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United States Department of the Interior  
National Park Service



## National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

### 1. Name of Property

historic name ROCKEFELLER POCANTICO HILLS ESTATE HISTORIC DISTRICT

other names/site number ROCKEFELLER STATE PARK PRESERVE

associated MPDF N/A

### 2. Location

street & number BEDFORD ROAD, SLEEPY HOLLOW ROAD, LAKE ROAD et al

city or town POCANTICO HILLS

state NEW YORK code NY county WESTCHESTER code 119 zip code 10591

X

not for publication

vicinity

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national statewide local

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

### 4. National Park Service Certification

I hereby certify that this property is:

- X entered in the National Register determined eligible for the National Register  
determined not eligible for the National Register removed from the National Register  
other (explain):

Signature of the Keeper

Date of Action

**ROCKEFELLER POCANTICO HILLS ESTATE HISTORIC DISTRICT**

Name of Property

**WESTCHESTER CO., NY**

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**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input checked="" type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

**Category of Property**

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
27	27	buildings
4	0	sites
52	7	structures
1	1	objects
84	35	<b>Total</b>

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing)

N/A

**Number of contributing resources previously listed  
in the National Register**

20

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

RECREATION & CULTURE: outdoor recreation

TRANSPORTATION: road-related

LANDSCAPE: park

DOMESTIC: single dwelling

AGRICULTURE/SUBSISTENCE: agricultural

outbuilding, storage, agricultural field

**Current Functions**

(Enter categories from instructions.)

RECREATION & CULTURE: outdoor recreation

TRANSPORTATION: road-related

LANDSCAPE: park

DOMESTIC: single dwelling

AGRICULTURE/SUBSISTENCE: agricultural

outbuilding, storage, agricultural field

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE VICTORIAN: Queen Anne

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS: Colonial

Revival, Georgian Revival, Tudor Revival

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY AMERICAN

MOVEMENTS: Bungalow/Craftsman

MODERN MOVEMENT

**Materials**

(Enter categories from instructions.)

foundation: STONE, CONCRETE

walls: STONE, WOOD CLAPBOARD, BRICK,  
WOOD SHINGLE

roof: SLATE, METAL, ASPHALT

other: GLASS



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**Narrative Description Summary Paragraph**

The Rockefeller Pocantico Hills Estate Historic District is an expansive historic landscape that was developed in the later nineteenth and the first half of the twentieth century in Westchester County, New York on land owned by the Rockefeller family. This historic estate landscape, which now includes both public and private land holdings, portrays the Rockefeller family's development of more than 3,000 acres of land on the southwest bank of the Hudson River, on what were once two adjoining Westchester County, New York, properties improved in the later nineteenth century by John Davison Rockefeller Sr. and his younger brother and Standard Oil business associate, William Avery Rockefeller. The signature physical feature of the historic district is its highly intact system of interrelated carriage roads, which traverses a landscape of remarkable complexity and astounding natural beauty. This extensive circulation network communicates with the Pocantico Hills estate's historic core—the gated area known familiarly as the Park, where the family's Neo-Georgian style dwelling, Kykuit, is located (*John D. Rockefeller Estate*, NHL 1976)—and includes, at its northwestern extreme, that portion of the estate property on which William A. Rockefeller's commodious Rockwood Hall villa once stood. The carriage road system, developed on the outlying portions of John D. Rockefeller Sr.'s Pocantico Hills estate, was first conceived by the elder Rockefeller but came to full realization beginning ca. 1910 under the direct guidance of his son, John D. Rockefeller Jr., who, by the early twentieth century, had largely assumed oversight of the estate's development from his father. In time these roads came to communicate directly with the earlier built roads on the Rockwood Hall estate, portions of which were subsumed by the adjacent Pocantico Hills estate following William Rockefeller's death. The carriage road system gracefully progresses through open fields and meadows bordered by stone walls, alongside water features, and over the contours of elevated hills and ridges. The accompanying landscape is at times intimate and at other times sweeping in character, with the carriage roads being the grand conduit and constant feature through which it is experienced. Built as a means by which the estate's scenery could be enjoyed by the Rockefeller family, much of the road system was also made available to the public at an early date. Today the public continues to enjoy access to most of the remaining portions of this road system and estate landscape, much of which now falls under the auspices of Rockefeller State Park Preserve, in addition to privately held land holdings. Both the carriage road system and attendant landscape survive with considerable physical integrity to the historic period, notwithstanding changes implemented in more recent times. The district remains a distinctive, sprawling, and remarkably complex cultural landscape, sensitively fashioned over the course of many decades by the Rockefeller family, under its direct oversight, and with their considerable financial resources brought to bear.

