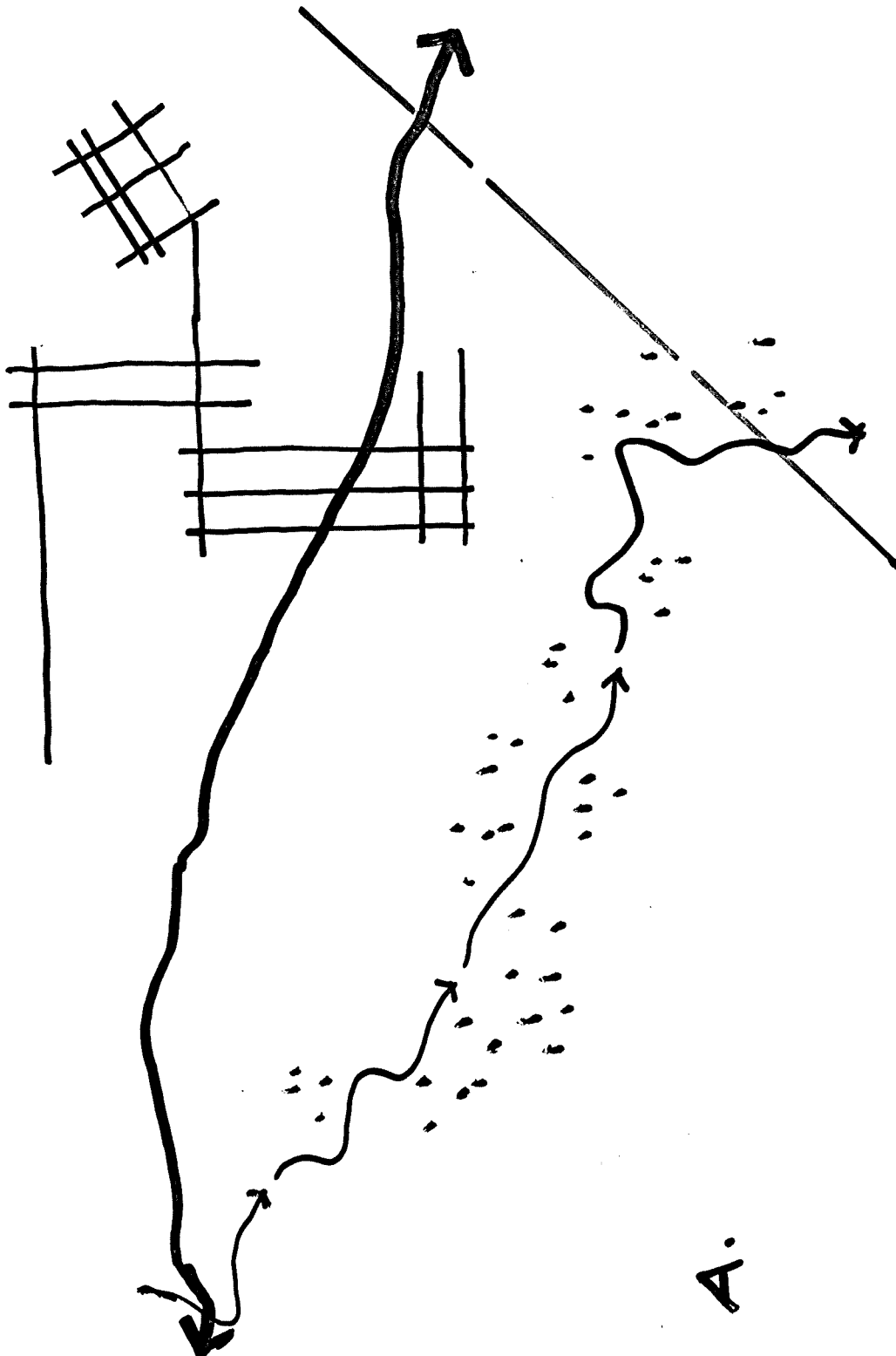


SPHERE OF INFLUENCE
Boundaries & Context

Historic Preservation Studio
Mid-Term Presentation
October 28, 1991

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A.

TABLE OF CONTENTS

Introduction.....	
Geographical and Natural Systems - <i>Thad Kilpatrick</i>	
Open Space and Parklands - <i>Gay Vietzke</i>	
Influence of Adjacent Institutions and Communities - <i>Lisa Di Chiera</i>	
Transportation Networks - <i>Paula Sagerman</i>	
City Plans for Area - <i>Joan Brierton</i>	
Historical Evolution.....	
Conclusion.....	
Bibliography.....	

Germantown Avenue, in its most recent history, has undergone dramatic physical, social, and economic change. The quality of life along the Avenue and within the surrounding communities has been threatened by neighborhood blight, the destruction of historic fabric, crime, disinvestment and abandonment. A comprehensive plan for this area seeks to improve these conditions by revitalizing the commercial core, encouraging residential improvement projects, offering solutions to social concerns, and providing for the safety and welfare of the general public.

In order to incorporate historic preservation into a final Master Plan for Germantown Avenue, it was first necessary to develop an understanding of the project area. This required an evaluation of the historical and physical evolution of the Avenue, a survey of the representative sites and structures present throughout the community and an examination of existing land use patterns.

Team A: *Sphere of Influence--Boundaries and Context* was responsible for investigating and documenting the following:

- geographical and natural system characteristics
- nearby open space and parklands - retention and development
- the influence of adjacent institutions or communities
- transportation networks
- City plans for the area
- historical evolution of the area, as indicated in maps & atlases

The following report documents our discoveries. Each chapter presents a summary of our findings, indicating those issues that need to be considered when developing a comprehensive preservation plan for Germantown Avenue. Also included are a series of maps identifying and evaluating the historic, natural, and functional physical context of the study area and its environs.

Geographic and Natural
Features

Geographical and Natural Systems

Geology

Philadelphia lies on the fall line separating the Coastal Plain from the Piedmont, being part of the Wissahickon formation that extends into Delaware and eastern Maryland. The bedrock of the area was formed in the Lower Paleozoic-Precambrian era and is 438,000,000 to 1,600,000,000 years old. This bedrock is favorable for basements, sewage disposal, and agriculture. It consists of metamorphic rocks including schist, gneiss, quartzite, serpentine, amphibolite, phyllite, and pegmatite. The most commonly found rocks in the survey area are schist, gneiss, pegmatite, and quartzite. In fact, it was along the Wissahickon Creek that schist was first studied. This schist is often used in local construction history and contains a fair amount of visible garnets.

Natural Forest

The area is typical of Appalachian Oak Forest, being composed of mostly red and white oaks, sugar maple, sweet birch, butternut hickory, beech, tulip poplar, white pine, scarlet oak, scrub oak, chestnut oak, and black oak.

Air Quality

Air quality in the survey area can best be described as "good news and bad news." Sulphur dioxide, carbon monoxide, and suspended

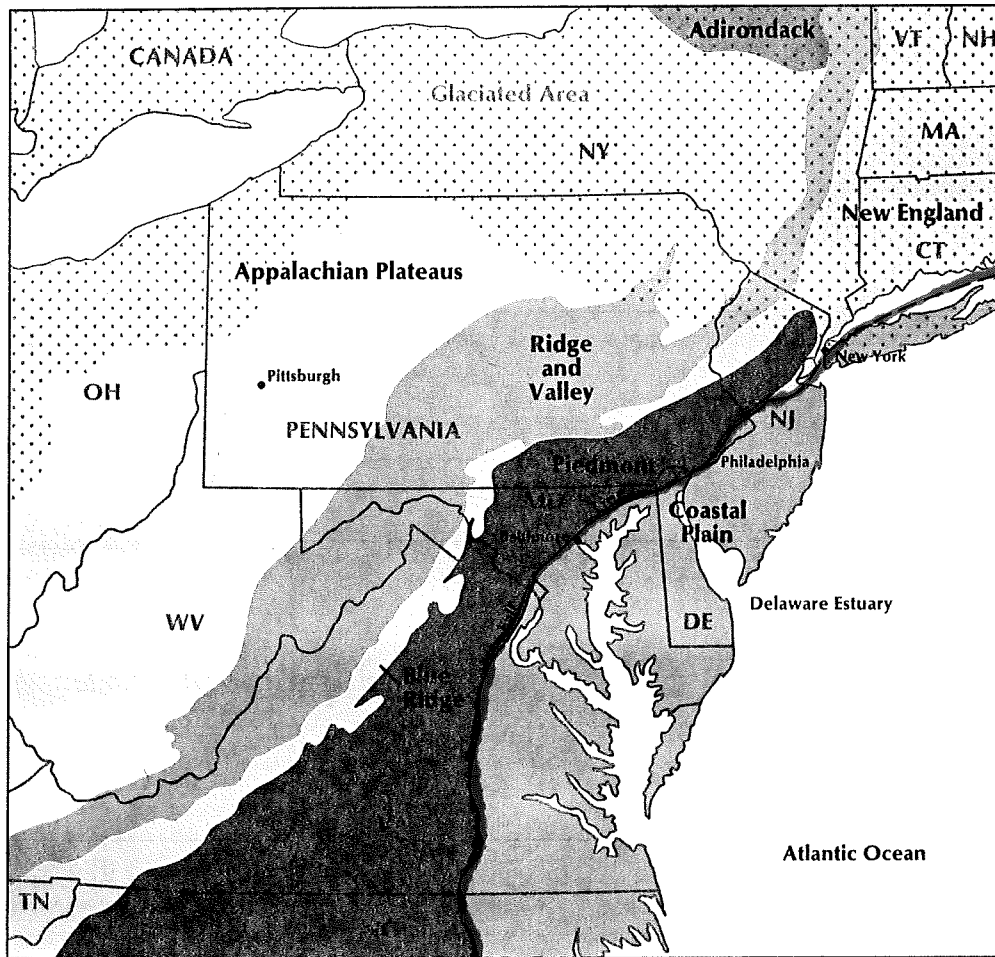
particulates are at very good levels, but ozone and nitrogen oxide emissions are at the highest levels of the entire state.

Water Quality

The water quality for the Wissahickon, Cresheim, or Wingohocking Creeks are not known. While the Schuylkill River suffers from sewage pollution, it is probable that the aforementioned creeks do not share this problem because sewage is not discharged into them. The Wissahickon is officially listed as 12.8 miles long with a drainage area of 64 square miles. Similar information for the creeks is not listed.

Sewage Records

Sewage records consist of mostly drainage plats, which reveal much useful information. The size of the sewer mains directly reflect where the main drainage valleys of the creeks had been before being paved over. Philadelphia Water Department practice is limited to replacement of failed mains, rather than costly large scale upgrades. The extent and type of materials used for these repairs also shows how much political strength certain sections have, as they exhibit more modern materials. While most areas have combined sewage and drainage, some enjoy modern separated services. Areas having segregated sewage and drainage, such as parts of Chestnut Hill, show the largest amount of political strength.



COASTAL PLAIN: Very low relief, often drained soils often sandy and quite infertile. Glaciated from New York City northward.

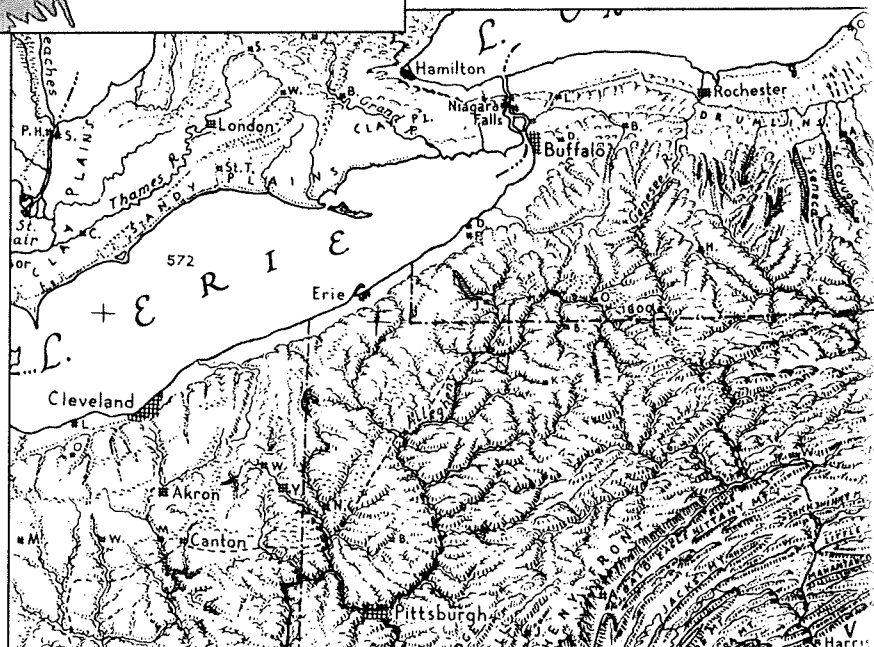
PIEDMONT: Rolling, well-drained soils. Slopes range usually between good and excellent.

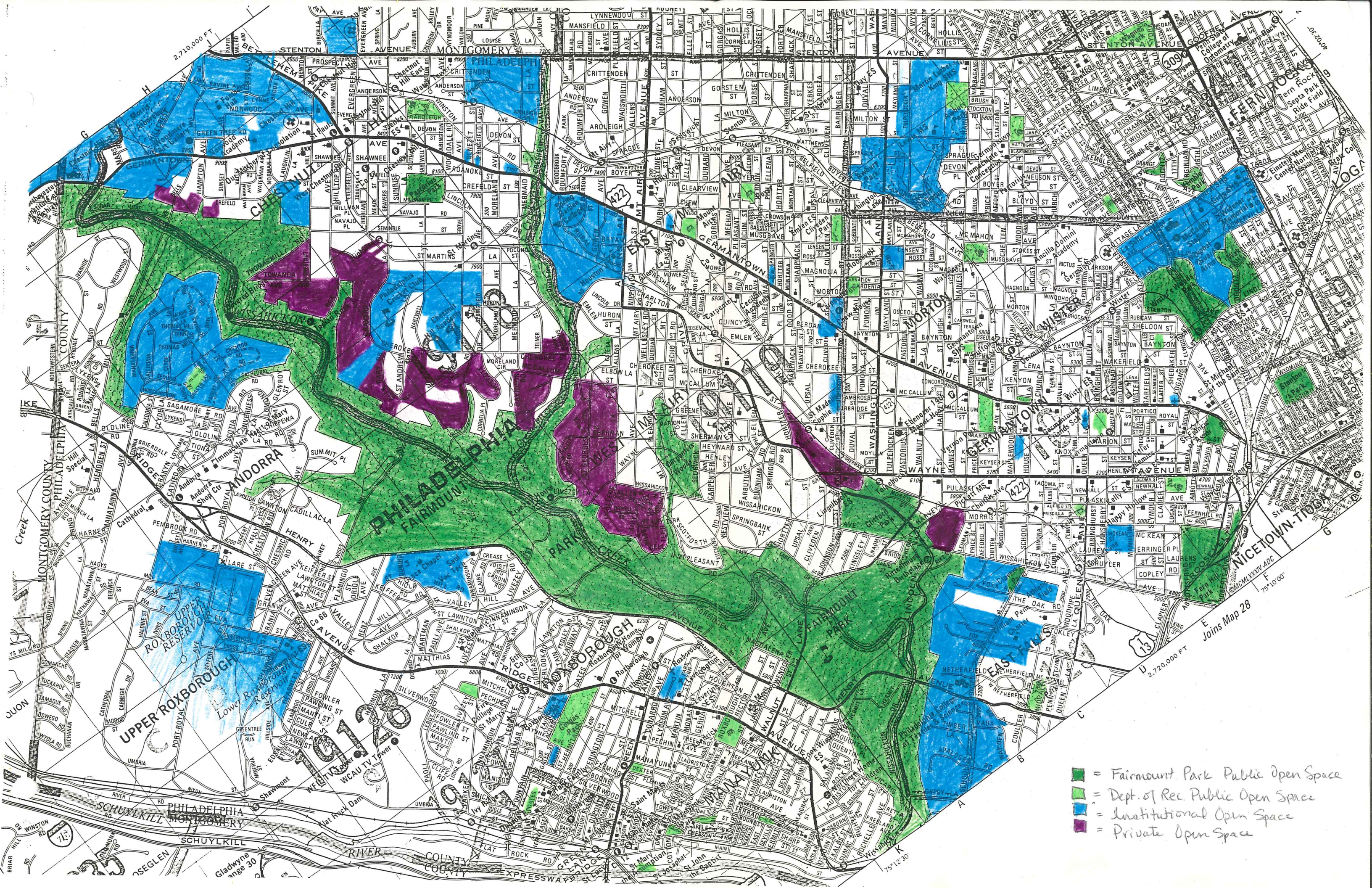
BLUE RIDGE: Low but rugged mountain slopes; rocky, infertile soils.

RIDGE AND VALLEY REGION: Extreme linear ridges, aligned with linear valleys. Ridges commonly about 1,000 feet from foot of mountains. Ridge soils are rocky and infertile. Valley soils range from fair to excellent.

