

Anthropogenic changes in the Point area:

As Pittsburgh became a center for river commerce during the Industrial Revolution, the fickle nature of river flow continued to plague riverboat captains. Even into the late 1800s, the Monongahela Wharf area (Figures 20 and 21) along the south side of the city was commonly an area used for boats to wait out periods of low flow before starting or continuing their journey.

- To remedy this problem, locks and dams were constructed to maintain pool level and river flow.
 - In 1837, The Monongahela Navigation Company, chartered by the Commonwealth of Pennsylvania, began building a series of seven locks and dams from Pittsburgh to the West Virginia state line.
 - Lock and Dam No. 1 was located one mile from the Smithfield Street Bridge along the Monongahela River.
 - Lock and Dam No. 2 was located at Braddock's Upper Ripple, above the mouth of Turtle Creek, approximately 10 miles from No. 1, also along the Monongahela River.

- To minimize river bank erosion, seawalls have been constructed along much of the urban river shoreline.

- Many physiographical and topographical features described by travelers and early settlers, and depicted in early maps have been covered with fill during periods of urbanization and redevelopment.