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**Narrative Description**

*Project Overview & Methodology*

This nomination is the result of intensive field survey work, undertaken between July and November 2017, and primary and secondary source research. The focus of the historic district is the estate landscape and carriage road network developed on the Rockefeller family's Pocantico Hills estate, including the remaining undeveloped portion of William A. Rockefeller's Rockwood Hall estate, much of which is now contained within the boundary of Rockefeller State Park Preserve. Although the core of the estate, the 250-acre gated portion of the Pocantico Hills estate commonly referred to as the Park, of which Kykuit is the architectural centerpiece, was previously designated as a National Historic Landmark, the estate area beyond it was not surveyed or evaluated for designation at that time. Thus, the nominated district encompasses the previously listed area and unifies all the remaining intact features of the Rockefeller family's Pocantico Hills estate, including the remaining portions of Rockwood Hall, into one comprehensive district. Since the carriage roads are the singular connective feature which connects these various areas of the district, particular attention has been paid to them and to the natural landscape which they traverse. All remaining sections of the carriage roadway system constructed between ca. 1886 and John D. Rockefeller Jr.'s death in 1960 have been deemed a single contributing structure, inclusive of the roadway, shoulders, retaining walls, and the accompanying protective and aesthetic feature known commonly as "Rockefeller teeth." More individually distinctive resources such as bridges, while directly related to the road system, have been counted as individual resources. Those sections of carriage roadway constructed after 1960 have been noted as non-historic resources in the context of this nomination; this includes more-recent roadways which were, during the historic period, smaller bridle paths, or which otherwise represent more recent construction. The terminal date of 1960 was chosen because it corresponds with John D. Rockefeller Jr.'s death and the cessation of his oversight and marks the end of the system's development under his and his father's direction. This date also closely corresponds with the date of an estate map entitled the "Road Map of the Estate of John D. Rockefeller Jr. at Pocantico Hills, N.Y." This map was first created on July 2, 1932, revised on May 1, 1937, and then revised again in December 1957—it is an invaluable historic document which depicts the estate's circulation system to that date, along with related infrastructure and Rockefeller family properties as they existed at that time.<sup>1</sup> The 1957 estate map, along with mapping of the system made as construction progressed in the 1920s and 1930s and which is now maintained at the Rockefeller Archive Center ("RAC") in Sleepy Hollow, New York, provided the baseline data necessary to make judgements relative to the historic development of the road system and the manner in which the current carriage road system relates to it, particularly in regard to changes that have occurred in more recent times.

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Although this nomination primarily describes, documents and evaluates the historic estate landscape in detail, the architectural resources within the estate are also important components of the estate because they include residences and ancillary buildings that belonged to various members of the extended Rockefeller family and they reflect their use of the estate throughout the period of significance. Some were existing buildings acquired with the land; others may have been built for family members during the historic period or in more contemporary times. Although they represent a wide range of dates and architectural styles, many of them date from within the cited period of significance. Today, most are still owned by family members and they form small private enclaves in various parts of the former estate area. Within what is essentially a public park, these are private family areas and public access to them is in almost all cases severely restricted. As such, descriptions are at times necessarily concise and drawn from brief windshield surveys or, in some cases, from aerial mapping. Each was evaluated as either contributing or non-contributing in the context of the district's significance. Additional information to fill out these descriptions will be added later if access is granted.

*Physical Overview of the Historic District*

The expansive nature of the nominated historic district renders a concise descriptive overview difficult. For that reason, the descriptive information which follows later in this section was organized into arbitrary grid units, which, while useful in terms of ease of reference, nevertheless fragments the continuum of the various historic resources contained therein, particularly the district's sprawling carriage road system. In terms of a general overview, a portion of the land contained within the district boundary falls under the auspices of the New York State Office of Parks, Recreation and Historic Preservation and is managed as the Rockefeller State Park Preserve ("RSPP"). The state park lands include what remains of William A. Rockefeller's Rockwood Hall property, located adjacent to the Hudson River's east bank, in the district's extreme northwest corner. To the east of the Rockwood Hall, beyond the course of the Old Croton Aqueduct, is a large private land holding, further east of which is an area maintained by RSPP; both were at one time contained within the Rockwood Hall estate but subsequently purchased by John D. Rockefeller Jr. in the years following his uncle's death. Kykuit and the 250-acre Park, the gated core area of the Pocantico Hills estate of John D. Rockefeller Sr. and subsequently that of his son and namesake, is located in the extreme southwestern portion of the historic district. The area within The Park falls under the jurisdiction of the National Trust for Historic Preservation or otherwise remains privately owned. The eastern portion of the district is characterized by a pronounced escarpment that rises above the Saw Mill River, situated to the immediate east. A segment of the carriage road system traverses that area, culminating, at its northeastern extreme, at Buttermilk Hill. Centrally located within

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<sup>1</sup> "Road Map of the Estate of John D. Rockefeller Jr. at Pocantico Hills, N.Y.," 1932/1937/1957; map courtesy of RSPP staff.

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the district is the former farm complex of the Pocantico Hills estate, which includes a sizable stone masonry barn that has been adaptively reused for contemporary use in more recent times. To the northwest is Swan Lake, a man-made water feature constructed as part of estate improvements, and to the west the largest contiguous expanse of carriage roads, located on both RSPP and private lands. The hamlet of Pocantico Hills, which was not included in the district because it predates the estate and has a slightly different development history, is located southwest of the farm complex; the hamlet could be nominated by itself or added to this nomination at a later time. The district area can be roughly divided into three areas as defined by existing vehicular roadways. The first, that which includes those lands at one time associated with Rockwood Hall, is located north of State Route 117/Phelps Way and the road that extends westward from it west of U.S. Route 9. The second area is bounded to the north by State Route 117 and to the east/south by State Route 448/Bedford Road. That area contains the largest portion of the historic carriage road system in addition to Swan Lake and the farm barn complex. The third area, bounded on the north by Bedford Road and to the east-south by the eastern escarpment and Tarrytown Reservoir, includes Kykuit and the Park, a large private land holding, and a small system of lakes.

The carriage roads are the historic district's keynote physical feature. The entire publically accessible portion of the road system forms one contiguous network, the singular exception being the remaining sections of roadway located at Rockwood Hall, which are physically divorced from the remainder of the system. The interconnected section of the network, exclusive of Rockwood Hall, consists of a complex array of roads, the intersections of which form smaller and larger irregular loops, in addition to roads characterized by straighter but more subtly curving alignments. In most cases a roadway's alignment and construction was conceived in direct relation to compelling natural features, both intimate and expansive view sheds, and existing topography. Preeminent among the sections with relatively straight alignments is the *13 Bridges Trail*, which was laid out in relation to the course of Gory Brook and designed to take full advantage of that feature; the aptly named *Canter Alley*, one of the district's more iconic roadways; and *Laurance's Ridge* and the *Goat Trail*, which together traverse the eastern escarpment. Among the more visually dramatic loops is the *Eagle Hill Trail*, which corresponds with that eponymously named geographic feature and circles its summit; and the *Upper Loop* and *Lower Loop* at Rockwood Hall, which in concert with the *Rockwood Hall Brook Trail*, form a continuous circulation route with stunning views of the Hudson River and the immediate setting of the no-longer extant Rockwood Hall villa, its landscape designed in consultation with Frederick Law Olmsted Sr.



