

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – PHOTO/SITE PLAN SHEET

89A

Pennsylvania Historical and Museum Commission
 Bureau of Historic Preservation
 Commonwealth Keystone Building, 400 North Street
 Harrisburg, PA 17120-0093

Survey Code: PA 047 - 7

Tax Parcel/Other No: Multiple

County: York 133

Address: Between Haines Rd. on the east, I-83 on the west, an unnamed branch of Codorus Creek on the south and, roughly, Eastern Boulevard on the north

Municipality: Springettsbury Township

Historic Name/Other Name: Fayfield Subdivision

SITE PLAN

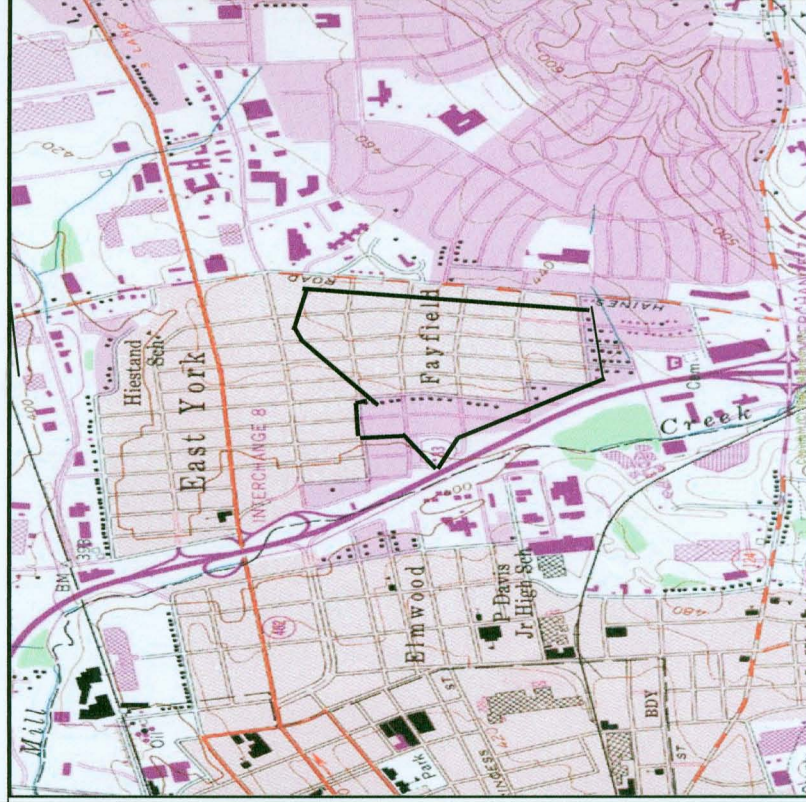


PHOTO INFORMATION



Number	Description of View	Direction of Camera
1	100 Block of South Russell Street	SE
2-27	See Continuation Sheets	

Photographer Name: Susan Cabot
 Negative Location: ASC Group, Inc., 1100 Spring Garden Drive, Date: May 2007
 Middletown, PA 17057

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

89B

IDENTIFICATION AND LOCATION

Survey Code: PA 047 - 7 Tax Parcel/Other No.: Multiple

County: 1 York 133 2 _____

Municipality: 1 Springettsbury Township 2 _____

Address: Located between Haines Road on the east, I-83 on the west, an unnamed branch of Codorus Creek on the south and, roughly, Eastern Boulevard on the north.

Historic Name: Fayfield Subdivision

Other Name: N/A

Owner Name/Address: Multiple property owners

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

Resource Category: Building ☒ District ☐ Site ☐ Object

Number/Approximate Number of Resources Covered by this Form: 1

USGS Quad: 1 York 2 _____

UTM References: A. 18 E 0356363 N 4424553 C. 18 E 0356497 N 4425805
 B. 18 E 0356034 N 4424736 D. 18 E 0355624 N 4425426

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory	Code:
A. <u>DOMESTIC</u>	<u>Single Dwelling</u>	<u>01A</u>
B. <u>DOMESTIC</u>	<u>Garage</u>	<u>01C</u>
C. _____		
D. _____		

Particular Type: A. Single Family Residence
 B. Garage
 C. _____
 D. _____

Current Function Category:	Subcategory:	Code:
A. <u>DOMESTIC</u>	<u>Single Dwelling</u>	<u>01A</u>
B. <u>DOMESTIC</u>	<u>Garage</u>	<u>01C</u>
C. _____	_____	_____
D. _____	_____	_____

PHYSICAL DESCRIPTION

Architectural Classification: A. Ranch 70

B. Colonial Revival (Cape Cod) 51 C. Minimal Traditional 80

D. Split-Level 80 Other: Other: Vernacular 80

Exterior Materials:

Foundation	<u>Concrete</u>	<u>65</u>	Roof	<u>Asphalt</u>	<u>63</u>
Walls	<u>Brick</u>	<u>30</u>	Walls	<u>Vinyl</u>	<u>72</u>
Other	<u>Aluminum</u>	<u>55</u>	Other		

Structural System: 1. Masonry 21 2. Timber-Light Frame 14

Width: 3 bays C Depth: 2 Rooms B Stories/Height: 1-1 1/2 A

HISTORICAL INFORMATION

Year Built: C. 1938 to C. 1986 **Additions/Alterations Dates:** C. 1957

Basis for Dating: ☒ Documentary ☒ Physical

Explain: Dating is based on deed research and architectural survey. The 1957 alteration was the construction of I-83.

