United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name ____________________
other names/site number ____________________

2. Location

street & number ________
see continuation sheet ________

N/A not for publication

city or town ____________________

N/A vicinity

state Pennsylvania code PA county Philadelphia code 101 zip code various

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this □ nomination □ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property □ meets □ does not meet the National Register criteria. I recommend that this property be considered significant:

☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

[Signature] Brent Glass, SHPO 12/9/97

State of Federal agency and bureau

State Historical and Museum Commission

[Signature] Date

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.

☐ See continuation sheet.

☐ determined eligible for the National Register.

☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain) ____________________

[Signature of the Keeper] Date of Action
## 5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
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<tbody>
<tr>
<td>Check as many boxes as apply</td>
<td>Check only one box</td>
<td>Contributing</td>
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<tr>
<td>☑ private</td>
<td>☐ building(s)</td>
<td>3,382 buildings</td>
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<td>☑ public-local</td>
<td>☐ district</td>
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<tr>
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<td>☐ object</td>
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<table>
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<tr>
<th>Name of related multiple property listing</th>
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<tr>
<td>Enter &quot;N/A&quot; if property is not part of a multiple property listing.</td>
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<table>
<thead>
<tr>
<th>Number of contributing resources previously listed in the National Register</th>
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</thead>
<tbody>
<tr>
<td>138</td>
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## 6. Function or Use

### Historic Functions
(Enter categories from instructions)

- DOMESTIC/single dwelling
- DOMESTIC/multiple dwelling
- COMMERCE/TRADE/business
- COMMERCE/TRADE/specialty store
- RELIGION/religious facility
- RELIGION/church school
- EDUCATION/school see cont. sheet

### Current Functions
(Enter categories from instructions)

- DOMESTIC/single dwelling
- DOMESTIC/multiple dwelling
- COMMERCE/TRADE/business
- COMMERCE/TRADE/specialty store
- RELIGION/religious facility
- RELIGION/church school
- EDUCATION/school see cont. sheet

## 7. Description

### Architectural Classification
(Enter categories from instructions)

- LATE VICTORIAN/Queen Anne
- LATE 19TH AND 20TH CENT. REVIV./Col. Rev.
- LATE 19TH AND 20TH CENT. REVIV./Class. Rev. see cont. sheet

### Materials
(Enter categories from instructions)

- foundation brick
- walls brick
- stone
- roof slate
- other metal
- wood

### Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)
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 commemorating property.

- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

- Architecture

- Community Development

Period of Significance
1850–1930

Significant Dates
N/A

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation
N/A

Architect/Builder
see cont. sheet

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

Primary location of additional data:
- State Historic Preservation Office
- Other State agency
- Federal agency
- University Univ. of Pennsylvania
- Other

Name of repository:
University City Historical Society
West Philadelphia Streetcar Suburb Historic District

Philadelphia, PA

10. Geographical Data

Acreage of Property: approx. 640 acres

UTM References
(Place additional UTM references on a continuation sheet.)

Philadelphia Quadrangle

1 1 6 1 8 4 8 0 6 0 0 4 1 4 2 2 1 2 0
Zone Easting Northing

2 1 6 1 8 4 8 2 4 2 0 4 1 4 2 3 0 8 1 0

3 1 8 4 8 3 0 1 0 4 1 4 2 2 2 6 0
Zone Easting Northing

4 1 8 4 8 1 5 6 0 4 1 4 2 0 8 8 0

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title: Cynthia Rose Hamilton

organization: Consultant to the Univ. City Hist. Soc. date: June 25, 1997

street & number: 7706 East Lane telephone: (215) 233-1828

city or town: Wyndmoor state: PA zip code: 19038

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO.)

name: 

street & number: telephone: 

city or town: state: zip code: 

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.
2. LOCATION

The district is roughly bounded by the University of Pennsylvania campus, the Woodlands Cemetery, the Philadelphia College of Pharmacy, Woodland and Kingsessing Avenues, the Conrail Railroad line, St. Bernard Street, Catharine Street, 51st Street, Hazel Avenue, 52nd Street, 46th Street, Pine Street, 47th Street, Walnut Street, Chestnut Street, and Ludlow Street.

BLOCKS INCLUDED WITHIN BOUNDARIES

<table>
<thead>
<tr>
<th>Street</th>
<th>Blocks Included Within Boundaries</th>
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<td>[may not include both sides of block, see boundary map]</td>
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<tr>
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<td>Warrington Ave.</td>
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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

West Philadelphia Streetcar Suburb Historic District, Philadelphia County, Pennsylvania  
Section number 2  Page 2

<table>
<thead>
<tr>
<th>Street</th>
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National Register of Historic Places
Continuation Sheet
West Philadelphia Streetcar Suburb Historic District, Philadelphia County, Pennsylvania
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6. FUNCTION or USE, Continued:

<table>
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<td>COMMERCE/TRADE/warehouse</td>
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<tr>
<td>RELIGION/church-related residence</td>
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</tr>
<tr>
<td>DOMESTIC/secondary structure</td>
<td>RELIGION/church-related residence</td>
</tr>
<tr>
<td>LANDSCAPE/park</td>
<td>DOMESTIC/secondary structure</td>
</tr>
<tr>
<td>RECREATION/CULTURE/work of art</td>
<td>LANDSCAPE/park</td>
</tr>
<tr>
<td>RECREATION/CULTURE/theater</td>
<td>LANDSCAPE/garden</td>
</tr>
<tr>
<td>DOMESTIC/institutional housing</td>
<td>HEALTH CARE/medical office</td>
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<tr>
<td>TRANSPORTATION/rail-related</td>
<td>RECREATION/CULTURE/work of art</td>
</tr>
<tr>
<td></td>
<td>DOMESTIC/institutional housing</td>
</tr>
<tr>
<td></td>
<td>LANDSCAPE/parking lot</td>
</tr>
</tbody>
</table>
7. ARCHITECTURAL CLASSIFICATION, Continued:

LATE VICTORIAN/Victorian
LATE VICTORIAN/Italianate
MID-19TH CENTURY/Gothic Revival
LATE VICTORIAN/Second Empire
LATE 19TH AND 20TH CENTURY REVIVALS/Tudor Revival
LATE VICTORIAN/Renaissance
LATE 19TH AND 20TH CENTURY REVIVALS/Mission
LATE 19TH AND 20TH CENTURY REVIVALS/Beaux Arts
LATE 19TH AND 20TH CENTURY REVIVALS/Georgian Revival
MODERN MOVEMENT/Art Deco
LATE 19TH AND 20TH CENTURY REVIVALS/Jacobean Revival
LATE 19TH AND 20TH CENTURY REVIVALS/Neo-Classical Revival
LATE 19TH AND 20TH CENTURY REVIVALS/French Renaissance
LATE 19TH AND 20TH CENTURY REVIVALS/Collegiate Gothic
DESCRIPTION

The West Philadelphia Streetcar Suburb Historic District an urban, largely residential district containing over 3,500 buildings located adjacent to the University of Pennsylvania campus in the eastern section of West Philadelphia. The district is roughly bounded by the University of Pennsylvania campus, the Woodlands Cemetery, the Philadelphia College of Pharmacy, Woodland and Kingsessing Avenues, the Conrail Railroad line, St. Bernard Street, Catharine Street, 51st Street, Hazel Avenue, 52nd Street, 46th Street, Pine Street, 47th Street, Walnut Street, Chestnut Street, and Ludlow Street (see figure 1). Lawns, shade trees, stone walls, and iron fences provide a cohesiveness which distinguishes the district from the surrounding neighborhoods. The district’s buildings are primarily composed of mid to late nineteenth and early twentieth century, three-story, brick and stone semi-detached houses, rowhouses and single detached dwellings that embody design characteristics unique to the expanse of greater West Philadelphia. A span of architectural styles are represented in the residential buildings including the Italianate, Victorian Gothic, Second Empire, Gothic Revival, Queen Anne, Colonial Revival, and Classical Revival, as well as countless variations on these styles. Corner turrets, projecting metal or wood shingled bays, wooden porches, stained and leaded glass windows, and ornamental metalwork are among the typical decorative features. The commercial buildings, generally located on the primary thoroughfares of Baltimore Avenue, Chestnut and Walnut Streets, maintain the residential scale and character established in this neighborhood. The district also includes numerous institutional buildings such as schools and churches, which are typically imposing and architecturally varied resources. The district's buildings have changed little in form, shape, or setting, with minimal alterations to the original fabric, and retain a high degree of architectural integrity. Only 3% of the district's buildings are non-contributing resources, and there has been minimal demolition or new construction. Thus, the majority of the buildings contribute to the period of significance. Also included within the bounds are three sites: a city park and two community gardens, and one object, a statue located in the city park.