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*Public Roadways & Other Features*

The historic district is traversed by several public vehicular roadways in addition to the historic alignment of the old Croton Aqueduct. The corridor of U.S. Route 9/Albany Post Road, a major north-to-south regional transportation artery situated on the east side of the Hudson River, bisects the northwestern portion of the district, as does the right-of-way of the Old Croton Aqueduct. (NHL). The aqueduct enters the Rockwood Hall property west of Route 9, then crosses to the east side of it, moves southward past State Route 117, and then continues its southerly course towards the New York City metropolitan area. State Route 117 (Phelps Way variously), the alignment of which follows a curving and roughly east-to-west route, bisects part of the northern area of the district before intersecting with U.S. Route 9 near its western terminus, near Phelps Memorial Hospital, immediately south of the Rockwood Hall property. The construction of this portion of the road, undertaken between 1969 and 1970, had the most profound effect on estate area after 1960 and at times required minor modifications of the carriage road system to accommodate it. Old Sleepy Hollow Road/Sleepy Hollow Road generally follows the course of State Route 117 in the northeastern part of the district before turning sharply to the south immediately east of the Pocantico River, where it crosses under State Route 117, and from that point continues on a southerly course.

Bedford Road/State Route 448, which in most regards constitutes the “spine” of the district area, follows a similarly undulating course, in this instance on a roughly northeast-to-southwest alignment through the center of the district area, beginning from its intersection with State Route 117. The western terminus of Bedford Road is U.S. Route 9, beyond the district boundary. Also visible within the landscape is the abandoned north-south alignment of Gory Brook Road, which is visible south of State Route 117 and which appears on the 1957 map, which shows it extending northward along the west side of Gory Brook. The concrete bridge which conveyed it over the Pocantico River remains, though deteriorated and not presently in active use. The Sawmill River Parkway, the Taconic State Parkway (NRHP listed) and State Route 9A are located east of and outside the district boundary.

Lake Road forms the eastern boundary of the Park and partially borders a large private family land holding located on the opposite side of its route. Its southern terminus is Neperan Road, which traverses the north side of the Tarrytown Reservoir, and it follows a northerly course from that point before terminating at Bedford Road at its intersection with Dayton Avenue.

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*Topography & Natural Characteristics*

The district area is represented on the 2013 White Plains topographic quadrangle map produced by the United States Geological Survey. The majority of the nominated land is situated east of the U.S. Route 9/Albany Post Road corridor, excepting the former Rockwood Hall property, which is west of it and which commands a broad prospect of the Hudson River and surroundings, given its elevated position; the highest point there is approximately 170' above sea level, the elevation dropping off sharply to the immediate west and more gradually to the south. Although the large villa of William A. Rockefeller which once occupied the site no longer remains, the stone podium upon which it was erected survives, giving ample evidence of its scale, as do related designed landscape and circulation features. A small pond is situated adjacent to and east of the current RSPP boundary, and while it is outside of state land, an associated stream that emanates from it crosses state land before emptying into the Hudson River at a point further to the northwest. Most of the remaining portions of the nominated historic district, those located within the former Pocantico Hills estate, are characterized by the undulating and at times rugged, rock-strewn terrain characteristic of the Hudson Highlands region, with ridges aligned on a roughly northeast to southwest orientation, the lower-lying areas between these features being traversed by tributaries of the Hudson River, which are important features of the estate's landscape, those being the Pocantico River, Gory Brook, and the aptly named Rockefeller Brook.

North of State Route 117 is a portion of Gory Brook, which follows a generally north-to-south course in this area, south of Sleepy Hollow Road, and which flows through a narrow passage bounded to either side by steep hills, with a high elevation of 360' to its west. South of State Route 117 Gory Brook begins to tend to the west and, after crossing under that thoroughfare, is bounded to the east by a prominent landform and estate landscape feature, Eagle Hill, which rises to an elevation of 330' above sea level. The brook then enters into a relatively flat expanse of land at approximately 100' above sea level and it is at that point that it joins the Pocantico River, the latter approaching from the south after a prominent bend that conveys it around Eagle Hill from its source north of State Route 117, that being Pocantico Lake. South of the confluence of these two watercourses is Cedar Hill, another prominent hillock in the estate landscape, which rises to an elevation of 340' above sea level. To the southeast of Cedar Hill, and across Bedford Road and the new Croton Aqueduct alignment, is located Kykuit Hill, which rises to 480' in elevation and upon which the Rockefeller family mansion is situated. North of these two hill features and Bedford Road is Rockefeller Brook, which emanates from a point near the hamlet of Pocantico Hills before its confluence with the Pocantico River at a point south of Eagle Hill. The district presents a full range of landscape elements and experiences, contrasting expanses of

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wooded and open space, with the largest areas of open space being found along either side of Bedford Road, near the farm barn complex, and in that area bordered by Eagle Hill to the north and Cedar Hill to the south.

The eastern portion of the nominated property is characterized by the escarpment, which rises quickly above the valley landscape to the immediate east; there the elevation drops steeply from its high point at Buttermilk Hill, 700' above sea level, to the level of the Saw Mill River. The steepest drop off is east of Buttermilk Hill, where the elevation quickly drops 300' to the southeast. West of this steep escarpment and east of the hamlet of Pocantico Hills are the series of water bodies known as Fergusons Lake, Hemingways Lake and Ailes Lake, which are accessible by means of the carriage road system.

Towards the center of the RSPP holdings is Swan Lake, which is connected by a stream to Pocantico Lake, located to the north on the opposite side of State Route 117 and Sleepy Hollow Road. West of Swan Lake rises an unnamed hill with an elevation of 430' above sea level; from that point the elevation drops off gradually and then more steeply to the southwest as it approaches the course of the Pocantico River, north of its confluence with Rockefeller Brook.