APPALACHIAN PLATEAUS: Table-top dissected by streams, especially along the eastern margin. Soils variable, but often sandy and infertile. Slopes often steep. Western edge imperceptibly into Interior Low Plateaus.

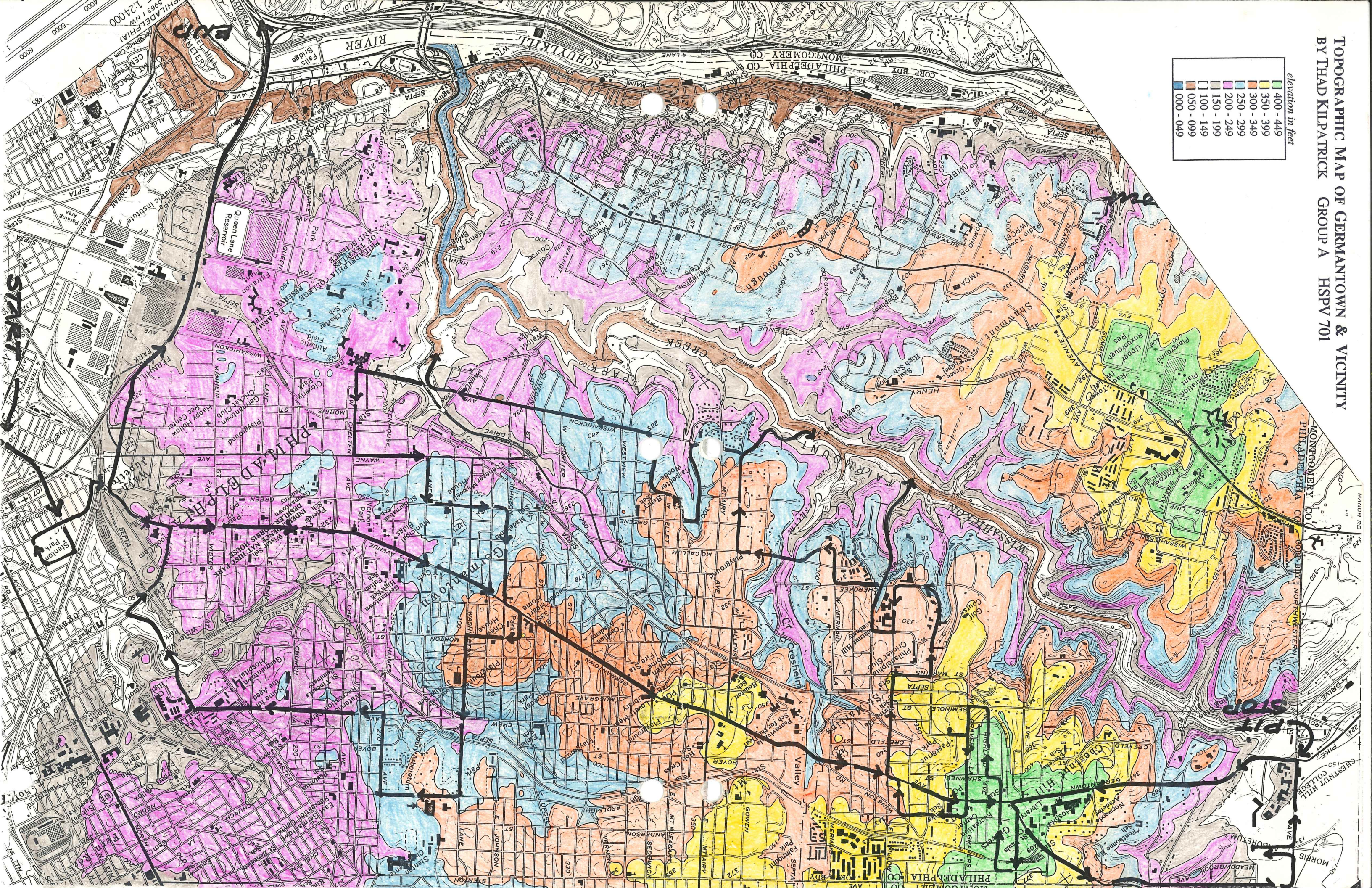
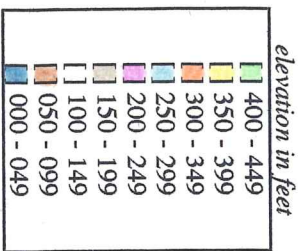
Most of Pennsylvania lies between the Coastal Plain and glaciated areas to the north. Delaware Bay, a deep-water estuary, allowed oceangoing ships to sail completely through the sandbars and swamps of the Coastal Plain and dock at the eastern edge of the Piedmont where fertile soils were unaffected by glaciation.





- = Fairmount Park Public Open Space
- = Dept. of Rec. Public Open Space
- = Institutional Open Space
- = Private Open Space

TOPOGRAPHIC MAP OF GERMANTOWN & VICINITY
BY THAD KILPATRICK GROUP A HSPV 701





Hopkins, G. M.
 Atlas of (the late borough of) Germantown, 22nd Ward, City of Philadelphia
 1871
 Van Pelt Rare Book Folio G1264.P5 G4

Germantown Ave.
 open natural drainage, 1871

Open Space and Parklands

Open space in Germantown, Mount Airy and Chestnut Hill is an important factor to consider before developing a preservation plan for the study area. As the communities evolved, construction and development focused on Germantown Avenue first, and slowly, the rest of the study area was filled in with buildings, as well. Public and private open space began to disappear, and it was the churches, school, cemeteries, and clubs that made sure one could still still see a bit of green in the City.

The communities along Germantown have quite a history concerning open space. The settlers clustered along Germantown Avenue, leaving expansive lots of open land behind their dwellings and businesses. Roads and paths were cut to lead to mills and homesteads off the Avenue, and slowly people settled along these roads too. This development is still evident today. The most densely built-up areas are still along the Avenue, and the degree of natural open space increases as one approaches the Wissahickon Creek and Fairmount Park.

In 1892, Philadelphia purchased a parcel of land on Germantown Avenue that had once been the estate of John Wister. This plot became Vernon Park, the first small city-owned public park in the study area. During the 20th century, Philadelphia purchased more land and began to develop the network of public recreation sites that are currently scattered throughout the three communities.

An inventory of public parks and recreation sites has been compiled for the study area and is included at the end of this

chapter. These facilities are managed and maintained by either the City of Philadelphia's Department of Recreation's District Three or Four (DOR 3 or 4), or the Fairmount Park Commission (FPC). These areas are further broken down into "active" and "passive" spaces. There are several major areas of concern associated with many of these sites including maintenance, misuse, under-use, and security. A recent visit to several public facilities proved eye opening. Many of the parks and playgrounds appear abandoned. Graffiti covers any structures on the site, and grass appears overgrown and leaves unraked. Could maintenance neglect be contributing to under-use? Or did crime or misuse dissuade the average citizen from frequenting these places long before up-keep became an issue? The DOR and FPC manage many properties in the City and not all of them have these problems.

Studies and plans for the study area express similar concerns about these sites. Edward D. Brady, in *Open Space of the Central Germantown Business District* (Philadelphia, 1988) discusses the misuse, under-use and instability of Vernon Park, Howell Park and Market Square, as well as parking and vacant lots. He raises the issues of crime and vandalism and proposes consolidating responsibility for these facilities as start towards cleaning up these places. Especially in Germantown and Mount Airy, where open and green space is rare, these facilities could be very important resources for the citizens. Community problems with crime and drugs demand that positive and safe recreation sites be a priority.

Of course, not all public parks are empty. In fact, the parks that do appeal to residents often suffer from overuse. The

East/West Mt. Airy Neighborhood Conservation Plan discusses this issue in regard to the Wissahickon Park. As the major recreation feature in the community, the City has spent several million dollars acquiring open space adjacent to the park, "however, the park has serious problems, such as dumping, molesting of wild life and wear and tear from heavy use." (p.13) Again, this is an issue of maintenance and supervision of use.

In Chestnut Hill, Pastorius Park, a Fairmount Park property, is financed and watched over by the community. It was one of the few parks that was being actively used by residents, appeared immaculately manicured, and seemed safe and inviting. However, the President of the "Friends of Pastorius Park," Norton Quent, revealed that their organization has raised over \$100,000.00 for the park's care. Fairmount Park lets Chestnut Hill take care of this place because it has the desire and means to do so, and because they seem to be doing a lot better job than otherwise possible. Vernon Park has two community support groups, but they will never match Chestnut Hill's funds and their concerns are so different, that they may never have the chance to manage their own park. As is the case with most of these facilities, management must be the city's responsibility.

The City of Philadelphia does intend to renovate several of the City owned sites within the next five years. According to the Capital Investment Plan, twelve facilities are slated for funding in the years to come. The majority of these areas are "active" use locations, an interesting aside. Whether these improvements will truly make a difference in the long run, is yet to be seen.

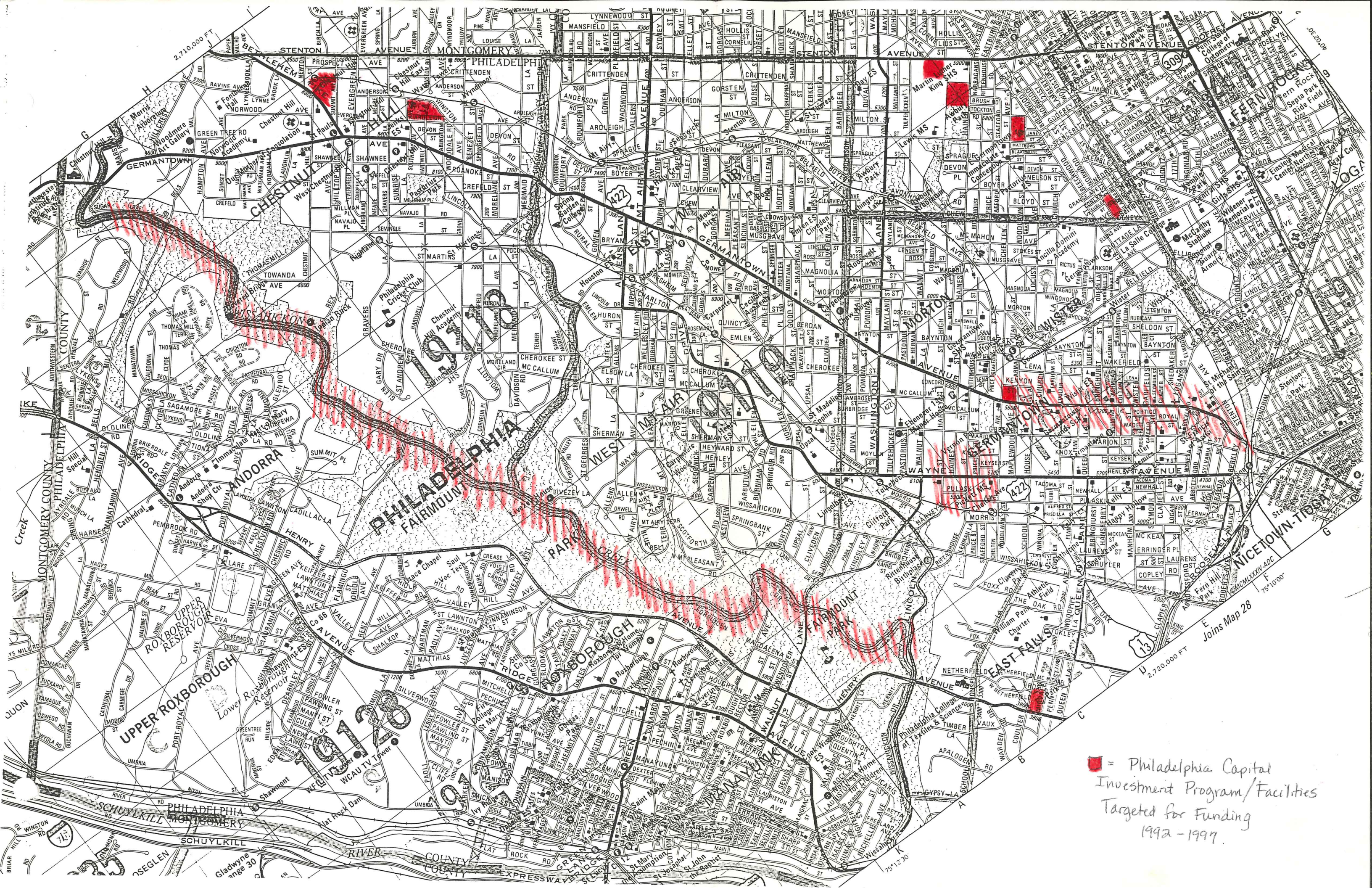
When considering all of this information, it seems that if just one district and agency was responsible for these properties, that security and maintenance issues might be better addressed. Instead of dividing these facilities among three groups that each know a little about the area, perhaps consolidating management would be a start in the right direction. Especially in communities that do not have the money to manage their own facilities, making the citizens feel like they have input and are welcome in these places is essential. At this time, it is impossible to assess who should have jurisdiction over the sites. Recent visits to many of the sites in Germantown and Mount Airy revealed a similar level of neglect at areas administered by all three departments. This is definitely an area in need of further investigation.

A second area of consideration is open space owned privately or by institutions. Especially the area West of Germantown Avenue is lucky to have a good deal of open space surrounding Fairmount Park. Aerial photographs show homes and schools on large parcels of land, but how protected are these resources? Zoning laws do not protect green space, only open space and nuisance laws, rarely enforced are the only means to controlling maintenance. A plan for the study area should consider guidelines for open space land use and suggest means to preserve the private and institutional open space that exists today.

Inventory of Public Recreation Sites

(* indicates proposed spending - Capital Investment Plan)

<u>Name</u>	<u>Address</u>	<u>Jurisdiction</u>
Awbury Rec Center	Ardleigh and Walnut Lane	DOR 4*
Belfield Rec Center	Chew and 21st	DOR 3*
Boone Park	Churchview and Tower	DOR 4
Cliveden Park	Chew, Cliveden and Johnson	DOR 4
Cloverly Park	School House Lane and Wissahickon	FPC
Fairmount Park	Along the Wissahickon Creek	FPC
Fairview Park	Manyunk at Conarro	DOR 4
Fernhill Park	Roberts, Roosevelt and Morris St.	FPC
Gorgas Park	Ridge and Hermitage	DOR 4
Happy Hollow Playground	Wayne and Logan	DOR 3*
Harpers Hollow Park	Ogontz and Kemble	FPC
Hillside Rec Center	Fountain and Fowler	DOR 4
Howell Park	Greene Street #5215	DOR 4
Kelly Park	Pechin and Parker	DOR 4
Kemble Park	Olney and Chew	FPC*
Kendrick Rec Center	Ridge and Pensdale	DOR 4
Loudon Park	Abbotsford and Germantown Ave	FPC
Lovett Park	Germantown Ave and Sedgwick SE	DOR 4
Mallery Playground	Morton and Johnson	DOR 4
Manyunk Park	Silverwood and Rector	DOR 4
Market Square	Germantown Ave and Church Lane	DOR 3
McMichael Park	Midvale and Henry	DOR 3*
Morris Estate Rec Center	16th and Cheltenham	DOR 3*
Morton Playground	Baynton and Haines	DOR 4
Mount Airy Playground	Germantown Ave and Sedgwick	DOR 4*
Nicetown Park	18th and Germantown Ave	DOR 3
Pastorius Park	Wooddale, Millman and Hartwell	FPC
Pleasant Playground	Boyer and Pleasant	DOR 4
Stenton Park	18th and Courtland	FPC*
Venice Island Playground	Schuylkill Canal and Cotton	DOR 4
Vernon Park	Germantown Ave above Cheltenham	DOR 4
Wakefield Park	Lindley and 16th	FPC*
Water Tower Rec Center	Hartwell and Ardleigh	DOR 4*
Waterview Rec Center	Rittenhouse and McMahon	DOR 4
Wissahickon Playground	Penn and Pulaski	DOR 3
Wissahickon Neighbors Play	Hermit and Terrace	DOR 4
Wister Playground	Baynton and Shedaker	DOR 3
Wister Woods	Wister, Stenton and Belfield	FPC
Young, Lonnie Center	Cheltenham and Ardleigh	DOR 3*



■ = Philadelphia Capital
Investment Program/Facilities
Targeted for Funding
1992-1997

Influence of Adjacent
Institutions & Communities

Another goal set forth within Team A's "Sphere of Influence: Boundaries and Context," was to study the specific influence of adjacent or nearby institutions or communities. To understand the present day roles of these institutions and communities, research on the immigration and settlement patterns of these groups of people that are prevalent in the Germantown Avenue area today was beneficial.

