Fall 1990

Proposal for the Revitalization of Vandergrift

Carnegie Mellon Urban Design Associates

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Proposal for the Revitalization of Vandergrift

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Carnegie Mellon University
Pittsburgh, Pennsylvania

Fall Semester 1990
Acknowledgments

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This book is a product of the Carnegie Mellon University fifth year architecture studio on urban design, Fall 1990. What we have attempted to do is to simulate an urban design study as it might occur in professional life. For the purposes of the studio, therefore, we have selected Vandergrift, PA as a laboratory, and we have invented a citizen's group, the "Vandergrift Action Coalition" as our simulated client. The Vandergrift Action Coalition does not exist in reality, but we have used the device so that as a studio we can form ourselves into a "professional firm" and write a proposal to the Vandergrift Action Coalition, in response to their Request For Proposal. These basic documents form the introduction to our book, and the records that follow are in performance of that "contract." We wish to offer the product of our studio as a gift to Vandergrift, in case there are some ideas or proposals that will prove useful to the citizens in their drive to revitalize their community. We are, in addition, submitting a copy of our book for the Pulitzer Prize for Fiction.
(From Left to Right:)


Middle Row • Steven D. Chaitow, Kathy Maurer, Kathy Palasynski, Liz Buckman, Vern Lei.

Front Row • Maria Keares, Sung Cho, Scott Foerst.
Introduction to the Revitalization of Vandergrift Project

Vandergrift
Reason for Request For Proposal

Carnegie Mellon Urban Design Association

Proposal

Firm Information

Introduction
Introduction to the Revitalization of Vandergrift Project

Reason for Request For Proposal

The Vandergrift Action Coalition (VAC) was established by a group of concerned citizens to develop policies for the revitalization of their town. They have requested Carnegie Mellon Urban Design Associates to submit an urban design proposal to achieve that end. We share the VAC’s opinion that Vandergrift is an important town worth saving. CMUDA recognizes the historical significance of Vandergrift and the unique quality of life that it has the potential to offer again. Unfortunately, Vandergrift did not escape the plight that has plagued many of the small steel towns of this region. Vandergrift has undergone an economic decline due to the dramatic restructuring of the steel industry in the United States. Despite the many changes that the town has overcome since being built, and in spite of the fact that the region has not attracted new industry to stimulate its stagnant economy, the historic character of the town remains relatively intact.

The VAC has put CMUDA under contract to develop urban design guidelines for revitalization and strategies for implementation. They have asked for a guidebook that will be published so that individual property owners can improve their homes and aid in the revitalization of the area.
Carnegie Mellon Urban Design Associates is a small firm of young professionals who deliver urban design services. With an office in Pittsburgh, Pennsylvania CMUDA has an understanding of the problems associated with depressed industrial towns. With thirteen architects and a small support staff, CMUDA is small enough to uphold the ideals on which the firm was founded, yet large enough to handle the Vandergrift revitalization project.

Proposal

Project Overview

History of Vandergrift

As Vandergrift approaches its second century, we look back at the dramatic changes that have scarred a once prosperous industrial town. Tough economic times have forced decline of the steel industry as it existed in the town. The mill has changed ownership, and its new owners are currently employing a small crew with plans to modernize the mill and expand employment from a few hundred to a thousand jobs in the near future. However, with a dwindling population, and fewer employment opportunities for the future, the youth of Vandergrift have been forced to look elsewhere to make their
livelihood. As a result, the once thriving commercial center of town has become a barren street with empty store windows. The residential areas have also suffered the ravages of economic hardships, as the original character of the residential streets has become obscured by remodeling efforts that have been initiated with the intention of reduced maintenance. These efforts come at the expense of the architectural character of the town.

Vandergrift has not always been this way. Conceived as the ideal industrial town by founder George McMurtry, it was to be the perfect living environment for his workers, founded on the belief that every person has a right to fresh air and nature, and that a dense urban atmosphere devoid of nature was inherently detrimental to a person’s well being. McMurtry employed the services of Mr. Frederick Law Olmsted, an extraordinary architect who shared McMurtry’s beliefs, to design this ideal industrial town. With curving, tree lined streets, and houses that had an underlying unity but endless surface variety, the workers in Vandergrift had a wonderful place to live that they could call their own. To accompany the residential areas of town, Olmsted created a town center, the commercial and civic area of town, anchored on one end by the Casino Theater, and the Presbyterian Church on the other. But more importantly for the people of Vandergrift, Olmsted and McMurtry created a vision for the town that inspired a way of life that reinforced the values that are as important today as they were then.

Values such as family, religion, tradition, and community pride were enforced in the community in such events as the annual Christmas Parade, the Pie Eating Contests in the Casino Theater, and the yearly Pirates Day picnics. More important,
however, was the intimate scale at which personal encounters occurred. The way that every shopkeeper knew all his or her customers by name is made shopping in town a special experience. On a typical day, one could walk into the center of town and do his or her daily shopping, ask for some advice at the hardware store, meet with friends at the soda shop, catch a matinee at the Casino Theater, or even hear the latest news in incidental encounters on the street.

A Vision for Vandergrift

We foresee a renaissance for Vandergrift. We see a new wave of young families who will come to Vandergrift to use the McMurtry vision as a vehicle for attaining a desirable lifestyle. With so many positive attributes: its rich cultural and architectural history, its unique physical form as designed by Olmsted, its strong spirit of pride and identity, its proximity to Pittsburgh, and its ability to accommodate growth, Vandergrift has the potential to evolve into a thriving community once again. We see Vandergrift as a potential dormitory town for Pittsburgh, where commuters can live in a unique small town, away from the city. We envision a revitalized commercial center, a place unlike the shopping malls, where the street belongs to the people, not to a corporation; a town center where once again people will gather for town events, where the pride of the town can be seen and experienced. Areas surrounding the town will proudly look to downtown Vandergrift as their town center as well. The civic buildings will again proudly hold their place as living monuments in the urban fabric. The barren public open spaces will be transformed into lush green spaces. The mall between the Casino Theater and the train station can again be the exhibition and parade ground that it once was. With a waterfront that is left
relatively untouched, the modernization and consolidation of the Allegheny Ludlum Steel Mill can attract new industry perhaps in steel fabrication or manufacture and create jobs. Conversely, the waterfront may also be developed into a recreational or athletic facility. The result of this new commercial and industrial growth will be reflected in the growth, restructuring and evolution of the residential areas. The growth of the residential areas can occur by reusing the existing residential structures in new ways; not resisting change or modernization, but rather evolving, while at the same time respecting the rich and unique substructure that already exists. Only in this direction can the town of Vandergrift prosper once again. By implementing some of these proposals as soon as possible, the tax base of the town will increase, and thereby increase the town's ability to finance larger and more ambitious revitalization projects.

A Product for Your Future

Carnegie Mellon Urban Design Associates will assist in the process of revitalizing the community of Vandergrift. By involving the people of the town into this effort, the project will take on personal meaning for every citizen of Vandergrift. By working together with the Vandergrift Action Coalition, we will first identify and prioritize the problems that exist in Vandergrift. We will then complete an urban analysis of the existing conditions of the town to isolate and identify the problems that have led the town into its current condition. With these two vital pieces of information in hand, we will provide a vision for the future economic well being of the town. We will recommend a series of immediate steps to implement the vision. To facilitate the decision making process, we shall provide a fully illustrated and descriptive
Carnegie Mellon Urban Design Associates

Carnegie Mellon Urban Design Associates was founded on the principle that architecture is for the people, and as architects we serve the public trust. With an office in Pittsburgh, Pennsylvania CMUDA has an understanding of the problems associated with depressed industrial towns. With thirteen architects and a small support staff, CMUDA is small enough to uphold the ideals on which the firm was founded, yet large enough to handle a project such as this.

Service

The Firm offers clients a range of services beyond the general practice of architecture. CMUDA regularly provides urban design services, feasibility studies, master planning, programming, historic surveys, preservation/restoration services and energy analysis using staff personnel with particular skills in those areas. These activities are not simple adjuncts to traditional architectural services; they are often crucial to the solution of a client's design problem and become the generators of a project’s exceptional qualities.

Introduction

- Proposal for the Revitalization of Vandergrift
Skills

Combinations of the services and staff member skills mentioned above qualify the firm for difficult assignments dealing with complex problems. For the Vandergrift project we shall tackle the problem from two ends; the commercial part and the residential part. Although we will work in two teams, one for the commercial and one for the residential aspects of the project, it is the holistic approach that makes our problem solving process successful.

The residential team shall include:

Liz Buckman, AIAS • Historic Preservationist
Steven Chaitow, AIAS • Historic Preservationist
Scott Fisher, AIAS • Historic Preservationist
Scott Foerst, AIAS • Programming Analyst
Cindy Gordon, AIAS • Urban Designer
Maria Keares, AIAS • Programming Analyst
John Kim, AIAS • Graphic Designer
Gregory R. Mottola, AIAS • Urban Designer

The commercial district team shall include:

Sung Cho, AIAS • Urban Designer
Victor Curti, AIAS • Urban Designer
Vern Lei, AIAS • Historic Preservationist
Kathy Maurer, AIAS • Urban Designer
Kathy Palaszynski, AIAS • Historic Preservationist
Scope of Services

Process

Working in teams, CMUDA will first perform an urban analysis of both commercial and residential areas, relying on the historic resources of Vandergrift. The intent of this analysis is to gain an understanding of the current condition of Vandergrift, its strengths and its weaknesses. The study is an essential part of our problem-solving process; not only does it allow us to visualize the problems, but it also aids us in looking at the urban fabric from a more comprehensive perspective. This allows us to see different conditions that a fast visit to the town would not permit, therefore enriching the scope and quality of our recommendations. Some of the tools we will employ in our site analysis will include: parking and traffic diagrams, tree planting schemes, building use and zoning diagrams, housing typology studies, figure ground studies, images and personal accounts from residents. We will also rely on the community by working with citizen groups to identify problems with the town. These tools are invaluable in providing the context for the recommendations we will develop in collaboration with the community. This context will be presented in the form of an urban design guidelines book. This book will include the results of our analysis, recommendations for change, and a plan for achieving the vision of the community.

The scope of this study shall include the portion of Vandergrift that was designed by Olmstead. By planning for the revitalization of the people’s town center, we will initiate the renaissance of the entire community. This is possible because the guidelines set for this section of town can be applied to the
rest of the Vandergrift. The sense of identity that will be regained by the citizens through revitalizing this center of town will serve as a motivation and a reason to continue the implementation of this plan of action. By setting forth guidelines for the renaissance of the Olmstead plan, we can assure the careful evolution of the town, and on a larger scale, for other small industrial towns in Western Pennsylvania that have suffered a similar plight.

**Product**

At the end of our study, the town of Vandergrift will have a comprehensive plan of action to achieve the goals presented earlier in this proposal. We intend to provide an illustrated book, in an easily reproducible 8½ by 11* format. The Urban Design Guidelines book will include the contents of our analysis, our recommendations for generic problems, and recommendations for specific or special problems. We will submit this guidebook to the mayor and council, and it is our hope that the guidebook be adopted as official policy, to carefully manage the growth of the community.

In addition to our bound volume, the Urban Design Guidelines book, which will be available for the general public, we will make material available to be included in local newspapers to increase awareness and support for the cause. This material may come in the form of an illustrated article, or even a newspaper supplement, sponsored by the Vandergrift Action Coalition. To promote enthusiasm we shall also provide artwork and ideas for public exhibition, and public relations material. Our assistance will be available in organizing town meetings in which residents can express their opinions and personal visions that may be incorporated into our efforts.
Project Schedule

Submission of Proposal

• 19 September 1990

Interim Presentation

• 28 September 1990
  - Historic Overview
  - General Urban Analysis
  - Identification of Typical and Specific Conditions
  - Prioritized Plan of Action

Interim Presentation

• 15 October 1990
  - Theoretical urban design proposals

Final Presentation

• 16 November 1990
  - Urban Design Guidelines book
  - Public Relations Materials

Introduction

□ Proposal for the Revitalization of Vandergrift
Cost Of Services

Lump Sum Fee $97,344.00

Reimbursables

-reproduction $1,000.00
-photography $300.00
-travel costs $100.00
-artwork (materials) $200.00
-subtotal $1,600.00

Projected Cost of Services $98,600.00

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Analysis of the Town of Vandergrift

Vandergrift
History of Vandergrift

Industrial History Dates

Frederick Law Olmsted (1922-1903)

Original Olmsted Plans

Existing Conditions in Vandergrift
Analysis of the town of Vandergrift

History of Vandergrift

Introduction

The town of Vandergrift is located on the south bank of the Kiskiminetas River, approximately 38 miles on the Western Pennsylvania Railroad from Pittsburgh. The town layout was designed by landscape architect, Frederick Law Olmsted in April 1895. This is the only industrial town that Olmsted has planned. He had designed Riverside Chicago in a very similar fashion in 1868.

The 650 acres for the town was acquired by George McMurtry in 1892. The downtown land used to be the Townsend Farm; the foundry land, the Hugh Jones Farm; the western uptown half, the James M. Varner Farm, and the eastern uptown half, the William Laufer Farm. They were operated as farms under the direction of A.H. Beale, who later became a superintendent at the Vandergrift Works. The dairy farms’ products were sold to citizens of Apollo. McMurtry is quoted as saying to Mr. Pargny, an U.S. Steel executive: “That’s a pretty site Pargny. Maybe we'll develop it sometime.”