*Carriage Road Specifications & Related Features*

The carriage roads are the constant feature in what is otherwise a diverse and complex natural landscape of seemingly innumerable characteristics. While natural growth and plant succession has to some extent, in some places, obscured the original layout logic in terms of the relationship of the road system to particular view sheds and carefully considered landscape vignettes, the roadway nevertheless remains what it was conceived as: a means by which to experience and actively engage with these two country estates' scenically diverse natural environment. The carriage roads were carefully laid out to capitalize on the accompanying scenery while at the same time harmonizing with the natural environment and the existing topography and land contours; in many instances these visual sequences remain as conceived and executed. The roads were engineered specifically for horse-drawn carriage travel, and, as such, the gradient and alignment were conceived to accommodate that travel mode. The road system moves effortlessly through intimate wooded stretches and sometimes alongside water features—including the Hudson River at Rockwood Hall—and at other times traverses open topography as it moves through stone-walled agricultural fields and meadows. At some points there are dramatic contrasts, such as when the roadway exits an intimate wooded stretch and enters an open area with sweeping and at times breathtaking vistas. Some roads were built to provide access to an elevated vantage point, such as those which communicate with Eagle Hill and Buttermilk Hill, where the surrounding estate landscape and distant points can be viewed. The considerable skill with which these roads were laid out and built is evident in the nature in

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which they flow naturally and gracefully through their surroundings, and among those places where this can be fully appreciated is where two roads of differing elevation and alignment converge in seamless fashion. The carriage roads function as the principal medium by which the expansive remaining landscapes of the Pocantico Hills and Rockwood Hall estates can be viewed, experienced and appreciated. Approximately 55 miles of the historic carriage road system is currently accessible to the public.

The historic district's roadways are conspicuous for their general uniformity, though there is noticeable variation in terms of their maintenance, surface condition, and surface material. The typical estate roadway has a 12' travel way, which is flanked to either side by two-foot-wide shoulders, beyond which are drainage swales and, in some areas, associated drains. In cross-section the road surface is convex: it has a six-inch crown that allows the surface to effectively shed water laterally towards the swales. Roads on the Pocantico Hills estate were constructed to specific design standards with three layers of heavily compacted material, these layers consisting of a four-inch deep surface course, a subbase of the same depth, and a foundation course of roughly eight to 10 inches in depth. The surface was originally finished with cinders, which were economical and readily available for a time. This tiered arrangement, in concert with the convex profile, allowed the roadway both to shed water and to drain it internally. While the foundation and middle courses of the road bed survive largely as conceived and built, the surface course has required continual maintenance over time, and the nature of the surface material has evolved in more recent times. By the late 1970s the original cinder road surface was being supplanted by a new treatment produced from road construction spoils, namely milled recycled asphalt pavement, which was mixed with sand and clay (referred to as "fines") to produce, to borrow from RSPP's official road maintenance manual, "a dry, open matrix, spreadable material."<sup>2</sup> Over time the aggregate sizes, fines and the blend ratio of this surface treatment did not remain consistent.<sup>3</sup>

Concern with the adverse impacts of asphalt grindings on the natural environment—and more specifically with the potential of their binder's high concentrations of the pollutant polycyclic aromatic hydrocarbons to adversely affect the health of the environment by leaching into adjacent water courses and bodies—has led managers to adopt a crushed stone aggregate along those trails which have the potential to drain into water features and wetlands. While cinders were used historically as the surface for the roads at the Pocantico Hills estate, historic precedents for a crushed stone aggregate include the carriage trails at Acadia National Park, Maine, which use granite blends, and those used in the Mohawk-Minnewaska carriage trails in Ulster County, New York, which employed a shale mix. Today, the Rockefeller estate's roadways are primarily surfaced with

<sup>2</sup> Barton & Loguidice and Coplon Associates, "Rockefeller State Park Preserve Carriage Road Maintenance Manual" (2015), 3-4.

<sup>3</sup> Barton & Loguidice and Coplon Associates, "Carriage Road Maintenance Manual," 4.



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two treatments, a crushed stone aggregate mix and recycled asphalt blended with sand; in some areas older cinder surfacing is still visible.<sup>4</sup>

Drains, where they exist along the course of the drainage swales, to one side of the road, are typically low and rectangular-shaped in plan and capped by smoothly dressed coping stones with brick-lined interiors. These were a vital aspect of the original design and one which was important to ensure the proper functioning of the roadway in adverse weather, and to ensure their longevity. Many of the drains survive, though some have become overgrown and clogged, while others have been damaged during maintenance activities. The borders to either side of the roadway, inclusive of the swales, were at one time manicured to present a relatively tidy appearance; in many areas these borders are no longer as carefully manicured as they were earlier in their history. In some instances, dense growth and deadfall are found just beyond the swales; at one time these would have been maintained more fastidiously as a transitional zone to the natural landscape beyond.

In addition to crushed-stone road surfaces there is also a small amount of roadway in the former core area of Rockwood Hall that is laid with small stone pavers, described historically as trap rock or Hastings stone. That treatment was generally reserved for the area around the house site and gives way to crushed stone surfaces in more peripheral areas.

