

**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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1. NAME OF DISTRICT Glenwolde Park 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

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ADDITIONAL COMMENTS:

8. LOCAL ATTITUDES TOWARD THE AREA:

9. PHOTOS:

See Continuation Sheet

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## Glenwolde Park Historic District

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### Physical Description

The proposed Glenwolde Park Historic District is located in the Village of Tarrytown in the Town of Greenburgh, Westchester County, New York. The proposed district is located on the east side of South Broadway (US Route 9) south of Sheldon Avenue, and includes the residences along Glenwolde Park, Walter Street, and Willowbrook Avenue. The proposed district consists of detached, early-20<sup>th</sup>-century, single family residences representing both Tudor Revival and Colonial Revival styles along Glenwolde Park, and two units of Tudor Revival-style townhouses located on the west side of Walter Street. The residences are generally frame buildings with a mixture of wood clapboard, brick, and stucco cladding. The residences are situated along an intersecting road network which consists of three roads that form a square. The roads are flanked by mature trees and shrubs located on properties within the proposed district.

The proposed district is situated within the area of potential effect (APE), approximately 500 feet south of the New York State Thruway (Interstate [I]-87/287) which is situated in a shallow cut (see Location Map). The proposed district is screened from the Thruway by residential development and sound walls.

The proposed district, whose period of significance is limited to the initial construction period between 1924-26, includes ten contributing resources, a contributing road network, and two non-contributing resources. A list of contributing and non-contributing resources is provided below, accompanied by a brief description of each resource.

### Contributing Resources

**1 Glenwolde Park:** A one-and-a-half-story, Tudor Revival-style, half-timbered, frame residence clad with brick and stucco located at the northeast corner of Lakeview Drive and Willowbrook Avenue, and oriented south. The residence has a rectangular plan with the exception of a gabled wing projecting at the entrance bay on the south façade. A porte-cochere is located at the ground floor of this bay, consisting of brick piers with wood-frame, flat-arched openings. The residence is capped by a steeply pitched, cross-gabled roof sheathed with asphalt shingles. A gabled wall dormer occurs on the front façade, and a shed dormer occurs on the west façade. The roof is pierced by a central brick chimney. The fenestration consists of multi-light wood casement windows with an arrow-slit window beneath the gable above the main entrance, and a diamond-shaped window under the gable at the rear façade. The main façade is clad primarily in brick laid in an English bond pattern with decorative timbering at the second story, while the secondary façades are clad in stucco with wood clapboard filling the gabled ends of the roof.

**3 Glenwolde Park:** A one-and-a-half-story, Colonial Revival-style, clapboard-clad frame residence located on the south side of Walter Street in the center of the block defined by Glenwolde Park and Willowbrook Avenue. The residence has a rectangular plan with a gabled vestibule projecting from the western bay of the front façade. It is capped by a front-gable, asphalt shingle roof interrupted by several cross gables along the east and west facades, a shed dormer on the east façade, and a central chimney. The fenestration consists of multi-light double-hung sash with louvered shutters. The front façade displays paired six-over-six double-hung sash on the first story, and two eight-over-eight double-hung sash on the second story. The façade is further distinguished by half-circle attic vents located beneath both the upper and lower gables.

**4 Glenwolde Park:** A one-and-a-half-story, Tudor Revival-style, frame residence with stucco cladding and an asphalt shingle roof located on the southeast corner of Walter Street and Willowbrook Avenue.

The residence has a rectangular plan with the exception of a two-story gabled wing projecting from the north facade. It is capped by a steeply pitched front-gable roof with multi-level eaves and cross-gables on the east and west facades, a shed wall dormer on the east façade, and a central chimney. The fenestration consists of multi-light wood casement windows flanked by batten shutters.

