

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM-PHOTO/SITE PLAN SHEET

Pennsylvania Historical and Museum Commission

Bureau of Historic Preservation

P.O. Box 1026, Harrisburg, PA 17108-1026

Survey Code/Tax Parcel/Other: Multiple

County: York

Municipality: Springettsbury Township

Address: Multiple

Historic Name/Other Name: Haines Acres

SITE PLAN



PHOTO INFORMATION



Number	Description of View	Direction of Camera
1	Entrance to Haines Acres at the intersection of Mount Rose Avenue and Hartford Road, located within the 1962 section of the development.	NW
2-33	See photopages.	
Photographer Name: <u>Shauna Haas</u>		Date: <u>December 2007</u>
Negative Location: <u>A.D. Marble &amp; Company, 3913 Hartzdale Drive, Suite 1302, Camp Hill, Pennsylvania 17011</u>		



0 2,000 Feet

Source: USGS 7.5' Topographic Quadrangle (York, PA)

**PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – DATA SHEET**  
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

**IDENTIFICATION AND LOCATION**

Survey Code: \_\_\_\_\_ Tax Parcel/Other No.: Multiple

County: 1. York 1 3 3 2. \_\_\_\_\_

Municipality 1. Springettsbury Township 2. \_\_\_\_\_

Address: Multiple

Historic Name: Haines Acres

Other Name: \_\_\_\_\_

Owner Name/Address: Multiple

Owner Category: ☒ Private ☐ Public-local ☐ Public-state ☐ Public-federal

Resource Category: ☐ Building ☒ District ☐ Site ☐ Structure ☐ Object

Number/Approximate Number of Resources Covered by This Form: Approximately 1600

USGS Quad: 1. York, PA 2. \_\_\_\_\_

UTM A. 356908E 4425835N C. 358046E 4426493N

References: B. 356336E 4424501N D. 358191E 4424834N

**HISTORIC AND CURRENT FUNCTIONS**

Historic Function Category: \_\_\_\_\_ Subcategory: \_\_\_\_\_ Code: \_\_\_\_\_

A. Domestic Single Family Dwelling 0 1 A

B. Commerce/Trade Business 0 2 A

C. Education School 0 5 A

D. \_\_\_\_\_

Particular Type: A. Single Family Dwelling

B. Shopping Center

C. Elementary School

D. \_\_\_\_\_

Current Function Category: \_\_\_\_\_ Subcategory: \_\_\_\_\_ Code: \_\_\_\_\_

A. Domestic Single Family Dwelling 0 1 A

B. Commerce/Trade Business 0 2 A

C. Education School 0 5 A

D. \_\_\_\_\_

**PHYSICAL DESCRIPTION**

Architectural Classification: A. Modern Movement—Ranch Style 7 0

B. Colonial Revival 5 1 C. Other—Split-level 8 0

D. \_\_\_\_\_ Other: \_\_\_\_\_

Exterior Materials: Foundation: Concrete 6 5 Roof: Asphalt 6 3

Walls: Wood 2 0 Walls: Veneer 8 0

Other: Walls—Aluminum 5 5 Other: Walls—Vinyl 7 2

Structural System: 1. Timber—Light Frame 1 4 2. \_\_\_\_\_

Width: 4 bays D Depth: 2 Rooms B Stories/Height: 1-1 ½ Stories A

**HISTORICAL INFORMATION**

Resource Name: Haines Acres

Year Built: \_\_\_ C. 1954 To \_\_\_ C. 1973 Additional/Alterations Dates: ☒ C. 1990 ; \_\_\_ C. \_\_\_Basis for Dating: ☒ Documentary ☒ Physical

Explain: Dates based upon subdivision plans. Common alterations, such as replacement of siding and windows, were likely made in the late-twentieth century, based upon visual inspection.

Cultural/Ethnic Affiliation: 1. N/A 2. \_\_\_\_\_Associated Individuals: 1. N/A 2. \_\_\_\_\_Associated Events: 1. Community Development 2. \_\_\_\_\_Architects/Engineers: 1. N/A 2. \_\_\_\_\_Builders 1. Epstein & Sons 2. \_\_\_\_\_**MAJOR BIBLIOGRAPHICAL REFERENCES**

Please see attached continuation sheets.

**PREVIOUS SURVEY, DETERMINATIONS**

Haines Acres Shopping Center determined not eligible on November 27, 2007. Documented on an abbreviated PHRS form as a part of the I-83, Exit 18, Section 040 Project, ER 08-8007-122.

**EVALUATION** (Survey Director/Consultants Only)Individual NR Potential: \_\_\_ Yes ☒ No Contexts: \_\_\_\_\_Contributes to Potential District \_\_\_ Yes ☒ No District Name Status: \_\_\_\_\_

Explain: Haines Acres is recommended not eligible for the National Register. While it is a good example of a post-World War II planned residential subdivision in York County, documentation of Haines Acres impact on the local area is lacking and the majority of the development does not meet the 50-year age requirement. See continuation pages for more information.

**THREATS**Threats: \_\_\_ 1. None ☒ 2. Public Development \_\_\_ 3. Private Development \_\_\_ 4. Neglect \_\_\_ 5. Other

Explain: The property is located within the APE of the SR 0124, Section 005, Improvement Project.

**SURVEYOR INFORMATION**Surveyor Name/Title: Shauna J. Haas, Architectural Historian Date: August 5, 2008Project Name: SR 0124, Section 005, Improvement ProjectOrganization: A.D. Marble & Company Telephone: (717) 731-9588Street and No. 3913 Hartzdale Drive, Suite 1302City, State: Camp Hill, PA Zip Code: 17011Additional Survey Documentation: Photo pages and site plan

Associated Survey Codes: \_\_\_\_\_

484 533 2500

Gowshoda

## CONTINUATION SHEET

### PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Haines Acres

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ADDRESS: Multiple, Springettsbury Township, York County, Pennsylvania

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#### I. Physical Description

Haines Acres is an approximately 800-acre residential subdivision located in Springettsbury Township, York County, Pennsylvania. The development is roughly bordered by Haines Road to the west, Kingston Road to the north, Edgewood Road to the east, and Mount Rose Avenue to the south. The topography is rolling, and development is fairly dense in the immediate area. Located to the east of the city of York, Haines Acres is surrounded mainly by residential subdivisions from the mid- to late twentieth century, as well as small-scale neighborhood commercial and business uses. A golf course is situated across Mount Rose Avenue to the south. Remnants of the area's agricultural history survive as late-nineteenth- and early-twentieth-century farm-related buildings along Mount Rose Avenue, intermingled with the modern residential and commercial buildings. Springettsbury Township lands were predominantly agricultural until the mid-twentieth century, when developers began to purchase farms and construct subdivisions to meet the need of the post-World War II housing boom. Haines Acres, one of the earlier post-World War II subdivisions in York County, was formerly the farm of Mahlon Haines. Epstein & Sons, a local real estate firm, purchased the farm from Haines in 1953 and eventually purchased land from several other adjacent farms in order to construct the large development. Haines Acres was laid out in eleven phases and the final section was subdivided in 1973 (C.S. Davidson, Inc).

