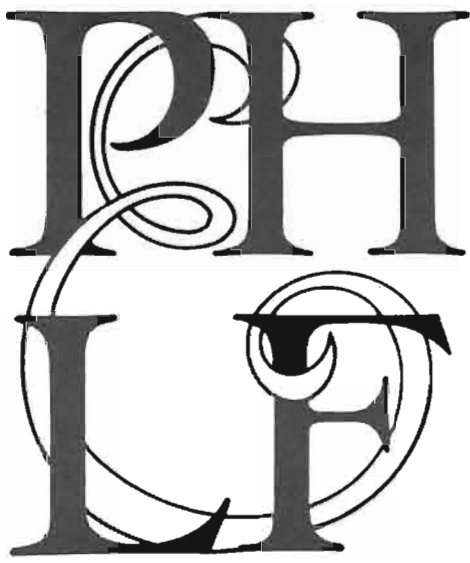


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Published for the members of the Pittsburgh History & Landmarks Foundation

No. 132

December 1993

NEWS

- Publications Feature Pittsburgh's Architecture, Rivers & People
- The South Side: Securing Its Progress
- Landmarks: A Positive Force in Pittsburgh's Life
- Pittsburgh Architecture: On Porches

The New Bridge

Do We Need a Bridge?

Landmarks has, in the last two years, been in the position of striving for excellence in a project that, from our viewpoint, has basic faults. We refer to the new Port Authority busway bridge that is to cross the Monongahela River, cross Station Square at the east edge of its Phase II development, and proceed along and through Mount Washington.

The total cost of the new busway project — alterations to the Parkway, new bridge, access ramps, Wabash tunnel, and busway itself — is expected to be at least \$250 million. Construction is expected to begin in 1994 with completion in 1997. The new bridge will carry only buses and high occupancy vehicles (HOVs).

We have recommended that the idea of a new bridge be abandoned as unnecessary and as detrimental to Station Square's development and overall amenity, to the spatial effect along the Monongahela River, and to the visual quality of the historic buildings across the river downtown. Unnecessary, in that the rebuilt, three-lane Smithfield Street Bridge (to be completed in 1994) and the Panhandle Light Rail Bridge, if paved, could handle the bus and car traffic anticipated. (The Panhandle Light Rail Bridge is now used only by the rail cars, but Landmarks is proposing that the bridge surface be repaved to allow use by buses as well as light rail. Furthermore, we have always advocated extending the Light Rail to the Airport, via railroad rights-of-way on the Conrail or Montour lines.) And detrimental to our development for obvious reasons: visual bisection of Station Square, noise, headlight glare, fumes, and dreary overshadowing or view-blocking of the lower levels of our buildings.

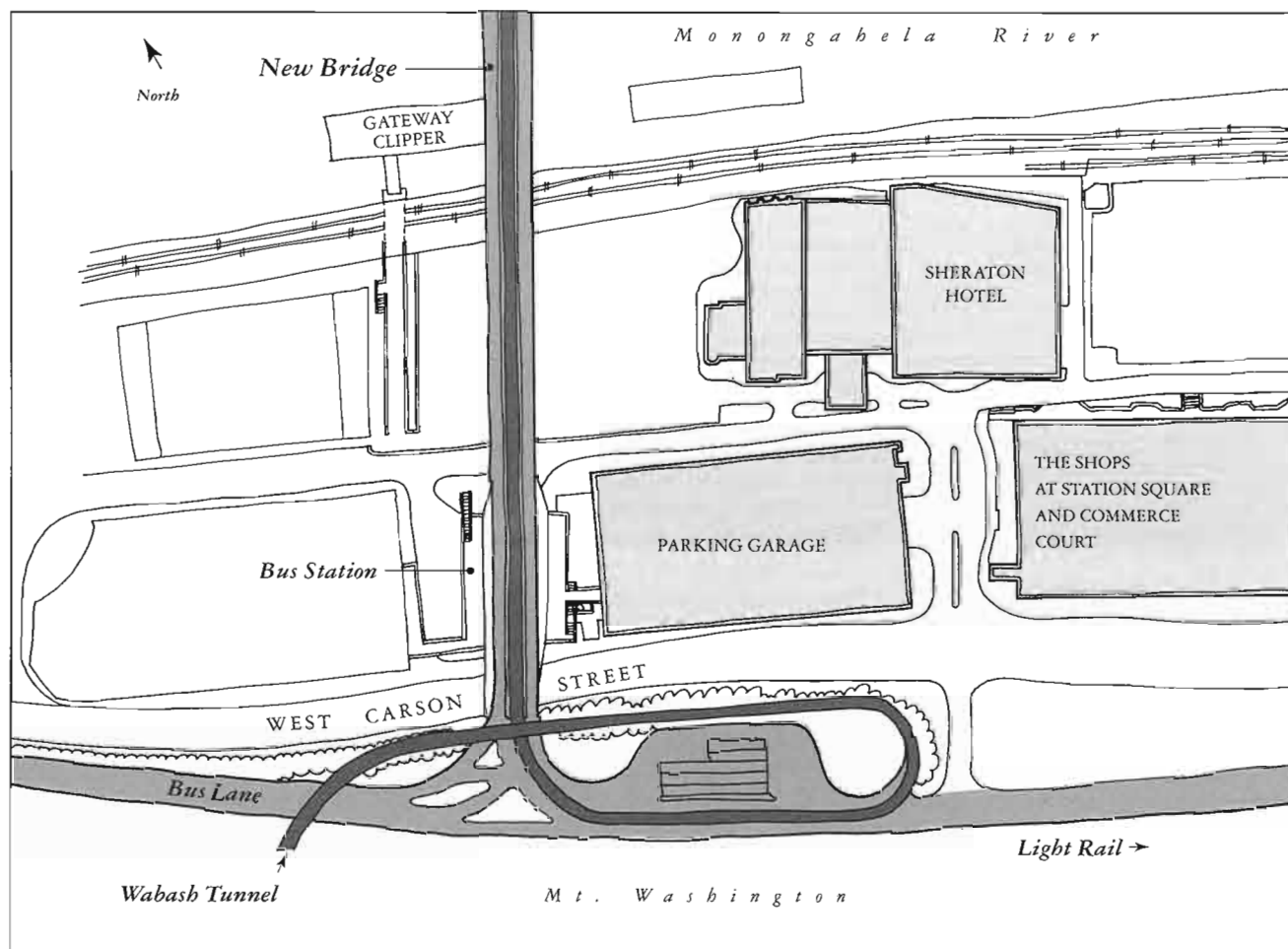
The bridge approach across our property is not itself apt to be the only sinner visually, furthermore. Navigational clearance requirements prohibit any kind of structure beneath the bridge deck, and the Coast Guard is against the kind of mid-river pier that allowed the two low, light spans of the Smithfield Street Bridge to be built in 1883. Tows tend to switch from the north to the south side of the channel where the new bridge is to go, and the Coast Guard thus has extra reason for forbidding a midstream pier.

This, however, means a superstructure that is bound to be tall and therefore threatens to dwarf the waterfront buildings along Fort Pitt Boulevard and First Avenue, and to obstruct the views from nearby Station Square buildings as well as making difficulties for the Gateway Clipper operation that the right-of-way crosses. Again, it bisects the fine space between the Fort Pitt and Smithfield Street Bridges. To give an idea of the heights of the main span structures under consideration, both are about 50 feet taller than the Sheraton, which is 130 feet high, and both screen the view more or less with main structural members and a mesh of cables.

The Car Complication

The Port Authority originally saw the bridge as exclusively for its bus routes south of the Triangle, avoiding for example the notorious Green Tree Hill, promoting reliability and speed. The Authority sees the traffic mixture on the Smithfield Street Bridge as frustrating this effort.

The later introduction of HOVs — private cars, in other words, that are supposed to carry three or more people — has created complications, however, and ones that we believe are unjustified by the traffic likely to appear. An HOV lane adds greatly to the width of the bridge, because of both the lane itself and the broad areas of separation from the bus lanes along the sides;



The complicated separation of grade-level bus traffic and Wabash Tunnel bus and HOV traffic. Provision is made on this plan for a connection to the Station Square Light Rail station.

thus the bridge becomes a heavier overhead presence. The HOVs must have their own entrances and exits: on the Station Square side necessitating a climb to the Wabash Tunnel, 70 feet above Station Square level. Beginning this climb on our property would be intolerable in our new development, and a circuitous approach on the far side of Carson Street has been worked out. The expense of accommodating HOVs will be in the millions: the bridge, the approaches, the Tunnel remodeling, and a way out of the Tunnel at the other end. All this money to be spent when we have seen little carpooling practiced around Pittsburgh. Furthermore, the dedicated bus bridge wanted by the Port Authority is lost. (But PAT is still in charge of the bridge, presumably, and can limit the number of HOVs by establishing the minimum number of passengers allowed, thus keeping the bus lanes relatively unclogged.)

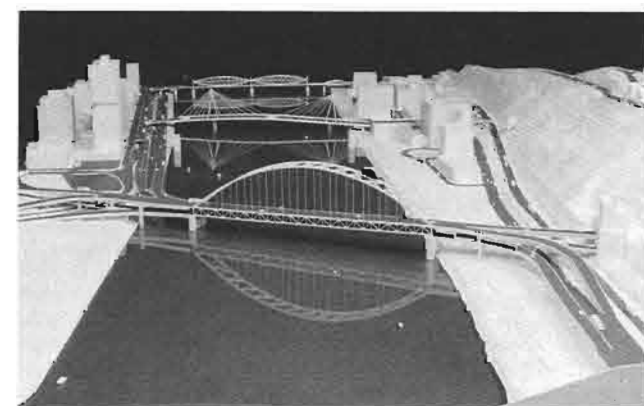
One improvement that may result from development of the new bridge is that the Parkway outbound toward the east along Fort Pitt Boulevard may be lowered and the Mon Wharf turned into a roadway and park; then Fort Pitt Boulevard roadways, both eastbound and westbound, will be relocated side by side rather than having the present noisy gaps between the lanes.

Good Relations

We admit that the human side of the situation has been gratifying. Since the matter arose, Landmarks has been treated as a major concerned party, and has attended many public and private meetings. We have experienced one of the most cooperative public efforts



How the basket-handle arch would look. In town the bridge "touches down" near the end of Market Street.



How the cable-stayed bridge would look.

(continued on page 12)

PH NEWS

THANK YOU, CORPORATE MEMBERS

Your contributions helped the Pittsburgh History & Landmarks Foundation:

- ◆ **TEACH** more than 10,000 students, teachers, and adults about Pittsburgh's history and architecture
- ◆ **COMPLETE** the restoration of 34 low-income housing units owned and operated by the Northside Tenants Reorganization on Brighton Place, California Avenue, and Brighton Road
- ◆ **PROVIDE** technical assistance to the 30 neighborhood organizations that are members of the Pittsburgh Community Reinvestment Group
- ◆ **WORK** with local lending institutions to ensure that lending programs and products are available to meet the needs of inner-city residents
- ◆ **CREATE** a conceptual master landscape plan for the Neville House of c. 1785 in Collier Township
- ◆ **DEVELOP** a major preservation library for Landmarks' members and friends
- ◆ **CONTRIBUTE** to the Greater Pittsburgh economy and visitor industry through Station Square, a project of the Pittsburgh History & Landmarks Foundation

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Landmarks in Lights

Landmarks is pleased to thank Miles, Inc. for generously contributing promotional space on its Mt. Washington electronic billboard this past August. Landmarks was promoted on three different days including August 5 and 6 of Regatta weekend.

