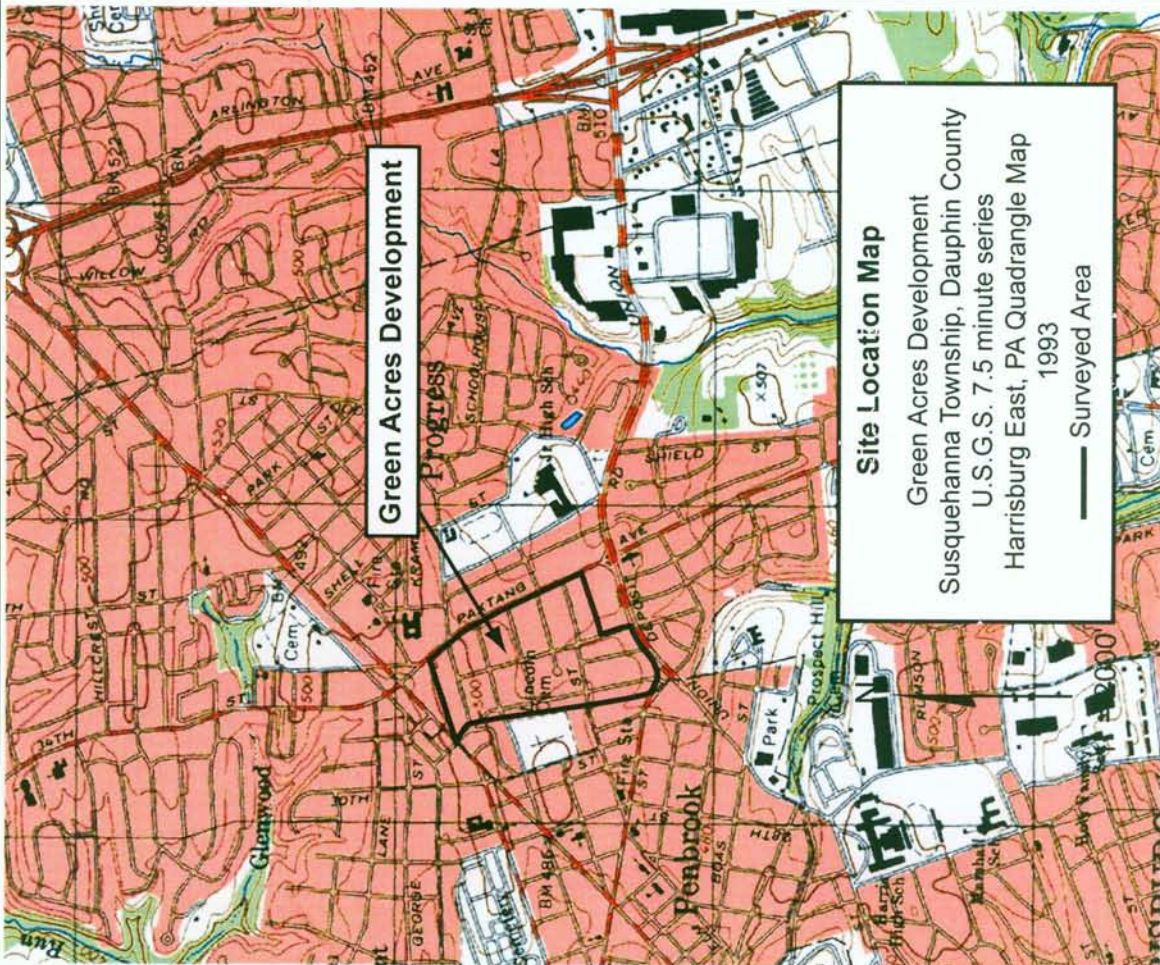


Pennsylvania Historical and Museum Commission  
Bureau of Historic Preservation  
Commonwealth Keystone Building, 2<sup>nd</sup> Floor  
400 North Street  
Harrisburg PA 17120-0093

Survey Code/Tax Parcel/Other No.:	N/A	County:	Dauphin
Municipality:	Susquehanna Township	Address:	Located south of U.S. 22 between the Borough of Penbrook and Progress Avenue
Historic Name/Other Name:	Green Acres Development		
Site Plan		Photo Information	



Number	Description of View	Direction of Camera
1	View of Schoolhouse Lane from intersection with 32 <sup>nd</sup> Street	W
Photographer Name:	Charles Richmond	Date: 4/27/06
Negative Location	McCormick Taylor, Inc.	Harrisburg, PA



**IDENTIFICATION AND LOCATION**

Survey Code: N/A Tax Parcel/Other No. Multiple

County: 1. Dauphin 0 4 3 2.                     

Municipality: 1. Susquehanna Township 2.                     

Address: Located south of U.S. 22 between the Borough of Penbrook and Progress Avenue

Historic Name: Green Acres Development

Other Name: N/A

Owner Name/Address: Multiple property owners

Owner Category: X Private            Public-Local            Public-State            Public-Federal           

Resource Category:            Building X District            Site            Structure            Object           

Number/Approximate Number of Resources covered by this form: 168

USGS Quad: 1. Harrisburg East, PA 2.                     

UTM References: A. 18 E 343 246 N 4460 578 C. 18 E 343 444 N 4459 985  
 B. 18 E 343 484 N 4460 661 D. 18 E 343 785 N 4460 119

**HISTORIC AND CURRENT FUNCTIONS**

Historic Function Category: Subcategory: Code:

A. Domestic Single dwelling 0 1 A

B. Domestic Garage 0 1 C

C.                                                               

D.                                                               

Particular Type: A. Single family residences  
 B. Garage  
 C.                       
 D.                     

Current Function Category: Subcategory: Code:

A. Domestic Single dwelling 0 1 A

B. Domestic Garage 0 1 C

C.                                                               

D.                                                               

**PHYSICAL DESCRIPTION**

Architectural Classification: A. Vernacular 8 0  
 B. Colonial Revival 5 1 C. Ranch 7 0  
 D. Minimal Traditional 8 0 Other:                     

Exterior Materials: Foundation Concrete 6 5 Roof Asphalt 6 3  
 Walls Brick 3 0 Walls Vinyl 7 2  
 Other Asbestos 6 4 Other                     

Structural System: 1. Masonry 2. Frame

Width: 3 Bays C Depth: 2 Rooms B Stories/Height: 2 B

## HISTORICAL INFORMATION

Year Built: C. 1937 to C. 1960 Additions/Alternations Dates: C. 1966 to C. 2000  
Basis for Dating: x Documentary x Physical  
Explain: Based upon architectural field survey and background research.

Cultural/Ethnic Affiliation:

1. N/A 2. \_\_\_\_\_

Associated Individuals:

1. William Lescure Jr. 2. \_\_\_\_\_

Associated Events:

1. Suburban Development 2. \_\_\_\_\_

Architects/Engineers:

1. N/A 2. \_\_\_\_\_

Builders:

1. Stuart Feeser 2. \_\_\_\_\_

## MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet 9

## PREVIOUS SURVEY, DETERMINATIONS

No previous surveys.

## EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: \_\_\_\_\_ Yes X No Context(s): Development, Architecture

Contributes to Potential District: \_\_\_\_\_ Yes X No District Name/Status: N/A

Explain:

See Continuation Sheet 9

## THREATS

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

Explain: The property may be impacted by the U.S. 22/Progress Avenue Intersection Project.

## SURVEYOR INFORMATION

Surveyor Name/Title: Charles Richmond Date: 6/16/06

Project Name: U.S. 22/Progress Avenue Intersection Project

Organization: McCormick Taylor, Inc. Telephone: (717) 540-6040

Street and No.: 75 Shannon Drive

City, State: Harrisburg, PA Zip Code: 17112

Additional Survey Documentation: Site plan and photographs appended

Associated Survey Codes: N/A



## Pennsylvania Historical and Museum Commission, Bureau of Historic Preservation

Survey Code: N/A Tax Parcel/Other No.: Multiple  
County: Dauphin Municipality: Susquehanna Township  
Address: Located south of U.S. 22 between the Borough of Penbrook and Progress Avenue  
Historic/Other Name: Green Acres Development

**PHYSICAL DESCRIPTION**

The Green Acres Development is located in Susquehanna Township, Dauphin County, Pennsylvania, approximately one mile east of the City of Harrisburg (*See Site Location Map*). The Borough of Penbrook and the Lincoln Cemetery are located immediately west of the development. The village of Progress is located to the east, along U.S. 22. The northern border with the Green Acres Development is formed by the property line of the Hetrick Funeral Home, with the northwest corner of Green Acres bordering U.S. 22. The Green Acres Development is bounded by Progress Avenue to the east and Union Deposit Road to the south. The principal north-south roadways within the Green Acres Development include Thirty-First Street, Thirty-Second Street, and Stuart Place. The east-west roadways within the Green Acres Development consist of Schoolhouse Lane, Penbrook Avenue, Meadow Lane, Earle Street, and Elm Street. The Green Acres Development consists of one hundred sixty-eight (168) individual single-family residences.

The Green Acres Development was planned and constructed as nine separate subdivisions between ca. 1937 and ca. 1960. Three separate development companies planned the individual subdivisions within the Green Acres Development. The residences within Green Acres were constructed during the early to mid twentieth century and feature architectural styles common to the period. The earliest properties, located along Schoolhouse Lane, Penbrook Avenue, Meadow Lane, and Thirty-First Street, feature elements of the Colonial Revival style. The properties constructed during the 1950s, found on Penbrook Avenue, Meadow Lane, Thirty-First Street, Earle Street, Elm Street, and Stuart Place, are dominated by examples of the Ranch and Minimal Traditional styles. The Ranch style dwellings feature L and U shaped floor plans with integrated garages. Numerous vernacular properties exhibiting minimal architectural elements are located throughout the Green Acres Development. Various types of garages are found within the Green Acres Development, including detached to the rear, attached to the rear, attached, integral to the dwelling, and basement level to the rear. Properties along the north side of Schoolhouse Lane feature single-story, one-bay garages set to the rear of the residence, often connected by partially enclosed walkways. Seven residences located along the south side of Schoolhouse Lane featured garages to the rear of the house, located on the basement floor. Ranch style properties generally feature integral garages located within projecting gable wings. The streetscapes within the development are composed of 50' width right-of-ways, including tree-lined concrete sidewalks.

