



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 10 Ferris Lane

County Rockland Town/City Orangetown Village/Hamlet: _____

Owner _____ Address _____

Original use Residential Current use Residential

Architect/Builder, if known _____ Date of construction, if known ca. 1870

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: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: Moved to present location during first quarter of 20th century Date: _____

Condition: excellent good fair

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

10 Ferris Lane

Physical Description

Constructed ca. 1870, 10 Ferris Lane is located on the east side of Ferris Lane in Orangetown, Rockland County, New York, immediately south of the Village of South Nyack border and west of the Village of Grand View-on-Hudson (Grand View). It is bound to the north by undeveloped land, the south by 9 Ferris Lane, the east by a mature tree line, beyond which the New York State Thruway (Interstate [I]-87/287) is situated. The property includes a residence that was moved to its present location during the early-20th century, and detached garage located north of the residence. The property is located within the area of potential effect (APE), and is approximately 50 feet from the edge of the Thruway which is located in a shallow cut. The property is screened from the Thruway by vegetation and a fence (see Location Map).

The residence is the principal building on the property, and it survives as a good example of a Queen Anne-style residence which was a popular building mode in the United States during the late-19th and early-20th century. The style became prominent in England during the 19th century when a group British of architects, led by Richard Norman Shaw, developed an architectural style based on late medieval modes, including half-timbering, spindle-work and cross-gable roofs. By the 1870s, Queen Anne-style residences were being erected in the United States, popularized by pattern books and illustrated architectural magazines (McAlester & McAlester, 1991). Character-defining features include cross-gable roofs, gable ornament, porches, bay windows and decorative window surrounds.

The residence at 10 Ferris Lane has many attributes of the Queen Anne style. The residence is an L-plan building sheathed in clapboards, and rests atop a parged cement foundation. It is capped by intersecting-gable roofs sheathed in asphalt. The side-gable section is pierced by an interior corbelled brick chimney and the front-gable roof section has a brick end-wall chimney evident on its north facade. The overall roofline of the residence is emphasized by overhanging eaves with exposed rafter ends.

The west façade faces Ferris Lane. A two-story cross-gable section with overhanging eaves dominates the central portion of the west façade. It is pierced by two-over-two double-hung sash set within wood surrounds with modified shed awnings and sills supported by symmetrically placed wood blocks. A hipped-roof porch is located at the northwest corner of the west facade. The porch is supported by a single wood post, and shelters a glass-and-panel door protected by a wood storm door and a two-over-two double-hung sash.

The north, or side, façade has a rectangular projecting bay window pierced by triple double-hung sash on the first story. The bay window is embellished with a decorative wood pattern, including a triple rectangular block pattern below the sills, and a triangular pattern above the lintels. The bay is capped by a flat roof with a developed cornice. The second story of the north façade is pierced by thin paired sash set within wood surrounds, topped by double-x end-gable detailing.

The south or side façade also has multiple architectural features. The first story includes a central glass-and-panel door sheltered by a pedimented portico supported by wood posts, embellished with brackets. Wood balustrades flank the edges of the porch and are equipped with wood-slab benches. The southwest corner of the first story has a rectangular bay window illuminated by triple double-hung sash set within wood surrounds with a triple rectangular block pattern below the sills. The bay is capped by a front-gable roof sheathed in asphalt. The southeast corner is pierced by triple double-hung sash set within a wood surround, and shares similar details to the window at the southwest corner. The second story is also pierced by multiple windows, including paired double-hung sash at the southwest corner set within wood

surrounds with sills supported by three wood blocks. A small diamond-pane casement window set within a wood surround is situated above the central entry. A rectangular bay window capped by a front-gable roof and illuminated by triple double-hung sash windows is located at the southeast corner of the façade. The area below the sills has similar details to the bay window on the first story of the south façade. The area above the lintels is embellished with three wood panels that extend from the lintels to the eaves.