Labor Disputes

The development of Vandergrift really got under way when a number of events happened. The first was in 1893, when a strike at the Apollo Iron and Steel Company was called. The workers refused to abide by a wage scale that was in the company contract held with the national organization.
McMurtry was a short tempered man. He gave an ultimatum, they had ten days to adjust their grievances. At the end of ten days, nothing was resolved, so McMurtry hired men and boys from the surrounding farms to make steel. He personally escorted the men through the strikers, taking the same risks as them. They were encouraged by his courage to work harder and therefore advanced quickly.

Future Apollo Mill Construction

The second event that infuriated McMurtry was in 1894. There were plans to install new mills. A new engine was unloaded in Apollo, under the assumption the land would be available when necessary. Two men, J.Q. Cochran and Phillip McMullen, were speculating on the land and acquired it knowing the mills would need it. McMurtry refused to approach them, and instead prevailed his board of directors to build a new town.

Decision to Build a New Town

In 1894, the Steel Company published a brochure titled “Vandergrift the Town”. It gave information about the decline in death rate in Europe with sewers and fresh water, proving McMurtry was very health conscious. Speculation on what the town would be called brought about names such as Farum and Vanmur. The town was named after Capt. J.J. Vandergrift, one of the largest stock holders in the Apollo Iron and Steel Company. This was because, McMurtry thought his name did not sound right for a town.

Analysis

☐ History of Vandergrift
☐
Frederick Law Olmsted

McMurtry had landscape architect Frederick Law Olmsted, the architect of the Chicago World's Fair, design the layout of the town. McMurtry and Olmsted traveled to different industrial towns to study them as models for his town. They went to Essen, Germany to see the Krupps model; Crouset, France; Cooperative Villages in Belgium; English experiments, Saltaire; Russian peasant villages; and Pullman, Ill. What McMurtry found that eroded these towns was paternalism. The working man rebelled against this. He decided there would be no paternalism in his town. His was going to be the "workingman's paradise". The Company was not going to be the landlord. Each worker was going to be able to choose his own house type and own his house, not rent.

On 25 April 1895, the Apollo Iron and Steel Company sent a letter to Olmsted saying:

We desire to have a town that in many features will be unique, and in all respects more attractive than the average manufacturing town of the present day. We want to know- first, if you can undertake the laying out of this town for us, and in the second place, what are your terms for laying out a town of this character?

The theme Olmsted used to lay the town out with was utility and beauty. The streets were not at right angles to each other, instead they followed the gentle curves of the river and the terrain of the hill. They were lined with trees and ornamental electric light posts. The small triangular plots at

Analysis

History of Vandergrift □
intersections were planted with shrubs and trees making the whole town looked like a park. The cost for the town layout was $300,000.

McMurtry built the infrastructure before any lot was sold. He believed it was unproductive to tear down and rip up cities throughout time. He also believed in health; therefore, he had sewers built in with natural drainage and fresh water from wells in Pine Run Valley. The streets were laid out and paved with brick. There were defined areas for churches, parks, businesses, and homes.

Lots

Ground was broken on 2 May 1895 without ceremony. The town was founded the summer of 1896. The first lots were available 8 June 1896. Preference was given to workers of Apollo Iron and Steel Company during the first week. At the end of the first week, 276 of the 814 lots had been sold. No deals were made with speculators. These lots were for the workers.

The price for a lot varied for its use. They were approximately $1,000/lot. A residential lot was 25¢/sq.ft.; corner residential lot was 40¢/sq.ft.; business lot was 75¢/sq.ft.; corner business lot was 85¢/sq.ft. Business men bought lots on Grant and Columbia to avoid the higher prices for the intended business street Washington Avenue.

For the next three years, houses were erected at a rate of 150 per year in Vandergrift. By the turn of the century, there was a population of 2,000.
The deed to each lot held a stipulation that no liquor of any description would be sold for 99 years (or until 1995). This was McMurtry's ideal that men had enough work to do around their house than sit in a tavern. In July 1935, the State Liquor Control Board took the licensing powers away from the Country Treasurers. This "no liquor" clause has not lived to the full 99 years as today in 1990, there are a number of bars and beer distributors in Vandergrift.

After the lot was paid for, the workman was eligible to be a member of the Building and Loan Association. The men of the town took it into their own hands to preserve the beauty of the town and to govern the town. In 1896, Vandergrift was incorporated into a borough. In the spring of 1897, the first election was held, with 115 men voting. H.W. Nichols was elected the first Burgess.

Churches

The Steel Company offered to pay half or $7,500 of the cost of a church, as long as it cost more than $15,000. A number of churches were erected under this offer. The first churches built were: St. Gertrude Roman Catholic, First Lutheran Church, First Methodist Episcopal Church, and First United Presbyterian Church, in 1897-1898. The Free Methodist church was built in 1900, the First Evangelical & Reformed Church in 1903, the St. Paul Lutheran Church and First Baptist in 1906, The SS Helen & Constantine Greek Orthodox Church in 1916, and the United Free Gospel Society in 1921. The First Lutheran Church was the first to be built. By 1914, it had 400 members. At this same time, the First United Presbyterian Church was the largest congregation with 760 members.
Public Buildings

In 1901 the municipal building was built for a cost of $32,000. The Steel Company gave the land and $14,000. The rest of the money came from the local men. The building was called the “Casino” and housed a public library, a theater and meeting spaces. Today it houses the public library, the mayor’s office, the police, the jail, the tax collector, a barber shop and the borough secretary.

Banks and School

As the town grew, banks and schools opened. In 1892, J.J. Sutton opened the first bank. On 15 July 1897, First National Bank opened. On 15 November 1897 the first school opened on Custer Avenue. A second school opened in 1900 on Lincoln Avenue. 1 September 1902, the town was granted free mail delivery. In 1911, J. Grant McGeary organized the Chamber of Commerce.

To honor George McMurtry for the town he had built, the town people gave him a silver punch bowl, or loving cup on 4 October 1902. In 1908, He gave the workers more spare time. He introduced 8 hour shifts, ended Sunday work. He felt the people should be attending church, not working. In 1914, everyone went to church. There were 9,000 members with only 2,200 families.

In 1901 and 1914, Vandergrift was described as the “Workingman’s Paradise”. This “paradise” existed through the fact that each man owned his own house and every house had a bath and sanitary conveniences. This was unheard of in
the early 1900's. The town was governed by the citizens, not the company.

The People

The population was described as natives of the area, there was less than 10% foreigners. (They worked in the galvanizing department. This type of work was distasteful to more skilled men.) The Mill treated every man as a man. Since the mill was free works, and no union rules were tolerated, the men were unwilling to strike. In 1901, the average age of the town was 32 years old. It was also stated that there was "...hardly a dozen people over 50 years."

By 1914, the town had grown to about 12,000 people. There were 138 automobiles owned by the steel workers, not just the owners. There still were no saloons. They were not permitted to exist by the citizens. This also goes along with a small police force. "Disorder and wickedness is general has never loomed large enough to cut any figure on the police blotter." It was said that there were two police officers, and the one on duty could normally be found sleeping on the steps of the Casino. At this time the Heights had 4,000 people with 100 houses built in that year.

Industries

The main industries at this time other than the American Sheet and Tin Plate Works were: The United Engineering and Foundry Company employed 700 men; Vandergrift Box Company with 200 men; Vandergrift Ice Manufacturing
Company, a pop factory (the strongest drink law allowed to be made and consumed); Pulp Works; Pine Run Coal Company with 160 men; Vandergrift Savings and Trust Company; and Citizen National.

Changes in Vandergrift

Since then, the progress of the town has not been well documented. Some “city improvements” have been made such as a parking lot on Columbia Avenue with 200 spaces on 2.6 acres. Another one was the McMurtry Towers, a 100 unit high rise for the elderly, built in 1966. After World War II, 1,600 veterans returned to Vandergrift. Many of them returned to their jobs in the mills and other factories.

Since World War II, a few events have taken place in Vandergrift. In the 1950’s a fire on the commercial blocks of Farragut and Grant was combated jointly by the Downtown and Heights Volunteer Fire Departments. In 1966, Kennedy Park was created on old Wheat Field and Jackson Avenue. By the summer of 1966, band concerts reappeared with the Fourth of July being once again Vandergrift’s finest Day. By 1968, the Community Swimming Pool was completed. A highway was also completed to permit safer access to the new High School.

Recent Times

In recent times, the events that made the town character has left. When the mill reduced its production, most of the young people left to find work elsewhere. Another example of how
the town has slowly become empty was when the 5 & 10 left the downtown area. The downtown no longer is the busy commercial district it used to be, with patrolmen helping pedestrians across streets on weekend nights due to the amount of traffic. There still are parades down the main street, but they no longer have all the pomp and circumstance of their "hey days". The character of the town has been slowly drained away as people no longer maintain the urban quality of the town's earlier and bustling days.

**Industrial History Dates**

- **1886** Apollo Iron and Steel Company started
- **1893** Strike at Apollo Iron and Steel Co.
- **29 October 1895** First sheets rolled in Vandergrift
- **1 December 1895** Work sufficient to permit turns in the new mill
- **1 April 1901** United States Steel Company formed; included the American Tin and Plate Company and the American Sheet Steel Company
- **1902** Foundry sold to United Engineering and Foundry Company

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**Vandergrift**
1903 American Sheet and Tin Plate Company took over the Vandergrift Works

31 December 1903 American Tin and Plate Company and the American Sheet Steel Company consolidated by the U.S. Steel Company to form the American Sheet and Tin Plate Company

28 June 1903 Apollo Rolling Mills permanently shut down;

October 1903 Apollo Rolling Mill dismantled

5 August 1915 George McMurtry died at 77

1 June 1936 American Sheet and Tin Plate Company became part of Carnegie-Illinois Steel Company

29 October 1936 Plant held first community open house for a one day inspection

1 September 1936 Vandergrift Works put under management of Irvin Works

31 October 1954 Open hearth and slab mill discontinued (galvanized and terne plate, tack plate for automobile sheets) specialized in stainless steel and silicon sheets

Analysis

☐ Industrial History Dates

☐
Analysis

Frederick Law Olmsted
George McMurtry invited Frederick Law Olmsted, internationally renowned environmental planner and designer, to design the town of Vandergrift. Olmsted was most noted for his designs of New York's Central Park and the Chicago World's Fair, and is celebrated today for his contributions to the development of cities, regions and national parks. He was completely dedicated to the creation of a unifying national culture, and was often frustrated when his proposals were rejected by the established order (both governmental and civilian), which Olmsted felt was much too concerned with power and money and not concerned enough about human welfare. Olmsted was the man who McMurtry thought could best carry through the social principles McMurtry believed in so strongly.

Olmsted was born in 1822, and was raised in an age which saw several major changes in the American citizen's perspective on the world. Science was beginning to question the prevailing Protestant Christian Fundamentalist ideology. The Anglo-Saxon homogeneity of the nation was disappearing. Society was becoming stratified along ethnic lines as the more recent immigrants took over the less rewarding jobs. Industry was replacing agriculture as the primary means of economic growth. And the public at large was beginning to view slavery as inherently undemocratic.

There were several personal influences in Olmsted's life which gave further shape to his social principles. As a New York "scientific farmer" Olmsted was part of an idealistic and politically powerful social elite that included Horace Greely, William Cullen Bryant, Henry Whitney Bellows, Horace Bushnell and Charles Loring Brace. All were convinced that the future of the nation depended upon the vitality of the city.
All were gravely concerned with the current urban problems: overpopulation, unsanitary conditions, widespread disease, fire hazards, crime, poverty, prostitution, drugs, low expected longevity, ethnic/racial tensions, pollution and the lack of clean air and sunshine.

Olmsted took a tour of Europe to further study the problems of urbanization, and in studying these problems in European cities, where urban problems were often much graver, Olmsted began to believe that there may be physical solutions to these social ills. Returning to America, Olmsted took three tours through the South on the request of the New York Times to study the reasons behind the sectional tensions which were growing between the North and South. Olmsted concluded that all of the differences and tensions arose from one root: the environmental and social deficiencies placed upon the black population by the practice of slavery. If slavery were abolished, Olmsted argued, the workings of the free market economy would eventually improve the environmental and social conditions of blacks which would thereby change the entire fabric of society and reduce the sectional tensions between North and South.

Olmsted never argued from a naively idealistic or moralistic point of view, but always from a rational, economic cost/benefit viewpoint. Olmsted’s economics extended beyond the transfer of money to the social order and physical conditions which encourage productivity and hence wealth for the people. It is significant to note that Olmsted saw a direct tie between the social order and the physical order, an idea which was novel at the time (and is still debated today). As a partial owner and editor of Putnam’s Monthly, a liberal avant garde magazine, Olmsted was able to distill and clarify his
social ideals through his exposure to and interaction with other social thinkers and intellectuals of the day.

