



# 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 2 Shadyside Avenue

County Rockland Town/City \_\_\_\_\_ Village/Hamlet: South Nyack

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

Original use Residential Current use Residential

Architect/Builder, if known \_\_\_\_\_ Date of construction, if known ca. 1850s-90s

## DESCRIPTION

Materials – please check those materials that are visible

Exterior Walls:	<input checked="" type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood	
	<input type="checkbox"/> stone	<input 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:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: \_\_\_\_\_

Alterations, if known: Single-story additions on north and west façades Date: 20<sup>th</sup> century

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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## 2 Shadyside Avenue

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### Physical Description

Constructed between the 1850s-90s, 2 Shadyside Avenue is located south of the intersection of Hillside Avenue (US Route 9W) and Shadyside Avenue in the Village of South Nyack, Town of Orangetown, Rockland County, New York. It is bound on the north by the triangular intersection of Hillside and Shadyside Avenues, the south by residential development, the east by Hillside Avenue and the west by Shadyside Avenue. The majority of the property is situated within the area of potential effect (APE), and is approximately 450 feet west of the New York State Thruway (Interstate [I]-87/287) (see Location Map). The Thruway is situated in a cut, and is screened from 2 Shadyside Avenue by topography, mature vegetation, and residential development.

The property includes a historic residence set upon a steeply sloped, wedge-shaped piece of land. The residence is surrounded by shrubs and some mature trees. A fieldstone retaining wall flanks the eastern edge of the property along Hillside Avenue.

The residence is the principal building on the property and survives as a good example of a mid-19<sup>th</sup>-century vernacular residence with earmarks of the Gothic Revival style. From the mid-to-late 19<sup>th</sup> century, the Gothic Revival style became a popular building mode in the United States. The style was popularized by American architect Alexander Jackson Davis whose 1837 book, *Rural Residences*, included many buildings with medieval or Gothic influences. In the 1830s, Davis designed Lyndhurst, a Gothic Revival country estate overlooking the Hudson River in Tarrytown, across the river from South Nyack (McAlester & McAlester, 1991). Some earmarks of the style include pointed windows; oriel windows; and steeply pitched roofs and many of these are evident on 2 Shadyside Avenue.

The residence at 2 Shadyside Avenue is a two-and-a-half-story, T-plan, frame building that rests atop a stone-and-concrete foundation. The facades are sheathed in wood clapboards. The building is capped by an intersecting gable roof sheathed in asphalt shingles. Additions have been constructed on the north and south facades.

The east façade is the principal façade of residence, and is four bays long. The first story is pierced by a window-window-door-window pattern and the second story is pierced by four windows. On the first and second stories, the windows are replacement six-over-six double-hung sash set within vinyl surrounds. The door is a wood panel door set within a wood surround. The entry is protected by a hipped roof portico supported by Doric columns. A cement staircase with fieldstone cladding and a wood balustrade provides access to the door. An asphalt-clad, pent-roof belt course occurs between the first and second stories. The top half-story is emphasized by a centered gable with six-pane pointed window set within a wood surround.

The west façade is the rear façade. The first story is obscured by a hipped-roof addition. The addition is illuminated by three paired and one triple six-pane casement windows set within wood surrounds. The second story is pierced by a replacement six-over-six double-hung sash. The clapboard cladding on the second story is uneven at the junction of the center-gable section and the side-gable section, indicating evidence of alteration. The top half-story is pierced by shuttered pointed window set within a wood surround. Like the east façade, an asphalt-clad pent-roof belt course occurs between the first and second stories.

The south façade consists of a front-gable section and side-gable section. The first story of the front-gable section is pierced by two projecting paired six-pane casement windows set within projecting wood surrounds, capped by pent roofs. The second story is pierced by a replacement six-over-six double-hung sash, and the top half-story is pierced by a shuttered pointed window similar to the pointed window on the west façade. The first story of the side-gable section is dominated by an enclosed hipped roof entry porch. The entry porch is illuminated by triple six-pane casement windows set within wood surrounds. The second story is pierced by two replacement six-over-six double-hung sash.