The east or rear façade also has many architectural embellishments because it was the principal façade when the building was moved to its present location in the early-20th century. The first story has a full-length shed-roof porch supported by piers that are obscured by lattice-work panels that surround the lower portion of the porch. The porch roof is supported by simple wood posts strengthened by wood bracing that form a geometric pattern across the length of the porch. A wood balustrade occurs between the posts. Historic fenestration is evident throughout the façade. The first story is pierced by two two-over-two double-hung sash set within pedimented wood surrounds. The windows flank a central projecting bay illuminated by double glass-and-panel doors set within a wood surround, protected by a modern metal storm door. The doors are flanked by thin rectangular double-hung sash set within wood surrounds. The second story is pierced by two two-over-two double-hung sash set within wood surrounds. The windows flank a central front-gable projecting bay with overhanging eaves with exposed rafters. The bay is illuminated by fixed multi-pane windows. The central window panel is slightly higher than the flanking panels, lending a Chicago -style effect to the glazing. The gable end of the entire ensemble is emphasized by carved wood panels with an x-shaped motif and foliate ornamentation.

A hipped-roof detached garage is located north of the residence. The garage roof is sheathed in asphalt, and the garage building is sheathed in weatherboard. The garage is accessed by paired doors constructed of wood boards affixed to the garage by four metal strap hinges, arranged two per door.

Historic Context

Nyack Area, 18th Century

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

Nyack Area, 19th Century

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

From the 1850s through the 1870s, Nyack became home to numerous shoe factories. The use of sewing machines and steam power allowed companies to modernize and expand their businesses. By 1860, shoemaking was the largest single category of male employment in Nyack. Ketchel & Caywood had a factory on Railroad Street and DePew Avenue. C.B. Kennedy's shoe factory on Broadway employed fifty

people; Conrad Doersh employed thirty, and M.A. Morrell and Jacob Siebert's firms employed forty each, to name but a few of the proliferating shoemaking enterprises in the village (Cole, 1884).

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

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

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

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

During the 1870s, population growth and the fast pace of development facilitated efforts to incorporate the three Nyack villages. Thus, in 1872, both the villages of Upper Nyack and Nyack were incorporated. Six years later in 1878, the Village of South Nyack was incorporated (Green, 1886). The residence at 10 Ferris Lane was built ca. 1870, and originally stood in central Nyack on Broadway, a residential street (Talley, 2006).

By 1888, "a major transformation had been effected with the erection of some fifty blocks of all shapes and sorts. During the year 1891 alone, four brick blocks were built, and in the five years preceding, 209 buildings of all types had been constructed at Nyack" (Nordstrom, 1973). Increasingly, large landowners subdivided lots and developed them as housing for the workers employed in the various thriving factories and at the railroad.

New residential development was concentrated in areas to the south, west, and north of Nyack's center. South Nyack experienced the most rapid and concentrated residential development of the Nyacks during

this period because it possessed the particular advantage of being close to railroad facilities. The South Nyack station was located on Franklin Street at Smith Avenue, while the Nyack station was actually located within the bounds of South Nyack on Franklin Street and Cedar Hill Avenue (South Nyack Centennial Committee, 1978). The railroad terminus and freight depot was located on Franklin Street and DePew Avenue, and many factories were established around this intersection. At the corner of Railroad Avenue and Cedar Hill Avenue, for example, were clustered the Morrow Shoe Manufacturing Company; A. H. Jackman Shoe Company (one of the largest employers in Nyack); Gurnee & Gregory Lumber, Coal, and Wood; O.P. Wright & Co. Carriage and Sleigh Manufactory; and Charles McElroy Carpenter and Builder (Sanborn, 1887).

South Broadway was laid out through South Nyack by ca. 1870 (United States Geological Survey [USGS] 1902; 1943). The railroad right-of-way ran along east side of Hillside Avenue (present-day US Route 9W) in this area, and essentially through the backyards of the residences on the west side of South Broadway.

