

**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 Irving 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

Irving Historic District

Physical Description

The proposed Irving Historic District is located in the Village of Tarrytown in the Town of Greenburgh, Westchester County, New York. The proposed district is situated on the south side of the Cross Westchester Expressway (Interstate [I]-287), south of Tappan Zee Bridge toll plaza. It consists of Van Wart and Paulding Avenues, two east/west oriented roads linked by Washington Place and Hudson Place. The roads are flanked by mature trees and shrubs located on properties within the proposed district. While the proposed district is bound to the north by the Cross Westchester Expressway (Interstate [I]-287), it is bound to the south by the Kraft and General Motors properties, the east by South Broadway (US Route 9), and the west by the Metro-North Railroad Hudson Line and the Hudson River.

The proposed district is located under 200 feet south of the slightly elevated Tappan Zee Bridge toll plaza and the New York State Thruway (Interstate [I]-87/287), and about 100 feet east of the Metro-North Railroad Hudson Line right-of-way (ROW) (see Location Map). It is situated within the area of potential effect (APE), and is screened from the toll plaza by a sound wall.

The proposed district consists of a mixed-class community of single and multi-family residences predominantly constructed during the early-19th and the mid-20th centuries, and one intact estate constructed in the 19th century (88 Paulding Avenue). Most residences are frame sheathed in clapboard, aluminum, stucco, or vinyl. A small number of brick residences are also located within the proposed district. A variety of high-style and vernacular forms are represented, including 19th-century Greek Revival, Gothic Revival, Colonial Revival, and Italianate styles. Twentieth century buildings include gable and four-square residences.

The proposed district, whose period of significance spans from 1836-1935, includes 19 contributing resources and five non-contributing resources. A list of contributing and non-contributing resources is provided below, accompanied by a brief description of each resource.

Contributing Resources

24 Paulding Avenue: Two-and-a-half-story frame residence with Gothic Revival and Italianate-style details. Located on the south side of Paulding Street, the residence appears to have been constructed during the mid-19th century. Character-defining features include centered-gable roof; wrap-around, single-story porch supported by Classical-type columns; principal entry emphasized by side-lights and top-light; first-story windows accented by segmental-arch hoods; secondary entry topped by transom; centered-gable pierced by window; and brick chimney. One-and-a-half-story, mid-19th-century, frame, center-gable carriage house is situated adjacent to residence and altered by insertion of modern roll-up garage doors. The residence at 24 Paulding Street survives as a good example of mid-19th-century domestic architecture in Tarrytown, and contributes to the proposed district.

36 Paulding Avenue: Two-and-a-half-story frame residence with Second Empire-style details. Located on the south side of Paulding Street, the residence appears to have been constructed ca. 1855 (Town of Greenburgh, New York, n.d.). Other buildings on lot include mid-19th to early-20th-century converted carriage house, and a mid-20th-century, two-story residence. The Second Empire-style residence is the principal building on the lot. Although it has been altered by the application of asbestos shingles; modern windows; and modern porch balustrade; the residence retains historic features including bracketed porch supports; double-doors set within a deep reveal and arched-wood surround; bay window in bracketed-

wood surround; mansard roof with dormer windows and brick end-wall chimneys. The two-story, mid-19th-century former carriage house at the rear of the lot still retains the form and massing of a carriage house, including side-gable roof and first-story garage, and contributes to the significance of the property. The mid-20th-century ranch house does not contribute to the property and does not share stylistic attributes with the principal building and carriage house. The residence at 36 Paulding Avenue, including the principal building and former carriage house, represents 19th-century domestic architecture in Tarrytown, and retains integrity to contribute to the proposed district.

58 Paulding Avenue: Two-and-a-half-story, four-square-type residence constructed ca. 1930. Located on the south side of Paulding Avenue, the residence has multiple character-defining features, including enclosed first-story porch with fanlight-transoms over windows and doors; historic glass-and-panel storm door and wood-paneled main door on north facade; paired and single six-over-one double-hung sash; second-story porch with glass-and-panel door; hipped-roof with broad overhanging eaves; and hipped-roof dormer with multi-pane windows. Although the residence is clad in PermaStone siding, it still retains integrity as a modest example of early-20th-century domestic architecture in Tarrytown, and contributes to the proposed district.

