



## **Survey and Assessment of Historic Roads**

**Town of  
Cortlandt**



**Westchester  
County, New  
York**



January 2007

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**Town of Cortlandt Westchester County, New York**

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## **Acknowledgements**

LFA would like to thank the Chris Kehoe, Senior Assistant Planner and Ken Verschoor, Deputy Director of the Planning Division, Department of Technical Services of the Town of Cortlandt for their assistance with this project. Frank Goderre and Bob Foley participated in this project as members of the Historic Roads Advisory Committee and their comments and directions were most helpful. Amanda Cerreto, intern with the Planning Division in the summer of 2006, assisted with preparing base maps on which field notes could be taken. Laura Lee Keating, Cortlandt's Town Historian was also most helpful in providing background materials for this report.

The Preservation League of New York provided the funding for this survey project and it deserves much credit for the ongoing support it provides communities in their preservation efforts.

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# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## I. INTRODUCTION & PROJECT BACKGROUND

This project was undertaken in response to a Goal and associated Objective and Policy statements in the Town of Cortlandt's 2004 Master Plan.

**GOAL:** Identify and protect the historic and archaeological resources of the Town

**OBJECTIVE:** Identify and List Historic Roads

**POLICY 145:** Preserve the character of the Town's historic roads through the creation and adoption of a Historic Roads Ordinance

In 2005 the Town sought and won a grant from the Preservation League of New York State to meet the Master Plan Objective of identifying and listing historic roads. The Planning Division then issued a Request for Proposals and subsequently hired Larson Fisher Associates to undertake a survey and assessment of those historic roads identified in the Master Plan. These roads are:

- Furnace Dock Road
- Kings Ferry Road
- Albany Post Road
- Gallows Hill Road
- Oregon Road
- Watch Hill Road
- Red Mill Road
- Croton Avenue
- Teatown Road

Work on this survey and assessment project began in the late spring 2006 with a meeting Planning Division staff to clarify the scope and focus of the study. A second meeting was held on June 29, 2006 with staff and other interested parties to flesh out information about the historic roads in town (described below in II. Methodology). During the course of this meeting other historic roads were identified and added to the list for assessment:

- Locust Road
- Lockwood Road
- Lafayette Road
- Pumphouse Road
- Quaker Bridge Road

One of the issues that soon arose was what adjective best described this road study—historic or scenic; whether the roads in question were actually more scenic than historic, and whether historic roads whose settings had been altered through development over time should be considered within the scope of this project. Rather than settle this

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question at the outset of the project, it was determined that it could be deferred until after the survey and assessment of the specified roads was completed and then see what made sense.

The fieldwork portion of this study was conducted during the late fall of 2006 after the foliage was down, which allowed for optimal visual observation of the historic and scenic resources associated with the identified roads. Although the original intent was that the Town would produce a GIS map to locate and illustrate the features of all the roads, this proved to be infeasible at this point in time. However, detailed maps of each road were provided by the Planning Division, on which notes were made by LFA detailing the important features of all the roadways examined.

## II. METHODOLOGY

The approach to this survey was shaped in large part by the book, From Milestones to Mile-Markers – Understanding Historic Roads written by Paul Daniel Marriott and published in 2004 by the America’s Byways Resource Center under the National Scenic Byways program.<sup>1</sup> The book stresses the importance of documentation and thorough assessments of integrity and significance, listing the following aspects to be noted:

- Location – the *place* where the historic property was constructed or a historical event occurred. This may include the horizontal and vertical alignment of a roadway as influenced by the geographical character of the area (ridges, creeks, etc.)
- Design – the *elements* that combine to create the form, plan, space structure and style of a road and may include engineering details and characteristics
- Setting – the *physical setting* and its importance to the roadway
- Materials – the *physical materials* with which the roadway and associated structures were constructed
- Workmanship – the *craftsmanship* of the people or culture that was responsible for the roadway’s construction at a given period of time in history or prehistory
- Feeling – the *aesthetic expression* and/or *historic character* of any particular time still in evidence as one travels along the roadway
- Association – the *direct link* between an important *historic event or historical person* and the roadway

As part of the assessment of each road surveyed, LFA provide a simple evaluation of these attributes: negative (-), neutral (o), or positive (+).

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<sup>1</sup> It is notable that this program’s Resource Center changed its name, replacing National Scenic Byways” with “America’s Byways” to deal with the apparent confusion the name “scenic” implied.)

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To clarify the above assessments, the book suggested the following questions be answered.

- Is the roadway in or very close to its historic alignment?
- Are the original materials it was constructed with still evident?
- Are the destinations that determined where the road was located extant?
- If so, do these destinations retain their integrity?
- Did any important historical event happen along the roadway?
- Was there an important historical person responsible for the location and/or construction of the roadway?

At the June meeting of the ad-hoc Historic Roads Advisory Committee, each of the roads in the expanded list were discussed with regards to their *Integrity*, *Known Threats (to the character of the road)*; *Planning Issues*; and *Other Information*. Each road discussed was ranked on a 1-to-5 Integrity scale, with 5 equaling the highest integrity. The group's findings are in Appendix A.

The next step was to complete background research. LFA obtained copies of historic maps and read Sharf's history of the town. Some additional historical research was undertaken as well, using the sources in the Field Library in Peekskill, online information, and the assistance of Laura Lee Keating, Cortlandt's Town Historian. (See Appendix B for a list of sources.)

Fieldwork, which comprised the bulk of the service provided by LFA, included inspection of the roads, photographic documentation of portions of the roadways as examples of their character and making map notations. In addition to background research on the roads, sample ordinances governing historic and/or scenic roads have been assembled.

### III. PRELIMINARY FINDINGS

Three findings, applicable to the roads as a group, were made which have led to the assessments and recommendations for each road included in this survey.

1. Over the course of surveying the 13 roads in this study, it was found that all of the roads have been blacktopped and that none retains any original materials. No dirt roads were included in this study. "Workmanship" is another attribute that was deemed inapplicable to the roads in question. In addition, no historical evidence that any of the roads had been "designed" by a particular person or group could be found. Indeed, it is evident from studying historic maps of the town that each has developed by a process of accretion and subtle and not so subtle alterations over the time. Thus three of the attributes of historic roads—design, workmanship and materials—have been given negative ratings in the evaluation. This puts more emphasis on the remaining attributes of *Location*, *Setting*, *Feeling*, and *Association* in determining whether any should be recommended for special protective designation or status.
2. The roads surveyed varied widely in the physical integrity of their settings, even along a single route. Indeed, most of the 19<sup>th</sup> century farmland through which these roads ran are now woods. Although such areas may be natural and scenic, they would no longer be considered historic settings. Thus, it became clear that a single set of standards for any Historic and Scenic

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Roads regulation would probably be ill-fated in terms of adoption and application. Instead, a more general regulation is recommended, with road-specific standards developed for each one considered for designation. Recommendations within the Road-by-Road Analysis reflect this approach.

3. This was not a comprehensive review of all the roads in town and therefore these roads should not be the only ones considered for designation as Historic and Scenic. Indeed, during the course of the fieldwork involved in this survey, it became clear that a number of historically important and scenic roads were not prioritized for study. Since funding for the project was limited, a comprehensive study was not possible. However, a few of these roads are identified in Section V. Additional Considerations. It is anticipated that over time interested parties could undertake research and, following the methodology of this report, add other worthy roads to the list for designation.



1798 Map of Cortlandt



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## IV. ROAD-BY-ROAD ANALYSIS WITH RECOMMENDATIONS

### Albany Post Road

The section of the Albany Post Road assessed for this study extends from its intersection with Kings Ferry Road south to the US Route 9 overpass. This road is one of the most historic in town, in terms of its age and significant associations. It began as an Indian path through the mountains east of the Hudson River. In 1669 the government of New Amsterdam established a postal route between that town and Fort Orange (Albany). After the English conquered the Dutch colony, the Provincial Legislature provided for a “Public and Common General Highway” along this general route which precipitated successive improvements such as widening and tree removal. As an established pre-Revolutionary War road the Albany Post Road provided the means of communication for troops on both sides of that conflict and thus retains great historical significance. In the 18<sup>th</sup> century milestones were erected along the route as a measure to help determine accurate postal rates.<sup>2</sup> The road continued to serve as the major north-south land route between New York City and Albany until 1930 when the current US Route 9 bypass was constructed. Bus service is provided along the route today.

In the preliminary assessment in June by the Historic Roads Advisory Committee, it received a question mark under the “Integrity” category, sidewalks alongside it were listed as “Threats” (to its historical feeling), and mile markers and the FDR Hospital (now Veterans Health Care Center Montross) were listed under “Other Information” (notable features). Because Albany Post Road has long been the major arterial through town, it became a principal commercial corridor and thus subjected to ongoing alterations, both of the road itself and the adjoining parcels and development. Thus it has lost much of its historic character and, other than in its general alignment, visually reflects its current use as a 20<sup>th</sup> century commercial strip. However, it does retain certain notable features.

Beginning at the northern end of Albany Post Road, the following observations were made:

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<sup>2</sup> Several Internet sites including: <http://users.bestweb.net/~judynoel/ors/orshist.htm> and [http://www.postalmuseum.si.edu/exhibits/2a1c\\_bfranklin.html](http://www.postalmuseum.si.edu/exhibits/2a1c_bfranklin.html)

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View looking north to northern end at intersection with Kings Ferry Road/ Montrose Station Road.

The road is quite wide, paved with blacktop and painted with striped median of double yellow lines. A traffic signal and major power-lines are visually out of context with a historic road, as is a 20<sup>th</sup> century Fire Station east of the road. Such conditions extend along most of the road.



View looking southeast at 2139 Albany Post Road.

There are a number of historic properties along the road that serve as reminders of the road's longevity. This house, though only about 100 years old, has a substantial stone retaining wall and a row of mature trees along its front property line, which helps define and enclose the roadway. Such features should be protected from any further roadway improvements.



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Looking west at the Cedar Hill Cemetery. This site contains many 19<sup>th</sup> century graves, most notably those of Staats and Eliza Dyckman and family, builders of the Boscobel mansion, since moved to Garrison, NY. It makes a positive contribution to the historic character of the roadway. The lawn extending out to the sidewalk diminishes the sense of a roadway corridor by visually blending the two spaces together.



This property at 2103 Albany Post Road is one of the old houses along the road that add to its historic character. Note the stone retaining wall along the front property line with brick piers at the walkway entrance. Although the age of this stone wall is undetermined, still it provides a defining edge to the roadway. Also, the brick piers (which are also relatively recent) have an associative value considering the property's proximity to Verplank and the brickyards that were located there.



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On the west side of Albany Post Road (across from the historic house at 2103) is a mix of buildings of various ages and uses that compromise the historically significant features of the road. Signs, flags, chain link, wood stockade and vinyl fences along with ad hoc parking areas create visual “noise.”

The sidewalk, while not enhancing the historic character of the roadway, is an important amenity for pedestrians along this busy arterial.



This view looks north toward the entrance to the Veterans Administration Health Center, Montross on the west (left), which was formerly the FDR Hospital and before that the site of Boscobel, home of Staats and Eliza Dyckman. Heavy wires, open lawns extending to the right-of-way, a contractor’s yard to the east, and a traffic signal all obscure the original historic character of the roadway.



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This historic mile marker is located on the west side of Albany Post Road approximately 530 feet south of Trinity Avenue. A bronze plaque with the following inscription has been attached: “Restored by the Van Cortlandt Chapter of the Daughters of the American Revolution 1909.” The crude stone surround may be an attempt at preservation by the Works Progress Administration.



The iron railing on the bridge over the Metro North Railroad tracks is a historic element that is unfortunately obscured by later metal guardrails and concrete barriers.

The road is extremely wide at this point to accommodate turn lanes into Memorial Drive and Crugers Station Road. Traffic lights and painted crosswalks at this intersection also compromise the historic character of the road.



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The road cut through this rise in the topography indicates that the *location* of the Albany Post Road has been modified over time.

The billboard, as well as the extensive 20<sup>th</sup>-century development along side the roadway, do not contribute to its historic character or setting.



This view of Albany Post Road looks north from Maiden Lane near the southern terminus of the section selected for study. This may be an appropriate location for a special gateway feature to inform travelers that they are indeed following a historic route.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### *General Observations*

Of all the roads surveyed, Albany Post Road retains the least of its original historic character. It appears that its location has been altered, with one section bypassed leaving behind a curved section of “Old Albany Post Road” and other curves and rises decreased over the year. Only where the road drops down between two hills to cross a small stream via a bridge does convey some sense of the original lay of the land. Here and there are rows of mature trees and stone walls, historic artifacts and buildings, but the roadway displays a lack of visual cohesion typical of uncontrolled mid- to late-20<sup>th</sup> century roadside development.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Albany Post Rd	o	-	o	-	-	-	++

### *Recommendations*

Rather than attempt to turn the clock back and restore any semblance of historic character to the Albany Post Road as a whole, preservation attempts might best be focused on individual properties and structures such as extant stone walls and mile marker. The following actions are suggested for consideration by the Town:

- Create gateways at the northern and southern ends of the surveyed road section—at Montross Station Road and Maiden Lane.
- Plan and seek funding for installation of an interpretive sign that will explain the historic significance of the route at an appropriate location such as at the entrance to the VA Health Care Center or the Cedar Hill Cemetery.
- Recruit a civic group to undertake appropriate restoration/conservation (following established stone conservation standards) of the remaining mile marker.
- Institute a tree planting program to create a more defined corridor thereby enhancing the roadway experience – such a treatment would be especially appropriate along the Cedar Hill Cemetery and VA Health Care Center frontages.
- Ensure that Albany Post Road street signs are maintained.
- Road-specific sign regulations might also be instituted to reduce the number and duration of unsightly temporary signs such as plastic banners along this route.

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## Croton Avenue

The surveyed section of Croton Avenue stretches between Crompond Road on the north and State Route 129/Yorktown Road on the south. It is comprised of four rather distinct sections. The first section extends south from Crompond Road to the junction of Furnace Dock Road. The second section originates at this juncture where the road takes a sharp turn to the east and stretches westward to Jacob Road. A sharp turn to the south at this point begins the third section, which extends south from Jacob Road to the northern edge of the Croton Reservoir. The fourth, southernmost, section, with a length of approximately 7,900 feet, wraps around the western edge of the reservoir.

Croton Avenue is clearly delineated on the 1798 map as providing the only north-south route on the east side of the town. It ran south from the old “Road to Danbury” (Route 202) to the Croton River. Originally, at its southern section, the road followed a tributary of the Croton River, crossing it twice. When this stream gorge was flooded in 1905 upon completion of the new Cornell Dam to enlarge the Croton Reservoir, a new road was constructed along the western edge of the new impoundment.<sup>3</sup> Many rubblestone walls along the entire route, as well as historic farmhouses (not to mention those that were lost or move due to the flooding), are testaments to the road’s longevity.

The Town of Cortland categorizes Croton Avenue as a “Major Road” (and is perhaps somewhere between a collector road and minor arterial). There is no bus service due to the dispersed development pattern along it. The lack of intense development with its concomitant traffic has in large part preserved much of the roadway’s character and setting. Also, the completion of the Taconic Parkway in 1932 not far to the east in Yorktown provided an alternative north-south through route, which has likely relieved major traffic pressures from this road. There are only a few locations where recent large scale developments with have affected the historic and scenic qualities of Croton Ave. These include a fire station and associated traffic signal and the Walter Panas High School located along the east-west section. The northern section and north-south midsection have seen the bulk of recent housing developments (with more seemingly on the way as evidenced by a Planning Board notice posted on the latter section).