In 1930 the percentages of African-Americans and foreign born peoples living in the Northwest district of Philadelphia, which encompasses all of Germantown Avenue, were evenly distributed (Table I). As noted by Sam Bass Warner in *The Private City*, "...important to the Philadelphia Metropolis, the inner northwest sector offered a place where lower-middle-class, working-class, and lower-class families of every ethnic and racial background could live, constrained only by their ability to pay rent. The heterogeneity of the district contrasted favorably with the more narrow, exclusive, and prejudiced patterns of the industrial northeast" (Warner, p.182). This character of social settlement was predominant in Germantown by 1930, causing a continual northern migration up Germantown Avenue toward Chestnut Hill by the middle and upper-class population, which had dominated Germantown since the Civil War. This group of Anglo, middle to upper-class people had originally come to Germantown to escape the expansion of warehouses, business offices and factories within the "old city," being one part of Philadelphia's population which "...could afford the costs of building new homes and the costs of commuting, (transforming Germantown from) a separate village... (to) a bedroom neighborhood for the city" (Davis, p.282). By the 1930's ironically, this economic group fled northward for much of the same reason that it left central or "old" Philadelphia. Hence a domination of Germantown by African-Americans and other ethnic groups as a whole began as early as these years.

Several minority groups, who have been in Germantown for many

generations, retain a stronghold within this neighborhood. The Quakers, especially with the continual operation of the Germantown Friends School, retain a visible and active presence within the community. While the Italians and Irish no longer individually portray a strong role in Germantown, they have merged over the years within Catholic congregations that are spread throughout the area. It is mostly however, the continual presence and growth of the African-Americans that has enabled this group of people to change from being the minority to the majority in Germantown.

Although the largest influx of African-Americans did not occur until after 1910 (Tables II and III), it is important to note that the African-American community in Germantown today feels strongly about their heritage in the area, which reaches as far back as the days of slavery. A branch of the Bethel African Methodist Episcopal Church, founded in the late 1700's by a former slave of the Chew family named Richard Allen, remains at Germantown Avenue and Tulpehocken Street. Several institutions and agencies for "relief and social betterment" were established as far back as before the time of emancipation, including a school house for the education of African-Americans in 1770, built by the Society of Friends (Ershkowitz, p.48). Significant occurrences in African-American history, such as the anti-slavery protest at present day Freedom Plaza, took place in Germantown. Interestingly, one aspect of life that has remained concurrent throughout the African-American history in Germantown, is that the majority of these residents have not usually owned their own home or property. Instead, this group of people have remained in the position as renters. According to Byron Woodson, head of the Germantown Business Association, by the late 1970's the percentage of renters, opposed to homeowners, increased even more so as a lower income population of African-Americans settled in the area. This fact is very significant when addressing the issue of historic preservation within the neighborhoods of

of Germantown adjacent to the Avenue.

In the more cohesive community of Chestnut Hill, where the majority of residents are middle-upper class homeowners and there are three or four core neighborhood and business associations, historic preservation is a concern which can be more readily addressed. Indeed, preservation efforts and restoration projects have been successfully carried out in Chestnut Hill among businesses and private homeowners because the funds and a cooperative interest within the community was there. As verified by Jim Flagherty, manager of the Chestnut Hill Community Association, it is believed that preservation concerns have been largely addressed, therefore concentration is put toward maintenance of what has been preserved. Thus, because the community has managed to reach this level, it can be more restrictive upon who occupies retail, restaurant and residential space along and in the vicinity of the Avenue. This goal was made clear in the Chestnut Hill Community Association's 1989 Long Range Planning Committee report prepared by the Environmental Research Group. Titled *Chestnut Hill: People, Environment, Issues, Goals*, the strength of the community as a whole is emphasized as it states "clearly a set of guidelines for development which have strong community and Development Group support and, ideally, legal grounding will aid Chestnut Hill to get acceptable new developments and prevent undesirable ones" (CHCA,LRP Comm.p.123).

Byron Woodson of the Germantown Business Association is quick to point out that whereas their organization would like to have such controls as Chestnut Hill's, their immediate concerns are to simply keep retail and residential space in the vicinity of the Avenue occupied, with whatever business and residents they can attract. To expect to be able to prevent undesirable ones, to set guidelines for their development and to also maintain preservation standards is unrealistic. This is because in Germantown, a cohesive community with cooperative interests such as

Chestnut Hill's does not exist. Instead, it is an area that is primarily consists of black, middle-lower income residents, few of whom are homeowners. Hence the community needs and concerns of Germantown, represented by numerous neighborhood groups and business associations, are vastly different from those of Chestnut Hill. And as voiced by many of the leaders of these organizations, preservation does not rank highly on their priority lists.

In a 1980 symposium sponsored by the Wyck Association and the Ebenezer Maxwell Mansion entitled *Spaces and Places in Germantown: Contemporary Life in an Historic Environment*, the fact that Germantown in the late nineteenth century became so diversified, mainly due to the accessibility of the railroad and the work available in various industries, still remains evident today. Groups, "...strongly defined by race, class, ethnicity, or religion..." came to be identified with their particular neighborhoods (Wyck Assoc.p.15). Therefore, as pointed out by Brother Smith of St.Vincent's Catholic Church in the Vernon Park area, what is seen today is everyone trying to protect their own turf. He feels there is a lack of sensibility toward an overall concern for the needs of Germantown, especially when pertaining to historic preservation. As emphasized in the Wyck/Maxwell Mansion symposium, the historical perspective of settlement in Germantown by various classes, races and ethnic and religious groups...

"makes it easier to understand the direction that historic preservation takes in Germantown. Because of the original quality of our buildings, many survive. But the ties of the community that lived around these remnants varies widely, as the concept of community still varies in Germantown. It is still most fragile for those who think of community in terms of neighborhood geography, because as friends and relatives move, the community disappears. There is little to hold those whose whole sense of community is tied up with people (more than structures) who live in close neighborhood association. There are many people who are related through some institution with which they may have a long-term association such as Germantown Academy, Germantown Friends, or one of the churches. If that institution moves away, any reason for these people to involve themselves in Germantown may also move away. Those who have been most active in historic preservation in Germantown tend to be people (homeowners) connected by family with a particular structure. Even if the whole family moved away, the structure remained and descendants could retain some identification with Germantown" (Wyck Assoc.,p.16).

So it is made clear that because of Germantown's wide diversity of interests among different neighborhoods, that because there seems to be less of an interest toward architecture among renters versus homeowners and that because the majority of residents are of a lower socioeconomic level, historic preservation stands a tough fight. It has also been noted by various community leaders that the primary issues that are of concern for most of these groups are the problems of drugs, crime, adequate housing and unemployment. These issues are the ones that do have the ability to pull the various neighborhood groups, otherwise working separately, together to communicate. Sometimes, as noted by Brother Smith, zoning issues have the ability to bring all factions to work together, as was the case with the fight against the proposed Belfield Bypass. But what is acknowledged as being needed by both Byron Woodson and Brother Smith is an awareness that preservation can supply a means for furthering solutions toward these problems of common concern.

It is this team's recommendation, as Brother Smith agrees, that one way to achieve this would be for planners and preservationists to try to involve the community more in their efforts and to try to research what the needs are of all the various groups in the site plan. For example, Brother Smith heads an application program for the emergency needs of single woman and children called The Indwelling Corp. It is a non-profit group that purchases structures for quick rehab and then houses those with immediate relief need. The organization currently owns eighteen such houses. This is an organization which strives to mend an issue of concern to most of Germantown's various neighborhood groups and essentially is doing it through a means of preservation. It is by involving such a group as this in a projected plan that could help a community to understand that preservation seeks not to achieve the restoration of an aesthetic past, but to restore a neighborhood according to its designated needs.

TABLE I.

NEGROES AND FOREIGN BORN,
BY DISTRICTS, 1930

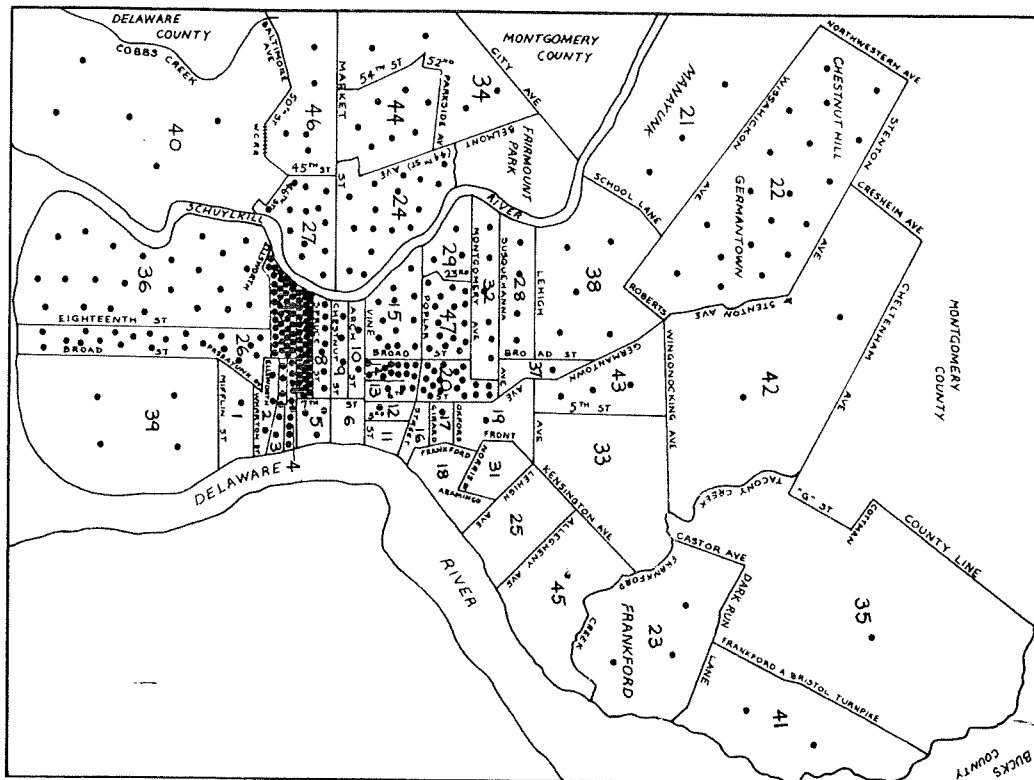
	<i>Percent of Group Living in a District</i>					
	<i>Negro</i>	<i>Italian</i>	<i>Russian</i>	<i>German</i>	<i>Irish</i>	<i>British</i>
Downtown	5.7	0.6	2.4	1.5	3.6	2.1
Northeast	5.5	10.6	9.3	43.8	17.8	41.4
South	26.4	63.7	28.1	4.2	12.0	5.0
West	23.3	13.0	24.2	9.2	26.2	18.0
Northwest	39.1	12.1	36.0	41.3	40.0	33.5
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<i>Number Living in the City of Philadelphia</i>						
	222,504	68,156	80,968	38,066	31,359	36,593

THE PRIVATE CITY

TABLE II

44

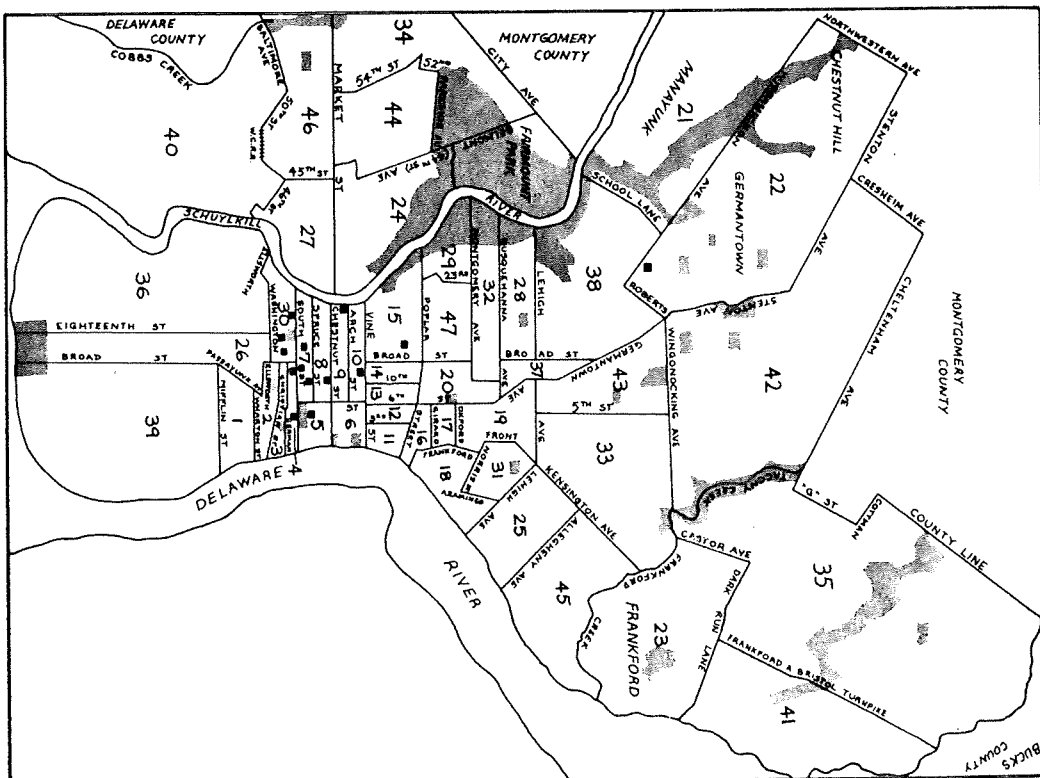
Note: One dot to every 250 Negroes.



MAP C
Distribution by Wards of Negro Population
of Philadelphia, 1910

TABLE III

Note: ■ Indicates a Social Center.



MAP D
Playgrounds, including Parks used as Playgrounds
and Social Centers, Available to Negroes, 1913

45

To plan for the Germantown Avenue study area, it is important to understand its history. As far as the transportation networks, this past begins before the first settlers arrived. Over the centuries there was a tremendous amount of growth that led to the conditions of today. I traced this growth, and related it to the planning proposals of the recent decades.

To do this, I visited many institutions in Philadelphia, including the Germantown Historical Society, the Historical Society of Pennsylvania, the Free Library, the SEPTA Library, and the City Planning Office. Also consulted were documents that other team members obtained.

The history of the Germantown Avenue study area begins with the Indians. Germantown Avenue was originally an Indian path on a ridge, which the settlers widened in 1687. Roads opened starting in 1683 for access to mills, churches and for hauling lime. By 1763, regular stage lines were running between Philadelphia and Bethlehem. In 1802, Germantown Avenue was declared a turnpike, and was the major northwest route from Philadelphia to outlying towns such as Bethlehem, Norristown, and Reading. In 1804 the Avenue was paved, possibly with the Belgian block existing today. The improvements made at this time not only changed its impassable reputation but encouraged more development in the area, such as for summer residences of wealthy city merchants.

In 1832 the railroad was opened to Germantown, and was called the Philadelphia-Germantown-Norristown Railroad. The original route is part of the present Chestnut Hill East line, with the terminal station at Price Street on Germantown Avenue. This was a critical event because it helped Germantown become a Philadelphia suburb and a major industrial area. In fact, Germantown was the first commuter railroad suburb. In 1854 the line was extended to Chestnut Hill, but one had to change trains in Germantown. The line to Germantown was now called the Germantown Branch of the Philadelphia and Reading Railroad and the extension to Chestnut Hill was called the Chestnut Hill Branch of the Philadelphia and Reading Railroad. The suburban growth extended along with the railroad, mostly around the stations and the tracks until after World War II. Since commuting was more expensive than the trolley and the stage coaches, Chestnut Hill became a middle and upper class suburb.

Trolley tracks were installed for the horse-drawn Germantown County Passenger Railway Company in 1859 from Philadelphia to Germantown, and extended to Chestnut Hill a few months later. These tracks became a social boundary between the areas east and west of Germantown Avenue.

In 1872 the present Chestnut Hill West line was opened. There was a western branch off of this route at Cheltenham Avenue, which led to Roxborough, and an eastern branch running parallel to Cresheim Road, called the Fort Washington Branch of the Pennsylvania Railroad.

In 1894 the trolley to Germantown was electrified, and by 1896 it was extended to Chestnut Hill, and called the People's Traction Company of Philadelphia. There were also trolley lines on Cheltenham Avenue, and on Wayne Avenue from Wayne Junction to the railroad tracks. Trolleys were used more than trains by poorer people, and for shorter trips, yet were also advertised to be very enjoyable for touring. The twenty-five mile Germantown Avenue trolley, also known as the Number 23, is the longest known trolley car route in the country.

By 1907 the long awaited bridge over the mouth of the Wissahickon Creek was completed, linking Germantown to Roxborough and the Main Line by way of Walnut Lane. It was not only an important step to ease automobile and horse travel, but is extremely impressive and beautiful to view.

In the early twentieth-century, the railroad branch into Roxborough was eliminated. A little later the two east lines became one continual service and the linkage tracks at Germantown Avenue were eliminated. By mid-century the branch leading to Fort Washington was eliminated and the Philadelphia and Reading Railway became the Chestnut Hill East and West lines of the Southeastern Pennsylvania Transportation Authority of today. In 1925 motorbuses were introduced in Philadelphia by the Philadelphia Rapid Transit Company.

