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York Historic District (Additional Documentation)
York County, PA

5. Classification

Number of Resources within Property: (Corrected count based on 2001 survey)

Contributing	Non-contributing	
<u>3150</u>	<u>490</u>	Buildings
<u>5</u>	<u>3</u>	Sites
<u>6</u>	<u>6</u>	Structures
<u>3</u>	<u>6</u>	Objects
<u>3164</u>	<u>506</u>	Total

Number of Contributing Resources Previously listed in the National Register: 1072

The York Historic District as originally listed included 1,072 contributing buildings. The original inventory was not complete and only counted those building in the immediate downtown area. These 1,072 buildings were again inventoried as part of the 2001 survey.

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Historic Function

Government/City Hall
Recreation & Culture/Music Facility
Education/Library

Current Function

Government/City Hall
Recreation & Culture/Music Facility
Education/Library

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York Historic District (Additional Documentation)
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Architectural Classification

Colonial Revival

Moderne

Art Deco

Materials

Other: Terra Cotta, Cast Stone, Porcelain Enamel, Glass

Narrative Description

The York Historic District was listed on the National Register of Historic Places in 1979. The York Historic District is an intact collection of architecturally significant residential, commercial, industrial and public buildings constructed between the late 18th and mid-20th centuries. The majority were built during York's growth into a regional industrial center during the last half of the 19th century. The historic district covers about one-half the city's area, encompassing the entire original 1745 town plan. The city grew outwards from the original plan throughout the 19th and early 20th centuries. The last part of the historic district to be developed is at its southwestern corner southwest of Penn Park. Laid out at the turn of the 20th century, it continued to develop through the early 1930s. The original National Register nomination completed in 1978 and 1979 was very brief, focusing on York's Colonial and Victorian history and the district's resources from those periods. A complete resource inventory of the entire historic district was not completed as part of the nomination process. Rather, lists of significant buildings and intrusions were attached to the nomination form.¹ Therefore, the purpose of this added information is 1) to provide a complete resource inventory and revised resource count², and 2) to describe those resources from the 1930 to 1953 period which is being added to the period of significance. No additional areas of significance or a boundary change are proposed at this time. As the original nomination did not include an historic district map, one is provided at this time to clarify the existing boundary. Also, the boundaries of the York Historic District were not correctly drawn on the USGS map submitted with the original nomination and did not correspond with the verbal boundary description. A USGS map with the corrected boundaries is attached

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with this additional documentation. The boundary description has also been corrected and photographs documenting the 1930-1953 resources have been provided.

In order to identify its mid-20th century resources and to adequately locate all its resources, the entire York Historic District was inventoried during the summer of 2001. The recent fieldwork identified 4,712 buildings, 8 sites, 12 structures and 9 objects, of which 89 percent (4234) contribute to the district. (Please note that the 12 buildings individually listed on the National Register of Historic Places prior to 1979 are not included in this count.) Of this number, only 32 percent (165) date from the 1930 to 1953 period. Of these 165 resources from the 1930-1953 period, 147 are contributing. Accessory buildings, principally garages and sheds, were not inventoried. Only buildings that have or had an address historically were inventoried. This fieldwork also revealed that the York Historic District has changed very little in the past two decades. It is remarkably intact with few modern buildings interrupting its historic streetscapes. A majority of the district's contributing resources have only limited modern alterations such as vinyl siding, trim wrap, or replacement windows. Although some were demolished as public hazards, most of were replaced by modern construction, principally commercial buildings.

The York Historic District's 1930 through 1953 resources were constructed principally as infill surrounded by the city's most numerous 19th century buildings. The majority have a commercial, service, business or public use, usually as stores, offices, warehouses, automotive garages, government offices, or other businesses. The mostly two-to-three story buildings are principally of brick construction with concrete foundations, often with variegated and/or combed brick. They usually sit at the front of their narrow urban lots abutting the sidewalk, similar to the earlier buildings in the historic district. A good number are located on the alleyways, often abutting the backs of the buildings facing the street. Architectural styles represented include Colonial Revival, Art Deco, and Art Moderne. Many are utilitarian buildings with limited architectural detailing and stepped parapets. These utilitarian buildings are usually one-to-two stories tall and of concrete block or brick construction. Very few residences were built in the York Historic District between 1930 and 1953. Found on the southwest and east edges of the district, all are two-story brick detached houses that contribute to the district. The majority are quite plain with limited Colonial Revival detailing. Contributing resources from the 1930 through 1953 period, including 144 buildings, two bridges (a 1951 steel and concrete girder bridge at W.