PHLF News is published five times each year for the members of the Pittsburgh History & Landmarks Foundation, a non-profit historic preservation organization serving Allegheny County. Landmarks is committed to neighborhood restoration and historic-property preservation; public advocacy; education and membership programs; and the continuing development of Station Square, a riverfront property opposite downtown Pittsburgh. PHLF News is supported through membership dollars, proceeds from Station Square, and advertising revenue.

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In Memoriam

Landmarks was saddened at the death, on September 14, 1993, of Miles Span, 16-year member and long-time trustee of our organization. In the earliest and most precarious days of Station Square, Miles Span wholeheartedly supported the project. He served on our Audit Committee for 15 years, and attended many of Landmarks' events throughout the years. A former Monroeville councilman, he was attending Council when he collapsed of a heart attack.

New Members in 1993

Just over 360 people, businesses, and organizations joined the Pittsburgh History & Landmarks Foundation in 1993. We greatly appreciate the support of our new members, and welcome their participation in our special events, education programs, and historic preservation programs. Landmarks' members create a strong collective voice in support of historic preservation in the Pittsburgh region.

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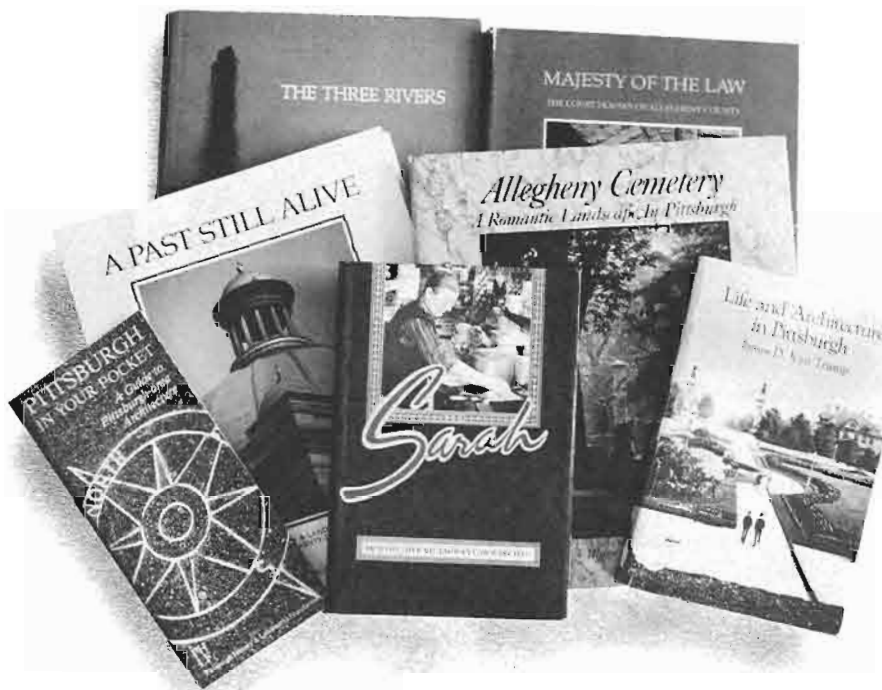
Publications Feature Pittsburgh's Architecture, Rivers & People

Books are wonderful holiday gifts, since there is often plenty of time during the winter months to relax and read. If someone on your holiday shopping list is interested in the history and architecture of Pittsburgh, in its rivers, or in its people, then you may want to consider purchasing a book published by the Pittsburgh History & Landmarks Foundation.

Here is a sampling of current publications. Call (412) 471-5808 if you would like to purchase a book (all are handsomely illustrated and reasonably priced); or, stop by The Landmarks Store on the balcony level of The Shops at Station Square.

Life and Architecture in Pittsburgh combines a selection of 64 memorable essays by Jamie Van Trump, Pittsburgh's preeminent architectural historian. In vivid prose, Jamie recounts stories of mansions and mansion builders, of Pittsburgh architects and their landmark buildings, and of life in the East End of Pittsburgh early in this century. Essay titles include: "The Old City Hall of Pittsburgh"; "Architecture and the Pittsburgh Land"; "Autumn Wine and Preservation"; "The Duquesne Gardens"; "Memories of Old Sewickley"; and "Memories of Highland Park." Jamie reminds us that buildings and places reflect lives; they express and symbolize those people who were involved in creating and in using them — and he renders for us with endearment the things that we may have put away, or not even have noticed, like those yellow daisies on the golden afternoon at the forgotten train station.

Majesty of the Law: The Court Houses of Allegheny County (by James D. Van Trump) places the three successive court houses of Pittsburgh in their historical context. The greater part of the text relates the history of H. H. Richardson's Court House of 1888 and its adjoining Jail, two of the United States' most illustrious buildings. Their conception, construction, and later history are related in detail, and their composition and place in architectural history are analyzed with the help of historic and modern views.



Allegheny Cemetery: A Romantic Landscape in Pittsburgh (by Walter C. Kidney) is a tribute to one of the most picturesque places in Pittsburgh, and one where its history is most vividly felt. Founded in 1844, Allegheny Cemetery is an unexpectedly romantic place in Pittsburgh, so long an industrial city. Many famous Pittsburghers are buried there: those who had local wealth and power, those nationally known such as Stephen Collins Foster and Lillian Russell, even founders of major industries such as Alfred E. Hunt for aluminum. The book includes an essay describing the Cemetery's history, architecture, and landscape, and a guide to 195 significant burial places and buildings.

A Past Still Alive: The Pittsburgh History & Landmarks Foundation Celebrates Twenty-five Years (by Walter C. Kidney) contains three essays on the loss and preservation of historic structures and places in the Pittsburgh region. "What We Have Lost," the first essay, is illustrated with 82 historic photographs. There are bridges, inclines, mansions, churches, train stations, houses, office buildings — all landmarks once part of Pittsburgh's life. The second essay, "What Remains and Why," and the third essay "What May Be Kept: Creative Preservation," are also lavishly illustrated. The main text is followed by a chronology of the Pittsburgh History & Landmarks Foundation.

Through its eloquent text and rich illustrations, **The Three Rivers** (by Walter C. Kidney) describes the beauty, vitality, and creative force of Pittsburgh's three rivers: the Ohio, Allegheny, and Monongahela. Mr. Kidney describes the

art of designing the Western River boat and of engineering and navigating our rivers. Special historical sections describe Charles Dickens' visit to Pittsburgh in 1842, the legendary keelboatman Mike Fink, and the glamorous packet *Virginia*.

Sarah Evosevich, long-known as the proprietress of Sarah's Ethnic Restaurant on the South Side of Pittsburgh, worked with the Pittsburgh History & Landmarks Foundation to publish her compelling life story. **Sarah: Her Life, Her Restaurant, Her Recipes** is an inspiring story of the evolution of a Serbian farm girl into an American businesswoman. A collection of recipes by Sarah adapted for home use is included.

These are the major books now available from the Pittsburgh History & Landmarks Foundation. Many architectural booklets (such as **Pittsburgh in Your Pocket: A Pocket Guide to Pittsburgh-area Architecture** by Walter C. Kidney) are also available. Call Landmarks at (412) 471-5808 for a complete listing of publications ... and enjoy reading about Pittsburgh this winter.

At the Printers!

Margaret Henderson Floyd's book, **Architecture after Richardson: Regionalism before Modernism; Longfellow, Alden and Harlow in Boston and Pittsburgh**, is now at the printers. Landmarks and The University of Chicago Press (co-publishers of the book) expect to receive copies for distribution in February.

The 540-page hardbound book (size 9"x12") is illustrated with 490 photographs and line drawings. Complete with a listing of some 350 known works, **Architecture after Richardson** offers a fascinating new perspective on the decades following H.H. Richardson's death. It will appeal to anyone with an interest in this crucial period of America's architectural development.

In January, members of Landmarks will be receiving an invitation to a lecture and book reception in February in honor of Margaret Henderson Floyd; copies of **Architecture after Richardson** will be available for purchase at the book reception.

The retail price is \$60; members of Landmarks receive a 10% discount. For further information, please call Louise Sturgess at Landmarks (412) 471-5808.

AT THE LANDMARKS STORE

The Book and Gift Shop of the Pittsburgh History & Landmarks Foundation

ANTIQUES FOR THE HOLIDAYS

New may be bright and shiny, but old is wonderful. So, during this holiday season The Landmarks Store is offering some special older items in addition to its new books and gifts. On the left as you enter the store (next to the Pittsburgh book section) is a glass case containing an interesting, and of course changing selection of small antique objects. Specific items are subject to prior sale, but the objects described below are typical of what you are likely to find in stock.

Interesting glass, ceramic, and pottery items are usually available: cranberry and green glass goblets and vases; cranberry glass and stoneware pitchers; decorative plates—the 1901 President McKinley commemorative plate is quite unusual; and a fine selection of Art Deco lustreware includes tea sets, luncheon plates, and one-of-a-kind items in a variety of colors.

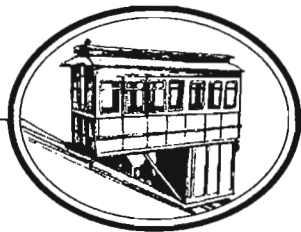
Then there are always a few curiosities: an ivory-handled seafood knife c. 1904, or a wooden fruit squeezer c. 1880, or a complete set of straight razors in the original carrying case that would be the envy of Sweeney Todd.

To learn more about antiques, browse through the extensive section of books devoted to antiques and interior design. You will find many books about individual designers and craftsmen; historical surveys which show the evolution of furniture and decorative objects; and books on textiles, carpets, wallpaper, china, glass, pottery, time pieces, and furniture. Don't overlook the sales section which offers some very fine books about antiques for under \$20.00.

To view these special holiday offerings, visit The Landmarks Store on the balcony of The Shops at Station Square.

Members of Landmarks receive a 10% discount on all items.

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The South Side: Securing Its Progress

At the beginning of September, Mayor Masloff signed the bill creating the East Carson Street City Historic District, and in so doing helped secure a progress that has taken years.

The District created has a commercial character, and is long and thin. But those familiar with the South Side might be tempted to advocate the whole place as a District, from the river to the skyline. The small-town character of the place, the churches, the houses, the rather quirky and varied street spaces that are often beautifully scaled to the houses that line them: these lure anyone who would try to draw a boundary further and further. Minus iron and glass plants, plus street trees, the South Side has lost most of its visible economic reason for being but has gained much as a place to live.

A Long Climb

If the present state of East Carson Street is not perfect, it still represents a long climb out of a far worse condition. Urban Redevelopment Authority condemnation in 1949 of 32 acres for Jones & Laughlin expansion drove out 203 families according to official figures — perhaps double that many in others' estimation — and most left the neighborhood, no longer to shop there. In 1958, with the passing of a new Zoning Ordinance, large residential areas of the Flats were rezoned Light Industrial; this caused the removal of some houses perhaps, but worse yet, building permits for house construction and repairs were withheld. The younger people began to move away to Baldwin and other suburbs, leaving older people, with diminished incomes, to be the customers of the stores.

