

**HISTORIC AND NATURAL DISTRICTS
INVENTORY FORM**

**DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479**

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ORGANIZATION
(if any): _____

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1. NAME OF DISTRICT Tappan Landing Historic District

2. COUNTY Westchester TOWN/CITY _____ VILLAGE Tarrytown

3. DESCRIPTION:

See Continuation Sheet

4. SIGNIFICANCE:

See Continuation Sheet

5. MAP

See Continuation Sheet

6. SOURCES:

See Continuation Sheet

7. THREATS TO AREA:

BY ZONING ☐

BY ROADS ☐

BY DEVELOPERS ☐

BY DETERIORATION ☐

OTHER

ADDITIONAL COMMENTS:

8. LOCAL ATTITUDES TOWARD THE AREA:

9. PHOTOS:

See Continuation Sheet

Tappan Landing Historic District

Physical Description

The proposed Tappan Landing Historic District is located in the Tappan Landing neighborhood in the Village of Tarrytown, Town of Greenburgh, Westchester County, New York. The proposed district is situated on the west side of South Broadway (US Route 9) and east side of the Metro-North Railroad Hudson Line.

Resources along the west side of Tappan Landing Road and North Tappan Landing Road are situated within the area of potential effect (APE) which is located approximately 450 feet north of the New York State Thruway (Interstate [I]-87/287) and the Tappan Zee Bridge toll plaza and adjacent to the east of the Metro-North Hudson Line right-of-way (ROW) (see Location Map). Both roads are curvilinear cul-de-sacs set atop sloping land that overlook the Metro-North Hudson Line, Hudson River, and the Tappan Zee Bridge.

To maintain consistency during field survey, all resources along Tappan Land Road and North Tappan Landing Road within and outside the APE were surveyed and evaluated to determine whether they contribute to the proposed district. In addition, there are multiple roads within the Tappan Landing neighborhood beyond the APE, but it is outside the scope of work for this project to conduct survey in this area. However, general descriptions of resources flanking roads outside the APE are included in this form because they are situated in the same neighborhood, and would likely contribute to the proposed district. These resources consist of single-family residences and apartment buildings that were developed between 1939 to the early 1950s, the same period as resources within the APE.

The proposed district consists of single-family residences constructed during the early 1940s. The residences are situated on properties landscaped with mature trees and bushes. Most buildings are frame, sheathed in asbestos shingles, aluminum or vinyl siding, or stone, and represent a wide variety of mid-20th-century domestic architectural styles, including Colonial Revival, Dutch Colonial Revival, and vernacular saltbox-type cottages.

The district, whose period of significance spans from 1939-56, includes 20 contributing and 11 non-contributing resources within the APE. A list of contributing and non-contributing resources is provided below, accompanied by a brief description of each resource.

Contributing Resources

Tappan Landing Road

63 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features, surrounded by mature trees, flagstone paths and a post-and-beam fence. Located on the north side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and is capped by a side-gable roof sheathed in asphalt shingles. A simple cornice band emphasizes the roof line on the south or principal façade. The south façade is pierced by two eight-over-eight double-hung sash with shutters that flank a central wood-panel door with two lights. A semi-hipped roof single-car garage is appended to the west or side façade. The top half-story of the west façade is pierced by paired eight-over-eight double-hung sash with shutters. A brick end-wall chimney also occurs on the west façade. A modern shed roof addition occurs on the first story of the east façade. The top half-story has the same fenestration pattern as the west

façade. A deck was added to the first story of the north or rear façade in the 1970s (Town of Greenburgh, New York, n.d.).

65 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features surrounded by mature trees and a post-and-beam fence. Located on the north side of Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and is capped with an asphalt-clad, side-gable roof. The first story has two windows flanking a central door. The west window is a six-over-six double-hung sash, and the east window is a bay window. Both windows have shutters. The wood-panel door is set within a Classical wood surround with pilasters, surmounted by a denticulated cornice. The top half-story has a dormer with two paired replacement six-over-six double-hung sash. The dormer was added ca. 1969 (Town of Greenburgh, New York, n.d.). A single-story, single-car garage capped by a steeply sloped side-gable roof is appended to the first story of the east façade. A six-over-six double-hung sash is located at the southeast corner of the east façade.

69 Tappan Landing Road: One-and-a-half-story frame residence with Dutch Colonial Revival features. Located on the north side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in cedar shingles, and is capped by an asphalt-clad, side-gambrel roof, pierced by a central brick chimney. The first story has two original six-over-six double-hung sash with shutters that flank a central wood-panel door. The roof line is emphasized by a simple cornice. The roof is pierced by two pedimented dormers with six-over-six double-hung sash. The southeast corner of the east façade has a single six-over-six double-hung sash. A single-car garage surmounted by a top half-story addition constructed in 1970 is appended to the east façade (Town of Greenburgh, New York, n.d.). The addition has a six-over-six double-hung sash with shutters.

70 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the east side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in stone cladding and aluminum siding, and is capped by side-gable roof sheathed in asphalt shingles. The roof is pierced by a brick chimney. The west or principal façade has stone cladding and two windows that flank a central wood-panel door. The windows at the northwest corner are the original triple six-over-six double-hung sash. A single-story, single-car garage capped by a steeply sloped gable roof is appended to the north façade. The north façade of the garage has six-over-six double-hung sash on the first and second stories, respectively.

73 Tappan Landing Road: One-and-a-half-story frame residence with vernacular saltbox features. Located on the west side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and capped by a side-gable roof sheathed in asphalt shingles. The first story of the east façade has triple double-hung sash. The north façade has a double-hung sash on the first story, and a double-hung sash on the second story. A single-story, single-car garage is appended to the north façade. The east façade of the garage has a standard door, and modern roll-up garage door. The juncture between the main residence and the garage addition has three evenly spaced shelves. The west façade has a brick end-wall chimney.

77 Tappan Landing Road: Two-story frame residence with Colonial Revival features. Located on the west side of Tappan Landing Road, it was constructed in 1942 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and is capped by a modified side-gable roof sheathed in asphalt shingles. The first story of the east façade is pierced by two replacement windows and a central wood-panel door, sheltered by a front-gable awning supported by brackets. The southernmost window is a six-over-six double-hung sash. The northernmost windows are small paired six-over-six-light double-hung sash. The second story of the east façade is pierced by three

original sash windows: two six-over-six double-hung sash that flank a central smaller six-over-six double-hung sash. All windows on the east façade are flanked by shutter dogs, but the shutters have been removed. The north and south facades have single-story additions capped by steeply sloped side-gable roofs. The north addition is a single-car garage with an original wood roll-up door. The south addition has a sash window flanked by shutters.