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

Nyack Area, 20th Century-Present

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

By 1920, 43 passenger trains ran between Nyack and New York City every day. The convenience of travel attracted many commuters and vacationers, and houses proliferated in South Nyack during the first decades of the 20th century, including the southern portion of South Broadway near 10 Ferris Lane. The short roads that intersect South Broadway in this area, including Elizabeth Place, Hamilton Place, and Livingston Place, were created during this period and a residential neighborhood made up of Colonial Revival and Craftsman-style houses developed (USGS, 1902; 1943).

During the first quarter of the 20th century, a member of the Ferris family moved the residence to its current location. When it was moved, it was sited to face the Hudson River and Ferris Lane which was named for the Ferris family. The Ferris family owned a substantial portion of undeveloped agricultural-type land in the area at the time (Talley, 2006).

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

The highway project, completed in 1955, was unpopular amongst the majority of residents of the Nyacks due to the number of property acquisitions required for construction. The new highway connected with the Tappan Zee Bridge from a trajectory parallel to Hillside Avenue by sweeping through Nyack and South Nyack in a cut. Hillside Avenue was elevated to accommodate construction of the highway cut. The construction of Interchange 10 also impacted the Village of South Nyack, requiring the acquisition

and removal of additional municipal and commercial properties (South Nyack Centennial Committee, 1978). Following construction of the Thruway and Interchange 10, many local roads were truncated, but bridges were constructed at Highland Avenue in Nyack, and Broadway and South Franklin Street in South Nyack to maintain access.

Furthermore, the Thruway curved through the area between Ferris Lane and River Road along its approach to the Tappan Zee Bridge, cutting through the properties on the west side of River Road and the east side of Ferris Lane. As a result, the lower portion of Ferris Lane was moved so the rear façade of 10 Ferris Lane faced the street, and the front façade faced the Thruway rather than the Hudson River (Talley, 2006).

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

National Register Eligibility Statement and Proposed National Register Boundary

The residence at 10 Ferris Lane is recommended National Register eligible under Criterion Consideration B: Moved Properties, and Criterion C: Design/Construction. It is eligible under Criterion Consideration B because it is primarily significant for its architectural design. In reference to Criterion Consideration B, the residence was moved to its present location from a residential section of Broadway in Nyack during the 1920s. Despite construction of the Tappan Zee Bridge and the Thruway in the 1950s, and the shift in orientation of the residence from the Hudson River to the relocated Ferris Lane, 10 Ferris Lane and its surroundings retain a quiet residential character somewhat similar to its original setting on Broadway in Nyack.

The residence at 10 Ferris Lane is also eligible under Criterion C because it is a fine example of a turn-of-the-century Queen Anne-style residence that retains integrity of design, materials, workmanship, feeling, and association. Significant features include its cross-gable massing; decorative gable ends; original windows and doors in wood surrounds; bay windows; clapboard siding; and a brick chimney.

The proposed National Register boundary includes the tax parcel occupied by 10 Ferris Lane. Contributing features include the Queen Anne-style residence and adjacent detached frame garage.

References

Books

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

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

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

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

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

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

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

Talley, Terry. *Gems on the Hudson*. Tompkins Cove: Magic Angel Books, Inc. 2006.

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

Maps

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

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

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

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



<ul style="list-style-type: none"> Proposed National Register Boundary Property Boundary 	<p><i>10 Ferris Lane</i></p>
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Photo 1. Looking toward east and north façades of 10 Ferris Lane. Note porch supported by wood posts with bracing on first story and central gable-front dormer with multi-pane window panels on second story of east façade. Note bay window with decorative details and gable-end embellishment on north façade.



Photo 2. Looking toward south façade of 10 Ferris Lane. Note central glass-and-panel door sheltered by pedimented portico on first story. Note historic windows in wood surrounds, including gable-front bays with triple windows and diamond-pane casement window on second story.