Olmsted saw no real separation between the physical and the social world: the physical world helps to create and define the social world and vice versa. Therefore a discussion of Olmsted’s social principles will give a greater depth of understanding to his physical design principles. Olmsted was a great believer in democracy. He thought of the United States as a unique, noble experiment which must serve as an example of the political viability of democracy to the rest of the world. Therefore, it was imperative that the US respond (and respond successfully) to the problems of democracy. While some social critics felt that the problems of urbanization, industrialization, democracy, and a free market economy were insurmountable obstacles, Olmsted believed otherwise. Many of these problems in Europe were the result of poor planning and design. Europe was not physically designed for democracy. The US was still new, and could still be properly designed to overcome these problems.

Urbanization was necessary, Olmsted felt, for economic progress. Economic progress was necessary to create a better quality of life. The problem with urbanization was that its impetus came solely from the desire for greater monetary wealth. Olmsted realized that no progress could be made until industrialists understood that people would be more productive if they could lead healthier, happier lives. To achieve this end, Olmsted believed that planners had to consider not only the relation of workers to industry, but the lives the workers have beyond the abstract man-hours which are often used to measure them. While urbanization was necessary, the good qualities of small town life: clean air, sun,
greenery, open vistas and places to walk or play or plant gardens must be built into city planning.

Ideally, democracy and capitalism together should create a self-regulating free market economy with little interference from the government. Olmsted believed that the government was needed, however, to regulate the growth of cities and industry. Olmsted was a classical economist and did not believe in monopolies of any kind, whether they were by industry or by labor. If the worker’s needs were taken care of, then labor disputes would be diminished, and the workers would understand and participate in the free market instead of using their leverage to alter the workings of democratic capitalist society. But since it is difficult to convince either the workers or the industrialists of this, Olmsted felt it was up to the government to take care of mankind’s human needs (indeed, it is the government’s duty in a democracy). In McMurtry Olmsted found an enlightened private citizen, a man who wanted to take care of mankind’s human needs. It made no difference that McMurtry was acting partially out of fear of labor unrest; it only mattered that McMurtry realized that by taking care of his workers’ human needs, he would be avoiding labor unrest and thereby increasing his profits.

If there were more men like McMurtry, and Olmsted’s physical/social principles were carried out, a new self-regulating society would emerge, more democratic and freely capitalist. Only under such conditions, when the total environment corresponds to democratic principles, could true leaders arise to carry democracy into the future. Democratic education encompasses the entire planned environment, Olmsted believed. The government’s responsibility was much greater than the mere providing of buildings, books and
teachers; they must make sure that the total life of its citizens is taken care of, as McMurtry was trying to do. They must create an environment which would grow new leaders to bring this ideal self-regulating society about.

These future leaders would be able to tackle problems on both local and national scales. Architecture and planning should not be limited to isolated decoration. Design should be an analytical, problem solving process wherein problems arising from ecology (site) and a site’s proposed usage (program) would be solved through the available technology and a creative imagination. Democratically educated leaders would be needed to make sure architectural and planning designs hold ecological, social and esthetic concerns over economic and technical ones, since long term economic and technical viability are dependent upon the former concerns. These leaders could oversee and direct the growth of the nation. Germs and epidemics could be reduced through proper design: sufficient ventilation and sunlight, good waste disposal systems and proper drainage. Crime, alcoholism, poverty and mental illness could likewise be dealt with through carefully considered design. Slums would be replaced by working communities with pure air, water, sun and space to enable a healthier urban fabric to grow. As the world changes, so do the problems and their solutions. Only men raised in the proper environment could scientifically analyze social ills and recommend cures.

For the problems of turn-of-the-century America, specifically at Vandergrift, Olmsted had a solution. The problem lay in the difficulties created by industrialization and urbanization. At Vandergrift this resulted in a clearly defined place of work, the steel mill, and a consequent separation (as with
industrialization everywhere) of work and home. The character of social life demanded the separation as much as the character of industrial life did. Thus there was a new separation of work and home where no separation existed previously. The steel mill was already in existence. What was required was a suitable place to live. The worker population of the steel mill was opportunely large enough to create a community of sufficient size to support the establishments which were needed to supply the physical and social needs that the steel mill could not provide:

“Civilized men while they are gaining ground against certain acute forms of disease are growing more and more subject to other and more insidious enemies to their health and happiness and against these the remedy and preventive can not be found in medicine or in athletic recreations but only in sunlight and such forms of gentle exercise as are calculated to equalize the circulation and relieve the brain.... We may refuse to make timely provisions for such purposes [pleasurable ways for walking, riding and the driving of carriages; places for rest, recreation, refreshment and social intercourse] in our suburbs, and we may by our refusal add prodigiously to the difficulty and the cost of their final introduction....

-“The Structure of Cities: A Historical View”
Thus McMurtry’s need for moderate density housing with clean air, space and vegetation led to the creation of a new kind of suburb: the town of Vandergrift.
Analysis

Existing Vandergrift Plan
Analysis

Original Olmsted Plan

□
Original Olmsted Plan with Property Lines

Original Olmsted Plan with Zoning

Analysis

☐ Original Olmsted Plan
Analysis

Original Olmsted Plan

□

□
The map shows Vandergrift as built according to the Olmsted plan from the bend of the Kiskiminetas river southwest to Adams Avenue. From that point onwards the curving, hierarchically organized streets end and the orthogonal grid picks up.
Analysis

Figure Ground Plan and Topography Plan of Vandergrift Today
Vandergrift
Over the past century Vandergrift has varied to some degree from Olmsted's original designed intentions, and consequent on areas being re-zoned, property lines have changed also. Lots meant to hold single residences have in places been combined to hold larger structures.

Analysis

- Existing Property Lines with Original Olmsted Property Lines
Analysis

Zoning Plan of Vandergrift Today

[Diagram of Vandergrift zoning plan]
In order to accommodate the growth of the town and the changing family structure, zoning has diverged from the Olmsted plan. The commercial zones have grown outwards to include Columbia and Sherman Avenues. Residences have been re-zoned from one family dwellings to two or more family dwellings. The industrial zones have remained intact.
Olmsted's original rich planting scheme has been eroded as trees have died and not been replaced. Trees provide visual relief, protection from the sun and wind, reduce traffic noises, act as physical and psychological thresholds, modulate sunlight, add color, and produce oxygen.
Analysis

Existing Traffic and Parking Plan

□ □
Existing Commercial Plan with Commercial Zoning

Vacancies on the Commercial Area

Vandergrift
The drawings show some issues which plague the Vandergrift commercial district:

The first diagram shows the difference between what is currently zoned commercial and what is actually used as commercial. The commercial district does not fill all of its allotted area and could be confined to a smaller district. The second diagram shows the vacancies which exist in the commercial area. These vacancies are one plight which must be dealt with in considering an urban redesign. The last diagram shows the buildings in the commercially-zoned area which are not used for commercial purposes. These include institutional structures and offices, such as banks and doctors offices.
Analysis

Existing Commercial Establishment  □

□
1. Barber Shop
2. Stonebridge Fare gift store
3. Maytag laundromat; Optometrist
4. architect and attorney
5. Sears; residence above
6. Zenith store; Kelly's Electric
7. Stan's Flowers and Plants
dentist above
8. doctor's office; Firemen's Club
9. GTE Phone Mart
10. VACANT - formerly offices
11. Gordon Furniture
12. Signal Money Center
13. Vandergrift Distributing Co.
14. George's Plumbing
15. Union National Bank
16. McGear Real Estate
   Jae's Tailor Shop
   Ross Pharmacy
17. Video Rental -first floor
   Connor Studio - second floor
18. VACANT - formerly ABC Variety,
    and two residences
19. VACANT - formerly Murphy's
20. VACANT - formerly Murphy's
21. Dixon Bakeries - first floor
    Western Southern Life -
    second floor
22. T-shirts and tailor
23. Columbia Flowers - first floor
    residence - second floor
24. Elliot Electric and Radio Shop
    under residence
25. Elliot Electric warehouse -first
    storage - second
    residence - third
    formerly J.C. Penney
26. This N That Shop, Weber's
    Dress Shop
    and VACANCY
    residences - second floor -
    1 VACANT
27. Dress store and Paint Store -
    first
    residences - second and third
28. Children and Ladies Wear - first
    storage and empty residence -
    second
29.
30. Kiski Bank
31. Hoagie Haven
32. Bobbies Jewelers
33. Teeter's Cleaners, Pam's
    Beauty Salon and doctor's office
34. optometrist and Water Way
    Environmental Laboratory
35. M.E. Uncapher and Foxfire Arts
    and Crafts - first; Johnson and
    Johnson Real Estate - second
36. Camp Photography
37. business - first
    residence - second
38. oral surgeon
39. orthodontist
40. Al’s Shoe Repair
41. Rheem Heaters and G & G Restaurant
42. liquor store
43. bank
44. doctor
45. Macar Kram
46. Macar Kram - first residence - second
47. doctors - first Karate Academy - second
48. Salvation Army
49. Hair Salon
50. Hideout Bar
51. VACANT
52. Sander’s Pharmacy
53. Isaly’s
54. American Hardware and Don Miller
   Florsheim Shoes - first residences - second
55. Kocur’s and jewelry store
56. VACANT - was Strawberry Boutique Youth Center;
   also - Pugliese Flowers and Gifts - first VACANT - second
57. Mazur Pharmacy - first business - second
58. Brazz and Co. Restaurant
59. Paints and Variety and Shaffer Travel - first; residences - second
60. CoGo’s
61. U.S. Post Office
62. Professional Office Systems - first; D & P Tours - second
63. Tees and Tops
64. Vi’s Bar
65. VACANT - first and second floors
66. Gailus Men’s Store
67. VACANT - formerly Save Rite Discount Center
68. Bar and Chocolate Shop
69. Vanguard Bank
70. Frank’s Place
71. office - first VACANT - second
72. AJ’s Bar - first VACANT - second
73. Kiski’s Carpet Outlet
74. car storage
75. VACANT
76. club
77. carpet
78. American Supply
79. Four Star Pizza
80. P & G Manufacturing
81. Vanguard Center

Analysis

□ Existing Commercial Establishment
These drawings show Olmsted's envisioned tree plan for the commercial district and the trees that currently exist (Right). The present situation is a far from the vision he originally
intended. Through neglect, the changing economy, and a variety of other factors, the main business street has become void of almost all plant life (Left). This is one condition which makes shopping on the street less than desirable. A revitalized commercial district should include plant life and provide shade and shelter.
The area between the Casino Theater (Town Hall) and the train station was originally designed as a lively, green, sunny commercial center with institutional and commercial streets radiating off of it. The most striking aspect of the mall today is its starkness: the burned out shells of buildings, the spattering of different uses and architectural styles, the lack of trees and the dominance of asphalt and the Apollo Steel Mill. Although planned as an open, tree-planted boulevard with wide lots for commercial stores on both sides, the western lots became the property of the Apollo Steel Co., leaving only half of a commercial street. The railroad station lost its importance as the automobile became king. And the street was reconfigured by highway engineers for driving efficiency to the detriment of pedestrian life. Lastly all the green was paved over to create parking lots in the center of the street and in front of the train station. Despite its present degradation, the mall remains one of the only recognizable town centers in an area which is otherwise undifferentiated. It provides a town identity for the surrounding area, and is a ceremonial route for local parades.
Grant Avenue

Now the major commercial district of Vandergrift, Grant Avenue has steadily deteriorated over the years. The beauty of the older buildings can still be appreciated when one glances up above the street level, but the insensitively designed newer buildings and the poor handling of many street level storefronts and entryways has compromised much of the vitality which was once Vandergrift’s.

Washington Avenue

Washington Avenue, originally a residential zone, has become a secondary commercial spine to Grant Avenue. It is now exceptionally lifeless and barren as a result of Vandergrift’s overall economic decline.

Columbia Avenue

At the southern end of the commercial zone of Grant Avenue is its intersection with Columbia Avenue. Because of its position, Columbia has become a secondary commercial spine

Analysis

Avenues of Vandergrift

☐

☐
to Grant. It now supports a parking lot as well as several small offices which really don't need yet have favored ground floor locations because they would otherwise be empty.
As the fortunes of the steel industry have changed, so have the fortunes of Vandergrift. Decline is clearly visible in the poor maintenance of the buildings and the gradual disappearance of the trees. The 5 & 10 has closed down, as has the movie theater in the Casino Theater. Many of the shops are empty, and those businesses which are usually on the upper floors in thriving communities (such as real estate offices, law offices, accountants) now occupy valuable street front property. The principal product of Vandergrift today seems to be geriatric medicine, as evidenced by the high number of drugstores.

see Appendix I
Demographic Changes

The population of Vandergrift is declining. From a maximum of 15,000 during the height of the steel industry to about 8,000 in 1980 to roughly 6,000 today in 1990. As the population diminishes, it is also aging. Many of the steelworkers from the town’s heyday have passed away, leaving many widows surviving on pensions or social security.