60-62 Paulding Avenue: Two-story, side-gable, duplex constructed during the early-20th century. Located on the south side of Paulding Avenue, it has multiple character-defining features such as the form and massing with paired-entry doors; enclosed porch; six double-hung sash fenestration pattern across the second story of the north facade; and symmetrical chimneys that pierce the roof. A detached front-gable garage is located at the rear of the property and appears to have been constructed around the same time as the residence. Although it was recently sheathed in stucco, and replacement windows and doors have been installed, the residence and garage still retain integrity as examples of modest early-20th-century domestic architecture in Tarrytown, and contribute to the proposed district.

66 Paulding Avenue: Two-and-a-half-story, four-square-type residence constructed ca. 1930. Located on the south side of Paulding Avenue, character-defining features include Flemish bond brick facade with decorative brick belt course; enclosed hipped-roof entry portico with stone-quin embellishment; round-arched principal entry flanked by square windows; paired and single six-over-one-light sash; hipped-roof with broad, overhanging eaves; and hipped-roof dormer. A detached front-gable garage is located at the rear of the property and appears to have been constructed around the same time as the residence. The residence at 64 Paulding Avenue and associated garage retain integrity as early-20th-century domestic architecture in Tarrytown, and contribute to the proposed district.

65 Paulding Avenue: Two-story, rectangular-plan, side-gable, stucco-clad residence most likely constructed during the mid-to-late 19th century. Located on the north side of Paulding Avenue, character-defining features include rectangular-plan form and massing with two-story and single-story rear additions; two-over-two and six-over-one double-hung sash; shed-roof porch supported by square posts with arch-type brackets; main door topped by transom; and brick chimney. Detached garage located north of the property at the rear of the lot. The residence at 65 Paulding Avenue and associated garage retain integrity as an example of 19th-century domestic architecture in Tarrytown, and contribute to the proposed district.

69 Paulding Avenue: Two-story, rectangular-plan, side-gable, stucco-clad residence most likely constructed during the late-19th or early-20th century. Located on the north side of Paulding Avenue, character-defining features include rectangular-plan form and massing with a rear addition; sash windows; shed-roof porch supported by bracketed Eastlake columns; and symmetrical brick chimneys that pierce the east and west portions of the roof ridge. The residence at 69 Paulding Avenue retains integrity as an example of late-19th or early-20th-century domestic architecture in Tarrytown, and contributes to the proposed district.

72 Paulding Avenue: Two-story, rectangular-plan, Greek Revival-style, side-gable frame residence most likely constructed during the early-19th century. Located on the south side of Paulding Avenue, character-defining features include enclosed single-story porch with bracketed cornice and single-pane windows, including transoms and wood-panel door flanked by side-lights and topped by a transom; frieze-band windows, including three-pane windows and an art-glass window; multi-pane sash; and brick chimney that pierces roof ridge. The residence at 72 Paulding Avenue retains integrity as a Greek Revival-style residence in Tarrytown, and contributes to the proposed district.

73 Paulding Avenue: Two-story, rectangular-plan, frame residence capped by a side-gable roof most likely constructed during the late-19th or early-20th century, and modified in the 1980s by construction of a single-story addition. Located on the north side of Paulding Avenue, character-defining features include overall form and massing, including two-story core and two-story rear addition; fenestration pattern featuring paired and single double-hung sash; pedimented-entry portico supported by Eastlake columns; and brick end-wall chimney. Although it has been modified by application of vinyl siding and construction of single-story addition in the 1980s, 73 Paulding Avenue still retains integrity as a late-19th or early-20th-century residence in Tarrytown, and contributes to the proposed district.