82 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the east side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and is capped by a side-gable roof sheathed in asphalt shingles, pierced by a central brick chimney. The first story of the west façade is pierced by two windows and a central wood-panel door. The northern window is a double-hung sash. The southern window is an original oriel window with six-over-six double-hung sash set within a wood surround. The roof line is emphasized by a simple cornice band which is continuous with the upper portion of the oriel window. The south façade has a basement-level garage and a one-and-a-half-story addition. The east façade of the addition has paired six-over-six double-hung sash with shutters. The south façade of the addition has two sash windows on the first story, and a sash window in the top half-story.

83 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the west side of Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and is capped by a side-gable roof sheathed in asphalt shingles. The roof is pierced by a central brick chimney, and the roof line on the east façade is emphasized by a simple cornice. The first story of the east façade has three windows and a wood-panel door. The windows are modern six-over-one double-hung sash; two are located south of the door, and one is located north of the door. A single-story, single-car garage addition, capped by a flat roof with a simple cornice, is appended to the north façade of the residence. In addition, the north façade has multiple windows and doors: a modern six-over-one double-hung sash on the first story and double-hung sash and wood-panel door on the second story. The door opens onto the flat roof of the garage which functions as a deck.

86 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the east side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in aluminum siding and is capped by gambrel roof sheathed in asphalt shingles. The roof line is emphasized by a simple cornice. The first story of the west façade has two paired original six-over-six double-hung sash with shutters that flank a central wood-panel door. The door is set within a Classical wood surround with pilasters and a full entablature. The top half-story is pierced by shed roof dormers with original six-over-six double-hung sash. A single-story, single-car, shed-roof garage is located on the north façade. The top half-story of the north façade is pierced by a multi-pane sash. The south façade has a single-story, shed-roof addition with modern plate-glass sliding windows.

96 Tappan Landing Road: Two-story frame residence with Colonial Revival features. Located on the east side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and is capped by a side-gable roof sheathed in asphalt shingles. The roof is pierced by a central brick chimney. The first story of the west façade has two windows that flank a central wood-panel door. The northernmost window is a six-over-six double-hung sash with shutters and shutter dogs. The southernmost window is a 24-light window set within a wood surround. The top half-story has two front-gable wall dormers with six-over-six double-hung sash s with shutters and shutter dogs. The south façade has a basement-level garage, and a single-story shed roof addition, illuminated by modern plate glass windows.

101 Tappan Landing Road: One-and-a-half-story frame residence with Dutch Colonial Revival features. Located at the northwest corner of the intersection of Tappan Landing Road and North Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles and is capped by a gambrel roof with overhanging, sloped eaves, sheathed in asphalt shingles. The roof is pierced by a central brick chimney. The first story of the east façade has two modern windows that flank a central wood-panel door. The southernmost windows are paired six-over-six double-hung sash, and the northernmost window is a six-over-six double-hung sash. The windows have shutters and shutter dogs. A single-story garage addition is located on the south façade. The garage is capped by a semi-hipped roof, and has an original roll-up door. The south façade of the garage has a six-over-six-light double-hung sash. The top half-story of the south façade has paired six-over-six-light double-hung sash with shutters and shutter dogs. In the 1990s, a deck and pool were added at the rear or west of the residence.

104 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the east side of Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The lawn and driveway are retained by a fieldstone wall. The building sits atop a concrete foundation, is sheathed in asbestos shingles, and is capped by a side-gable roof sheathed in asphalt shingles. The first story of the west façade has two windows that flank a central wood-panel door. The northernmost window is a six-over-six double-hung sash with shutters and shutter dogs. The southernmost windows are paired six-over-six double-hung sash with shutters and shutter dogs. A basement-level garage is located below the northernmost window. The south façade has a single-story addition, capped by a shed roof. It is illuminated by modern windows. The north façade has two sash on the first story, and a single sash window in the top half-story.

105 Tappan Landing Road: One-and-a-half-story frame residence with Dutch Colonial Revival features. Located on the west side of Tappan Landing Road, it was constructed in 1940 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in vinyl siding, and is capped by a gambrel roof sheathed in asphalt shingles. The roof is pierced by a central brick chimney. The first story of the east façade is pierced by three windows and a Craftsman-type glass-and-panel door. The southernmost windows are modern eight-over-eight double-hung sash with shutters. The northernmost windows are paired eight-over-eight double-hung sash with shutters. A single-story, single-car garage addition is on the south façade. The addition is capped by a flat roof that has been converted into a deck serving the top half-story. The first story of the south façade has a modern double-hung sash, and the top half-story has a modern door and double-hung sash overlooking the roof deck.

109 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the west side of Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in vinyl siding, and is capped by a side-gable roof sheathed in asphalt shingles. The roof is pierced by a central brick chimney and round metal ventilator. The first story of the east façade is pierced by three windows and a wood-panel door. The southernmost window is a six-over-six double-hung sash and the northernmost windows are paired six-over-six double-hung sash. The windows and the doors are flanked by shutters. A single-story, single-car garage addition occurs on the north façade. The garage is capped by a steeply pitched side-gable roof. The northeast corner of the north façade has a six-over-six double-hung sash on the first story.

110 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the east side of Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos shingles, and capped by a side-gable roof sheathed in asphalt and pierced by an interior brick chimney and two modern skylights. The roof line is emphasized by a simple cornice band. The first story of the west façade has four windows and a central wood-panel door. The northernmost window is an original six-over-six double-hung sash

with shutters and shutter dogs. The southernmost window consists of original triple six-over-six double-hung sash with shutters and shutter dogs. Original six-over-six double-hung sash occur at the northwest and southwest corners of the north and south façades. The residence also has two additions, a northern addition and a southern addition. The northern addition has a basement-level garage surmounted by a one-and-a-half-story section, capped by a steeply pitched side-gable roof. The west façade of the addition has a glass-and-panel door with four lights. The southern addition consists of a one-and-a-half-story section capped by a steeply pitched side-gable roof. The west façade of the addition has an original six-over-six double-hung sash with shutters and shutter dogs. The south façade of the addition features an original oriel window with six-over-six double-hung sash. The top half-story is pierced by a modern sliding glass window.

