

United States Department of the Interior
National Park Service

194

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: Strip 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

Roughly bounded by Railroad Street, the former Pennsylvania Railroad

Street & number: yards, 22nd Street, Liberty Avenue and 15th Street

City or town: Pittsburgh State: Pennsylvania, PA County: Allegheny 003

Not For Publication: N/A Vicinity: N/A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 X 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 X 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 X local

Applicable National Register Criteria:

X A ___ B X C ___ D

	March 10, 2014
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 ___ meets ___ does not meet the National Register criteria.	
<hr/>	
Signature of commenting official:	Date
<hr/>	
Title :	State or Federal agency/bureau or Tribal Government

Strip Historic District
Name of Property

Allegheny County, PA
County and State

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:)

Patrick Andrews

5/2/2014

Signature of the Keeper

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

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
65	28	buildings
1	15	sites
		structures
		objects
66	43	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- COMMERCE/TRADE/business
- COMMERCE/TRADE/warehouse
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/financial institution
- RELIGION/religious facility
- RELIGION/church-related residence
- INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility
- GOVERNMENT/fire station
- DOMESTIC/single dwelling

Current Functions

(Enter categories from instructions.)

- COMMERCE/TRADE/warehouse
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/restaurant
- COMMERCE/TRADE/financial institution
- RELIGION/religious facility
- RELIGION/church-related residence
- GOVERNMENT/fire station
- VACANT/NOT IN USE

Strip Historic District
Name of Property

Allegheny County, PA
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY/Greek Revival

LATE VICTORIAN/Romanesque

LATE VICTORIAN/Italianate

LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival

LATE 19TH AND 20TH CENTURY REVIVALS/Late Gothic Revival

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

MODERN MOVEMENT/Art Deco

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK, STONE/Sandstone,
STONE/Limestone, CONCRETE, TERRA COTTA, ASPHALT, GLASS

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.)

Summary Paragraph

The Strip Historic District is located one mile northeast of downtown Pittsburgh along the southeast bank of the Allegheny River and encompasses an area roughly bounded by Railroad Street, surface parking lots occupying the former Pennsylvania Railroad yards, 22nd Street, Liberty Avenue, and 15th Street. This area encompasses the core of the Strip District's produce distribution center and commercial district, and contains the highest concentration of historic-age buildings having historic integrity. The district's setting is within the larger Strip District neighborhood that stretches from 11th Street to 33rd Street, and from the Allegheny River to the former Pennsylvania Railroad Main Line at the base of a bluff that rises to the Hill District neighborhood. The areas outside of the district's boundaries were excluded because of an abundance of vacant parcels and/or modern construction. The Strip Historic District is located on the Allegheny River floodplain where the terrain is relatively flat. A typical urban street grid of major thoroughfares and streets and small alleyways that developed in the first half of the nineteenth century, and was modified in the 1880s, and again in the early 1900s, continues to form the district's principal divisions. Initially, the typical urban parcel was narrow yet deep, extending to the alleyway in the rear, with minimal frontage on the primary street. Many of

Strip Historic District
Name of Property

Allegheny County, PA
County and State

these parcels have been consolidated over the course of time. The architectural character of the district reflects over 100 years of construction, ranging from one- and two-story brick commercial buildings to ten-story reinforced concrete buildings. Low-rise buildings tend to be clustered along Penn Avenue with a few multi-story buildings interspersed along the corridor. Larger warehouse and industrial buildings tend to be clustered along Smallman Street near the former Pennsylvania Railroad Fruit Auction & Sales Building. The architectural styles reflected in the district illustrate its 100-year period of significance with a few examples of early styles such as Greek Revival and Late Victorian, a more prevalent representation of the Commercial Style, Classical Revival, and Late Gothic Revival styles of the late nineteenth and early twentieth centuries, and several examples of the later Art Deco style of the 1920s and 1930s. Surviving mid- to late-nineteenth century buildings are scattered along Penn Avenue, but early twentieth-century commercial buildings dominate the streetscape. The low-rise, 1920s-era Pennsylvania Railroad Fruit Auction & Sales Building extends five blocks along the northwest side of Smallman Street, while a mix of late-nineteenth and early-twentieth-century low-rise and multi-story warehouse and industrial buildings line the street's southeast side. The district contains 94 buildings and 16 sites. Of these, 65 buildings, 1 previously listed National Register building, and 1 site contribute to the significance of the district, while 28 buildings and 15 sites do not contribute to the district. Noncontributing buildings are dispersed throughout the district, while non-contributing sites (13 of which are small surface parking lots) are generally located along Penn Avenue. While many of the district's contributing buildings traditionally housed produce-related businesses, several of these uses have been replaced as the district transitioned from a primarily wholesale produce distribution center to a food shopping and entertainment destination. Because of the district's long period of development and the corresponding shift in commercial use, many changes have occurred to the historic building fabric. The district, however, retains historic integrity as it relates to location, setting, feeling, and association. Material changes, primarily due to storefront level remodeling and window and door replacements, have somewhat diminished the district's integrity of design, materials, and workmanship, but the massing, scale, form, and rhythm of the historic building stock remain very much intact.

Narrative Description

The Strip Historic District is roughly bounded by Liberty Avenue and the former Pennsylvania Railroad yards between 15th Street and 21st Street. Blocks outside of this core have experienced high levels of building demolition and subsequent modern construction or conversion into surface parking lots. Much of the area to the southwest of the district is occupied by a highly altered former Pennsylvania Railroad building, scattered surface parking lots, and new construction; the area to the northwest is occupied by surface parking lots; the area to the northeast consists of historic building stock that is interrupted by a number of surface parking lots and new construction; and the area to the southeast contains a modern busway, the former Pennsylvania Railroad Main Line, scattered modern office buildings, and a wooded bluff that rises to the Hill District.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

The streets in the Strip Historic District are laid out in a typical urban grid of major thoroughfares, cross streets, and small alleyways oriented in a northeast/southwest direction following the course of the Allegheny River. Major northeast/southwest thoroughfares include (from west to east) Smallman Street, Penn Avenue, and Liberty Avenue. Major northwest/southeast cross streets include (from south to north) 16th Street, which connects to a bridge over the Allegheny River, recently renamed for distinguished historian and author David McCullough, 17th Street, 20th Street, and 21st Street. Lesser cross streets, 15th Street, 18th Street, and 19th Street, extend only between Smallman Street and Penn Avenue. Two alleyways running parallel to the northeast/southwest thoroughfares include (from west to east) Mulberry Way, located between Smallman Street and Penn Avenue, and Spring Way, located between Penn Avenue and Liberty Avenue. Streets are typically flanked by sidewalks and are paved with asphalt. None of the streets exhibit historic paving materials.

The Strip Historic District contains 110 resources, 94 of which are buildings and 16 of which are sites. Of the 94 buildings, 65 buildings and 1 previously listed National Register building contribute to the district and 28 are non-contributing due to a lack of historic integrity or because they are less than 50 years of age. Regarding the district's 16 sites, 1, St. Patrick's Roman Catholic Church Monastery Garden and Grotto (67 17th Street, Photo #35), contributes to the significance of the district. Of the remaining 15 sites, 13 are surface parking lots that formerly contained buildings, and 2 are vacant lots that formerly contained buildings; these sites do not contribute to the significance of the district. Non-contributing buildings and sites are primarily scattered along Penn Avenue. Overall, 61 percent of the district's buildings and sites combined contribute to its significance.

In general, the majority of the buildings comprising the district exhibit no setback from the fronting street and/or sidewalks. They generally are one to four stories in height, are of brick construction, and were devoted to warehouse and commercial uses. Of the 66 contributing buildings, approximately 57 percent are one- to seven-story brick warehouse or wholesale buildings, 17 percent are one- to four-story commercial buildings, 9 percent were originally two-and-a-half-story to three-story domestic buildings, 8 percent were related to manufacturing, 6 percent are presently or were formerly religious buildings, one building is a fire station, and one is a former public bath house. Brick construction or cladding accounts for 91 percent of the contributing buildings; concrete buildings account for 5 percent of the total, and the remaining buildings are stone or stucco clad.

Given the district's beginnings as an industrial and residential area that transformed into a produce distribution center and commercial corridor, no public open spaces or parks were ever created. The district's only open green space is that of St. Patrick's Roman Catholic Church Monastery Garden and Grotto (67 17th Street, Photo #35), which is located along the district's southeast boundary along Liberty Avenue. An area closely resembling a public open space is created by the only building in the district to demonstrate a generous setback from the street, the Pennsylvania Railroad Fruit Auction & Sales Building (1917 Smallman Street, Photo #3). The building is recessed from its Smallman Street frontage, which allowed for the extension of a railroad siding along its southeast façade and for the loading of vehicles from its elevated

Strip Historic District
Name of Property

Allegheny County, PA
County and State

platforms. The pronounced setback of the building created a much widened portion of Smallman Street from 16th Street to 21st Street (Photo #2). This dramatic five-block-long expanse is bordered lengthwise on the northwest by the Pennsylvania Railroad Fruit Auction & Sales Building and on the southeast by large multi-story former produce warehouses and industrial buildings, and terminates with the façade of St. Stanislaus Kostka Roman Catholic Church (57 21st Street, Photo #11) centered along its northeast side. The visual result is that of an open market plaza, which is a character-defining feature of the Strip Historic District that very much contributes to the feeling of a produce distribution center and marketplace.

It is here, along this wide expanse of Smallman Street and directly across from the Pennsylvania Railroad Fruit Auction & Sales Building, where large warehouses and grocery wholesale buildings were constructed. These buildings, mostly dating from the first quarter of the twentieth century, are entirely of brick and concrete construction and occupy a greater massing than those of their Penn Avenue and Liberty Avenue counterparts. These building footprints tend to exhibit 100 percent lot coverage, and their lot size tends to be large, sometimes occupying an entire block. Many of these buildings are also four to seven stories tall, adding volume to portions of Smallman Street and Mulberry Way.

In contrast, buildings facing Penn Avenue and its cross streets tend to be smaller buildings, situated on single or double lots. Historically, these late-nineteenth and early-twentieth-century residential and commercial buildings faced Penn Avenue, while often alley houses faced Mulberry and Spring ways. Beginning in the early twentieth century, when residential buildings were demolished to make room for new commercial construction, the new buildings often occupied a larger footprint, covering a larger percentage of the lot and sometimes spanning multiple lots. Buildings facing Liberty Avenue, in general, are larger and newer warehouse storage buildings than those found elsewhere in the district. These buildings tend to represent produce distribution dating from the 1950s and 1960s. The buildings are typically low in height (two to three stories) and more massive in volume.

Twelve (12) of the 94 extant buildings in the Strip Historic District (12.8 percent) date from the 1850 to 1899 period. These buildings are overwhelmingly former dwellings that are two to three stories tall and have been converted to commercial use. Residential buildings from this period are typically row houses that exhibit Greek Revival or Italianate stylistic detailing. Examples include 1519 Penn Avenue, a ca. 1869 three-story, Italianate, brick row house, which originally housed G. Weisser's jewelry shop on the first floor (Photo #14). Exterior alterations to this building include the installation of an early twentieth-century storefront, which has been more recently modified by the installation of a new door and glass block infill of the plate glass windows. The Fort Pitt Candy Company (originally occupied by a grocer, Matthias Schwartz) at 1642 Penn Avenue is an example of first-generation building stock in the Strip Historic District. The two-story, brick row house dates to ca. 1850 and retains some elements of its original Greek Revival style (such as pedimented dormers), though the building's Italianate cornice and early twentieth-century façade brick are later modifications (Photo #20). A three-story flat was added to the rear of the building between 1900 and 1905, and the second and third floors of the flat were removed sometime after 1979. Only two non-residential buildings survive from the pre-

Strip Historic District
Name of Property

Allegheny County, PA
County and State

1900 period. The former Fourth United Presbyterian Church is a Greek Revival, brick building that dates to 1850 and is the oldest documented surviving building in the Strip Historic District. The two-story building was converted to a produce warehouse in 1903 and later remodeled to serve as a commercial building. The building presently has metal cladding on its brick exterior walls, small rectangular metal windows on the second floor, and a modern storefront on the first floor. The only indicator of the building's original style is its form and massing, which hint at the obscured pedimented, gable front façade that is a hallmark of the Greek Revival Style. In contrast, Frederick C. Sauer's St. Stanislaus Kostka Roman Catholic Church (1891-92) at 57 21st Street survives in excellent condition and remains in use (Photo #11). The building exhibits eclectic stylistic influences, but Romanesque Revival is the dominant one. The façade's three arched portals and the large Roman arch above the rose window are the most notable Romanesque features of the building. Though its twin spires were truncated after damage by a gas explosion in 1936, St. Stanislaus Kostka Roman Catholic Church is perhaps the most prominent edifice in the Strip Historic District, as it is located at the terminus of Pike Street (now renamed Smallman Street) facing the 90-foot-wide blocks between 16th and 21st streets that now function in some respects as a grand piazza since the removal of rail spurs in the street that served the southeast side of the Pennsylvania Railroad Fruit Auction & Sales Building.

Forty-five (45) of the 94 extant buildings in the Strip Historic District (47.9 percent) date from the 1900-1939 period. Buildings from this era are found throughout the district and generally fall into the categories of retail and wholesale commercial buildings, warehouses, industrial buildings, and other miscellaneous types, such as two churches and a bath house. Specialty retail and wholesale produce concerns generally occupied narrow, tall buildings along Penn Avenue that are between two and four stories tall. A typical example is the 1908 Salvatore R. Sunseri Building (2010 Penn Avenue; Photo #26 at center). This four-story, brick building is an excellent example of an eclectic building that combines elements of Classical Revival and Commercial Style with such features as pilasters, elliptical and half-round arches, a dentil course, roundels, and tri-partite windows. Another class of building that housed produce wholesalers and jobbers was similarly between two and four stories tall, but contained a block of multiple narrow storefronts that were leased by produce men. A prominent example of this type of building is the 1908 Catanzaro Building at 62 21st Street, which is a four-story, five-bay brick building that also exhibits some influence of the Classical Revival style in its use of ornamental brick pilasters dividing storefronts and a corbelled brick cornice (Photos #9, 10). The Catanzaro Building retains good integrity on its upper floors, but its storefronts have been altered by stucco infill or replacement with steel framed windows and doors. Larger produce warehouses and cold storage buildings constructed between 1900 and 1939 typically are four to seven stories tall and are constructed of brick or reinforced concrete. An earlier example is the seven-story brick produce warehouse at 1728 Smallman Street, constructed for L.J. Higgins between 1914 and 1923 (Photo #6). This building originally contained offices on the second and third floors and grocery warehouses on the remaining floors. The building's first floor along Smallman Street contains loading docks that were accessible both by truck and a rail spur. The Commercial Style building is restrained in style; its use of ornament is limited to its corbelled brick cornice and plain cut stone sills. Major exterior alterations include the brick infill of about two dozen upper story windows; the replacement of windows with stylistically appropriate one-over-one or six-

Strip Historic District
Name of Property

Allegheny County, PA
County and State

over-one, double-hung sash windows; and the concrete block infill of cargo bays on the building's Colville Street elevation. In contrast, the 1930 Federal Cold Storage Building at 1501-1517 Penn Avenue (Photos #13, 14) is a purely utilitarian building with walls and floors constructed of poured concrete (exterior walls are of double construction with a 10-inch air space to increase their insulative properties). The building's exterior finish is unadorned poured concrete. Fenestration is limited to a few second-floor openings, all of which have been infilled with concrete block. First-floor cargo doors are a mixture of original sliding steel doors and modern metal replacements.

Though the majority of buildings in the district from 1900-39 are produce retail, wholesale, or warehouse buildings, a limited number of industrial buildings were built during the period. Among the largest and most significant is the ten-story reinforced concrete building constructed in 1906-08 for the Bernard Gloekler Company at 1627 Penn Avenue (Photo #18). Designed by Ballinger & Perrot of Philadelphia, the building is an early and significant example of the exclusive use of reinforced concrete construction. All exterior ornament, such as the dentilled cornice, pilasters with Ionic capitals, and arched window openings, is of cast concrete. The building exhibits the usual Classical tripartite form (base, shaft, and capital), though its tripartite windows show the influence of the Commercial Style. On the primary façade, only six of the 45 window openings contain the original sashes and frames. The remaining windows have been infilled with glass block, concrete block, or a combination of both. Likewise, the five storefront bays have been altered with glass block infill and the installation of aluminum frame windows and doors. A late example of an industrial building in the Strip Historic District is the 1921-1922 Standard Underground Cable Building at 1622-54 Smallman Street (Photos #2-4). This four-story brick building is notable for its sheer size, though it is a relatively plain Commercial Style building whose main architectural feature of note is its large banks of industrial steel sash windows. The building received minor additions on its southwest side prior to 1951. The building retains good integrity overall, and alterations are generally limited to the replacement of first-floor cargo bays with modern storefronts in an effort to transform the first-floor space to nightclubs.

Examples of miscellaneous types of buildings from the 1900-39 period include the Peoples Bath and St. Elizabeth's Roman Catholic Church. The Peoples Bath, located at 1908 Penn Avenue, is a 1908 Classical Revival building that features flat, bracketed window hoods and both round and flat arched window openings with keystones (Photo #24, at left). The window hoods and decorative stepped parapet are constructed of white glazed terra cotta. The integrity of the Peoples Bath has suffered from its conversion to commercial and retail space. Doors have been turned into windows, windows have been turned into doors, and a large aluminum and glass storefront has been installed on the left side of the building. St. Elizabeth's Roman Catholic Church at 1620 Penn Avenue, also constructed in 1908, is a Classical Revival brick edifice of rather small proportions, measuring only 40 feet wide and 90 feet deep (photo #16). Prominent stylistic details include pedimented window hoods, a corbelled brick cornice with arched detailing, and a central tower with brickwork in imitation of quoins. The building generally retains good integrity on its primary elevation, with the exception of the modern, garish exterior doors that were installed when the building was converted to a nightclub about a decade ago.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

The stained glass windows on the side elevations were removed and replaced with aluminum frame, clear glass windows.

The largest and most character-defining building in the Strip Historic District is the Pennsylvania Fruit Auction & Sales Building, which opened in March 1929. The building originally stretched along the northwest side of Smallman Street from 21st Street to mid-way between 17th and 16th streets, containing a nine-bay, two-story, office/auction wing on the 21st Street side of the building, connected to a one-story inspection shed containing 56 double cargo bays, each measuring 20 feet wide (a ratio of one bay per rail car). In July 1930, a half-block addition was added to the southeast side of the building, giving the building an impressive five-block length between 16th and 21st streets. The building had rail sidings on both of its northwest and southeast sides; a remnant of this historic transportation network is the unusually wide width of Smallman Street in this five-block section, which is one of the key character-defining spaces of the Strip Historic District. The building is constructed of red brick with minimal Art Deco-influenced detailing in its brick and limestone parapet walls. The two-story office portion of the building features three- or four-over-one, double hung sash aluminum windows, while the inspection shed retains its original steel sash clerestory and monitor windows. Among the most character-defining features of the building are its paneled wood, center-hinged, fold-up cargo doors. The building was extensively repaired and renovated in 1982-83 by the Urban Redevelopment Authority of Pittsburgh. Work to the inspection shed was generally limited to repairs and did not remove any character-defining features. The 222 extant wood cargo doors (of 252 total) were repaired, while 24 missing doors were replaced with modern roll up doors and six bays were left infilled. The most extensive renovations were made to the two-story office/auction wing, which was gutted and converted to office space. The character of the exterior of the office wing was respected: steel sash windows were replaced with aluminum sash windows of the same configuration, and paneled wood entry doors were replicated to match the originals. In 1995-1996, Z-style truck loading docks were installed on the rear (northwest) side of the Pennsylvania Railroad Fruit Auction & Sales Building and 1.5 bays were removed from the southwest end of the building in order to permit trucks to access the rear of the building along 16th Street. The loading docks were constructed independent of the concrete loading dock and the original copper canopy was left intact. On the building's southeast elevation, portions of the concrete loading dock have been modified by the installation of metal stairs and railings to permit safe pedestrian access to the building. Overall, the Pennsylvania Railroad Fruit Auction & Sales Building possesses integrity. Its overall form and massing survives and only a very small proportion of its bays have been altered by infilling or the installation of modern doors.

Thirteen (13) of the 94 extant buildings in the Strip Historic District (13.8 percent) date from the 1940-1964 period (note: no buildings were constructed in the 1940s). The majority (10) of these buildings are commercial buildings. Of the three remaining buildings, one is a warehouse, one is a fire station, and the other is a manufacturing facility that has been converted to commercial use. Typical commercial buildings in the Strip Historic District from this time period are one-story brick buildings that were built on long, narrow lots previously occupied by multi-story buildings (note: only 2 of the 11 commercial buildings are two stories tall). The buildings are modern in style and typically have plain aluminum frame storefronts. Occasionally ashlar stone veneer (or

Strip Historic District
Name of Property

Allegheny County, PA
County and State

cast stone) is used for façade ornamentation. A typical one-story narrow storefront is 2125 Penn Avenue (Photo #30, second from right), which dates to 1960 and has a flat roof, plain brick façade, and aluminum storefront windows and doors. The only warehouse in the district from the 1940-1964 period is that of the Pittsburgh Cut Flower Company at 1901 Liberty Avenue (Photo #33 at left). This two-story brick building dates from 1957, and measures about 220 feet long and 75 feet deep. The building is modern in style, with polychromatic brickwork and the use of a continuous rowlock sill course that gives the feeling of a continuous horizontal band of windows, even though the windows are interrupted at regular intervals by brick infill. The horizontal lines of the building are also accentuated by its flat roof. Other buildings constructed between 1940 and 1964 include a fire station at 220 22nd Street (Photo #31), which is modern and minimalist in design with plain brickwork; a flat roof; and plain, smooth-cut limestone parapets, sills, and lintels. First-floor windows appear to be modern aluminum frame replacements. The former Jones & Brown Inselbrick Plant at 1601 Liberty Avenue (Photo #34, at far left) is the sole example of an industrial building in the Strip Historic District from the 1940-1964 period. The rectangular building measures about 430 feet long and 60 feet deep. The ca. 1957-62 building is two stories high with a flat roof and does not exhibit any stylistic articulation. The building rests on a concrete block foundation and its walls are clad with brick. The building retains the majority of its paneled wood, overhead cargo doors and its nine-light, steel, pivot sash windows. The only major alterations are the installation of single-light, fixed sash windows in the office portion of the building. The primary (Liberty Avenue) elevation contains a loading dock that was formerly served by a spur of the Pennsylvania Railroad, but has since been converted for use with trucks.

Of the 28 non-contributing buildings in the Strip Historic District, 24 are modern and 4 date from prior to 1964. Non-contributing historic-age buildings include the former Fourth United Presbyterian Church (1700 Penn Avenue; Photo #20 at left), which retains its original size and massing, including shape and form, but has been altered since 1964 by the installation of aluminum siding (obliterating historic fenestration) and modern storefronts. A ca. 1860, two-story building at 1615 Penn Avenue (Photo #17) is non-contributing because its façade was re-clad in stucco; sidewalls were re-clad in vinyl; and the size, shape, and location of primary fenestration and doors has been altered. A ca. 1870, two-story brick building at 2117 Penn Avenue (Photo #30, at left) has been altered by a mid-1920s addition and a complete replacement of the façade (including brick veneer, windows, and doors) sometime after 1980. These three historic-age buildings are non-contributing because they have been altered to the extent that they are no longer recognizable as historic buildings. The ca. 1951-69 Labad's Grocery (1727 Penn Avenue) is non-contributing because its façade has been extensively altered within the past two decades by the installation of a modern aluminum storefront and stucco wall cladding.

In general, alterations to the 66 contributing historic-age buildings cover a wide range of years, particularly with the smaller retail buildings on Penn Avenue that have had several changes in function between the nineteenth and twenty-first centuries. The first floors of buildings generally have received more alterations than upper stories because of extensive storefront remodeling that has occurred continuously during the past century. Alterations to upper stories

Strip Historic District
Name of Property

Allegheny County, PA
County and State

are generally limited to the infilling and/or replacement of windows. Several buildings have had upper floors removed or cornices removed, but in general, alterations are limited to storefronts, fenestration, and awnings. The larger warehouses and industrial buildings, which are more prevalent along Smallman Street, often have extensive infilling of fenestration and cargo bays. Glass block window infill is especially common in the district, and generally dates from the ca. 1950-1990 period. Since 1990, it has been common for historic (or modified) windows to be replaced with single-light-fixed-sash aluminum frame windows. With the popularity of restaurant conversions in the Strip Historic District since the 1980s, the use of glazed metal roll-up doors has become an increasingly common alteration to storefronts and cargo bays. In the 1945-1990 period little attention was paid to using high quality or stylistically appropriate materials for building alterations; this contributes to the "gritty" feeling that many Pittsburghers associate with the Strip District neighborhood. On the whole, historic-age buildings in the Strip Historic District are not pristine examples of various architectural styles. Instead these buildings exhibit alterations from many decades, which tell the story of the evolution of the Strip Historic District from a residential and industrial district, to a wholesale produce district, to a commercial, retail, and entertainment district.

Thirteen (13) of the 15 non-contributing sites in the district are surface parking lots. Most of the parking lots are located along Penn Avenue, but they are spread fairly evenly among the blocks between 15th and 21st streets and they occur frequently on both sides of Penn Avenue. These randomly interspersed parking lots give a rather punctuated feeling to the Penn Avenue streetscape, which was densely developed at the turn of the last century. However, the negative effect of these parking lots on the historic feeling of the district is mitigated by the fact that there is no one area within the district that has a great concentration of surface parking lots.

Likewise, the majority of the 24 (or 25.5 percent of total) post-1964 buildings are located along Penn Avenue and are most often one-story infill on narrow lots. The majority of such buildings date from 1980 or later. Representative of such modern infill development are the buildings at 1715, 1717, 1719, and 1723 Penn Avenue (Photo #21). The small scale and scattered distribution of modern infill development renders it rather unobtrusive, and it does not compete for attention with the adjoining historic-age buildings that are typically taller and more ornate. An exception to the general small-scale nature of modern building is the ca. 1980 Pennsylvania Macaroni Company warehouse at 2000 Liberty Avenue, which measures about 260 feet long by 75 feet deep. Though larger than most modern buildings, the Pennsylvania Macaroni Company warehouse is similar in scale and massing to nearby warehouse and industrial buildings that were built in the 1950s and 1960s along Liberty Avenue. Though the 1980 warehouse is built with noticeably cheaper materials and less attention to design than those from a few decades earlier, which have brick-wall cladding and some stylistic articulation, it is generally compatible with neighboring buildings and does not seriously detract from the historic feeling of the district.

INTEGRITY

The Strip Historic District is significant for its role as a mid-nineteenth-century neighborhood that transitioned into a wholesale produce distribution center beginning around 1900 and

Strip Historic District
Name of Property

Allegheny County, PA
County and State

continuing to the present. Its integrity must be evaluated in consideration of its period of significance and the sometimes drastic economic driving forces that shaped the area. The period of significance spans over 100 years, from 1850 to 1964. Because the period is quite long, the district's buildings have been adapted to changing uses over many decades. Some of these adaptations have resulted in exterior modifications, although some of these changes have become significant as they occurred well within the historic period. The district continues to retain its essential physical features that made up its character and appearance during its period of significance. Although many of the components comprising the district are individually undistinguished, the majority retain integrity and create the essential historic character of the district that gives it a strong identity and sense of place.

The district's integrity of location is critical to the understanding of the area and to its development into Pittsburgh's wholesale produce distribution center. Its location, situated just behind the city's central business district, coupled with its proximity to established major rail lines and early major road networks, is precisely why the district developed and prospered for decades.