In 1962, around the worst time, the local Brashear Association surveyed the situation and found a socially-sound but physically-deteriorating neighborhood, with the zoning, the industrial traffic on Carson Street, and the need for better stores and more parking space the chief problems.

Improvement began in 1966, when the Light Industrial zoning changed again to Residential, making home improvement legal once more. In 1967, a positive move toward improvement came with the collaboration of a rejuvenated South Side Chamber of Commerce and the South Side Community Council, a few years old, to launch Operations Georgetown: plural because its campaigns affected commercial and residential development, and "Georgetown" because Jane Jacobs, a pundit on urbanism of 30 years ago, had pronounced the South Side "a working man's Georgetown," modest but with great potential as a place to live.

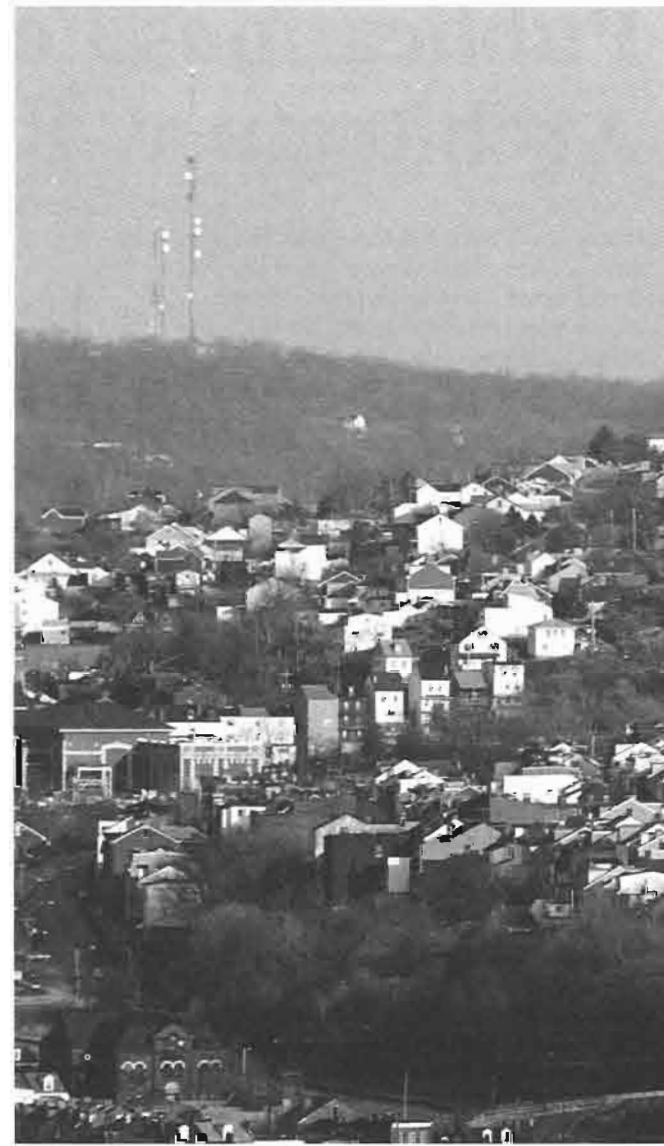
The increased morale led to conventional home improvements, though — aluminum siding and the like — that ignored the distinctive architectural qualities, Victorian mostly, that gave the Flats their character. In the summer of 1967, the Pittsburgh History & Landmarks Foundation began a campaign to restore, not merely remodel, South Side buildings, and joined forces with the Chamber and the Council to advocate the new policy and advise on how it might be implemented. The Birmingham Restoration Program began in the latter part of 1967, with the local American Institute of Architects advising on shop front remodeling and Urban Design Associates providing a general plan for the rehabilitation of Carson Street. Financial counseling for owners was part of the program. With a grant from the

Allegheny Foundation, Landmarks bought 1705 Carson Street and five houses on Jane Street in order to set examples of remodeling and restoration. Gradually, Landmarks withdrew from direct acquisition and gave support to the creation in 1976 of the Birmingham Union — named after one of the three original boroughs that made up the neighborhood — which took up the daily tasks. Another group, founded in 1974, the South Side Arts and Crafts Association made up of art and antique dealers, had an obvious interest in the commercial vitality and amenity of Carson Street, and promoted these. The City began to take a new interest in the Flats, and the *Pittsburgh Press* to run encouraging articles.

Main Street

In 1984, almost the entire area of the new City Historic District as designated this summer was entered on the National Register of Historic Places: a designation that not only honored the Victorian stretch of Carson Street but inhibited the spending of State and Federal money in ways that would damage the National Register District as a whole or any of its buildings. This led to a 1985 event of more immediate benefit. The National Trust for Historic Preservation had a Main Street Program, which sought to promote restoration and commercial revitalization of small-town Main Streets, and had just decided to extend its scope with an Urban Demonstration Program. The non-profit South Side Local Development Company (SSLDC), founded in 1982, seized the opportunity to apply, and the application was accepted. That East Carson Street was chosen to be the nation's first beneficiary under this program was natural enough. Historically, it was three Main Streets in one, those of three little contiguous boroughs that had been annexed by Pittsburgh in 1872, and still retained a small-town air. More to the point, the Trust was convinced that the morale and abilities of people in the neighborhood were there to take advantage of the Program.

The result was Main Street on East Carson, an SSLDC-administered campaign which received three years of technical assistance from the National Trust and others in facade restoration, store planning, and merchandising. National Trust participation ended in 1988, but the SSLDC continues to administer the Main Street program. Through the Allegheny Foundation, which helps fund SSLDC operation, a commercial signage pro-



A view of the South Side Slopes and Flats from Mt. Wash

gram was funded. The Urban Redevelopment Authority streetface program, which offers grants for commercial front improvement, was a valuable aid to rehabilitation in this historic district. City loans available to businesses had a part too. The State also had a Main Street Program through its Department of Community Affairs, and this supplied funding in 1987-89. Thus even after the National Trust completed its work in 1988, a multitude of organizations and programs were active to urge merchants and property owners toward the goal of a good-looking, vigorous commercial street whose Victorian deckings-out of fancy bricklaying and florid cast-iron lintels were a major part of its appeal.

And in fact, East Carson Street has appeal these days in a regional way rather than a merely local one. This circumstance has been growing slowly for quite a while. Sarah's Restaurant, now closed, was known city-wide since the 1970s, and today there are several distinguished restaurants in the District, a number of bars that are definitely not from the industrial era, and the City Theatre. The long existence of the South Side Arts and Crafts Association implies outside custom on a modest scale from an early period in the neighborhood's rebirth. Furthermore, businesses have, at least in past years, shown an interest in moving to the South Side, partly because of its accessibility, partly because the neighborhood has a good feeling about it: low crime, good work ethic.

City Designation

The South Side generally, the National Register District particularly, has made a great advance, and it was natural enough that the South Side Planning Forum members, 10 in number and including the SSLDC, should wish to secure the advance. To stimulate them toward a nomination for City Historic District status, a defacement of a Victorian building row took place in 1988, and a few years later a Modernistic shop front was removed.

Yet any move toward City designation had to be made cautiously. Even owners who approved and participated in the Main Street Program were apt to resist the idea of being *forced* not to alter the architecture of their buildings, or to go to the City for approval of a shop-front remodeling. The very concept of private property seemed to be challenged, and the more philosophical of the owners might have objected to the artificiality of an imposed official taste that might be fixated on the Victorian period, a century behind them. There were unfounded worries too that owners might be compelled

1705 East Carson Street as it used to be ...



... and after an exemplary remodeling by Landmarks.



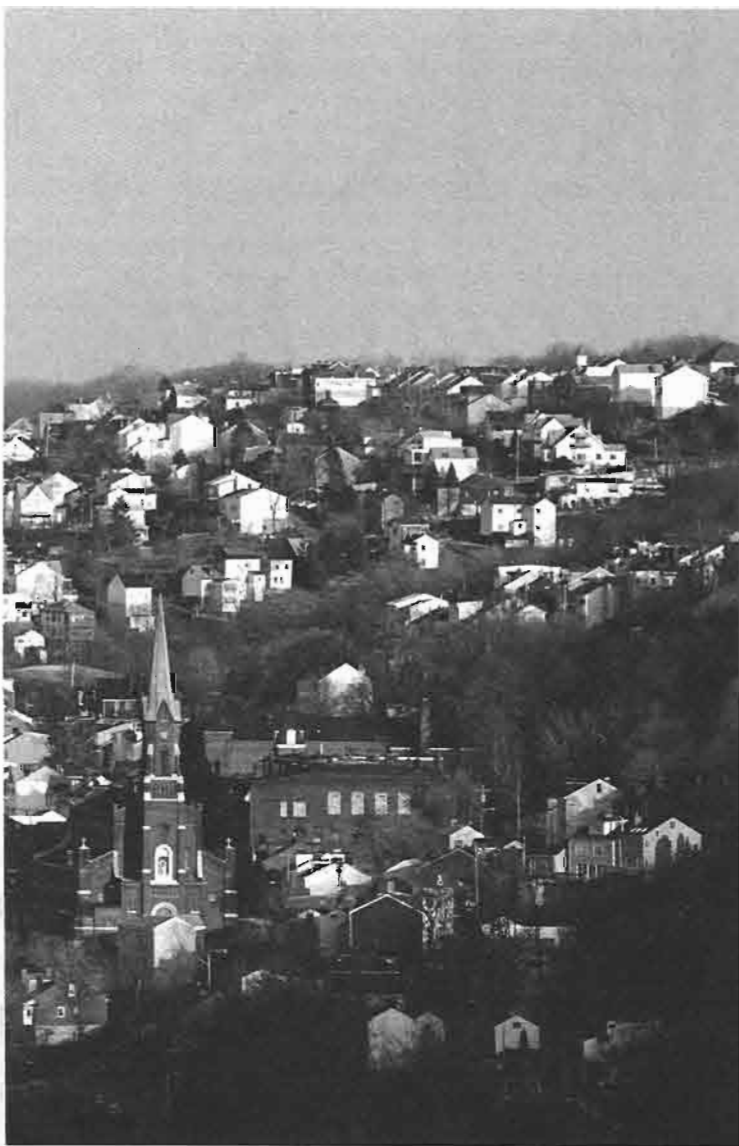


Photo by Clyde Hare



1417 East Carson Street; the South Side's Local Development Company is located on the third floor of this building.



Edwards Court, a traditional-looking new development by the South Side Local Development Company.

We believe that the decision was right, and that the complaints will die down in the face of experience, yet interviews in say a year with those now opposed would be interesting to hold: see if any complaints remain, and state them.

Finally,

In the last few years, Landmarks has resumed a more active role in the South Side through our Preservation Fund, with a loan of \$39,000 toward the purchase and renovation of 1417 East Carson Street, SSLDC's headquarters building; a bridge loan of \$100,000 to buy the deserted Eichleay property at Wharton and South 17th Streets; a \$50,000 loan for a sales agreement on riverfront land near by, to be developed for housing; and \$53,350 for the Edwards Court development.

Two outstanding properties remain in doubtful circumstances, much remarked-on but in a perpetual state of inconclusion. One is 901-11 Bingham Street, the old Mackintosh-Hemphill property that seems to be in the grip of owner indecision as well as being the focus of a lawsuit. This is within the City Historic District, the other is not: the old Duquesne Brewery, where a purchaser, the City, and the resident artists may be coming to an agreement — maybe.