In general, the residential buildings have retained their setting and forms, and many original details, which are most heavily concentrated at porches, bays, cornices, and roofs. Typical alterations include the addition of aluminum or vinyl siding on elements such as bays or cornices, the replacement of porch posts or balustrades, and alterations to fenestration. As a whole, the residential buildings embody the distinctive characteristics of the prevalent styles of the period and stand with a high degree of integrity. The non-residential buildings have, in general, retained their setting and forms and have been little altered. Many are fine examples of their styles and stand as visual and architectural landmarks in the community.

West Philadelphia became one of Philadelphia’s premier neighborhoods, possessing the lower density and other amenities of suburban living, yet only a short commute from Center City. In the mid-nineteenth century, large single and twin romantic Gothic and Italianate villas were built on lots of several hundred square feet. Extensive residential development continued over the next four decades when near full utilization of the land ended development opportunities. The district is characterized by a
wide variety of large, speculative rowhouses and semi-detached houses, often with characteristics unique to this section of the city.

Development of the district was steady from 1850-1930 as the population spread westward. Accordingly, the individual neighborhoods within the district illustrate the architectural styles that were popular during the various periods of development within the period of significance. There are no physical boundaries dividing the various neighborhoods within the district and the neighborhoods are generally not recognized by formal names. Rather the neighborhoods are defined by association with the public buildings and by their architectural styles, materials and scale.

The earliest Gothic and Italianate buildings, constructed prior to 1870, are generally located east of 42nd Street and represent the vestiges of the Hamiltonville development. By 1886 the area bounded by Chestnut to Locust and 40th to 45th had developed in response to the horsecar depot which opened at 41st and Chestnut Streets. This development features early variations of the Victorian style. During this same period, the depot and 49th and Woodland spurred a small pocket of development in the southern section of the district around 1885, with development of nearly the entire area between Windsor to Woodland and 45th to the Conrail lines completed by 1895. These 1885-1895 buildings feature the late Victorian and early Revival styles. Between 1895-1900 significant development occurred in three areas: 43rd to 45th and Walnut to Baltimore, 46th to 51st and Hazel to Baltimore, and 48th to St. Bernard and Baltimore to Warrington. Hence, these areas predominantly contain Colonial Revival style buildings. Between 1900-1910 these same sections were fully developed as was the northwestern section bounded by 45th to 47th and Walnut to Pine. The final period of 1910-1930 is marked by the presence of apartment houses in the later Revival styles which are concentrated along Walnut Street, Spruce Street, and Chester Avenue.

As each neighborhood developed, schools and churches were erected to serve the needs of the new communities. Hence, these institutional buildings are scattered throughout the district, with the earliest examples located in the pre-1885 sections and the later examples in the areas that developed in the first decade of the twentieth century. In total, four education related buildings and fourteen churches remain in this district, generally representing the period of development of each neighborhood. Their immense scale and public function have secured their landmark status within the community.

The district’s streets are organized in a grid pattern which is essentially an extension of the grid established in Center City Philadelphia. North of Baltimore Avenue, the streets are organized along the east-west axis, with the primary thoroughfares running east-west, and the secondary numbered streets running north-south. South of Baltimore Avenue, the grid is skewed to the southwest on a 45° angle. The pattern of organization of the lot sizes in the district is somewhat varied, with the named (east-west) streets containing the more commodious lots north of Baltimore Avenue, and with a more even distribution of lot sizes on both named and numbered streets south of Baltimore. The lots are typically long and narrow, allowing for both a front and rear yard. In the area south of Baltimore Avenue, small
one and two block tertiary streets exist such as Farragut, Windsor, and Trinity, which occasionally terminate and reappear several blocks away.

The layout of the buildings on the lots varies with the period of development and the architectural style of the buildings. Generally, the earlier Italian Villa and Gothic Revival residences are set further back on wide lots, providing for extensive front and side yards. During the next phase of development in the 1870s-1900, the houses were sited more toward the street with 20'-25' front yards and narrow side yards. As lot sizes continued to shrink, the early twentieth century buildings were often placed very close to the property line, allowing for a small front yard area. In the final phase of significant construction, which largely consisted of the 1920s apartment buildings, the architects maximized the buildable lot area, and located open areas within the building volume as an open court.

The predominant building type in the district is the “twin,” two units sharing a party wall, as well as stylistic features, generally laid out in opposing floor plans. The dominant form of the twin is three stories in height with a generous front porch, second story bay, and decorative elements concentrated at the third story level. Because the twins were often built as part of a block of speculative development, stone or brick perimeter walls, and iron fences appear as continuing landscape features.

The vast majority of the buildings have been well preserved with typical alterations consisting of aluminum or vinyl siding on cornices or bays, replacement porch posts or balustrades, and window alterations. A residential scale persists throughout the district with the houses varying from three to four stories, and the apartment buildings rising four or five stories in height. The cohesiveness of architectural fabric and scale reflects the continuous period of development from 1850-1930.

**RESIDENTIAL ARCHITECTURE**

The residential architecture of the district can be grouped into four reasonably discrete periods: pre-1870, 1870-1900, 1900-1920, 1920-1930.

**Pre-1870**

The pre-1870 Italian Villas typically contain features representative of the Italianate, Greek Revival, and Second Empire styles. These early houses, of which a remarkable number survive, are primarily scattered between 40th-42nd, Locust-Chester and are grouped in small numbers, as relics of the earliest developments in the district. Among the more notable of these early developments are Hamilton Terrace, Hamilton Estate, Woodland Terrace, and the east side of the 200 block of S. 42nd Street.

Designed by Samuel Sloan in 1856, Hamilton Terrace, located on the west side of S. 41st Street below Baltimore Avenue, was originally composed of five Italianate buildings, though only two twins remain (see photograph 1). The extant buildings, numbers 502-504 and 508-510, are three-story, two-bay,
stuccoed, Greek Revival/Italianate twins with distinctive front porches with Corinthian columns. Other distinguishing features include bracketed window hoods, dentilizzed cornices, and 4/4 windows. As indicated in the photograph, typical alterations include the replacement of original windows and the removal of window hoods.

The Hamilton Family Estate development (c. 1854-1867) is located on the south side of the 4000 block of Pine Street and also includes 4039 and 4041 Baltimore Avenue (National Register, 1979, see photograph 2). This grouping of predominantly Italianate detached and semi-detached, three-story residences are distinguished by large, terraced, front yards with stone and iron fences, columned porches, segmentally arched windows in 4/4 and 4/6 configurations, bay windows, bracketed cornices, projecting pavilions, and slate roofs.

Another notable grouping of early Italianate buildings is Woodland Terrace (constructed 1861, National Register, 1971) which is a distinctive grouping of twenty-one, three-story, three-bay brownstone Italianate semi-detached houses that incorporate various devices to give the appearance of large detached houses (see photograph 3). Distinguishing features of this development include terraced front and side yards enclosed by stone walls and iron fences, wrap-around bracketed porches, tall 4/4 first floor windows, projecting window hoods, paired semi-circular arched windows at the third floor, paired bracketed cornices, hipped roof bracketed cupolas projecting from hipped roofs, three-story side entrance bays, and wood shingling at the third story of certain units. The Woodland Terrace residences retain a very high degree of integrity due to the early recognition of their significance and the appreciation of the architecture by the residents.