The Strip Historic District retains its integrity of design because the elements that combine to create its form, plan, space, structure, and style are intact and recognizable. Such intact elements that define the district's spatial relationships include the mid-nineteenth-century street grid, alleyways, and parcel lines. The extant buildings help to illustrate the district's most important building period (1900-1939) when it transitioned into a wholesale produce distribution center. As noted above, the relocation of the Pennsylvania Railroad's produce yards to the area between Smallman Street and the Allegheny River and the construction of the Pennsylvania Railroad Fruit Auction & Sales Building are important design elements that shaped the entire district. Although the rail yards are no longer present and have therefore been excluded from the boundary, the Pennsylvania Railroad Fruit Auction & Sales Building remains extant with integrity. It takes up the majority of the northwest boundary of the district. This pivotal building influenced other prevalent design aspects of the district including the plaza area of Smallman Street between 16th and 21st streets and the location of several large produce businesses along the southeast curb line of Smallman Street. The integrity of design is also prevalent in the rhythm of the buildings with some of the largest in the district facing Smallman Street; one- to two-story buildings flanking Penn Avenue; and more modern, low-rise buildings facing Liberty Avenue. Changes to individual buildings have occurred primarily on storefronts, including the addition of awnings or canopies; modification of entrance doors and storefront systems; and replacement materials such as signboards, doors, and windows, and do not have a great effect on the district as a whole.

Related to the district's integrity of location is its integrity of setting. The physical environment surrounding and within the district retains the historic character it had during its period of significance. Located on a broad, level strip of land running southwest to northeast and bound by the Allegheny River and the Hill District, the principal streets in the Strip District were laid out to run parallel and perpendicular to these geographic constraints. Later, man-made constraints such as the Pennsylvania Railroad produce yards along the Allegheny River and the

Strip Historic District
Name of Property

Allegheny County, PA
County and State

main line rail yards southeast of Liberty Avenue continued to shape the district as it exists today. The district retains integrity of setting, reflecting the spatial arrangements imposed by the natural and man-made elements, and most importantly, the effects of the produce distribution era that surged between circa 1900 and 1939. The relationship between the component buildings and the local circulation networks around them has remained largely unchanged.

The district retains integrity of materials, which are the physical elements constructed during the district's period of significance. The built environment of the district illustrates the availability of building materials and the evolution of building technologies as evidenced in the early brick-and-frame low-rise buildings from the mid-nineteenth century to the multi-story reinforced concrete "fire-proof" buildings of the early twentieth century. Although some recent building modifications have obscured historic building fabric, the district as a whole retains sufficient exterior materials dating from its period of significance.

Integrity of workmanship pertains to the physical evidence of the crafts of a particular people during a period in history and provides evidence of the artisan's labor and skill. Within the district, examples of workmanship are more evident in the earlier vernacular buildings where popular styles were interpreted and executed by local builders, such as the Fort Pitt Candy Company Building (1642 Penn Avenue, Photo #20) and in the more high-style buildings, such as St. Stanislaus Kostka Roman Catholic Church (57 21st Street, Photo #11) with its stone tooling, carving, and painting. Therefore, the Strip Historic District retains integrity of workmanship.

The district also retains integrity of feeling: it expresses the historic sense of a particular period of time, notably, 1850 to 1964. The district's physical features, primarily its historic buildings and spatial arrangement, are sufficiently intact to convey its historic character and to convey the feeling of an early-twentieth-century produce and market district. The integrity of feeling is augmented through its continuity of use, patronage, and ownership. Many families operating businesses in the Strip Historic District have done so for generations. Their names represent countries of Italian and Eastern European origin. Their businesses continue to supply local populations with market wares and fresh produce. The essence of the Strip Historic District has not changed significantly in the last century, making this district one of the most genuine and authentic places within the City of Pittsburgh.

The district's integrity of association is particularly strong because the district is sufficiently intact and retains the essential physical features to convey its significance as a wholesale produce distribution center from the early- to mid-twentieth century.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

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

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Areas of Significance

(Enter categories from instructions.)

Commerce

Architecture

Religion

Period of Significance

1850-1964

Significant Dates

1906

1929

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Sauer, Frederick C.

Heckert, S. F.

Cox, Father James R.

Pennsylvania Railroad

Kuntz, Joseph F.

Ballinger & Perrot

Craig, Joesph Watson

Strip Historic District
Name of Property

Allegheny County, PA
County and State

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 Strip Historic District meets National Register Criterion A for Commerce. Because it includes the previously-listed St. Stanislaus Kostka Roman Catholic Church, it also includes the Criteria and areas of significance for which that property was listed: Criteria A and C for Religion and Architecture, respectively. In terms of significance for Commerce, this district was the heart of the wholesale produce industry in Pittsburgh, providing produce both locally in the city and regionally in the surrounding counties. The period of significance begins in 1850 with the earliest extant resources in the district and ends in 1964, following the National Register's 50-year guideline. The 1960s brought shifts within the wholesale produce industry (e.g. grocery stores buying direct from producers, the transition from rail to truck) that impacted this area as a wholesale produce distribution center; however, it is likely that the area remained a significant wholesale produce distribution center into the 1970s or early 1980s. It is also possible that, once the wholesale industry declined, the district remained commercially significant as a retail produce center.

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

Large parts of the following text are transcribed from the 1994 Historic and Architectural Survey of the Strip District, Pittsburgh, Pennsylvania (Uhl and Walther 1994).

Strip Historic District: Developmental Summary

Pittsburgh's Strip District neighborhood developed between 1800 and 1860 as the commercial core of downtown Pittsburgh began to extend upward along the south bank of the Allegheny River towards Lawrenceville Borough, annexed in 1868. Large parcels of land were subdivided into numerous plans of lots set in a typical nineteenth-century urban grid pattern of major thoroughfares and cross streets interspersed by small alleyways. Lot divisions generally conformed to residential or small business lot measurements of the time, where parcels were narrow yet deep, extending to alleyways, with minimal frontage on primary streets. Manufacturing concerns located in the Strip District throughout the second half of the nineteenth century by purchasing the remaining larger tracts of land or combining smaller subdivided parcels. By the early 1900s, with the closing of the Liberty Avenue freight line in downtown Pittsburgh, and the establishment of a produce yard, the Strip District began to transition into a produce distribution district, which would largely create the overall layout as it exists today. As the produce district developed, large warehouse buildings were constructed to store and distribute produce, and related uses spread into existing residential, commercial, and, in one case, a former religious building.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

The combined effect of the creation of the Pennsylvania Railroad's produce yards around 1900, and the subsequent construction of the extant Pennsylvania Railroad Fruit Auction & Sales Building (1917 Smallman Street, Photos #1, 2, 3) in 1929 along Smallman Street (then Pike Street) had the single largest effect on shaping the spatial character of the district. Here, all of the mid-nineteenth-century industrial, commercial, and residential buildings from 16th Street to 21st Street and from the northwest curb line of Smallman Street to the Allegheny River were cleared to make way for the produce yards, with the exception of one group at the northeast corner. Historically, many of the buildings along Penn and Liberty avenues were two to three stories in height; most of the two-story residential buildings were demolished to make room for newer commercial and produce-related buildings by the 1910s and 1920s. The flood of 1936 had a devastating effect on the surviving mid-nineteenth-century building stock in the Strip District. Between 1934 and 1945, the City of Pittsburgh, Bureau of Building Inspection, demolished over 200 houses in the Strip District as part of a city-wide effort to clear slum housing (Uhl and Walther 1994:E43). On Liberty Avenue, the demolition of the Railway Steel Spring Company (between 18th and 20th streets), which had closed in the mid 1920s, and slum clearance left a near-blank slate for development by the mid-1940s. The Pennsylvania Railroad acquired and consolidated numerous cleared parcels on Liberty Avenue in anticipation of redevelopment. By the early 1950s, the Pennsylvania did build new freight facilities on Liberty Avenue between 11th and 16th streets (Figure 12, Additional Documentation page 14), but the portion of Liberty Avenue within the Strip Historic District, from 16th to 21st streets, was ultimately redeveloped by others between the 1950s and early 1980s.

Strip Historic District: Historical Overview

Pittsburgh's Strip District developed quickly during the early- to mid-nineteenth century. From 1800 to 1860 the area transformed from a "rural retreat" to an area densely populated with homes, shops, schools, and churches. The area between 11th and 15th streets was platted in 1814 and called the Northern Liberties of Pittsburgh. In 1829, the eastern border of the Northern Liberties was expanded to between present 19th and 20th streets. The Northern Liberties was annexed by the City of Pittsburgh as the Fifth Ward in 1837, and the area from 20th to 31st streets was annexed by Pittsburgh in 1846 as the Ninth Ward (Uhl and Walther 1994:E5-6). Substantial residential, commercial, and industrial development of the area occurred between 1840 and 1870. By mid-century, the Strip District was a vital and significant industrial center in Pittsburgh, with numerous iron mills, foundries, and manufactories. By the 1860s, the population of the Strip District rose to approximately 12,000 residents; many of the residents worked as skilled laborers in the iron mills and glass houses (Uhl and Walther 1994:E5).

In 1852, the main line of the Pennsylvania Railroad was completed between Philadelphia and Pittsburgh, running through the Strip District on the south side of Liberty Avenue. The Allegheny Valley Railroad was completed to Pittsburgh from Oil City in 1870, on an alignment along the south side of the Allegheny River; a frame freight station was constructed in the 1870s on the north side of Railroad Street between 16th and 17th streets. The Allegheny Valley Railroad was leased by the Pennsylvania Railroad in 1900 and was purchased outright by the lessee in

Strip Historic District
Name of Property

Allegheny County, PA
County and State

1910. This purchase included the land now occupied by the Pennsylvania Railroad Fruit Auction & Sales Building. Such transportation improvements made the Strip District attractive for further industrial development. In the 1850s, the Strip District housed 16 iron and steel mills, including Hussey, Wells, and Company, established in 1857 at 17th Street between Smallman Street and Penn Avenue. The company closed at this location in the early twentieth century. Also within the Strip Historic District boundaries was the William McCully glass bottle house, founded in the 1830s at 16th Street and Liberty Avenue, which operated throughout the nineteenth century. Nearby but outside the Strip Historic District boundaries was the J. Patterson and Company steam paper mill at the Allegheny River and 18th Street. None of these industrial resources exist today (Uhl and Walther 1994:E10, 11).

Generally, families working in the Strip District rented four-room, single-family row houses, with an average of five people per household. Only 10 percent of the men in the district owned property (Uhl and Walther 1994:E12). The majority of residents in the Strip District boundary were Protestant, but only by a small margin; 45 percent were Catholic. These people were native-born Caucasians and German and Irish immigrants (Uhl and Walther 1994:E13).

Within the historic district boundaries, a handful of resources remain from the pre-1860 period. All of the industrial buildings are gone. The mills that once lined the river were replaced with railroad tracks and later industrial buildings; these too are now gone. The surviving resources from this period include modest row houses and a church. The oldest two existing structures are the mixed-use c. 1850-52 Fort Pitt Candy Company (1642 Penn Avenue; Photo #20), and the 1850 Fourth United Presbyterian Church (1700 Penn Avenue; Photo # 20).

Between 1860 and 1915, the population in the Strip increased by 50 percent, rising from 12,000 to 18,000. Immigrant populations grew accordingly, and new ethnicities arrived, including Polish and Italians. In 1860, the Irish and Germans represented approximately 70 percent of the population; by 1915 they accounted for only 10 percent of the population due to the arrival of other ethnicities (Uhl and Walther 1994:E17).

The height of industrial production in the Strip District occurred during the period from 1861 to 1915. Technological advances and the mechanization of iron and steel manufacturing processes brought about the demise of the iron rolling mill and the birth of larger, more fully integrated steel mills. The coke blast furnace, the Bessemer converter, and the open hearth furnace established the "steel era." When, in 1868, James Parton of the *Atlantic Monthly* likened Pittsburgh to "Hell with the lid off," he was looking down on the Strip District from the Hill District bluff. Steel mills and associated industries in the Strip contributed to Pittsburgh's national leadership in the production of steel between 1861 and 1905 (Uhl and Walther 1994:E16).

While foundries and manufactories that supported the iron and steel industry were prevalent in the Strip District at this time, many were established outside of the Strip Historic District boundaries, and those that were within the district no longer exist. The James Lappan and Company's Iron City Boiler Works, for example, existed on Smallman Street between 19th and 20th streets from 1872 to 1934 (Figures #33-34). By 1935, the Lappan building was replaced by

Strip Historic District

Name of Property

Allegheny County, PA

County and State

a nine-bay, two-story building containing a restaurant and seven storefronts (1900-1916 Smallman Street; Photo #8). The 1936 telephone directory indicates that four of these storefronts (1900, 1902, 1910, and 1916 Smallman [Pike] Street) contained produce dealers.

1861-1915: Non-produce Resources

Some of the extant commercial buildings in the Strip Historic District from this period were constructed prior to the development of the produce industry. Once the produce industry started to develop, new commercial buildings were constructed including the c. 1895-1905 Art Nouveau building at 1611 Penn Avenue (Photos #15, 17), which was originally used as a store and later as a taxidermy studio. Built in 1906-08, the 10-story, Bernard Gloekler/Penn-Rose building originally housed the Bernard Gloekler Company, manufacturers of commercial kitchen equipment and hotel and store fixtures. The building later housed various offices and storefronts under the ownership of Penn-Rose (Photos #15, 18, 19).

In 1895, the Civic Club of Allegheny County formed as a committee of the Twentieth Century Club. One of its earliest projects was in the Strip District in 1897, when it formed a committee to research public baths in Europe and to establish a network of baths in Pittsburgh. The committee's first effort was directed at the Strip. Financed by a Civic Club member, Mrs. William Thaw, Jr., a lot was secured on Penn Avenue at 16th Street and a building was constructed with 32 showers and two tubs. The charge was 5 cents per shower, although no one was turned away if he could not pay. In 1907, the government purchased the site for a proposed post office, forcing the Civic Club to find a new location. A larger facility, the Peoples Bath, was constructed at 1908 Penn Avenue (Photo #24) with 43 showers and four tubs and a separate floor for women and children. The bath house proved so successful it paid for itself year after year (Uhl and Walther 1994:E34).

In addition to the bath house, other surviving social and religious resources within the Strip Historic District from this period include two churches and a rectory. In 1873, 200 Polish families formed the St. Stanislaus Beneficial Society with the goal to preserve ethnic customs and to hold church services in their native language. In 1887, the group purchased two vacant lots and an adjacent building at 22nd and Smallman streets. These served as temporary quarters for the church, school (ca. 1887; demolished 1970s), and rectory until 1891 when the adjoining parcel at Smallman and 21st Street was secured (Figure #40). The new St. Stanislaus Kostka Church, with its rose window and twin towers, was dedicated in 1892 (Photo #11). As the Polish population grew throughout the city, other neighborhoods petitioned for their own more conveniently located churches. Within 30 years, four new Polish parishes were established throughout the city. The congregation built the church rectory in 1900 (Photo #11). Similarly, the First Catholic Slovak Union raised funds to establish a Slovak parish in the Strip District. Rytier Hall (at 15th Street and Penn Avenue) was purchased and converted to a church in 1895. The parish erected a new church at 1620 Penn Avenue (Photos #15, 16). St. Elizabeth's Church closed in 1993, and the building was subsequently converted into a nightclub (Uhl and Walther 1994:E35-36).

Strip Historic District
Name of Property

Allegheny County, PA
County and State

After a boom in production during World War I, industry in the Strip District experienced a steady decline. Modern steel mills required larger tracts of land than the Strip District had to offer. Firms closed their doors or moved elsewhere. The Depression also took a heavy toll, and several Strip District firms closed during the 1930s. In spite of difficult times, the wholesale produce business continued to grow and became firmly established in the Strip District (Uhl and Walther 1994:E38).

*1900-1915: Produce Resources**

Just after the turn of the twentieth century, redevelopment began in the Strip District between 16th and 21st streets along Smallman Street and Penn Avenue. In 1906, the railroad tracks along Liberty Avenue downtown were removed, displacing the wholesale produce business centered on the 600 to 900 blocks of Liberty Avenue. The removal of these tracks coincided with the Pennsylvania Railroad's three-part development plan at the turn of the twentieth century. The plan was to build updated and adjacent infrastructure in the Strip District, consisting of a new passenger terminal, a freight depot, and a produce terminal (Pittsburgh Chamber of Commerce 1928: 15; *Wall Street Journal* 1928). Commission merchants relocated to Ferry Street on the Monongahela Wharf and to the Strip District. The railroad tracks along the Allegheny River in the Strip District grew into enormous produce yards. By 1906, the Allegheny Valley Railroad had demolished all buildings between 18th and 22nd streets and Smallman and Railroad streets, and the area was filled with rail yards and a triangular shaped, frame fruit depot fronting on 21st Street near Railroad Street. Homes and small manufacturing buildings were demolished and produce warehouses began to line the south side of Smallman Street. Some small neighborhood shops along Penn Avenue gave way to four-story and five-story buildings for wholesale produce merchants. Produce auction houses and wholesalers located mainly on Smallman Street, and smaller dealers located in shops mainly on Penn Avenue. The relocation of produce wholesalers from downtown to the Strip District was a logical one because of the excellent rail facilities that already existed in the Strip District to serve local industry. Between 1910 and 1930, the Pennsylvania Railroad expanded its freight yards so that they covered almost the entire area between 11th and 21st streets and Smallman Street and the Allegheny River (Uhl and Walther 1994:E17).

Produce from the South and West, mainly Florida and California, was sold to wholesale markets through auctions. By 1900, there were three auction companies in Pittsburgh: the Connelly McAfee Company, the Pittsburgh Mercantile Fruit Exchange, and Ball Auction. Jim Fanning, the principal buyer at Connelly McAfee, made an agreement with the Pennsylvania Railroad which permitted the auction companies to operate in the railroad yards. Produce was auctioned and distributed directly from the railroad cars to the wholesale markets. The Pennsylvania Railroad's produce yards opened in 1899, and on April 10, 1901, the first produce auction was held in the Pennsylvania Railroad's yards. In 1901, the Connelly McAfee Company and the Pittsburgh Mercantile Fruit Exchange merged and formed the Union Fruit Auction Company. In the meantime, commission merchants James S. Crutchfield and Robert Woolfolk established the Pittsburgh Fruit and Produce Exchange Auction Company. The Union Fruit Auction Company

*Note see Additional Documentation pages 3-4 for summary tables of produce-related resources.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

and the Pittsburgh Fruit and Produce Exchange combined their interests in 1903, while also maintaining their independent companies. The Union Fruit Auction was Pittsburgh's sole produce auction by 1903 (Uhl and Walther 1994:E28).

Large produce warehouses and offices were constructed on the south side of Smallman Street to serve the growing produce distribution center. Joseph Watson Craig, an oil man and real estate developer, purchased property on the south side of Smallman Street, between 18th and 21st streets, and constructed warehouses for the purpose of storing produce. Craig's building at 62 21st Street, now known as the Catanzaro Building, has long been a prestigious address in the produce business. Over the years, many of the largest wholesale dealers had offices there. By 1908, Connelly McAfee was the leading fruit dealer in Pittsburgh. It was noted that "with their domestic and foreign business they probably rank[ed] as the leading fruit house in the United States" (Lorant 1980:333). The same year, Connelly McAfee built a new four-story warehouse and office building to the rear of, and attached to, the Catanzaro Building (Smallman Street side of 62 21st Street; Photos #9, 10). Sometime between 1914 and 1923, L.J. Higgins built a seven-story grocery warehouse at 1728 Smallman Street (Photo #6), and in 1915 the P.H. Butler Company, wholesale grocers, built a warehouse at 1700 Smallman Street (Photos #5) (Uhl and Walther 1994:E29).

Produce related businesses off of Smallman Street during this period, 1861 to 1915, included the Iron City Produce Company, established in 1890, and relocated to 1700 Penn Avenue after the railroad tracks were removed from Liberty Avenue in 1903. The company converted the former Fourth United Presbyterian Church (Photo # 20, Figure 21) into a branch office with three stores and warehouse space (1994 Uhl and Walther 1994:E29).

Another merchant who relocated from downtown was Salvatore Catanzaro. (There were at least three apparently unrelated Catanzaro families in the produce business.) Sometime between 1906 and 1910, he constructed a four-story brick building at 2127 Penn Avenue (Photo #30). In 1914, sons James and Joseph joined the business, which was then incorporated as S. Catanzaro and Sons, Inc. The family business remained in the building until 1921 when the property was purchased by the Sausage Manufacturing Company (Figure #30) (Uhl and Walther 1994:E29).

Other wholesale produce dealers came from the pool of recent immigrants to Pittsburgh. Habib Koory Ayoob, who came to the United States in 1900 from Kaf Malool, Lebanon, originally worked as a fruit peddler in the Hill District. By 1908, he was established as a wholesale fruit dealer, specializing in watermelons. Ayoob was typical of hundreds of immigrants who worked in the produce yards. Immigrants purchased small lots of produce in the Strip and peddled it in their neighborhoods. When they had saved enough money, they purchased a building, or rented a room, on Penn Avenue and established themselves in the wholesale business. Apparently, few of the produce men lived in the Strip District. Many of the dealers during this period were Jewish or Italian. Most of the Jewish merchants lived in the Hill District (located on the bluff above the Strip District), and could take the Penn Incline to the Strip. Many of the Italian merchants lived in Pittsburgh's Bloomfield neighborhood, located along Liberty Avenue about 2.5 miles east of the Strip District (Uhl and Walther 1994:E29), easily accessible by streetcar.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

1916 – 1945: Produce Resources

Produce men experienced a time of prosperity during the 1920s. This was followed by financial difficulties in the 1930s, brought about by the Depression and losses incurred as a result of the 1936 flood. Still, the produce market continued to expand. Grocery chains like Eagle Grocery (later O.K. Grocery, then Kroger, then Giant Eagle) became customers of Strip produce distribution, further spurring growth. In 1930, for example, Federal Cold Storage constructed a large reinforced concrete warehouse at 1501-1517 Penn Avenue to store perishable foods (Photos #13, 14) (Uhl and Walther 1994:E41).

With a growing volume of produce being distributed through the Strip District, the rail yards became congested and incapable of efficiently accommodating the produce traffic. The Pennsylvania Railroad recognized the financial opportunities in providing an efficient terminal for the delivery and distribution of produce. In 1929, the Pennsylvania Railroad constructed a Fruit Auction & Sales Building (Photos #1, 2, 3). Representative samples of the daily railroad deliveries of produce were displayed in the terminal for inspection and selection. Wholesalers made their purchases through the daily auction that was held in the northeast end of the terminal building or through large wholesale operations such as I. Cohen and Sons and J.E. Corcoran that had space on the terminal floor (Uhl and Walther 1994:E41).

1916 – 1945: Non Produce Resources

As heavy industry declined, the population of the Strip fell from a peak of about 18,000 in 1915 to about 3,500 in 1940. The City of Pittsburgh demolished vacant houses, which were dilapidated from years of overcrowding and neglect. During the Depression, the Strip District was a focal point of assistance to the unemployed because of the large shantytown erected there (see Figure #43), and because of the work of Father James Cox, an activist priest of St. Patrick's Church (67 17th Street, Photos #34, 35) well known for his radio ministry. Father Cox became a nationally known figure when he led thousands of unemployed men to Washington, D.C., to ask for government relief during the Depression. St. Patrick Parish's 1865 edifice was destroyed by fire in 1935, and the present church building was constructed in 1936 during the pastorate of Father Cox (Uhl and Walther 1994:E39).

One exception to this decline of industry appears with the Standard Underground Cable building erected 1921-1922 at 1622-1654 Smallman Street (Photos #2, 4). The block-long, five-story building was constructed as a manufacturing plant dedicated mainly to the manufacture of lead-covered cables for telephone, telegraph, and electric power (Uhl and Walther 1994:E40). Standard Underground Cable went out of business ca. 1930, and produce firms were occupying parts of the building by 1931 (R.L. Polk & Co. 1931).

1945 – 1964:

In the 1950s, Pittsburgh was the produce distribution center for 31 surrounding counties. There were 141 wholesale produce facilities in the Pittsburgh area, and 71 of those were in the Strip District (USDA 1964: 3). Traditionally, the wholesale produce companies in the Strip District

Strip Historic District
Name of Property

Allegheny County, PA
County and State

had been serviced by rail. Fruits and vegetables arrived at the produce yards and were transferred to the Pennsylvania Railroad Fruit Auction & Sales Building to be sold at its integral auction house, or produce was sold directly from boxcars in the rail yard. Wholesalers were not charged rent for the use of terminal space. After World War II, a network of interstate highways and trucking began to replace railroads as the preferred method of transporting produce from growers to wholesalers. Trucks could bring produce to Pittsburgh from California in two to three days, as opposed to six or seven days by rail. In 1952, Strip District wholesalers received 30 percent of their fruits and vegetables by truck. In 1959, 50 percent of their produce arrived by truck. The railroad reacted to this competition by refusing to let trucks park next to the terminal. This forced wholesalers to find other storage space for produce. Many turned to Federal Cold Storage at 1501-1517 Penn Avenue (Photos #13, 14). Express companies responded to the railroads by setting up headquarters on the 2200 block of Smallman Street, a block away from the terminal (Uhl and Walther 1994:E46). In 1954, Robert Wholey Co. built a storefront at 1711 Penn Avenue to sell retail products (Photo #21). This construction reflects an important shift from wholesale to retail for many businesses in the district, particularly those located on Penn Avenue.

1964 – 2013:

In 1962, Pittsburgh's Mayor Joseph Barr commissioned a study of the city's wholesale food distribution facilities by the United States Department of Agriculture. Two years later the USDA issued a report noting the Strip District's major inadequacies as a wholesale food distribution center. Traffic was hopelessly congested by trucks, parking space was limited, and produce was excessively handled because there was little or no mechanization. In 1966, the Pennsylvania Railroad discussed plans to redevelop a major portion of the Strip District into offices and park space, but subsequent bankruptcy stopped that plan. After the railroad's 1970 bankruptcy, much of the Penn Central's land holdings in the western part of the Strip District was sold to developers (Uhl and Walther 1994:E47).

Though the produce industry changed drastically in the second half of the twentieth century, some wholesale firms stayed in the Strip and continued to operate out of the terminal building. By the mid-1970s, only about 24 wholesalers were operating out of the Pennsylvania Railroad Fruit Auction & Sales Building under a lease from Conrail. Some of the remaining produce firms began to expand their businesses by opening retail food shops on Penn Avenue.

By the 1990s, about a dozen produce wholesalers were operating in the Strip District. Several notable development projects have taken place on former Pennsylvania Railroad lands. Developer Jack Buncher constructed two suburban-style office buildings on former railroad land on the south side of Liberty Avenue (Uhl and Walther 1994:E47). The Buncher Company currently owns the former rail yards located between the Pennsylvania Railroad Fruit Auction & Sales Building and the Allegheny River; this land is currently used as a surface parking lot, but it may be developed in the near future. In 1981, the Urban Redevelopment Authority of Pittsburgh (URA) used \$1.1 million in City of Pittsburgh/HUD Community Development Block Grant funds to purchase the Pennsylvania Railroad Fruit Auction & Sales Building in order to preserve it for use as a produce distribution center and to prevent alternate-use development. In 1982-

Strip Historic District
Name of Property

Allegheny County, PA
County and State

1983, the URA renovated the building and converted the former auction/office wing into modern office space. The URA maintained the building as a viable produce distribution center for three decades. By 2010, only eight produce distributors operated from the building. Since 2010, tenants have been vacating the building and it appears that only two produce wholesalers remain (Belko 2013). A recent produce-related development in the Strip District was the construction, in 1997, of a large produce warehouse by Consumer's Produce on the north side of Smallman Street between 21st and 23rd streets, outside of the boundary of the Strip Historic District, in an area dominated by express trucking companies.