Bridges are cited in this documentation using the numbers indicated on the 1957 map; those not specifically itemized at that time have been assigned numbers (B-001, B-002, etc.). Most of the bridges which convey the carriage road over small water features are of an open deck type. These are typically small in scale and of concrete slab or otherwise concrete slab and steel construction with simple wood or later synthetic protective railing fastened to the sides of the slab with bolts. The series of bridges located along the *13 Bridges Trail* are of this type and are relatively uniform in design and construction, having stone abutments and wing walls constructed above concrete footings, 16"-deep concrete slab decks and synthetic railings. Bridge B-11, located on the *Brook Trail*, is similar in design; however, it utilizes steel framing beneath its concrete-slab deck. Some of the bridges, such as those which span the Pocantico River north of *Canter Alley* and immediately east of the old Croton Aqueduct ("Bridge 4" and "Bridge 6" respectively, 1957 map), are of a more fully developed architectural character and larger in scale, having reinforced concrete arches with carefully executed cut-stone facing. There are additionally bridges which served to convey vehicular roadways over the Pocantico Hills carriage road network. The bridge ("Bridge 7") which carries Bedford Road over the *Rockefeller Family Trails* near its intersection with the *Brook Trail* is among these and is of more substantial construction and advanced

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<sup>4</sup> Barton & Loguidice and Coplon Associates, "Carriage Road Maintenance Manual," 5-7.

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architectural character; it is a reinforced concrete structure faced with random-range granite ashlar and was designed by the architect Charles W. Stoughton.

Other notable features include “Rockefeller Teeth,” which are a series of undressed medium-sized stones, of generally uniform size and closely spaced, which were positioned to provide protection from steep drop-offs immediately adjacent to the road surface, on the downhill side, such as next to watercourses or in elevated locations. While simple in conception, careful attention was paid to the spacing and arrangement of the stones which form such a series. They are a ubiquitous feature of the Pocantico Hills carriage roads and were also extensively used on the carriage road system at Acadia National Park. In many areas of the road system retaining walls were constructed to one or both sides of the road corridor using locally quarried stone. In some instances, such as along the course of *Laurance’s Ridge* and on the *Eagle Hill Trail*, among others, the mortared stone retaining walls adjacent to the roadways, on the uphill side, exhibit a high level of craftsmanship which is among the subtleties of the road infrastructure that might be missed by the casual observer. There, smaller stones were meticulously “chinked” into the joints between the larger stones, and the sections of wall were further integrated into existing rock outcrops which serve a similar retaining purpose; evident is an exacting degree of masonry work driven by high design standards and a discerning eye. The *Goat Trail*, which communicates directly with *Laurance’s Ridge*, combines a substantial retaining wall in combination with Rockefeller Teeth on the east, or downhill, side of a section of its alignment, an arrangement which appears in many locations within the system and is a signature aspect of it.

Gates historically restricted vehicular access at those points where the carriage road system meets roadways such as Bedford Road, Sleepy Hollow Road, and Gory Brook Road. These continue to restrict vehicular access to the road system at points of intersection.

*Landscape Elements*

Distinctive landscape elements form a vital aspect of the estate landscape and the historic district. In a larger sense these include particular and at times expansive and dramatic view sheds, such as the stone wall-bounded pastures and meadows which align both sides of Bedford Road in the vicinity of the farm barn complex—this larger area constituting a substantial open space corridor—the views of the Hudson River and surrounding landscape of Rockland County in the vicinity of Rockwood Hall and from elevated vantage points like Eagle Hill, the views of Swan Lake and its environs from the elevated ridge which rises to the west of it, and the more intimate and secluded landscape vignettes which present themselves on the carriage roadways which comele with Gory Brook and the Pocantico River. On the Pocantico Hills estate, outside of the more formalized area

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of the Park, the landscape is a largely naturalistic one and contrasts densely forested areas with large open fields, many of which are presently used as animal pasturage. The outlying estate landscape is characterized by undulating hilly terrain checkered with rugged stone outcrops and flatter topography such as near watercourses. Many of the carriage roads move under a towering forest canopy consisting of native hardwood tree species, such as oak, maple, beech, sycamore and tulip poplar, and conifers such as white pine and hemlock. The outer estate landscape of the Pocantico Hills estate was not designed, in the formal sense, but was instead “culled back” to reveal or otherwise highlight what were deemed to be the most desirable existing features and views. This is in strong contrast with the landscape in the immediate vicinity of Rockwood Hall, the core area of that estate, which includes exotic non-native tree species such as copper beech, weeping beech, cut-leaf beech, and cucumber and flowering magnolia trees which were used to ornament the core area of the property. Among the distinctive features of the Rockwood Hall area are the rhododendrons which align the brook trail, which, while a native species, were nevertheless introduced during William A. Rockefeller’s development of the property. In summary, the estate landscape of the historic district is remarkably complex and characterized by considerable, and at times breathtaking, natural beauty.

*Architectural Features & Components*

The historic district includes any number of built features dating to the period of significance or afterwards. Prominent among these is Kykuit and the 250-acre gated area of the Pocantico Hills estate, the Park, which received NHL designation in 1976. This documentation includes an overview of the resources delineated in the NHL documentation, along with those which were not counted at that time but which are located within the NHL boundary. Preeminent among the architectural resources contained within the district boundary and not previously evaluated nor located within the Park is the stone barn complex, which was designed by the noted architect Grosvenor Atterbury in consultation with John D. Rockefeller Jr. and two of his sons, Nelson Rockefeller and John D. Rockefeller III. Also located within the nominated district area are several domestic properties which were developed by the third generation of the family during the cited period of significance. Central among these are two enclaves which are historically associated with sons of John D. Rockefeller Jr, those being John D. Rockefeller III’s Fieldwood Farm and David Rockefeller’s Hudson Pines, in addition to others developed subsequently. Access to these various Rockefeller family properties is, with few exceptions, highly restricted; however, a general overview of their features has been provided as a component of this documentation. Only those features which pre-date 1960 and which are relevant to the outlined historic themes are considered contributing resources in this context because the principal focus of this NRHP documentation is the estate landscape and carriage road system developed prior to John D. Rockefeller Jr.’s death in 1960.