John D. Jones designed a grouping of Italianate houses on the east side of the 200 block of S. 42nd Street in 1863-1865 (see photograph 4). Jones' first composition was the corner unit, 233 South 42nd Street. This three-story, stone, Italianate detached house is distinguished by its generous yard with stone fence, semi-circular arched headed windows, 4/4 sash, bracketed cornice, and square tower. The porch was altered in the Greek Revival style at the turn of the century with paired classical columns. With the success of this residence, Jones then built three twins to the immediate south. These two-and-one-half story, two-bay, granite and brownstone twins were designed in the Second Empire style in an AABBA pattern. Distinguishing features of the A units include bracketed porches, square headed and arched headed windows, paired bracketed cornices, mansard roofs with single elliptical arched projecting dormers. The center B units feature bracketed porches, tall first floor windows, square headed and arched windows, and mansard roofs with semi-circular projecting dormer windows. These buildings stand in excellent condition with a very high degree of integrity.

1870-1900

The second period of construction, 1870-1900, features a great variety of Late Victorian styles with the earliest buildings containing features reminiscent of the earlier Italianate and Second Empire styles,
followed by the beginning of the Queen Anne which was initially coupled with the earlier Italianate or Victorian Gothic styles, and later was revealed as its own distinctive style with great exuberance. The mid-1890s witnessed the beginning of the revivals including the Romanesque Revival, Renaissance Revival, Classical Revival, Colonial Revival and Georgian Revival. The earliest buildings in this period are located near the historic transportation nodes in the proximity of 49th and Woodland and 41st and Chestnut.

In 1873 Clarence Clark developed a grouping of three-story brick rowhouses on the north side of the 4000 block of Locust Street, deviating from the Italianate style that had characterized the preceding developments in the district (see photograph 5). These fourteen, three-story, two-bay, Queen Anne rowhouses are arranged in an AAAABBBAAAABBBB pattern with unifying characteristics such as paired porches, flattened Gothic arches at the window and door openings, decorative brick belt courses, corbelled brick cornices and slate roof shingles. Largely student occupied, this row has witnessed the removal of porches and the replacement of windows which impacts on the original design intent of a continuous, unified grouping, though the overall integrity remains.

The noted Philadelphia architectural firm of G.W. and W.D. Hewitt mastered the use of the Queen Anne style in their 4206-4218 Spruce Street commission of 1887-1888 (see photograph 6). These seven, three-story, two-bay, brick rowhouses are distinguished by iron fences, columned porches with decorative spindlemwork, decorative brickwork, steeply pitched cross gables, turrets, second floor corner balconies on the end units, fishscale tilework at the gable peaks, tall corbelled brick chimneys, slate roofs, and windows with small panes surrounding a single large pane. In recent years the original wooden elements, in particular the porch features, have begun to exhibit signs of deterioration such as rotting and breaking. Recognizing the significance of the architecture, the owners have typically retained and repaired the features, or replaced in kind.

In 1890 Willis G. Hale designed a row of fourteen Late Victorian Gothic twins located at 4501-4527 Regent Street (see photograph 7). This three-story, three-bay brick twins are unusual in that they are notably wider than typical twins and they have the form of triples with wall gabled end blocks, flanking a center dormer.

One of the district’s notable late nineteenth century detached dwellings was designed for Charles Buzby in 1895 by R.G. Kennedy and is located at 4721 Chester Avenue (see photograph 8). Retaining a high degree of integrity, this three-story, three-bay brick Classical Revival/Renaissance Revival residence is distinguished by a wrap-around porch, clay tile roof, massive porch supported by corbelled capitals, large second story bay with terra cotta panel featuring classical motifs, and a hipped roof with broad overhanging eaves. As evident in the photograph, this building is well maintained and retains a very high degree of integrity.
One of the earliest groupings that reflects the growing popularity of the revival styles is 4404-4410 Pine Street, designed in c. 1895 (see photograph 9). These three-story, two-bay, buff colored brick Colonial Revival houses retain characteristics of the earlier Queen Anne style, though a clear move toward the revival is evident. This group is distinguished by the classical columned porches (4408-4410) with pedimented entrances, corner turrets with conical roofs, and applied pilasters and floral ornamentation, quoining, second floor bay windows with swag and garland ornamentation, and pedimented and arched dormer windows.

1900-1920

The buildings which date to this period are found throughout the district, though almost entirely west of 43rd Street where the land remained undeveloped at the turn of the century.

William Kimball developed the north side of the 4200 block of Pine in c. 1900-1905 with the erection of twelve, three-story, Roman brick Colonial Revival twin houses, and one three-story brick detached Colonial Revival house in the AAAAAABBCCDCC pattern (see photograph 10). This row is distinguished by its front yards enclosed with low schist walls, classical columned front porches with applied decoration and modillioned cornices, second floor metal bays with applied swag and garland ornamentation and modillioned cornices, third story arched or Palladian windows, Flemish cross gable dormers, and stained glass transom windows at the first story.

In 1904 Horace Trumbauer designed a large cream colored brick residence at 4200-4214 Pine Street for the Eisenlohr family, owners of Conco Cigar Company (see photograph 11). This two-and-one-half story, French Renaissance residence is organized in an H-plan with a large yard that is enclosed by tall, decorative iron fences. Distinguishing features include Ionic columned porches, steeply pitched slate hipped roof with metal coping and pinnacles, gabled and arched pedimented dormers, and tall end chimneys. Additions were erected in 1947, 1961, 1962, and 1971. The building is currently owned by the University of Pennsylvania and stands in excellent condition with a high degree of integrity.

With a continued demand for additional housing and the trend toward apartment living at the turn of the century, came the district’s first apartment buildings. A. Lynn Walker designed the Stonehurst Apartments in c. 1900 which is located at 419-425 S. 45th Street (see photograph 12). This four-story, random-coursed, rock-faced limestone Romanesque Revival apartment building is distinguished by corner turrets with crenelated roof, two-story recessed porch with brick columns, two-story bay windows, tiled mansard roof with cross gables, and pedimented gables.

Around 1910, the Real Estate Bonding Company retained William Bull to build the Netherlands Apartment building at 4300-4322 Chestnut Street (see photograph 13). This four-story, orange brick and limestone Renaissance Revival apartment building contains oval windows flanking porticoed doorways, decorative stone trim, stone water table and belt course, stone modillioned cornice, and four-story curved
bays. New windows of a compatible configuration have been installed and the building is well
maintained, in good condition, and retains its integrity.

1920-1930

The final period of significant construction in the district occurred during the 1920s and largely consists
of 4-5 story apartment houses. Most often, these apartment houses were designed in the popular revival
styles of the period, incorporating restrained facades, and familiar interior axial plans. Though one to
two stories taller than the district’s predominantly three-story residences, the apartment buildings blend
into the larger architectural composition by the use of familiar materials and ornamentation, and because
the architects of these apartment buildings were required to conform to the lot depths which had been
established in the nineteenth century. This final period is well represented along Chester Avenue, Spruce
Street, and along the upper sections 45th and 46th Streets.

In 1927 Max Bernhardt designed the Winchester Apartments at 4804-4806 Chester Avenue for Barnet
and Joseph Rubin (see photograph 14). This four-story, eight-bay, brick building contains half-timbering
in the gables, indicating the movement toward the English revivals which had become popular in the
1920s and 1930s.

In that same year, Nathan Litman built the Royal Chester Court at 4601-4603 Chester Avenue (see
photograph 15). This five-story, thirteen-bay, massive U-shaped, light yellow brick apartment building
contains commercial space along the first floor. As is the case with many of the district’s buildings, the
storefronts have been altered with modern signage and awnings, alterations that typically have a minimal
impact on the overall integrity. The brickwork of the first story is distinguished by deeply raked joints
and a narrow cornice.

NON-RESIDENTIAL ARCHITECTURE

While it is the vast speculative residential development that characterizes this district, a remarkable
variety of scale and design exists, in part afforded by the larger, and often triangular, corner lots. On
these lots the district’s churches and schools were built, a number of which are among the large number
of architect designed buildings that stand. These buildings were important elements of the development
plan, serving the needs of the local residents, and also providing architectural relief and monumentality
to the three story blocks. The public buildings are distributed throughout the district, but are almost
exclusively located on the larger corner lots. In total there are fourteen churches and four schools.
Commercial architecture comprises approximately 5% of the total resources in the district.