Haines Acres is predominantly residential, although an elementary school was constructed in 1957 and a retail shopping center was constructed in 1962 to serve the subdivision. Haines Acres consists of about 1,600 residential lots of approximately 0.25 to 0.34 acre in size, two larger lots for East York Elementary School on Erlen Drive in the 1955 section, and the Haines Acres Shopping Center at the intersection of Mount Rose Avenue and Haines Road. Only Hartford Road, Cambridge Road, Raleigh Drive, Seventh Avenue, Ivory Road, Cortleigh Drive, and Quaker Drive lead in or out of the development. There are three access points from Mount Rose Avenue, two from Haines Road, and six from Kingston Road. Signage is found at the entrance of Cambridge Road from Mount Rose Avenue. The roadways are constructed in curvilinear forms, 50 feet wide, with very few four-way intersections. This curvilinear roadway design creates a variety of lot sizes and shapes throughout the development. Curvilinear road layouts are typical of developments from this time period and tend to follow the rolling topography of the subdivision. The curves also serve to calm traffic in residential neighborhoods and are often used to market the safety of the development for families. The road names were randomly chosen (Tobias 1984) and include Stanford Drive, Alton Lane, Erlen Drive, Sundale Road, Eastwood Drive, and Lehigh Road. The majority of the roadways end in "T" intersections or cul-de-sacs and do not continue outside the subdivision.

Sidewalks and curbing were included along the roadways that were laid out from 1955 onward. Driveways and mailboxes are placed at regular intervals, and paved walkways are often found leading from the dwelling entrance to the driveway. No landscaping was planned within the subdivision, with the exception of buffer areas between uses. Trees line the north, east, and south edges of the school property to buffer it from the adjacent homes. Trees and a fence line the north and east boundaries of the shopping center property to buffer it from the nearby residences. The subdivision was planned with front lawns of a consistent depth for each house; the lots have a standardized twenty-five-foot setback from the roadway and a ten-foot setback from the other property lines (Photographs 1 to 10). Dwellings on corner lots are positioned at an angle



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### PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

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facing the corner rather than either of the cross streets (Photograph 11). This was likely done to improve the line of sight at intersections, as sight-line regulations were imposed in the deed restrictions from 1960 onward.

One building remains from the prior use of the land of Haines Acres as a farm: the dwelling at 541 Sundale Road (Photograph 12). The two-story, front-gable dwelling was likely a tenant house on the farm, constructed around the turn of the twentieth century. The dwelling at 541 Sundale Road no longer retains integrity. Vinyl siding now covers the walls, the windows have modern vinyl sashes, and asphalt shingles cover the roof. The two-bay-wide two-room-deep house also has a modern full-width porch with a shed roof. Only the dwelling's form distinguishes it from the track housing of the subdivision. The other buildings related to the Haines farmstead that were located to the north and south of the dwelling were demolished in the 1970s and replaced with houses in character with the rest of Haines Acres.

Epstein & Sons typically offered about three forms each year and several customization options, such as color of the brick, siding color and materials, porches, floor plans, chimneys, garages, and other architectural details (Epstein 2008). The designs were one-story ranch, one-and-one-half-story split-level, or two-story Colonial Revival dwellings.

#### *Ranch Dwelling*

The earliest house type constructed in Haines Acres is the ranch dwelling. The 1954 section of Haines Acres primarily consists of ranch houses similar to the one at 2469 Wharton Road (Photograph 13). The ranch form originated in the United States in the late 1930s but did not reach the height of its popularity until the 1950s and 1960s. The ranch house was touted as an affordable home for the post-World War II family. The one-floor, open layout was specifically designed for casual entertaining and inviting family spaces. The distinctive characteristics of the ranch form are:

- One-story height;
- Low-pitched hip or side-gable roof with overhanging eaves;
- Broad, rambling (asymmetrical), front façade;
- Rectilinear or elongated shape;
- Rambling floor plan;
- Usually a garage or carport attached to the kitchen end;
- Often with large picture windows, low chimneys, and minimal front porches; and
- Little ornamentation and some with colonial detailing (McAlester 1994:479).

Ranch houses in Haines Acres are covered with either a brick veneer or a partial height brick veneer with siding above (Photographs 14 to 16). The original windows are aluminum one-over-one or two-over-two light sash and many are flanked by faux shutters. The entrances are typically in a central bay or a recessed corner. Typical variations on the standard ranch house in Haines Acres include a projecting hipped bay or cross-gable bay over the entrance, recessed central entrances, L-shaped floor plans, and U-shaped floor plans. As Haines Acres was developed in an area of rolling hills, banked houses are common. While portraying many of the typical ranch characteristics, these banked dwellings have a partially exposed basement level. In those dwellings where the basement is exposed to the front, such as 2450 Wharton Road (Photograph 17), garages are situated in the basement. Those with the exposed basement to the rear often appear to be standard ranch houses from the street, such as the dwelling at 2451 Wharton Road (Photograph 18). The most commonly noted alterations

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of ranch houses in Haines Acres include the replacement of siding, roof materials, and windows. Less common alterations are the construction of rear additions or sunrooms (Photograph 19), conversion of garages into living spaces, and enclosure of carports (Photograph 20).

#### *Split-level Dwelling*

Although it was first introduced in the 1954 section of Haines Acres, the split-level house became more prominent in the 1955 section and is the most common form in the sections laid out between 1955 and 1967. The split level was new to American architecture at this time, rising to popularity in the 1950s as a multi-story variation of the ranch house. The split level retains the horizontal lines, low-pitched roof, and overhanging eaves of the ranch house; however, the form is made up of a two-story unit intercepted at mid-height by a one-story wing, creating three levels of interior space (McAlester 1994: 481). This division of spaces gives the split level the appearance of a larger house and was a more efficient use of a small lot. The first type of split level introduced in Haines Acres has a bi-level roofline with a hipped-roof two-story block and a side-gabled one-story wing, such as 1001 Raleigh Drive (Photograph 21). Much like the one-story ranch houses, the split-level dwellings are clad in either brick veneer or a partial-height brick veneer with siding above. The original windows are aluminum sash, and picture windows are often found in the wing. The entrance to the dwelling is commonly located in the wing, and the garage is frequently located in the first level of the main block. The upper story windows are typically almost square and often paired. Original picture windows are nine-pane aluminum sash. Common alterations include the replacement of siding, roof materials, and windows. Occasionally, rear additions or porches are present (Photograph 22), and garages have been converted into living spaces.