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Market St. and a 1954 steel and concrete girder bridge at W. King St.) and the Daniel K. Noell Monument (50 W. King St., c. 1950, concrete).

The largest concentration of contributing buildings from the 1930 to 1953 period is found in downtown York within three blocks of center square in the center of the historic district. Most are two-to-four story brick commercial buildings that have first floor stores and house offices on the upper floors. Many have one story rear warehouse wings. During the late 1920s and 1930s, the Art Deco style was popular in York for both commercial and light industrial buildings. These buildings exhibit details including cast stone storefronts and trim, shaped or stepped parapets, geometric designs, use of terra cotta, colored glass or porcelain enamel, and overall verticality to their design. The best examples are the Valencia Ballroom (142 N. George St.) built in 1934, the circa 1940 Leinhart Bros. Furniture (283 W. Market St.), and Reinbergs Shoes (51 S. George St.) built in 1941. Buildings from the late 1930s and 1940s have Art Moderne detailing such as ribbon windows, flat coped parapets, and colored glass or porcelain enamel facades. This style was especially popular for automotive-related businesses. The best examples are the White Rose Auto Club (116 E. Market St.) built in 1949 and White Rose Motor Company (255 W. King St.) built in 1938. The Late Gothic Revival style is seen on several church buildings dating from the 1930s, including the First Methodist Episcopal Church at 340 E. Market Street. The Colonial Revival style was most popular for new construction in the downtown area during the 1930 to 1953 period. Details common to this style found on these buildings include keystone lintels, multi-paned, tracery and ocular windows, and dropped cornice. Although commonly used for commercial and light industrial buildings as well, the best examples are two public buildings- the Martin Memorial Library (164 E. Market St.) built in 1935 and City Hall (50 W. King St.) built in 1940.

Most of the downtown's commercial buildings have been altered or modernized through time. In most cases, the first floor facades or storefronts were modernized throughout the 20th century to attract business and compete with nearby retailers. On many buildings, only the entrance and display windows were modernized, leaving the original storefront cornice and surround intact. Many 18th and 19th century residences were converted to stores in the late 19th and early 20th centuries. Original storefronts from this period had large plate glass windows with art glass transoms. Architectural glass storefronts became popular in the 1930s, porcelain enamel panels were used in the 1940s, and by the 1950s brushed or corrugated steel and plate glass

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became popular. In the 1960s and 1970s, modern storefronts of concrete and spandrel glass were installed, as well as rustic storefronts with half-timbering and pent roofs. Most recent storefronts are Colonial Revival with multi-paned display windows and paneled entrance doors. Limited to the first floor of a two-to-four story building, none of these storefronts alters the contributing status of its building. Those that date prior to 1953 have gained significance due to their age. In addition, they reflect an historical trend in the York Historic District and other similar commercial centers in the region.

The York Historic District's non-contributing resources include those that are less than fifty years old as well as earlier buildings that have lost architectural integrity. In general, the non-contributing resources are scattered throughout the historic district and do not detract from its overall integrity. Most of the historic district's less than 50 year old resources are commercial and public buildings located in downtown York. Although many mid-to-late 20th century architectural styles are represented, the material, height, massing and setback of these buildings match historic precedents in the district. There are three non-contributing sites that are urban parks either lined with benches as is the case with Cherry Lane Park (21 W. Market St.) or filled with playground equipment and macadam recreational surfaces. Reflective of their era, most of the less than 50 year old resources blend into their streetscape, often complementing the surrounding historic buildings. Accounting for 55 percent of the non-contributing resource count, the 276 pre-1953 buildings that do not contribute to the district have extensive modern alterations, especially changes to the size and placement of doors and windows and modern siding over masonry walls. The York Historic District does have several concentrations of non-contributing buildings. Two are clusters of large modern commercial buildings off the 200 block of N. George Street and the first block of E. King Street. Another is a group of late 20th century town homes on Oak Lane in the southwest portion of the historic district. Given the size of the York Historic District, these concentrations do not detract from its overall integrity.