This is a summary of a complicated story, given here to celebrate the neighborhood's climb of three decades or more from its one-time despond, and to put together a few memorable elements of its progress.



The Mackintosh-Hemphill property: future unresolved



A Mid-Victorian row on East Carson Street ... spoiled in 1988.

Below: Corporate skyscrapers in downtown Pittsburgh appear now and then above the small-town roofscape of the South Side Flats.



A South Side roofscape.

to restore and reconstruct, as opposed to keep and maintain, missing shop fronts and decorative work.

In 1992, then, the Forum began to issue literature and to hold seminars, with the assistance of the City's Historic Review Commission (HRC), to inform owners of what designation would mean. Among other points made, a bank official declared that City designation would probably increase interest from lending institutions and would certainly not diminish it.

Although two direct mailings went to the 312 property owners within the proposed District and the local *South Pittsburgh Reporter* advertised the seminar, only 51 owners attended, and only 11 District owners and 13 others responded to a questionnaire given them: 18 in favor, 1 opposed, 5 undecided. The Forum placed the nomination early in 1993; research providing the nomination's specifics was partly paid for by Landmarks' Preservation Fund, with staffing and other costs paid by the SSLDC. The nomination made it through the HRC and City Planning Commission hearings without difficulty, Landmarks of course speaking in favor.

The July 22, 1993 hearing before City Council was another matter. A few owners spoke in dissent, some on matters of principle, others because they had already been refused a Federal Investment Tax Credit or funding under the City's Streetface program that National Register District status made possible, or a certificate of appropriateness during the interim period, since January 4, 1993 when the District was under nomination and *ipso facto* under HRC control. The dissenters were loudly applauded, yet City Council voted for the District.

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LANDMARKS:

A Positive Force in Pittsburgh's Life

THIS HAS BEEN A TOUGH YEAR FOR PITTSBURGH: increased crime, economic hardship, and pessimistic forecasts. But in spite of these city-wide problems, the Pittsburgh History & Landmarks Foundation has been a positive force in Pittsburgh's life, through neighborhood restoration programs, education programs, involvement with historic properties and cultural institutions, economic development, future planning, and Station Square. Our staff is limited, our resources are limited, our impact is limited—but what we have achieved this year, through the support of our trustees, staff, volunteers, and members, continues to demonstrate Landmarks' commitment to the Pittsburgh region.

THROUGH LANDMARKS' PRESERVATION FUND, we have provided technical and financial assistance to 30 inner-city neighborhood organizations so that various historic properties could be renovated for residential and community use, and we have worked closely with lending institutions and neighborhood organizations to see that affordable home-ownership programs are created to meet the needs of neighborhood residents. Vacant, dilapidated old homes have been purchased by neighborhood groups with Landmarks' assistance, attractively renovated, painted and carpeted, and sold to low- to moderate-income people; more adults and children now have homes in safer neighborhoods, and are more hopeful about their lives.

IN EDUCATION we have reached out to suburban and national audiences, as well as to our hometown members and friends. We introduced

over 10,000 people this year to the concept of historic preservation, and helped them understand the value of creating a future for Pittsburgh by preserving its past.

THROUGH OUR EFFORTS IN PRESERVATION ADVOCACY, we have worked constructively with urban planners, politicians, neighborhood leaders, historic property owners, and others to influence various issues relating to historic preservation and the future of our city.

THROUGH STATION SQUARE, the 52-acre riverfront site opposite downtown Pittsburgh, Landmarks continues to demonstrate the economic value of historic preservation and its principles of urban planning. Over 3,000,000 people visited Station Square this year, making it the single most visited attraction in Pittsburgh. (The inclines are the second most visited attraction.) As master developer of Station Square, Landmarks greatly contributes to the economy of Pittsburgh and works closely with the Pittsburgh Convention & Visitors Bureau and others to promote Pittsburgh as a major tourist destination.

WE BELIEVE THAT PITTSBURGH CAN BE A GREAT AMERICAN CITY. We continue to work to make it a stronger city, and we believe that it is essential to incorporate the value of historic preservation as we work to improve the quality of life in inner-city neighborhoods to educate people about Pittsburgh's history; and to create major new developments (such as Station Square) that contribute to the regional economy. This has been a tough year, but still a time of much opportunity and achievement for Landmarks.



Now, for specific program accomplishments in 1993:

Landmarks' Preservation Fund

Through this Fund and the leadership of its director Stanley Lowe, Landmarks provides financial and technical assistance to neighborhood organizations preparing feasible plans for the restoration of historic properties. This year, Landmarks' Preservation Fund:

- lent the Manchester Citizens Corporation (MCC) \$50,000 to purchase a controlling interest in the management rights of 96 low- to moderate-income units in Manchester, on Pittsburgh's North Side. This loan allows the MCC to begin to make the Manchester neighborhood private, owned and controlled by the residents who live there.
- provided technical assistance to the MCC in assembling 18 historic buildings to be developed for the third phase of an affordable housing program for low- to moderate-income residents.
- provided technical assistance to the MCC to buy five historic buildings (with 10 residential units) at 1217-23 Juniata Street in Manchester.
- provided technical assistance to a Manchester property owner who was rehabilitating his house at 1121 Liverpool Street.
- lent \$185,000 to the MCC to acquire and resell two houses at 1123-25 Liverpool Street for single-family home ownership.
- provided technical assistance to the Northside Tenants Reorganization (NTR) in the completion of Phase I of the Brighton Place project on Pittsburgh's central North Side: 18 historic residential structures were renovated to provide 34 housing units for single female heads of households; one historic commercial building was renovated to house the NTR headquarters and a laundromat. (In 1991, Landmarks provided a loan of \$224,000 to the NTR which was used to purchase two nuisance bars and six vacant historic houses. This initial loan gave credibility to the project and leveraged a total of approxi-

mately \$4,000,000 more, from 16 other donors.)

- provided technical assistance to Calbride Place Citizen's Council to work toward developing a master plan to revitalize the North Side neighborhood.
- lent \$17,000 to the Allegheny West Civic Council (AWCC) for rehabilitation of 930 West North Avenue as a single-family unit.
- lent \$5,000 to AWCC for the purchase of the first part of the eight-unit Denny row at 942 West North Avenue.
- lent the Northside Leadership Conference \$10,000 for operational support, of which \$5,000 was a recoverable grant. Among other things, this funding assisted the East Allegheny Community Council in its development of Avery Street Homes, four units at 520-26 Avery Street in Deutschtown.
- lent \$100,000 to the South Side Local Development Company (SSLDC) to close on the Eichleay property at South 17th and Wharton Streets for eventual housing restoration and construction as Fox Way Commons.
- lent \$50,000 to allow the SSLDC to obtain a sales agreement to purchase nearby land for riverfront housing.
- provided technical assistance to Hosanna House for renovation of the former Horner Middle School in Wilksburg for use as a community center.

Stanley also devoted much time to promote a close working relationship among Pittsburgh's lending institutions, Landmarks, the Urban Redevelopment Authority, and the Pittsburgh Community Reinvestment Group (a consortium of 30 neighborhood organizations). Now, over \$700,000,000 dollars is available from local lending institutions for mortgages to acquire and/or restore housing and small commercial buildings in low- to moderate-income neighborhoods, and for community-based development initiatives.

The cooperative working relationship forged in Pittsburgh among financial institutions, local government, and neighborhood groups is influencing neighborhood policy nationally. Stanley worked closely this year with the Landmarks Harlem organization to assist

Harlem residents in the preservation of historic properties; on January 8, Stanley participated in a Presidential Transition Round Table titled "Neighborhoods in America"; on March 8, he escorted National Trust president Richard Moe and regional office director Patricia D. Wilson on a tour of Pittsburgh neighborhoods; community officials and preservation leaders also came from Virginia, Ohio, and West Virginia on different occasions for neighborhood tours.

Indeed, it has been a year of impressive accomplishments for Landmarks' Preservation Fund.

Advocacy

This year, our staff committed a great deal of energy and involvement in urban and regional planning, transportation planning, and economic development—factors which influence the health of historic buildings and neighborhoods. Through Arthur Ziegler's leadership, Walter Kidney's knowledge, and Elisa Cavalier's legal expertise, we have been very involved in the discussion regarding the new bridge that is to cross the Monongahela River, and we have been active on committees to determine the proper restoration and lighting of the Smithfield Street Bridge and to ward off State and Federal attempts to put Jersey barriers and chain-link fences on the Schenley and Panther Hollow Bridges. We have participated in meetings on the future of the Courthouse and Jail. We examined the old machinery of the Monongahela Incline and selected parts for permanent display at Station Square, and we gave the Port Authority advice on the restoration and enlargement of the Monongahela Incline's upper station. We have spoken at public hearings in favor of the South Side City Historic District, the City landmarking of Engine Company No. 1, and the sale of the King Estate, and have spoken also at hearings regarding the Boulevard area in Carrick and the enclosure of the Phipps Conservatory grounds. In conclusion, we have been attending meetings of Preservation Pittsburgh, whose

organization is set up for preservation advocacy.

On November 10, we received the good news that the *amicus* brief in which we joined in 1991, requesting a rehearing of the notorious Boyd Theater Case in Philadelphia, had resulted in a reversal of the court's decision, putting Pennsylvania historic-preservation ordinances on a firm ground once again. The new decision, however, does state that interiors, as aesthetic entities, are not protected.

The most important threats of the coming year, whose potential is still developing, are those caused by concerns of liability and security: threats to the City-County Building and the bridges of Schenley Park.

Education

We offered teacher in-service courses, adult continuing education, an architectural apprenticeship for high school students, 130 in-school presentations of *Portable Pittsburgh*, family programs, slide shows and lectures, and private group tours. *Architecture After Richardson*, Margaret Henderson Floyd's book on the legacy of Longfellow, Alden & Harlow, went to the printers. . . and a comprehensive layout of *Clyde Hare's Pittsburgh*—159 photos arranged in three sections—was completed, documenting Pittsburgh from the 1950s to the present.

The high point of our year in education was the *Hands-On History Festival* on May 8 at the Station Square Festival Tent. Students and teachers from 13 schools in the Pittsburgh region exhibited projects relating to Pittsburgh's history and architecture, and 45 students competed in the "Great Pittsburgh Bridge-Building Contest." In all our education efforts, Mary Lu Denny, Mary Ann Eubanks, Al Tannler, and Walter Kidney were assisted by an able group of tour docents, *Portable Pittsburgh* docents, and volunteers.

On November 16, our Historic Plaque Committee awarded eight plaques to owners of historic landmarks, and on December 6, our Award of Merit Committee will recognize 17 individuals and organizations for outstanding achievements in historic preservation and for increasing public knowledge of our heritage. Feature articles on the landmark plaque properties and Award of Merit recipients will be in the next issue of *PHLF News*.

