

**NOMINATION OF HISTORIC BUILDING, STRUCTURE, SITE, OR OBJECT
PHILADELPHIA REGISTER OF HISTORIC PLACES
PHILADELPHIA HISTORICAL COMMISSION**

SUBMIT ALL ATTACHED MATERIALS ON PAPER AND IN ELECTRONIC FORM (CD, EMAIL, FLASH DRIVE)
ELECTRONIC FILES MUST BE WORD OR WORD COMPATIBLE

1. ADDRESS OF HISTORIC RESOURCE *(must comply with an Office of Property Assessment address)*

Street address: 7200-04 Cresheim Rd. Philadelphia PA

Postal code: 19119

2. NAME OF HISTORIC RESOURCE

Historic Name: Cresheim Valley Apartments

Current/Common Name: Cresheim Valley Apartments

3. TYPE OF HISTORIC RESOURCE

Building

Structure

Site

Object

4. PROPERTY INFORMATION

Condition: excellent good fair poor ruins

Occupancy: occupied vacant under construction unknown

Current use: 24 units- single family apartments

5. BOUNDARY DESCRIPTION

Please attach a narrative description and site/plot plan of the resource's boundaries.

6. DESCRIPTION

Please attach a narrative description and photographs of the resource's physical appearance, site, setting, and surroundings.

7. SIGNIFICANCE

Please attach a narrative Statement of Significance citing the Criteria for Designation the resource satisfies.

Period of Significance (from year to year): from 1900 to 1925

Date(s) of construction and/or alteration: 1914, 2022

Architect, engineer, and/or designer: Henry E. De Hoff

Builder, contractor, and/or artisan: Charles McGuire

Original owner: Frederick Snyder

Other significant persons: _____

CRITERIA FOR DESIGNATION:

The historic resource satisfies the following criteria for designation (check all that apply):

- (a) Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; or,
- (b) Is associated with an event of importance to the history of the City, Commonwealth or Nation; or,
- (c) Reflects the environment in an era characterized by a distinctive architectural style; or,
- (d) Embodies distinguishing characteristics of an architectural style or engineering specimen; or,
- (e) Is the work of a designer, architect, landscape architect or designer, or engineer whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City, Commonwealth or Nation; or,
- (f) Contains elements of design, detail, materials or craftsmanship which represent a significant innovation; or,
- (g) Is part of or related to a square, park or other distinctive area which should be preserved according to an historic, cultural or architectural motif; or,
- (h) Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or City; or,
- (i) Has yielded, or may be likely to yield, information important in pre-history or history; or
- (j) Exemplifies the cultural, political, economic, social or historical heritage of the community.

8. MAJOR BIBLIOGRAPHICAL REFERENCES

Please attach a bibliography.

9. NOMINATOR

Organization WMAN- West Mt. Airy Neighbors Date 10/18/22

Name with Title Cynthia Dutwin-Volunteer Email Cynthia.dutwin@phila.gov

Street Address 7200 Cresheim Rd. Aptment 6A Telephone 302-824-0288

City, State, and Postal Code Philadelphia, PA 19119

Nominator is is not the property owner.

PHC USE ONLY

Date of Receipt: 10/18/2022

Correct-Complete Incorrect-Incomplete Date: December 14, 2022

Date of Notice Issuance: December 15, 2022

Property Owner at Time of Notice:

Name: Cresheim Valley Real Estate Co.

Address: PO Box 549

City: Abington State: PA Postal Code: 19001

Date(s) Reviewed by the Committee on Historic Designation: January 18, 2023

Date(s) Reviewed by the Historical Commission: February 10, 2023 ; March 10, 2023

Date of Final Action: March 10, 2023

Designated Rejected

5. Boundary Description



Beginning at the corner formed by the intersection of the Southwest side of Cresheim Road with the Northwest side of Mt. Airy Avenue; thence extending South 42 degrees 7 minutes 31 seconds West along the said Northwest side of Mt. Airy Avenue 163 feet 9 ⁵/₈ inches to the Northeast Right of Way line of the railroad; thence extending along the Northeast Right of Way line of the Railroad 95 feet 11 ⁷/₈ inches to a point; thence extending South 62 degrees 17 minutes 38 seconds West along said Right of Way line 10 feet to a point; thence extending North 27 degrees 42 minutes 22 seconds West, still along the said Northeast Right of Way line 46 feet and 5 ³/₄ inches to a point; thence extending North 38 degrees 45 minutes 45 seconds East, still along land of the said Railway Company 123 feet and ³/₄ inches to a point on the said Southwest side of Cresheim Road; thence extending South 48 degrees 3 minutes 27 seconds East, along the Southwest side of Cresheim Road, 144 feet 1 ⁵/₈ inches to the first mentioned point, corner, and place of beginning. Being known as No. 7200-04 Cresheim Road.