Two representative churches stand at the corner of 47th Street and Kingsessing Avenue. In 1892
Furness, Evans & Co. designed the Chapel and Parish House for the Protestant Episcopal Church of the
Atonement (now St. Peters Church of Christ, 4626 Kingsessing Avenue). This Victorian Gothic stone
church was designed in keeping with the Episcopal tradition with the apse to the east, despite the southwest corner siting.¹ Across 47th Street stands the Fourth Presbyterian Church (now Crusaders for Christ Church, 1201 S. 47th Street), with R.G. Kennedy’s 1891 chapel and Edward Hazlehurts’s 1902 church, both designed in the Victorian Gothic style. These buildings stand in very good condition with a high degree of integrity and are representative examples of church architecture in the district.

One the district’s most monumental buildings is the St. Francis De Sales Roman Catholic Church at 47th and Springfield Avenue (see photograph 16). Designed by Henry Dagit in 1907, this Late Victorian Byzantine Revival church is constructed of coursed, rock-faced limestone ashlar with dressed marble and limestone trim. The tiled Byzantine dome with arced lantern contains four smaller tiled domes at the base. Fenestration is provided by round-arch windows with engaged columns and hoods, and a large oculus at the second story of the main elevation. The interior is organized in a three aisle plan with a rectangular chancel. The building stands in good condition with a very high degree of integrity. Its immense scale in this largely three story neighborhood has deemed it an important community landmark.

Another notable complex is Zantzinger, Borie, and Medary’s former Episcopal Divinity School, which stands at the northwest corner of 42nd and Spruce Streets (see photograph 17). Designed in 1922-1926, this campus of six, schist, Collegiate Gothic Revival buildings was regarded as one of the most significant college plans at the time of construction. Included in this grouping are two residential-scale buildings: St. Peter’s House (1924) at the southwest corner of the block which was originally built as the deanery; and St. Paul’s House (1925), located to the west of the chapel and designed for the school’s administration, and incorporates the Dean’s office, common room and dormitory rooms. Four non-residential buildings are organized to form three sides of a courtyard and include the William Bacon Stevens Library (1922), housing a long reading room and stack area and designed in the Tudor Gothic Revival style; St. Andrew’s Chapel (1926), the most architecturally significant of the grouping; Memorial Hall (1951) with dormitory and classrooms; and Hart Hall (1955), with a refectory and additional living quarters. St. Andrew’s Chapel features an English collegiate plan with groups of pews parallel to the nave walls facing each other across a center aisle. The interior is richly decorated with D’Ascenzo stained glass, Yellin wrought iron gates, Enfield ceramic tiles, and intricately carved choir stalls. This complex is maintained by the University of Pennsylvania and stands in very good condition with high integrity.

The district’s commercial buildings are primarily located along the main thoroughfares of Chestnut, Walnut, and Baltimore. These buildings were typically built with a first floor commercial space and living quarters above, such as exemplified by 4722-4728 Baltimore Avenue (see photograph 18). Within this grouping of three-story units, the original storefront configuration is evident with large glass panes and an entrance recessed into the volume of the building, allowing for deeper display windows. This

grouping blends commercial and residential architectural elements such as the two-story pressed metal bay, a feature that is repeated throughout the district's post-1900 residential buildings, with the parapet above, an exclusively commercial element.

The twelve unit, two-story brick row located at 4511-4533 Baltimore Avenue is another representative example of the mixed-use row that characterizes Baltimore Avenue. Designed in 1892 with first story storefronts and living quarters above, the row retains its original form and many architectural details and thus contributes to the significance of the district in spite of the storefront alterations and the addition of modern signage that are demonstrated on many of the district's commercial rows.

In contrast to the two and three story mixed use rows, the district's large commercial buildings have often been spared the storefront upgrades that result from more frequent turnover in ownership. Primarily located along Chestnut and Walnut Streets, these 5-7 story buildings retain a very high degree of integrity as exemplified by the Atlas Storage Warehouse building designed c. 1924 by G. Kingsley, located at 4013 Walnut Street. This brick and glazed terra cotta Art Deco/Beaux Arts office building features monumental Doric columns, a pedimented facade with an ornate stained glass window, and a commercial storefront with recessed entrance containing bronze doors.

SITES AND OBJECTS

Also included within the bounds of the district are three contributing sites and one contributing object. The three sites include one city park and two community gardens. Clark Park (4300-4400 Baltimore Avenue) is the largest parcel of open space in the district and is a centrally located, 9.1 acre parcel comprised of lawns, walkways, and shade trees. Enframed by a circular path near the northern end of the park stands the only known life-size statue of Charles Dickens with Little Nell, a character from The Old Curiosity Shop. The statue, designed by Frank Elwell, is the district's only object, and was likely installed between 1900-1910, the decade during which the walkways were installed in the park. The district's two community gardens, located at 4228-4240 Baltimore Avenue and 610-622 S. 42nd Street represent the district's only open space aside from Clark Park. These gardens are maintained and planted by neighbor's groups. The S. 42nd Street garden is enclosed by an original iron fence marking the lot lines of a former residence.

NON-CONTRIBUTING RESOURCES

The district contains remarkably few non-contributing resources, with the bulk of this group located on the commercial thoroughfares and representing late twentieth century modern architecture. Examples of non-contributing buildings include: 4542-4546 Baltimore Avenue which was built in 1923 but has undergone significant alterations to transform the building into an automotive repair center; a modern gas station located at 4414-4416 Chestnut Street; and several modern residential buildings including
3957 Baltimore Avenue (c. 1960), 4625-4637 Kingsessing Avenue (c. 1975), and 4500-4518 Spruce Street which is the University City Mews row designed in 1962 by Ronald Turner.

Of the district’s more than 3,500 resources, less than 120 (3%) are listed as non-contributing. These buildings are primarily located along Baltimore, Chestnut and Walnut Streets, the main commercial thoroughfares, and are distributed amongst some of the district’s most notable commercial and institutional buildings, and thus have a minimal effect on the integrity of the district.
8. ARCHITECTS/BUILDERS

Hewitt, George/Hewitt, G.W. and W.D.
Pitts, Robert A.
Sloan, Samuel/Sloan and Stewart
Hale, Willis G.
Kennedy, R.G.
Wilson, E. Allen
Trumbauer, Horace
Furness, Frank/Furness and Evans
Jones, John D.
Zantzinger, Borie and Medary
Smith, W. Frisbey
Walker, A. Lynn
SUMMARY PARAGRAPH

The West Philadelphia Streetcar Suburb Historic District gains its significance in the areas of Architecture and Community Development, and represents the transformation of Philadelphia's rural farmland into urban residential development, made possible by the streetcar which provided easy access to Center City. From 1850-1930, the period of significance, the area evolved from a fashionable, upper class, country retreat to a middle class streetcar suburb, largely commissioned by speculative developers, designed by some of the city's most prolific architects, and occupied by a rising class of industrial managers and other professionals. The period of significance marks the decades during which the district took its shape, with the earliest developments beginning in 1850 and the final period of significant construction ending in 1930. The development pattern established in the district closely paralleled transportation developments which enabled the residents to live in the outer reaches of Philadelphia which were made accessible by the horsecar and later streetcar lines. The district also reflects the demand for housing created by several major institutions which located in or near the district. Hence the district is significant under Criterion A for community development. Herein lies one of Philadelphia's finest collections of mid to late nineteenth and early twentieth century predominantly residential architecture and thus also meets National Register Criterion C.

SUMMARY HISTORY OF DISTRICT

William Penn's plan for the area west of the Schuylkill River left this area as free land, without municipal control, and essentially open to development. In consequence, a series of small, independent villages grew in West Philadelphia, which remained essentially isolated from the city center, a result of the physical barrier of the Schuylkill, and the difficulty in crossing the river in the eighteenth century.

The section of West Philadelphia comprising the district was divided at an early date into the townships of Blockley and Kingsessing. Mill Creek served as the boundary line, with Kingsessing on the western bank and Blockley to the east. Mill Creek is a fast flowing waterway that rises in Montgomery County and meanders through West Philadelphia, emptying into the Schuylkill near 43rd Street.

