



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 100 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. 1910

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 type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input checked="" type="checkbox"/> metal	<input checked="" type="checkbox"/> slate
Foundation:	<input checked="" type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block	

Other materials and their location: _____

Alterations, if known: _____ 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

100 White Plains Road

Physical Description

Constructed ca. 1910, 100 White Plains Road is located on the south side of White Plains Road (State Route 119) on a large lot dominated by 120 White Plains Road, a modern office building. It is located in the Village of Tarrytown, Town of Greenburgh, Westchester County. Located at the northwest corner of the lot, 100 White Plains Road is bound on the north by White Plains Road, the south by the New York State Thruway (Interstate [I]-87/287), the east by the Thruway access road, and the west by the Old Croton Aqueduct trail. The building at 100 White Plains Road is set back on the lot, and is flanked to the north and west by large asphalt-paved parking lots and a car turn-around, respectively. It is screened to the north, south, and west by copses of mature trees. Shrubs flank the perimeter of the building. A random-course, ashlar masonry stone wall flanks a portion of the northern edge of the property along White Plains Road.

The property is located 100 feet south of White Plains Road, and 400 feet north of the Thruway (see Location Map). The property is fully visible from grade-level White Plains Road, but screened by development and a sound wall from the Thruway which is in a cut.

The building at 100 White Plains Road is a two-story, rectangular-plan, Neoclassical-style former residence that has been converted into an office building. The Neoclassical style became a popular building mode in the United States in the late-19th and early-20th centuries because of the influence of the Chicago World's Fair of 1893, which championed Classical-style architecture ("Neoclassical Architecture," No date [n.d.]).

The building rests atop a masonry foundation, and is capped by a side-gable roof. It is sheathed in clapboard siding, and the roof is sheathed in slate. The roofline is emphasized by a denticulated cornice. The west, or principal, façade is nine bays wide, pierced by six-over-six double-hung sash; a multi-pane, arched-sash window; and double doors, all set within wood surrounds. The façade is embellished with Classical detailing, including a full-height, pedimented entry porch supported by four Corinthian columns. Full-height Corinthian pilasters complement the portico on the west façade. The portico also features a denticulated cornice, and the pediment is pierced by an oculus window. The portico shelters the principal entry, wood double doors set within a broken-scroll pediment with supporting pilasters, and a multi-pane transom. Side-lights with circular glass panes flank the main entry.

The side facades of the building are pierced by multi-pane, round-headed windows within the gable ends. A single-story porch supported by Classical columns and pilasters is located on the north façade. The porch is sheathed in clapboards, and is partially enclosed with multi-pane windows set within wood surrounds. A historic glass-and-panel door topped by a multi-pane transom is evident through the glass enclosure, and provides access to the building. The second story of the north façade is pierced by three six-over-six double-hung sash set within wood surrounds.

Historic Context

Tarrytown Area in the 17th Century

The former residence at 100 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, and established farmsteads, mills, and waterfront docks for sloops plying the waters between New Amsterdam and Hudson River Valley (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,” 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 trail 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 Tarrytown today (Canning & Buxton, 1975).

Tarrytown Area in the 18th Century

During the 18th 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 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.

Tarrytown Area During the American Revolution, 1775-83

Tarrytown saw much action during the American Revolution because of its strategic location along the Hudson River, north of New York City. In fact, Westchester County, which had been established in 1683, was neutral ground, situated between the main American headquarters just north of Peekskill, and the British headquarters in New York City. As a result, farmers and townspeople throughout the county and Tarrytown were subjected to raiding, pillaging, and destruction by both British and American forces (Cochran Swanson & Fuller, 1982).

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 the 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 the Tarrytown Area, 1783-1850s

After the American 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 (Canning & Buxton, 1975).

During the final years of the 18th 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 American Revolution 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).

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 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 Westchester and Rockland 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 (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 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 McKenzey, but the building is most likely not the current structure at 100 White Plains Road because its style is more consistent with a building constructed around the turn of the 20th century (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 the hamlet 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, a building attributed to Luther Redfield is depicted in the vicinity of 100 White Plains Road, but is most likely not the current building based on stylistic evidence (Beers, 1872).

During the 1880s, farming continued to be the mainstay of Tarrytown's economy, but, by the late-19th century, this began to shift to industry and commerce, and farms were disappeared rapidly. As the

population increased and commerce and industries grew, public utilities were constructed, 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. Estates were depicted east of Broadway on White Plains Road, including a property in the vicinity of 100 White Plains Road attributed to Hozellon (Canning & Buxton, 1975).

Tarrytown, 20th Century to Present

By the turn of the 20th century, 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. White Plains Road continued to be characterized by large estates, and by 1908, the property associated with 100 White Plains Road was attributed to Clark. The 1908 map does not indicate that a building was situated at 100 White Plains Road at that time (Hyde, 1908). However, it is likely that the building was constructed during this period because many Neoclassical style residences were constructed at this time.

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 building at 100 White Plains Road, a Neoclassical-style building constructed at the turn of the century. At that time, the building formed part of the Paul Debry estate, and consisted of the main residence, a carriage house, and a caretaker's house scattered around a triangular-shaped lot bounded by White Plains Road to the north, the Old Croton Aqueduct trail to the southwest, and Chestnut Avenue to the southeast (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.

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. However, one of the most dramatic changes that would occur in Tarrytown centered around construction of the Tappan Zee Bridge and the Cross Westchester Expressway, designated as 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. For example, estates and developments between White Plains Road and Sheldon Avenue were removed.

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 evident in residences and buildings constructed along White Plains Road at that time (Canning & Buxton, 1975).