* see Appendix II

The Challenge

Despite the general depression of the town, Vandergrift has many features which make it a desirable site for the future. The existence of the mall, the wide, gently curving streets and generous lot sizes, the rational and pleasant layout of the streets and zoning districts, and its cultural heritage all contribute to its uniqueness as a place. The challenge is to plan for the revitalization of the town, taking into consideration the present physical, social, and economic exigencies in all scales, from the national level to that of the town to the elements which compose the town.
The influx of foreign steel produced cheaply with inexpensive labor in the far East and South America has brought about the collapse of the steel industry in the United States and the economic downfall of towns like Vandergrift. The steel mills in Pittsburgh had become old and obsolete, and the steel companies did not invest in newer, more modern equipment. However, Vandergrift is fortunate because Allegheny Ludlum is modernizing their plant in Vandergrift to become a specialty mini mill that will employ approximately 300 workers, a mere fraction of its original capacity. The people of Vandergrift depend primarily on employment from towns in Westmoreland county like New Kensington, and from the eastern metropolitan Pittsburgh area.

Vandergrift now faces the problem of turning the economic tide around. Vandergrift's greatest assets lie in its rich history and unique design. These two factors are the foundation upon which the revitalization of the town will occur. The essential elements that will attract new growth are all intact. Properly marketed, Vandergrift's heritage of large, well built homes, churches, curving tree lined streets and the town center could provide a quality of life that is rare in today's society. We believe that the town of Vandergrift can be made attractive to
a professional market. Young two wage earner professional families will find Vandergrift a refreshing alternative to the suburbs around Pittsburgh.

A Market for Proposed Changes

Vandergrift needs leadership now that will bring the town into its second century with optimism and a plan for the reinvestment in the community. The high median age of the citizens living on a fixed income will translate into a large turnover of housing stock within the next decade. The commercial area, while desolate and depressed, remains intact. It offers a great opportunity to revive the historic buildings and open new specialty shops that will create a unique shopping experience with a regional draw. These specialty shops can consist of stores designed to support local craft industries, like furniture, haute couture clothing, ice cream/dairy products, leather goods, and stained glass manufacture. These small industries can create jobs, and contribute to the growth of Vandergrift. The introduction of Maglev transportation to western Pennsylvania could also be a boom for towns like Vandergrift. With a stop planned in Vandergrift, the commute to Pittsburgh will be made simple, and tourism will increase. The tourist shopping experience will be a unique one. People will come to experience an atmosphere unlike the shopping malls, where shops are different, and shop keepers are friendly. The restored buildings and curving tree lined streets will make the experience special. Finally, the now vacant water front can be developed into a more technology based research park. We

Issues and Goal
Reverse Economic Downsizing
see a fresh water aquatic life research park built on the water, one that will aid in the preservation of our environment, create skilled jobs, educate our young and increase interest in the region.

**Timeline**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>7 September 90</td>
<td>RFP from the Vandergrift Action Coalition</td>
</tr>
<tr>
<td>14 September 90</td>
<td>Submittal of proposal to VAC</td>
</tr>
<tr>
<td>17 October 90</td>
<td>Interim presentation of Urban design Guidelines</td>
</tr>
<tr>
<td>9 November 90</td>
<td>Compiled guidebook to go to press</td>
</tr>
<tr>
<td>16 November 90</td>
<td>Final review of Urban Design guidelines before citizens of Vandergrift and faculty of CMU.</td>
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**Issues and Goal**

*Project Timeline* □ □
Presentation of preliminary urban analysis to VAC
Overall Recommended Plan

Vandergrift
- **Land Use Plan**
- **Overall Zoning Plan**
- **Overall Traffic Circulation Plan**
- **Overall Open Space Plan**
To insure success of the new plan for the town of Vandergrift, it is essential to rezone. This rezoning will encourage the plan of action to move swiftly. Many of the zones will remain similar to what exists now; however, modification of them will have to occur. The central business district zone will shrink. It will no longer include Columbia or Washington Avenue. This move will expand the residential zones which surround it. Parts of the residential districts that are presently used and will continue to be used as parks will now clearly be zoned as such. The major change will occur at the Wean Industries site and the land between it and the train station. They will become zoned as commercial/recreational (C3) and park (PK) respectively. The Allegheny Ludlum Steel Corporation is encouraged to sell part of the western end of its sites so the land can become a part of the commercial and residential districts.

Analysis

Recommended Zoning □
□ Kathy Palaszynski
Land use will generally follow the new zone districts. In addition, the Casino Theater, the Union National and Vangard banks, and the Vangard building which will become the police department and post office will be a node of institutional buildings to create a strong town center. With the advent of the new commercial district, there will be a need to provide substantial parking in close proximity. Land obtained from Allegheny Ludlum Steel on the east side of Lincoln Avenue along the mall will be used as a parking garage. A parking lot will also be provided near the train station for commuters.
COMMUNITY GREEN SPACE
TWO FAMILY HOUSING
MULTI-FAMILY HOUSING
INDUSTRIAL
COMMERCIAL
INSTITUTIONAL

LAND USE KEY
COMMUNITY GREEN SPACE 1
TWO FAMILY HOUSING 2
MULTI-FAMILY HOUSING 3
INDUSTRIAL 4
COMMERCIAL, reeational 5
COMMERCIAL, central business 6
INSTITUTIONAL 7

Analysis
☐ Recommended Land Use

Kathy Palaszynski
The traffic pattern will remain the same for most of Vandergrift with the exception of Washington and Lincoln Avenue. Washington Avenue will now be two-way traffic for its entire length. The turn around in front of the Casino Theater will be removed and a Town Square with a bandstand will replace it. This will simplify the complex situation that now exists. The western side as well as the eastern side of Lincoln Avenue will remain one-way in the northerly and southerly direction respectively. This will provide a welcome flow of traffic around the market house as well as allowing ease of pedestrian crossing because of single directional traffic.

Analysis

Recommended Traffic Plan  

Cindy Gordon
The recommended open space will be a redesign of what now exist in the residential zone. It is essential that this space be rezoned as Park area so as to insure its continual existence. The unused land along the river will become a public park with a river walk and picnic benches. The Wean Industries area will become a commercial recreational area containing a fresh water theme park. Both of these areas must also be rezoned to become these important public spaces.
Analysis

☐ Recommended Open Space Plan

Cindy Gordon ☐
Proposal for the Revitalization of the Commercial District

- Revitalization of the Commercial District
- Streetscape of Vandergrift
- Lincoln Ave Mall Parking Garage
- The Vandergrift Markethouse
- The Revitalization of the Mall
- The Maglev Station
Proposal for the Revitalization of the Commercial District

The History of the Commercial District

The commercial center of Vandergrift was designed by Frederick Law Olmsted and developed with the ideal of creating a holistic community for working people. The downtown was intended to be a bustling walk-in shopping and local government center and for decades was the main artery of supplies available to the people in and around Vandergrift proper. However, times have changed, and with the advent of suburban malls, decentralized offices, dual income families, the freedom of the automobile, and the general trend towards regional shopping and awareness, the demand upon such a town center has changed and diminished substantially. What was once a vibrant commercial center now lies at the edge of ruin, with high vacancy, poor upkeep and a loss of civic involvement and pride.

Vision for the Commercial District

We aim to tailor this commercial center to suit the needs of today's consumer as well as revitalizing its sense of town pride and turn-of-the-century charm. First, we propose to strengthen this area by condensing the effective area of the commercial district. We hope that through zoning and tax laws a trend will be initiated to replace commercial establishments along Columbia and Washington Avenues with infill residential projects. All efforts and assets may then be focused upon Grant Avenue stretching from town hall to Vandergrift
Columbia Avenue. This street, with its simple, strong form, is envisioned to once again capture the nostalgic presence it once possessed. Next we hope to capitalize upon the potential charm and unique character of the area, which, if carefully nurtured, could become a major asset to the economic and social health of the community. The final thrust of our proposal deals with the revitalization and redevelopment of the mall, defined as Lincoln Avenue stretching between town hall and the old train station. A major asset in this area will be the realization of a light rail transit system and eventually a Mag-Lev stop at the old train station which will tie Vandergrift to the region with an important transportational tie. Here, with the influx of activity such a system would inspire, we propose a private development of a sympathetically designed mall, market house and parking structure which will bring life and economic growth to this important part of town. Furthermore the revitalization of the mall will provide a social heart to the town as well. This area is envisioned to provide an area for community activities and interaction as well.

It is our belief that these steps must be taken to breathe new life into Vandergrift’s commercial center and in turn into the entire community
to create a unique experience for the eastern regions of Pittsburgh. Building on Olmsted's vision, revitalization will bring to life a district of bustling specialty shops and restaurants in an atmosphere of historical charm. Once again the shops and street will be lit with smalltown personality and friendliness.

To achieve this vision, several measures will have to be implemented. The first would be the enrichment of the sidewalk environment. This would include the addition of carefully chosen and placed street furniture such as lamps, benches, receptacles and planters, repair and enrichment of the sidewalk pavement, as well as the essential replacement of the tree plantings as was Olmsted's intention. The next step would be the renovation of the facades of the buildings along Grant Street. Each building will require different treatment which may include: repainting, cleaning, replacement of rotted or missing trim, removal of unsympathetic details, the addition of awnings, and the addition of wood and fiberglass detail and trim.

The completion of such measures are essential to create demand in the district and save it from its current economic depression. To have a vibrant Grant Street is clearly an ultimate benefit to all involved economically, socially and politically. The implementation of this vision will require cooperation and effort by private owners and the town alike. We are looking for an alliance between all involved to help implement this vision. The aim is to strive for mutual benefit to the town community, the banking institutions, and the building owners.
Vision for the Lincoln Avenue mall

The goal for the mall is to take advantage of this severely underutilized space to create a privately developed shopping experience to link Grant Street to the railway station and the waterfront. To enhance the volume of visitor usage of this area, we are encouraging the advent of Mag-Lev and we are also proposing a riverfront theme and recreation park. The mall would include a market house, shops, and a parking facility. The shops and structures along the east side of the mall will be renovated to become an extension of the charm of Grant Street. An elegant market house will be the center piece of the mall. This market house will step down the slope of the mall and house various commercial functions including permanent small shops and eateries, markets, bazaars, and exhibitions. The length of the market house will provide areas capable of opening directly onto the street. The southern end of the market house would open directly onto the town square while the northern end would open onto a public plaza including a municipal skating rink. Finally, the now undeveloped west side of the mall will be developed as a parking structure combined with small shops at street level. The mall will have a more personal scale and provide for commercial growth but at the same time it will retain the ceremonial qualities of this space.

To achieve this vision, revitalization of the buildings along the east side of the mall would be the top priority. Next, the attraction of private development of the market house and parking garage would need to occur. However, the tradition of markethouse in Pennsylvania is that they are city owned,
operated, and maintained. Finally, municipal renovation of the street scape and street furniture would be required.

Implementation would rely heavily upon private investors. The successful revitalization of Grant Street would be the major draw for investors because of the potential for an expanded regional draw. Monies would also be acquired from governmental funds to aid in streetscape development.

Vision for The Town Square

The goal for this community node in front of the Casino Theater is to utilize existing institutional and community functions located at the intersection of Grant Street and Washington Street to form a glorious public space to act as the front lawn for the Vandergrift community. We are fulfilling Olmsted’s plan in a contemporary manner for a centrally located community greenspace which will include provisions for community and ceremonial functions including a bandstand. Establishments surrounding this greenspace will include the Casino Theater, town hall, the public library, Vanguard and Union National bank, and the relocation of the Post Office and Police Headquarters into the Vanguard Building. Renovation of these buildings is also a part of this vision. Their image is important to give poise and dignity to this urban room. This will provide an effective entrance into Vandergrift and an important connection between Grant Street and The Mall.
To create this important node the first step is to eliminate the connection between inbound and outbound traffic on Lincoln Street, thereby forming a continuous pedestrian area stretching from the front of the Casino Theater and the end of the Market House. This space would then be designed to include a town square park with a bandstand. Finally, the surrounding buildings would be renovated.

Implementation would involve funding from both private and municipal sources. Governmental funds will be required to rechannel traffic and create the town square. Private funds would be needed to renovate the Union National and Vanguard banks. Municipal funds would be required for the Casino Theater. These measures, however, are of the utmost importance to create a sense of town center, pride and identity and to unify the two commercial streets.

This overall plan was a joint effort of Kathy Maurer, Victor Curti, Cindy Gordon, and Kathy Palaszynski. The members of this team developed aspects of the overall scheme in further detail. Victor Curti was responsible for the renovation of the store facades on Grant Street and Lincoln Avenue. Cindy Gordon developed the parking garage. Kathy Maurer and Kathy Palaszynski jointly developed the Market House and Vandergrift Pond Square.
Commercial

Overall Site Plan of Commercial District

Kathy Palaszynski  Kathy Maurer
Commercial
Northeast Grant Street Elevation

☐ A: Victor Curti Kathy Palaszynski  B: Victor Curti
Commercial

Photograph of Abandoned Structure along Lincoln Avenue
The intention of the design of the streetscape is to encourage active participation of store owners with the street. The unique experience of walking through the commercial district of Vandergrift is not solely dependent upon the vernacular of the buildings, the wares sold in the stores, or the people in the street. Street furniture is essential for unifying the streetscape of Vandergrift’s commercial area. The street furniture plays an integral role in the interaction of people with the urban environment that Vandergrift offers. Lamp posts, street signs, trash cans, benches, mail boxes, newspaper dispensers, and parking meters are considered street furniture. The careful design and orchestration of the above elements will provide the commercial district with a distinct harmonious experience for pedestrians which will become a theme unique to Vandergrift. Street furniture is the element that will transform the typical American commercial vernacular into a special urban experience.