81 Paulding Avenue: Two-and-a-half-story, mid-19th-century frame residence with elements of the Italianate and Gothic Revival styles. Located on the north side of Paulding Avenue at the northwest corner of Paulding Avenue and Washington Place, the residence is surrounded by a lushly landscaped lawn with recently constructed wood fences and pergolas, and has multiple character-defining features, including asymmetrical roof with overhanging eaves sheathed in alternating bands of diamond and square shingles; facades sheathed in weatherboard with tightly fitted joints; single and paired six-over-six double-hung sash set within wood surrounds; single and paired four-over-four arched windows set within heavy wood surrounds; bay window at rear gable-end; enclosed porches pierced by two-over-two double-hung sash, separated by ornamental wood carvings, capped by modified mansards with broad overhanging eaves; principal entry with paired wood-panel doors sheltered by a modified mansard awning supported by brackets; and secondary enclosed entry with historic wood storm door, side-lights and two-over-two double-hung sash. The residence at 81 Paulding Street survives as an excellent example of a mid-19th-century residence in Tarrytown that displays elements of the Italianate and Gothic Revival styles. It functions both as a key historic building on Paulding Avenue, and key contributing building to the proposed district.

88 Paulding Avenue: Two-story, Early Classical Revival-style, frame residence and carriage house that were constructed ca. 1840 as an estate atop a hill overlooking the Hudson River (Town of Greenburgh, New York, n.d.). The buildings occupy the largest property on Paulding Avenue, and are located on the south side of the road. Character-defining features include two-story, rectangular-plan, clapboard-clad residence with symmetrically-balanced porches on the north and south facades, supported by Classical columns whose roofs also provide second-story decks; porch balustrades; entry porticos on the east and west facades that share similar features with the side porches; fenestration pattern, including six-over-six double-hung sash set in wood surrounds and historic wood doors; façade embellishments including corner pilasters and Classical cornice. The carriage house also has multiple character-defining features, such as intersecting-gable roof with decorative bargeboard; decorative wood belt course; and double-hung sash and oculus window set within wood surrounds. The residence at 88 Paulding Avenue, its associated carriage house, and the ample undeveloped property which surrounds them retain integrity as high-style buildings constructed in Tarrytown during the mid-19th century. Therefore, 88 Paulding Avenue is a key contributing feature to the proposed district.

101 Paulding Avenue: One-and-a-half-story, rectangular-plan, frame former carriage house that appears to have been constructed during the early-20th century on the north side of Paulding Avenue. Character-

defining features include historic form and massing; clapboard siding; double-hung sash; dormer windows; and enclosed porch. The residence at 101 Paulding Avenue survives as a good example of converted carriage house, and therefore, contributes to the proposed district.

107 Paulding Avenue Carriage House: Two-story, rectangular-plan, frame residence constructed during the late-19th or early-20th century. Located at the northwest corner of Paulding Avenue and Hudson Place, character-defining features include shingle cladding; gable roof with exposed rafter ends; six-over-one double-hung sash; and former hay mow with multi-pane glass-and-panel door. The carriage house survives as an excellent example of turn-of-the-century outbuilding, and therefore, contributes to the proposed district.

113 Paulding Avenue: Two-story, side-gable, frame residence constructed ca. 1927 (Town of Greenburgh, New York, n.d.). Located on the north side of Paulding Avenue, character-defining features include overall rectangular-plan form and massing; paired and single six-over-one double-hung sash; glass-and-panel door; shed-roof entry porch supported by square columns; and brick chimney that pierces roof ridge. The residence at 113 Paulding Avenue survives as a good example of an early-20th-century residence in Tarrytown, and therefore, contributes to the proposed district.

