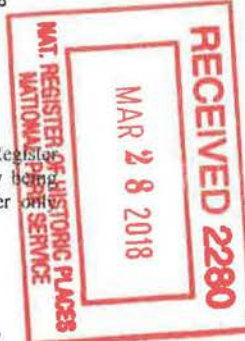


United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Wilksburg Historic District

Other names/site number: n/a

Name of related multiple property listing: n/a

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: Roughly bounded by North Avenue, East Swissvale Avenue, Stoner Way, Center Avenue, Rebecca Avenue, and the MLK Jr. East Busway

City or town: Wilksburg Borough State: PA County: Allegheny

Not For Publication:  n/a Vicinity:  n/a

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

	March 16, 2018
Signature of certifying official/Title:	Date
<u>PA Historical and Museum Commission</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

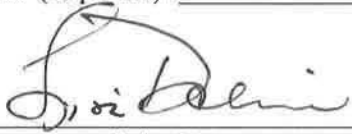
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)



Signature of the Keeper

5/14/18

Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>161</u>	<u>35</u>	buildings
<u>          </u>	<u>37</u>	sites
<u>          </u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>161</u>	<u>72</u>	Total

Number of contributing resources previously listed in the National Register 3

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- COMMERCE/TRADE/business
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/department store
- COMMERCE/TRADE/financial institution
- RELIGION/religious facility
- EDUCATION/school
- GOVERNMENT/government office
- GOVERNMENT/post office
- GOVERNMENT/public works
- DOMESTIC/single dwelling
- DOMESTIC/multiple dwelling
- TRANSPORTATION/rail-related

**Current Functions**

(Enter categories from instructions.)

- COMMERCE/TRADE/business
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/financial institution
- RELIGION/religious facility
- GOVERNMENT/government office
- GOVERNMENT/public works
- DOMESTIC/single dwelling
- DOMESTIC/multiple dwelling
- TRANSPORTATION/rail-related

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Italianate

LATE VICTORIAN/Queen Anne

LATE VICTORIAN/Romanesque

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Beaux Arts

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Colonial Revival

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Classical Revival

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS/Commercial Style

MODERN MOVEMENT/Art Deco

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: STONE; CONCRETE; WOOD/Weatherboard;  
WOOD/Plywood/particle board; BRICK; METAL; ASPHALT

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Wilksburg Historic District is a primarily commercial, mixed-use, downtown district located within the Borough of Wilksburg, approximately six miles east of the City of Pittsburgh in Allegheny County, Pennsylvania. The district includes three buildings individually listed in the National Register of Historic Places (NRHP): the Sperling Building (#55); the C. Sperling House (#22), a non-contributing single dwelling residential building associated with the Sperling Building; and the former Pennsylvania Railroad – Wilksburg Station (#168). The district also consists of 161 contributing buildings, 35 non-contributing buildings, and 37 non-contributing sites on approximately 60 acres of land, situated in a fairly dense urban grid with some interspersed vacant lots. While the district, in its current form, dates primarily to the late nineteenth to early twentieth century, it encompasses several later buildings as well. The district is roughly bounded by North Avenue, Mill Street, Swissvale Avenue, Stoner Way, Rebecca Avenue, and the Martin Luther King (MLK) Jr. East Busway. The roughly L-shaped district is centered on the intersection of Wood Street and Penn Avenue, just east of the former Pennsylvania Railroad tracks. The long side of the L extends east roughly along Penn Avenue to just beyond East Swissvale Avenue, roughly between North Avenue to the north of and parallel to Penn Avenue and Stoner Way to the south of and parallel to Penn Avenue. The short side of the L extends south roughly along Wood Street to Rebecca Avenue, and is bounded by the



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railroad tracks to the west and Center Street to the east. The historic district demonstrates Wilkinsburg's development from a generally conservative residential community, heavily influenced by a single landowner and his strategic property donations in the mid-to-late nineteenth century, into a bustling commercial hub for several eastern Pittsburgh suburbs into the middle of the twentieth century. The period of significance begins in circa 1870, the approximate date of construction of several residential buildings (#74, #100, and #110) (the earliest extant buildings within the district), and ends in circa 1960 to coincide not only with the approximate date of construction of the latest contributing resource within the district (#41), but also the beginning of a period of economic decline for the district. The Wilkinsburg Historic District is made up of a mix of commercial, educational, religious, government, and domestic buildings. In general, the commercial properties are located along Penn Avenue and Wood Street, with mixed-use commercial/multiple-dwelling apartment buildings interspersed therein. Commercial properties represent most of the resources within the district (approximately 40%), and most are constructed of brick and/or stone in the vernacular commercial style, though several high quality examples of Classical Revival, Romanesque Revival, Beaux Arts, Art Deco, International Style, Colonial Revival, and Italianate buildings are present. While general commercial buildings were constructed on a relatively moderate scale, financial institutions, including the Wilkinsburg Bank (#183) and the National Bank of Wilkinsburg (#27) (Photograph 8; Figures 11 and 12), were constructed in an imposing scale of the Neo-classical Revival and Romanesque Revival architectural styles. Likewise, the majority of the contributing churches within the district are grand in scale and employ imposing and ornate styles such as the Romanesque Revival, Gothic Revival, and Classical Revival. Associated church schools and support buildings, however, were typically built later during the Modern Movement in styles like International style and Prairie School. Most churches and other religious properties are located on Franklin, South, Ross, and Wallace Avenues, immediately outside of the district's commercial core. The circa-1930 First Church of Christ, Scientist, later the Wilkinsburg School District Administration Building (#8) also stands as an example of the International style. Like the district's religious facilities, public educational resources are located outside of the commercial core, nearly exclusively along Wallace Avenue. The district's schools typically utilized the late nineteenth and twentieth century revival styles exhibiting order and tradition, such as Classical Revival (#5 and #6) and Tudor Revival (#3). All three extant public schools were built on an imposing scale, with Wilkinsburg High School (#3) and Horner School (#5) utilizing both stone and brick, while Allison School (#6) features brick only, with quoins imitating stone blocks. Civic and public utility buildings, both former and current, are generally isolated at the peripheries of the district, and typically display the Classical Revival or Colonial Revival styles. Most are generally constructed of brick, though some of the grander examples, such as the Pennsylvania Water Company (#141) building, feature stone accents. Residential properties, on the other hand, are generally spaced out in groupings throughout the district, with clusters of single-dwelling residential properties located along Franklin and South Avenues between Center Street and Medicine Way, Center Street between North and Wallace Avenues, and Coal Street between Wallace Avenue and Taylor Way. The majority of residential buildings are constructed in the Queen Anne style, though there are also several examples of Colonial Revival, Italianate, and other Late Victorian dwellings throughout the district. The majority of dwellings are brick, single-dwelling buildings constructed on stone foundations. In most cases, residential buildings within the district that are not clad in brick have been altered to include non-historic aluminum or

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vinyl siding. Most of the resources within the district feature a shallow setback, with residential properties having small front yards, if any, and most of the commercial, civic, public utility, educational, and religious buildings situated immediately along a sidewalk. There are also several large parking lots and smaller vacant lots throughout the district, largely as a result of “urban renewal” efforts of the 1950s and 1960s, including the borough’s “Park and Shop” campaign, which helped to fund the creation of several parking lots through Wilkinsburg’s downtown commercial district, the first of which was located between Penn Avenue and Wallace Avenue, adjacent to the recently demolished Penn-Lincoln Hotel (#42). The majority of vacant and parking lots are located along the south side of Wallace Avenue (#7, #9, #11, #12, #17, and #18). Other large parking lots or otherwise vacant spaces include three parking lots along Wood Street (#173, #184, and #188), parking and vacant lots surrounding the South Avenue United Methodist Church between Ross and South Avenues (#130, #132, and #133), the parking lot across from the South Avenue United Methodist Church between Penn and Ross Avenues (#6), and the former site of the Penn-Lincoln Hotel (#42). The majority of small, single-parcel vacant lots as a result of a building demolition are located randomly along Penn Avenue. Several of the non-contributing resources were built shortly after the period of significance, but in the same styles and materials as the neighboring historic buildings. As such, they do not detract from the integrity of the historic district. While demolitions, non-historic alterations, and in-fill have taken place, the district retains its historic integrity.

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## **Narrative Description**

### ***Setting and Layout of the District***

The Wilkinsburg Historic District represents the cohesive and well-planned heart of the borough, consisting of a central commercial district and supporting educational, religious, government, and public works resources located in a sensible and cooperative way. The boundary of the district is drawn to include as many contributing commercial, educational, religious, and public works resources within the period of significance (circa 1870-circa 1960), especially those associated with the strategic planning and influence of James Kelly and his supporters. The district boundary also attempts to limit the number of residential resources within the district, as well as non-contributing resources either built after the period of significance or lacking integrity due to non-historic alterations. This resulted in an irregular boundary that nonetheless best represented both the period and areas of significance of the Wilkinsburg Historic District. Where possible, major roads were used as boundaries in order to streamline and simplify the district area (e.g., North Avenue, Wallace Avenue, Franklin Avenue, Rebecca Avenue, Hay Street, and Center Street).

The streets in the center of Wilkinsburg Borough are laid out in a grid parallel to Penn Avenue (east and west) and Center Street (north and south). Running parallel to Penn Avenue are Taylor Way, Wallace Avenue, and North Avenue to the north; and Stoner Way, Ross Avenue, South Avenue, Franklin Avenue, and Rebecca Avenue to the south. Likewise, running parallel to Center Street are Mulberry Street, Wood Street, and Hay Street to the west; and Mill Street, Coal Street, Swissvale Avenue, and Montier Street to the east.

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Penn Avenue, also known as the Lincoln Highway, serves as the primary roadway through the borough, as well as its main commercial corridor. Within the district, Penn Avenue runs east from Hay Street and ends at Montier Street. Even before the advent of the automobile and the creation of the Lincoln Highway, Penn Avenue served as an important turnpike connecting the east coast to Pittsburgh and beyond. While Penn Avenue had been mostly residential under the influence of James Kelly in the mid- to late- nineteenth century, Kelly's bankruptcy and death, and resulting commercial development boom initiated the construction of several grand, imposing department stores and commercial blocks, like the Puffinburg Furniture Company (#29), Assembly Hall (#67), Duquesne Building (#35), and Penn Building (#33) that enticed travelers on their way to and from Pittsburgh to stay a while and shop. In addition to the various commercial buildings, apartment buildings and hotels were constructed along Penn Avenue, including the Sperling Building (#55), the Hunter Building (#26), and Quinette Building (#86), that served as homes for both travelers and resident commuters to Pittsburgh.

While the appropriately named Center Street serves as the central north-south corridor within the borough and historic district, Wood Street, located in the western portion of the district, is the primary north-south commercial corridor. Like Penn Avenue, Wood Street was primarily residential in the mid nineteenth century, but saw a boom in commercial construction at the turn of the twentieth century. While Wood Street also contains several commercial blocks and apartment buildings, including the J.A. Patterson Building (#203), the Marshall and Keystone Buildings (#177 and #178), the Shields Building (#200), and the J. Anderson Building (#197); it also was the location for the majority of Wilkinsburg's largest and oldest financial institutions, including the National Bank of Wilkinsburg (#27), the Wilkinsburg Bank (#183), and the former Central National Bank (#176). Despite the high concentration of extant commercial buildings, Wood Street also features several large parking lots and other vacant lots, indicating the loss of several commercial buildings, particularly on the west side of Wood Street between Penn and Ross Avenues.

North of Penn Avenue, Wallace and North Avenues, both of which run parallel to Penn Avenue, comprise fewer commercial and more religious and educational properties. Nearly half of the churches and all four education-related resources within the district are located along Wallace Avenue. Several groupings of residential properties are situated north of Penn Avenue as well, primarily along Center Street between Wallace and North Avenues (#213 through #220), or in the form of large apartment buildings along Mulberry Street (#1 and #2). While there are few vacant parcels on the north side of Wallace Avenue, large parking lots and vacant space on the south side of the street indicate a loss of several buildings, most of which were likely residential.

Running parallel to Penn Avenue to the south, Ross Avenue, South Avenue, and Franklin Avenue all feature a mix of religious, residential, and civic properties. Most of the civic properties are concentrated along Ross Avenue west of Wood Street in the vicinity of the Pennsylvania Railroad Station-Wilkinsburg (#168) on Hay Street at the west end of Ross Avenue. East of Wood Street, Ross Avenue has seen the most non-historic changes in the district, as large vacant parcels and parking lots, altered historic buildings, and modern infill line both the north and south sides of the street. However, South and Franklin Avenues to the south of Ross Avenue feature a high-density combination of residential and religious resources.

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Outside the district boundaries to the north and east, land use becomes primarily residential in nature. While there are also commercial, religious, and utility buildings outside of the district, they are found randomly throughout the outskirts of the borough, without a clear connection to the surrounding properties. Likewise, south of the Wilkesburg Historic District is decidedly residential, consisting of the National Register listed Hamnett Place Historic District. On the west side of the district, the commercial district continues west of the Pennsylvania Railroad and MLK Jr. East Busway. However, the properties are mostly of modern construction, with large parking lots in between.

Of the 72 non-contributing resources in the Wilkesburg Historic District, 37 are vacant lots, 14 are modern buildings constructed after 1960, and 21 date from prior to 1960 and have been altered to the extent that they are no longer recognizable as historic buildings, or have deteriorated to such an extent that they do not retain sufficient integrity to be considered contributing to the historic district. Non-contributing historic-age buildings include the former First Federal Savings and Loan Association of Wilkesburg (#30) at 711 Penn Avenue and two adjacent circa-1920 buildings (#31 and #32) at 713 and 715 Penn Avenue, all of which have undergone significant non-historic alterations to their facades; the former J. Patterson House (#100) at 1000 Penn Avenue, which has seen the removal of all stylistic elements, as well as significant non-historic alterations to its first story; and the circa-1920, former Snively's Arcade (#195) at 714-718 Wood Street, which has undergone non-historic façade alterations; among others.

### ***Commercial Buildings***

Situated on the primary corridor into Pittsburgh, Wilkesburg saw most of its traffic pass through via Penn Avenue, which serves as the borough's main street and was later made part of the transcontinental Lincoln Highway. As such, the majority of the community's commercial buildings are located along the main corridor, evolving from small, locally-minded general stores and service providers to large department stores, specialty stores, and financial institutions drawing customers from outside boroughs and communities. As such, many of the commercial buildings along Penn Avenue were built to demonstrate style, prosperity, and success in order to encourage travelers to stop and patronize Wilkesburg's business district.

As the heart of Wilkesburg's historic district, several key buildings are centered on the intersection of Penn Avenue and Wood Street, including four department stores: Caldwell & Graham Building (#66), G.C. Murphy Company Building (#67), the E. Bradley Building (#68), and the Smith Brothers Building (#69); as well as the National Bank of Wilkesburg (#27), the Puffinburg Furniture Company building (#29), and the Hunter Building (#26) (see Photograph 8).

The four large department stores were constructed along the south side of Penn Avenue east of Wood Street and were significant attractors for shoppers within and outside Wilkesburg. The Classical Revival-style Caldwell and Graham Building (#66) was originally constructed to house the Caldwell and Graham dry goods and millinery shop (Photograph 9). The two-story, twelve-bay-wide, brick building stands at the southeast corner of Penn Avenue and Wood Street and is capped by a parapetted flat roof sitting upon a stone cornice. A three-part entablature separates



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the first story from the second story, and most of the first story on the façade (north elevation) and west elevation has been altered with the addition of modern brick veneer.

The imposing Italian Renaissance Revival-style G.C. Murphy Company Building (#67), also known as Assembly Hall and Penn Hall for its upper level social space, is located immediately west of the Caldwell and Graham Building (#66) (see Photograph 9). The three-story, eight-bay-wide brick building rests upon a stone foundation and is capped by a parapetted flat roof. The façade (north elevation) features a modern storefront first story. Fenestration on the second story includes rectangular, one-over-one double-hung, wood-sash windows with simple stone sills and lintels. The third story includes partially infilled segmental arch window openings with one-over-one double-hung, wood-sash windows. Square pilasters divide the windows on the second and third stories, and terminate in square stone capitals on the corbelled brick cornice. The tilework at each entrance reads, "G.C. Murphy Co."

Next to the G.C. Murphy Company Building (#67) to the west stands the two-story, six-bay-wide, brick E. Bradley Building (#68) (see Photograph 9). Though according to historic mapping the building was constructed circa 1895, the current Art Deco stylistic elements suggest that the building was altered circa 1920 when Walmer Drugs relocated from their previous location on the opposite side of the street (#28). The building is clad in variegated brick and is capped by a parapetted flat roof. The façade (north elevation) features a modern storefront on the first story, with single-pane wood windows capped by decorative transoms and divided by brick pilasters on the second story. The pilasters feature square ceramic tiles and terminate above a simple stone cornice.

The fourth department store building, the Smith Brothers Building (#69), is a two-story, seven-bay-wide, commercial building constructed circa 1925 just east of the E. Bradley Building (#68). Unlike the other three department stores, the Smith Brothers Building is relatively plain and does not exhibit any distinctive characteristics of style. The façade (north elevation) features two recessed storefront entries with glass double doors, a recessed storefront entry with a single door flanked by large display windows, and a single entry door to the upper level. The first and second stories are separated by an awning. This building is representative of the more simplistic, vernacular interpretation of Commercial style common to the district, particularly those constructed between 1910 and 1940.

Sitting at the northeast corner of the intersection, the National Bank of Wilkinsburg (#27) is a three-story, four-bay-wide Romanesque Revival building constructed in 1894. The building is clad in stone and capped by a parapetted flat roof sitting atop a cornice with small, blind arches. The building fronts Penn Avenue and features Ionic pilasters at regular intervals on its façade (south elevation), terminating in a three-part entablature separating the first story from the upper stories. Fenestration consists of large, fixed storefront windows on the first story divided by Ionic pilasters; paired windows with square transoms and smooth stone lintels on the second story; and paired windows with rounded arch transoms, all with a continuous stone sill, on the third story. At the time of its construction, the National Bank of Wilkinsburg was the largest masonry building in the vicinity, though it quickly outgrew the space and purchased the adjacent building, which at the time was Walmer's Hardware Store (#28). As such, the building shares the same



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stone treatment and other stylistic elements of the National Bank of Wilksburg (#27). Financial institutions like the National Bank of Wilksburg were integral to the growth and success of the borough, as they represented stable finances and a flow of money. Local banks such as these also often acted as quasi-civic institutions, as well, and were anchors of commercial business districts, occupying prime real estate; the National Bank of Wilksburg's corner spot at the heart of the district is a prime example.

While the National Bank of Wilksburg was the largest and perhaps most prestigious of the financial institutions in the borough, it was by no means the only one. Two blocks south of the National Bank of Wilksburg (#27) building stands the high-style Classical Revival Wilksburg Bank (#183) on the northwest corner of Wood Street and Ross Avenue, while a block further south stands the more modest Central National Bank (#176) constructed in the Colonial Revival style at the northwest corner of Wood Street and South Avenue. The Wilksburg Bank (#183), although now flanked by surface parking to the north, was once itself an anchor along the ancillary Wood Street corridor, occupying a primary corner location at the intersection with Ross Street. The circa 1900, three-story, three-bay-wide high style Classical Revival building features an elegant smooth limestone exterior and a parapetted flat roof atop a simple cornice; its decorative elements include a recessed entry with a large stone surround with bracketed hood and ocular window, and substantial round fluted stone pilasters framing the façade and separating window openings on the first and second stories. These Doric-topped columns terminate at a large, projecting three-part entablature separating the second story from the third. The Central National Bank (#176) to the south is substantially more modest in scale and tenor, and is a more common circa-1900 Classical Revival style building. Standing three stories high and three bays wide, and located at the northwest corner of South Avenue and Wood Street, this brick-clad building features recessed entries on both the South Avenue and Wood Street elevations, with each topped by a transom and sheltered under an awning, with large, fixed display windows flanking each. The building is simple in decorative elements, befitting what was a smaller, more neighborhood-oriented local bank of the period, with Doric pilasters framing the first story at the corners topped by decorative brackets and an unadorned cornice; fenestration is typical one-over-one wood windows with stone sills, brick lintels, and stone keystones, and brick pilasters frame the second and third floors, terminating at the parapet above the dentil cornice. The National Bank of Wilksburg (#27) and the Wilksburg Bank (#183) continue to function as financial institutions as PNC Bank and Citizens Bank, respectively, while the former Central National Bank (#176) is currently vacant.

Although the building to the immediate east of the National Bank of Wilksburg (#27), the Puffinburg Furniture Company (#29), is less ornate than its neighbors, it nonetheless shares their presence and stateliness. Built circa 1895, the Puffinburg Furniture Company building is a Romanesque Revival commercial building standing six bays wide and clad in brick with stone accents (see Photograph 8). The façade (south elevation) features a recessed storefront on the first story separated from the upper stories by a stone band. Fenestration includes rounded brick arches with stone sills and keystones on the second and third stories, and arcaded round arched windows with a continuous stone sill on the fourth story. Puffinburg Furniture Company, and later Faller's Better Furniture, remained one of the most prominent businesses within Wilksburg's business district through the 1980s.

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The Hunter Building (#26) stands on the northwest corner of Penn Avenue and Wood Street, opposite the National Bank of Wilksburg (#27). The Hunter Building, also known as the Hunter Apartments, is a three-story, Beaux Arts-style building constructed circa 1900. While the main entrance of the apartments fronts Penn Avenue, storefronts are also located on the first story along Wood Street. The building rests on a stone foundation, is clad in brick, glazed tile, stone, and wood, and is capped by a parapetted flat roof. Fenestration on the second story includes a single fixed window with a decorative hood in the center, and paired fixed windows with transoms, and stone lintels, flanked by small stone Ionic pilasters. The third floor features groupings of windows with transoms flanked by smaller, one-over-one, double-hung windows, all with stone sills and a continuous stone lintel. Corner quoins frame the façade (south elevation) and east elevation, and terminate in the simple cornice.

Though not as large and imposing as the previously discussed department stores and other institutions, the circa-1920 Penn Building (#33) made a different type of statement to travelers along Penn Avenue: that the borough's architecture, and by association, its character, was also that of a high-style and modern borough. The two-story Art Deco building located on the north side of Penn Avenue east of Wood Street rests on a stone foundation, is clad in brick and stone, and is topped at regular intervals by stones with a sunburst design. The façade features a central entry with glass double doors surrounded by a stone frame with geometric patterns and a swag motif, as well as several recessed storefront entrances. Fluted pilasters extend to the second story between window groupings. Fenestration on the second story consists of one-over-one and two-over-two, double-hung, wood-sash windows.

The Duquesne Building (#35), Templeton Building (#36), First National Bank annex (#37), and Knights of Maccabees Hall (#38) are likewise examples of tall, grand commercial buildings built to catch travelers' attention as they traveled along Penn Avenue (Photograph 10). While they once stood as part of the larger commercial block extending from Wood to Center Streets, recent demolitions of key surrounding buildings have left them relatively isolated. All four buildings were constructed circa 1910 in the Italianate, Renaissance Revival, or Classical Revival styles. The block features storefronts on the first story façade (south elevation) with residential space on the upper levels. The Duquesne Building (#35), constructed circa 1890, features elaborated arched keystones with sunburst patterns over the third story fenestration, and an articulated three-part entablature at the cornice with bracketing and dentil molding; the first story has been modernized with a circa-1960 tile storefront. The Templeton Building to the east next door likewise exhibits trademark elements of the Classical Revival style, with protruding keystones above each paired set of one-over-one windows on the second and third stories, and a delicate corbeled entablature separating the third and fourth stories; protruding brownstone medallions decorate the fourth story between fenestration. Although simpler and more subdued, the smaller First National Bank annex (#37) has bracketing at the cornice and a simplified entablature above the recessed storefront entry. The Knights of Maccabees Hall (#38) features unique arcaded leaded glass windows separated by Classical pilasters on the fourth story, flanked by smaller recessed casements, mimicking Classical temples in Greece and Rome. Although all four buildings are modest in scale and decoration, taken together they represent the common pattern found on Penn Avenue during its prime period of commercial development, and indicate that even the more modest businesses in the borough had the means to build elegantly.

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Eastward on Penn Avenue, the building density lessens a bit as a greater variety of building types are represented. The 1903 and 1915 Hopkins Atlases demonstrate this, with the Penn Avenue corridor comprising brick and masonry mixed use commercial buildings, wood-frame dwellings, and automobile-related businesses. Many of the oldest commercial buildings in the Wilkesburg Historic District are in this section of Penn Avenue, and constitute a number of historic homes that were built between 1870 and 1890 and were later converted to commercial use. The J. Carley House (#74) is a circa-1870, two-and-a-half-story, three-bay-wide, Italianate dwelling converted for commercial use, located on the south side of Penn Avenue, about midway along the block between Center and Wood Streets. The building rests on a stone foundation, is clad in vinyl siding and stucco, and is capped by a hipped roof covered with asphalt shingles. The roof features a bracketed cornice and a gable dormer on the façade (north elevation). The façade also features a modern storefront entrance on the west side, flanked by large fixed glass windows, and an additional entrance on the east side. Fenestration on the second story includes paired one-over-one and fixed vinyl replacement windows with angled lintels. As early as 1875, John Carley owned and operated a flour, grain, and feed store at the Penn Avenue property. By 1900, several small businesses operated from the J. Carley House, including Edward Socrates Powell, an African-American who operated a barber shop on the first floor, and lived with his family in an apartment above. Powell would continue to operate a barber shop in the building with his brother, Demosthenes, until his death in 1945. As one of the oldest extant buildings in the Wilkesburg Historic District, the J. Carley House represents its transition, particularly along Penn Avenue, from a primarily residential community to a commercial hub.

Likewise, the George Black House (#80) is a circa 1890, two-story, wood-frame dwelling located on the south side of Penn Avenue, just west of Center Street. The dwelling rests on a stone foundation, is clad in aluminum siding, and is capped by a cross-gable roof. A circa 1920 Colonial Revival brick commercial addition has been appended to the facade (north elevation). The façade features an off-center storefront with a central recessed entrance flanked by paired fixed windows. An additional arched doorway, likely providing access to the second story, is located on the east end of the façade. Fenestration throughout includes one-over-one, double-hung, vinyl-sash, replacement windows. Like the J. Carley House, the George Black House represents the shift from residential to commercial enterprise on Penn Avenue and in Wilkesburg as a whole.

The J. Patterson House (#100) is a circa 1870, two-story, four-bay-wide, Italianate dwelling altered for use as a commercial property. The building rests on a stone foundation, is clad in brick and vertical wood siding, and is capped by a hipped roof covered in asphalt shingle. The roof is pierced by an interior brick chimney. Fenestration includes simulated, six-over-one, double-hung, vinyl replacement windows with simple stone sills, and fixed windows.

The John O'Neil House (#110) is a circa-1870, two-story, frame vernacular dwelling located on the south side of Penn Avenue, west of East Swissvale Avenue. The resource comprises a circa 1870, three-bay-wide, side gable block, and a circa-1890, three-bay-wide, front-gable west addition. Both rest on a stone foundation, are clad in a variety of brick veneer, vinyl siding, and vertical wood siding, and are capped by asphalt shingles. The first story of the façade (north elevation) features two storefronts with recessed entries and large, fixed windows. Second story

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fenestration includes one-over-one, double-hung, vinyl-sash, replacement windows. The John O'Neil House, like the J. Carley House (#74), the George Black House (#80), and the J. Patterson House (#100) represent the rapid transition from residential community to commercial hub that Wilksburg experienced at the turn of the twentieth century, particularly along Penn Avenue. While most of the frame residences along the corridor were replaced with masonry commercial buildings, these dwellings were simply converted into storefronts, and have remained as indicators of Penn Avenue's earlier, more residential history.

Other common types of commercial resources on Penn Avenue include auto-oriented businesses, which likely were built in response to the immense popularity and high traffic of the Lincoln Highway, of which Penn Avenue was a part. The Wilksburg Auto & Truck Building (#23) is a circa-1910, two-story, seven-bay-wide, brick commercial building located at the northwest corner of Hay Street and Penn Avenue, fronting Penn. The building rests on a stone foundation, is clad in stretcher bond brick, and is capped by a parapetted flat roof. The façade (south elevation) features two flush entries sheltered by an off-centered awning. Fenestration consists of large square window openings on the façade and east elevation of the first and second stories that likely once held large, multi-pane industrial windows, but today are infilled with glass block.

The Clark De Soto Automobile Dealership (#43) is a circa-1890, one-story, Streamline Moderne commercial building located at the northeast corner of Penn Avenue and Center Street (Photograph 12). The building rests on a stone foundation, is clad in brick, rock-faced concrete block, and stucco, and is capped by a parapetted flat roof. The primary entrance is located on the corner of the building beneath a rounded awning. Fenestration consists of large tripartite windows. According to several Pittsburgh Press advertisements and articles, the C.A. Clark De Soto Dealership occupied 801 Penn Avenue from approximately 1930 until after 1935, when he moved to 811 and 813-815 Penn Avenue. According to an article in the Pittsburgh Press on September 20, 1931, the building was originally a two-bay commercial building clad in brick with a double pedimented parapet. The building was remodeled into a stucco-covered Streamline Moderne building circa 1935.

The B&W Auto Sales Building (#47) is a one-story, one-part commercial block building constructed circa 1945, and located on the north side of Penn Avenue, east of Center Street (Photograph 13). Like the adjacent McClendon Building, the façade (south elevation) of the B&W Auto Sales Building features two large garage doors on each end, with a single central entrance flanked by large storefront windows. Both of these buildings were utilized by C.A. Clark as his nearby De Soto dealership (#43) expanded. By 1948, the buildings were occupied by B&W Auto Sales, a Plymouth and De Soto dealership.

Silver Auto Sales (#83) is a circa-1930, one-story commercial building located on the southeast corner of Penn Avenue and Center Streets. The building is situated at an angle and rests on a concrete foundation, is clad in brick, and is capped by a parapetted flat roof. A single garage door faces Penn Avenue. This resource is a typical example of the more modern style of infill that began to show up along Penn Avenue and Wood Street after circa 1930, but particularly after circa 1950.



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The Beachy & Johnston Motor Company (#97) is a circa-1926, one-story, Modern building located on the south side of Penn Avenue west of Coal Street. The building stands five bays wide, rests on a concrete block foundation, is clad in brick and vertical wood siding, and is capped by a flat roof. The façade (north elevation) features a central, double entry door large enough to accommodate a vehicle, flanked by large, angled storefront windows atop brick skirt walls. The building was constructed for use by the Beachy & Johnston Motor Company, later the Beachy Motor Company, which occupied the building from 1926 until 1935, when they relocated to 333 Penn Avenue. Following Beachy Motor Company's departure, the building was used by other automobile-related businesses, continuing to M.D. Autoworks, the current tenant. While the majority of the commercial core of the district is located along Penn Avenue and Wood Street, there are a few small, and heavily altered, commercial resources located on arterial streets, representing the common neighborhood commercial outposts that likely served local clientele. This includes the C. Ball Building (#149), the commercial storefront of the Devore Apartments building (#166) on Franklin Avenue, the J.E. Miller Livery building (#118), and another mid-century commercial building (#116) on Ross Avenue.

### ***Religious Buildings***

The Wilkinsburg Historic District contains ten buildings that were constructed as and/or are currently serving as religious institutions, thus representing Wilkinsburg's one-time reputation and nickname of "The Holy City" due to its high concentration of churches. The majority of these churches are located immediately outside of the commercial core on Franklin, South, Ross, and Wallace Avenues, with their locations directly or indirectly influenced by the property donations of James Kelly. While the churches vary in size, most are grand in scale and tend to feature ornate styles such as the Romanesque Revival, Gothic Revival, and Classical Revival styles. Associated church schools and support buildings, however, were typically constructed later during the Modern Movement in styles like International style and Prairie School. The St. James Roman Catholic Church (#165) comprises several buildings in several architectural styles on a parcel bounded by Franklin Avenue, Mulberry Street, Rebecca Avenue, and Medicine Way, adjacent to the commercial area at the southern end of Wood Street. The dominant building on the property, the circa-1928 cathedral, employs a high Gothic Revival style, and is surrounded by a circa-1910 Prairie School-influenced rectory/administration building and the circa-1910 Collegiate Gothic St. James School building. The Thea Bowman Catholic Academy along Medicine Way between Franklin and Rebecca Avenues was constructed ca. 1960 in the International Style. The St. James Catholic Church complex (#165) fills the entire block with very little setback. Northeast of the St. James Catholic Church along South Avenue stand three additional churches: South Avenue Methodist Episcopal Church (#131) constructed in 1909 on the north side of South Avenue at Mulberry Street, Mulberry Presbyterian Church (#205) constructed in 1911 on the southeast corner of South Avenue and Mulberry Street, and Calvary Lutheran Church (#208) constructed 1915 on the northwest corner of South Avenue and Center Street.