Schoolhouse Lane is the northernmost road within the Green Acres Development (*See Photos 1 & 2*). Schoolhouse Lane connects Thirty-First Street, to the west, and Progress Avenue, on the east. There are twenty-seven single family residences located along Schoolhouse Lane. The majority of lots along Schoolhouse Lane measure 50' by 150'. The corner lots vary in size due to the need to conform to Thirty-First Street and Progress Avenue. A common building type found along Schoolhouse Lane is a two-story, three to four bay, side gable dwelling, featuring elements of the Colonial Revival style. 3104 Schoolhouse Lane is a four-bay, two story, brick dwelling with a Colonial Revival door surround (*See Photo 3*). Several Cape Cod style residences featuring elements of Colonial Revival are found along Schoolhouse Lane, including 3110 and 3206 Schoolhouse Lane (*See Photos 4 & 5*). Several examples of the Garrison subtype of the Colonial Revival style, featuring a cantilevered second story, are found in the Green Acres Development. 3102 Schoolhouse Lane (ca. 1938) and 3110 Penbrook Avenue (ca. 1940) are near identical Garrison Colonial Revival houses, both featuring stone veneers along the first floor with asbestos siding on the second story (*See Photos 6 & 7*). Over half the properties along the north side of Schoolhouse Lane feature detached garages to the rear. Properties along the south side of Schoolhouse Lane include basement level garages with access from the rear of the lot (*See Photo 8*).



## Continuation Sheet 1

Penbrook Avenue is south of Schoolhouse Lane and connects Progress Avenue, on the east, with the Borough of Penbrook, on the west, intersecting with Thirty-First and Thirty-Second Streets (*See Photos 9 & 10*). Penbrook Avenue is a linear block of twenty-six residences, including examples of Cape Cod, Ranch, Minimal Traditional, and vernacular dwellings. One of the earliest residences within Green Acres is located at 3201 Penbrook Avenue, a two-story, three-bay brick vernacular dwelling with entry porch (*See Photo 11*). This was originally the residence of Stuart Feeser, the developer of several subdivisions within Green Acres. Several properties along Penbrook Avenue feature single-story, one-bay garages attached garages with steeply pitched roofs (*See Photos 12 & 13*). The property at 3207 Penbrook Avenue features a similar garage with an enclosed brick walkway between the garage and residence. Minimal Traditional style dwellings comprise most of the east end of Penbrook Avenue (*See Photos 14 & 15*).

Meadow Lane, south of Penbrook Avenue, connects with Thirty-First Street, to the west, and Progress Avenue, to the east (*See Photos 16 & 17*). Twenty-six single-family dwellings are located along Meadow Lane. The lot sizes are generally 60 to 65 feet wide and 150 and 160 feet deep, excluding corner lots. Meadow Lane, constructed between ca. 1946 and ca. 1958 is composed of Minimal Traditional, Cape Cod, and vernacular dwellings. The Minimal Tradition homes are generally one-and-a-half stories in height, three bays in width, side gabled, and lacking architecturally distinctive features. Several properties along Meadow Lane are composite structures featuring a variety of architectural element. 3106 Meadow Lane has elements of the Bungalow, Tudor Revival, and Colonial Revival styles (*See Photo 18*). Several properties along Meadow Lane include the single-story, steeply pitched roof attached garages, also found along Schoolhouse Lane (*See Photos 19 & 20*).

Thirty-First Street forms the western border of the Green Acres Development. Thirty-First Street extends through Subdivisions A, B, C, D, and E and includes properties constructed through the entire period of development in Green Acres. Thirty-First Street extends from U.S. 22 (Walnut Street), on the north, to Union Deposit Street, on the south (*See Photos 21, 22 & 23*). There are thirty-seven residences fronting onto Thirty-First Street. As with the other sections of Green Acres, a variety of architectural styles are found along Thirty-First Street, including Colonial Revival, Ranch, and Minimal Traditional. 109 S. Thirty-First Street, built ca. 1947, is a vernacular two-story side gable, brick dwelling which features a Colonial Revival door surround (*See Photo 24*). Several well maintained Cape Cod style dwellings are found along Thirty-First Street, including 311 Thirty-First Street (*See Photo 25*). The southern end of Thirty-First Street includes a number of Ranch style dwellings (*See Photos 26 & 27*). The property at 309 Thirty-First Street include attached steeply pitched roof single bay garages, similar to those found along Schoolhouse Lane and Penbrook Avenue (*See Photo 28*). 241 S. Thirty-First Street retains the single story attached garage and 221 S. Thirty-First Street has been altered with the addition of a second story to the garage, providing additional living space (*See Photos 29 & 30*).

Earle Street begins at the intersection with Progress Avenue, to the east, and ends at a cul-de-sac, west of the intersection with Thirty-Second Street (*See Photos 31 & 32*). Earle Street is composed of eighteen single-family dwellings, consisting predominately of Ranch style properties. The Ranch style dwellings feature bay windows, integral garages, and projecting gable wings. Chimneys are generally located at the junction of the living space and garage. The most common exterior building material is brick. 3204 Earle Street features a low-hipped roof, narrow sliding windows and an exterior brick chimney located along the façade. This property also features a two-car garage with hipped roof (*See Photo 33*). The properties surrounding the cul-de-sac include Ranch style dwellings with projecting gables and simple linear Ranch homes (*See Photos 34 & 35*).

Elm Street extends between Progress Street, to the east, and the Borough of Penbrook, to the west (*See Photo 36*). A total of eighteen (18) residences are located along Elm Street, composed of Ranch and Minimal Traditional style residences constructed during the mid to late 1950s. The Ranch style dwellings are generally



## Continuation Sheet 2

composed of U-shaped floor plans with projecting garages. There are minor variations in materials, fenestration, and floor plans, but in general the residences display uniformity (*See Photos 37 & 38*). The Minimal Traditional dwellings are similar in appearance, design, and construction to the Ranch dwellings, but generally include detached garages (*See Photo 39*).

Stuart Place extends between Elm Street, to the north, and Union Deposit Road, on the south (*See Photo 40*). A total of fifteen (15) residences, on lots ranging in size from 60 to 80 feet in width to 130 to 190 in length, front onto Stuart Place. Single-story, brick Ranch dwellings with integrated garages and projecting wings are the most common property type. In addition, several Minimal Tradition dwellings are found along Stuart Place. The Minimal Traditional residences are similar in design and materials as the Ranch style dwelling, but lack integral garages (*See Photo 41*). One Cape Cod style residence with Colonial Revival elements is located at 306 Stuart Place (*See Photo 42*). 3108 Union Deposit Road is located along Stuart Place, but fronts onto Union Deposit Road (*See Photo 43*).

## HISTORICAL NARRATIVE

### Dauphin County

Dauphin County was separated from Lancaster County in 1785 and included all of Lancaster County north of Conewago Creek. The name Dauphin was derived from the oldest son of the king of France and was given in recognition of that country's aid to the colonies during the American Revolution (Egle 1883: 112). In 1785 most of the population was located along the 45-mile long eastern bank of the Susquehanna River. The seat of justice was fixed at Harris' Ferry. The county obtained its present boundaries when Lebanon County was taken off the eastern side in 1813 (Day 1843: 272). The lower section of the county largely consists of undulating hills of slate and limestone lands that were noted for their beauty and fertility (Day 1843: 273). The section north of the Kittatinny Mountain contains numerous narrow valleys with red shale soil and abounds with anthracite coal, especially the Lykens Valley (Day 1843: 273). The county is located largely within the Ridge and Valley region of south central Pennsylvania. This region is distinguished by its line of long, wooded ridges and broad agricultural valleys that cross Pennsylvania diagonally in a southwesterly direction (Cuff 1989: 21). The section of the county south of the North or Kittatinny Mountain is an extension of the Lebanon Valley to the east and the Cumberland Valley to the west. The English and Scotch-Irish settled on well-watered locations south of the Kittatinny Mountain in what would be Dauphin County by the 1720s. Historian I. Daniel Rupp noted that some of the earliest settlers in upper Dauphin County were French Huguenots, including Andrew Lykens after which Lykens Valley took its name (Rupp 1846: 332-333). After the Revolution German settlers began arriving in larger numbers. During the early nineteenth century Middletown, as the western terminus of the Union Canal, rivaled Harrisburg for supremacy in population, enterprise, wealth, and influence. By the late nineteenth century, Harrisburg became established as a railroad and industrial center (Egle 1883: 321). By 1883 Harrisburg was connected with six railroad systems: the Pennsylvania Railroad, the Cumberland Valley Railroad, the Northern Central Railroad, the Lebanon Valley Railroad, the Dauphin & Susquehanna Railroad, and the Steelton Branch of the Philadelphia & Reading Railroad (Egle 1883: 322).

### Susquehanna Township

Susquehanna Township was established on May 1, 1815 from portions of Lower Paxton Township. The Susquehanna River, along with the City of Harrisburg, forms the western boundary of the township. At several times during the nineteenth century the City of Harrisburg expanded and annexed portions of Susquehanna



### Continuation Sheet 3

Township. The township is bounded by Middle Paxton Township, to the north, Lower Paxton Township, to the east, and Swatara Township, to the south. Robert Hunter established a trading post in the vicinity of Rockville during the 1720s. In the nineteenth century, the township comprised some of the richest farming lands in the county, especially that portion fronting the river (Egle 1883: 408). U.S. 22 has been a major transportation corridor since the late eighteenth century and served as a path between Paxton (Harrisburg) and Bethlehem (Dauphin County Historical Society 1985: 7). In 1787 the route was officially designated as a public highway. During the early twentieth century the route became known as the William Penn Highway and later U.S. 22. By the late nineteenth century suburban development had begun to expand east and north from the City of Harrisburg. In 1886 the East Harrisburg Passenger Railway Company was chartered and later established trolley lines between Harrisburg and Susquehanna Township. Trolley lines in Harrisburg ceased operations in 1939. The early suburban development occurred primarily in areas adjacent to the City of Harrisburg along the principal transportation corridors.

Susquehanna Township began a period of increased development beginning during the early 1890s. The development was the result of increased population growth of the City of Harrisburg during the mid to late nineteenth century. The early development occurred primarily in areas adjacent to the City of Harrisburg along the principal transportation corridors. In 1891 streetcar lines were established in Harrisburg and extended to the surrounding communities. This led to increased suburban planning in Susquehanna Township almost immediately. During the early 1890s numerous developments were planned, creating streetcar suburbs along established routes to Rockville and Progress. The developments were frequently farmland subdivided by the owners, including mostly Harrisburg business and political leaders such as John C. Herman, George Hunter, B.F. Meyers, David Mumma, Jacob Haldeman, and others. These developments were primarily composed of rectilinear city blocks ranging in size from ten lots to over one hundred.