Endnotes:

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1. During the two year period that the original National Register nomination was being prepared for the York Historic District, the size of the nominated district increased substantially. Nine years earlier, a locally-controlled district (historic and architectural review board district) had been established in York. Only this small area was originally nominated and subject to a complete resource inventory. During state and federal review of the draft nomination form, a much larger district was determined eligible for the National Register and was subsequently listed to the National Register on August 29, 1979. Lists of significant and intrusive resources were attached to the final draft of the nomination, rather than a complete inventory.
2. This new inventory, conducted in 2001, counted over four times the number of resources identified in the original National Register nomination. The resource total increased from 1118 to 4742 resources. Therefore, the York Historic District's resource count that has been on file at the National Park Service since 1979 probably reflects the number of resources within the smaller locally-controlled historic district.

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York Historic District (Additional Documentation)
York County, PA

Introduction:

Listed in the National Register of Historic Places under Criteria A and C in 1979, the York Historic District, is a large, intact aggregate of architecturally significant residential, commercial, public and industrial buildings mostly constructed from the mid-19th century to the early-20th century. The purpose of this added information is to extend the period of significance of the York Historic District to 1953, the fifty-year guideline for significance in the National Register Program. This added information establishes the district's extended period of significance as 1741 to 1953 and primarily addresses the historical and architectural significance of the district between 1930 and 1953, an era not covered by the original nomination. The district's 20th century resources reflect the significance of the district under Criterion A as a commercial, industrial, and governmental center by the many examples of retail, office, industrial, and public buildings constructed during that time period. The York Historic District's sampling of common early to mid 20th century architectural styles also extends its architectural significance under Criterion C.

General Historical Trends of the 1930 through 1953 Period:

The City of York continued its significant growth into the mid-20th century. The industrial boom of the late-19th century continued through the 1920s with new industrial companies settling in York. With the industrial growth came commercial, civic and residential growth to accommodate the influx of business. York was the largest town in York County, serving as the industrial, commercial, governmental base to the growing county. National and economic disasters of the early 20th century did not dampen the increased growth in the district. The peak of this industrial growth came to York during World War II as the community mobilized behind the war effort. People from around the region were attracted to York for its varied employment base, plentiful stores, strong educational system, churches and variety of social activities. The 1950 census showed a population increase of eight percent over the 1930 figure, giving York 59,704 people (Sheets 1991).

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Criterion A Significance:

The York Historic District's growth and prosperity did not end with the close of the 1920s. The city's diverse and very strong economy through the extended period of significance supported a variety of business, commercial enterprises, public agencies and facilities, manufacturers, and other industries. York had a varied industrial base well into the mid-20th century. Some of the region's largest manufacturers, with products including ice-making and refrigeration machinery, artificial teeth, pianos, wire cloth, heating systems, and industrial turbines were located in York. Other notable products included hosiery, furniture, pretzels, paper products, and shoes. This industrial base kept York's commercial downtown vibrant with the number and variety of shops expanding during the mid-20th century. Fueled by the success of its major industries and commercial downtown, the York Historic District's economic growth continued through to the mid-20th century.

Like other communities in the region, dramatic local and national events and catastrophes played a role in the 20th century development of the York Historic District. The Great Depression, 1930 -1941 did affect the City of York's economy and therefore building stock, but not as dramatically as other cities nationwide. The local economy was able to pull itself out of the downward cycle. Its diversified industry and agricultural based helped to ease some of the impacts of the Great Depression. In 1931, York County had 5,100 people out of work. To combat the problem, the City of York began construction on a new sewer line through the center of the York Historic District. Private industries in the district also began expansion programs to employ the out of work including the York Telephone Company, York Oil Burner Company, York Water Company, and A.B. Farquhar Company, an agricultural implement manufacturer (Sheets 1991). A United States industry survey showed that York County trade topped \$36 million in 1931, up from the previous year. So by 1932, York's number of jobless was down to 3,000. In August of 1933, the Codorus Creek, a small creek running through the center of the district, flooded causing \$4.6 million in damage. The Edison Electric Company was flooded leaving most of its customers without power. Thousands of people were left homeless as their residences along the creek, specifically North Beaver and North Streets, were damaged. A Civil Works Administration project, the largest in Pennsylvania, spent some \$600,000 for the Codorus Flood Control project,