Early industry in West Philadelphia was largely concentrated in two areas outside of the district's boundaries, the area around present day 30th and Market Streets, and the area to the south in Malinsville. While industry was scarce within the bounds of the district, Mill Creek which wound through the district served the many mills located along its banks in the nearby villages. Mill Creek was dammed at the location of present day Clark Park (4300-4400 Baltimore Avenue) to provide water power

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1 West Philadelphia was not incorporated into the City of Philadelphia until 1854. "Brief survey of development of West Philadelphia," Clio Group, Inc. n.d. University City Historical Society files, 1.
2 The mill town of Malinsville was located south of the district in the vicinity of present-day 48th and Woodland Avenue. "Brief survey of development of West Philadelphia," Clio Group, Inc., 1.
for the mills in Malinsville. A large depression in the park marks the location of the former reservoir. When the mills closed in the 1860s, the reservoir became a dump until it was taken over by the City Parks Association in 1900.

While the rolling farmland on the western bank of the Schuylkill River was virtually inaccessible to Philadelphians, aside from the few ferries which were notably infrequent and undependable, the river scenery and the banks of the Schuylkill were long noted for their picturesque beauty and West Philadelphia was recognized for its numerous habitable attributes, namely the wide expanse of farmland, the high ground, and the close proximity to Philadelphia despite the impasse. Thus, in the eighteenth century, wealthy Philadelphians began to build their country estates in the eastern section of the district in an effort to escape the hot, congested, disease ridden city.³

The location of present day 30th and Market Streets (northeast of the district boundary) was the site of river crossings from an early date, a consequence of the low, flat land. The erection of the first permanent bridge across the Schuylkill at Market Street in 1805, essentially broke West Philadelphia’s rural isolation and the district was ripe for development.⁴

Improvements in transportation routes coupled with the widely circulated writings of Andrew Jackson Downing and other supporters of the suburban movement, prompted many of Philadelphia’s most notable residents to build suburban villas in the farmland on the western riverbank. Intrinsic to Downing’s philosophies was the importance of landscape design and the picturesque juxtapositioning of the built and natural environments. The district’s earliest houses, the immense brownstone single and double houses, gave the community the suburban charm that had become sought-after by Philadelphians.

Concurrent with the upper middle class movement into these suburban villas, was the settlement of a black community in more modest housing in the district’s northeastern boundary, specifically the area around 41st and Ludlow Streets.

Overlapping the district’s eastern edge, William Hamilton’s c. 1804 “Hamiltonville” was probably the earliest attempt at speculative development in the district. Roughly bounded by 33rd and 41st Streets, Market Street and Woodland Avenue, the earliest buildings of this village have long since disappeared, though the term “Hamiltonville” lingers amongst the district’s residents.


⁴A ferry crossed the Schuylkill at Market Street prior to the construction of the first permanent bridge. The bridge was designed by Timothy Palmer and shortly after the opening of the bridge a roof was added.
In 1840, the Borough of West Philadelphia was formed, a system which lasted only until 1854 with Philadelphia's Act of Consolidation, which brought West Philadelphia under city control and transformed the suburb into an urban neighborhood. When the Commissioners issued their "Digest of Ordinances" in 1852, the compiler noted that "Hamiltonville," was regarded as one of the most pleasant villages in the Philadelphia area,

"Its plan is regular and the streets...are wide...The buildings...generally stand apart from each other, leaving garden spaces between them...[It] is probably the prettiest village in the neighborhood of Philadelphia...As a place of residence, it may safely be said, that no other location in the vicinity offers superior attractions. The ground in general is elevated and remarkably healthy; the streets are wide, and many of them bordered with rows of handsome shade trees; and a large portion of the District has been covered with costly and highly ornamental dwellings. New streets are being opened, graded and paved; footwalks have been laid and gas introduced, and arrangements will soon be made for an ample supply of water. Omnibus lines have been established, which run constantly, day and evening, thus enabling its residents to transact business in the City of Philadelphia and adjoining districts without inconvenience. A number of wealthy and influential citizens now reside in the District, and there is every indication that the tide of population will flow into it with unexampled rapidity. Provision by law has been made for the erection of two additional bridges over the Schuylkill, and these will provide facility and convenience to the great amount of travel and intercommunication which the present avenues are inadequate to accommodate."

Shortly after the "Digest of Ordinances" was written, the first substantial development in the district, Hamilton Terrace, was erected on the western side of S. 41st Street between Baltimore Avenue and Chester Avenue. Samuel Harrison, a tile manufacturer, and Nathaniel B. Browne, a lawyer, bought a tract of farmland at the western edge of Hamiltonville, and commissioned Samuel Sloan to design a grouping of single and semi-detached houses. Samuel Sloan was trained as a carpenter in nearby Chester County, and it is believed that he came to Philadelphia to work on John Haviland's Eastern State Penitentiary. Early in his career, Sloan began to publish a series of books that would make him one of the most prolific contributors to the romantic movement of his era. While in a partnership with fellow carpenter John Stewart, Sloan designed numerous Gothic and Italianate villas, a large number of which are located in the district. Sloan sought to evoke the image of the romantic picturesque house in keeping with the ideals espoused by Andrew Jackson Downing in the 1840s. Sloan's 1856 design for Harrison and Browne, Hamilton Terrace, was an architectural composition of five Gothic Revival and Italianate

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houses, of which only two twins remain (see photograph 1). Sloan was instrumental in establishing the architectural pattern for the earliest developments in the district and his influence on his contemporaries is evident in the earliest surviving buildings.

Another early development, known as the Hamilton Family Estate (National Register, 1979), is comprised of the houses on the south side of the 4000 block of Pine Street as well as 4039 and 4041 Baltimore Avenue (see photograph 2). Prior to 1851 this property remained in the hands of William Hamilton’s estate. In 1851 the heirs sold the property to Jacob Knorr, a descendant of the builder of Cliveden, home of the Chew family in Germantown. Knorr divided the block into lots and sold the lots in 1852 with the condition that “substantial stone or brick buildings” be erected. The houses in this grouping are primarily three-story Italianate buildings, that together reflect a unified composition that links the houses by material, decorative detail, and form.

With the success of these early developments, real estate agent Charles M.S. Leslie initiated the development of Woodland Terrace (National Register, 1971) which contains large semi-detached dwellings, carefully disguised to appear as single dwellings by the use of a variety of devices including towers, porches and roof pitches (see photograph 3). It is believed that Leslie retained the services of Samuel Sloan for the Woodland Terrace commission, a notion based on the stylistic similarities to the Hamilton Terrace residences, coupled with the fact that Sloan’s office was located several doors from Leslie’s on S. 4th Street. Leslie incorporated a clause into the Woodland Terrace development (which was comprised of three adjacent developments) to protect the residential nature, “that no slaughterhouse, skin dressing house or engine house, blacksmith shop or carpenter shop, glue, soap, candle or starch manufactory or any other offensive occupation be erected.”

Another grouping of houses representative of this early period are the houses located on the east side of the 200 block of S. 42nd Street, between Locust and Spruce Streets, constructed by John D. Jones in c. 1865 (see photograph 4). Jones also favored the Italianate style which epitomized the wealth and sophistication that the buyers wished to emulate. The asymmetrical facade with tall towers and wrap-around porches, successfully disguises the semi-detached house, and gives the illusion of one large villa.

In 1870, Robert Lindsay acquired land along the south side of the 4200 block of Chester Avenue and built sixteen, Italianate, brownstone, semi-detached houses, similar in form to the Woodland Terrace

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8 Miller and Siry, 117.
9 As published in Miller and Siry, 117. The aforesaid use restriction was a clause that was not uncommon in nineteenth century Philadelphia deeds.
10 Jones was trained as a carpenter and unlike Sloan, he failed to make the transition to architect. Despite the success of the S. 42nd Street commissions, these were the last of six known commissions. See, Sandra L. Tatman and Roger W. Moss, Biographical Dictionary of Philadelphia Architects: 1700-1930 (Boston: G.K. Hall & Co., 1985).
houses, though notably reduced in lot size, and in scale and detail (see photograph 19). The setback of these houses was 25' which allowed for generous front yards.