The north façade also consists of a front-gable section and side-gable section. The first story of the front-gable section is obscured by a contextually sensitive modern flat-roofed frame addition that is sheathed in clapboards and pierced by multi-pane fenestration. The second story has an oriel window illuminated by six-over-six double-hung sash. The side-gable section has a six-over-six double-hung sash on the first story and, on the second story, two sash windows including a standard six-over-six double-hung sash and smaller square six-over-six double-hung sash.

## Historic Context

### Nyack Area, 18th and 19th Centuries

In the 1700s and early 1800s, Rockland County's economy was agrarian, based primarily on subsistence agriculture. Few villages had been established, and extended families, mainly of Dutch and English extraction, settled in loose groupings and farmed large patches of land. Many settled along the Hudson River in the Nyacks, an area that by the mid-19<sup>th</sup> century would be split into three villages including the central Village of Nyack with Upper Nyack to the north, and South Nyack to the south. In 1800, Nyack itself was home to only a few families: the Smiths, DePews, Tallmans, Lydeckers, and in South Nyack, the Cornelisons (*Old Nyack*, 1928).

During the first decades of the 19<sup>th</sup> century, Nyack swiftly developed into a substantial village with several growing businesses. In 1826, William Perry established the first shoe factory, an industry that was to play a central role in the village's economy. At first the enterprise was a cottage industry; many of Perry's employees were country farmers doing piecework in their spare time. By 1832, however, he employed ten or twelve full-time workers. Shortly after Perry established his shop, Nathaniel, Edward, and Daniel Burr (relatives of Aaron Burr) organized another shoe factory.

From the 1850s through the 1870s, Nyack became home to numerous shoe factories. The use of sewing machines and steam power allowed companies to modernize and expand their businesses. By 1860, shoemaking was the largest single category of male employment in Nyack. Ketchel & Caywood had a factory on Railroad Street and DePew Avenue. C.B. Kennedy's shoe factory on Broadway employed fifty people; Conrad Doersh employed thirty, and M.A. Morrell and Jacob Siebert's firms employed forty each, to name but a few of the proliferating shoemaking enterprises in the village (Cole, 1884).

Several important ship carpentry firms were also established along the river and produced many well-known steamboats of the day including the *Arrow* and the *Crystenah*. William Voorhis built the first modern catamaran, the *Henry W. Longfellow* at his Nyack shipyard; a design experiment that proved a financial disappointment. Other industries operated in the village including a piano-making establishment and a cedar pail factory. Farming remained an important economic factor. The village's convenient location on the Hudson River allowed the local industries to flourish. A steamboat line operated by the Smith family ran a brisk business of exporting Nyack's agricultural produce and industrial goods to New York City (*Old Nyack*, 1928).

Quarrying was another industry that was prominent in riverfront communities in Orangetown, including Nyack and Grand View-on-Hudson (Grand View) (located south of South Nyack) during the early-19<sup>th</sup> century. Many quarries were established along the steep hillside west of River Road in Grand View. By the 1830s, 16 quarries were situated in Grand View, while 15 quarries were located in Nyack. Quarrying facilitated improvement of Grand View's River Road from a lane into a country road. During the height of quarrying from 1820-40, brownstone was shipped on scows from Grand View, via newly constructed piers. Some quarries even constructed narrow gauge railroads to facilitate transport of stones from quarries to the riverside. The 1854 map underscores the important role that quarrying played in Orangetown's economy and depicts a quarry in the general location of Ferris Lane (O'Connor, 1854).

The 1854 map also depicts the burgeoning road network in Nyack and South Nyack. For example, Mountain Road, the precursor to Hillside Avenue and Shadyside Avenue, is depicted on the 1854 map, skirting the western edge of Nyack and South Nyack and flanked to the east and west by scattered rural development (O'Connor, 1854).

Railroading was also prominent during the 19<sup>th</sup> century. The Erie Railroad's northern terminus in the 1850s was Piermont, the village several miles south of Nyack. During this time, Piermont's population was approximately double that of Nyack. A large percentage of the inhabitants of Piermont were Irish laborers working for the railroad. Nyack's smaller population, in contrast, still drew mainly from the nearby country farms of New York and New Jersey (Nordstrom, 1973).