The pride of the people of Vandergrift will reflect in the streetscape and in turn will act as a draw to stimulate activity from pedestrians and visitors. The proposed design is composed of three distinct elements: street lamps, benches, and newspaper dispensers. These elements embody the spirit of the surrounding architecture through form and language, but translates them into a modern expression of materials. The result is a coherent and complex composition which enhances the existing architecture, unifies the streetscape, and at the same time celebrates and marks a turning point in the history of Vandergrift. The special image of Vandergrift...
the town will serve as an advertisement for the whole of the commercial district and draw new markets from surrounding areas. The effect of the advertisement will multiply exponentially.

The most important element of the streetscape is the lamp post, a practical, yet sculptural fixture. The lamp incorporates waste baskets, parking meters, mail boxes, signage and icon hangers, and finally light fixtures into a coherent artistic entity. The integration of waste baskets, parking meters, and mail boxes into the lamp post not only strengthens the form and function of the fixture, but rectifies the problem of the usual unsightly applications of the above mentioned street furniture. The hangers for the signage and icons are intended for the use of the shop owners to denote and connote the nature of their businesses. Hanging signs, with individual logo types or trademarks, are a traditional method of advertising individual businesses and merchants. Ornate brackets are also part of the tradition of this type of signage. A return to this tradition of advertising is recommended. This return to tradition will add life and color to the street. Individualized expression superimposed upon the regularity of the framework of the lamp posts creates a rhythm that punctuates and enlivens the unifying pattern established by the placement of the fixtures.

Usually a lamp post only serves a function at nightfall. The light fixtures specially designed for the commercial district of Vandergrift also serve a function in the daylight hours. During the hours of sunlight, the lamp posts accentuate the existing buildings and duplicate the unifying screen-like colonnade previously established by the tree planting pattern of the original Olmstead plan. By night the lamps transform the streetscape into a high tech light show of neon and

Commercial

Streetscape of Vandergrift
incandescent light, thus providing an ambiance particular to Vandergrift which is conducive to night time festivities.

The other relevant elements which are the benches and the newspaper dispensers are designed with the intention to reinforce the design intentions of the lamp posts. These elements fulfill their functional tasks while being aesthetically sympathetic to the streetscape. The design of the benches and the newspaper dispensers is integral in preserving the uniqueness of the lamp posts. This cannot be accomplished by catalog ordered articles. These elements are necessary to successfully convey Vandergrift's special image.

In conclusion, the proposed street furniture for the commercial district plays a vital role in establishing a character and ambience unique to Vandergrift. A successful streetscape is essential to the image of the town and the surrounding areas associated with it. This customization of the merchant area of Vandergrift will instill town pride and active participation from citizens. This participation in turn will further the improvement of the town and induce a new self sufficient economic growth. Individualization of the town will strengthen it because people will not only be drawn to the area to shop, but to see and participate in the charming ambience of Vandergrift.
Bench Detail

The benches are made of mesh because it is expressive of the materials of the lamp posts and the news paper dispensers. The mesh also allows for a minimum visual distraction of the complete streetscape because of its high level of transparency.

News Paper Dispenser

The news paper dispensers are executed in the same vocabulary as the lamp posts. The form of the news paper box is no different from that of an ordinary dispenser, but the detailing is true to the Vandergrift vernacular. This fixture is easily recognizable, yet unoffensive.

• Front Elevation

News Paper Dispenser

The rear elevation of the Vandergrift paper dispenser is equipped with a frame in which local advertisements may be displayed. This frame is a solution to the usual unsightly bill posting and advertisements on lamp posts and telephone poles.

• Rear Elevation

Vandergrift

Commercial

Strretscapes Details

Vern Lei
Commercial

*Elevation of Streetscape* □

□ Vern Lei
Our preliminary investigations revealed that Vandergrift could not support additional commercial expansion without additional parking facilities. However, the scale of a parking garage seems inappropriate for the ambiance of a town like Vandergrift. In order to integrate a structure this massive, we have obscured it behind a new series of stores, in scale with the existing commercial structures and the new market house. In section, this design focuses the axis of the Lincoln Park Mall, creating a commercial block on either side of the market house.

The entrance and exit to the garage, flowing naturally from the one way street, is located at the bottom of the hill near the train station. The first floor, which due to the slope of the street is underground at the top of the hill, is reserved for employees of the stores and for dumpsters which service these stores. The entire garage maintains a double car width for two way traffic, thus taking advantage of the natural slope of the hill to the rear, and eliminating the need for additional ramps. Pedestrian access is located at two places along the storefronts, both entrance corresponding to the entrances of the market house which faces it.

The remainder of the garage is customer parking located on three levels. The garage runs the full length of the mall, thus providing 385 parking spaces, necessary for the vitality of the additional commercial opportunities we have recommended, and suitable for future commuters utilizing the expanded train routes.

Vandergrift
Vandergrift
Commercial

Lincoln Ave Mall East Elevations

A: Kathy Palaszynski  B: Victor Curti
The new Vandergrift Markethouse will serve as an integral connection between the envisioned town center and the MagLev rail station in one direction, and between the future parking structure with its frontal shops and the rejuvenated shops on Washington Street in the other direction. Its site slopes down from the town center at a rate of 1':16', and hence the building is divided up into three sections with two main connecting nodes.

The first section is entered through any of three possible doors on the Southern end of the building near the future town square. This one-third of the building has a level surface, with two main aisles and temporary booths set up on both sides of both aisles.

Between this first and the middle section, the first connecting node is located. Here, grand stairs carry the shopper down one floor to the next level, and a balcony with seating overlooks this space. Pedestrian cross-traffic through the building occurs here. At this point permanent booths are set up, and continue through the middle section of the building. These booths can face either inward to the two main aisles in the harsher weather, or outward to the sidewalk in the summer. This is facilitated through glass sliding doors which roll up to the ceiling. The interior walkways are sloped to meet the slope of the sidewalk, thereby accommodating the merchant and shopper.

The second connecting node contains the final permanent
booths and also allows pedestrian cross-traffic. It is like the first connecting node, but without the grand stair and balcony level. From here, the third and last section of the markethouse is reached, and it is like the first. At its Northern end, three doorways open up onto a town plaza, at the heart of which is a pond to be used as an ice skating rink in the winter months.

The markethouse will be made out of orange brick with a large percentage of glass and a tile roof. Inside, industrial lights hung from wood trusses will illuminate the space.

The exterior walking experience will be further heightened by periodic spacing of benches between planters, on the sections of the markethouse which do not open up, and of course, the tree-lined street, as will occur over all of Vandergrift’s new commercial center. Outside stands can fill the sidewalks and plaza, bolstering life not only in the markethouse and on the street, but in the facing shops as well.

A markethouse, however pleasant a space in which to shop, does generate a lot of waste material, and the town of Vandergrift would have to ensure consistent, proper and prompt waste removal. This would happen no less than once a day, and possibly twice a day if necessary (especially in the summer months).

We foresee the markethouse as a thriving facility full of fruits and vegetables, arts and crafts, flea markets and antiques, and whatever other goods may be sold from time to time. People will come from miles around to shop here, and its will be a lively spot providing great economic benefit to the town.
Vandergrift Pond Circle Plan

Markethouse Openspaces

- Kathy Palaszynski
Vandergrift
Our vision for the rebirth of Vandergrift’s commercial district focuses on two basic premises. First, Vandergrift should have a “walk-in” town center providing all the essential stores to serve the community’s needs. These are places that would be used on a day-to-day basis by the residents of Vandergrift. The second is to provide a unique, attractive shopping/business area that would complement the services provided by the “walk-in” center as well as attracting residents from surrounding communities to do business in Vandergrift. It is the latter of these two premises which this project addresses.

**Key Issues**

**Image**

With the distinct possibility of the Maglev linking Vandergrift to Pittsburgh and other outlying regions, a potential exists for creating a shopping/business district that is at once a part of the “walk-in” center but also realised as a distinct entity itself. The area of town referred to as “The Mall” is an ideal location for such a development. At present with only a handful of buildings occupied, and a number gutted by fire or in disrepair the area is in dire need of redevelopment. With the proposed Maglev evocative of the steeltown’s heritage yet clearly modern. The street level is bustling with the activity of shoppers coming and going from the stores, businessmen on their way to meetings, and hurried commuters heading in and out of the Maglev
station. This area is very much a part of the commercial area yet exudes a somewhat different character than the rest of Vandergrift.

Building Use

The proposed development of “The Mall” must differ in the uses and services provided by the rest of the town. While the existing downtown area is to become a “walk-in” center the new development must not only cater to the residents of Vandergrift but, with the possibility of a large influx of commuters and visitors passing through, must provide a unique shopping/business area that would attract these people to shop, work, and possibly live in Vandergrift. The shopping should not compete with that which already exists in the commercial area, but instead provide shops and services that would not normally be found in a small town. With the Maglev station conveniently close, this area provides the opportunity to attract businesses that desire an office in a small town atmosphere yet allow easy access to the city.

The proposal for “The Mall” consists of two developments. The first is referred to as the mixed-use development. It is arranged on three levels; the ground floor being for commercial tenants, in a similar fashion to a typical “mainstreet”, while the second and third levels are designated as office space for rent or lease. This entire complex is serviced by two parking structures. The second is a mixed-use development as well. An interior street running parallel with the sidewalk allows shoppers to access the first two levels which contain shops. The development would be managed by a developer much like a mall. This is an alternative to the shopping possibilities...
drawing people from the surrounding communities. However, what makes this a mixed-use development is the third level which is designated for housing. These “apartments” would provide residents of Vandergrift with an alternative to the single-family house which dominates the residential area. In addition, with it’s proximity to the Maglev station it could serve those who wish to work in the city but live in a small town.

Circulation- Vehicular and Pedestrian

“The Mall” will act as the destination for much of the vehicular traffic, including the Maglev station as well as the proposed developments. Therefore, traffic and parking must be taken into serious consideration. The intention is to create a ceremonial procession, taking on a more monumental character than the rest of the town. Certain points have been based on their importance in relation to the procession through “The Mall”. The points are demarcated by statues of historic figures, a fountain, or other suitable monuments to the town of Vandergrift. Destination points for vehicular traffic would be the parking areas which include the parking structure serving both the markethouse and the mixed-use development, another parking structure serving both the proposed developments, parking along the street, and the parking lot serving the Maglev station.

However important the car may be in today’s society a key issue in the rebirth of “The Mall” will be how pedestrian movement is handled. One must create an efficient means of movement between points of interest without sacrificing the desire to create a pleasant atmosphere geared to the scale of

Commercial

Rebirth of “The Mall” □

Scott Fisher
the pedestrian. Due to the difference in scale between the vehicular area and that of the pedestrian the two have been separated by a planting strip. This would contain trees, streetlights, banners, signs, benches, and other street furniture that not only act to separate the two, but animate the pedestrian zone. Crosswalks have been placed periodically along “The Mall” to promote interaction between both sides of the street. These align with the entrances of the shopping mall on one side and the mixed-use development on the other, which in turn lead to the parking structures. The system is intended to have a clear hierarchy and create pleasing pedestrian environment.
Vandergrift
MIXED-USE DEVELOPMENT

EXTERIOR

BUILDING STRUCTURE:
BASE: STEEL FRAME
WALLS: GRANITE OR LIMESTONE PANELS (1'-4" X 3'-0")
BEIGE BRICK OVER CONCRETE BLOCK
PRE-CAST CONCRETE DECORATIVE ELEMENTS
PAINTED STEEL I-BEAMS AND PANELS
WINDOWS: DOUBLE-GLAZED WITH PAINTED STEEL MULLIONS (MOST OPERABLE)
AWNINGS: ALUMINUM TUBE STRUCTURE COVERED IN CLOTH
LIGHTS: IN A NUMBER OF COLORS AND STYLES TO ADD VARIETY
STORE FACADE: GLASS GLOBE (1'-6" DIA.) HUNG OFF TRIANGULAR STEEL TRUSS
SIGNAGE: ABOVE AWNING ON PAINTED STEEL PANEL
PAINTED ON GLASS
NEON SIGNAGE BEHIND GLASS
BANNERS HUNG OFF FACADE CONNECTED TO LIGHTS

SHOPPING MALL / HOUSING

EXTERIOR

BUILDING STRUCTURE:
BASE: STEEL FRAME
WALLS: GRANITE OR LIMESTONE PANELS (1'-4" X 3'-0")
RED BRICK OVER CONCRETE BLOCK
PRE-CAST CONCRETE DECORATIVE ELEMENTS
PAINTED STEEL I-BEAMS AND PANELS
WINDOWS: DOUBLE-GLAZED WITH PAINTED STEEL MULLIONS
LIGHTING: GLASS GLOBE (1'-6" DIA.) HUNG OFF TRIANGULAR STEEL TRUSS
SIGNAGE: ABOVE AWNING ON PAINTED STEEL PANEL
PAINTED ON GLASS
NEON SIGNAGE BEHIND GLASS

INTERIOR - RETAIL LEVELS

WALLS: RED BRICK (INTERIOR STREET ZONE)
CEILING: COFFERED CEILING WITH INSET LIGHTING
SECOND-LEVEL WALK: PAINTED STEEL STRUCTURE
LIGHTING: INSET LIGHTS IN COFFERED CEILING
SIGNAGE: GLASS GLOBE HUNG OFF TRIANGULAR STEEL TRUSS (BOTH LEVELS)
BANNERS HUNG ALONG INTERIOR STREET
LITTED SIGNAGE ON STORE FAÇADES
FURNITURE: BENCHES
UMBRELLA TABLES (FOR EATING)
TRASH CANS
BANK MACHINES

Commercial
Site Plan and Section of the Mall
Scott Foerst  Scott Fisher
Carnegie Mellon University established the MAGLEV Working Group on May 1, 1989. The University is planning the construction of this high-speed ground transportation system extending out of a Pittsburgh hub towards both the Mid-west and the East Coast. This system, which will be based on the promising new MAGLEV technology, will be engineered, manufactured, and operated by Pittsburgh based companies. Some main thrusts for the MAGLEV group are to provide job opportunities for the Pittsburgh region, to integrate development nodes by means of the system in order to allow for future growth, and to improve mobility between these nodes.