Beginning with the Blockley Almshouse which was constructed near the Schuylkill in the early 1800s, the nineteenth century brought an increasing number of institutions within and adjoining the district which played a significant role in the growth of this largely residential district. The Almshouse was followed in the mid to late nineteenth century by the Pennsylvania Hospital (44th and Market Streets); Home for the Incurables (47th and Woodland); Home for Indigent Widows and Single Women (36th and Chestnut Streets); and the Penn Working Home for the Blind (36th and Lancaster). With the construction of each of these institutions came an increased demand for additional housing for the workers which developed within a short walk of the main horsecar lines. During the Civil War, one of the country's largest military hospitals, containing 4,500 beds, was constructed on a hill near 44th and Baltimore Avenue, centrally located in the district. Erected in 1863, the immense Satterlee Hospital extended from a point below Baltimore Avenue (in present day Clark Park) in a skewed rectangle, to a point northwest of 45th and Pine (see figure 2). At the foot of 42nd Street there was a steamboat landing where the sick and wounded Civil War soldiers were brought and from there were carried in carts to Satterlee. Housed on its grounds were a massive two-story administration building surrounded by thirty-four barrack-style wards which are depicted in a period lithograph. Satterlee Hospital closed in 1865 having cared for over 60,000 soldiers. The immediate neighborhood became known as "Satterlee Heights," a designation which survived for a number of years.

During the mid-1870s, West Philadelphia saw continued intensive development with the relocation to West Philadelphia of what was to become the neighborhood's defining local institution, the University of Pennsylvania. In its early years, the University was a day school, with no provision for students. That policy changed in the 1890s when wealthy alumni were persuaded to donate funds for a dormitory for men, and the students began residing in West Philadelphia. The campus grew incrementally over the next century, from its core at 34th and Walnut Streets, to the present limits of 40th Street, just east of the district's boundaries.

Several forces were instrumental in shaping the developing community in the 1870s and 1880s. By the mid 1860s, horsecar lines had been established throughout the district which provided accessible transportation across the recently constructed Schuylkill bridges into Center City Philadelphia. Coupled with these transportation improvements was a growing middle class population that desired comfortable, affordable housing with greenspace, a combination that was difficult to achieve in Center City. The

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13 Trumbull includes a photocopy of the lithograph in the "Spruce Hill Historic District" which is noted as originated from Frank Taylor, *Philadelphia in the Civil War, 1861-1865* (Philadelphia, 1913).
location of the institutions within and adjoining the district's boundaries, provided a place of employment and thus contributed to the migration of Philadelphians from Center City to the outlying urban neighborhood. These forces served as a catalyst for a second wave of development which was focused not on the upper class clientele who sought suburban charm, but on the growing middle class which included a rising class of industrial managers.

With the success of the mid-nineteenth century developments located primarily east of 42nd Street, and with the burgeoning need for new housing, developers began purchasing land west of 42nd Street. The developers that followed Harrison and Brown, Jones, and Leslie, had a keener sense of the profit margins possible with speculative development. Hence, by shrinking the lot sizes, and building more compact, less ornate houses, significantly greater earnings could be attained. The latter half of the nineteenth century saw rapid residential growth in response to the mass exodus of the new middle class from the older sections of the city and the success of the speculative developers. It is this second wave of development, after 1870, that forms the bulk of the housing stock in the district.

Speculative development, the purchase of large tracts of land by a single owner for subdivision, development, and sale to individual owners, was responsible for the majority of construction in the district. Temporary title was granted to the contractor to serve as a lien, providing security against default on payment by the developer. Upon completion of construction, the builder would sell the development back to the speculator who would then carry out the sale to individuals.

In 1873, Clarence Clark developed the north side of the 4000 block of Locust Street, deviating from the Italianate style which had characterized the earlier developments in West Philadelphia (see photograph 5). Clark's Locust Street development is comprised of three-story, two-bay, brick, restrained Queen Anne rowhouses. The streetscape is unified by 20' front yards, enclosed by decorative iron fences. The success of this development was largely attained by the melding of the suburban principles of front porches and greenspace with the urban rowhouse form, thus achieving profitable, yet desirable, middle class suburban housing. Other similar developments followed which successfully introduced urban density and architectural uniformity, concepts which had been avoided in earlier decades.

As speculative building practices evolved, so did the demographics of the inhabitants who were purchasing the houses. These less elaborate and more compact houses strictly appealed to the middle class. However, despite the mass speculative middle class housing that was being erected, a number of Philadelphia's families of wealth continued to choose West Philadelphia as the location for their estates. Among those who settled in the district was real estate developer Clarence Clark, whose handsome mansion was surrounded by lavish grounds that extended from 42nd to 43rd, and Locust to Spruce Streets, the site now occupied by the former Divinity School. Charles M. Swain, the son of the founder of the Public Ledger, and a noted newspaper editor, built his estate at the corner of 45th and Spruce.
Streets in 1875, presently the site of the University City Mews development.\textsuperscript{14} The loss of these estates in the early to mid twentieth century further attests to the continued middle class development pressures.

Subsequent architects mastered the use of the Queen Anne style in rowhouse developments that followed Clarks' Locust Street row. In the early 1880s, noted Philadelphia financier, Anthony J. Drexel, developed several blocks in the vicinity of S. 40th Street and Baltimore Avenue (Drexel Development Historic District, National Register, 1982), including portions of the 3900 blocks of Delancey, Pine and Baltimore, and the east side of S. 40th Street (see photograph 20). These three-story, brick, Italianate, rows have been attributed to the Philadelphia architectural firm of G.W. and W.D. Hewitt.\textsuperscript{15}

One of the Hewitt Brother's most noted examples is the 4206-18 Spruce Street row, designed in the Queen Anne style in 1887-1888 (see photograph 6). These seven, three-story, red brick rowhouses are an exemplary display of the exuberance of the Queen Anne style with their columned porches with decorative spindles, decorative brickwork and corbelling, steeply pitched gables with fishscale slate shingles, turrets, balconies, and windows with a single pane surrounded by small panes. This exquisite row is the antithesis of the bucolic suburban villas designed by Sloan and his contemporaries two decades earlier. This row stands as one of the Hewitt brother's finest architectural compositions, a work which would be imitated by aspiring architects in the following decade.

The Hewitt brothers are credited with a number of other developments in the district including 4200-26 Walnut Street, 420-34 S. 42nd Street, and St. Mark's Square, the predecessors of the Spruce Street row (see photographs 21, 22, 23).\textsuperscript{16} Comparison of these examples attests to the variety of interpretation possible with Queen Anne rowhouse designs.

The 1890s commissions displayed an increased restraint in detail, perhaps in anticipation of the upcoming Colonial Revival period. Daniel Lindsay's development at 240-260 S. 44th Street (c. 1892), retained many of the characteristics of the earlier developments such as the moulded bricks, corbelled cornice, and stone sills, but at a much more limited execution (see photograph 24). Rather than portraying a single, unified composition, this row displays a rhythmic pattern of similar house designs, which provides some architectural interest in an otherwise unified row.

By the latter half of the 1890s and in the first decade of the twentieth century, the Colonial Revival style gained favor among the area's residents and the developments from this period reflect this trend. Examples of these later developments include 4404-4410 Pine Street, 218-238 S. 44th Street, 110-124 S.

\textsuperscript{14} "Spruce Hill Historic District" Rebecca Trumbull. Trumbull notes that Swain was one of West Philadelphia's most prominent citizens and headed a number of Philadelphia's most significant financial institutions.

\textsuperscript{15} Ibid., 46. See also, "Drexel Development Historic District," Carl E. Doebly, Clio Group, Inc., National Register of Historic Places Inventory - Nomination Form, April 1981.

\textsuperscript{16} The aforesaid commissions were executed within a five year period, very early in the brothers' partnership. See, Sandra L. Tatman and Roger W. Moss, Biographical Dictionary.
43rd Street, and 405-427 S. 43rd Street (see photographs 9, 25, 26, 27). Typical Colonial Revival features incorporated into these designs include symmetrical massing, classical columns, pediments, quoining, dentils, and leaded glass windows.