In the divisions of Haines Acres laid out after 1957, the houses are still designed almost exclusively as split-level and ranch houses. However, more variations are found in the detailing of individual houses. Two-car garages and side-entrance garages are introduced (Photographs 23 and 24). Shallow hipped roofs are constructed between the two levels to create porches, such as at 2632 Eastwood Drive (Photograph 25). Even rooflines take the place of the bi-level rooflines on some Split-Level dwellings (Photograph 26), and front-gable blocks are more common (Photograph 27). The garages are located in the wing instead of the main block in a few houses, and bay windows are also introduced in the 1960s designs (Photographs 24 and 27).

#### *Colonial Revival Detailing and Two-Story Dwellings*

By 1962, banked ranch houses and split-level dwellings continued to dominate the landscape of Haines Acres, but Colonial Revival details are applied to these forms. The most commonly found influences of the Colonial Revival style in Haines Acres are the inclusion of sidelights at the main front entrance, decorative framing around the door, and a second-story overhang (Photograph 26). The occasional pedimented entrance or even a full portico can also be found, such as on the dwelling at 2710 Milford Lane (Photograph 28). A new form, the two-story house, is also introduced by 1962. Two-story houses in Haines Acres often have a side-gable roof, central entrance, an attached one-story garage, and a one-story porch like that seen at 2670 Hartford Road (Photograph 29).

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In the last planned section of Haines Acres, made in 1973, there are a variety of house forms and styles (Photograph 10). According to census data for the township, construction of new dwellings slowed in the 1970s. In Haines Acres, this slow-down in construction allowed Epstein & Sons to spend more time on individual house designs and construct a greater variety of house styles. The 1973 section of Haines Acres does not have the unified design or house forms that the earlier sections did, and even the positioning of the houses on the lots appears to vary. Each house is more individualized, larger, and more elaborately detailed than the houses in the sections of Haines Acres laid out before 1973. The setbacks are deeper, the lots are slightly larger than those laid out in the 1950s and 1960s, and some homeowners appear to have combined lots to expand their yard area.

#### *East York Elementary School*

East York Elementary School at 701 Erlen Drive is a sprawling one-story building, constructed in four phases between 1957 and 2001 (Photograph 30). The school was planned as a part of the 1955 section of Haines acres. The original block is two stories high with a flat roof and faces west towards Erlen Drive. The first addition was relatively minor in size, containing only four classrooms at the north end of the building. In 1967, a large addition was constructed in the form of a wing at the east or rear side of the building. Additions to the north side of the building were also constructed in 1997 and 2001, completing the footprint as it exists today. The school building is faced in brick veneer and concrete and the windows have aluminum sash, usually with four panes. The primary entrance is accessed via a brick porte-cochere at the original block, near the south end of the school. A secondary pedestrian entrance is emphasized with a hipped-roof projection near the center of the building.

The East York Elementary School is surrounded by lawn with mature trees lining Erlen Drive. Playing fields located to the rear of the building are surrounded by houses that front on Brookside Lane, Sundale Drive, and Schoolhouse Lane. A sidewalk leads from Sundale Road to the rear of the building, providing access from the adjoining residential blocks.

#### *Haines Acres Shopping Center*

The Haines Acres Shopping Center is a sprawling, one-story, commercial building located at the corner of Haines Road and Mount Rose Avenue. Although construction began in 1962, the lot was reserved out of the 1955 section of Haines Acres. The shopping center building is faced in brick with a flat roof. The rectangular footprint has a slight bend to the east at the south section of the building. A continuous pent roof extends along the front or west elevation shielding the entrances to the stores. Each storefront has a modern steel and glass door flanked by plate glass windows. Individual signage is found above the pent roof. The rear or east elevation of the building has truck docks for each store. The south end of the building has an additional entrance and ribbon of windows for the anchor store. The block of the building used by the anchor store has aluminum coping along the roofline. The shopping center is surrounded by paved parking areas (Photograph 31). The entrances from adjacent roadways are delineated by raised curbing and plantings. Original signage has been retained near the entrances from Haines Road and Mount Rose Avenue (Photograph 32). The commercial lot was designed with a 45 degree building setback and a 35 degree evergreen buffer zone along the north and west property lines to clearly separate the use from the adjoining residential development (Photograph 33).

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#### *Integrity*

Considered overall, Haines Acres retains integrity of design, materials, workmanship, location, setting, association, and feeling. The subdivision was laid out over a 19-year period, with a unified design in the first fifteen years (1954-1968). The overall plan for the development remains evident; the roadways, sidewalks, and layout of the lots remain intact from the original subdivisions. Modern infill is not evident, and the buildings maintain their original uses. Generally, the original fenestration patterns, massing, and scale of the dwellings remain intact. Over half of the dwellings have modern windows, siding, and roof materials, although almost all the houses retain the original brick veneer. About a third of the dwellings feature an enclosed carport, garage converted to living space, or rear addition. Additions are typically on rear elevations, and key exterior materials, such as the brick veneer, have been retained. When siding materials, such as horizontal composite board and aluminum siding, have been replaced, materials that mimic the appearance of the original fabric (horizontal vinyl siding) have usually been used. The dwellings continue to portray the appearance of mid-twentieth-century construction with uniform setbacks. The subdivision has been well maintained over the years, and efforts have been made by the residents to retain the historic character of the neighborhood.

## II. Historical Narrative

### *National Context*

Suburban development in the United States follows the development of transportation routes and new technologies. Beginning with railroads, transportation routes formed the skeleton of development leading from the urban center outward. Between 1830 and 1890, railroads and horse cars allowed wealthier families to move outside the city. Horse-drawn cars were the first mass transit system in the United States, revolutionizing cross-city travel. Operating on rails, the horse-drawn cars allowed transit on a fixed route and regular schedule within and around the perimeters of cities in the mid-nineteenth century. Land development companies laid out residential developments within walking distance of the passenger stations, creating nodes of development along the rail and streetcar lines. These suburbs were an escape from the city, allowing for larger houses and lots in a semi-rural environment while maintaining a convenient proximity to services, employment, and cultural activities (NPS 2002: 16-17).

