



# HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION  
& HISTORIC PRESERVATION  
P.O. BOX 189, WATERFORD, NY 12188  
(518) 237-8643

OFFICE USE ONLY

USN:

## IDENTIFICATION

Property name (if any) \_\_\_\_\_

Address or Street Location 99 White Plains Road

County Westchester Town/City \_\_\_\_\_ Village/Hamlet: Tarrytown

Owner \_\_\_\_\_ Address \_\_\_\_\_

Original use Residential Current use Commercial

Architect/Builder, if known \_\_\_\_\_ Date of construction, if known ca. 1905

## DESCRIPTION

Materials – please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____

Roof:  asphalt, shingle  asphalt, roll  wood shingle  metal  slate

Foundation:  stone  brick  poured concrete  concrete block

Other materials and their location: Stone and brick details, copper gutters, wood doors and window sash

Alterations, if known: Modern rear addition Date: \_\_\_\_\_

Condition:  excellent  good  fair  deteriorated

## Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

## Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

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(See Reverse)

**PLEASE PROVIDE THE FOLLOWING INFORMATION**

**IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS**

**Narrative Description of Property:** Briefly describe the property and its setting. Include a verbal description of the location (e.g. north side of NY 17, west of Jones Road; a general description of the building structure or feature including such items as architectural style (if known) number of stories type and shape of roof (flat gabled mansard shed or other) materials and landscape features. Identify and describe any associated buildings, structures or features on the property such as garages silos privies pools gravesites. Identify any known exterior and interior alterations such as additions replacement windows aluminum or vinyl siding or changes in plan. Include dates of construction and alteration if know. Attach additional sheets as needed.

See Continuation Sheet

**Narrative Description of Significance:** Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

See Continuation Sheet

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## 99 White Plains Road

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### Physical Description

Constructed ca. 1905, 99 White Plains Road, formerly known as both 105 White Plains Road and the Goebel Collectors Club, is located on the north side of White Plains Road (State Route 119) in the Village of Tarrytown, Town of Greenburgh, Westchester County, New York. It is bound to the north by Martling Avenue, the south by White Plains Road, and the east and west by commercial development. In 1979, the Village of Tarrytown Historic Architectural Review Board (HARB) designated the south, or front, facade a local landmark (LeBeau, 1979). The property is situated on the north side of White Plains Road, and approximately 550 feet north of the New York State Thruway (Interstate [I]-87/287) (see Location Map). The property is fully visible from grade-level White Plains Road, but screened by development from the Thruway which is in a cut.

Originally a residence, 99 White Plains Road is the principal building on the lot, and was converted for use by institutions/commercial enterprises during the 1970s. It sits upon an expansive lawn and is accessed by a circular driveway and a large asphalt parking lot is located to the east. Shrubs and flowers ring the perimeter of the building. A stone wall flanks the south side of the property along White Plains Road, east and west of the driveway.

The building at 99 White Plains Road is a two-story, rectangular-plan, Colonial Revival-style brick former residence. The Colonial Revival style was a popular building mode in the United States during the beginning of the 20<sup>th</sup> century. The Philadelphia Centennial celebration of 1876 is credited with awakening interest in Colonial-era architecture. By the late 19<sup>th</sup>-century, many studies of Colonial architecture had been published and disseminated, and influenced many architects working throughout the United States, including the architect of 99 White Plains Road (McAlester & McAlester, 1991).

The building is situated atop a hill overlooking and set back from White Plains Road. It rests atop a stone foundation and is capped by a hipped roof sheathed in slate and metal. The roofline is emphasized by a denticulated cornice. Symmetrical brick chimneys with stone caps flank the side, or east and west, façades. The south or principal façade is symmetrically balanced and is five bays wide, flanked by single-story, hipped-roof additions. The façade has many embellishments including copper collector boxes with decorative designs; stone belt-course; full-height, hipped-roof projecting bays accented by brick quoins; and a full-height, recessed entry bay set within a stone surround and capped by a denticulated pediment. First-story windows in the projecting bays are eight-over-eight double-hung sash, topped by keystone lintels. Second-story windows are six-over-six double-hung sash, topped by brick-and-stone keystone lintels. Within the entry bay, multi-pane, round-headed sash flank the main entry on the first story, and are accented by keystone lintels and stone sills; second-story windows within the entry bay include two six-over-six double-hung sash accented by brick-and-stone keystone lintels that flank a central six-over-six window situated atop the main entry. The window is set within a decorative stone surround with a stone lintel, flanked by scrolls. The main entry consists of double wood-panel doors topped by a transom that is illuminated by finely designed window panes. The entry is set within a Classical surround consisting of Corinthian pilasters, topped by a denticulated pediment.