Cultural/Ethnic Affiliation: 1. N/A 2. _____
1. N/A

Associated Individuals: 1. Morgan, Zeigler & Phillips, Developers 2. Robert Yost, Inc.

Associated Events: 1. N/A 2. _____

Architects/Engineers: 1. Unknown 2. _____

Builders: 1. Cuffaro Builders 2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

PREVIOUS SURVEYS, DETERMINATIONS

None

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes ☒ No ☒ **Context(s):**

Contributes to Potential District: ☐ Yes ☒ No **District Name/Status:**

Explain: The Fayfield Subdivision lacks significance as a mid 20th century residential development.

THREATS

Threats: 2 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other

Explain: Portions of the Fayfield Development may be impacted by the I-83, Exits 18 & 19 Highway Project.

SURVEYOR INFORMATION

Surveyor Name/Title: Susan M. Cabot – Architectural Historian

Date: May, 2007

Project Name: I-83, Exits 18 & 19 – York County

Organization: ASC Group, Inc.

Telephone: 717-939-0381

Street and No.: 1100 Spring Garden Drive, Suite C

City, State: Middletown, PA

Zip: 17057

Additional Survey Documentation:

Associated Survey Codes:

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET

Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

Survey Code: _____ **Tax Parcel/Other No.:** Multiple

County: York **Municipality:** Springettsbury Township

Address: Located between Haines Rd on the east, I-83 on the west, an unnamed branch of Codorus Creek on the south and, roughly, Eastern Boulevard on the north.

Historic Name/Other Name: Fayfield Subdivision

PHYSICAL DESCRIPTION:

Fayfield Subdivision is located in Springettsbury Township, York County, Pennsylvania, approximately one and a half miles east of the city of York. It is bordered on the west by Interstate 83 (I-83), on the east by Haines Road, on the south by an unnamed branch of Codorus Creek and on the north irregularly in the vicinity of Eastern Boulevard. Fayfield Subdivision includes portions of 2nd, 3rd, 5th, 7th and 9th Avenues running east-west and portions of South Royal, South Russell, South Kershaw, South Harlan, South Vernon, and South Findlay and South Keesey Streets running north-south. The avenues are sixty feet wide while the streets are fifty feet wide. The development was originally configured with residential lots facing the north-south streets and side yards only running along the avenues. Today there are approximately eight houses in Fayfield that front one of the avenues although several are numbered on the north/south street.

The land that became Fayfield was generally designed as a subdivision in 1937 by the York Airport (Figure 1.) Only the lots fronting the west side of Haines Road (constructed in 1931) were delineated on the plan and approximately a dozen were sold prior to and during World War II. The York Airport was an enterprise started by five York businessmen in 1930 on farm property purchased from the Joseph Kindig family. The subdivision was recorded in 1947 with two sections known as Fayfield 1 and Fayfield 2 (Figure 2.) Fayfield 1 was bounded by Haines Road on the east, on the west by the east side of South Kershaw Street, on the south approximately by an unnamed branch of Codorus Creek and on the north in an irregular line roughly parallel to Eastern Boulevard. Fayfield 2 was bordered on the east by the west side of South Kershaw Street, on the south by a branch of Codorus Creek and on the north by the East York community and west by Mill Creek (including land taken in the late 1950s by the construction of I-83) along the boundaries of the Kindig farm property. The 1947 subdivision plan indicates the proposed location of the "Susquehanna Expressway" that became I-83.

Despite its somewhat irregular boundaries, Fayfield was laid out on flat land in a grid style designed to coordinate with the numbered east/west street pattern in Elmwood to the west and the named north/south streets in East York to the north. Over time the original development boundaries have blurred; today Fayfield incorporates a small section of East York that is south of Eastern Boulevard and an area known as Green Acres located south of the unnamed creek that runs east/west between the Ninth Street and Washington Road. Fayfield also lost land on its western boundary during the late 1950s construction of I-83. When it was originally platted there were approximately four hundred and ninety one lots in the two sections of the subdivision with parcel measurements that average 75 feet by 120 feet. Today there are approximately four hundred and sixty six lots in Fayfield counting the one or two block portions of the north/south streets that were originally part of East York and the homes of Green Acres to the south.

When the development was platted, the York Airport placed restrictions, common in mid-twentieth century subdivision development, on the lots in Fayfield. The restrictions included a minimum building ground floor size of 850 square feet for a one story house and 750 square feet for two stories or more, a standardized fifty foot front yard setback as indicated on the plat and ten foot side yard setbacks from the property line. The original portion of Fayfield has no sidewalks with the exception of South Keesey Street. South Keesey Street has sidewalks on both sides from Eastern Boulevard to the Fayfield Park (Photo 2) at the southern end just beyond 5th Avenue. The sidewalks and the park may have been completed by PennDOT following the construction of I-83 which greatly impacted the west side of Fayfield. South Findlay, South Vernon, South Harlan and South Kershaw Streets have one of two blocks of sidewalks at the northern end which was part

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET

Fayfield Subdivision

Physical Description (Page 2)

of East York. The north/south streets in Fayfield were originally designed to be fifty feet wide but over time the actual drivable street width has narrowed and the paved edges are, for the most part, informal parking areas. Some property owners have actually extended their front yards into this shoulder area (Photo 3.)