The geography of the social classes was heavily influenced by transportation throughout the nineteenth century; the lower classes resided downtown and the upper classes could afford to commute from the railroad suburbs. The introduction of the streetcar ca. 1890 produced a boom in suburban expansion, radiating in corridors from the city centers. The nature of the streetcars created more of a linear development pattern than the railroad suburbs. The streetcar suburbs influenced a wider range of socio-economic groups due to the lower fares of the streetcar and the affordability of land and homes in the suburban periphery. Developers platted rectilinear subdivisions of small lots within walking distance of the streetcar stops. Neighborhood commercial services opened near these lines and along heavily-travelled routes. Apartment buildings were also constructed at these locations, and industrial suburbs developed to create large quantities of easily-accessible jobs. At times, developers not only subdivided the land and constructed the houses but also built the streetcar lines to service the developments (NPS 2002: 18-20).



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By the 1930s, the streetcars had peaked in usage but were attempting to keep up with the automobile by adding buses and trackless trolleys to their fleets. This allowed the routes to become more flexible and better meet the needs of the suburbanites. Unfortunately, this flexibility was not enough to compete with the automobile, and streetcar ridership dropped significantly by the 1940s. Between 1918 and 1929, private ownership of automobiles rose significantly. This increase in mobility allowed developers to fill in the star-shaped city caused by the linear development along streetcar lines. As workers were able to commute longer distances to work, industrial jobs began to move farther from the city. Metropolitan areas expanded and the extension of public utilities opened up more and more land for development. Residential developments of increasingly lower densities were possible now that workers did not need to be within walking distance of the streetcar line or railroad station. Neighborhoods grew more like parks, with larger yards, sidewalks, and open spaces (NPS 2002: 20-22).

In the mid-twentieth century, as the automobile became a standard fixture of the American lifestyle, suburban areas began to grow faster than central cities. Highway systems began to gain more attention in the planning of cities. These high-speed roadways of the major cities laid the groundwork for the highway system that transformed the country after World War II and led to the most drastic suburbanization boom through "freeway" and "bedroom" suburbs. By the 1950s, the national interstate system was well underway, making travel from cities to suburbs and everywhere in between easier and faster than ever. In addition, low-cost, long-term mortgages were available for the multitudes of veterans returning from World War II, making home buying and suburban life affordable to a large array of social and economic classes. Suburbanization in the mid-twentieth century was stimulated by the desire of young couples to buy homes to raise their families outside of urban areas. Low-interest, Veteran Administration home loans were given to veterans to assist in this home buying (Tobias 1984). Builders met the high demand for housing through the development of subdivisions and the mass-production of houses using new prefabrication technologies. Subdivisions such as Haines Acres were being developed all across the country to meet this need. The developments ranged from a few lots to thousands of lots with the largest, such as the Levittowns, being the size of a typical town. The self-contained residential suburbs created by builders in the mid-twentieth century not only catered to automobile owners through garages and driveways but also depended on automobiles as they built farther and farther away from the city centers. Commercial developments were constructed near highways and major arterials in order to provide easy access for the suburban masses. Shops were clustered into community shopping centers and strip developments with plenty of accessible parking. The residential developments of the 1950s and 1960s allowed the young couples of the time to own their own home in the family-friendly suburban environment, and they took advantage of this opportunity in numbers unheard of in earlier suburbia (NPS 2002: 24). It was during this post-World War II boom that Haines Acres was begun.

#### *York County*

The York County area was initially administered as a portion of Lancaster County. The movement of homesteaders into the York County area was slow at first, but the process of settlement accelerated rapidly during the 1740s, and in 1749 the Pennsylvania Assembly established York County. At that time, the county had a population of approximately 6,000. York County flourished during the American Revolution, with the population increasing to over 17,000 by 1783. During this population boom, the City of York served as the national capital, from September 1777 to June 1778. After the war, the

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agricultural pursuits of the county continued to flourish, while the industrial prominence of the county was just beginning. Transportation infrastructure, including railroads, canals, and newly stabilized roads, was improved to serve the new industries and transport agricultural goods (Gordon 1832:2, 496-499).

Between 1880 and 1930, the City of York emerged as one of Pennsylvania's most important concentrations of manufacturing industry. The city and nearby boroughs attracted an influx of migrants from other parts of the Mid-Atlantic and from the South, as well as recent immigrants from Europe, to work in the factories. Suburbanization began in York County during this period as streetcar lines made it possible for people to commute daily to the city from new residential suburbs constructed around its fringe and the county's nearby boroughs, towns, and villages. The subdivisions of East York, Eastwood, and Yorkshire were all developed to the east of the city in Springettsbury Township during this time period. The number of farms began to decline in the 1920s due to several factors, including additional regulations placed on farmers by the government that led to lower profits and higher costs for farm owners, increased competition from farms in the Mid West, and increased mechanization that enabled the cultivation of larger tracts of land. By the 1930s, burgeoning automobile ownership enabled commuters to travel to work independently, allowing people to live farther away. This combination of events made it more profitable for many farm owners to sell their land for development than to continue farming it (McClure 2005).

Suburbanization in York County accelerated following the end of World War II in 1945, a trend mirrored in communities throughout the nation. New development at a large scale was late in coming to York County. Suburbanization had begun in the 1930s with the streetcar suburbs, but these developments did not fill with houses until after the war (Roman 1999; Higgins 2000). Those returning to the county initially lived in the city or built houses in the existing subdivisions. The City of York, however, had limited growth potential and housing was soon at a shortage with the industrial surge that happened in York County during the mid-twentieth century. The downtown became congested with traffic, and people began to leave the city for the outskirts. The population of the City of York peaked around 1950, and the surrounding boroughs and townships became the primary centers of growth after that time. A local milestone was attained in 1954 when an unusually large subdivision, Haines Acres, began construction to the east of the city in Springettsbury Township. This development was followed in 1955 by the opening of the York County Shopping Center at Haines Road and Market Street, just north of Haines Acres. With the appearance of this regional retail complex, downtown retail business in the city of York and in the county's smaller towns began a long and steady decline. Other developers saw the success of Haines Acres and followed suit, buying farmland and developing large tracts of housing. The movement of new residents into York County increased in momentum, a trend that continues to the present day (Sheets 2002).

