also be a source of income for the number of people who would use the marina and its facilities. A public waterfront can also benefit from the marina. The marina would act as a starting point or destination for people walking along the waterfront, which would continue down the river. Public and recreational spaces should embody two ideas: public spaces should be used to encourage people to walk along the waterfront, which would benefit the existing businesses in the area.

The marina would also be used as a selling tool to draw businesses into the area. These business units would include a mixture of office spaces, retail stores, and restaurants to attract workers and businesses, which would complement the existing business district of Homestead.

Residential communities should also be introduced onto the Homestead Works site. With the introduction of the marina as a desirable amenity, housing close to the marina or the waterfront would be attractive to people looking for a waterfront property in lower Mon Valley. Of course not all housing can be oriented toward the waterfront, or have strong ties to it, therefore a mixture of housing is appropriate. These units toward the back of the site would have connections to the surrounding businesses of the site. These units would be ten dense in program than those along the river and would be internally focused, with 'block' spaces. Pedestrian links to the river from these units could help unify the overall housing scheme.

To help define the area closest to the railroad tracks, a focus of larger scale office spaces and retail uses would be needed. A majority of the traffic would originate here, and this area would be isolated from traffic and noise.
Access to the site is also an issue that can help link Homestead to the river and beyond. Primary vehicular access should occur at the major roads of Homestead. These would include McClure, Amity, and City Farm Lane, which would be on axis with the Carnegie Library of Homestead.

Public transportation can both link Homestead to the new development and to downtown Pittsburgh. Transportation via train or bus to the downtown area is important since Homestead is considered by some to be a suburb of Pittsburgh. This access to Pittsburgh would also be a benefit to families who would be able to commute to downtown to enjoy the city, while enjoying the proximity of Homestead to other uses.

The key issues that should be stress for future development of the Homestead site are:

- Amenities such as a marina and recreational facilities should be included in the program in order to tap into the economic flow of the Mon Valley, which also serve the existing communities.
- An strong identity for Homestead that will focus local and regional interest and carry it into the 21st century.
- A balance between uses and functions that will provide Homestead with a diverse, active community.

Ladd McGuffey
Andrew Carnegie successfully cornered the market in steelmaking around the turn of the century through his ingenious plan of vertical integration. By controlling all the industries related to the process of producing steel (from coal mines to railroads), Carnegie was able to create an empire which could perpetuate itself; it was entirely self-sufficient.

For nearly a century now the steel works have physically, politically, economically and socially been a dominant force within the Mon Valley. The absence of this great power, around which Homestead has developed, has created a void which desperately needs to be filled. Homestead, although it has much of the structure of a larger town, stands now incomplete. If Homestead is to become a community that is widely perceived to be a desirable place to live, shop, learn, work, worship, and enjoy one's leisure time then H E R C.'s major goal needs to be one of filling the missing pieces into the puzzle.

Stead Hall is the centerpiece of the newly revitalized steel towns along the Mon. It represents the successful integration of a new community within the existing town. While it retains the old community and its heritage, it no longer is a steel town dominated by U.S. Steel. Stead Hall is a place where businesses are choosing to establish themselves. Stead Hall is the perfect environment for these businesses. Its location along the river is ideal, while its proximity to downtown is ideal (as are schools), the rich ethnic heritage and its attractive environment along with its newly revitalized downtown shopping district have transformed this place into an area attractive to new businesses and homeowners.

In order to replace the political strength that the steel town once held over them, Munhall, West Homestead and Homestead have bound themselves into one political entity called Stead Hall. The seat of this new government will sit at the edge of Stead Hall Park, at the junction of what used to be the division of Munhall and Homestead. All government bodies are located here, as well as other mixed municipal offices. Stead Hall is a community which works in conjunction with the rest of the Mon Valley towns. Similar to Carnegie's vision of vertical integration these new towns need to work together in order that they may become self-sufficient and never again subject to a company-town rule.

The incorporation of a daycare center, a new restaurant district, a movie theater and the new supermarket/flea market along 8th Avenue have restored the town to a complete, self-supporting community that has all the modern conveniences both businesses and families value. The daycare center, subsidized in part by local businesses, serves the families of Stead Hall and adjacent communities who must cope with either both parents working or single parent families. The Park in Stead Hall, which supports activities such as bicycling, walking, running, fishing, and picnicking, connects the community. The Stead Hall and adjacent communities who must cope with either both parents working or single parent families.