By the mid twentieth-century the Germantown Avenue study area was experiencing traffic congestion. Obviously

the pre-automobile road system is not efficient for commuters. Plans such as the "Analysis of the Proposed Traffic Circulation Plan, Germantown-Cheltenham Business Center," 1963 and 1966, the "Northwest Philadelphia District Plan," 1966, and "A Traffic Study for Germantown," 1975 revealed the traffic situation and proposed improvements, which have not been implemented. The problems, such as narrow streets, jogged intersections, lack of arterial routes, all caused and are still causing today, traffic congestion. Unfortunately the proposals, such as new expressways, road widenings, and road connections would require historic structures and landscapes to be demolished. The proposed Belfield Bypass and North Penn Expressway of the 1966 Northwest Philadelphia plan, required both road widenings and structure demolition on miles of roads in the study area. The Belfield Bypass would also alter the central core of historic Germantown. Until 1986 the communities were allowed to be legally involved in the decision process, and in 1967 the Germantown community took the City of Philadelphia to court to protest these already officially approved and funded highways and won. This community changed the direction of urban renewal.

The six local street improvements of the 1975 Traffic Study would require not only the demolition of six individual historic structures, a block of historic structures, and the loss of open space, but would also alter the configuration of the colonial roads.

The mass transit systems of the railroad, trolleys and buses are considered efficient in these proposals. Also, the planners state the importance of the historic environment, yet they do not propose how to save it as far as the transportation networks improvements are concerned. The Belfield Bypass controversy taught the planners and the city to consult the community before approving any proposals that would alter the environment.

"The Chestnut Hill Land Use Guidelines," 1982, proposed the improvement of the existing transportation system, including adequate parking at the railroad stations, while diverting commuter traffic to the periphery of the area, and encouraging little development there. This would require no demolition.

Beginning in the early 1980's, improvements to Germantown Avenue were made without the destruction of the historic character. The historic Belgian block was removed, new mechanical services were installed, and although the interior of the trolley tracks were paved with concrete, the Belgian block was replaced on the rest of the street. Some section were left untouched. In the summer of 1992 this work will be completed at the southern end of Germantown.

"Investing in Philadelphia: The 1992-1997 Capital Program," includes only one improvement to the transportation system; the Chestnut Hill West traction modernization. The tracks and the signals will be replaced

by 1993 and there will be no physical alterations to the surrounding area or to the appearance of the railroad.

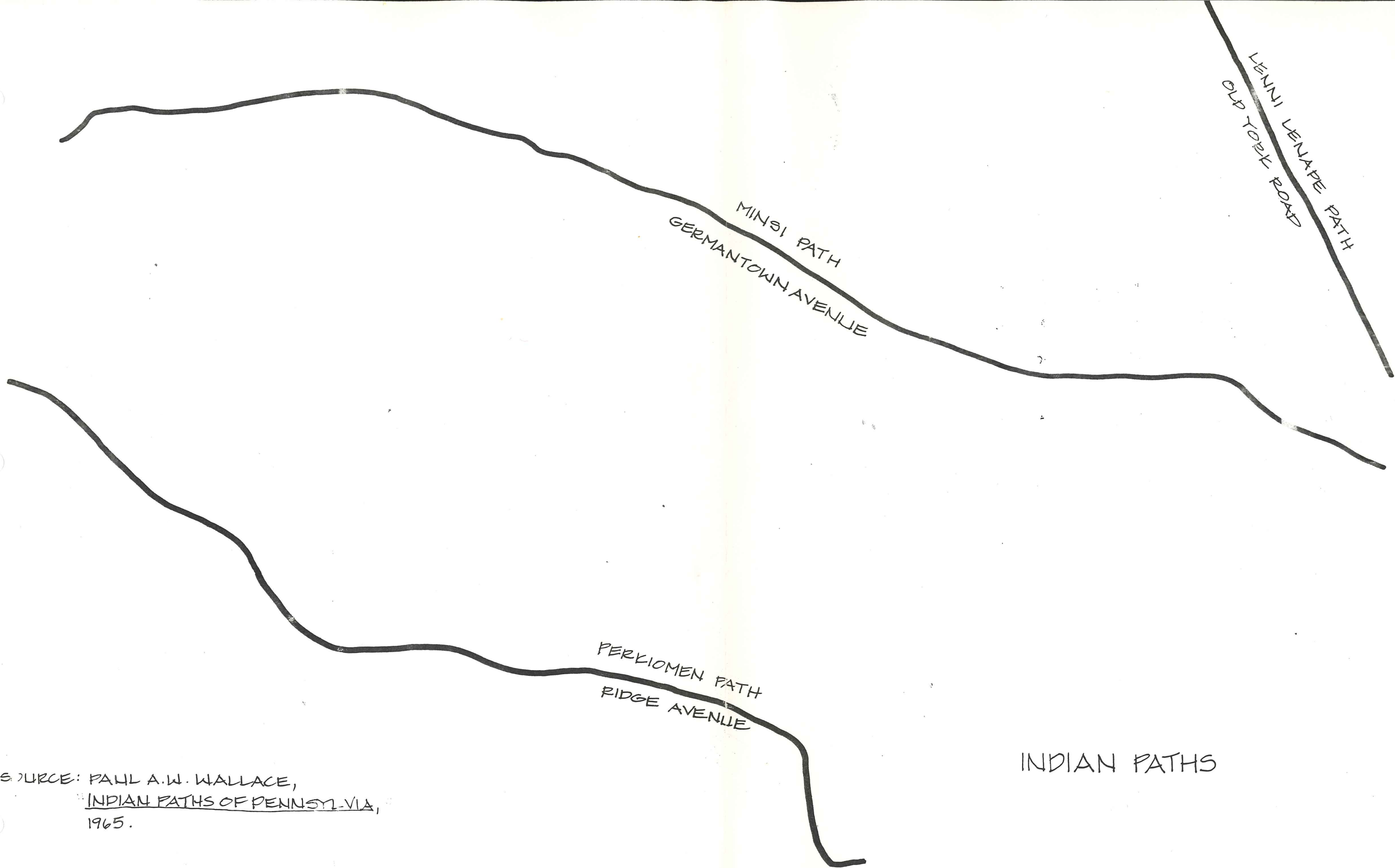
Unfortunately SEPTA wants to eliminate the trolley lines. City Planning wants to continue this system. They appreciate the historic aspect of the trolleys, especially the Number 23, and they do not pollute the air like the buses. However, they don't maneuver well in traffic, and the maintenance of the tracks is expensive. Paul Curran of City Planning thinks there should be a compromise of keeping four of the longest systems.

The railroad and trolley systems of the Germantown Avenue study area are very efficient while retaining their historical backgrounds, and the eleven bus lines that serve the area are also very efficient. As in the nineteenth century, the railroad is generally used by middle and upper classes, and the less expensive trolley and buses are generally used by the lower classes. The road system however experiences traffic congestion which can only be relieved by some destruction to the historic fabric of the area. Hopefully in the future the city planners and preservationists can work together to solve the problems.

Early Roads and Name Changes

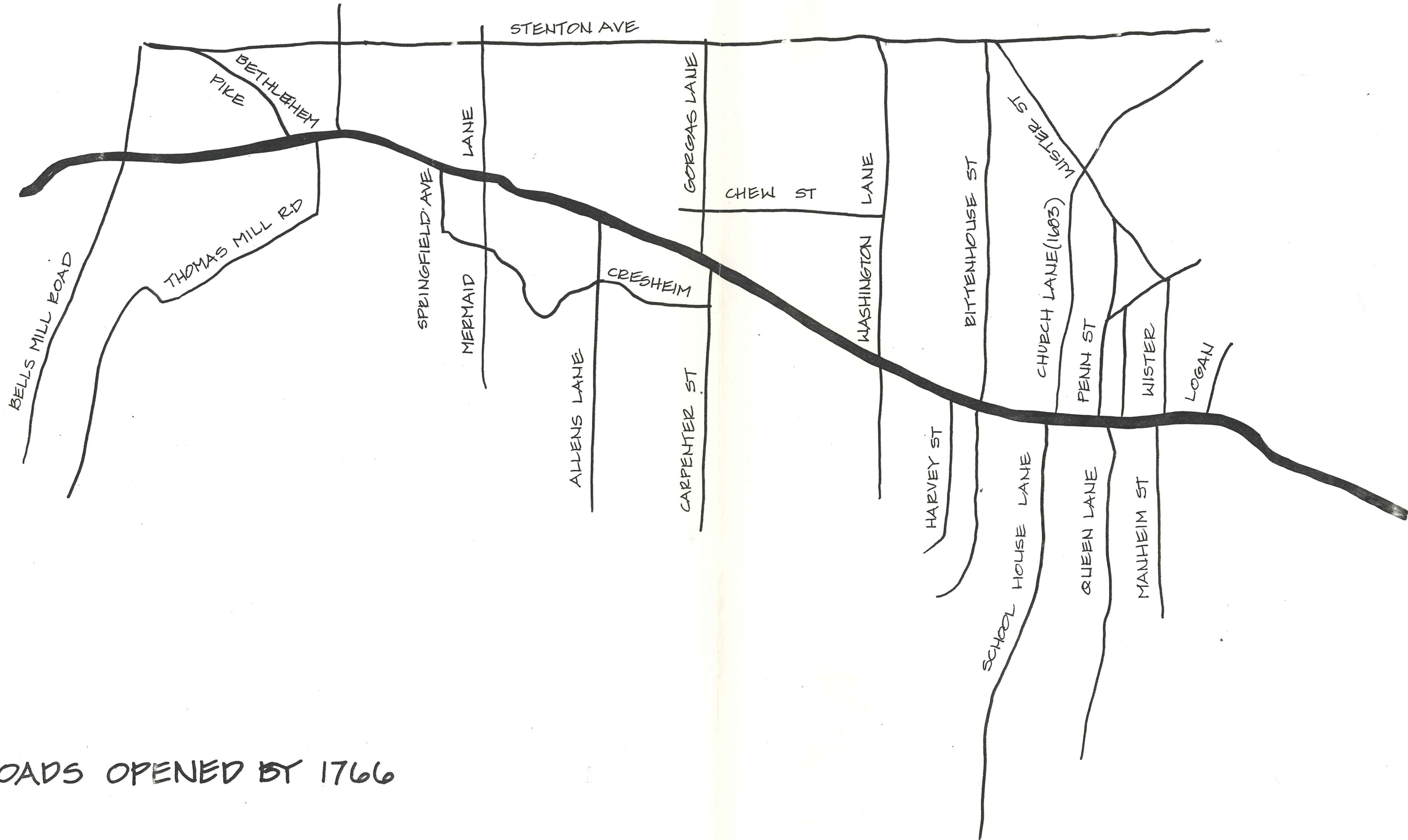
Listed in alphabetical order by present name

Rex Lane--Abington Avenue
Widow Paul's Road--Bells Mill Road
Willow Glen--Berkeley Street
Great Road to Wales--King's Highway--Chestnut Hill and
Springhouse Turnpike--Bethlehem Turnpike
Millner's Mill Road--Trullinger's Lane--Carpenter Street
Market Street--Cheltenham Avenue
Mark's or Division Street--Chew Street
Townsend's Mill Road--Luken's Mill Road--Church Lane
Jefferson Street & Brickyard Street--Collom Street
Mechlin Street--East Clapier Street
Fisher's Lane--East Logan Street
Weaver's Mill Road--Shoemaker's Lane--East Penn Street
Mehl Street--East Seymour Street
Road to Plymouth--Great Road from Philadelphia to
Whitemarsh--Germantown and Perkiomen Turnpike--
Germantown Avenue
Rubecomb's Road--Rutter's Road--Gorgas Lane
Miller's Lane--Gowen Avenue
Picke's Lane--Bristol Lane--Meeting House Lane--Haines
Street
Johnson's Lane--Harvey Street
Franklin Street--Hortter Place
Paper Mill Road--Joseph Paul's Mill Road--Weiss' Mill Road--
Hartwell Avenue
Wyalusing Avenue--Luray Street
Nash Street--Magnolia Street
Puckus' Lane--Manheim Street
Nine Mile Road--Limekiln Road--Mermaid Lane
Germantown and Willow Grove Plank Road--Mt. Airy
Avenue
Wilson Street--Musgrave
Physick's Lane--Pastorius Street
Church Street--Phil-Ellena Street
Schuylkill Ferry Road--Indian Queen Lane--Queen Lane
Spring Alley--Reger Street
Rittenhouse Mill Road--Poor House Lane--Center Street--
Rittenhouse Street
Robeson's Mill Road--Ashmead's Lane--Bensel's Lane--School
House Lane
Kerper's Lane--Springfield Avenue
Township Line Road--Stenton Avenue
Spruce Mill Road--Barge's Mill Road--Thomas' Mill Road
Keyser's Lane--Abington Road--Washington Lane
Linden Street--West Penn Street
Danenhauer's Lane--Reazer's Road--Duy's Lane--Wister Street
Crout's Lane--Stuckert's Court--Laurel Street--Woodlawn
Avenue



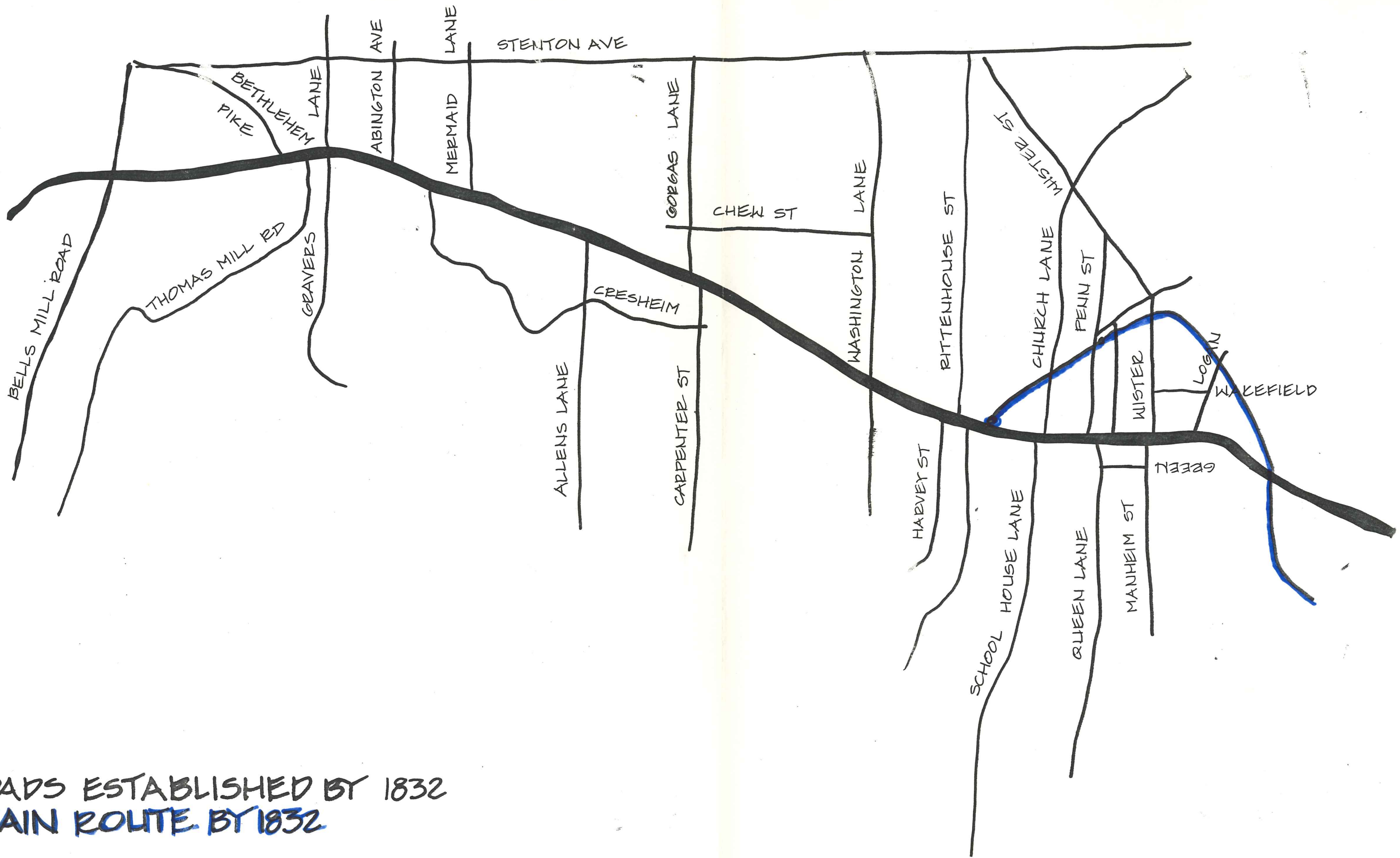
SOURCE: PAUL A.W. WALLACE,
INDIAN PATHS OF PENNSYLVANIA,
1965.