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*Nomination Mapping & Orientation*

The historic district area was gridded out into 10 rectangular-shaped map units using the grid pattern which appears on the 2013 White Plains topographic quadrangle map produced by the United States Geological Survey. The northwestern-most map unit is unit A-1, which includes the historic core of the former Rockwood Hall estate property developed by William A. Rockefeller beginning in the 1880s; it was within this area that W.A. Rockefeller's villa and ancillary buildings were situated. Immediately to the south and forming the southwesternmost map unit is unit A-2, within which is but a small section of the nominated historic district; that unit also includes the Village of Sleepy Hollow and the adjacent Philipse Manor neighborhood. Both of those units are bordered on their western side by the east bank of the Hudson River. Moving eastward, the next tier of north-to-south grid units are B-1 and B-2, and east of those are units C-1 and C-2. Straddling the lower portion of units B-2 and C-2 is the historic core of the Pocantico Hills estate first developed by John D. Rockefeller Sr.—the area referred to familiarly as the Park—which is composed of approximately 250 acres of historically designated land. The Park contains the former Rockefeller estate house, Kykuit, the domestic centerpiece of the family's Pocantico Hill's property, along with the Playhouse, which served recreational purposes, in addition to other architectural and landscape features. Kykuit occupies a commanding position in relation to the surrounding landscape and is a publically accessible National Historic Trust site. The Park straddles units B-2 and C-2, with most of its associated features falling within the latter. Unit C-1 includes the principal RSPB entrance and related park visitor and maintenance infrastructure and most all of Swan Lake (the balance of that man-made water feature, referred to at the time of its construction as New Lake, falls within unit D-1). Continuing eastward, next are units D-1 and D-2. A portion of the incorporated hamlet of Pocantico Hills, which came to be subsumed within the boundary of the Pocantico Hills estate, is contained within unit D-2, the remainder being located within C-2; the hamlet area is not included within the nomination boundary. Unit C-2 also includes the series of lakes known as Fergusons Lake, Ailes Lake and Hemingways Lake, excepting a small portion of Ailes Lake which falls within unit E-2. Map unit E-2 is the southeasternmost of the mapping units and E-1 the northeastern-most. The historic stone barn complex (referred to historically as the "farm barns") and appurtenant features—presently the Stone Barns Center for Food & Agriculture—straddles units D-1 and D-2 and is approached from the south via Bedford Road (State Route 448). There is a considerable expanse of open land near the stone barn complex, to the east and northeast, roughly corresponding with an area that straddles units D-1 and D-2; it is characterized by open fields bounded by stone farm walls and framed by woods. There is also a broad open expanse south of Eagle Hill and west of Sleepy Hollow Road, located in Unit B-2.



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By imposing the 2013 USGS grid pattern onto historic nineteenth-century mapping, it is possible to comprehend the extent to which this vast geographic area, largely located in the Town of Mount Pleasant and bounded to the west by the Village of Sleepy Hollow and the Hudson River and to the east by the Saw Mill River, was drastically reshaped and transformed by the activities of the Rockefeller family during the course of two generations, beginning with John D. Rockefeller Sr. Nineteenth-century mapping, such as the 1858 Westchester map by Matthew Dripps and the 1867 county atlas by Beers, Ellis & Soule, effectively depict the pre-Rockefeller landscape and chronicle the extent to which this area was transformed by the family's development activities.

The area of RSPP near the main public entrance from State Route 117 (Phelps Way variously), inclusive of nearby Swan Lake, is that used most intensively for passive recreational purposes by the public; the Rockwood Hall property is also used somewhat intensively given that it, too, is easily accessible by vehicle. Further from public access points and dedicated parking areas the road network receives less usage; the southeastern part of the RSPP property, in the Raven's Rock vicinity, is among the more remote parts of the carriage road system and Pocantico Hills estate landscape. The carriage roads accommodate both foot traffic and equestrian activities; motorized vehicles are prohibited, except for sanctioned maintenance and related activities, as are bicycles.

The descriptive passage for each individual grid unit within the historic district includes an overview of the carriage road system as it exists there in addition to that grid's associated principal character-defining topographic, landscape, architectural and engineering features. Most of the roadways and accompanying landscape contained within the district are specifically described in this narrative; however, in some instances access to smaller Rockefeller family enclaves within the district is restricted, and, in those cases, either windshield surveys were undertaken or aerial photography was referenced. Road names are provided along with parenthetical references containing the abbreviated name of the roads as they appear on contemporary RSPP mapping; they were not identified individually, by name, on the 1957 map. Although many of the carriage roads are described with the descriptor "trails," which to some degree reflects their present usage, they are nevertheless carriage roads and were conceived and built to that standard. Those roads which carry the name *Rockefeller Family Trails* are publically accessible but nevertheless located on lands which still fall under private family ownership and are not within the boundary of RSPP. In many instances named roads extend between grid units, and in some instances descriptive passages for these have been consolidated within one unit to provide a continuous description as opposed to breaking them into corresponding sections, as the grid system used for this documentation, while necessary to document and describe so large a geographic area, is

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nevertheless arbitrary. Where this occurs in the documentation, associated features like bridges and retaining structures are nevertheless itemized in the grid unit in which they are located, even if the roadway is described in an adjoining grid unit. The heading "Associated Features" indicates elements which are directly associated with the roadway, such as bridges, drainage infrastructure and retaining walls. Features not directly associated with the road system, such as buildings, are itemized under the heading "Architectural & Other Features."

A majority, but not all, of the nominated historic district and carriage road system is situated north/west of Bedford Road and south of State Route 117. There are additional areas of the district north of State Route 117, within map unit B-1; west of U.S. Route 9, in map unit A-1; and east of Bedford Road, in map units E-1, D-2 and E-2. The historic district boundary is entirely west of the Saw Mill River Parkway, State Route 9A, and the Taconic State Parkway, and all but the former Rockwood Hall core portion is east of U.S. Route 9.