In the last 30 years, retail has come to dominate the Penn Avenue corridor of the Strip District. Patrons come to the Strip to purchase produce, specialty and ethnic food items, and to dine at restaurants and bars. In recent years, Smallman Street has become a popular spot for nightclubs and several such establishments are located in the former Standard Underground Cable building at 1622-1654 Smallman Street (Photos #2, 4).

Historical Overview of National Produce Distribution

Produce includes fruits, vegetables, dairy products, and poultry products, which were frequently handled in the same business manner (Erdman 1928:3), particularly before World War II.

In the United States, a high degree of geographical specialization in the production of perishables was in place by the end of the nineteenth century, with products generally becoming available south to north and west to east. Distribution was made possible by the development of railroad transportation and particularly of refrigeration in transit which was in widespread use by the 1890s (Phillips and Fraser 1922:179-195). These developments permitted long hauls of perishable produce in carlots (a full rail car with one product) from the South and the West to the eastern and midwestern markets including Pittsburgh, the large population centers of a growing United States (Erdman 1928:6). Carlots are also the term used for trucking firms' units of tractor trailers, as the rail transportation yielded to this method of transport that began to dominate in the 1950s and 1960s with the development of the interstate highway system.

The distribution system or market handling of produce from the growers and producers to the retail consumer involves a number of classifications of operators or middlemen, including cooperative associations shipping the produce of multiple producers, wholesale receivers, commission men, brokers, jobbers, or simply middlemen (Erdman 1928:101-112). An auction company may also be used attempting to maximize the factors of supply and demand (Erdman 1928:114).

Grading systems were developed primarily by producers' associations or exchanges in the early twentieth century to provide for reliable shipments of uniform varieties, sizes, packaging, and quality. This was an attempt to eliminate the excessive inspection of carlots of produce arriving at the principal marketplaces in the Northeast. This function would gradually be supplemented by certified inspections by government employees of the Department of Agriculture. Beginning with the Food and Drug Act of 1906, it provided for the regulation of product labeling rather

Strip Historic District

Name of Property

Allegheny County, PA

County and State

than pre-market approval. Foods were not defined according to analogous standards, but the law prohibited the addition of any ingredients that would substitute for the food, conceal damage, pose a health hazard, or constitute a filthy or decomposed substance. This was further supplemented in November 1917 with establishment of an inspection service in 24 of the large markets under authorization of the Food Production Act. Shippers and receivers could then rely on a substantial amount of uniformity in the produce (Erdman 1928:246-272; www.fda.gov/AboutFDA/WhatWeDo/History).

Cooperative produce houses and associations were created for the distribution of produce from small-scale producers. This could allow for uniform grading and packaging of the produce and the assemblage of carlots destined for larger cities. When producers were located near a large city and were able to pool their product, as with dairies, creameries, or cheese factories, they were often able to sell directly through a distribution system to retail grocers, hotels, and larger restaurants, thereby eliminating middlemen (Erdman 1928:48).

The majority of produce would typically pass through longer trade channels consisting of from three to five middlemen. Ordinarily produce passed from country assemblers or cooperatives to the shipper, who would assemble carlots and in turn sell to wholesalers in some large city. The wholesaler, in turn, sold to a jobber, who supplied the numerous retailers, hotels, and restaurants (though large institutions often dealt directly with wholesalers) (Erdman 1928:46) (Figure 60).

The true wholesaler in the produce business is often referred to as a "carlot wholesaler," as a "wholesale receiver," or merely as a "receiver." Wholesalers occupy a position between the distributor or a country shipper and the jobber, purchasing directly from the producers, cooperative associations, or through brokers. In most large markets, the term jobber refers to the middleman who sells mainly to the retailers, regardless of whether he receives carlots directly or buys from other receiving wholesalers, and usually handles a greater variety of products while operating on a smaller scale. Jobbers generally have greater contact with and provide more services to the purchasers of their line of products (Erdman 1928:55-56).

Brokers in the produce trade are middlemen who do not handle goods and do not purchase outright but merely connect buyers and sellers. They generally specialize in knowledge of sources of supply or of sources of demand and can therefore economically lead the seller to a buyer or buyer to a seller. They are thought of as specialized salesmen with knowledge of the personnel, conditions, sources, quality, and quantity within the marketplace (Erdman 1928:56-57).

Commission businesses are wholesaler receivers who obtain produce directly from a distributor at a shipping point and sell it at the best price obtainable in the market. Remittance is sent to the distributor less the margin and associated transportation costs (Erdman 1928:57-58).

Location of markets can be determined from several factors, including the historical site of a farmers market that was convenient for farmers and for consumers in the nineteenth century. Access to a waterfront, where boats came loaded with produce, along the seaports, riverfronts,

Strip Historic District
Name of Property

Allegheny County, PA
County and State

and lakefronts, may have been a determining factor. The location of rail facilities also helped determine the location of a wholesale produce market district, as the locations of wholesale terminals at Philadelphia or Los Angeles and the railroad yards of Pittsburgh illustrate. There was a strong tendency for dealers to congregate in any given location once a market was established. Sellers wanted to be where the buyers were in the habit of coming. Buyers, for their part, liked to shop and compare prices and quality and would perhaps buy one thing from one dealer and something else from another (Erdman 1928:94-98).

The fruit auction does not eliminate any middleman. To the contrary, it is an additional middleman. It stands between the commission man, or the representative of a distant shipper, and the jobber. Goods are not consigned direct from distant shippers to the auction companies, but are billed to shippers' direct representatives or wholesale commission merchants who turn over the fruit to the auction companies. The auctions require shippers to have representatives on hand who can vouch for the faithful performance of duties on the part of the auction company. Again, the auction protects the commission men as first hand receivers, since all of its records are public and its daily sales telegraphed in detail to the shippers (Erdman 1928:114-128).

Fruits and produce were sold at auction in the United States as early as 1827, as reported in a New York commercial journal (Erdman 1928:116). The first to operate in Pittsburgh organized in 1894 as the Pittsburgh Fruit and Auction Co. at 826 Liberty Avenue in the central business district, where wholesalers were located at that time. (Diffenbacher 1894: 720)

Pittsburgh was one of the principal auction markets in the United States, with others predominantly being in the Northeast and Upper Midwest, all of which were private corporations. In 1915, the Union Fruit Auction Company conducted 298 auctions in Pittsburgh [*California Fruit News* 53:1454 (May 20, 1916):8]. The revenue of the auction company came from the selling fee, or commission, which varied in different markets. In some cases, this revenue did not cover the companies' operating costs due to keen competition and large powerful produce associations demanding low commission rates. To increase auction companies' revenues, the larger shippers agreed that an additional charge would be made per package for handling and displaying samples. These charges became known as a terminal charge, which varied widely among markets. In the late 1920s an auction was referred to in brief terms as a clearing house, made necessary by modern conditions, improved traffic facilities, highly organized distributing agencies, and the demand for fresh produce. In June 1923, the National FOB Auction Company was the first company organized for the purpose of selling carlots of fruits and vegetables at auction while the cars were still at the loading stations, in transit, or in storage (Miller and Hauck 1925:27; R.L. Polk 1924). This type of auction was commonly referred to as an F.O.B. telegraphic auction. (F.O.B. stands for free on board, meaning that the buyer is responsible for the goods and shipping charges from point of shipment, and the seller is responsible for the goods and transport costs up to point of shipment.) F.O.B. telegraphic auctions were conducted over leased telegraph wires that connected the sales rooms maintained by the company in various markets (Miller and Hauck 1925:27).

Strip Historic District
Name of Property

Allegheny County, PA
County and State

The auction was simply an intermediate step between the wholesale receiver of the producer and shipper and wholesaler and jobber. It functioned to facilitate the rapid movement of highly perishable fruits and produce, which have always been highly valued. Until the auction came, supplies could be intermittent, leading to great fluctuations in prices that made the growing end hazardous and often unprofitable for producers and the selling end equally hazardous, often entailing serious losses for wholesalers [*California Fruit News* 53:1454 (May 20, 1916): 4].

In the early twentieth century, auction sales were usually held at some freight terminal where the fruit would undergo the least handling between unloading and delivery on the floor of the jobbers. The auction employees received and inspected the stock on arrival, supervised its division into separate lots, varying from two or three to fifteen to twenty packages in a lot. These employees also supervised the opening of sample boxes, prepared the samples for inspection by buyers, printed and circulated the catalogue showing the lot number of packages in each lot and other information to enable the buyers to pass judgment upon the fruit without delay. The sale would be announced for a definite hour, previous to which buyers could examine the samples [*California Fruit News* 53:1454 (May 20, 1916): 4].

The auctioneer was the czar of every fruit auction. He was expected to be an expert fruit judge and know accurately the real value of every lot that he was selling. He needed to be a keen judge of human nature, well posted on market conditions in all parts of the country, of almost infallible good judgment, and should have been an executive of the highest type. Effective auctioneers would keep buyers on a razor's edge, stimulating competition by every known device, and close sales rapidly. Thousands of packages changed ownership in an incredibly short time, so that carloads of high priced fruit were quickly put into distributive channels [*California Fruit News* 53:1454 (May 20, 1916): 4].

After the sale, the auction company made remittances to shippers, made the bill to the buyer, and looked after the collections. The usual practice was for the auction company to mail remittances to the shipper within 24 hours after the goods were sold. In a few markets, buyers were required to pay cash, but in most of them there was a credit list with an allowance of one week in which to settle. All of this work required experienced handlers and expert accountants [*California Fruit News* 53:1454 (May 20, 1916):4].

Historical Overview of Produce Distribution in the Pittsburgh District

Pittsburgh was the tenth largest urban place in the United States in 1920 with a population of 588,343. Transportation of produce in Pittsburgh was described as wholly inadequate, by the early 1920s. The release of a plan in October 1923 by the Citizens Committee on the City Plan of Pittsburgh proposed the building of new freight and produce terminals, establishing terminal platforms on which all products would be unloaded prior to 6 a.m., at which time jobbers and other large buyers would be admitted to buy from the wholesale receivers. Such a plan would eliminate the small-scale jobbing from the yards and would speed up business, as small jobbers would commonly use the railcars as their principal place of business (Citizens Committee On City Plan of Pittsburgh 1923:65-66).

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Construction of adequate storage warehouses equipped with refrigeration was recommended, preferably near the produce yards or possibly above the yards because of the scarcity and high cost of land. A modern type of produce terminal had already been built in Los Angeles by the Union Terminal Company with warehouses with a capacity of about 2,000,000 square feet, and a similar capacity was desired for the Pittsburgh district (Citizens Committee On City Plan of Pittsburgh 1923:65-66).

It would not have been easy to establish produce yards in another part of the city and ensure successful operation. The present location is so well known, having been established in 1899, and commission men had so thoroughly adjusted themselves to it that shipments were invariably directed specifically to that point [*California Fruit News* 53:1454 (May 20, 1916):8]. Because of the importance of Pittsburgh as a produce center, there was every reason to suppose that there would be an increasing demand for produce terminal facilities, not only to serve Pittsburgh proper but also to serve the vast area of which it is the transportation center. This area was becoming more densely populated, particularly along the river valleys. To this end, it was believed desirable to make considerable effort toward the establishment of one additional produce rail yard within the Pittsburgh district (Citizens Committee On City Plan of Pittsburgh 1923:65-66). On April 28, 1928, announcement was made that a gigantic produce yard improvement project, costing an estimated \$5,500,000, would improve the facilities with a 60 percent increase in the efficiency and speed of handling foodstuffs (*The Pittsburgh Press*, April 12, 1928).

The jobbers operating out of the district supplied the inventory of foodstuffs to retail dealers of fruit, produce, and groceries. The retail market is that in which tradesmen of various classes sell goods for direct consumption rather than for resale. In the early twentieth century, a large number of grocers, produce, and fruit retailers provided the growing Pittsburgh population. The population of 451,512, for Pittsburgh and Allegheny City combined in 1900, increased to 669,817 in 1930. There were 1,974 retail grocers supplied by listed wholesalers in Pittsburgh and Allegheny City in 1906, along with 178 fruit retailers supplied by wholesalers. Of the 48 produce wholesalers supplying 120 produce retailers, 70 percent were already located within the boundary of the Strip Historic District. These numbers are exclusive of meat dealers and the like. By the time the new Pennsylvania Railroad Fruit Auction & Sales Building opened in 1929, 80 fruit wholesalers and brokers were supplying 257 fruit retailers. Note that the number of retail grocers declined to 1,902 (from 1,974 in 1906), though the number of listed wholesalers increased from 48 to 51. The 1929 Pittsburgh City Directory lists 67 retail produce dealers, most of which were operating out of the North Side Market House. Meanwhile, the number of produce commission merchants and wholesalers grew by 260 percent to 125, with all but nine operating from offices or facilities within the Strip Historic District boundary. (R. L. Polk & Co. and R. L. Dudley:1906; R.L. Polk:1929).

The figures below represent a comparison of carlots and the value of auction sales of foreign and domestic fruits and produce sold at auction in 1923 for Pittsburgh, Cleveland, Philadelphia, and New York City and the 1963 value of wholesale trade (all) for those cities' respective Standard

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Metropolitan Statistical Areas. These figures show that Pittsburgh's volume of produce trade seems to be about average for a city of its size when compared with other cities among the 15 or so well-established auction markets in the country (Erdman 1928:117; U.S. Geological Survey 1970:224-225).

<u>City</u>	<u>Carlots</u>	<u>1923 Gross Value</u>	<u>1963 Wholesale Trade</u>
Pittsburgh	4,359	\$ 6,115,403	\$ 6,670,000,000
Cleveland	4,884	6,357,940	7,780,000,000
Philadelphia	14,862	17,328,371	10,560,000,000
New York	50,313	72,180,617	68,300,000,000

The population of Pittsburgh only increased to 677,806 by 1950, its peak. The number of independent grocers and retailers of fresh fruit and produce in Pittsburgh continued its steady decline between 1929 and 1961. By 1961 only 888 retailers remained, including 53 retailing fruit, 32 in produce, and 6 national, regional, and local chain stores operating 57 locations. A & P Food Stores and Giant Eagle Markets were dominating the chain store markets with 18 and 16 locations respectively. Giant Eagle Markets also operated and received produce directly at their own warehouse facility one mile to the northeast of the Strip Historic District. The numbers of wholesalers and brokers mirrored the declines in the retail market. The number of wholesale businesses handling groceries, fruit, and produce combined had dropped to 113. Produce commission merchants and wholesalers had nearly halved to 67 since 1929. The transportation of fresh fruit and produce to the Pittsburgh district had also made a dramatic shift by this time as well, with 50 percent now arriving by motor truck. (Buntin and Nightengale 1961; R. L. Polk & Co. 1961).

By 1980, market practices largely precluded the need for individual middlemen in produce trading to the retail market. Wholesale activity in the Strip Historic District had decreased steadily since the mid-1960s, particularly with chain grocery stores purchasing their produce directly from shippers. The number of men working in wholesale produce in the Pittsburgh district declined by two-thirds between 1966 and 1979, with only 30 to 40 percent of the city's produce moving through the facilities in the Strip Historic District (Smith 1979).

Development of Produce Terminal Facilities: Comparison with Cleveland and Philadelphia

Comparison of the development of produce facilities with other market hubs indicates that the pattern of improvement of produce terminal facilities in Pittsburgh, by which wholesale distribution was first centered in the central business district and then moved because of congestion and lack of space for expansion to a more favorably located site within a couple miles of the central business district, was a common one. The fact that Pittsburgh's produce terminal improvements were undertaken by a major railroad in the mid- to late-1920s is also a commonality shared with the development of produce terminals in several other hub cities.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

(Though not detailed here, improvement of Detroit's produce terminal in 1929 was also very similar to Pittsburgh's.)

Cleveland

In Cleveland, Ohio, which is another inland port city, wholesale produce markets were originally scattered along Broadway, Woodland, and Central avenues from E. 6th to E. 9th streets. The hub of these markets, located in the central business district, was displaced due to commercial expansion, specifically the Cleveland Union Terminal and Freight House, built 1925-1928 (Union Terminal Group, National Register Nomination, 1976). In 1926, the Nickel Plate Development Company was organized as a subsidiary of the Nickel Plate Railroad, and ultimately, in conjunction with the perishable dealers, developed the Northern Ohio Food Terminal (Hampton 1947:312-313).

Located approximately two miles southeast of downtown Cleveland and covering 34 acres on Orange Avenue between E. 37th and E. 40th streets, the Northern Ohio Food Terminal opened in June 1929. It consisted of four, one-and-one-half-story reinforced concrete buildings serving 96 stores. These were approximately 480 feet by 100 feet oriented perpendicular to the 16 track, approximately 1,000-car-capacity rail yard, which was owned and operated by the Nickel Plate Railroad. An auction building of one and two stories, approximately 450 feet long was oriented parallel to the tracks of the produce rail yard. A Grower's Market, with covered sheds for local produce covering 4½ acres opened in 1930. An extant three-story reinforced concrete cold storage building with a one-story wing was completed early in the development of the terminal and remained in use until ca. 2008. It is similar in style to the Federal Cold Storage Co. building in Pittsburgh. When the terminal opened, it was handling 18,000 cars annually. By 1954, 40,000 carload equivalents of rail and truck were being handled at the terminal. Two of the terminal buildings and the cold storage building are extant, along with the auction building that has been enlarged and serves one of the Midwest's largest produce distributors (Encyclopedia of Cleveland History 1998).

Most of the wholesale produce merchants, such as the Sanson Company, transferred their businesses to the new terminal or adjacent surroundings (Sanson Company 2013). However, the Cleveland directory of 1942 contains advertisements for several well established wholesale grocers that were not displaced by the downtown expansion and remained near the new Cleveland Union Terminal; their larger extant buildings recently have been adaptively reused.

Philadelphia

In contrast to the inland markets like Pittsburgh, Pennsylvania, and Cleveland, Ohio, the east coast markets of New York City, New York; Baltimore, Maryland; and Philadelphia, Pennsylvania, have access to seaports. Specifically in Philadelphia the wholesale grocery, fruit, and produce markets developed along the area of Dock Street, in the southeast quadrant of central Philadelphia. The markets were in close proximity to the Delaware River piers and narrow rail sidings of the Pennsylvania Railroad Freight Terminal and Philadelphia & Reading Railway, running parallel to the river and its South Pier No. 8.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

On May 10, 1927, the Reading Company and the Baltimore and Ohio Railroad announced the opening of a joint \$10,000,000 warehouse for the reception and distribution of perishable foodstuffs, being the largest and most modern terminal of its kind in the country. This moved the railroads' produce handling facilities approximately 2 miles, boasted as a five-minute drive, to the south of the Dock Street markets, thereby relieving congestion and easing the handling of products (*New York Times*, May 10, 1927).

The terminal covered an area of 23 acres on Delaware Avenue between Snyder Avenue and Ritner Street. The terminal comprised an auction sales building with platform and team track delivery, a private sales building, and cold storage warehouse. The private sales building was reported to be 900 feet long, being served by three car tracks, enabling 72 freight cars to unload their products at the same time. Seven floors in the private sales building were to be used for refrigerated storage of fruits, vegetables, dairy, and other produce. The refrigerator space was approximately 1,300,000 cubic feet, divided into 21 rooms of different temperatures (*New York Times*, May 10, 1927).

The carload capacity of the cold storage unit was between 900 and 1,000 cars. Another feature was the 48-hour cooling room, with capacity of from five to seven cars, to take care of highly perishable produce for a day or two in hot weather. Cold storage capacity was promoted to wholesalers by stating that the cost savings realized by a reduction in perishable waste of foodstuffs would be reflected in lower prices to the consumer (*New York Times*, May 10, 1927). Today, the facility is the site of a shopping plaza.

In 1959, the City of Philadelphia opened a \$100 million Food Distribution Center on 388 acres at S. Gallaway Street and Packer Avenue in South Philadelphia, which caused the relocation of wholesale merchants from Dock Street and the Philadelphia Auction Building. This move allowed for an urban redevelopment project bounded by Dock, Walnut, Front, and Second streets, for which the Dock Street markets were demolished in the 1960s. Associated with redevelopment was the construction of I. M. Pei's Society Hill Towers and other buildings in 1964 and the construction of Interstate 95 in 1967 (Keels 2007:50-51, 247).

When compared to the neighborhoods surrounding the 1920s-era produce terminals in Cleveland, Philadelphia, and Detroit, the Strip Historic District in Pittsburgh is remarkable, not only because of the number of early- to mid-twentieth-century buildings that survive, but also because of the range and concentration of buildings related to produce distribution. In Pittsburgh, multiple examples of large warehouses, wholesalers, and retailers survive in addition to the Pennsylvania Railroad Fruit Auction & Sales Building. In particular, Philadelphia, Cleveland, and Detroit never developed a compact and closely related produce retail district analogous to that of the 1600-2100 blocks of Penn Avenue in Pittsburgh. Though Detroit has a remarkable Art Deco produce terminal, it, like the produce terminal in Cleveland, is surrounded by only a handful of produce wholesalers, who generally occupy unremarkable buildings. In Philadelphia one can find an Ikea and Lowes Home Improvement Center on the site of the terminal buildings. A significant part of the adjacent warehouse and wholesale district in

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Philadelphia has been demolished for urban renewal and Interstate 95, and only fragments of historic blocks remain, such as that west of N. Front Street between Market and Arch streets.

Significance

The Strip Historic District is significant at the local level under Criterion A of the National Register Criteria for Evaluation: the district is associated with events that have made a significant contribution to the broad patterns of Pittsburgh's history in the area of Commerce.

While the Strip District initially developed in the mid-nineteenth century primarily as an industrial center with numerous iron mills, foundries, and manufactories, contributing properties in the Strip Historic District primarily reflect the district's association with the produce industry. When the railroad tracks were removed from Liberty Avenue in downtown Pittsburgh in 1906, produce dealers relocated to the nearby Strip District, which was sandwiched between two rail lines, with the Allegheny Valley Railroad on the north and the main line of the Pennsylvania Railroad on the south. The railroads expanded existing rail yards and allowed produce firms to hold auctions in the rail yards (thus becoming "produce yards"). As production and heavy manufacturing industries outgrew the district, and later succumbed to the economic troubles of the Great Depression, the wholesale produce business continued to grow and became firmly established in the Strip District. The ensuing growth of the produce industry fostered commercial development in the Strip District, which continues to operate as a hub for produce and food-related industries, making it one of the most "authentic" places in the city in the minds of many Pittsburghers. Today, produce and food-related resources make up approximately 32 percent of the buildings in the district. Of the extant structures, a similar 31 percent were used for produce and food purposes historically. Many pre-1906 buildings, especially dwellings with first-floor retail, were altered and converted to food-related uses. Therefore, such buildings, though lacking stylistic integrity, contribute to the district, as they illustrate the neighborhood's transition from an industrial center to a hub for produce distribution.

In the area of commerce, surviving buildings in the Strip Historic District reflect the historical development of produce distribution and food-related retail stores in the first half of the twentieth century. A wide range of buildings is represented, from the Pennsylvania Railroad Fruit Auction & Sales Building itself to large and medium sized wholesalers, offices, refrigerated warehouses, and small retail establishments. This range of wholesalers and retailers reflects the district's historical role as both a local and regional hub in the network of the rail-based transport of produce. Large stores or wholesalers typically bought directly from the railroad yards or auction house, while smaller stores and commercial customers typically purchased goods from the numerous middlemen who maintained wholesale establishments in the Strip. Smaller retailers, typically located on Penn Avenue, sold directly to consumers. In the area of Commerce, the Strip Historic District was an important hub not just for produce but for food products in general and ethnic foods in particular. The Robert Wholey Company (1501-1517, 1701, 1711, and 1715 Penn Avenue) was (and continues to be) an important distributor of fish and meats, and the Pennsylvania Macaroni Company (2000, 2006, 2014 Penn Avenue) continues to be a noted distributor and retailer of Italian and specialty foods. Other large businesses, such as the Sausage Manufacturing Company (2127 Penn Avenue) and small businesses, such as the Italian Cheese

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Company (2115 Penn Avenue) no longer operate. By the mid-twentieth century, the growth of large chain supermarkets, which bought directly from growers and producers, began to have a marked effect on businesses related to local and regional food distribution. In response, some distributors in the Strip District began to increase their focus on retail sales. This shift is reflected by the Robert Wholey Company's construction of a retail store at 1711 Penn Avenue in 1954. Since the 1970s, the trend of a focus on retail and specialty food products has increased, and this adaptation has allowed numerous family-owned businesses that have operated in the Strip District for several generations to thrive in the face of changing market conditions.

The district's significance and richness is based on the strong degree of historic association among contributing buildings, which together represent diverse scales, periods, and styles of inter-related commercial buildings historically tied to produce distribution in the Pittsburgh region. These qualities cause the Strip Historic District to be one of the most distinctive and recognizable neighborhoods in the city. In the midst of various urban renewal efforts in the 1970s to the 1990s, this section of the Strip District has maintained its character and continues to operate, in some ways, as it did 100 years ago.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

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n.d. Corporate website. www.sansonco.com/.

Smith, Eliza

1979 *Historic Sites Survey of Allegheny County: Strip District.* July 1979. Copies available at the Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation.

Union Terminal Group

1976 National Register of Historic Places Registration Form for the Union Terminal Group, Cleveland, Cuyahoga County, Ohio. Copies available at the Ohio Historic Preservation Office, Columbus.

Uhl, Lauren and Tracy Walther

1994 *Historic and Architectural Survey of the Strip District: Pittsburgh, Pennsylvania.* Historical Society of Western Pennsylvania, Pittsburgh, PA.

U.S. Food and Drug Administration

2013 <http://www.fda.gov/AboutFDA/WhatWeDo/History/default.htm>, accessed October 22, 2013.

U.S. Geological Survey (USGS)

1970 *The National Atlas of the United States of America.* USGS, Washington, D.C.

1993 *Pittsburgh, Pennsylvania 7.5 minute topographic quadrangle.* USGS, Reston, VA.

University of Pittsburgh

n/a Photograph collection. Archives Service Center, University of Pittsburgh, Pittsburgh, Pennsylvania. Documents available electronically at:
<http://digital.library.pitt.edu/pittsburgh/>.

Wall Street Journal

1928 "Pennsylvania's Plans for Pittsburgh Area: Program Calls for \$45,000,000 Expenditure for Improving Facilities and Construction of Produce Terminal." July 27, 1928.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

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

10. Geographical Data

Acreeage of Property: 33.3 acres

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or WGS 1984

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 17 | Easting: 586217 | Northing: 4478656 |
| 2. Zone: 17 | Easting: 586364 | Northing: 4478391 |
| 3. Zone: 17 | Easting: 585813 | Northing: 4477911 |
| 4. Zone: 17 | Easting: 585655 | Northing: 4478106 |

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

The boundary of The Strip Historic District is shown as a solid line on the accompanying map entitled "Site Map and Photograph Key," Additional Documentation, Page 1, at a scale of 1" = 200'.

Strip Historic District
Name of Property

Allegheny County, PA
County and State

Boundary Justification (Explain why the boundaries were selected.)