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enlarging the Codorus channel to prevent future flooding. None of the work was completed by machine in order to employ the most men possible (McClure 1999). Other public projects brought 1,436 more jobs as well as 26 Works Progress Administration (WPA) projects to York, employing 6,112 (Sheets 1991).

The increase in York's population and changing expectations of government during the 1930s caused an increase in government programs during the extended period of significance. New and expanded public buildings were needed to accommodate these programs. The 1911 United States Post Office was greatly expanded in 1940 to handle the increasing mail traffic coming to and leaving from York. In 1941, the City of York opened a new City Hall to coordinate with the commemoration of the 200th anniversary of the founding of York (Sheets 1991). The county government purchased neighboring buildings surrounding the existing York County Courthouse to house growing social service programs. The county treasurer's office, sheriff's office, the registration commission, children's services and probation department were moved to these buildings. In the late 1950s these buildings were demolished for expansion of the Courthouse Annex, constructed in 1957.

The decade of the 1930s was also an era of cultural development within the York Historic District. There were several movie houses in operation and other cultural organizations soon constructed their headquarters. The Valencia Ballroom was constructed in 1934 to host famous bands of the era. In 1935 the city's first public library was constructed. Prior to its construction, the York Historic District's residents were able to use the library at William Penn High School. Financed with the generous gift of local industrialist Milton D. Martin, it was named the Martin Memorial Library in his honor (Peckham 1946). The increase in population during the mid-20th century also caused an increase in new school construction both inside the York Historic District and the rest of the city. In 1940, an annex was constructed to the 1928 William Penn High School. The annexes housed classrooms specially designed for vocational training and once completed, the complex was considered one of the most modern high schools in Pennsylvania (Peckham 1946).

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Coupled with York City's steady increase of industrial and governmental growth was the simultaneous growth of commercial enterprise. The York Historic District continued as the shopping district for the surrounding region into the 1950s. A market town with numerous shops since the Colonial era, downtown York in the heart of the York Historic District was a collection of numerous shops, stores, and businesses that sold everything including clothing, hardware, automobiles, books and newspapers. Centered within three blocks of the center square at George and Market Streets, the downtown area also held the majority of the city's eating establishments, barbers and hair salons, and professional offices. The department stores established along Market Street between 1910 and 1928 continued to be a draw for customers. These large nationally recognized stores, including Sears Roebuck and Company, served as commercial anchors for the downtown area. Constantly adapting to the changing needs of the local residents, York's stores remained highly profitable through the mid-20th century.

Trolley service of the York Railways Company brought shoppers from the both the city and the county to the downtown area. They had lines extending in all directions of the city and connections with the county's railroad network to connect with the outer reaches of the county. With such retail activity, it was not uncommon for shoppers to spend the day in the York Historic District, buying food at the market houses and other wares at the many shops, markets and department stores. Unfortunately, many of the stores did not have public restrooms. In 1930 two comfort stations were constructed on the southeast corner of the square at the intersection of Market and George Streets. The restrooms were constructed underground with two cast stone balustrades outlining their staircases from the street level. The restrooms were open sixteen hours a day, seven days a week and were run by city employees. Women could check their market baskets for 10 cents. Men could shower for 25 cents. A barbershop, beauty parlor and a shoeshine bench were also located in the comfort stations.