An examination and comparison of USGS mapping from the second half of the twentieth century illustrates the rapid rate of residential growth in York County that began around 1955. The 1954 edition of the York, Pennsylvania, quadrangle topographic map depicts several subdivided neighborhoods that were created in the first half of the twentieth century. These neighborhoods were typically found near the city and were often continuations of the urban street grid. Subdivisions located on the fringe of the city included Windsor Park to the north; Elmwood, Fayfield, and Villa Green to the east; and Hillcroft, Hillcrest, Violet Hill, and Wyndham Hills to the south. The 1968-1973 revised edition of the map indicates that a great

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expansion had taken place in the area's suburbanization since 1954. Not only had I-83 been completed to the east of the city of York in 1960, but also Haines Acres now filled over 700 acres of former farmland. The area around the York County Shopping Center became a burgeoning regional commercial center, and smaller developments were emerging along the major roadways (USGS 1954, 1968-1973). In response to the vast development of the townships surrounding the City of York in the 1950s, the county adopted subdivision regulations in the early 1960s (Beck 2008). By the 1990s, subdivisions had spread throughout the area included in the York, Pennsylvania, quad, leaving almost no spaces as large as 0.5 mile square untouched (USGS 1990).

#### *Springettsbury Township*

Springettsbury Township is located east of the City of York, bordered by Spring Garden Township to the west, East Manchester Township to the north, Hellam Township to the east, and York Township to the south. Historically characterized by agricultural uses, Springettsbury Township was divided out of Hellam Township in 1891. The suburban movement of the 1950s greatly affected Springettsbury Township. The location of the township in close proximity to the City of York, combined with the location of a main thoroughfare from the City of York to Lancaster City bisecting the township, made Springettsbury a prime location for residential, industrial, and commercial development in the twentieth century (Cabot 2007).

Market Street was one of the earliest improved roadways through York County and was initially part of the transcontinental Lincoln Highway, also known as U.S. Route 30. A bypass was eventually constructed around the city of York in the 1970s, and Market Street became S.R. 0462. Market Street was consistently an active thoroughfare through Springettsbury Township, serving several methods of transportation including automobiles and, between 1903 and 1939, a trolley line. Early streetcar developments were constructed along Market Street, such as Elmwood and East York, both initiated in 1903. However, development was slow, and many of the homes in these early subdivisions were not constructed until the 1920s or later (Epler 1997).

After World War II, developments in local commerce and industry drastically altered the face of Springettsbury Township and transformed it from an agricultural community to one of the most popular places to live, work, and shop in York County. The character of the township began a dramatic change in the 1950s, when industrial uses began to occupy former agricultural land. The openings of two Caterpillar Tractor plants in 1953 were among the most significant events in Springettsbury Township. By 1953, Fayfield, a residential development, had reached east of the City of York as far as Haines Road, and an interstate was planned near the western boundary of the township. However, Springettsbury Township remained predominantly agricultural until the mid-1950s. At this time, almost concurrently, the York County Shopping Center was constructed at the corner of Haines Road and Market Street and Epstein & Sons began construction on their residential subdivision immediately southeast of the shopping center. The York County Shopping Center was the first regional shopping center to open outside the city. Following the suburban trend, Sears moved out of the downtown and a grocery store was opened in the East York Area (Sheets 2002). These commercial and industrial presences, combined with the rise in automobile travel in the mid-twentieth century, increased the viability of large-scale residential developments farther away from the city center. Epstein & Sons initiated the development to meet the needs of the Caterpillar workers, and the 211-acre

# CONTINUATION SHEET

## PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Haines Acres

TAX PARCEL NO.: Multiple

ADDRESS: Multiple, Springettsbury Township, York County, Pennsylvania

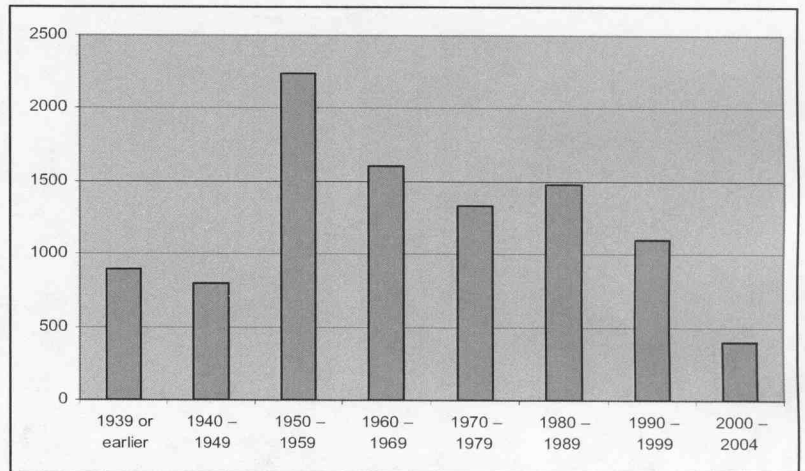
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farm of Mahlon Haines was a prime location near the newly-constructed regional commercial center of York County (Mahlon Haines 1953).

While growth did not slow until the 1970s and still continues strongly into the twenty-first century, the greatest period of change in twentieth-century Springettsbury Township occurred in the middle of the 1900s. Thirty-one percent of the township's existing housing stock was constructed between 1940 and 1959; this includes the majority of Haines Acres, which is the largest mid-twentieth century subdivision in York County and contains almost a quarter of the current population of Springettsbury Township. The post-World War II housing boom is illustrated through housing census data for the township:

**Housing Units Constructed in Springettsbury Township** (Source: 2000 US Census as cited by the York County Planning Commission 2004)

Time Period	Units	Percentage
1939 or earlier	895	9.1
1940 – 1949	797	8.1
1950 – 1959	2242	22.7
1960 – 1969	1601	16.3
1970 – 1979	1335	13.6
1980 – 1989	1475	15.0
1990 – 1999	1103	11.2
2000 – 2004	396	4.0
Total	9847	100.0



### Haines Acres

What is now the Haines Acres subdivision was historically the farm, also called Haines Acres, of Mahlon Haines. The tract was long regarded as one of the outstanding farms in the county (Haines 1953). Mahlon Haines, also known as "The Colonel" and "The Shoe Wizard," was a well-known businessman and philanthropist in York. He was often in the news, and articles were written about Haines in *Colliers*, *Life*, *Look*, *Time*, and the *Saturday Evening Post*. A self-made man, Haines was raised in Washington D.C. and came to York in 1905 to find his fortune. Not immediately successful, Haines finally found his niche in the shoe business. His claim to fame was a mobile retail store in the form of a specially designed and painted Ford that he would drive to the outskirts of town to display his wares. Within fifteen years, there were thirty Haines shoe stores and, by 1931, Haines had the largest chain of shoe stores in the United States. Haines was not only a successful businessman but was also invested in his community and an avid philanthropist. He gave food, money, shoes, and even housing lots to the needy. In fact, he donated \$2,500 to the Boy Scouts in exchange for the subdivision in Springettsbury Township to be named after him (Markle 1991).