OPA Account No.: 881046240

Map Registry No.: 126-N24-0023

6. Architectural Description:



Image: View of Cresheim Road Façade from the northeast, Libbie Hawes 2022-08

Geographic and Neighborhood Context

The Cresheim Valley Apartments at 7200 Cresheim Road in the Mt. Airy neighborhood of Northwest Philadelphia, were designed in 1914 by architect Henry (Harry) E. DeHoff, and constructed by the Maguire Company. DeHoff designed the building in the Tudor Revival style, adding Classical Revival details for emphasis. This stylistic choice was typical of early 20th century residential and commercial development, romanticizing the “old world” designs of the English village into early American suburbs.

This pattern of development was persistent in the developing suburbs outside Philadelphia, especially those linked to railroad lines, providing convenient commutes into the city. Cresheim Valley Apartments were constructed on a parcel immediately adjacent to the Richard Allen Lane train station (formerly Allen Lane Station) on the Chestnut Hill West Line of the SEPTA Regional Rail (formerly the Pennsylvania Railroad). The Chestnut Hill West Line of the Pennsylvania Railroad was completed by Henry Houston by 1884, but it was only in the second decade of the 20th century that housing began to be constructed nearby this train station, some of it by Houston’s own son-in-law, George Woodward, along Charlton Street that paralleled the inbound platforms of the railroad station in the years 1911-1914.



Image: Southwest view of Richard Allen Lane Station park and Cresheim Valley Apartments from Cresheim Road, Libbie Hawes 2022-8

Form, Massing & Roofline

The Cresheim Valley Apartments contrast Woodward’s street of a single-family houses, twins, triples and quad houses, iterating yet another housing form, the apartment building. Yet, the design of the building reflects the repeated form and rhythm of the rowhouse, so prevalent in the Philadelphia vernacular housing stock. The building plan is composed as three conjoined “houses,” designated “Houses A, B and C.” They are almost identical in plan, each with its own entrance, and read as a continuous elevation along Cresheim Road. The facade of each “house” is symmetrical, articulated in three bays with front-facing paired gable rooflines over each vertical bay flanking the center bay with the entrance at center on the ground floor. The building is four stories in height. The flanking bays project under the gabled roofline, further elaborated by bay windows on the second, third and fourth stories. Each building accommodates two apartments per story, for a total of 24 apartments of two and three bedrooms each, each extending from the front of the building to the rear. A cellar, likely for mechanical service and storage, is indicated by widows at grade.

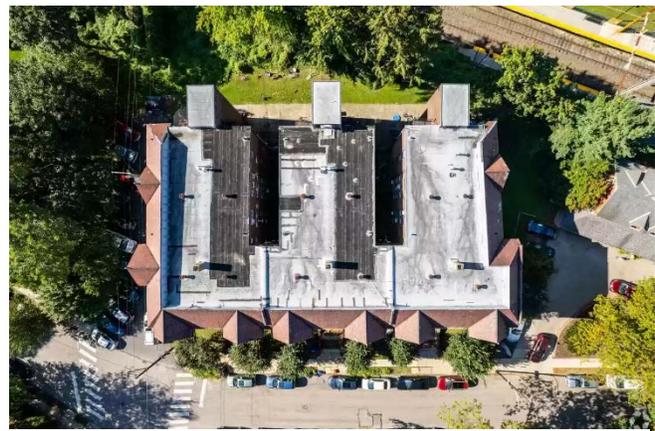


Image: Aerial view of building plan, showing three “houses” via Apartments.com



Images: (top left) View of the West Mt. Airy Avenue elevation of the Cresheim Valley Apartments via Apartments.com; (top right) View of the West Mt. Airy Avenue elevation of the Cresheim Valley Apartments Libbie Hawes 2202-8; (bottom left) Detail of Richard Allen Lane Station elevation of the Cresheim Valley Apartments Libbie Hawes 2202-8; (bottom right) View of the rear elevation of Cresheim Valley Apartments Libbie Hawes 2022-8

The Cresheim Road elevation of the building has three pairs of gabled roofs with broad exaggerated eaves. The apex of each gable terminates with a decorative finial; a standard with a small sphere atop it. Four of the six gables retain the sphere attached to the finial. Between the gabled roofs of the bay windows are shed roofs that connect the gables together, allowing a unified look to the entire composition. The height of the shed roofs matches the height of the gables on each bay, and it masks flat roofs behind them. A significant detail is the red slate that is used on all visible roofing, that is, both on the gables, and connecting portions of the shed roofs.

The Mt. Airy Avenue elevation is articulated in five asymmetrical bays, with a pair of projected gables with bay windows in a vertical column beneath, echoing the form of the facade. On the elevation adjacent to the train station, the area of the first three bays is blind, without an articulated roofline and absent fenestration. The complimentary rear gable with bay windows is present on this elevation. The rear elevation facing the railroad is economical and unadorned. Between each of the houses, a light shaft or areaway allows daylight to reach windows between two narrow courtyards.