During the early twentieth century additional developments were planned. Green Hill (1904) was developed as eighty-seven (87) individual building lots along the streetcar line on Sixth Street. The Harrisburg Country Club golf course bordered the development. Glenwood Hills (1905) was planned as a residential community, featuring larger lot sizes and "Reservations," a conscience attempt to retain scenic views and natural features, within the community. Hainton (1905) was developed by William Hain, consisted of 424 individual building lots in rectilinear city blocks on a fifty-four acres property. Lot sizes were standardized at thirty feet in width and one hundred-twenty feet in depth. Jonestown Road passed through the center of the planned development, which extended through both Susquehanna and Lower Paxton Townships. During the 1910s and 1920s additional developments were planned for Susquehanna Township, including Colonial Gardens, Beaufort Farms, Colonial Acres, Progress Heights, and Raysor Place. Many of these developments were small in scale, utilizing farmland that had been isolated by previous development. As the twentieth century progressed automobile use began to have a more significant role in suburban development. Private garages were found in greater numbers and development began to move to more isolated areas. Still, most developments were located along or near streetcar lines. By the 1920s developments began to be designed with increased emphasis on automobile use and incorporate landscape design elements.

The period following World War II was characterized by increased suburban development as road networks improved and the demand for housing increased. Between 1950 and 1960 over two hundred developments were planned in Susquehanna Township, ranging from small additions of existing developments to large-scale residential communities. Beaufort Farms, approved by township officials in 1947, was planned by Carl Wild, a landscape architect from State College, Pennsylvania and W.K. Cowden, a Harrisburg civil engineer. The plan included curving roads in a rural setting. Houses were located on large lots, often along cul-de-sacs. By the 1950s developers acquired property, planned communities, and encouraged large-scale efforts.



## Suburban Development

The residential suburban development in the United States can be traced to the mid nineteenth century. The prototypes of residential suburban development in the United States are Llewellyn Park, New Jersey (1851) and Riverside, Illinois (1868). These developments were designed to consist of single-family residences set in semi-rural environments and separated from the more densely populated urban centers. Early suburban development was available to more wealthy individuals who possessed adequate means of transportation, allowing access to and from commercial and industrial centers. David Ames notes that suburban development was "designed to be residential landscapes separate but connected to the city and to combine the open space and greenery of the country with an efficient layout of houses and transportation (Ames 1998: 3).

The trend in suburban development is generally categorized into four distinct period: Railroad and Horsecar Suburbs; Streetcar Suburbs; Early Automobile Suburbs; and Freeway Suburbs. The Railroad and Horsecar Suburbs developed between the 1840s and 1890s. The growth of the railroad industry allowed greater mobility and access between population centers. Rail lines extending out from central city locations and established stations in the surrounding regions. Suburban development grew around the stations, which allowed more affluent individuals to locate away from the increasing commercial and industrial development of the city. The railroad suburb featured curvilinear roads and architecturally distinctive homes on larger lots. During the late nineteenth and early twentieth centuries communities developed around the railroad stations and created distinctive communities with commercial areas and public facilities. The horsecar also allowed for improved transportation and opened areas on the edges of urban areas to be developed. The horsecar suburbs provided middle and working classes with the opportunity to expand to the periphery of the city. During the late nineteenth and twentieth centuries the horsecar suburbs, located originally outside the urban center, were often annexed or incorporated into the urban centers they were originally built on the periphery.

Streetcar Suburbs were initiated as a result of the successful development of electrified streetcar in 1888. Streetcar lines were developed and radiated out from the urban centers, somewhat similar to the earlier railroad and horsecar suburbs. Streetcar transportation allowed middle and working classes to attain certain aspects of the suburban ideal as created by the more affluent suburban developments of the mid nineteenth century. Streetcar suburbs were defined by small lots, located on rectilinear plans within walking distance of streetcar lines. Streetcar suburbs developed at intervals along streetcar lines, allowing for the development of individual communities with their own public and commercial development. As cities expanded, many streetcar suburbs were annexed into the corporate boundaries of the urban centers.

The automobile had a tremendous impact upon the growth of suburbs in the United States. Prior to the arrival of the automobile, commuters relied of railroads, horsecars, and streetcars located along fixed routes. Suburban development clustered around the transportation corridors. The automobile provided greater mobility and freedom of movement. During the first decades of the twentieth century suburban development expanded to meet the requirements of the increasing mobile public. Early Automobile Suburbs were not confined to existing transportation corridors. The architecture of the Early Automobile Suburbs reflected national trends, including Colonial, Tudor, and Dutch revivals. Garages for automobiles appeared on residential properties along alleys and eventually driveways attached to residences. During the period of the Early Automobile Suburb the real estate entrepreneur emerged. Previously developers acquired land, developed plans, and sold lots to individuals and builders. As real estate developers emerged, so did the concept of selling suburban developments as communities, to be more appealing to potential customers. The ability to purchase a home was greatly improved by the creation of the Federal Housing Administration, providing long-term mortgages reducing the



## Continuation Sheet 5

initial down payment and covering the cost of cost. Increased automobile use resulted in the creation of businesses designed to meet the needs of automobile owners and travelers, including gas stations, garages, motels, and others. The automobile also served to transform the suburban landscape, introducing a variety of distinctive elements including the shopping centers and commercial strips.

The pre-World War II period (1880-1940) was dominated by the Eclectic style, stressing pure copies of traditions established in Europe and the Colonial period. The Eclectic style included Colonial Revival, Tudor Revival, and others. The Cape Cod style dwelling was popularized during the early to mid twentieth century. The Cape Cod cottage was based upon folk dwellings from the eastern Massachusetts (McAlester 1984: 322). The one-and-a-half story Cape Cod cottage frequently incorporated features associated with the Colonial Revival style, including the addition of Georgian or Adam style entrances. Cape Cod style dwellings frequently utilized a variety of building materials and generally include dormers. The Cape Cod style remained popular for domestic use through the mid twentieth century.

The Freeway Suburbs developed between the mid 1940s and 1960s. This was the period of the greatest suburban development, following the conclusion of World War II. Post World War II suburban development was generally located on the periphery, isolated from existing development. Increased mobility and increasing land costs led developers to move away further from the urban center. Freeway Suburb developments generally consisted of low density lot sizes and uniformity in architectural design. The architecture of the period was dominated by the Colonial Revival, Cape Cod, and Ranch styles. Low interest rates, government financing, and mass production of construction materials combined to make housing more accessible in the post World War II period. The suburban development of period was also characterized by its racial and economic homogeneity.

The post World War II period was defined by suburban expansion facilitated partially by increased access to funding for housing construction and improved transportation systems. The Ranch style rapidly developed as the ideal housing type for the post World War II era. The Ranch style origins can be traced to the success of the Bungalow and Prairie styles, initiated during the early twentieth century. The Ranch style had its origins in the San Francisco Bay area during the 1930s and was widely promoted in the building and construction trade publications of the period. Following the conclusion of World War II, with increasing financial resources and improved access to loans, the nation faced a shortage of housing. Federal programs, increased automobile use, and improved road networks contributed to the development of suburban communities. The Ranch style dwelling is characterized by its sprawling appearance, single story construction. Ranch style dwellings required larger lot sizes and became synonymous with post WW II suburban growth. Benefits of the Ranch style included single story construction, requiring shorter chimneys, less plumbing and electrical lines, and a reduction in load bearing partitions. Between 1945 and 1955 over one million Ranch style residential dwellings were constructed in the United States (Jakle 1989: 184). Additional post WWII housing included the Minimal Traditional style dwellings. Minimal Traditional originated during the 1930s as a compromise of the traditional Eclectic houses, such as Tudor Revival, with minimal decorative features (McAlester 1984: 477-478). The Minimal Traditional was generally a one or one-and-a-half story scaled down designs (Jakle 1989: 218). Minimal Traditional residences featured dominant front gables and utilized a variety of building materials in construction. Garages are generally detached.

### Green Acres Development

The Green Acres Development was initially planned during the late 1930s and the first dwellings were constructed shortly after. The Green Acres Development was planned and constructed as a series of nine separate subdivisions within the overall development. Construction within the development began around 1937



## Continuation Sheet 6

and was completed by about 1960. The early development was generally confined to the northernmost sections of Green Acres. Construction appears to have been halted during the course of World War II and did not resume until around 1947. The most extensive construction period within Green Acres was from the period of 1950 to 1960. As a result, the northern subdivisions of Green Acres exhibit a greater diversity in building materials and architectural design. The middle and southern subdivisions of the Green Acres Development incorporated greater standardization of design and materials. Lots within Green Acres were laid out and planned by developers (Lescure, Feeser, Progress Development Company), who sold lots to general contractors and were removed from influence over design and construction of individual properties, although Stuart Feeser served as both builder and developer within several of the subdivisions of Green Acres. Developers did establish general building covenants that dictated layout of properties within the development. The contractors were responsible for the construction of individual homes within the development. The uniformity of design and construction within Green Acres suggests that building contractors were responsible for the design and construction of the individual homes.

Throughout the nineteenth to early twentieth century the future site of the Green Acres Development was farmland located along the south side Jonestown Road (U.S. 22). By the 1870s Levi and Anna Hocker had established a 134-acre farm at the southwest corner of the intersection of the village of Progress. On April 1, 1878 John Motter purchased the Hocker Farm for \$12,870. John Motter died on August 25, 1901 and the property was placed for sale by order of the Orphans Court of Dauphin County. John and Annie Motter had six female children, including Elizabeth Motter Fletcher, Annie Motter Hain, Fiona Motter, Helen Motter, Mable Motter Fisher, and Alice Motter Lescure. As a result of the Orphans Court decision, Alice Motter Lescure purchased the farm property on January 2, 1903. Alice Motter Lescure was married to William J. Lescure Sr., a prominent businessman in Harrisburg who served as a member of the investment firm of Lescure, Snively & Company and was president of the Chestnut Street Market House. Alice and William J. Lescure Sr. had four children, William Jr., DeForest, John, and Alice.