INDIAN PATHS

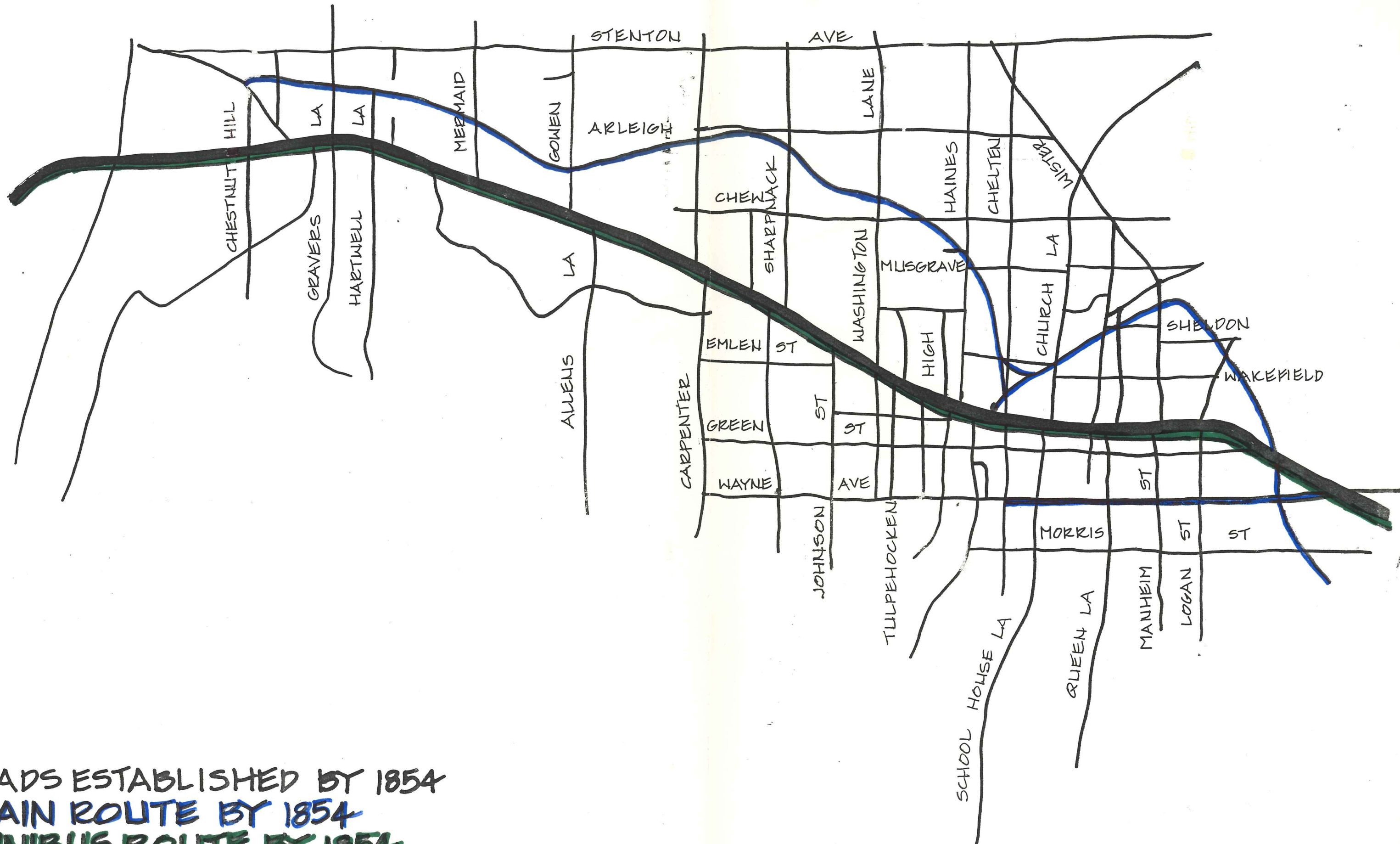


ROADS OPENED BY 1766

WITH 1991 ROAD NAMES

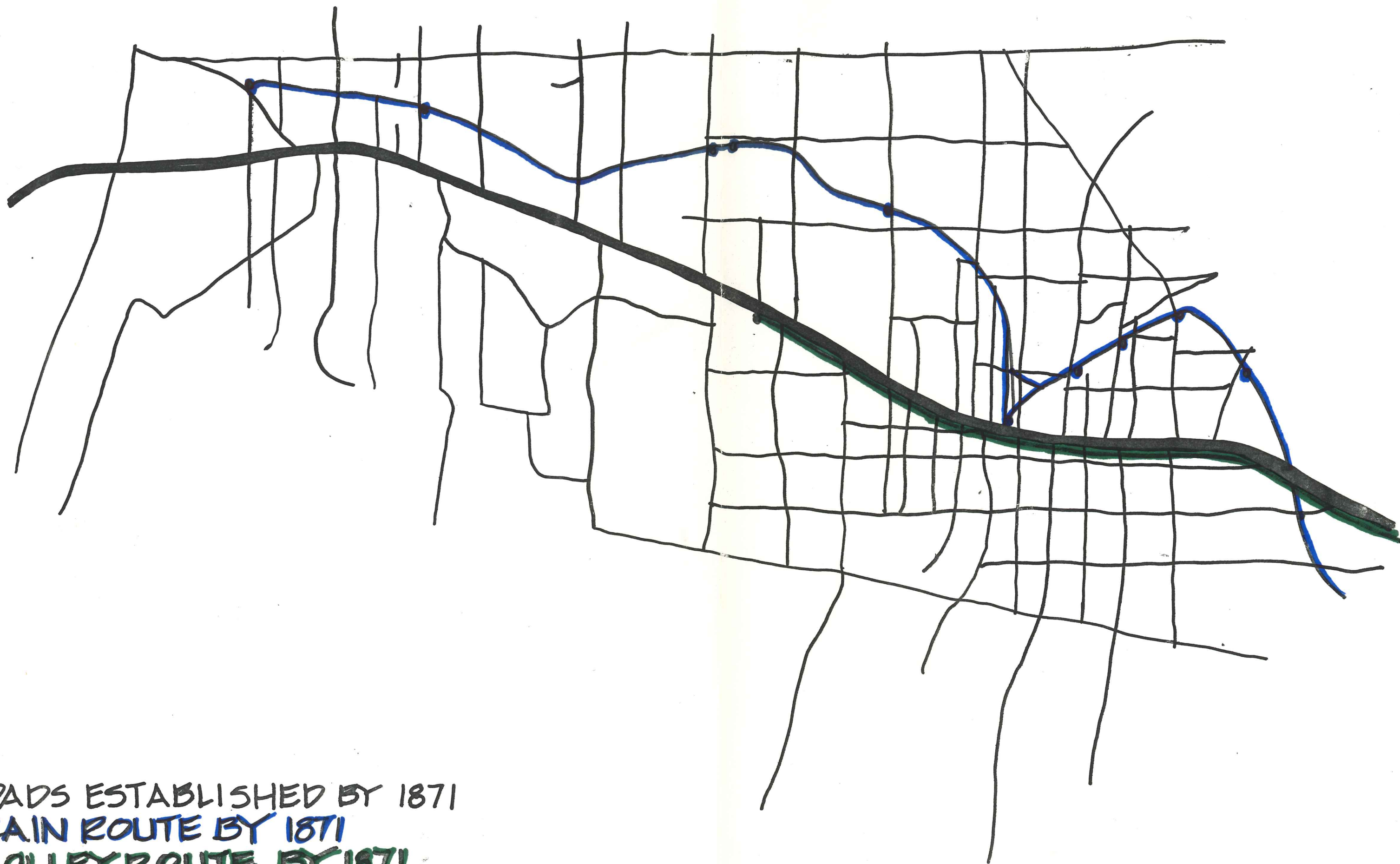


ROADS ESTABLISHED BY 1832
RAIN ROUTE BY 1832

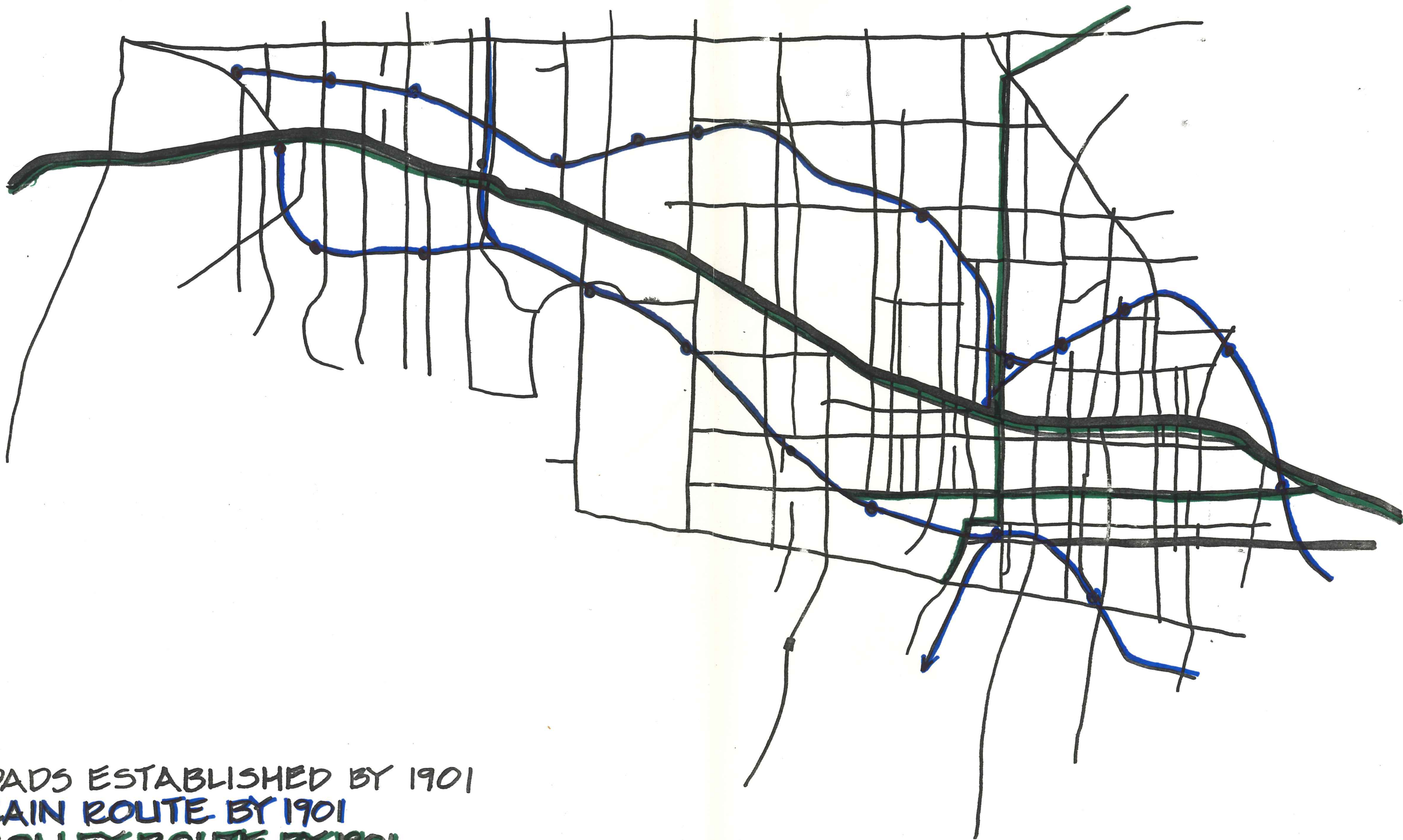


ROADS ESTABLISHED BY 1854
TRAIN ROUTE BY 1854
OMNIBUS ROUTE BY 1854

WITH 1991 ROAD NAMES



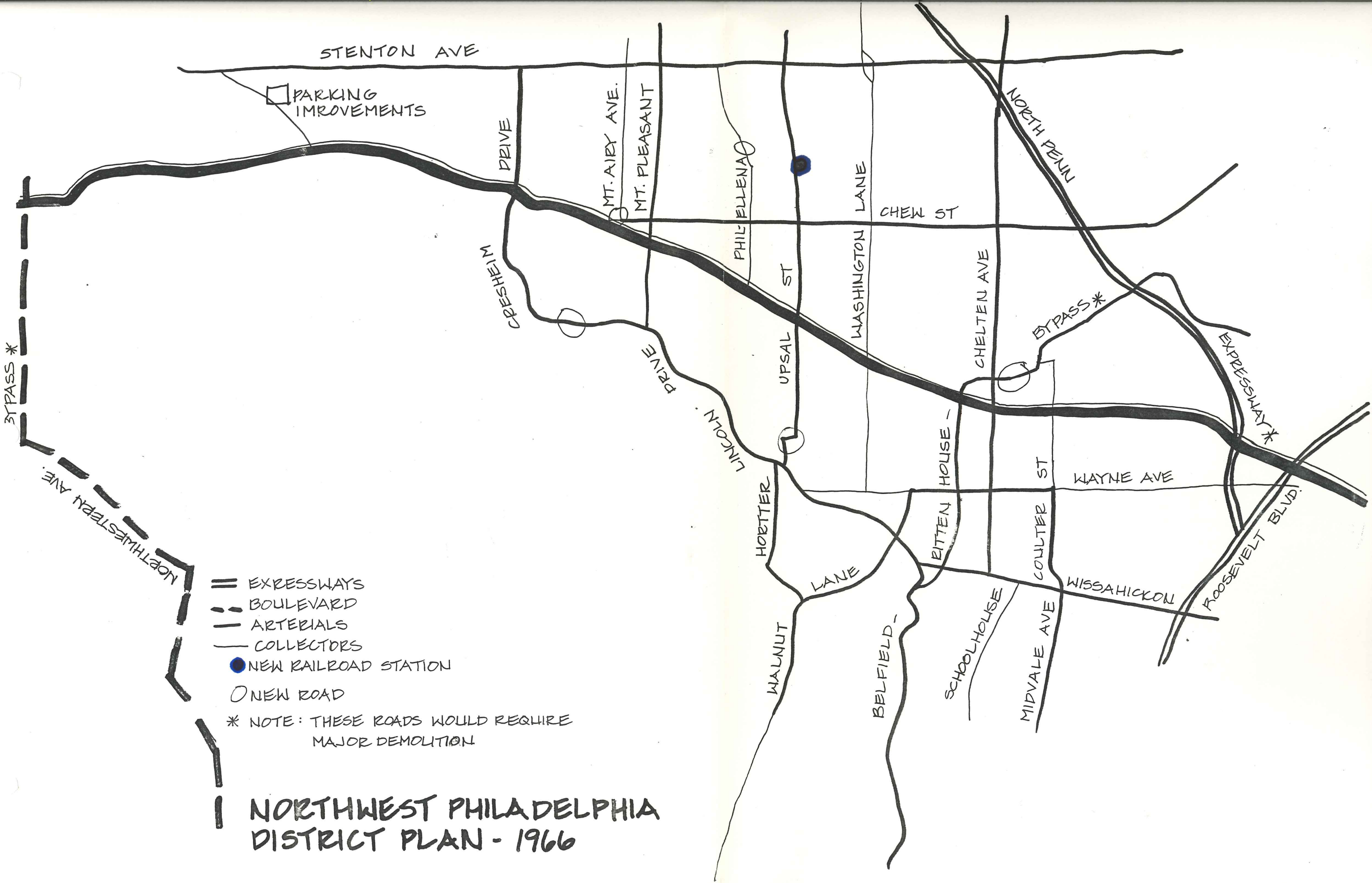
ROADS ESTABLISHED BY 1871
TRAIN ROUTE BY 1871
TROLLEY ROUTE BY 1871



ROADS ESTABLISHED BY 1901
TRAIN ROUTE BY 1901
TROLLEY ROUTE BY 1901

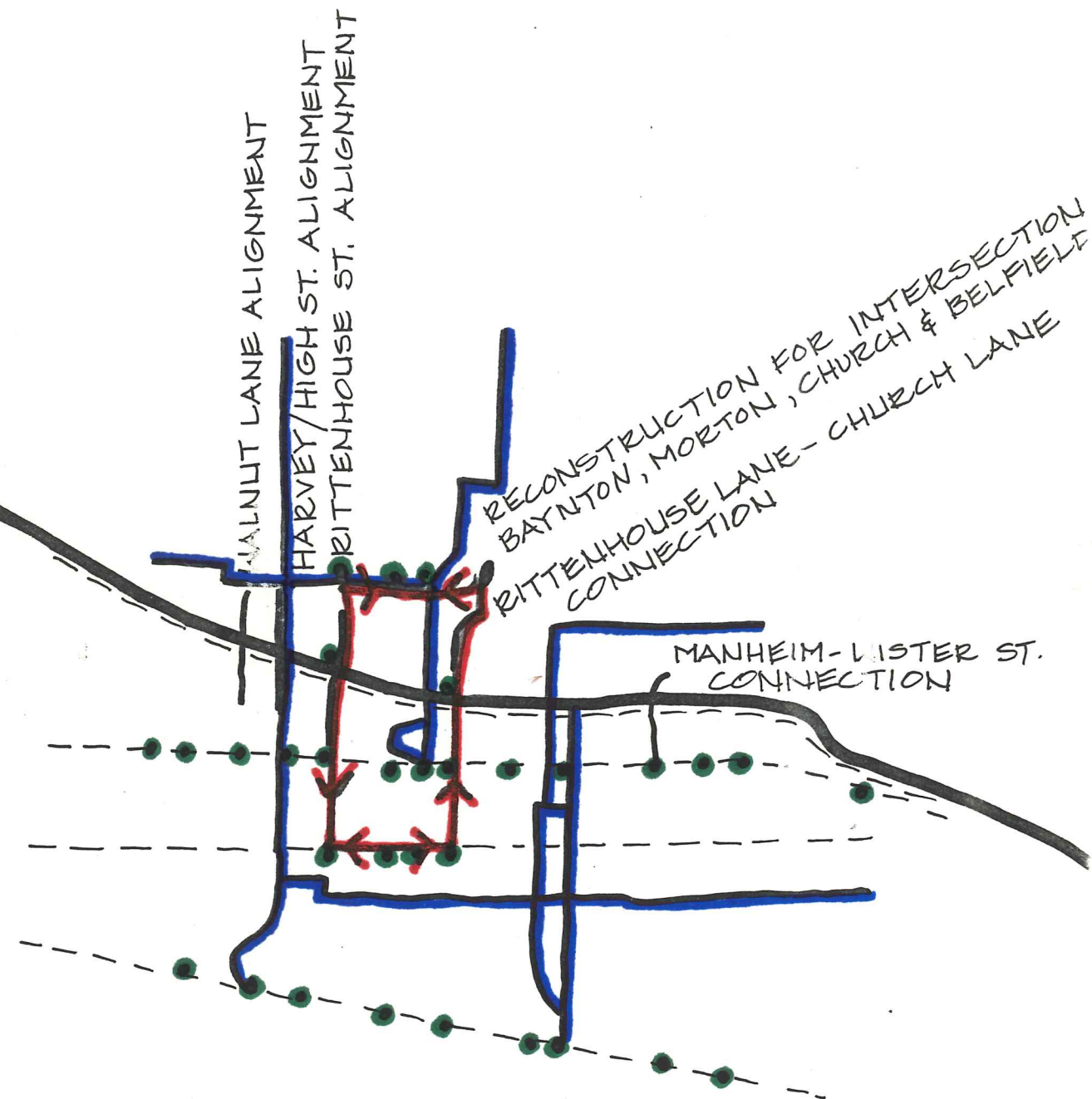


TRAIN ROUTE BY 1925
TROLLEY ROUTE BY 1925
BUS ROUTE BY 1925

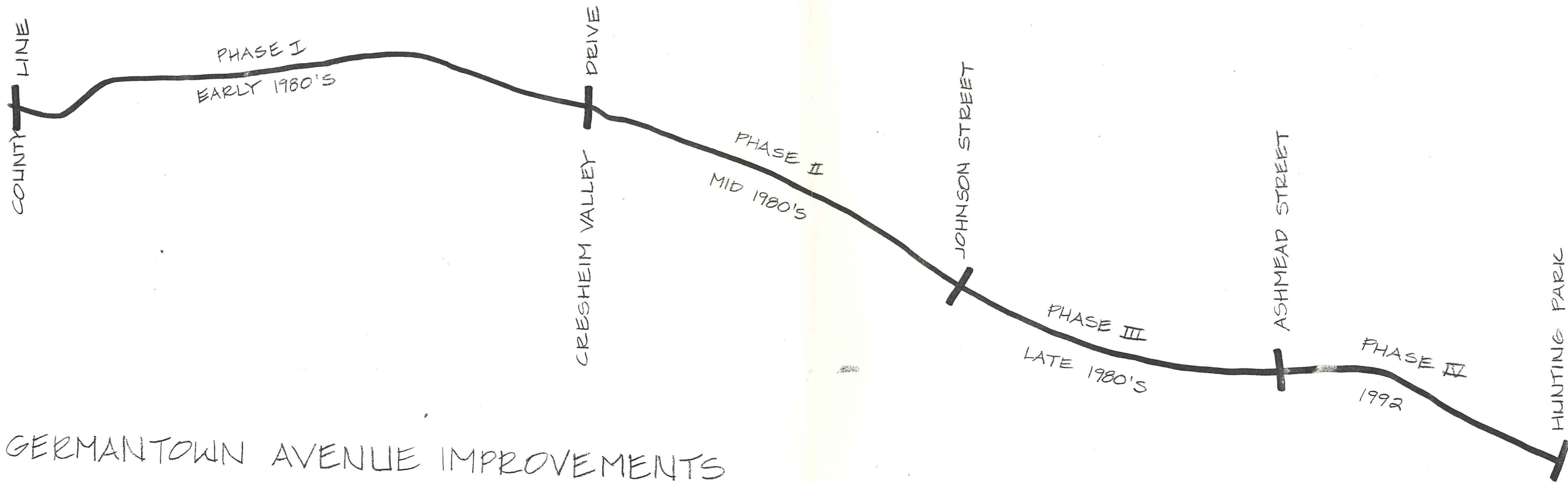


PROPOSALS:

- LOCAL STREET IMPROVEMENTS
- BICYCLE ROUTES
- ALTERNATIVE CIRCULATION PLAN & BUS LOOP
- INTERCONNECTION OF TRAFFIC SIGNALS
- MAJOR COMMUTER ROUTES



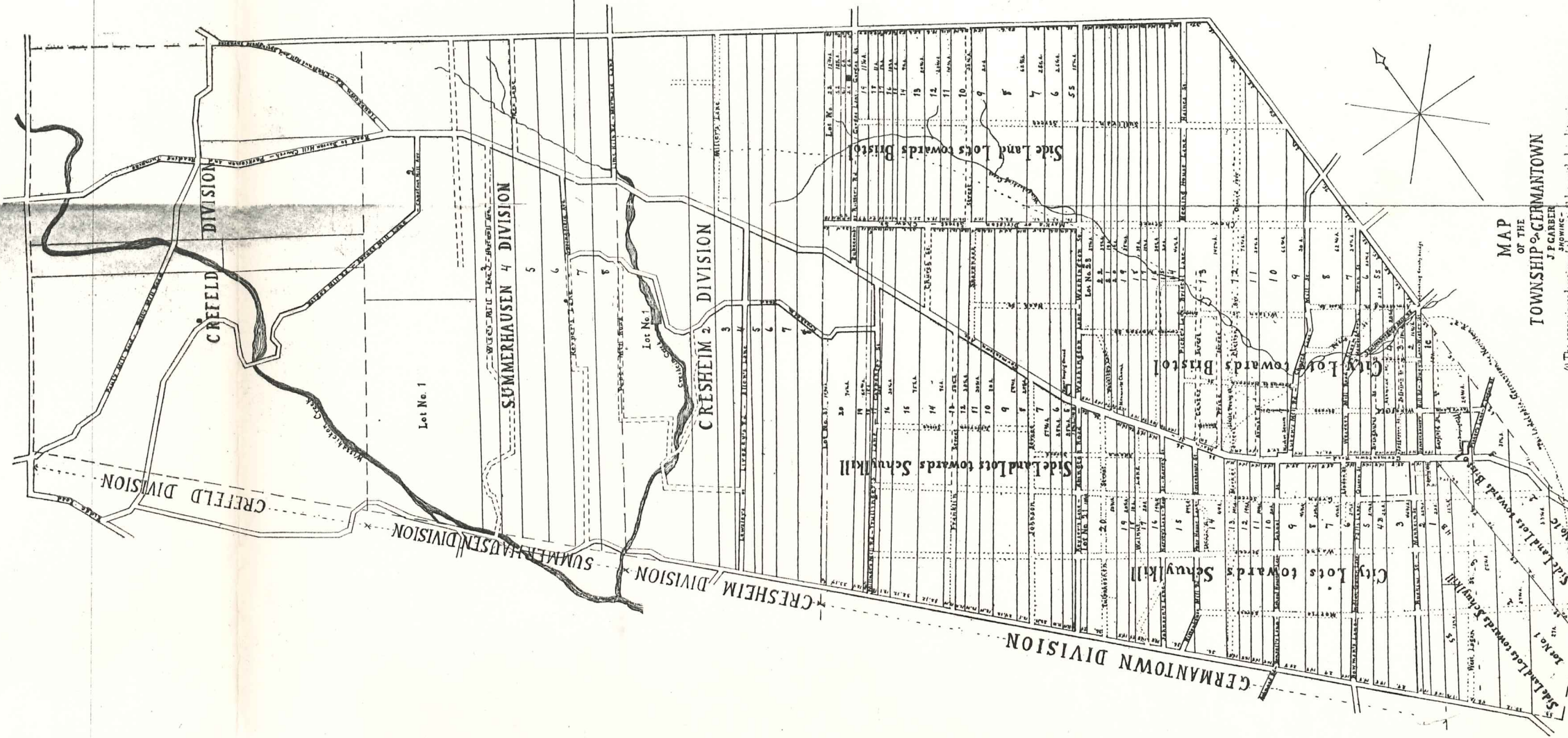
MEBUS TRAFFIC STUDY FOR GERMANTOWN - 1975



GERMANTOWN AVENUE IMPROVEMENTS

- EXCAVATION FOR NEW MECHANICAL SYSTEMS
- STREETS REPAIRED
- TROLLEYS TRACKS IN CONCRETE
- NEW CURBS & SIDEWALKS WHERE NEEDED
- SOME NEW ORNAMENTAL BELGIAN BLOCK

SOURCE: PAUL CURRAN, CITY
PLANNING COMMISSION



MAP
OF THE
TOWNSHIP 2, GERMANTOWN

- J. P. CARBON
- (1) The approximate location of the original lot, with their dimensions
 - (2) The streets shown on the manuscript map of 1766
 - (3) Additional streets open when first railroad built to Germantown (1838)
 - (4) Additional streets open or located at time of Consolidation (1868)
 - (5) Dimensions in 1766, contained in (1), (2), (3), (4)
 - (6) Additional streets shown on the map of 1871





In addition to identifying natural land features, community development patterns, open space areas, and transportation networks, it was necessary to review preexisting city plans developed for the individual neighborhoods along Germantown Avenue. The series of reports included:

Final Report: Northwest Philadelphia I -- CLIO Group, Inc., 1983
Central Germantown Urban Renewal Area: Historical Report, 1966
Central Germantown Urban Renewal Area: Technical Report, 1966
East/West Mount Airy: Neighborhood Conservation Plan, 1977
Chestnut Hill: People, Environment, Issues and Goals, 1990
Investing in Philadelphia: The 1992-1997 Capital Program, 1990

Each plan presented a mission statement, a list of issues to be addressed, and recommendations suggesting ways to meet plan objectives. Thorough evaluation of the six reports revealed a **general** set of issues/subjects addressed within **each** plan. These included:

- neighborhood description
- boundary definitions
- existing conditions/current activities
- housing:
 - renters vs. individual owners
 - vacancy
 - blight and disinvestment
 - elderly population
- land use:
 - commercial
 - industrial
 - recreational
 - public institutions

-zoning:

- conversions
- non-conforming uses
- open space
- natural features

-service issues:

- schools
- recreation
- transportation
- health care
- neighborhood security

-public opinion:

- concern and comments by area residents

Though the plans were similar in the fact that they addressed many of the same issues, they differed in the extent to which these issues were considered. The "threats of concern" varied from neighborhood to neighborhood, with the Germantown plans placing an emphasis on **commercial** revitalization, the Mount Airy plan identifying blight, non-conforming use and abandonment of **residential** structures as their main interest, and the Chestnut Hill community addressing **social** character, administrative issues and changing trends in the Philadelphia area.

Included in this report are a series of charts which have been developed in order to highlight the mission statement, subjects addressed, and recommendations presented within each plan. These charts identify the individual consideration of each plan, and the "threats of concern" for the respective community. In addition, a copy of each plan's original "Table of Contents" has been included to represent the different approaches taken by each community in developing a comprehensive plan. It

is fairly obvious that the Chestnut Hill plan, completed in 1990, is by far the most comprehensive report prepared. This is due, in part, to the fact that it is the most recent publication, with all others dating from the late 1960's through the mid-1970's. Another, most critical factor, is that the Chestnut Hill Community Association possesses the finances to commission such a report. Despite the fact that the issues vary considerably, it is suggested that future plans developed for the Germantown and Mt. Airy communities look to this plan as a model, incorporating a similar approach to address existing conditions in those neighborhoods.

There seemed to exist, within each report, a general awareness of the history of each area and its relation to neighborhood improvement, future development and the overall character of the community. For example, the *Northwest Philadelphia Report*, written by the CLIO group, suggests the creation of six historic districts to protect the significant architectural fabric present within these neighborhoods. In *Chestnut Hill: People, Environment, Issues and Goals*, the Environmental Research Group devotes an entire chapter to the Historical Analysis of the area and the desire to retain the communities architectural heritage.