The peak of York's industrial production came with the adoption of the York Plan during World War II. Many businesses were already major suppliers of military hardware to the Federal Government. York area industrial leaders devised a plan to maximize production to include all segments of the York economy. The manufacturing industries worked collectively to supply the war effort with the needed supplies by subcontracting elements of the production to other idle

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York companies. The goal of the York Plan was to fully mobilize the York workforce to reach full production. Much of the emphasis was placed within the York Historic District because of its size and industrial base even though the York Plan was a countywide initiative. The Associated Press reported on February 4, 1941 that thirty-six other industrial communities in Pennsylvania organized their own community industrial pools following the lead of the York Plan. At the height of wartime production in 1943, there were 224 industries located in the City of York producing goods totaling nearly \$200 million (Pettit 1991).

The rise of automobile traffic during the 1930s did affect the York Historic District. The city's trolley service ended in February of 1939 after experiencing declining ridership for a decade. As a result, the York Historic District, where the city's government services and commercial enterprise was centered, began suffering from traffic congestion. In 1950, a newly formed York Planning Commission instituted one-way traffic on the main through streets: Market, King, and Philadelphia to the east and west; and George, Duke, and Beaver to the north and south (Sheets 1991). With trolley traffic replaced by cars on-street parking became a necessity. Parking meters were installed in the York Historic District in 1940, with the charge of 5 cents for one hour parking along the street and 5 cents for a half-hour in the square (Rudisill 1991). Through the 1960s, on-street parking was sufficient for the York Historic District's many patrons and workers. The automobile also dramatically changed the use of business signage along the main thoroughfares. Stores needed large-scale signage, often covering the entire secondary facades of buildings to attract the attention of speeding motorists. York's beautiful leaded glass transoms were often sacrificed for these signs such as in the case of Rite-Aid pharmacy at 40-42 West Market Street.

York City's industrial strength continued after World War II. The output of goods from the York Historic District kept the Maryland and Pennsylvania's Railroad's lines along the northern boundary of the district active, with the company's most prosperous years between the years of 1946 to 1951. During this period an average of 15 million tons of freight was hauled annually. In combination with their passenger service, the Maryland and Pennsylvania's earnings exceeded 1 million dollars. However, the changing face of industry and technological advancements in the late 1950s and early 1960s required larger manufacturing facilities. The need

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for larger plants pushed many businesses outside the boundaries of the City of York. The corporate headquarters for many of these businesses, however, remained in the heart of the York Historic District. Many existing manufacturing buildings began to be used for warehousing and small specialty industries. Many others abandoned during the late 1950s and 1960s remained vacant for decades. After experiencing an economic downturn during the 1960s and 1970s, the York Historic District rebounded during the 1980s with the rehabilitation of numerous residential neighborhoods. This attracted middle income residents and new businesses back to center city. With this movement of small business back to the downtown, the York Historic District continues to be the economic and government center for its surrounding region.

Criterion C Significance:

The York Historic District's mid-20th century resources convey the district's continued role as the center of county government, a local industrial center, and as a market and service town. Although the York Historic District was already tightly developed by 1930, new construction is scattered throughout with the greatest concentration in the downtown commercial area as a result of urban renewal. As the land was already fully developed, there was little to no new residential growth within the York Historic District after the 1920s. However, the post-war suburban movement did affect the York Historic District, with numerous subdivisions popping up in the York area. Many of the wealthy and upper-middle class families had moved from center city (and the York Historic District) during the early 20th century. After World War II, middle income workers and their families continued this outward migration, attracted to these new developments of small homes outside the York City limits. This immense growth outside the City of York allowed the historic district to retain most of its earlier resources and its integrity. As houses were left vacant most were subdivided into apartments, while others were converted to office space and/or retail businesses.