The Lescure Family developed plans to establish a residential community on family owned farmland near the intersection of Walnut Street and Progress Avenue (Walker Mill Road) during the late 1930s. William J. Lescure Sr. had acquired the farmland during the early twentieth century through his wife, Alice Motter Lescure. The development was named Green Acres and the Lescure Family developed subdivisions A, B, and C, composing the northern half of the current Green Acres Development. William J. Lescure Jr. appears to have been the principal member of family in the plans to develop the residential community. In 1930 William J. Lescure Jr. was a lawyer and resided at 2128 North Third Street in Harrisburg. His wife, Mrs. Virginia Spence Lescure served as the corresponding secretary for the Civic Club of Harrisburg. Other members of the Lescure family involved with the Green Acres Development included DeForest, John M., and Alice. DeForest Lescure was a salesman of investment securities who resided in Harrisburg. By the late 1930s the Lescure family began plans to develop the farmland as a suburban residential community, to be known as the Green Acres Development. Elbridge W. Cowden, a civil engineer with offices at 16 North Market Street in Harrisburg, was employed to survey the Lescure subdivisions within Green Acres. Cowden had an active career as a civil engineer in Harrisburg and the surrounding communities and was frequently consulted by private developers. He developed plans in 1919 for North View, a residential plan located on lands owned by Lawrence A. Hetrick, immediately north of Green Acres. During the early 1940s Cowden served as the borough engineer for Penbrook (Polk 1941: 17).

The local planning commission approved the original plan for the development of Section A of the Green Acres Development on June 4, 1937. A revised "Plan of Green Acres Section A & B" was submitted to the Planning Commission of the City of Harrisburg and Susquehanna Township Supervisors during late 1940 (*See Figure 1*).



## Continuation Sheet 7

E.W. Cowden surveyed the subdivisions. The plan called for sixty lots, generally measuring 60' by 150', set on rectilinear blocks fronting Schoolhouse Lane and Penbrook Avenue. Six (6) lots faced onto Thirty-First Street and varied considerably in size. Subdivision C was laid out by E.W. Cowden in August 1946 and was approved by the Planning Commission of the City of Harrisburg and Susquehanna Township Supervisors in October and November 1946 (*See Figure 2*). Subdivision C was composed of a single rectilinear block of thirty-four (34) lots, generally 60' by 150', fronting Meadow Lane. Six (6) lots faced onto Thirty-First Street. On June 28, 1937 William Lescure sold the first building lots in Green Acres Subdivision A to John Stapf, of Harrisburg. John Stapf was a local building contractor with his office located in Harrisburg. Stuart Feeser, a resident of the Penbrook area and an experienced carpenter, also purchased building lots from the Lescure family during the 1940s and 1950s.

The Lescure family established a series of covenants to regulate many aspects of life within the community (Deed Book C Volume 25, Page 305). The covenant restrictions stated that no non-residential properties could be built within the development and placed a minimum price requirement of \$6,000 on all construction within the development. The covenant established rules regarding the construction on garages. Garages were only allowed to be a single story structure and have capacity for only two cars at most. Garages must also be "architecturally in keeping with the house." The covenant also established the distance from roadways and property lines at which a residence could be built. Along Schoolhouse Lane, in subdivision A, buildings could not be constructed within twenty-five feet of the roadway. Another regulation was that no residence could be constructed within ten feet of an adjacent property line. To further prevent the introduction of objectionable structures, the owners were prohibited from constructing solid fences, billboards, or similar objects. An additional covenant required of property owners, common during the early twentieth century, stated that owners "shall not sell or lease the property herein conveyed to any person but those of the Caucasian race." These types of covenants, based upon race or ethnicity, were common and would continue until the Supreme Court ruled them unconstitutional in 1948. The covenants established by the Lescure family were maintained and continued in deed agreements for the other subdivisions developed in Green Acres.

Subdivisions D, E, F, and H of the Green Acres Development were planned on behalf of Stuart and Margaret Feeser. In 1940 Stuart Feeser was employed as a carpenter and resided in the Borough of Penbrook. During the early 1940s several other members of the Feeser family were employed as builders and carpenters in Penbrook, Progress, and the Colonial Park area. In 1953, the *City of Harrisburg Directory* listed Stuart Feeser as a building contractor and a resident at 3201 Penbrook Avenue in Green Acres. This address was also listed as his place of business. By 1956 Stuart Feeser Jr. was employed as a carpenter and foreman, residing at 3120 Elm Street in Subdivision F of the Green Acres Development (Polk 1956: 338). The Feeser subdivisions were planned and constructed between 1950 and 1960. W.K. Cowden was employed as the surveyor for Subdivision D and the plan was approved by the Planning Commission of Harrisburg on December 7, 1950 and the Supervisors of Susquehanna Township on January 2, 1950. The subdivision was 2.43 acres and was planned as eight (8) individual lots fronting onto Thirty-First Street between Elm Street and Meadow Lane (*See Figure 3*). The original plan called for a public road to connect Thirty-First Street and Earle Street, but this was not completed. Subdivision E was surveyed by W.R. Cowden and was approved by the Board of Commissioners of Susquehanna Township in 1952. The plan was composed of a single rectilinear block of eighteen (18) lots facing onto Thirty-First Street, beginning at the southern end of Subdivision D (*See Figure 4*). The majority of the lots within the subdivision measured 75' by 130' and 60' by 130', in an alternating pattern. The total number of lots was reduced from eighteen to sixteen, with several lots increasing in size. Subdivision F of the Green Acres Development was approved on November 18, 1953 and D.P. Raffensperger, of Lemoyne, was employed to conduct the survey. Subdivision H of the Green Acres Development was approved on June 9,



## Continuation Sheet 8

1955. The subdivision consisted of thirteen (13) single-family lots, generally measuring 90' by 120' and 90' by 130' (*See Figure 6*).

The Progress Development Company planned two subdivisions within the Green Acres Development. One subdivision, known as the Extension to Green Acres, was at the east end of Earle Street. The second subdivision was at the west end of Earle Street and known as the Heart O'Green Acres. The principal members of the Progress Development Company were Lawrence Bottaro, Pius Lewis, and Charles Dougherty. In 1941 Pius Lewis was employed as a laborer at Indiantown Gap and resided along Walnut Street. During the early 1950s Bottaro and Dougherty were employed as mechanics in Middletown, Dauphin County. Pius Lewis was a member of the firm of Lewis Brothers, along with Edio Lewis and Ettro Lucia. In April 1955 the Progress Development Company received approval from the Commissioners of Susquehanna Township and the Planning Commission of Susquehanna Township for an addition to the Green Acres Development. The Progress Development Company employed William E. Sees to survey the development. The plan included the development of twelve lots fronting Earle Street, measuring between 83 and 110 feet in width and 120 feet in length (*See Figure 7*). The Progress Development Company received approval from Susquehanna Township officials for development of the Heart O'Green Acres section during 1957. The Heart O'Green Acres was surveyed and planned by William Sees and consisted of six lots located at the west end of Earle Street, located on a cul-de-sac.

The Green Acres Development was constructed during the period of the early automobile suburbs and automobile ownership appears to have been common or anticipated among residents of the community. The trolley lines to the Penbrook and Progress areas had ceased operations by the time construction began in Green Acres. Mass transit, in the form buses, was available to residents of the area during the mid twentieth century. Builders employed various types and styles of garages within the Green Acres Development. Types of garages found within the Green Acres Development include detached to the rear, attached to the rear, attached, integral to the dwelling, and basement level to the rear. Properties along the north side of Schoolhouse Lane feature single-story, one-bay garages set to the rear of the residence, often connected by partially enclosed walkways. Seven residences located along the south side of Schoolhouse Lane featured garages to the rear of the house, located on the basement floor. These were utilized because the homes were constructed into the side of embankments. No public roads or alleys are located to the rear, so how this system operated is a question. From Penbrook Avenue and south garages were attached to the dwelling, either along the east or west elevations, as permitted. The property at 3201 Penbrook Avenue featured a two-bay, detached garage with hipped roof. This was also the property of Stuart and Margaret Feeser, the developers of several subdivisions within Green Acres. The property was also listed as Stuart Feeser's place of employment and the garage may have been used in conjunction with his contracting business.

The Green Acres community is cared for and well maintained by the residents. The landscape retains its original design of street widths, tree-lined avenues, and setback building line. Due to changing needs and demands, many of the properties within Green Acres have undergone maintenance repairs, replacement of exterior materials, and additions as required by property owners. Only three post-1960 residential intrusions have been constructed within the community. The setting of the community has remained largely unchanged, except for the addition of modern apartment buildings south of Elm Street. The Green Acres Development was constructed between two existing communities (Penbrook and Progress) and U.S. 22 has experienced continual growth throughout the mid twentieth through early twenty-first centuries. The Green Acres Development continues to function as a residential community composed of single-family homes.



## EVALUATION

The Green Acres Development was evaluated according to the criteria set forth in *National Register Bulletin 15*: "How to Apply the National Register Criteria for Evaluation." The Green Acres Development was initially planned during the late 1930s, after the start of the Early Automobile Suburban Era and few buildings were constructed prior to the conclusion of WW II. Green Acres underwent its greatest period of development during the Freeway Suburb Era, but the development lacks many of the characteristics associated with that period, such as curvilinear road design, large-scale uniformity of planning and design, and community amenities associated with post WWII suburban development such as parks and open areas (Criterion A). The development is not associated with any persons of local, state, or national significance (Criterion B). The Green Acres Development is composed of structures constructed between C. 1939 and C. 1960 and consists predominately of Colonial Revival, Ranch, and Minimal Traditional style residences. Most properties contain minimal architecturally distinctive elements. Green Acres was planned as nine separate subdivisions by three different developers and lacks an overall unity of design characteristics throughout the development (Criterion C). 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. The Green Acres Development is a well-cared for and maintained residential community. Numerous minor alterations and additions have been made to individual properties within Green Acres, while maintaining the residential character of the community. The Green Acres Development, constructed between C. 1939 and C. 1960, retains a high degree of integrity of location, setting, design, workmanship, materials, feeling and association from its period of development, but lacks significance as an example of either an Early Automobile Era Suburb or a Freeway Era Suburb. The Green Acres Development does not appear to be eligible for the National Register of Historic Places.

## Bibliography

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*Combination Atlas Map of Dauphin County, Pennsylvania* (Philadelphia: Everts & Stewart, 1875)

Dauphin County Office of Recorder of Deeds, Plan Book K, Page 114; Plan Book O, Page 44; Plan Book K, Page 197; Plan Book P, Page 44; Plan Book Q, Page 88; Plan Book S, Page 39; Plan Book S, Page 19.