The Historic Roads Advisory Committee ranked this road at 3.5 on a 1-5 scale for integrity (with 5 being the highest integrity).

Beginning at the northern end of Croton Avenue, the following observations were made:

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<sup>3</sup> Diane Galusha, Liquid Assets – A History of New York City’s Water System (Fleischmanns, NY, Purple Mountain Press, 2002) p. 266.



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Stone retaining walls, both dry-laid and mortared, are common along Croton Avenue. The lack of foliage in the fall/winter landscape also allows for views of stone farm boundary walls, rock outcroppings and other artifacts that contribute to the historic setting and feel of this roadway.



This view looking southwest along the northern section of Croton Avenue shows a relatively young forest that has grown up after clear-cutting on 19<sup>th</sup> century farmland. Stone walls running through the woods in this section also attest to this landscape history.



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Another view looking south and east along the northern section of Croton Avenue shows its gently curving path and the topography of the area. Note the stone wall in the woods running perpendicular to the road, which appears to align with a field or property boundary.

The woods on both sides of the road provide a sense of enclosure for the road, as well as screening recent housing developments.



This view looking east in the east-west section of Croton Avenue highlights the impact that traffic signals have on the rural character of the road.

A fire station, located north of the road (on the left), has a manicured lawn extending out to the right-of-way and a specimen spruce tree that are at odds with the overall natural quality of Croton Avenue. An unscreened parking lot behind the split rail fence in the background exacerbates this situation.



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In contrast to the previous photo, this open area with some buffering from the road (in this case a row of trees) provides a more picturesque vista.

Mail boxes (and other functional items such as trash receptacles) on roads such as this have a negative visual impact.



This was the home of James Dutton, owner of Summer Hill farm, according to the 1867 Beers map of Cortlandt. The leafless fall and winter seasons reveal the historic house with its stone walls and outbuildings. Rows of mature trees on the property are the vestiges of a designed and cultivated landscape worthy of preservation for the historic and scenic quality it provides to the road's setting.



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Another historic house is located at #336 Croton Avenue—the home of James Purdy in 1867, according to the town map. Here a row of mature trees along the front property line and flanking the driveway entrance heighten the sense of the road's history. However, the vinyl fence along the right-of-way detracts from the historic character of the roadway.

By contrast, the rubblestone wall extending to the east of the entrance drive has been preserved and contributes to the road's historic feeling.



An impressive stone wall extends along the west side of the road defining the property at the southwest corner of Croton Avenue and Jacob Road. A subdivision of the property has been proposed. Requiring retention of the wall and some trees along it would help maintain the historic character of the road.



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This view is of a portion of the “Hemlock Hill Farm” located at the intersection of Croton and Maple avenues in the north-south midsection. It was the farmstead of H. Ferguson in 1867. Old fashioned wire fencing together with older stone walls provide an appropriate edge treatment between open farm fields and the road. Note the hedgerows in the background that delineate separate areas within the farm landscape.



The road enters a hilly area with large rock outcroppings south of Maple Avenue, through which the road was cut at some point. The location of this road responds to the terrain, which provides much of its scenic quality.



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Although not as old as some other farmsteads along Croton Avenue, this house is still historic since in an early 20<sup>th</sup> century context. With a hedge that lines the right-of-way, it contributes to the historic character of the north-south midsection of the road.



View south to the southernmost end of the north-south midsection. Wooded hillsides, rock outcroppings, stone walls and retaining walls are plentiful. Note the log-faced guardrail—the only one documented in this survey. Someone was evidently able to obtain cooperation from traffic engineers in providing an aesthetic treatment for the required guardrail. Such treatment would be desirable, if expensive, for guardrails along most of the historic/scenic roads in Cortlandt.



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Croton Avenue turns sharply westward from the north-south midsection of the road. The fourth, southernmost section of the road is the newest portion, built when the original road, which crossed the Croton tributary at this point, was flooded in 1905 to create a larger reservoir. The land surrounding the reservoir, including this very scenic portion of the road, is owned by New York City. Thus it is not subject to threats from development nor may it be regulated by the town.



This view shows the typical condition of Croton Avenue's southern 7,900 feet, which is characterized by rocky outcroppings on the west side of the road and seasonal water views to the east. This portion of the road wraps around the west side of the reservoir. While the metal guardrail does not contribute to the scenic or historic quality of the road, it doesn't unduly detract from it. Although newest, this section of the road also has historical significance due to its association with the reservoir.



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### *General Observations*

Croton Avenue clearly has both historic and scenic value and needs careful management if these qualities are to be maintained over the long-term. Many stone walls, of many different ages and types are abundant, as are wooded lots abutting the roadway. While the town is probably unable to regulate the portion of it owned by New York City, the other three sections are strong candidates for local designation as a Historic and Scenic road.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Croton Avenue	○	○	+	○	-	+	+

### *Recommendations*

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way.
- Develop guidelines for vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.



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## Furnace Dock Road

The portion of Furnace Dock Road lying between Route 9A and Croton Avenue was assessed in this study. The name of this road has changed over the years from Furnace Brook Road to Furnace Dock Road. The road was probably well established by the time of the Revolutionary War, since the old furnace for blasting iron was abandoned before that time for lack of economical and suitable ore.<sup>4</sup> Its route reflects two periods of construction: originally the southern portion of the road was on the north bank of Furnace Brook, with the crossing approximately at its current junction with Washington Street, as shown on the 1798 map of the town. By 1867, however, the brook had been dammed and impoundments created for Odell's Mills, which evidently flooded this lower section of the road and required the route to continue on the south side of the brook/ ponds southward to its terminus at Albany Post Road. The 1867 map illustrates the location of two iron mines; one just north of Odell's Mills and a second just east of the northern end of Furnace Brook Road where the road joins Croton Avenue, providing the rationale for the location of the road.

The Historic Roads Advisory Committee rated this road 4 for Integrity. It noted that minor road improvements were viewed as threats and its scenic qualities and archaeological resources were mentioned as worthy of special attention. The road has its share of old stone walls, a number of historic houses, and historic roadway elements. The rocky, mountainous terrain alternating with wetlands associated with Furnace Brook appears to have kept development along this route in check.

Beginning at the southern end of this route, the following observations were made:

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<sup>4</sup> J. Thomas Scharf, History of Westchester County (1886) p. 419.

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View looking northeast from near the southern end of Furnace Dock Road. This is the newer section of the road, made necessary when Furnace Brook was flooded. South of this point the road connects with its original route that followed the northwest bank of Furnace Brook. An early 20<sup>th</sup> century iron bridge railing has been visually obscured by the introduction of a metal guardrail in front of it.



This view toward the northeast reveals the cuts made in the rocky hillsides over time. Note the exposed bedrock and the rubblestone walls atop the embankments. Trees in this vicinity are second and third growth. The mountainside had been cleared of forest in part to fuel the iron blast furnace located near the Hudson River at Oscawanna Park.



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The section of Furnace Dock Road south of this point at the Washington Street intersection was constructed later than the roadway to the north. A stone wall and vegetation separate the property from the road, which helps to minimize its visual impact—particularly with regard to the lawn. In this case, the house dates from the c 1930 and incorporates stone in its cladding, which aesthetically links it to the site.



A little farther to the north another house, between the two Furnace Brook Drive intersections is the historic Mason House, which appears to date to the early 19<sup>th</sup> century. Although derelict, this house contributes to the historic character of the road. Its restoration and creation of an edge treatment along the front property line would be a positive contribution to the road's scenic and historic qualities.



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This view looking southwest from just north of Hillside Drive illustrates how the road follows the hilly terrain. Note also the two types of stone walls—a mortared one in the right foreground and a rubblestone one in the background atop a small berm. These types of walls are compatible with each other even though they were built in different eras.



Another stone wall in this view is actually a railing for a bridge over a small tributary to Furnace Brook. Wood guard posts on either side of the stone railing provide some additional measure of safety, however they do not meet current design standards. These are historic design elements that contribute to the character of the road and which should be protected from ongoing roadway improvements to the greatest extent possible.



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A stone building, looking to date to the 1930s is the sanitary treatment facility associated with “Valaria,” located farther north on Furnace Dock Road (see below). The curved roadway in front of the gated entrance suggests that the road alignment has been modified in this location.

The chain link fence around this property does not contribute to the scenic quality of this road, though it is probably not noticeable during spring and summer months when there is foliage.



This historic house, “Valeria,” is an example of an early farmhouse converted to a country estate in the late 1800s as wealthy New York City residents move into the area. In 1867 L. Van Buren owned the property. By 1881 and through 1911 it was listed as the Frederick Travis estate.

Historic houses such as this add greatly to the historic character of the roadway. Note the finely crafted dry-laid stone wall along the right-of-way.



# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view of a recently built house on the northwest corner of Furnace Dock Road and Cobblers Way illustrates the impact that new construction can have on the scenic and historic character of a roadway when not sufficiently screened. The lawn extending down to the right-of-way has clearly altered the historic roadside character. Requiring construction of a low stone wall with vegetation to the rear would mitigate the visual intrusion.



This view looks south from the north end of Furnace Dock Road. Wooded tracts, low rubblestone walls along the roadway, stone retaining walls at driveway entrances, and newer houses set well back from the road all preserve the road's scenic quality. This character is maintained along most of but not the entire route.



# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## *General Observations*

Furnace Dock Road appears to have had its alignment modified somewhat over the course of the 200-plus years it has been in use with many of its sharp curves straightened and steeper grades lowered. Still, its route reflects the rocky and mountainous terrain it traverses, which adds to both its scenic and historic character. The setting, with the several notable historic homes, is intact to a large degree (as the Historic Roads Advisory Committee confirmed with its high “Integrity” ranking). Thus it is a good candidate for management under a Historic and Scenic Roads regulation.

## *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Furnace Dock Road	+	0	+	-	0	+	+

## *Recommendations*

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way.
- Develop guidelines for vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Bridges should be protected from destruction due to road widening projects and any replacements carefully designed to allow views of waterways they may cross.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Gallows Hill Road

Another road in Cortlandt that has strong associations with the Revolutionary War is Gallows Hill Road.

Henry Wisner stated to the New York Convention that there was a hill to the north of Peekskill so situated, with the road winding along the side of it, that ten men on top, by rolling down stones could prevent as many thousand from passing. “I believe,” added Wisner, “that nothing more need be done than to keep great quantities of stones at the different places where troops must pass, if they attempt penetrating the mountains.”

The place to which he alluded was probably in the neighborhood of Gallows Hill, about three miles above the village [of Peekskill], a high eminence looking down on all the surrounding country, and over the side of which the post-road crosses.<sup>5</sup>

At the time of this statement the former Kings Highway, or Post Road, came north out of Peekskill along what is now Division Street in that city, thence Oregon Road and Gallows Hill Road, over the Peekskill Hollow Brook, northward. The terrain about portions of Gallows Hill Road still fits this description. The hill and the road’s role in the execution of a Yorktown Tory, Edmund Palmer, by General Israel Putnam on August 17, 1777 has been commemorated with a monument.<sup>6</sup> The 1798 map confirms that this is the route by which Palmer was marched to his death.

Gallows Hill Road extends southward from the northern edge of Cortlandt bordering Philipstown intersecting Pumphouse Road and crossing the Peekskill Hollow Brook before continuing south to Oregon Road. The Historic Roads Advisory Committee gave this road the top rating of 5 for its Integrity.

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<sup>5</sup> Sharf, p.368.

<sup>6</sup> *ibid*, p. 383.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view is looks south from the northern end of Gallows Hill Road, at the point it enters the Town of Phillipsburgh. Mid-20<sup>th</sup> century infill development is evident along the entire northern portion of this road, severely limiting its historic character.



A mile marker at the crest of the Gallows Hill Road (restored in 1909 by the Van Cortlandt Chapter of the DAR) attests to the fact that the northern portion of the road was part of the Albany Post Road. (This is also indicated on the 1798 map of the town.) Unfortunately the sandstone mile marker itself is quite deteriorated and the mileage information hard to make out. The stone surround helps make it more visible and protects it to some extent from vehicular damage.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view to the north from between Hillcrest and Kingston avenues shows the positive effect of vegetation along the right-of-way. It not only provides screening of later development, it also creates a sense of enclosure for the roadway thereby enhancing its scenic quality. However, it should be noted that these hills were probably barren in the 19<sup>th</sup> century due to farming and logging.



A new development site will surely change the character of the road corridor further, with the introduction of newer housing styles, contrasting with the historic home (Bumble Bee Farm) located diagonally opposite. The treatment of the property line at the right-of-way will determine how negative or neutral the impact will be.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

The setting along the midsection of this road retains a reasonably natural character. The modern metal guardrails along this portion of the roadway are necessary and not particularly aesthetic, though their low profile reduces visual intrusiveness. The paved road, widened to 2 lanes from what no doubt was originally a much narrower corridor diminishes the historic character of the road.



This view looks south to the intersection of Gallows Hill and Pumphouse Road. Overhead utility lines and the metal guardrail, while necessary, negatively impact the natural setting of these roads.

A stone retaining wall on the west side of Gallows Hill Road, barely visible in the background, would have been made necessary by the construction of Pumphouse Road after 1901.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

The steep hillside to which Gallows Hill Road clings in its midsection, matches the description of this route Revolutionary War Patriot Henry Wisner provided to the New York Convention. It also necessitates a long run of guardrail, limits development potential, and provides a visceral experience of the hilly terrain that distinguishes the town. The secondary growth of deciduous trees still allows for seasonal views of Peekskill Hollow Brook.



The road descends to a low point where the shortest possible span can provide access to the other side of Peekskill Hollow Brook. This was the rationale for why the bridge was located here—a fact that reinforces the sense of history in the road's location. The early 20<sup>th</sup> century bridge railing, with its fine grain aesthetic and transparent quality that allows views of the brook, has been compromised by the metal guardrails installed. When next upgraded, a bridge design that better celebrates the historical significance of this road should be sought.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

To the south of the bridge is a winding section of road edged by both stone walls and lines of mature trees. Although more recent than the road's period of significance, these features should be preserved since they enhance the scenic quality of the road's setting.



This view of Gallows Hill Road looks north from its southern end where it joins Oregon Road. Here its character becomes more residential and suburban. The mature evergreens are the result of individual landscape improvements over the past century or so and provide a pleasant transition between the commercial development at the intersection and the more natural landscape to the north.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### *General Observations*

The historic significance of Gallows Hill Road makes it a prime candidate for protection under a Historic and Scenic Road regulation. Its setting changes fairly dramatically between various sections, so the regulations should be tailored to address each section separately.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Gallows Hill Road	+	-	+	-	-	+	+

### *Recommendations*

- Obtain agreements and funding for addressing the design of the bridge over Peekskill Hollow Road when it is in need of replacement.
- Require new developments to be screened from the roadway with appropriate vegetation.
- Ensure protection of the mile marker and encourage a community group such as the DAR to undertake appropriate restoration/conservation measures (following established stone conservation standards).
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Kings Ferry Road

Kings Ferry Road runs between Lake Meahagh/Green's Cove on the west (where it turns into 6<sup>th</sup> Street in Verplank) and Albany Post Road on the east. It was part of an early regional route from Boston to Philadelphia. Along with the Post Road, it is one of the most historically significant routes through the town due to its association with the Revolutionary War. A number of historical markers have been placed along the road and in front of historic buildings, which, together with detailed written histories, has helped keep the public aware of its importance.