Commercial buildings constructed in the York Historic District during the period following 1930 included some of the most tangible examples of the growth and activity in the city. New technological developments afforded commercial buildings an entirely new look including

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modern window fenestration patterns and new materials like glazed terra cotta, cast stone, porcelain enamel and Carrara glass or Vitrolite. Geometrical detailing, hard-edged low relief decoration and enameled panels graced the facades of many of the buildings. Prominent features of the period include glass brick, metal window and door frames, and stainless steel and aluminum for hardware and other details. These Art Deco and Art Moderne styled buildings are perhaps the most popular architectural style constructed during the period of 1930 - 1953 in the York Historic District, both in new construction and facade alteration. The district's best example of Art Deco is the 1937 York Arts Building (10-20 North Beaver Street). In 1930, Sears, Roebuck and Company bought the Overland-Harrisburg Auto Company (149 West Market Street) and added an Art Deco facade with vertical detailing and a cast stone parapet. Art Moderne styled or influenced buildings are somewhat more prominent, with the district's best examples including the 1949 White Rose Auto Club (118 East Market Street), the 1937 White Rose Motors (255 West King Street), Peoples Laundry (282-284 West Market Street), and the 1940 Reineberg's Shoe Store (51 South George Street).

The Colonial Revival Movement of the 20th century also touched the York Historic District. These buildings blended well along the district's streetscapes with its remaining 19th century Federal and Greek Revival architecture. Designed as stylized examples of local colonial period buildings, the district's Colonial Revival buildings all have varying degrees of the style's elements including pedimented gable dormers, double hung sashes with multi-pane glazing over a single large pane, and elaborated porticos and door surrounds. In the York Historic District, the style was used principally for public/government buildings and additions to earlier religious buildings. The district's best examples include the Martin Memorial Library (159 East Market Street) built in 1935 and City Hall (50 West King Street) built in 1940.

With limited new construction, these early to mid 20th century styles including Art Deco, Art Moderne, and Colonial Revival are found principally as storefronts on earlier 19th and early 20th century buildings. Many of the Late Victorian and Commercial style commercial and industrial buildings in the York Historic District have newer storefronts dating between the 1930s and 1980s. These storefronts are reflective of the ever present need of the merchants to modernize in their effort to attract customers. These alterations had little impact on the integrity of these

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resources and in fact display how the district's focus as a commercial center is shown architecturally. The prevalence of Commercial style buildings and mid-20th century storefronts within the York Historic District only reiterates the importance of commerce within the district and as seen in its architecture.

Summary:

The York Historic District is significant for its development from a small Colonial town into a Victorian industrial city during the period of 1741-1929 and continued development into a highly commercial center during the period of 1930-1953. The district maintains excellent examples of the major architectural periods from Georgian to Streamline Moderne. The Art Deco, Streamline Moderne, Colonial Revival and Commercial style buildings and building alterations constructed during the extended period of significance are important for their contribution in understanding the evolution of the York Historic District into a mid-20th commercial community. The early-to-mid 20th century resources of the York Historic District portray the district's continued significance as the center of commercial and governmental activities. Of the 165 resources constructed between 1930-1953, the majority display good examples of common mid-20th century architectural styles. The design and function of these resources are seen from the choice of decorative elements. The development within the boundaries of the York Historic District during the 20th century shows that the district was considered an important local center for commerce, industry and government.

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NPS Form 10-900-a

OMB No. 1024-0018 (8-86)

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The York City - County Comprehensive Planning Survey. Report prepared by Michael Baker Jr., Inc. for the York Chamber of Commerce, 1948.

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York Historic District (Additional Documentation)
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Acreeage of Property 725 Acres (Corrected by City of York's GIS)

UTM References: (Corrected) * *Note-* USGS Quad Map showing corrected boundary and UTM points attached

Zone 18

1	E 353280 N 4425440	7	E 352190 N 4423940
2	E 353510 N 4424875	8	E 351440 N 4424000
3	E 353190 N 4424200	9	E 351180 N 4424720
4	E 353600 N 4423580	10	E 351910 N 4425170
5	E 352880 N 4423350	11	E 352600 N 4425740
6	E 352460 N 4423275		

Verbal Boundary Description

* *Note-* The verbal boundary description in the 1979 nomination form incorrectly names several alleys and railroads. This description is clarified and corrected below, with the new or revised words and phrases highlighted in **bold**. Inconsistencies in the text, grammar, and verb tenses have also been corrected.