Rehabilitation and restoration programs are presented as a means to achieve community revitalization in the *Central Germantown Urban Renewal Area: Technical Report* and the *East/West Mt. Airy Neighborhood Conservation Plan*. Despite the historical emphasis, the majority of programs and planning techniques presented within these reports exclude the vital preservation component. Various recommendations are made within each report which suggest urban renewal, rehabilitation and revitalization programs. Unfortunately, a method in which to achieve these goals is not presented. A preservation program must be developed to encourage, guide and manage change along Germantown Avenue.

As suggested by Eugenie Ladner Birch and Douglass Roby in "*The Planner and the Preservationist: An Uneasy Alliance*", a comprehensive plan for Germantown Avenue must integrate the planning and preservation professions. The preservationist can approach the project from an aesthetic standpoint, identifying and publicizing significant buildings, neighborhoods and cities. Planners can contribute their skills by providing legal and administrative conservation techniques and integrating these programs into general schemes directing urban development.⁴

The Comprehensive Preservation Plan, to be developed within the remaining eight weeks of the fall semester, must promote the conservation of entire neighborhoods, residential, commercial and industrial. It must incorporate the surveying, evaluation, districting and zoning tools necessary to maintain the historic fabric and architectural heritage that exists along Germantown Avenue today. It must fully document the history of the surrounding communities, their relation to each other and the immediate "threats" present within each area. Preservation planning must examine the current social concerns plaguing Germantown, Mt. Airy, and Chestnut Hill. It must view these issues as a critical indicator of the way in which preservation planning is to be directed, the compromises that must be reached and the cooperation that must be sought between professions when seeking to direct urban growth and development.

⁴ Eugenie Ladner Birch and Douglass Roby, "*The Planner and the Preservationist: An Uneasy Alliance*"; Journal of the American Planning Association, Spring 1984, Volume 50, Number 2, p. 206.

Final Report:
Northwest Philadelphia

**Final Report: Northwest
Philadelphia - CLIO**

Mission Statement

- document buildings in
Northwest Philadelphia
- determine eligibility
for listing on National
Register

Subjects Addressed

- building description
- boundary definitions
- transportation networks
- land use:
 - residential
 - commercial
 - industrial
 - public
- maps
- natural features
- community opinion
- open space
- economic factors
- identification of
historic fabric

Recommendations

Survey reveals a wealth
of 18th, 19th and 20th
century buildings in
Northwest Philadelphia.

Create six historic
districts:

1. Germantown Historic
District.
2. Indian Queen Lane
District
3. Manheim District
4. Old Suburb District
5. Pelham District
6. Woodward Estate
District

**Central Germantown Urban
Renewal Plan:
Historical Report**

**Central Germantown
Urban Renewal Area:
Historical Report**

Mission Statement

Document historical
background/evolution of
Central Germantown Area.

Subjects Addressed

- historical background/
evolution of area
- harmonious integration
of new development
- areas west of Avenue
- areas east of Avenue
- maintenance of suburban
character
- parking
- visual corridors
- security issues
- maps-identification of
certified properties in
area

Recommendations

**Central Germantown Urban
Renewal Plan:
Technical Report**

**Central Germantown
Urban Renewal Area:
Technical Report**

Mission Statement

To develop a plan to revitalize the commercial core, strengthen and expand the areas institutions, conserve the residential area and "make Central Germantown once again a busy, vital center for Northwest Philadelphia.

Subjects Addressed

- aging real estate
- archaic street system
- changing population composition
- competition from outlying industrial, retail, and commercial businesses
- rehabilitation programs
- revitalization of commercial core
- conservation of residential area
- interiors survey
- environmental factors
- blighting influences
- market analysis
- semi-public vs. private spaces
- assets of community
- vacant buildings:
 - residential
 - commercial
 - industrial
 - institutional
- communication with other agencies
- acquisition of land for rehabilitation
- clearance of buildings to meet preservation objectives
- coherent sign problem
- eliminate incompatible uses
- facade studies

Recommendations

Traffic & circulation problems must be solved before any other improvement actions can be justified

- relieve congestion
- provide temporary parking
- eliminate curb parking to expedite traffic flow

Initiate urban renewal program:

- rehabilitate existing buildings along Maple-Wood Walkway
- use Maplewood renewal to encourage private rehabilitation and development throughout commercial area.