In the 1890s, trolley lines were constructed along Chester and Springfield Avenues, which allowed for the substantial extension of the housing stock toward the south and west. Within a few years, rows of buildings were constructed along Springfield, Chester, and the adjacent cross streets. One such development was the row of three-story Queen Anne/Colonial Revival brick twins built in c. 1892 on the northwest side of the 4700 block of Springfield Avenue (see photograph 28).

Contemporary with the Springfield row, on nearby Farragut Street (1000-1018), stands a row of ten three-story brick Queen Anne residences with full-width, classical columned front porches and modified Queen Anne detailing indicative of the transitional style buildings (see photograph 29).

In the first few years of the twentieth century, William S. Kimball developed a row of semi-detached houses at 4201-4225 Pine Street (see photograph 10). These houses are typical of the early twentieth century developments in the district and are unified by rhythmic patterning of porch and gable features. The second story, projecting, semi-hexagonal bay is incorporated into this design, an element which defines the later rows.

Despite the mass speculative development undertakings during this period, a need persisted for additional middle class housing. In response, several large apartment buildings were constructed throughout the district. The Stonehurst Apartments (419-425 S. 45th Street), was designed by A. Lynn Walker in c. 1900 in the Romanesque Revival style (see photograph 12). Large apartment houses such as the Stonehurst were constructed on nearly every available tract in the district in the following decades.

The development of Philadelphia followed the course of most American cities at the turn of the 20th century. The continued migration out of the center city in the direction established during the last quarter of the nineteenth century was a pattern that had completely reshaped most cities by 1920.\(^\text{17}\) This movement was hastened by the industrialization of older parts of the city and the resulting pollution and slums.

With this movement, a need arose in the newly formed neighborhoods, for residential support buildings and institutions. In the first decade of the twentieth century, Henry Dagit’s St. Francis De Sales Roman Catholic Church was constructed at 47th and Springfield Avenue (see photograph 16). Constructed of coursed, rock-faced limestone ashlar with dressed marble and limestone trim, the tiled Byzantine dome with arcaded lantern towers as a beacon over the neighborhood. Furness and Evans’ 1900 Protestant

Episcopal Church of the Atonement (St. Peters Church of Christ, 4624 Kingsessing Avenue) and R.G. Kennedy’s 1891 Fourth Presbyterian Church (1201-1209 S. 47th Street) were built to serve those respective denominations (see photograph 30).

With the construction of the Market Street elevated rail line in 1907, an even greater need for middle class housing was evident. A number of four and five story apartment buildings were constructed as a result of the increased demand for high density housing, on what few lots remained undeveloped in the district. Vastly different in character and style from the surrounding rows, the apartment houses essentially maintained the overall scale of the neighborhood due to the lot sizes that had been established in the previous century.

Open space in the district remains limited to two parcels of land, the existence of which can be credited to the foresight of one individual, Clarence H. Clark. Clark’s former estate (S. 42nd between Locust and Spruce Streets), was demolished and the majority of the land remains as open space shared with the former Episcopal Divinity School buildings (see photograph 17). Designed in 1922-1926 by Zantzinger, Borie & Medary, this campus complex of six stone, Gothic Revival buildings, is largely clustered on the eastern third of the block, allowing for a small grove of mature trees and a large lawn to the west. Regarded as one of the most significant college plans during its construction, the campus consists of two residential scale buildings, a library, chapel, a dormitory and classroom building, and a refectory building with additional living quarters. The second, and larger parcel of open space is Clark Park, named for Clarence Clark (see photograph 31). Realizing the density of development and the lack of greenspace, Clark deeded a portion of his property, bordered by Baltimore Avenue and 43rd to 45th Streets, to the city, for use as a park and dedicated to children. Amidst the trees, grass, and meandering paths, the only known life-size statue of Charles Dickens sits, with Little Nell, a character from his novel *The Old Curiosity Shop.*

On the outskirts of the district, where much of the undeveloped land existed, larger apartment houses that spanned across many lots were possible, yet these buildings were still generally confined to the nineteenth century lot depths. The Netherlands Apartment Building, 4300-4322 Chestnut Street, c. 1910, is a representative example of the early apartment buildings in the district (see photograph 13). Spanning twelve lots, the Netherlands is a four-story, multi-bay brick and stone Colonial Revival apartment building that is distinguished by oval windows, decorative stone trim, and stone water table, belt course and modillioned cornice.

The advent of the automobile and the opening of the “el” in the spring of 1907 ignited another wave of speculative development toward the west extending from the district’s western boundary to the city’s boundary at 63rd Street. Instead of the commodious semi-detached houses and distinctive mansions that

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18 “Spruce Hill Historic District,” Rebecca Trumbull.
defined the old streetcar suburb, the western reaches of West Philadelphia were built of endless rows of two-story dwellings with bay windows above classical columned front porches.

To the northwest of the district is a large area which has been designated as the Garden Court National Register Historic District. Garden Court is largely comprised of two parcels of land which remained in private hands until after World War I. Eli Price and the estate of Anthony J. Drexel eventually sold their land to local developers, most notably Clarence Siegal, and the development rapidly commenced. What resulted was a collection of Colonial Revival houses with Arts and Crafts influences, which reflect the sophisticated tastes of post-war Philadelphians. For the first time in West Philadelphia, garages were incorporated into the housing development. The Tudor and Spanish Revival houses, and the Art Deco influenced apartment houses, were sited on much larger lots, providing the generous greenspace that defines the Garden Court district, and clearly defines the northwest boundary of the streetcar suburb district.

The final significant building period within the district occurred in the 1920s in response to the changing fashions which made the apartment a desirable mode of living. This generation of development typically involved the demolition of late nineteenth century rows for the construction of the larger, four or five story apartment houses, which generally took the form of U-shaped brick blocks with detailing concentrated at the entrance, belt courses, and parapet. Chester Avenue boasts the greatest number of these buildings. Nathan Litman developed the Royal Chester Court (4601-4603 Chester Avenue) in 1927 (see photograph 15). This massive five-story, thirteen-bay, U-shaped yellow brick building contains commercial spaces along the first story. In the same year, further down Chester Avenue, Max Bernhardt designed the Winchester Apartments (4804-4806) for Barnett Rubin (see photograph 14). This four-story, eight-bay brick and half timber Tudor Revival building reflects the propensity for the English-born revivals that characterized developments in the 1920s and 1930s.

The depression and the ensuing war left the streetcar suburb neighborhood devoid of the aristocracy that had established the community and the conversion of their large mansion houses into multiple family dwellings. Few of the 18th century vestiges remained. The nearby Woodlands Mansion (immediately outside the southeastern boundary) had been acquired and incorporated into the Woodland Cemetery, assuring its preservation. The 18th century Twadell Mansion (formerly along Baltimore Avenue between 45th and 46th Streets) and others were demolished in the early part of the twentieth century.

The post World War II years brought significant changes to West Philadelphia, notably around the university, which began to expand under the impetus of Federal aid to higher education. The university initiated a period of land acquisition which essentially stretched the campus limits to 40th Street, thereby razing numerous Hamiltonville vestiges. In turn, businesses sought to secure the properties along the

university’s fringe and converted the residences into shops and restaurants which catered to the nearby university population. In many instances, the nineteenth century buildings were demolished in favor of modern commercial architecture. The conversion of 40th Street from a predominantly residential street to a commercial thoroughfare, broke the linkage between the district’s buildings and the architecture to the east which was designed by many of the architects familiar to the district. West Philadelphia continued to fall from favor as a middle class residential community, as the automobile suburbs developed in the far western suburbs.

Evolving Transportation Systems as the Catalyst for Community Development

The development pattern of the district closely parallels the advancements in transportation which made it possible for residents to live in West Philadelphia and work in Center City. In 1850 the Pennsylvania Railroad began operations and acquired land near present day 30th and Market Streets, which remains a principal railroad depot in Philadelphia. The former West Chester branch of the Pennsylvania Railroad forms a section of the district’s southwest boundary, and was the line which carried passengers from 30th and Market through West Philadelphia to West Chester, the county seat of Chester County. The railroad did much to accelerate the growth of the further reaches of West Philadelphia out to Cobbs Creek and also contributed to the growth of the horsecar lines within the district which made local stops allowing the district’s residents accessible transportation to Philadelphia and to the distant suburbs as well.