A portion of this road runs along the southern border of the Village of Buchanan. Bus service is provided along the road. The Historic Roads Advisory Committee ranked Kings Ferry Road number 4 in Integrity and mentioned the historic buildings, and historical events and people that are connected with the road.

Beginning at the western end of Kings Ferry Road, the following observations were made:

The view looking east from the west end of the road shows the narrow strip of land with Lake Meahagh on the left, north side. Trees on the right shield the road from Green's Cove. This was the historic route that played such a key role during the Revolutionary War.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York



The importance of the historic Hancock house is explained in the historical marker nearby. The curved road section to the left of the median in the background follows the original road alignment, which comports with historic map depictions. The straight road section was in place by 1911.



Other historic houses crowd the road right-of-way east of the Hancock House. (So much so that the house on the left requires a guardrail for protection!) This siting is an indication of how much the road has been widened over the past century. The area just to the left (north) behind these residences was where the Hudson River Brick Co. was located in 1911. Brick workers undoubtedly lived here as well as in Verplank.





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks east past the Hendrick Hudson Free Library. The library is on the site of a historic house that was destroyed by fire in 1979. A historical marker commemorates its significance. The setting of the road in this area has lost its historic character.



Farther east from the library is the section of road, beginning at Tate Avenue, which borders the Village of Buchanan. (That avenue is evidently named after a D. Tate who lived here in 1867. David Tate was still here in 1891.) This area continues the rather suburban aspect begun by the library, complete with traffic signal. Hedges and trees on both sides of the road through this section help create a discernable road edge. The road follows the terrain in this location.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

At Trolley Road, Kings Ferry Road turns sharply to the south essentially following its original alignment. Mid-20<sup>th</sup> century housing characterizes this area and together with wide paving and the 3-way traffic signal at the corner, conveys a distinctly non-historic feeling.



Once south of the Trolley Road intersection, the setting of the road takes on a more mixed character, with some older buildings, stone walls and varied fencing. The road width varies greatly through this area when unconstrained by geographical features. The view below is southeast, the view at right is north-west from number 83.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

The junction with Montrose Point Road demonstrates another area where the road alignment has been altered. The road originally continued straight on the left (west) side of the median in this view, then turned sharply to the northeast. A new gentler curve was created by cutting into the hillside on the right (north). The landscaped median in the excess right-of-way, with its sign and potting barrels, is a suburban aesthetic that does not evoke a the feeling of a historic road.



A historic house opposite Henning Drive was the home of E. H. Hunt in 1867. The stone walls and driveway entrance pillars, along with mature trees that flank the entry lends some historic character to this portion of the road. Another couple of historic houses a little farther northeast also help maintain this feeling, but not enough to overcome other impressions.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

The rock outcroppings in this view northeast from the previous picture are probably left from an earlier road cut through bedrock to lower the road grade. Still, the rocks and the trees and shrubs atop them create an oasis for nature in the middle of what is for the most part a very suburban roadway.



On the eastern end of the road, the development become far more urban in character, as in this view northeast from Hunt Avenue. Still this neighborhood is made up of interesting c. 1900 houses.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks southwest from the intersection of Kings Ferry Road with Albany Post Road and shows the commercial development that has grown up around this early crossroads. While there are some older buildings and even a few that can be considered historic, the overall setting conveys a contemporary character rather than a historic one.



### *General Observations*

In contrast to the Historic Roads Advisory Committee, this very important historic route is viewed as having a low Integrity level, as reflected in the assessments below. Although there are three nodes along the route that reflect its history, the overall setting of the roadway has been compromised and has a quite contemporary feel. This gives a clue as to how it should be treated. Recognition of its associations has been done pretty well to date, but perhaps there are other ways to enhance the public’s understanding of keeping the “Spirit of ‘76” alive along this route.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Kings Ferry Road	-	-	o (+&-)	-	-	o (+&-)	++

### *Recommendations*

- Consider implementing a historic district regulation that would provide the means to preserving those areas along the route that retain their historic integrity.
- Encourage residents and civic groups to celebrate the road with appropriate thematic decorations on holidays such as Flag Day and the Fourth of July.
- Establish an interpretive kiosk/sign at the eastern entrance to the road.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Lafayette Avenue

Lafayette Avenue is one of the shorter roadways considered in this survey. The 1798 map of the town illustrates an unnamed road that roughly corresponds to it plus an extension to the south that corresponds to portions of present day Maple Avenue and Furnace Woods Road, terminating at Watch Hill Road on its southern end. The thoroughfare was previously known as “Jocky Town Road” due to horse races held in Pleasantville, which it traversed.<sup>7</sup> After the Revolutionary War its name was changed in honor of General Lafayette, who camped along it during a winter offensive. By definition then, this roadway can be categorized as historic due to this association as well as its earlier use.

The Historic Roads Advisory Committee asked that this road be added to the list of those to be surveyed and rated its Integrity as 3.

Beginning at the northern end of Lafayette Avenue, the following observations were made:

The view south from the north end of Lafayette Avenue shows the familiar pattern of rubblestone walls along the Lafayette right-of-way. Mature trees evenly spaced along the stone walls reinforce the image of former farm fields, now overgrown, which were prevalent in the area. The road width is about 24 feet wide, currently a standard width for town roadways.



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<sup>7</sup> The Town of Cortlandt Bicentennial History Committee, *History of the Town of Cortlandt*, 1988.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This historic cemetery, located on the east side of the road, is filled with headstones of early settlers, especially the Lent family. Obviously this is a resource that adds to the historic character of the roadway.



Another stone wall encompasses one of the few remaining open fields in the town. This is part of a property that appears to have been owned by D. H. Lent in 1867, and defines the historic character of this entire section. Care should be taken that the mature trees on the road side of the wall are not threatened by roadway maintenance. Damage by vehicles is a corresponding concern.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

At the southern end of Lafayette Avenue is the small 1881 Pleasantside Chapel that has been reoriented, but retains its romantic Gothic Revival charm. A stone wall extending from the road back along the side property line also enhances the road's historic ambience



The view northward from the southern end of Lafayette Avenue shows this gateway to have a very historic appearance, with the stone retaining wall and tree line along a historic Lent property at the corner of Chapel Place





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### *General Observations*

This roadway is a strong candidate for protection under a Historic and Scenic Roads regulation because its historic setting as well as the associations it has with the Revolutionary War and the early settlement of the area. Although the road width has undoubtedly increased over the past few centuries, its alignment appears to be pretty close to the original.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Lafayette Avenue	+	-	+	-	-	+	+

### *Recommendations*

- Seek a conservation easement over the remaining open space along the roadway.
- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way and vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Lockwood Road

Lockwood Road is the shortest roadway documented in this survey, extending from Old Oregon Road on the west to the border of Yorktown on the east. Evidently the road was named for the 90 acre Lockwood estate located on the north side of the road near Yorktown.<sup>8</sup> The road is not depicted on the 1798 map of the town so it is more recent than most of the other roads in the survey.

The Historic Roads Advisory Committee asked that this road be added to the list of those to be surveyed and rated this road as 3 in Integrity.

Beginning at the western end of Lockwood Road, the following observations were made:

The view eastward along the end of Oregon Road shows how Lockwood Road appears to be a continuation of it. The T-intersection in the background is with the Peekskill Hollow Turnpike, which turns northward. Although this “gateway” view appears to be quite developed with residential properties, it does not particularly reflect the character of the road beyond.



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<sup>8</sup> Maps of Cortlandt dated 1867, 1881 note the names of “Elijah Lockwood” and “E. Lockwood,” respectively. The 1901 and 1911 maps label the property “F. Lockwood.”

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

The historic house at the west end of Lockwood Road is labeled C. Leverich on the 1867 map. By its architectural form (3-bay townhouse) it looks as though it could have been a gatehouse and/or tenant house associated with the Lockwood estate. The stone wall around the corner reinforces this impression. In any case, the roadway's setting is historic in this location.



Once around the bend and looking up hill the natural setting of the tree-lined roadway corridor becomes apparent. Mid-20<sup>th</sup> century residences to the right of the road are effectively screened from view during those times of year when the trees have foliage, while the open lawn around the large historic home on the hill, retains the historic character of a country estate.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

From the road the historic Lockwood House (located on the north side) is an impressive view with its Second Empire style intact. This property is a major landmark and gives the road a clear historic association. The stone entrance gates, below, add to the historic character of the road.



Old rubblestone walls, out of which mature trees are growing, provide an edge to the roadway and enhance its historic setting and scenic quality. At the same time they screen newer residential development that would negatively impact these attributes. Road widening projects, which would remove the trees and destroy the walls, should be avoided.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Farther east along the roadway, a drainage way is cause for the introduction of metal guardrails, which do not positively contribute to the setting, but neither do they unduly detract from it. The curve matches the alignment illustrated on the 1911 map, indicating that the location of the road is essentially unchanged. A mid-20<sup>th</sup> century residential development in the background is screened from this view when the trees have their leaves.



At the east end of Lockwood Road, very recent houses line the north side of the road. A long stone wall with vegetation behind is a replication of the older stone entrance walls to the Lockwood estate. To the south of the road, a mid-20<sup>th</sup> century gridded development has introduced three intersections with the road. The lawns of these houses extend down to the roadway, creating a far different feeling for the road than farther east.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### *General Observations*

The westernmost two-thirds of Lockwood Road is quite intact with strong historic and scenic integrity. Even the eastern end has some features that suggest it might be worth including in a historic and scenic road designation—most notably its view over the Peekskill Hollow Brook Valley to Gallows Hill beyond. Although it extends eastward from Oregon Road, its character is much stronger. For this reason, it should probably be considered for designation as a Historic and Scenic road.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Lockwood Road	+	-	+	-	-	+	+

### *Recommendations*

- Designate Lockwood Road as a Historic and Scenic Road with specific protections for pavement width, preservation of stone walls, mature trees and requirements for screening of new developments.
- Encourage an appropriate community group to undertake an appropriate level of research and to install a historical marker near the former Lockwood Estate.
- Seek a conservation easement over the remaining open space along the roadway.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Locust Avenue

Locust Avenue is depicted on the 1798 map and was one leg of the main crossroads in the town at that time, which resulting in the hamlet of Cortlandtville. That portion of the road north of Rt. 6 was assigned for this survey project. Because it was a very early road, a good deal of development has occurred along it over the past three centuries, most of it residential. At its northern end, it is flanked by historic properties including St. Peter's Church and Cemetery, the Baptist Church (later the Red School House) and the VanCortlandtville United Methodist Church. At the southern end it terminates in a more recent commercial section of town. The Historic Roads Advisory Committee asked that this road be added to the list of those to be surveyed and rated its Integrity Level at 4.

Beginning at the northern end of Locust Avenue, the following observations were made:

The view south along Locust Avenue includes the historic Baptist Church (aka "the Red School House") and a portion of St. Peter's cemetery. Over the years residential development spread southward along Locust from the original VanCortlandtville crossroads.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Looking northwards toward the intersection of Locust and Oregon Road, Gallows Hill looms in the background. The spare but imposing 19<sup>th</sup> century VanCortlandtville United Methodist Church is on the left (west) side of the road. Across the street and just out of view is St. Peter's Episcopal Church. A line of mature trees and a stone wall defines the adjoining cemetery grounds.



The view to the south farther uphill shows a substantial rubblestone retaining wall along the east side, with a historic house, home of L. Haight in 1867. Mature trees marching up the hill indicate the age of this road.

The 2-lane roadway is of a modest 24 foot width, with standard double yellow center line and white side line striping.





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Locust Avenue rises continuously as one travels northward through its northern section. Halfway up the hill is a property with an extensive mortared stone retaining wall. While not as old as rubblestone walls to the north, it nonetheless contributes to the historic setting of the road and should be protected from any potential road widening.

A line of coniferous trees on the west side of the road creates an alleé effect that frames the roadway nicely.



Historic homes on the west side of the street share another impressive mortared stone wall, with stone piers at driveway and walkway entrances. Together these stone walls visually define the road corridor. Mature trees at intervals along the walls subtly hint at their age and break up the strong horizontal line the walls produce.

Note again the view of Gallows Hill in the background, which reinforces the locational aspect of this roadway related to the terrain.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view south from Enrico Drive shows the curvilinear alignment of Locust Avenue corresponding to its depiction on historic maps. Right-of-ways such as this are a thing of the past. They reveal the need for uphill slopes to be gentled by curves to accommodate horse and wagons, as well as to respond to geological conditions. This alignment enhances both the scenic and historic character of the roadway. Any plan to straighten the road should be rejected. Methods to reduce speeding should be utilized instead.



A view north from Broadie Street reveals a stretch of wooded landscape that breaks up the developed portions of the roadway and lends a scenic quality to Locust Avenue. Overhead utility lines and the depressed gutters alongside the road are the only modern features readily visible at this location.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

At the intersection of Locust Avenue and Gabriel Drive, the road widens considerably to create a greater turning radius for large vehicles. This is a clue to Gabriel's much more recent construction. As such, it creates a break in the natural and historic setting of Locust Avenue. Also, sight lines are poor here for vehicles turning out onto Locust. This situation could lead to promotion of a traffic light at this location, which would further erode the historic character of the roadway.



As Locust Avenue crests the hill south of Gabriel Drive, a large wooded lot on the east side of the road apparently awaits development. Maintaining a buffer of trees along the front property line would help to mitigate the negative impact from new homes in this area.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

South of the hill crest on Locust Avenue there is evidence that a sharp curve originally in the road at this location has been altered and softened leaving grassy median in the excess right-of-way. An old rubblestone wall defines the front property line of one of the historic houses clustered at this curve. The house at the right was built before 1901. The driveway, off to the right in the foreground, provides access to the historic Pugsley property to the east as illustrated on the 1867 map.



Near the south end of the portion of Locust Avenue above Rt. 6, the road curves again. The open space on the left (east) is a result of the Catskill Aqueduct crossing the road in this location. There are also ponds and wetlands in this area, which reinforce the natural setting that gives this road much of its scenic aspect. Homes on the west side of the road have trees along their property lines, which provide screening and transition between the developed and more natural tracts.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

At the south end of the surveyed section of Locust Avenue the character of the road abruptly becomes more urban, with curbing, a widening of the road and a traffic light. Metal box-type guardrails on both sides of the road and overhead utility lines create a visual disturbance that contrasts sharply with the rest of the roadway.



### *General Observations*

Locust Avenue evinces the qualities of both a historic and scenic road throughout most of its surveyed length (and also to the south of Rt. 6, which is discussed later). With some basic regulations and protections against changes that could destroy these qualities, it can remain a valuable reminder of the town's heritage.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Locust Avenue	+	-	+	-	-	+	+

### *Recommendations*

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way and vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Discourage modifications of the roadway and minimize widths of any new intersecting roads to the greatest extent practicable.
- Consider a historical marker at the Catskill Aqueduct crossing.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Oregon Road

Oregon Road was surveyed between its beginning at the Peekskill City limits on the south and its northernmost point at Old Oregon Road, inclusive of that segment up to the Putnam Valley town line on the north. The southern segment of this road, up to Gallows Hill Road, was originally a part of the Kings Highway/Post Road. The origin of the name “Oregon” has at least two explanations—one that it was named at the time that Oregon became a territory of the United States and another that it is a corruption of the name O’Regan, a tavern owner along the route.<sup>9</sup>

It is one of the oldest roadways in Cortlandt and is illustrated on the 1798 map of the town. The road became the spine around which the hamlet of Cortlandtville developed and it provided links to the Varians Mill and Oregon hamlets to the north and to Peekskill and other points to the south.