In concurrence with these goals, an ideally developed MAGLEV system for Pittsburgh would consist of an interregional system linking Pittsburgh with nearby cities and their airports, and an intraregional suburban commuter system. While the intraregional suburban system is not yet a main focus for the group, it is with this system that we are concerned. Within this branch of the MAGLEV system, an Allegheny Vally Line is being planned. This branch will be routed directly through the town of Vandergrift.

Once this system is established, the town of Vandergrift will be very easily accessible from the city of Pittsburgh. This means that Vandergrift could become a dormer community, or that if we are careful to provide specific attractions, people could travel to Vandergrift to partake in these events. This increase in rail traffic would warrant not only a larger train.
station, but also add to the importance of the rejuvination of the mall area.
Key
A - Ticket Purchase / Waiting
B - Offices
C - Platform
D - Parking
E - Ramp to Riverbank Path
Proposal for the Revitalization of the Residential Community

Vandergrift
The History of the Residential Community

Vision for the Residential District

Study of Residential Typologies

Residential

Infill Housing Projects
Proposal for the Revitalization of the Residential Community

The History of the Residential Community

The residential section of Vandergrift was designed by Frederick Law Olmsted with the intent to give every citizen equal living arrangements. The land plots are similar in size, and the homes are based on pattern book houses of the late 19th and early 20th centuries. Even with so few housing types, they have been translated into a variety of facades that define the gently curving streets of Vandergrift. These tree canopied streets lead to the commercial center of Vandergrift to complete Olmsted’s primary goal of creating a holistic community for working people. However, the need for convenient maintenance and cost efficiency has led to the deterioration and loss of character in many of the homes. What were once elegantly detailed clapboard homes are now mere shells of the historic landmarks that used to exist.

Vision for the Residential District

Our aim is to instill new life into the residential areas by reusing the existing residential structures in new ways; not resisting change and modernization. By recognizing the unique fabric substructure that exists, new models can be created and original houses can be restored to reflect their historical context. First, we propose to educate the residents on the historical background of their homes. By listing details and materials available we hope to initiate an effort to replace unsympathetic alterations. Next we hope to capitalize on the
changing family structures that will be inhabiting Vandergrift in upcoming years (nuclear family, single parent family and single person). Instead of tearing down the existing larger houses, these houses can be adapted into apartments. The final thrust of our proposal deals with the actual integration and building of new housing options for the Vandergrift community. Certain areas that are vacant within the residential fabric open themselves for new housing based on prototypical designs of pattern book homes. Contemporary units will be developed that follow the size, materials and ideals found in the Olmsted communities. Columbia avenue is another area that offers itself for new housing. The avenue was originally zoned and built for residential houses, but recently private offices and duplexes have transformed this area into a commercial street. Consolidation of the commercial offices back to the Main street will allow for more modern prototype houses to be introduced. These new houses will also follow the standards established by Olmsted for residential areas with concern toward size, material and scale.
In studying the existing residential fabric of Vandergrift, we focused on sections of Washington avenue and Franklin avenue to generate an approximate number of pattern book homes typical of the community. Our primary intent was to represent the repetition of pattern book plans and contrast these with the wide variety of facades that were placed on each generic form. Original materials are listed and compared to the unsympathetic alterations that have damaged the historical character of the homes.

Typical Residential Street Section
Residential

Scott Foerst  Scott Fisher

□ Existing Typologies on Washington Street
Original Materials
Roof: Slate
Trim: Wood
Siding: Wood
(5" Clapboard)
Porch: Wood

Changes
Shingles
(Asphalt)
Bay Window

Original Materials
Roof: Slate
Trim: Wood
Siding: Wood
(3" Clapboard)
Porch: Wood

Changes
Shingles
(Asphalt)
Windows
Siding
(Aluminum)

Original Materials
Roof: Slate
Trim: Wood
Siding: Wood
(3" Clapboard)
Porch: Wood

Changes
Asphalt
Shingles
Windows
Siding
(Aluminum)

Residential

Existing Typologies on Washington Street

Scott Foerst  Scott Fisher
Original Materials
Roof: Slate
Trim: Wood
Siding: Wood
(3" Clapboard)
Porch: Wood

Changes
Asphalt Shingles

Original Materials
Roof: Slate
Trim: Wood
Siding: Brick
Porch: Brick

Changes
Close off porch Awning (Aluminum)

Original Materials
Roof: Slate
Trim: Wood
Siding: Brick
Porch: Brick

Changes
Stone Veneer

TYPE B  TYPE B  TYPE B
Original Materials
Roof: Shingle (Asphalt)
Trim: Wood
Siding: Wood (5" Clapboard)
Porch: Wood

Changes
Windows
(1st Floor)

Original Materials
Roof: Shingle (Asphalt)
Trim: Wood
Siding: Brick
Porch: Brick

Changes
None

Original Materials
Roof: Shingle (Asphalt)
Trim: Wood
Siding: Wood (5" Clapboard)
Porch: Wood

Changes
Siding
(Aluminum)
Awning

TYPE C

Residential
Existing Typologies on Washington Street
Scott Foerst  Scott Fisher
Original Materials
Roof: Slate
Trim: Wood
Siding: Brick
Porch: None

Changes
None

Original Materials
Roof: Shingle (Asphalt)
Trim: Wood
Siding: Wood (6" Clapboard)
Porch: None

Changes
None

Original Materials
Roof: Slate
Trim: Wood
Siding: Wood (5" Clapboard)
Porch: Wood

Changes
None

TYPE B

TYPE C

TYPE C
Vandergrift
Residential Images of Vandergrift

Perspectives along the residential districts showing street character, architectural details, and the changes that have altered the homes.

View Along Farragut

Series of thresholds from public to private: from the curb to the planting strip to the sidewalk to the front lawn to the awning to the front porch to the front door
View Along Jefferson Avenue

*Original architectural details covered by aluminum siding, some of the trees are gone*

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View Along Sumner Avenue

*Tree canopy and curving streets create sense of scale and serial vision*
View Along Corner of Jefferson and Grant Street

Existing home with original details - clapboards, cornices, slate roof, fishscale shingles and windows, porch enclose. c. 1940

View Along Farragut Avenue at the corner of Farragut and Sherman Avenues

Original character of curving, tree lined streets is intact.

Vandergrift
In studying the existing residential fabric of Vandergrift, we identified many inherent strengths, but also present are some weaknesses. Our main goal is to give recommendations to revitalize the residential quality in Vandergrift to allow for future growth based on heritage. The growth of the residential areas can occur by reusing the existing residential structures in new ways; not resisting change and modernization, but rather evolving, while at the same time respecting the rich unique substructure that already exists.

A primary residential weakness is that current residents in Vandergrift have been maintaining their houses through convenience of maintenance and cost efficiency. In many cases this has deteriorated the character of the original pattern book houses. Although putting metal siding on a house to create a maintenance free exterior and give better thermal protection is a good idea, it is not always the most attractive alternative due to the absence of sensitively designed industrial products. In many cases, the metal siding has destroyed the scale of the house and original clapboard siding. However, some companies now offer restoration product-lines that will save both money and the original character of the homes. In 'Restoration Guidelines', illustrations of three pattern book houses are shown. For each house, details and material listings are provided to inform the residents of many alternatives that are available.

Housing in Vandergrift is different today than 100 years ago when the town was built. The original houses in Vandergrift are from pattern books. These patterns could be bought from Sears and Roebuck Company. However, this
was not the only source to buy the pattern book houses. The plans are efficient in their use of space. Today, the family size per house is smaller. There are the nuclear family, the single parent family, and the single person households. Currently, families do not need as much space as in the past. Therefore, instead of tearing down the existing housing, houses can be adapted into apartments. These apartments can accommodate a household of one person to a household of three persons. Existing adaptive re-use is a major weakness of the community. The architectural image and value of many pattern book homes have been sacrificed by poor integration of a second residence. The following pages demonstrate how four pattern book houses can be adapted into apartments to fit into today's lifestyles.
Original Materials
Pediment: Wood
Roof: Slate

Existing Materials
Aluminum
Asphalt

Restoration Materials *
Plywood
Plywood

Pediment: Wood
Roof: Slate

Dentil Blocks: Wood
Pilasters: Wood
Siding: Wood (5" Clapboard)
Soffit: Wood
Columns: Wood
Door/Window: Wood

"Restoration Collection"

Wolverine Technologies
Four Parklane Boulevard
Dearborn, Michigan 48126
1-800-521-9020 toll free call

Vandergrift

Scott Foerst
Original Materials
Roof: Slate

Brackets: Wood

Columns: Wood

Siding: Wood
(6" Clapboard)

Soffit: Wood

Windows:
Plate Glass
Wood Mullions

Millwork: Wood

Lattice: Wood

Residential

Restoration Guidelines for Housing Typology: Type B

Scott Foerst
Existing Materials

- Asphalt
- Bad Wood
- Bad Wood
- Bad Wood
- Bad Wood
- Aluminum (8" Widths)
- Aluminum Sheet Glass
- Bad Wood
- Bad Wood

Restoration Materials *

- Polyurethane
- Polyurethane
- Polyurethane
- Polyurethane (6" Clapboard)
- Snap-on Mullions
- Replace Wood
- Polyurethane

*“Restoration Collection”*
Original Materials

Roof: Slate

Siding: Wood
(5" Clapboard)

Corner Posts: Wood

Window: Wood

Shutters: Wood

Mantel-Pediment: Wood

Door Surround: Wood

Columns: Wood

Vandergrift
Existing Materials
Asphalt
Aluminum (8" Widths)
Aluminum
Bad Wood
Bad Wood
Bad Wood
Bad Wood

Restoration Materials *
Slate
Polyurethane (6" Clapboard)
Polyurethane
Polyurethane
Polyurethane
Polyurethane
Polyurethane

* "Restoration Collection"

Wolverine Technologies
Four Parklane Boulevard
Dearborn, Michigan 48126
1-800-521-9020 toll free call

Residential

Scott Foerst

Restoration Guidelines for Housing Typology: Type C
The No. 264P207 pattern book house from Sears and Roebuck Company is originally a three-bedroom house with one bathroom, a kitchen, a dining room, a living room, a library, and an attic. To adapt the existing house into two apartments, the first floor becomes a one-bedroom unit with a bathroom, a kitchen, a dining room, and a living room. The second unit occupied the second and attic floors. The second floor has the kitchen, dining room, living room, and a study. The third floor has two bedrooms and two bathrooms. Both units share the original front door and all the stairs are contained within the house. This way, the original image of the house is not disturbed.
The Westly pattern book house from Sears and Roebuck Company is originally a three bedroom house with one bathroom, a kitchen, a dining room, a living room, and a library. To adapt the existing house into two apartments, the first floor becomes a one bedroom unit with a bathroom, a kitchen and a combined dining and living room. The second unit occupied the second and attic floors. The second floor has two bedrooms, a kitchen, a dining room, and a living room. The basement is divided with half for each unit. Both units share the original front door and all the stairs are contained within the house. This way, the original image of the house is not disturbed.
The Dayton pattern book house from Sears and Roebuck Company is originally a two bedroom house with one bathroom, a kitchen, a dining room, a living room, and an attic. To adapt the existing house into two apartments, the first floor becomes a one bedroom unit with a bathroom, a kitchen and a combined dining and living room. The second unit occupied the second and attic floors. The second floor has the kitchen, dining room, and living room. The third floor has two bedrooms and a bathroom. Both units share the original front door and all the stairs are contained inside the house. This way, the original image of the house is not disturbed.
Exterior Perspective

The Alton

Original First Floor Plan

Adapted First Floor Plan (Apartment 1)

Vandergrift
The Alton pattern book house from Sears and Roebuck Company is originally a two bedroom house with two bathrooms, a kitchen, a dining room, a living room, and a library. To adapt the existing house into two apartments, the first floor becomes a one bedroom unit with a bathroom, a kitchen and a combined dining and living room. The second unit occupied the second and attic floors. The second floor has one bedroom, one bathroom, a kitchen, and combined dining and living room. The third floor has two bedrooms and one bathroom. Both units share the original front door and all the stairs are contained within the house. This way, the original image of the house is not disturbed.
When the commercial district is revitalized there will be renewed interest in Vandergrift. Prosperity will spread throughout the town, and the demand for housing will increase. As the supply of existing housing stock is refurbished and reoccupied, there will be a need for new housing. To fill this need for new housing we propose to infill with new units on empty sites or in areas in need of revitalization. This new infill housing will act to repair torn urban fabric in areas like Columbia Avenue. Currently, Columbia Avenue is zoned for commercial use, and has several shops and professional offices on the southeast side, as well as a large parking lot on the northwest side of the street. Under the proposals for commercial revitalization, the shops will be encouraged, through tax incentives and other programs, to relocate to the newly revitalized and consolidated commercial center. The parking lot will also be replaced into the new commercial scheme. This leaves the area at Columbia Avenue vacant. We propose that the area be re-zoned back to its original residential designation as it was intended by Frederick Law Olmsted.