The side, or east and west, facades include single-story, brick, hipped-roof projections that are sheathed in slate. A square-plan, two-story, brick section is appended to the northeast corner of the building and shares similar details with the main core. A modern, flat-roof addition is appended to the northwest corner of the building.

## Historic Context

### Tarrytown Area in the 17th Century

The building at 99 White Plains Road is situated within the Village of Tarrytown, Westchester County. At the time of European contact, when Henry Hudson sailed the *Half Moon* up the Hudson River from New Amsterdam in 1609, the area encompassing present-day Tarrytown was inhabited by Weckquaesgeek tribe. During the 1620s, the Dutch West India Company was chartered and given exclusive trading rights in the Dutch Colony of New Netherland for a period of 24 years. The company also established patroons, huge tracts of land granted to company investors, provided they supply colonists who would undertake a variety of agricultural and trade activities. Dutch, Walloons, and Huguenots began to settle in the region (Kraft, 1991).

In August 1664, the English seized control of the Dutch colony and joined it to its existing Colony of New York, named for the Duke of York and Albany, the brother of King Charles II of England. With transfer of ownership to the English, the as-yet unnamed Village of Tarrytown formed part of Philipsburg Manor, one of six manors granted by King Charles II to families that would reside on a large tract of land and oversee agricultural activities undertaken by tenant farmers. Tarrytown was situated in the 100,000-acre Philipsburg Manor which was controlled by Frederick Philipse, and extended from Spuyten Duyvil in the Bronx, north to the Croton River in the yet to be named Westchester County, and from the Hudson River east to the Bronx River (“History of Tarrytown/Sleepy Hollow Area,” No date [n.d.]).

During this period, land in Tarrytown and the surrounding vicinity was occupied by a number of settlers. A map produced of the Philipsburg Manor land grants documented a 220-acre tract attributed to “Wm. and Jas. Van Wart,” south of central Tarrytown in the present vicinity of White Plains Road. The rectangular tract extended eastward from the Hudson River (Couzens, 1880).

Dutch and English settlers undertook many activities to improve trade in the region, including establishment of roads. One of the primary roads was a post road between New York City and Albany, based on a Hudson River employed by Native Americans (Old Road Society of Philipstown, n.d.). In 1671, postal service was established along this route, and in 1703, the New York Provincial Legislature officially chartered the road, which was alternately known as the Highland Turnpike Road, Albany Post Road, and, eventually, South Broadway (present-day US Route 9), the primary north/south route through present-day Tarrytown (Old Road Society of Philipstown, n.d.).

### Tarrytown Area in the 18th Century

During the 18<sup>th</sup> century, agriculture and marine trade drove the economy of the region encompassing Tarrytown. While farming was the major source of employment, a variety of other industries emerged that utilized the area’s many small watercourses for power. As a result, sawmills and gristmills proliferated in the area from the 1740s onward, and on the verge of the American Revolution (1775-83), the area encompassing present-day Westchester County and Tarrytown was one of the most populous in the state (Griffin, 1946). In fact, a 1776 map of area produced during the American Revolution (1775-83) depicts a cohesive settlement labeled “Terrytown” (Conklin, 1939). The name of the town may derive from the Dutch term for wheat, *tarwe*, plus the English word “town.” In addition, early settlers of the region include members of the Terry family, possible namesakes of the settlement.

### **American Revolution in Tarrytown Area, 1775-83**

Tarrytown saw much action during the American Revolution because of its strategic location along the Hudson River, north of New York City. During the heart of battle in September 1780, three sons of local Tarrytown farmers serving as militiamen, John Paulding, Isaac Van Wart, and David Williams, captured Major John Andre, *aide-de-camp* of Sir Henry Clinton, Commander-in-Chief of British troops in New York City. Van Wart was most likely a relation to W. Van Wart who occupied a large, riverfront tract south of Tarrytown. Andre was seized while attempting to return to New York City with plans of West Point, given to him by the American traitor Benedict Arnold. Andre was tried with a court martial. Found guilty, he was hung for his crime in Tappan, New York on October 2, 1780 (“History of Tarrytown/Sleepy Hollow Area,” n.d.).