Artifacts

For 29 years, Landmarks has been collecting and storing artifacts that no other organization was really able to save or store at the time. This year, we made a concerted effort to offer many of our artifacts to cultural organizations that are now able to use them. We have the following results to report:

- Artifacts stored in the east warehouse at Station Square were offered to the Historical Society of Western Pennsylvania, the Heinz Architectural Center at The Carnegie (which accepted many items), the Steel Industry Heritage Task Force, and the Pittsburgh Transportation & Technology Museum, prior to Landmarks' public auction in October 1993.
- Seven of the ten murals painted by Boardman Robinson in 1929 are now part of the Colorado Springs Fine Arts Center, which has the largest Robinson collection in the U.S.; the murals will be featured in the Center's forthcoming exhibition of Robinson's work. The last three murals in the sequence of 10 will remain in Pittsburgh; currently they are on display in the Sheraton Hotel at Station Square.
- The vintage clothing collection has been distributed to four organizations: the Historical Society of Western Pennsylvania; "Dear Friends," who specialize in the music of the 19th century; the Neville House Auxiliary; and the Allegheny West Civic Council, Inc. In all cases, the costumes will be cared for and shown to the public.
- The Pittsburgh Cultural Trust has accepted the terra cotta ornament from the Moose Building.
- Documents from the Jones & Laughlin Steel Company have been given to the Archives of Industrial Society of the University of Pittsburgh.
- 1992-93 also saw the transfer of vehicles to the Pittsburgh Transportation & Technology Museum and the new railroad museum at Imperial, PA.

Many artifacts and fine pieces of furniture remain in Landmarks' collection, and are on display in our offices and library on the fourth floor of The Landmarks Building at Station Square.

James D. Van Trump Library

On April 18, 88 members and friends attended the Open House of the James D. Van Trump Library, on the fourth floor of The Landmarks Building at Station Square. Archivist Al Tannler continued to organize and cata-

logue the library collection that is open to members weekdays from 9 a.m. to 5 p.m. Two interns from Duquesne University assisted Al Tannler this year—we thank Jennifer Gilman and Amy Dewalt for all their help.

The Landmarks Store

The book and gift shop of the Pittsburgh History & Landmarks Foundation (formerly known as The Cornerstone) was renamed The Landmarks Store this year. Now managed by Melinda Lubetz, The Landmarks Store is located on the balcony level of The Shops at Station Square. The store has the largest stock of architecture, interior design, and decorative arts books in the area, as well as a complete stock of Pittsburgh books. There also are many distinctive gifts. The quality of merchandise has improved this year, and business has increased. Members of Landmarks receive a 10% discount, so plan on visiting The Landmarks Store during the holiday-shopping season.

Historic Properties

This year, Al Tannler wrote a series of articles in *PHLF News* on the historic properties affiliated with Landmarks: the Neville House in Collier Township, Old St. Luke's in Scott Township, the Burtner House in Harrison Township, and the Rachel Carson Homestead in Springdale. A brief summary of their year-end status follows:

The major activity at Old St. Luke's involves planning for the 1994 centennial of the Whiskey Rebellion, and arranging a series of programs with local historical agencies that will examine life in 1794.

Since the summer of 1993, the Burtner House has been preoccupied with a possible threat from a proposed car dealership adjacent to the property. Elisa Cavalier, general counsel of Landmarks, is working with the Burtner House Society and the Harrison Township authorities to resolve this issue.

At the Rachel Carson Homestead, the highly successful annual benefit dinner took place on June 16, featuring Teresa Heinz as guest speaker.

The 1993 program at the Neville House, although primarily limited to the summer months of June and July and the holiday season, was the most successful to date: weekend programs during these months attracted hundreds of visitors. In November, 76 ninth-grade students from Chartiers Valley High School visited the Neville House over a four-day period. An interdisciplinary unit has been created by the school featuring the Neville House that will continue through the 1994 school year. Landscape architects GWSM completed a preliminary master plan for the two-acre property surrounding the Neville House, thanks to a grant from the Garden Club of Allegheny County.

Station Square

Major new efforts at Station Square this year involved working with public agencies on three developments:

- The restoration and re-lighting of the Smithfield Street Bridge.
- The planning and start-up of the new western road into Station Square from Carson Street below the Fort Pitt Bridge and Duquesne Incline.
- The location and design of the new Wabash busway/HOV Bridge.

A restoration plan has been completed for the Smithfield Street Bridge that respects the historic character of the bridge, and calls for repainting it in its original tan, brown, and blue colors, and restoring in part the portals at each end of the bridge. Considerable effort went into alternative lighting plans funded by grants from the City and Landmarks, and a working committee unanimously selected the necklace lighting similar to what is now on the bridge. Work will begin on the Smithfield Street Bridge in early 1994.

The City began work on the western intersection of Station Square Drive, which will provide access directly onto Carson Street and the Fort Pitt Bridge, and thereby to the entire Interstate Highway system serving Pittsburgh. This is the result of an eight-year effort by Landmarks. The City committed the first \$500,000 through the Urban Redevelopment Authority to construct the intersection before the Smithfield Street Bridge is closed for repairs. Work on the road itself will be undertaken over the next several years.

The Port Authority is charged with building the Wabash Busway HOV Bridge, and Landmarks has been working closely with the Port Authority on the location, height, width, and structure of the bridge. (Please see the cover story for further details.)

This year, Landmarks was also at work on two private developments for Station Square: the restoration of the Lawrence Paint Building as a possible residential condominium and the creation of River Park. Design work has been completed on the exterior renovations necessary for the Lawrence Paint Building, and bids have been taken. Financing is being arranged for this new development, which will bring housing to Station Square for the first time. A grant from the Allegheny Foundation of \$1,000,000 will enable us to begin exterior restorations.

At the same time, we moved forward with the landscape design firm of Oehme van Sweden & Associates to complete the working drawings for the new two-and-a-half-acre River Park funded by the Scaife Family Foundation. River Park will be built between the Gateway Clipper ramp and the Fort Pitt Bridge. Bids are now being taken.

Progress continued on the Riverwalk of Industrial Artifacts: Quaker State Oil Corporation generously provided signage for the oil well exhibit at the east end of the Riverwalk, and Ashland Oil has agreed to contribute funds for the relocation and erection of a 45-foot-tall refining tower.

During the course of 1993 considerable investment was made in maintenance at Station Square and in future planning. Business remained good during these recessionary times, and the Grand Concourse was listed as the forty-first largest-grossing restaurant in the United States. The Sheraton Hotel was number 28 in the nation in sales per room. Office space remained well leased.

National Recognition

After 29 years of historic preservation work in Pittsburgh, Landmarks' president Arthur Ziegler was honored as a co-recipient of the 1993 Louise du Pont Crowninshield Award. (Arthur shares the Award with Carl B. Westmoreland of Cincinnati.) This is the highest honor that the National Trust bestows in recognition for achievements in historic preservation.

Landmarks' quarter-century of work in neighborhood preservation was specially cited. In his letter to Arthur Ziegler of July 27, National Trust President Richard Moe wrote: "Your involvement with the Mexican War Streets, Manchester, and finally at Station Square clearly illustrates the positive role preservation can play in inner cities. Your efforts serve as a model for preservationists around the country, and your contributions at the national, state, and local level have truly inspired all of us."

Broad Base of Support

All Landmarks' work in 1993 was accomplished through the generous contributions of private foundations and individuals, with the support and involvement of our trustees, staff, interns, over 200 volunteers, and our members. Eric Dickerson and Mary Lu Denny head our corporate membership and individual membership programs, respectively, and are always eager to introduce more people to our work. Landmarks' sixteenth annual Antiques Show just came to a successful close on November 14; the Show is our largest fund-raising event of the year.

1993 has been a positive year for Landmarks, and for Pittsburgh. We look forward to 1994, the 30th anniversary year of the Pittsburgh History & Landmarks Foundation, and to all the challenges that a new year will bring.



Louise Sturgess
Executive Director

Preservation Scene

National Trust Conference

The National Trust for Historic Preservation held its 47th National Preservation Conference in St. Louis, Missouri from September 29 to October 3. This year's conference was especially exciting for Landmarks because Stanley Lowe, director of Landmarks' Preservation Fund, was one of the keynote speakers and Landmarks' president, Arthur P. Ziegler, Jr., was one of two individuals to be awarded the Louise du Pont Crowninshield Award — the National Trust's highest honor which is given for outstanding achievement in historic preservation.

The conference was held at the rehabilitated Union Station, which was developed after, and was based in part upon, Station Square's renovation. The theme of the conference was "historic preservation's role in enhancing the livability of cities and other communities," and many of the speakers, roundtable discussions, tours, and educational sessions offered during the conference advanced this theme.

Stanley Lowe (who is also on the Board of the National Trust) was one of five keynote speakers who addressed many of the over 1500 conference attendees. Mr. Lowe spoke about his work in Pittsburgh's inner-city neighborhoods such as Manchester on the North Side. Other speakers included: House Majority Leader, Richard Gebhardt (D-MO), who discussed his ideas for a national urban agenda and urged the reinstatement of the historic tax credit as a vehicle for increased preservation; well-known housing activist Bertha Gilkey, who brought the crowd to their feet with her stories of

past victories and future vision; and Roger Kennedy, who heads the National Park Service.

The highlight of the conference was the presentation of the 1993 Preservation Honor Awards and the Crowninshield Awards. The 15 Honor Awards were presented to groups or corporations for outstanding preservation projects ranging from Pillar Place in Missouri (a rehab of the Loretto Catholic Girls School into temporary housing for single mothers and their children) to a maritime award for the rehabilitation of the battleship *Texas*. Arthur Ziegler stated that he was not only honored to receive the Crowninshield Award, but also pleased to do so together with Mr. Carl Westmoreland, whom he considers a good friend and with whom he has worked on various preservation projects and issues. Both men have tried to involve more minority groups in historic preservation.



Eighteen Acres of Hypalon?

The Highland Park here is a scene from 1898, and shows not only the extraordinary planting and trimming job the gardeners did on the Upper Reservoir embankment, but also the big anticipatory stair that led to an 18-acre expanse of water with views of wooded hilltops

beyond. The 3700-foot perimeter of this serene, shining, level space has been a favorite walking and running place since the start. Now, though, the City is up against a mandate to cover the water against contamination, and the expedient way to do this is to float on the water a plastic called Hypalon, which comes in either black or blue. A City Council hearing of September 14 revealed, predictably, that no one wanted to stroll beside the placid Hypalon, though it might end up the inevitable consequence of the edict and the 1995 deadline. The proposition was raised that the 118,000-gallon Upper Reservoir might be redundant, in which case the problem would readily be resolved: drain it and put something else inside. It appears, though, that the reservoir is needed, and that alternatives to the plastic are much more expensive. It may be that the old spacious walk will have to be planted heavily to shut off a monotonous, featureless expanse, black or blue as the case may be.

Security Versus Architecture

From time to time it is a treat to walk through the City-County Building, down that great open passage 43 feet high and over 150 long, enjoying its spatial richness and the uncanny effect of people walking *within* the great end windows. It is a truly public space, accessible to a tour group even on a Sunday, accessible at night with a simple signing-in. How different from the experience of another Hornbostel work, the Public Building at Wilmington, Delaware, where one single checkpoint with metal detectors leads to a viciously-modernized interior full of police. (See "Count Your Blessings," Preservation Scene, *PHLF News*, February 1992.)

But the blessings are threatening to diminish. At the end of August, it was announced that judges and others within the City-County Building are getting nervous, and that starts to imply security barriers, which can mean that a great public space may no longer be truly public; one does not queue up and turn out one's pockets, and feel welcome. In our May 1993 Preservation Scene ("The County Buildings: What Future?"), we expressed similar worries over the Courthouse.