Develop Market Square within renewal program so that residents will become more conscious of Germantown's historical past-to be accomplished without clearance and minimal disturbance to extant surroundings

- encourage conformance and rehabilitation with Minimum Property Standards and land-use controls
- encourage restoration rehabilitation beyond project boundaries
- keep community informed and interested

TABLE OF CONTENTS

	<u>Page</u>
LIST OF MAPS AND ILLUSTRATIONS	ii
ACKNOWLEDGEMENTS	iii
SECTION I INTRODUCTION	1 - 5
Statement of the Problem	1
Historical Background	1
General Description	4
SECTION II ANALYSIS	6 - 16
Introduction	6
Surveys	6
Description of Existing Conditions	7
SECTION III PROPOSAL	17 - 39
Objectives	17
Planning Guidelines	17
General Land Proposals	18
Traffic Transit and Parking	21
Commercial	28
Institutional Expansion	33
Industrial Development	36
Residential Development	37
Public Facilities	38
SECTION IV REHABILITATION AND CONSERVATION	40 - 48
Rehabilitation	40
Facade Studies	41
Historic Aspect of Germantown	44
SECTION V CONCLUSION	49 - 51

East/West Mt. Airy
Neighborhood Conservation
Plan

East/West Mount Airy
Neigh. Conservation
Plan

Mission Statement

Conduct a detailed study of the existing conditions in East/West Mount Airy as revealed by various data sources, site investigations and community discussions.

Subjects Addressed

- funding
- current activities
- elderly residents
- Septa system
- service issues:
 - schools
 - recreation
 - transportation
 - health care
 - security issues
- housing
 - vacancy
 - blight
 - tax delinquency
- commercial
 - decline in activity
 - mixed-use
 - modern storefronts
- zoning and land-use
 - conversions
 - industrial uses
 - noise
 - traffic
 - parking
 - pollution
- lack of recreational facilities
- dilapidated rail stations
- demand for services to the elderly

Recommendations

Creation of public policies directed toward the conservation of the existing residential neighborhood.

Stimulate private investment and reverse trends toward neighborhood deterioration through a "program of activities dealing with neighborhood problems"

- HUD should rehab and sell vacant houses
- private rehabilitation should be encouraged
- loans and grants should be given to homeowners
- activity area should be surveyed by the Streets Department for site improvements
- where rehabilitation is not possible, demolition of vacant buildings should take place
- Urban League's Default and Delinquency Counseling Service should be active in community.

A detailed study should be made to identify what type of commercial activity will be supported by the community. Once these issues are dealt with, physical improvements can be made.

- conduct survey of illegal conversions

The East/West Mt. Airy Neighborhood Conservation Plan

TABLE OF CONTENTS

	<u>Page</u>
Introduction	1
Summary Sheet	2
Location Map	4
I. Neighborhood Description	5
a) Map A - Major Features	7
b) Land Use Map	8
II. Current Activities	9
III. Major Planning Issues	11
IV. Planning Recommendations	
a) Overall Policy	15
b) Map B - Activities	17
c) Specific Activities	18
V. Informational Appendices	
A. Statistical Fact Sheet	
B. Zoning Map	
C. Vacant Houses on Activity Blocks	
D. Vacant Houses on Blocks for Special Study	
E. Vacancy Map	
F. Major Comments on Draft Plan and PCPC Response	
G. Human Services in Conservation Areas	
H. Description of East/West Mt. Airy Commercial Revitalization Study	
I. Program Description for CD Activities	

Summary Sheet

ISSUES	POLICIES	RECOMMENDED ACTIVITIES
<p><u>Housing</u></p> <ol style="list-style-type: none"> 1. Majority of vacant houses are concentrated on blocks adjacent to Germantown Avenue. 2. There is a concentration of elderly homeowners on fixed incomes on blocks adjacent to Germantown Avenue. 3. The former Curtin School now used for storage, is poorly maintained and has a blighting effect on the surrounding residential neighborhood. 4. Tax records show an increase in tax delinquency in West Mt. Airy. 5. Vacant lots, created by clearance, have become dumping areas. 	<p><u>Housing</u></p> <ol style="list-style-type: none"> 1. The conservation program should rehab the vacant houses which have the greatest impact in restoring investor confidence. 2. Elderly homeowners should receive priority for assistance in maintaining and rehabilitating their homes. 3. Private investment in rehabilitation activity must be encouraged. 4. Homeowners should be provided with technical advice on renovation work and financial counseling to avoid tax delinquency and default on mortgages. 5. Existing community based efforts to improve the housing conditions should be reinforced. 	<p><u>Housing</u></p> <ol style="list-style-type: none"> 1. Acquisition of vacant houses should start on blocks with two or more vacants and on blocks with publicly owned vacant houses or previous Homesteading activity. 2. HUD should rehab and sell vacant houses they presently own. PHDC should rehab and sell vacant houses acquired on activity blocks. The Homesteading program should continue to be active. 3. Private rehabilitation activity should be encouraged. Certain vacant houses acquired in the activity area could be turned over to private redevelopers through the Vacant Review Committee. 4. Loans and Grants should be given to homeowners in the activity areas for home improvement projects. 5. The activity area should be surveyed by the Streets Department for site improvements. New curbs, sidewalks, street trees etc., where necessary, will support rehabilitation activities. 6. Where rehabilitation is not possible, demolition of vacant buildings should take place. The resultant vacant lots should be acquired and conveyed to adjacent property owners for side or rear yards. 7. Free paint for house exteriors should be made available to homeowners in the activity area. 8. The Urban League's Default and Delinquency Counseling Service should be active in the community. This could help to reduce defaults on mortgages and act to prevent vacancy in the future. 9. Local lending institutions should increase loan money available to residents in the community. This will maximize the impact of rehabilitation done with Community Development funds.
<p><u>Commercial</u></p> <ol style="list-style-type: none"> 1. Commercial activity has been declining along Germantown Avenue, leading to an increase in vacancy. 2. Many buildings are mixed use; commercial on first floor with apartments above and are partially vacant. 3. The streetscape is cluttered and much of the historic character of buildings has been covered over by modern storefronts. 	<p><u>Commercial</u></p> <ol style="list-style-type: none"> 1. The Germantown Avenue commercial strip must undergo physical and economic regeneration. The strip should be recognized as a gateway to the community. Commercial development should be guided by the need for commercial services in the community. 	<p><u>Commercial</u></p> <ol style="list-style-type: none"> 1. In order to properly address the problems of the Germantown Avenue commercial strip, a detailed study should be made to identify what type of commercial activity will be supported by the community. Once economic and marketing issues are dealt with, physical improvements can be made.

ISSUES	POLICIES	RECOMMENDED ACTIVITIES
<p><u>Zoning and Land Use</u></p> <ol style="list-style-type: none"> 1. Larger residential structures are being converted into apartments, boarding homes, private schools, etc. 2. Pockets of industrial uses in residential areas cause excessive noise, traffic and parking congestion from truck activity. 3. The grounds of the SEPTA depot at Germantown & Westview are poorly maintained. In addition, excessive noise, pollution, and parking congestion are a problem to area residents. 	<p><u>Zoning and Land Use</u></p> <ol style="list-style-type: none"> 1. A policy concerning the conversion of single family residential structures to apartments and other non-residential uses should be developed by the community, the Planning Commission and the Community Development Office. 2. Non-residential land uses should be controlled to minimize adverse impact in primarily residential areas. 3. The grounds of the SEPTA depot should be maintained to a level in keeping with the surrounding residential context. 	<p><u>Zoning and Land Use</u></p> <ol style="list-style-type: none"> 1. A survey should be made to determine the extent of "illegal" conversions of single family homes to other uses. This survey will indicate the extent of the problem and help in formulating a policy toward further conversion activity. 2. The remapping program should be completed in the community. 3. Non-residential land use activity should be monitored more closely by Licenses and Inspections for possible violations. 4. A meeting should be held between SEPTA, residents and the project manager from the Community Development Office concerning what improvements are to be made by SEPTA to the depot at Germantown and Westview.
<p><u>Services</u></p> <ol style="list-style-type: none"> 1. There is a lack of active recreation facilities in West Mt. Airy. 2. Several of the commuter rail stations need extensive improvements including, Allens Lane and Sedgwick. 3. The SEPTA depot, (see Zoning & Land Use above). 4. There is an influx of nursing homes, group homes, halfway houses and other institutional uses in residential areas placing additional burdens on the service structures in the community. 5. The demand for services to the elderly is high, particularly at the Emlen Arms Apartments in West Mt. Airy. 	<p><u>Services</u></p> <ol style="list-style-type: none"> 1. An analysis of service needs in the community will be done to identify key issues in each major service function, schools, recreation, transportation, health services, neighborhood security, and sanitation. Where necessary modifications will be made in the delivery of services to better respond to the needs of the community. 	<p><u>Services</u></p> <ol style="list-style-type: none"> 1. The Recreation Department should undertake a study of potential active recreation sites in West Mt. Airy. 2. The SEPTA commuter rail station improvement program should be expanded to include major renovation work at all East/West Mt. Airy Stations. 3. Policy decisions concerning the level of institutional development in the community should be developed by the community groups in cooperation with the Health Systems Agency of Southeastern Pennsylvania and the Northwest Health Coalition Inc. 4. EMAN's Together Blocks program to improve neighborhood security should be expanded throughout the community. Once an analysis of police crime statistics has been made, recommendations can be made as to re-allocating police personnel and anti-crime programs.

Chestnut Hill:
People, Environment
Issues and Goals

**Chestnut Hill: People,
Environment, Issues &
Goals, 1990.**

Mission Statement

Gain a clear understanding of the social and physical state of Chestnut Hill, the changes that are taking place there and the perceptions of its residents about the positive and negative aspects of these changes.

Establish a framework for thinking about the causes of actions that the Community Assoc. might take on behalf of the residents of Chestnut Hill.

Subjects Addressed

-Chestnut Hill in context
-historical analysis
-degrees of development
-trends analysis
 national
 regional
-geographic context
-discussion of social frame, people, organize-actions and institutions that link them
-"desired futures"
 City's goal
 Residents
 Neighborhoods

Issues, Opportunities and Problems:

-economic & social trends
-physical structure
-admin. structure
-attitudes
-regulation by economic trends
-planning for the future

Recommendations

Present a basis for long-range planning-a cause of action.

Professional Planning
Develop:

-reforestation plan
-transportation and traffic plan
-Germantown Avenue Plan and Guidelines
-Large Property Subdivision Plan and Guidelines
-Planning for the Elderly
-Village Enhancement Plan

-design crime prevention plan
-institutional develop. plan

CHCA/Community Plans

-review committee structure of the CHCA
-increase effectiveness of the CHCA to meet future demands
-planning for adolescents
-preserving the architectural heritage of Chestnut Hill

TABLE OF CONTENTS

1. GOALS OF THIS STUDY	1
Outline of the Report	
Boundaries	
Character	
Purpose of this Study	
2. CHESTNUT HILL IN GEOGRAPHICAL CONTEXT	7
Links to Surrounding Areas	
Characteristics of Surrounding Areas	
Summation	
3. CHESTNUT HILL TODAY	13
The Physical Environment	
The Social Frame	
The Life of Chestnut Hill	
The Subareas (Neighborhoods) of Chestnut Hill	
Conclusion	
4. HISTORICAL ANALYSIS: WHY CHESTNUT HILL IS AS WE KNOW IT	68
The Early Days	
The Railroad Suburb	
The Post World War II Years — Decline and Renewal	
Conclusion	
5. TRENDS ANALYSIS	78
Factors Shaping the Social and Physical Development of Chestnut Hill	
Developments and Trends in the Suburban Fringe	
Changes and Trends in Philadelphia	
Development and Trends in Chestnut Hill	
Implications	
6. DESIRED FUTURES	100
The City's Goals	
Chestnut Hill Community Association's Goals	
The Goals of the Residents of Chestnut Hill	
The Goals of the Neighborhoods of Chestnut Hill	
The Goals of Other Stakeholders	
Conclusion	
7. ISSUES, OPPORTUNITIES, AND PROBLEMS	118
Socio-Physical Issues, Opportunities, and Problems	
Economic and Social Issues, Opportunities, and Problems	
Physical Structure Issues, Opportunities, and Problems	
Administrative Issues, Opportunities, and Problems	
Conclusion	

8. A BASIS FOR PLANNING THE FUTURE	135
Planning Requiring Professional Assistance	
Planning Which may Require some Professional Component	
Planning Which can be done Within the CHCA Committees	
A Postscript	

APPENDIX A: THE STUDY METHOD	147
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APPENDIX B: CHESTNUT HILL BY CENSUS TRACT	153
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APPENDIX C: REFERENCES	160
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Investing in Philadelphia:
The 1992-1997 Capital Program

**Investing in
Philadelphia:
The 1992-1997
Capital Program**

Mission Statement

To summarize the sources of funding and areas of investment, and to highlight major issues of the \$2.9 billion 1992-1997 Capital Program.

Identify specific critical requirements and to reprogram currently available appropriations to ensure that these needs are met.

Targeting:

- economic development
- neighbhd. improvement
- infrastructure renewal

Provide for significant investment by the City in public facilities used by the people of Philadelphia.

Subjects Addressed

Allocation of funds:

- Department of Commerce
- Finance Department
- Fire Department
- Free Library
- Dept. of Public Health
- Office of Housing & Community Development
- Dept. of Human Services
- Managing Director's Office
- Planning Commission
- Police Department
- Philadelphia Prisons
- Dept. of Public Property
- Dept. of Recreation
- Dept. of Streets
- Water Department

List and maps of
Neighborhood Projects

Recommendations

Distribute funds in order to:

- protect public health and safety
- promote neighborhood improvement
- renew City's infrastructure
- make government more effective and efficient
- enhance the city's economy



TABLE OF CONTENTS

Highlights of the 1992-1997 Capital Program

Introduction.....	1
Summary of the 1992-1997 Capital Program.....	2
The Budget Year.....	3
Sources of Funds.....	4
Fiscal Constraints / Allocation Priorities.....	5

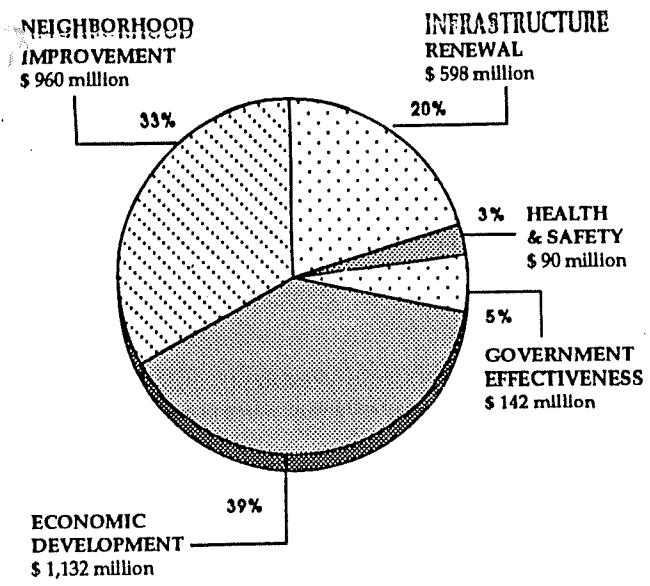
The 1992-1997 Capital Program - Funding Schedule

How to Read the Funding Schedule.....	9
Funding Schedule Totals.....	11
Department of Commerce.....	12
Finance Department.....	44
Fire Department.....	46
Free Library.....	50
Department of Public Health.....	56
Office of Housing and Community Development.....	60
Department of Human Services.....	66
Managing Director's Office.....	68
Planning Commission.....	72
Police Department.....	74
Philadelphia Prisons.....	76
Department of Public Property.....	82
Department of Recreation.....	110
Department of Streets.....	166
Water Department.....	184

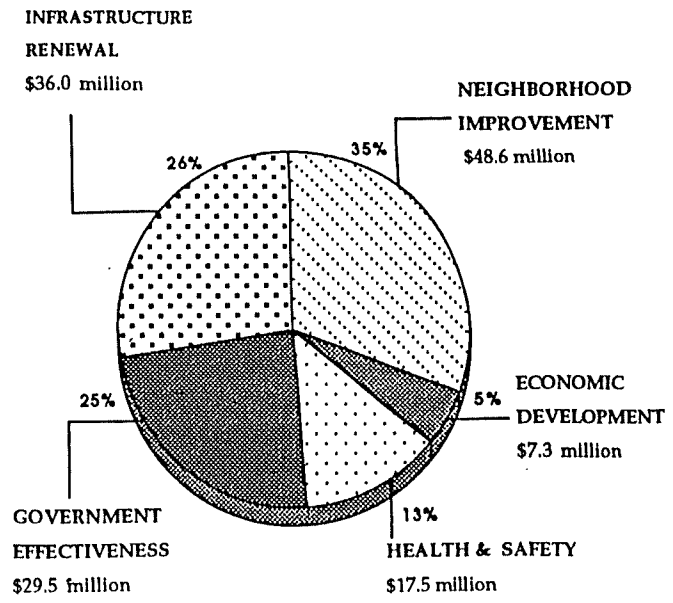
Neighborhood Facilities with Available Funding