Materials, Fenestration & Architectural Detail

The Cresheim Valley Apartments employ materials and ornament that evoke English Tudor village architecture, yet also betray their Philadelphia roots. The buildings are constructed mainly of brick, exposed on the first through third story and clad in decorative half-timbering on the fourth story. The first floor reads distinctively as a base for the building with handsome and highly decorative entrances and fenestration. Like so many buildings in the Delaware Valley, the building has a Wissahickon schist foundation seen to the water table. This anchors the building in contrast with the red brick upper stories. Around the entrance doors and windows, the openings are set off with white glazed terra cotta features, such as quoined window frames, show sills and lintels. Though the windows have been replaced, a historic postcard view shows casement windows at the first-floor bay windows and 6-over-1 sash windows in the apartments on the upper stories, both character-defining features of the style. At the fourth story, applied half-timbering reinforces the Tudor Revival style.



Image: Detail of entrance and terrace located at each "house" via Apartments.com

The design of the building follows a hierarchy, with the most compelling detail at the Cresheim Road elevation, where Classical Revival details emphasize the front entrances of the building. Houses A, B and C of the Cresheim Valley Apartments each have a robust and distinctive entrance door opening, framed by not only a well-defined, broad terra cotta arch around each entrance door, but also paired Doric columns at either side of the arch that support an entablature and dentilated cornice. The entablature used to be topped with a decorative balustrade, but this has been lost.

Each entrance door is flanked with side lights that feature diamond-paned glazing inside the arch. The windows at the first floor that face Cresheim Road were triple casement windows, now replaced with sash, but retain transoms above. White terra cotta quoins surround each of the first floor window assemblies.

The Cresheim Road elevation of the building features second and third floors characterized by twin sets of bay windows for each of the houses that are positioned atop the first-floor windows on either side of the entrance doors. The bay windows are metal construction, formed to look like wood panels, with features painted to pick out detail. The bay windows on floors two and three include four windows overall, one window in each chamfer of the bays, and two paired windows on the front face of the bay. Also on the second, third and fourth floors, sets of double windows with decorative terracotta lintels and sills is placed on axis with the center line of the



Image: Detail of fenestration and ornament on façade, Libbie Hawes 2022-8

entrance door below. At the fourth floor, the bay windows are square with triple windows. The fourth floor is clad in half-timbered detail on all but the rear elevation, delineated in stucco and painted wood.

On the West Mount Airy Avenue elevation, the materials and finishes echo those on the Cresheim Road façade, but with lower prominence. Seen obliquely on Cresheim Road from West Mt. Airy Avenue, there is a staccato rhythm to the fenestration and six vertical bays. De Hoff gave attention to the important neighborhood vantage point at this corner with one fully projecting vertical set of bay windows on the second through fourth floors. A second vertical bay of triple windows mimics this pattern but does not project. Between these emphasized bays, single and double windows bring light into the depth of the apartments.



Image: Detail of blind wall with brick diapering, Libbie Hawes 2022-8

At the elevation facing Richard Allen Lane Station, a blind wall takes up the first three bays of the building depth on the first through the third floors. A diapered brick pattern ornaments this field of with a large rectangular frame and diamond. The brick diapering is set off by terracotta tiles in white at the corner of both shapes.

The wing of House “C” continues this elevation behind the blind wall, repeating the shallow, non-projecting vertical bay of triple windows on the opposite West Mt. Airy Avenue elevation.

The rear elevation is of more utilitarian design, brick with little ornamentation. Each apartment does have another shallow bay of triple windows on the inside elevation of the wing. In addition, more single and double windows are arranged to take advantage of the light shaft. These windows were likely 6-over-1 sash, but have been replaced, installed in simple brick openings with brick jack arch lintels sills.

At each floor, a rear door, most replaced, provides access to either the back alley passage at the first floor or a small metal balcony and the second, third and fourth floors. These small balconies directly connect with doors that lead into an exit-egress stair at each floor. The brick fire towers were added to the rear of each of the house wings for life safety in 1920.



Image: Detail of rear elevation showing fire towers added 1920, Libbie Hawes 2022-8

Landscape Features

Demolished in July and August 2022, the façade originally boasted an above-grade brick terrace along which unified the three houses with a wide common passage between the building entrances for tenants. The terrace structure included wide stairs from each entrance to the sidewalk on Cresheim Road.

Replacement concrete stairs, absent the terrace, now connect each of the three entrance doorways to the street.