117 Paulding Avenue: Two-story, Greek Revival-style, frame residence constructed during the mid-19th century on the north side of Paulding Avenue, just east of the Metro-North Railroad Hudson Line and the Hudson River. Character-defining features include overall rectangular-plan form and massing of building with single-story addition on west façade, and single-story addition on north facade; clapboard siding; fenestration pattern including six-over-six double-hung sash set within wood surrounds; frieze-band windows in wood surrounds; west facade addition illuminated by multi-pane windows, and accessed by a glass-and-panel door; and decorative bargeboard at gable ends. Detached garage located at the northeast corner of the lot. The residence at 117 Paulding Avenue survives as a good example of a modified Greek Revival-style residence in Tarrytown, and therefore, contributes to the proposed district.

2 Washington Place: Two-and-a-half-story, frame residence constructed during the mid-to-late 19th century with Victorian-era details. Located at the northeast corner of Washington Place and Van Wart Avenue, character-defining features include intersecting, steeply pitched gable roofs; double-hung sash; first-story bay window; wrap-around, single-story porch supported by square columns; and gable-end rectangular windows. Although it has been altered by application of vinyl siding and insertion of modern fenestration, 2 Washington Place retains integrity as a mid-to-late 19th-century residence in Tarrytown, and therefore, contributes to the proposed district.

3 Washington Place: One-and-a-half-story, frame residence constructed during the mid-19th century. Located on the northwest corner of Washington Place and Van Wart Avenue, character-defining features include overall rectangular-plan form and massing; side-gable roof; main door set within Classical surround; and historic fenestration pattern. Although it has been altered by the application of vinyl siding and recent side addition, 3 Washington Place retains integrity as a mid-19th-century residence to contribute to the proposed district.

8 Washington Place: Two-story, L-plan, frame residence constructed during the late-19th or early-20th century. Located on the east side of Washington Place, character-defining features include fenestration pattern featuring two-over-two-light sash set within wood surrounds and historic glass-and-panel door; Classical cornice; and symmetrical brick end-wall chimneys that pierce side-gable roof. Although it has been altered by application of cedar shingles, 8 Washington Place retains integrity as a late-19th or early-20th-century residence in Tarrytown, and contributes to the proposed district.

94 Van Wart Avenue: Two-and-a-half-story, rectangular-plan, Dutch Colonial Revival-style, frame residence constructed during the late-19th or early-20th century. Located on the south side of Van Wart Avenue, character-defining features include gambrel roof; historic fenestration pattern, including two-over-two double-hung sash, bay window and gambrel-end windows; and single-story porch supported by Classical columns with wood balustrade. Although it has been altered by the application of vinyl siding, 94 Van Wart Avenue still retains historic integrity as Dutch Colonial Revival-style residence in Tarrytown to contribute to the proposed district.

Non-Contributing Resources

7 Washington Place: Two-story, rectangular-plan, frame residence constructed during the mid-to-late 19th century. Located on the west side of Washington Place, the building has been altered by the application of vinyl siding; roof raising; and replacement of historic fenestration. As a result, the building no longer retains historic integrity to contribute to the proposed district.

76 Paulding Avenue: Originally single-story, rectangular-plan cottage constructed during the early-20th century on south side of Paulding Avenue. As of September 2005, residence was undergoing extensive renovation, including addition of second story. Addition compromises historic feeling and association of original cottage, and therefore, it does not contribute to proposed district.

91 Paulding Avenue: Single-story, L-plan ranch house constructed ca. 1955 concomitant with the Tappan Zee Bridge. Located on the north side of Paulding Street, it does not contribute to the proposed district because it was constructed after the period of significance.

107 Paulding Avenue: Single-story ranch house constructed during 1960s. Located on the north side of Paulding Avenue at the northwest corner of Paulding Avenue and Hudson Place, 107 Paulding Avenue was constructed after the period of significance, and therefore does not contribute to the district. A carriage house located at the rear of the lot, however, contributes to the proposed district as noted under Contributing Resources.

80 Van Wart Avenue: Contemporary residence located on south side of Van Wart Avenue, it does not contribute to the proposed district because it was constructed after the period of significance.

Historic Context

Tarrytown Area, 17th Century

The proposed Irving Historic District 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 the 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. Early settlers built farmsteads, mills, residences, religious institutions, and waterfront docks for sloops plying the waters between New Amsterdam and Hudson River Valley settlements (Kraft, 1991).