The Historic Roads Advisory Committee ranked the Integrity of Oregon Road as 3 and noted that a trolley ran along this route (from about 1901 – 1927).<sup>10</sup> Today it is categorized as a major road and is a bus route.

Beginning at the southern end of the road, the following observations were made:

The view of Oregon Road looking northeast from the town border with the City of Peekskill reveals a rather straight alignment. A sidewalk with curbing on the left side, periodic curbcuts on the right and overhead wires all indicate the urban character of the road. A narrow shoulder on the right is more than many historic roads in Cortlandt often have. The terrain is evident with a sharp drop-off to the left of the road.



<sup>9</sup> “OREGON, Cortlandt. The hamlet at Oregon and Trolley Roads. The name dates to the first half of the nineteenth century and is presumably for the territory.” Richard M. Lederer, Jr., The Place-Names of Westchester County New York, 1980. [The territory was claimed by the U.S. in 1818, but the matter wasn’t settled until 1846 when a treaty with England was made.] A member of the Historic Roads Advisory Committee reported the alternative explanation.

<sup>10</sup> The Town of Cortlandt Bicentennial History Committee, p.162.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Farther along the road to the northeast, denser development provides more clues that one is entering into a urbanized settlement. The view from Gilbert Street reveals a variety of treatments for roadway edges—chainlink and picket fences, railroad tie retaining walls, stone retaining walls, shrubs, etc. Mature trees along front property lines are a unifying feature in such a streetscape.



The first major curve in the road alignment north of its southern end begins at the edge of the historic hamlet of Cortlandtville, where houses dating to the early 20<sup>th</sup> century hug the right-of-way. These homes show up on the 1911 map of the town, after trolley service has begun. The siting of these homes so close to the right-of-way suggests how much the road has been widened over the years.





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

The Van Cortlandt Upper Manor House, despite having a large addition and being adapted for office use, is arguably the most significant historic property in the Cortlandville hamlet and along Oregon Road. Listed on the National Register of Historic Places in 1981, it serves as major focal point along the road. The Van Cortlandts sold it to James Robertson in 1850 who lived there until 1889. On the 1867 map of the town it is labeled as “Locust Grove”



This view toward the northeast from the intersection of Oregon and Pumphouse roads reveals some large-scale developments along the west side of the road. Evergreen trees help to screen these and provide a frame for the continuing road beyond.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Donnoly Road and the median between it and Oregon Road reveals where a sharp curve in the original alignment was eliminated. Monuments and markers citing historical events now occupy this area.



The wide intersection, excessive paving and modern school building give this area it a distinctly non-historic appearance from this vantage point at the northeast end of Donnoly Road.

The Italianate house at #123 Oregon Road, right, was the residence of J. Horton in 1867. Now it is occupied by the Seventh Day Adventist Church. Architecturally significant, it strengthens the historic character of the hamlet as well as Oregon Road through this section.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York



The corner of Locust Avenue and Oregon Road is a nexus of historic routes and sites at the heart of Cortlandtville. St. Peter's Church and Cemetery on the northeast corner bespeaks the earliest settlement history. Unfortunately, the busy roadways require a traffic light and wide turning radius at their intersection.



A Jewish cemetery across Oregon Road from St. Peter's is marked by a monument at the gate. This site evinces the growing cultural diversity of the town as it developed.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

North of the crossroads at the center of Cortlandtville is another straight stretch of road and another cemetery—Hillside. The openness of this site is in sharp contrast to the density of development to the south, but the stone retaining wall and line of mature trees provide some continuity with the older sections of the hamlet.



More open space is provided by Hollow Brook Golf Club on the northwest side of the road. This was the site of the Paul Robeson concert that incited a second infamous anti-Communist riot in the fall of 1949.

The corner of Putnam Park Road, below, adds more open space due to the Catskill Aqueduct traversing this area.



Both these properties could use some treatment of their front property lines, such as stone walls or additional vegetation, to create some softening and buffering of the roadside edge.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

These houses north of Aberdeen Road highlight the continuing expansion of early 20<sup>th</sup> century development that linked Cortlandville with the hamlet of Varians Mills. The trolley route up to this point no doubt accounts for much of it. Although of more recent date, this area contributes to the authentic historic setting of Oregon Road.



The 1911 map of Cortlandt indicates that the Root Street intersection was where the trolley diverged from the Oregon Road route. It also labels this road from this point northward as Peekskill Hollow Road. Because of the adjoining wooded lots, the overall feeling in this section of the roadway is a natural and scenic, despite the traffic signal, wide pavement, and metal guardrails.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This is a view southward from Hillcrest Drive showing a recently upgraded segment of Oregon Road. The newer stone retaining wall on the right doesn't match the far more rustic look of the older stone wall on the left. Planting it with some softening vines or other vegetation would help mitigate its impact on the road's setting. The new sidewalk alongside is also visually intrusive, but will darken and mellow as it ages.



A new housing development at the crest of Oregon Road northeast of Hillcrest Drive, together with the overhead utility lines continues the brand new appearance of the road section immediately to the southwest. Here however, substantial plantings have been put in place and over time will effectively screen the new buildings and create a pleasing green edge for the road.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks northeast towards a new traffic circle at the intersection of Red Mill Road, Westbrook Drive and Oregon Road. Mid-to late 20<sup>th</sup> century commercial and institutional developments on three of the corners, along with the road upgrade itself, have completely eliminated any historic character in this area. The fourth corner is slated for new development as well.



Oregon Road turns sharply north at the intersection of Red Mill Road and then curves back eastward north of Pugsley Parkway. Here the natural landscape starts to reassert itself even as a grid pattern becomes evident due to more recent residential development. Like the southern edge of the Cortlandville hamlet, front property lines receive disparate treatments, creating a chaotic visual setting for the road.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Located near the northeast end of Oregon Road, the historic hamlet of Varians Mills began to be intensely developed by the early 20<sup>th</sup> century. School, Barger, Young, and Lent streets, which run south from Oregon Road, are illustrated on the 1911 map of the town. Many of the homes were built around this time. Thus the setting this section of the road can be said to exhibit a historic character.



A Shell service station located on the northwest corner of Oregon Road and Old Oregon Road serves as a contemporary terminus to Oregon Road. Screening with landscaping and stone walls could help to better blend this property into its historic surroundings.





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view is along Old Oregon Road northward to the Putnam Valley border from Oregon Road. Like the gas station just to the left of this shot, the multi-lane roadway is a contemporary feature out of sync with the historic crossroads that were the basis of development in this area. Utility wires further compromise the historic character of this setting.



### *General Observations*

While the historic associations are strong for this road, its setting and feeling varies greatly along the route length. Because it was such an early and important road, similar to the southern segment of the Albany Post Road, it has seen ongoing development that in many places has compromised its historic character. Thus it may be wise to take a different approach to protecting the setting along this route.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Oregon Road	+	-	<b>o (+&amp;-)</b>	-	-	<b>o</b>	+

### *Recommendations*

- Consider implementing a historic district regulation that would provide the means to protect the entire hamlet of Cortlandtville and Oregon Road through this section.
- Promote the installation of a historic marker by the Catskill Aqueduct where it crosses Oregon Road.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

- Create gateways at the northern and southern ends of the road
- Institute a tree planting program to create a more defined corridor thereby enhancing the roadway experience – such a treatment would be especially appropriate along the Hollow Brook Golf Course and Putnam Park Road.
- Protect mature trees within and along the right-of-way from unnecessary removal.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### Pumphouse Road

That portion of Pumphouse Road that is included in this survey was built in two phases. The first section originates at Oregon Road and terminates at Peekskill Hollow Brook, where the brick pumphouse, which dates to 1875, is located.<sup>11</sup> The second section links Dogwood Road (formerly Pumphouse Road) and Gallows Hill Road and was built sometime between 1901 and 1911.<sup>12</sup>

The Historic Roads Advisory Committee asked that this road be added to the list of those to be surveyed and rated its Integrity Level at 5. The members thought it was comparable to Gallows Hill Road.

Beginning at the south end of Pumphouse Road, the following observations were made:

The Van Cortlandt Upper Manor House is located at the southern entrance to Pumphouse Road at its intersection with Oregon Road. Although adapted to a new use, the historic building, which is listed on the National Register of Historic Places, contributes to the historic character of Pumphouse Road's setting.



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<sup>11</sup> J. Donald Albertson and Mrs. Clarence J. Varian, Historic Van Cortlandville (Peekskill, NY: Phase One Graphics and the Monument Press, 1976).

<sup>12</sup> The 1901 and earlier maps of Cortlandt do not illustrate this link, the 1911 map does. On the 1911 map the road currently named Dogwood Road is labeled Pumphouse Road and connects Peekskill to the "Peekskill Water Works," now simply called the "Pumphouse."

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Development along Pumphouse Road north of Oregon Road is more recent than what exists at the intersection, but it can also be considered historic. A chainlink fence on the west side lessens the historic character of this setting.



A little farther north, the natural setting of the road asserts itself, although the row of evergreen trees along the west side is a design feature of an abutting property. It creates a buffer for the structures behind while creating a pleasing framework for the view to the hills beyond.

This portion of the roadway has the standard white stripe edging and yellow double center stripes.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

A drylaid stone retaining wall along the east side of the roadway looks to be fairly old, due to its rough condition. Still it is a feature that like so many others in town adds to the scenic and historic quality of the road's setting.

Most of the trees in this area appear to be second growth.



Located at the low point of the road is the “Pumphouse” for which the road is named. This was also the site of an earlier mill as illustrated on the 1867 town map (the name is illegible) which suggests significant archaeological resources could be found in the vicinity. Later maps label it “Peekskill Water Works” and by 1911 it is simply identified as “Pumping Station.” A chainlink fence now encloses the property for security purposes which somewhat lessens the scenic and historic character the site lends to the road's setting.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

A mid-20<sup>th</sup> century bridge and wide intersection with Dogwood Road (which was originally a section of Pumphouse Road) give a modern character to this section of roadway. Even so, the bridge railing allows views through to Peekskill Hollow Creek which is a feature that should not be lost to any future bridge work.



This view looking NE up the hill from the Dogwood Road intersection shows the newest segment of the road (built sometime between 1901 and 1911). Curiously, this is one of the few roads in town that does not have white striping along its edges and thus gives the impression of being older than many of the other roads in this survey.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Metal guardrails are nearly continuous on the east side of the road north of the bridge. Though not aesthetically pleasing, particularly for pedestrians, the low profile and ubiquitous design is generally not offensive for those traveling in vehicles as they tend to look over it. Guard rail design is probably best kept to this low-key, old-fashioned standard. Other than these, the wooded hillside makes this segment of Pumhouse Road quite scenic.



Pumhouse Road joins Gallows Hill Road at its northern end. This section of the roadway is supported by a stone retaining wall on the east side (along the west side of Gallows Hill Road). Utility lines are visually intrusive at this point, but otherwise the setting is predominantly natural in its aspect. Seasonal views of Peekskill Hollow Brook are available through this section. Selective cutting or trimming could improve these.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This winter view southward along the early 20<sup>th</sup> century section of Pumphouse Road shows the turn at the bridge over Peekskill Hollow Brook and intersection with Dogwood Road (previously a portion of the original Pumphouse Road). It reveals how the road hugs the terrain, which is a positive feature under the location category.



### *General Observations*

The topography and natural setting of Pumphouse Road is evident, and built in two phases, it appears to have sufficient integrity to be worthy of protection under a historic and scenic road designation. Also, it has at least two significant historic resources along its route that contribute to its historic character.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Pumphouse Road	+	+	+	-	-	+	+

### *Recommendations*

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way.
- Minimize traffic signage along the route to the greatest extent possible.
- Avoid striping the road edge with white if possible.
- Ask property owners to plant vines along entire lengths of chainlink fences that front the roadway.
- Investigate placing a historical marker near the bridge to interpret the previous old mill site as well as the pumphouse.
- Request that the City of Peekskill maintain the pumphouse as a historic building.
- Ensure that any future bridge replacement or improvements or maintain views through bridge railings to the brook.



# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Quaker Bridge Road & Quaker Ridge Road

Both Quaker Bridge and Quaker Ridge roads are depicted on the 1798 map of Cortlandt. Quaker Bridge Road takes its name from a bridge built over the Croton River in 1812 by William Purdy, a Quaker preacher. A Quaker Meeting House was once located nearby at Grand and Mt. Airy roads.<sup>13</sup> The current bridge is a replacement located at or near the original bridge. Quaker Bridge Road has two sections—one extends southward from the bridge, climbing along the hillside above the river where it levels out just below the ridgeline. The second section (Quaker Bridge Road East) extends northward from the bridge making a couple of hairpin turns and heading eastward to its terminus at Quaker Ridge Road. That road runs north-south and is located east of Quaker Bridge Road at the crest of the hill. It appears to be an extension of Quaker Bridge Road East. Only the southern half of Quaker Ridge Road was surveyed.

Both roads are quite narrow, ranging between 18 and 22 feet and are among the few roads in town that have not been striped. The Historic Roads Advisory Committee asked that Quaker Bridge Road be added to the list of those to be surveyed and ranked it as having an Integrity Level of 5.

The following observations along Quaker Bridge and Quaker Ridge roads were made:

The Quaker Bridge is an outstanding entranceway to Quaker Bridge Road and is a fine and very rare example of the iron truss building technology that became available in the latter half of the 19<sup>th</sup> century. A plaque that crowns the bridge states it was erected in 1894 and ordered in by the Board of Supervisors of Westchester County. The bridge crossing is at the bottom of a very steep gorge, which is evident from this view looking west.



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<sup>13</sup> Richard M. Lederer, Jr., The Place-Names of Westchester County, New York (Harrison, NY: Harbor Hill Books, 1978) p. 117.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks north along Quaker Bridge Road just below the ridgeline east of the Croton River and is typical of most of this route. The ridge on the other, west, side of the river can be viewed during the winter months. The road runs fairly straight and relatively level through the southern two-thirds of its route. The entire roadway is quite heavily wooded on both sides, with rubblestone walls on the river side and stone retaining walls along the opposite side of the road.



A wood stockade-type privacy fence is located along the west side of Quaker Bridge Road south of the bridge. The graffiti on the fence occurred during the course of this survey and has a major negative visual impact on the otherwise scenic and natural setting of the road. Such fences are prone to this abuse and screen views of the river from the road as well as the newer construction on this hillside.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

At the extreme southern end and east of Quaker Ridge Road is a large historic farm parcel, which changed hands several times during the 19<sup>th</sup> century. The Tudor Revival-style house and associated barn appear to date to the early 20<sup>th</sup> century, replacing an original building labeled “Dan’l Drew” on the 1867 map. There are open fields along this road edged with stone walls and vegetation, which enhancing the road’s historic character.