South Avenue Methodist Episcopal Church (#131) and Mulberry Presbyterian Church (#205) are constructed in the Romanesque Revival style and, like the St. James Catholic Church (#165), are located immediately outside the commercial area along Wood Street, while Calvary Lutheran Church (#208) employs the Gothic Revival style and is located at Center Street, a direct artery to



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the commercial area along Penn Avenue. While all three churches feature very little setback, the South Avenue Methodist Episcopal Church (#131) has used the demolition of surrounding buildings to its advantage by utilizing a vacant parcel to the east (#132) as green space and vacant parcels to the north and west (#122 and #130) as parking lot. The Gothic Revival and Romanesque Revival churches utilized primarily stone in their construction, though the associated administration and educational buildings typically used brick and concrete block.

On the north side of the district is a concentration of four churches along Wallace Avenue, immediately north of the commercial area along Penn Avenue. The oldest and most ornate of the four churches, the First Presbyterian Church of Wilkinsburg (#187), was constructed circa 1899 on the northwest corner of Wallace Avenue and Wood Street in the Romanesque Revival style, utilizing primarily stone and brick. The First Presbyterian Church of Wilkinsburg features a small setback from Wallace Avenue, allowing for some landscaping and greenspace. Further east on the northwest corner of Wallace Avenue and Center Street stands the Baptist Church of Wilkinsburg (#4), later called the Dunamis Baptist Church. The current building was constructed in the Classical Revival style circa 1955, replacing an older building at that location. Immediately southwest of the Baptist Church of Wilkinsburg (#4) stands the Christian Church of Wilkinsburg (#10), constructed on the south side of Wallace Avenue in 1916 in the Colonial Revival style. Like the South Avenue Methodist Episcopal Church (#131), the Christian Church of Wilkinsburg (#10) does not have much setback from Wallace Avenue, but has utilized an adjacent vacant parcel (#9) as a parking lot. Unlike the majority of the churches in the district, the Christian Church of Wilkinsburg (#10) is constructed of primarily brick, using stone as accents. West of the Christian Church of Wilkinsburg (#10), also on the south side of Wallace Avenue, stands the circa-1930 First Church of Christ, Scientist, Wilkinsburg building (#8), which is constructed in the International Style and, like the First Presbyterian Church of Wilkinsburg (#187), features enough of a setback from Wallace Avenue to allow for some greenspace and landscaping. As is typical of the International Style, the building is constructed of concrete and brick, setting it apart from most of the other churches within the district. By the mid-twentieth century, however, the building had been sold to the Wilkinsburg School District and converted into its administration building.

### ***Educational Buildings***

The reuse of the First Church of Christ, Scientist building (#8) on Wallace Avenue as the Wilkinsburg School Administration Building is appropriate, given that Wallace Avenue has historically served as the educational corridor of Wilkinsburg, and continues to do so. All four secular education-related properties within the Wilkinsburg Historic District are located on Wallace Avenue: the Wilkinsburg School Administration Building (#8), Wilkinsburg High School (#3), Horner School (#5), and Allison School (#6). The schools typically utilized the late nineteenth and twentieth century revival styles exhibiting order and tradition, such as Classical Revival and Tudor Revival. All three extant public schools were built on an imposing scale, with Wilkinsburg High School (#3) and Horner School (#5) utilizing both stone and brick, while Allison School (#6) features brick only, with quoins imitating stone blocks.

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### ***Civic and Public Works Related Buildings***

One of the primary anchors of the Wilkinsburg Historic District is the Pennsylvania Railroad Station – Wilkinsburg (#168), which is listed individually on the National Register (85001568) (Photograph 22). While Wilkinsburg’s two earlier railroad stations located on Wood Street at Franklin and Rebecca Avenues influenced early commercial development along Wood Street, the 1916 Pennsylvania Railroad Station in Wilkinsburg (#168), constructed in the Beaux Arts style, served as a gateway to the growing and increasingly modern commercial center and residential community of Wilkinsburg in the twentieth century. The railroad station (#168) stands on Hay Street at the west end of Ross Avenue, just south of Penn Avenue and just west of Wood Street, on the western edge of the historic district. Several civic buildings are located in the vicinity of the railroad station, likewise on the periphery of the district, including three former post offices (#63, #119, and #201) and the Wilkinsburg Borough Building (#114). Their location was not only conveniently near the railroad station (#168), but also just outside the commercial core to both serve and draw Wilkinsburg residents to the downtown. Civic buildings within the district typically utilized either the Classical Revival style, such as the Pittsburgh Post Office – Wilkinsburg Branch (#63) and the Wilkinsburg Borough Building (#114); or the Colonial Revival style, such as the Wilkinsburg United States Post Office (#119). Likewise, public utility properties were located, for the most part, on the edges of the district and employed the Classical and Colonial Revival styles. However, unlike the civic buildings, public utility buildings were generally isolated and not located in the vicinity of Wilkinsburg’s commercial core. The Colonial Revival-style Duquesne Light Company building (#58) is located at the northeast corner of Penn and East Swissvale Avenues, near the eastern boundary of the district (Photograph 20). Likewise, the Peoples Natural Gas Company building (#207), constructed in the Classical Revival style, is located at the southern end of the district at the northwest corner of Center Street and Franklin Avenue. The exception to this, the Classical Revival-style Pennsylvania Water Company building (#141) is located at the southeast corner of South Avenue and Medicine Way, just outside of the commercial area along Wood Avenue (Photograph 32).

### ***Residential Buildings***

While its boundaries have been drawn to exclude most residential properties, two types can be found within the Wilkinsburg Historic District: apartment buildings and single-family dwellings. Within the district, many commercial buildings historically featured a storefront on the first story with apartments in the upper stories. As such, most of these apartment buildings were located along the Penn Avenue and Wood Street corridors, including the Hunter Building (#26) at 621-623 Penn Avenue; the Duquesne Building (#35) at 745-749 Penn Avenue; the Sperling Building (#55) at 1007-1013 Penn Avenue; the Quinette Building (#86) at 812 Penn Avenue; the Marshall Building (#177) at 805 Wood Street; and the Shields Building (#200) at 822 Wood Street. The Devore Apartments (#166) at 734 Franklin Avenue, also referred to in the 1910 and 1911 Pittsburgh City Directories as Decore Flats, also included a first story retail space originally occupied by a florist (Polk 1911:1806). Like the commercial buildings along Penn Avenue and Wood Street, many of the combined commercial/apartment buildings utilized high architectural styles including the Beaux Arts style found in the Hunter Building (#26) and Shields Building (#200); the Italian Renaissance Revival style found in the Duquesne Building (#35) and Quinette Building (#86), and other Late Victorian styles as evidenced in the Sperling Building (#55), Devore Apartments (#166), and Marshall Building (#177).

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Two apartments, the Graff Building/Maple Apartments (#1) and the Ruskin Villa Apartments (#2), were constructed solely for residential use and do not feature a commercial first story. The older of the two, Ruskin Villa Apartments (#2), was constructed at the northeast corner of Wallace Avenue and Mulberry Street circa 1900. The Ruskin Villa Apartments building is a circa-1900, three-story, brick Classical Revival apartment building standing four bays wide and ten bays deep on a stone foundation. The building is capped by a hipped roof pierced by four interior brick chimneys and featuring dormer windows on the southwest and northeast elevations. The façade (southwest elevation) features a three-story, raised platform porch with a cornice line balustrade supported by Corinthian columns. Three integral sleeping porches framed by arches surrounded by pilasters are located on the northwest elevation. The façade also features a central entrance surrounded by an entablature and framed by Corinthian pilasters. The later apartment, the Graff Building/Maple Apartments (#1), was constructed in 1912 on the northeast corner of North Avenue and Mulberry Street in the Prairie style. The building rests on a battered stone foundation, is clad in Flemish bond brick, and is capped with a low-pitched hipped roof covered with asphalt shingles and featuring wide, overhanging eaves. The Graff Building (#1) has several distinctive features and exhibits unique elements of the Prairie and other turn-of-the-century Modern movements, including the deep overhang with elaborate curved brackets, prominent dual columns of large multi-pane windows with balconets, and arched or stepped-arch transoms symmetrically flanking the front entrance on the façade (north elevation). The building also features corner brick quoins and two sets of elaborated stone entablatures between the first and second stories, and between the third and fourth stories.

Most of the single-family residences within the district represent groups of early rental or speculative real estate properties constructed to take advantage of the population and development boom experienced by Wilksburg at the turn of the century. These include the eight houses along the east side of Center Street between Wallace and North Avenues (#213 through #220) built and managed by A.F. Stoner (Photograph 4; see Figure 9), the four houses along the west side of Coal Street between Wallace Avenue and Taylor Way (#224 through #227) owned by West & Wilson real estate company, and the row of houses along the north side of Franklin Street between Center and Mulberry Streets owned by James David (#157 through #160) and James A. Doran (#161 through #164). The A.F. Stoner houses (#213 through #220) are each circa-1900, two-and-a-half-story, brick dwellings constructed in the Queen Anne style. The A.F. Stoner houses vary between being two bays or four bays wide, and being capped by hipped and front-gable roofs. The residences on the ends of Center Street (#213 and #220) also feature towers. The A.F. Stoner houses (#213 through #220) have undergone little alteration. Like the A.F. Stoner houses, the dwellings along the west side of Coal Street between Wallace Avenue and Taylor Way (#224-#227) were constructed as a result of the housing boom in Wilksburg at the turn of the century. Unlike the Stoner houses, however, the West & Wilson houses were constructed to be sold outright, rather than rented. The first of the West & Wilson houses, #227 at the southwest corner of Wallace Avenue and Coal Street, is a circa-1890, wood-frame dwelling clad in vinyl siding and capped with a hipped roof with off-center cross gable on the façade. The dwelling has undergone several non-historic alterations, such as the application of vinyl siding and the alteration of original window openings and materials, and does not retain sufficient architectural integrity to be considered a contributing resource to the historic district. The three circa-1900, two-and-a-half-story, brick West & Wilson dwellings in the center of the

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block (#224-#226) are constructed on stone foundations and capped with front facing gable or gambrel roofs. While the front porch of the central gambrel-roofed dwelling (#225) has been partially enclosed, the residences retain sufficient architectural integrity to be considered contributing resources to the district. At the south end of the group stands a circa-1920, two-and-a-half-story, wood-frame dwelling.

Likewise, the rental houses on the north side of Franklin Avenue between Center and Mulberry Streets were built to serve the wave of new residents that arrived in Wilkinsburg. The exception is the N. McCoogan House (#157), a circa-1890, two-story, wood-frame, Late Victorian residence constructed on a stone foundation, clad in aluminum siding, and capped with a side gable roof with a steep-pitched cross gable on the façade (south elevation). The dwelling may have at one time exhibited Late Gothic Revival-style elements. The remaining James David houses are circa-1900, two-story, brick, Queen Anne-style dwellings capped by side-gable roofs with dormers and/or large cross gables on the façade (south elevation). The James A. Doran houses are also circa-1900, two-story, brick, Queen Anne-style dwellings, but capped with front gable roofs with dormers on the side elevations. While these houses also represent the residential Queen Anne style in the district, they are more modest examples than the A.F. Stoner houses. Another group of residences (#150, #152-#154) is located to the west along the north side of Franklin Avenue between Medicine Way and Mulberry Street. Unlike the Stoner, David, and Doran properties, this group of wood-frame residences were constructed by individual owners between 1880 and 1890 in the Queen Anne, Late Victorian, and Second Empire styles, and have undergone several non-historic alterations that have diminished their architectural integrity, such as the application of asphalt, aluminum, and vinyl siding, the replacement and alteration of windows and window openings, and the removal of porches and other architectural elements.

### **Assessment of Integrity**

The Wilkinsburg Historic District retains integrity of **Location** because it has never been moved. Integrity of **Design** is evident in the layout of the district with a core of commercial buildings centered on the intersection of Penn Avenue and Wood Street; religious buildings located outside of this commercial core on Franklin Avenue, South Avenue, Ross Avenue, and Wallace Avenue; educational buildings located along Wallace Avenue; civic buildings on the edges of this commercial core and generally near the railroad station; and residential buildings interspersed on Penn Avenue and Wood Street and near the schools on Wallace Avenue. While several buildings have been demolished, leaving vacant lots, and several buildings have been built as infill since the end of the period of significance, the district continues to read as a fairly dense commercial area whose development was largely shaped by James Kelly's donation of lots for churches and schools on the edges of what would become the commercial core. In addition, the design of the individual buildings is in keeping with the trends of early-to-mid-20<sup>th</sup> century architecture. Many of the individual commercial buildings have seen more recent alterations to their storefronts and have seen the installation of replacement windows, but these changes are in keeping with their commercial role and do not greatly diminish their ability to convey their significance. Integrity of **Materials** is evident in the mostly stone and brick buildings that comprise the district. Frame buildings have seen the greatest changes in materials due to the application of synthetic siding; however, these types of buildings are few in number in the district and the application of synthetic siding does not, in and of itself, make them incapable of conveying their significance.

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Integrity of **Workmanship** is evident in the design elements of the different types of buildings—commercial, civic, religious, educational, and residential—and has seen only minor changes due to the installation of modern storefronts on many of the commercial buildings and of synthetic siding on many of the frame residences. Integrity of **Setting** is evident in the still relatively dense urban environment that surrounds the district and in the district and borough’s relationship to Pittsburgh. Integrity of **Feeling** as a dense commercial core surrounded by planned educational, religious, civic, and residential development is still evident in the district. Integrity of **Association** is seen in the commercial, religious, educational, civic, and residential buildings and their relationships to one another that continue to tell the story of the district’s development and commercial significance.



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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

COMMERCE

ARCHITECTURE

TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

ca. 1870 to ca. 1960

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1887

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

n/a

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

n/a

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

n/a

\_\_\_\_\_  
\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Wilkinsburg Historic District meets National Register Criterion A on the local level in the areas of Community Planning and Development and Commerce. In terms of the former, even though many of the resources in the district post-date James Kelly's ownership of the land, his leadership in the community's early days set the pattern for the subsequent development of the district. For example, the role Kelly played in the development of turnpike and railroad transportation within and adjacent to the district led to its later residential and commercial development. In addition, because Kelly donated only small portions of his land for development, mostly for churches, residences, and schools, industrial development was almost nonexistent in the district and the borough, and commercial development lagged behind that of other boroughs in the region. By the time Kelly went bankrupt and the land opened for development, the district, with its access to transportation and lack of industry, could become only a bedroom community and commercial district. Furthermore, Kelly's donation of land for religious institutions and schools created a conservative town, reflected in the lack of saloons and taverns in the district. Kelly also led the charge to keep Wilkinsburg independent of Pittsburgh, which led to the need for utility-related buildings within the district to serve the citizens. In terms of Commerce, the borough became the commercial center for many of Pittsburgh's eastern suburbs, as reflected in the diversity and scale of goods and services offered within the district and in its role as the "downtown" for surrounding communities like Forest Hills and Monroeville. The district also meets Criterion A for Transportation and Criterion C for Architecture at the local level due to the presence of the previously-listed Pennsylvania Railroad Station - Wilkinsburg and the Sperling Building within the district. The period of significance begins in circa 1870, the date of construction of the earliest extant resource within the district and ends in circa 1960 when deindustrialization began to lead to the economic decline in the region generally and in Wilkinsburg specifically. The circa-1960 end of the period of significance also represents the development and rise in popularity of the several suburban shopping centers in the region, which introduced competition to Wilkinsburg's downtown commercial district and exacerbated the borough's economic decline.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Summary History**

***The Borough of Wilkinsburg***

The 2.3-square-mile borough of Wilkinsburg began as a crossroads of Native American trails at the modern-day intersection of Penn Avenue and Swissvale Avenue. The trails were later used in 1758 by Colonels Henry Bouquet and George Washington, who led troops over the trails and through the Turtle Creek Valley, joining outside of the limits of present-day Wilkinsburg near Bullock's Den (Connelly 1976; Jane Holmes Residence). When the Great Road (present-day Penn Avenue) opened between Fort Pitt and Philadelphia and settlers were able to more easily travel to the region, Wilkinsburg served primarily as a resting point for travelers (Wilkinsburg Historical Society 2007). While many had traveled to Western Pennsylvania beforehand to

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purchase and improve their parcels, tracts of land were first formally sold through the Land Company of the Colony of Pennsylvania beginning in 1769 (Connelly 1976). That same year, Andrew L. Levy, Sr. purchased the first patent within present-day Wilkinsburg: Patent #3122, a 266-acre tract he named "Africa." However, pre-Revolutionary War tensions and unrest led Levy to sell his patent to General William Thomas of Westmoreland County. General Thomas died within a year of the purchase, and his heirs conveyed the title to Colonel Dunning McNair in 1789 (Davison and McKee 1940:29). The families of William and John Wilkins, Jr., were also very prominent in the area, so much so that by 1812, McNair referred to the village in deeds and other legal documents as "Wilkinsburgh." Most accounts maintain that the borough was named in honor of William Wilkins, a county courts judge who later became a state senator, and was appointed as Secretary of War under President Tyler. Others claim that William's older brother, Revolutionary War soldier and Brigadier General John Wilkins, Jr., is the borough's namesake, as he was the first president of the Pittsburgh branch of the Bank of Pennsylvania, and also a close friend of McNair's (Connelly 1976; Wilkinsburg Historical Society 2007). McNair and his family continued to oversee the expansion and improvement of Wilkinsburg. However, while McNair was the largest property holder in the village, his holdings were heavily mortgaged. After years of financial difficulty, McNair's properties went into foreclosure in 1824, and ownership was conveyed to the Holland Land Company (Davison and McKee 1940:34-35). McNair continued to live at his estate, Dumpling Hall, until his death in 1825.

In 1833, James Kelly purchased McNair's land from the Holland Land Company and subsequently purchased additional land until he owned thousands of acres. Under Kelly's influence, early Wilkinsburg transitioned into a primarily residential community focused on educational and religious improvements, rather than industrial development. Also due to Kelly's business connections, the main line of the Pennsylvania Railroad routed through Wilkinsburg in 1851, increasing village residents' access to city jobs and services and cementing the village's reputation as a bedroom community to Pittsburgh. Wilkinsburg also maintained a reputation as a conservative community, not only due to the high number of churches within the village, but also due to the fact that Wilkinsburg was a dry community. When the City of Pittsburgh sought to annex Wilkinsburg as the 37<sup>th</sup> ward in 1873, Kelly and a small group of like-minded individuals fought the move, feeling that annexation would threaten the community's conservatism. The majority of Wilkinsburg residents, however, favored the thought of modern roads, utilities, and other services. Following Kelly's bankruptcy and subsequent death in 1883, Wilkinsburg residents pushed for incorporation as a borough, a move that, when finalized in 1887, brought about paved roads, streetcars, and other modern services and utilities.

Just as the opening of Kelly's land to development and incorporation jumpstarted Wilkinsburg's period of growth and development at the end of the nineteenth century, so too did the development of the automobile and other transportation improvements sustain the borough's growth into a commercial and residential center in the early half of the twentieth century. As automobiles became the primary mode of transportation in the United States, old roadways were improved and new roads were constructed, including the Lincoln Highway and William Penn Highway in 1913 and 1916, respectively, which converged in Wilkinsburg along Penn Avenue. The improvement of these roads not only brought distant travelers through Wilkinsburg, but also assisted movement between Wilkinsburg and other boroughs, as well as the city of Pittsburgh.

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Likewise, improvements to the railroad, including the raising of the railroad lines through Wilkinsburg and the construction of a new Pennsylvania Railroad station, both in 1916, and the addition of streetcar service routes like the “87 Ardmore” encouraged the continued residential growth of the borough, as commuting to jobs in the city and Westinghouse factories to the east became more convenient. The borough’s growth hit its peak in the 1950s, with Wilkinsburg being the most densely populated borough in Allegheny County. However, the decline of the steel industry and many other associated industries in the region beginning in the mid-1960s led to a drastic drop in the residential population of Wilkinsburg and its neighboring boroughs, as those who once commuted to those industrial jobs left the region in search of work. As a result, the population of Wilkinsburg fell from a high point of 37,000 people in 1950 to approximately 19,000 people, or a nearly 50% decrease, by 2000. As the population of the borough fell, so too did the profitability of the borough’s commercial district, as well as its tax revenue, resulting in an economic downturn for the borough.

### ***History of the Wilkinsburg Historic District***

While the community of Wilkinsburg has been occupied since the late eighteenth century, the planning and development of the Wilkinsburg that exists today began with the purchase of Dunning McNair’s former property by James Kelly in 1833. Kelly first moved to the Wilkinsburg area in 1816 where, despite his meager beginnings and lack of formal education, he rose to prominence first as a farmer and later as a lime manufacturer before entering the real estate business. Kelly was one of the largest landholders in Allegheny County. The majority of his property, approximately 856 acres, were lands formerly belonging to Dunning McNair that were lost in foreclosure, which Kelly purchased for \$12,000 from Mark W. Collett by deed dated August 28, 1833 (Davison and McKee 1940:147). Kelly continued to acquire adjacent lands throughout his lifetime until his holdings included more than one thousand acres.

Kelly opened new streets within McNair’s original plan and helped charter turnpike companies connecting the town with established roads in the region. When the Pennsylvania Railroad was planning on constructing its tracks in the vicinity of Wilkinsburg, Kelly “took a lively interest” in its development, and “was a contractor for this section of road, which he sublet in sections” (Cushing 1889). The 1851 landowner map of Wilkinsburg shows the newly-constructed two-track Pennsylvania Railroad located along the west side of the district, passing through lands owned by “J. Kelly” (Figure 1). Eventually, an increase in rail traffic led the Pennsylvania Railroad to increase the line from a two-track route to a four-track route, as well as purchase the right-of-way for additional expansion. Express trains traveled along the inside tracks, while the outer tracks were reserved for local service. In 1860, a railroad station was constructed on land purchased from James Kelly on the west side of Wood Street between Franklin and Rebecca Avenues. This early station, a wood-frame Italianate building, was destroyed by fire in 1873.

Likewise, the development of the school system within the district was guided largely by James Kelly. As a Wilkins Township school board member, and later director, Kelly pushed for the establishment of Wilkinsburg’s first public school in 1840, donating the property, materials, and money for its operation (Davison and McKee 1940). The first public school house was a simple, one-story building on the northwest corner of Center Street and Wallace Avenue, which was replaced in 1850 with a two-story brick schoolhouse constructed north of the first building on the



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same lot. In 1856, the private Wilkinsburg Academy building was constructed on the northeast corner of Wallace Avenue and Center Street, also on land likely purchased from Kelly. The Academy operated until circa 1860, when it was used by the Presbyterian Church for its services and school. The donation and sale of these lands by Kelly for educational purposes set the stage for the later development of Wallace Avenue as the location of Wilkinsburg's primary, intermediate, and secondary schools. This same period saw the arrival of several church congregations, encouraged to locate in Wilkinsburg by Kelly's promise to donate land to any religious institution of any denomination.

In 1870, and largely due to Kelly's and the local churches' influence, Wilkins Township passed a special prohibitory law that made it a "dry" township, driving out four taverns previously established in Wilkinsburg (Connelly 1976; Jane Holmes Residence; Wilkinsburg Historical Society 2007). In 1879, Sterrett Township, including Wilkinsburg, was set apart from Wilkins Township, but chose not to prohibit the sale of alcohol. As such, the Allegheny County treasurer William McCallin issued three liquor licenses in Sterrett Township, including Wilkinsburg, and vowed to grant additional licenses to anyone who applied. In response, a committee of Wilkinsburg residents formed a "vigilance committee" tasked with restoring the prohibitory law for Sterrett Township, which they succeeded in doing in 1881. The committee then set upon seeking out and reporting on any businesses selling alcohol without a license (Davison and McKee 1940:475-476). With the exception of two years immediately following the repeal of Prohibition in 1933, Wilkinsburg remained dry until 2015, when voters passed a referendum allowing businesses in the borough to obtain liquor licenses (Kerr et al. 1946; Carpenter 2015).

In 1871, perhaps in protest to Kelly's and the churches' influence over the community, several residents of Wilkinsburg petitioned to be annexed by the City of Pittsburgh. Since Penn Avenue, Wilkinsburg's main corridor, ran directly into Pittsburgh, and there were no rivers or steep hills along the route between, annexation of Wilkinsburg into Pittsburgh was geographically logical. In addition, annexation would have allowed for access to more services, such as water and sewer, street lights, and greater fire and police protection. While the community was divided on the subject, Kelly was its primary opponent, claiming that independence from Pittsburgh was integral to maintaining the religious integrity of the community (Davison and McKee 1940). In 1873, Wilkinsburg officially became part of the City of Pittsburgh. Kelly, however, refused to accept the move and fought the annexation largely single-handedly and at his own expense (Gilchrist 1927:26). In 1875, the court found that the total signature requirement on the petition for annexation had not been met, as it had included signers who were women, not citizens, or under legal age. As such, the annexation was not valid. While the City filed an appeal with the state's Supreme Court, it too sided with Kelly, and in 1876, Wilkinsburg returned to being an independent community (Davison and McKee 1940:468-473; Gilchrist 1927:26; Van Atta 2002). While successful in his fight against annexation, Kelly found both his finances and his spirit drained. The legal battle, coupled with post-Civil War economic depression, left Kelly broke and at the mercy of his numerous debts, much like his predecessor Dunning McNair. In 1879, the banks foreclosed on his properties, which were sold at sheriff's sale to repay the more than \$300,000 that he owed (Davison and McKee 1940). The exception was Dumpling Hall, where Kelly, like McNair, was allowed to remain until his death in 1882.

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At the time of his bankruptcy, Kelly still owned the majority of his original land, despite the numerous donations to churches, schools, and other civic-minded causes. When his land was sold at sheriff's sale, most of the tracts were purchased by banks at a fraction of their actual worth, and then over the next ten years, subdivided into lots. As a result, Wilkinsburg experienced a real estate boom and immense population growth as more and more residents were drawn to the suburbs of Pittsburgh. Between 1876 and 1885, the population more than tripled from 800 to 2,500, and by 1900, had ballooned to roughly 12,000 (Gilchrist 1927:103; Connors 2015). Several attempts were made at incorporating the village into a borough, but none were successful until December 2, 1887. This quickly ushered in an era of civic improvements that had long eluded Wilkinsburg compared to other villages and boroughs in the region.

As early as 1877, the influx in population required the restructuring of Wilkinsburg's educational system, as the student population had exceeded the capacity of the Wilkinsburg School and the school was forced to use the vacant Wilkinsburg Academy building for overflow. In 1882, the Wilkinsburg School Board of Directors purchased three additional lots on Wallace Avenue formerly owned by Kelly to build the three-story, 15-room Horner School (see Figure 8), and the smaller "primitive" schoolhouses were demolished. After the original Horner School building was destroyed by fire in 1890, students attended classes in churches, commercial buildings, and other school buildings until a second Horner School was completed (Kerr, et al. 1946). After the second Horner School also burned in 1916, a third building, Horner Junior High School (#5), was built on the site in 1918 and today serves as the Hosanna House community center. Incorporation in 1887 only exacerbated the need for appropriately sized and better equipped school facilities, leading to the construction of Wilkinsburg High School (#3) between Wallace and North Avenues west of Center Street in 1911. It was expanded to accommodate even more students in 1929. Likewise, Allison School, later Allison Elementary School (#6), was constructed on the northeast corner of Wallace Avenue and Mill Street in 1927.

In addition to educational improvements, incorporation of the borough of Wilkinsburg ushered in much needed modern public improvements and utilities. One of the earliest public improvements was the paving of Penn Avenue through Wilkinsburg, giving the once pocked and muddy thoroughfare "a jaunty urban air" (Kerr et al. 1946:24). The move to pave Penn Avenue was not only practical, as it represented the most visible corridor through Wilkinsburg's commercial row, but also served as a highly visible message to passersby that things were changing and improving in the borough.

The earliest public utility to arrive within the Wilkinsburg Historic District, the People's Natural Gas Company, set up its first shop in 1885 in an open front wagon shed on "the old Tavern stand" on Penn Avenue near Wood Street. The gas company subsequently built a high pressure station on Ross Avenue between Swissvale and Penn Avenue (Davison and McKee 1940:508). Later that year, they also built a low pressure station, the first in the state of Pennsylvania, on Center Street between South and Franklin Avenues, and a permanent brick office and shop building on the northwest corner of Center Street and Franklin Avenue (Davison and McKee 1940:508). By 1903, an additional brick building was constructed on the property (Figure 4, Sheet 1), and by 1915, the People's Natural Gas Company office had been largely connected as one building, as it stands today (#207). The Pennsylvania Water Company was subsequently

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established in March 1887, laid its lines in 1888, and began supplying water from the Allegheny River to the residents of Wilkinsburg by the spring of 1889. They later constructed their headquarters, a large Classical Revival building, at the southeast corner of South Avenue and Medicine Way (#141) (Figure 5, Sheet 1). With a reliable supply of water to the borough, a volunteer fire department was established in December of 1889, which was replaced with a paid fire department in 1903 (Wilkinsburg Historical Society 2007:22; Gilchrist 1927:109). Following incorporation, civic improvements happened in quick succession. In 1889, Wilkinsburg received telephone service, steam heating lines, and street lighting, and in 1892, a sewer system was installed (Gilchrist 1927:109-111).

The sale of Kelly's lands, incorporation of the borough, and resulting population and economic boom also influenced the Pennsylvania Railroad. By the completion of the community's second wood-frame railroad station at the west side of Wood Street between Franklin and Rebecca Avenues in 1883, the rail line was carrying 6,000 to 8,000 passengers between Wilkinsburg and Pittsburgh every day. Travel to and from the city became increasingly affordable and efficient, and more people began to view Wilkinsburg as a bedroom community for commuters. The arrival of the borough's first electric streetcar line in 1892 furthered this notion, providing additional access for commuters. The 1895 Hopkins atlas of Wilkinsburg shows the "electric road" traveling along Pitt and Wood Streets and Penn and Wallace Avenues. Livery stables, like the J.E. Miller's Livery at 725 Ross Avenue (#118) or private carriages would take passengers further into the borough where the lines did not reach (Michaux 1988). Streetcars would remain a primary mode of transportation to and from Wilkinsburg's downtown district from their installation in the late nineteenth century through the mid-twentieth century.

By 1900, the Pennsylvania Railroad line through Wilkinsburg had expanded to ten tracks (Figure 4). The April 1902 Automobile Magazine described the rail line through Wilkinsburg as having an

“almost continuous passing of trains, some of them express trains going at a very high speed, no gates, and only infrequently a watchman. The track crossings are extremely rough, making it necessary to run slowly over them if one is to avoid chancing a breakdown directly upon the railroad. The tracks curve in both directions from the crossing and there are usually several freight cars massed on the unused outer ones, which very thoroughly limit even what small view there is. In the East, this crossing would be considered nothing short of a nightmare – in Pittsburg [sic] or Wilkinsburg it is taken as a mere matter of course” (Maxim 1902:312).

The railroad that had served as Wilkinsburg's connection to the City of Pittsburgh and the surrounding communities, and that had contributed so much to the development boom of the mid- to late-nineteenth century had begun to isolate the community, as it had grown so massive that crossing the tracks at street level was potentially dangerous. On October 9, 1911, Wilkinsburg passed its first ordinance to abolish the grade crossings of the railroad through the borough, which was followed by years of disagreements and stalling between Wilkinsburg, Pittsburgh, and the Pennsylvania Railroad. After several more accidents at the crossings and growing public impatience, a new ordinance was passed on March 9, 1914, followed by

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acceptance by the railroad (Gilchrist 1927). The railroad was raised up to 12 feet between Homewood and Edgewood, leading to the lowering of the surrounding streets and demolition of several buildings along the right-of-way, including the 1883 railroad station on Wood Street between Franklin and Rebecca Avenues. A third Wilkesburg Station designed by Walter Cookson in the Beaux Arts style was completed in 1916 and located to the north on Hay Street at Ross Avenue (#168) (see Figure 22).