113 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the west side of Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in fieldstone and capped by a sloping side-gable roof sheathed in asphalt shingles. The southeast corner of the east façade has an oriel window with double-hung sash and a wood-panel door. A two-car garage is located at the northern end of the east façade and is recessed slightly, sheltered by overhanging eaves.

117 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the west side of Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in vinyl siding and is capped by a side-gable roof sheathed in asphalt shingles and pierced by an interior brick chimney. The first story of the east façade has four replacement six-over-six double-hung sash with shutters and a replacement glass-and-panel door. The southernmost window occurs near the southeast corner in a projecting portion of the east façade. The door is sheltered by the overhanging eaves, supported by a post. Two windows are located north of the door. A single-car garage is located at the northeast corner of the east façade. The two northernmost windows are located north of the door.

North Tappan Landing Road

9 North Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the west side of North Tappan Landing Road, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in vinyl siding, and is capped by a side-gable roof sheathed in asphalt shingles. The first story of the north façade has two replacement six-over-six double-hung sash that flank a central wood-panel door. The easternmost window is simple sash window, and the westernmost window is a paired sash. The east façade has replacement four-over-four double-hung sash on the first and second stories. A single-story, single-car garage with a steeply pitched roof is appended to the north façade. The north façade of the garage has a modern door on the first story, and a replacement four-over-four double-hung sash in the top half-story. A brick end-wall chimney occurs on the south façade.

20 North Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the north side of the North Tappan Landing Road cul-de-sac, it was constructed in 1941 (Town of Greenburgh, New York, n.d.). The building sits atop a concrete foundation, is sheathed in asbestos siding and is capped by a front-gable roof with an asymmetrical rake. The roof is sheathed in asphalt shingles and a brick end-wall chimney is situated on the north façade. The south façade is pierced by two windows on the first story and two windows on the second story. First story windows include six-over-six double-hung sash and paired six-over-six double-hung sash. The second story has two six-over-one double-hung sash. All windows are flanked by shutters with shutter dogs. A single-story, single-car garage projects from the southeast corner of the south façade. The garage has a pedimented gable-end with scalloped shingles most likely added at a later date. Entry is gained via the west façade, and the entry

is protected by a shed- roof awning. A deck has also been appended to the west façade. A shed-roof wall dormer is evident on the east façade.

Curvilinear Road Network: Tappan Landing Road and North Tappan Landing Road contribute to the Tappan Landing Historic District because they form a crucial part of the development's cultural landscape. Both roads are cul-de-sacs and conform to a sinuous pattern that provides vistas toward the Hudson River, the Tappan Zee Bridge, and Rockland County to the north, south and east respectively. Furthermore, the curbs for both roads are constructed of Belgian block, reflecting a high degree of attention toward landscape and hardscape features within the development.

Non-Contributing Resources

Tappan Landing Road

90 Tappan Landing Road: One-and-a-half-story frame residence with Colonial Revival features. Located on the east side of Tappan Landing Road, the residence was built in 1941. It sits atop a concrete foundation, is sheathed in asbestos cladding and topped by a side-gable roof with asphalt shingles, pierced by a brick chimney and oversized pedimented dormers. The first story of the west façade has two windows that flank a wood-panel door. The northernmost window is a six-over-six-light double-hung sash and the southernmost window is an oriel window with six-over-six-light double-hung sash. A single-story addition capped by a steeply sloped, side-gable roof is appended to the south façade. The basement level accommodates a garage. The first story is illuminated by a replacement eight-over-eight double-hung sash. Although 90 Tappan Landing Road retains its historic form, the insertion of oversized dormer windows compromises the integrity of the building and alters its historic appearance. Therefore, 90 Tappan Landing Road does not contribute to the Tappan Landing Historic District.

91 Tappan Landing Road: Two-story frame residence that was recently reconstructed. Located on north side of the intersection of Tappan Landing North Tappan Landing Roads, it was built in 1940 (Town of Greenburgh, New York, n.d.). Sheathed in vinyl siding with replacement windows and doors, the house has been highly modified and no longer retains character as a mid-20th-century Colonial Revival residence. Significant alterations include the construction of a second story, and addition of a single-story porch supported by columns. Therefore, 91 Tappan Landing Road does not contribute to the Tappan Landing Historic District.

116 Tappan Landing Road: Two-story frame residence that was recently reconstructed. Located on the east side of Tappan Landing Road, it was built in 1950 (Town of Greenburgh, New York, n.d.). Sheathed in aluminum siding with replacement windows and doors, it has been highly modified and no longer retains character as a mid-20th-century Colonial Revival residence. Significant alterations include insertion of casement windows on the first story of the west façade, and addition of a large-scale oriel window at the southwest corner of the west façade. Therefore, 116 Tappan Landing Road does not contribute to the Tappan Landing Historic District.

119 Tappan Landing Road: Two-story frame residence that was recently reconstructed. Located on the west side of Tappan Landing Road, it was built in 1940 (Town of Greenburgh, New York, n.d.). Sheathed in cedar shingles with replacement windows and doors, the house has been highly modified and no longer retains integrity as a mid-20th -century residence. Significant alterations include construction of a front-gable second story that is out of scale and character with the original residence. Therefore, 119 Tappan Landing Road does not contribute to the Tappan Landing Historic District.

120 Tappan Landing Road: Two-story frame residence that was reconstructed. Located on the south side of the Tappan Landing Road cul-de-sac, it was built in 1940 (Town of Greenburgh, New York, n.d.).

Sheathed in asbestos shingles with both original six-over-six double-hung sash and replacement multi-pane sash, it has been highly modified and no longer retains character as a mid-20th-century Colonial Revival residence. Significant alterations include addition of a second story in the 1960s which altered the historic form and massing and compromised its integrity. Therefore, 120 Tappan Landing Road does not contribute to the Tappan Landing Historic District.

121 Tappan Landing Road: One-and-a-half-story frame residence located on the south side of the Tappan Landing Road cul-de-sac. Sheathed in vinyl siding with standard double-hung sash and modern doors, the house has been modified and no longer retains character as a mid-20th-century residence. Significant alterations include construction of an oversized shed dormer on the south façade, and replacement of historic fenestration. Therefore, 121 Tappan Landing Road does not contribute to the Tappan Landing Historic District.