In August 1664, the English seized control of the Dutch colony, and joined it to its existing Colony of New York. 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, 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.). During this period, land in Tarrytown and the surrounding vicinity had been settled, including a 220-acre tract attributed to “Wm. and Jas. Van Wart” according to a Philipsburg Manor map. 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 created 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, Broadway, the primary north/south route through present-day Tarrytown (Canning & Buxton, 1975; Old Road Society of Philipstown, n.d.).

Tarrytown Area, 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 the settlement named “Terrytown.” 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 included members of the Terry family, possible namesakes of the settlement (Conklin, 1939).

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. 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 the Van Warts 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.).

River battles were also common. In 1781, three British frigates and three schooners sailed up the Hudson River, and once near Tarrytown, attempted to seize five American ships carrying flour from New Jersey. Although the British set fire to the ships, the Americans, led by Colonel Sheldon and others, successfully extinguished the flames and were honored for their bravery by General George Washington, Commander of the Continental Army (Conklin, 1939).

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 & Green Fuller, 1982). Because it was largely an agricultural community, post-war growth initially centered on agricultural pursuits, including processing of grain at Tarrytown mills, and driving of cattle through local streets, bound for slaughterhouses in New York City (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 resided 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, 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 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 wind-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 the New England states. Tarrytown and its prominent riverfront location were clearly shown on these maps, emphasizing its role as a growing portside settlement. By 1835, major streets of importance included South Broadway, Main Street, Franklin Street, Washington Street, and Water Street. Church Street was also located south of the core, and so-named for its then-owner, the Old Dutch Church (Canning & Buxton, 1975; Burr, 1835). Ferries also plied the Hudson River near Tarrytown, carrying goods and passengers between Rockland and Westchester Counties.

During the 1830s, two significant developments occurred in the vicinity of present-day Van Wart and Paulding Avenues. 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 River, 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 future location of Van Wart and Paulding Avenues (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 South 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 (NYC Department of Environmental Protection [NYCDEP], 2000).

In addition to these major events, investors also began to purchase and subdivide land for residential development. In 1836, a developer laid out the community of Irving, named for Tarrytown resident, Washington Irving (1783-1859), celebrated American author and diplomat who resided at his estate, Sunnyside (Lederer, 1978). Main streets in Irving included Franklin Street (present-day Van Wart Avenue) and Paulding Avenue which extended eastward from the Hudson River. Two intersecting blocks linked the streets. Van Wart Avenue was named for the proprietors of the 220-acre tract in the vicinity of the street (Canning & Buxton, 1975). Paulding Avenue may have been named for the Revolutionary War hero, John Paulding, and/or William Paulding, the former New York City mayor who constructed Lyndhurst.

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 (Canning & Buxton, 1975).

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 in factories, stores, and offices, in addition to agriculture. Farmland had also been developed into estates similar to Lyndhurst, 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, including Irving south of the hamlet core. For example, the 1867 map illustrates central Tarrytown along Main Street with both commercial and residential development. Water access was gained via docks at Main Street, Wildey Street, and near Beekman Avenue. Historic maps also show a dock at the west end of the community, known as Hoe's Dock; this was a private dock associated with a large estate belonging to Robert Hoe, located immediately north of Irving. Multiple buildings were scattered along Van Wart and Paulding Avenues, and many of the lots were owned by New York City banker, George Merritt, owner of Lyndhurst. In general, the residences occupied small lots, and the fact that many lots were attributed to Merritt indicates that the community may have been populated by the working class renters. 88 Paulding Avenue is also depicted on the 1867 map, set back from the street as it exists today, forming a stark contrast to the consecutive residences occupying relatively small lots nearby. As shown on the map, both Van Wart and Paulding Avenues provided direct access to South Broadway, the main north/south thoroughfare through Tarrytown, and White Plains Road (present-day State Route 119), the east/west route that linked Tarrytown to White Plains (Canning & Buxton, 1975).