When the railroad finally reached Nyack in the 1870s, the new opportunities for goods transport added additional fuel to the industrial revolution taking place in Nyack. The families that controlled shipping enterprises offered incentives for industries to continue to utilize steamboats and establish themselves along the river, however, the railroad eventually won out. New commercial buildings, now built of brick and rising multiple stories, were built in the vicinity of the railroad. Piermont Avenue (the oldest road in South Nyack and originally called Front Street) was a favorite location for the mansions of Nyack's wealthy, and Broadway, which had previously existed only within the village of Nyack, was extended south of DePew Avenue into South Nyack ca. 1870.

During the 1870s, population growth and the fast pace of development facilitated efforts to incorporate the three Nyack villages. Thus, in 1872, both the villages of Upper Nyack and Nyack were incorporated. Six years later in 1878, the Village of South Nyack was incorporated (Green, 1886). Around 1870, South Broadway was laid out through South Nyack and was also situated east of Shadyside Avenue. This north/south route provided access to South Nyack from communities to the south, including Grand View and Piermont (United States Geological Survey [USGS] 1902; 1943). By 1888, "a major transformation had been effected with the erection of some fifty blocks of all shapes and sorts. During the year 1891 alone, four brick blocks were built, and in the five years preceding, 209 buildings of all types had been constructed at Nyack" (Nordstrom, 1973). Increasingly, large landowners subdivided lots and developed them as housing for the workers employed in the various thriving factories and at the railroad.

New residential development was concentrated in areas to the south, west, and north of Nyack's center. The South Nyack station was located on Franklin Street at Smith Avenue, while the Nyack station was actually located within the bounds of South Nyack on Franklin Street and Cedar Hill Avenue (South Nyack Centennial Publication Committee, 1978). The railroad terminus and freight depot was located on Franklin Street and DePew Avenue, and many factories were established around this intersection. At the corner of Railroad Avenue and Cedar Hill Avenue, for example, were clustered the Morrow Shoe Manufacturing Company; A. H. Jackman Shoe Company (one of the largest employers in Nyack); Gurnee & Gregory Lumber, Coal, and Wood; O.P. Wright & Co. Carriage and Sleigh Manufactory; and Charles McElroy Carpenter and Builder (Sanborn, 1887).

South Nyack experienced the most rapid and concentrated residential development of the Nyacks during this period because it possessed the particular advantage of being close to railroad facilities. In fact, the railroad right-of-way (ROW) ran along the east side of Franklin Street in South Nyack proper, and south of the village core, situated east of the precursor to Shadyside Avenue (Hyde, 1886).

The Depression of 1893 caused an economic downturn in Nyack. Many of the shoe factories failed, and despite efforts, the industry never fully recovered. A few shipyards continued to operate, but were increasingly limited to the production of pleasure craft (Nordstrom, 1973).

### **Nyack Area, 20th Century-Present**

Despite the declining industries, Nyack fostered a relatively successful tourist industry. Increasingly too, 'suburbanites' built new homes in Nyack. They continued to work in New York City, but took advantage of the convenience of the railroad connection. Attractive qualities included the ease of travel (the train journey between the village and New York City was less than an hour in duration), beautiful Hudson River scenery and recreational opportunities (*Nyack...The Gem of the Hudson*, 1903).

By 1920, 43 passenger trains ran between Nyack and New York City every day. The convenience of travel attracted many commuters and vacationers, and houses proliferated on the southern outskirts of South Nyack during the first decades of the 20<sup>th</sup> century, including Hillside and Shadyside Avenues, and the southern portion of Broadway.

Historic maps appear to indicate that between 1902 and 1943 the triangular-shaped Hillside/Shadyside avenue intersection was created at the southwestern edge of South Nyack (USGS, 1902; 1943). By 1943, Hillside Avenue was designated part of US Route 9W, a north/south route that flanked the west bank of the Hudson River and extended between Fort Lee, New Jersey and Albany, New York. While evidence of 2 Shadyside Avenue does not appear on the 1902 map, the 1943 map clearly depicts residential development in the triangular-shaped intersection, most likely including 2 Shadyside Avenue (USGS, 1902; 1943). Although 2 Shadyside Avenue appears on early-20<sup>th</sup>-century maps and not on 19<sup>th</sup>-century maps, it was most likely constructed during the 19<sup>th</sup> century, based on the form and massing of the building and its Gothic Revival features. Therefore, the map evidence does not provide a reliable source pinpoint the construction date of the building.