**5 Glenwolde Park:** A one-and-a-half-story, Victorian Folk-style, frame residence with clapboard siding located on the east side of the southern-most end of Glenwolde Park, oriented west. The rectangular-plan residence has a single recessed bay projecting from the north end of the front façade. It is capped by a cross-gable roof with four gabled wall dormers across the main façade and a central chimney. The fenestration consists of multi-light, double-hung sash. The residence's distinguishing features include a covered front porch which wraps the west and south facades with deeply overhanging eaves; carved cornice brackets; intricate spindle work; carved vergeboards with spindle pendants at the apex of each gable; and an oriel window at the northern bay of the east façade.

**6 Glenwolde Park:** A one-and-a-half-story, Tudor Revival-style, half-timbered, frame residence clad in stucco, brick, and clapboard siding located on the east side of Glenwolde Park, oriented west. The T-shaped residence rests atop a brick foundation and has a central wing projecting north from the core. It is capped by a hipped roof with multiple intersecting eaves, interrupted by a central chimney and sheathed in asphalt shingles. A modified porte-cochere framed by wood posts marks the front entrance at the west façade. Although the historic multi-light windows have been partially replaced with modern one-over-one double-hung sash, the residence originally displayed a variation of window sizes and types ranging from the narrow arrow-slit window beneath the northern gable, to single casement windows such beneath the eaves of the west façade, to multi-light, double-hung sash on the second story of the north facade.

**7 Glenwolde Park:** A one-and-a-half-story, Colonial Revival-style, frame residence with clapboard siding located on the east side of Glenwolde Park, oriented west. The residence has a roughly square-shaped plan with a single bay extending from the front facade with a modified porte-cochere at the entrance. The residence is capped by a cross-gambrel roof sheathed in asphalt shingles with a flat-roofed dormer projecting from the western slope of the cross gambrel. Fenestration consists of multi-light, double-hung sash flanked by louvered shutters. Distinguishing features include the Greek Revival-style door surround with multi-pane side-lights, and the arch-headed window on the front façade centered beneath the gable.

**8 Glenwolde Park:** A one-and-a-half-story, Tudor Revival-style, half-timbered, brick-and-stucco residence located on the east side of Glenwolde Park, oriented west. The residence is roughly rectangular in plan with a small wing jutting off the northeast corner. It is capped by a cross-gable roof which extends at the front façade to cover the porte-cochere, and includes several roof dormers. The fenestration consists of multi-light casements flanked by batten shutters. Distinguishing features include the wishbone- pattern timbering at the upper story of the front façade, and the low-swooping roof over the front façade.

**9 Glenwolde Park:** A one-and-a-half-story, Colonial Revival-style, frame residence clad with brick and clapboard siding located on the east side of Glenwolde Park, oriented west. The residence is roughly rectangular in plan with a small wing jutting off the northeast corner. The residence is capped by a cross-gable roof which extends at the front façade to cover the porte-cochere, and includes several roof dormers. The porte-cochere is enclosed with multi-pane picture windows. Fenestration consists of multi-light, double-hung sash.

**10-15 and 16-21 Walter Street:** Two adjacent blocks of one-and-a-half-story, Tudor Revival-style townhouses each containing six units. Located on the north side of Walter Street and oriented south, they are half-timbered frame residences with English bond- pattern brick, stucco, and clapboard siding. Each

block is arranged in two book-matched symmetrical halves creating an “a-b-c-c-b-a” pattern in the overall facade. Each half is topped by a side-gable roof with cross gables punctuating each end, and two shed-wall dormers arranged along the front facade. The outer gables of the paired halves have a projecting gable-roof entrance bay clad with brick at the first story, and decorative timbering at the second story. The second set of entrances is located under the low swooping sections of the roof which descend along the inner edge of the end gables and cover a small entrance vestibule. The third and innermost set of entrances is located in the projected gable vestibule beneath each center gable. Fenestration consists of single, paired, and trebled multi-light casements, and includes arrow-slit windows centered beneath the cross gables. Distinguishing features include a slight second-story overhang in the central bay; stone-tabbed door surrounds; Tudor-arched door openings; carved vergeboards; batten shutters; and carved cornice brackets.