Image: Façade showing original brick terrace, via Google Street View 2018-10

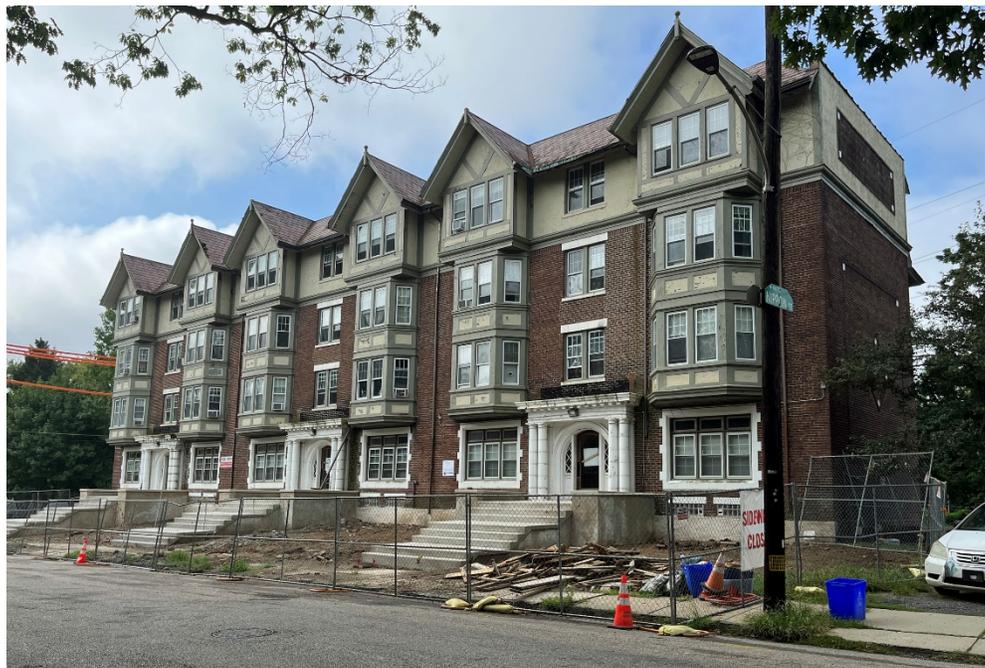


Image: Façade showing replacement front steps, Libbie Hawes 2022-8

7. Significance

Cresheim Valley Apartments merits listing on the Philadelphia Register of Historic Places for its significance under the following Criteria for Designation:

Criterion C: Reflects the Environment in an Era Characterized by a Distinctive Architectural Style

The design and construction of the Cresheim Valley Apartments in 1914 is indicative of trends in real estate development and architectural styles in Northwest Philadelphia during the first decades of the 20th century. The early 20th century witnessed ambitious development of commuter railroads linking city centers with new suburban areas via a brief train journey. Philadelphia experienced especially robust expansion due to the railroad in the northwest region of the city, in tandem with extensive real estate development activity that created new neighborhoods in Mt. Airy, Germantown and Chestnut Hill. In this era, development efforts focused on providing middle- and upper-middle-class people with residential options, clustered near transit and village-like neighborhood amenities. Along with the typical rows, semi-detached twins and single-family homes, a new building typology was adopted: the low-rise apartment building.

Historical Context

Late 19th century industrialism and urbanization produced economic growth and financial stability for new classes of wealth in the Gilded Age and beyond. From manufacturing to newly professionalized services, an aspiring middle-class rose, requiring stylish and convenient housing to meet the example of the much wealthier Gilded Age elite of the 1870s-1900. Author Craven writes in her article entitled, *Introduction to the Gilded Age* that “[elite] families had accumulated wealth from generation to generation — profits from the Industrial Revolution, the building of the railroads, urbanization, the rise of Wall Street and the banking industry, financial gains from the Civil War and Reconstruction, the manufacturing of steel, and the discovery of American crude oil.”¹ In *Crabgrass Frontier*, Jackson aptly states, “The number of families sufficiently well-to-do to own their own homes and to have at least one domestic servant expanded enormously in the half-century after the Civil War. Whether as senior upper-level executives, plant managers...; owners of small businesses...; as lawyers, physicians and other professionals.. Estimates of the numbers of such families vary..., but it is likely that about 10 percent reached this level of comfort in the 1880s.”² This social situation also intensified the segregation of the poorer classes and by parallel, racial segregation.

In the Encyclopedia of Greater Philadelphia essay entitled, *Railroad Suburbs*, written by Hepps and Mires, the impact of the railroad on real estate development is described:

As railroads reached outlying villages and the countryside around Philadelphia during the nineteenth century, railroad companies and other enterprising real estate developers created fashionable residential enclaves, new suburban towns, and vast semirural estates. These developments enabled prosperous Philadelphians to live apart from the

¹ Craven, Jackie, ‘Introduction to the Gilded Age.’ Thought Company, February 16, 2021. Thoughtco.com/what-is-gilded-age-architecture-176011/

² Jackson, Kenneth. *Crabgrass Frontier: The Suburbanization of the United States*. p.89, 1985.

city while still enjoying its amenities and maintaining their positions in the urban industries, businesses, and professions that produced their wealth. In the new railroad suburbs, local shopkeepers and service workers also helped sustain semirural living for the upper and middle classes.

The region's first railroad suburbs developed along the Philadelphia, Germantown & Norristown Railroad (the PGN), which introduced commuter trains running northwest from the city in 1832. In Northwest Philadelphia, completion of the Pennsylvania Railroad's Chestnut Hill Branch in the early 1880s set off a new wave of suburban development west of Germantown Avenue. Henry Houston (1820-95), a member of the railroad's board of directors with extensive land holdings in Northwest Philadelphia and adjacent Montgomery County, proposed the new rail line and then followed the pattern of the Main Line by beckoning elite residents to Chestnut Hill with amenities such as the Wissahickon In (1883, later the Chestnut Hill Academy), the Philadelphia Cricket Club (1883), and another Protestant Episcopal Church, St. Martin-in-the-Fields (1888). In his Wissahickon Heights development (later renamed St. Martin's), he made homes available by lease. Houston's son-in-law George Woodward (1863-1952) continued the family tradition and Chestnut Hill's suburban evolution in the early twentieth century with picturesque developments such as French Village (1913), Linden Court (1915), and English Village (1925). Between Chestnut Hill and Germantown, in Mount Airy, the Drexel Company built the planned suburb of Pelham between 1895 and 1910.³