### **Post-War Progress in Tarrytown Area, 1783-1850s**

After the Revolution, Westchester County and Tarrytown began the process of rebuilding and enlarging communities. In 1788, the county was divided into 20 towns, including the Town of Greenburgh where the then-hamlet of Tarrytown was situated (Cochran Swanson & Fuller, 1982). Because it was largely an agricultural community, post-war growth initially centered on agricultural pursuits, including processing of grain at Tarrytown mills, and driving of cattle through local streets bound for slaughterhouses in New York City (Canning & Buxton, 1975).

During the final years of the 18<sup>th</sup> century, most residents either farmed or worked in milling or shipping, an industry that began to flourish based on Tarrytown’s waterfront location. By 1800, 3,000 residents lived in Tarrytown with occupations including farming, oystering, fishing, and maritime trade with New York City. While the sloops carried manufactured goods from the city, produce was often carried back to the city that was loaded onto vessels from docks at the foot of present-day White Street in Tarrytown, and Beekman Avenue in Sleepy Hollow (Canning & Buxton, 1975).

Technological innovations, coupled with a growing economy, spurred many transportation-based improvements in and around Tarrytown, facilitating the transport of people and goods to and from the hamlet. For example, stage coaches traveled along the Albany Post Road, or Broadway, between New York City and Albany from before the Revolution to the mid-19<sup>th</sup> century. The coaches accommodated up to 20 passengers, and, in the winter months, wheeled vehicles gave way to sleds. In addition to passengers, the stage coaches transported mail and other goods between communities (Canning & Buxton, 1975).

The Hudson River also became a major travel route following the invention of the steamboat by Robert Fulton in 1807. By 1824, regular freight and passenger steamboat service had been established along the Hudson River between New York City and Albany, despite initial tense opposition from many Tarrytown residents who feared for the continued economic viability of their sail-powered sloops and schooners (Canning & Buxton, 1975).

Historic maps of Westchester County produced by David Burr during the 1820s-30s depict a well-developed road and water network that facilitated travel north toward Albany, south to New York City and east to Connecticut and New England states. Tarrytown and its prominent riverfront location were clearly shown these maps, emphasizing its role as a growing riverfront settlement. By 1835, major streets of importance in the hamlet included South Broadway, Main Street, Franklin Street, Washington Street, and Water Street (Canning & Buxton, 1975). White Plains Road is also documented on the Burr maps, indicating that routes had been established between Tarrytown and White Plains at this time. Ferries also plied the Hudson, carrying goods and passengers between Rockland and Westchester Counties (Burr, 1835).

During the 1830s, two significant developments occurred south and east of the hamlet core. Increasingly, wealthy industrialists and prominent citizens began to appreciate the beauty of the Hudson River Valley which, by the 1830s, served as an inspiration for many painters, writers and architects. In 1838, William Paulding, a Tarrytown native who served as mayor of New York City from 1824-29 and was a cousin of John Paulding, a captor of Major Andre during the American Revolution, commissioned architect A.J. Davis to design a country villa overlooking the Hudson, one of many being constructed along its bluffs between New York City and Albany. The estate and gardens, known as Lyndhurst, popularized the Gothic Revival style, and was situated in Tarrytown on the west side of South Broadway, south of the growing hamlet center and future location of Van Wart and Paulding Avenues (National Trust for Historic Preservation, n.d.).

Furthermore, in 1837, New York City commenced construction of the Croton Aqueduct between the Croton River north of Tarrytown and New York City. The aqueduct was the first of its kind to carry clean drinking water into the city, and the subsurface pipe passed through Tarrytown, flanking South Broadway to the east and west. The aqueduct was finally completed in the late 1840s, and many workers who helped construct it settled in Tarrytown (Canning & Buxton, 1975).

By the late 1840s, industrial development in the form of the railroad also took place in the region. In 1849, the Hudson River Railroad pushed its way north from New York City toward Albany, and tracks were laid along the east bank of the Hudson River through Tarrytown. The railroad initially consisted of a single track, but eventually, increased passenger and freight demand required construction of three other sets of mainline rails, in addition to a railroad depot in the central portion of the hamlet. The railroad ushered the region into the industrial age, and facilitated the establishment of many industries, including its first automobile plant at Kingsland Point, north of Tarrytown in Sleepy Hollow, at the turn of the century. The plant inaugurated a long-standing association that the area would have with auto-making in subsequent decades (Canning & Buxton, 1975).