Following the Civil War, Tarrytown entered a new era in which 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, including Irving (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 disappearing rapidly. As the population increased and commercial and industrial enterprises grew public services were developed. A water supply system, gas lines and electrical network were established. In addition, by the 1890s, trolley service was established between Tarrytown and White Plains, increasing the 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. Multiple estates overlooked the Hudson River, including the Benedict estate north of Church Street; the Hoe estate north of Van Wart and Paulding Avenues; and Timothy Eastman's Millbrook; John Terry's Pinkstone; and Lyndhurst south of Van Wart and Paulding Avenues (Canning & Buxton, 1975). During this period, Van Wart and Paulding Avenues were also further developed with residences on small blocks, in addition to 88 Paulding Avenue, attributed to C. Sterling by 1891 (Canning & Buxton, 1975).

Tarrytown Area, 20th Century-Present

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 depicts the area south of the village core largely made up of estates along the Hudson River, with the exception of Church Street and Irving, which were characterized by small-scale development. White Plains Road was also characterized by large estates at that time (Hyde, 1908). Shortly after, the pace of life in Tarrytown changed with the advent of World War I (1917-18). Many Tarrytown residents served in the war, and, as a result, imparted a broader world view to the community.

During this period, Helen Gould, proprietor of Lyndhurst and daughter of the deceased Jay Gould, established the Lyndhurst Club in Irving. The club was located at the corner of Paulding Avenue and Monroe Street, and it was devoted to teaching local children and young adults valuable manual skills, including carpentry, cooking, and sewing. The club filled a void in the public education system because the local schools did not teach manual training or domestic science courses (Canning & Buxton, 1975). Its presence in Irving underscored the interdependence between the working and the upper classes in Tarrytown, because, most likely, many Irving residents were taught trades that would enable them to gain employment at Tarrytown's estates.

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 (1941-45), providing employment and a livelihood for many residents in need of jobs. By the 1940s, the Lyndhurst Club in Irving was converted into the Robin's Nest, an organization devoted to aiding handicapped children which was operated under the auspices of Helen Gould (Canning & Buxton, 1975).

Following World War II, many Tarrytown estates along South Broadway, White Plains Road, Martling and Prospect Avenues were subdivided to accommodate multi-family dwellings. However, some estates were preserved, including Washington Irving's Sunnyside and Lyndhurst, the latter of 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 village (Canning & Buxton, 1975).

However, one of the most dramatic changes that would occur in Tarrytown centered on the construction of the Tappan Zee Bridge and associated highways. 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 and 1955, multiple buildings were acquired in Tarrytown to facilitate construction of the bridge that carried the Thruway to Elmsford. In particular, the Hoe estate, located north of Irving was acquired, and many residences at the east end of Irving were also acquired. In addition, some estates and developments between White Plains Road and Sheldon Avenue were removed (Canning & Buxton, 1975).

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 Cross Westchester Expressway was completed in 1960. Completion of this major infrastructure spurred suburban residential development evident along Van Wart and Paulding Avenues, including a ranch house in the former location of the Lyndhurst Club and Robin's Nest. Despite the suburbanization of Irving, 88 Paulding Avenue remained intact as an expansive estate overlooking the Hudson.

Since the 1970s, neighborhoods south of the village core continued to be developed with single and multi-family housing and commercial buildings. Recently, a small development of luxury residences was constructed at the west end of Van Wart Avenue, overlooking the Hudson River and the Tappan Zee Bridge. The development offers a contemporary take on Tarrytown's identity as a historic riverfront community and home to the eastern portion of the Tappan Zee Bridge.

National Register Eligibility Statement

The proposed Irving 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 because it clearly represents the evolution of a mixed-class community from the early-19th to mid-20th century, interspersed with 88 Paulding Avenue, an estate that also typified residential development in Tarrytown during the 19th century. The proposed district is also eligible under Criterion C because it includes a variety of 19th to mid-20th-century residences erected in the Greek Revival, Gothic Revival, Italianate, and Colonial Revival styles, cottages, and vernacular architecture. Overall, the proposed district visually communicates the history of Irving as a working class community, surrounded by estate development from 1830s-1930s.