The district boundary includes commercial, industrial, and residential properties that have historically been part of Pittsburgh's Strip District neighborhood and that maintain historic integrity. The southwestern end of the district encompasses the northwest side of the 1500 block of Penn Avenue and the southeast side of the 1500 block of Smallman Street, but excludes surface parking lots northwest of Smallman Street and modern development southwest and southeast of Penn Avenue. On the southwest side of the Pennsylvania Fruit Auction & Sales Building, the boundary follows the line of parcel 9-D-200 along the northeast side of 16th Street (here the parcel line is even with the edge of the sidewalk on the elevated 16th Street Bridge) so as to include the driveway constructed on the former site of several bays of the Pennsylvania Fruit Auction & Sales Building in order to permit trucks to exit the building's loading docks. Likewise, the northwestern boundary of the district then follows the rear (northwestern side) of the tax parcel associated with the Pennsylvania Fruit Auction & Sales Building (parcel 9-D-200), so as to include the loading docks and an adjacent 70-foot driveway that historically served the building. Vacant land and surface parking lots extending from the northwest boundary of parcel 9-D-200 to the Allegheny River are excluded from the district. Similarly, the boundary extends along the west and north façades of the City Banana Company buildings (following the northwest and northeast lines of tax parcel 24-S-202) in the north corner of the district in order to exclude vacant land to the northwest and a large modern building to the northeast. The boundary then extends southeast along the southwest curb line of 22nd Street to exclude properties beyond 22nd Street due to the loss of historic buildings and the subsequent construction of modern infill and surface parking lots. The southeast boundary follows the northwest curb line of Liberty Avenue as historically (and currently), no buildings existed along the southeast side of Liberty Avenue.

11. Form Prepared By

name/title: Jesse A. Belfast, Katherine J. Molnar, Frank Stroker, & Timothy G. Zinn
organization: Michael Baker Jr., Inc. with Pittsburgh History & Landmarks Foundation
street & number: 100 Airside Drive
city or town: Moon Township state: PA zip code: 15108
e-mail: jbelfast@mbakercorp.com, Katherine.Molnar@mbakercorp.com, frank@phlf.org,
tzinn@mbakercorp.com
telephone: 412-269-7908
date: November 8, 2013

Additional Documentation

Submit the following items with the completed form:

Strip Historic District
Name of Property

Allegheny County, PA
County and State

- **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.)

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 – See Continuation Sheets

Name of Property: Strip Historic District

City or Vicinity: Pittsburgh City

County: Allegheny

State: PA

Photographer: Frank Stroker, Pittsburgh History and Landmarks Foundation

Date Photographed: April 2013

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

1 of ____.

Strip 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.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PACounty and State
N/A

Name of multiple listing (if applicable)

Section number Photographs Page 1**Photograph technical information**

Printer: Epson Stylus Pro 9600

Paper: Fuji Crystal Archive

Ink: Epson UltraChrome

Common to all photographs:

Name of Property: Strip Historic District
City or Vicinity: Pittsburgh City
County: Allegheny
State: PA

Photographer: Frank Stroker, Pittsburgh History & Landmarks Foundation
Date Photographed: April 2013
Location of Digitized images: Pittsburgh History & Landmarks Foundation
100 W. Station Square, Ste. 450, Pittsburgh, PA 15219
Number of Photos: 35

Photograph Caption List

Photograph number	Description of view	Direction of camera
0001	North elevation of Pennsylvania Railroad Fruit Auction & Sales Building, 1917 Smallman Street.	E
0002	View east of Smallman Street from the Sixteenth Street Bridge, South elevation of Pennsylvania Railroad Fruit Auction & Sales Building, 1917 Smallman Street (left).	ENE
0003	East elevation (right) and view along south elevation of Pennsylvania Railroad Fruit Auction & Sales Building, 1917 Smallman Street from 22 nd Street.	SW
0004	1624-1654 Smallman Street, north elevation.	E
0005	1700 and 1728 Smallman Street, north elevation from opposite 17 th Street.	E
0006	1728 Smallman Street and north elevation of 42-44 18 th Street from opposite Colville Street.	E
0007	View south on 19 th Street, Pennsylvania Building (center) 106-114 19 th Street, and 1806 Smallman Street (right).	SSE
0008	1900-1916 Smallman Street from opposite 19 th Street.	E
0009	North elevation (center) 2000 Smallman Street and 62 21 st Street (left) from opposite 20 th Street.	E
0010	Smallman Street north elevation of 62 21 st Street.	E
0011	St. Stanislaus Kostka Roman Catholic Church (individually NRHP-listed) and Rectory, 57 21 st Street.	E

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PACounty and State
N/A

Name of multiple listing (if applicable)

Section number Photographs Page 2

Photograph number	Description of view	Direction of camera
0012	45 21 st Street (left) and 2121 Smallman Street (right).	N
0013	Federal Cold Storage Company building, 1501-1517 Penn Avenue, northwest Smallman Street elevation (left), 15 th Street southwest elevation (right).	E
0014	Northwest corner of Penn Avenue and 16 th Street, Federal Cold Storage Company building, 1501-1517 Penn Avenue, with 1519 and 1521-1539 Penn Avenue.	W
0015	View northeast along Penn Avenue from 16 th Street, Bernard Gloekler Company building (left center) and St. Elizabeth's Roman Catholic Church (right).	NE
0016	South side of the 1600 block of Penn Avenue from 16 th Street, St. Elizabeth's Roman Catholic Church, 1620 Penn Avenue (center).	E
0017	North side of 1600 block of Penn Avenue from opposite 1601 (left center) to 1615 Penn Avenue (right).	W
0018	Bernard Gloekler Company (currently Penn-Rose Building), 1627 Penn Avenue.	NW
0019	North side of 1600 block of Penn Avenue from 17 th Street, showing 1627 Bernard Gloekler Company (left) to 1649 Grocery Warehouse (right).	W
0020	1642 Penn Avenue (right) to 1700 Penn Avenue (left)	E
0021	North side of 1700 block Penn Avenue, 1735 Penn Avenue (right)	W
0022	South side 1700 block of Penn Avenue, 1728-1730 (right) through 1800 Penn Avenue (left)	E
0023	View North along East side of 18 th Street from Penn Avenue showing 1801 Penn Avenue (center).	N
0024	South side of 1900 block of Penn Avenue, Peoples Bath, 1908 Penn Avenue (left) and 1904 Penn Avenue (center).	SSW
0025	North side of 1900 block of Penn Avenue from 19 th Street, 1901 to 1907 Penn Avenue.	NNE
0026	South side of 2000 block of Penn Avenue from 20 th Street. 2010 Penn Avenue (center).	E
0027	North side of 2000 block of Penn Avenue from 21 st Street. 2001 (left) through 2031 Penn Avenue (right).	W
0028	South side of 2000 block of Penn Avenue from 21 st Street. 2026 (left) to 2010 (right) Penn Avenue.	SSW
0029	Southeast corner of Penn Avenue and 21 st Street. 2100 (center) to 2124 Penn Avenue (left).	E
0030	South side of 2100 block of Penn Avenue from 22 nd Street, 2101 (left) to 2127 Penn Avenue (right).	NW
0031	View North along 22 nd Street showing 220 22 nd Street.	NW

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property

Allegheny County, PA

County and State

N/A

Name of multiple listing (if applicable)

Section number Photographs Page 3

Photograph number	Description of view	Direction of camera
0032	View North along east side of 21 st Street. 213 21st Street (right) to St. Stanislaus Kostka Roman Catholic Church (individually NRHP-listed), 57 21 st Street (left).	NNW
0033	Pittsburgh Cut Flower Company, 1901 Liberty Avenue (center left) and 2000 Liberty Avenue (right).	W
0034	1601 Liberty Avenue (right) to 1719 Liberty Avenue (left). St. Patrick's Roman Catholic Church, 67 17 th Street, (center).	W
0035	St. Patrick's Roman Catholic Church and Grotto, 67 17 th Street.	NE

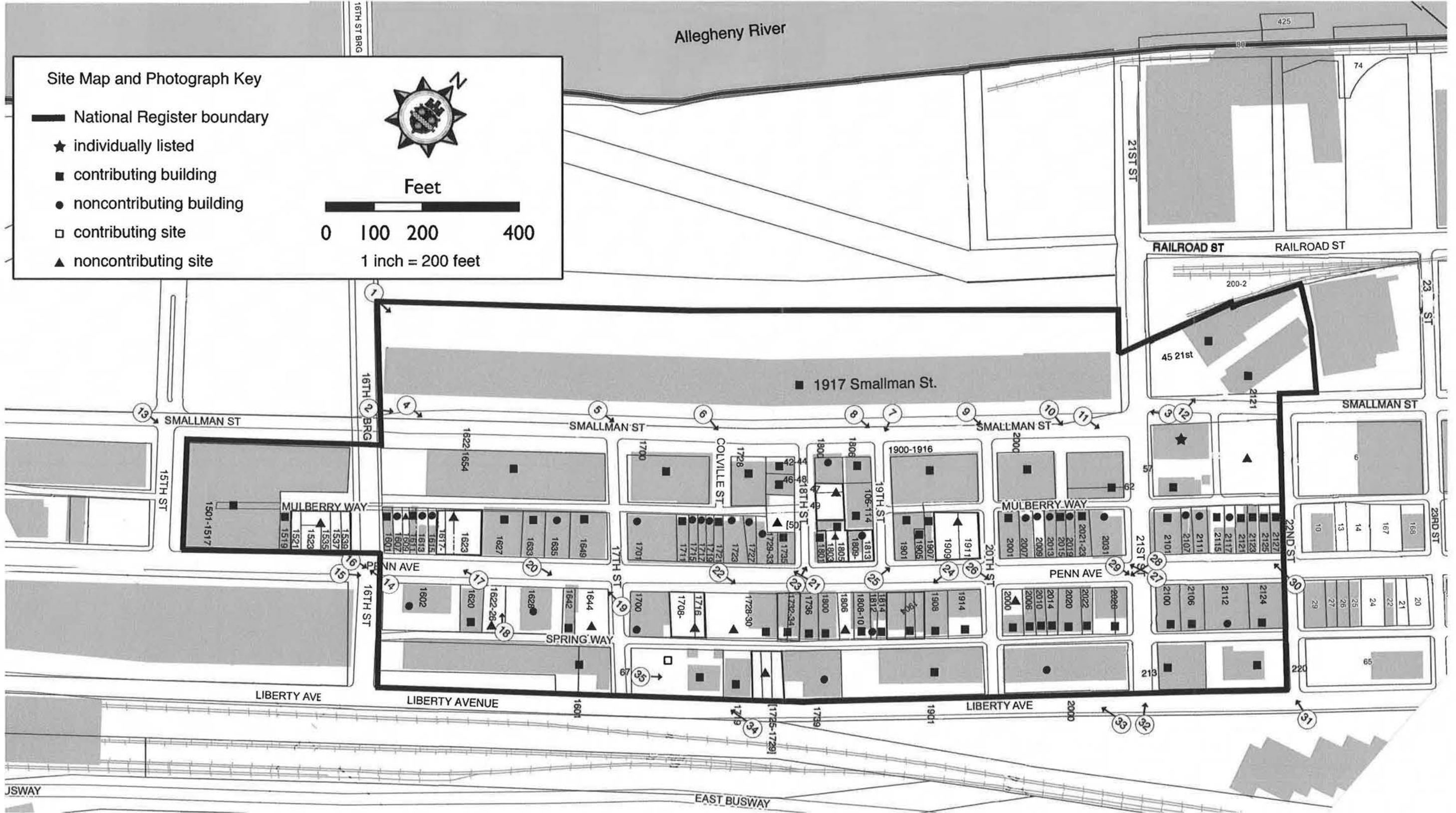
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property Allegheny County, PA
County and State N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 1

SITE MAP AND PHOTOGRAPH KEY



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 2

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PACounty and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 3**SUMMARY TABLES OF PRODUCE RESOURCES****J.W. CRAIG WAREHOUSES (1905-1915)**

Name	Address	Date	Photo #
Three story brick	42-44 18th St.	1905	6
Three story brick	46-48 18th St.	c. 1906	n/a
Four story brick	62 21st Street	c. 1908	9, 10
Three story brick	1806 Smallman St.	c. 1908	7
Four story brick (now two stories)	2000 Smallman St.	c. 1907-08	9

OTHER PRODUCE RESOURCES (1905-1915)

Name	Address	Date	Photo #
Iron City Produce	1700 Penn Ave.	1903 renovation	20
John W. Cooper Bldg.	2010 Penn Ave.	1908	26, 28
Mrs. P. Kane/Campbell & Woods Co.	2014 Penn Ave.	1912	26, 28
J. Goettmann/Ashford Co.	2020 Penn Ave.	1907	26, 28
Charles McKnight/Iron City Fruit & Produce Co.	2100 Penn Ave.	1906	29, 32
James A. McAteer	2124 Penn Ave.	1905	29, 31
Salvatore Catanzaro	2127 Penn Ave.	c. 1906-1910	30
P.H. Butler Co.	1700 Smallman St.	1915, 1923 addition	5
L.J. Higgins	1728 Smallman St.	c. 1914-1923	6

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PACounty and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 4**PRODUCE RESOURCES (1916-1945)**

Name	Address	Date	Photo #
Pennsylvania Building	106-114 19 th St.	c. 1920-1922	7
Acme Banana Co.	45 21 st St.	1932	12
Federal Cold Storage	1501-1517 Penn Ave.	1930	13, 14
Produce vendor	1633 Penn Ave.	c. 1939-1951	19
Grocery Warehouse	1649 Penn Ave.	1920	19
Wholesale	1721 Penn Ave.	c. 1929-39	21
Grocery/Andrews Bros.	1735 Penn Ave.	c. 1910-1914	21
Wholesale	1808-1810 Penn Ave.	c. 1939-1951	24
Wholesale	1814 Penn Ave. and 1904 Penn Ave. (5 storefronts)	1924	24
Cold storage	1901 Penn Ave. (rear addition)	c. 1923-1927	25
Louis Goldward	1907 Penn Ave.	1917	25
Haudenshield Co.	2001 Penn Ave.	1930	27
Robert McEldowney/Kaplan Grocery	2106 Penn Ave.	1909	29
Misc. produce dealers	1900-1916 Smallman St.	c. 1935	8
Pennsylvania Railroad Fruit Auction & Sales Building	1917 Smallman St.	1929; 1931 addition	1, 2, 3
Pittsburgh Banana Co.	2121 Smallman St.	1936	12

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PACounty and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 5**INDEX OF FIGURES**

Figure number	Description of view
1	1966 – Looking northwest toward the Federal Cold Storage Building (1501-1517 Penn Ave.).
2	1935 – Looking northwest from the Hill District bluff and Penn Incline. The Penn Incline terminated in the Strip District (background). The Sixteenth Street Bridge is in the far left background. The Penn Incline, also called the 17th Street Incline, began operating in 1883 and handled 20-ton coal freight cars. It ceased operation in 1953.
3	9 May 1962 – View from the Upper Hill District.
4	C.1960 – Looking west toward Pittsburgh's North Side from the Hill neighborhood. J. Marcus Wholesale Building (1728 Smallman St.) is visible to left of photo and 1907 Penn Avenue is visible at center bottom.
5	C. 1960 – Looking west toward Pittsburgh's North Side from the Hill neighborhood. St. Stanislaus Church visible at center of photograph. H.J. Heinz Company's North Side Pittsburgh plant is visible across the river.
6	1965-70 – Looking northeast along Penn and Liberty avenues toward the Strip District, in the distance.
7	1962 – Looking north toward the Strip from Cliff St.
8	1940-1956 – Top of Penn Incline with Allegheny River in background. The 1600 block of Penn Ave. is visible, including Saint Elizabeth's Church (1620 Penn Ave.), in foreground.
9	1962 – Looking northwest from the Upper Hill District toward the intersection of Penn Ave. & 17 th St. The Lotus Food Co. and the P.H. Butler Co. buildings are visible in the photograph.
10	1936 – 16 th Street looking north from Liberty Ave.
11	29 June 1923 – Looking southeast across the intersection of Penn Ave. and 16 th St. No extant resources are visible in this photograph.
12	12 March 1952 – Looking west to present Buncher Building, (a former Pennsylvania Railroad Freight Terminal and Warehouse, later known as the Buyer's Mart,) at Liberty and 16th Street. The Federal Cold Storage Building (1501 Penn Avenue) is visible at center-right of the photograph.
13	c. 1950 – Looking north-northeast toward the intersection of Liberty Ave. and 14 th St. and toward 1501 Penn Avenue, the Federal Cold Storage Building
14	26 July 1937 – Looking northeast along Liberty Ave. toward St. Patrick's Church (67 17 th St.) and 17 th St.
15	26 July 1937 – Looking southwest along Liberty Ave. toward St. Patrick's Church (67 17 th St.) and the Penn Incline.
16	8 November 1937 – Looking northeast along Liberty Ave. and the railroad tracks toward the Penn Incline.
17	c. 1925-1945 – Looking north to the intersection of 15 th St. and Penn Ave. 1501-1517 Penn Ave., the Federal Cold Storage Building is visible to the right.
18	1 January 1915 – Looking west at northwest corner of Penn Avenue and 16 th Street. None of the buildings in the photograph remain. Image shows Crubro Apple Butter, L. Ruttenberg Wholesale Wines, Liquors, and Beers
19	1909 - Looking southwest to the south side of Penn Avenue between 16 th and 17 th streets.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State

N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 6

Figure number	Description of view
20	July 1937 – Looking northeast from 1642 Penn Ave. toward 17 th St. Person in foreground is loading beverages to his store.
21	22 July 1937 – Looking southwest along Penn Ave. toward 17th St. 1700 Penn Ave., the former Fourth United Presbyterian Church is visible in the far left of the photograph, and 1620 Penn Avenue, St. Elizabeth's Church, is visible in the background.
22	22 July 1937 – Looking southwest along Penn Ave. from address 1725. 1649 Penn Ave. is visible to the upper right of the photograph, Butler's Bargain Base, now Lotus Food Co.
23	22 July 1937 – Looking southwest from 1715 Penn Ave.
24	22 July 1937 – Looking east from 1723 Penn Ave.
25	25 July 1937 – Looking north to the northeast corner of Penn Ave. and 18th St., showing Lave's Restaurant occupying 1801 Penn Ave.
26	19 November 1937 – Looking south toward the southwest corner of Penn Ave. and 20th St. Photograph shows the People's Bath (1908 Penn Ave.) and 1814 Penn Ave.
27	27 September 1912 – Looking southwest along Penn Ave. toward 20th St.
28.1	1935 – Looking north at the north corner of Penn Ave. and 21st St., 2101 Penn Ave.
28.2	1935 – Looking north at the north corner of Penn Ave. and 21st St., 2101 Penn Ave. St. Stanislaus Church and Rectory in the background.
29	28 July 1909 – View of storefronts and horse-drawn buggies on Penn Ave. near 21st St.
30	14 November 1937 – Looking west at the western corner of Penn Avenue and 22nd St. – the Sausage Manufacturing Company, formerly Catanzaro Produce (2127 Penn Ave.).
31	16 April 1909 – Looking southwest along Pike Street (Smallman) from 21st St.
32	9 April 1929 – Looking north across Smallman St. from 18th St. at street resurfacing near Produce Terminal.
33	9 April 1929 – Looking southwest along Pike St. (Smallman) toward downtown from 21st St., showing men paving street. Image shows 2000 Smallman St. at left.
34	25 March 1929 – Looking southwest along Pike St. (Smallman) from 20th St. Building at the left of the photograph was the James Lappan & Co. Iron City Boiler Works.
35	25 March 1929 – Looking southwest from Bindley Way and Pike St. (Smallman), between 62 21 st St. (Catanzaro Bldg.) and 2000 Smallman St.
36	9 April 1929 – Looking southwest from Bindley Way and Pike St. (Smallman), between 62 21 st St. (Catanzaro Bldg.) and 2000 Smallman St.
37	25 March 1929 – Looking northeast along Pike St. (Smallman) from 20th St. toward James B. Catanzaro Building, 62 21 st St.
38	21 June 1909 – Atlantic Coast Line – Looking northeast along Pike St. (Smallman) from 20th St. toward St. Stanislaus Church.
39	24 April 1919 – Looking southeast along Colville St. from Pike St. to Mulberry Way.
40	1966 – Looking southwest along Smallman St. toward 21st St. The c. 1887 St. Stanislaus School is pictured at left.
41	31 July 1936 – Looking southwest along Smallman St. from 23rd toward 21st St.
42	1940 – Looking northeast along Smallman St. from 21st St. – repair at the railroad switch.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State

N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 7

Figure number	Description of view
43	c. 1930 – Looking northwest from Liberty Ave. toward Spring Way, between 16th and 17th streets. The Penn Rose Building (1627 Penn Ave.) and Saint Elizabeth's Church (1620 Penn Ave.) are visible in the photograph. Image depicts the Strip District Hooverville or shantytown, where unemployed homeless men found shelter in shacks in the foreground. A sign on the shack advertises the sale of "washing fluid," and notes that "Profits go to Father Cox."
44	1872 , G.M. Hopkins & Co.: <i>Atlas of the Cities of Pittsburgh, Allegheny: and the Adjoining Boroughs, From Actual Surveys & Official Records</i> . The boundary of the historic district is shown.
45	1882 , G.M. Hopkins & Co.: <i>Atlas of the Cities of Pittsburgh & Allegheny: from Official Records, Private Plans and Actual Surveys</i> . The boundary of the historic district is shown.
46	1884 , Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.
47	1889 , G.M. Hopkins & Co.: <i>Atlas of the City of Pittsburgh, Volume 1, Comprising the 1st to the 11th Wards: From Official records, Private Plans and Actual Surveys</i> . The boundary of the historic district is shown.
48	1893 , Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.
49	1900 , G.M. Hopkins & Co.: <i>Real Estate Plat-Book of the City of Pittsburgh, Volume 3, Comprising the 1st to the 12th Wards and 15th, 16th, & 17th Wards: From Official Records, Private Plans and Actual Surveys</i> . The boundary of the historic district is shown.
50	1905 , Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.
51	1906 , G.M. Hopkins & Co.: <i>Real Estate Plat-Book of the City of Pittsburgh, Volume 3, The 6th to the 12th Wards Inclusive & 15th, 16th, & 17th Wards: From Official Records, Private Plans and Actual Surveys</i> . The boundary of the historic district is shown.
52	1910 , G.M. Hopkins & Co.: <i>Atlas of Greater Pittsburgh, Pennsylvania: From Official Records, Private Plans, and Actual Surveys</i> . The boundary of the historic district is shown.
53	1914 , G.M. Hopkins & Co.: <i>Real Estate Plat-Book of the City of Pittsburgh, Volume 2: Comprising the Wards 1, 2, 3, 4, 5, 6 & 9: From Official Records, Private Plans and Actual Surveys</i> . The boundary of the historic district is shown.
54	1923 , G.M. Hopkins Company Maps: <i>Real Estate Plat-Book of the City of Pittsburgh, Volume 1, Wards 1, 2, 3, 4, 5, 6 & 9: From Official Records, Private Plans and Actual Surveys</i> . The boundary of the historic district is shown.
55	1927 , Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.
56	1929 , G.M. Hopkins & Co.: <i>Assessment Plat-Book of the City of Pittsburgh, Volume 10: From Official Records, Private Plans and Actual Surveys</i> . The boundary of the historic district is shown.
57	1951 , Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.
58	1969 , Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.
59	1979 , Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.
60	Agencies and Channels of Distribution for Fruits and Vegetables

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 8

*All historic images courtesy of the
Archives Service Center, University of Pittsburgh, Pittsburgh, Pennsylvania*

*Available electronically from:
<http://digital.library.pitt.edu/pittsburgh/>*

AERIALS AND GENERAL VIEWS



Figure 1: 1966 – Looking northwest toward the Federal Cold Storage Building (1501-1517 Penn Avenue).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 9

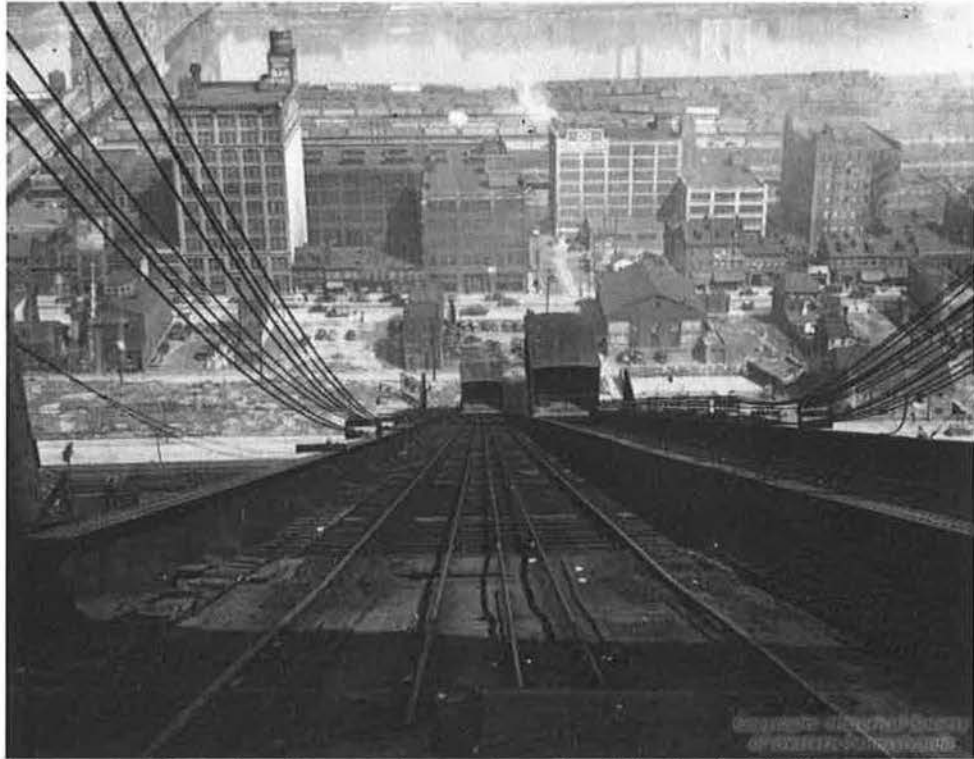


Figure 2: 1935 – Looking northwest from the Hill District bluff and Penn Incline. The Penn Incline terminated in the Strip District (background). The Sixteenth Street Bridge is in the far left background. The Penn Incline, also called the 17th Street Incline, began operating in 1883 and handled 20-ton coal freight cars. It ceased operation in 1953.



Figure 3: 9 May 1962 – View from the Upper Hill District.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property

Allegheny County, PA

County and State

N/A

Name of multiple listing (if applicable)

Section number Additional DocumentationPage 10

Figure 4: C.1960 – Looking west toward Pittsburgh’s North Side from the Hill neighborhood. J. Marcus Wholesale Building (1728 Smallman Street) is visible to left of photo and 1907 Penn Avenue is visible at center bottom.



Figure 5: C. 1960– Looking west toward Pittsburgh’s North Side from the Hill neighborhood. St. Stanislaus Church visible at center of photograph. H.J. Heinz Company’s North Side Pittsburgh Plant is visible across river.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 11



Figure 6: 1965-70 – Looking northeast along Penn and Liberty avenues toward the Strip District, in the distance.



Figure 7: 1962 – Looking north toward the Strip from Cliff Street.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 12



Figure 8: 1940-1956 – Top of Penn Incline with Allegheny River in background. The 1600 block of Penn Avenue is visible, including St. Elizabeth's Church (1620 Penn Avenue), in foreground.