### **Tarrytown Area, 1860s-90s**

By the advent of the Civil War (1861-65), a large proportion of Tarrytown's population was employed working in factories, stores and offices, in addition to agriculture. Farmland had also been developed as country estates in accordance with the Lyndhurst model, which, by the 1860s, had been purchased and enlarged by George Merritt, a prominent Tarrytown landowner (National Trust for Historic Preservation, n.d.).

Historic maps produced during this era depict Tarrytown as a densely developed community. For example, the 1868 Beers map illustrates Main Street with both commercial and residential development. Water access was provided by docks at Main Street, Wildey Street, and near Beekman Avenue. The 1868 map also shows development in the vicinity of White Plains Road, including a structure attributed to L. Roberts, precursor to 99 White Plains Road (Beers, 1868).

Following the Civil War, Tarrytown entered a new era when it sought incorporation as an independent village. As a growing hamlet, the Town of Greenburgh, which was organized in 1788, provided scant government services to communities such as Tarrytown, and did not provide municipal services, such as police, firefighting, and sanitation; nor could it borrow money, issue bonds, or pass legislation. As a result, in 1870, Tarrytown voted to incorporate itself as a village, governed by a board of trustees (Canning & Buxton, 1975).

A map produced of Tarrytown in 1872 clearly depicts a growing village. While Tarrytown proper was heavily developed, settlements south of the village were also growing. Furthermore, White Plains Road is documented with large estates, especially near the intersection of South Broadway and White Plains

Road. During this period, L. Roberts is still depicted as owner of an estate-type property with a house in the present vicinity of 99 White Plains Road (Beers, 1872). Other estates flank the Roberts property to the east and south.

During the 1880s, farming continued to be the mainstay of Tarrytown's economy, but, by the late-19<sup>th</sup> century, this began to shift to industry and commerce, and farms disappeared rapidly. As the population increased, public services were developed, including water, gas, and electricity. In addition, by the 1890s, trolley service was also established between Tarrytown and White Plains, increasing mobility of Tarrytown's growing population (Canning & Buxton, 1975).

The 1891 map of Tarrytown provides a great deal of information concerning development within the village. While the village proper remained a locus of commercial and industrial activity, residential and estate development thrived south of the village. Multiple estates overlooked the Hudson River. Estates were also depicted east of South Broadway on White Plains Road, including the Braemar estate attributed to G.B. Newton in the present location of 99 White Plains Road. A comparison of the 1872 map and the 1891 map appears to indicate that the Braemar estate is similar in form and layout to the 1872 Roberts property, and therefore, one can assume that the Roberts clan most likely sold the property to the Newtons who dubbed it Braemar (Canning & Buxton, 1975).

### **Tarrytown Area, 20th Century to Present**

By the turn of the 20<sup>th</sup> century, South Broadway became the area's first paved road when a strip of asphaltic concrete was laid from Central Avenue to Franklin Street (Canning & Buxton, 1975). A 1908 map of Tarrytown depicts the area south of the village core largely made up of estates along the Hudson River, with the exception of Church Street and Van Wart and Paulding Avenues, which were characterized by small-scale lot development. White Plains Road was also characterized by large estates, and in 1908, the property associated with 99 White Plains Road was still attributed to the Newtowns, with Sarah H. Newtown owner of the 17 1/3 acre estate (Hyde, 1908).

However, this map evidence conflicts with local histories that indicate alternate owners of the Newton estate at that time. For example, Canning and Buxton's *History of the Tarrytowns* indicates that Judge Rumsey Miller owned the Newtown estate in 1904. That year, the principal residence was destroyed by a fire and afterward, Miller erected the present-day Colonial Revival-style house in 1905 (Canning & Buxton, 1975). Conversely, the Village of Tarrytown's HARB recommendation to designate the front facade, prepared in 1979, indicates that 99 White Plains Road was constructed in 1905 for Jonathan D. Maxwell of the Maxwell-Briscoe Motor Company, the village's largest employer from 1900-13 (LeBeau, 1979). Despite conflicting information concerning the builder of the property, both sources indicate that 99 White Plains Road was constructed in 1905 in an era dominated by opulent wealth generated by industrial pursuits in Westchester County and the overall New York City region.

With the advent of World War I (1917-18), the pace of life in Tarrytown changed. Many Tarrytown residents served in the war, and, as a result, imparted a broader world view to the community. During the decades between World War I and World War II (1941-45), Tarrytown continued to develop. A 1924 Sanborn map clearly depicts the present Colonial Revival-style building at 99 White Plains Road as the anchor building of the estate owned by Thomas Luke. The estate consisted of multiple acres that extended north to Martling Avenue. In addition to the residence, multiple outbuildings were situated on the grounds, including a carriage house, sheds, and a possible caretaker's house. As in previous decades, 99 White Plains Road was one of many estates in Tarrytown at that time (Sanborn, 1924).

