



MCKEESPORT (US STEEL NATIONAL TUBE WORKS)

LOCATION: McKeesport, PA

SIZE: 135 acres

FEATURES: Elevated, Turnpike Access, Transportation (rail, truck, and water)

OWNER: Regional Industrial Development Corporation (RIDC)

CURRENT USE: None (Vacant Land)

PAST USE: Metal Tube and Pipe Manufacturing

CONTAMINANTS: Fuel Oil and Heavy Metals

TOTAL ACTUAL COST: unknown

TIMELINE

1795 McKeesport is founded.

1890s The Tube Works employs nearly 10,000 people.

1901 US steel purchases the site.

1989 RIDC purchases the site.

2004 Hurricane Ivan floods the area.

HISTORY

The Industrial Center of McKeesport was originally the site of various metal tube and pipe manufacturing companies. In 1901, US Steel purchased the site and its resident companies. These ten companies were American Bridge Company, American Sheet Steel Company, American Steel Hoop Company, American Steel & Wire Company, American Tin Plate Company, Carnegie Steel Company, Federal Steel Company, Lake Superior Consolidated Iron Mines, National Steel Company, and National Tube Company. These former competitors were merged to form the US Steel National Tube Works. The incorporation of US Steel National Tube works marked the birth of history's first billion-dollar company, United States Steel Corporation, with an authorized capital of \$1.4 billion.

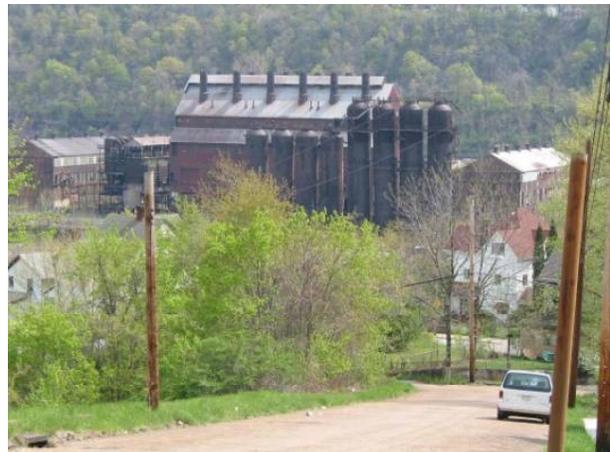
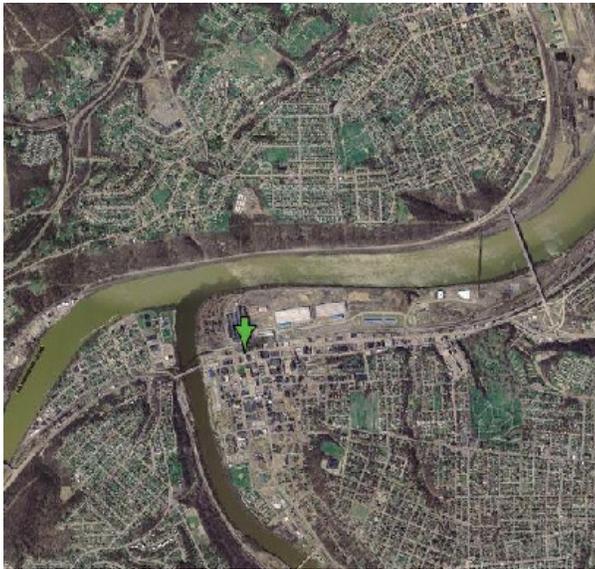


Photo courtesy of WPIC, University of Pittsburgh



Picture courtesy of Google Maps

TOPOGRAPHY

The Industrial Center of McKeesport is located beside the Monongahela River. As with most sites of former steel mills in the Pittsburgh region, the land had been elevated some 25 feet on average by industry to prevent flooding and provide a stable surface for building structures. Slag, a waste product of steel making, was the most common fill.

The Industrial Center of McKeesport offers land, water, and rail access. It is close to the turnpike and next to the river; although rail access competes with ground transportation (such as trucking) due to obstruction of passing trains.

MARKET CONDITIONS

The Mon Valley is in need of revitalization. With the new redevelopments in McKeesport, the Mon Valley has the opportunity to increase their market for retail, housing, and dining. An active use for the area will boost the area economically.

SITE ASSEMBLY AND CONTROL

The Regional Industrial Development Corporation of Southwestern Pennsylvania (RIDC) purchased the site in 1989.

ENVIRONMENTAL PROBLEMS

Most contamination was due to fuel oil and heavy metals.

The RIDC decided to forgo environmental insurance purchases. It believed it was unnecessary after all cleanup projects were completed.

SOCIAL/COMMUNITY INFRASTRUCTURE

The use for the land is still up in the air for this site. Consideration of the community's input is key for the success of the site.

In particular, the West-to-West Coalition was formed in order to serve as an economic developer for this and many sites. The Coalition represents 21 communities and has been selected to receive various EPA grants for brownfield redevelopment projects.

PHYSICAL INFRASTRUCTURE

The McKeesport project includes construction of an overpass of the CSX Railroad and will connect Lysle Boulevard with Industry Road. Federal earmarks totaling \$17.5 million have been secured for the construction of both ramps.

Also, the RIDC was able to preserve many of the original structures to some degree after Hurricane Ivan hit the area in 2004. Interior renovations allow tenants to customize buildings to their specific needs.



Photo courtesy of WPIC, University of Pittsburgh

COSTS & ECONOMIC INFRASTRUCTURE

The RIDC used the Department of Community and Economic Development's (DCED) Industrial Sites Reuse Program funds Phase-I and Phase-II assessment and cleanup projects.

Also, \$8.0 million in loans and grants from the U.S. Department of Housing and Urban Development (HUD) were sent to redevelop the City Center of Duquesne and the Industrial Center of McKeesport.

To date, a total of \$31 million has been committed to the Duquesne and McKeesport projects. The funding includes: \$8.0 million in loans and grants from HUD; \$4.5-million grant from the Commonwealth Redevelopment Assistance Capital Program (RACP); \$1.0-million grant from the U.S. Environmental Protection Agency (EPA); and \$17.5 million in earmarked federal transportation funding. Of the \$1 million in EPA funding, the Redevelopment Authority of Allegheny County is receiving \$600,000. A third of that sum is directed towards the cleanup of the former Firth Sterling steel plant in McKeesport.

The Allegheny County Department of Economic Development worked with the Redevelopment Authority of Allegheny County (RAAC) and the Regional Industrial Development Corporation (RIDC) to take advantage of HUD's Section 108 Loan Guarantee Program, which enables public entities to leverage Community Development Block Grants into additional funding. HUD awarded the County a \$2.0-million Brownfields Economic Development Initiative (BEDI) grant and a \$6.0-million Section 108 loan.

CURRENT STATUS AND LESSONS LEARNED

Projects at the McKeesport site include site cleanup, demolition of an old office building, renovating several other buildings and relocating a pipe yard from the riverfront.

ECONOMIC/COMMUNITY IMPACT

Officials are working on projects that they hope will spur economic development in the Mon Valley.

The site's development has already generated 300 new jobs in the area. The redevelopment of Firth Sterling is expected to create 500 industrial jobs and generate \$17 million in investment for the City of McKeesport.

Case Study Completed Summer 2007

SOURCES

Allegheny County, Pennsylvania. "Onorato Announces Additional \$8.0 Million in Funding for Brownfields Redevelopment in Duquesne and McKeesport."

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Photo courtesy of WPIC, University of Pittsburgh

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