Real Estate Development and Architectural Styles in Northwest Philadelphia

In Mt. Airy during the late 19th and early 20th century developers such as Herman Wendel and Walter Bassett Smith, Henry Houston, and George Woodward were building homes to accommodate the suburban living style newly created by the development and expansion of the Philadelphia, Germantown & Norristown Railroad away from the urban center.

From roughly 1880 until America's Great Depression, families who profited from the Industrial Revolution in the United States put their money into architecture. Business leaders amassed enormous wealth and built elaborate homes.⁴ Architects such as G.W. and W.D. Hewitt, Horace Trumbauer, William L. Price, Charles Barton Keen, Frank Mead, Robert Rodes McGoodwin, Tilden, Register and Pepper, H. Louis Duhring, Willing, Sims and Talbutt and Mellor & Meigs, George T. Pearson and Boyd & Boyd were designing homes to meet the new demands of middle- and upper-class suburban living. The architectural styles included picturesque revivals of European vernacular architecture: Jacobean, English Tudor, Flemish, Norman, Dutch, alongside Colonial and Classical Revival styles. Northwest Philadelphia neighborhoods, especially Mt. Airy, show a diverse mix of architectural styles, many eclectic hybrids of design characteristics. Minardi cites "...most structures in this vast period of development don't fit neatly into one category, especially in the late 1800s to early 1900s when Victorian Eclecticism meant a virtual

³ Hepp IV, John H. and Charlene Mires. "Railroad Suburbs." The Encyclopedia of Greater Philadelphia. <https://philadelphiaencyclopedia.org/essays/railroad-suburbs/>

⁴ Craven, Jackie, 'Introduction to the Gilded Age.' Thought Company, February 16, 2021. Thoughtco.com/what-is-gilded-age-architecture-176011/

free-for-all, combining two or more unrelated elements in one building, leading to what was referred to by critics as “architectural aberrations.”⁵



Images: Examples of Tudor Revival residential design in Mt. Airy. (top left) 1013 Westview Ave c.1900 via Zillow; (top right) Fairlawn Manor, 1897-1902 via Curbed Philadelphia; (bottom left) 354 Mt. Airy Ave c.1920 via Zillow; (bottom right) 6640 Lincoln Drive c.1910 via Redfin

As architecture trickled down to less prominent practitioners designing for the expanding and aspiring middle class in the first quarter of the 20th century, this wide vocabulary of picturesque architectural characteristics was applied to a variety of smaller housing stock to be purchased, and finally, to low-rise apartment buildings for rental tenants. These new residential buildings set the tone for good construction, spacious interiors, and carefully crafted facades with historical references.

There are more than 20 apartment buildings from this era located within walking distance of the Cresheim Valley Apartments. They have similar features, including massing, three to four story height, courts, symmetrical fenestration, bold entry design and historical ornamentation. These buildings epitomize the overall development pattern and exhibit key features of an eclectic architectural style that became prevalent during this era. Low-rise apartment buildings are compatible to the adjacent to Mt. Airy neighborhoods of single, semi-detached and rowhouses and commercial corridors of comfortable,

⁵ Minardi, Joseph, *Historic Architecture in Northwest Philadelphia 1690-1930s*, p.8., 2012.

pedestrian scale. This development pattern had recognizable and long-term impact on the desirable environment in Mt. Airy.



Images: Examples of low-rise apartment buildings of similar age in Mt. Airy, showing both Tudor Revival and Colonial Revival architecture. (upper left) The Allen Lane, 204 West Mt. Pleasant Ave, 1911 via Apartments.com; (upper right) Pelham Court Apartments, 6803 Emlen St, 1911, Douglas Kingsbury 2022-8; (middle left) Green Manor: The Tudors, 259 West Johnson St, 1929, Douglas Kingsbury 2022-8; (middle right) Upsal Gardens, showing half-timbering before renovation in 2019 - 246 West Upsal St, 1927 via Apartments.com; (lower left) TulWayne Apartments 6220 Wayne Ave, 1921, Douglas Kingsbury 2022-8; (lower right) 608 West Phil-ellena St, 1920, Douglas Kingsbury 2022-8



Image: Historic postcard showing Cresheim Valley Apartments c.1914.
<https://library.artstor.org/asset/27556625>.