North Tappan Landing Road

15 North Tappan Landing Road: One-story frame residence located on the west side of North Tappan Landing Road. It was constructed in 1947 (Town of Greenburgh, New York, n.d.). Sheathed in vinyl siding with modern double-hung sash and doors, the house does not possess the historic feeling and association of a mid-20th-century Colonial Revival residence, a character defining feature of the Tappan Landing Historic District. Therefore, 15 North Tappan Landing Road does not contribute to the district.

17 North Tappan Landing Road: One-and-a-half-story frame residence located on the west side of North Tappan Landing Road. It was constructed in 1941 (Town of Greenburgh, New York, n.d.). Sheathed in asbestos and other siding materials, it was altered in the 1960s, 1980s and 2000s, including the construction of a two-story front-gable section on the east façade; conversion of the single-car garage into a habitable space on the north façade; and insertion of Craftsman-type fenestration throughout the building (Town of Greenburgh, New York, n.d.). These alterations compromise the mid-20th-century feeling and association of the residence, which was constructed in the Colonial Revival style. Therefore, 17 North Tappan Landing Road does not contribute to the Tappan Landing Historic District.

22 North Tappan Landing Road: Two-story frame residence located on the north side of the North Tappan Landing Road cul-de-sac. It was constructed in 1940 (Town of Greenburgh, New York, n.d.). Sheathed in cedar shingles, it was highly altered in the 1990s, including the construction of a second story; insertion of modern fenestration; and a front porch supported by columns (Town of Greenburgh, New York, n.d.). These alterations compromise the mid-20th-century feeling and association of the residence, which was most likely constructed in the Colonial Revival style, similar to the surrounding buildings in the development. Therefore, 22 North Tappan Landing Road does not contribute to the Tappan Landing Historic District.

24 North Tappan Landing Road: One-and-a-half-story frame residence located on the northeast side of the North Tappan Landing Road cul-de-sac. It was constructed in 1940 (Town of Greenburgh, New York, n.d.). Sheathed in asbestos siding and other materials, the residence was highly altered in recent times, including the addition of oversized dormer windows; insertion of modern fenestration; and a front-gable entry portico. These alterations compromise the mid-20th-century feeling and association of the residence, which was most likely constructed in the Colonial Revival style, similar to the surrounding buildings in the development. Therefore, 24 North Tappan Landing Road does not contribute to the Tappan Landing Historic District.

28 North Tappan Landing Road: Two-story frame residence located on the east side of North Tappan Landing Road. It was constructed in 1941 (Town of Greenburgh, New York, n.d.). Sheathed in cedar shingles, the residence was highly altered in recent times, including the addition of a second story;

insertion of modern fenestration; and construction of a porch supported by columns. These alterations compromise the mid-20th-century feeling and association of the residence, which was most likely constructed in the Colonial Revival style, similar to the surrounding buildings in the development. Therefore, 28 North Tappan Landing Road does not contribute to the Tappan Landing Historic District.

Resources Within Proposed Historic District But Outside APE

Tappan Landing Road Between Riverview Avenue and South Broadway

Outside the APE, Tappan Landing Road consists of ten single-family residences along the north side of the road, and one apartment complex located at the northwest corner of Tappan Landing Road and South Broadway. The south side of the road is characterized by three intersecting roads, including Riverview Avenue, Half Moon Landing, and Hendrick Lane. Two residences and three apartment buildings situated east of Hendrick Lane are located on the south side of Tappan Landing Road. While the residences were constructed in the 1940s, the apartment buildings were constructed in the 1950s (Town of Greenburgh, New York, n.d.).

The ten single-family residences on the north side of the road largely consist of evenly spaced, one-and-a-half-story and two-story rectangular plan frame residences sheathed in asbestos shingles, vinyl siding, and aluminum siding. They have side-gable roofs and side-gambrel roofs sheathed in asphalt shingles. Attached garages are also common. A notable building includes 33 Tappan Landing Road, a one-and-a-half story, rectangular-plan residence sheathed in fieldstone and capped by side-gambrel roof.

The apartment complex located at the northwest corner of Tappan Landing Road and South Broadway consists of two-story brick buildings, capped by intersecting gable roofs with Colonial Revival-type features.

The residences along the south side of Tappan Landing Road consist of one-and-a-half story rectangular plan frame residences sheathed in modern siding, capped by side-gable roofs. The apartment complex located east of Hendrick Lane consists of two-story vinyl-clad buildings, capped by side-gable roofs with Colonial Revival-type form and massing.

Riverview Avenue

Riverview Avenue extends southward from the south side of Tappan Landing Road and terminates in a cul-de-sac. An original wood road sign is located on the southern side of the Tappan Landing Road/Riverview Avenue intersection. The sign is constructed of white-painted wood posts and beams. Road names appear on hand-painted plaques suspended from the beams. Brass caps are placed atop beam ends. The top of the post is capped by a brass globe-type finial.

The north end of Riverview Avenue terminates in a modern pedestrian bridge constructed of weathered steel beams. The bridge crosses a creek, and links Tappan Landing with the neighborhood to the north that was initially developed in the 19th century.

Riverview Avenue is flanked by seven residences on its east side, and nine residences on its west side. The residences were largely constructed during the 1940s. They largely consist of one-and-a-half-story, rectangular-plan residences sheathed in asbestos shingles and other modern siding materials. Attached garages are also common. They are capped by side-gable and side-gambrel roofs, and are consistent with the development's overall Colonial Revival theme. Notable buildings include 203 Riverview Avenue and 205 Riverview Avenue, one-and-a-half-story residences sheathed in asbestos shingles, capped by side-gable and front-gable roofs, respectively. While 203 Riverview Avenue has eight-over-eight double-hung

sash and gable-front dormer windows, 205 Riverview Avenue has standard sash. Similarly, 176 Riverview Avenue, 182 Riverview Avenue, and 188 Riverview Avenue also retain integrity. The one-and-a-half-story residences are capped by sloping side-gambrel (176 Riverview Avenue) and side-gable (182 Riverview Avenue and 188 Riverview Avenue) roofs. The buildings have multi-pane sash, and both 176 Riverview Avenue and 188 Riverview Avenue have front-gable dormer windows.

Half Moon Landing

Half Moon Landing extends southward from Tappan Landing Road and terminates in a cul-de-sac. Five residences flank the east and west sides of the road, respectively. Two residences are located on the south side of the cul-de-sac.