In addition to the population influx and the arrival of modern public utilities, Wilkesburg experienced a sudden economic boom as a result of Kelly's bankruptcy and incorporation. While Wilkesburg had a small existing commercial corridor along Penn Avenue, it consisted mostly of small, one- to two-story, wood-frame buildings. By the turn of the twentieth century, however, these small buildings were replaced with larger, high-style commercial blocks, shops, and financial institutions, including the Romanesque Revival-style National Bank of Wilkesburg (#27), and the Classical Revival-style Wilkesburg Bank (#183). In some cases, however, particularly along Penn Avenue, residences like the J. Patterson House (#100) and the George Black House (#80) were converted into commercial use, rather than being replaced. The growth of the downtown commercial district brought with it an increase in the number of basic goods and services, such as banks, grocers, druggists, liveries, barbers, tailors, dressmakers, etc. More importantly, however, was the emergence of specialized businesses within the downtown. The 1900 Polk Directory describes Wilkesburg as having two bicycle shops, two furniture stores, three millinery shops, three "notions" shops, three shoe stores, four wallpaper shops, and two "Chinese" laundries on Penn Avenue alone.

As Wilkesburg's commercial district continued to grow, so too did the importance of the borough's primary artery, Penn Avenue. By the early twentieth century, motorized vehicles were quickly replacing horse-drawn carriages, and as such, motorists were in search of decent, reliable roads. Up to the early twentieth century, the railroad was the primary mode of transportation and most roads were localized and vastly unimproved, much like Penn Avenue would have been at this time, even when paved. In 1913, the Lincoln Highway Association was established by automobile enthusiasts and industry leaders with a goal "to procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all description without toll charges (Weingroff 2015)." The route of the Lincoln Highway in Pennsylvania traveled through towns such as Gettysburg, Bedford, Ligonier, Latrobe, Greensburg, Irwin, Forest Hills, and along Penn Avenue in Wilkesburg. The route continues to Pittsburgh and beyond to the west, much like its predecessor, the Forbes Road. East of Swissvale Avenue, the road splits, with the upper road (Penn Avenue) being known as the William Penn Highway and the lower road (Ardmore Boulevard) part of the Lincoln Highway. Several businesses along the Penn Avenue segment of the Lincoln Highway were named for the road, including the now demolished Penn Lincoln Hotel (#42). In 1926, the Lincoln Highway was assigned the route number U.S. Route 30, while the William Penn Highway became U.S. Route 22.

Just as the first half of the twentieth century brought about the advent of automobiles and improved roads, it also brought with it increasingly modern technology which would help simplify and modernize the lives of Wilkesburg's residents. In 1922, the Duquesne Light



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Company constructed a Colonial Revival brick office building and an adjacent substation (#58) at the northeast corner of Penn Avenue and Swissvale Avenue, improving and expanding electric service to residents in Wilkinsburg and the vicinity. In 1928, the Bell Telephone Company constructed a large Neoclassical building, also known as the Fremont Telephone Company Building, at the southeast corner of Wallace Avenue and Hay Street (#167).

During its height in the late nineteenth and early twentieth century, even with its commercial district attracting consumers from the Turtle Creek Valley, Wilkinsburg was frequently described as a “bedroom community,” an area inhabited by residents who worked elsewhere in downtown Pittsburgh or in the Westinghouse Plant in East Pittsburgh, which was the largest employer in the area during the first half of the twentieth century. As such, the commercial district of Wilkinsburg’s primary goal was to be modest, yet diverse enough to serve the multitude of commuters who called the borough their home. Residents of Wilkinsburg represented an array of the employment opportunities in the Pittsburgh area, including factory workers, clergymen, medical professionals, lawyers, and business owners, and the types of goods and services offered through the general and specialty shops catered to them all, regardless of budget (R.L. Polk & Co. 1939; Michaux 1988).

Wilkinsburg’s population continued to grow into the mid-twentieth century, when the borough saw its population rise from 19,000 to 24,403 between 1910 and 1920, peaking at 31,418 in 1950. Through the 1950s, Wilkinsburg was the most densely populated borough in the county. Even with the population decline through the next decades, the borough still maintained high population density. In the 1950s, the borough and its merchants collaborated to further market the downtown commercial district to outlying suburbs and travelers by establishing the Wilkinsburg Borough Parking Authority, with the sole purpose of purchasing land for parking lots. The Parking Authority helped fund and market the project through the Park & Shop Campaign, where local merchants would purchase parking tokens to give away to customers (Figure 38). As a result of this campaign, several blocks of buildings were demolished, including several on the south side of Wallace Avenue between Wood and Center Streets, and on the north side of South Avenue west of the South Avenue Methodist Episcopal Church (#131).

During the 1960s and 1970s, Wilkinsburg, like many other urban centers throughout the United States, undertook the demolition and removal of several historic-era buildings in order to “revitalize” the borough and make way for housing projects and modern development. While most of these actions took place outside of the Wilkinsburg Historic District boundaries, it was not left untouched. One area to undergo a loss of buildings was the west side of Wood Street south of Penn Avenue, which was once touted as the “busiest corner in Wilkinsburg.” As a result of initiatives such as these, Wilkinsburg suffered from blight, vacant storefronts, and loss of occupancy in residential properties.

Wilkinsburg’s economy, like the economies of the other boroughs surrounding it, has historically been linked to that of the City of Pittsburgh. As such, the borough felt the effect of the steel industry collapse in the 1970s and 1980s, which caused the flight of people from the inner suburbs. As such, communities like Wilkinsburg that were built up to serve high populations saw an increase in vacant storefronts and homes (Wilkinsburg Community Development Corporation



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2010; United States Census 2010). This trend, along with a steady population decline, continued into the 1990s and 2000s, with the population of Wilkinsburg settling at approximately 15,813 in 2014. However, new efforts from local community organizations, leaders, and small business owners have helped the borough start a new trend of growth and revitalization in Wilkinsburg, focusing on the downtown area (Connelly 1976; United States Census 2014).

### **Criterion A: Community Planning and Development**

Many of the small boroughs in the vicinity of Pittsburgh share a common origin story. Typically, a small settlement emerged along a well-worn trail leading to Fort Pitt in the late eighteenth century, but significant growth did not occur until an innovative and usually wealthy community leader spurred development by purchasing large swaths of land and proactively investing in industrial or commercial endeavors in the community. East Liberty, which like Wilkinsburg is located along both Penn Avenue and the Pennsylvania Railroad, began as part of the estate lands of Alexander Negley, and did not see initial development until Alexander's son, Jacob, actively sought to bring the Pittsburgh-Greenville turnpike through East Liberty, transforming it into a center of trade. Thomas Mellon subsequently worked not only to influence routing of the Pennsylvania Railroad through East Liberty in 1854, but also used his business connections to bring Pittsburgh's earliest trolley lines through East Liberty. When the City of Pittsburgh annexed present-day East Liberty in 1868, its location along two primary transportation routes and Thomas Mellon's influence and business connections guided its development into a major commercial hub in suburban Pittsburgh.

Like Alexander and Jacob Negley in East Liberty, James Kelly's purchase of Dunning McNair's former landholdings coupled with his subsequent land purchases provided him with the opportunity to shape and influence the development and growth of Wilkinsburg as he saw fit. Also like these other communities, Kelly set out to complete and build on McNair's original plan for the community by opening new streets and chartering turnpike companies to help connect the town with other established roads in the region. Also like Thomas Mellon, Kelly used his influence and his landholdings to bring the Pennsylvania Railroad main line through Wilkinsburg, ensuring easier access to the City of Pittsburgh and the surrounding boroughs. However, unlike in East Liberty, where Mellon pushed for commercial investment and annexation; or in Oakland, where annexation also led to commercial development and considerable cultural investment by Andrew Carnegie; or in Swissvale and Turtle Creek, where early manufacturing endeavors led to further investment by George Westinghouse; James Kelly instead focused his efforts on keeping Wilkinsburg a conservative, residential, and independent bedroom community.

James Kelly's control and influence came primarily from the number of acres he owned in Allegheny County. At the peak of his involvement in Wilkinsburg, one author described his tract in this way:

“As you come into Wilkinsburg by way of the William Penn Highway, you get a vision of the extent of this vast acreage, his holdings amounting to more than one thousand acres, including Edgewood, the greater part of Wilkinsburg, a large part of Brushton, a large tract in the city north of Frankstown Avenue and extending west to

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Lang Avenue, [...] and north over the hill into Penn Township” (Davison and McKee 1940:146).

Even outside of his considerable landholdings, however, James Kelly wielded considerable influence, as he involved himself with nearly every business, financial, religious, and civic activity in the community over the course of fifty years, particularly within the Wilkinsburg Historic District. For various terms, Kelly served as tax collector, school board director, Justice of the Peace, and election judge, among others. However, it was his property that gave him the most leverage in executing his vision within the Wilkinsburg Historic District. While Kelly occasionally sold small portions of his property to private landholders, these were limited to individual lots, as he rarely sold his lands to business speculators. Instead, Kelly favored donating parcels of land to religious, educational, and civic organizations – the types of property owners that he felt would maintain a conservative and primarily residential village.

James Kelly’s most visible and lasting influence on the Wilkinsburg Historic District area was the development of transportation routes to and from the village. While Dunning McNair had already laid out the basic plan for Wilkinsburg along the Great Road, later known as the Greenville Pike and Penn Avenue, connecting it with the City of Pittsburgh, Kelly worked to further connect Wilkinsburg with other communities in the region. To accomplish this, Kelly was a vocal officer on the boards for several turnpike charters, including the Pittsburgh-New Alexandria Turnpike Road Company, the Wilkinsburg & Troy Farm Plank Road Company, and the Wilkinsburg and Green Spring Plank Road Company, to name a few. While many of these turnpike charters were eventually dissolved, they laid the groundwork for future roads. The Wilkinsburg and Green Spring Plank Road, for example, is described as connecting Wilkinsburg with the East Liberty and Penn Township Plank Road on the Green Springs Farm, owned by James Kelly (A Wagner & Co 1889). The 1851 atlas of Wilkinsburg shows such a road, present-day Wood and Oakwood Streets, which ran through the district to the north, connecting Wilkinsburg to Frankstown Road. Other than Penn Avenue, the only other improved road traveling any distance outside of the village was present-day Swissvale Avenue, also within the district, which ran through lands owned by James Kelly. He was also involved with the charter of the Wilkinsburg Railroad in 1841, which was to connect Pittsburgh and Wilkinsburg. The line was never constructed, but served as a precursor to the Pennsylvania Railroad main line route through Wilkinsburg a decade later.

According to A. Warner & Company’s 1889 *History of Allegheny County, Pennsylvania*, James Kelly took a “special interest” in the development of the Pennsylvania Railroad, and “was a contractor for a division of this road, which he sublet in sections.” The 1851 atlas shows the route of the railroad in the vicinity of Wilkinsburg as primarily passing through Kelly’s lands. The final Pennsylvania Railroad route had the two-track line running along the entire western boundary of Wilkinsburg’s core, crossing nearly all of its primary east-west arteries, including Wallace, Penn, Ross, and South Avenues, as well as the north-south Swissvale Avenue outside of the district to the south. While perhaps not as apparent an issue as a two-track line, the Pennsylvania Railroad’s eventual expansion into a ten-track line further isolated Wilkinsburg from Pittsburgh and the surrounding communities, rather than connecting it, as it had grown so massive that crossing the tracks at street level was potentially dangerous. This was not remedied

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until the raising of the railroad in 1916 (Gilchrist 1927). In contrast, the Pennsylvania Railroad's route through East Liberty was less dramatic, as it traveled northwest and crossed Penn Avenue just southeast of the downtown core before curving southwest along the south side of Center Avenue. This routing strategy brought the railroad into East Liberty, but left the primary corridor of Penn Avenue to Pittsburgh open. As such, commercial, civic, residential, and industrial properties were able to take advantage of the railroad and expand toward the city as they saw fit.

While the Pennsylvania Railroad route effectively serving to cut Wilkesburg off from the city may or may not have been intentional, the placement of Wilkesburg's first Pennsylvania Railroad station does send a message about James Kelly's priorities and vision for the community. In the mid-nineteenth century, Wilkesburg had a present, albeit small, commercial district along Penn Avenue, including two shoe stores, a hotel, and several non-descript "stores" and "shops." Rather than place its railroad station in the vicinity of its business district in the hope of increased business and development, James Kelly instead lobbied for the station to be constructed in the furthest possible location from the business district, on Wood Street, just south of Franklin Avenue, surrounded by undeveloped Kelly lands. Kelly indicated later in a lawsuit with St. James Roman Catholic Church that he had intended for his lands in the vicinity of Wood Street and Franklin Avenue to be sold for residential use. This suggests that Kelly's vision for Wilkesburg did not involve using the railroad as a commercial or industrial draw, and that his intentions for the village were primarily residential. In contrast, the East Liberty Railroad Station was constructed in the immediate vicinity of both Penn Avenue and Frankstown Turnpike, two of East Liberty's busiest corridors, on a new street connecting the two. The station was placed near existing businesses, hotels, taverns, and churches, and thus encouraged the establishment of new businesses, like the Johnsons Hotel, as well. In Wilkesburg, while any kind of development along Wood Street was slow to develop, the corridor did end up being primarily residential from the 1880s until about 1895. During this time, the first railroad station had burned and was replaced with a grander Queen Anne-style station in 1883. The incorporation of the borough and the sale of Kelly's lands brought increased commercial development and civic improvements to Wilkesburg, particularly within the district along Wood Street. The resulting increase in traffic and advent of the automobile eventually required a restructuring of the railroad line and the replacement of the railroad station, as described above.

James Kelly's vision not only looked at the big picture, but also on a much smaller, individual level. According to Harry C. Gilchrist in his *History of Wilkesburg*, he became "such a power in the community that nothing was attempted without his sanction, either in politics or in business" (Gilchrist 1927:27). One of James Kelly's most passionate causes was education. Kelly pushed for the creation of a township school board, on which he served for forty years, most of which as school board director. According to Elizabeth Davison and Ellen McKee's *Annals of Old Wilkesburg and vicinity: the village, 1788-1888*, while Kelly possessed "only a meagre country school education, he possessed a superabundance of common sense, and money of which he gave generously to worthy objects" (Davison and McKee 1940:154). Kelly's first recorded donation of land occurred in 1840 when he fought for the establishment of Wilkesburg's first public school house. Kelly ultimately donated the materials and money himself to fulfill the project, and may have also donated the land itself. In 1841, a one-room brick building was constructed at the northwest corner of Center Street and Wallace Avenue (Kerr et al. 1946). The

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building served until 1850, when a new two-story brick schoolhouse was built north of the first building on the same lot. His donation essentially set the stage for the later development of Wallace Avenue as the location for primary, intermediate, and secondary schools. In 1856, the private Wilkinsburg Academy building was constructed on the northeast corner of Wallace Avenue and Center Street on land likely purchased from Kelly. It operated until circa 1860, when it was utilized as an early home for the Presbyterian Church and an associated academy (Hopkins 1862). According to the 1872 Hopkins atlas of Wilkinsburg, James Kelly continued to own a four-lot parcel of land on the north side of Wallace Avenue, east of Center Street and the Wilkinsburg Academy property. The parcel eventually served as the location of the new Wilkinsburg Public School, as well as its subsequent reconstructions as Horner School (#5). While the new Wilkinsburg Public School was completed after Kelly's death in 1882, it's likely that Kelly had intended that the parcel be eventually donated or sold for educational purposes, given its proximity to the other school buildings. After Kelly's death, the Wallace Avenue corridor continued to serve as the educational center of Wilkinsburg, with Wilkinsburg High School (#3) constructed between Wallace and North Avenues west of Center Street in 1911 and expanded in 1929. Likewise, Allison School, later Allison Elementary School (#6), was constructed on the northeast corner of Wallace Avenue and Mill Street in 1927. The school district's decision to place these later school buildings along Wallace Avenue in proximity to the Horner Public School and former locations of the earliest schoolhouses was likely influenced by the fact that for about fifty years, the only school buildings in Wilkinsburg were located in the vicinity of Wallace Avenue and Center Street due to James Kelly's influence as school board director and to his donation of land.

The placement of the majority of Wilkinsburg's largest and most visible public school buildings along Wallace Avenue strongly directed the development and growth of the surrounding parcels as well. According to the 1862 and 1872 Hopkins atlases, the parcels in the vicinity of the school buildings were sporadically occupied, but those that did feature a building were typically residential in nature. By 1885, more residences, mostly wood-frame, had been constructed along Wallace Avenue. By 1903, nearly every parcel surrounding the Wilkinsburg Public School/Horner School (#5) was occupied with a residence, with the newest being of masonry construction. The most visible of these newly constructed residences are the A.F. Stoner houses (#213 through #220) along the east side of Center Street between North Avenue and Wallace Avenue (see Photograph 4; see Figure 9). These large, masonry, Queen Anne-style rental houses were built by Alvin F. Stoner, a prominent contractor in Wilkinsburg to appeal to families with children who would attend the school. Conversely, when the Wilkinsburg High School (#3) building was constructed between Wallace and North Avenues in 1911, older wood-frame residences were demolished (Hopkins 1915). In addition to the single family homes, apartment buildings cropped up along and near Wallace Avenue in the vicinity of the schools in the early twentieth century, including the Ruskin Village Apartments (#2) at the northeast corner of Wallace Avenue and Mulberry Street and the Graf Building/Maple Apartments (#1) at the southeast corner of Mulberry Street and North Avenue. While the construction of these upper-class apartment buildings within the district was likely a response to the population influx and increase in the number of commuters to the city after Wilkinsburg's incorporation, their location took advantage of the residential character of the street while still being in close proximity to downtown and the train station.



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The action for which James Kelly received the most attention was his donation of his land to any church regardless of denomination. Within the district, Kelly donated land for the Methodist Episcopal Church near the northwest corner of Wallace Avenue and Center Street in 1843; the First Presbyterian Church on the northwest corner of South Avenue and Wood Street in 1868; and initially, the St. James Roman Catholic Church (#165) in the mid-1860s. Though some contemporary articles suggest that Kelly was attempting to secure his position in the hereafter, his primary motivation for donating his land to the churches was likely to maintain Wilkinsburg's conservative character. One cannot discount, however, Kelly's desire for control over the development of the village. This is demonstrated in Kelly's dealings with the St. James Roman Catholic Church.

While most of the churches to which Kelly donated land were Protestant, he made good on his word to support religious institutions of any denomination. This is shown by his donation of land for a Catholic Church in Wilkinsburg, despite Kelly being described as "unfriendly toward Catholics" (Davison and McKee 1940:427). In the mid-1860s, Kelly gifted a lot of land to a group of Irish Catholic coal workers who wished to establish a church in Wilkinsburg. However, the Bishop and most of the congregation were dissatisfied with the lot, located on the north side of Franklin Avenue, and instead preferred a different site on the south side of Franklin Avenue, extending south to Rebecca Avenue, specifically "Lots 359 and 360 of James Kelly's Plan" (Davison and McKee 1940:427). According to Davison and McKee's *Annals of Old Wilkinsburg and Vicinity, 1788-1888*, "considerable subterfuge was used to secure this land," with Philip Weisenberger of Lawrenceville purchasing the property, and then immediately conveying it to Bishop Domenec in trust for the congregation on May 8, 1868 (Davison and McKee 1940:427). When Kelly discovered the true purchasers of the property, and that the congregation had disrupted his strategic planning, he sued, claiming that the church's presence on that particular lot would "injure the sale of his valuable adjoining property" (Davison and McKee 1940:427). The court ultimately sided with the congregation, and the Catholic congregation constructed St. James Roman Catholic Church (130).

While Kelly may have imagined himself to have the ability to control which church went where, and for what purpose his land was purchased, in reality, his direct influence on the ultimate location of religious congregations was nominal. In many cases, these early churches expanded, moved, merged, and in some cases, multiplied within the district. When the Methodist Episcopal Church congregation outgrew their building, they built a new church on the north side of South Avenue at Mulberry Street. The new church was destroyed by fire in 1907, and a new South Avenue Methodist Episcopal Church was constructed in 1911 (#131). The old church building on Wallace Avenue and Center Street was sold to a Baptist congregation. After a fire destroyed that building in 1955, a new church was erected on the site, and it is currently the home to the Dunamis Baptist Church (#4). Likewise, the congregation of the First Presbyterian Church had grown too large for their building at South Avenue and Wood Street by the turn of the century. In 1901, the congregation purchased land and constructed a new First Presbyterian Church on the northwest corner of Wood Street and Wallace Avenue (#187).

Kelly's influence over the reputation of Wilkinsburg as a conservative village, a "Holy City" or "City of Churches" endured, however, as churches continued to flock to Wilkinsburg, even



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without the promise of donated land. At least five churches established themselves in Wilkesburg after Kelly's death in 1882 within the district, including the Second Presbyterian Church, which founded their church on the southeast corner of South Avenue and Mulberry Street in 1902. The present building was constructed circa 1914 (#205). The congregation later merged with the remnant parishioners of the First United Presbyterian Church in 1971 and became known as Mulberry Presbyterian Church. Likewise, the First Church of Christ, Scientist (#8), the Christian Church of Wilkesburg (#10), the Calvary Lutheran Church (#208), and Mt. Carmel Baptist Church (#111) all established their congregations within the Wilkesburg Historic District in the early to mid-twentieth century.

As evidenced above, Kelly's primary concern was that Wilkesburg remain a conservative and religious-minded community, a desire demonstrated by both his support of the temperance movement, along with most of the churches in town, and his resistance to annexation by the city of Pittsburgh. By pushing for temperance in Wilkes Township in 1870, Kelly and his supporters forced out any taverns or pubs, and also prohibited hotels and social clubs from selling liquor as well. When the creation of Sterrett Township from Wilkes Township briefly allowed for the issue of liquor licenses in Wilkesburg in 1879, the Vigilance Committee that was formed to once again fight for temperance included several members associated with Kelly and his vision for Wilkesburg. The committee included Rev. M. J. Montgomery, chairman, who was the pastor of the Methodist Episcopal Church, located on land that Kelly donated in 1843 at the northwest corner of Wallace Avenue and Center Street. Other members were Rev. J.C. Irwin, pastor of the First Presbyterian Church, also located on donated Kelly land; school teachers Levi Ludden and O.M. Tucker; and Jacob Hughes, James D. Carothers, and John W. Beatty, who are described in Davison and McKee's *Annals of Old Wilkesburg* as "men from the different churches" who also formed the First Young Men's Christian Association (Davison and McKee 1940: 474-475; 493). Even without James Kelly's direct involvement, his influence and the influence of the collective religious establishment he brought together continued to inform policy, regulation, and identity within Wilkesburg for nearly 150 years. Even with Wilkesburg's temporary stay on temperance following the repeal of Prohibition in 1933, the borough chose to continue to be "dry" until 2015, effectively removing taverns, breweries, and liquor stores from the borough's development plan (Kerr et al. 1946; Carpenter 2015).

In the late 1860s and early 1870s, the City of Pittsburgh continued to expand outward from its downtown core, and began annexing townships and boroughs. In 1868, Pittsburgh annexed Pitt, Peebles, Liberty, and Collins townships, including Hazelwood, Lawrenceville, and East Liberty. A few years later in 1872, Pittsburgh annexed an even larger area, including Oakland and Union townships and Temperanceville, Mount Washington, West Pittsburgh, South Pittsburgh, and Monongahela boroughs. Though already areas of industry and commerce, annexation into the City of Pittsburgh brought about additional growth and development, as well as access to modern utilities and city services. However, when several residents of Wilkesburg petitioned to be annexed by the City of Pittsburgh, they did so not only for access to the aforementioned benefits, but also because annexation into the City of Pittsburgh would presumably allow Wilkesburg to adopt any laws and regulations of the city, thus removing the special prohibitory law banning alcohol. From a geological standpoint, annexation of Wilkesburg was a logical eventuality. Wilkesburg's main corridor ran directly into Pittsburgh, and there were no rivers or steep hills

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along the route between to create a natural barrier. While the community was largely divided on the subject of annexation, James Kelly was staunchly opposed, claiming that staying independent from Pittsburgh was integral to maintaining the religious integrity of the community (Davison and McKee 1940). Following Wilkinsburg's annexation in 1873, Kelly fought the decision largely single-handedly at his own expense and won, with the court finding that there were not a sufficient number of valid signatures on the petition. Despite an appeal to the state Supreme Court, Kelly won his case, and Wilkinsburg returned to being an independent community in 1876 (Davison and McKee 1940:468-473; Gilchrist 1927:26; Van Atta 2002).

Even before deciding to fight Wilkinsburg's annexation, James Kelly was already experiencing financial issues brought on by an economic downturn following the Civil War, as well as other litigation involving his properties. By fighting the annexation, Kelly likely felt he was protecting his interests, as well as the interests of the village; however, in financing the fight alone, it actually left Kelly's land, and thus his vision for Wilkinsburg, more vulnerable to usurpation. Had Kelly decided not to finance the fight against annexation, he might have retained ownership, as well as his influence, over his properties. Alternatively, had Kelly decided to sell a portion of his landholdings for the benefit of his creditors, he may have avoided bankruptcy and retained the greater part of his holdings (Davison and McKee 1940). Instead, his landholders were sold at sheriff's sale to banks at a fraction of their actual worth, subdivided into lots, and sold off, with no consideration of Kelly's intentions.

The sale of Kelly's land resulted in a significant real estate boom and, subsequently, influx of population growth for Wilkinsburg. With this sudden change in demographics coupled with their brief period as part of the City of Pittsburgh, the residents of Wilkinsburg realized their need for a local governing body that could address the issues of the growing village: street lighting, fire protection, water and sewerage, paved streets, and other vital services that were already seen in neighboring communities (Kerr et al. 1946). Still, the independent and conservative sentiment instilled by Kelly and the community of churches remained, and it took several attempts before the village of Wilkinsburg was incorporated as a borough in 1887, and the newly established governing body quickly went to work bringing about civic improvements and public services. Between 1885 and 1900, Wilkinsburg saw the arrival of water lines and a reliable water source, along with a volunteer fire department, telephone service, steam heating lines, street lighting, and a sewer system.

As previously discussed, the Pennsylvania Railroad also continued to expand, necessitating the restructuring and raising of its tracks through Wilkinsburg in 1916. Because the project required the demolition of the railroad station at Wood Street and Frederick Avenue, a new railroad station, designed by Walter Cookson in the Beaux Arts style was completed in 1916 and located on Hay Street at Ross Avenue. Like East Liberty station, the new Wilkinsburg station (#168) was built adjacent to the two primary commercial corridors through the borough, Penn Avenue and Wood Street, and in close proximity to civic-related properties like the original municipal building and fire station on the south side of Ross Street, and later civic-related services, such as the Wilkinsburg post offices (#63 and #119), and the later Wilkinsburg government building (#114).

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Like with the Pennsylvania Railroad, Wilksburg's location along Penn Avenue continued to inform its growth and development, primarily in terms of its business district (see below). When Penn Avenue became the first paved street through Wilksburg in 1889, it was a logical choice, as it was the primary corridor through the borough, as well as heavily used by travelers and commuters going back and forth to Pittsburgh. Additionally, the paving of Penn Avenue soon after the borough's incorporation also served as a display or message of the community's new direction and identity, from an isolated and conservative residential community to a more modern commercial district.

### *Comparison*

Since the communities of East Liberty and Wilksburg are both located on the Pennsylvania Railroad and Penn Avenue, and as both developed into prominent commercial districts, they were further compared in terms of development and land use patterns. As discussed previously, leaders in both East Liberty and Wilksburg fought to have major transportation routes brought through their respective communities. However, where Kelly favored residential, religious, and educational development in Wilksburg, Negley and Mellon used their connections to encourage commercial and industrial growth in East Liberty. Figure 7 presents a comparison of 1890 East Liberty and 1895 Wilksburg atlas maps where the Pennsylvania Railroad meets Penn Avenue (Hopkins, 1890; 1895). The 1890 East Liberty map illustrates that the dominant land use is clearly commercial, with high building density along the main corridors. The few areas of open space are situated around randomly-located school and church buildings, in addition to a large railyard immediately adjacent to both the railroad station and commercial district. In comparison, by 1895, Wilksburg's development, even after the sale of Kelly's lands and incorporation as a borough, reflects land use that is primarily residential, with low building density. While an emerging commercial district is visible at the intersection of Penn Avenue and Wood Street, it is largely disjointed and interspersed with isolated residential buildings. Unlike the railroad in East Liberty, there is no meaningful relationship between the commercial district and the railroad, nor are there any visible rail-related industries or buildings within the vicinity of the district's core.

A later comparison can also be made between 1911 East Liberty and 1915 Wilksburg land use, after Wilksburg had developed into a prominent commercial district (Hopkins 1911; 1915). Though a slightly different view, the 1911 East Liberty atlas again demonstrates high building density along its primary commercial corridors, with very little open or vacant space. The commercial corridors expand outward from the railroad station, seemingly unimpeded, and while most of the residential areas are separate from the main commercial corridors, some residential buildings are present, though they, too, include very little open space. A review of the core of 1915 Wilksburg reveals that while the commercial areas along Penn Avenue and Wood Street are significantly more developed than they were in 1895, several residential properties with large areas of open space, as well as vacant lots, are present along these corridors, continuing to reflect a disjointed commercial area. There is also a clear distinction of land use on the east and west sides of the Pennsylvania Railroad, with more commercial development on the east side versus primarily residential and religious properties on the west side.

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**Criterion A: Commerce**

As previously discussed, Wilksburg had already been established as a bedroom community for employees of nearby factories and other industrial facilities, but its incorporation as a borough and the development of Kelly's land resulted in a population boom. Due to the large amount of money being invested in the community, several banks established themselves downtown, including the National Bank of Wilksburg (#27) in 1894, and the Central National Bank (#176) and the Wilksburg Bank (#183) circa 1900, constructing ornate buildings on the primary corridors of Penn Avenue and Wood Street, where they were the most visible to residents and travelers alike. The population boom, coupled with the infrastructure improvements and economic investment, encouraged other businesses, particularly large department stores, to come to downtown Wilksburg.

One of the biggest influences of downtown Wilksburg as a commercial center was the arrival of the streetcar in the 1890s. While early streetcars connecting Wilksburg to Pittsburgh and other suburbs to the west were integral to the borough's continued growth as a residential suburb for commuters, it was the streetcar connections to the south and east that would propel Wilksburg into a burgeoning shopping destination. The "87 Ardmore" streetcar was a heavily used route that was constructed between Wilksburg and Trafford circa 1910, passing through Forest Hills, East Pittsburgh, and Turtle Creek. Wilksburg residents would take the "87 Ardmore" to the Westinghouse factories in Forest Hills and Turtle Creek, while residents of these communities would hop on the "87 Ardmore" to downtown Wilksburg to shop, go to the movies, or take advantage of several other professional services, hobbies, or social clubs (Dudiak 2009; Shapiro and Bloom 2007).

The core of commercial activity in Wilksburg was quickly established as the intersection of Penn Avenue and Wood Street. Some of the earliest retail stores to open in downtown Wilksburg were five-and-dime stores like F.W. Woolworth Company, which was first located at the southeast corner of Penn Avenue and Wood Street circa 1895. A similar company, G.C. Murphy Company, likewise opened one of its first stores in Wilksburg in 1906, eventually moving to a larger location (#67) on the south side of Penn Avenue east of Wood Street in the 1920s. By 1900, a dry goods store founded by Joseph R. Caldwell and William Graham relocated next door to Woolworth's on Penn Avenue. After a fire destroyed Woolworth's building at Penn Avenue and Wood Street in 1907, Caldwell and Graham purchased the site and constructed a new building. Woolworth's relocated further south on Wood Street, eventually expanding into two buildings at 902-908 Wood Street (#202 and #203), where it remained well into the late twentieth century (Wilksburg Historical Society 2007; 2017).

Five-and-dime stores like Woolworth's and G.C. Murphy's were among the first of the growing trend of "anchor" retailers, and while they were incredibly important to the development of Wilksburg as a commercial hub, could also be found in several downtown commercial districts in the area, including McKeesport, Turtle Creek, Braddock, and East Pittsburgh, among others. Caldwell & Graham Dry Goods, on the other hand, was exclusive to Wilksburg and soon began to draw customers from neighboring communities due to its high-quality products, including notions, dress patterns, and millinery. Its innovative retail space also drew customers, particularly due to their use of a track system which carried a customer's payment from the



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counter in metal containers to a central cashier, and then returned their change. The metal track system was eventually replaced by pneumatic tubes. Woolworth's, G.C. Murphy Company, and Caldwell and Graham remained as fixtures in downtown Wilkinsburg well into the latter half of the twentieth century.