The Cresheim Valley Apartment building was designed in 1914 by Henry E. DeHoff⁶⁷ in the Tudor Revival style, likely inspired by nearby houses which employed the gable rooflines with slate shingles, half-timbering, casement windows, ornamental details of terracotta and stone details and traditional materials of brick and stone. From the Philadelphia Architects and Builder's Guide: "...little is known of Henry (or Harry) DeHoff's life and career...Project references from the *Philadelphia Real Estate Record and Builders Guide* reveal that Henry E. DeHoff had a varied practice, chiefly relying upon institutional and industrial work." These records also show a substantial amount of residential apartment work. DeHoff worked with contractor James McGuire to construct two projects in the neighborhood, Cresheim Valley Apartments, and 14 1 ½ story bungalows in the 7100 block of Cresheim Road, which are still extant.

⁶ 7200 Cresheim Road building permits, 1914. City of Philadelphia Archives

⁷ DeHoff, Henry E. Philadelphia Architects and Buildings. https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/22816

TWO TRACTS SOLD FOR DEVELOPMENT

Land at Allen's Lane Station Will Be Improved by Dwellings and a \$100,000 Apartment House—Realty News

Two tracts at Allen's Lane Station, Germantown, have been sold by Glyndon Priestman for William Frederick Snyder to Charles B. Maguire. One is situated on the west side of Cresheim road, between Mt. Pleasant and Mt. Airy avenues, having a frontage of 562 feet and extending back to the Pennsylvania Railroad, with a depth averaging about 130 feet. The purchaser will erect immediately on this piece of ground fourteen semi-detached bungalows at a total cost of \$85,000. They will be finished this year and will sell, with lot 35 feet wide, for \$7500 to \$8500 each.

The other tract, immediately adjoining Allen's Lane Station, contains 144 feet on Cresheim road and 170 feet on Mt. Airy avenue. On this lot the purchaser will erect a large housekeeping apartment house, four stories in height and containing twenty-four suites. The price will be approximately \$100,000.

Apartment House, Allen Lane, Germantown. \$100,000. Architect, H. E. DeHoff, 48 South Sixty-first street. Owner, James Maguire, 1314 Arch street. Brick and terra cotta, 4 stories, 80x144 feet, tile roof, steam heating, electric lighting, hardwood floors, clothes' dryer and laundry equipment. Plans in progress.

Bungalows (14), Allen's lane, Germantown. \$8,500 each. Architect, H. E. DeHoff, 48 South Sixty-first street. Owner, James Maguire, 1314 Arch street. Stone, 1½ stories, 28x40 feet, slate roof, vapor vacuum heating, electric lighting, hardwood floors. Plans in progress.

Images: News articles about the development of Cresheim Valley Apartments and nearby bungalows (top) Philadelphia Inquirer, March 27, 1914; (middle) Philadelphia Real Estate Record and Builders Guide, March 8, 1914.; (bottom) Philadelphia Real Estate Record and Builders Guide, March 8, 1914.

**Cresheim Valley
Apartments**



ALLEN LANE STATION, GERMANTOWN—Housekeeping Apartments; 6 rooms and bath; servants' quarters. One square from Lincoln Drive. Two squares from trolley. All latest appointments, etc.
C. B. MAGUIRE, 114 N. BROAD ST.

SUBURBAN

THE OTHER DAY my very good friend,
THE MAN WHO BUILT
"THE CRESHEIM VALLEY APARTMENTS"
Invited me out to pay them a personal visit, in order that I might see for myself how very attractive these apartments really were. My expectations were high, but I was in no sense prepared for the delightful surprise I received.

Never have I seen such truly beautiful apartments, and the location, too, is quite perfect—directly at Allen Lane Station on the Pennsylvania Railroad, with all the trains in the world stopping just far enough across the way. And trees, flowers, grass, pure air—the great outdoors all about one. Yes, I have seen many apartments, but I found I could still enthuse.

You can secure one of these truly delightful suburban apartments—just made to order for the kiddies—as long as there are any left; for say \$40 to \$55, and if health, happiness, pure air and sunshine mean much to you and your family, come to our office; let us tell you all about these truly delightful suburban apartments—step into one of our autos and then—oh, you know the rest—for you really deserve one of these apartments.

NORMAN S. SHERWOOD
1411 WALNUT STREET
Spruce 3971. Race 3025.

CRESHEIM VALLEY—Hkpg. apte., Allen Lane Station and Penna R. R.; handsomely appointed suites of 6 rms. and bath, \$45 to \$60 month; all conv.; train and trolley; beautiful surroundings. C. B. Maguire, 114 N. Broad.

THE MANAGEMENT of Cresheim Valley Apt. House, Allen Lane Station, Gtn., announce the vac. of a very pleasant h-kpg. apt of 7 large rooms, bath, maid's quarters, 22 min. to Broad st., excel. train serv. \$100 per mo. Apply Spruce 2420.

Images: Advertisements for Cresheim Valley Apartments (top) Evening Public Ledger, 13 Oct. 1915; (middle 1) Evening Public Ledger 19 April 1916; (middle 2) Evening Public Ledger 18 September 1915; (bottom) Philadelphia Inquirer, 21 December 1919

Criteria G: Is related to a square, park, or other distinctive area which should be preserved according to historic, cultural, or architectural motif.