Another property that contributes to the historic character of Quaker Ridge Road is the historic J. A. Staneck house on the northeast corner of Quaker Ridge Road and Teatown Road, which is depicted on the 1867 map. The property has rubblestone walls along both road frontages, as well as vegetation that screens the house and lawn and helps maintain the natural setting for the roadway.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### *General Observations*

Both Quaker Bridge and Quaker Ridge roads have scenic and historic settings that would recommend them for protection under a Historic and Scenic Road designation.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Quaker Bridge Road	+	-	+	-	-	+	+
Quaker Ridge Road	+	-	+	-	-	-	<b>0</b>

### *Recommendations*

- Designate both Quaker Bridge Road and Quaker Ridge Road as Historic and Scenic Roads with specific protections for pavement width, preservation of stone walls, mature trees and requirements for screening of new developments.
- Protect the roadway from standard striping treatment.
- Limit traffic and advisory signs to the greatest extent possible.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Red Mill Road

Red Mill Road is located in the northeastern corner of the town and extends east from its intersection with Oregon Road on the west end to the Yorktown town line. The road is illustrated on the 1798 map of the town, and thus is among the oldest roads surveyed. However, it appears that the alignment of the western end of the road was changed slightly after 1901. Earlier maps depict a straighter and more northern route extending from the Oregon Road intersection; the 1911 map comports with current the road's alignment. In addition, the name of the road appears to have been Lexington Avenue in the beginning of the 20<sup>th</sup> century.<sup>14</sup> Since it is a westward extension of Lexington Avenue in Yorktown, this may indeed be the road's earliest name.

The Historic Roads Advisory Committee rated the road from 2 to 4 in Integrity, indicating that different portions of the road had different levels of integrity.

Beginning at the western end of Red Mill Road, the following observations were made:

At the western end of Red Mill Road, recent modifications included a traffic circle to synchronize the intersection of Red Mill Road with Oregon Road and Westbrook Drive. The newer red brick paving, grassy center median, and traffic directions painted on the pavement combine to obliterate any semblance of historic character at this entrance to Red Mill Road.



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<sup>14</sup> 1901 and 1911 maps of Cortlandt label the road as Lexington Ave./Av.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks east from the west end, near the Oregon Road intersection. Here the road bends to the south unlike the depictions of the roadway alignment on early maps of the town. The wooded lot frontages disguise the mid-20<sup>th</sup> century residential development existing along this road segment. The road is approximately 24 feet wide, with standard blacktop paving, double yellow center stripes and white road edge striping.



This view looks west from Old Oregon Road where a property at the corner (right) is located on land owned by the Purdy family from at least 1867 through 1901. The siting of the building so close to the right-of-way suggests it was built on the foundation of an early building or is an older building that has undergone extensive renovation. A railroad tie retaining wall is a more recent improvement.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks east from near the intersection of Red Mill Road and Old Oregon Road. A short stone retaining wall distinguishes this segment of roadway. Across the street at this point, the lots are level; only the north side of the road shows evidence of the hilly terrain in this area.



This view looks east at the south side of the road across from Pierce Street. A very impressive and intact stone retaining wall defines the edge of the property at #137 Red Mill Road. Stone piers with sculptures atop flank the driveway entrance. Mature trees along the front and side property lines screen the building and enhance the natural setting of this hillcrest.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks east from Stonefield Court. Drylaid stone walls, both old and new extends on both sides of the entrance to Stonefield Court, a cul-de-sac with recently constructed houses. This provides a model for future developments along this and other roads that may be designated historic and scenic. Mature trees are still intact along the road throughout this section.



This view looks east to a house on the north side of Red Mill Road opposite Mill Court. The Federal-era 5-bay house is labeled as R. Wilkins on the 1867 map and “W. Leverick” on the 1881, and 1901 maps. Its accompanying rubblestone wall and mature trees as well as its siting close to the road contribute to the historic character of this area.





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Like the previous photo, the barn located just a little farther east, but on the south side, enhances the historic character of the road's setting. Although it is not depicted on early maps, it appears to date to the early 20<sup>th</sup> century. Such buildings need to be protected from road widening, as do stone walls along front property boundaries which serve to create an visual boundary between private and public spaces.



This heavily traveled route sees a great deal of school bus traffic, as schools are located nearby in Yorktown. This creates a great deal of traffic congestion and could lead to proposals for roadway improvements. Protecting the many stone walls lining Red Mill Road, especially in the eastern section, is necessary to maintaining the road's historic setting.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view eastward to the east end of Red Mill Road shows the steep incline up to Lexington Avenue in Yorktown. Though necessary, the guardrails and numerous directional traffic signs throughout this area detract somewhat from the road's historic character. Creative traffic management techniques to slow traffic down and increase public safety would be warranted in this area.



This view west from the east end of Red Mill Road shows the serpentine alignment that appears original to the road, based on historic maps. It also shows old stone walls and metal guardrails alternating and overlapping, which is typical throughout this section. This road segment provides a scenic and picturesque entrance to the Town of Cortlandt.



# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## General Observations

Although there is a fair amount of 20<sup>th</sup>-century infill development and the western end of the road has been compromised, overall the historic setting and feeling of Red Mill Road has been preserved. While no significant associations have been definitively identified for the roadway, its age suggests that it may have been traveled by Revolutionary War troops. Further research into the several historic properties along the road may turn up other important local historical information connected with it. The many stone walls lining Red Mill Road are both scenic and historic and should be protected. Thus the road would appear to be a good candidate for Historic and Scenic Road designation. However, the westernmost 700 feet of the road perhaps should be exempted from any such designation and resulting regulation.

## Assessment

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Red Mill Road	<b>0 (+&amp;-)</b>	-	+	-	-	+	<b>0</b>

## Recommendations

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way and vegetative screening of new developments.
- Create a gateway treatment at the eastern end of the road where it enters Cortlandt from Yorktown.
- Protect historic buildings that extend into the road right-of-way.
- Seek conservation easements over the remaining open spaces along the roadway.
- Review zoning for properties that are accessed via Red Mill Road to see whether the road can support the traffic generated when and if they are built out with the allowable units. If it cannot, consider rezonings to some level that would ensure development-generated traffic will not exceed the road's capacity.
- Plant trees at the western end to provide a transition between the new traffic circle and the more historic and intact segments of the road farther east.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## Teatown Road

Teatown Road, like most of the other roadways included in this survey, is depicted on the 1798 map of the town. The east-west route provided access from the southeast corner of Cortlandt to the southern portion of the Town of Yorktown. Comparing the alignment of the road today with that shown on the 1867 map, it appears that its location has remained intact. Teatown Road has a number of distinguishing features. One is that it does not have any intersecting roads. Another is that it does not have the standard white side or yellow center striping. It is also the narrowest of all the roads surveyed.

The Historic Roads Advisory Committee gave Teatown Road the top Integrity ranking of 5.

Beginning at the eastern end of the Teatown Road, the following observations were made:

This view looks west from the eastern end of the road, as it enters the Town of Yorktown. Rubblestone walls are close to the right-of-way and the pavement is extremely narrow—approximately 18 feet wide. Note also that there is no striping on this road, which contributes to the road's rustic and historic feeling. Twentieth-century houses in this area are more visible here than elsewhere along the road, though they are screened to some degree.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This is another view west, from just around the second bend in this very winding road. The setting is characterized by natural rock outcroppings along the entire route as well as wooded areas and rubblestone walls along the road right-of-way.



This view looks southeast at boulders and a rubblestone wall on the south side of the road. Stone walls also run perpendicular to the road distinguishing property lines and fields. Woods have grown up in what were once farm fields.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

The view at right looks west along a road bordered on the north by “Cliffdale Farm.” The view below looks northwest across one of the few open fields in the area, which is also a part of Cliffdale Farm. This is one of the most scenic parts of the town.



The historic farmhouse near the mid-point of the roadway, where the road turns sharply northward. According to the 1867 map, this house could have belonged to a “S. Williams” or an “H. S. Stewart.” In any case, it certainly predates the map by a good many years and enhances the historic setting of the roadway. Note the rubblestone wall that continues along the left (south) side of the road. Both buildings and fencing should be protected from road widening.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks north along a north-south section of the road. Another historic farmstead on the west side of the road is pictured. It was labeled “J.Rohr” on the 1867 map. In the foreground is a continuation of the intact stonewall that follows Teatown Road for thousands of feet through its mid-section.



This is a close-up view of the J. Rohr farmstead, looking north. The stone building is sited close to the road, contributing to the road’s historic character. Here too the stone wall continues, with mature trees immediately behind and in front of it. Another stone wall lines the opposite side of the road.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

This view looks west near the western end of Teatown Road. A long wood stockade-type privacy fence on the north side of the road begins about 1500 feet from the road's terminus at Quaker Ridge Road. It blocks seasonal views of water to the north. This is one of the few locations where the terrain is level enough to provide a grassy shoulder area for the narrow road.



This view is to the east of a wooded lot near the west end of the road where it enters hilly terrain. The remains of quaint farm fences and gates can be found along this section, together with rubblestone walls and newer deer fencing behind. Such remnants of earlier times should be left in place, since they add to the historic feel of the roadway.





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

At the western terminus of the roadway, on the northeast corner of Quaker Bridge Road, is a large historic house that was in the J. A. Staneck family from 1867 to at least 1901. Stone walls fringe the property at this corner. This is one of only a few very visible houses along the roadway—most are 20<sup>th</sup>-century dwellings set well back from the road and screened with vegetation, preserving the natural setting.



### *General Observations*

As indicated by the Historic Roads Advisory Committee, Teatown Road has a high level of integrity, due largely in part to its protection by the Teatown Reservation organization. It retains several farm properties and new construction is nearly all appropriately screened with vegetation. It is a strong candidate for designation as a Historic and Scenic Road.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Teatown Road	+	<b>0</b>	+	-	-	+	<b>0</b>

### *Recommendations*

- Designate Teatown Road as a Historic and Scenic Road with specific protections for pavement width, preservation of stone walls, mature trees and requirements for screening of new developments.
- Consider fostering a nomination of this roadway and environs to the National Register of Historic Places.
- Protect the roadway from standard striping treatment.
- Limit traffic and advisory signs to the greatest extent possible.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### Watch Hill Road

The portion of Watch Hill Road between Furnace Dock Road on the north and the Maiden Lane overpass on the south was included in the survey. History books reveal that the hill to the north of this road was called “Watch Hill” due to it being a lookout and signal point during the Revolutionary War, although it was labeled Cedar Street on the 1867 and 1881 maps of the town.

The Historic Roads Advisory Committee ranked the road as 3 for Integrity and noted that there may be some planning issues with small scale development along it.

Beginning at the northern end of Watch Hill Road, the following observations were made:

The north end of Watch Hill Road has a strong inviting scenic quality with woods lining both sides, loose rubblestone walls and seasonal water views of Furnace Brook. This view is looking south from just south of the intersection with Furnace Dock Road.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Farther to the south, a pond created by the damming of Furnace Brook has a sluice and may be a site with archaeological resources. Although the view of the sluice is primarily a seasonal view, it provides visual interest and historic character to this roadway.



A bistro at the intersection of Furnace Woods Road abruptly ends the natural aspect of Watch Hill Road. A concrete addition to the top of a stone wall, along with a recent fence and lighted sign serve as a visual interruption to the continuity of the road's natural setting (as does nearby Blue Mountain Middle School). However, the building itself may actually be the historic school illustrated on the 1867 map.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Across the road from the bistro and also at the intersection of Furnace Woods Road is an old cemetery delimited by a substantial stone wall. Though overgrown, its presence contributes to the historic setting of this section of the roadway.



Farther to the south, past the Sniffen Mountain Road intersection, Watch Hill Road takes on a more suburban aspect, with mid-20<sup>th</sup> century residential development infilled among older structures. The stone wall/ railing for a small bridge over Furnace Brook is located close to the road. In general, such stone structures add to the scenic/historic quality of roads and should be protected from destruction due to road widenings.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

A barn abutting the Watch Hill Road right-of-way, is part of the R. McCord farmstead illustrated on the 1867 map. A stone wall extends to the south, protecting the accompanying historic house from the roadway. Such historic structures are candidates for protection under a historic and scenic road designation.



This view looks northeast along Watch Hill Road towards an open area. Wetlands are on the left (north) side and a wooded knoll on the right (south) side. Even with the overhead utility lines and mowed shoulder area, the road conveys a natural feeling in contrast to the developed areas on either end.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Newer stone walls along the roadway continue the tradition of stone boundary walls along rights-of-way, although are generally mortared rather than drylaid. This view, looking northeastward from John Alexander Drive, shows one in front of a late-20<sup>th</sup> century house. Such walls provide continuity of materials, create edges that provide a sense of enclosure and over time, when softened by plantings, will contribute to the scenic quality of the road.



Just across Roberta Drive to the south, a historic house also has a mortared stone wall with stone piers at walkway and driveway entrances, showing how such walls become weathered and softened by vegetation. The house appears to be a part of the J. Foster homestead, as labeled on the 1867 map. The broad lawn interspersed with mature trees and edged by the stone wall contributes to the historic character of this section of Watch Hill Road.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Another farmstead (#97-99; probably one of the historic Ferris properties labeled on the 1867 map) located in the mid-section of Watch Hill Road is enclosed by stone walls. This entire property adds to the historic feeling of the road. Note the large tree stump in the right-of-way of the stone wall. Removal of such mature trees may be necessary, but it diminishes the historic and scenic character of the roadway.



This view is looking west from the historic Ferris property, above, toward a rise in the road and another historic Ferris property illustrated on the 1867 map. This section of the roadway has a very strong historic quality due to the intact stone walls and the siting of homes close to the road. Road widening or road realignment would negatively impact this character.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Stone piers are located along the road on a vacant parcel at the northwest corner of the Washington Street and Watch Hill Road intersection. A building (unlabeled) is illustrated in this vicinity on the 1867 map, and these features appear to be all that remain of that property. Structures such as these add historic interest to the landscape but typically are lost over time due to disuse and lack of maintenance.



At the southern end of Watch Hill Road, a wide power line easement serves to keep the landscape open and undeveloped. Despite the heavy power lines running through the area, the views across the fields increase the roadway's scenic quality.





## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### *General Observations*

Watch Hill Road has both historic and scenic sections. Its alignment has been modified, with at least one of its original curves straightened, as evidenced by a bowed right-of-way. Only a short segment has been developed in a way that evokes modern suburbia. With historic homes, stone walls, wooded lots, waterways and wetlands it has a pleasing variety of qualities that deem it worthy of protection.

### *Assessment*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
<b>Watch Hill Road</b>	+	-	+	-	-	+	+

### *Recommendations*

- Designate Watch Hill Road as a Historic and Scenic Road with specific protections for pavement width, preservation of stone walls, mature trees, and requirements for vegetative screening of new developments.
- Require any new subdivisions to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties, and to plant vegetation that will soften its appearance.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## V. Additional Considerations

### *Other Roads*

Several other roads should be considered for study and possible designation due to their character being similar to those surveyed in this project. These include:

- Dogwood Road. This road was originally a part of Pumphouse Road, and was so named, as documented on the 1867, 1881 and 1891 maps of the Cortlandt.
- Furnace Woods Road. This road diverges from Watch Hill Road not far from Furnace Dock Road.
- Locust Road. The section that extends between Rt. 6 on the north and Bear Mountain Parkway on the south is similar in character to the section of Locust Road north of Rt. 6. (Photo at right.)
- Sniffen Mountain Road. This road provides a short north-south link between Watch Hill Road on the north and Furnace Dock Road on the south. Although it was not fully inspected, it appeared to be comparable to the intersecting roads, which were included in this survey.
- Maple Avenue. This road runs from Peekskill in a southeasterly direction through the hamlet of Pleasantside, which has a long history, all the way to Croton Avenue, intersecting along the way with Lafayette Road and Furnace Dock Road. Although not depicted on the 1798 map, it appears to have both scenic and historic settings along its route, which have not been altered much since 1867. The view, right, looks north toward its entrance into Peekskill.



## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

- Mt. Airy Road. The easternmost portion of this road is depicted on the 1798 map. The road also has significant historical associations, such as the home of writer and revolutionary John Reed and his wife, the writer Louise Bryant, as well as other well-known artists and literati.<sup>15</sup> It also appears to retain a great deal of its integrity, and is similar in feeling and setting to many of the other roads recommended for Historic and Scenic Road designation.



### *Other Actions*

Rather than only considering the designation of a road as Historic and Scenic as the main way to protect roads in Cortlandt, establishing local historic districts around and along certain routes or portions of routes would probably be more effective, since all the roads gain their significance from their natural, scenic and historic settings. Without protecting these settings, the valued character of a designated roadway could be lost. This of course would require a historic landmark and district law be crafted and adopted by the Town. Such a law could and should specifically address roadways as contributing to the districts in question.

Improving the visual quality of all roads designated Historic and Scenic roads should be a goal of any new regulation. One of the standards that the Town of Cortlandt could adopt in order to accomplish this would be to use black mounting posts and paint the backs of required traffic signage black to minimize their visual intrusiveness. These could be gradually introduced over a 5- to 10-year period as signs are replaced. Working with the New York State Department of Transportation to get it to adhere to this standard on state routes as well would help improve the attractiveness of these roads.

Simple designation of roadways as Historic and Scenic will be meaningless if the Town doesn't take specific measures itself to enhance their best qualities. Judicious tree planting, tree clearing and pruning to enhance selected views (especially water views) would be appropriate actions along with clearing fallen trees and brush. These are noted within the road-specific recommendations. Maintenance of abandoned stone walls could also be something the Town might promote—perhaps through organizing and training a group of volunteers. Litter and graffiti removal would also be important to remove along designated roads. These actions by the town should help to alleviate concerns property owners might feel when the road fronting their properties is nominated for protection.

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<sup>15</sup> Town of Cortlandt Bicentennial History Committee, p. 37 – 38.

Survey and Assessment of Historic Roads in the  
Town of Cortlandt, Westchester County, New York

## VI. Summary of Assessments & Recommendations

### *Assessment of Roads by 7 Attributes*

Road / Measure	Location	Design	Setting	Materials	Workman-ship	Feeling	Associ-ation
Albany Post Rd	<b>0</b>	-	<b>0</b>	-	-	-	++
Croton Avenue	<b>0</b>	-	+	-	-	+	+
Furnace Dock Road	+	-	+	-	-	+	+
Gallows Hill Road	+	-	+	-	-	+	+
Kings Ferry Road	-	-	<b>0 (+&amp;-)</b>	-	-	<b>0 (+&amp;-)</b>	++
Lafayette Road	+	-	+	-	-	+	+
Lockwood Road	+	-	+	-	-	+	+
Locust Avenue	+	-	+	-	-	+	+
Oregon Road	+	-	<b>0 (+&amp;-)</b>	-	-	<b>0</b>	+
Pumphouse Road	+	-	+	-	-	+	+
Quaker Bridge Road	+	-	+	-	-	+	+
Quaker Ridge Road	+	-	+	-	-	-	<b>0</b>
Red Mill Road	<b>0 (+&amp;-)</b>	-	+	-	-	+	<b>0</b>
Teatown Road	+	<b>0</b>	+	-	-	+	<b>0</b>
Watch Hill Road	+	-	+	-	-	+	+

### *Main Recommendation*

A new town regulation applicable to designated “Historic and Scenic Roads” should be drafted that provides for some general standards for treatment. In addition allow for the adoption of road-specific standards to introduce needed flexibility to deal with the entire range of settings and locations present along Cortlandt roadways.

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## *Road Specific Recommendations*

### Albany Post Road

- Create gateways at the northern and southern ends of the surveyed road section—at Montross Station Road and Maiden Lane.
- Plan and seek funding for installation of an interpretive sign that will explain the historic significance of the route at an appropriate location such as at the entrance to the VA Health Care Center or the Cedar Hill Cemetery.
- Recruit a civic group to undertake appropriate restoration/conservation (following established stone conservation standards) of the remaining mile marker.
- Institute a tree planting program to create a more defined corridor thereby enhancing the roadway experience – such a treatment would be especially appropriate along the Cedar Hill Cemetery and VA Health Care Center frontages.
- Ensure that Albany Post Road street signs are maintained.
- Road-specific sign regulations might also be instituted to reduce the number and duration of unsightly temporary signs such as plastic banners along this route.

### Croton Avenue

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way.
- Develop guidelines for vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

### Furnace Dock Road

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way.
- Draft guidelines for vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Bridges should be protected from destruction due to road widening projects and any replacements carefully designed to allow views of waterways they may cross.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

### Gallows Hill Road

- Obtain agreements and funding for addressing the design of the bridge over Peekskill Hollow Road when it is in need of replacement.
- Require new developments to be screened from the roadway with appropriate vegetation.
- Ensure protection of the mile marker and encourage a community group such as the DAR to undertake appropriate restoration/conservation measures (following established stone conservation standards).
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

### Kings Ferry Road

- Consider implementing a historic district regulation that would provide the means to preserving those areas along the route that retain their historic integrity.
- Encourage residents and civic groups to celebrate the road with appropriate thematic decorations on holidays such as Flag Day and the Fourth of July.
- Establish an interpretive kiosk/sign at the eastern entrance to the road.

### Lafayette Road

- Seek a conservation easement over the remaining open space along the roadway.
- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way and vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

### Lockwood Road

- Designate Lockwood Road as a Historic and Scenic Road with specific protections for pavement width, preservation of stone walls, mature trees and requirements for screening of new developments.
- Encourage an appropriate community group to undertake an appropriate level of research and to install a historical marker near the former Lockwood Estate.
- Seek a conservation easement over the remaining open space along the roadway.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.

### Locust Avenue

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way and vegetative screening of new developments.
- Require all new subdivisions and development to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Discourage modifications of the roadway and minimize widths of any new intersecting roads to the greatest extent practicable.
- Consider a historical marker at the Catskill Aqueduct crossing.

### Oregon Road

- Consider implementing a historic district regulation that would provide the means to protect the entire hamlet of Cortlandtville and Oregon Road through this section.
- Promote the installation of a historic marker by the Catskill Aqueduct where it crosses Oregon Road.
- Create gateways at the northern and southern ends of the road
- Institute a tree planting program to create a more defined corridor thereby enhancing the roadway experience – such a treatment would be especially appropriate along the Hollow Brook Golf Course and Putnam Park Road.
- Protect mature trees within and along the right-of-way from unnecessary cutting and destruction.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.

### Pumphouse Road

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way.
- Minimize traffic signage along the route to the greatest extent possible.
- Avoid striping the road edge with white if possible.
- Ask property owners to plant vines along entire lengths of chainlink fences that front the roadway.
- Investigate placing a historical marker near the bridge to interpret the previous old mill site as well as the pumphouse.
- Request that the City of Peekskill maintain the pumphouse as a historic building.

## Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

- Ensure that any future bridge replacement or improvements or maintain views through bridge railings to the brook.

### Quaker Bridge Road and Quaker Ridge Road

- Designate both Quaker Bridge Road and Quaker Ridge Road as Historic and Scenic Roads with specific protections for pavement width, preservation of stone walls, mature trees and requirements for screening of new developments.
- Protect the roadway from standard striping treatment.
- Limit traffic and advisory signs to the greatest extent possible.

### Red Mill Road

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way and vegetative screening of new developments.
- Create a gateway treatment at the eastern end of the road where it enters Cortlandt from Yorktown.
- Protect historic buildings that extend into the road right-of-way.
- Seek conservation easements over the remaining open spaces along the roadway.
- Review zoning for properties that are accessed via Red Mill Road to see whether the road can support the traffic generated when and if they are built out with the allowable units. If it cannot, consider rezonings to some level that would ensure development-generated traffic will not exceed the road's capacity.
- Plant trees at the western end to provide a transition between the new traffic circle and the more historic and intact segments of the road farther east.

### Teatown Road

- Designate Teatown Road as a Historic and Scenic Road with specific protections for pavement width, preservation of stone walls, mature trees and requirements for screening of new developments.
- Consider fostering a nomination of this roadway and environs to the National Register of Historic Places.
- Protect the roadway from standard striping treatment.
- Limit traffic and advisory signs to the greatest extent possible.

### Watch Hill Road

- Craft a specific regulatory tool that would disallow destruction and require maintenance of all stone walls and piers in or within 200 feet of the road right-of-way and vegetative screening of new developments.
- Require any new subdivisions to construct stone walls along the roadway at the property line in a design that coordinates with any stone walls on abutting properties, and to plant vegetation that will soften its appearance.
- Develop public education brochures to inform residents and property owner along this road of the importance of maintaining the scenic and historic qualities of the road, with guidelines for selection of mailboxes, trash receptacles, wall and fence designs/materials, and planting choices.
- Limit traffic and advisory signs to the greatest extent possible.



# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

Purpose: 

1. Document	}	This study will address
2. Assess – Integrity & Significance		
3. Preserve		
4. Interpret		

## Aspects of Documentation & Assessment of Integrity & Significance

- Location – the *place* where the historic property was constructed or a historical event occurred. This may include the horizontal and vertical alignment of a roadway as influenced by the geographical character of the area (ridges, creeks, etc.)
- Design – the *elements* that combine to create the form, plan, space structure and style of a road and may include engineering details and characteristics
- Setting – the *physical setting* and its importance to the roadway
- Materials – the *physical materials* with which the roadway and associated structures were constructed
- Workmanship – the *craftsmanship* of the people or culture that was responsible for the roadway’s construction at a given period of time in history or prehistory
- Feeling – the *aesthetic expression* and/or *historic character* of any particular time still in evidence as one travels along the roadway
- Association – the *direct link* between an important *historic event or historical person* and the roadway

## Questions to be answered:

- Is the roadway in or very close to its historic alignment?
- Are the original materials it was constructed with still evident?
- Are the destinations that determined where the road was located extant?
- If so, do these destinations retain their integrity?
- Did any important historical event happen along the roadway?
- Was there an important historical person responsible for the location and/or construction of the roadway?

## Assessment of Historic Roads in the Town of Cortlandt, NY

	<b>Integrity (1 to 5 scale: 5 = very good)</b>	<b>Known Threats</b>	<b>Planning Issues</b>	<b>Other Info</b>
<b>Furnace Dock Rd</b>	4	minor road repairs		scenic/ archaeological
<b>Kings Ferry Rd</b>	4	sidewalks		historic buildings / events / people
<b>Albany Post Rd</b>	?	sidewalks		Mile markers FDR Hospital
<b>Gallows Hill Rd</b>	5	sidewalks		gallows
<b>Oregon Rd</b>	3	sidewalks		Trolley routes/ stops
<b>Watch Hill Rd</b>	3	sidewalks	small development	
<b>Red Mill Rd</b>	2 – 4	sidewalks		
<b>Croton Avenue (Lower)</b>	3.5	sidewalks		North – South section only
<b>Teatown Rd</b>	5			
<b>Pumphouse Rd</b>	5			
<b>Quaker Bridge Rd</b>	5			
<b>Locust</b>	4.5			St. Paul's
<b>Lockwood</b>	3			
<b>Lafayette</b>	3			Revolutionary War route

# Survey and Assessment of Historic Roads in the Town of Cortlandt, Westchester County, New York

## LIST OF SOURCES

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<http://www.nycroads.com/roads/taconic/>

[http://www.postalmuseum.si.edu/exhibits/2a1c\\_bfranklin.html](http://www.postalmuseum.si.edu/exhibits/2a1c_bfranklin.html)

**PROPOSED ROADScape PRESERVATION ORDINANCE**  
**Town of North Castle, New York**

**Prepared by Frederick P. Clark Associates, Inc.**  
**July 2005**

(Double underline denotes added wording and ~~strikeout~~ denotes wording to be omitted).

**SECTION 1.** Amend Article V “Supplementary Regulations” of Chapter 213 “Zoning” of the Code of the Town of North Castle, New York by adding the following new section in its proper numerical order:

**"§213-17.1. Roadscape Preservation**

"A. Findings and legislative intent.

The attractive visual character of the Town of North Castle is in significant measure attributable to the views from along its public roadways. For that reason, as well as for purposes of historic preservation and protection of property values, the Town of North Castle desires to preserve the historic, cultural and natural resources, including stone walls, vegetation and scenic vistas, which are located along, or are visible from, its primary, secondary and historic roadways. Specifically, the Town finds that:

- (1) The natural scenic character along the Town's primary, secondary and historic roadways is a critical element of the unique attractiveness and

heritage of the Town of North Castle, the preservation of which enriches and benefits both residents and visitors;

- (2) North Castle's primary, secondary and historic roads are, for the most part, historically traditional routes which are bordered with stone walls, mature trees, woodlands, meadows, water bodies, scenic vistas and historic structures, all of which contribute to the overall scenic, historic and semi-rural character of the Town;
- (3) The preservation of these features, consistent with the protection of private property rights, can best be achieved by requiring Planning Board review and approval of any new development or other changes proposed in such areas.

"B. Primary, Secondary and Historic Roads.

(↷) In furtherance of the above stated legislative intent, the Town Board specifically identifies the following as primary, secondary and historic roads along which any alterations shall be subject to Planning Board review and approval:

- (1) Banksville Road.
- (2) Bedford-Banksville Road.
- (3) Bedford Road between Main Street and Maple Avenue.

- (4) Byram Lake Road.
- (5) Cox Avenue, adjacent to lands in residence districts.
- (6) East Middle Patent Road.
- (7) Hickory Kingdom Road.
- (8) High Street.
- (9) Mead Road.
- (10) Mianus River Road.
- (11) Middle Patent Road.
- (12) New York State Route 22 between Overlook Road and Old Route 22, and  
between Cox Avenue and the Bedford Town line.
- (13) New York State Route 120 (King Street).
- (14) New York State Route 128, adjacent to lands in the R-1A and R-2A zoning  
districts.
- (15) New York State Route 433 (North Greenwich Road), adjacent to lands in  
the R-1A and R-2A zoning districts.
- (16) Old Orchard Road.
- (17) Oregon Road.
- (18) Round Hill Road.
- (19) St. Mary's Church Road.
- (20) Sarles Street.
- (21) Whippoorwill Crossing.

(22) Whippoorwill Road.

(23) Whippoorwill Road East.

"C. Site plan approval.

Site plan review and approval by the Planning Board shall be required prior to the construction, reconstruction or other physical alteration of any new structure or driveway or the removal of any tree with a caliper of 8" dbh or greater within two hundred (200) feet of any primary, secondary or historic road as identified in this Chapter, if the lot upon which it is located adjoins such roadway.