Specialty stores also thrived in the growing borough's commercial district. The Charles W. Walmer Hardware Company was also established in 1900 near the intersection of Penn Avenue and Wood Street at 705 Penn Avenue (#28), but later moved to a larger space across the street at 716-718 Penn Avenue (#68) in 1922 (Hardware News, 1922; Wilkinsburg Historical Society 2007). Like Caldwell and Graham Dry Goods, Walmer Hardware was exclusive to Wilkinsburg and had a reputation as "one of the finest and best-equipped retail hardware stores" in the state (Wilkinsburg Historical Society 2007). Likewise, the Puffinburg Furniture Company opened at 707-709 Penn Avenue (#29) circa 1895, though it was purchased by Faller's Better Furniture in 1924. Both Walmer Hardware and Faller Furniture remained in business until the 1980s.

As Wilkinsburg's commercial district developed and its population continued to grow, so too did the number of apartment buildings and rental houses within the Wilkinsburg Historic District. Due to its location on Penn Avenue and the Pennsylvania Railroad, coupled with stymied industrial development, Wilkinsburg had already been established as a prime residential community for commuting laborers. When Kelly's land was sold at sheriff's sale in 1879, banks and real estate developers purchased the cheap land and immediately developed it for residential use. By this time, the City of Pittsburgh had already been established as an industrial epicenter, and most of the smaller communities to the east were enjoying modern infrastructure improvements and industrial and/or commercial development of their own. In the meantime, generally rural communities to the south and east were emerging as new locations of industrial development, including the construction of the Edgar Thomson Steel Works in North Braddock in 1873, the establishment of the Westinghouse Union Switch and Signal Company in Swissvale in 1881, the relocation of the Westinghouse Air Brake Company to Wilmerding in 1889, and the construction of the Westinghouse Electric Corporation facility in East Pittsburgh in 1894. To fulfill the need for housing, a variety of apartment buildings for every class and income level of renter popped up throughout the borough, but particularly in and around the Wilkinsburg Historic District. While apartment space along Penn Avenue, like the Duquesne Building (#35), Quinette Building (#86), and the Sperleng Building (#55) also featured first story commercial space, higher-end apartment buildings like the Graff Building (#1) on North Avenue and Ruskin Villa Apartments (#2) on Wallace Avenue were solely residential and constructed outside of the core commercial district, closer to schools and churches. Likewise, the A.F. Stoner houses (#213 through #220) on the east side of Center Street between North and Wallace Avenues represented higher-end rental properties that, with their proximity to Horner Public School (#5), catered to families.

As the borough moved through the first half of the twentieth century, the steady stream of outside patrons visiting Wilkinsburg's downtown via the streetcars and railroad quickly established it as a major shopping destination. Families from Monroeville and surrounding Patton Township often did their shopping in Wilkinsburg, finding the "87 Ardmore" streetcar more convenient than taking their own personal vehicles (Dudiak 2009). Forest Hills residents



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also did their shopping in Wilksburg via the “87 Ardmore,” often continuing on to Oakland to catch a Pirates game (Shapiro and Bloom 2007). Polk’s 1939 *Wilksburg Directory* included the areas of Churchill Borough, Edgewood, and Forest Hills, further indicating that these areas were served by Wilksburg’s commercial district.

In addition to being on the Pennsylvania Railroad and several streetcar routes, Wilksburg’s commercial district was also bisected by Penn Avenue, which was designated as part of the Lincoln Highway in 1913. As a result, Wilksburg experienced an influx of automobile-related businesses and service providers within the downtown commercial district. Most of these dealerships were located along Penn Avenue, like the circa-1935 C.A. Clark De Soto dealership (#43) and circa-1945 B&W Motor Sales (#47) on the north side of Penn Avenue; the circa-1930 Silver Auto Sales (#83) on the south side of Penn Avenue, east of Center Street; the circa-1920 Wolfe Motor Company (#93) and the circa-1926 Beachy and Johnston Motor Company (#97) on the south side of Penn Avenue east of Mill Street; and the circa-1920 Olds-Pontiac Used Car Lot building (#60) on the north side of Penn Avenue east of Swissvale Avenue. While smaller nearby commercial districts like Braddock and Turtle Creek also featured several dealerships and automotive centers, the concentration and variety of dealerships within Wilksburg suggest that they drew out-of-town customers into the borough who were looking to purchase an automobile.

While the 1950s were Wilksburg’s peak in terms of population and popularity of the downtown commercial district, it also represented the beginning of a period of change and decline for the district. Streetcars continued to bring shoppers and commuters to and from Wilksburg’s downtown; however, the growing reliance on personal automobiles and the related increased traffic along Penn Avenue made it more difficult to travel to downtown Wilksburg to shop. In order to ease traffic congestion and encourage more shoppers to patronize downtown Wilksburg’s commercial district, the borough and downtown merchants collaborated to develop a “Park and Shop” campaign. The “Park and Shop” campaign involved a newly-created Wilksburg Borough Parking Authority to purchase and develop downtown land for parking lots. In turn, store owners would fund the parking lots by purchasing “Free Parking” tokens from the Wilksburg Chamber of Commerce, which they would then hand out to their customers. The campaign not only marketed the downtown to the growing population of personal automobile users, but also generated customer appreciation and loyalty through the distribution of the tokens. The first two “Park and Shop-funded” lots opened in October of 1952, the first being located on the north side of Penn Avenue immediately west of the former Penn-Lincoln Hotel (#42), and the second located east of Wood Street between Ross and South Avenues (#130) (Pittsburg Post-Gazette, 1952; Wilksburg Historical Society, 2007:76). By 1969, The Wilksburg Borough Parking Authority had added three more “Park and Shop” lots to the downtown commercial district, including: an L-shaped lot on the west side of Wood Street, south of South Avenue (#137 and #173); a lot on the south side of Wallace Avenue (#9); and an expansion of the Penn-Lincoln Hotel lot across Taylor Way (#11) (WTAE-TV 4, 1969).

At the same time, new shopping centers with large parking lots and chain stores began popping up throughout the county. One of the earliest shopping centers, the Miracle Mile Shopping Center in Monroeville, opened in 1954 and immediately began to attract customers who had traditionally shopped in downtown Wilksburg, from Monroeville, as well as neighboring

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boroughs and communities. The construction of similar shopping centers, like East Hills Shopping Center in Eastwood in 1960 and the Eastland Shopping Center in North Versailles in 1963, introduced further competition for Wilkinsburg's downtown commercial district, not only for shoppers, but also tenants. Many of the larger department stores, like G.C. Murphy, relocated to the new shopping centers, and again later to shopping malls, leaving large vacancies throughout the downtown.

In addition to increased competition from shopping centers and malls in the 1960s and 1970s, the borough's commercial district also suffered from repercussions of the region's industrial decline. Wilkinsburg's economy, like the economies of other surrounding boroughs, has historically been linked to that of the City of Pittsburgh. Wilkinsburg had been built up to serve high populations due to the high number of factories and associated industries and businesses in the region. As such, the collapse of the steel industry in the 1970s and 1980s and resulting flight of people from the inner suburbs greatly affected the borough, and as a result, the downtown commercial district experienced an increase in vacant storefronts and homes (Wilkinsburg Community Development Corporation 2010; United States Census 2010). This trend continued into the 1990s and 2000s, with several contributing resources within the Wilkinsburg Historic District remaining vacant and/or poorly maintained. However, new efforts from local community organizations, leaders, and small business owners have sparked a new trend of growth and revitalization within downtown Wilkinsburg (Connelly 1976; United States Census 2014).

### ***Comparisons***

Comparisons with neighborhood business districts within and outside the city of Pittsburgh help to demonstrate the differences in the types and quantity of goods and services between them and Wilkinsburg's commercial district, as well as the similarities with larger established commercial centers like East Liberty and Braddock. As described in a similar discussion regarding the East Liberty Commercial Historic District, neighborhood commercial districts began to develop around Pittsburgh after the Civil War, including along East Carson Street on the South Side; on Butler Street in Lawrenceville; and in the East End, along Walnut Street in Squirrel Hill and Highland Avenue and Penn Avenue in East Liberty (Eversmeyer and Bamberg 2010). Likewise, commercial centers emerged further east outside of the City of Pittsburgh in Braddock and Turtle Creek, serving laborers of the growing industrial facilities in Braddock, East Liberty, Forest Hills, and their families.

Despite its prime location on the Pennsylvania Railroad and the Greensburg Pike (Penn Avenue), the development of Wilkinsburg's commercial district was severely delayed due to James Kelly's influence. As a result, business districts instead popped up in Turtle Creek, East Pittsburgh, and Braddock. After incorporation, the arrival of the streetcar, and the sale of Kelly's lands, however, the borough experienced a tremendous population and development boom, and in just 13 years, rivaled Braddock as the primary commercial center in the region.

A comparison of Wilkinsburg with other area business districts in 1900 demonstrates the sudden growth of Wilkinsburg's commercial district during this time. The year 1900 was chosen because, in addition to historical Hopkins atlas maps of the boroughs, the *R.L. Polk & Co. and R.L. Dudley's Pittsburgh, Allegheny City and Allegheny County Business Directory* includes

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comprehensive business directories for several communities within and outside the city of Pittsburgh. For this comparison, the communities of Turtle Creek and Braddock were chosen in addition to Wilkinsburg, as these communities are mentioned as shopping destinations for families from Monroeville and other area boroughs (Dudiak 2007). A review of the 1903 Hopkins Atlas for Turtle Creek, Wilkinsburg, and Braddock reveals that Turtle Creek was the smallest of the three districts, consisting of mostly frame commercial and residential buildings with four or five clusters of masonry commercial buildings along a short, curved section of Penn Avenue. Wilkinsburg’s commercial district along Penn Avenue and Wood Street, however, was much more developed by this time, with several blocks of masonry commercial buildings along both corridors, and only sporadic wood-frame construction, primarily along Wood Street. At this time, however, Braddock was the largest commercial district in the surrounding area, with high concentrations of both masonry and frame commercial blocks lining Braddock Avenue, as well as several intersecting streets like 10<sup>th</sup>, 9<sup>th</sup>, and 6<sup>th</sup> streets.

While the numbers also reflect the relative sizes of the commercial districts, they also indicate an upward trajectory in terms of commercial growth and expansion for Wilkinsburg borough. The following table shows the number of different types of businesses offered in Turtle Creek, Wilkinsburg, and Braddock, as derived by direct count from the 1900 Polk & Dudley business directories for Pittsburgh, Allegheny City, and Allegheny County.

**Comparison of Businesses within Suburban Commercial Districts in 1900**

Type of business	Turtle Creek	Wilkinsburg	Braddock
Retail: drug store	2	8	13
Retail: clothing	8	22	40
Retail: other	19	42	104
Department stores	1	2	2
Food stores	18	62	60
Restaurants	3	2	7
Services	29	69	59
Recreation	0	1	2
Banks/loans	1	4	4
Hotels/Boarding houses	2	9	37
Professionals	14	110	55

In comparing the numbers and types of businesses within Wilkinsburg and Braddock in 1900, the numbers reflect the dominance of Braddock’s commercial district at this time, with more than double the retail stores, restaurants, and hotels of Wilkinsburg. However, several of the figures in the above table also indicate the sudden and continuing growth of Wilkinsburg’s business district.

The borough of Braddock was incorporated in 1867, but had experienced significant industrial development nearly two decades earlier in 1850. The arrival of Andrew Carnegie’s Edgar Thomson Steel Works in North Braddock in 1873 further helped Braddock to grow and develop a prosperous downtown that, like Wilkinsburg later on, served the surrounding residential

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communities. In comparison, the early leaders of Wilkinsburg had discouraged industrial and commercial development within the community, as well as any association with the city of Pittsburgh, and as such, Wilkinsburg was not incorporated as a borough until 1887. Despite this stunted commercial development early on, Wilkinsburg's commercial district matched or surpassed that of Braddock's in many aspects, including the number and types of food stores, services, and professionals.

As described in the National Register nomination for the East Liberty Commercial Historic District, food stores and drug stores most directly served the surrounding residential neighborhoods (Eversmeyer and Bamberg 2010). In offering these types of businesses, Wilkinsburg and Braddock are nearly equal, despite Wilkinsburg having the smaller and less developed business district. While Braddock was likely a primary destination for clothing and other retailers at this time, Wilkinsburg was emerging as the center for professional and other types of services. This is further accentuated by the fact that of Braddock's 59 service-type businesses, 27 alone were barbers. Wilkinsburg, on the other hand, offered a variety of commercial services including barbers, printers, shoe repair, public notaries, painters, laundries, and florists, among others. In addition, nearly double the number of professionals were available in Wilkinsburg compared to Braddock, including dentists, physicians, trained nurses, civil engineers, and nine music teachers.

While Wilkinsburg had not yet reached its peak as a commercial hub by the turn of the century, it had grown exponentially in the 13 years since its incorporation. By the 1920s, however, the borough had been established as a prominent shopping destination, largely due to the expansion of additional streetcars like the "87 Ardmore" in 1915. Streetcar lines from the Penn Hills and Turtle Creek areas intersected in Wilkinsburg's downtown before reaching the City of Pittsburgh. Wilkinsburg provided a hub for a number of street car lines which awarded commuters and city visitors alike from surrounding boroughs the opportunity to disembark and shop, either as a destination or a stop along a transfer (see Figure 9). While comprehensive business directories were not available at the time of this nomination for Braddock, Turtle Creek, or other area business districts in Wilkinsburg's vicinity, the East Liberty Commercial Historic District nomination provides a summary of the types and numbers of businesses offered in East Liberty and other Pittsburgh historic districts during the late 1920s (Eversmeyer and Bamberg 2010).

A comparison of Wilkinsburg with other business districts in and around Pittsburgh in the late 1920s demonstrates its prominence as a business district outside of the Pittsburgh city limits comparable to East Liberty and South Side business districts within the city. A comparison of East Liberty with other neighborhood business districts in Pittsburgh in 1929 was included in the National Register of Historic Places nomination for the East Liberty Commercial Historic District (Eversmeyer and Bamberg 2010). The year 1929 was chosen for the comparison due to the local Polk's Directory inclusion of East Liberty, South Side, and Shadyside addresses listed alphabetically by address in that year, and for its relative proximity to the business directory available in the 1926 Polk Directory for Wilkinsburg.

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**Comparison of Pittsburgh and Vicinity Commercial Districts in 1920s**

Type of business	Shadyside (1929)	South Side (1929)	Wilkinsburg (1926)	East Liberty (1929)
Retail: drug store	3	11	8	13
Retail: clothing	3	50	18	101
Retail: other	4	44	52	67
Department stores		2	4	4
Food stores	23	55	52	66
Restaurants		18	31	52
Services	10	57	115	150
Auto related	2	3	42	77
Recreation		15	8	20
Banks/loans		12	8	16
Hotels		1	1	10
Professionals	4	41	59	224

As mentioned above, food stores and drug stores most directly served surrounding residential neighborhoods, since most people shopped locally for groceries every day. The figures in the above table indicate that these districts contained a number of these stores in general proportion to their relative size. Based off this analysis, Wilkinsburg likely served similar population sizes as South Side and East Liberty neighborhoods during the 1920s.

Wilkinsburg, as an independent community from Pittsburgh, grew over 20% during this era, supporting nearly 30,000 residents by 1930. The comparison to Pittsburgh neighborhoods, especially East Liberty, highlight Wilkinsburg’s competitiveness as a stand-alone commercial district, despite its access to larger shopping centers within city limits. The East Liberty neighborhood downtown serviced wealthy customers with disposable incomes, warranting a large shopping district. Wilkinsburg’s significantly smaller numbers in categories such as retail clothing and professional services do not diminish the fact that the borough also sustained the same number of department stores as East Liberty, and comparable numbers in general retail, food stores, and services.

The number of automobile-related businesses within the Wilkinsburg Downtown in 1926 also provides significant quantitative data to support its importance along the Lincoln Highway, especially compared to Pittsburgh neighborhoods less impacted by the route such as Shadyside and South Side. These neighborhoods did not have the immediate access to the cross-country route and therefore failed to develop a need for automobile businesses in the early-twentieth century. Like Wilkinsburg, the East Liberty neighborhood also witnessed the arrival of the Lincoln Highway through its boundaries and experienced significant growth in the automobile-focused business sector. The Wilkinsburg 1926 directory lists several dealerships located along the highway, in addition to a myriad of repair shops, tire stores, car rental businesses, and vehicle storage facilities. The community serviced local residents and likely those entering and leaving the city, since Wilkinsburg was, and continues to be, the first commercial district along Lincoln Highway east of the Pittsburgh city limits.



Wilkesburg Historic District  
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## 9. Major Bibliographical References

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_ n/a \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** \_\_\_\_\_ 60 acres \_\_\_\_\_

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                       |
|------------------------|-----------------------|
| 1. Latitude: 40.445992 | Longitude: -79.885917 |
| 2. Latitude: 40.442554 | Longitude: -79.875623 |
| 3. Latitude: 40.437771 | Longitude: -79.878305 |
| 4. Latitude: 40.441091 | Longitude: -79.888323 |

**Or**

**UTM References**

Datum (indicated on USGS map):

Wilksburg Historic District  
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NAD 1927 or  NAD 1983

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary of the Wilksburg Historic District is shown on the attached "Wilksburg Historic District Site Plan" at a scale of 1"=200'.

**Boundary Justification** (Explain why the boundaries were selected.)

The National Register boundary for the Wilksburg Historic District is delineated to include those properties that are historically associated with and retain adequate integrity to portray their relationship to the early plan and vision of the borough as seen through the actions and influence of James Kelly, and the central commercial district that developed as a result of those actions and influence during the period of significance (c. 1870 – c. 1960). The boundary was drawn to encompass the central business district, centered on Penn Avenue between the Pennsylvania Railroad and MLK Jr. East Busway and Montier Street, and Wood Street between Wallace and Rebecca Avenues; religious and educational properties adjacent to the commercial district along Wallace, South, and Franklin Avenues; and service/utility properties, such as the Pennsylvania Railroad Station, the Duquesne Light Company building and substation, and the People's Gas Company, at the edge of the district. Where convenient and sensible, the boundary was drawn to exclude parking lots, vacant lots, modern construction, and single-family residences, though several apartment buildings and groupings of dwellings have been included due to their association with the Community Planning and Development area of significance for the district.

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**11. Form Prepared By**

name/title: Tegan D. Baiocchi / Project Architectural Historian  
organization: GAI Consultants, Inc.  
street & number: 385 East Waterfront Drive  
city or town: Homestead state: PA zip code: 15120-5005  
e-mail t.baiocchi@gaiconsultants.com  
telephone: (260) 969-8856  
date: September 1, 2017

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**Additional Documentation**

Submit the following items with the completed form:

Wilkinsburg Historic District  
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- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)
  - Historic Plat Maps
  - Historic Photographs
  - Property Inventory

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Wilkinsburg Historic District  
City or Vicinity: Wilkinsburg Borough  
County: Allegheny  
State: Pennsylvania  
Photographer: Amanda Stander  
Date Photographed: January and October 2017  
Location of Original Digital Files: 385 East Waterfront Drive, Homestead, Pennsylvania.

Description of Photograph(s) and number, include description of view indicating direction of camera:

PHOTO 1 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0001.  
VIEW: Wood Street looking southwest from Wallace Avenue. The Black Vietnam Veterans Building (#186) is visible on the right, and the Carnahan Building (#204) is on the left.

PHOTO 2 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0002.  
VIEW: Ruskin Villa Apartments (#2) at 735 Wallace Avenue, looking northeast.

PHOTO 3 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0003.  
VIEW: Dunamis Baptist Church (#4) with Wilkinsburg High School (#3, rear) at the northwest corner of Wallace Avenue and Center Street, looking northwest.

PHOTO 4 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0004.



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VIEW: Residential properties (#213 through #220) along the east side of Center Street between North and Wallace Avenues, looking northeast.

PHOTO 5 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0005.

VIEW: North side of Wallace Avenue looking southeast toward Horner Junior High School (#5, left) and Allison School (#6, right).

PHOTO 6 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0006.

VIEW: Residential properties #223 through #227) on the west side of Swissvale Avenue between Wallace Avenue and Taylor Way, looking southwest.

PHOTO 7 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0007.

VIEW: South side of Penn Avenue from Wood Street, looking west. Star Optical Building (#185) is visible on the left. The former Pittsburgh Post Office – Wilkinsburg Branch (#63) is visible in the distance on the right.

PHOTO 8 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0008.

VIEW: North side of Penn Avenue east of Wood Street, looking northwest toward the Wilkinsburg National Bank (#27, left), the Walmer's Hardware and Puffinburg Furniture Company Building (#28 and #29, center), and Kenyon Jewelers (#30, right). The Hunter Building (#26) is also visible on the far left.

PHOTO 9 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0009.

VIEW: South side of Penn Avenue from Wood Street, looking southeast toward the Caldwell and Graham Building (#66, right), G.C. Murphy Building (#67, center), and E. Bradley Building (#68, left).

PHOTO 10 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0010.

VIEW: North side of Penn Avenue looking northwest toward the Duquesne Building (#35, left), Templeton Building (#36, center left), First National Bank Annex (#37, center right), and Knights of Maccabee Building (#38, right).

PHOTO 11 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0011.

VIEW: South side of Penn Avenue looking west toward the Edward Fuccaro Studio Building (#76, left), Fornof Building (#75, center), and J. Carley House (#74, right). The B. Marsh & Son Building (#72) is also visible in the distance on the right.

PHOTO 12 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0012.

VIEW: Center Street looking north from Penn Avenue. The C. A. Clark De Soto Auto Dealer Building (#43) is visible on the right, while the T.D. Turner House (#211, left) and Horner Junior High School (#5, right) are visible in the distance.

PHOTO 13 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0013.

VIEW: North side of Penn Avenue east of Center Street, looking northeast toward the B&W Motor Sales Building (#47, right) and the C.M. Swift Building (#44, left).

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PHOTO 14 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0014.

VIEW: South side of Penn Avenue from Center Street, looking southeast toward the J. Weiman Building (#84, right), the I. Schmitt Building (#85, center), and the Quinette Building (#86, left).

PHOTO 15 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0015.

VIEW: Penn Avenue looking southeast toward Mill Street. The Mueller Fur Shop Building (#49) is visible on the left, and Monro Muffler and Brake (#50) is visible in the distance.

PHOTO 16 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0016.

VIEW: South side of Penn Avenue from Coal Street looking west toward Quail Video (#98, left), Beachy and Johnston Motor Company (#96, center left), and Braverman Arms Company (#96, center right) are visible.

PHOTO 17 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0017.

VIEW: South side of Penn Avenue looking southeast toward Coal Street. The J. Patterson House (#100) is visible in the foreground, and the Herr Building (#101) is visible behind it.

PHOTO 18 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0018.

VIEW: Penn Avenue west of Swissvale Avenue, looking west. The J. Lovett Buildings (#106 and #107) are visible on the left.

PHOTO 19 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0019.

VIEW: Penn Avenue from Swissvale Avenue, looking west. The Fahnestock Building (#113), Mt. Carmel Baptist Church (#111), and John O'Neil House (#110) are visible on the left, and the Penn Avenue Car Wash (#57) is visible on the right.

PHOTO 20 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0020.

VIEW: North side of Penn Avenue from Swissvale Avenue, looking northeast toward the Duquesne Light Company Building (#58).

PHOTO 21 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0021.

VIEW: Penn Avenue looking west toward Swissvale Avenue from Montier Street. The Uniontown Cigarette Service Company Building (#62), Christian & Co. Food Manufacturing Building (#61), and Olds-Pontiac Used Car Lot Building (#60) are visible on the right.

PHOTO 22 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0022.

VIEW: Pennsylvania Railroad – Wilkinsburg Station (#168) on Hay Street at Ross Avenue, looking southwest.

PHOTO 23 of 35 (January 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0023.

VIEW: Ross Avenue from Wood Street, looking northwest toward the Pennsylvania Railroad – Wilkinsburg Station (#168, center). The Wilkinsburg Bank (#183, right) and the former Wilkinsburg United States Post Office Building (#119, center left) are also visible.

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PHOTO 24 of 35 (October 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0024.  
VIEW: West side of South Street looking west toward Wilkesburg Bank (#183, left) and non-contributing parking lot (#184, right).

PHOTO 25 of 35 (October 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0025.  
VIEW: Wood Street from Ross Avenue, looking northeast toward the L. Close Building (#202, right) and J. Patterson Building (#203, center).

PHOTO 26 of 35 (October 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0026.  
VIEW: Wood Street from Ross Avenue looking southwest toward the Shields Building (#200, left), Wood Towers Apartments (#199, center), and the R.C. Lin Building (#182, right).

PHOTO 27 of 35 (October 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0027.  
VIEW: Wood Street from South Avenue looking southwest toward the Lohr Building (#175, right). The J. Anderson Building (#197) is also visible on the left.

PHOTO 28 of 35 (January 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0028.  
VIEW: Wood Street from Franklin Avenue looking northeast. The Milligan and Miller Building (#191) and the Wilkesburg Community Ministry Building (#192) are visible on the right.

PHOTO 29 of 35 (October 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0029.  
VIEW: Ross Avenue from Wood Street looking southeast. The former Post Office building (#210) is visible on the left, and the L. Close Building (#200) is visible on the right.

PHOTO 30 of 35 (January 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0030.  
VIEW: Pennwood/YWCA of Wilkesburg (#123) on the south side of Ross Avenue west of Center Street, looking southwest.

PHOTO 31 of 35 (October 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0031.  
VIEW: South Avenue from the MLK Jr. East Busway, looking east. The R.D. Lehman Building (#136) is visible on the right, and the Casinon Real Estate Company Building (#127) and Democratic Headquarters Building (#128) are visible on the left.

PHOTO 32 of 35 (January 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0032.  
VIEW: Pennsylvania Water Company (#141) on the south side of South Avenue east of Wood Street, looking southwest.

PHOTO 33 of 35 (October 2017): PA\_AlleghenyCounty\_WilkesburgHD\_0033.  
VIEW: South side of South Avenue east of Mulberry Street, looking west toward 746 South Avenue (#147, left), the Hughes-Walmer House (#146, center), and the Second Presbyterian Church of Wilkesburg (#205, right).

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PHOTO 34 of 35 (October 2017): PA\_AlleghenyCounty\_WilkinsburgHD\_0034.  
VIEW: South side of Franklin Avenue east of Wood Street looking southeast. The St. James Roman Catholic Church (#165) administration building and cathedral are visible on the right and center, respectively. The Devore Apartments building (#166) is also visible in the distance on the left.

PHOTO 35 of 35 (January 2017):PA\_AlleghenyCounty\_WilkinsburgHD\_0035.  
VIEW: Peoples Natural Gas Company Building (#207) at the northwest corner of Center Street and Franklin Avenue, looking north.

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## Historic Maps and Photographs

Figure 1 – Sidney & Neff 1851 Landowner Map of Wilkinsburg, Allegheny County, Pennsylvania.

Figure 2 – Hopkins 1876 Plat Map of Wilkinsburg, Allegheny County, Pennsylvania (2 sheets)

Figure 3 – Hopkins 1887 Plat Map of Wilkinsburg, Allegheny County, Pennsylvania (2 sheets)

Figure 4 – Hopkins 1895 Plat Map of Wilkinsburg, Allegheny County, Pennsylvania (2 sheets)

Figure 5 – Hopkins 1903 Plat Map of Wilkinsburg, Allegheny County, Pennsylvania (2 sheets)

Figure 6 – Hopkins 1915 Plat Map of Wilkinsburg, Allegheny County, Pennsylvania (2 sheets)

Figure 7 – Comparison – East Liberty (1890) versus Wilkinsburg (1895), Allegheny County, Pennsylvania

Figure 8 – Comparison – East Liberty (1911) versus Wilkinsburg (1915), Allegheny County, Pennsylvania.

Figure 9 – 1910 Map of All Street Railway Lines in Pittsburgh and Vicinity, Allegheny County, Pennsylvania

Figure 10 –A. F. Stoner Residences (#213 through #220) along Center Street, Looking North from Wallace Avenue.

Figure 11 – Circa 1943 postcard of the National Bank of Wilkinsburg (#27) at northeast corner of Penn Avenue and Wood Street, looking northeast. Wilkinsburg Historical Society.

Figure 12 – Penn Avenue looking northwest toward Wood Street, circa 1930. The Hunter Building (#26; left), National Bank of Wilkinsburg (#27; center left), Walmer's Hardware Building (#28; center right), and Puffinburg Furniture Company Building (#29; right) are visible. Wilkinsburg Historical Society

Figure 13 – Penn Avenue looking west toward Wood Street, circa 1950. The Puffinburg Furniture Company Building (#29), and Penn Building (#33) are visible along the north side of Penn Avenue. Wilkinsburg Historical Society.

Figure 14 – 1966 view of 700 Block Penn Avenue looking northwest. The National Bank of Wilkinsburg and Walmer's Hardware (#27 and #28; far left), Puffinburg Furniture Company Building (#29; left), and several non-contributing buildings (#30, 31, and #32) are visible. Wilkinsburg Historical Society.



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Figure 15 – Circa 1930 view of the E. Bradley Building (#68; left), G.C. Murphy Company (#67; center), and Caldwell and Graham Building (#66) on the south side of Penn Avenue, looking southwest. Wilkinsburg Historical Society

Figure 16 – The Mt. Calvary Baptist Church (#111; left) and John O’Neil House (#110; right) at 1032-1036 Penn Avenue, circa 1943, looking south. Wilkinsburg Historical Society.

Figure 17 – Wood Street looking north toward South Avenue, circa 1910. The Central National Bank (#176) is visible on the left, and the Pennwood Paint and Supply Company Building (#197) is visible on the right. Wilkinsburg Historical Society.

Figure 18 – Wood Street looking north toward South Avenue, circa 1915. The Love Building (#179) is visible on the left and the Shields Building (#200) is visible in the distance on the right. Wilkinsburg Historical Society.

Figure 19 – Electric streetcar along Wood Street looking north from Ross Avenue, circa 1910. The Wilkinsburg Bank (#183) is visible on the left, and the J.A. Patterson Building (#203) is visible on the right. Wilkinsburg Historical Society.

Figure 20 – 1966 View of J.A. Patterson Building (#203) and L. Close Building (#202) on east side of Wood Street between South and Ross Aves. Wilkinsburg Historical Society.

Figure 21 – Wood Street looking south from Penn Avenue, circa 1910. The Caldwell and Graham Building (#66) at the southeast corner of Wood Street and Penn Avenue is visible on the left, and the Shields Building (#200) can be seen in the distance. Wilkinsburg Historical Society.