Image: Map depicting the vicinity of Cresheim Valley Apartments and Richard Allen Station, Atlas of the City of Philadelphia; 22nd Ward, George W. and Walter Bromley, 1923

The Cresheim Valley Apartment building is located next to Richard Allen Station (formerly Allen Lane Station). The station was built in 1884, part of the vision created by Henry Houston to spur residential and commercial development, as well as tourism, in the West Mt. Airy neighborhood of Philadelphia. The station house, pedestrian bridge and associated landscape area was a well-established neighborhood node when DeHoff was planning Cresheim Valley Apartments in 1914. The two parcels are clearly complimentary in both neighborhood planning and development for residential density around transit and eclectic architectural design. In addition, the park area around the train station has become a de facto backyard and community hub for Cresheim Valley Apartment residents, among other neighbors, where both daily park use and organized community meetings and activities take place.

Approaching the station from the neighborhood on foot, it is tucked in a secluded area, with single homes across the tree-lined Cresheim Road from the station, and the apartment building next door. The triangular park sits adjacent to a u-shaped driveway and the station house, which is occupied by a local coffee shop. This serene distinctive area is enjoyed



Image: Tenant Council meeting for Cresheim Valley and Allen Lane Apartments in the outdoor space at Richard Allen Station, Cynthia Dutwin, 2002

and utilized by the community in a variety of ways and continues to add to the gathering space of a diverse community who often comes together to celebrate their beautiful neighborhood. The site plan and landscaping are a perfect host to informal gatherings. The character of the outdoor space is directly tied to the presence of the Cresheim Valley Apartments. The four-story brick facade with historic details provides a key backdrop to the activities and appearance of the semi-public spaces that are adjacent to both the station and apartments. Maintaining the exterior of the Cresheim Valley Apartments is an important component of its value to the neighborhood.

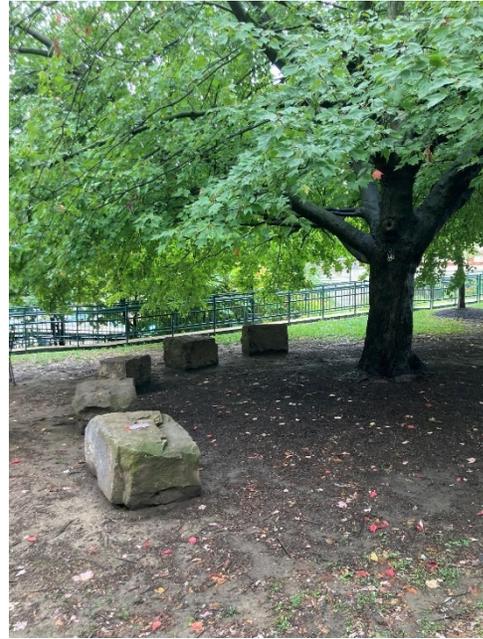
Though the Richard Allen Station house is a Victorian Stick-Style building designed and built 30 years prior to the Cresheim Valley Apartments, the two buildings are complimentary in design. The design of the station house includes some half-timbering to ornament the mostly brick building, which coordinates with the Tudor Revival apartment building, as well as features of the c.1920 houses across the street from both. The eclectic architecture of the late 19th and early 20th centuries characterizes the neighborhood landscape, including the station park.



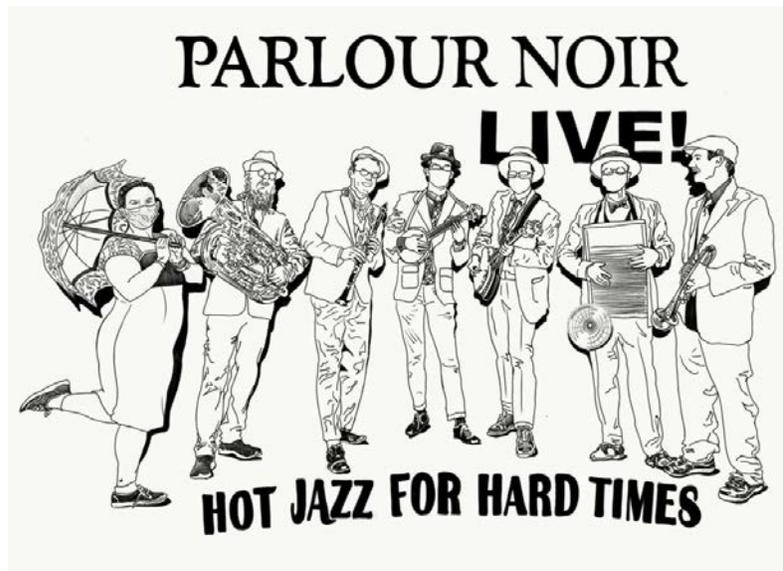
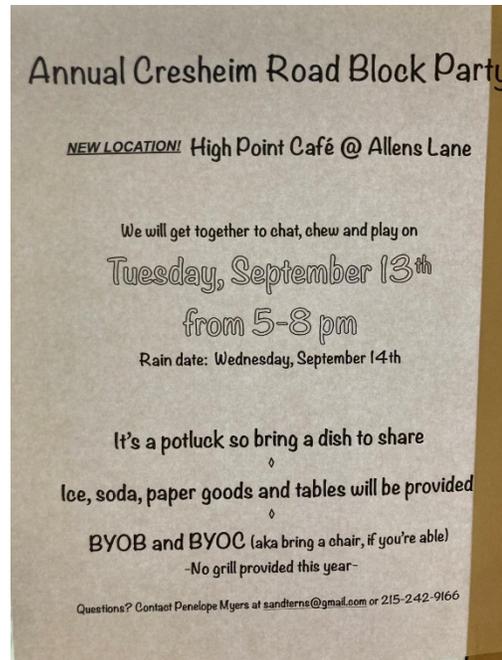
Images: (left) The station house at Richard Allen Station, Cynthia Dutwin, 2202; (right) Cresheim Valley Apartments, Cynthia Dutwin, 2202