Fayfield contains a collection of post World War II housing styles constructed in modest proportions with minimal architectural detailing. Simple Colonial Revival styles, the type more commonly known as Cape Cod, small Ranch homes and Minimal Traditional designs are predominant with fewer Split-Level and Garrison style examples. The homes in Fayfield were constructed on fairly small lots at economic prices. Very few of the homes represent excellent examples of a particular mid twentieth century architectural style. The houses are generally smaller and simply detailed versions of a certain style with modifications made by a builder's influence or the consumer's choice. A majority of the homes are one story with three to four bays with either an attached garage or a carport. Some Fayfield homeowners have added living space by enclosing the garage. There are a minimum number of free standing garages in the subdivision.

There was no landscape plan for Fayfield. Although there are a number of mature trees in the subdivision, these were likely planted when the homes were first constructed. Most of the lots are well landscaped and the homes are generally well kept.

South Royal Street is the first street of Fayfield west of Haines Road; it runs from south of Eastern Boulevard at the north end to the creek on the south. South Royal Street has a mixture of the architectural styles noted above, with no single dominant design. With the exception of the last half block to the north (East York) and the last half block to the south (Green Acres), the homes on South Royal were constructed in the late 1940s or early 1950s. The Ranch design at 200 South Royal (Photo 4) faces 2nd Avenue but is numbered on South Royal. Small Cape Cod homes such as the two story, three bay house with an attached garage (Photo 5) at 750 South Royal are common on the street, although the large side yard is not. At the southern end, 941 South Royal Street (Photo 6) provides a classic example of a mid 1950s Split Level home. South Royal Street also has the only home in Fayfield that has been dramatically updated, concealing its original style and giving the house a late twentieth century appearance (Photo 7.)

South Russell Street is the next street to the west, running from just south of Eastern Boulevard to the creek on the southern end. This street also has a combination of styles although Cape Cods, such as 510 South Russell (Photo 8) and simple vernacular interpretations of the Cape Cod style, like the house at 351 South Russell (Photo 9), are most prevalent. South Russell Street also has modest Minimal Traditional homes as seen in the streetscape of Photo 1. At the southern end of Russell Street is the Misericordia Convalescent Home, constructed in 1965 and designed with a functional Art Moderne influence (Photo 10.)

South Kershaw Street is located west of South Russell Street and extends south from the middle of the 100 block (the first half is part of East York) to the unnamed creek midway between 9th Avenue and Washington Road. This street and the four streets further west were impacted by I-83 construction in the late 1950s and lost lots that were part of the original boundaries of Fayfield (Figure 2.) South Kershaw Street continues the pattern of diverse post World War II architectural styles with many of the homes representing various interpretations of the Ranch style. Throughout Fayfield there are groupings of houses designed with the same building footprint and stylistic details. The east side of the 700 block of South Kershaw Street features a row of identical modest Ranch houses with low-pitched gable roofs, moderate eave overhangs and narrow horizontal windows (Photo 11.) The size of the lots in Fayfield did not allow for sprawling Ranch designs but there were a number of "Ranchette" variations including the home at 954 South Kershaw (Photo 12) which faces east on the cul-de-sac that ends the southern extreme of South Kershaw Street.

The Fayfield portion of South Harlan Street begins at 2nd Avenue and runs south to the location of four houses south of 9th Avenue. These four homes are sited very close to I-83 and were surprisingly constructed in the late 1960s and early 1970s, long after the highway was completed. Three of the four homes feature

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET

Fayfield Subdivision

Physical Description (Page 3)

larger lots or extra wooded areas that serve as somewhat of a buffer for the effects of the highway's proximity. 900 South Harlan (Photo 13) is a good example of what appears to be a relatively small vernacular Ranch style house. The floor plan of the one story building actually extends considerably to the west and north and the home includes a large patio and back yard that extends to the I-83 right of way. Just up the street, on the west side of the 700 block of South Harlan Street, a streetscape view shows the mixture of architectural styles (Photo 14.) Further north on the street are several distinctive Ranch homes, such as the one at 221 South Harlan (Photo 15.)

South Vernon Street runs from 2nd Avenue to just south of 7th Avenue. The block of South Vernon from Eastern Boulevard to 2nd Avenue was technically part of the East York development although the homes weren't constructed until the 1950s and the streetscape features a row of identical Cape Cod style homes (Photo 16.) This style continues throughout the length of South Vernon Street and includes an interesting Cape Cod interpretation, with stylistically influenced landscaping, at 211 South Vernon (Photo 17.) There are also modest Ranch homes (Photo 18) and a few vernacular homes influenced by Colonial Revival traditional design (Photo 19.) South Vernon Street ends midway on the block between 7th Avenue and 9th Avenue where it intersects with I-83.