John A. Jakle, Robert W. Bastian, and Douglas K. Meyer, *Common Houses in America's Small Towns: The Atlantic Seaboard to the Mississippi Valley* (Athens, Georgia: The University of Georgia Press, 1989)

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Sanborn Map Company, *Insurance Maps of Harrisburg, Pennsylvania; Including part of Swatara Township. Volume II* (New York: Sanborn Map Company, 1929 Revised to 1956)

Polk?



**Continuation Sheet 10**

United States Geological Service, *Harrisburg, PA U.S.G.S. Quadrangle Map*, 15 Minute Series, 1899

United States Geological Service, *Harrisburg, PA U.S.G.S. Quadrangle Map*, 15 Minute Series, 1956



K-11

PLAN OF  
GREEN ACRES  
SECTION A & B  
PENBROOK, PENNA.

980-1980 E. McCORMACK

See Plan Book K-23

Approved by the Planning Commission of the City  
of Harrisburg this 1st day of July, 1981

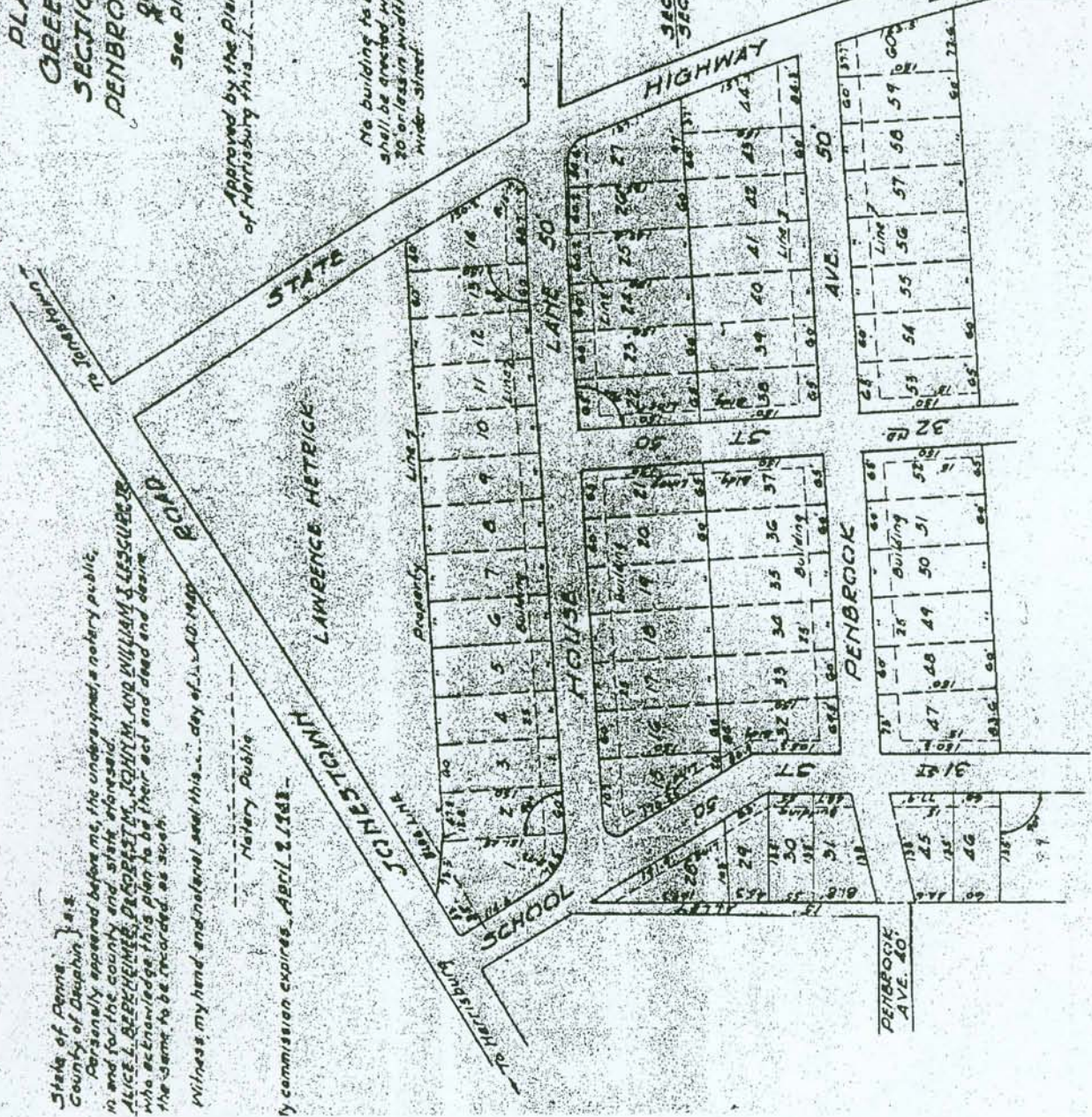
*Edithman*  
President

No building to be used for human habitation  
shall be erected within 20' of any highway or alley  
20' or less in width unless said building faces a  
wider street.

Approved and Accepted by The  
Susquehanna Township Supervisors

Figure 1

Green Acres Development  
Plan of Sections A & B of Green Acres  
U.S. 22/Progress Avenue  
Intersection Project  
Susquehanna Township, Dauphin County  
Taken from Dauphin County Plan Book K,  
Page 114



State of Pennsylvania }  
County of Dauphin } s.s.  
Personally appeared before me, the undersigned, a notary public,  
in and for the county and state aforesaid,  
ALICE L. BERTHEIMER, DECEASED, JOHN M. AND WILLIAM J. LESSNER, JR.  
who acknowledge this plan to be their act and deed and desire  
the same to be recorded as such.

Witness my hand and notarial seal this 1st day of July, A.D. 1981

Notary Public

My commission expires April 2, 1983

SCALE IN FEET  
0 50 100 200 300 400  
THE ABOVE GRAPHIC SCALE HAS BEEN ADDED TO THIS  
PHOTOGRAPHIC REPRODUCTION OF THE ORIGINAL PLAN  
HARRISBURG, PA.  
Notary Public



SCALE IN FEET  
0 100 200 300 400  
THE ABOVE GRAPHIC SCALE HAS BEEN ADAPTED TO  
PHOTODUPLICATION OF THE ORIGINAL PLAN  
BY THE U.S. GEOLOGICAL SURVEY  
WASHINGTON, D.C. 20540

THIS IS A PHOTOGRAPHIC REPRODUCTION OF THE ORIGINAL  
PLAN OF RECORD  
*[Signature]*  
Professional Engineer  
No. 14127  
Pennsylvania - 4103

PLAN OF  
SECTION "C"  
**GREEN ACRES**  
SUSQUEHANNA TOWNSHIP, DAUPHIN CO., PA.  
AUG 1946  
F.M. COUDEN



STATE OF PENNSYLVANIA }  
COUNTY OF DAUPHIN }  
I, the undersigned, a Notary Public,  
do hereby certify that the foregoing  
is a true and correct copy of the  
original plan of record, as the same  
was acknowledged before me, this 19th day of August, AD 1946,  
by the parties thereto, and that the same  
has been duly recorded in the  
proper office of the County of Dauphin.

WITNESS MY HAND AND NOTARIAL SEAL, THIS 19th DAY OF AUGUST, AD 1946.  
MY COMMISSION EXPIRES, APR. 2, 1947.  
NOTARY PUBLIC

APPROVED BY THE PLANNING COMMISSION OF  
THE CITY OF HARRISBURG, THIS 19th DAY OF OCTOBER,  
1946.  
*[Signature]*  
President

APPROVED AND ACCEPTED BY THE SUSQUEHANNA  
TOWNSHIP BOARD, THIS 19th DAY OF OCTOBER,  
1946.  
*[Signature]*  
President

NOTE: No duplicate to be used  
except as a reference when the original  
is lost or destroyed. This plan is  
not valid unless the original is  
produced.

**Figure 2**  
**Green Acres Development**  
Plan of Section C of Green Acres  
U.S. 22/Progress Avenue  
Intersection Project  
Susquehanna Township, Dauphin County  
Taken from Dauphin County Plan Book K,  
Page 197



RECEIVED  
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JUN 3 1 33 PM '31

DAUPHIN COUNTY  
PENNA.