**Road Network:** The intersecting road network in Glenwolde Park contributes to the historic setting of the proposed district. The roads include north/south and east/west oriented Glenwolde Park; the east/west-oriented Walter Street; and the north/south-oriented Willowbrook Avenue. Each road is flanked by intermittent vegetation that lends a verdant feeling to the proposed district.

### **Non-Contributing Resources**

**2 Glenwolde Park:** A one-and-a-half-story, Colonial Revival-style, frame residence located on the northwest corner of Lakeview Drive and Glenwolde Park, oriented east. The residence has been altered by the installation of modern replacement windows; enclosure of the porte-cochere; installation of modern siding; and the addition of an attached garage. These changes have compromised the historic integrity of the structure, and altered the architectural character of the building.

**24 Walter Street:** A two-story modern residence located on the southwest corner of Glenwolde Park and Walter Street. It is located on the former site of the Glenwolde Park tennis court (Mascia, pers. comm., November 16, 2006).

### **Historic Context**

#### **Tarrytown Area, 18th Century**

The proposed Glenwolde Park Historic District is located within the Village of Tarrytown, Westchester County. Prior to European contact circa 1609 when Henry Hudson sailed up the Hudson River from New Amsterdam, the Tarrytown area was inhabited by the Weckquaesgeek tribe. Subsequently, the Dutch controlled the region until 1664 when the English seized control, and joined it to its existing Colony of New York (Kraft, 1991). 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 resided on the large tracts of land and oversaw agricultural activities undertaken by tenant farmers. The 100,000-acre Philipsburg Manor was controlled by Frederick Philipse, and extended from Spuyten Duyvil in the Bronx north to the Croton River, and from the Hudson River east to the Bronx River (“History of Tarrytown/Sleepy Hollow Area,” n.d.).

Dutch and English settlers undertook many activities to improve trade in the region, including the establishment of roads. Since the 17<sup>th</sup> century, Broadway functioned as the major north/south route in the village. 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, Broadway (Canning & Buxton, 1975; Old Road Society of Philipstown, n.d.).

At the close of the American Revolution (1775-83) in 1783, the loyalist Philipse family property was confiscated by the new American government. The estate was divided into 311 parcels and sold. A map of the Philipsburg area from 1785 shows that John Van Tassel bought a 230 acre lot at the site of the future Glenwolde development (Couzens, 1880). A tavern bearing Van Tassel's name is noted on the west side of the post road. A period of great growth in Westchester County extended from 1783-1865. The basis for this growth was an integrated local economy utilizing farmland, mills, fishing, oystering, and the river port (Canning & Buxton, 1975).

### **Tarrytown Area, 19th Century**

By 1800, Tarrytown had 3,000 residents. With the invention of the steamboat by Robert Fulton in 1807, transportation on the Hudson River greatly increased. By 1824, regular freight and passenger steamboat service had been established 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).

During the 1830s, two significant developments occurred south and east of central Tarrytown. Increasingly, wealthy industrialists and prominent citizens began moving to the area, lured by the beauty of the Hudson River Valley which, by that time, served as an inspiration for many painters, writers and architects. Grand estates, such as Lyndhurst located in Tarrytown on the west side of South Broadway across from the Glenwolde site, began to spring up all along the banks of the Hudson River (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. The subsurface pipe passed through Tarrytown flanking South Broadway to the east and west, and continued beneath present-day Glenwolde Park. The aqueduct was finally completed in the late 1840s, and many workers who helped construct it settled in Tarrytown (Canning & Buxton, 1975).

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 laid along western edge of Lyndhurst. 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 Tarrytown. The arrival of the railroad ushered the region into the industrial age (Canning & Buxton, 1975).

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. Farms were also redeveloped as country estates which created a greater demand for domestic labor (National Trust for Historic Preservation, n.d.). Many of the mid-19<sup>th</sup>-century settlers were Irish, Dutch, and Germans employed on the large estates in the southern part of Tarrytown in the vicinity of present-day Glenwolde Park. During the 1880s, farming continued to be the mainstay of Tarrytown's economy, but, by the end of the 19<sup>th</sup> century, this began to shift to industry, and commerce and farms were rapidly disappearing (Canning & Buxton, 1975).