The 211-acre farm owned by Haines east of the City of York was sold to Epstein & Sons in November 1953. The former home of Haines, constructed in 1922, was purchased in 1952 by a local surgeon (Haines 1953). The farmstead was eventually demolished and incorporated into the Haines Acres development in the 1970s. Epstein & Sons was a local real



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RESOURCE NAME: Haines Acres

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estate firm incorporated in 1948 by Abe Epstein. Epstein was a polish immigrant and picture frame salesman who came to York from New York City in 1917. He made his first real estate venture in 1925, buying and selling homes. By 1948, real estate had proven profitable for Epstein, and he incorporated Epstein & Sons with his four sons: Bernard, Harold, Donald, and Irwin (Markle 1991). Epstein was well known in the area, as he represented almost all of York's builders and helped many people finance their home purchases in the 1930s and 1940s. One of the builders Epstein & Sons represented was James C. Hollerbush. Hollerbush had worked with Epstein since 1948 and was the builder of the Clear Springs development north of York. When Hollerbush became ill in 1953, the Epsteins took over his business and continued Hollerbush's construction in Southwood Hills, south of Dallastown. This move would prove to be key in the evolution of Epstein & Sons from a small-town real estate firm to a significant builder in York County. After construction was completed at Southwood Hills, the Epsteins kept Hollerbush's crews employed through the development of Haines Acres (Tobias 1984).

Haines Acres was the fifth subdivision completed by Epstein & Sons, who also laid out Clear Springs, Southwood Hills, Randolph Park, and the Longstreet tract in East York. These earlier developments included about 50 to 100 homes each (Haines 1953). The Epsteins not only subdivided and sold the lots in Haines Acres, but they also designed and built the houses in the development. The role of Epstein & Sons in Haines Acres was uncommon for developers in mid-twentieth-century York County, as most did not comprehensively take on the development of a subdivision. In addition, developments of the magnitude of Haines Acres did not exist in the county in the early 1950s (Epstein 2008).

The plans at the time of purchase called for construction to begin on the first 55 acres in the spring of 1954. The Epsteins planned on building ranch houses ranging in price from \$12,000 to \$15,000 (Haines 1953). Construction on Haines Acres began on May 1, 1954, and was advertised with a full-page ad in the *York Daily Record* as well as signs along Haines Road (Epstein 2008, Adkins 2005). Sixty-two homes were built within the first year, and an average of 70 to 80 homes per year was constructed between 1955 and 1975. The Epsteins were selling the houses almost as quickly as they could build them. Soon the 211 acres of the former Haines farm were developed, and Epstein & Sons began to purchase adjacent farms. Twenty-five acres were purchased from Melvin B. Horn to construct the 1960 section and 75 acres were bought from Charlotte Keesey Walker south of Kingston Road. By the time the final section was laid out in 1973, Haines Acres engulfed about 800 acres of farmland and included approximately 1,600 homes total (Tobias 1984).

As York County did not adopt subdivision regulations until the early 1960s, covenants were drawn up for each section of the Haines Acres development to set standards for things such as land use, building type, setbacks, lot size, building massing, and cost. The covenants for Haines Acres ensured that the development was completed in a unified manor, keeping houses an adequate distance from each other, allowing good sight distances at corners, and avoiding nuisance uses in the neighborhood. All sections were designed as residential neighborhoods, with the exception of the school and shopping center. The houses were required to be single-family dwellings no higher than two and one-half stories in height. The garages were to be no larger than would fit two cars, and all plans for construction were to be approved by the architectural control committee, which was originally made up of the Epsteins. Dwellings in the 1956 section were required to cost at least \$8,000 and to have a footprint of at least 800 square feet for a one-story dwelling or 550 square feet for a two-story dwelling.

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Regulations regarding cost were updated in each section per the current market and were intended to ensure the quality of the buildings being constructed in the development. No temporary residences were allowed, nor were animals, front fences, dump lots, or professional signs of more than one foot square. Although the lots were of irregular shapes and sizes due to the curvilinear street layout, all lots were to be either a minimum of 9,000 square feet or have a width of at least 75 feet from the setback lines. Minimum setbacks were 25 feet from the street and 10 feet from interior lot lines. In 1962, setbacks from the street were increased to 30 feet, minimum footprints for one-story buildings were increased to 900 square feet, and garages were allowed to be built for up to three cars (York County Recorder of Deeds).

Haines Acres was initially constructed to meet the growing need for affordable homes for returning veterans of World War II and their families. The development became successful not only due to the housing demand, but also because of the location and the details put into it by Epstein & Sons. Springettsbury Township was a prime location for commercial and industrial development at this time. While there was increased mobility, people still wanted to live in locations convenient to services and employment. Therefore, Haines Acres was an excellent location near the new York County Shopping Center and the new Caterpillar plants (Sheets 2002). Haines Acres met this need for a convenient location and made it more attractive by offering affordable single-family homes that could be customized to fit the desires of each home buyer. The development had curvilinear streets flanked with sidewalks and a yard for each dwelling, providing a safe environment for the young families that Epstein & Sons hoped to attract. The Epsteins also planned for services such as an elementary school that the neighborhood children could walk to and a shopping center for the housewives. The early houses were small, yet modern and manageable for the time period, providing each family with their own piece of the suburban dream. As the development was built out Epstein & Sons made an effort to cater to the trends of the time; the houses became larger and the prices rose throughout the 1960s and 1970s (Tobias 1984).

The young families that moved to Haines Acres either to escape the city or follow employment not only raised their children here, but many of them continued to reside in Haines Acres through retirement. While this changed the demographics of the community over time, it also infused Haines Acres with a distinct identity. Haines Acres homeowners largely embrace this identity and have a definite pride in the neighborhood. Haines Acres is quite well known in the community, and discussion of the subdivision recurs in local histories and newspapers. A special report was written in the *York Daily Record* for the thirtieth anniversary of Haines Acres, calling the development "the suburb's suburb" and celebrating the start of construction of Haines Acres as the "birthday" of suburbia in York County. Haines Acres was created in the early phases of the suburban development of York County which continues to today. The implementation of zoning and subdivision regulations, combined with the increased competition for open land resulted in smaller developments in the following years. The current population of Haines Acres is about 4,500 or about one quarter of the total population of Springettsbury Township. The completed development is currently larger than the boroughs of Dallastown, Wrightsville, and Shrewsbury (Tobias 1984).