**SPECIFIC DESCRIPTIONS BY LOCATION**

**Map Unit A-1**

This area of the historic district corresponds with the former Rockwood Hall property first improved for William A. Rockefeller in the mid to later 1880s. The centerpiece of this property, with its commanding views of the Hudson River and the rugged scenery of Rockland County on the opposite shore, was a commodious 204-room stone villa erected in 1886 and demolished in the winter of 1941-42. What remains today of the estate, which at its high-water mark numbered approximately 1,000 acres, are the podium upon which the villa was built and portions of the designed landscape around it, the latter having been overseen by the firm of Frederick Law Olmsted Sr., and the series of carriage paths which in time connected the Rockwood Hall property with those lands to the east developed by John D. Rockefeller Sr. and son.

The westernmost carriage road within the historic district, and among its many signature trails, is the *Lower Loop* (LO), which follows the course of the Hudson River on a flat north-to-south alignment. Beginning at its northernmost extreme, at the road's intersection with the *Rockwood Hall Brook Trail* (RB), the road follows a generally straight but gently undulating course bordered on the east by a narrow open grassy field checkered with mature hardwood and conifer trees. There is a narrow border along the west, river-front side, as the grade on that side quickly falls away and down towards the railroad right-of-way, which adjoins the river; the views of the river are filtered when the vegetation is leafed out. Approximately halfway from its northernmost point the *Lower Loop* trail intersects with the *Middle Trail* (M), a short spur which connects with the *Upper Trail* at a point immediately north of the house site and *Foundation Loop* (FO). The *Middle Trail* climbs slowly but steadily in a

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southeastern direction from this point, curving to the east before turning again to the south, and takes in views of the adjacent *Lower Loop* and beyond it the Hudson River. As for the *Lower Loop*, it continues in a southerly direction before turning eastward in a series of curves before turning again to the north where it meets a short spur which terminates at a dedicated parking area west of Rockwood Road and immediately south of Kendal Way, which serves as an extension of Route 117.

The *Foundation Loop* is a tight central loop of serpentine nature at the core of the Rockwood Hall property and is approached from the south by means of the spur which connects with the parking area. After moving through a narrow passage, which is bordered on the south side by a prominent stone outcropping studded with hardwood trees the road, which in this core area of the estate is laid with stone pavers, turns gently to the northwest; at that point the landscape opens up in dramatic fashion, with views of the Hudson River and Rockland County beyond the tall trees near the shoreline or which otherwise checker the landscape. Proceeding northward, the villa site begins to come into view, though partially obscured by mature plantings in the form of non-native ornamental specimen trees. The trail continues a gradual ascent to the north, towards the villa site, with a section of the loop extending in a northeasterly direction, downhill and following an undulating course. The view shed includes, to the south, the vast expanse of the Tappan Zee and the Governor Mario M. Cuomo Bridge and, to the southwest, the Nyacks, with more filtered views to the northwest. There is a considerable sense of elevation at this location, the beauty of which is greatly enhanced by the large ornamental trees which were planted under the advisement of Olmsted's firm. These included copper, weeping and cut-leaf beech and cucumber and flowering magnolia. The loop, which extends to the east, is also laid with stone pavers and it passes underneath weeping beech trees before turning to the north and crossing through a formal stone feature which matches the design characteristics of the house podium, so far as material and execution; this is a remnant of Rockwood Hall's commodious stables, which rose immediately to the east. This location on the east side of the loop provides an ideal position from which to observe the house site, to the west, between which is a flat grassy expanse with scattered trees. The roadway then loops back to the west where it intersects, just north of the house site, with the *Upper Trail*.

The *Upper Trail* (UP) extends in a northerly direction from the *Foundation Loop* and, after passing its intersection with the *Middle Trail*, begins to rise in elevation while the *Middle Trail* begins its descent towards the *Lower Loop*. There is a brief feeling of constriction as the roadway rises, due to the narrower margins with stone outcroppings and the decreasing view shed. The *Upper Trail* then moves underneath a dense stand of hardwood trees beyond which lies a visible expanse of open space, thereby creating a sense of anticipation for the landscape beyond. The road then enters this open area, which is characterized by grassy meadow interspersed

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and bordered by hardwood trees and conifers to the east and north. It is around this point that the stone paver surface gives way to the more accustomed crushed-stone surface. After traversing a long straight run the landscape to the west also opens up, and there is a long but cropped view of the Hudson River and Hook Mountain in Rockland County. The road then turns somewhat sharply to the east, then southwards, where it reenters the woods and where a short connector provides communication with the *Rockwood Hall Brook Trail* (RB). This road moves through a narrow ravine under the canopy of mature hardwood trees in a northwesterly direction, crossing the watercourse on a series of five closely spaced bridges. The landscape there is intimate in nature, the route of the roadway wending through a narrow ravine with the view shed limited to immediate features. Conspicuous among the character-defining natural features of this location are the extensive rhododendron, which were by all indications introduced there and in other parts of the estate during its early history. The road then continues along the course of the brook before intersecting with the *Lower Loop*.

This map unit also includes a portion of *Peggy's Way* (PW), a non-contributing section of road which was improved in 1996 from what was, at the time of the 1957 map, a bridle path.

Associated Features

*Bridges B-001 to B-006 (RB); 6 contributing structures*

Six small bridges of the standard open-deck type, with stone abutments, concrete slab decks and synthetic protective railing.

Architectural & Other Features

*Rockwood Hall Villa Foundation (ca. 1886); 1 contributing structure*

This extensive cut-stone foundation and retaining feature with earthen fill served as the podium upon which the Rockwood Hall villa was constructed and was retained after the house's demolition in the early 1940s. It was erected with granite masonry laid up in random-range ashlar with smoothly dressed coping stones, belt courses and stairs. The east elevation includes two flights of stone stairs which rise from grade level to a central landing, beyond which is a rectangular-shaped area with half-round extensions on its north and south sides; that area served as an open terrace. Above this terrace is the flat podium upon which the villa once stood and which provides an excellent vantage point from which to view the surrounding Hudson River Valley landscape. The west elevation has a curving half-round projection which echoes the smaller ones on the eastern elevation and which served as a central vantage point from which to view the surroundings. To the west, below this flat expanse upon, is a second terraced area with undulating wall. Two flights of stone steps on the west elevation accounted for the differing grade levels. There is also a prominent rounded wall bordering the upper podium



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on its northeastern side and to the southwest is a long section of retaining wall that diminishes in height before terminating. Although the house is no longer extant, the site provides considerable evidence of its remarkable scale and breathtaking position above the adjacent landscape.