The residents of Harrison and Brown’s Hamilton Terrace (1856), initially relied on an omnibus line that ran from the foot of Market Street in West Philadelphia across the river. In 1857 the Chestnut Street Bridge was constructed, which may have served as the catalyst for the development of Woodland Terrace (c. 1861), and 225-235 S. 42nd Street (c. 1865). The following year, the first horsecar came from Center City to a depot at 49th Street and Woodland Avenue via the newly opened Chestnut Street bridge and Darby Road (now Woodland Avenue), providing much improved service to the residents of Hamilton Terrace. This marked the beginning of the transformation from upper class country retreat to middle class suburb.

In 1866, a second horsecar depot opened on Chestnut Street between 41st and 42nd Streets.20 In 1883 this terminal was destroyed by fire, rebuilt, and the second and extant terminal was erected (see photograph 32). From this depot, a route ran along Chestnut Street, through Center City Philadelphia to the Delaware River, and back, providing the impetus for additional development opportunities in West Philadelphia.

20 "Spruce Hill Historic District," Rebecca Trumbull. The Spruce Hill district inventory lists the date for the first depot building as c. 1862; the significance section more precisely dates the buildings to 1866.
In the wake of the transportation improvements, large scale building activity began almost immediately. Semi-detached and rowhouses were promptly constructed with the completion of the new streetcar lines. East-west streets, the closest to the streetcar lines, had the more expensive houses. More modest housing was constructed on the north-south numbered streets.²¹

Bridges were soon erected at Walnut Street, South Street, and Gray's Ferry Avenue, and the river which had once been regarded as the great impasse to Philadelphians was conquered. Shortly, horsecar lines appeared crossing every bridge, so that a horsecar was within a short walk of every house in the district. All lines operated from either the 41st and Chestnut Street depot, or the depot at 49th Street and Woodland Avenue.²²

A transportation revolution made its debut in West Philadelphia in 1894 with the introduction of the electric streetcar.²³ The electric streetcar made the commute to Philadelphia significantly shorter than the antiquated horsecars. Developers responded by building vast tracts of housing to meet the growing demand. The routes in West Philadelphia were extended into the far Philadelphia suburbs of Chester and Media.

The electric streetcar was an immense success from its onset and while numerous companies had begun operating lines, the cars often could not meet the demand which resulted in congested streets. The streetcar companies were consolidated in 1902 into the Philadelphia Rapid Transit Company. One of the Rapid Transit’s first initiatives was the operation of subway service on the Baltimore Avenue route from West Philadelphia to City Hall. By 1906 every other line in West Philadelphia became either “surface” or “subway-surface.”²⁴ These lines ran along the east-west grid and were supplemented by a series of north-south trolley lines. Thus, transportation was available within a two block walk of every house in the district.

The Rapid Transit’s second major initiative in West Philadelphia was the construction of the subway-elevated (el) railway which led from Center City to the westernmost reaches of West Philadelphia and was the impetus for the large scale development to the west. Developers built scores of rowhouses west of the district in anticipation of the el, coupled with the advent of the automobile, and by 1910 nearly every parcel of available land out to 63rd Street was developed.

²¹ An observation recorded in Trumbull, "Spruce Hill Historic District."
²² Ibid.
²³ Ibid.
²⁴ Trumbull notes that Spruce Street provided surface transit; Baltimore Avenue, subway-surface; Chester Avenue, surface; Woodland Avenue, subway-surface.
COMMUNITY DEVELOPMENT SIGNIFICANCE

The district survives as an intact and representative example of a mid to late nineteenth/early twentieth century, upper/middle class neighborhood, which as an entity characterizes the growth and development of the city's urban neighborhoods. The forces that shaped the development patterns in the district: transportation improvements, the growth of the middle class population and their desire for comfortable housing, and the settlement of important public institutions in the city's outlying neighborhoods, were the forces that transformed Philadelphia into a commuter city.

The West Philadelphia Streetcar Suburb Historic District survives as an intact and representative example of a mid to late nineteenth century/early twentieth century, upper/middle class neighborhood which as an entity characterizes the growth and development of Philadelphia and thus meets National Register Criterion A.

ARCHITECTURAL SIGNIFICANCE

The district is distinctive in character and coherence, and is distinguished from the adjacent blocks by scale, architectural style, and integrity. The district possesses integrity of location, design, setting, materials, workmanship, and association. Virtually all important American architectural styles from 1850 through 1930 are represented in the district. Some styles are represented by a particularly fine individual example, others are represented by a group of properties, that as a whole, exhibit the characteristics of the style. The district contains representative examples of the work of some of the city's most prolific architects, among whom include, Samuel Sloan, G.W. and W.D. Hewitt, Frank Furness, Willis Hale, Horace Trumbauer, and Zantzinger, Borie, and Medary.

The district is distinctive in character and coherence, distinguishing it from the smaller, more modest houses to the north and west. The district's buildings embody the distinctive characteristics of several periods of construction and a number of architectural styles, and therefore, also qualifies for the National Register under Criterion C.
BIBLIOGRAPHY

Published Books and Articles


Survey and National Register Nomination Forms


Maps and Atlases

1888 *Philadelphia to Media, along Philadelphia and West Chester Railroad*
BOUNDARY DESCRIPTION

See 11 Maps Prepared at a Scale of 1" = 200' for precise boundaries.

BOUNDARY JUSTIFICATION

The boundaries of this district were drawn based on the careful scrutiny of the two areas of significance: architecture and community planning and development. The blocks adjacent to the district contain houses of different or later architectural styles, that often contain less unique materials, less detailing, express a different character and scale, and most importantly, represent development that resulted from differing or later influences. This district evolved as a direct result of the streetcar lines which enabled individuals to live in the “suburbs” and readily commute to the city. The sprawl to the south and west largely resulted from the influence of the elevated railway and the automobile rather than the streetcar, and clearly differentiates the character of the district from the later development in West Philadelphia.

The eastern boundary is essentially defined by the presence of the University of Pennsylvania campus buildings and related commercial buildings along 40th Street. As the campus expanded westward, the nineteenth century residences were typically demolished or substantially altered in favor of modern commercial architecture. The conversion of 40th Street from a residential street to a commercial thoroughfare broke the visual and physical linkage between the district and the campus which established itself to the east. Continuing to the southeast, the Woodlands Cemetery stands as a strong physical boundary defined by the change in land use. The Philadelphia College of Pharmacy forms another leg of the southeast boundary and was not included due to the large proportion of modern, late-twentieth century architecture. The boundary line continues to jog toward the southwest, to the rear of the Woodland Avenue lots which contain a large proportion of buildings which would be deemed non-contributing. The boundary then follows the railroad line, another strong physical boundary, to St. Bernard Place. St. Bernard serves as a strong boundary, given the smaller two-story houses on the smaller lots to the rear which were built on lower terrain that serves as a strong visual and physical boundary. The line then jogs in a diagonal northwest direction, and was drawn to separate the streetcar suburb from the vast development of two-story houses that were built with the completion of the elevated rail line in 1907. These post-el buildings represent differing influences in architecture and community development which give the el development a unique identity that greatly differs from the character of the district.

Examination of land use maps depicts two characteristics unique to the post-el developments: significantly smaller lot sizes and orientation exclusively toward the east-west streets. The el houses also embody differing architectural scale and form with the predominant dwelling of a two-story height with a classical columned front porch and pressed metal bay above. The el development would likely be eligible for a separate district. The boundary then continues east, following the line established in the Garden Court National Register Historic District and continues around Garden Court's eastern boundary. The district includes the grouping of houses near 47th and Spruce that dates to the 1910s and 1920s in an effort to maintain visual continuity that exists along 45th and 46th and Spruce and Pine Streets where the open school lot and modern storefronts at 47th Street act as a boundary. Chestnut Street essentially serves as
the northern boundary. The north side of Chestnut was generally excluded due to the high number of modern commercial buildings and altered historic buildings. Finally, the 4000 block of Ludlow Street, and sections of the 4100 block were included, as these blocks represent development contiguous to that demonstrated in the district.