Period of Significance

The period of significance of the proposed Irving Historic District extends from 1836-1935. The dates correspond to the period when Irving was established to the period prior to commencement of World War II. Ranch houses, although in some cases over 50 years old, do not contribute to the proposed district because the district's architectural significance is anchored by the large number of residences constructed between the 19th century to the mid-20th century prior to the construction of the Tappan Zee Bridge.

Proposed National Register Boundary

The proposed National Register boundary includes the majority of the south side of Paulding Avenue, and excludes the western end of the avenue occupied by a residence constructed in 1998. The boundary also includes the majority of the north side of Paulding Avenue, and ceases at 65 Paulding Avenue, beyond which multiple ranch houses are situated. In addition, the boundary includes the two blocks facing Van Wart Avenue, between Hudson Place to 2 Washington Place, the blocks beyond which are occupied by ranch houses. Mature trees and shrubs on properties within the district along Van Wart and Paulding Avenues, and Washington Place and Hudson Place contribute to the historic feeling and setting of the proposed district.

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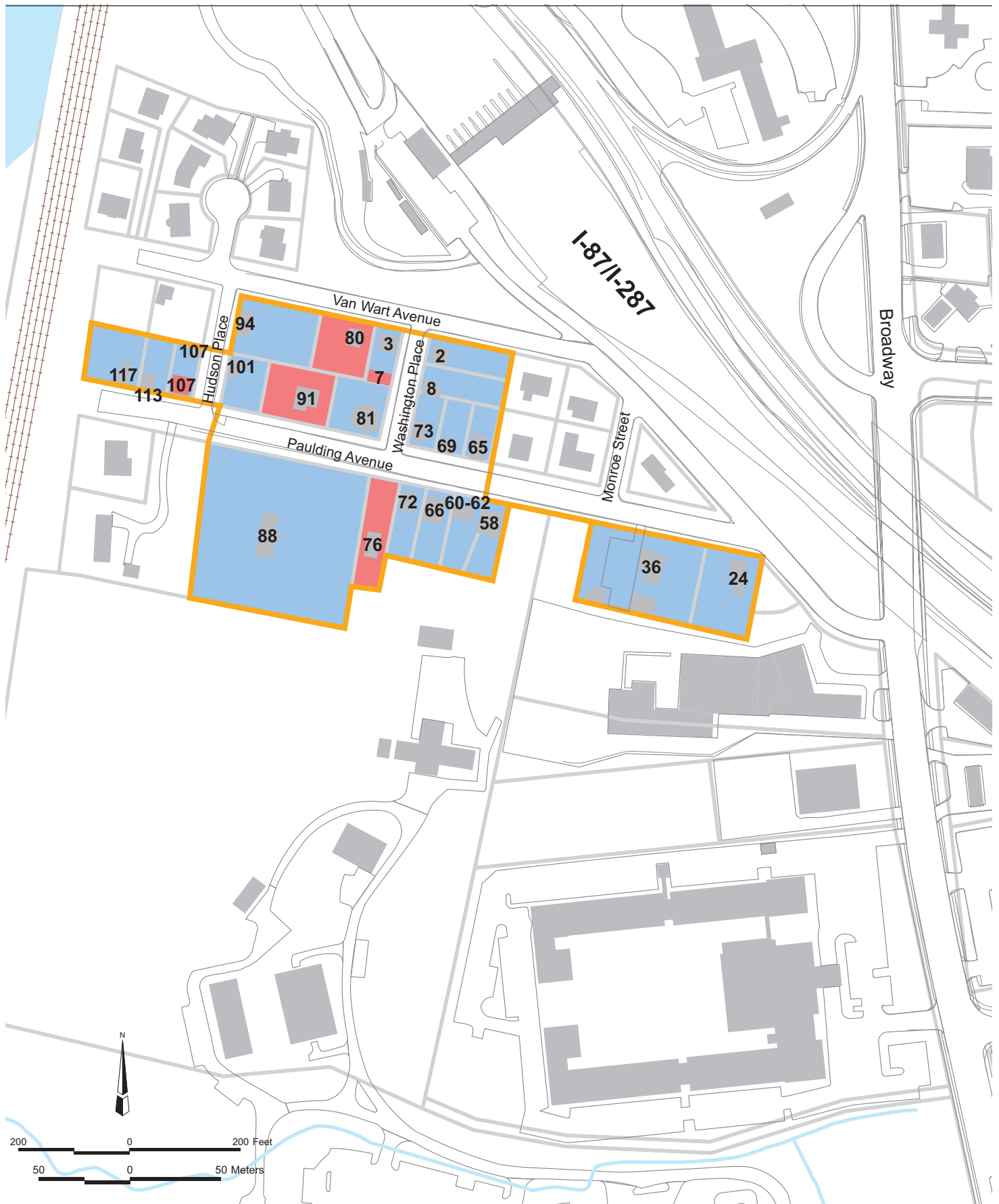
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Proposed National Register Boundary Contributing Resource Non-Contributing Resource	Property Boundary	<i>Irving Historic District</i>
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Photo 1. Looking toward main, or north façade of 24 Paulding Avenue. Note wrap-around porch; principal entry with side-lights and transom; first story windows accented by segmental arch hoods; and centered gable. House displays attributes of 19th-century Italianate and Gothic Revival styles, and contributes to the proposed district.