Like the other roads in the development, the residences were constructed during the 1940s. Furthermore, the residences consist of one-and-a-half-story, rectangular plan buildings sheathed in asbestos shingles and other modern siding materials, capped by side-gable and gambrel roofs with attached garages. A notable intact residence includes 10 Half Moon Landing, a one-and-a-half-story Dutch Colonial Revival-style residence capped by a side-gambrel roof with front-gable dormer windows and original six-over-six double-hung sash.

Hendrick Lane

Hendrick Lane extends southward from Tappan Landing Road, and terminates in a cul-de-sac. Three single-family residences are located on the east side of the lane and three apartment buildings are located on the west side of the lane. While the residences were constructed in the early 1940s, the apartment buildings were constructed in 1949. Similar to other roads in the development, the residences are one-and-a-half story buildings capped by side-gable roofs with attached garages. They are sheathed in asbestos shingles and other modern siding material. Notable intact buildings include 3 Hendrick Lane, a one-and-a-half story Colonial Revival-style residence capped by a side-gable roof with front-gable dormer windows and original eight-over-eight double-hung sash.

The apartment buildings on the east side of Hendrick Lane are two-story, rectangular-plan buildings sheathed in vinyl siding and brick. They are capped by side-gable roofs sheathed in asphalt. The apartment buildings evoke the Colonial Revival style, and are consistent with the overall stylistic theme of the development.

Historic Context

Tarrytown in the 19th Century

The proposed Tappan Landing Historic District was constructed in the Village of Tarrytown during the early-20th century on the site of a 19th-century estate that overlooked the Hudson River, west of Albany Post Road (Broadway). Residential development proliferated in Tarrytown during the 19th century, spurred by technological innovations in transportation. For example, stage coaches traveled along Broadway between New York City and Albany from before the American Revolution (1775-83) to the mid-19th 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).

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, commissioned architect A.J. Davis to design a country villa overlooking the Hudson River, one of many being constructed along its bluffs between New York City and Albany. The estate and gardens, dubbed Lyndhurst, popularized the Gothic Revival style, and was situated in Tarrytown on the west side of South Broadway, south of the future site of Tappan Landing (National Trust for Historic Preservation, n.d.).

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, west of the future site of Tappan Landing. 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 (Canning & Buxton, 1975).

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

Maps produced in the 1860s-90s document a large number of riverfront estates in addition to Lyndhurst. In particular, between 1868-72, the future site of Tappan Landing was developed by George Lewis into the 22-acre estate, dubbed Glen Mary. The estate was bound to the north by a creek and residential development along Church Street; the south by large riverfront estates; the east by South Broadway; and the west by the Hudson River (Beers, 1868; 1872; Hyde, 1908).

During the 19th century, small-scale residential development was also constructed in Tarrytown's village core. In addition, housing was constructed along Church Street and the community of Irving along Van Wart and Paulding Avenues, south of the village core, between South Broadway to the east and the Hudson River to the west (Beers, 1868; 1872; Hyde, 1908).

Tarrytown in the 20th Century

By the turn of the 20th century, South Broadway became the area's first paved road when a strip of asphaltic concrete was laid along the road from Central Avenue to Franklin Street (Canning & Buxton, 1975). A 1908 map of Tarrytown persists in depicting the area south of the village core as largely made up of estates, with the exception of Church Street and Irving, which were predominantly characterized by small-scale development (Hyde, 1908).

During the 1930s, many roads were paved in concrete to facilitate access to the community, and commercial and industrial enterprises were 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 (1941-45), providing employment and a livelihood for many residents in need of jobs.

Development of Tappan Landing, 1939-41

It was during this period just prior to World War II that Tappan Landing was developed. By the 1930s, the 22-acre George Lewis estate was owned by Robert Clowery, President of Western Union and included two large greenhouses, stables, a summer home, and several gatehouses for the superintendent and other employees (Canning & Buxton, 1975).

Around 1939, the Westchester County-based developer David Swope and his company, County Homes, Inc., purchased the Clowery estate for the purpose of constructing a development that would consist of over 70 single-family residences overlooking the Hudson River. The development was dubbed Tappan Landing after the community in Rockland County that was established by Dutch settlers, and renamed Piermont in the mid-19th century, following construction of a mile-long pier which functioned as the eastern terminus of the Erie Railroad (Marshall & Mascia, 1997).

Swope was the son of Gerard and Mary Swope. From 1922-39 and from 1942-44, Swope's father served as president of General Electric Company (GE) and is credited with implementing numerous labor reforms, including voluntary unemployment insurance and profit sharing. He is also credited with expanding GE's product offerings, reorienting GE toward consumer home appliances, and offering consumer credit services to facilitate the purchase of GE products ("Gerard Swope," n.d.).

According to Swope's son, David Swope, Jr., his father had a strong interest in residential development as evidenced by the multiple communities that County Homes, Inc. constructed in Lower Westchester County, especially before and after World War II (Swope, pers. comm., April 28, 2006). Pre-World War II communities included Tappan Landing on the east bank of the Hudson River, and Fulton Park north of the Westchester County Center and west of the Bronx River Parkway in the Town of Greenburgh near the Greenburgh/White Plains border. After World War II, Swope developed residences near the former Halleston estate in Tarrytown which he eventually converted into Tappan Hill Restaurant (Village of Tarrytown, 1970).

Tappan Landing and Fulton Park are unusual in that they were developed prior to the advent of World War II and the wide availability of government incentives for single-family residential development. Prior to 1938, few speculative housing developers were capable of constructing more than ten residences per year because of the difficulty of obtaining financing for land and construction materials. Furthermore, lending institutions rarely offered mortgages with favorable terms. These often included lending only up to 60-70 percent of purchase price of a residence with mortgages of five years or less, ending with balloon payment. This prevented the middle and working classes from purchasing homes without substantial savings (Hope, 2005).

However, during the Great Depression in 1934, the Federal Housing Administration (FHA) was formed, and initiated a program of mortgage guarantees to spur lenders to make more loans and increase the rate of home construction and ownership in the United States. Although this program did not make a great impact on the construction and sale of housing during the 1930s, it was during this period that Swope and County Homes, Inc. developed Fulton Park, followed by Tappan Landing.