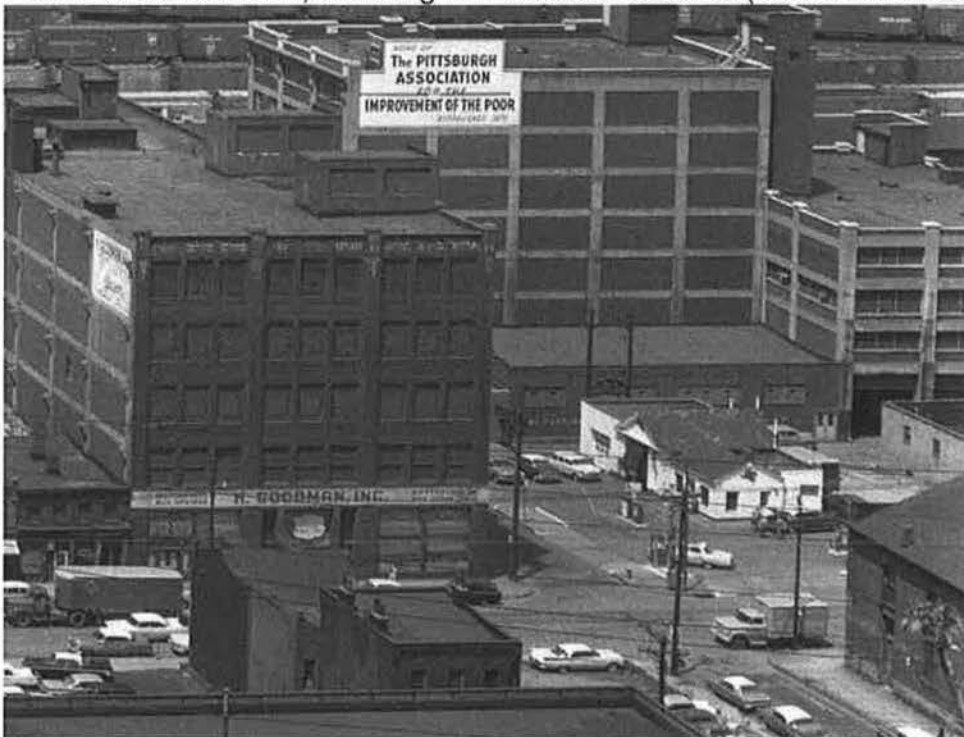


Figure 9: 1962 – Looking northwest from the Upper Hill District toward the intersection of Penn and 17th Street. The Lotus Food Co. and the P.H. Butler Co. buildings are visible in the photograph.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 13

16TH STREET



Figure 10: 1936 – 16th Street looking north from Liberty Avenue



Figure 11: 29 June 1923 – Looking southeast across the intersection of Penn Avenue and 16th Street. No extant resources are visible in this photograph.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 14

LIBERTY AVENUE



Figure 12: 12 March 1952 – Looking west to present Buncher Building, (a former Pennsylvania Railroad Freight Terminal and Warehouse, later known as the Buyer’s Mart,) at Liberty and 16th Street. The Federal Cold Storage Building (1501 Penn Avenue) is visible at center-right of the photograph.



Figure 13: c. 1950 – Looking north-northeast toward the intersection of Liberty Avenue and 14th Street, and toward 1501 Penn Avenue, the Federal Cold Storage Building.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 15



Figure 14: 26 July 1937 – Looking northeast along Liberty Avenue toward St. Patrick's Church (67 17th Street) and 17th Street.



Figure 15: 26 July 1937 – Looking southwest along Liberty Avenue toward St. Patrick's Church (67 17th Street) and the Penn Incline.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation

Page 16



Figure 16: 8 November 1937 – Looking northeast along Liberty Avenue and the Railroad tracks toward the Penn Incline.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 17

PENN AVENUE



Figure 17: c. 1925-1945 – Looking north to the intersection of 15th Street and Penn Avenue. 1501-1517 Penn Avenue, the Federal Cold Storage Building is visible to the right.



Figure 18: 1 January 1915 – Looking west at northwest corner of Penn Avenue and 16th Street. None of the buildings in the photograph remain. Image shows Crubro Apple Butter, L. Ruttenberg Wholesale Wines, Liquors, and Beers.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 18



Figure 19: 1909 - Looking southwest to the south side of Penn Avenue between 16th and 17th streets.



Figure 20: July 1937 – Looking northeast from 1642 Penn Avenue toward 17th Street. Person in foreground is loading beverages to his store.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 19



Figure 21: 22 July 1937 – Looking southwest along Penn Avenue toward 17th Street. 1700 Penn Avenue, the former Fourth United Presbyterian Church is visible in the far left of the photograph, and 1620 Penn Avenue, St. Elizabeth’s Church is visible in the background.



Figure 22: 22 July 1937 – Looking southwest along Penn Avenue from address 1725. 1649 Penn Avenue is visible to the upper right of the photograph, Butler’s Bargain Base, now Lotus Food Co.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Strip Historic District

Name of Property

Allegheny County, PA

County and State

N/A

Name of multiple listing (if applicable)

Section number Additional Documentation

Page 20



Figure 23: 22 July 1937 – Looking southwest from 1715 Penn Avenue.



Figure 24: 22 July 1937 – Looking east from 1723 Penn Avenue.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 21



Figure 25: 25 July 1937 – Looking north to the northeast corner of Penn Avenue and 18th Street, showing Lave's Restaurant occupying 1801 Penn Avenue.



Figure 26: 19 November 1937 – Looking south toward the southwest corner of Penn Avenue and 20th Street. Photograph shows the People's Bath (1908 Penn Avenue.) and 1814 Penn Avenue.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 22



Figure 27: 27 September 1912 – Looking southwest along Penn Avenue toward 20th Street.



E. of E. - Penn Ave. - #2101 - Penn Ave. Side.

5-19-35 *24264

Figure 28.1: 1935 – Looking north at the north corner of Penn Avenue and 21st Street, 2101 Penn Avenue.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 23



Figure 28.2: 1935 – Looking north at the north corner of Penn Avenue and 21st Street, 2101 Penn Avenue. St. Stanislaus Church and Rectory in the background.



Figure 29: 28 July 1909 – View of storefronts and horse-drawn buggies on Penn Avenue near 21st Street.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property

Allegheny County, PA

County and State

N/A

Name of multiple listing (if applicable)

Section number Additional Documentation

Page 24



Figure 30: 14 November 1937 – Looking west at the western corner of Penn Avenue and 22nd Street – the Sausage Manufacturing Company, formerly Catanzaro Produce (2127 Penn Avenue).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property
Allegheny County, PA

County and State
N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 25

PIKE STREET (SMALLMAN STREET)



Figure 31: 16 April 1909 – Looking southwest along Pike Street (Smallman) from 21st Street.



Figure 32: 9 April 1929 – Looking north across Smallman Street from 18th Street at street resurfacing near Produce Terminal.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 26



Figure 33: 9 April 1929 – Looking southwest along Pike Street (Smallman) toward downtown from 21st Street, showing men paving street. Image shows 2000 Smallman Street at left.



Figure 34: 25 March 1929 – Looking southwest along Pike Street (Smallman) from 20th Street. Building at the left of the photograph was the James Lappan & Co. Iron City Boiler Works.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property Allegheny County, PA
County and State N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 27



Figure 35: 25 March 1929 – Looking southwest from Bindley Way and Pike Street (Smallman), between 62 21st St. (Catanzaro Bldg.) and 2000 Smallman Street.



Figure 36: 9 April 1929 – Looking southwest from Bindley Way and Pike Street (Smallman), between 62 21st Street (Catanzaro Bldg.) and 2000 Smallman Street.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 28



Figure 37: 25 March 1929 – Looking northeast along Pike Street (Smallman) from 20th Street toward James B. Catanzaro Building, 62 21st Street.



Figure 38: 21 June 1909 – Atlantic Coast Line – Looking northeast along Pike Street (Smallman) from 20th Street toward St. Stanislaus Church.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 29



Figure 39: 24 April 1919 – Looking southeast along Colville Street from Pike Street to Mulberry Way.



Figure 40: 1966 – Looking southwest along Smallman Street toward 21st Street. The c. 1887 St. Stanislaus School is pictured at left.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 30



Figure 41: 31 July 1936 – Looking southwest along Smallman Street from 23rd toward 21st Street



Figure 42: 1940 – Looking northeast along Smallman Street from 21st Street – repair at the railroad switch.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District

Name of Property

Allegheny County, PA

County and State

N/A

Name of multiple listing (if applicable)

Section number Additional Documentation

Page 31

SPRING WAY



Figure 43: c. 1930 – Looking northwest from Liberty Avenue toward Spring Way, between 16th and 17th streets. The Penn Rose Building (1627 Penn Avenue) and St. Elizabeth’s Church (1620 Penn Avenue) are visible in the photograph. Image depicts the Strip District Hooverville or shantytown, where unemployed homeless men found shelter in shacks in the foreground. A sign on the shack advertises the sale of “washing fluid,” and notes that “Profits go to Father Cox.”

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 32

Strip Historic District
Name of Property Allegheny County, PA
County and State N/A
Name of multiple listing (if applicable)

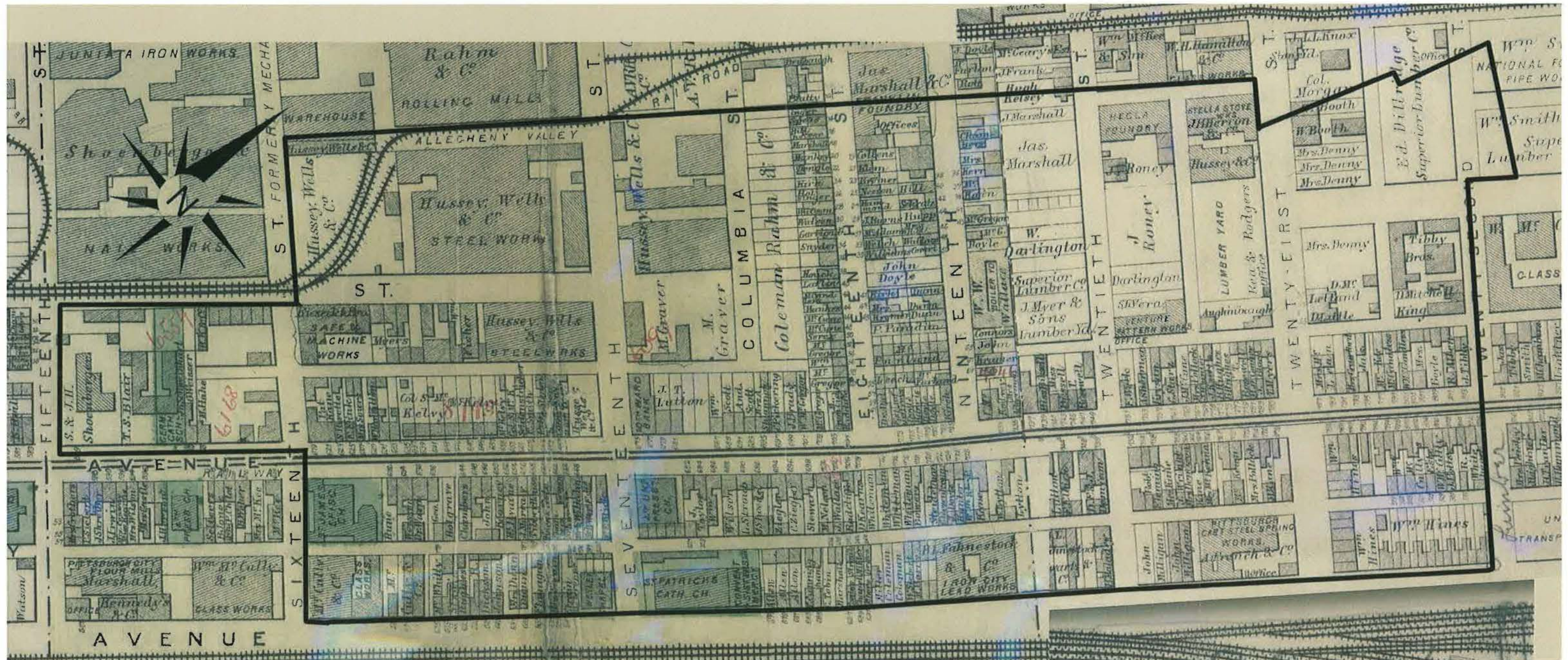


Figure 44: 1872, G.M. Hopkins & Co.: Atlas of the Cities of Pittsburgh, Allegheny: and the Adjoining Boroughs, From Actual Surveys & Official Records. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 33

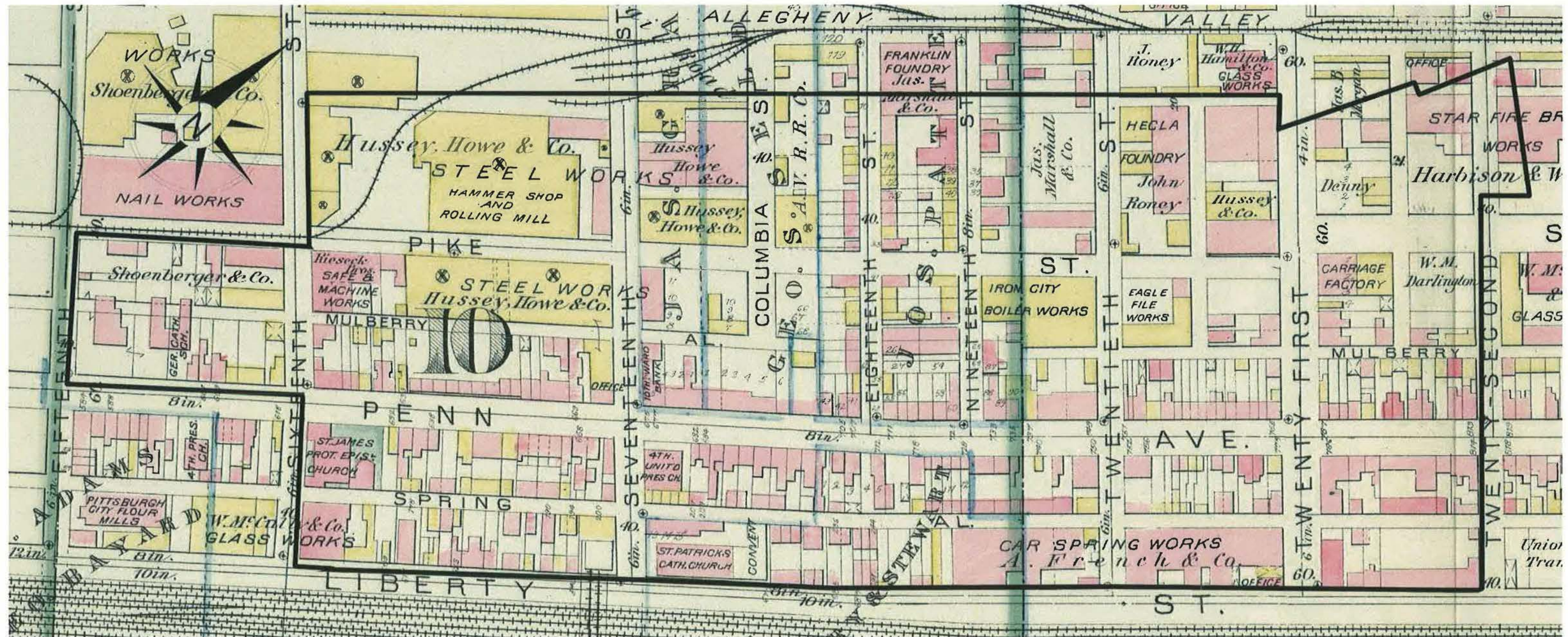


Figure 45: 1882, G.M. Hopkins & Co.: Atlas of the Cities of Pittsburgh & Allegheny: from Official Records, Private Plans and Actual Surveys. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 34

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

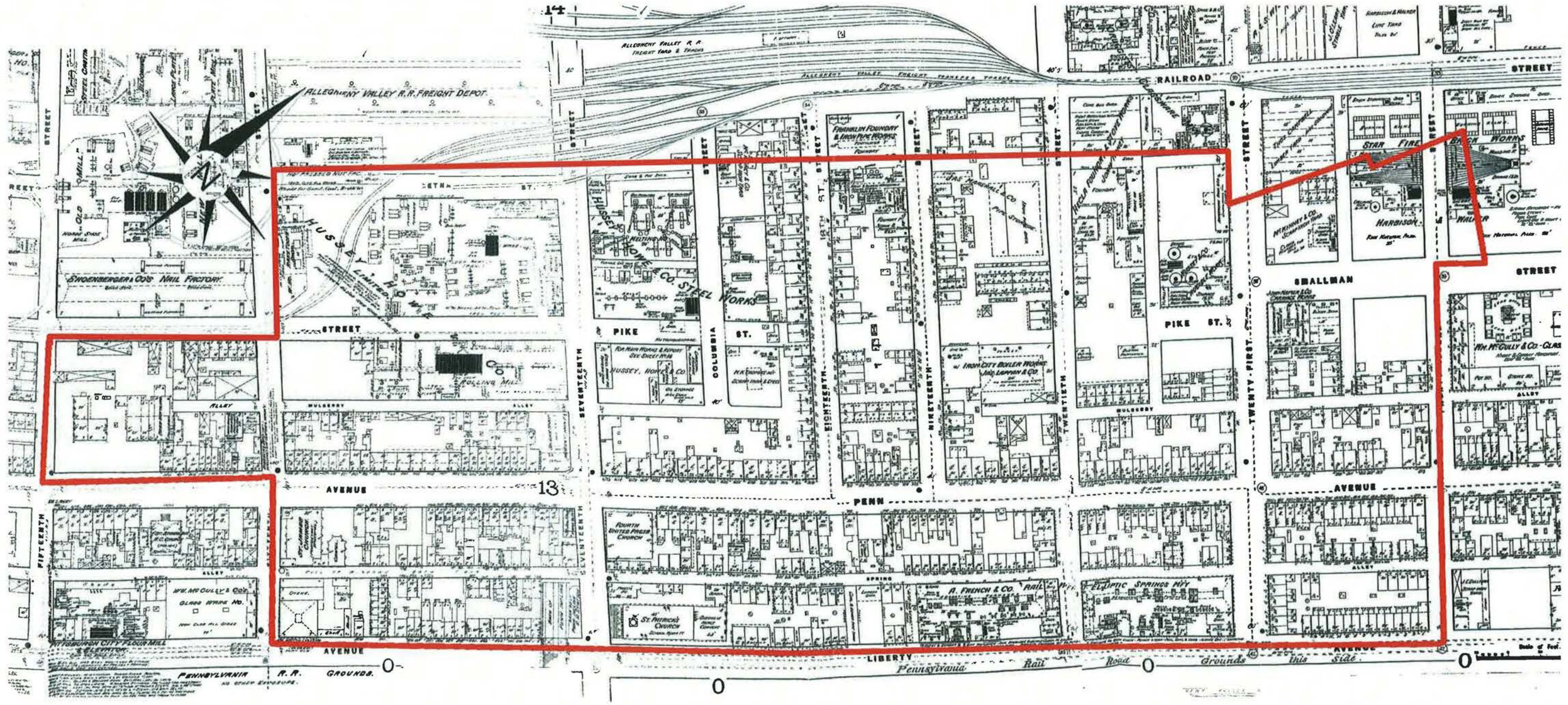


Figure 46: 1884, Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 35

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

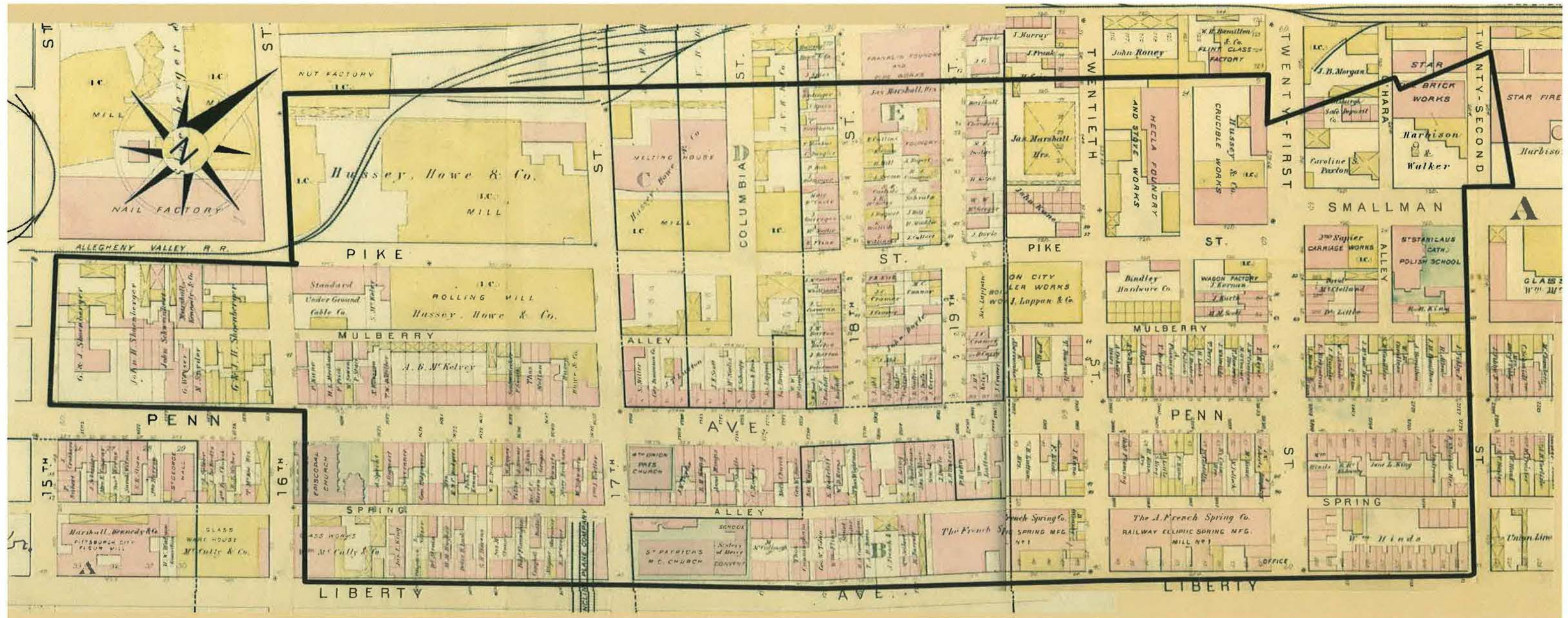


Figure 47: 1889, G.M. Hopkins & Co.: Atlas of the City of Pittsburgh, Volume 1, Comprising the 1st to the 11th Wards: From Official Records, Private Plans and Actual Surveys. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 36

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

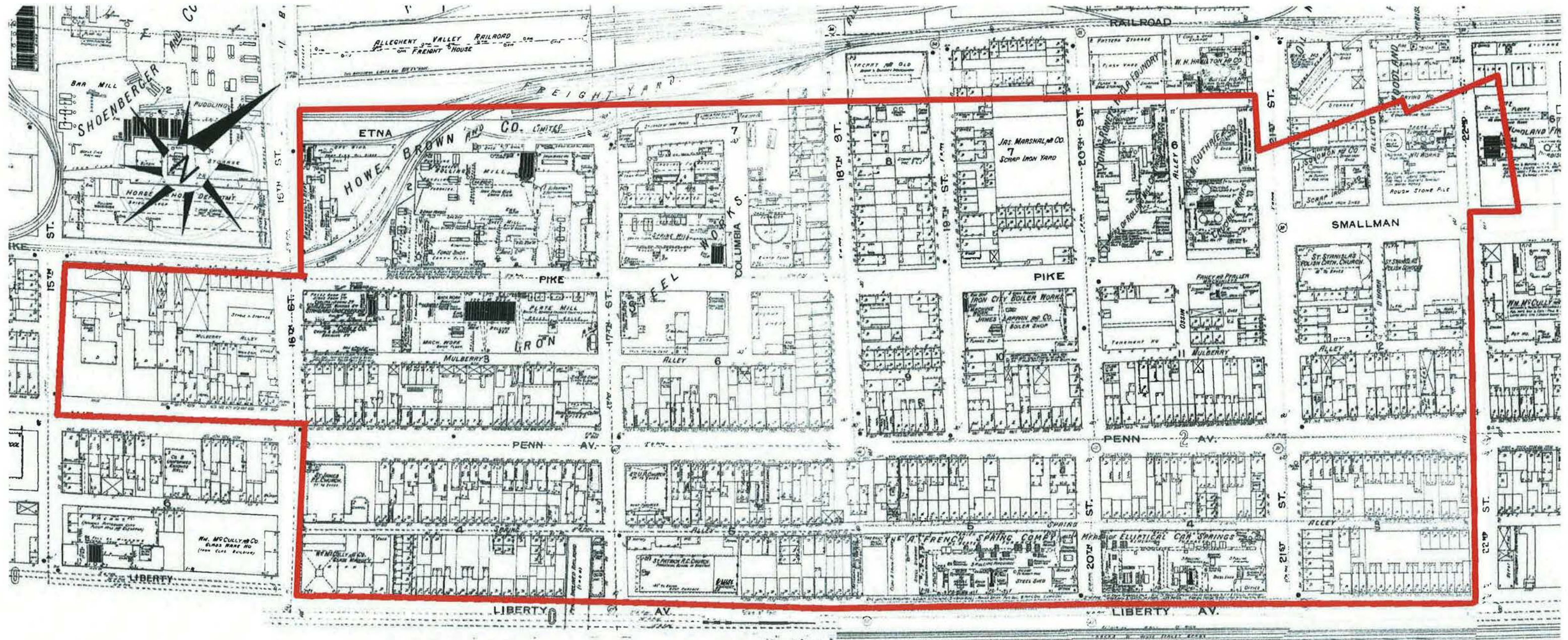


Figure 48: 1893, Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 37

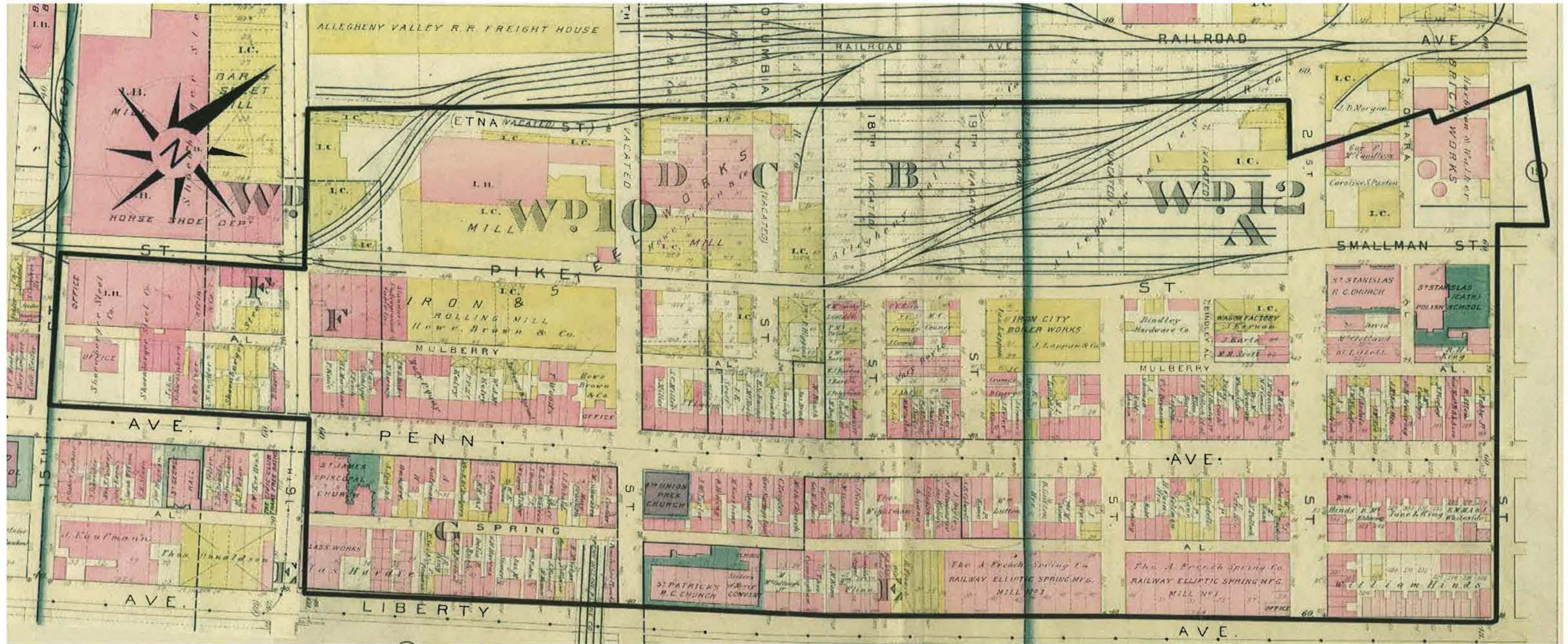


Figure 49: 1900, G.M. Hopkins & Co.: Real Estate Plat-Book of the City of Pittsburgh, Volume 3, Comprising the 1st to the 12th Wards and 15th, 16th, & 17th Wards: From Official Records, Private Plans and Actual Surveys. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 38