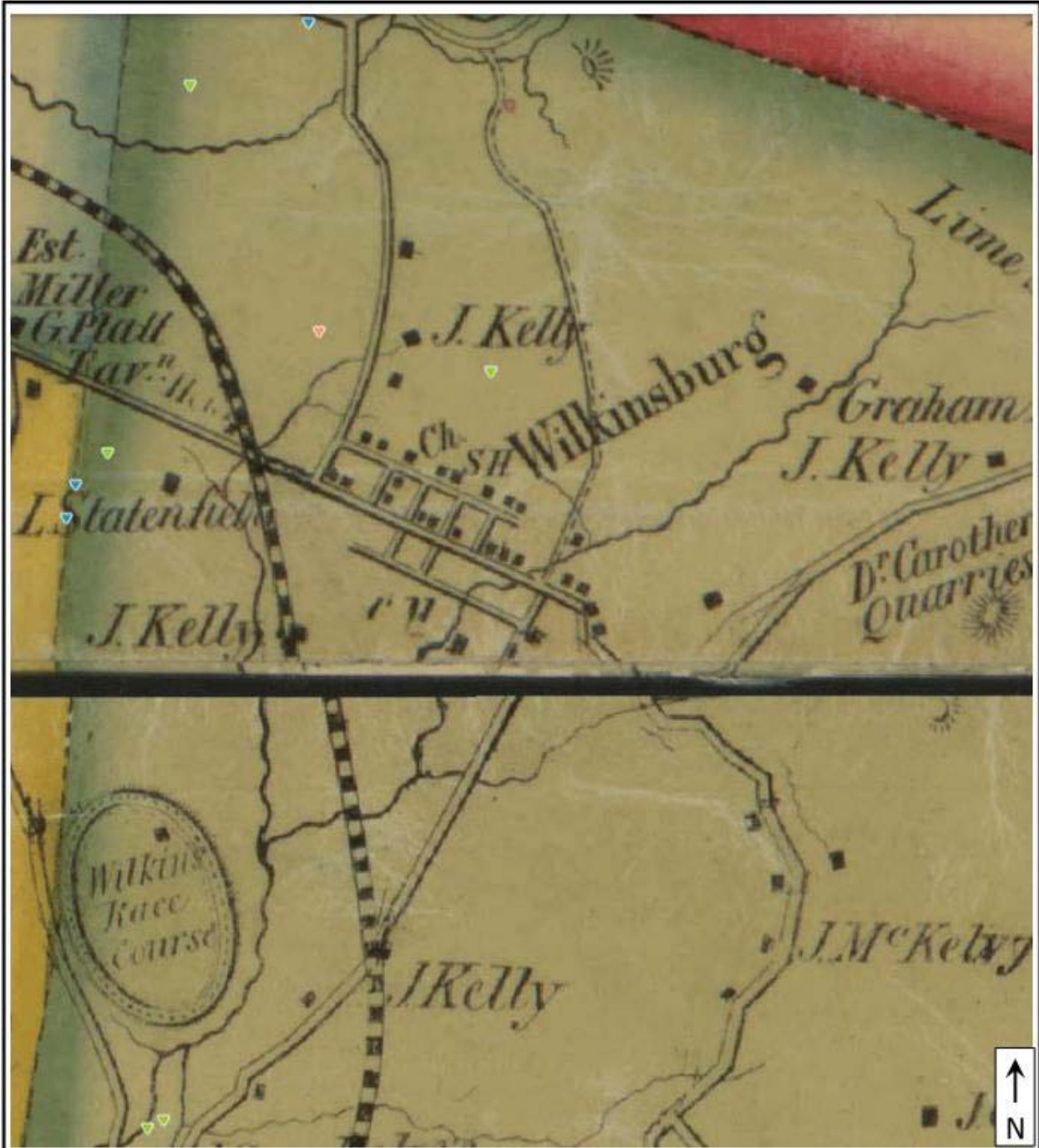
Figure 22 – Wood Street looking south from Penn Avenue, circa 1935. The Caldwell and Graham Building (#66) is visible on the left, and the Shields Building (#200) can be seen in the distance. Wilkinsburg Historical Society.

Figure 23 – Wood Street looking south between Penn and Ross Avenue, circa 1900. The J.A. Patterson Building (#203) and Shields Building (#200) are visible on the east side of Wood Street. Wilkinsburg Historical Society.

Figure 24 – 1977 postcard depicting the “busiest corner” in Wilkinsburg at the intersection of Penn Avenue and Wood Street, looking west. Most of the buildings visible in this photograph are no longer extant. Wilkinsburg Historical Society.

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Reference: Sidney & Neff. (1851). *Map of Allegheny County, Pennsylvania, with the names of property-holders, from actual surveys*. Philadelphia: Sidney & Neff.

FIGURE 1  
1851 MAP  
WILKSBURG HISTORIC DISTRICT  
WILKSBURG BOROUGH, ALLEGHENY COUNTY

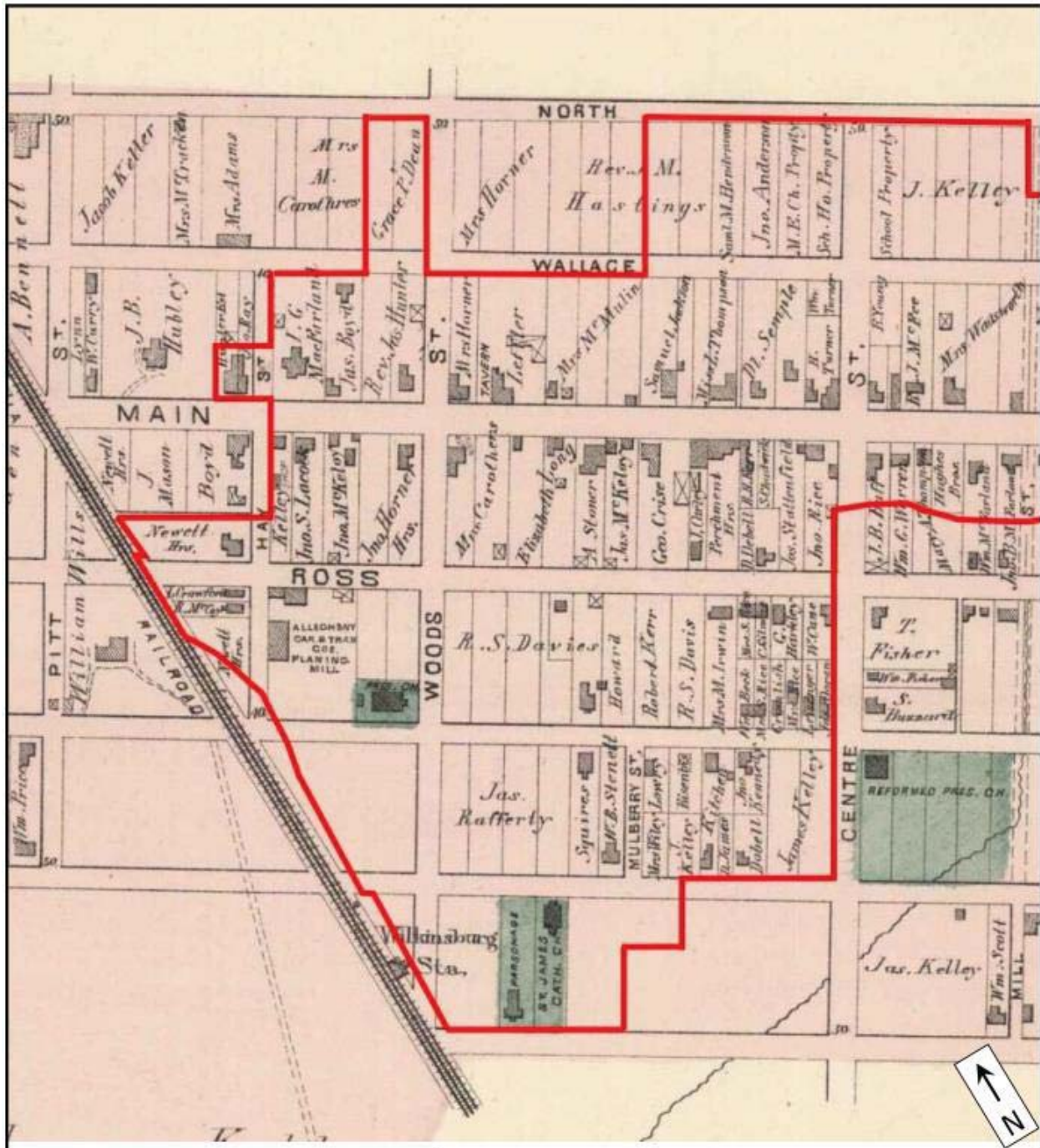


WILKSBURG HISTORIC DISTRICT



Wilkesburg Historic District  
 Name of Property

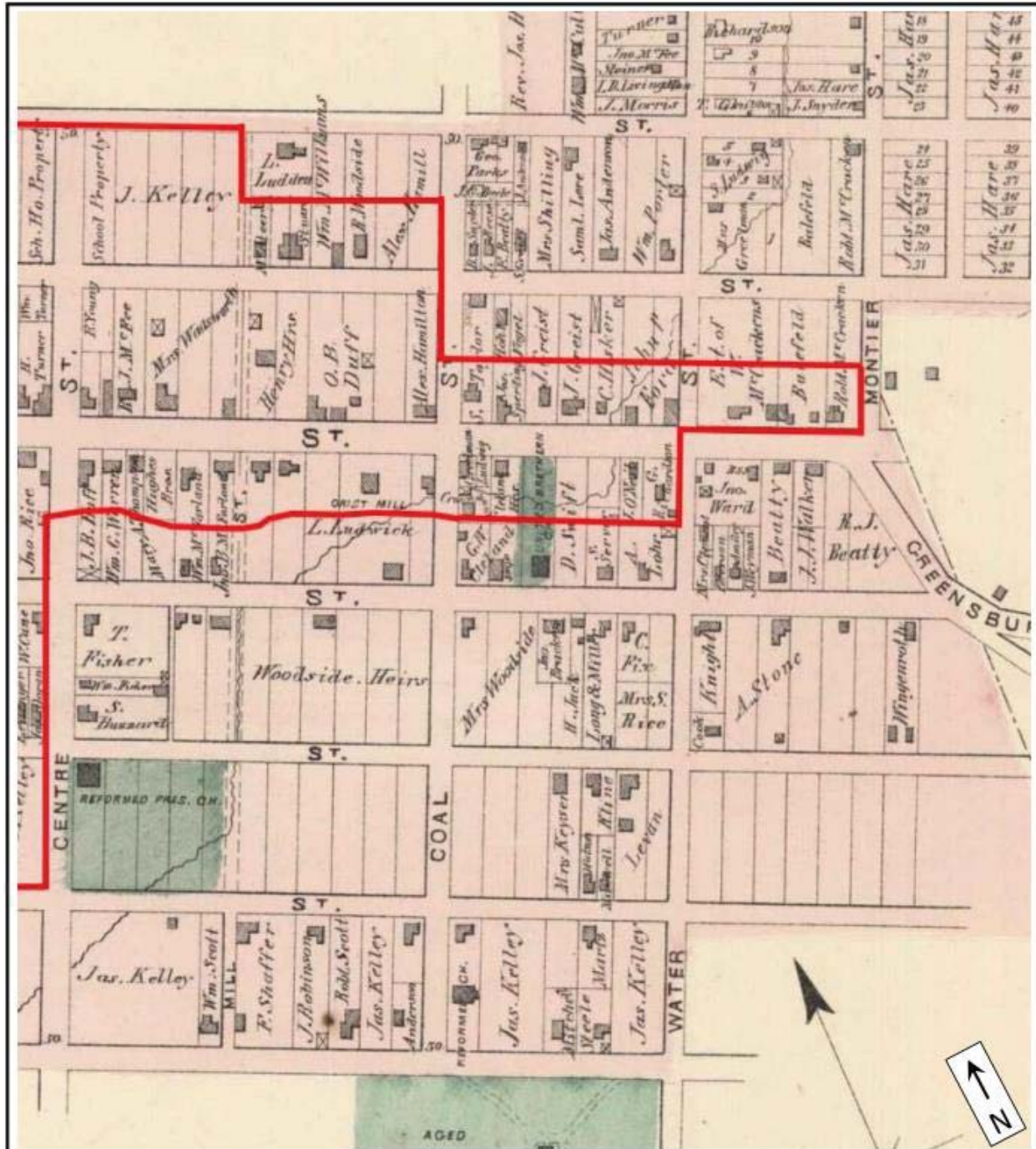
Allegheny County, PA  
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<p>LEGEND</p> <p> District Boundary</p>	<p>FIGURE 2 – Sheet 1 of 2                  1876 PLAT MAP                  WILKESBURG HISTORIC DISTRICT                  WILKESBURG BOROUGH, ALLEGHENY COUNTY</p>
<p>Reference: Hopkins, G.M. (1876). <i>Atlas of the County of Allegheny</i>. Pittsburgh: G.M. Hopkins Company.</p>	<p> WILKESBURG HISTORIC DISTRICT</p>

Wilkesburg Historic District  
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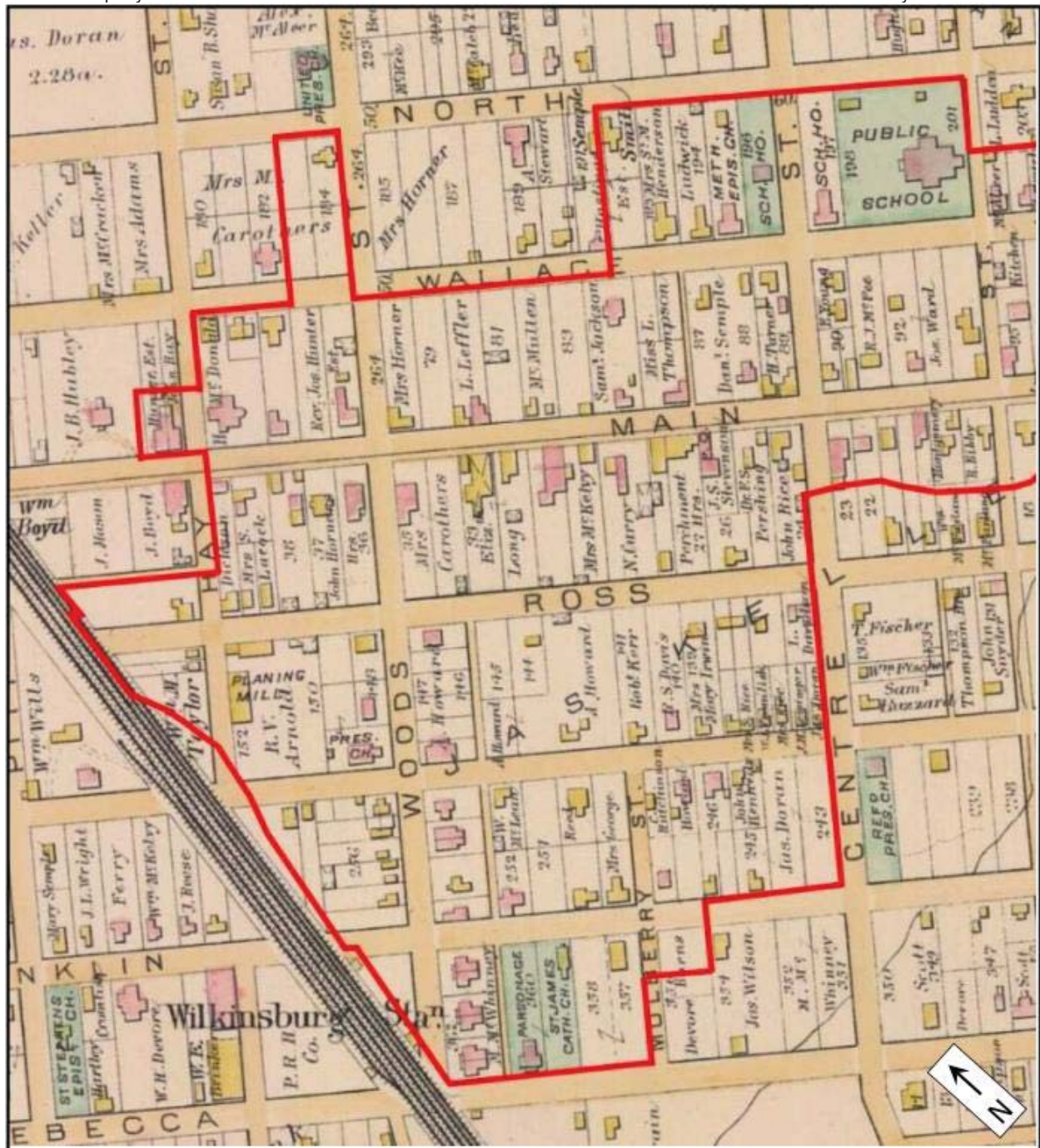


<p>LEGEND</p> <p> District Boundary</p>	<p>FIGURE 2 – Sheet 2 of 2                  1876 PLAT MAP                  WILKESBURG HISTORIC DISTRICT                  WILKESBURG BOROUGH, ALLEGHENY COUNTY</p>
<p>Reference: Hopkins, G.M. (1876). <i>Atlas of the County of Allegheny</i>. Pittsburgh: G.M. Hopkins Company.</p>	<p> WILKESBURG HISTORIC DISTRICT</p>




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**LEGEND**

 District Boundary

**FIGURE 3 – Sheet 1 of 2**  
**1887 PLAT MAP**  
**WILKESBURG HISTORIC DISTRICT**  
**WILKESBURG BOROUGH, ALLEGHENY COUNTY**

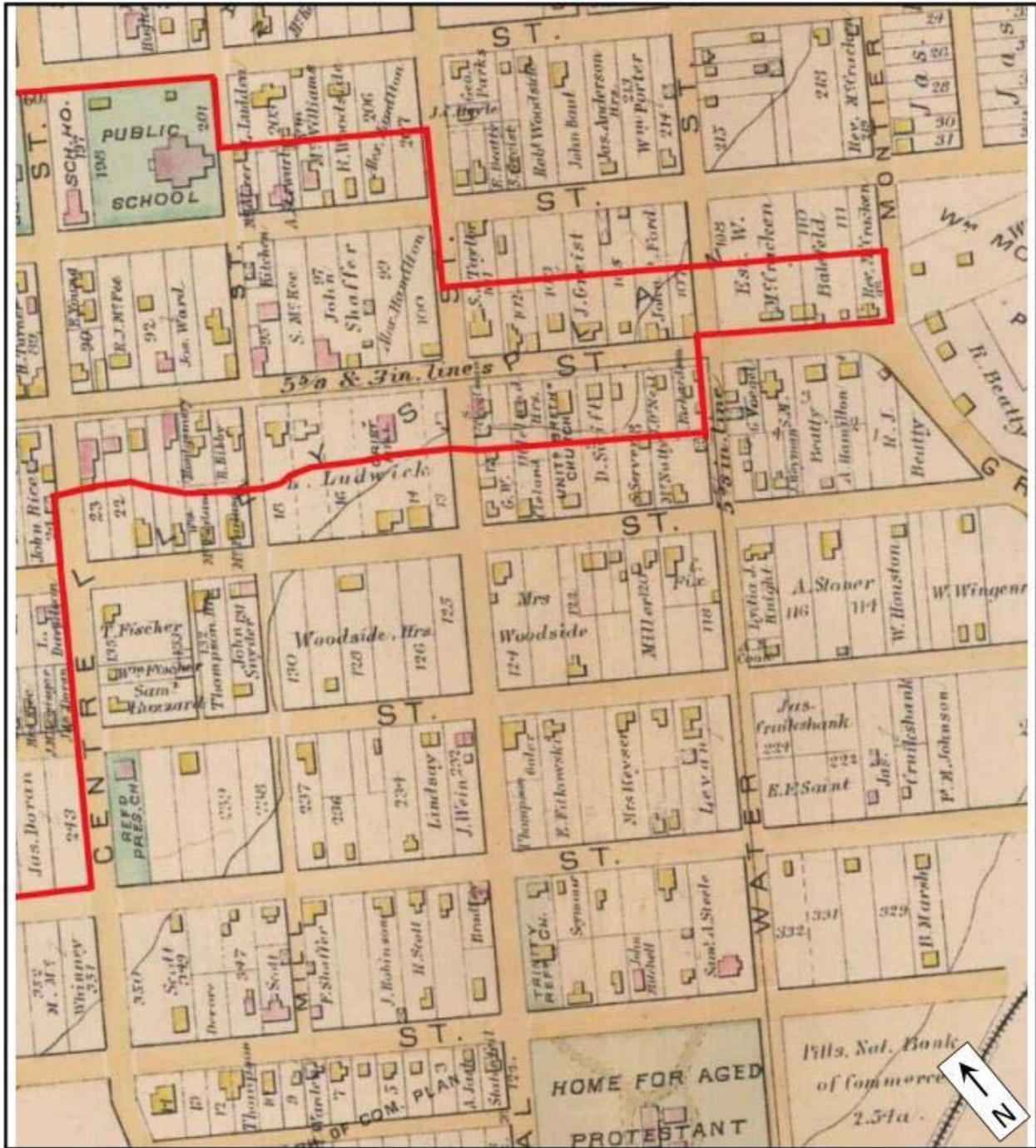
Reference: Hopkins, G.M. (1886). *Atlas of the vicinity of the cities Pittsburgh and Allegheny, Penna.* Pittsburgh: G.M. Hopkins Company.

 **WILKESBURG HISTORIC DISTRICT**



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**LEGEND**


 District Boundary

FIGURE 3 – Sheet 2 of 2  
 1886 PLAT MAP  
 WILKINSBURG HISTORIC DISTRICT  
 WILKINSBURG BOROUGH, ALLEGHENY COUNTY

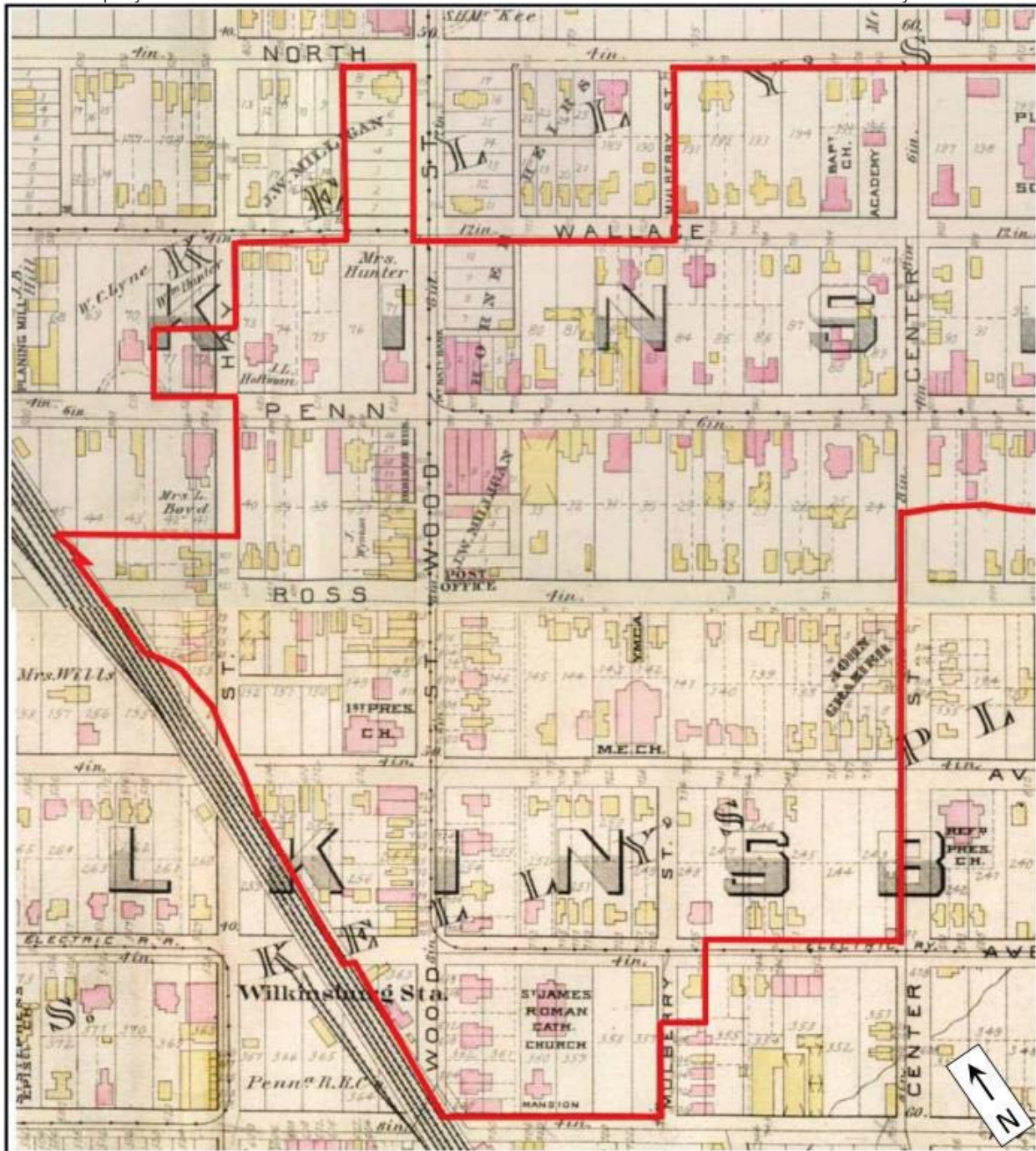
Reference: Hopkins, G.M. (1886). *Atlas of the vicinity of the cities Pittsburgh and Allegheny, Penna.* Pittsburgh: G.M. Hopkins Company.

 WILKINSBURG HISTORIC DISTRICT



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LEGEND


 District Boundary

FIGURE 4 – Sheet 1 of 2  
 1895 PLAT MAP  
 WILKESBURG HISTORIC DISTRICT  
 WILKESBURG BOROUGH, ALLEGHENY COUNTY

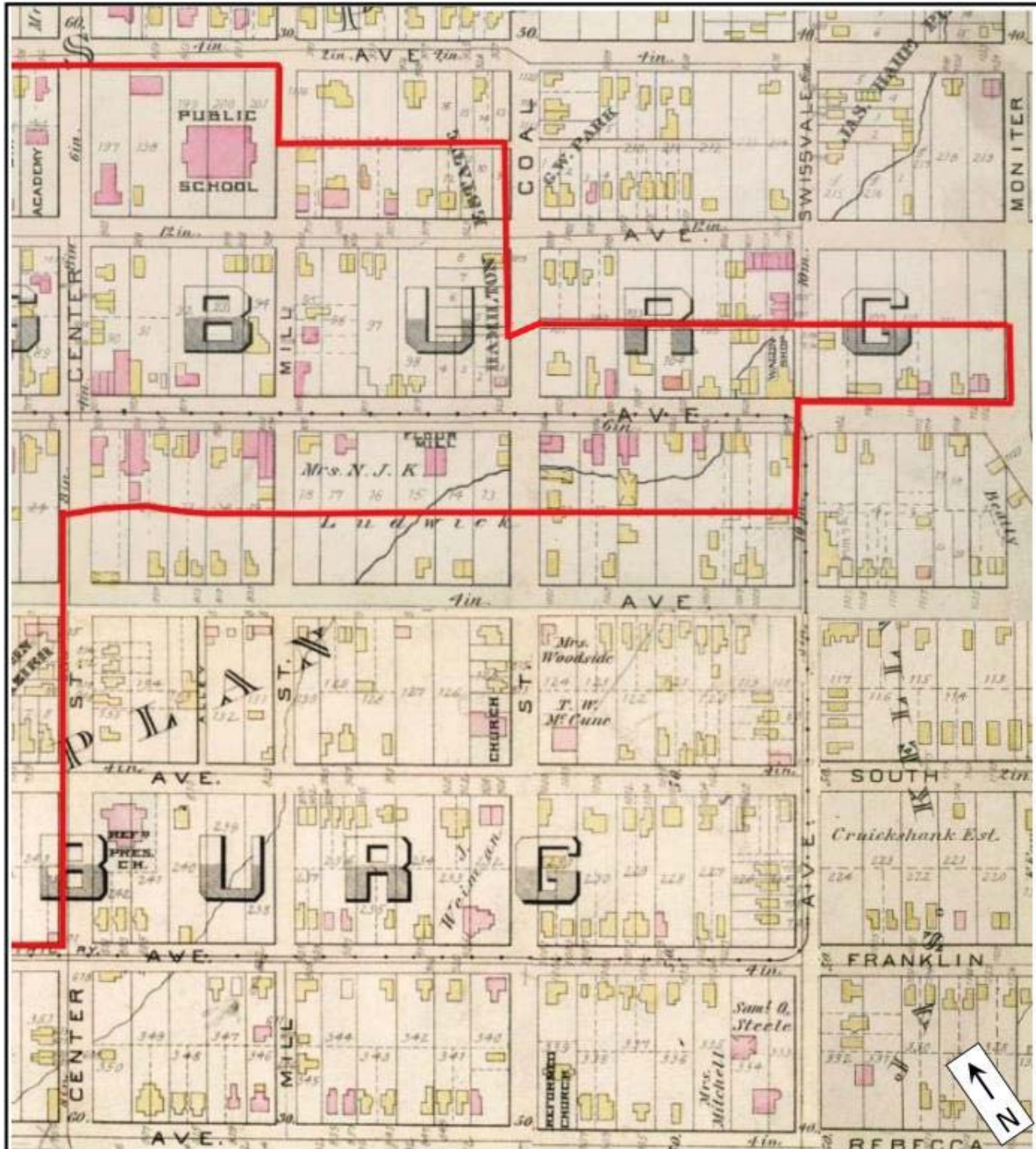
Reference: Hopkins, G.M. (1895). *Real estate platbook of the eastern vicinity of Pittsburgh, Penna.* Pittsburgh: G.M. Hopkins Company.

 WILKESBURG HISTORIC DISTRICT  
 gai consultants



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LEGEND


 District Boundary

FIGURE 4 – Sheet 2 of 2  
 1895 PLAT MAP  
 WILKINSBURG HISTORIC DISTRICT  
 WILKINSBURG BOROUGH, ALLEGHENY COUNTY

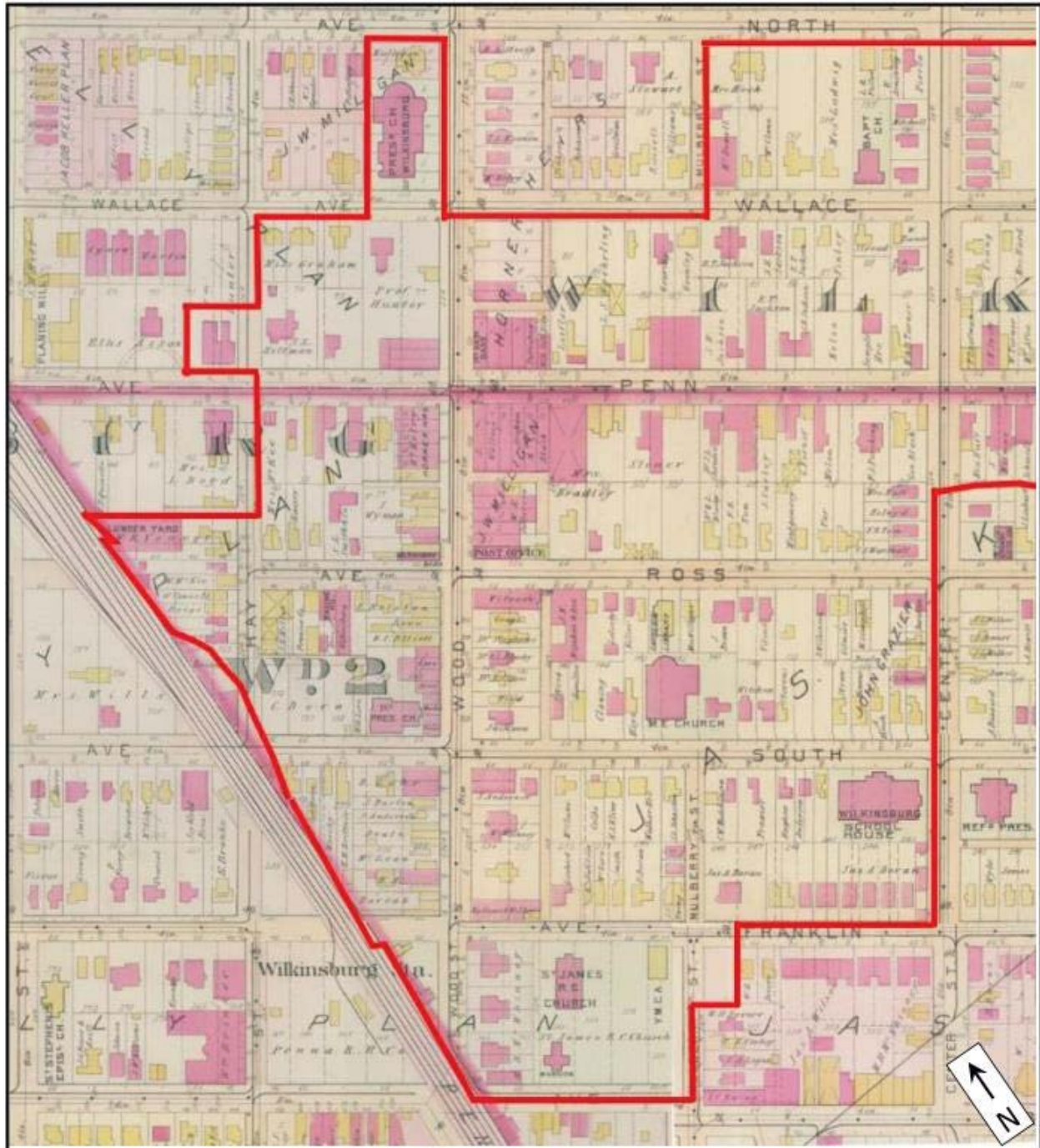
Reference: Hopkins, G.M. (1895). *Real estate platbook of the eastern vicinity of Pittsburgh, Penna.*  
 Pittsburgh: G.M. Hopkins Company.