During the 1930s, many roads were paved in concrete to facilitate access to the community, and commercial and industrial enterprises located along the Hudson River, including the General Motors plant

in Sleepy Hollow (Canning & Buxton, 1975). While the Great Depression (1929-41) negatively impacted Tarrytown and its residents, the village began to flourish as industries geared up for World War II, providing employment and a livelihood for many residents in need of jobs. A Sanborn map produced of Tarrytown in 1941 indicates that at the commencement of the war, Thomas Luke was still owner of 99 White Plains Road, although his property was reduced in size by that time (Sanborn, 1941).

Following World War II, many Tarrytown estates along South Broadway, White Plains Road, and Martling and Prospect Avenues were subdivided to accommodate multi-family dwellings. However, some estates were preserved, including Sunnyside and Lyndhurst. One of the most dramatic changes that would occur in Tarrytown centered around construction of the Tappan Zee Bridge and the Cross Westchester Expressway (Interstate [I]-287). Prior to World War II, the New York State Assembly began to investigate constructing a bridge between Rockland and Westchester Counties in the vicinity of the Tappan Zee, the second widest point of the Hudson River, located between Nyack and Tarrytown. It was named for the Tappan Indian tribe of Rockland County, and the Dutch term *zee* (open expanse of water or sea). The advent of World War II temporarily defused the bridge plan, and shortly after the conclusion of the war in 1945, the issue was revived (Talley, 1989).

By the 1950s, transport of people and goods via cars and trucks became a necessity of life. Trucks supplanted trains for the transport of goods to and from Tarrytown, just as buses traveling along South Broadway and other major thoroughfares supplanted trolley service, which was suspended in 1929. It was in this climate during the early 1950s that the recently formed New York State Thruway Authority (NYSTA) commenced plans to construct a bridge crossing the Hudson River at the Tappan Zee. Although Tarrytown residents protested the project because of potential traffic increases on local streets, NYSTA opted to construct the bridge between Nyack and Tarrytown in 1950 (Laroff, 2000). Between 1950-55, multiple buildings were acquired in Tarrytown to facilitate construction of the bridge that carried the Thruway to Elmsford. In particular, the Hoe estate, located north of the Van Wart and Paulding Avenues, which, by the 1950s, was owned by the Luke family, was acquired, and many houses at the east end of the Van Wart and Paulding Avenues were also acquired. In addition, estates and developments between White Plains Road and Sheldon Avenue were removed. However, 99 White Plains Road remained intact, under the ownership of the Luke family until 1961 (LeBeau, 1979).

The Tappan Zee Bridge was completed in 1955 and, in 1956, construction began on the Cross Westchester Expressway that linked the Thruway in Elmsford to I-95 in Port Chester. The expressway was completed in 1960. Completion of this major infrastructure spurred both suburban residential and commercial development.

Along with this general trend, 99 White Plains Road was converted for commercial use. After the property was sold by the Lukes in 1961, it was owned by a series of enterprises, including Simmon Precision Instruments; Pondrow, Inc.; and the Hudson River Valley Commission (LeBeau, 1979). This commission was formed by Governor Nelson Rockefeller and his staff to regulate development along the Hudson River in 1966, and led a landmark battle to preserve Storm King Mountain from inappropriate development by Consolidated Edison during the late 1960s (Hudson River Valley Commission, 2004). In 1964, a major fire destroyed much of the interior, forcing renovation and removal of historic fabric. In 1976, the Goebel Collector's Club opened a gallery and museum at 99 White Plains Road, where, for many years, the largest Hummel figurine was on display. The building is currently occupied by a book publisher and other professional offices.



## **National Register Eligibility Statement and Proposed National Register Boundary**

The building at 99 White Plains Road is recommended eligible for listing in the National Register under Criterion C for its architectural significance, and retains a high degree of integrity of location, design, setting, materials, workmanship, and association. It is eligible under Criterion C as an excellent example of a Colonial Revival-style building in Tarrytown. Character-defining features include the hipped roof; denticulated cornice; symmetrical chimneys; stone belt course; quoins; denticulated pediment; eight-over-eight double-hung sash; six-over-six double-hung sash; round-headed sash; brick-and-stone keystone lintels and sills; and wood double-entry door with transom. Landscape and hardscape features also contribute to the historic setting of 99 White Plains Road, including the expansive front lawn; shrubs and flowers; circular driveway; and stone walls east and west of the driveway. The proposed National Register boundary includes the tax parcel occupied by 99 White Plains Road.