The problem of designing housing in an existing urban fabric is to make living units that work with contemporary lifestyles, while at the same time, respect the existing context. Gregory R. Mottola and Steven D. Chaitow have worked on the issue of infill housing and present three proposals for housing along Columbia Avenue. In all three proposals the area on the southwest of the site have been designated as recreational green spaces. Not only will these provide needed recreational
space, but will act to buffer the new construction from the noise and activity of the Grant Street commercial area. A playground with a basketball court on the southeast side of the street, and a formal garden on the southwest side of the street are proposed for development. The relationship of service and served spaces is preserved from the existing housing. The alleys 4th and 5th Streets serve as vehicular access to the new units. Garages, utilities and sanitation service are all accessible from the alleys. Proposal ‘A’ uses blocks of garages that enclose a common space between the housing units and the backs of the garages that residents may use together as a group. Proposal ‘B’ and ‘C’ use individual or paired garages to mirror the rhythm that already exists in the alleys in Vandergrift.

The housing units themselves follow the setbacks, heights, and language of exterior finish as the existing houses in deference to the urban fabric. Although the infill units are connected, the same rhythm that has been created by the existing single family homes is preserved by the undulating roof lines and the circulation zones between units that are set back further from the street. Proposal ‘A’ keeps the exterior street facade true to the context, but within each ‘unit’ there are two apartments, a one bedroom flat on the first floor, and a two or three bedroom loft apartment on floors two and three. Proposal ‘B’ uses a similar strategy that ‘A’ employs, but with simplified facades and an exaggerated connection between units. Proposal ‘C’ explores a new typology with a split level courtyard arrangement, with rental units in the back of the buildings. The Facades along Columbia Avenue borrow details from the existing pattern book homes but reflect the modern times in which they were constructed. Dormers, gables, porches and towers are all incorporated, and detailed with low
maintenance, high wear materials. These low maintenance materials will be of the same visual character of their wooden counterparts, and maintain the scale and architectural integrity of the existing houses.

The three proposals that follow serve as a guide for the future development of housing in Vandergrift. The units are easily adaptable to fit any infill site, from a one lot condition, to an entire street like Columbia Avenue. They adeptly fit multiple units into the framework of the older homes, and are more readily adaptable to the needs of the individual owners. These proposals can also serve as guidelines for new development to replace decrepit buildings as they are torn down.
Residential

Infill Housing: Columbia Avenue - Proposal 'A' □

□ Gregory R. Mottola
Vandergrift
Residential

Infill Housing: Columbia Avenue - Proposal 'A'

Gregory R. Mottola
Third Floor Plans

Residential

Infill Housing: Columbia Avenue - Proposal 'A'

Gregory R. Mottola
FIRST FLOOR PLANS

Residential

Infill Housing: Columbia Avenue - Proposal 'B'

Steven D. Chaitow
Residential

Infill Housing: Columbia Avenue - Proposal 'B'

Steven D. Chaitow
Residential

Infill Housing: Serman and Sumner Avenue

Steven D. Chaitow
Vandergrift
Infill Housing: Columbia Avenue • Proposal 'B', Daytime view

Steven D. Chaitow

Residential
Proposal for the Revitalization of the Open Spaces

Vandergrift
Open Spaces Today in Vandergrift

Vision for the Future of the Open Spaces

Proposal for the Open Spaces

Waterfront Park
Open Spaces
Proposal for the Revitalization of the Open Spaces

Open Spaces Today in Vandergrift

The open spaces today in Vandergrift represent the anomaly of the entire town. The open spaces, like the town itself, are left to deteriorate under the misuse and ignorance of man.

Olmsted’s original plan incorporated a balance of open spaces with the residential and commercial spaces. These parks were strategically placed within the residential district to act as buffers and transition zones. These parks were also incorporated into the Vandergrift master plan to coinside with Olmsted’s philosophy of integration between man and nature. Furthermore, in keeping with McMurtry’s intention at creating a “working man’s paradise”, leisure and recreational spaces were required for the inhabitants.

However, the park spaces today have become a pale reflection of Olmsted’s and McMurtry’s vision, due to misuse and neglect. Most of the trees that once flourished in these parks have died. The play areas once reserved for children, are now safety hazards and have deteriorated beyond repair. The swings and jungle gyms that dotted these play area have been weathered by the elements and abuse of man. These rusted relics of the past have become lairs for hooligans and degenerates, rather than playgrounds for healthy children that are to become the backbone of the community.
In Vandergrift today the community council has already initiated a capital drive, encouraging Pittsburgh firms in the vicinity to donate funds for new play facilities for the parks. However, the goal of the fund drive is limited to safer modern jungle gyms and not to total revitalization of the parks.

Our proposal for the open spaces would be organized into two specific areas, the Water Front development that pertains to the commercial zone of the open spaces, and the green spaces and park facilities within the residential section of the town.
Proposal for the Open Space

In Between Washington Avenue and Adams Avenue

The small "Tooth Shaped" park nestled in between the alleys behind Washington Avenue and Adams Avenue is an open green space with trees lining the perimeter of the park. Towards the high end of the sloping park, a small play area is presently undergoing renovation from the donations obtained.
CMUDA proposes a re-landscaped park, with new arrangements of foliage and physical structures to create a new focus within the park. The focus of the park is inwards so as to obstruct the viewer’s vision of the backyards of the houses and to encapsulate the occupants of the park within a cocoon of nature juxtaposed with man made elements. The proposed park will consist of new trees, meandering pathway, canopied shelters and a babbling brook in addition to the new jungle gyms which are presently being erected in the play area.
Open Spaces

□ Site Plan through the Park

John C. H. Kim
Open Spaces

Site Sections through the Park

John C. H. Kim
Open Spaces

Longitudinal Sections through the Babbling Brook and Waterfall

John C. H. Kim
Vandergrift
Open Spaces

Latitudinal Sections through the Babbling Brook and the Waterfall

John C. H. Kim
Open Spaces

Site Plan of the proposed additions to Kennedy Park

John C. H. Kim
Open Spaces

☐ Imagery Drawing for the Water Front Park Development

Sung S. Cho ☐
Waterfront Park

The mills have supported Vandergrift’s population for almost a century, and have become familiar landmarks. It is difficult to imagine Vandergrift without them. But recent years have seen a decline in the economic viability of the steel industry. Service and light industry has grown to replace the lost income from steel.

The steel mill located on the western edge of Vandergrift, in the bend of the Kiskiminetas River, has fallen upon lean times. It occupies prime waterfront real estate, real estate which is all the more valuable because of the historic character of Vandergrift. The time has come to examine alternative uses for that area. We at CMUDA are proposing a multi-use fresh water theme park.

Such a development would include a fresh water zoo and natural history museum, a water amusement park, a waterfront restaurant, and a community park. The fresh water zoo and natural history museum would consist of indoor and outdoor tanks for the display of wildlife. The amusement park would include rides and events (such as water slides, enclosed water slide tubes, inner tube rides, log rides, wave pools, bubble pools, fountain pools, and falling rides), games (water balloons and target dunking, for example), concession stands, and a swim suit store. The waterfront restaurant will have a bar, a takeout counter for the community, a cafeteria, and a sit-down restaurant with indoor and outdoor seating. The community park would include an open air dance pavilion, amphitheater, sculpture gardens, and walking paths.
Use Plan Legend

A  Amusement Park
B  Natural History Park
C  Restaurant
D  Water Treatment Plant
E  Public Park
Vandergrift
Open Spaces

□ Site Plan of the Water Front Park

Sung Cho

145
<table>
<thead>
<tr>
<th>A1</th>
<th>Water Slide</th>
<th>B1</th>
<th>Concessions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2</td>
<td>Boat Chute</td>
<td>B2</td>
<td>Arcade</td>
</tr>
<tr>
<td>A3</td>
<td>Catapult</td>
<td>B3</td>
<td>Game Booths</td>
</tr>
<tr>
<td>A4</td>
<td>Super Splash Pool</td>
<td>C</td>
<td>Maglev</td>
</tr>
<tr>
<td>A5</td>
<td>Wild Waves</td>
<td>D1</td>
<td>Natural History Museum</td>
</tr>
<tr>
<td>A6</td>
<td>Bubble Blast</td>
<td>D2</td>
<td>Indoor Wildlife Refuge</td>
</tr>
<tr>
<td>A7</td>
<td>Corkscrew</td>
<td>D3</td>
<td>Plant Pool</td>
</tr>
<tr>
<td>A8</td>
<td>Children's Pool</td>
<td>D4</td>
<td>Insect Pool</td>
</tr>
<tr>
<td>A9</td>
<td>Loopy Loops</td>
<td>D5</td>
<td>Fish Pool</td>
</tr>
<tr>
<td>A10</td>
<td>Bumper Boats</td>
<td>D6</td>
<td>Reptile Pool</td>
</tr>
<tr>
<td>A11</td>
<td>Log Ride</td>
<td>D7</td>
<td>Bird Pool</td>
</tr>
<tr>
<td>A12</td>
<td>Paratrooper</td>
<td>D8</td>
<td>Mammal Pool</td>
</tr>
<tr>
<td>A13</td>
<td>Rolling Rapids</td>
<td>E1</td>
<td>Clean Water Plant</td>
</tr>
<tr>
<td>A14</td>
<td>Tunnel o' Luv</td>
<td>E2</td>
<td>Aquaduct</td>
</tr>
<tr>
<td>A15</td>
<td>Swimming Pool</td>
<td>E3</td>
<td>Water Tower</td>
</tr>
<tr>
<td>A16</td>
<td>Diving Tower</td>
<td>F</td>
<td>Restaurant</td>
</tr>
<tr>
<td>A17</td>
<td>Raft Island</td>
<td>G1</td>
<td>Dance Pavilion</td>
</tr>
<tr>
<td>A18</td>
<td>Fountain</td>
<td>G2</td>
<td>Amphitheater</td>
</tr>
<tr>
<td>A19</td>
<td>Boat Lake</td>
<td>G3</td>
<td>Bay</td>
</tr>
<tr>
<td>A20</td>
<td>Electric Fountain</td>
<td>G4</td>
<td>Sculpture Garden</td>
</tr>
<tr>
<td>A21</td>
<td>Island</td>
<td>H</td>
<td>Entry</td>
</tr>
<tr>
<td>A22</td>
<td>Bubble Boats</td>
<td>I</td>
<td>Swimwear Store</td>
</tr>
</tbody>
</table>

Open Spaces

Site Section Water Front Park Development □

□ Sung Cho
Appendix and Bibliography

Appendix I: Vandergrift Business

The following are businesses which advertised in the publications of the Vandergrift High School between 1914 and 1923 as compiled by Miss Esther McDowell.