It is tempting to conclude that we are living in a badly-deteriorated society: that these barriers in what are now freely-accessible spaces, like the repressive wire-mesh fences so common on bridge sidewalks these days, proclaim us to be a society of mutual enemies, a society of the untrustworthy. In the future we may have to find architectural inspiration for public buildings not in palaces or basilicas but rather in castles: closed places housing crushing power, Them looking down on Us, and now and then doing so with a certain grimly handsome style. In fact, it now looks as if our Palace of Justice, the Courthouse, will be spared the barriers we feared in the spring. After the new jail opens, the Richardson Jail can be converted to hold the tense crimi-



The open character of the City-County Building, downtown.

nal courts in a secure castle-like place, while civil courts and offices will wholly occupy the Courthouse.

This is almost certain to be the arrangement, and is good news. But we have another splendid building to protect against any expedient disfigurement that happens to occur to its custodians. It should be established exactly where security barriers are necessary, and they should be designed as first-class works of design, occasioning as much pride as their very existence permits.



"Franklin Farm" in the 1900s, with the water tower in the background.

Sewickley Heights Water Tower

The borough council of Sewickley Heights has approved demolition of the c. 1900 water tower at "Franklin Farm," the former estate of B. F. Jones, Sr. The summer mansion itself is long gone, but the tower, a literal landmark in the undulating scenery, had been the object of efforts to restore it. Landmarks was willing to accept an easement on the water tower if funds could be raised to maintain it. Nothing helped, however, and the stone, steel, and shingled tower continued to decay. The tapered shingled tower, whose form suggests a lighthouse or a windmill, was primarily a mask for the actual tank or standpipe within, but it also had an observation deck. The architects of the tower were probably Alden & Harlow, to which firm the house is attributed. Landmarks regrets that the water tower is to be demolished. The water tower was among the 450 buildings and monuments listed worthy of preservation in *Landmark Architecture: Pittsburgh and Allegheny County*, published by Landmarks in 1985.



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The Schenley Park Bridges: Some Good News

The Schenley Bridge, that approaching Flagstaff Hill from Schenley Plaza, will not have to have a Jersey barrier, one of those concrete dwarf walls of fishbelly white one sees all too often these days. A metal "Illinois" barrier of open character and probably better color will satisfy the Federal Highway Administration. Now: can we keep Jersey barriers off the Panther Hollow Bridge, and go on to fight Stalag fencing on the rails of the Schenley Bridge? The latter is not mandatory over a railroad line unless — so we hear — the line is electrified. *But*, the electrified Light Rail line into town passes under the unfenced walk on the Boulevard of the Allies sidewalk. Consistency is absent. Ride out the East Busway, and try to figure out the presence here of Jersey barriers, there of metal barriers, there again of no barriers whatever. There just seems no logic to the decisions that are made. Nevertheless, we thank the City, PennDot, and Federal Highway officials for uniting with us on the Schenley Bridge issue.

Literacy!

We deplore the need of publishing this note, for its argument is that the six-figure houses now being offered the public in the Pittsburgh area are often fancified compositional abortions. The chill rectitude of Modernism has never really caught on in expensive developments, and a pallid traditionalism has always hung on. But the trade magazine *Builder/Architect* has for some time been showing us Palladian windows, round arches, shutters, dormers, quoins — traditional details adequately designed once in a while — in such tossed salads of building elements that all sense and coherence are lacking. Proportion is unheard-of and simplicity is feared as making a house look cheap. At least, this must be the explanation, for the elements of these houses are artificially multiplied, jiggled in and out, up and down in a perpetual straining after picturesqueness. The results are pretentious without self-respect.



That this need not be so, even if "tradition" is so important, is shown in a sizable house of some 50 years ago by the Boston architect Royal Barry Wills. Present-day economics would surely eliminate chimneys of such size and the fenestration would probably have to be more varied today, but the example of tasteful simplicity set by this house can still be followed.

Erratum: the Sewickley Bridge

Dr. Frank R. Braden of Coraopolis, referring to a photo on page 5 of *PHLF News*, September 1993, corrects us on two points. He says that we are showing the north cantilever of the Sewickley Bridge, not the south (even though there seems not to be much of a town in the background), and that one other finial from the bridge towers does survive, in the grounds of the Coraopolis Memorial Library. Thank you, Dr. Braden.



St. Mary Magdalene Church of 1895; East Tenth Avenue and Amity Street, Homestead

Friends of St. Mary's

Partly to give moral support to the above organization, the July issue of *PHLF News* had a photo essay on the church of St. Mary Magdalene in Homestead, which is in danger of being closed. In response, Barry Piacenza, chair of the Corporate Committee of Friends of Saint Mary's, sent a letter to Landmarks on July 29 thanking us for featuring St. Mary Magdalene Church in *PHLF News*, and reporting that the "organization is working very hard to keep this Historic Church open by raising the \$366,000 as stipulated by the Diocese of Pittsburgh." In 11 months of an 18-month campaign, Friends of St. Mary's has raised over \$250,000 in cash and pledges. Over \$7,700 alone was raised during a Fall Fantasy Weekend in October to Hidden Valley and Fallingwater.

If you would like to find out more about the fund-raising events planned for the next several months, please call Barry Piacenza at (412) 461-2188. And, if you would like to help save St. Mary's, please send a donation to: Friends of St. Mary's; St. Maximilian Kolbe Parish; 605 Ninth Avenue; Munhall, PA 15120.

Sharing the Strength that Comes from Succeeding: a New Program to Assist Single Female Prospective Homeowners

Motivation, determination, and fearlessness: these are the attributes required by single, female heads of households who want to purchase their own homes. To aid such women and other low- to moderate-income prospective home buyers, the Pittsburgh History & Landmarks Foundation, the Pittsburgh Community Reinvestment Group, Community Savings Bank, and Fidelity Savings Bank are jointly sponsoring a new program to assist qualified individuals in purchasing homes. The program serves residents who currently live in low- to middle-income neighborhoods in Pittsburgh, or in public-housing developments or publicly-assisted housing units, and all persons of modest means.

The program will provide a formal mechanism to meet an important need in low- and middle-income neighborhoods. For many single working mothers home ownership has seemed impossible. In low- and middle-income neighborhoods the obstacles faced by any prospective home buyer who is single are magnified

if the individual is a woman, earning a minimum salary and with no, or perhaps poor, credit. Such individuals constitute the majority of those seeking home ownership in these neighborhoods — one bank official recently said that 75% of the home owner applicants she sees are women, and most of these are single.

This situation, the attempts to remedy it by community activists, and the improved relations that PCRG has established with local banking institutions have led to the development of the "Ain't I a Woman! Housing Initiative" program. Stanley Lowe, director of Landmarks' Preservation Fund and president of PCRG, notes that this program is, in essence, another example of how PCRG tackles a problem. It will:

- establish a partnership (a sisterhood) between successful female heads of households who have purchased homes and those who wish to or are about to do so;
- tell the story that needs to be told;
- assist borrowers with advice and support (help them, for example, to understand and not be intimidated by "banker's language"); and educate the banks to the need and the opportunity to serve this important part of the borrowing community.

As a first step, a brochure has been prepared which outlines the scope and financial provisions of the program and, at the same time, tells the stories of some 20 individuals who overcame the difficulties and now own their own homes.

For information about the "Ain't I a Woman! Housing Initiative" program, contact Rhonda Brandon at (412) 323-1743.

Regent Theatre Success

East Liberty Development, Inc. (ELDI) has overtopped its \$1 million goal for rehabilitation of the Regent Theatre, and is looking forward to a fall 1994 opening. The rather Arabic-looking front of the 1914 movie house, a design of Harry Bair in white, blue, and green terra cotta, has been a familiar, conspicuous, and in the last few years melancholy sight in central East Liberty; its reopening will be an omen as well as a thing good in itself. Nineteen institutional and corporate funders are thanked by name in an ELDI release of mid-August, and 1,000 donors of lesser amounts (including Landmarks) contributed significantly as well. The Regent will be fitted out to accommodate plays, concerts, dance, and films.

Preservation Conference
Plan on attending a one-day conference sponsored by the Pittsburgh History & Landmarks Foundation and M. C. Arnoni, Company.
"Environmental Solutions for Historic Pittsburgh Neighborhoods"
Saturday, February 5, 1994
Station Square Sheraton
Call Eric Dickerson at (412) 471-5808 for details. Members of Landmarks will receive a printed invitation in January.

Join LANDMARKS as a Corporate Member

and become part of a nationally-recognized historic preservation organization that:

- ◆ works daily in Pittsburgh's neighborhoods to improve the quality of life by restoring historic structures for residential or commercial use;
- ◆ reaches over 10,000 students, teachers, tourists, and residents each year through a variety of educational programs featuring Pittsburgh's history and architecture;
- ◆ and continues to demonstrate the economic value of historic preservation and adaptive reuse through the on-going development of Station Square, the 52-acre riverfront site opposite downtown Pittsburgh.

Corporate Membership Categories

<input type="checkbox"/> Life	\$10,000
<input type="checkbox"/> Benefactor	\$1,000
<input type="checkbox"/> Patron	\$500
<input type="checkbox"/> Partner	\$250
<input type="checkbox"/> Associate	Open

Contributions are tax-deductible

Call Eric Dickerson today at (412) 471-5808 for information on Landmarks' corporate membership program and benefits. As a corporate member, your company will help Landmarks create a future for Pittsburgh by preserving its past.

*A copy of the official registration and financial information of the Pittsburgh History & Landmarks Foundation may be obtained from the Pennsylvania Department of State by calling toll free, within Pennsylvania 1-800-732-0999. Registration does not imply endorsement." (as required by PA Act 202)



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A Year-End Gift

Since its founding in 1964 as a non-profit membership organization, Landmarks has made a difference in the life of Pittsburgh. Our great accomplishments have been to identify and save architectural and industrial landmarks, preserve historic neighborhoods, educate the public regarding our history, and create Station Square.

Our work continues as vigorously as ever, with the help of members' contributions. We have no governmental support, and depend on individual donations to maintain our General Fund and our individual projects.

Our program goals for 1994 are ambitious, and your contribution to Landmarks' General Fund is the means by which we can attain them. Please contribute now, and help us keep working for the future of Pittsburgh's past.

CONTRIBUTIONS

to Landmarks' General Fund in 1994
will help us:

- advocate the preservation of endangered landmarks;
- provide technical assistance and funding support through our Preservation Fund to more than 30 neighborhood/community groups that are restoring historic properties;
- develop a master landscape plan for the interpretation, preservation, and restoration of the two-acre property around the historic Neville House in Collier Township;
- offer educational programs such as *Portable Pittsburgh*, *Pittsburgh Heritage*, and the *Hands-On History* summer institute, teacher inservices, and family workshops;
- organize the Landmarks library and describe our historical collections so they can be available for research purposes;
- publish major books, brochures, and *PHLF News*;
- host tours and special events for the benefit of our members and the public;
- retrieve endangered artifacts that will later be displayed in the Riverwalk of Industrial Artifacts at Station Square.

Enclosed is my year-end contribution of \$ _____ to Landmarks' General Fund.