Following World War II (1941-45), the federal government created dramatic incentives for highway construction. The Palisades Parkway was begun in 1947, and shortly thereafter, the Thruway and the Tappan Zee Bridge were constructed in the early 1950s. Nyack, and particularly South Nyack, would be irrevocably changed when they were chosen as the path of the Tappan Zee Bridge and the Thruway. In March 1952, construction began on the bridge, which would touch down near the southeastern boundary of South Nyack, and on the Thruway, which was laid out along the east side of Hillside Avenue.

The highway project, completed in 1955, was unpopular amongst the majority of residents of the Nyacks due to the number of property acquisitions required for construction. The new highway connected with the Tappan Zee Bridge from a trajectory parallel to Hillside Avenue by sweeping across Broadway in the vicinity of Smith Avenue (South Nyack Centennial Publication Committee, 1978). In addition, construction of the Thruway and Interchange 10 most likely caused the relocation of Hillside Avenue west of Interchange 10, and probably resulted in the removal of residences that flanked the avenue in this area. However, map evidence indicates that the triangular-shaped Hillside Avenue/Shadyside Avenue intersection remained intact, including 2 Shadyside Avenue.

The population of South Nyack dropped somewhat during construction of the bridge, however, shortly after its completion, it rose again to an all-time high. The automobile replaced the railroad as the primary method of travel between Nyack and New York City. In 1965, rail commuters from Nyack to New York had diminished so significantly that passenger service was discontinued (Zimmerman, 2002). Today the population consists of both full-time residents working locally or commuting to jobs in New York City, as well as vacationers with holiday homes in the area.

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

The residence at 2 Shadyside Avenue is recommended National Register eligible under Criterion C for its architectural significance, and retains integrity of location, setting, workmanship, feeling, and association. Although it has been altered, it is a good example of a mid-to-late-19<sup>th</sup>-century residence with Gothic Revival features that retains historic integrity including its intersecting-gable form; center-gable dormer; pointed top half-story windows; and oriel window. The proposed National Register boundary includes the wedge-shaped tax parcel upon which 2 Shadyside Avenue is situated. Contributing elements include the residence surrounded by shrubs and some mature trees, and the fieldstone retaining wall that flanks the eastern edge of the property along Hillside Avenue.

## References

### Books

Cole, David, ed. *History of Rockland County*. New York: J. B. Beers & Company. 1884.

Green, Frank B. *History of Rockland County*. New York: A.S. Barnes & Company. 1886.

McAlester, Virginia & Lee McAlester. *A Field Guide to American Houses*. New York: Alfred A. Knopf. 1991.

Nordstrom, Carl. *Frontier Elements in a Hudson River Village*. Port Washington: Kennikat Press. 1973.

*Nyack... The Gem of the Hudson*. Nyack: Blauvelt and Morrell. 1903.

*Old Nyack: An Illustrated Historical Sketch of Nyack-on-the-Hudson*. Nyack: Nyack National Bank. 1928.

South Nyack Centennial Publication Committee. *South Nyack Centennial 1878-1978*. Tenafly: Keystone General Offset Printing. 1978.

Zimmerman, Linda, ed. *Rockland County 1900-2000: Century of Progress*. New City: Historical Society of Rockland County. 2002.