Historic maps from the late-19<sup>th</sup> and early-20<sup>th</sup> century depict substantial estate development along the Hudson River in Tarrytown (Beers, 1872; Hyde, 1908). The Greystone estate, upon which Glenwolde Park would be built, first appears on the 1881 Bromley map as a 99-acre parcel that originally formed part of the 18<sup>th</sup>-century Van Tassel estate. At the time, the lot was owned by W. S. Gurnee, and was improved with a summer residence designed by David M. Steubins that was built ca.1850. Gurnee died in 1905 leaving an estate valued at \$8,986,654 (Steiner, 1998).

By 1891, Greystone had been sold to Caroline Everit Macy (1839-99) (Steiner, 1998). Her husband, Josiah Macy (1838-76) was a stockholder and official of the Standard Oil Company. Their son, Valentine Everit Macy, was supervisor of the Westchester County poor in 1914, and founded a county hospital, almshouse, and penitentiaries. Valentine Macy's son, Josiah Noel Macy (1900-77), sold the family interests in several Westchester County newspapers to Gannett Company in 1964.

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

By 1900, Louis Stern owned the Greystone estate which, at that time, was bound to the north by Sheldon Avenue, to the south by Lyndhurst, to the east by present-day Browning/Meadow Street, and to the west by South Broadway (Hyde, 1900).

By 1908, Henry Corn purchased the estate, including the Gurnee residence and outbuildings (Hyde, 1908). A 1908 map of Tarrytown continues to depict the area south of the village core as largely made up of estates with the exception of Church Street and the hamlet of Irving on the west side of South Broadway, which were characterized by small-scale lot development (Hyde, 1908). Between 1908-10, the Greystone estate was sold to Robert B. Dula, and renamed Hibriton (Sanborn, 1910). The estate remained intact until the 1920's, when Dula subdivided it into six large parcels. The Glenwolde Park subdivision was developed upon one of these parcels between 1924-26. Research did not indicate the identity of the architect and property developer.

Typical of suburban development of the era, the Glenwolde Park residences were designed primarily in the Tudor Revival and Colonial Revival styles. The Tudor Revival style mimicked early English building traditions, and was a popular domestic building mode during early-20<sup>th</sup> century. In the 1920s-30s, only the Colonial Revival style rivaled it in popularity. During this time masonry veneering techniques allowed even the most modest examples of the Tudor Revival style to mimic closely the brick and stone exteriors of English prototypes (McAlester & McAlester, 1984).

During the decades between World War I (1917-18) and World War II (1941-45), Tarrytown continued to develop. For example, during the 1930s, many roads were paved in concrete to facilitate access to the community, and commercial and industrial enterprises, 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 White Plains Road (State Route 119) were further subdivided to accommodate multi-family residences. However, some estates were preserved, including Lyndhurst which was acquired by the National Trust for Historic Preservation to operate as a house museum in 1961. In addition, residences and apartments sprang up on most of the vacant lots in the villages (Canning & Buxton, 1975).

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 (Interstate [I]-287). Prior to World War II, the New York State Assembly began to investigate constructing a bridge between Rockland and Westchester Counties in the vicinity of the Tappan Zee, the second widest point of the Hudson River, located between Nyack and Tarrytown. It was named for the Tappan Indian tribe of Rockland County, and the Dutch term *zee* (open expanse of water or sea). The advent of World War II temporarily defused the bridge plan, and shortly after the conclusion of the war in 1945, the issue was revived (Talley, 1989).

By the 1950s, transport of people and goods via cars and trucks became a necessity of life. Trucks supplanted trains for the transport of goods to and from Tarrytown, just as buses traveling along 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 Tarrytown and Nyack 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. The Tappan Zee Bridge was completed in 1955 and, in 1956, construction began on I-28the Cross Westchester Expressway that linked I-87 in Elmsford to I-95 in Port Chester. The expressway was completed in 1960. Completion of this major infrastructure spurred both residential and commercial development along White Plains Road and South Broadway from the 1950s onward.