7th Avenue continues west for one more block where it intersects with the southern terminus of South Findlay Street. Fayfield's South Findlay begins at a midpoint in the block between 2nd and 3rd Avenues. The north-western corner of South Findlay and 3rd Avenue features a traditional Cape Cod style home with a steep roof pitch, dormers, a simply designed portico and a slightly recessed entrance with shutters (Photo 20.) Most of South Findlay developed in the late 1950s and early to mid 1960s. There are more Split-Level designs such as the house at 560 South Findlay (Photo 21) as well as small Ranch styles as seen at 320 South Findlay (Photo 22) and 541 South Findlay, detailed with decorative diamond shaped window muntins (Photo 23.) On South Findlay there are homes constructed in similar styles that perhaps represent the work of the same builder, but for the most part the streetscapes are stylistically diverse as seen in the 200 block of South Findlay Street (Photo 24.)

South Keesey Street is the shortest street in Fayfield with only one block between 3rd Avenue and 5th Avenue before the street ends south of 5th at Fayfield Park (Photo 2.) The well designed Cape Cod style home at 300 South Keesey (Photo 25) represents a transition between the East York and Fayfield neighborhoods. The house next door at 310 South Keesey (Photo 26) is an example of simple Ranch style influence seen throughout Fayfield. The block also includes a Contemporary design home at 341 South Keesey (Photo 27), across from the playground. South Keesey Street is the only street in Fayfield with continuous sidewalks from Eastern Boulevard to the park on the west side and to 5th Avenue on the east side. Today South Keesey Street and the playground form part of the western boundary of Fayfield.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET

Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

Historic Name/Other Name: Fayfield Subdivision

HISTORICAL NARRATIVE

York County

York County was established in 1749, taken from the lands of Lancaster County which had been formalized in 1729. York County, named for Yorkshire, England, was the first county west of the Susquehanna River. Immigrants began to settle this portion of western Lancaster County following the Indian Treaty of 1736. The city of York, initially a borough, was formed in 1741 after two German immigrants petitioned the proprietors, the sons of William Penn. The Susquehanna River was the eastern boundary of the new county, with the Maryland state line on the south, the South Mountains, roughly, on the west (until 1800 York's land encompassed Adams County) and a northern boundary left somewhat undefined until Cumberland County was formed in 1750. Topographically the county consists of rolling hills and valleys with the gently sloped South Mountains to the west. At its founding in 1749, York County had a population of approximately six thousand which increased to over seventeen thousand by the close of the American Revolution in 1783.

During the Revolutionary War, the city of York served as the national capitol from September 1777 through June 1778 when the Continental Congress fled a British-occupied Philadelphia. After the war agricultural pursuits continued to flourish, the beginning of York County's industrial strength became evident and the population grew steadily. Transportation via canals, railroads and newly stabilized roads contributed to the efficient movement of goods and services. In 1800 Adams County was formed from land on the western boundary of York County. York County grew steadily during the nineteenth and early twentieth centuries eventually becoming home to nationally known companies such as Caterpillar, Harley-Davidson, York Barbell and Pfaltzgraff Pottery.

Springettsbury Township

Springettsbury Manor, at 65,000 acres the largest of the colonial Proprietary Manors, encompassed all of today's Spring Grove and Springettsbury Townships to the east of the city as well as portions of ten other townships. The area now known as Springettsbury Township was originally part of Hellam Township, designated in 1739. From Hellam Township came Spring Grove Township in 1822. Citizens in the eastern portion of Spring Grove Township petitioned the county courts to divide the township and their request was approved in 1891. Springettsbury Township is bounded roughly by Interstate 83 and Spring Garden Township to the west, East Manchester Township to the north, Hellam Township to the east and York Township to the south. Historically the township was largely agricultural although during the twentieth century it became home to local companies such as Rutter's Dairy and national industries such as Caterpillar Tractor which opened two plants in Springettsbury in the 1950s.

Springettsbury Township is bisected by one of the earliest roads in the county that led from the city of Lancaster to the city of York. Forming the east-west cross street of the city's Continental Square, the road is known as Market Street in York. In the early twentieth century Market Street became part of the transcontinental Lincoln Highway that was later designated as Route 30. When the Route 30 York Bypass was constructed, Market Street became PA 462. Market Street was an active thoroughfare in York with trolley service to Wrightsville beginning in 1903 and continuing until 1939. East of York, along Market Street, two suburban neighborhoods developed adjacent to each other in the early twentieth century.

Closest to the city was Elmwood, designed and platted in 1903 by the Small family. The development featured large lots along East Market Street and Elmwood Boulevard that encouraged the construction

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET

Fayfield Subdivision

Historical Narrative (Page 2)

of architecturally distinctive homes in what was considered an upper class suburban setting. A significant element in the design of Elmwood was a series of alleys behind the primary street system that allowed for garage or driveway access at the rear of the property. To the south of Elmwood Boulevard a gridded street plan featured substantial single and double houses that were marketed to upper middle class families. Home construction in Elmwood happened gradually from the early twentieth century through the 1970s.