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Contributions are tax-deductible. Please make checks payable to the Pittsburgh History & Landmarks Foundation and return payment with this form to:

Mary Lu Denny
Pittsburgh History &
Landmarks Foundation
General Fund
One Station Square, Suite 450
Pittsburgh, PA 15219-1170

*Thank you for
giving to Landmarks*

"A copy of the official registration and financial information of the Pittsburgh History & Landmarks Foundation may be obtained from the Pennsylvania Department of State by calling toll free, within Pennsylvania 1-800-732-0999. Registration does not imply endorsement." (as required by PA Act 202)

Education News

Awards of Merit Presentation and Lecture

Monday, December 6, 1993 8:00 p.m.
P&LE Room, Station Square Sheraton

Join us for the final event of the year: 15 individuals and organizations will be honored in an opening "Awards of Merit Presentation," followed by a lecture, "Down the Garden-History Path," by Dr. Barry Hannegan. Dr. Hannegan, research associate at the Henry Clay Frick Fine Arts Department of the University of Pittsburgh, will talk about the history of horticultural exploration, major historical styles of garden design, the development of the small-scale American suburban garden, the great American landscape designers, and the history of garden and landscape design in the Pittsburgh area.

Admission: Free to members
\$5 non-members

Welcome Portable Pittsburgh Docents

Landmarks welcomes the following docents who are just completing a ten-week training course for *Portable Pittsburgh*: Cam Witherspoon, Ray McKeever, Jeanne Weber, Arlene McNalley, Rita Martin, Maureen Klacik, Dianne Voytko, Linda Lawler, Barbara Madar, and Gene Gianni. These docents will now join Bob Jacob, Bob Bennett, and Judy McIntyre in presenting *Portable Pittsburgh* to area schools and community groups. Through artifacts and historic photographs, the docents tell the story of Pittsburgh's life, from its birth in 1758 to the present.



Virginia Belko of the West Allegheny School District wrote and illustrated a book titled "Where Is the Gold in the Golden Triangle?"

"Pittsburgh Heritage" in Review

Twenty-one teachers from Southwestern Pennsylvania schools participated in the 1993 "Pittsburgh Heritage" class offered by Landmarks through the Allegheny Intermediate Unit's summer in-service program. This year's teachers spent eight days in July with class instructor Sue Neff, learning about Pittsburgh's history through lectures, slide shows, field trips and walking tours of the North Side, downtown Pittsburgh, and McKees Rocks. They also completed several projects suitable for classroom use, such as bridge-building, print-making, and landscape design. Teachers found one of the most enjoyable projects to be that of creating "books" about Pittsburgh.

"Pittsburgh Heritage" is offered every summer as part of Landmarks' continuing effort to encourage teachers to be aware of the value of history as a resource to enrich the traditional classroom curriculum.

Chicago Architecture Foundation Visits Pittsburgh

by Albert Tannler

In 1966, the Chicago Architecture Foundation (CAF) was founded by a group of preservationists determined to save the John J. Glessner House (1885-87), the last of H. H. Richardson's buildings in Chicago. The organization prevailed, and during the past 27 years Glessner House has been carefully restored. Today the CAF operates two house museums and provides an extensive architectural tour program in Chicago.

On October 1, 61 CAF members, led by Ellen Haddigan assisted by Kelly Jones, came to Pittsburgh to devote almost a day-and-a-half to exploring the city's architecture with Landmarks, and an additional day visiting Fallingwater. Glessner House friends, docents, and staff members — ranging in age from those in their 20s to two 90-year-olds — came to Pittsburgh to experience the work of Richardson and Wright, learn about Pittsburgh's architectural past, and view its recent buildings. Since I was a 26-year resident of Chicago and a sometime CAF member, these folks were in no sense strangers to me.

Arriving mid-afternoon on Friday, and determined to begin as soon as possible, the group was hustled into the Bessemer Court Meeting Room for my opening remarks. Then we began a bus and walking tour of the downtown — a risky business given Pittsburgh's rush-hour traffic. Landmarks' docent Carol Lewis and I led the group past and through buildings designed by Chicago's Daniel Burnham; Pittsburgh's Longfellow, Alden & Harlow, F. J. Osterling, and Henry Hornbostel; and some of the wonderful 19th-century vernacular commercial buildings still to be found in the Triangle. They experienced the Art Deco splendor of the Koppers Building, and learned about Pittsburgh's Art Deco secret — the banquet room designed by Joseph Urban in 1929 in the William Penn Hotel. It was a particular pleasure to introduce our visitors to buildings of the second half of the 20th century: a visit to Harrison & Abramovitz' Alcoa Building (1953) had been specifically requested, and there was keen interest in the work of Skidmore, Owings & Merrill, Philip Johnson, and Kohn Pedersen Fox among others. The Friday tour concluded with a round-trip ride, a spectacular view of the city, and an explication of inner workings at the Duquesne Heights Incline.

Saturday's weather did not cooperate; it rained virtually all day. Nonetheless, Eliza Smith Brown of Landmarks Design Associates, Architects, co-tour leader for the day, and I forged ahead. We began at Richardson's Courthouse, then traveled to his Emmanuel Church on the North Side, noting prominent structures both old and new along the way. A visit to Calvary Methodist Church, a (damp) stroll through parts of Allegheny West, a visit to a beautifully-restored private home, and lunch at a restaurant in a restored Victorian house filled with period antiques, warming fireplaces, and an attentive staff, concluded the morning.

Despite the uncooperative weather, spirits were high as we entered Oakland and toured sites in Schenley Farms, The Carnegie, the University of Pittsburgh, and the Civic Center. Then on to Sunnyside, the McClelland family home designed by Frank Alden in 1886. Forced to forego any lengthy examination of the exterior, all gathered in the spacious interior and learned about the building. On to Frederick Scheibler's Highland Towers

(1913) for a brief stop; then a regrouping at The Whitehall (c. 1905), where the group listened to Martin Aurand, author of the forthcoming study of the architect, talk about Scheibler and his buildings.

On the buses and passing through East End neighborhoods and Frick Park, all had dried out just in time to disembark and view the Robert Frank House designed by Walter Gropius and Marcel Breuer in 1939. The importance and intrinsic quality of the building outweighed the discomfort. An emphatic crescendo in a day marked by ascending phrases concluded the Pittsburgh portion of the tour with a visit to Peter Berndtson's Usonian Steinberg House of 1951.

From the comments of many of the tour members and a later opportunity to quietly chat with the tour leaders, it was clear that if Pittsburgh's weather on this particular day had been somewhat sullen, Pittsburgh's buildings (and the friendly people who inhabit them) had worked their magic spell. "We didn't expect this!" I kept hearing. In Pittsburgh's Richardson buildings and in the work of his draughtsman and lieutenant Frank Alden, our Chicago visitors discovered siblings and descendants of the building their organization has saved, restored, and now proudly maintains. They admired Pittsburgh's vernacular 19th-century commercial and residential buildings, since far fewer numbers have survived in their home town, and they enjoyed the exuberance and traditional ornamentation of Osterling's Union Trust Building with nary a moment of modernist guilt. In the Scheibler buildings they saw parallels with the idiom of the Prairie School. In the Steinberg House they experienced how an architect of the next generation could imaginatively use Frank Lloyd Wright's post-Fallingwater vocabulary. Our more recent buildings, the skyscrapers of downtown, introduced them to structures designed by architectural firms whose work is prominent in Chicago and hence, were to them, the work of old friends.

We hope CAF will consider us old friends; we are delighted they came, and we hope to see them again.

On-Site History

On October 7 and 9, Al Tannler and Walter Kidney of Landmarks presented "On-Site History: Pittsburgh's Architecture" to 10 adults. The Thursday evening illustrated lecture and Saturday morning walking tour, offered through Pitt's Informal Program, showed participants how to find the clues in Pittsburgh's architecture to discover how the city has changed and grown over the past 200 years.



Call for Tour Docents!

Landmarks is seeking volunteer tour docent trainees. Training sessions will be held on Mondays, January 31 through April 18, 1994, from 9:30 a.m. to 12:30 p.m. Docents conduct tours of Pittsburgh and present slide shows featuring our city's history and architecture. If you are interested, please call Mary Lu Denny at (412) 471-5808.

PITTSBURGH ARCHITECTURE: *On Porches*

Walter C. Kidney

Late in the summer, Commissioner Pete Flaherty wrote to several people about the social role that the front porch has had in this area, asking what could be done to encourage porch preservation. That is why, though the time of year may seem bizarre, we decided to run a few images of Shadyside porches in being and in use, and a few scarred countenances of places where front porches used to be. There is always a summer ahead.

Right: In Shadyside there are well-kept porches, but many have fallen, victims to cheap remodelings and changes of custom. Here is a properly-maintained porch in Colonial Place, still as it was in 1898.

Photos by Karen Berchin



Above: Here is another house in Colonial Place as it is today.



Above: This house of the 1900 period at 826 Amberson Avenue used to have a three-bay porch.

Here is a half-satisfactory compromise of the late 1930s: semi-Late Georgian, semi-Greek Revival conversion of a once-porch Romanesque house. Minus the unifying effect of the porch, the openings seem though to drift in the wall.



Above: When it was removed, the gap in the face brick where the porch roof met the wall was carefully filled. Only the fact that the outer arches are rusticated and the others are not leads one to suspect the previous existence of a porch.

Porch Repairs: Assistance Available

Hearing of Landmarks' interest in saving porches, Mulugetta Birru, executive director of the Urban Redevelopment Authority, wrote to us of his belief in the architectural and social importance of the front porch, and sent us literature on the URA's loans and grants that could be applied to porch preservation. For information: Urban Redevelopment Authority, 200 Ross Street, Pittsburgh, PA 15219-2069. Ask for information on Home Improvement Programs.



Above: A blissful-looking enclosure in Shadyside, with porches and bay windows lovingly tended.

GIVE A MEMBERSHIP in LANDMARKS

Introduce your friends to the world of historic preservation and to the work of the Pittsburgh History & Landmarks Foundation. Since its founding in 1964 Landmarks has been creating a future for Pittsburgh by preserving its past. The goals of our organization are to:

- ◆ Preserve architectural landmarks, historic neighborhoods, and industrial sites and artifacts in Allegheny County;
- ◆ Create tours, lectures, publications, and educational programs featuring the history and architecture of the Pittsburgh region; and
- ◆ Continue the development of Station Square, the 52-acre riverfront site where Landmarks' principles of historic preservation, adaptive use, and urban planning are creating a lively attraction for Pittsburgh.

Support Landmarks; encourage your friends to join today.

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Pittsburgh History & Landmarks Foundation
One Station Square, Suite 450
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The New Bridge *(continued from page 1)*

in our history, and we are very grateful to Neal Holmes, the chairman of the board of Port Authority, William Millar, the executive director, and Al Biehler, the director of planning, for their commitment to a good working relationship. Their consultants, the engineers of Michael Baker and the architect Tasso Katselas, have also been congenial, cooperative, and imaginative associates.

The most notable get-together was a lively conference in early August that brought together engineers of Michael Baker, Jr., Inc.; officials of the Port Authority, PennDot, and the FHWA; and a miscellany of others, including people from Landmarks and Landmarks Design Associates, master architects for Station Square.

To us the results were promising. The others acknowledged readily that the bridge had to be beautiful, that it and its approaches had to be treated as elements of the cityscape rather than as highway structures, and that the southern approach had to be so treated as to cause the least possible harm to Station Square's new development and overall amenity. The way in which the others picked up on our suggestions, our corporate concerns as well as our more general aesthetic ones, was most gratifying. Basically, we were all thinking the same way save on the desirability of a bridge in the first place.