Constructed largely between 1939-41, Tappan Landing consisted of the curvilinear Tappan Landing Road that carried traffic from South Broadway into the development. Four curving dead-end roads extended from Tappan Landing Road, the spine of the community, including Hendrick Lane, Half Moon Landing, Riverview Avenue and North Tappan Landing Road. County Homes, Inc. most likely constructed the area in an industrialized fashion, beginning with the purchase of the Clowery estate; removal of estate buildings; installation of roads and utilities; and the construction and sale of residences to the public. Given that the average developer, prior to World War II, did not have the means to construct dozens of

speculative homes on an annual basis, County Homes, Inc. was evidently a well financed operation, especially during the Great Depression. According to David Swope, Jr., residences in Tappan Landing may have been priced between \$5,000-8,000 (Swope, pers. comm., April 28, 2006). Evidently, families with adequate savings purchased the residences.

As built, Tappan Landing was loosely based on suburban designs popularized by Frederick Law Olmsted, the prominent 19th-century landscape architect best known as a chief collaborator on the design and layout of New York City's Central Park. In the 1860s, Olmsted designed the Chicago suburb of Riverside, and eschewed the rectilinear urban grid in favor of "gracefully curved lines, generous spaces, and the absence of sharp corners" (Rybczynski, 1999). The purpose of this was to "suggest and imply leisure, contemplativeness and happy tranquility." (Rybczynski, 1999). However, while Riverside also included parkland and institutional and commercial development, Tappan Landing, a small-scale development did not. Unlike Olmsted, County Homes, Inc. did not function as a community builder, rather the firm constructed residential developments in firmly established areas such as Tarrytown where schools, libraries, police, fire protection, and other government services already existed.

In addition to implying leisure, the sinuous roads in Tappan Landing provided both aesthetic pleasure and safety. For example, the roads within the development are built into a sloped area overlooking the Hudson River, and driving along, one catches glimpses of the Hudson River as the roads switchback along the slope. Furthermore, the dead-end roads are free of thru-traffic, an important consideration in a family-oriented development where children often play in front and back yards.

Architecturally, County Homes, Inc. opted to construct over 70 modest single-family residences in the Colonial Revival style evocative of 18th and 19th-century domestic Hudson Valley architecture, updated for the suburban dweller. Typical features included multi-pane windows or oriel windows; end-wall or interior chimneys; and gambrel or gable roofs. Furthermore, each residence included a single-car garage appended to a side façade. However, rather than treated as an afterthought, the garage adhered to the Colonial Revival style, usually capped by a similar roof form commonly found on the main residence.

Design and Community Restrictions

The layout and design of Tappan Landing were codified in the property title that County Homes, Inc. filed with the Westchester County Clerk on September 18, 1939. The developer devised specific design guidelines pertaining to each lot, including the requirement that certain lots be developed with single-family residences no more than two stories high with one or two-car garages. Each residence would be surrounded by front, rear, and side yards. Furthermore, the design and location of all residences had to be approved by County Homes, Inc. or a committee of local residents prior to construction. In the case of single-story residences, the ground area could not exceed 700 square feet; in the case of one-and-a-half story and two-story residences, the ground area could not exceed 500 square feet (Westchester County Liber 3779, Page 347, September 18, 1939).

Furthermore, County Homes, Inc. also made provisions for construction of multiple-family dwellings in the eastern portion of the Tappan Landing neighborhood near South Broadway. As envisioned by the developer, the dwellings would be no more than three stories high and not cover more than 35 percent of the land in that area (Westchester County Liber 3779, Page 347, September 18, 1939).

In addition to design guidelines, the property title also set forth racial restrictions. At the time of its establishment, County Homes, Inc. desired only to sell residences to members of the Caucasian race, although workers and domestic servants need not be white (Westchester County Liber 3779, Page 347, September 18, 1939).

Life in Tappan Landing, 1940s-50s

In 1941, home owners in Tappan Landing formed the Tappan Landing Association to oversee matters pertaining to life in the community. Formed on the eve of World War II, the association focused on both international and local issues. For example, association meeting minutes taken after the December 1941 attack on Pearl Harbor and United States entry into the war reflect the community's concern about drafting civil defense and air raid procedures (Tappan Landing Association, 1940s-50s). On a more local note, the association was also concerned with the safety and well-being of its residents, including the need to control the speed of traffic as it moved through the development; the need for a stop sign or traffic light regulating traffic at the South Broadway/Tappan Landing Road intersection; and concern about a dump along the Hudson River, west of the development, among many other issues (Tappan Landing Association, 1940-50s).

In 1944, Congress passed the US Serviceman's Readjustment Act (GI Bill) that included provisions for mortgage guarantees of up to 100 percent of the purchase price of a home. Lending institutions responded to the loan guarantees by reducing the down payment amount, and offered fixed-rate mortgages for longer terms, including up to 20 years (Hope, 2005). This legislation enabled builders such as County Homes, Inc. to construct speculative housing developments and be relatively assured that residences would be rapidly purchased by veterans and others able to take advantage of favorable lending terms. It is safe to assume that the rate of home ownership increased in Tappan Landing following passage of the GI Bill, and the return of veterans.

By 1949, Tappan Landing Association minutes reflect changes in the development. During this period, the lots bordering South Broadway in the eastern portion of the neighborhood were developed with two-story, apartment buildings as initially conceived when County Homes, Inc. planned the community in 1939 (Tappan Landing Association, 1940s-50s). David Bogdanoff, a local developer committed to the construction of affordable housing, erected the apartments (Village of Tarrytown, 1970).

In addition to the introduction of a more urban housing stock in Tappan Landing, the development was also impacted by construction of the Tappan Zee Bridge. 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 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 Broadway and other major thoroughfares supplanted trolley service, which was popular during the early-20th century. 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 roads, NYSTA opted to construct the bridge between Nyack and Tarrytown in 1950 (Laroff, 2000). Residents of Tappan Landing expressed their displeasure that the bridge would be constructed south of the neighborhood. For example, in 1950, the association informed the Mayor of Tarrytown that the Tappan Landing Association felt that the bridge "is a very harmful thing for the Village as a whole; and that we request strong and immediate action by the Mayor's Committee, either in cooperation with the Committees of Rockland County or independently, to block or relocate the project, failing which we ourselves will take independent action" (Tappan Landing Association, 1940s-50s).