Across Mill Creek further east along Market Street, the Pennsylvania Real Estate Investment Company led by John Longstreet purchased the Keesey Farm and platted the East York community, also in 1903. A grid pattern of streets with sidewalks were constructed in East York primarily on the north side of Market Street with one to three block extensions on the south side. Most of the homes were constructed during the 1920s through the 1940s with Colonial Revival, Tudor and Prairie the predominant architectural styles. East York residents were reliant on the automobile and trolley service for access to shopping, services and entertainment in York. When the trolley service was discontinued in 1939, Mr. Longstreet operated a bus route from East York into the city. There were almost no retail stores or other services in the East York area until the mid 1950s.

Prior to the construction of I-83 in the late 1950s, East York and Elmwood connected at Market Street, Second Street and a boulevard known as Elmwood in that subdivision and known as Eastern Boulevard in East York. When I-83 altered the road patterns, Eastern Boulevard was redesigned with a wide curving entrance off East Market Street. Market Street was the north/south division point for the named street in East York. The development area extended one or two blocks south of Eastern Boulevard but the construction of homes in that area did not really begin until the late 1940s and early to mid 1950s. The southern boundary of the East York Historic District, listed on the National Register in 1999, is Eastern Boulevard.

In 1955 Mahlon Haines, a well know local businessman and philanthropist, sold his 205 acre farm located south of East York on the east side of Haines Road to local real estate developers Epstein & Sons. The new subdivision was called Haines Acres after Mahlon Haines agreed to make a \$2500 donation to the Boy Scouts if the development was named for him. Haines Acres eventually grew to over eight hundred acres with a curvilinear street plan and a variety of lot sizes and configurations. Early lots sold for an average of \$2,500 and building continued into the 1990s.

Another 1955 development further changed the landscape of Springettsbury Township and influenced surrounding land use for years to come, as well as impacting downtown York. The York County Shopping Center was constructed at the northeast corner of East Market Street and Haines Road with thirty six businesses and services. Sears moved from downtown York and Weis opened the first grocery store in the East York area. The York County Shopping Center was the first regional shopping center in York County. The dominance of the automobile, a growing economically diverse residential population and industries that provided jobs made Springettsbury Township one of the most popular places to work, live, and shop in mid twentieth century York County.

Fayfield Subdivision

Springettsbury Township was also the site of the first airport in York. Along the southwestern boundary of the township was a one hundred and fifty seven acre farm owned by businessman Joseph Kindig who used the acreage as a place to tame and train wild horses. In the early twentieth century the long level stretch of land had been informally used as an airplane landing strip when no other place could be found. Community leader Mahlon Haines, whose farm was just east of the Kindig property, learned that pilots

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET

Fayfield Subdivision

Historical Narrative (Page 3)

followed the railroad tracks to find their way to York. In 1930 he was one of a group of investors who formed the York Airport Company. Pittsburgh Airlines ran the York Airport for approximately three years, using it as a stop for flights between Pittsburgh and New York. This activity was short-lived and the airport facilities soon moved further out of the city along the Lincoln Highway (Route 30) near Thomasville. In 1937 the York Airport recorded a "Plan for Proposed Development of Real Estate" (Figure 1) with a general street plan (later slightly altered) of the subdivision with lots delineated only on Haines Road. Those lots were fifty feet wide and two hundred and twelve feet deep and approximately a dozen were sold before and during World War II. The construction of homes did not begin in earnest until after World War II when Fayfield Subdivision was approved and recorded in 1947 (Figure 2) under the management of the real estate development firm of Morgan, Zeigler and Phillips, Incorporated. Most of the lots were sold to individuals for the construction of their own homes and groups of one to four lots were sold to small local developers such as Lester Bentz who either resold the lots or had homes built for sale. In 1952, the York Airport sold the remaining lots in Fayfield to Paul Zeigler and Joseph Morgan who were principals in Morgan, Zeigler and Phillips, Inc. Morgan, Zeigler and Phillips were real estate brokers and property managers with offices at 114 East Market Street. These developers sold individual lots in Fayfield and also had homes built "on spec" for sale after construction. Most of the lots were sold by the mid to late 1970s although construction of homes continued into the 1980s.

Fayfield Subdivision fulfilled a need in post World War II Springettsbury Township and greater York for reasonably priced homes away from the city, close to new industrial development and accessible by newly affordable automobiles and improved roads.

Suburban Development

Suburban development in America began as early as the mid nineteenth century with the idea of living outside but still connected to the city, an option usually available only to the wealthy. The evolution of residential developments established a distance from an urban area was from the start dependent on transportation resources. Although people wanted to live on the outskirts of a community, jobs, goods and services remained in the city during the early twentieth century. Suburban residential development has been categorized chronologically and identified by the type of transportation that supported its growth.

The earliest suburbs, dating from ca. 1830-1890, are known as Railroad and Horsecar Suburbs and developed primarily because of the availability of railroad transportation. Prior to the Civil War, major cities such as Boston, Chicago and New York had growing suburban communities made possible by accessible transportation. Horsecars followed main roads from the city to homes that provided some relief from dense urban neighborhoods but were still in close proximity to employment, shopping and recreation. These areas housed a more middle class population and the neighborhoods were often eventually annexed into the city limits.