Banks:

Vandergrift Savings & Trust Co.
Citizens National Bank

Barber Shops:

Central Barber Shop 1919
Foxy’s Barber Shop 1919
Clawson and Borland
Simpson Barber

Car Sales & Service:

Whitacre & McCullough 1914
McCutcheon’s Motor 1919
Mountain Service Station (gas)
Wagle Motors
J.R. Radcliff Cars
Geo. A. Markell Motor Co.
Waddel Motor
Fitzgerald Riverview Cars
Phillips Bros.
1914 1921 1922 1923
1914 1921 1922 1923
1921
1921 1922
1921 1922 1923
1921 1922 1923
1921 1922
1922 1923
Confectioners, Ice Cream Parlors:

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sugar Bowl</td>
<td>1914</td>
</tr>
<tr>
<td>Wms. Confectionery</td>
<td>1919</td>
</tr>
<tr>
<td>Samios Candy</td>
<td>1919</td>
</tr>
<tr>
<td>Purity Candy, N.V.</td>
<td>1919</td>
</tr>
<tr>
<td>McKinney Candy</td>
<td>1919</td>
</tr>
<tr>
<td>Buck’s Ice Cream Parlor</td>
<td>1919</td>
</tr>
<tr>
<td>Watson’s Ice Cream</td>
<td>1919</td>
</tr>
<tr>
<td>A.W. Love</td>
<td></td>
</tr>
</tbody>
</table>

Dry Goods and Clothing:

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allison Dry Goods</td>
<td>1914</td>
</tr>
<tr>
<td>Louis Laudau (men’s)</td>
<td>1914</td>
</tr>
<tr>
<td>Van T. Shepler</td>
<td>1914</td>
</tr>
<tr>
<td>Cooper’s Cloths</td>
<td>1914</td>
</tr>
<tr>
<td>Kopelman’s (men’s)</td>
<td>1919</td>
</tr>
<tr>
<td>Maud V. S. Gallagher (dry goods)</td>
<td>1919</td>
</tr>
<tr>
<td>Einstein’s Toggery</td>
<td>1919</td>
</tr>
<tr>
<td>Sutton and Flude</td>
<td>1919</td>
</tr>
<tr>
<td>J.D. Flude</td>
<td></td>
</tr>
<tr>
<td>Ladies’ Bazaar</td>
<td>1919</td>
</tr>
<tr>
<td>J.G. Ramer</td>
<td></td>
</tr>
<tr>
<td>W.E. Husson (men’s)</td>
<td></td>
</tr>
<tr>
<td>Ellis (men’s)</td>
<td></td>
</tr>
<tr>
<td>Horne’s Millinery</td>
<td></td>
</tr>
<tr>
<td>H.J. Schuler and Co. (women’s)</td>
<td>1919</td>
</tr>
</tbody>
</table>

Electric Supplies, Repair:

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>J.E. Brieg</td>
<td>1919</td>
</tr>
<tr>
<td>Alex Hamilton, Batteries</td>
<td>1919</td>
</tr>
</tbody>
</table>

Appendix I
Electric Shop
Bash Batteries
Electric Shop (radio)

Factories:

Hyde Park Glove

Florists:

Brown, the florist

Food Stores:

Swartz Meats 1919
C.F. Condo Meats 1919
Geo. J. Lace Groceries 1919
J.E. Crawford Fish 1919
F.R. Aires 1919
Doverspike & Shutt, groceries 1919
J.I. Allen Groceries & Dry Goods 1919
Jones Grocery 1919
Kaste’s Milk 1919
G.S. Allshouse 1919
J.H. Kiehl, Meats 1919
D. Loundy, Fruits 1919
H.P.Kespelher Meats 1919
L.C.Kespelher Meats 1919
Calderone Fruit 1919
Itzel and Filchthorn Meats 1919
Gregg’s Bakery 1919
W.B. McMausland 1919
Shutt Bros. 1919

Vandergrift
Wilcox Meat Market
Biram's Grocery
Frank Ceraso (imported groceries)

Furniture, Undertaking:

Armstrong (U) 1914
Hirshberg Furniture 1919
R. Gordon 1919

Hardware:

Culp Hardware 1914
Culp & Neal
Steel's Hardware 1919
Alter Hardware 1919
Alter & Whitehead

Jewelers:

H.G. Phillips 1914
Phillips & Andes
Duppstadt's (& Optometry)

Laundry, Dry Cleaning:

Vandergrift Dry Cleaning 1914
Vandergrift Laundry 1914
Lumber Yard, Building Supplies:

H.L. Yerty

Music Stores:

Benjamin's Music Store
Vandergrift Music Co.

News Stores:

Kiski News

Paint, Paper Hanging, Framing:

H.G. Ray
Stanton & Rowe
J.E. Crawford
Geo. L. Trautman

Pharmacies:

Benjamin's Pharmacy
Tomlinson's Drugs
Fox's Drug Store
Gilchrist Drugs
E.R. Burns

Vandergrift
Photographers:

Shulman 1919
H.C. Plank 1919
Grant Studio

Plumbers:

H.J. Kuhns 1919
Aurant's 1919

Printers:

News Record Publishing Co. (Apollo)

Real Estate, Insurance:

Fitzgerald & Lore 1914
M.E. Uncapher 1919
A.W. Love 1919
Stitt Real Estate 1919
J.F. Blair 1919
Wilson's Insurance 1919
Stickel & McGeary

Recreation:

Star Theatre (movies) 1919
T.L. Ambrose (bowling) 1919
Iris Theatre in Casino 1919
Roller Rink 1919
Brideson & Lace (pool) 1919
Buck's Pool Room

Appendix I
Restaurants:

Cozy Restaurant 1919
Gregg’s Restaurant 1919
Palace Restaurant 1919
City Restaurant 1919
Dock’s Restaurant 1919
New York Wiener Stand 1919
Ament & Hainley Lunch 1919
Liberty 1919
Smith’s Lunch 1919

Shoe Stores, Shoe Repairs:

Whitehouse 1914
George’s Shoes 1919
Jim Kyle’s Repairs 1919
M. & N. George 1919
S.E. Mohney 1919
Blair’s Boot Shop 1919
Joe Sack, Repairs 1919
M. Thomas, Shoes 1919
Altman’s 1919

Singing, Speaking, Dancing:

Mary E. McKim, Voice 1919
Cuthbert’s Dancing School (rink) 1919

Small Appliances Store:

Singer Sewing Machines 1919
R. Herold Sturgeon 1919

Vandergrift
### Westmoreland County: Vandergrift Borough, 1.2 sq. miles

#### Population and Households

<table>
<thead>
<tr>
<th>Year</th>
<th>Hshold</th>
<th>HPop</th>
<th>HSize</th>
<th>GroPop</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980 Count</td>
<td>2,750</td>
<td>6,818</td>
<td>2.48</td>
<td>5</td>
</tr>
<tr>
<td>1985 Estimate</td>
<td>2,533</td>
<td>6,124</td>
<td>2.42</td>
<td>5</td>
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<tr>
<td>1990 Forecast</td>
<td>2,558</td>
<td>6,011</td>
<td>2.35</td>
<td>5</td>
</tr>
<tr>
<td>2000 Forecast</td>
<td>2,692</td>
<td>5,977</td>
<td>2.22</td>
<td>5</td>
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#### Total Employment

<table>
<thead>
<tr>
<th>Year</th>
<th>Employment</th>
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<tbody>
<tr>
<td>1985</td>
<td>1,035</td>
</tr>
<tr>
<td>1990</td>
<td>1,083</td>
</tr>
<tr>
<td>2000</td>
<td>1,181</td>
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</table>

#### Total Households

<table>
<thead>
<tr>
<th>Year</th>
<th>Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>2,750</td>
</tr>
<tr>
<td>1985</td>
<td>2,533</td>
</tr>
<tr>
<td>1990</td>
<td>2,558</td>
</tr>
<tr>
<td>2000</td>
<td>2,692</td>
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#### Total Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
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</thead>
<tbody>
<tr>
<td>1980</td>
<td>6,823</td>
</tr>
<tr>
<td>1985</td>
<td>6,129</td>
</tr>
<tr>
<td>1990</td>
<td>6,016</td>
</tr>
<tr>
<td>2000</td>
<td>5,982</td>
</tr>
</tbody>
</table>
Work-Place Employment

<table>
<thead>
<tr>
<th>Total</th>
<th>Retail</th>
<th>Gov't/Ed</th>
<th>Manf'</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>544</td>
<td>241</td>
<td>0</td>
<td>250</td>
<td>1,035</td>
<td></td>
</tr>
<tr>
<td>583</td>
<td>242</td>
<td>0</td>
<td>258</td>
<td>1,083</td>
<td></td>
</tr>
<tr>
<td>664</td>
<td>248</td>
<td>0</td>
<td>269</td>
<td>1,181</td>
<td></td>
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</table>

Change 1985-2000

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>146</td>
<td>14.11%</td>
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</tbody>
</table>

Change 1985-2000

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>-58</td>
<td>-2.11%</td>
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</tbody>
</table>

Change 1985-2000

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>-841</td>
<td>-12.33%</td>
</tr>
</tbody>
</table>
Total Persons

Total Families

Total Households

Median Family and Household Income in 1979

Median Income

Family

$18,053

Aggregate Household Income in 1979

Earnings:

Wage or Salary Income
Non Farm Self-employment Income
Farm Self-employment Income
Int., or Dividend or Net Rental Income
Social Security Income
Public Assistance Income
All Other Income

Vandergrift
6,823

1,953

2,750

Household
$13,859

Total
$28,297,210
$2,761,905
$17,550
$2,515,105
$5,620,930
$487,745
$3,881,565
Income in 1979

Less than $2,500 129
$2,500 to $4,999 386
$5,000 to $7,499 193
$7,500 to $9,999 314
$10,000 to $12,499 257
$12,500 to $14,999 172
$15,000 to $17,499 207
$17,500 to $19,999 276
$20,000 to $22,499 143
$22,500 to $24,999 133
$25,000 to $27,499 121
$27,500 to $29,999 105
$30,000 to $34,999 108
$35,000 to $39,999 104
$40,000 to $49,999 71
$50,000 to $74,999 21
$75,000 or more 5

Total Count 2745

Persons by Age by Race

<table>
<thead>
<tr>
<th>Race</th>
<th>Under 5 yrs</th>
<th>5 to 17 yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>105</td>
<td>293</td>
</tr>
<tr>
<td>Black</td>
<td>98</td>
<td>278</td>
</tr>
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</table>

Appendix II
<table>
<thead>
<tr>
<th>Families</th>
<th>% of Families</th>
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<tbody>
<tr>
<td>19</td>
<td>1%</td>
</tr>
<tr>
<td>100</td>
<td>5%</td>
</tr>
<tr>
<td>81</td>
<td>4%</td>
</tr>
<tr>
<td>205</td>
<td>11%</td>
</tr>
<tr>
<td>201</td>
<td>10%</td>
</tr>
<tr>
<td>122</td>
<td>6%</td>
</tr>
<tr>
<td>177</td>
<td>9%</td>
</tr>
<tr>
<td>251</td>
<td>13%</td>
</tr>
<tr>
<td>126</td>
<td>7%</td>
</tr>
<tr>
<td>127</td>
<td>7%</td>
</tr>
<tr>
<td>115</td>
<td>6%</td>
</tr>
<tr>
<td>102</td>
<td>5%</td>
</tr>
<tr>
<td>91</td>
<td>5%</td>
</tr>
<tr>
<td>104</td>
<td>5%</td>
</tr>
<tr>
<td>71</td>
<td>4%</td>
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<tr>
<td>21</td>
<td>1%</td>
</tr>
<tr>
<td>5</td>
<td>0%</td>
</tr>
</tbody>
</table>

**1921**

<table>
<thead>
<tr>
<th>18 to 64 yrs</th>
<th>65 yrs and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>1037</td>
<td>464</td>
</tr>
<tr>
<td>988</td>
<td>451</td>
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</tbody>
</table>
### Persons 15 Years and Over by Sex by Marital Status

<table>
<thead>
<tr>
<th>Marital Status</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single</td>
<td>668</td>
<td>645</td>
</tr>
<tr>
<td>Now Married, except Separated</td>
<td>1,629</td>
<td>1,624</td>
</tr>
<tr>
<td>Separated</td>
<td>41</td>
<td>68</td>
</tr>
<tr>
<td>Widowed</td>
<td>97</td>
<td>646</td>
</tr>
<tr>
<td>Divorced</td>
<td>71</td>
<td>138</td>
</tr>
</tbody>
</table>

### Households by Persons in Household and Household Type

#### 1 Person:
- Male Householder: 203
- Female Householder: 561

#### 2 or More Persons:
- Married-Couple Family: 1,588
- Other Family:
  - Male Householder, no wife: 70
  - Female Householder, no husband: 295
- Non Family Household:
  - Male Householder: 18
  - Female Householder: 15

### Households with One or More Persons Under 18 Years by Household Type

- Married-Couple Family: 658
- Other Family:
  - Male Householder, no wife: 22
  - Female Householder, no husband: 129
- Non Family Household: 6
### Households with One or More Persons 60 and 65 and Over by Persons in Household and Household Type

<table>
<thead>
<tr>
<th>Persons in Household</th>
<th>60 yrs and over</th>
<th>65 yrs and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Person</td>
<td>545</td>
<td>443</td>
</tr>
<tr>
<td>2 or More Persons:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family Household</td>
<td>800</td>
<td>605</td>
</tr>
<tr>
<td>Non Family Household</td>
<td>12</td>
<td>9</td>
</tr>
</tbody>
</table>

### Occupied Housing Units by Tenure by Race of Householder

<table>
<thead>
<tr>
<th>Race of Householder</th>
<th>Total</th>
<th>Renter Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>2,701</td>
<td>959</td>
</tr>
<tr>
<td>Black</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>Asian and Pacific Islander</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

### Year Round Housing Units by Occupancy Status

<table>
<thead>
<tr>
<th>Occupancy Status</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied</td>
<td>2,750</td>
</tr>
<tr>
<td>Vacant</td>
<td>157</td>
</tr>
</tbody>
</table>

### Vacant Units

- Year-Round (boarded up): 2
- For Rent (vacant 2 or more months): 58
- For Sale (vacant for 6 or more months): 11
Vandergrift Population

<table>
<thead>
<tr>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1910</td>
</tr>
<tr>
<td>1920</td>
</tr>
<tr>
<td>1930</td>
</tr>
<tr>
<td>1940</td>
</tr>
<tr>
<td>1950</td>
</tr>
<tr>
<td>1960</td>
</tr>
<tr>
<td>1970</td>
</tr>
</tbody>
</table>

Vandergrift Heights Population

<table>
<thead>
<tr>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900</td>
</tr>
<tr>
<td>1910</td>
</tr>
<tr>
<td>Population</td>
</tr>
<tr>
<td>------------</td>
</tr>
<tr>
<td>1,852</td>
</tr>
<tr>
<td>1,969</td>
</tr>
<tr>
<td>2,441</td>
</tr>
<tr>
<td>2,005</td>
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