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

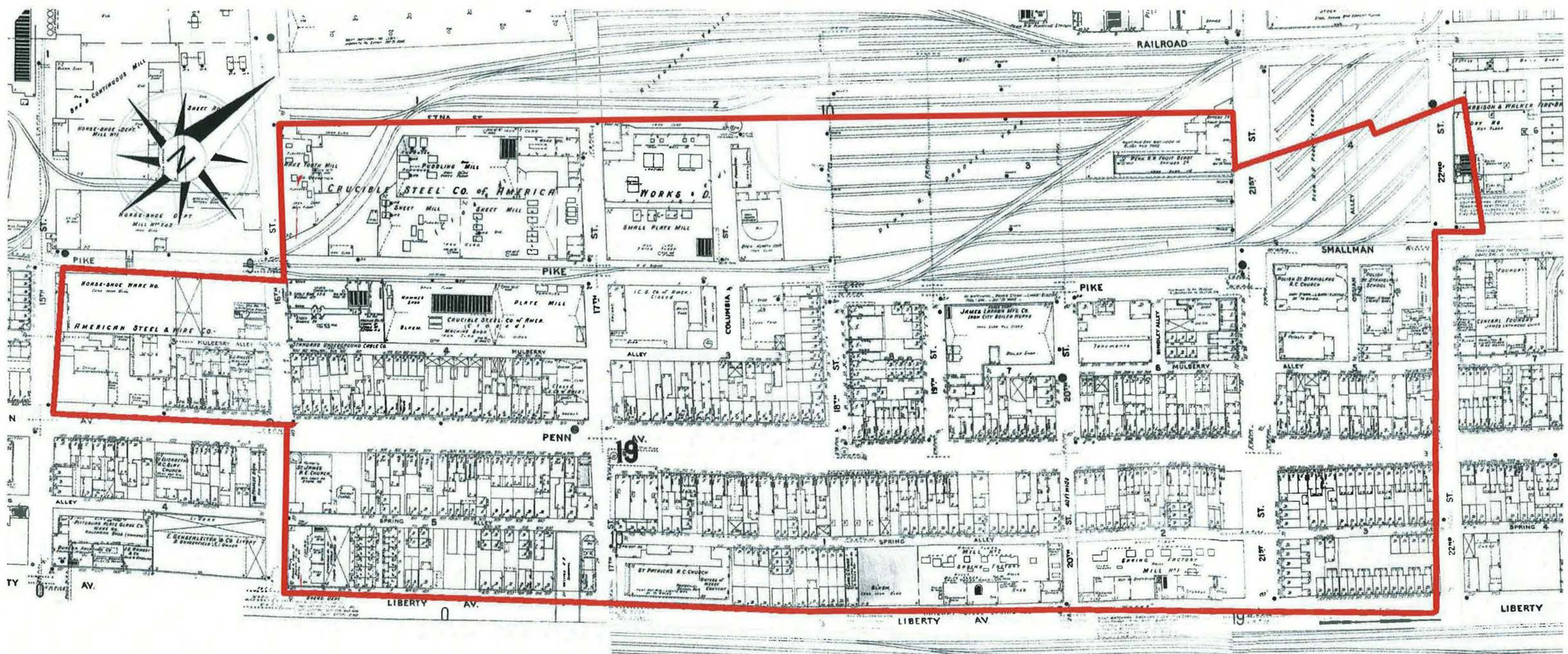


Figure 50: 1905, Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 39

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

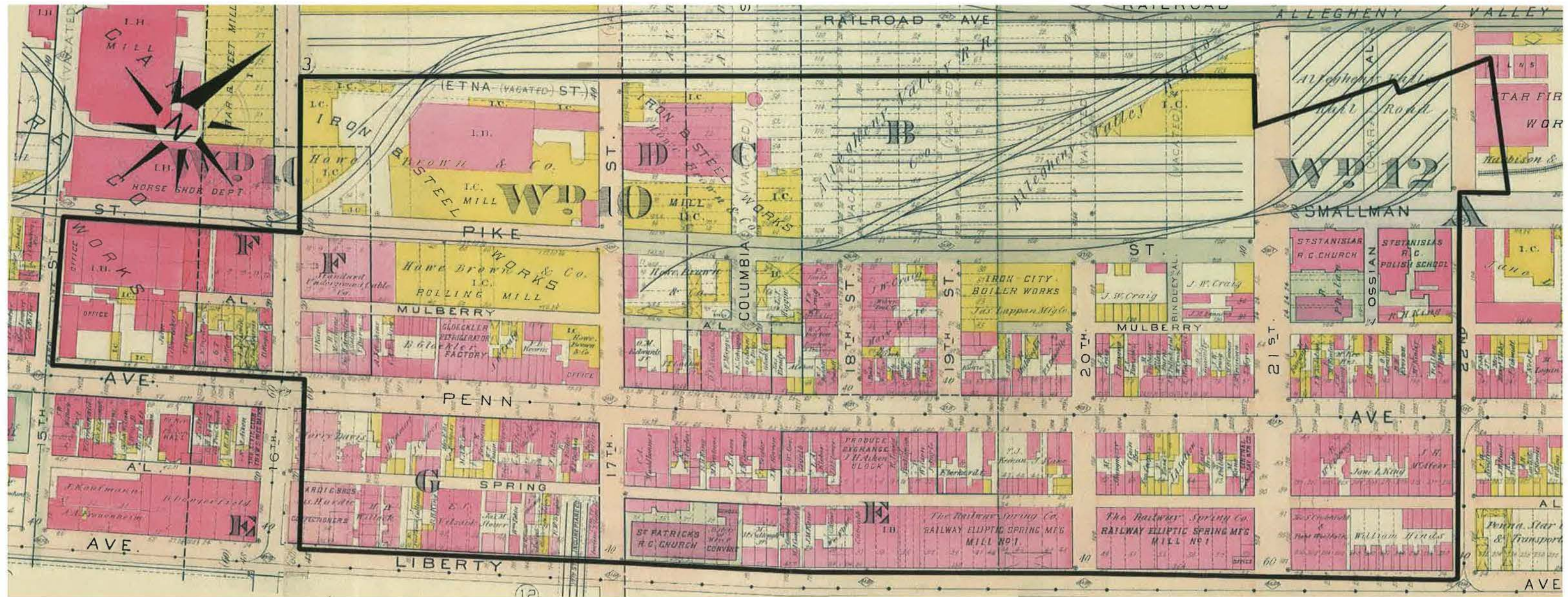


Figure 51: 1906, G.M. Hopkins & Co.: Real Estate Plat-Book of the City of Pittsburgh, Volume 3, The 6th to the 12th Wards Inclusive & 15th, 16th, & 17th Wards: From Official Records, Private Plans and Actual Surveys. The boundary of the historic district is shown.

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 40

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

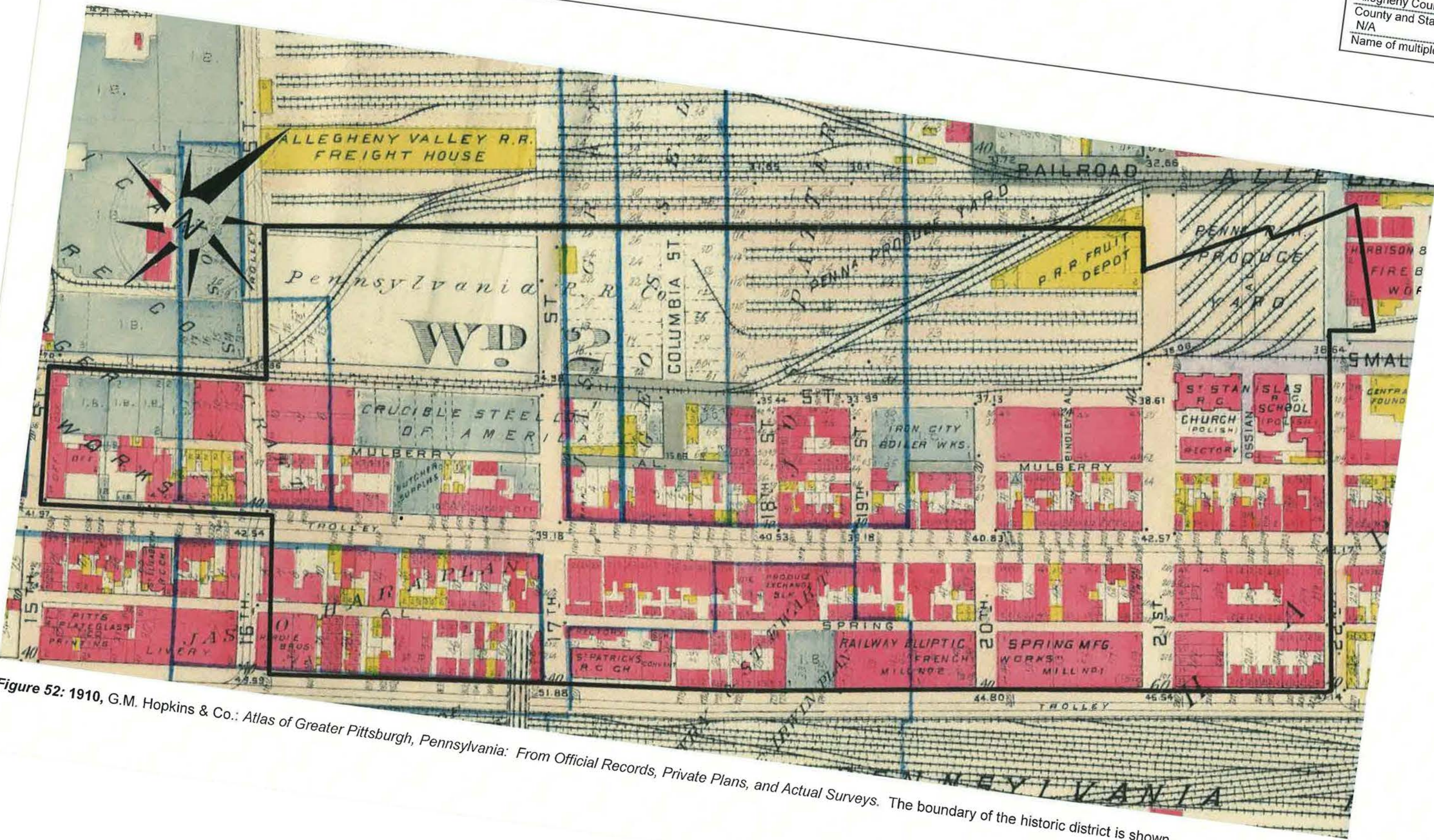


Figure 52: 1910, G.M. Hopkins & Co.: Atlas of Greater Pittsburgh, Pennsylvania: From Official Records, Private Plans, and Actual Surveys. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 41

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

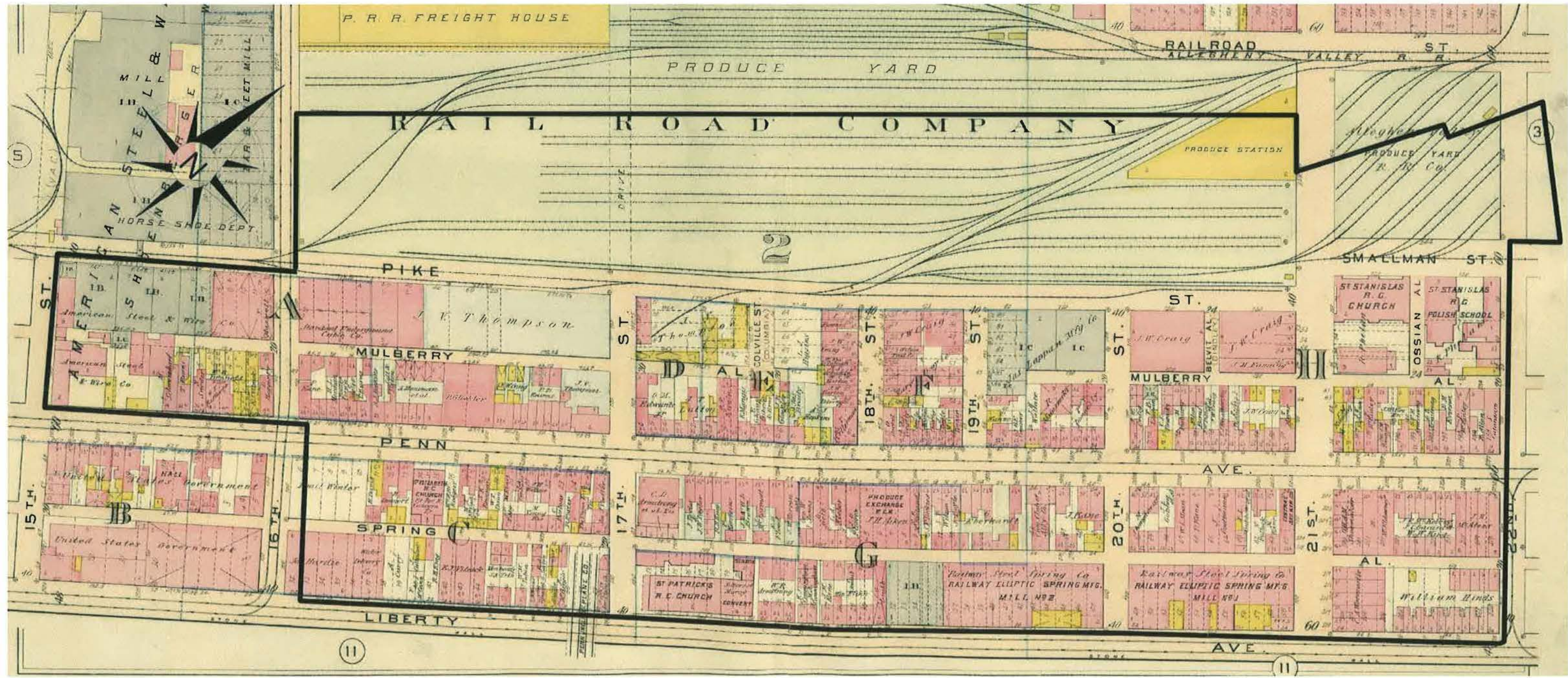


Figure 53: 1914, G.M. Hopkins & Co.: Real Estate Plat-Book of the City of Pittsburgh, Volume 2: Comprising the Wards 1, 2, 3, 4, 5, 6 & 9: From Official Records, Private Plans and Actual Surveys. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 42

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

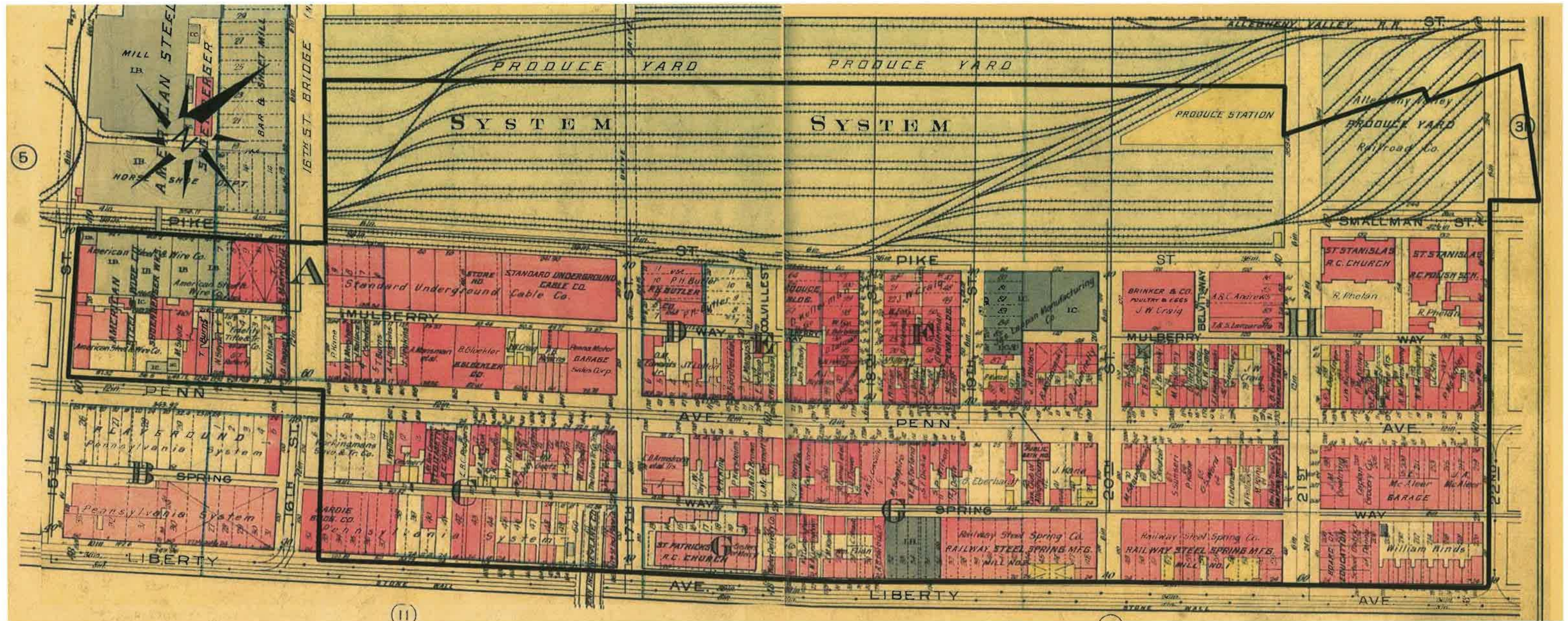


Figure 54: 1923, G.M. Hopkins Company Maps: Real Estate Plat-Book of the City of Pittsburgh, Volume 1, Wards 1, 2, 3, 4, 5, 6 & 9: From Official Records, Private Plans and Actual Surveys. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 43

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

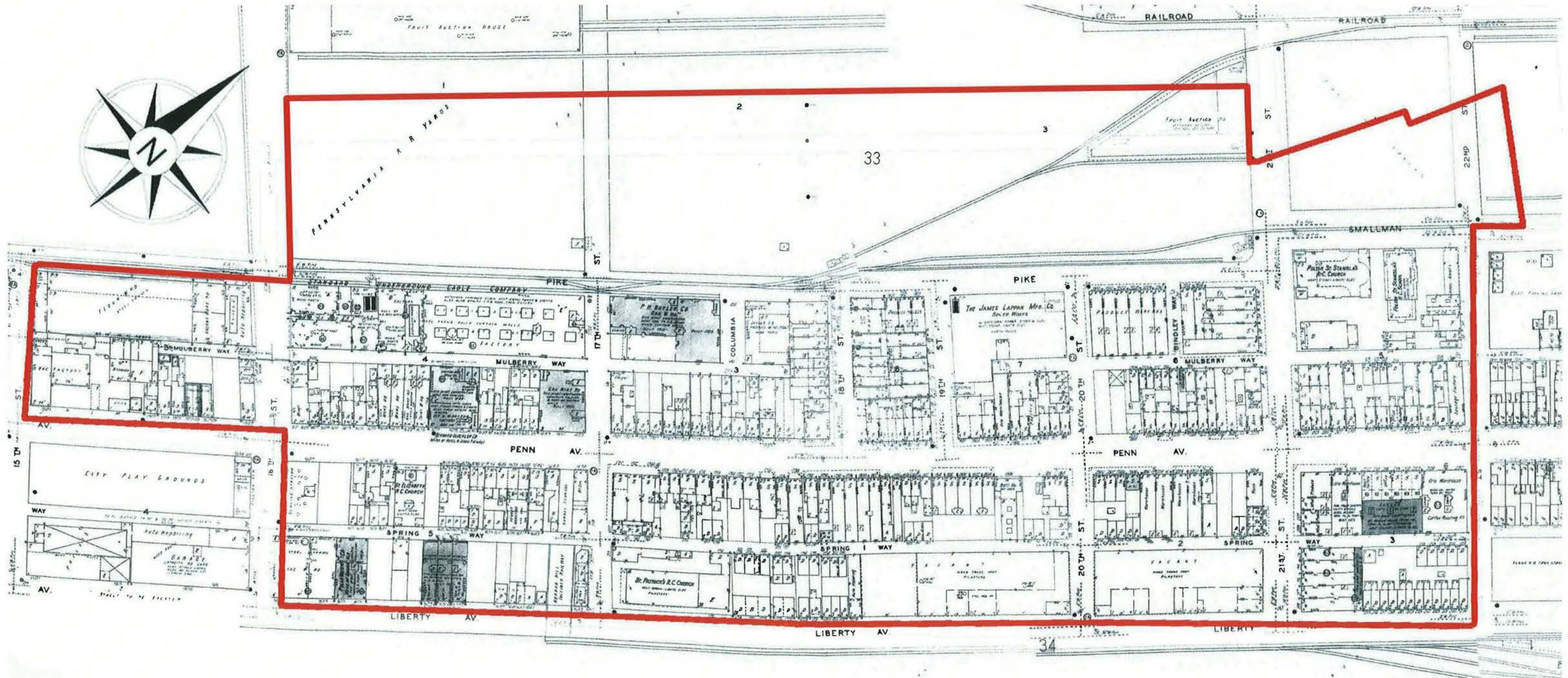


Figure 55: 1927, Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 44

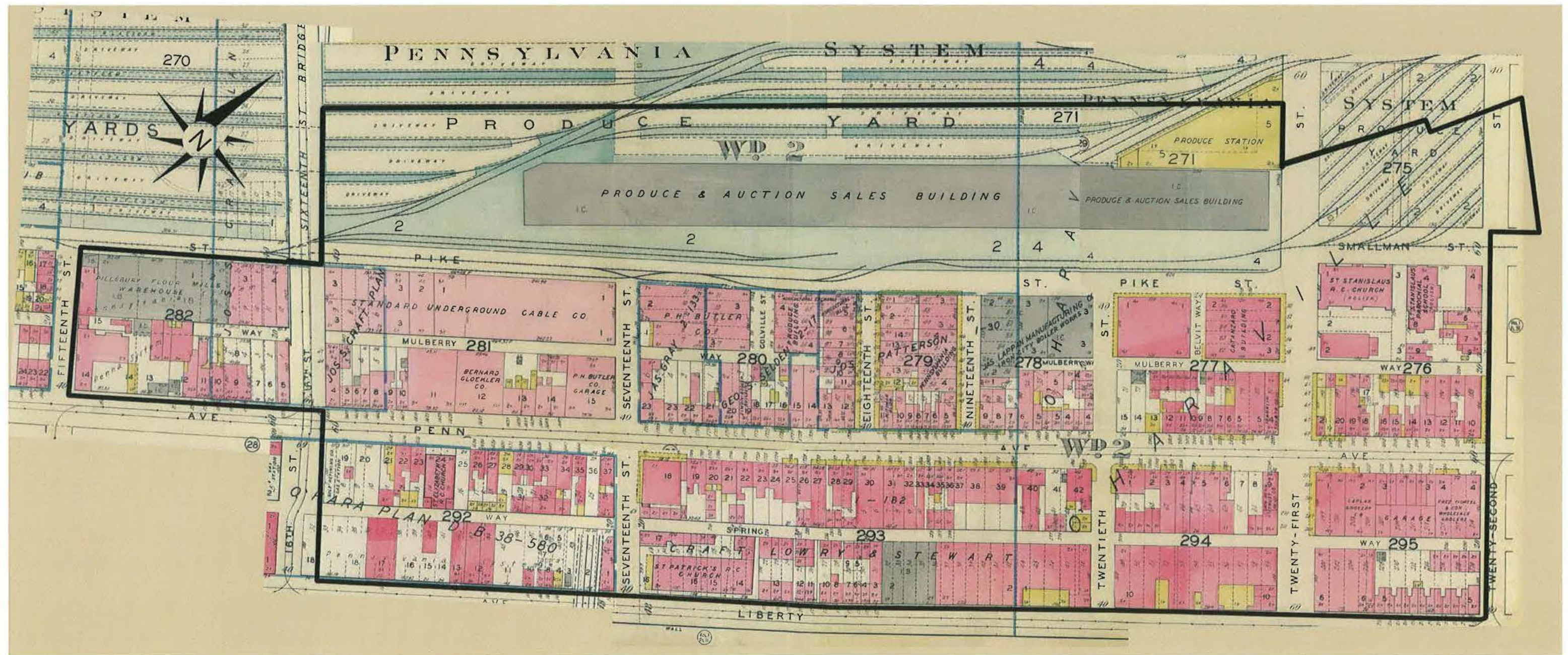


Figure 56: 1929, G.M. Hopkins & Co.: Assessment Plat-Book of the City of Pittsburgh, Volume 10: From Official Records, Private Plans and Actual Surveys. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 45