Photo 2. Looking toward south side of Paulding Avenue and 58, 60-62 and 66 Paulding Avenue. Houses most likely constructed during the early 20th century, and contribute to the proposed district as examples of modest worker housing.



Photo 3. Looking toward east façade of 81 Paulding Avenue. Note intersecting-gable roof; round-headed windows set within wood surrounds; enclosed entry with historic wood storm door, side-lights and two-over-two windows; and roof sheathed in diamond and square shingles. This mid-19th-century residence includes elements of the Italianate and Gothic Revival styles and is a key contributing resource to the proposed district.



Photo 4. Looking toward north and east façades of 88 Paulding Avenue, largest contributing property within proposed district. This Early Classical Revival residence is the main house on an estate overlooking the Hudson River. Note symmetrically balanced porches on north and south, or side façades; entry portico on east façade; corner pilasters; and historic fenestration.



Photo 5. Looking west toward south, or main façade of 117 Paulding Avenue, situated at western edge of proposed district. Greek Revival-style house was constructed during the mid-19th century and may be one of oldest houses in proposed district. Note historic fenestration, including frieze- band windows; clapboard siding; and historic addition with multi-pane windows on west façade. Building contributes to proposed district.



Photo 6. Looking toward north façade of 94 Van Wart Avenue, a Dutch Colonial-style residence constructed during the late 19th or early 20th century. Note porch supported by Classical columns; bay window; and gambrel roof. Building contributes to proposed district.



Photo 7. Looking toward east façade of 3 Washington Place constructed during the mid-19th century. Note main door set within Classical surround and historic fenestration pattern. Building contributes to proposed district.



Photo 8. Looking toward north façade of 8 Washington Place. Note historic fenestration pattern and wood cornice typical of a late 19th or early 20th-century building. 8 Washington Place contributes to the proposed district.



Photo 9. Looking toward north façade of contributing 36 Paulding Avenue. Note mansard roof, original porch supports, and historic door surround.



Photo 10. Looking toward north façade of non-contributing 76 Paulding Avenue. Residence has been reconstructed.



Photo 11. Looking north toward non-contributing 91 Paulding Avenue.



Photo 12. View looking north toward non-contributing 107 Paulding Avenue.



Photo 13. View looking north toward contributing 113 Paulding Avenue, a good example of an early-20th-century frame residence.



Photo 14. View looking west toward non-contributing 7 Washington Place.