### **National Register Eligibility Statement**

The proposed Glenwolde Park Historic District is recommended eligible for listing in the National Register under Criteria A and C for its historic and architectural significance, and retains integrity of location, design, setting, materials, workmanship, feeling, and association. It is eligible under Criterion A, as the proposed district clearly represents an early phase in the suburbanization of Westchester County. Like many of the early middle class suburbs in the area, Glenwolde Park was developed upon a mid-19<sup>th</sup>-century estate which was subdivided in the early-20<sup>th</sup> century in response to the expansion of the local economy and subsequent increase in demand for housing. The proposed district is also eligible under Criterion C because it includes highly intact examples of Tudor Revival and Colonial Revival-style residences, the two dominant styles of early-20<sup>th</sup> century American suburbs. The residences are situated along an intersecting road network, flanked by vegetation, which contributes to the historic setting and feeling of the proposed district.

### **Period of Significance**

The period of significance of the proposed Glenwolde Parke Historic District extends from 1924-26. The dates correspond to the period during which the development was constructed.

### **Proposed National Register Boundary**

The proposed Glenwolde Park Historic District is bound by the tax parcel boundaries of residences on the north and east sides of Glenwolde Park; north side of Walter Street; and east side of Willowbrook Avenue. The three roads, flanked by mature trees and shrubs, also contribute to the proposed district, and are included within its proposed boundary.



## References

### Books

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### Maps

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Map of Tarrytown. Courtesy of the Historical Society of the Tarrytowns. 1891.

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### Internet Resources

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<<http://www.sleepyhollowchamber.com/history.html>> (October 3, 2005).

National Trust for Historic Preservation, "A Short History of Lyndhurst," n.d., <<http://www.lyndhurst.org>> (October 3, 2005).

Old Road Society of Philipstown, "A Capsule History of the Old Albany to New York Post Road," n.d., <<http://www.hvgateway.com/orsh.htm>> (October 3, 2005).

### **Interviews**

Mascia, Sarah, PhD., Director of the Tarrytown Historical Society. Interview with Shelley Perdue, Earth Tech, November 16, 2006.



<div> <div></div> Proposed National Register Boundary </div> <div> <div></div> Contributing Resource </div> <div> <div></div> Non-Contributing Resource </div>	<div> <div></div> Property Boundary </div> <div> <div></div> Contributing Road Network </div>	<b><i>Glenwolde Park Historic District</i></b>
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**Photo 1.** Looking northeast towards 10-16 Walter Street, a row of six Tudor Revival-style townhouses located on the north side of the street. Note the complicated roofline; the decorative half-timbering; the carved vergeboards; and the pointed-arched door openings with stone tabbed surrounds.



**Photo 2.** Looking east toward 7 Glenwolde Park. Note the cross-gambrel roof which lends a Dutch flair to the Colonial Revival home and the Classical-style door surround and porch trim.





**Photo 3.** Looking east toward 8 Glenwolde Park. Note the ornamental wishbone-patterned timbering on the second story; the English-bonded brick base; and the low-sweeping roofline.



**Photo 4.** Looking southwest toward 3 Glenwolde Park with 4 Glenwolde Park in the background. Note the similar massing and rooflines of the two homes which represent two distinct styles, Tudor and Colonial Revival, expressed primarily through their materials, fenestration, and ornamentation.





**Photo 5.** Looking north toward south façade of 1 Glenwolde Park. Note Tudor Revival-style details, including casement windows and half-timbering.



**Photo 6.** Looking north toward non-contributing 2 Glenwolde Park. The home has been highly altered.





**Photo 7.** Looking east toward west façade of contributing 5 Glenwolde Park, a good example of a Victorian Folk-style frame house.



**Photo 8.** Looking toward Glenwolde sign from Walter Street. Sign marks entry to neighborhood.



**Photo 8.** Looking northeast toward 16-21 Walter Street, contributing Tudor-style rowhouses.