Since the 1970s, neighborhoods south of the village core continued to be developed with single and multi-family housing and commercial buildings. Within the past two decades, multiple office campuses have been constructed near and within the lot occupied by 100 White Plains Road, altering the historic setting of this Neoclassical-style residence, which, like many of its neighbors, has been converted into an office. However, it still retains a high degree of architectural integrity, and survives as a good example of a Neoclassical-style building in Tarrytown.

National Register Eligibility Statement and Proposed National Register Boundary

The building at 100 White Plains Road is recommended eligible for listing in the National Register under Criterion C for its architectural significance, and retains integrity of location, design, materials, and workmanship. It is eligible under Criterion C because it retains character-defining features associated with a well-preserved, Neoclassical-style building in Tarrytown. These features include the denticulated pedimented portico sheltering the primary entrance; denticulated cornice; oculus window; rounded-headed window and balconette; Classically detailed split-pediment door surround; and wood-panel door with divided transom. The historic setting has been compromised by construction of a modern office building adjacent to 100 White Plains Road. Therefore, the proposed discontinuous National Register boundary only includes the building footprint of 100 White Plains Road and the stone wall that flanks the northern edge of the property along White Plains Road. The modern office building is not included within the boundary because it was recently constructed, and is not historically linked to 100 White Plains Road.

References

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Maps

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Internet Resources

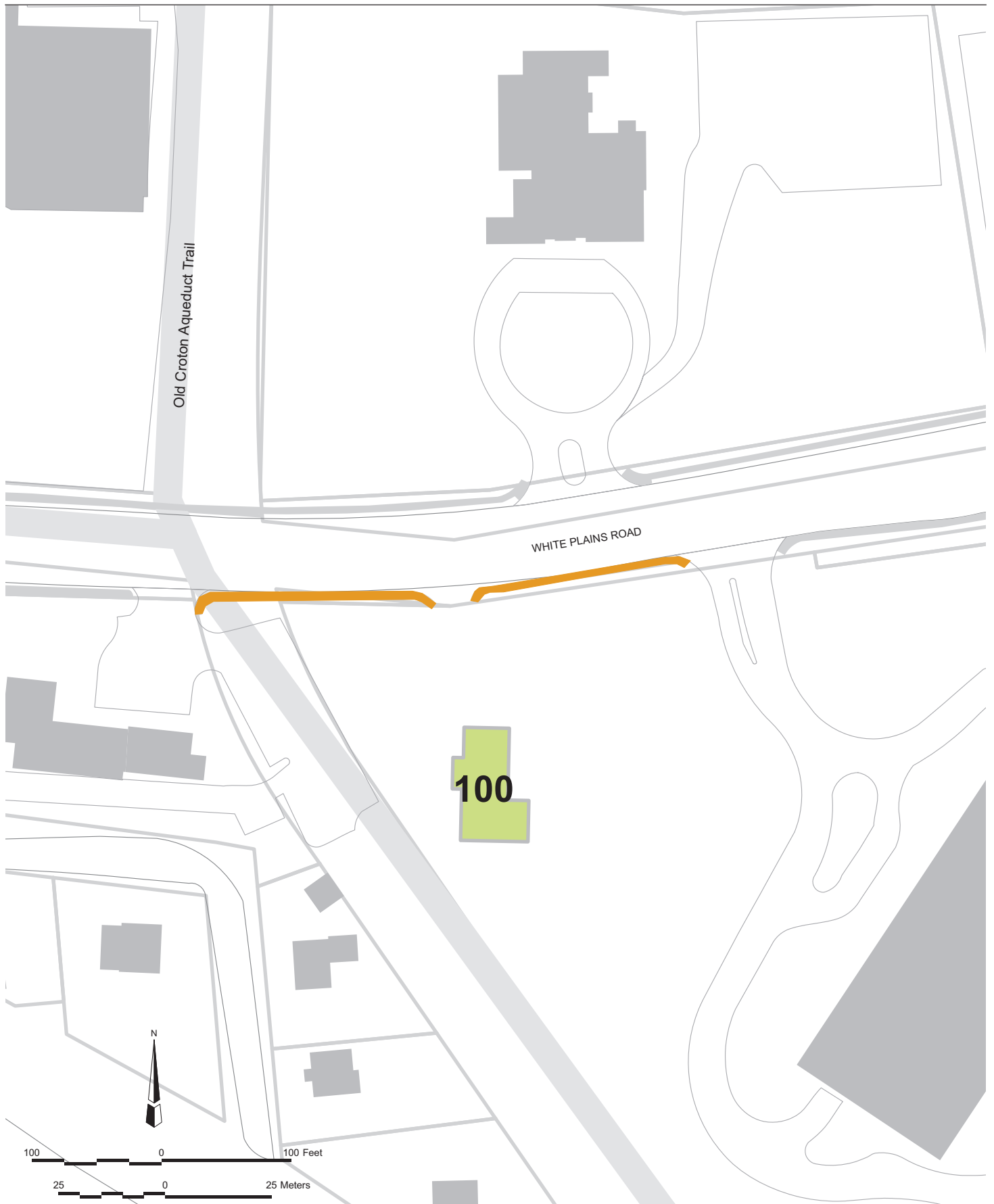
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"Neoclassical Architecture," n.d., <<http://www.wikipedia.com>> (October 16, 2005).

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	Proposed National Register-Eligible Resource	<i>100 White Plains Road</i>
	Stone Wall	



Photo 1. Looking toward main, or west façade of 100 White Plains Road. Note full-height Classical-style entry portico; principal entry set within broken-pediment door surround; and historic fenestration.



Photo 2. Looking west along White Plains Road toward stone wall flanking northern edge of 100 White Plains Road property.