The Park in Stead Hall, which supports activities such as bicycling, walking, running, fishing, and picnicking, connects the community. The Stead Hall and adjacent communities who must cope with either both parents working or single parent families. The Park in Stead Hall, which supports activities such as bicycling, walking, running, fishing, and picnicking, connects the community. The Stead Hall and adjacent communities who must cope with either both parents working or single parent families.
Parking within these neighborhood blocks is organized into small clusters in an effort to provide greater opportunities for social interaction within the block and along the streets. This parking organization allows homes to be located in close proximity to the sidewalks. This might encourage people to talk with those who pass by their porches during an evening walk. The parking closer concept also recognizes that the necessity of a dual-income family precludes much of the daytime activity in neighborhoods. The parking of a car may represent the only site open outside during the week and could be a good way to keep in touch with neighbors.
This single-family unit is designed with both a dual-income and traditional family in mind. There are three main features which recognize the changing social patterns of such a family unit. The large kitchen/dining/study area accepts the notion of a family whose time spent together occurs mostly during meals. The security and the safety of the backyard and courtyard spaces is ideal for parents who worry about where their latch-key children are after school. The unit is flexible in that it provides four upstairs rooms which could be used not only as bedrooms but as offices, a study or a playroom.

Unit B is a multi-family unit which combines a one-story, one bedroom unit on the ground floor with a two bedroom unit above. A deck provides outdoor living space for the upstairs unit while the downstairs unit has its own back yard. Both units have spacious living rooms in lieu of a large kitchen or dining room. These units could be purchased as one and either used as a single family unit or one of the floors could be rented. This would be an ideal relationship for those who want to care for their elderly parents yet do not wish to share the same living space.
Within the Pittsburgh region it is difficult to find occasions when public spaces are created in contact with the river’s edge, the edge that formed the town and an important reason for the existence of these towns. With the demolition of the Homestead Works, the waterfront that has long been occupied by industry becomes available for development. The people of Homestead have the opportunity now to take advantage of the river and its adjacency to their town. They can take advantage of the river in many ways; manna housing overlooking the water, a public park on the waterfront, recreational spaces, or an office center that has a unique setting on the river. Homestead can best take advantage of the site by mixing many uses to create a development that can support the growth of the town.

The connections to the existing urban fabric are important. To enable people to use the waterfront, they must feel that it has become a part of Homestead. The line of separation that the existing railroad tracks create must be broken down as a barrier. Different uses on the site such as housing and retail create their own scale and order which tends to divide the development into different zones. A goal of the design is to make up of these different parts supporting each other.

The scale of existing Homestead at the West end of Eighth Avenue begins to break down from the retail areas near the high level bridge to the industrial areas near the West End Bridge. A major connection can be made here on axis with the Library, tying the end of Homestead to the marina and housing areas. The character of the end of the site near the high level bridge, including the bridge’s large size and heavy traffic flow, dictates a use other than housing, most appropriately, an office or light industry complex. This complex would be tied into Eighth Avenue and the FDD Avenue ramp.
The infrastructure, the streets and the public spaces, would be key in creating a whole instead of many parts by creating an underlying structure that would run throughout the development. The different uses would take place within the infrastructure and would each have a different character, but would have a relationship to the whole. These relationships to the main order would be as important as the design of the separate zones themselves.

The public spaces, the waterfront park and the recreational facilities, are the most important part of this development. By bringing the river's edge into the site, the connection to the Eighth Avenue businesses can be much stronger. The public spaces count on both the new development and existing Homestead to provide the people and activity to make these lively outdoor places. The visibility and access to the new development on both the pedestrian and vehicular scale is as important as the design of these spaces, specifically to Eighth Avenue, the main area of use in Homestead.

The housing on the site attempts to take advantage of the views and edge of the river. The island, created by the desire to bring the river closer into Homestead, provides a protected edge for housing with private docks. The units are flexible, with the opportunity to have different size units with varying numbers of bedrooms all within the same basic housing shell.