The industrial revolution following the Civil War fostered more transportation improvements such as electrified streetcars. Streetcar Suburbs developed during the period from 1888 to 1928 and made living outside large urban centers more available to working class citizens. Neighborhoods and communities with simple homes on small lots developed within walking distance of the streetcar stops. In a smaller city such as York, the streetcar or trolley along Market Street initially provided primary transportation to the early twentieth century upper middle class suburbs of Elmwood and East York. As automobiles became more commonplace, the trolley served as a means of transportation for the women to shop and children to go to school in downtown York.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET

Fayfield Subdivision

Historical Narrative (Page 4)

Automobile ownership in the United States went from 8,000 in 1900 to over nine million by 1920. Commuters now had greater flexibility in deciding where to live and the Early Automobile Suburbs reflected that greater freedom of movement. Real estate entrepreneurs promoted the idea of suburban developments as communities and open land, often in agricultural use, surrounding urban areas became popular residential properties. In 1934 the National Housing Act standardized the home building industry and created the Federal Housing Administration that provided Federal insurance of mortgages. This made home ownership a reality for a wider range of personal economic situations and suburban developments of all shapes and sizes rapidly appeared on the landscape.

Architectural styles in the first quarter of the twentieth century were revivals of earlier European styles combined with a wave of nostalgia for "colonial" America. Tudor Revival and Colonial Revival were generally the most popular for new suburban development. The influence of the Colonial Revival style and detailing was seen in even the simplest homes. The most popular design was the Cape Cod style based on early New England cottages. Suburban Cape Cods were generally one and a half stories, with dormers, shutters and front entrances that featured modest Georgian or Federal detailing. Early twentieth century Cape Cod homes were frame construction but the technique of including inexpensive veneers of brick or stone allowed even more variety in this popular style. Driveways became a necessary part of home construction and detached garages were an additional feature.

The post World War II era was a real turning point for the United States. Thousands of former soldiers returned to an acute housing shortage. The development of Freeway Suburbs between 1940 and 1960 was made possible by improved highways and transportation systems, mass production of building materials, and the availability of low interest rates and government backed mortgages. Suburban development was farther from the city and often included retail and service areas nearby. Subdivision lots were small but the overall density was low and deed restrictions assured uniformity of setbacks, building size and land use.

The influence of Colonial Revival architecture continued to be seen in new home construction but the style of the day was the Ranch house. The Ranch style took features of the early twentieth century Bungalow and Prairie homes and combined them with a one story construction with low pitched roofs, moderate eave overhangs, ribbon windows and often a large picture window. The sprawling style fit well on larger suburban building lots but the Ranch design was easily compacted to suit smaller sites. Also popular in the economically challenged 1930s was a simplified version of the Tudor Revival style known as Minimal Traditional. Those homes feature a low pitched roof, a large chimney, at least one front gable and are usually one story construction. These designs were also easily adapted for a variety of lot sizes, exterior materials and stylistic details. In later Freeway Suburbs, the Colonial Revival style was again apparent with the construction of two story Split Level and Garrison designs.

National Register Evaluation:

Fayfield Subdivision was evaluated according the criteria of the National Register of Historic Places. Fayfield was developed over a thirty year period from the late 1940s through the 1970s and designed essentially to meet the need for moderately priced housing in the greater York area. Aside from the minimal deed restrictions there was no uniform architectural plan, landscape design or neighborhood amenities such as sidewalks and playgrounds and therefore Fayfield does not appear to be significant under Criterion A of the National Register. The subdivision is not associated with any persons of local, state or national significance (Criterion B) and, given the level of disturbance, it is unlikely to reveal any information important to history or pre-history (Criterion D.)

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET

Fayfield Subdivision

Historical Narrative (Page 5)

Homes in Fayfield were constructed by individual owners or by small contractors and they represent the dominant residential architectural styles of the time period including Colonial Revival (Cape Cod), Ranch, Minimal Traditional and Split Level. They are, for the most part, small, minimally detailed examples of these styles without architectural or cultural distinction and do not appear to be eligible for the National Register under Criterion C.

Fayfield Subdivision is a pleasant residential neighborhood that retains integrity of location, design, workmanship, materials and association within its period of mid twentieth century development. The integrity of the setting and feeling of the west side of Fayfield were negatively impacted by the construction of Interstate 83 in the late 1950s. Fayfield Subdivision lacks significance as an example of a Freeway Era Suburb and does not appear to be eligible for listing on the National Register of Historic Places.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET
Fayfield Subdivision

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1937 - 1947

Various Records

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET
Fayfield Subdivision

FIGURE LIST

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Figure 2. 1947 Plan of Fayfield Subdivision

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Figure 1
1937 Proposed Development Plan
Haines Road Lot Plan
York County Deed Book 26V, Page 702