 WILKINSBURG HISTORIC DISTRICT




Wilksburg Historic District  
Name of Property

Allegheny County, PA  
County and State



LEGEND

 District Boundary

Reference: Hopkins, G.M. (1903). *Real estate platbook of the eastern vicinity of Pittsburgh, Penna.* Pittsburgh: G.M. Hopkins Company.

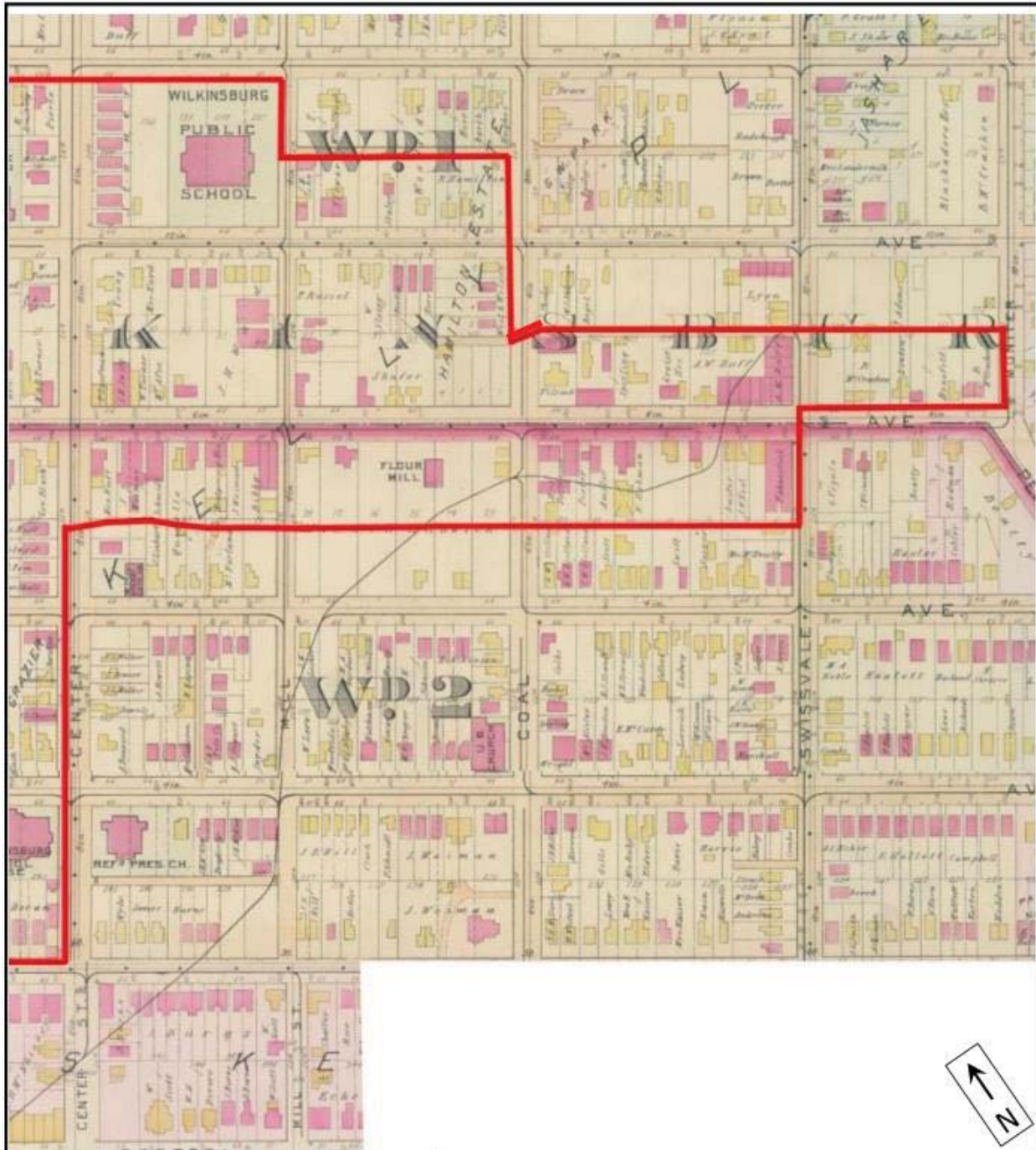
FIGURE 5 – Sheet 1 of 2  
1903 PLAT MAP  
WILKINSBURG HISTORIC DISTRICT  
WILKINSBURG BOROUGH, ALLEGHENY COUNTY

 WILKINSBURG HISTORIC DISTRICT




Wilksburg Historic District  
 Name of Property

Allegheny County, PA  
 County and State



**LEGEND**

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Reference: Hopkins, G.M. (1903). *Real estate platbook of the eastern vicinity of Pittsburgh, Penna.* Pittsburgh: G.M. Hopkins Company.

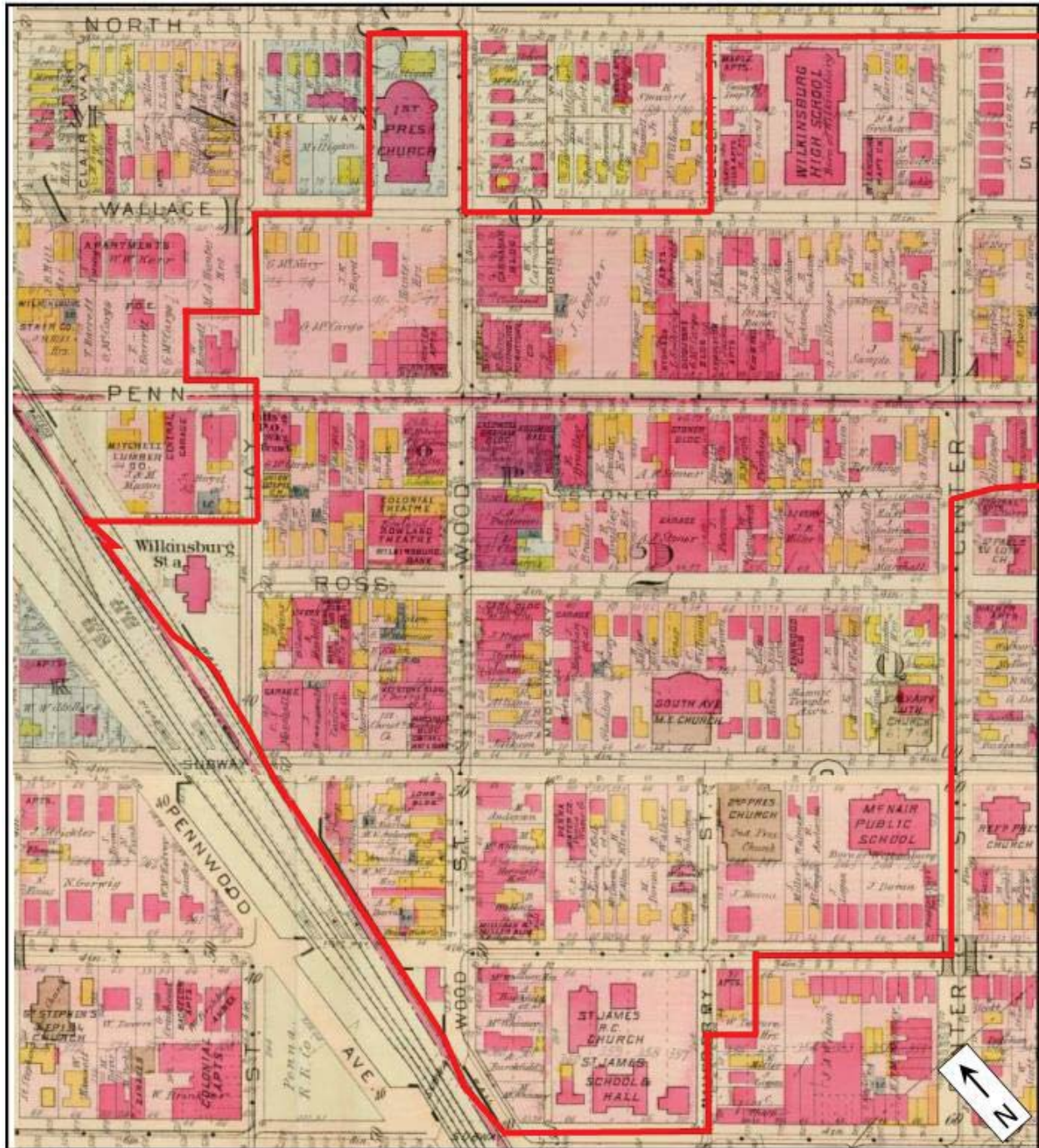
**FIGURE 5 – Sheet 2 of 2**  
**1903 PLAT MAP**  
**WILKINSBURG HISTORIC DISTRICT**  
**WILKINSBURG BOROUGH, ALLEGHENY COUNTY**

 **WILKINSBURG HISTORIC DISTRICT**



Wilksburg Historic District  
Name of Property

Allegheny County, PA  
County and State

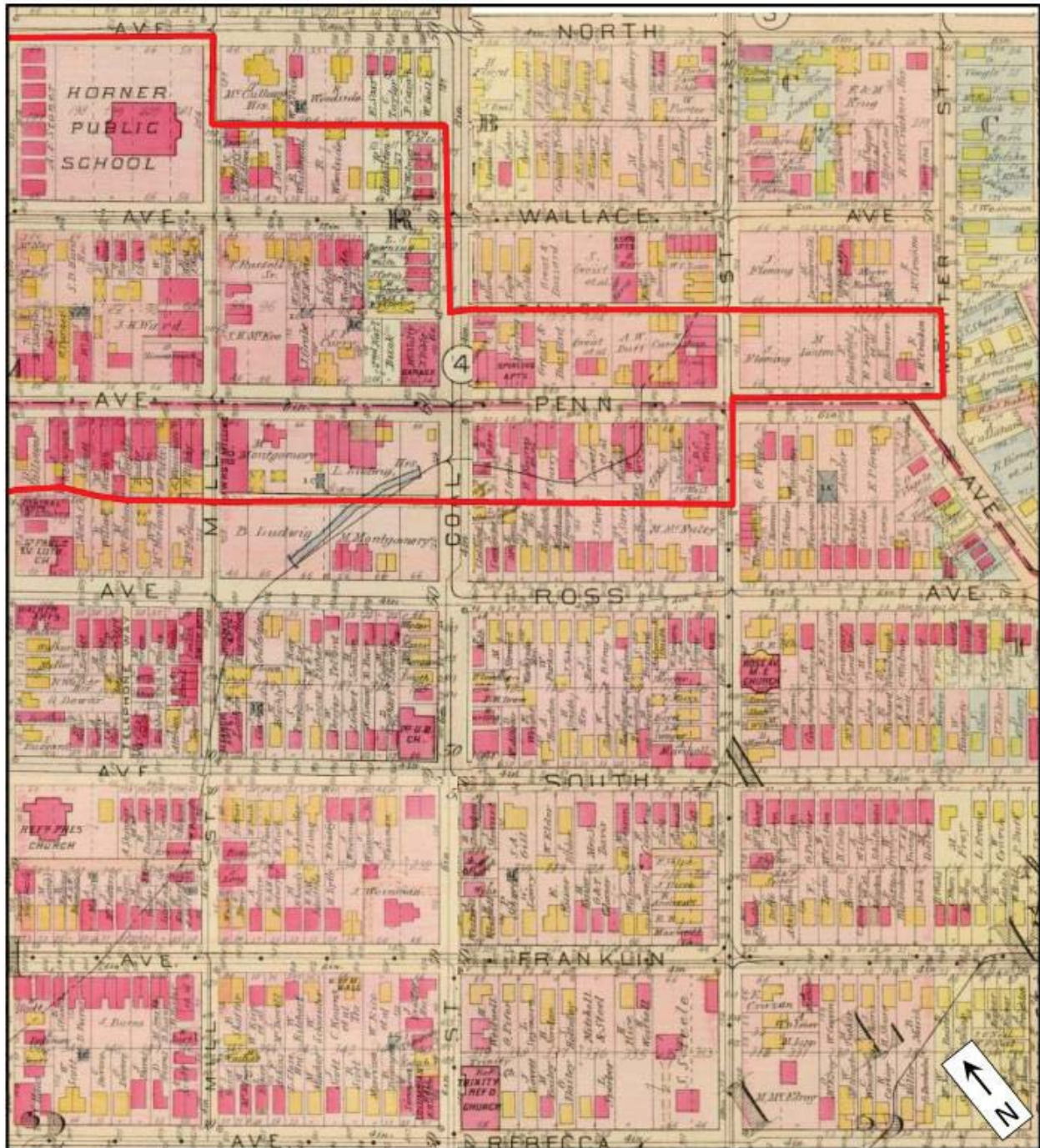


<p>LEGEND</p> <p> District Boundary</p>	<p>FIGURE 6 – Sheet 1 of 2 1915 PLAT MAP WILKINSBURG HISTORIC DISTRICT WILKINSBURG BOROUGH, ALLEGHENY COUNTY</p>
<p>Reference: Hopkins, G.M. (1915). <i>Real estate platbook of the city of Pittsburgh: Volume 8</i>. Pittsburgh: G.M. Hopkins Company.</p>	<p> WILKINSBURG HISTORIC DISTRICT</p>



Wilksburg Historic District  
Name of Property

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County and State

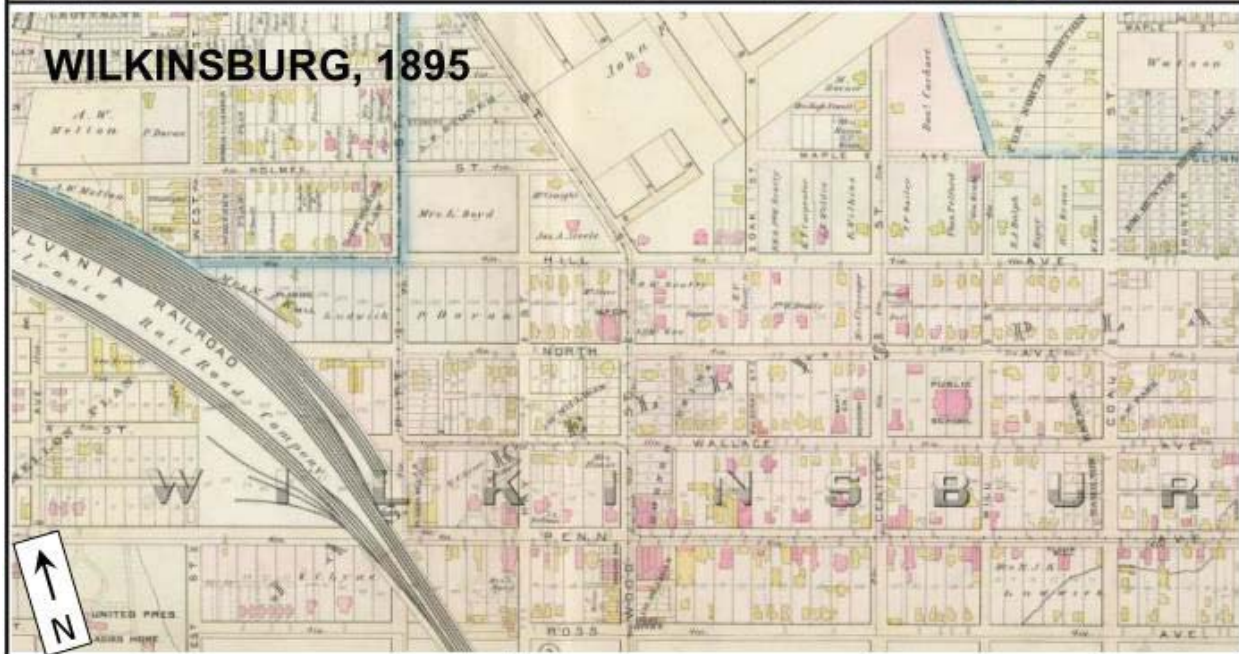
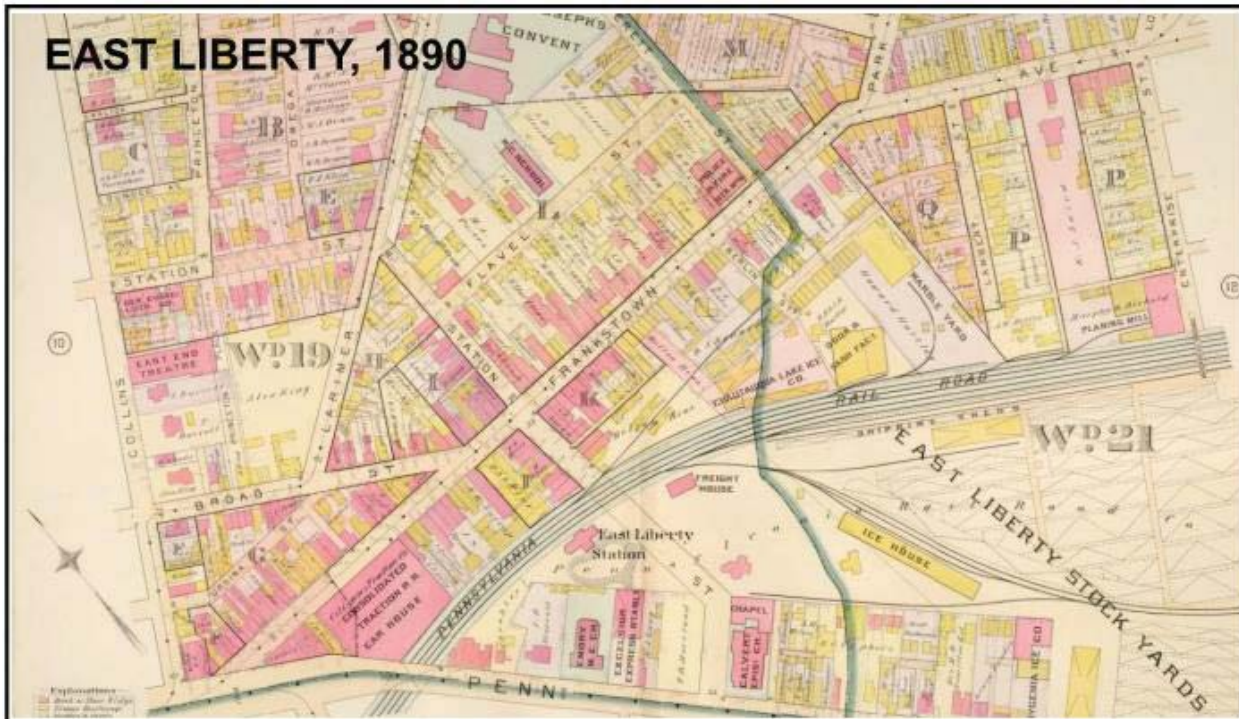


<p>LEGEND</p> <p> District Boundary</p>	<p>FIGURE 6 – Sheet 2 of 2 1915 PLAT MAP WILKINSBURG HISTORIC DISTRICT WILKINSBURG BOROUGH, ALLEGHENY COUNTY</p>
<p>Reference: Hopkins, G.M. (1915). <i>Real estate platbook of the city of Pittsburgh: Volume 8</i>. Pittsburgh: G.M. Hopkins Company.</p>	<p> WILKINSBURG HISTORIC DISTRICT</p>



Wilksburg Historic District  
Name of Property

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County and State



Reference: Hopkins, G.M. (1890, 1895). *Real estate platbook of the city of Pittsburgh: Volume 8*. Pittsburgh: G.M. Hopkins Company.

FIGURE 7  
COMPARISON – EAST LIBERTY (1890) VS WILKINSBURG (1895)  
ALLEGHENY COUNTY, PENNSYLVANIA

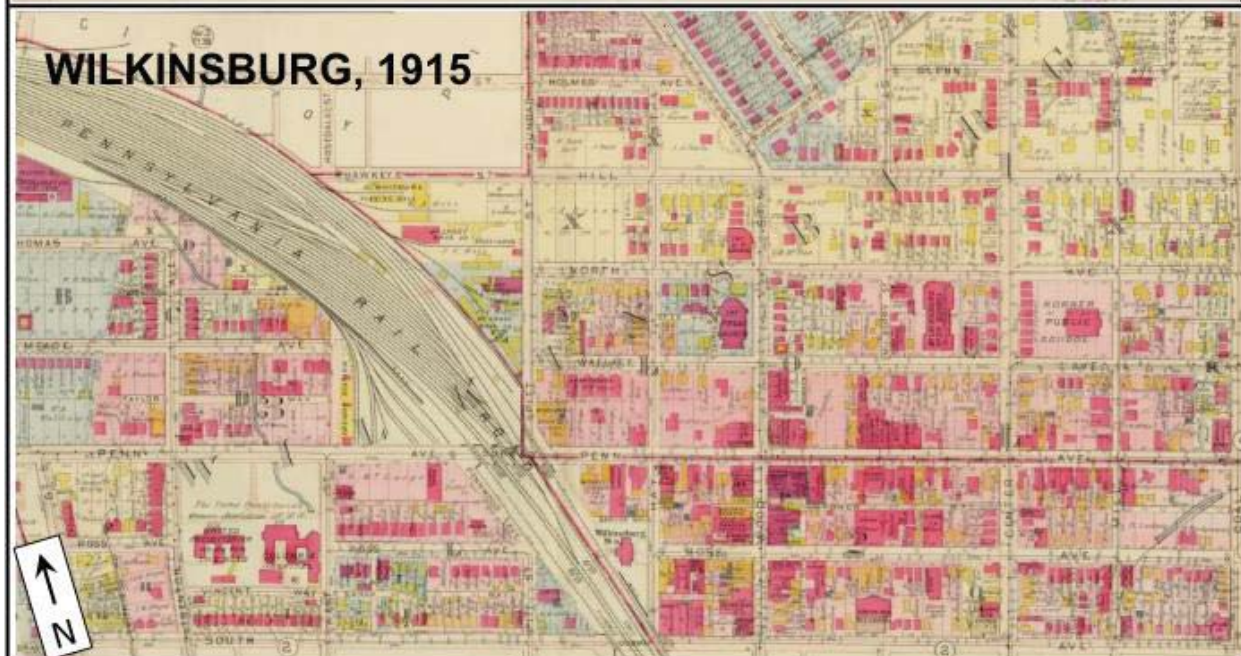
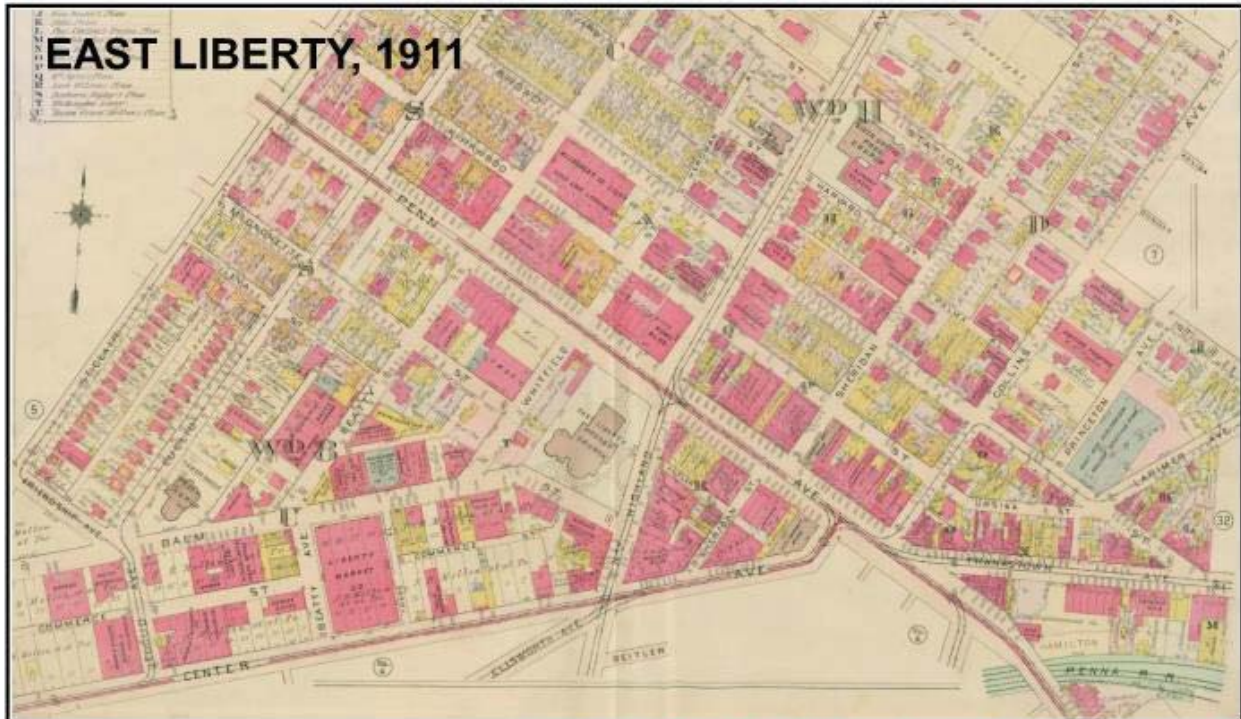


WILKINSBURG HISTORIC DISTRICT



Wilksburg Historic District  
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Allegheny County, PA  
County and State



Reference: Hopkins, G.M. (1911, 1915). *Real estate platbook of the city of Pittsburgh: Volume 8*. Pittsburgh: G.M. Hopkins Company.

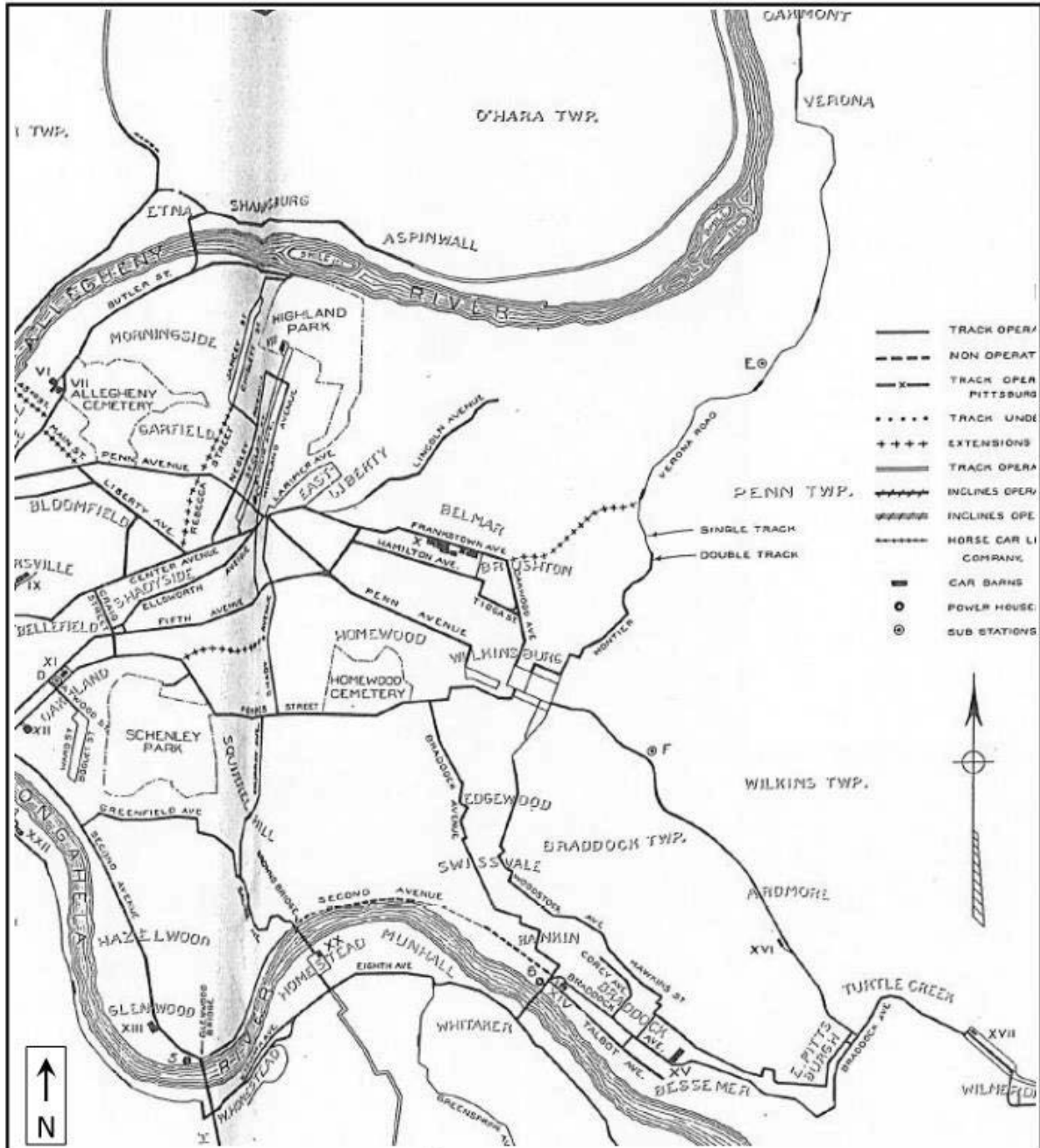
FIGURE 8  
COMPARISON – EAST LIBERTY (1911) VS WILKSBURG (1915)  
ALLEGHENY COUNTY, PENNSYLVANIA



WILKSBURG HISTORIC DISTRICT

Wilksburg Historic District  
 Name of Property

Allegheny County, PA  
 County and State



Reference: Pittsburgh Railways Company. (1910).  
 Trackage Map. Pittsburgh: Pittsburgh Railways  
 Company.

FIGURE 9  
 1910 MAP OF ALL STREET RAILWAY LINES IN PITTSBURGH AND  
 VICINITY  
 ALLEGHENY COUNTY, PENNSYLVANIA



WILKSBURG HISTORIC DISTRICT



Wilkesburg Historic District  
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Allegheny County, PA  
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**Figure 10. A. F. Stoner Residences (#213 through #220) along Center Street, Looking North from Wallace Avenue.**



**Figure 11. Circa 1943 postcard of the National Bank of Wilkesburg (#27) at the northeast corner of Penn Avenue and Wood Street, looking northeast. Wilkesburg Historical Society.**

Wilkesburg Historic District  
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Figure 12. Penn Avenue looking northwest toward Wood Street, circa 1930. The Hunter Building (#26; left), National Bank of Wilkesburg (#27; center left), Walmer's Hardware Building (#28; center right), and Puffinburg Furniture Company Building (#29; right) are visible. Wilkesburg Historical Society.



Figure 13. Penn Avenue looking west toward Wood Street, circa 1950. The Puffinburg Furniture Company Building (#29), and Penn Building (#33) are visible along the north side of Penn Avenue. Wilkesburg Historical Society.



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Name of Property



Figure 14. 1966 view of 700 Block Penn Avenue looking northwest. The National Bank of Wilkesburg and Walmer's Hardware (#27 and #28; far left), Puffinburg Furniture Company Building (#29; left), and several non-contributing buildings (#30, 31, and #32) are visible. Wilkesburg Historical Society.