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

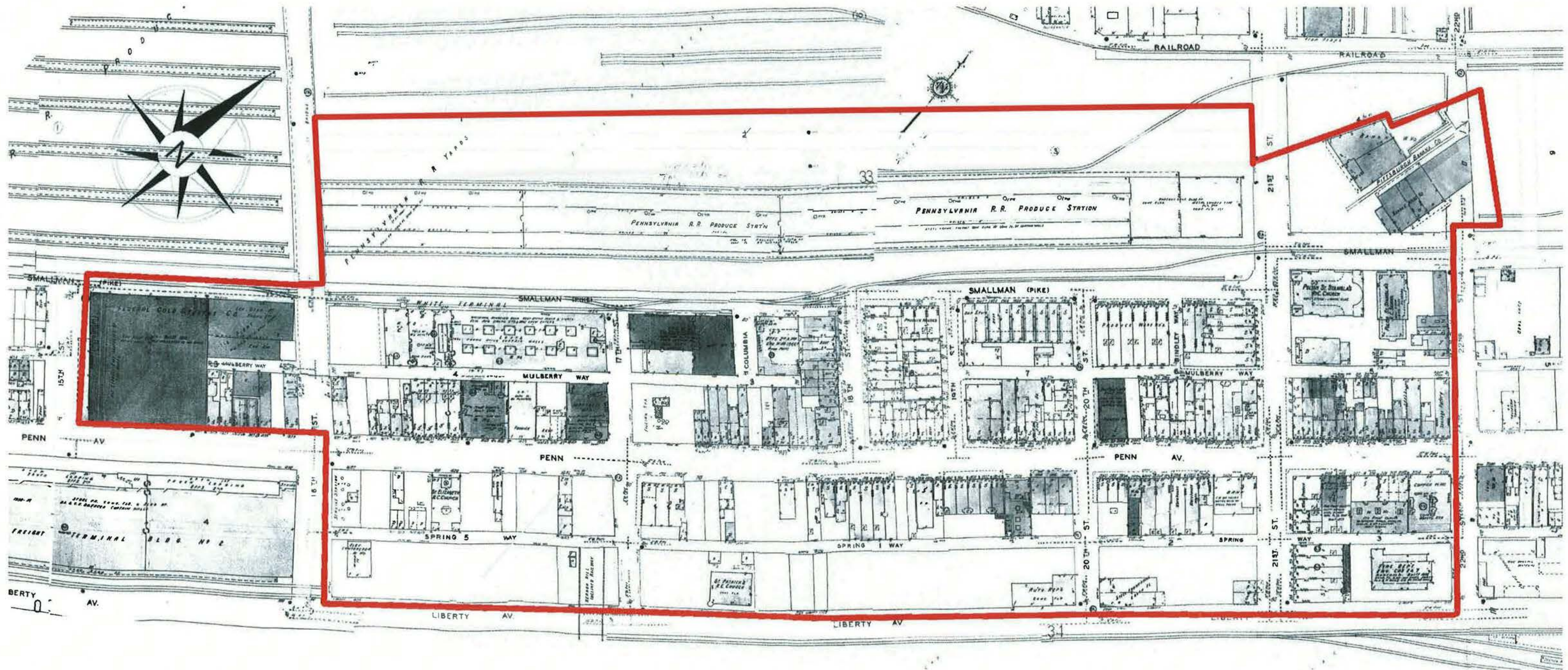


Figure 57: 1951, Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 46

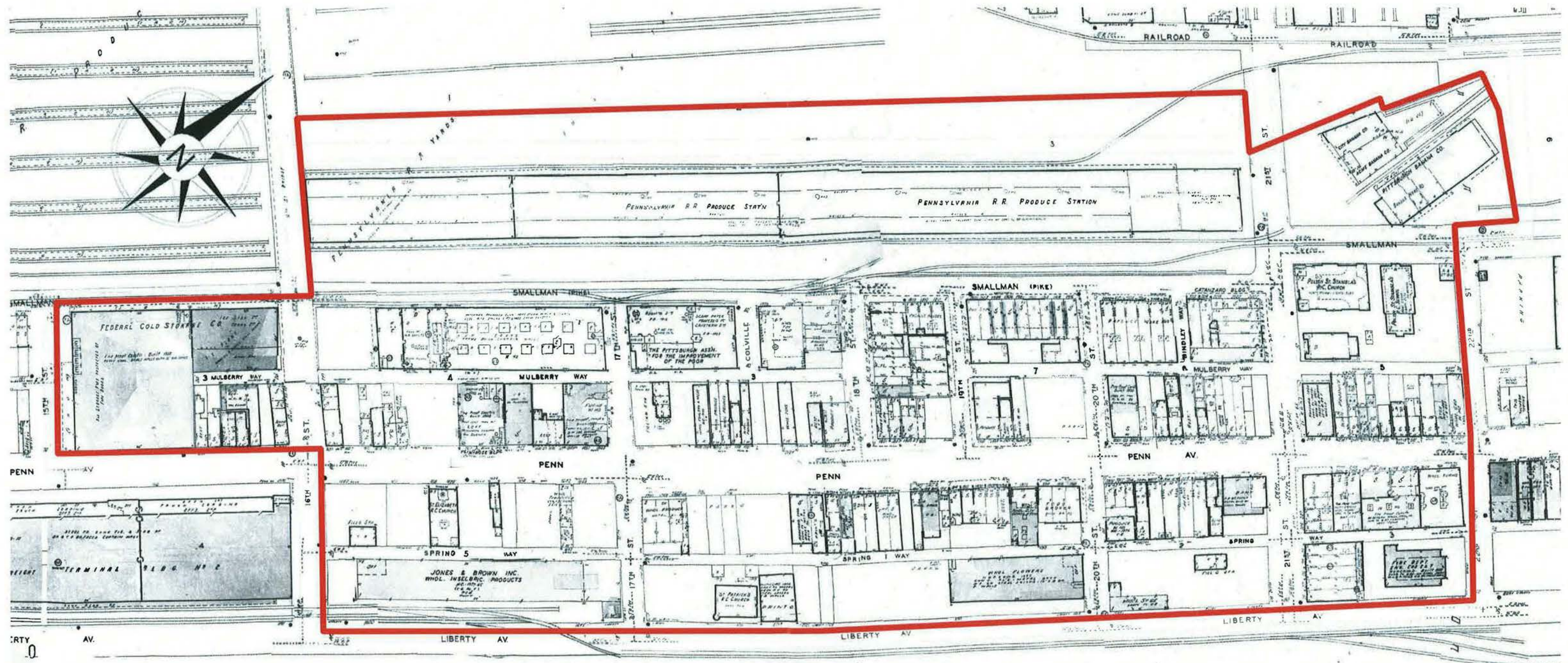


Figure 58: 1969, Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 47

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

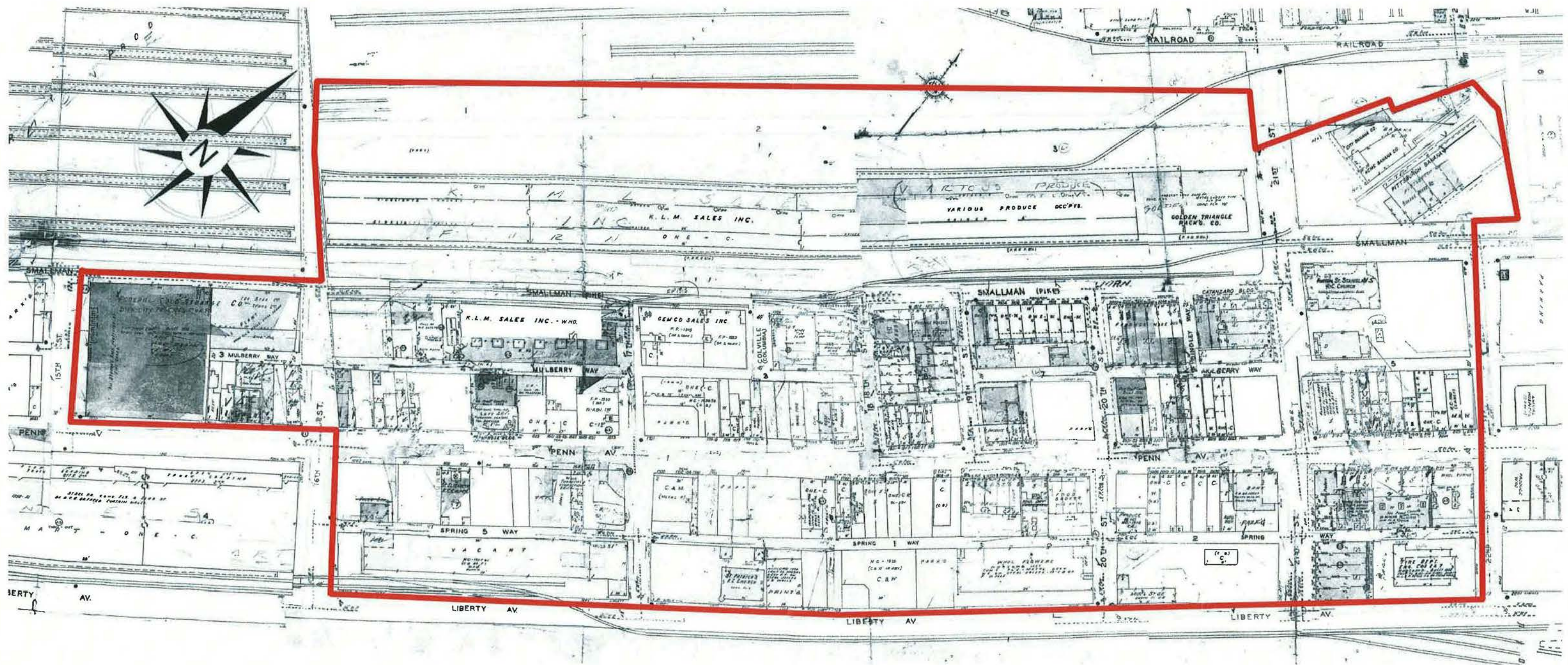


Figure 59: 1979, Sanborn Fire Insurance Company map of Pittsburgh, Allegheny County, Pennsylvania. The boundary of the historic district is shown.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation

Page 48

Strip Historic District
Name of Property
Allegheny County, PA
County and State
N/A
Name of multiple listing (if applicable)

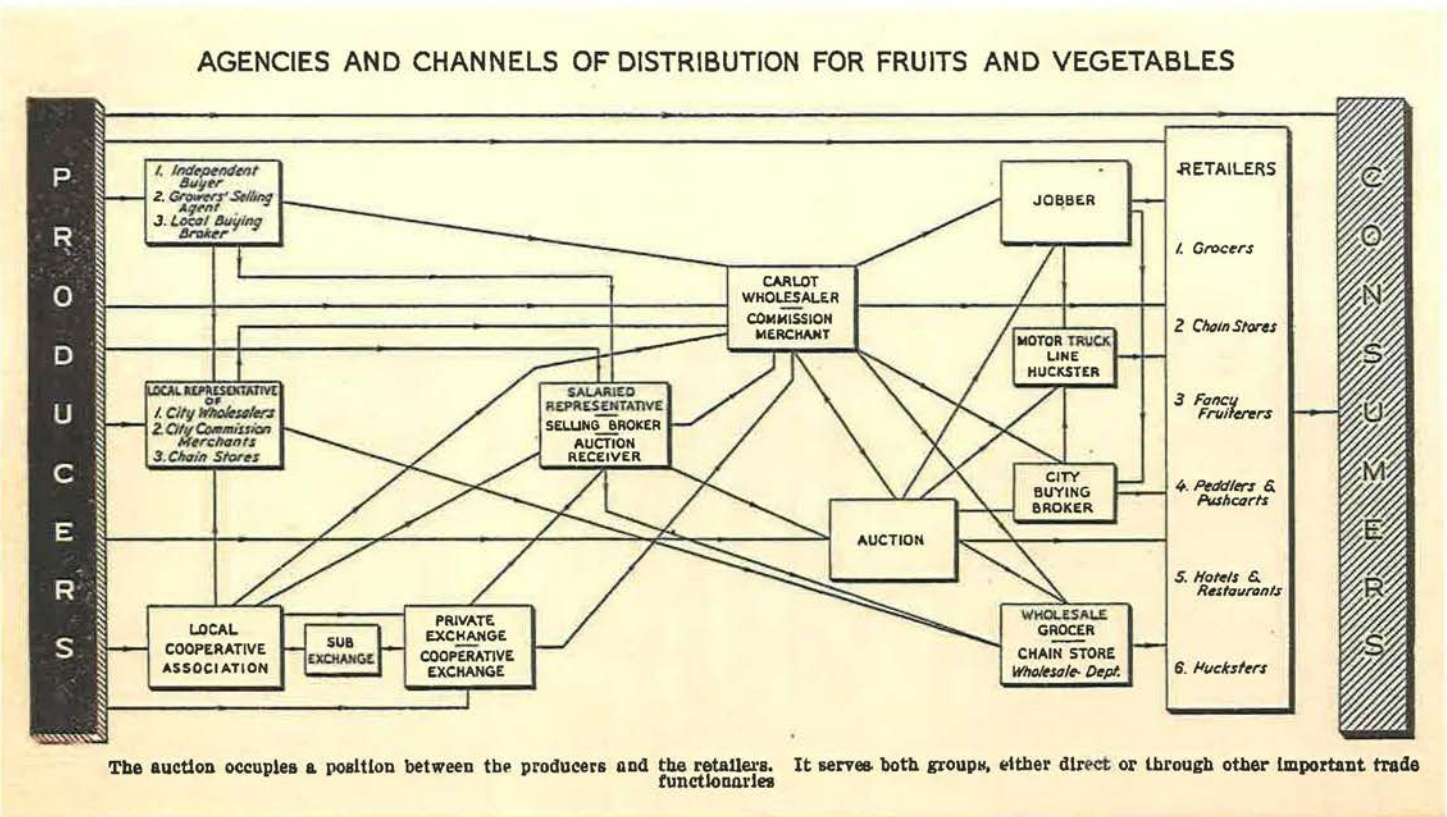


Figure 60: Agencies and Channels of Distribution for Fruits and Vegetables (reproduced from Miller 1925:5).

**Strip Historic District
Allegheny County, PA**

RESOURCE INVENTORY

Address	Tax Parcel	Historic Name of Property	Current Name of Property	Date	Style	Architect/(Builder)	Number of Stories	Material	Type of Resource	Historic Function	Contributing	Photo
67 17th St.	9-H-93-0-1; 9-H-93-0-2	St Patrick's Roman Catholic Church	St. Patrick's Roman Catholic Church	1936	LATE 19TH AND 20TH CENTURY REVIVALS/Late Gothic Revival	Father James R. Cox (Pittsburgh)	1	BRICK STONE	Building	RELIGION/religious facility	Yes	34, 35
67 17th St.	9-H-93-0-1; 9-H-93-0-2	St Patrick's Roman Catholic Church Monastery Garden & Grotto	St. Patrick's Roman Catholic Church Monastery Garden & Grotto	1937	N/A	N/A	N/A	STONE	Site	LANDSCAPE	Yes	34, 35
42-44 18th St.	9-D-22	M. O. Coggins & Co./J.W. Craig Warehouse	Jo Mar Provisions Inc.	1905	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	Joseph Watson Craig (builder) (Sewickley)	3	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	6
46-48 18th St.	9-D-24	J. O. Reneker & Co./J.W. Craig Warehouse	Primanti Brothers Restaurant	c.1906	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	Joseph Watson Craig (builder) (Sewickley)	3	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	
47-49 18th St.	9-D-42; 9-D-43	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	
1806 18th St. (1806 Penn Ave.)	9-D-156	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	
[50] 18th St.	9-D-27	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	
106-114 19th St.	9-D-54	Pennsylvania Building	Pennsylvania Building	c.1920-1922	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	7
45 21st St.	24-S-202	ACME Banana Company	City Banana Company	c.1932	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	1	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	12
57 21st St.	9-D-136-1; 9-D-136-2	St. Stanislaus Kostka Roman Catholic Church	St. Stanislaus Kostka Roman Catholic Church	1891-1892	LATE VICTORIAN/Romanesque	Frederick C. Sauer (Pittsburgh)	1	BRICK	Building	RELIGION/religious facility	Yes/ Individually Listed	11
57 21st St.	9-D-136-1; 9-D-136-2	St. Stanislaus Kostka Roman Catholic Church Rectory	St. Stanislaus Kostka Roman Catholic Church Rectory	1900	LATE VICTORIAN	S.F. Heckert (F. Galant & W. Dogonka) (Pittsburgh)	2.5	BRICK	Building	RELIGION/church-related residence	Yes	11
57 21st St.	9-D-136-1; 9-D-136-2	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	11
62 21st St.	9-D-121; 9-D-129	J.W. Craig / Catanzaro Building	N/A	c.1908	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	4	BRICK	Building	COMMERCE/TRADE/business COMMERCE /TRADE/warehouse	Yes	9, 10
213 21st St.	10-A-50	Board of Education Warehouse	N/A	c.1905-1906	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	3	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	32
220 22nd St.	10-A-55	Fire Dept. Engine Companies 2 & 7	City of Pittsburgh Emergency Medical Services Training Division	1950	MODERN MOVEMENT	unknown	1	BRICK	Building	GOVERNMENT/fire station	Yes	31
1601 Liberty Ave.	9-H-86; 9-H-88; 9-H-74-3	Jones & Brown Inc. Inselbrick Plant	Home Décor Liquidators	c.1957-1962; addition c.1962-1965	NO STYLE	unknown	2	BRICK	Building	INDUSTRY/PROCESSING/ EXTRACTION/manufacturing facility	Yes	34
1719 Liberty Ave.	9-H-101	Frediani Printing Co.	Frediani Printing Co.	1956	MODERN MOVEMENT	unknown	2	BRICK STONE/Limestone	Building	INDUSTRY/PROCESSING/ EXTRACTION/ communications facility	Yes	33
1725-1729 Liberty Ave.	9-H-104; 9-H-105; 9-H-106	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	
1739 Liberty Ave.	9-H-108	N/A	Y and Q Home Plus LLC	1979	N/A	unknown	1	CONCRETE	Building	N/A	No	33
1901 Liberty Ave.	9-H-107	Pittsburgh Cut Flower Co.	Pittsburgh Cut Flower Co.	1957	MODERN MOVEMENT	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	33

Strip Historic District
Allegheny County, PA

RESOURCE INVENTORY

Address	Tax Parcel	Historic Name of Property	Current Name of Property	Date	Style	Architect/(Builder)	Number of Stories	Material	Type of Resource	Historic Function	Contributing	Photo
2000 Liberty Ave.	9-D-194	N/A	Pennsylvania Macaroni Warehouse	c.1980	N/A	unknown	1	CONCRETE	Building	N/A	No	33
1501-1517 Penn Ave.	9-G-42	Federal Cold Storage Co.	Robert Wholey Co. Wholesale/Cold Storage Building	1930	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	6	CONCRETE	Building	COMMERCE/TRADE/warehouse	Yes	13, 14
1519 Penn Ave.	9-G-68	G. Weisser, Jeweler	Real Luck Cafe	c.1869	LATE VICTORIAN/Italianate	unknown	3	BRICK	Building	COMMERCE/TRADE/specialty store DOMESTIC/single dwelling	Yes	14
1521-1539 Penn Ave.	9-G-69; 9-G-70; 9-G-75; 9-G-76; 9-G-77	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	14
1601 Penn Ave.	9-G-96	Drug Store	1601 Penn Building	1924	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	2	BRICK	Building	COMMERCE/TRADE/specialty store	Yes	15, 17
1602 Penn Ave.	9-G-110	N/A	N/A	after 1979	N/A	unknown	1	CONCRETE	Building	N/A	No	15, 16
1607 Penn Ave.	9-G-97	N/A	Big Mama's House of Soul	after 1979	N/A	unknown	1	STUCCO	Building	N/A	No	15, 17
1609 Penn Ave.	9-G-98	N/A	Restaurant Patio (Big Mama's House of Soul)	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	15, 17
1611 Penn Ave.	9-G-99	Pittsburgh Taxidermy Studios	Red Ginger Restaurant	c. 1895-1905	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	3	BRICK	Building	COMMERCE/TRADE/specialty store	Yes	15, 17
1613 Penn Ave.	9-G-100	N/A	A.T.U. Local 85	c. 1969-1979	N/A	unknown	1	STUCCO	Building	N/A	No	15, 17
1615 Penn Ave.	9-G-101	N/A	Strip Dental Center/Lins Hair Studio	c. 1860 / refaced after 1980	N/A	unknown	2	STUCCO	Building	N/A	No	15, 17
1617-1623 Penn Ave.	9-G-102; 9-G-102A; 9-G-104	N/A	Parking lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	15
1620 Penn Ave.	9-H-34	St. Elizabeth's Roman Catholic Church	Altar Bar	1908	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	1	BRICK	Building	RELIGION/religious facility	Yes	15, 16
1622-1626 Penn Ave.	9-H-36	N/A	Parking lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	16
1627 Penn Ave.	9-H-3	Bernard Gloekler Company	Penn-Rose Building	1906-1908	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	Ballinger & Perrot (Philadelphia)	10	CONCRETE	Building	COMMERCE/TRADE/warehouse COMMERCE/TRADE/specialty store INDUSTRY/PROCESSING/ EXTRACTION/manufacturing facility	Yes	15, 18, 19
1628 Penn Ave.	9-H-38	N/A	McDonald's	after 1979	N/A	unknown	1	CONCRETE	Building	N/A	No	16
1633 Penn Ave.	9-H-7	Produce Vendor	Gene Sanes Upholstery	c.1929-1951	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	1	BRICK	Building	COMMERCE/TRADE/specialty store	Yes	19
1635 Penn Ave.	9-H-9	N/A	Gene Sanes Upholstery	c.1969-1979	N/A	unknown	1	BRICK	Building	N/A	No	19

Strip Historic District
Allegheny County, PA

RESOURCE INVENTORY

Address	Tax Parcel	Historic Name of Property	Current Name of Property	Date	Style	Architect/(Builder)	Number of Stories	Material	Type of Resource	Historic Function	Contributing	Photo
1642 Penn Ave.	9-H-46	Matthias Schwartz Grocer, 1856	Fort Pitt Candy Co.	c. 1850 / at rear c. 1900-1905 3 sty flat converted ca. 1951-1969 to warehouse with 2nd and 3rd floors removed after 1979	MID-19TH CENTURY/Greek Revival	unknown	2.5 1 (rear addition)	BRICK	Building	COMMERCE/TRADE/specialty store DOMESTIC/single dwelling DOMESTIC/multiple dwelling	Yes	20
1644 Penn Ave.	9-H-47	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	20
1649 Penn Ave.	9-H-11	Grocery Warehouse; Pennsylvania Motor Garage Sales Corp.	Lotus Food Co.	1920	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	5	BRICK	Building	COMMERCE/TRADE/specialty store COMMERCE/TRADE/warehouse	Yes	19
1700 Penn Ave.	9-H-52	Fourth United Presbyterian Church / Iron City Produce Warehouse	Ludic	1850 / 1903 renovation and modern alterations	N/A	unknown	2	METAL/Aluminum	Building	N/A	No	20
1701 Penn Ave.	9-H-16	N/A	Robert Wholey Co.	after 1979	N/A	unknown	1	CONCRETE	Building	N/A	No	21
1708-1716 Penn Ave.	9-H-52; 9-H-59	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	
1711 Penn Ave.	9-H-21	Robert Wholey Fish Company	Robert Wholey Co.	1954	MODERN MOVEMENT	unknown	1	STONE	Building	COMMERCE/TRADE/specialty store	Yes	21
1715 Penn Ave.	9-H-22	N/A	Robert Wholey Co.	after 1979	N/A	unknown	1	CONCRETE	Building	N/A	No	21
1717 Penn Ave.	9-H-23	N/A	Mancini's Bread	after 1979	N/A	unknown	1	BRICK	Building	N/A	No	21
1719 Penn Ave.	9-H-24	N/A	Prestigeorge Coffee and Foods	after 1979	N/A	unknown	1	BRICK	Building	N/A	No	21
1721 Penn Ave.	9-H-25	N/A	Peppi's	c.1929-1939	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	1	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	21
1723 Penn Ave.	9-H-26	N/A	In The Kitchen	after 1979	N/A	unknown	1	STUCCO GLASS	Building	N/A	No	21
1727 Penn Ave.	9-D-32	Wholesale Toys	Labads Grocery Middle Eastern Foods	c. 1951-1969	N/A	unknown	1	BRICK	Building	N/A	No	21
1728-1730 Penn Ave.	9-H-60	Cohen, Grudzinsky & Co.	Fudgie Wudgie	c. 1911-1914; addition 1956	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	4	BRICK	Building	COMMERCE/TRADE/specialty store	Yes	22
1728-1730 Penn Ave.	9-H-60	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	22
1729-1733 Penn Ave.	9-D-35	N/A	Penzeys Spices	after 1979	N/A	unknown	1	STUCCO	Building	N/A	No	21
1732-1734 Penn Ave.	9-H-69; 9-H-70	N/A	Parma Sausage Products	1960 with ca. 1972-1979 two-story addition	MODERN MOVEMENT	unknown	3	BRICK	Building	AGRICULTURE/SUBSISTENCE/ processing	Yes	22
1735 Penn Ave.	9-D-36	Andrews Bros.	Rental Food	c.1910-1914	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	21
1736 Penn Ave.	9-H-72	Produce Exchange Block	Mike Feinberg Co.	c.1904	LATE VICTORIAN/Romanesque	unknown	3	BRICK	Building	COMMERCE/TRADE/business COMMERCE /TRADE/warehouse	Yes	22
1800 Penn Ave.	9-H-71	Produce Exchange Block	Schorin Co.	c.1904	LATE VICTORIAN/Romanesque	unknown	3	BRICK	Building	COMMERCE/TRADE/business COMMERCE /TRADE/warehouse	Yes	22
1801 Penn Ave.	9-D-59	Henry D. Seitz, Druggist	N/A	c. 1868 / C. 1880 (rear duplex)	LATE VICTORIAN/Italianate	unknown	3	Brick	Building	COMMERCE/TRADE/specialty store DOMESTIC/multiple dwelling	Yes	23
1803-1805 Penn Ave.	9-D-60; 9-D-61	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	
1805 Penn Ave.	9-D-61	N/A	N/A	c. 1951-1969	NO STYLE	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	23

Strip Historic District
Allegheny County, PA

RESOURCE INVENTORY

Address	Tax Parcel	Historic Name of Property	Current Name of Property	Date	Style	Architect/(Builder)	Number of Stories	Material	Type of Resource	Historic Function	Contributing	Photo
1808-1810 Penn Ave.	9-D-157	Kleban E & Sons	Kim Do Wholesale Retail	c.1939-1951	NO STYLE	unknown	1	STUCCO	Building	COMMERCE/TRADE/warehouse	Yes	24
1809-1813 Penn Ave.	9-D-63; 9-D-65	N/A	Stan's Market	after 1979	N/A	unknown	1	WOOD/Weatherboard	Building	N/A	No	
1812 Penn Ave.	9-D-159	N/A	Anderson Meats and Poultry	after 1979	N/A	unknown	1	BRICK	Building	N/A	No	24
1814 Penn Ave.	9-D-160	Schilit Produce Co.	Café on the Strip	1924	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse COMMERCE/TRADE/specialty store	Yes	24
1904 Penn Ave.	9-D-161; 9-D-163; 9-D-164	Greenberg Candy Co.; Knaebel Produce Co.	Roland's Seafood Grill and Iron Landing	1924	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse COMMERCE/TRADE/specialty store	Yes	24
1901 Penn Ave.	9-D-78	N/A	Sunseri Sunrise Bakery	c.1923-1927 Third story removed c. 1952-1969; Rear addition c. 1929-1951	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	25
1905 Penn Ave.	9-D-80	Gless & Wolfram	Penn Avenue Pottery	c.1914	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	2	BRICK	Building	COMMERCE/TRADE/business	Yes	25
1907 Penn Ave.	09-D-81	Louis Goldward	Hermanoski	1917	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	3	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	25
1909-1911 Penn Ave.	9-D-82; 9-D-85	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	
1908 Penn Ave.	9-D-167	Peoples Bath	General Merchandise Outlet/ Little Bangkok/ Yoga	1908	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	2	BRICK	Building	OTHER/Public Bathhouse	Yes	24
1914 Penn Ave. (1914-1918 Penn Ave.)	9-D-170	N/A	Bella Notte Italian Eatery	c.1929-1930	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	1	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	
2000 Penn Ave.	9-D-176	N/A	Pennsylvania Macaroni Company	1956	NO STYLE	unknown	1	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	26
2000 Penn Ave.	9-D-176	N/A	Pennsylvania Macaroni Company - Parking Lot	N/A	N/A	N/A	N/A	N/A	Site	N/A	No	26
2001 Penn Ave.	9-D-105	Haudenshield Co.	Market 20th and Penn on the Strip	1930	MODERN MOVEMENT/Art Deco	unknown	3	BRICK	Building	INDUSTRY/PROCESSING/ EXTRACTION/manufacturing facility	Yes	27
2006 Penn Ave.	9-D-179	Pennsylvania Macaroni Company	Pennsylvania Macaroni Company	c.1923-1927 enlarged 1927-1952/ rear double alley house c. 1860	NO STYLE	unknown	1 2.5 (alley house)	CONCRETE	Building	COMMERCE/TRADE/warehouse DOMESTIC/multiple dwelling	Yes	26
2007 Penn Ave.	9-D-107	N/A	Fortunes Coffee Roasters	after 1979	N/A	unknown	2	BRICK	Building	N/A	No	27
2009 Penn Ave.	9-D-108	N/A		after 1980	N/A	unknown	3	BRICK	Building	N/A	No	27
2010 Penn Ave.	9-D-180	J.W. Cooper / Pennsylvania Macaroni Company	Salvatore R. Sunseri Building	1908	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	4	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	26, 28
2013 Penn Ave.	9-D-109	N/A	Palate Partners	after 1980	N/A	unknown	2	BRICK	Building	N/A	No	27
2014 Penn Ave.	9-D-181	Mrs. P. Kane Mercantile / The Campbell & Woods Co.	Pennsylvania Macaroni Company	1911-1912	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	4	BRICK	Building	COMMERCE/TRADE/warehouse COMMERCE/TRADE/specialty store	Yes	26, 28