## References

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### Maps

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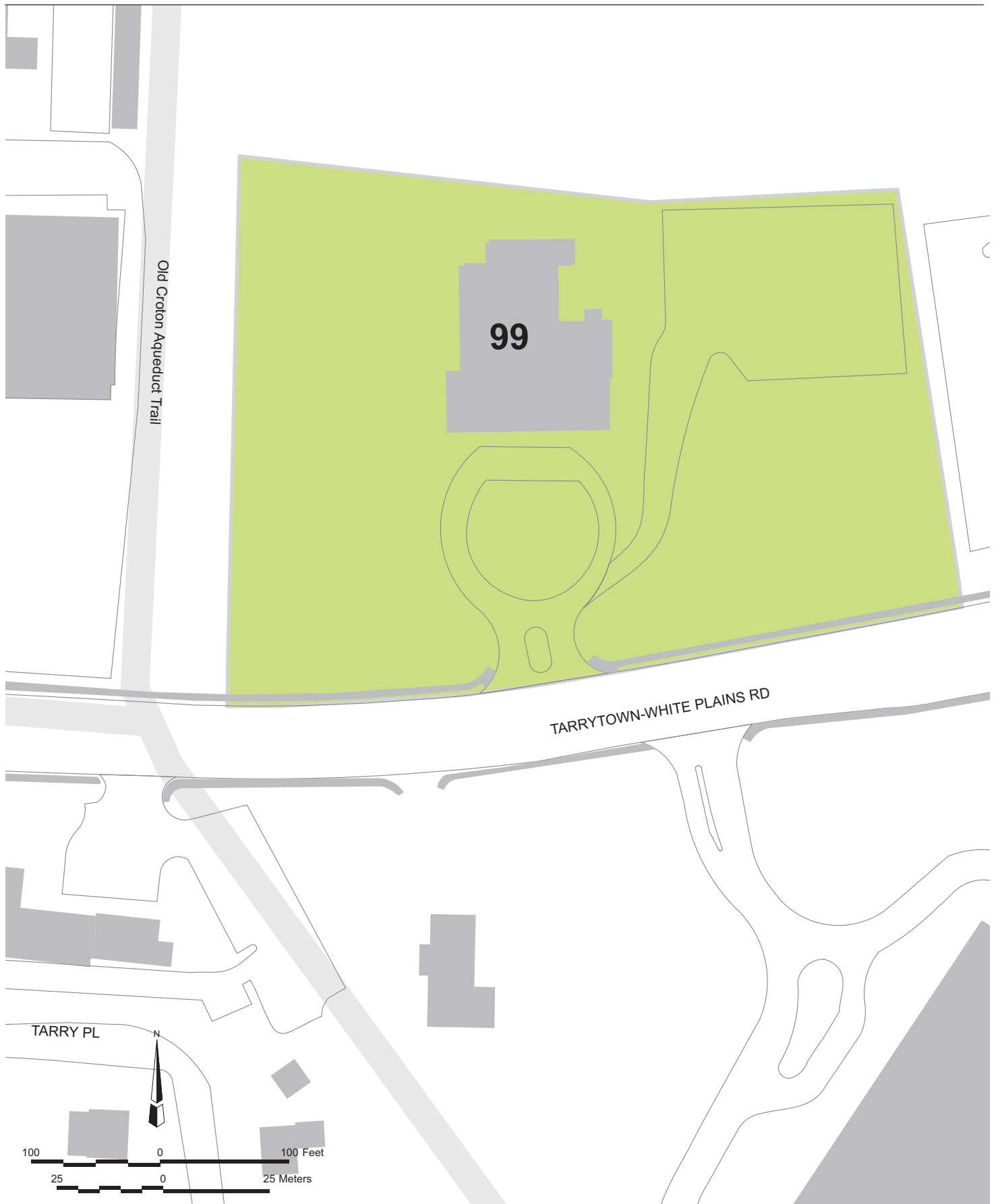
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- Proposed National Register Boundary
- Property Boundary

***99 White Plains Road***



**Photo 1.** Looking toward main, or south façade of 99 White Plains Road, which is set back from road. Note projecting bays accented by brick quoins and full-height, recessed entry bay set within stone surround. Other details include original fenestration, accented by keystones; denticulated cornice; and slate roof.