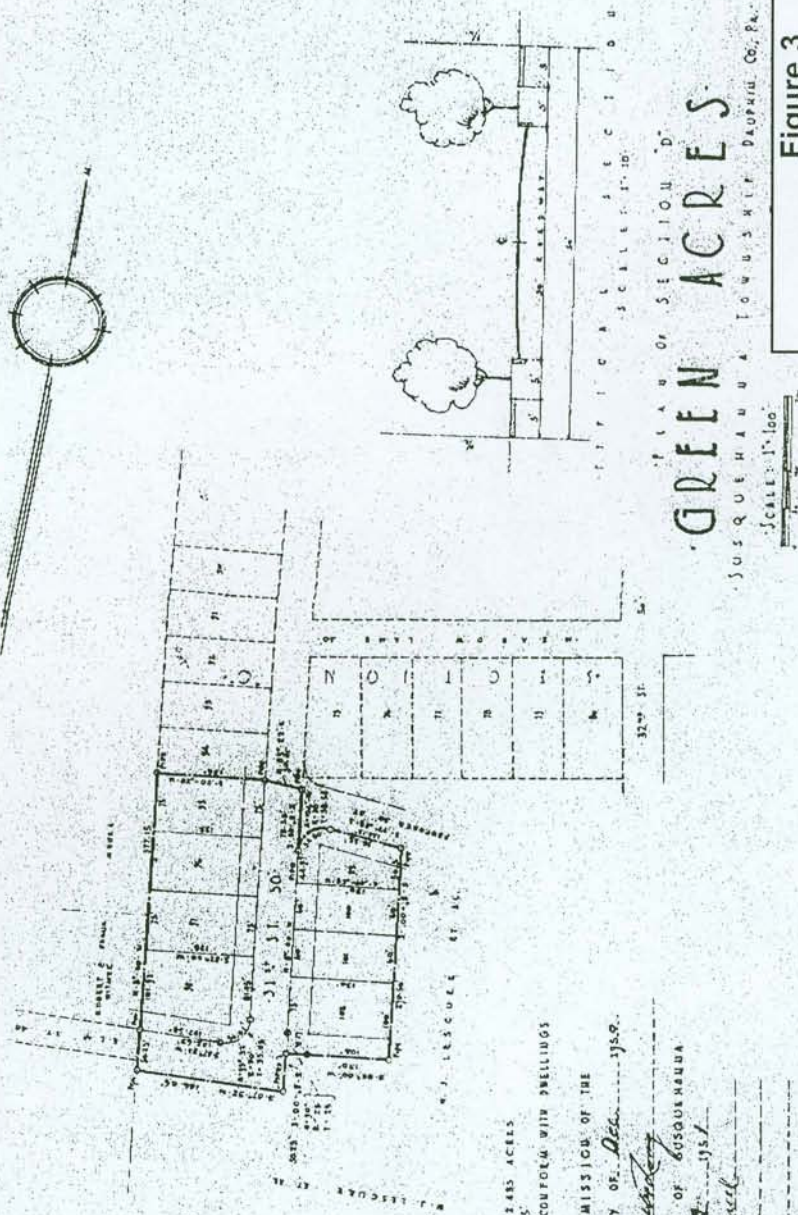


Figure 3

Green Acres Development

Plan of Section D of Green Acres

U.S. 22/Progress Avenue

Intersection Project

Susquehanna Township, Dauphin County  
Taken from Dauphin County Plan Book O,

Page 44

ALL OF SECTION D CONTAINING 2483 ACRES  
BUILDING LINES ON ALL SIDES 15'  
BUILDINGS ERECTED IN SECTION D TO CONFORM WITH SPECIFICATIONS A.C.C.  
APPROVED BY THE PLANNING COMMISSION OF THE  
CITY OF HARRISBURG THIS 7 DAY OF Dec. 1930.

APPROVED BY THE SUPERVISORS OF SUSQUEHANNA  
TOWNSHIP THIS 10 DAY OF Jan. 1931

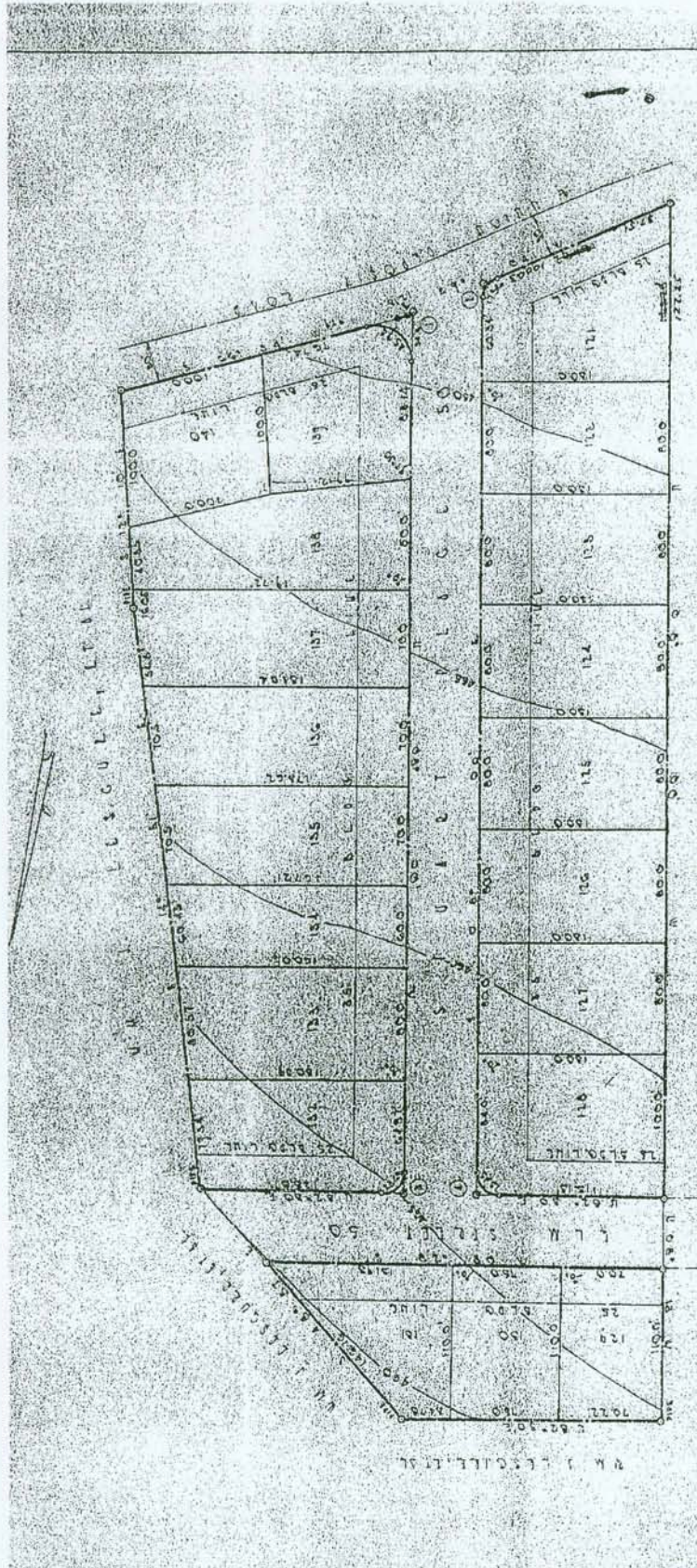
STATE OF PENNSYLVANIA }  
COUNTY OF DAUPHIN }  
PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC,  
IN AND FOR THE COUNTY AND STATE AFORESAID,  
SILVIA L. FEESER, C. MARSHALL M. FEESER,  
WHO ACKNOWLEDGE THIS PLAN TO BE THEIR ACT AND DEED AND DESIRE  
THE SAME TO BE RECORDED AS SUCH.

WITNESS MY HAND AND NOTARIAL SEAL THIS 15 DAY OF December 1930.  
MY COMMISSION EXPIRES March 21 1931  
NOTARY PUBLIC Charles A. Lockman









SECTION 16

PLAN OF SECTION 16  
GREEN ACRES  
SUSQUEHANNA TWP. - DAUPHIN CO. PA.  
SUBDIVISION FOR  
STUART FELSIE

APPROVED BY THE CITY OF HARRISBURG  
COMMISSIONER THIS 15th DAY OF MAY 1953

By Thomas H. Haines REC'D

APPROVED BY THE SUSQUEHANNA TWP BOARD OF  
COMMISSIONERS THIS 15th DAY OF MAY 1953

By Thomas H. Haines REC'D

STATE OF PENNSYLVANIA, ss.  
County of Dauphin  
I, Clerk of the Court, do hereby certify that the foregoing is a true and correct copy of the original plat as recorded in the records of this county.

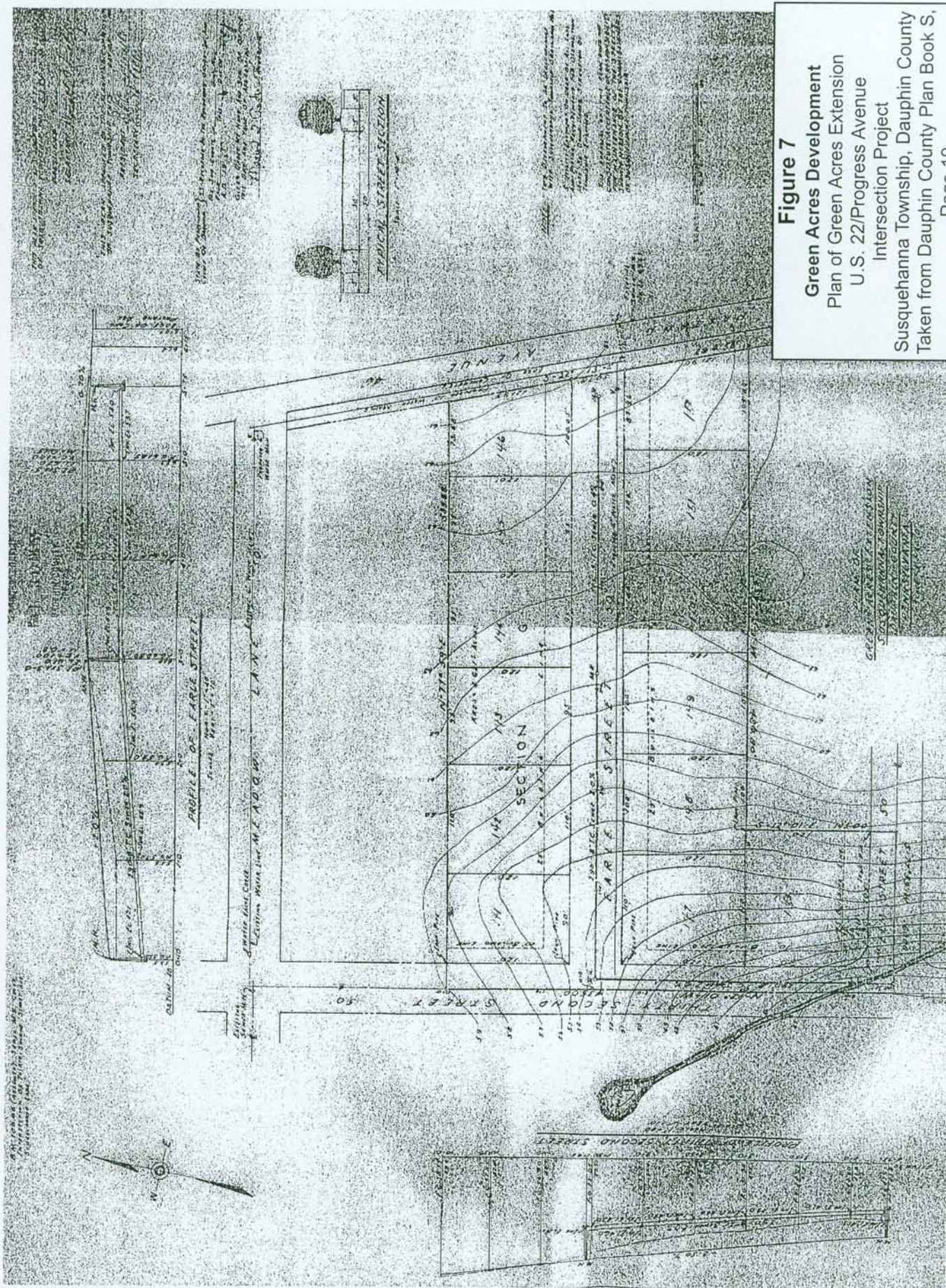
WITNESSED MY HAND AND OFFICE AT HARRISBURG, PA., this 15th day of May, 1953.