The following are the three most important objectives for the redevelopment of the site:

1. An infrastructure that can tie the different uses together and continue to function if, over time, the uses change.
2. An attempt at making a link back into existing Homestead to connect the town across the commercial area of Eighth Avenue and the railroad tracks to the new housing and public open spaces.
3. A job-generating use that can in connection with the existing Homestead fabric help to generate support for the community and both the new and old housing developments.
Within this basic housing type, different combinations of spaces can be created. The units can have additional spaces on the lower level depending on the proximity to the water level. Two story spaces can be created by dropping a bedroom or moving the living spaces from the main floor to the lower level, closer to the water.
The project would be grouped into three phases of development:

The largest part of the first step of the development would include the digging to create the inlet and island. The fill from the excavation would have to be moved to the East end of the site to raise this portion of the site to prepare the site for building. The marina would be constructed as well as the public open spaces and recreational facilities. During the first phase of development the activity generated by the marina and public park spaces would have to support the retail center, so it would only be partially constructed during this phase as determined by its proposed need.

The second phase would consist of the housing portions of the site. This includes the island housing and the housing located at the West end of the site. With the completion of the housing the retail center could be constructed, as the center could be supported by the people coming to the site as well as by the people living on the site.

The third phase of the development would consist of the construction and marketing of office buildings on the East end of the site adjacent to the High-Level Bridge. This part of the site would generate money and jobs for the town and help in its regrowth. Direct connected, the office complex would hopefully be able to offset the costs of maintaining the public open spaces and recreational areas on the site.
Units placed at the edge condition of the housing area are three stories high. The units differ in plan and elevations from their location on the edge. The edge requires different types of elevation and plan treatment. The units facing the river park differ from those facing the riverfront and loop road.

Units facing the river park are placed in a unique condition. The street exposures for these units are on the opposite side of the unit than the river exposures. The street elevations (with broken massing and subsequent smaller scale) are designed in a larger scale to face the public nature of the street. Main living spaces of these units are located on the second floor to detach the occupants from the public nature of the building context. Two story living rooms face the river exposures for dramatic park and river views. Study/loft bedrooms are located on these levels. Each unit has a private parking space facing the river.

Units on the loop road facing the cove marina are very similar except for the front exposures. The front entry, elevation is the same as the river elevation of the river park units but faces the loop road, public green space, and the marina below. Driveways and garages for these units are located in the rear of the site facing the alley. Detached garages and parking of common areas.

James Virgona
The neighborhoods of Homestead Cove are divided into various sectors. Housing within these sectors are selected according to their lot size and location. There are two average lot depths in the sector. One set is approximately sixty feet deep and the other is approximately one hundred feet deep.

The sixty foot deep lots are located toward the edge of the sector. Some plans of land face the river park. In these lots, street exposures become the 'rear' of the buildings and river or cove exposures become the 'front. Grade changes contribute to the separation of private terrace space from public spaces. The sixty-foot deep lots face the river and the twenty-foot deep lots face the cove marina. In these lots, street exposures become the 'front' and alley exposures become the 'rear' of the buildings.

Alley systems in the sector connect to the secondary circulation system and parking for the loop area. In addition, these alleys lead to recreation places and to streets or circulation systems which lead to the river park areas.
OLD HOMESTEAD

Peter B. Wolcott Jr. 
December 7, 1989

As the boroughs of West Homestead, Munhall, and Homestead struggle to survive despite a crippled tax base, their standard of living fights to be maintained as well. In order to reestablish their tax income and provide opportunities for the workforce there is pressure to allocate the mill site solely for industrial, commercial, or business uses. All of these private developments would not only squander potential for waterfront development but also cut off the riverfront from the public as the United States Steel once did.

One possible alternative is to unify the three boroughs into one town that enjoys taxes from all proposed developments on the former mill site. The unified township, "Old Homestead," must have a new public image based upon its rich history that can occur in a town square that is surrounded by government and municipal functions including, the town hall, police and fire departments. In order to gain the most prominence and exposure, this new town center should be located adjacent to Eighth Ave.

The next objective hinges on making the waterfront accessible to both the new residents of the site as well as the people of the greater Pittsburgh area. In physical terms, this means zoning the river's edge as mostly public park space integrated with limited clusters of housing.