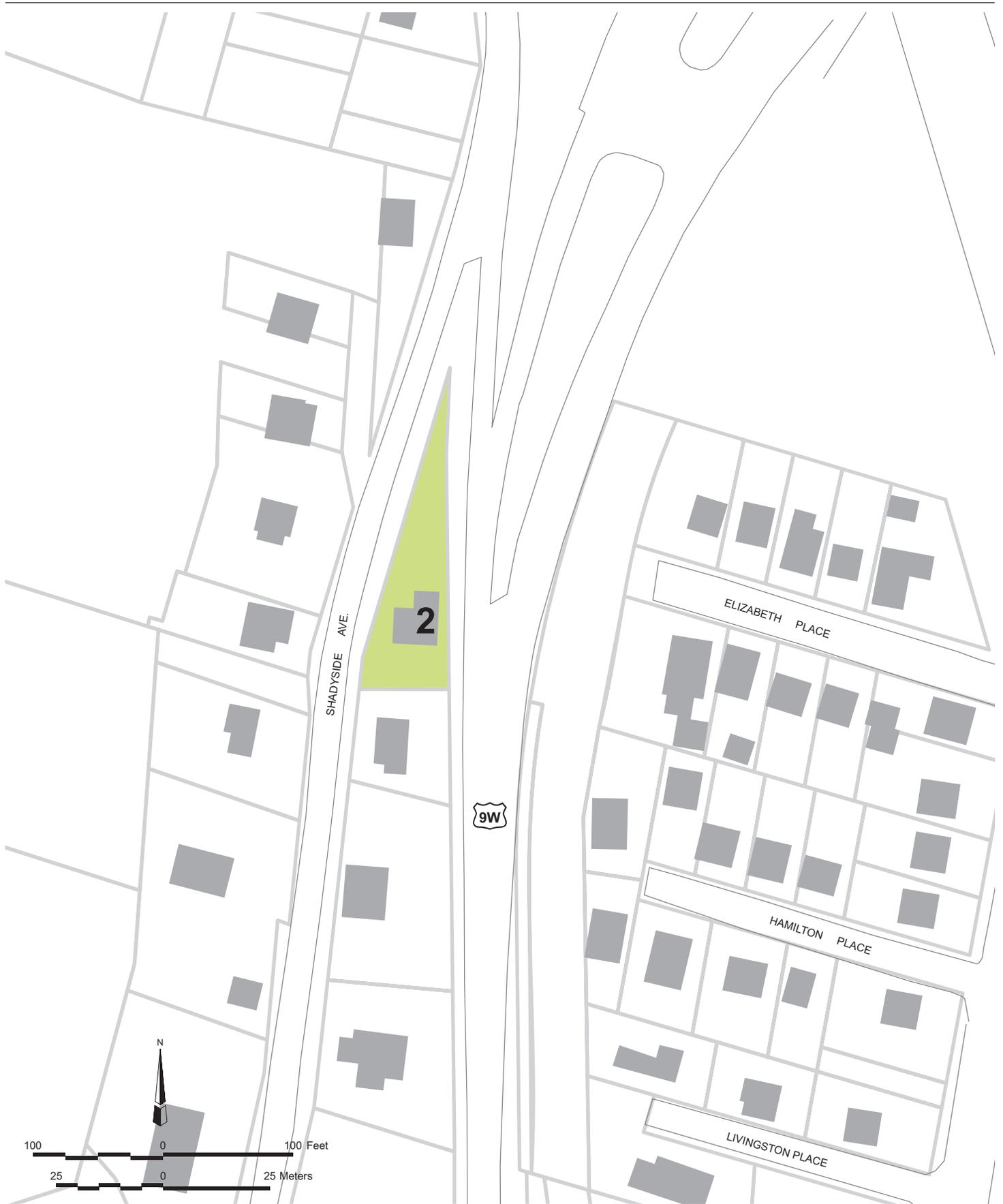
### Maps

O'Connor, R.F. *Atlas of Rockland County*. New York: R. F. O'Connor. 1854

Sanborn Map Company. *Nyack, New York*. New York: Sanborn Map & Publishing Company. 1887.

United States Geological Survey (USGS). *Tarrytown, New York-New Jersey*. Washington: USGS. 1902.

USGS. *Nyack, New York-New Jersey*. Washington: USGS. 1943.



	Proposed National Register Boundary	<b><i>2 Shadyside Avenue</i></b>
	Property Boundary	



**Photo 1.** Looking toward east façade of 2 Shadyside Avenue. Note Gothic details including centered gable with multi-pane pointed casement window on east façade. Note historic projecting casement windows on first story of south façade.



**Photo 2.** Looking toward south and west façades of 2 Shadyside Avenue. Note oriel window on second story of south façade. Note casement windows on first story and shuttered pointed window on second story of west façade