**Figure 5**  
**Green Acres Development**  
Plan of Section F of Green Acres  
U.S. 22/Progress Avenue  
Intersection Project  
Susquehanna Township, Dauphin County  
Taken from Dauphin County Plan Book Q,  
Page 88













**Figure 8**  
**Green Acres Development**  
 U.S. 22/Progress Avenue  
 Intersection Project  
 Susquehanna Township, Dauphin County  
 Taken from Sanborn Map Company, *Insurance*  
*Maps of Harrisburg, Pennsylvania; Including*  
*part of Swatara Township. Volume II* (New  
 York: Sanborn Map Company,  
 1929 Revised to 1950)





**Figure 9**  
**Green Acres Development**  
 U.S. 22/Progress Avenue  
 Intersection Project  
 Susquehanna Township, Dauphin County  
 Taken from Sanborn Map Company, *Insurance*  
*Maps of Harrisburg, Pennsylvania; Including*  
*part of Swatara Township.* Volume II (New  
 York: Sanborn Map Company,  
 1929 Revised to 1956)



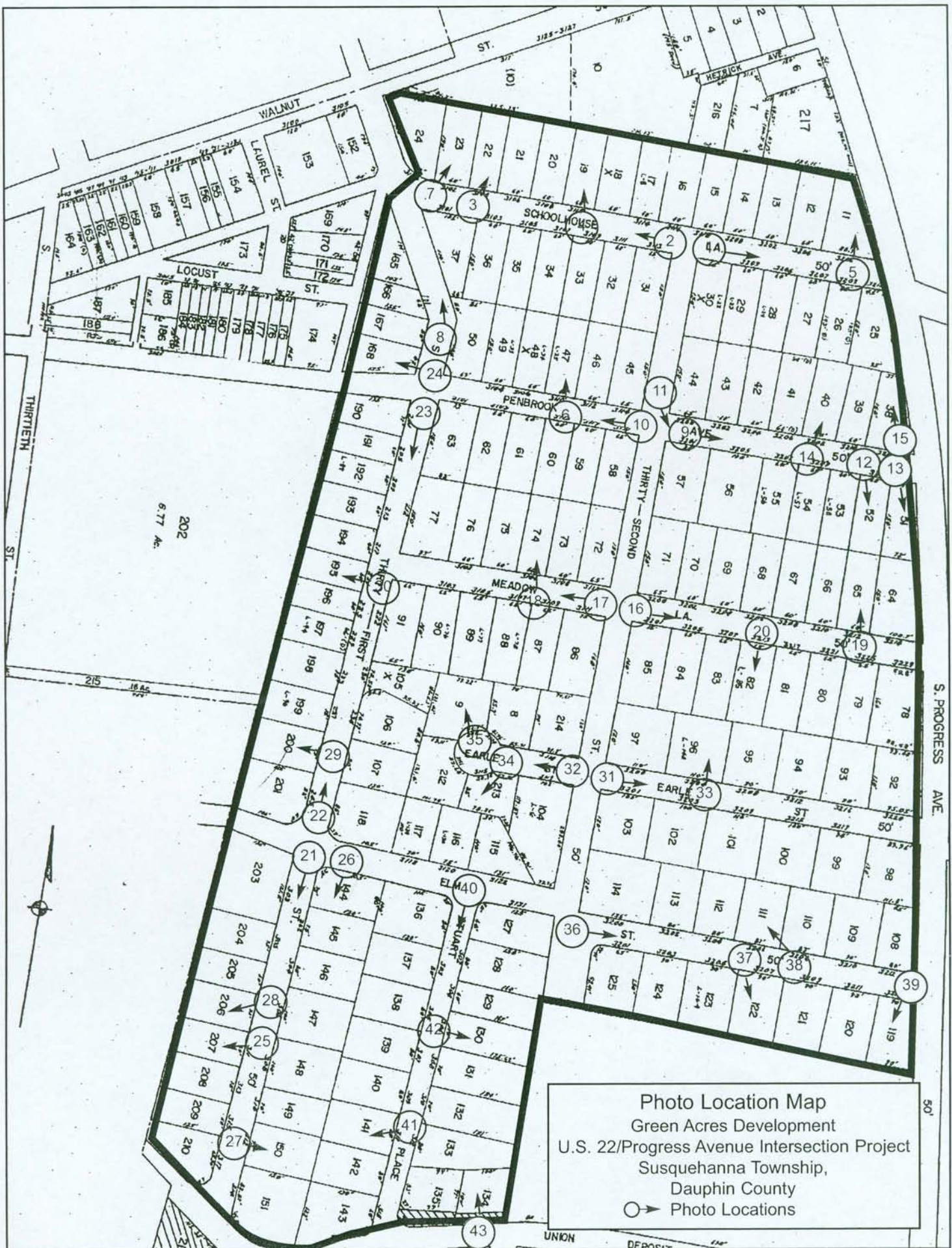


Photo Location Map  
Green Acres Development  
U.S. 22/Progress Avenue Intersection Project  
Susquehanna Township,  
Dauphin County  
○ Photo Locations