The City and Its Neighborhoods.....	191
Lists and Maps of Neighborhood Projects.....	192

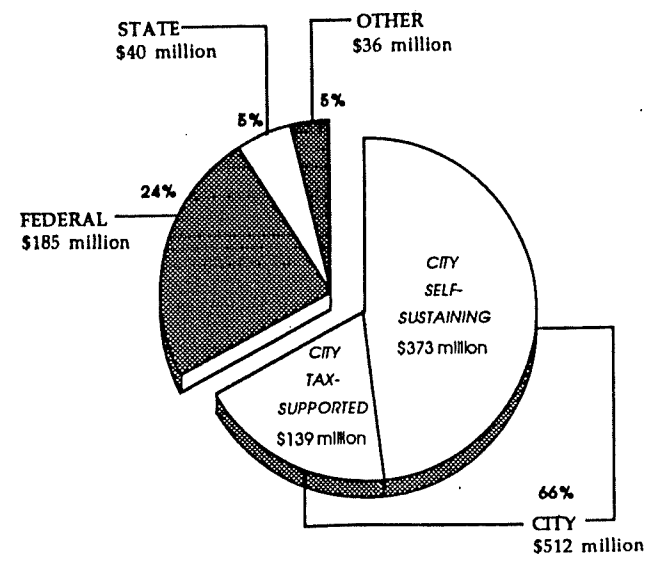
ALLOCATIONS OF TOTAL COSTS FOR SIX-YEAR PROGRAM



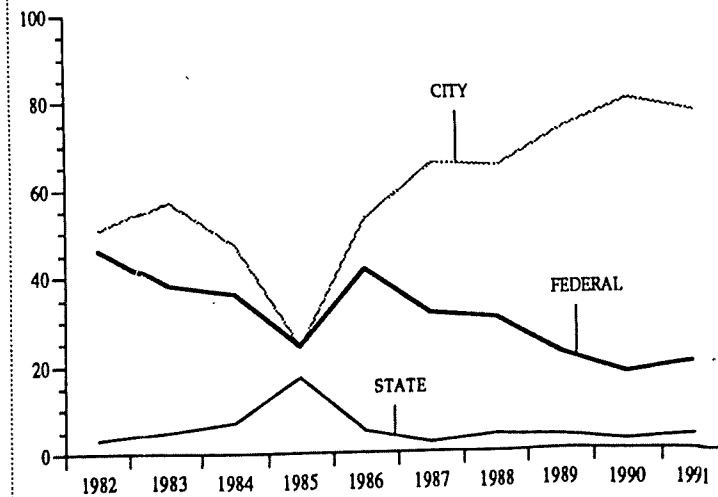
CITY TAX-SUPPORTED ALLOCATIONS, BUDGET YEAR



SOURCES OF FUNDS, BUDGET YEAR



FUNDING SHARE, CAPITAL BUDGETS 1981-1991



Historical Evolution

History of Germantown

- July 14, 1683 - By Treaty with *Neneshickan* of the Unami tribe of the Leni-Lenape (Delaware) Indians, *William Penn* is granted territory including Germantown, Mt. Airy and Chestnut Hill.
- August 20, 1683 - *Francis Daniel Pastorius* and twelve other German immigrants from the Frankfort-on-the-Main area arrive in Philadelphia.
- October 6, 1683 - The Crefeld contingent, numbering around forty, arrives in Philadelphia to join the others.
- October 12, 1683 - A warrant is issued to Pastorius for land on behalf of the Germantown purchase.
- October 24, 1683 - *Thomas Fairman*, surveyor for the proprietary government, surveys the land and lays out the town site of Germantown.
- October 25, 1683 - Pastorius and the settlers meet in a cave to draw lots. Fourteen lots are appropriated by lottery to settling families.
- 1683 - Earliest road is laid out, called Townsend's Mill Road (now Church Lane).
- 1685 - William Penn's agents grant 200 acres of land to *Richard Townsend* to build a grist mill (20th Street and Church Lane).
- 1686 - By this year, the community has its own church building which doubles as a civic center when needed.
- 1687 - Germantown Avenue opens as a cart road.
- April 18, 1688 - Germantown Friends, meeting at the home of *Tunes Kunder* (5109 Germantown Avenue), adopt the first protest against human slavery as prepared by Pastorius.
- April 2, 1689 - Penn's commissioners of property grant 5700 acres, comprising the Township of Germantown, to Pastorius as a representative of the settlers.
- 1690 - *William Rittenhouse* establishes a paper mill on a branch of the Wissahickon Creek (around Rittenhouse Street and Lincoln Drive) which many believe was the first paper mill in America.
- 1690 - With William Rittenhouse as their minister, Mennonites begin to hold meetings in Germantown.
- c. 1690 - Wyck is built.
- 1691 - Germantown obtains an incorporated government by charter from William Penn.
- 1693 - Lime Kiln Road opens as a pike.
- June 1694 - A group of Pietists from Germany settle along the Wissahickon near Hermit Lane. Called the Hermits of the Wissahickon, they hold the first Lutheran services in the community lead by *Heinrich Bernhard Koster*.
- 1698 - The first school book is printed in America.
- January 11, 1702 - A community school opens with Pastorius as the teacher.
- 1703 - The Great Road to Wales opens. (now the Bethlehem Pike)
- 1704 - *Dr. Christopher Witt*, an Englishman, settles in Germantown. In 1705, he paints the portrait of *Johannes Kelpius*, the

leader of the Wissahickon Pietists. This painting is believed to be the first oil portrait painted in America.

1705 - The Friends, who have been worshipping in Germantown since 1686, build a stone meeting house near present Germantown Avenue and Coulter Street.

January 11, 1707 - A representative of the British crown declares Germantown's government illegal and terminates it. Germantown becomes a township in Philadelphia county.

1707 - *Pastorius* gathers together the first American herbarium.

1708 - The first Mennonite meeting house in America is built in Germantown.

1709 - *John Henry Sprugel* acquired control of the Frankfort Company's lands. Controversy surrounds the acquisition and some settlers lose their land.

May 28, 1710 - *Paulus Van Vleet*, a reformed preacher from Neshaminy, Bucks County, baptizes several people at Chestnut Hill.

June 4, 1710 - The first church in Chestnut Hill is officially formed, the Whitemarsh Reformed Church.

1714 - Chestnut Hill gets its own Presbyterian Church.

1719 - The first body of the Brethren of America arrives in America.

February 17, 1719 - *Pastorius* dies.

1720 - Relations with the local Indians, friendly until now, take a turn for the worse as settlers begin to crowd them out of their ancient homes.

December 25, 1723 - The Church of the Brethren organized in Germantown, becomes the mother organization for the Brethren in America.

1723-1730 - Stenton is built.

About 1727 - St. Michael's Lutheran Church is founded.

1730 - Germantown Avenue becomes an official road.

About 1732 - The Reformed Church is built at Market Square. This church later becomes the Market Square Presbyterian Church.

April 8, 1732 - David Rittenhouse is born.

1737 - Spruce Mill Road opens. (now Thomas Mill Road)

March 1742 - *Count Zinzendorf* founds the first Moravian school in America in Germantown. It is later moved to Bethlehem where it still functions.

1742 - Paper Mill Road Opens. (now Hartwell Ave)

1742 - Stenton Avenue and Graver's Lane open.

1743 - *Christopher Sower* prints the first Bible in America in any European language, in Germantown.

1747 - Fisher Lane opens. (now East Logan Street)

1760 - Germantown Academy is founded.

1761 - "Cliveden," the *Chew* family mansion, is built.

1763 - The regular stage line from Philadelphia to Bethlehem opens.

1764 - The *Faxtang Boys* invade.

1772 - *Jacob Bay* establishes the first typefoundry in America.

1776 - Rex Lane opens. (now Abington Avenue)

September 25, 1777 - The British army occupies Germantown.

October 4, 1777 - The Battle of Germantown is fought.

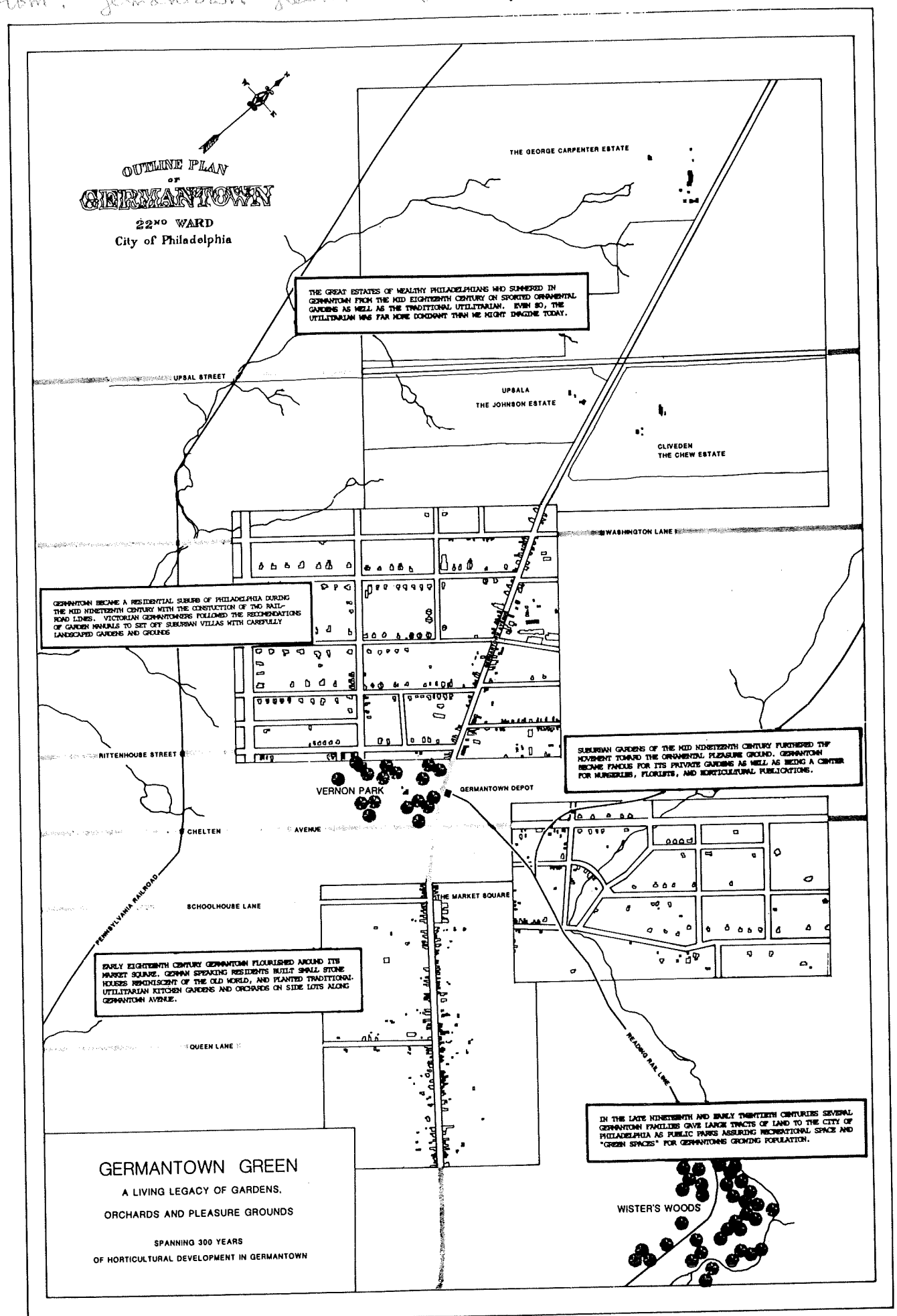
1793-1794 - *George Washington* is a resident of Germantown.

1796 - Methodists begin to hold regular services in Germantown.

1796-1797 - *Gilbert Stuart* paints portraits of George Washington in Germantown.
 1796-1799 - The Yellow Fever epidemic in Philadelphia fills Germantown with refugees from Center City.
 1800 - Hiram Lodge becomes the first Masonic Lodge organized.
 1801 - The Germantown Turnpike Company is chartered.
 1804 - Germantown Avenue is paved.
 1810 - First Presbyterian Church is organized.
 1811 - St. Luke's Church is formed as the first Episcopal parish.
 1814 - The first bank began business, later to become the National Bank of Germantown and Trust Company.
 1817 - First Sunday School opens at St. Michael's Lutheran Church.
 July 20, 1825 - *General Lafayette* visits Germantown.
 1826-1846 - The American Classified and Military Institute operated as a boarding school in Germantown.
 1828 - Chestnut Hill gets its own cemetery.
 1830 - The first English newspaper in town is issued, *the Germantown Telegraph*.
 1830's - The grounds of Market Square are landscaped with trees and grass.
 June 6, 1832 - The rail road from Germantown to Philadelphia opens.
 November 29, 1832 - *Louisa May Alcott* is born.
 1834 - The first Baptist congregation is established at Chestnut Hill.
 1834 - The railroad bridge over the Wissahickon is completed.
 1838 - Germantown falls victim to the national silkworm phase, and Mulberry trees are planted all over town.
 1844-54 - Germantown has a borough government.
 1845 - The first Catholic parish is organized.
 1845 - The streets are named officially.
 1851 - Germantown Gas Company brings natural gas to residents.
 Germantown Water Company pipes water to residences, as well.
 November 10, 1852 - *Henry VanDyke* is born.
 1853 - Chestnut Hill Avenue opens.
 1854 - Germantown is consolidated into the city of Philadelphia.
 1854 - Germantown gets a full time police force.
 1854 - The railroad opens to Chestnut Hill. (now Chestnut Hill East)
 1854 - Summit Street opens.
 1854 - The Wissahickon Turnpike opens.
 1854 - Market Street opens. (now East Chelton Avenue)
 1855 - The Main Street railroad Station is constructed.
 1859 - The trolley tracks are installed, and the first streetcars run to Germantown, pulled by horses.
 1863 - East Willow Grove Avenue opens.
 1871 - Germantown gets a full time fire department.
 1872 - The Germantown Turnpike is freed.
 1872 - The second railroad opens to Chestnut Hill. (now Chestnut Hill West)
 July 1, 1874 - *Charley Ross* is kidnapped.
 1883 - The Civil War Monument in Market Square is constructed.
 1888 - West Logan Street opens.
 1892 - The city buys land for Vernon Park, the first small park in the community.

1899 - A new trolley system opens.
1900 - Wister railroad Station opens.
1901 - *Henry Ford* rolls out his first fifty cars, and one is bought by a Chestnut Hill resident.
1901 - Wayne Junction railroad Station is constructed.
1903 - The first apartment building is built by *John DeLong*, it is called the Delmar and is located at Chelton Avenue and Morris Street.
1907 - Gorgas railroad Station is demolished.
1907 - Stenton railroad Station is constructed.
1907 - The Wissahickon Bridge is completed. (Walnut Lane)
1910 - Germantown High School opens.
1915 - Five pin oaks and two white ash trees from Gettysburg as planted at Market Square.
1925 - Motor Buses begin operation.
1931 - Miss Anna Hazen Howell wills the City ownership of a 1.6 acre parcel of land for recreational use. It becomes Howell Park.
1936 - Pastorius Park is created.

from Germantown Green:



Conclusion

In conclusion, the five areas of investigation tell us a good deal about the study area. It would be impossible to say that we understand the study area completely. In fact, our investigation has lead us to more questions and avenues of inquiry. But, some concurrent ideas have come out of all of our research.

a. Plans in the past have failed to involve the community. Even a questionnaire can make residents feel that they are contributing.

b. Plans in the past have failed to stress social issues. Preservation planning can be a catalyst is turning a neighborhood around for the better. Let the residents know that there are varied levels of preservation.

c. Plans in the future must consider population increase, traffic patterns, etc., if we want to bring new residents, businesses, and jobs into the community.

d. Preservation doesn't necessarily mean recreating a time past. It can mean rehabilitation and restoration. Communities need to be aware of a projects goals and understand them, to support them.

e. Transportation expansion needs to continue to be sensitive to the area.

f. Natural and geographic concerns have played a crucial role in the development of this community, and should be considered in planning, so they can continue to do so.

g. There seems to be an emerging need to break down the study area into areas of common concern. Chestnut Hill might be handled on its own. Germantown and Mount Airy should not necessarily be broken apart. Germantown Avenue seems to be a border between Eastern and Western districts that share issues of interest. Geography and transportation support these divisions.

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