The final phase of Haines Acres was laid out in 1973. By this time, Epstein & Sons had successfully developed several other subdivisions in York County, including Penn Oaks to the east of Haines Acres, Tri Hill and Randolph Park in Spring Garden Township, and Shiloh East in West Manchester Township. Epstein & Sons was responsible for the building of thousands of

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homes in York County between 1954 and 1998. (Tobias 1984). Today, houses in these developments are listed in real estate ads as "Epstein homes" as a symbol of quality local construction (Adkins 2005). Epstein & Sons closed in 1998 after Bernard and Donald, the last of the "Sons," retired on the company's fiftieth anniversary. In 1999, the Epsteins were chosen by York County's 250<sup>th</sup> Anniversary Committee as York County "Builders" to commemorate their contributions to the community, not only through their developments but also through their support of and involvement in local community organizations (Rauhauser-Smith 1999).

#### *Comparable Subdivisions in York County*

York County has been the site of residential subdivisions since the nineteenth century, beginning with developments close to the city, many of which were eventually annexed. With increased mobility in the early twentieth century, subdivisions were constructed farther away from the city center. And with the popularity of the automobile and the high demand for housing for the baby boom generation, subdivisions reached new levels in size and amenities. With the sprawl of the late-twentieth century, subdivisions continued to be constructed at a rapid pace in York County. They not only serve the local community, but also commuters from Baltimore and other employment centers who choose to settle in the suburban communities of York. Based on available records, Haines Acres is the largest comprehensive subdivision in the county and stands out in York County for its size as well as the cohesive development of the subdivision. However, documentation is lacking as to the precise impact of the subdivision on the surrounding community and government regulations due to the incomplete nature of township and county zoning records.

Wyndham Hills, located in Spring Garden Township to the southwest of Haines Acres, is a notable subdivision in York County. A portion of the subdivision was initially determined eligible for listing in the National Register in 1995, as it contains excellent examples of the eclectic revival styles designed by architects in the early to mid-nineteenth century. It was later determined not eligible in 2001 due to a lack of integrity (Deibler 1995, 2001). The landscaping and layout of the subdivision were noted as being significant. The developers used winding roads that suited the topography, much like Haines Acres, and professionals landscaped the greenspaces. The subdivision was designed as a continuation of the street grid of the city of York and was marketed as a retreat for the businessmen of the city. Although both illustrate the preferred subdivision designs of the day, Wyndham Hills varies from Haines Acres in several areas. While built out in the mid- to late twentieth century as Haines Acres was, Wyndham Hills was actually laid out in the first half of the century. The lots of Wyndham Hills were also much larger and the development was geared towards the upper classes. Haines Acres served the working class and the houses were constructed on a more modest scale than Wyndham Hills. Furthermore, Wyndham Hills was developed sporadically, using multiple architects and builders to construct dwellings in the development (Higgins 2000), while the majority of Haines Acres was sold and built upon quickly, and houses were constructed by a single builder with a unified design throughout the subdivision.

112348 undetermined Springettsbury Twp

Yorkshire is a subdivision located to the northeast of Haines Acres, just across Kingston Road. Yorkshire has no determination of eligibility at this time but was recommended eligible for listing in the National Register in 1999. Much like Wyndham Hills, Yorkshire was laid out during the earlier streetcar subdivision era of York County. However, with the demise

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of the streetcar in York in 1939, Yorkshire quickly began to cater to the automobile traveler. Yorkshire was the farthest subdivision within the county east of the City of York when it was laid out in 1924 and remained isolated until the construction of Haines Acres. Dwellings in Yorkshire were constructed between 1925 and 1960. Construction began slowly, and property owners hired their own builders, resulting in a larger variety of homes than in single-builder developments like Haines Acres. Yorkshire eventually turned to "tract" homes in the 1930s to fill in the vacant lots more quickly (Roman 1999). While Yorkshire is noted as an early example of a mid-twentieth-century middle-class suburb, the layout and amenities are not those of the typical post-World War II subdivision, and it is of a much smaller scale than Haines Acres.

The closest in age and in location, the Fayfield Subdivision is located west of Haines Acres, across Haines Road. Fayfield was determined not eligible for listing in the National Register in 2007 due to a lack of significance. Initially laid out in 1938, only the lots that front Haines Road were part of this incarnation and only about 12 were sold before World War II. Fayfield phases 1 and 2 were recorded in 1947, thereby placing Fayfield in the post-World War II subdivision category along with Haines Acres. The subdivision has a regular grid pattern of streets, which coordinated with the adjacent developments of East York and Elmwood, both laid out in 1903. Fayfield had similar restrictions to Haines Acres, such as minimum lot sizes and setbacks, but lacked the amenities and uniform plan of the latter. The Fayfield development was not as comprehensively designed as Haines Acres and consists solely of dwellings with no related services. The construction of the houses in Fayfield was completed by multiple builders; therefore, Fayfield lacks the visual cohesiveness of Haines Acres. Many of the homes in Fayfield have been altered, not only through modernization of materials, but also through additions that impact the setbacks and streetscapes. Fayfield was further compromised by the construction of I-83 through the development in the late 1950s. The 450-lot subdivision is of a relatively small scale when compared to Haines Acres (Cabot 2007).

### III. National Register Evaluation

Based upon criteria outlined in the National Register Bulletin, *"How to Apply the National Register Criteria for Evaluation"* (National Park Service [NPS] 1997), Haines Acres, located in Springettsbury Township, York County, Pennsylvania, is recommended not eligible for listing in the National Register of Historic Places (National Register) as the majority of the subdivision was constructed within the last 50 years and is not of exceptional significance as required under Criterion Consideration G. The cohesive development that makes up Haines Acres between 1954 and 1968 will need to be evaluated when the whole reaches 50 years in age and sufficient historical perspective exists to determine its significance. In addition, an adequate context on post World War II suburbanization has not been developed at this time, and documentation of the impact of Haines Acres on residential development patterns in York County is lacking.

Haines Acres is recommended not eligible under Criterion A due to a lack of documented significance and because only 36% of the total area of the subdivision or 453 of the 1050 parcels meets the 50-year age requirement to be eligible for listing in the National Register. Subdivision regulations were adopted in York County in the early 1960s; however no direct link between Haines Acres and the establishment of local regulations could be located in county or township records. While Haines Acres appears to have been of significant size for the time period and is an early example of the work of Epstein & Sons, the developer/builder, the majority of the Haines Acres Subdivision is of too recent age for an adequate perspective of



## CONTINUATION SHEET

### PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

**RESOURCE NAME:** Haines Acres

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its historic significance to have been developed. The impact of Haines Acres on suburban development in York County in the third quarter of the twentieth century should be revisited within the context of contemporary developments when the majority of the subdivision is 50 years in age.