The means for accomplishing this restructuring on such an immense scale, rely mainly on the waterfront amenities, but also include:

- The attraction of the waterfront housing is something very new to Pittsburgh making this development one-of-a-kind.
- The fact that Old Homestead is extremely close in proximity to both the downtown and Oakland work force makes it desirable for housing.
- The creation of a high speed rail line that could connect the proposed research and development zone with the new research and development university facilities. This line could also serve the commuter population in town.
- The waterfront park can begin to change the way in which people think of this once polluted steel town.
- The steel museum and outlet mall (K-Mart, JcPenney, and Giant Eagle) give the site much more exposure to people on a regional level introducing them to the new idea of housing near the river.
The urban diagram described above, has two major intentions. 1) To create an attractive public link extending from McClure Street down which draws people to the river. 2) At the water's edge, several places help people to appreciate the river along its newly exposed coastline.

The new town square located at the top of this major axis has as its focus the town hall building. Other public and municipal functions occupy the buildings which enclose the town square punctuated with rows of trees and sidewalks that connect back to Eighth Avenue. One can imagine campaign speeches, parades, and outdoor movies taking place here.

Further along the McClure axis, the recreational side of Old Homestead sits in front of a protected harbor on the Monongahela. Here people fill the streets, taking part in activities from fishing, boating and trips on the Gateway Clipper to specialty shopping and dining alongside the river inlet.

A layer of office or light industrial buildings lies between the housing and the train tracks. This zone would insulate the housing from the tracks as well as bring a day-time population to commercial Eighth Avenue. This, combined with other light industrial buildings next to the museum, would provide many career opportunities for the township.

Lastly, the housing development will begin to infill the site creating an extension to the existing neighborhood support base. In order to ensure a cohesive bond between the proposed neighborhoods and existing, a variety of single-family townhouses should be mixed with other groups of non-nuclear family housing such as those for divorced and single-parent families. The main idea being that the children can be a common bond between the neighborhoods, both old and new.
HOUSING ALTERNATIVES

**TYPE I**

The main intention on McClure Street is to convey a strong sense of public place in order to make people feel welcome and compelled to move down to the waterfront. The first step in developing the appropriate scale of this street is to enclose the space with units four stories in height to ensure a feeling of prominence and therefore public in nature. In comparison, the units behind these relate only to their own neighborhood and have no larger responsibility defining a more private scale. Furthermore, the formal scale of McClure Street would require a wider than average setback of approximately 30-40'. This also gives the houses in this street room to grow and mature with a separation between dwelling and vehicular traffic. Lastly, the street itself should have on-street parking on both sides of the two lane avenue. The parking helps to buffer the front lawns and dwellings from the street.

**TYPE II**

Moving down McClure and out onto the waterfront, the building height jumps to five stories to give the harbor wall a sense of permanence for visitors approaching by river or by the High-Level bridge. This recreational area is another "face" of Old-Homestead which relates to not only the townspeople enjoying boating or fishing along the boardwalk, but to a regional population enjoying a trip on the clipper or traveling to the Steel Heritage museum or outlet mall. At the same time the scale at street level is broken down for the pedestrian keeping the character intimate and meandering. This street can carry parking on one side of the road, with only two lanes of slow moving traffic which preserves the human scale of the street. Because of the need to be five stories in height combined with the lack of yard space, these units should be apartments.

**TYPE III**

The ancient court layout in this last type is intended to create a beneficial environment for family housing. The dead-end street prevents the possibility of through traffic. The units are protected by mature trees and open spaces for children. The right side doors through the courtyard housing give access to the public side that is a private domain. The physical density of the surrounding units also cushions this neighborhood from public intrusion.

Peter Wolcott
ADAPTABLE HOUSING

The main theme for these family units attempts to adjust and respond to today's varied family types. Without actually being able to afford the luxury of a custom house as each family might require, a new strategy was implemented. A base unit was conceived of along with several possibilities for expansion. Each family, whether a divorced working single-parent with one child or a nuclear family with four children, could add up to two extra rooms according to their needs. They would be able to choose from many design possibilities already created by the architect. To make this feasible, a structural framework would be built as part of the initial construction. As a family buys a unit or makes the decision to expand, the smaller, lighter structural components complete the addition while the family is able to inhabit the main part of the unit. The expansion possibilities for the home-owner include:

First Floor:
- Screen porch
- Enclosed porch
- Dining rm/ playroom/ family rm
- Outdoor patio

Second Floor:
- Screen porch
- Sun porch
- Outdoor terrace
- Office/ playroom/ bedroom

The main two bedroom unit offers an emphasis on the family room or main living space. By opening this space up to above, an adjacency to the bedrooms is created. It is the design intention that greater connections (which are optional) between private family domains and the public one will result in much greater social interaction within the family.