Despite the opinions of the Tappan Landing Association and others, the project went forward as planned by NYSTA. Between 1950-55, multiple buildings were acquired in Tarrytown to facilitate construction of the bridge that carried the Thruway to Elmsford. Although no buildings were removed from Tappan Landing, a waterfront parcel in Tappan Landing was temporarily occupied by the contractors Merritt-Chapman & Scott to build the bridge (Tappan Landing Association, 1940s-50s).

The Tappan Zee Bridge was completed in 1955, and, in 1956, construction began on the Cross Westchester Expressway (I-287) that linked the Thruway in Elmsford to I-95 in Port Chester. The Cross Westchester Expressway was completed in 1960. Completion of this major infrastructure spurred further suburban residential development in Tarrytown, north and south of the bridge. Where Tappan Landing, developed prior to World War II, originally had unimpeded views toward the Hudson River, the bridge, located south of the development, was both visible and audible from Tappan Landing. Despite its close proximity to the bridge, Tappan Landing has retained its character as a modest mid-20th-century development of single-family residences overlooking the river.

National Register Eligibility Statement

The proposed Tappan Landing Historic District is recommended eligible for listing in the National Register under Criteria A and C for its local historic and architectural significance, and retains integrity of location, design, setting, materials, workmanship, feeling, and association. It is eligible under Criterion A because it clearly represents a mid-20th-century residential enclave in Tarrytown. Developed by David Swope, Jr.'s firm, County Homes, Inc., Tappan Landing survives as a Depression-era suburban development that was designed and constructed prior to the passage of federal regulations that encouraged large-scale suburban development through the passage of the GI Bill and implementation of favorable lending practices of banks to home buyers. The construction of Tappan Landing from 1939-41 underscores the financial strength of County Homes, Inc., in being able to successfully construct over 70 speculative homes during a national economic downturn.

Tappan Landing is also National Register eligible under Criterion C because it constitutes an architecturally cohesive community of small Colonial Revival-style residences designed to shelter both families, and automobiles, a necessity for the suburban dweller. The layout of Tappan Landing accentuates the natural beauty of the hillside into which it was constructed while the curvilinear dead-end roads provide glimpses of the Hudson River. Furthermore, the roads carry no thru traffic, resulting in a safer, quieter road network conducive to raising families.

Period of Significance

The period of significance of the proposed district extends from 1939-56. The dates correspond to the period when Tappan Landing was initially developed in 1939, and concludes when the Tappan Zee Bridge was constructed in mid-1950s.

Proposed National Register Boundary

The proposed National Register boundary extends eastward from the intersection of Tappan Landing Road and Riverview Avenue, and includes mid-20th-century residences on the north, south, east and west sides of the road as it meanders through the development. The district also includes North Tappan Landing Road, and the residences on its north, east and west sides. The district includes 19 contributing residences that retain the historic character and feeling of mid-20th-century Colonial Revival-style buildings. Mature trees and bushes on the properties of contributing resources help define the historic feeling and setting of the proposed district. In addition, the curvilinear road network, flanked by Belgian block curbs, provides vistas toward the Hudson River and Tappan Zee Bridge, and contributes to the

significance of the suburban district. The proposed district also includes 11 non-contributing residences which have been modified and no longer retain Colonial Revival attributes.

Although contributing and non-contributing resources have not been identified outside the APE established for this project, the proposed district boundary coincides with the original boundaries of the Tappan Landing neighborhood. This boundary delineation approach was recommended by representatives of the New York State Historic Preservation Office (NYSHPO) as a means to acknowledge original boundaries of Tappan Landing, despite the fact that the boundaries extend beyond the APE (Krattinger, pers. comm., May 9, 2006). Therefore, district boundary includes Tappan Landing Road east of Riverview Avenue and west of South Broadway; and intersecting roads along Tappan Landing Road including Riverview Avenue, Half Moon Landing, and Hendrick Lane. The single-family residences and apartment buildings that flank these roads were constructed between 1939 to the early 1950s. The roads and buildings may qualify as contributing resources to the proposed district, but it is outside the scope of this project to evaluate resources that are outside the APE.

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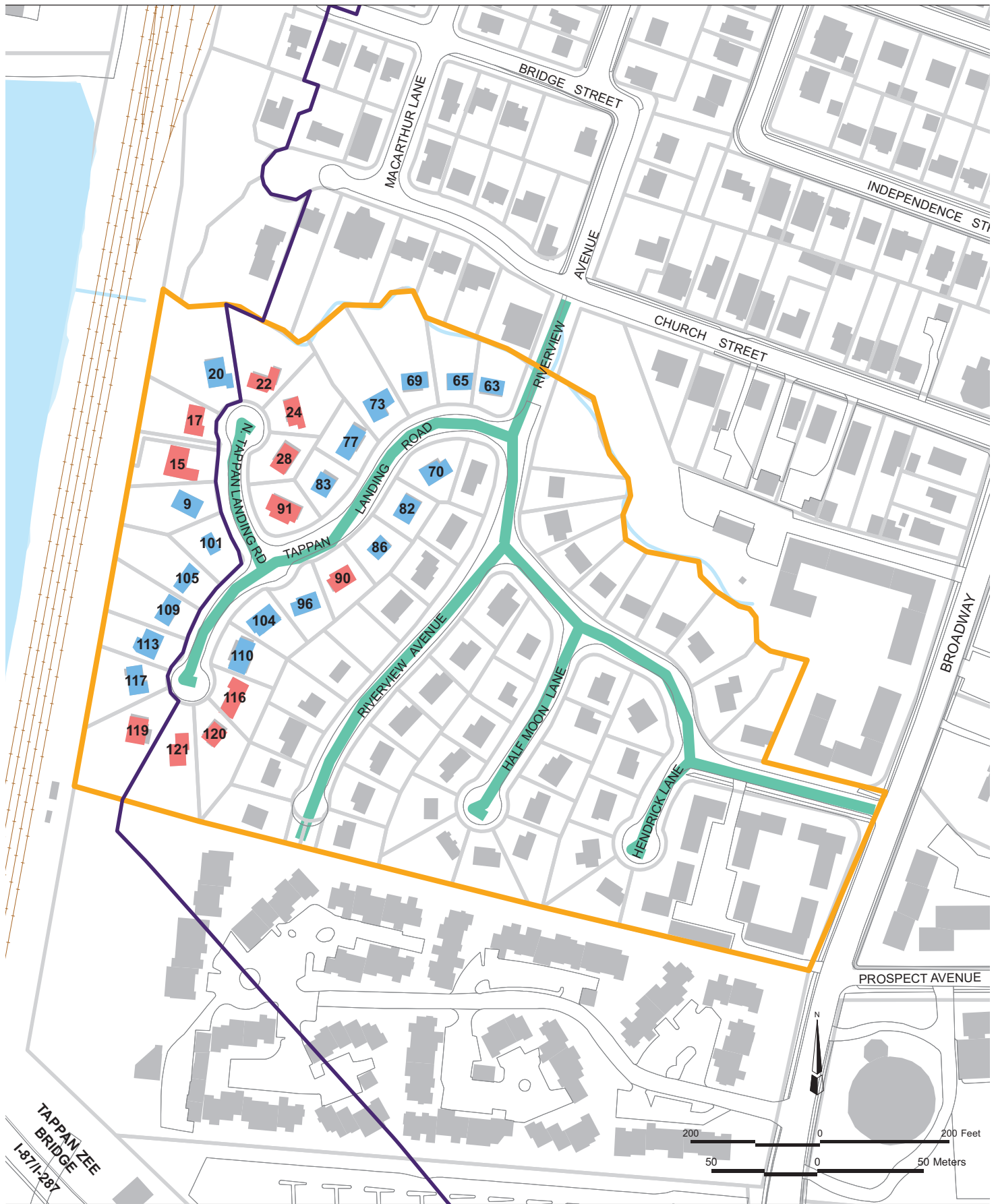
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Tappan Landing Historic District