In addition to transit convenience, proximity to the train station provides Cresheim Valley Apartments residents with access to green space for respite and activity. Now landscaped with native plants and seating, the small park space is often used for both informal and organized community gatherings. This is a popular place for people to sit and enjoy the shade of the trees and beauty of the native wildflowers. Community members use this area throughout the day, either to take a break from a walk, have a beverage and enjoy a pastry from the coffee shop in the station or for a get-together with neighbors and friends.

The park area is a significant part of the local community culture. It did not start as a public meeting place but evolved over time into a community space that is highly utilized and appreciated. It is the recent meeting place for the Tenant Council for the Cresheim Valley Apartments and the WMAN volunteer Historic Preservation Committee. It has been the location for a Sunday Market that hosts vendors of various crafts, art, plants, antiques, music and more. Neighbors have hosted dinner gatherings and meet-ups in this welcoming space. Neighborhood potluck meals have also been held in this area, for birthdays as well as other milestone celebrations. Musicians have also come to entertain the community members and tourists in this outdoor area.



Images: Greenspace at Richard Allen Station (upper left) Native flowers in a garden at the Richard Allen Station; (upper right) Stones selected from the original railroad bridge create a sitting area in the at the Richard Allen Station; (lower left) WMAN Historic Preservation Committee meeting outside Richard Allen Station



Images: Greenspace at Richard Allen Station; (upper left) Flier for the weekly Sunday Market that occurs in the parking lot and related outdoor areas at the Richard Allen Station; (upper right) Flier for Annual Cresheim Road Block Party, a community potluck at the Richard Allen Station; (bottom) Flier for Allen's Lane Jazz event in the park, posted on the Richard Allen Station Facebook page

Criterion J: Exemplifies the cultural, political, economic, social or historical heritage of the community

The Cresheim Valley Apartments building exemplifies the railroad-led economic and historical transformation of Northwest Philadelphia and the former German Township in the early decades of the 20th century. What had been for more than two centuries a small German settlement and bucolic rural retreat for a few wealthy Philadelphians far from the disease-ridden urban crowds became, between 1910 and 1930, a bustling residential suburb within the city limits.

After the Civil War, expansion of Philadelphia’s streetcar network to West Philadelphia triggered a great westward middle-class expansion from the historical core of the city. After 1880, the “third wave” of American immigration from southern and eastern Europe accelerated the city’s industrial boom, which in turn made the city a magnet for the Great Migration of Black Americans from the south. These concurrent processes turned large swaths of South Philadelphia and North Philadelphia into densely crowded working-class precincts.

The railroads colonized Northwest Philadelphia in 1854 (Chestnut Hill Railroad, now Chestnut Hill East line) and 1884 (Philadelphia, Germantown, and Chestnut Hill Railroad, now Chestnut Hill West line). However, it wasn’t until the third wave and continued industrialization had thoroughly populated West, South, and North Philadelphia around 1910 that the clerical and employer classes sought refuge in large numbers in “suburban” Mt. Airy and Chestnut Hill.

The “truly delightful suburban” Cresheim Valley Apartments, marketed as “housekeeping apartments” with “servants’ quarters,” promised “health, happiness, pure air and sunshine,” not to mention “trees, flowers, grass ... the great outdoors all about one.”⁸ According to the 1920 and 1950 censuses, tenants largely represented the clerical and managerial classes, including quite a few railroad employees. Philadelphia’s own version of Jim Crow—de facto and de jure segregation in the early twentieth century, another noteworthy and lamentable aspect of the social heritage of Philadelphia—is also represented by the fact that there were three tenants of color in 7200 Cresheim Road in 1920 (a servant, the janitor, and the janitor’s wife) and zero in 1950.⁹

The transformation of Mt. Airy and Northwest Philadelphia from remote rural refuge to busy residential community along the railroad finds eloquent architectural expression in the Cresheim Valley Apartments.

⁸ “Advertisement – Cresheim Valley Apartments” Philadelphia Inquirer (Philadelphia, Pennsylvania) December 21, 1919, Volume 181 Issue 174 Page 9.

⁹ United States Census Bureau; 1920 Population Census, Philadelphia, Pennsylvania, Ward 22; and United States Census Bureau; 1950 Population Census, Philadelphia, Pennsylvania, Ward 22

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