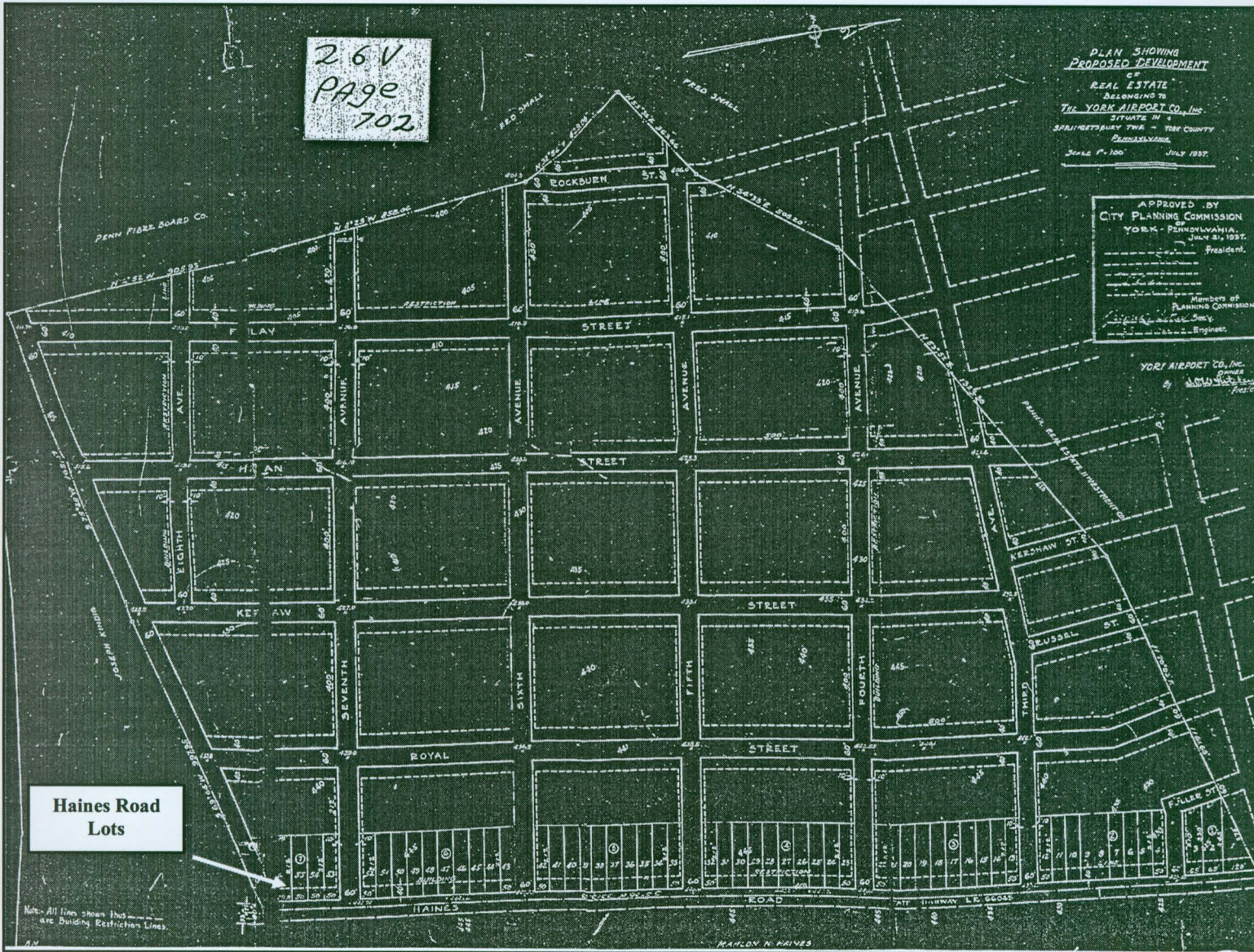
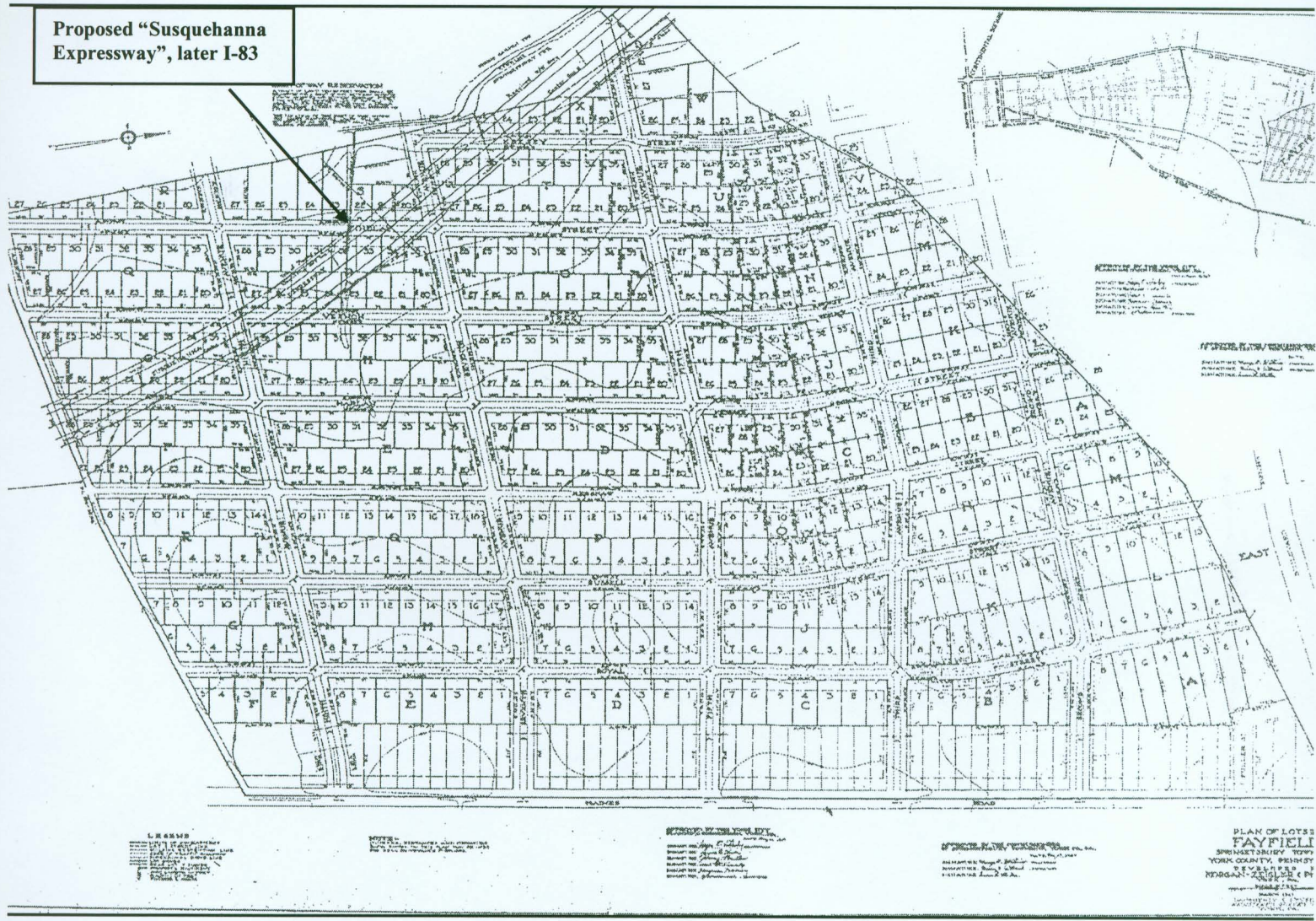