Photo 1. Looking west toward 65, 69 and 73 Tappan Landing Road. These three residences contribute to the Tappan Landing Historic District and are characterized by side-gable and side-gambrel roofs; sash windows; dormer windows and attached single-car garages.



Photo 2. Looking toward south façade of 63 Tappan Landing Road, a contributing resource to the Tappan Landing Historic District. Note eight-over-eight double-hung sash windows; simple cornice band and steeply pitched side-gable roof.



Photo 3. Looking toward west façade of 70 Tappan Landing Road, a contributing resource to the historic district. Note fieldstone cladding; triple six-over-six-light double-hung sash windows; and a central wood panel door.



Photo 4. Looking toward east façade of 77 Tappan Landing Road, a contributing resource to the historic district. Two-story residence features a symmetrically balanced façade typical of Colonial Revival-style buildings. Note opposing additions capped by steeply pitched gable roofs.



Photo 5. Looking toward east façade of 83 Tappan Landing Road, a contributing resource to the historic district. Note Colonial Revival-style features, including six-over-one-light double-hung sash windows; wood paneled door; simple cornice band; and steeply pitched side-gable roof.



Photo 6. Looking toward west façade of 96 Tappan Landing Road, a contributing resource to the historic district. House is distinctive within district for its two-story form and gable-front wall dormer windows.



Photo 7. Looking north toward 104, 96, 90 and 86 Tappan Landing Road. All resources contribute to the historic district with the exception of 90 Tappan Landing Road. 104 Tappan Landing Road in the foreground has Colonial Revival features similar to other houses in development.



Photo 8. Looking toward west façade of 110 Tappan Landing Road, a contributing resource to the historic district. Note oriel window on south façade and triple multi-pane sash windows typical of Colonial Revival-style houses within the district.



Photo 9. Looking toward east façades of 117 and 113 Tappan Landing Road, contributing resources to the historic district. One-and-a-half story, side-gable roofed buildings on west side of Tappan Landing Road cul-de-sac display Colonial Revival features typical of other buildings within the district.



Photo 10. Looking toward east facades of 109 and 105 Tappan Landing Road, contributing resources to the historic district. One-and-a-half story Colonial Revival buildings are set close to the road and adjacent to one another, a defining characteristic of the district.



Photo 11. Looking northwest toward 101 Tappan Landing Road and 9 and 15 North Tappan Landing Road. 101 Tappan Landing Road survives as an excellent example of a Dutch Colonial Revival house within historic district. 9 North Tappan Landing Road contributes to the district and number 15 is a non-contributing resource.



Photo 12. Looking toward Hudson River and south facades of 17 and 20 North Tappan Landing Road located on the north side of the North Tappan Landing Road cul-de-sac. Note Belgian block curbs and curving road which contribute to district's historic character. 17 North Tappan Landing Road has been modified by gable-front addition and dormer window and does not contribute to district. 20 North Tappan Landing Road retains historic integrity and contributes to district.



Photo 13. Looking toward west facade of 86 Tappan Landing Road, a contributing resource to the historic district. Note paired six-over-six-light double-hung sash windows that flank central wood-panel door set within Classical surround.



Photo 14. Looking toward north facade of 9 North Tappan Landing Road, a contributing resource to the historic district. Side-gable roof and attached single-car garage are typical of houses in the district.



Photo 15. Looking north toward 22 and 24 North Tappan Landing Road which do not contribute to the historic district because they have been altered and lack integrity.



Photo 16. Looking toward west facade of 90 Tappan Landing Road, a non-contributing resource to the historic district. Alterations, such as the installation of oversize dormers, have compromised the integrity of the house.



Photo 17. Looking toward south facade of 91 Tappan Landing Road, a non-contributing resource to the historic district which has been altered and lacks integrity.



Photo 18. Looking toward west facade of 120 Tappan Landing Road, a non-contributing resource to the historic district which has been altered and lacks integrity.



Photo 19. Looking north along Tappan Landing Road toward modern Riverview Avenue Pedestrian Bridge. The structure links Tappan Landing with the late-19th/early-20th-century neighborhood to the north.



Photo 20. Looking toward east side of Riverview Avenue which is flanked by Colonial Revival-type residences that characterize development within the historic district.



Photo 21. Looking toward historic road sign at intersection of Riverview Avenue and Tappan Landing Road. Sign may have been installed as part of development's original signage scheme.



Photo 22. Looking south toward Half Moon Landing cul-de-sac. Road is flanked by mid-20th century Colonial Revival-type residences that characterize development within the historic district.



Photo 23. Looking toward west side of Hendrick Lane which is flanked by residential development commonly found throughout Tappan Landing.



Photo 24. Looking toward east side of Hendrick Lane which is flanked by apartments constructed during the 1950s as envisioned in the original 1939 layout for Tappan Landing.



Photo 25. Looking toward 1950s-era apartments located at northwest corner of intersection of Tappan Landing Road and Broadway