Strip Historic District
Allegheny County, PA

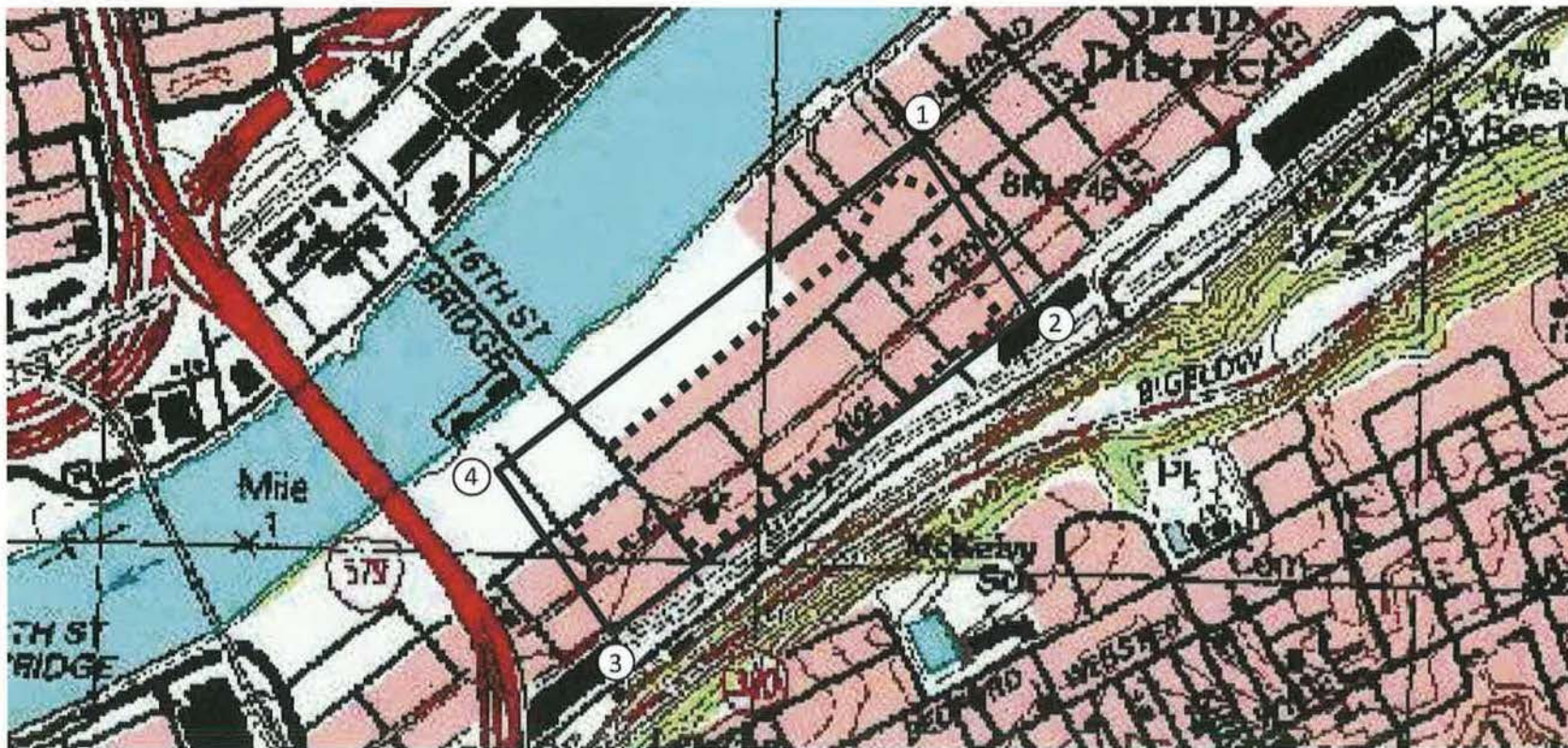
RESOURCE INVENTORY

Address	Tax Parcel	Historic Name of Property	Current Name of Property	Date	Style	Architect/(Builder)	Number of Stories	Material	Type of Resource	Historic Function	Contributing	Photo
2015 Penn Ave	9-D-110	N/A	Deluca's	c. 1957-1962	MODERN MOVEMENT	unknown	1	METAL/Steel STONE/Limestone	Building	COMMERCE/TRADE/restaurant	Yes	27
2019 Penn Ave.	9-D-112	N/A	Bradley's Book Outlet	after 1979	N/A	unknown	1	STUCCO	Building	N/A	No	27
2020 Penn Ave.	9-D-182	J. Goettmann/Ashford Co./Pennsylvania Macaroni Co.	Stamoolis Bros Co	1907 with 1953 alterations	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	3	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	26, 28
2021-2023 Penn Ave.	9-D-113	R. Hughes house	Lucy's	c.1870	MID-19TH CENTURY/Greek Revival	unknown	2.5	BRICK	Building	DOMESTIC/single dwelling	Yes	27
		Pittsburgh Italian Cheese Company		c.1923-1927	NO STYLE	unknown	1	BRICK		AGRICULTURE/SUBSISTENCE/processing		
2022 Penn Ave.	9-D-185	McKean house	Enrico Biscotti Company	c.1850 with 20th century alterations	MID-19TH CENTURY	unknown	2	BRICK	Building	DOMESTIC/single dwelling	Yes	28
2026 Penn Ave.	9-D-186; 9-D-188	Central Trust Co.	WesBanco Bank	c. 1900-1905 c.1929-1951 (addition)	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival NO STYLE (addition)	unknown	1; 1 (addition)	BRICK STONE/Limestone (addition)	Building	COMMERCE/TRADE/financial institution	Yes	28
2031 Penn Ave.	9-D-115	N/A	PNC Bank and Reyna Foods	after 1980	N/A	unknown	2	BRICK CONCRETE	Building	N/A	No	27
2100 Penn Ave.	10-A-44	Charles McKnight Warehouse / Iron City Fruit & Produce Co.	Sunny's Fashions	1906	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS /Commercial Style	unknown	4	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	29, 32
2101 Penn Ave.	9-D-152	N/A	Mon Aimee Chocolate and Café Richard	1960	MODERN MOVEMENT	unknown	1	BRICK GLASS	Building	COMMERCE/TRADE/specialty store	Yes	30
2106 Penn Ave.	10-A-43	Kaplan Grocery	Dejavu Lounge	1909	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS /Commercial Style	unknown	4	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	29
2107 Penn Ave.	9-D-150	N/A	Mery's Gifts & Crafts	after 1979	N/A	unknown	1	BRICK	Building	N/A	No	30
2111 Penn Ave.	9-D-149	N/A	Boulevard Glass and Metal	after 1979	N/A	unknown	2	BRICK GLASS	Building	N/A	No	30
2112 Penn Ave. (2112-2120)	10-A-41	N/A	Asian Foods, Inc.	c.1995	N/A	unknown	2	BRICK	Building	N/A	No	29
2115 Penn Ave.	9-D-146	Italian Cheese Co.	Roanne's Dried Flowers	1930-1931 (remodel of c. 1870 building)	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	2	BRICK	Building	COMMERCE/TRADE/specialty store	Yes	30
2117 Penn Ave.	10-A-1	N/A	Saloon on the Strip	c. 1870 with c. 1923-1927 addition and post 1980 façade renovation	N/A	unknown	2	BRICK	Building	N/A	No	30
2121 Penn Ave.	10-A-3	Boyle house	Strip District Meats	c.1857 (remodeled ca. 1890)	MID-19TH CENTURY	unknown	2	BRICK	Building	DOMESTIC/single dwelling	Yes	30
2123 Penn Ave.	10-A-4	McCabe & Byrne Livery	Strip District Meats	1889	LATE VICTORIAN	unknown	3	BRICK	Building	DOMESTIC/single dwelling	Yes	30
2124 Penn Ave.	10-A-36	Jas. A McAteer & Sons, Inc.	N/A	1905	LATE 19TH AND 20TH CENTURY REVIVALS /Classical Revival	unknown	5	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	29, 31
2125 Penn Ave.	10-A-6	N/A	Art of Steel	1960	NO STYLE	unknown	1	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	30
2127 Penn Ave.	10-A-7	S. Catanzaro & Co.	N/A	1905	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	4	BRICK	Building	COMMERCE/TRADE/warehouse AGRICULTURE/SUBSISTENCE/processing	Yes	30
1622-1654 Smallman St.	9-G-80	Standard Underground Cable	N/A	c.1921-1922 with pre-1951 additions	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	Joseph F. Kuntz (Pittsburgh) for W. G. Wilkins Co.	4	BRICK	Building	INDUSTRY/PROCESSING/ EXTRACTION/manufacturing facility	Yes	2, 4
1700 Smallman St.	9-D-15	P. H. Butler Company warehouse	N/A	c. 1915 with additions c. 1923 and c. 1951-69	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	George Hogg Company (Pittsburgh)	7	BRICK CONCRETE	Building	COMMERCE/TRADE/business COMMERCE /TRADE/warehouse	Yes	5

Strip Historic District
Allegheny County, PA

RESOURCE INVENTORY

Address	Tax Parcel	Historic Name of Property	Current Name of Property	Date	Style	Architect/(Builder)	Number of Stories	Material	Type of Resource	Historic Function	Contributing	Photo
1728 Smallman St.	9-D-16	L. J. Higgins	J Marcus Wholesale Distributors	c. 1914-1923	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	7	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	6
1800 Smallman St. (1800 Pike St.)	9-D-38	N/A	West Penn Financial	after 1980	N/A	unknown	1	BRICK	Building	N/A	No	6
1806 Smallman St. (1808-1812 Pike St.)	9-D-50	J.W. Craig / Aaron Produce	Carhops Pizza	c.1908	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	Joseph Watson Craig (builder) (Sewickley)	3	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	7
1900-1916 Smallman St.	9-D-68	N/A	Metropolis of Pittsburgh	c.1934-c.1935 alterations after 1979	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	2	BRICK	Building	COMMERCE/TRADE/restaurant COMMERCE/TRADE/specialty store COMMERCE/TRADE/warehouse	Yes	8
2000 Smallman St.	9-D-97	J.W. Craig / Connelly McAfee / Catanzaro Warehouse & Office	Smallman Plaza	c.1907-1908; alterations c.1988	LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival	unknown	2	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	9
1917 Smallman St.	9-D-200	Pennsylvania Railroad Fruit Auction & Sales Building	Produce Terminal Building	1929; 1930 (half block addition on SW end); with alterations 1982-1983 and 1995-1996	MODERN MOVEMENT/Art Deco	Office of Division Engineer (Pittsburgh, PA), Conemaugh Division, Central Region, Pennsylvania Railroad Company	2	BRICK	Building	COMMERCE/TRADE/business COMMERCE /TRADE/warehouse	Yes	1, 2, 3
2121 Smallman St.	24-S-202	Pittsburgh Banana Company	Tom Ayoob, Inc.	c.1936	LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style	unknown	1	BRICK	Building	COMMERCE/TRADE/warehouse	Yes	12



UTM Coordinates

1.	Zone 17	Easting 586217	Northing 4478656
2.	Zone 17	Easting 586364	Northing 4478391
3.	Zone 17	Easting 585813	Northing 4477911
4.	Zone 17	Easting 585655	Northing 4478106







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Phone: 412.261.2612

PNC BANK


16oz DRINKS
BROWN SLOW BLOODY MARY - HURRICANS
CIRQUE

REYNA FOODS
Mexican Groceries
Wholesale - Retail
Since 1987
412.261.2612

REYNA FOODS
Mexican Groceries
Wholesale - Retail
Since 1987
412.261.2612

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Mexican Groceries
Wholesale - Retail
Since 1987
412.261.2612





WesBanco

ATM ATM

ONE WAY

Penn Ave

21st St

ONE WAY

No Parking

No Right Turn

STAMOOLIS
THEERS CO.
412.471.7676
Opal!
BEV & WINEHOUSE
GREEK • ITALIAN • MEXICAN • EASTERN EUROPE
CRIDGE

Erica's Cafe

The Enrico BISCOTTI

STAMOOLIS

BROS CO



R
FREE TASTINGS
2014 Summer Street
1110-1562 - MON-FRI 10AM-5PM

RF

Sunny's Fashions
WOMEN'S & KIDS

Sunny's Fashions

SALE TO
Per
2nd St
North
Down

No Right Turn

No Right Turn



STRIP DISTRICT MEATS

STRIP DISTRICT MEATS

STEELERS

ONE WAY

STEBBINS PENGUINS

NO RIGHT TURN

NO RIGHT TURN

ONE WAY

25

P



CITY OF PITTSBURGH
EMERGENCY SERVICES TRAINING DIVISION

Liberty Ave

22nd St

17231



NO
TURN
ON
RED

PENNSYLVANIA MACARONI
DO NOT ENTER
GRAND BAKER

CO. SINCE 1902
The Italian's Italian Store!
WWW.PENNMAC.COM



Accident?

PENNSYLVANIA MACARONI CO.

HONEY

CREDIT REPAIR SERVICE

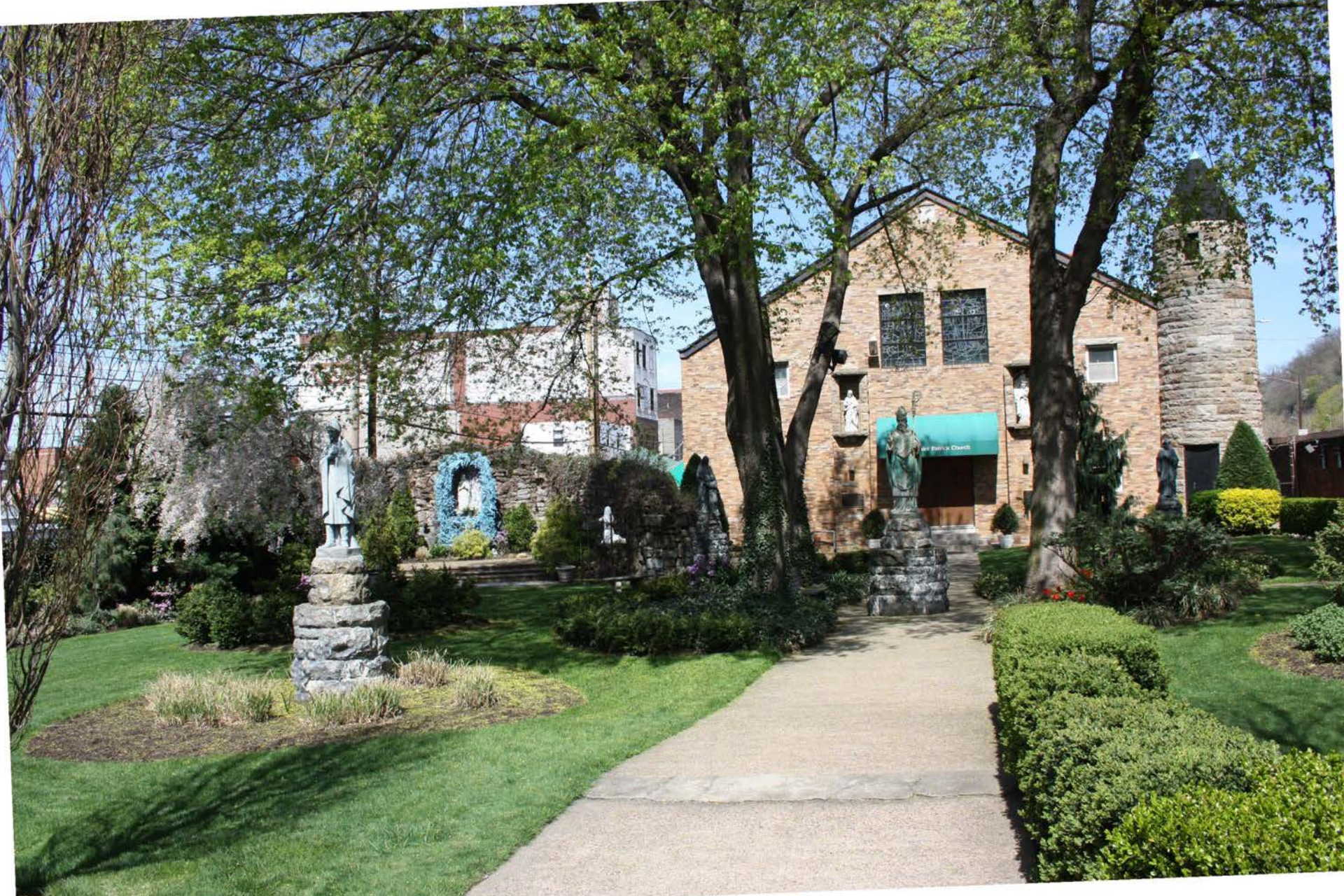


FR

OF THE FOOD

SEPARATE





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Strip Historic District

MULTIPLE NAME:

STATE & COUNTY: PENNSYLVANIA, Allegheny

DATE RECEIVED: 3/18/14 DATE OF PENDING LIST: 4/11/14
DATE OF 16TH DAY: 4/28/14 DATE OF 45TH DAY: 5/04/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000194

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 5/2/2014 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A & C
REVIEWER Patrick Andrews DISCIPLINE Historian
TELEPHONE _____ DATE 5/2/2014

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



CITY OF PITTSBURGH

Department of City Planning

William Peduto
Mayor

Noor Ismail, AICP
Director

January 14, 2014

Keith Heinrich
National Register Program
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, Pa 17120-0093

RECEIVED 2280

MAR 18 2014

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

RE: Strip Historic District, Pittsburgh City, Allegheny County, Key #0096928

Dear Mr. Heinrich:

As requested in your letter dated November 27, 2013; the following is meant to fulfill the City of Pittsburgh's obligations as a Certified Local Government for providing comment on National Register Nominations.

The public involvement process included emailing notices to interested parties of both the Historic Review Commission and members of the Planning Commission of the City of Pittsburgh, including members of the press. Written comments from the public were requested at that time. The nomination was included on the agenda of the January 8, 2014 Historic Review Commission meeting and in-person public comments were taken at that time. No in-person public comments were received and no letters of support for the nominations were submitted. The City's position on the nomination is outlined below.

Strip Historic Nomination, Pittsburgh City, Allegheny County

The City of Pittsburgh strongly supports this nomination because the property meets the requirements of National Register Criteria A and C as identified in the nomination form. The nomination form states:

"The Strip Historic District meets National Register Criteria for Commerce. Because it includes the previously-listed St. Stanislaus Koska Roman Catholic Church, it also includes the Criteria and areas of significance for which that property was listed: Criteria A and C for Religion and Architecture, respectively. In terms of significance for Commerce, this district was the heart of the wholesale produce industry in Pittsburgh, providing produce both locally in the city and regionally in the surrounding counties. The period of significance begins in 1850 with the earliest extant resources and ends in 1963, following the National Register's 50-year guideline. The latter date corresponds generally to shifts within the wholesale produce industry (e.g. grocery stores buying direct from producers, the transition from rail to truck) that impacted this area as a wholesale produce distribution center.

The district is not listed on the Local Register of Historic Places. The City's Preservation Plan identifies the goal of listing additional properties to the National Register.

I can be contacted at (412)255-2243 or via email at Sarah.Quinn@pittsburghpa.gov.

Regards,

Sarah Quinn
Historic Preservation Planner
City of Pittsburgh



Pennsylvania
Historical & Museum
Commission



March 12, 2014

Carol Shull, Acting Keeper
National Register of Historic Places
U.S. Department of Interior
National Park Service
1201 "I" (Eye) Street, NW, 8th floor
Washington D.C. 20005

Re: NR nomination forms

Dear Ms Shull:

The following nomination forms are being submitted for your review:

Strip Historic District, Allegheny County
Stehli Silk Mill, Lancaster County

The proposed action is listing in the National Register.

Regarding the Strip Historic District, staff felt that the period of significance should end in 1964, following the Park Service's 50 year guideline because the district appears to have remained significant well into the past 50 year period and the district does not appear exceptionally significant. The Historic Preservation Board, however, felt that 1964 was arbitrary and suggested that the period of significance should extend to 1979, based on the information in the nomination. The minutes of that discussion are enclosed for your review.

If you have any questions regarding the nominations please contact Keith Heinrich at 717-783-9919.

Sincerely,

Keith T. Heinrich
National Register and Survey

Historic Preservation Services
Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us
The Commonwealth's Official History Agency

Nomination Reviews

The meeting reconvened following lunch and Chair Richard Leonori led the introduction of Board members, staff members, and visitors, and explained the process of the National Register nomination reviews.

3. Stehli Silk Mill, 701 Martha Avenue, Manheim Township and Lancaster City, Lancaster County, Key #157395

Guests: Frank Dittenhafer, Bonnie Wilkinson Mark, Carol Lee, Matthew Bupp

Discussion: Keith Heinrich gave staff comments. Chair Richard Leonori noted that there was a letter of support from the Certified Local Government. Richard Burkert said that he was amazed at the incentives that were offered to the company, such as construction of a railroad siding and bricks for construction, to get them to locate in Lancaster. He stated that the nomination provided a very well-done history of both the property and the fashion industry, adding that the nomination provided lots of support for the property's significance. Steve Burg noted that the nomination was very well-done and featured a great discussion of the silk manufacturing process and how this building illustrated that process. He noted that the statement of significance was strong. Gerry Kuncio asked if the stone entry piers were included in the National Register boundary and Margaret Newman asked if they had been counted. Preparers Bonnie Wilkinson Mark and Carol Lee responded that they were included in the boundary but that they were uncounted landscape features because of their small scale; Carol Lee added that their status would be clarified when the nomination was finalized. Gerry Kuncio stated that he had noted several copy-edits, such as incorrect mill numbering, that needed to be made to the form. Keith Heinrich responded that he would make the changes. Margaret Newman asked why both letters and numbers were used to identify the resources on the property, noting that using both added a layer of complexity. Co-preparer Bonnie Wilkinson Mark replied that the use of both numbers and letters was based on previous staff guidance. Margaret Newman responded that if that was what staff wanted, it was fine. Gerry Kuncio asked if the level of significance should be national.

Motion: Accept

Motion by: Steve Burg

Second: Suzanna Barucco

Criteria: A

Level of Significance: National

Vote: All agree

4. Strip Historic District, Roughly bounded by Railroad Street, the Former Pennsylvania Railroad yards, 22nd Street, Liberty Avenue, and 15th Street, Pittsburgh City, Allegheny County, Key #096928

Guests: Karamagi Rujumba

Discussion: Keith Heinrich presented staff comments. Chair Richard Leonori noted that there was a letter of support from the Certified Local Government. Karamagi Rujumba from Pittsburgh History and Landmarks Foundation gave comments in support of the nomination. Brian Fritz stated that the nomination was very well-written and added that, in the 1950s and 1960s, his family was farmers and they would drive their produce from Somerset County to the Strip to sell it. Marty Rosenblum stated that the nomination was well-done, but said that he had

heard that some resources in the district may come or go. Richard Leonori responded that that is the case with most districts. Marty Rosenblum pointed out that there were 66 contributing and 43 noncontributing resources, noting that that meant that more than 1/3, closer to 40%, of the resources were noncontributing. He also noted that there were small but noticeable gaps in the district and added that that is the case in most urban districts. He asked if the Board was being consistent if they disregarded these gaps. He wondered if this district would become a benchmark for future decisions and noted that the Board's decision on this district should be kept in mind for future urban districts. He did, however, state that the district had a strong story to tell. Suzanna Barucco responded that the district looked cohesive based on the photos. Steve Burg added that, based on the photos, the district appeared cohesive and asked if the photos were not reflective of the district. Jeff Slack responded that he has been to the district many times and pointed out that the scale of the district is important to keep in mind. It is like a marina where the oceanliners are present, but some of the tugboats are not. He also stated that the buildings with a produce and warehouse history remain and that he wished that, instead of raw numbers, the square footage of the gaps was listed. Patrick Shattuck added that, based on street frontage, the district is cohesive and holds together very well. He pointed out that, on the street level, the boundaries are very clear. Suzanna Barucco stated that it was nice to see that the canopies remain. Richard Burkert noted that he loved the nomination and the fact that the district hangs together as a produce center, adding that the Smallman Street corridor is particularly impressive. He pointed out that he loved how the district ties into the earlier history of the area and how the nomination explained how the produce industry worked. Richard Leonori asked what happens if the Pennsylvania Fruit Auction and Sales Building, or Produce Terminal, is razed. Jeff Slack responded that there have been no proposals that he is aware of to raze the entire Produce Terminal, and that the only proposal he was aware of would cut off part of the building, about 1/3 of it, roughly corresponding to the addition that was added to the building 22 months after initial construction. He noted that the Pittsburgh History and Landmarks Foundation had supported that plan, but added that the newly elected mayor of Pittsburgh had called for a third option. Brian Fritz pointed out that the board needs to base its decision on current conditions, not what might happen in the future. Richard Leonori stated that he did not like 1963 as the end date to the period of significance and asked if it was only chosen because the nomination was written in 2013. He wondered, if that was the case, whether the period of significance should end in 1964 since the Board was considering the nomination in 2014. Richard Burkert replied that the produce distribution industry is largely gone now and the district has become dominated by food retail and entertainment. He asked what the most appropriate period of significance would be, perhaps when the railroad yards were removed. Steve Burg noted that there are still 2 produce wholesalers in the district. Richard Burkert noted that when the railroad removed its tracks, the character of the district changed. Gerry Kuncio pointed out that the railroad went bankrupt in 1970/1971 and asked if that would be an appropriate end to the period of significance since that was when the area started to decline as a wholesale produce distribution center. Brian Fritz asked why 1926 was listed as a significant date. Suzanna Barucco suggested that the motion should revise the end date for the period of significance. Gerry Kuncio stated that the period of significance was based on the 50 year rule, which was arbitrary and noted that the nomination pointed out that, in the last 30 years, retail had come to dominate the area. Jeff Slack added that by 1990, the district was mostly retail. Steve Burg said that the date should end in 1970 and Jeff Slack pointed out that the railroad's bankruptcy only affected the terminal, not necessarily the entire district. Keith Heinrich pointed out that because the district remained

significant past 1964, the end date of the period of significance would be somewhat arbitrary. Jim Vaughan suggested 1983 as the end of the period of significance because the district switched to mostly retail about 30 years ago. Jeff Slack confirmed that 1983 corresponded generally to the switchover to retail. Gerry Kuncio noted that, based on the nomination, 1979 was an appropriate end to the period of significance.

Motion: Accept

Motion by: Steve Burg

Second: Gerry Kuncio

Criteria: A

Level of Significance: Local

Vote: All agree (with a proposed change of the end date of the period of significance to 1979, corresponding to the changeover to retail).