Figure 2
1947 Plan of Fayfield Subdivision
York County Plan Book, 26V, Page 702



PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - CONTINUATION SHEET
Payfield Subdivision

SITE PLAN / PHOTO LOCATION MAP - NOT TO SCALE





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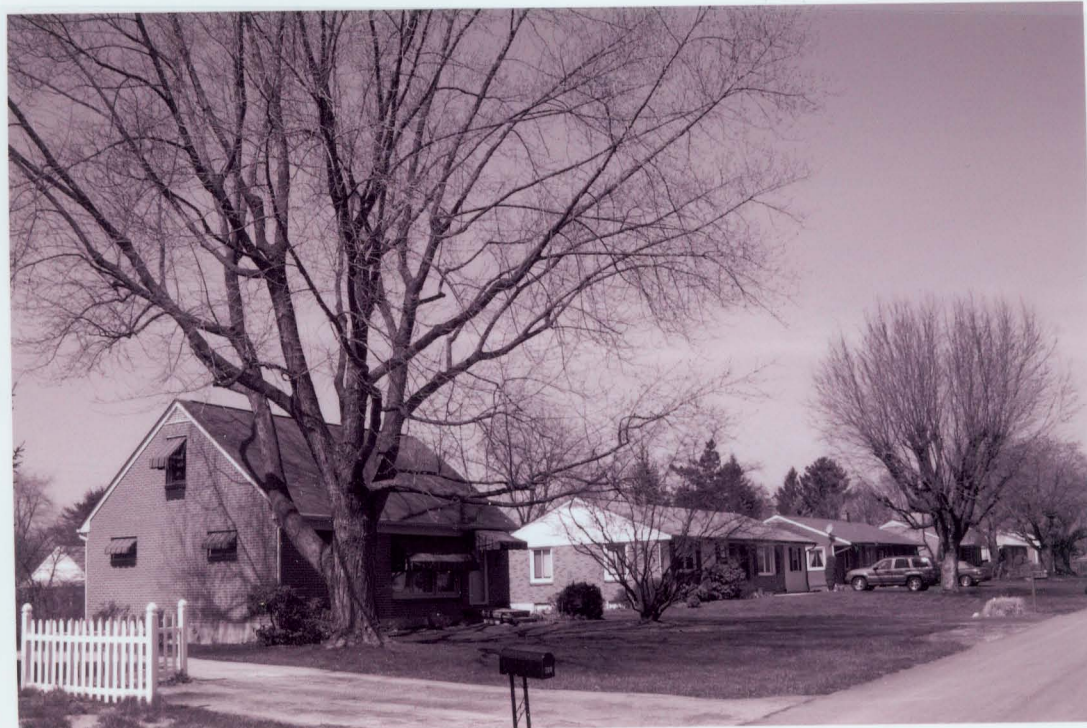


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