Figure 15. Circa 1930 view of the E. Bradley Building (#68; left), G.C. Murphy Company (#67; center), and Caldwell and Graham Building (#66) on the south side of Penn Avenue, looking southwest. Wilkesburg Historical Society

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**Figure 16. The Mt. Calvary Baptist Church (#111; left) and the John O'Neil House (#110; right) at 1032-1036 Penn Avenue, circa 1943, looking south. Wilkesburg Historical Society.**



**Figure 17. Wood Street looking north toward South Avenue, circa 1910. The Central National Bank (#176) is visible on the left, and the Penwood Paint and Supply Company Building (#197) is visible on the right. Wilkesburg Historical Society.**

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**Figure 18. Wood Street looking north toward South Avenue, circa 1915. The Love Building (#179) is visible on the left and the Shields Building (#200) is visible in the distance on the right. Wilkesburg Historical Society.**



Wilkesburg Historic District  
Name of Property

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County and State

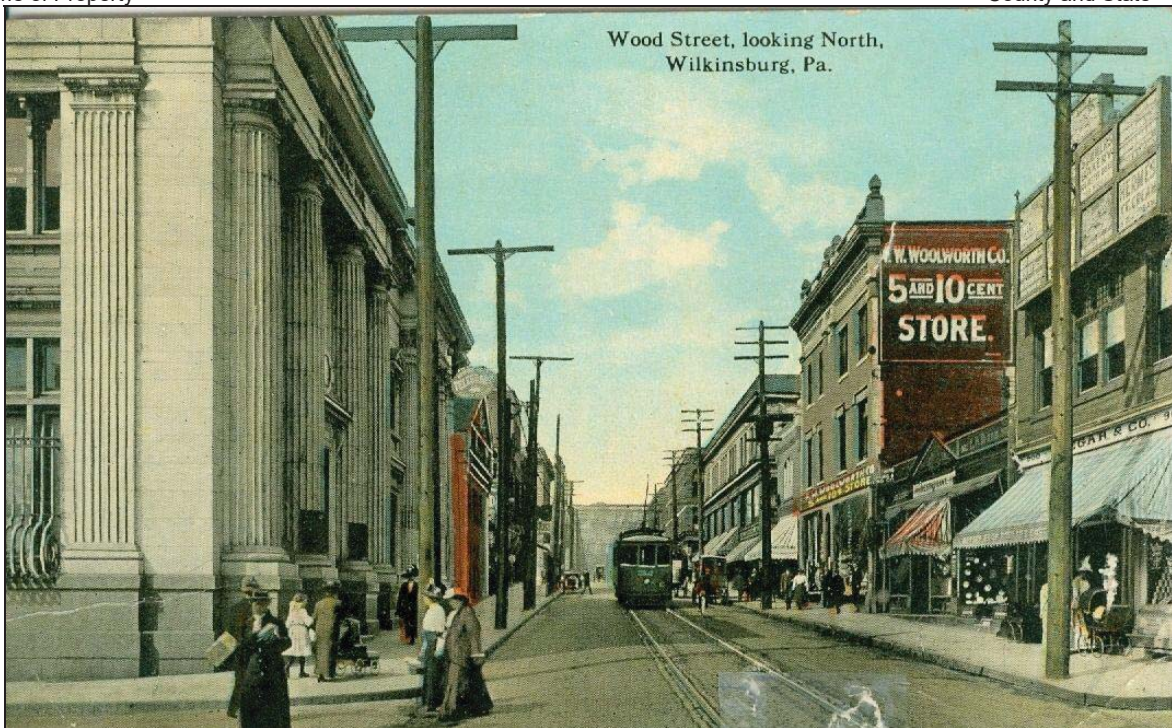


Figure 19. Electric streetcar along Wood Street looking north from Ross Avenue, circa 1910. The Wilkesburg Bank (#183) is visible on the left, and the J.A. Patterson Building (#203) is visible on the right. Wilkesburg Historical Society.

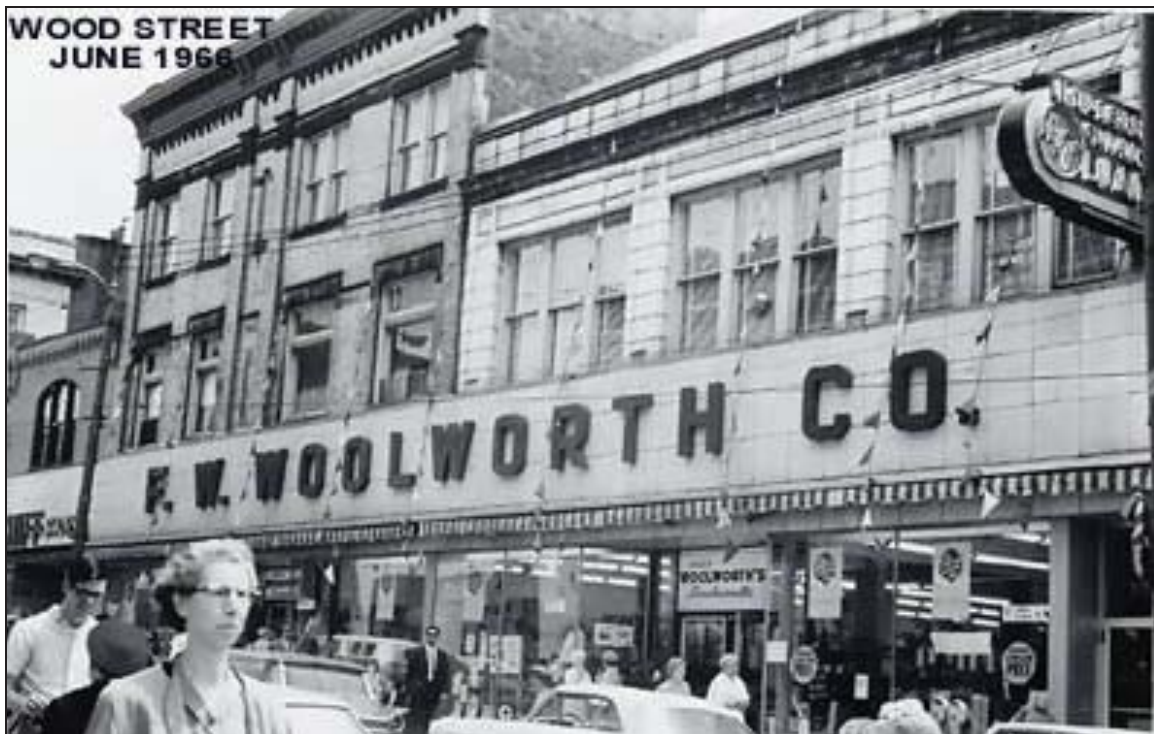


Figure 20. 1966 view of the J.A. Patterson Building (#203) and the L. Close Building (#202) on the east side of Wood Street between South and Ross Avenues. Wilkesburg Historical Society.



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**Figure 21. Wood Street looking south from Penn Avenue, circa 1910. The Caldwell and Graham Building (#66) at the southeast corner of Wood Street and Penn Avenue is visible on the left, and the Shields Building (#200) can be seen in the distance. Wilkesburg Historical Society.**



**Figure 22. Wood Street looking south from Penn Avenue, circa 1935. The Caldwell and Graham Building (#66) is visible on the left, and the Shields Building (#200) can be seen in the distance. Wilkesburg Historical Society.**

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**Figure 23. Wood Street looking south between Penn and Ross Avenue, circa 1900. The J.A. Patterson Building (#203) and Shields Building (#200) are visible on the east side of Wood Street. Wilkesburg Historical Society.**



**Figure 24. 1977 postcard depicting the "busiest corner" in Wilkesburg at the intersection of Penn Avenue and Wood Street, looking west. Most of the buildings visible in this photograph are no longer extant. Wilkesburg Historical Society.**

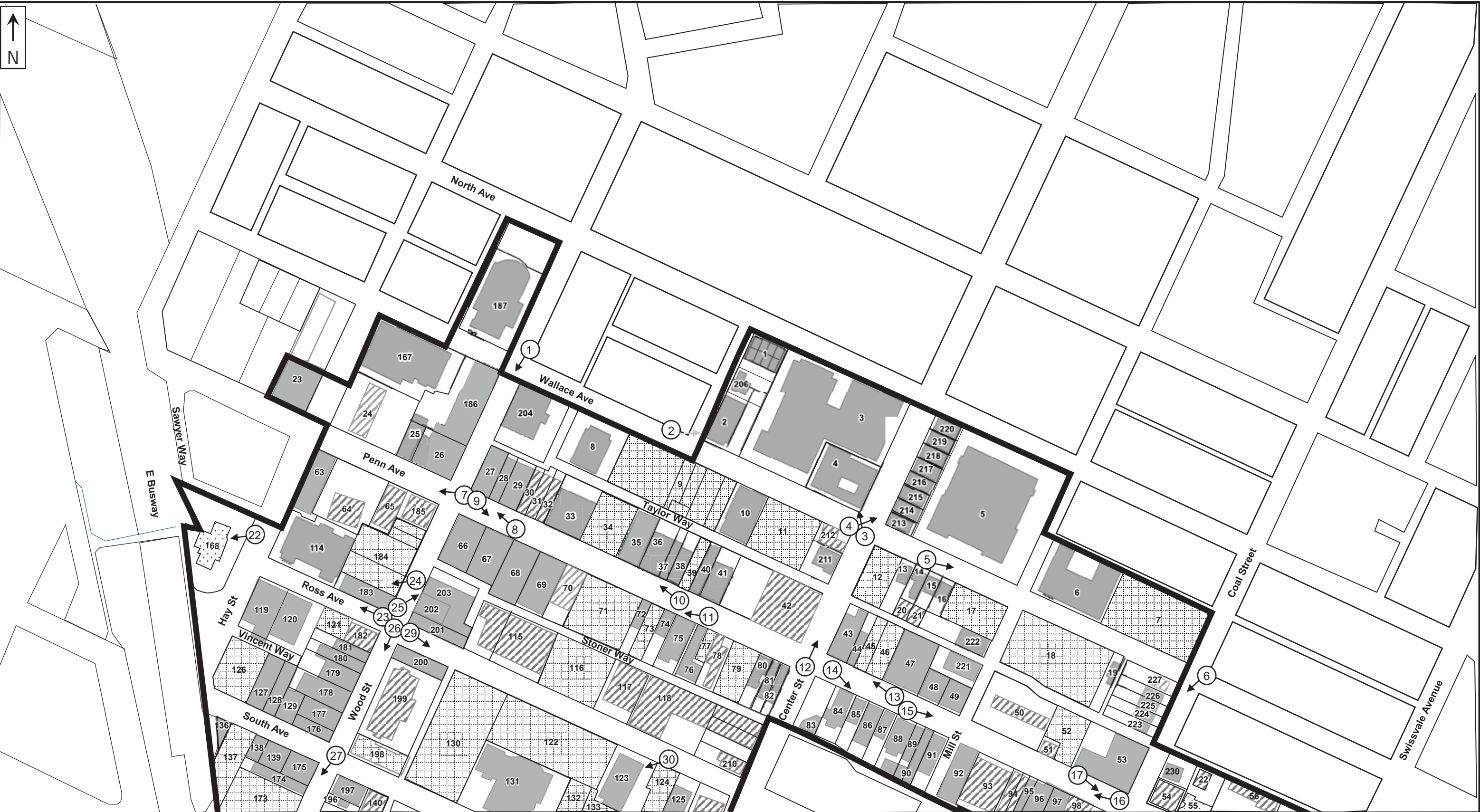


Wilksburg Historic District  
Name of Property

Allegheny County, PA  
County and State

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

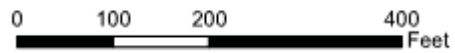


**PROJECT LOCATION**



ALLEGHENY COUNTY, PENNSYLVANIA

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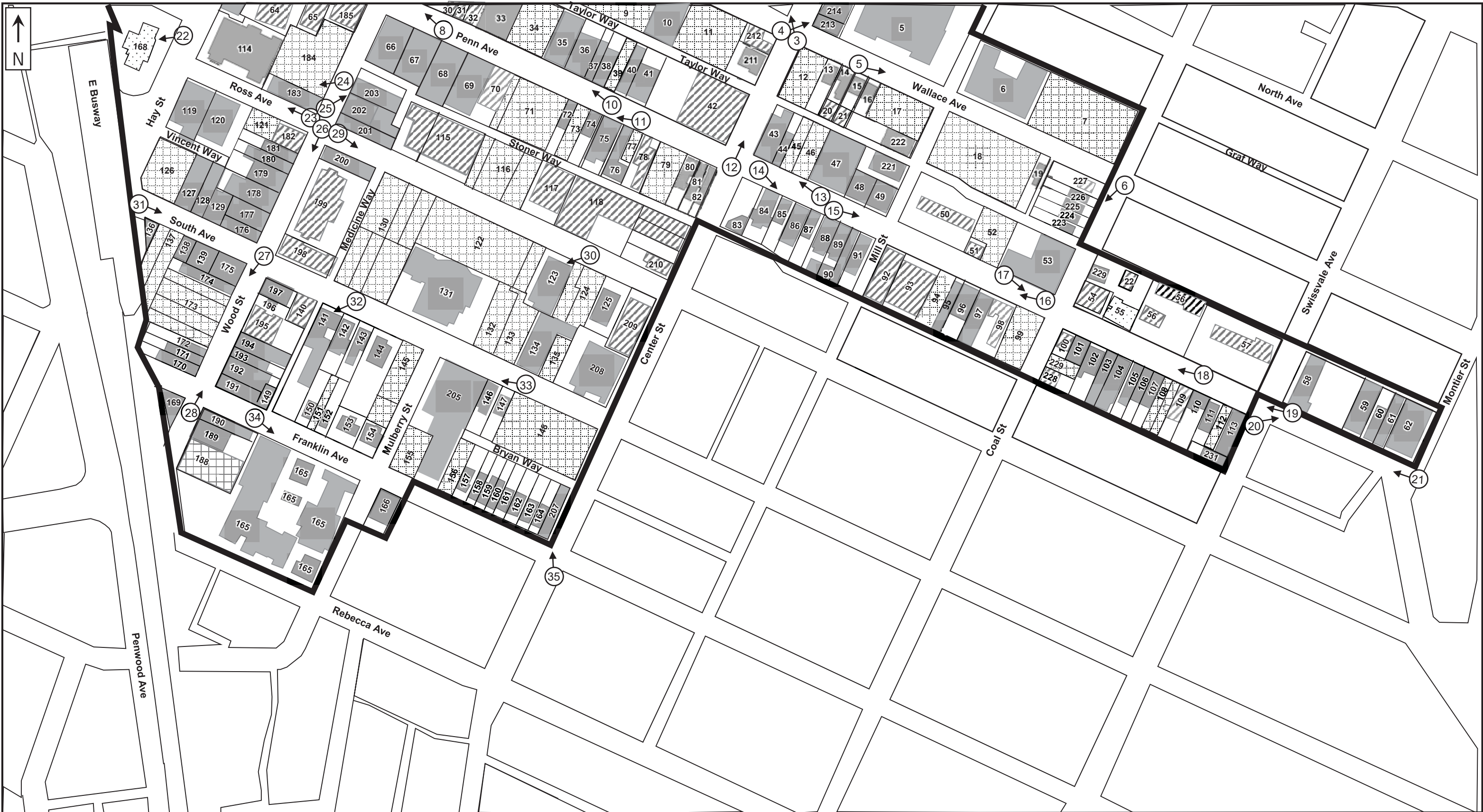
**LEGEND**

- WILKINSBURG HISTORIC DISTRICT BOUNDARY
- CONTRIBUTING BUILDING
- NATIONAL REGISTER-LISTED BUILDING
- NON-CONTRIBUTING BUILDING
- NON-CONTRIBUTING SITE
- PHOTO LOCATION

**SITE PLAN  
WILKINSBURG HISTORIC DISTRICT  
ALLEGHENY COUNTY, PA  
SHEET 1 OF 2**

WILKINSBURG HISTORIC DISTRICT  
NATIONAL REGISTER NOMINATION  
PITTSBURGH HISTORY AND  
LANDMARKS FOUNDATION



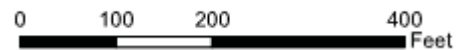


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ALLEGHENY COUNTY, PENNSYLVANIA

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**LEGEND**

- WILKINSBURG HISTORIC DISTRICT BOUNDARY
- CONTRIBUTING BUILDING
- NON-CONTRIBUTING BUILDING
- NATIONAL REGISTER-LISTED BUILDING
- NON-CONTRIBUTING SITE
- PHOTO LOCATION

**SITE PLAN  
WILKINSBURG HISTORIC DISTRICT  
ALLEGHENY COUNTY, PA  
SHEET 2 OF 2**

WILKINSBURG HISTORIC DISTRICT  
NATIONAL REGISTER NOMINATION  
PITTSBURGH HISTORY AND  
LANDMARKS FOUNDATION



ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
1	North Avenue	736	232-N-574	Graff Building; Maple Apartments	Building	1912	Prairie School	Brick; Stone	DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling	C
2	Wallace Avenue	735	232-N-097	Ruskin Villa Apartments	Building	c. 1900	Classical Revival	Brick; Stone	DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling	C
3	Wallace Avenue	747	232-N-061	Wilkinsburg High School	Building	1910	Tudor Revival	Brick; Stone	EDUCATION/schools	EDUCATION/schools	C
4	Wallace Avenue	751	232-N-085	Baptist Church of Wilkinsburg	Building	c. 1955	Classical Revival	Brick; Stone	RELIGION/religious facility	RELIGION/religious facility	C
5	Wallace Avenue	807	232-N-161	Horner Junior High School	Building	1918	Classical Revival	Stone; Brick	EDUCATION/schools	SOCIAL/civic	C
6	Wallace Avenue	901	232-N-162	Allison School	Building	1927	Classical Revival	Brick	EDUCATION/schools	VACANT/NOT IN USE	C
7	Wallace Avenue	n/a	232-N-330	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
8	Wallace Avenue	718	175-S-336	First Church of Christ, Scientist, Wilkinsburg; Wilkinsburg School District Administration Building	Building	c. 1930	International Style	Brick; Concrete	RELIGION/religious facility	EDUCATION/ education-related	C
9	Wallace Avenue	n/a	175-S-329; 175-S-323; 175-S-322; 232-N-99; 232-N-101	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
10	Wallace Avenue	748	232-N-102	Christian Church of Wilkinsburg	Building	1916	Colonial Revival	Brick, Wood, Concrete	RELIGION/religious facility	RELIGION/religious facility	C
11	Wallace Avenue	n/a	232-N-105	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
12	Wallace Avenue	n/a	232-N-137; 232-N-135; 232-N-132	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
13	Wallace Avenue	806	232-N-138	H.B. Hurd House	Building	c. 1890	Queen Anne	Stone; Weatherboard	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
14	Wallace Avenue	808	232-N-140	n/a	Building	c. 1915	Queen Anne	Stone; Aluminum	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
15	Wallace Avenue	812	232-N-143	P. Gardner House	Building	c. 1900	Late Victorian	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
16	Wallace Avenue	814	232-N-144	T. Rankin House	Building	c. 1900	Late Victorian	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
17	Wallace Avenue	n/a	232-N-146; 232-N-149; 232-N-150	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
18	Wallace Avenue	n/a	233-A-33; 233-A-27; 233-A-26; 233-A-22	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
19	Wallace Avenue	916	233-A-20	H.L. Herr House	Building	c. 1900	Colonial Revival	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/ multiple dwelling	C
20	Taylor Way	808	232-N-141	n/a	Building	c. 1920	No style	Brick; Aluminum	DOMESTIC/secondary structure	VACANT/NOT IN USE	NC
21	Taylor Way	810	232-N-140	n/a	Building	c. 1920	No style	Concrete Asbestos	DOMESTIC/secondary structure	VACANT/NOT IN USE	NC
22	Taylor Way	1008	233-A-085	C. Sperling House	Building	c. 1910	No style	Stone; Vinyl;	DOMESTIC/ single dwelling	DOMESTIC/ multiple dwelling	NC; Individually Listed with Sperling Building
23	Penn Avenue	519- 523	175-S-66	Wilkinsburg Auto & Truck Building	Building	c. 1910	Commercial	Brick, Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE / specialty store	C
24	Penn Avenue	601	175-S-159	n/a	Building	c. 1980		Concrete; Brick	n/a	COMMERCE/TRADE/ specialty store LANDSCAPE/parking lot	NC
25	Penn Avenue	619	175-S-167	T.D. Turner Office	Building	c. 1910	Commercial	Brick; Stone	COMMERCE/TRADE/ professional	COMMERCE/TRADE/ specialty store	C
26	Penn Avenue	621- 623	175-S-167	The Hunter Building	Building	c. 1900	Beaux Arts	Brick; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
27	Penn Avenue	701	175-S-360	National Bank of Wilkinsburg	Building	1894	Romanesque	Stone	COMMERCE/TRADE/ financial institution	COMMERCE/TRADE/ financial institution	C
28	Penn Avenue	705	175-S-362	Walmer's Hardware	Building	c. 1895	Romanesque	Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
29	Penn Avenue	709	175-S-362	Puffinburg Furniture Company	Building	c.1895	Romanesque	Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
30	Penn Avenue	711	175-S-365	First Federal Savings and Loan Ass'n of Wilkinsburg	Building	c. 1920	Contemporary	Brick	COMMERCE/TRADE/ financial institution	COMMERCE/TRADE/ specialty store	NC
31	Penn Avenue	713	175-S-366	n/a	Building	c. 1920	No Style	Brick; Wood; Concrete	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	NC
32	Penn Avenue	715	175-S-366	n/a	Building	c. 1920	No Style	Brick; Wood; Concrete	COMMERCE/TRADE	VACANT/NOT IN USE	NC
33	Penn Avenue	723- 729	175-S-368	Penn Building	Building	c. 1920	Art Deco	Brick; Stone	COMMERCE/TRADE/ business; COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ business	C
34	Penn Avenue	n/a	175-S-374	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
35	Penn Avenue	745-749	17S-S-376 ,	Duquesne Building;	Building	c. 1890	Italian Renaissance Revival	Brick; Stone	COMMERCE/TRADE/ warehouse; DOMESTIC/ multiple dwelling	COMMERCE/TRADE/ specialty store	C
36	Penn Avenue	751-755	17S- S-378	Templeton Building;	Building	c.1910	Classical Revival	Brick; Stone	SOCIAL/meeting hall; COMMERCE/TRADE/ specialty store/; DOMESTIC/ multiple dwelling	COMMERCE/TRADE/ specialty store	C
37	Penn Avenue	757	17S-S-380,	First National Bank annex	Building	c.1910	Classical Revival	Brick; Stone	COMMERCE/TRADE/financial institution; COMMERCE/TRADE/ business	COMMERCE/TRADE/ specialty store	C
38	Penn Avenue	759-761	17S-S-381	K. of M. Hall	Building	c.1910	Classical Revival	Brick; Stone	SOCIAL/meeting hall; COMMERCE/TRADE/ specialty store/; DOMESTIC/ multiple dwelling	COMMERCE/TRADE/ specialty store	C
39	Penn Avenue	n/a	175-S-383	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
40	Penn Avenue	767	232-N-119	n/a	Building	c. 1920	No Style	Brick	COMMERCE/TRADE	COMMERCE/TRADE/ specialty store	C
41	Penn Avenue	771	232-N-120	n/a	Building	c. 1960	Contemporary	Steel; Brick	COMMERCE/TRADE	COMMERCE/TRADE/ specialty store	C
42	Penn Avenue	n/a	232-N-123; 232-N-122	Penn Lincoln Hotel	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
43	Penn Avenue	801	233-A-42	C.A. Clark De Soto Auto Dealer	Building	c. 1890; c. 1935	Art Moderne	Brick; Concrete; Stucco	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
44	Penn Avenue	807	233-A-45	C.M. Swift Building	Building	c. 1885	Romanesque	Brick; Stone	DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling	C
45	Penn Avenue	809	233-A-46	Sherry & O'Leary Plumbing and Heating Building	Building	c. 1920	No Style	Vinyl; Concrete	DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling	NC
46	Penn Avenue	811	233-A-47	n/a	Building	c. 1930	No Style	Brick; Concrete	COMMERCE/TRADE	VACANT/NOT IN USE	NC
47	Penn Avenue	813-815	233-A-50	B&W Motor Sales, Inc.	Building	C. 1945	No Style	Brick; Concrete	COMMERCE/TRADE/ specialty store	VACANT/NOT IN USE	C
48	Penn Avenue	827-829	233-A-54	E. A. Eisenbeis, Inc.	Building	c. 1920	Commercial Style	Brick; Concrete	DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
49	Penn Avenue	831	233-A-57	Mueller Fur Shop	Building	c. 1920	Commercial Style	Brick; Wood; Porcelain Enamel	COMMERCE/TRADE/ specialty store	VACANT/NOT IN USE	C
50	Penn Avenue	901	233-A-60	n/a	Building	c. 1980	Contemporary	Concrete; Steel	n/a	COMMERCE/TRADE/ specialty store	NC
51	Penn Avenue	913	233-A-068	Doven Soda Fountain Company	Building	c. 1920	No Style	Brick; Concrete, Asphalt	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C



ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
52	Penn Avenue	n/a	233-A-068	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
53	Penn Avenue	919-921	233-A-073	McNulty-Dible Garage	Building	c. 1910	Colonial Revival	Brick; Concrete	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ business; INDUSTRY/PROCESSING/EXT RACTION/ manufacturing facility	C
54	Penn Avenue	1001	233-A-080	n/a	Building	c. 1980	No Style	Brick; Concrete	n/a	COMMERCE/TRADE/ specialty store	NC
55	Penn Avenue	1007-1013	233-A-085	Sperling Building	Building	c. 1900	Late Victorian	Brick; Stone	DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling	Individually Listed
56	Penn Avenue	1015	233-B-307	n/a	Building	c. 1970	Modern	Brick; Concrete	n/a	COMMERCE/TRADE/ specialty store; LANDSCAPE/ parking lot	NC
57	Penn Avenue	1035	233-B-300	n/a	Building	c. 1990	No Style	Concrete Block; Brick; Vinyl; Wood	n/a	VACANT/NOT IN USE	NC
58	Penn Avenue	1101	233-B-292	Duquesne Light Company	Building	1922	Colonial Revival	Brick, Stone	GOVERNMENT/public works	GOVERNMENT/public works	C
59	Penn Avenue	1115	233-B-285	Pittsburgh Refrigeration Company	Building	c. 1925	Commercial	Brick	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
60	Penn Avenue	1119	233-B-281	Olds-Pontiac Used Car Lot	Building	c. 1920	Commercial	Brick	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
61	Penn Avenue	1121	233-B-283	Christian & Co. Food Manufacturing	Building	c. 1920	Commercial	Brick	INDUSTRY/PROCESSING/EXT RATIONS/ manufacturing facility	COMMERCE/TRADE/ specialty store	C
62	Penn Avenue	1123	233-B-280	Uniontown Cigarette Service Company	Building	c. 1935	Art Deco	Brick	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/specialty store	C
63	Penn Avenue	600	175-S-157	Pittsburgh Post Office - Wilkensburg Branch	Building	1913	Classical Revival	Brick; Stone	GOVERNMENT/post office	COMMERCE/TRADE/ professional	C
64	Penn Avenue	612	175-S-151	n/a	Building	c. 2000	No Style	Concrete Block; Vinyl	n/a	COMMERCE/TRADE/ restaurant	NC
65	Penn Avenue	616	175-S-147	n/a	Building	c. 1965	No Style	Brick; Concrete Block	n/a	COMMERCE/TRADE/ specialty store	NC
66	Penn Avenue	700-708	175-S-401	Caldwell and Graham Building	Building	c. 1900	Classical Revival	Brick; Stone;	COMMERCE/TRADE/ department store	COMMERCE/TRADE; DOMESTIC/ multiple dwelling	C
67	Penn Avenue	708-712	175-S-399, 175-S-398, 175-S-397	Assembly Hall; G.C. Murphy Company	Building	c. 1900	Italian Renaissance Revival	Brick; Stone;	COMMERCE/TRADE; DOMESTIC/ multiple dwelling	COMMERCE/TRADE/specialty store	C

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
68	Penn Avenue	716	175-S-396	E. Bradley Building	Building	c. 1895	Art Deco	Brick; Stone;	COMMERCE/TRADE/ department store	COMMERCE/TRADE; Health Care Clinic	C
69	Penn Avenue	722	175-S-393	Smith Brothers Building	Building	c. 1925	Commercial	Brick; Stone;	COMMERCE/TRADE/ department store	COMMERCE/TRADE/ specialty store	C
70	Penn Avenue	732	175-S-391	Sidley's	Building	c. 1950	Commercial	Tile; Concrete	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ financial institution	NC
71	Penn Avenue	n/a	175-S-388; 176- D-313	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
72	Penn Avenue	756	176-D-313	B. Marsh & Son Building	Building	1898	Classical Revival	Brick; Stucco; Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
73	Penn Avenue	n/a	176-D-314	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
74	Penn Avenue	762- 764	176-D-316	J. Carley House	Building	c. 1870	Italianate	Stone; Vinyl	DOMESTIC/single dwelling; COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ restaurant; COMMERCE/TRADE/ specialty store	C
75	Penn Avenue	766- 770	176-D-318	Fornof Building	Building	c. 1890	Commercial	Brick; Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
76	Penn Avenue	772	233-A-144	Eugene Fuccaro Studio	Building	c. 1920	Spanish Revival	Brick; Concrete	COMMERCE/TRADE/profession al	COMMERCE/TRADE/ specialty store	C
77	Penn Avenue	n/a	233-A-144	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
78	Penn Avenue	776	233-A-142	n/a	Building	c. 1960	No Style	Brick; Stone; Concrete	COMMERCE/TRADE/ business	VACANT/NOT IN USE	NC
79	Penn Avenue	782	233-A-141	n/a	Building	c. 1970	No Style	Aluminum; Concrete	n/a	COMMERCE/TRADE/ specialty store; LANDSCAPE/parking lot	NC
80	Penn Avenue	792	233-A-136	George Black House; Wood and Wootton Floral Shoppe	Building	c. 1900	Colonial Revival	Brick; Vinyl; Stone	DOMESTIC/single dwelling; COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ restaurant	C
81	Penn Avenue	796	233-A-135	Harvey's Restaurant	Building	c. 1920	One-Part Commercial block	Brick	COMMERCE/TRADE/ restaurant	COMMERCE/TRADE/ restaurant	C
82	Penn Avenue	798	233-A-134	n/a	Building	c. 1920	No Style	Brick; Concrete	COMMERCE/TRADE	COMMERCE/TRADE/ specialty store	C
83	Penn Avenue	800	233-A-133	Silver Auto Sales	Building	c. 1930	No Style	Brick; Concrete	COMMERCE/TRADE/ specialty store; LANDSCAPE/ parking lot	COMMERCE/TRADE/ specialty store; LANDSCAPE/ parking lot	C
84	Penn Avenue	804	233-A-131	J. Weiman Building	Building	c. 1900	Late Victorian	Brick; Wood; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
85	Penn Avenue	810	233-A-128	I. Schmitt Building	Building	c. 1900	Commercial	Brick; Stucco; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
86	Penn Avenue	812	233-A-126	Quinette Building	Building	c. 1906	Italian Renaissance Revival	Brick; Wood; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
87	Penn Avenue	816	233-A-125	Bowers Grocery Building	Building	c. 1880	Italianate	Brick; Wood; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
88	Penn Avenue	818	233-A-124	Realty Corporation of Pittsburgh	Building	C. 1900	Italian Renaissance Revival	Brick; Stucco	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
89	Penn Avenue	822- 824	233-A-122	B&T Building	Building	1924	Colonial Revival	Brick; Wood; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
90	Penn Avenue	826	233-A-120	US Employment Office	Building	C. 1920	Other	Brick	GOVERNMENT / government office	COMMERCE/TRADE	C
91	Penn Avenue	830- 834	233-A-119	Lindemann Jeweler Building	Building	C. 1890	Commercial	Brick; Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ restaurant	C
92	Penn Avenue	900	233-A-117	Wilksburg Milling Company	Building	C. 1910	One-Part Commercial block	Concrete; Stucco	INDUSTRY/PROCESSING/EXT RACTION/ manufacturing facility	RELIGION/religious facility	C
93	Penn Avenue	904	233-A-116	Wolf Motor Company	Building	c. 1920	Art Moderne	Concrete	COMMERCE/TRADE/ specialty store	VACANT/NOT IN USE	NC
94	Penn Avenue	n/a	233-A-114; 233- A-113	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
95	Penn Avenue	910	233-A-112	Hayner's Bakery	Building	c. 1935	Modern Movement	Concrete; Aluminum	COMMERCE/TRADE/ specialty store	VACANT/NOT IN USE	C
96	Penn Avenue	912- 914	233-A-111	Braverman Arms Company	Building	c. 1940	Modern Movement	Concrete; Aluminum	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
97	Penn Avenue	916	233-A-109	Beachy & Johnston Motor Company	Building	C. 1926	Modern Movement	Concrete; Brick	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
98	Penn Avenue	924	233-A-107	n/a	Building	c. 1910; 1970	No Style	Stone; Brick; Vinyl	DOMESTIC/single dwelling	COMMERCE/TRADE/specialty store	NC
99	Penn Avenue	n/a	233-A-106	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lots	NC
100	Penn Avenue	1000	233-A-098	J. Patterson House	Building	c. 1870	Italianate	Brick; Stone	DOMESTIC/ multiple dwelling	DOMESTIC/ multiple dwelling	NC
101	Penn Avenue	1004	233-A-099	Herr Building	Building	c. 1900	Beaux Arts	Brick; Stone	DOMESTIC/ multiple dwelling	COMMERCE/TRADE/ restaurant	C
102	Penn Avenue	1010	233-A-097	Porter-Amsler Building	Building	c. 1890; c. 1916	Classical Revival	Brick; Wood; Stone	COMMERCE/TRADE/ business	VACANT/NOT IN USE	C
103	Penn Avenue	1012	233-A-095	n/a	Building	c. 1950	International	Brick; Concrete	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
104	Penn Avenue	1014 - 1016	233-A-094	F. Robman Building	Building	c. 1910	Commercial	Brick; Stone	COMMERCE/TRADE/ specialty store	VACANT/NOT IN USE	C



ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
105	Penn Avenue	1018	233-A-092	W. Curry Building	Building	c. 1910	Commercial	Brick; Stone	COMMERCE/TRADE/ business; DOMESTIC/ multiple dwelling	COMMERCE/TRADE/ business;	C
106	Penn Avenue	1020	233-A-0091	J. Lovett Building	Building	c. 1890	Spanish Revival	Brick; Stone; Clay tile	COMMERCE/TRADE; DOMESTIC/multiple dwelling	COMMERCE/TRADE; DOMESTIC/multiple dwelling	C
107	Penn Avenue	1022	233-A-090	J. Lovett Building	Building	c. 1890	Spanish Revival	Brick; Stone; Clay tile	COMMERCE/TRADE; DOMESTIC/multiple dwelling	COMMERCE/TRADE; DOMESTIC/ multiple dwelling	C
108	Penn Avenue	1024 - 1026	233-B-310; 233- B-311	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
109	Penn Avenue	1028	233-B-312-	Right Market Building	Building	c. 1950	No Style	Stone; Asphalt; Concrete	COMMERCE/TRADE	COMMERCE/TRADE	NC
110	Penn Avenue	1032- 1034	233-B-314	John O'Neil House	Building	c. 1870	No Style	Wood; Stone	DOMESTIC/ single dwelling	COMMERCE/TRADE	C
111	Penn Avenue	1036	233-B-317-01	Mt. Carmel Baptist Church	Building	c. 1940	No Style	Brick; Aluminum siding; Concrete block	RELIGION/religious facility	RELIGION/religious facility	C
112	Penn Avenue	1038	233-B-318	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
113	Penn Avenue	1040	022-B-319	Fahnestock Building	Building	c. 1900	Romanesque	Brick; Wood; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
114	Ross Avenue	605	175-S-105	Wilkinsburg Borough Building; Wilkinsburg Public Library; Wilkinsburg Fire Department	Building	c. 1930	Classical Revival	Brick; Stone	GOVERNMENT/ government office; GOVERNMENT/ fire station; EDUCATION/library	GOVERNMENT/ government office; GOVERNMENT/ fire station; EDUCATION/library	C
115	Ross Avenue	725	176-D-296	n/a	Building	c. 2010	No style	Concrete	n/a	COMMERCE/TRADE/ department store	NC
116	Ross Avenue	n/a	176-D-294; 176- D-286	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
117	Ross Avenue	735	176-D-285	n/a	Building	c. 1950	No Style	Brick; Concrete	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	NC

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
118	Ross Avenue	743	176-D-283; 253-A-146; 233-A-147	J.E. Miller Livery Building	Building	c. 1910	Colonial Revival	Brick; Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/business	NC
119	Ross Avenue	600	176-D-3;	Wilkinsburg United States Post Office	Building	1936	Colonial Revival	Brick; Stone	GOVERNMENT/post office	COMMERCE/TRADE/ business	C
120	Ross Avenue	610	17-D-6	n/a	Building	c. 1940	Modern Movement	Brick; Stone; Concrete	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
121	Ross Avenue	n/a	176-D-9	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
122	Ross Avenue	n/a	176-D-245	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
123	Ross Avenue	742	176-D-256	Pennwood; Y.W.C.A. of Wilkinsburg	Building	1906	Colonial Revival	Brick; Stone	SOCIAL/meeting hall;	VACANT/NOT IN USE	C
124	Ross Avenue	n/a	176-D-260	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
125	Ross Avenue	754	176-D-263	Callender Memorial Church	Building	c. 1920	No Style	Brick; Stone	RELIGION/religious facility	RELIGION/religious facility	C
126	South Avenue	n/a	176-D-34	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
127	South Avenue	613	176-D-31	Casino Real Estate Company	Building	1903	Classical Revival	Brick; Stucco; Stone	COMMERCE/TRADE/ professional; DOMESTIC/ multiple dwelling	COMMERCE/TRADE/ business	C
128	South Avenue	615	176-D-28	Democratic Headquarters	Building	c. 1920	Art Deco	Brick; Stone	SOCIAL/meeting hall; DOMESTIC/multiple dwelling	COMMERCE/TRADE/ business	C
129	South Avenue	619-623	176-D-26	n/a	Building	c. 1920	Colonial Revival	Brick; Wood; Stone	COMMERCE/TRADE	VACANT/NOT IN USE	C
130	South Avenue	n/a	176-D-216; 176-D-234; 176-D-214; 176-D-212; 176-D-237; 176-D-239	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
131	South Avenue	733	176-D-209-0-1	South Avenue Methodist Episcopal Church	Building	1909	Romanesque	Stone; Brick; Ceramic Tile	RELIGION/religious facility	RELIGION/religious facility	C

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
132	South Avenue	n/a	176-D-196	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
133	South Avenue	n/a	176-D-193	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking	NC
134	South Avenue	747	176-D-190	Masonic Temple	Building	1916	Classical Revival	Stone; Brick	SOCIAL/meeting hall	RELIGION/religious facility	C
135	South Avenue	n/a	176-D-186	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
136	South Avenue	606	176-D-40	R.D. Lehman Building	Building	c. 1920	Commercial; Spanish Revival	Brick, Clay Tile	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
137	South Avenue	n/a	176-D-41; 176-D-42	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
138	South Avenue	616	176-D-46	Consumer Associates Discount Company; Nancy's East End Diner	Building	c. 1950	Modern Movement	Brick	COMMERCE/TRADE/ specialty store; COMMERCE/TRADE/ restaurant	COMMERCE/TRADE/ restaurant	C
139	South Avenue	618	176-D-46	C.F. Ward Company	Building	c. 1920	Commercial	Brick, Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ financial institutions	C
140	South Avenue	702-706	176-D-132	n/a	Building	c. 1960	No style	Concrete; Stucco	COMMERCE/TRADE	HEALTH CARE/ medical office	NC
141	South Avenue	712	176-D-142	Pennsylvania Water Company	Building	c. 1910	Classical Revival	Brick; Stone	GOVERNMENT/public works	HEALTH CARE/ medical office	C
142	South Avenue	714	176-D-144	C. Calb House	Building	c. 1900	No style	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
143	South Avenue	718	176-D-146	H. Kline House	Building	c. 1900	No style	Stone; Vinyl	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
144	South Avenue	722	176-D-148	R. Walker House	Building	c. 1900	No Style	Stone; Vinyl	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
145	South Avenue	n/a	176-D-151	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
146	South Avenue	744	176-D-161	Hughes-Walmer House	Building	c. 1890	Late Victorian	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
147	South Avenue	746	176-D-163	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	RELIGION/religious facility	C
148	South Avenue	n/a	176-D-165	n/a	Site	n/a	n/a	n/a	EDUCATION/schools	OTHER/demolished	NC
149	Franklin Avenue	707	176-D-124	C. Ball Building	Building	c. 1900	Commercial	Stone; Brick	COMMERCE/TRADE/ business	COMMERCE/TRADE/ business	C
150	Franklin Avenue	715	176-D-120	R. Anderson House	Building	c. 1890	Late Victorian	Vinyl	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
151	Franklin Avenue	717	176-D-118	n/a	Site	n/a	n/a	n/a	DOMESTIC/single dwelling	OTHER/demolished	NC
152	Franklin Avenue	719	176-D-117	n/a	Building	c. 1890	No Style	Stone; Vinyl	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
153	Franklin Avenue	723	176-D-116	M. Doran House	Building	c. 1880	Second Empire	Stone; Vinyl	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C



ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
154	Franklin Avenue	727-729	176-D-113	E. Ewing Duplex	Building	c. 1880	No Style	Stone, Asphalt	DOMESTIC/single dwelling	DOMESTIC/multiple dwelling	C
155	Franklin Avenue	n/a	176-D-107	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
156	Franklin Avenue	n/a	176-D-101	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
157	Franklin Avenue	745	176-D-99	N. McCoogan House	Building	c. 1890	Late Victorian	Stone; Wood; Aluminum	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
158	Franklin Avenue	747	176-D-97	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
159	Franklin Avenue	749	176-D-96	n/a	Building	c. 1890	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
160	Franklin Avenue	751	176-D-95	n/a	Building	c. 1890	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
161	Franklin Avenue	753	176-D-94	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
162	Franklin Avenue	755	176-D-93	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
163	Franklin Avenue	757	176-D-91	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
164	Franklin Avenue	759	176-D-89	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
165	Franklin Avenue	718	176-H-50-02	St. James Roman Catholic Church; St. James School; Sister Thea Bowman Catholic Academy	5 Buildings	c. 1910; 1930; c. 1960	Gothic Revival; Prairie School; International Style	Stone; Brick	RELIGION/ religious facility; RELIGION/ church school; RELIGION/ church-related residence	RELIGION/ religious facility; RELIGION/ church school; RELIGION/ church-related residence	C
166	Franklin Avenue	734	176-H-038	Devore Apartments	Building	c. 1910	Romanesque	Brick, Stone	COMMERCE/TRADE/ specialty store; DOMESTIC/multiple dwelling	COMMERCE/TRADE/ specialty store; DOMESTIC/multiple dwelling	C
167	Hay Street	1026	175-S-200	Fremont Telephone Company Building; Bell Telephone Company Building	Building	c. 1928	Art Deco	Brick, Stone, Concrete	INDUSTRY/PROCESSING/EXT RATIONS/ communications facility; COMMERCE/TRADE/ business	INDUSTRY/PROCESSING/EXT RATIONS/ communications facility; COMMERCE/TRADE/ business	C
168	Hay Street at Ross Avenue		175-S-90	Pennsylvania Railroad Wilkinsburg Station	Building	1916	Beaux Arts	Brick; Stone	TRANSPORTATION/ rail-related	VACANT/NOT IN USE	Individually Listed
169	Wood Street	613-619	176-D-60	Stephen's Flowers / Wilkinsburg Shopper	Building	c. 1910	Commercial	Brick	COMMERCE/TRADE/ specialty store	VACANT/NOT IN USE	C
170	Wood Street	701	176-D-56	Pennsylvania Water Company	Building	c. 1920	No Style	Brick; Concrete	GOVERNMENT/public works; COMMERCE/TRADE/ business	COMMERCE/TRADE/ business; COMMERCE/TRADE/ professional	C

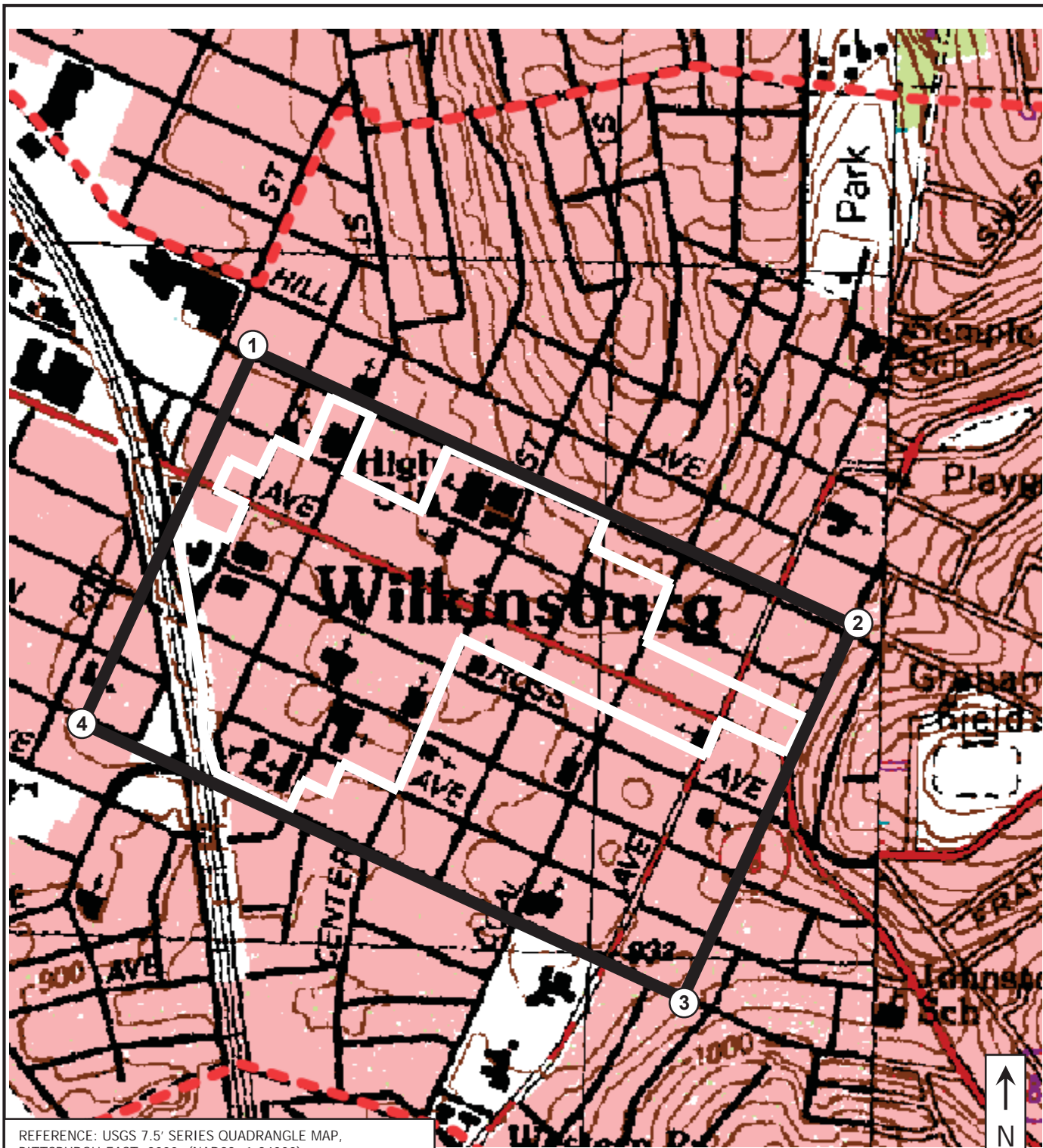
ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
171	Wood Street	703	176-D-55	n/a	Building	c. 1920	Moderne	Brick; Stucco; Concrete Block	COMMERCE/TRADE	COMMERCE/TRADE/ specialty store	C
172	Wood Street	707	176-D-54	AJ Darrah Building	Building	c. 1900	No Style	Brick; Stone; Wood	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
173	Wood Street	n/a	176-D-52; 176-D-50; 176-D-48	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot; VACANT/NOT IN USE	NC
174	Wood Street	723	176-D-47	n/a	Building	C. 1920	Modern Movement	Concrete Block; Tile	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
175	Wood Street	725-727	176-D-46	Lohr Building	Building	c. 1890	Italianate	Brick; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
176	Wood Street	801	176-D-24	Central National Bank	Building	c. 1900	Colonial Revival	Brick; Stone; Wood	COMMERCE/TRADE/ financial institution	VACANT/NOT IN USE	C
177	Wood Street	805	176-D-23	Marshall Building	Building	c. 1900	Colonial Revival	Brick; Stone; Wood	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
178	Wood Street	811-815	176-D-20	Keystone Building	Building	c. 1910	Romanesque	Brick; Stone; Wood	COMMERCE/TRADE; DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
179	Wood Street	819	176-D-17	Love Building	Building	c. 1900	Romanesque	Brick; Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
180	Wood Street	825	176-D-14	E. Kuhn Building	Building	c. 1910	Commercial	Brick; Concrete Block	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ restaurant	C
181	Wood Street	827	176-D-13	n/a	Building	c. 1920	No Style	Aluminum; Concrete Block	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ restaurant	C
182	Wood Street	829	176-D-12	n/a	Building	c. 1970	Contemporary	Brick	n/a	COMMERCE/TRADE/ business	NC
183	Wood Street	901	175-S-121	Wilksburg Bank	Building	c. 1900	Classical Revival	Stone	COMMERCE/TRADE/ financial institution	COMMERCE/TRADE/ financial institution	C
184	Wood Street	n/a	175-S-125; 175-S-128; 175-S-135; 175-S-137	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/parking lot	NC
185	Wood Street	929	175-S-139	n/a	Building	c. 1980	No Style	Concrete	n/a	COMMERCE/TRADE; HEALTH CARE/ medical office	NC
186	Wood Street	1009-1029	175-S-186	n/a	Building	c. 1920	Classical Revival; Commercial	Brick; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	COMMERCE/TRADE; Vacant/Not In Use	C

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
187	Wood Street	1111	175-S-234-01	First Presbyterian Church of Wilkinsburg	Building	c. 1899	Romanesque	Brick, Stone, Slate	RELIGION/religious facility	RELIGION/religious facility	C
188	Wood Street	n/a	175-D-64	n/a	Site	n/a	n/a	n/a	n/a	LANDSCAPE/ playground; LANDSCAPE/parking lot	NC
189	Wood Street	618	176-D-68	Pittsburgh Dry Cleaners	Building	c. 1920	Commercial	Concrete; Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
190	Wood Street	620	176-D-70	M. McWhinney Building	Building	c. 1910	Commercial	Brick; Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
191	Wood Street	700	176-D-126	Milligan and Miller Building	Building	C. 1900	Beaux Arts	Stone	COMMERCE/TRADE/ specialty store	COMMERCE/TRADE/ specialty store	C
192	Wood Street	702-704	176-D-127	n/a	Building	c. 1920	Art Deco	Brick; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	COMMERCE/TRADE; DOMESTIC/multiple dwelling	C
193	Wood Street	708-710	176-D-129	n/a	Building	c. 1920	No Style	Brick; Concrete Block	COMMERCE/TRADE; DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling	C
194	Wood Street	712	176-D-130	Herriott Building	Building	c. 1910	Modern Movement	Aluminum; Stone	COMMERCE/TRADE	COMMERCE/TRADE/ specialty store	C
195	Wood Street	714-718	176-D-132	Snively's Arcade	Building	c. 1920	No Style	Brick; Stucco	COMMERCE/TRADE/ restaurant	COMMERCE/TRADE/ business	NC
196	Wood Street	720	176-D-135	n/a	Building	c. 1920	Commercial	Brick; Concrete Block	COMMERCE/TRADE	COMMERCE/TRADE/ specialty store	C
197	Wood Street	722-724	176-D-136	J. Anderson Building	Building	c. 1900	Romanesque	Brick; Stucco	COMMERCE/TRADE; DOMESTIC/multiple dwelling	COMMERCE/TRADE/ specialty store; DOMESTIC/ multiple dwelling	C
198	Wood Street	n/a	176-D-218	n/a	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
199	Wood Street	810	176-D-225	n/a	Building	c. 1970	Contemporary	Concrete; Stucco	n/a	DOMESTIC/multiple dwelling	NC
200	Wood Street	822	176-D-230	Shields Building	Building	c. 1900	Beaux Arts	Brick; Stone	COMMERCE/TRADE/ business; DOMESTIC/ multiple dwelling	COMMERCE/TRADE/ business; DOMESTIC/ multiple dwelling	C
201	Wood Street	900	176-D-302	Post Office	Building	c. 1900	Classical Revival	Stone; Tile	GOVERNMENT/post office	COMMERCE/TRADE/ business	C



ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
202	Wood Street	902-904	175-S-408	L. Close Building	Building	c. 1900	Classical Revival	Brick; Tile; Vinyl; Aluminum	COMMERCE/TRADE/ business	COMMERCE/TRADE/ restaurant; COMMERCE/TRADE/ specialty store; DOMESTIC/multiple dwelling	C
203	Wood Street	906-908	175-S-408	J.A. Patterson Building	Building	c. 1900	Classical Revival	Brick; Stone	COMMERCE/TRADE; DOMESTIC/multiple dwelling	COMMERCE/TRADE/ specialty store; DOMESTIC/multiple dwelling	C
204	Wood Street	1016-1026	175-S-356	Carnahan Building	Building	1907	Classical Revival	Brick; Wood; Stone	COMMERCE/TRADE/ business	VACANT/NOT IN USE	C
205	Mulberry Street	710	176-D-156	Second Presbyterian Church of Wilkinsburg; Mulberry Presbyterian Church	Building	1911	Romanesque	Stone; Brick; Ceramic Tile	RELIGION/religious facility; RELIGION/church school	VACANT/NOT IN USE	C
206	Mulberry Street	1104	232-N-97	R.S. Flint House	Building	c. 1900	No Style	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
207	Center Street	701	176-D-88	Peoples Natural Gas Company	Building	c. 1910	Classical Revival	Brick; Stone	COMMERCE/TRADE/ business; GOVERNMENT/ public works	COMMERCE/TRADE/ warehouse	C
208	Center Street	809	176-D-184-0-1	Calvary Lutheran Church	Building	c. 1915	Gothic Revival	Stone	RELIGION/religious facility	RELIGION/religious facility	C
209	Center Street	809	176-D-184-0-1	n/a	Building	c. 1970	International Style	Brick; Concrete	n/a	RELIGION/church school	NC
210	Center Street	901	233-A-149	C.S. Marshall House	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/multiple dwelling	NC
211	Center Street	1015	232-N-114	T.D. Turner House	Building	c. 1880	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	COMMERCE/TRADE	C
212	Center Street	1017	232-N-110	W. Turner House	Building	c. 1880; c. 1950	No style	Stone; Aluminum	DOMESTIC/single dwelling	RELIGION/religious facility	NC
213	Center Street	1102	232-N-162	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
214	Center Street	1104	232-N-163	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	VACANT/NOT IN USE	C
215	Center Street	1106	232-N-164	n/a	Building	c. 1900	Queen Anne	Brick; Stone	DOMESTIC/single dwelling	DOMESTIC/multiple dwelling	C
216	Center Street	1108	232-N-165	n/a	Building	c. 1900	Queen Anne	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/multiple dwelling	C
217	Center Street	1110	232-N-166	n/a	Building	c. 1900	Queen Anne	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
218	Center Street	1112	232-N-167	n/a	Building	c. 1900	Queen Anne	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/multiple dwelling	C
219	Center Street	1114	232-N-168	n/a	Building	c. 1900	Queen Anne	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C

ID	Street	No.	Tax Parcel	Historic Name	Type	Date	Style	Materials	Historic Use	Current Use	Status
220	Center Street	1116	232-N-169	n/a	Building	c. 1900	Queen Anne	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/multiple dwelling	C
221	Mill Street	1007	233-A-58	n/a	Building	c. 1900	No Style	Stone; Brick	DOMESTIC/multiple dwelling	VACANT/NOT IN USE	C
222	Mill Street	1011	233-A-36	n/a	Building	c. 1900	No Style	Stone; Brick	DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling	C
223	Coal Street	1011	233-A-014	n/a	Building	c. 1920	No Style	Stone; Weatherboard	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
224	Coal Street	1013	233-A-015	M. Graham House	Building	c. 1900	Queen Anne	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/multiple dwelling	C
225	Coal Street	1015	233-A-016	J. Corns House	Building	c. 1910	Colonial Revival	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
226	Coal Street	1017	233-A-017	A. Wolfe House	Building	c. 1900	Queen Anne	Stone; Brick	DOMESTIC/single dwelling	DOMESTIC/single dwelling	C
227	Coal Street	1019	233-A-018	Fsalv Downing House	Building	c. 1890	Queen Anne	Stone; Aluminum	DOMESTIC/single dwelling	DOMESTIC/single dwelling	NC
228	Coal Street	910	233-A-101	O. Johnston Duplex	Building	c. 1910	No Style	Stone, Vinyl	DOMESTIC/duplex	DOMESTIC/multiple dwelling	NC
229	Coal Street	912	233-A-100	Alaa H. Aqra	Site	n/a	n/a	n/a	n/a	OTHER/demolished	NC
230	Coal Street	1006	233-A-083	F. Murray Duplex	Building	c. 1910	Queen Anne	Stone, Vinyl	DOMESTIC/duplex	DOMESTIC/duplex	C
231	Swissvale	911	233-B-332	n/a	Building	c. 1930	No Style	Brick, Concrete, Vinyl	COMMERCE/TRADE/business	COMMERCE/TRADE/business	C



REFERENCE: USGS 7.5' SERIES QUADRANGLE MAP,  
PITTSBURGH EAST, 2000. (NAD83; 1:24000).

LEGEND



District Boundary



WSG Reference Number

0 585 ft 1169 ft



National Register Boundary on USGS Map

WILKINSBURG HISTORIC DISTRICT  
WILKINSBURG BOROUGH, ALLEGHENY COUNTY



WILKINSBURG HISTORIC DISTRICT





NO  
LEFT  
TURN

WALLACE AVE

Numbers  
Games  
LOTTERY  
Play Here!  
Win

DO NOT  
ENTER









ONE WAY  
←

SCHOOL

SPEED  
LIMIT  
15

DUNAMIS  
BAPTIST CHURCH

WOMEN'S  
BIBLE  
CLASS  
EVERY  
WEDNESDAY  
7:00 PM





ONE  
WAY  
←

us  
top





HORNER SCHOOL









Cataract  
Glaucoma  
Diabetic Eye  
Treatment  
Center

STAR OPTICAL  
DAVIS EYE GROUP

W 10th St  
ONE WAY  
W 11th St







PITTSBURGH ASIAN MARKET

KENYON  
BREWERY

Seal





SOMETHING TO DO  
Smith's  
BAKERY

Rainbow  
SWEET ALL YEAR





W.S. RADCLIFFE CO. II

AUTOMOTIVE & HOUSE  
PAINTS

FURNITURE

Graffiti on the white boarded-up wall of the building on the right.



roPCS  
Authorized Dealer

710 PEAR AVENUE  
AA Nail Spa  
412-242-2422

OPEN

GOOD  
ALL  
EVER

boost  
mobile

OPEN  
NOW  
W/ PROMOTIONS

Save  
a lot

First National Bank









GOOD  
ALL  
OVER

Technique

Technique





GOOD ALL DAY

GOOD ALL DAY

GOOD ALL DAY

GOOD ALL DAY





GOOD  
ALL  
OVER

MONRO  
TIRE SERVICE

DONS APPLIANCE  
SALES & SERVICE

NO PARKING  
EXCEPT FOR  
LOADING & UNLOADING  
OF PASSENGERS



924

QUAIL VI EO

924

41





Al's Fish & Chicken  
241-2628  
Fish • Chicken • Burgers • Sides • Desserts

STABILITY CUSTOMER AND EMPLOYEE  
PARKING ONLY  
10 AM - 6 PM MON - SAT







29 INDIA  
29 NIGERIA  
Lycamobile  
SIMPL...  
UNLIMIT...  
40

LIBRARY  
↑  
SPEED LIMIT 25  
SAVINGS  
CHECKING  
MORTGAGES  
CONSUMER LOANS

SILVERADO  
Ly...







A large, three-story red brick building with a white base and a black iron fence. The building has several windows with black grates. The brickwork is a deep red color, and the white base is a clean, bright white. The black iron fence is made of vertical bars and runs along the sidewalk in front of the building. The building is situated on a street corner, and the sky is overcast.

Two traffic lights hanging from a wire, both showing red lights. The lights are black with red lenses. They are positioned in front of the brick building.

A traffic light hanging from a wire, showing a green light. The light is black with a green lens. It is positioned to the right of the brick building.

A traffic light hanging from a wire, showing a green light. The light is black with a green lens. It is positioned further to the right, near the end of the street.

A street lamp on a tall black pole. The lamp has a white globe and is positioned on the sidewalk in front of the brick building. The pole also has a traffic light attached to it.

A white van or small truck parked on the street in the foreground. Only the front and side of the vehicle are visible.

Several cars parked along the street in the background. A white car is prominent, and there are other cars in various colors further down the street.

A long, low building with a grey facade and a blue sign. The building is situated on the street to the right of the brick building. It has a flat roof and appears to be a commercial or industrial building.

A hillside with bare trees and a utility structure. The hillside is in the background, rising behind the buildings. The trees are without leaves, suggesting a cooler season. A utility structure, possibly a water tower or power line tower, is visible on the hillside.





EXXON  
Diesel  
Full 2.89  
Mid 2.85  
Regular 3.14

LAWRENCE  
AUTO BODY  
BODY REPAIR  
& PAINT

1123





COLLEGIUM SYLVANIÆ









Citizens Bank

Citizens Bank

OPEN ALL DAY







NO PARKING HERE TO CORNER

LETTERS OF COMPLIMENT WILKINSBURG CLEAN

2015 CHEVROLET MALIBU  
JTC-9469

WILKINSBURG  
ANTIQUE CENTER

ATM

2015 TOYOTA CAMRY  
BZC-1114

2015 MAZDA CX-5  
JTC-9469





ERS INN

# R.C. LIN BUILDING

- UROLOGY CENTER R. C. LIN 244-8
- PEDIATRICS S. B. LIN, M.D. 856-0
- LUNG ASSOCIATES 242-L
- WEIGHT CONTROL CENTER 247-
- GOLANI MEDICAL ASSOCIATES, P.C. 243-
- OPHTHAMOLOGY Jorge C. Bruno, M.D. 242-







GOOD ALL OVER

GOOD ALL OVER





701  
ERGO MANAGEMENT  
& DEMOLITION  
SERVICES INC.  
202-241-1848  
BARRIE, OHIO  
43004-8882

GENERATIONS WOOD STREET

DO NOT  
ENTER



ONE WAY

GOOD  
ALL  
WORLD

GOOD  
ALL  
WORLD

BARBERS











SPEED  
LIMIT  
25

WE BUY  
KIAFOLD  
IN LARDO

WE BUY  
KIAFOLD  
IN LARDO





Edward & Carter

72

milestone

C471













UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Wilksburg Historic District

Multiple Name: \_\_\_\_\_

State & County: PENNSYLVANIA, Allegheny

Date Received: 3/28/2018      Date of Pending List: 4/18/2018      Date of 16th Day: 5/3/2018      Date of 45th Day: 5/14/2018      Date of Weekly List: \_\_\_\_\_

Reference number: SG100002401

Nominator: State

Reason For Review:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Appeal           | <input type="checkbox"/> PDIL            | <input type="checkbox"/> Text/Data Issue    |
| <input type="checkbox"/> SHPO Request     | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo              |
| <input type="checkbox"/> Waiver           | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary       |
| <input type="checkbox"/> Resubmission     | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period             |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years |
|   | <input type="checkbox"/> CLG             |   |

Accept       Return       Reject      5/14/2018 Date

Abstract/Summary Comments: Criteria A & C. POS: c. 1870 - c. 1960. AOS: Community Planning & Development, Commerce, Architecture, Transportation. Local level

Recommendation/ Criteria: A & C

Reviewer Lisa Deline      Discipline Historian

Telephone (202)354-2239      Date 5/14/18

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.





Pennsylvania State Historic Preservation Office  
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

March 9, 2018



J. Paul Loether, Keeper and Chief  
National Register and National Historic Landmarks Programs  
National Register of Historic Places  
Mail Stop 7228  
1849 C Street, NW  
Washington D.C. 20240

Re: NR nomination discs

Dear Mr. Loether:

The following nomination forms are being submitted electronically per the "Guidance on How to Submit a Nomination to the National Register of Historic Places on Disk Summary (5/06/2013)":

Cornplanter Grant Traditional Cultural Property, Warren County, PA

Wilksburg Historic District, Allegheny County, PA

Lawrence Park Historic District, Erie County, PA

The enclosed discs contain the true and correct copies of the nominations for the Cornplanter Grant Traditional Cultural Property, Wilksburg Historic District, and Lawrence Park Historic District. The proposed action is listing in the National Register.

If you have any questions regarding the nomination please contact Elizabeth Rairigh at 717-705-4035 or [erairigh@pa.gov](mailto:erairigh@pa.gov).

Sincerely,

Keith T. Heinrich  
National Register and Survey