- (1) Standards. Pursuant to the authority granted to the Planning Board by Section 231-13.K of this Chapter, said Board is hereby encouraged to establish special setback requirements along primary, secondary and historic roads, as identified herein, for the purpose of preserving the physical features (both natural and manmade) and scenic vistas along such roads.

Notwithstanding the above, any special setback requirements for new buildings shall generally not be less than the existing setback requirement for the zoning district in which the property is located. In determining special setback requirements, the Planning Board shall take into consideration the following criteria:

- (a) The presence of unique natural resources, including but not limited to wetlands, waterbodies, watercourses, adjacent areas, steep slopes, major trees or stands of trees, and rock formations;
  - (b) The presence of unique cultural resources, including but not limited to buildings, structures, stone walls or artifacts of architectural, historical or archaeological value;
  - (c) The presence of unique aesthetic features including but not limited to scenic views and vistas; and
  - (d) The relationship of the subject property to neighboring properties, buildings and structures.
- (2) Decision. As a condition of site plan approval, the Planning Board may require that those features which it has determined are important to preserve will be properly protected, managed and/or enhanced on a permanent basis in accordance with the approved site plan.



- (a) Any necessary intrusions within the area to be preserved shall be reduced to the maximum extent practicable by such measures as common driveways, shared utility services or other such techniques.
  
- (b) The Planning Board is hereby encouraged to utilize its authority to approve conservation subdivisions pursuant to Section 213-25 of this Chapter where said Board determines that such is necessary or appropriate in order to help achieve the purposes of this section.
  
- (c) The Planning Board, in granting site plan approval along primary, secondary and historic roads, as identified herein, shall determine that the construction or site alteration approved will be compatible with the legislative intent of this section.
  
- (d) All other procedures and requirements for site plan approval along identified primary, secondary and historic roads shall be as set forth in Article VIII of this Chapter."

**TOWN OF WASHINGTON  
SCENIC ROADS ORDINANCE**

Town Ordinance # 1120  
Enacted on October 6, 2003

- I. Purpose.
- II. Authority to Designate Scenic Roads
- III. Designation Criteria
- IV. Application and Rescission Procedures
- V. Maintenance, Alterations and Reconstruction of Scenic Roads

TOWN OF WASHINGTON  
SCENIC ROADS ORDINANCE

The Town of Washington hereby establishes this Scenic Road Ordinance pursuant to the provisions of Section 7-149a of the Connecticut General Statutes.

**I. Purpose**

The purpose of this Ordinance is to help protect Washington's rural character and beauty by allowing the Town to preserve its scenic rural highways, consistent with the requirements of safe travel. Washington's rural highways are an important part of its history, and an essential component of its character.

**II. Authority to designate scenic roads**

The authority to designate a Town highway or any portion of a Town highway as a Scenic Road is hereby delegated to the Planning Commission, to be exercised according to the procedures in this Ordinance.

**III. Designation Criteria**

Prior to designating a Town highway or any portion thereof as a Scenic Road, the Planning Commission shall first find that the highway or the proposed portion thereof is free of intensive commercial development and intensive vehicular traffic. In addition, the Planning Commission must find that the highway or the proposed portion thereof meets at least one of the following criteria:

- a. It is unpaved.
- b. It is bordered by mature trees or stonewalls.
- c. The traveled portion is no more than twenty (20) feet in width.
- d. It offers scenic views.
- e. It blends naturally into the surrounding terrain.
- f. It parallels or crosses over brooks, streams, lakes or ponds.

**IV. Application and Rescission Procedures**

**A. Application Requirements**

An application to the Planning Commission for designation of any Town highway or portion thereof as a Scenic Road must include the following:

- 1. The name, address, and telephone number of the applicant. The applicant may be a person or other legal entity, such as a corporation or partnership.
- 2. The name of the highway and the total length of the portion to be designated as a Scenic Road.

3. A brief description of the highway and a statement as to how the highway or proposed portion thereof meets the criteria specified in Section III of this Ordinance.
4. A map showing lot boundaries, the amount of lot frontage, and the names of all owners of every lot located along any portion of the Town highway proposed for designation as a Scenic Road.
5. A statement or statements of approval of the proposed Scenic Road designation, signed by the owners of a majority of the lot frontage abutting the portion of the highway proposed for such dedication. Each statement of approval shall include the name, address, and the amount of relevant lot frontage of each signing owner. Each such statement shall also contain the name, address, and signature of the person who circulated the statement. All such statements must be filed with the Town Clerk.
6. An application fee of \$150.00.

B. Appeal of Designation

An appeal of any designation of a Scenic Road by the Planning Commission may be made to the extent permitted by State law.

C. Hearings, Notice, and Decisions

1. The Planning Commission shall conduct a public hearing on any application for scenic road designation within 65 days after the date of its first regularly scheduled meeting following the day of submission of the application.
2. The Commission shall prepare a notice of the public hearing and shall publish the notice at least once in a newspaper having a general circulation within the Town of Washington. Such publication shall be made no later than ten (10) days before the date of the hearing, with the ten days being inclusive of the date of publication but not the date of the hearing. The Commission shall also make a copy of the notice available to the applicant at least three business days before the date of publication. The applicant shall mail copies of the notice by certified mail, return receipt requested, to the owners of all of the property having frontage along the portion of the Town highway proposed for designation as a Scenic Road. Such mailing shall be made no later than ten days before the date of the hearing, with the ten days being inclusive of the date of publication but not the date of the hearing. The applicant must submit proof of such mailing (official certified mail receipts and/or signed return acknowledgments) to the Commission at or before the commencement of the public hearing.

3. The Commission shall make its decision on the application within 35 days after the close of the public hearing. The Commission may approve the application as submitted or may designate a lesser portion of the highway as a Scenic Road, provided that such lesser portion otherwise meets the criteria set forth in this Ordinance. If the Commission fails to act on the application within the time frames set forth in this subsection, the application shall be deemed to be denied in its entirety; however, the applicant shall be entitled to resubmit the application immediately to the Commission with no additional filing fee. If an application is denied by a vote of the Commission, including the failure of a motion to approve the application, no application involving the same highway or portion of the highway may be submitted to or considered or approved by the Commission for a period of two years from the date of publication of the decision.
4. The Commission shall publish a notice of any decision it renders on the application in a newspaper having a general circulation within the Town of Washington. Such notice shall be published no later than fifteen (15) days after the date of the decision. If the Commission approves the application, it shall notify the Board of Selectmen, the Town Road Foreman, and the Town Tree Warden of the designation within fifteen (15) days after the date of the decision, specifying the scenic characteristics for which the Commission has determined that protection is warranted. The failure to send such notice to the Board of Selectmen, the Town Road Foreman, or the Town Tree Warden within such period shall not affect the validity of the designation.

D. Rescission of Designation

A Scenic Road designation may be rescinded following the procedures for designation as set forth in this Ordinance, including the requirement that the owners of a majority of lot frontage along the affected portion of the Town highway approve of the rescission.

**V. Maintenance, Alterations and Reconstruction of Scenic Roads**

A. Maintenance

1. The Town shall maintain Scenic Roads in good repair and in passable condition by routine highway maintenance. However, such routine maintenance shall be performed in a manner to protect and maintain the scenic characteristics of the highway to the extent feasible.
2. For the purposes of this Ordinance, the term “routine maintenance” shall include:

- a. Winter road maintenance.
- b. Road cleaning.
- c. Removal of dead, seriously diseased or damaged trees and branches that pose a threat to public safety, in accordance with the requirements of Section 23-59 of the Connecticut General Statutes; trimming branches to allow school buses, emergency vehicles, and other vehicles to pass; trimming and removal of brush and removal of boulders and other obstacles that encroach on the traveled portion of the road or obstruct site lines required for safety; necessary cutting and trimming of brush or trees for utility lines, in accordance with Section 16-234 of the Connecticut General Statutes; and trimming of brush to enhance and protect scenic views, stone walls, mature trees, and other scenic characteristics of the scenic road as set forth in its designation.
- d. The correction of road drainage problems, including, but not limited to, the removal of trees, shrubs, silt and other material from existing drainage structures and the replacement of cross culverts, curtain drains and cross culvert drainage pipes.
- e. Graveling (or its equivalent) and grading to smooth the surface of unpaved roads, provided that the nature and characteristics of the material used on the road surface remain the same or the surface is restored to a prior passable condition using natural materials such as crushed rock or native stone or equivalent.
- f. Repaving, retreatment, or repair of existing paved surfaces that does not require the widening of the traveled path or the removal of trees or stone walls or changing the grade or configuration. For purposes of this subsection, "widening of the traveled path," means extending the traveled path beyond its width at the prior paving. Periodic edging out and creating unpaved shoulders shall be considered routine maintenance.
- g. The installation of reflectors, warning, speed limit and other roadway signs shall be kept to a safe minimum number. No sign shall be displayed identifying the road as a Scenic Road.

B. Alterations and Improvements

Alterations or improvements shall include changes to any of the following: the width of the traveled path of the right-of-way; the alignment, grade, or elevation of the highway; the nature and characteristics of the material used on the highway surface; the removal or destruction of stone walls or portions thereof; the removal of visible boulders; the removal or cutting of trees, shrubs, or other vegetation within the untraveled portion of the road; and the replacement of bridges, guard posts, rails and other engineered structures. No such alterations or improvements shall be allowed except as expressly provided in this Ordinance. In addition, any such alterations or improvements shall be planned and executed so as to do the least possible damage to the physical characteristics of the Scenic Road. Materials that blend into and compliment the scenic characteristics

of the highway, including, but not necessarily limited to, stone and timber, shall be used for bridges, guide rails, guideposts and other engineered structures.

1. Alterations to correct potential hazards to safety.
  - a. If the Board of Selectmen finds that a potential hazard to safety may exist on a Scenic Road and that such hazard requires the alteration or improvement of the Scenic Road (other than emergency repairs, as defined in Section V.C of this Ordinance), the Board may prepare a written proposal to make such alterations or improvements. Upon preparing any such proposal, the Board shall file the proposal with the Town Clerk. It shall thereafter publish a notice in a newspaper having a general circulation in the Town of Washington, stating that such proposal has been filed with the Town Clerk, indicating the Scenic Highway to be affected, and generally stating the work to be performed. No later than the date of publication of such notice, the Board shall provide a copy of the notice to the chairmen of the Planning Commission, the Zoning Commission, the Inland Wetlands Commission, and the Conservation Commission, and shall mail a copy of the notice, by certified mail, return receipt requested, to the owners of all land abutting the Scenic Road to be affected.
  - b. If no written objection is filed with the Board of Selectmen within thirty-five (35) days after the publication of the notice, the alterations or improvements may proceed. If an objection is made, a hearing shall be held by the Board of Selectmen to consider the objections further. Notice of the hearing shall be published in a newspaper having a general circulation in the Town of Washington at least ten (10) days before the date of the hearing, with the ten days being inclusive of the day of publication but not the day of the hearing. The notice shall indicate the date, time and place of the hearing and shall state that the hearing is to be held to discuss the potential alteration or improvement of the Scenic Road to be affected. The Board shall also mail a copy of the notice, no later than the date of publication, to each person who filed an objection. At the hearing, those in attendance shall have an opportunity to review and comment on the proposed alterations and improvements.
  - c. Following the hearing, the Board of Selectmen may decide to correct the potential hazard in the manner planned or in any manner that will cause less disturbance of the Scenic Road and will still satisfactorily correct the hazard.

2. Alterations and improvements to accommodate changed conditions.

If a Scenic Road should develop a high level of traffic congestion that results in unreasonable delays for emergency vehicles, or if the physical condition of the Scenic Road deteriorates to the extent that the Town cannot maintain it in good and sufficient repair without alteration or improvement, the Board of Selectmen may propose the alteration or improvement of the Scenic Road. Such proposals shall follow the same procedures as set forth in Section V.B.1 of this Ordinance, except that copies of the initial notice shall be provided to the Town's Emergency Services and the Road Foreman in addition to all of the other recipients specified.

C. Emergency Repairs

Emergency repairs and reconstruction may be made as needed, but shall be made in a manner consistent with the scenic characteristics of the road to the extent feasible.



**STATEMENT IN SUPPORT OF APPROVAL OF SCENIC ROAD**

**To the Town Clerk and Planning Commission of the Town of Washington:**

As an owner of property having frontage on a Town highway that has been proposed for Scenic Road status under the provisions of the Town of Washington's Scenic Road Ordinance, I hereby state my support for that designation, and I further state that the information provided below is true to the best of my knowledge and belief:

Name: \_\_\_\_\_

Residence Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Information regarding property owned on proposed Scenic Road:

Street Address: \_\_\_\_\_

Assessor's Lot No.: \_\_\_\_\_

Length of frontage along proposed Scenic Road (in feet): \_\_\_\_\_

Basis for knowledge of length of frontage (e.g., deed reference, survey,

Subdivision map, etc.) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Signature of Owner

Circulator:

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

\_\_\_\_\_

Telephone \_\_\_\_\_

**SAMPLE ORDINANCES AND BY-LAWS**

The samples included in this section serve only as *examples* of what other communities have adopted and which the Attorney General, following his statutory review of the by-law, has found to be consistent with state law. They do not, however, carry any formal *endorsement* of the Attorney General. The samples were selected because the Municipal Law Unit feels they represent a good starting point for other cities and towns seeking to adopt ordinances and by-laws relating to the same subject. As with any sample or model, care is always necessary to tailor the text to the circumstances of the community rather than to adopt another's ordinance or by-law verbatim. In this regard, communities should consult with their municipal attorney. The samples contained herein are not necessarily the current law of the communities that adopted them. Any by-law modeled on a sample must still be submitted to and approved by the Attorney General, who reserves the right to disapprove all or any portion found to be inconsistent with state law at the time of such review. We trust that this segment of our website will prove useful to our cities and towns.

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**BYLAW: Scenic Roads  
MUNICIPALITY: Sutton, MA**

**Section 1: DEFINITIONS**

In the absence of contrary meaning established through legislative or judicial action pursuant to M.G.L. Chapter 40, Section 15C, the following terms contained in that statute shall be defined as follows:

**1.1 Cutting or Removal of Trees**

Shall mean the removal of one or more trees.

**1.2 Repair, Maintenance, Reconstruction or Paving Work**

Shall mean any work done within the right-of-way by any person or agency, public or private. Within this definition in any work on any portion of the right-of-way which was not physically commenced at the time the road was designated as a scenic road. Construction of new driveways or alteration of existing ones is included, insofar as it takes place within the right-of-way.

**1.3 Roads** Shall mean a right-of-way of any way used and maintained as a public way including the vehicular traveled way plus necessary appurtenances within the right-of-way such as bridge structures, drainage systems, retaining walls, traffic control devices, and sidewalks, but not intersecting streets or driveways. When the boundary of the right-of-way is an issue so that a dispute arises as to whether or not certain trees or stonewalls or portions thereof are within or without the way, the trees and stonewalls shall be presumed to be within the way until the contrary is shown.

**1.4 Tearing Down or Destruction of Stone Walls**

Shall mean the destruction of more than 15 linear feet of stone wall involving more than one

cubic foot of wall material per linear foot above existing grade, but shall not be construed to include temporary removal and replacement at the same location with the same materials.

### **1.5 Trees**

Shall include any living tree whose trunk has a diameter of four inches or more as measured one foot above the ground. Section.