**Photo 2:** View looking west along Schoolhouse Lane



**Photo 3:** 3104 Schoolhouse Lane





**Photo 4:** 3110 Schoolhouse Lane



**Photo 5:** 3206 Schoolhouse Lane





**Photo 6:** 3110 Penbrook Avenue



**Photo 7:** 3102 Schoolhouse Lane





**Photo 8:** View looking north along Thirty-First Street. Note rear basement level garage



**Photo 9:** View looking east along Penbrook Avenue





**Photo 10:** View looking west along Penbrook Avenue



**Photo 11:** 3201 Penbrook Avenue





**Photo 12:** 3213 Penbrook Avenue



**Photo 13:** 3215 Penbrook Avenue



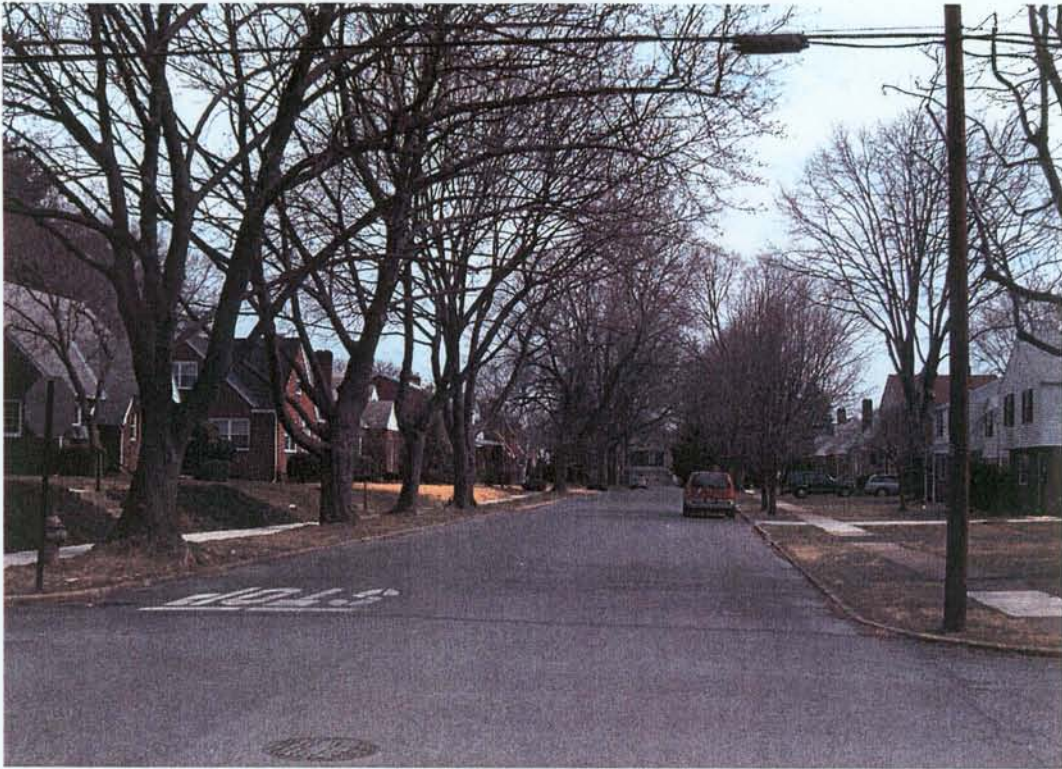


**Photo 14:** 3208 Penbrook Avenue



**Photo 15:** 3214 Penbrook Avenue





**Photo 16:** View looking east along Meadow Lane

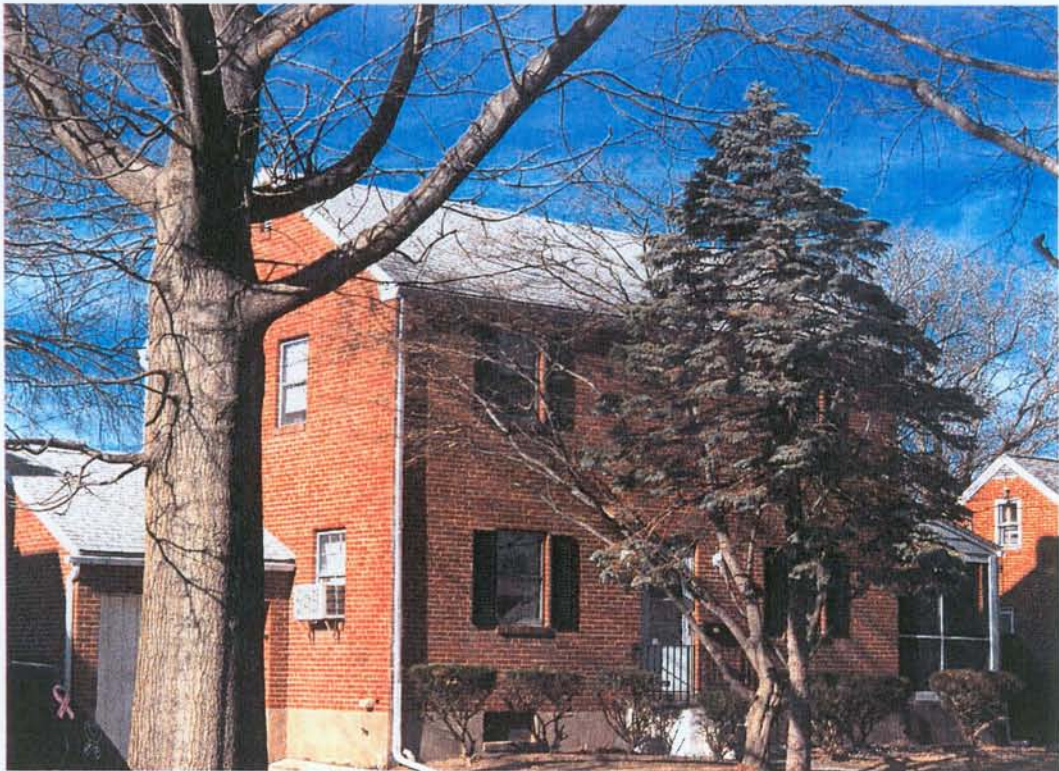


**Photo 17:** View west along Meadow Lane





**Photo 18:** 3106 Meadow Lane



**Photo 19:** 3212 Meadow Lane



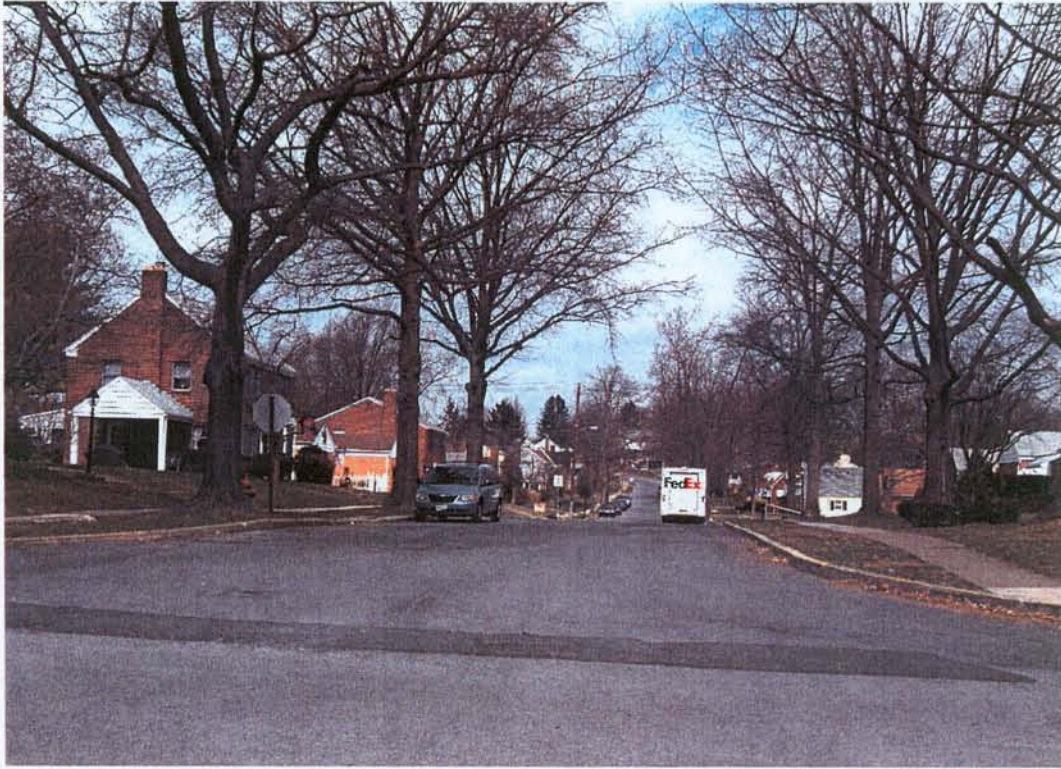


**Photo 20:** 3213 Meadow Lane



**Photo 21:** View looking south along Thirty-First Street from intersection with Elm Street.





**Photo 22:** View looking along Thirty-First Street from intersection with Elm Street



**Photo 23:** View looking south along Thirty-First Street from intersection with Penbrook Avenue.





**Photo 24:** 109 Thirty-First Street



**Photo 25:** 311 Thirty-First Street





**Photo 26:** 300 Thirty-First Street



**Photo 27:** 312 Thirty-First Street



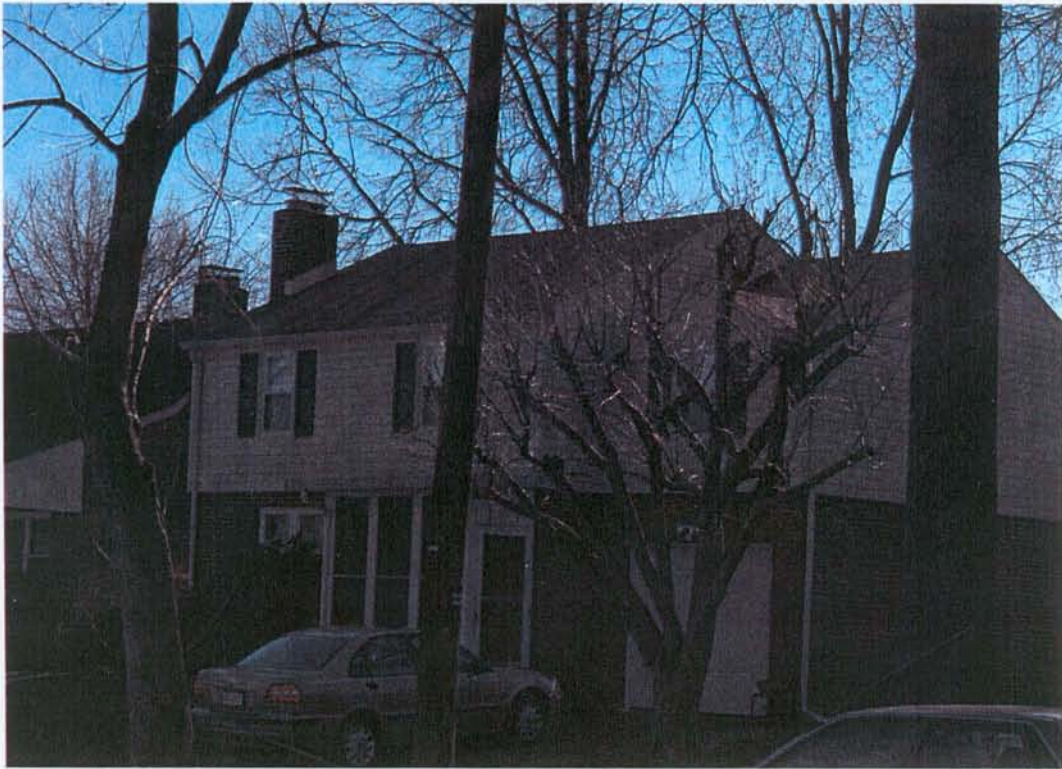


**Photo 28:** 309 Thirty-First Street



**Photo 29:** 241 Thirty-First Street





**Photo 30:** 221 Thirty-First Street



**Photo 31:** View looking east on Earle Street





**Photo 32:** View looking west on Earle Street



**Photo 33:** 3204 Earle Street



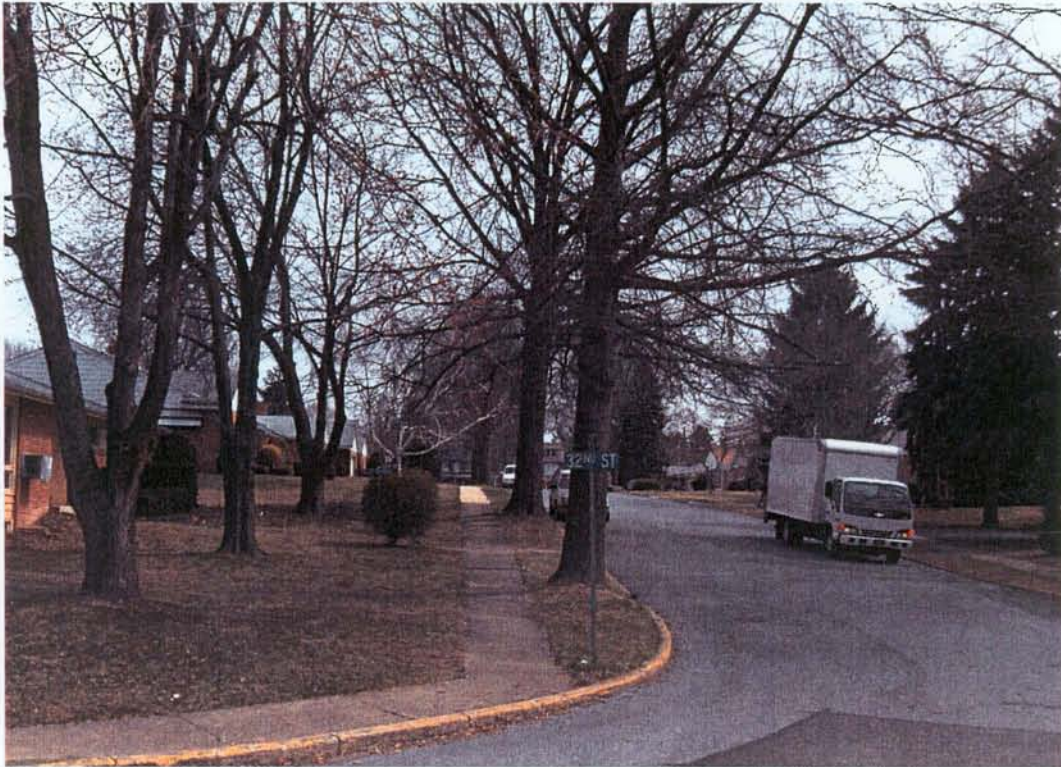


**Photo 34:** 3115 Earle Street



**Photo 35:** 3110 Earle Street





**Photo 36:** View looking east along Elm Street from intersection with Thirty-Second Street.



**Photo 37:** 3207 Elm Street





**Photo 38:** 3206 Elm Street



**Photo 39:** 3213 Elm Street





**Photo 40:** View looking south along Stuart Place from intersection with Elm Street



**Photo 41:** 311 Stuart Place





**Photo 42:** 306 Stuart Place



**Photo 43:** 3108 Union Deposit Road