Beginning at a southwest point at the intersection of Manor Street and **East** Springettsbury Avenue. Proceed east one block on **East** Springettsbury Avenue to a point at its intersection with **South** Pershing Avenue. Turn right and proceed two blocks to the **York City/Spring Garden Township** boundary line (at the York College of Pa. Campus). Turn left and continue along the **York City** boundary to its intersection with South George Street. Turn left on South George Street and travel approximately one quarter of a block to its intersection with Arrow Alley. Turn right on this alley and proceed **5** blocks (Arrow Alley becomes Rockdale **Avenue** after the intersection with Arlington Road) to a point where it intersects South Pine Street. Turn left on South Pine Street and travel one

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block to a point at its intersection with **East Springettsbury Avenue**. Turn left on East Springettsbury Avenue and travel to a point at its intersection with **Fair Street** (the alley between South Queen and Pine Streets). Turn right on this alley and travel north to a point where it intersects **South Jackson Street**. Turn left on South Jackson Street for a part of a block to its intersection with **Susquehanna Avenue**. Turn right on this alley and proceed one block to its intersection with East Cottage Place. Turn right on East Cottage Place and travel **part of a block** to its intersection with the next alley. Turn left on this alley and proceed to its intersection with Sampson Alley. Turn left on Sampson Alley and travel to its intersection with **Susquehanna Street**. Turn right on Susquehanna Street and proceed **across** East Boundary Avenue to its **dead end** at Spanglers Street. Turn **a soft** left on Spanglers Street and travel past the first alley to its intersection with the second alley (Susquehanna Street). Turn **a soft** right on Susquehanna Street and proceed in a northerly direction to its intersection with East South Street. Turn right on East South Street and travel to its intersection with South Pine Street. Turn left on South Pine Street and proceed to its intersection with Liberty Street. Turn right on Liberty Street and travel to its **dead end** at Edgar Street. Turn left on Edgar Street and proceed **one block** to its intersection with East College Avenue **and Prospect Street**. Turn right on Prospect Street and travel one block to its intersection with Charles Street. Turn left on Charles Street and proceed to its **dead end** at East Princess Street. Turning right on East Princess Street and travel **one block** to its intersection with Charles Street. Turn left on Charles Street and proceed to its **dead end** at East King Street. Turning right on East King Street and proceed to the Maryland & Pennsylvania Railroad crossing. Turn left on these railroad tracks and follow them **northwards** to East Philadelphia Street. Turn right on East Philadelphia Street and proceed one block to Powder Alley. Turn left on Powder Alley and travel **across Walnut Street** to its intersection with Wallace Street. Turn left on Wallace Street and proceed to its intersection with North Broad Street. Turn right on North Broad Street and travel north **to its dead end at Chestnut Street**. **Cross this intersection and continue in the same** northerly direction to the **York City/Spring Garden Township boundary line** at the former Penn Central Railroad tracks. Turn left on **the York City boundary (which follows the railroad tracks)** and proceed to the intersection with Loucks Mill Road, **where the York City boundary turns right and heads north to the Western Maryland Railroad**. **Turn right and follow the York City boundary along Loucks Mill Road and across its intersection with Arch Street to the Western MD Railroad tracks**. Turn left and proceed easterly along the railroad tracks across

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North George and Beaver Streets, the Codorus Creek, North Newberry and Penn Streets, to their intersection with North Hartley Street. Turn left on North Hartley Street and continue **42 blocks** across West Market Street to its intersection with West Hope Avenue. Turn left on West Hope Avenue and proceed its intersection with South Penn Street. Turn left on South Penn Street and travel **part of a block** (five lots) to its intersection with Homer Alley. Turn right on Homer Alley and proceed east **through its dog leg to the south at Brooklyn Alley** to its intersection with South Newberry Street. Turn left on South Newberry Street and travel to its intersection with West Princess Street. Turn right on West Princess Street and proceed **across the Codorus Creek** to a railroad crossing (former Penn Central railroad). Turn right on these railroad tracks and follow southerly to their intersection with West Church Street. Turn left on West Church Street and proceed to its intersection with Oak Lane. Turn right on Oak Lane and travel to its dead end at Kings Mill Road. Turn right on Kings Mill Road and proceed **part of a block** to its intersection with Manor Street. Turn left on Manor Street and follow south **52 blocks** to the point of origin.

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11. Form Prepared By

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