## **Section 2. PURPOSE**

To protect the scenic quality and character of certain Town roads, the following regulations are established to control alterations that can take place within public rights of way. Section

## **3: SCENIC ROADS**

The Town may from time-to-time designate appropriate roads within the Town aesthetic roads by Town Council vote.

**3.2 Control** Within the public right of way of designated roads the tree warden or his designee may approve the cutting or removal of up to three trees per 200 linear feet of right of way. Within the public right of way designated roads, the following activities shall require written approval of the Planning Board in accordance with the provisions of this ordinance:

1. The tearing down, painting or destruction of stone walls;
2. The cutting or removal of trees the scope of which is outside the responsibility of the tree warden, as defined above;
3. Repair, maintenance, reconstruction or paving work, including the construction of new driveways or alteration of existing ones, insofar as they affect stone walls or trees within the public right of way, as defined in "1" and "2" above. In cases where a threat to public safety does not allow sufficient time to obtain approvals from the tree warden or the Planning Board, the Planning Board must be notified within five business days of any action which, had the threat not existed, would be a violation of this ordinance.

**3.3 Hearings** The Planning Board shall hold a public hearing within thirty (30) days of receipt of an application, and shall approve, conditionally approve or deny an application within sixty (60) days of receipt. In making its decision, the Planning Board shall consider the following criteria and shall not grant approval if the proposed action will be in violation of one or more of them:

1. preservation of historic values;
2. preservation of scenic and aesthetic quality of the area;
3. protection of natural resource and environmental systems;
4. public safety;
5. compatibility with surrounding neighborhood.

**3.4 Compensatory Actions** Since the purpose of these regulations is to protect the scenic quality and character of designated roads, such as the planting of new trees or there construction of stone walls in making its decision. If the overall effect of the proposed

alteration, including compensatory action, is to maintain or improve the scenic quality and character of the road, the Board may grant approval that otherwise would be denied.

**3.5 Notice** The Planning Board shall, as required by statute, give notice of its public hearing by advertising twice in a newspaper of general circulation in the area. This notice shall contain a statement as to the time, date, place and purpose of the hearing with a reasonable description of the action proposed by the applicant. Copies of this notice shall also be sent to the Town Manager, the conservation commission, the historical commission, the tree warden, the department of public works, and the owners of property within 100 feet of the proposed action.

**3.6 Public Shade Tree Act** Whenever feasible, notice shall be given and Planning Board hearings shall be held in conjunction with those held by the tree warden acting under M.G.L. Chapter 87. The consent of the Planning Board to a proposed action shall not be regarded as inferring consent by the tree warden, or vice versa. The Planning Board decision shall contain a condition that no work should be done until all applicable provisions of the Public Shade Tree Law, M.G.L. Chapter 87, have been complied with.

**3.7 Designations of Scenic Roads** The Planning Board, Conservation Commission, Old Kings Highway Regional Historic District Commission, and the Historical Commission may submit recommendations for additions or deletions to the list of scenic roads, which must BE ACTED UPON by the Town Council. Any recommendation for "scenic road" designation must be accompanied by a written description of the characteristic of the road that require the protection afforded by these regulations.

**3.8 Enforcement** The building inspector, tree warden, or others designated by the Town Manager may issue a citation for violation of these regulations. A failure to respond to properly issued citations, of the issuance of three (3) or more citations in a twelve (12) month period, or failure to take responsible compensatory action shall be construed as a major violation, subject to a fine of not more than one hundred dollars (\$100.00). Each day that such violation continued shall constitute a separate offense.

**3.9 General** The Planning Board may adopt additional regulations for carrying out provisions hereunder. Adopted 1983 Fall An. B-6. Approved Feb. 4, 1984.

**OLD PECOS TRAIL SOUTH  
HISTORIC AND SCENIC CORRIDOR PROTECTION DISTRICT**

**14-69.1: INTENT**

The Old Pecos Trail South Historic and Scenic Corridor Protection District (OPTS) protects Old Pecos Trail between I-25 and St. Michaels Drive at Arroyo Chamiso Road as a historic and scenic corridor. It recognizes its scenic importance as an unspoiled entryway that provides a transition from a rural environment to the historic downtown of Santa Fe, and its historic importance as part of the southeast Santa Fe road network that evolved out of 700 years of travel and transportation needs. The corridor protection standards contained in this ordinance, including open space, land uses, density, and design controls fulfill obligations set forth in the City of Santa Fe General Plan at page 3-12 and 3-14 with respect to an Old Pecos Trail “Scenic Corridor.”

Because openness, quiet, and continuity adjoining the Old Pecos Trail South are considered special assets that should be retained in order to preserve its scenic and historic value, it is the intent of the Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance to:

- A. Maintain a clear sense of visual openness where unimpeded views of the surrounding mountain ranges and open space are dominant and to preserve continuity of character appropriate to the corridor’s role as a major entrance to Santa Fe;
- B. Encourage preservation of open space to further the goals and objectives of the City of Santa Fe General Plan, Parks, Open Space, Trails and Recreation Master Plan, and Stormwater Management Plan.
- C. Protect the openness and continuity of the existing landscape by providing appropriate setbacks and retaining trees and landscape character.
- D. Ensure the use of architectural style and scale that is representative of Santa Fe’s traditional architecture.
- E. Minimize traffic impacts of new construction and maintain and improve the safety of the corridor.
- F. Very strongly discourage the granting of special exceptions of variances and provide that full and lengthy public process occurs with any such request.

(Ord. #1986-25, \_1; Ord. #1992-20, \_19)

**14-69.2: BOUNDARIES**

The Old Pecos Trail South Historic and Scenic Corridor Protection District encompasses the lands within six hundred feet (600’) of the edge of the right-of-way of both sides of

**Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance  
Draft of 9/21/2006**

the Old Pecos Trail from I-25 to St. Michael's Drive. Persons with property divided by the Old Pecos Trail South Historic and Scenic Corridor Protection District boundary are required to comply with the district standards only for that segment of the property within the boundary.

(Ord. #1986-25, \_2; Ord. #1986-33, 1; Ord. #1992-20\_20)

**14-69.3: COMMON OPEN SPACE IN RESIDENTIAL DEVELOPMENTS:** In order to preserve OPTS as the City's last unspoiled gateway, it is the intent of this ordinance to maximize protection of remaining open space. Open spaces within the OPTS support a unique blend of natural, scenic, historic, and recreational uses and values that make them a high priority for protection in new residential developments. To achieve this goal, all common open space requirements contained in Section 14-54.8 SFCC 1987 shall remain in effect for all new residential development proposals in the OPTS except as otherwise provided below:

- A. A minimum of 50% of buildable land within the boundaries of a proposed residential development shall be maintained as common open space, where buildable land is stipulated to include all lands within a proposed residential use area not included in required setbacks from the Old Pecos Trail, setbacks from arroyos, arroyos and their channels, floodways, floodplains, slopes over 20%, and other lands on which buildings, roads, or development of any kind is prohibited by federal, state, or local regulations.
- B. All unbuildable land within the boundaries of a proposed residential development shall be maintained as common open space and maintained for natural resources and conservation purposes as described by the Parks, Open Space, Trails, and Recreation Master Plan, pp. 35-45. No structures, access roads, walls, fences, or parking areas are allowed.
- C. A maximum of 50% of common open space shall be useable space for passive and/ or recreational active uses including walking trails, benches, picnic tables, sculptural elements, xeriscaping, community gardens, or sporting fields. All remaining common open space shall be maintained for natural resources and conservation purposes where no structures, access roads, walls, fences, or parking areas are allowed.
- D. Waivers from these common open space requirements may be granted on a case by case basis if landowners can demonstrate that such requirements will prevent any reasonable use of the land. City staff may approve such waivers as long as the public interest is protected, the waiver does not nullify the intent or purpose of this chapter, and the waiver is the minimum necessary.

**14-69.4: GENERAL STANDARDS**

Any development on a previously empty lot or any alterations, revisions, renovations or complete redevelopment of a previously developed lot within the OPTS shall comply with these standards and landscape standards in Section 14-69.5 SFCC 1987. For the

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purposes of this section “complete redevelopment” shall be removal of all existing buildings on a lot prior to construction of any new buildings.

**A. CALUCULATION OF ALLOWABLE DWELLING UNITS:** The number of housing units permitted in new residential developments in the OPTS shall be determined using the following formula:

$TU = BD*(A-(U+R))$ , where

TU = total units

BD = base density, which is 1.0 for the OPTS

A = total site area (acres)

U = unbuildable land (all lands not “buildable” as defined by 14.69.3(B)(1))

R = road and utility right of way (acres)

(Environmental Protection Agency, “Model Ordinances to Protect Local Resources”).

**B. SETBACK:** The minimum building setback from the edge of the right-of-way from the street shall be on average one hundred (100) feet from I-25 to St. Michael’s Drive.

**C. BUILDING HEIGHT:** Consistent with the majority of existing dwellings in the corridor from I-25 to the confluence of St. Michael’s Drive, the maximum building height between I-25 and St. Michael’s Drive shall be 16 feet from ground level including a parapet and there shall be no second stories.

**D. ZONING AND REZONINGS:** The predominant zoning of this district is R-1. No rezoning from R-1 will be permitted except for Public Benefit Use provided that such uses do not involve construction of any new structures except for those related to passive and/ or recreational active uses as described in 14-69.3(C) SFCC 1987.

**E. MINIMUM OPEN SPACE:** For any residential permitted use a minimum of fifty (50%) of each lot shall be private open space stipulated as undeveloped, natural, existing, native vegetation open space, excluding parking lots, driveways, entrances, walkways, playgrounds, courts or other constructed open space. The amount of private open space may be reduced on a unit for unit basis with lands dedicated to common open space needed to meet or exceed minimum common open space area required by 14-69.3(A) SFCC 1987 provided that private open space is not be reduced to less than 25% of each lot.

**F. LOADING AREAS AND PARKING AREAS:** Loading and parking areas shall be fully screened with native vegetation and/or a wall and be located on side or rear yard.

**G. NO OUTDOOR STORAGE:** No outdoor storage shall not be allowed in the OPTS district.

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**H. ACCESS:** Access to the property shall be approved by the city and/or state engineer and as shown on the development plan.

**I. TRAFFIC:** The off-site impact of projected site-generated traffic shall be based on a study performed by the developer utilizing the latest edition of the Highway Capacity Manual. The result of the corresponding projected impacts shall be evaluated relative to the computed levels of service at various time frames and durations as defined by the manual. A plan for mitigating any adverse impacts shall be proposed by the developer in the development plan and approved by the City Traffic Engineer. The Traffic Mitigation Plan shall be based on the results of the traffic impact study for the site and shall also include an assessment of the cumulative effect of those undeveloped sites within the corridor. It shall include proposed improvements, cost estimates, a construction schedule and the extent of participation by any proposed development.

**J. RIGHT-OF-WAY:** New half or partial streets shall be prohibited in new developments. When a tract to be developed borders an existing street having a right-of-way width insufficient to conform to the minimum width standards required by those regulations, such additional right-of-way shall be platted and dedicated in such a way as would make the resulting street conform.

**14-69.5: LANDSCAPING STANDARDS**

**A. EXISTING NATURAL FEATURES:** The owner or developer shall complete a site survey for the purpose of preserving important natural features of the site including significant trees, natural drainage areas, and rock outcropping in advance of proposed development. These shall be preserved and protected from demolition and construction of any kind.

**B. PRESERVATION OF EXISTING NATURAL LANDSCAPING AND OPEN SPACE SETBACK:** To the greatest extent possible existing natural landscaping shall not be disturbed within an average of one hundred feet (100') of the property line, which adjoins the corridor right-of-way from between I-25 exit to St. Michaels's Drive at Arroyo Chamiso Road. This area shall be labeled as open space setback, and maintained as common open space where no structures, fences, walls or parking areas are allowed.

**C. REPLACEMENT PLANT MATERIAL:** Plant material shall be provided by the developer in the open space setback where that area has been disturbed and shall be provided surrounding buildings and parking areas at a minimum width of five feet (5'). The intensity of landscaping shall be two (2) plants per thirty (30) square feet of required landscaped area. One-half (1/2) of the vegetation shall be at least five (5) gallon size and one-half (1/2) shall be at least one gallon size at the time of planting. Trees shall be minimum one and one-half inch (1 1/2") caliper at time of planting and be a minimum of ten (10%) of the total planting. Vegetation planted shall be the same species as that damaged.



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**D. ARROYOS AND STEEP SLOPES:** In order to preserve natural landscaping on the banks of the arroyos, protect steep slopes from erosion, protect wildlife habitat and movement corridors, and maintain watershed integrity, an undisturbed setback of twenty-five feet (25') shall be retained along all arroyos with definable channels. The setback shall be measured from the top shoulder of an arroyo plus the depth of the arroyo channel. All lands with a slope of 20% or greater shall also remain in an undisturbed state. Arroyos and their setbacks as well as all lands with a slope of 20% or greater shall be maintained as common open space where no structures, access roads, walls, fences, or parking areas are allowed.

**14-69.6: SIGNS, LIGHTING AND UTILITIES**

**A. SIGNS:** Signs in the OPTS shall meet the requirements set forth in Section 14-51 SFCC 1987. Business signs and others shall be prohibited except as for those that meet the ordinance for signs in the downtown Historic District. The city shall be responsible for coordinating with the State Highway Department to ensure appropriate signage from I-25 to the confluence of St. Michael's Drive.

**B. LIGHTING:** Lighting shall be unobtrusive, of a human scale, of a style consistent with a scenic and historic district and shall shine directly down throughout the corridor.

**C. UTILITIES:** New or replaced utilities shall be buried whenever possible.

(Ord. #1986-25, \_6; Ord. #1989-34, \_13; Ord. #1992-20, \_4.)

**14-69.7: ARCHITECTURAL STANDARDS**

All structures in the Old Pecos Trail South Historic and Scenic Corridor Protection District other than those set forth in § 14-3.10(C)(1)(b), shall meet the Architectural Design Review Regulations set forth in § 14-8.7 of this chapter. Where the Historic Review District Ordinance applies, the structures shall meet those standards where not defined in this ordinance.

(Ord. #1986-25, \_7; Ord. #1989-34, 14; Ord. #1992-20,25; Ord. #2002-37 § 33)

**14-69.8: REQUIRED INFORMATION**

In the OPTS, applicants for any new development on a previously vacant lot, or any complete redevelopment of a previously developed lot shall submit, in addition to the requirements set forth in this chapter, the following information:

A. A development plan drawn to scale showing drainage; significant natural features such as mature trees, clusters of trees, topography; access including access to major arterials; arrangement, uses, and dimensions of buildings; parking and loading; landscaping, walls and fences, floor area ratio; private and common open space; setbacks; and existing adjacent land uses of abutting property.

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B. A traffic impact statement for the proposed development. The statement shall provide data on the projected traffic generated by the proposed development. Using the existing traffic counts generated by the city and other sources and state of the art methods, the statement shall also show the projected traffic impact on the city's relevant traffic network. The relevant traffic network includes all the sub collectors and collectors from the point of the origin at the proposed development up to and including intersections with secondary or major arterials. The statement must show the impact of the proposed development on the level of service of the relevant streets in the traffic network. Level of service refers to the categories A through F set forth by the Highway Capacity Manual.