Haines Acres is recommended not eligible under Criterion B as research has not found any association with significant individuals.

Haines Acres is recommended not eligible under Criterion C due to a lack of exceptional significance and because it does not meet the 50-year age requirement. Haines Acres is a local example of a large scale subdivision that was constructed after World War II. It contains many of the characteristics typical of these developments, such as curvilinear streets, standardized layout, deed restrictions, neighborhood services, and architectural sensitivity. The portions of the development laid out between 1954 and 1968 constitute a distinctive grouping that was designed and constructed in a comprehensive manner that reflected the trends of post-World War II subdivisions. However, the small portion of the subdivision that was constructed more than 50 years ago does not adequately portray this significance on its own. While Haines Acres retains a higher level of integrity than comparable subdivisions in the county, it is not of exceptional significance to meet the requirements of Criterion Consideration G.

There are no notable dwelling types or architectural detailing contained within the subdivision. The dwellings within Haines Acres are typical of the ranch and split-level houses that were constructed throughout the country after 1950. Dwellings constructed in the 1954-1958 portion of the subdivision have often undergone significant alterations as modern families found the modest houses of that time period to be too small. While additions can be found on about a third of the houses in Haines Acres, they are limited to the rear elevations of the houses, enabling them to maintain the appearance of mid-twentieth-century dwellings from the street and the unified setbacks and streetscape (yards, lack of fencing, etc.) of the neighborhood. Over one half of the dwellings within Haines Acres have modern windows, doors, roof materials or siding, but the brick veneer that dominates the houses of the subdivision has remained intact on almost every dwelling. Carports have been enclosed and garages have been converted to living spaces in only a small percentage of the houses. The layout of the development has not been altered since the completion of the last section in 1973; streetscapes and setbacks remain intact, and the associated amenities retain their original uses.

Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

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### PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

**RESOURCE NAME:** Haines Acres

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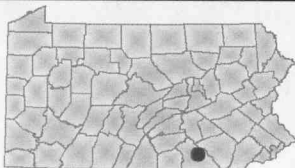
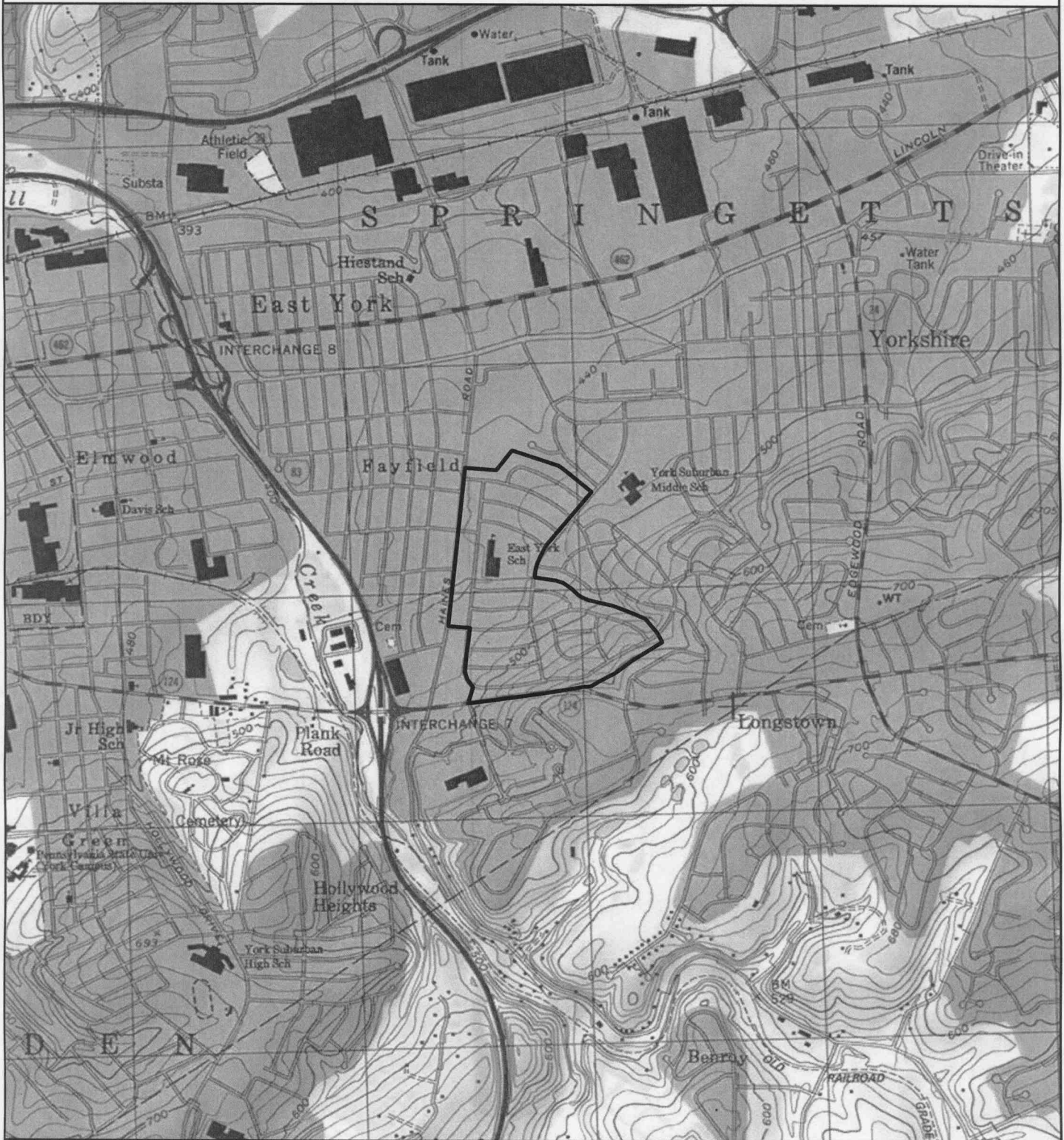
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# Haines Acres Location Map

Springettsbury Township, York County, Pennsylvania



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Feet

Haines Acres  
(1954-1958)

Map Source: USGS 7.5' DRG (York, PA)







## Date of Subdivision and Photograph Locations Haines Acres

Springettsbury Township,  
York County, Pennsylvania



Photograph Locations



Haines Acres (1954-1958)

### Date of Subdivision



1954 - 1958



1959 - 1960



1961 - 1964



1965 - 1968



1969 - 1973

500

Feet