The Design Thus Far

By early fall the structural type of the bridge was not fully established, though it seemed to narrow down to a through arch of the basket-handle type or a two-plane cable-stayed bridge with the cables in a fan configuration. Katselas produced an elaborate model of the bridge's environment, and models of every bridge type being considered so that they could be slipped into place. With a miniature camera, positioned at different heights close to the bridges, Katselas simulated the impacts of the various bridge types on views from the Sheraton and a proposed new Station Square hotel.

In principle, the cable-stay bridge was our first choice, but as Katselas showed it the concrete towers were massive, view-blocking structures on both sides of the river; they required perhaps an even wider bridge than otherwise needed, and the towers loomed above Firstside and the Mount Washington hillside, and would probably require cables on each side of the bridge rather than a single plane close to the middle.

Investigation is still going forward as to whether the towers can

be made more slender and lower, and have only one plane of cables from each tower descending to the near-center of the bridge.

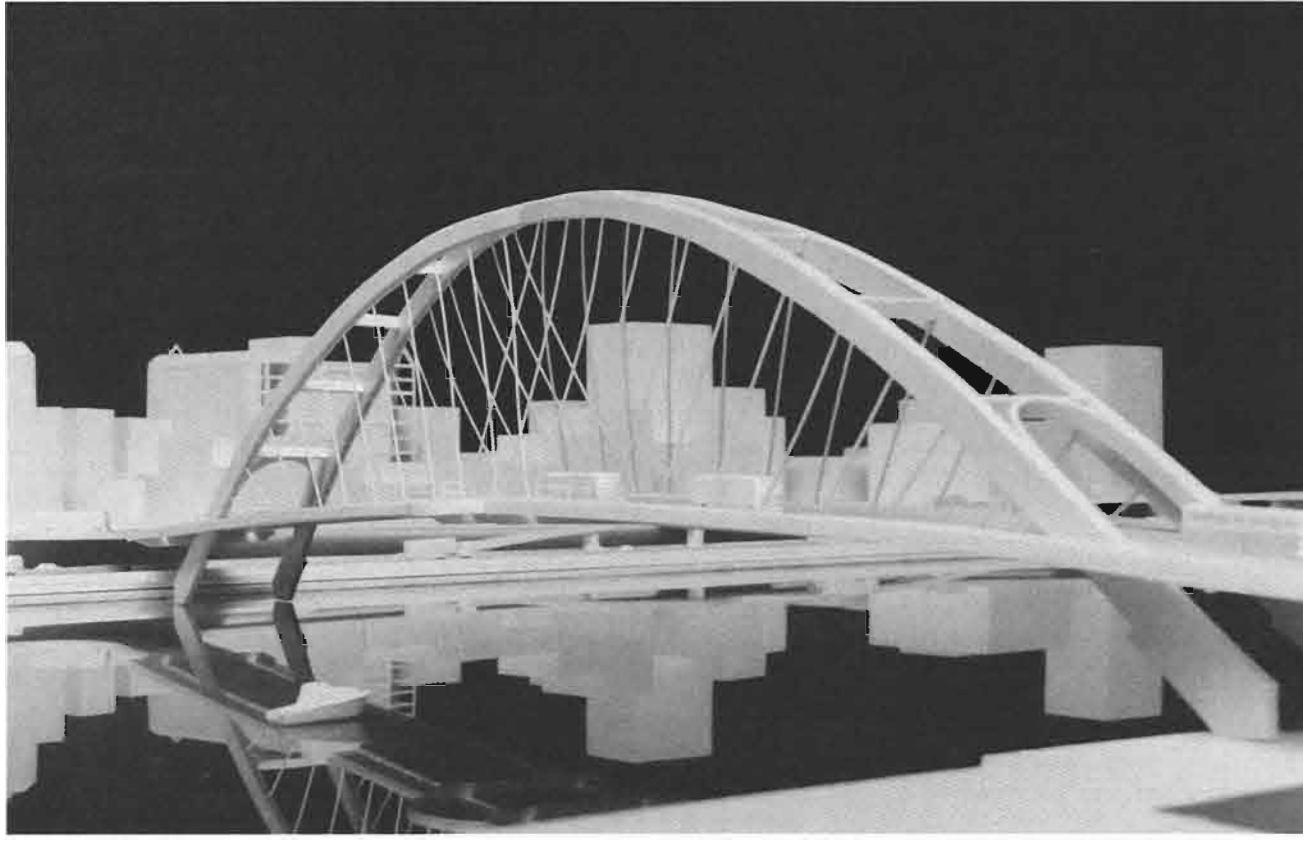
But if those results cannot be achieved, then it is probable that the new bridge will have a basket-handle through-arch main span. This will rise in concrete from the water's edge at either side and continue in steel from deck level, the arches converging at the apex. If the deck structure is deep and stiff — and cantilevering the sidewalks can mask much of the depth — the arches can be made rather slender in absolute dimensions, while painting them a dark, strong color — we favor a reddish-brown — will slim them visually still further.

The arch bridge we first saw was that shown above, relatively light, low, and narrow. Any lengthening of the arch span would heighten the arch, and any addition to the proposed three lanes and two walks would aggravate the tunnel effect beneath the bridge and further dwarf Firstside, Station Square, and the Mt. Washington hill. We are willing to accept reluctantly the dimensions of the bridge shown here, but none greater.

In a typical basket-handle arch span, the two arches look in plan like shallow arcs touching at the apex. A variation proposed by Katselas, though, shows the halves intersecting each other in an X. There may be another possibility in a three-hinged arched bridge in Paris, which gives the effect of two asymmetrical curves intersecting each other, in elevation, at three places — a graceful form that seemed, at one meeting, to intrigue both Baker's engineer and Katselas.

The arch form is not fully satisfactory as regards Station Square's views, but the cable stays, with their towers, would be worse: colossal concrete frames looming against the face of Mount Washington and the building fronts on Fort Pitt Boulevard.

Whatever the structural system, the bridge will enter Station Square carrying Port Authority buses — that was its original purpose — high-occupancy vehicles, pedes-



The basket-handle arch in a photo showing its impact on the view. The arched portal and X-shaped meeting at the apex are Tasso Katselas' ideas.

trians, and possibly cyclists. It will clear the river by about 42 feet — as the Smithfield Street Bridge does — and cross Station Square no more, we hope, than 25 feet up, allowing clearance for the railroad but interfering as little as possible with views from and through our development. Yet to be seriously examined, at this point, are means of mitigating the environmental effects of noise, fumes, and headlight glare in Station Square. We need to examine the possibility and desirability of traffic enclosure to a lesser or greater extent.

South of the Station Square road will be a bus station, just west of our existing parking garage. The bus station proposed by Katselas would create a portal motif that might be echoed in the lowermost braces of the bridge arch. Steel transverse arches would rise over the platforms and roadway of the elevated station, like a roofless trainshed. Beneath would be concrete vaulting, uplighted.

Most of the buses will cross over Carson Street and turn right onto the old Pennsylvania Railroad right-of-way, heading in a westerly direction, then southward past Sheraden and Ingram. The remaining traffic will rise to the old Wabash Tunnel on a serpentine ramp on the south side of Carson Street, one way inbound mornings, one way outbound thereafter.

Accepting that a bridge will be built, we still can hope for a structure that does the cityscape credit, that detracts as little as possible from the Station Square environment, and that gives Station Square the positive benefit of a new access.

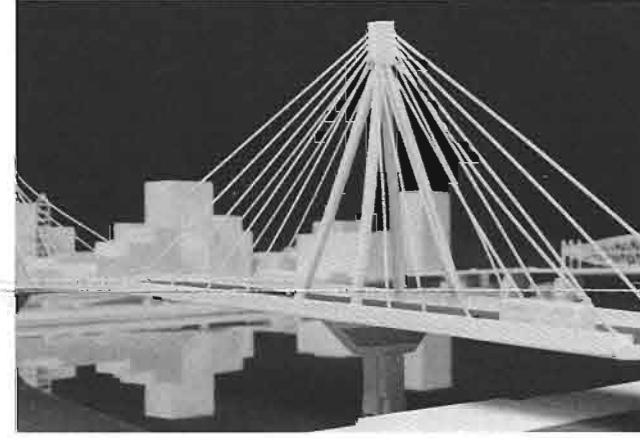
However:

However: in addition to the aesthetic considerations and the matter of impact on the land and buildings on each side of the river, a fundamental question is still not being addressed.

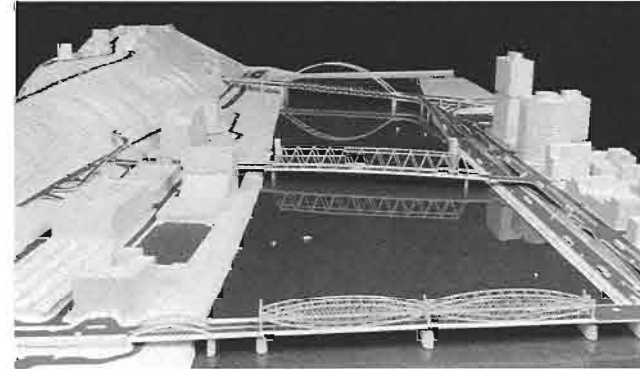
The whole busway project will result in an expenditure of at least \$250 million tax dollars, all of this expenditure merely to expedite the movement of cars in and out of the city, with some funds for the Busway. (Work on and in connection with the Fort Pitt Bridge and a new interchange south of the Liberty Tubes will cost another \$250 million.)

What if this kind of money were to be spent providing the necessary subsidies needed to create downtown housing, to reduce the tax load on downtown business, and to provide a transit system that would tie downtown, Oakland, North Side, and South Side more tightly and conveniently together? We live in a time when the job base is declining in Pittsburgh (down 2.8% as announced recently by the City), when more and more people can work for a company via computer out of their homes, and when the Environmental Protection Agency is ordering a reduction in the driving of automobiles into major cities. Are we really spending the money in the best possible way on a long-range basis, or will we be investing in massive roadways which will be in less demand as years go by?

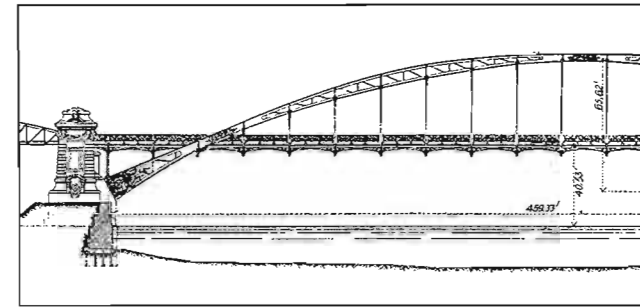
We at Landmarks continue to feel that the way to make downtown viable is to create more housing and undergird our major cultural institutions that have a



The impact on the view from the cable-stayed bridge.



A truss bridge.



The Viaduc d'Austerlitz in Paris, built in 1905 to carry the Métro over the Seine. The steel arch is hinged at deck level and at the apex.

downtown or near-downtown presence. From this kind of investment, good retailing will follow, there will be an improvement in safety because more people will be on the streets, and we will have a lively and sophisticated as well as an economically healthy city.

Pouring our scant resources into roads that make it easier to get out of town, beltways that make it easier to avoid downtown, and bridges that use up scarce riverfront land that could be used for new development seems less satisfactory to us than investing in the existing fabric and institutions of our city to attract more residents who will not need the fastest road out of town.