*Rockwood Hall Carriage Barn Feature (ca. 1886); 1 contributing structure*

A cut-granite wall feature matching the characteristics of the house podium. It consists of walls and associated piers laid in random-range ashlar with smoothly dressed coping stones. Historic mapping of the estate indicates this infrastructure is directly related to the estate's stables.

**Map Unit B-1**

This part of the Pocantico Hills estate property, located east of Rockwood Hall, includes most of a large parcel of land under private Rockefeller family ownership, Fieldwood Farm (the balance falls within Unit A-1), in addition to lands to the east contained within the boundary of the RSPP. There are changes to the carriage road system which are apparent in comparing existing conditions with the 1957 map; the construction of Route 117, the course of which bisects the lower portion of the grid, was in large measure responsible for alterations made to the road system in this vicinity, which included the reworking of a number of smaller trails, or bridle paths, into carriage roads subsequent to the 1957 map revisions. This unit contains all but a very small portion of the *Pocantico River Trail* (PR), the balance of which is located to the east, in unit C-1; all of the *13 Bridges Trail* (TB); a majority of the *Eagle Hill Trail* (EH), the balance of it being to the south, in unit B-2; the *Old Croton Aqueduct Connector Trail* (OC); and parts of the *Witches Spring Trail* (WS) and *Big Tree Loop Trail* (BT), the balance of which are located in unit B-2 (a small portion of *Big Tree Loop* is also included in A-2). The portions of the system north of Route 117—the *13 Bridges Trail* and the northern part of the *Pocantico River Trail*—are unchanged and reflect pre-1957 historic conditions. South of Route 117, the *Eagle Hill Trail* is also largely unchanged, as are the *Witches Spring* and *Big Tree Loop* trails, excepting where changes in alignment were made near their intersection with Route 117. It appears that the *Spook Rock Trail* (SR), which forms a connection between the *Witches Spring* and *Big Tree Loop* trails, was a bridle path at the time of the 1957 map and as such is not considered historic in the context of this nomination.

From its intersection with the *Old Sleepy Hollow Trail*, where a bridge conveys the roadway over the Pocantico River, the *Pocantico River Trail* follows a northerly orientation. After crossing the river, the road follows a gently curving orientation with the river located alongside it to the east and a hillock with large rock outcrops, stone walls and mature trees to the immediate west. Oak, maple, hemlock, and beech are conspicuous among the tree species which provide a tall canopy above the roadway. The river, the banks of which are augmented by

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stonework, is at times screened by overhanging limbs and deadfall. The road then assumes a relatively straight orientation as it passes underneath the double-span concrete and steel Route 117 bridge, where a wood split-rail fence aligns the river side. After passing underneath the bridge, the roadway begins a gradual ascent, continuing in large measure to follow the course established by the river, and there Rockefeller Teeth serve as protection from the increasingly steep drop-off on the river-side moving north. As the roadway continues its northward orientation, ascending gradually, the river and roadway veer away from one another; following a large serpentine curve, which is aligned on one side with Rockefeller Teeth, the roadway passes a short spur to the east which connects with Sleepy Hollow Road, and briefly visible in the distance are domestic properties situated alongside it. The road then passes a prominent hillock on the west side, which is characterized by large rock outcrops and towering hardwood trees, before it begins a long and gently looping curve to the west, still ascending gradually, with a wetland located to one side. A short distance from that point the trail terminates at its intersection with the *13 Bridges Trail*.

From this intersection the *13 Bridges Trail* follows a northeasterly orientation and ascends gradually. This part of the roadway is characterized by a series of relatively tight curves, the surrounding landscape being noteworthy for its rugged quality characterized by massive rock outcrops and a dense mixture of mature deciduous and coniferous trees. The continuing rise in grade accounts for a steep drop off on the southeast side, where a large stone retaining wall and Rockefeller Teeth are present; at this point the roadway looks back over the *Pocantico River Trail* and the wetland area situated between the two. Continuous but gently laid-out curves conform with the topography as the road's alignment shifts north and then turns more sharply in a southeasterly direction around a prominent hillock, at which point the gradient flattens before beginning a gentle descent. A short distance before reaching its northernmost point the roadway traverses a stone culvert, and just beyond that point the first of the series of bridges from which this road takes its name comes into view. The road then turns sharply to the south via a tight loop, the outer edge of which is protected by Rockefeller Teeth, decreasing in grade, and begins a decidedly southward but gently meandering orientation corresponding with the course of Gory Brook, which it follows from that point to the road's intersection with Route 117. The roadway then crosses the northernmost bridge, which spans a small rock-strewn watercourse which empties into Gory Brook, and from that point traverses through a mature and dense forest of hardwood trees and scattered conifers. The views from the roadway there extend well into the distance and increase the anticipation as the trail moves through the landscape. The roadway passes a spur to the west, which provides access to a part of the historic estate which is now under private ownership, Fieldwood Farm, by way of a small bridge which spans Gory Brook. It then enters what might be termed its signature sequence, as the roadway assumes a serpentine

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alignment while traversing 10 bridges in relatively rapid succession, beneath a canopy of towering trees which provide a sense of seclusion and intimacy as road and brook intermingle. The bridges are of uniform design, with stone abutments and wing walls and concrete-slab decks with railing; in one instance the wing wall of the bridge was extended to form a stone-lined bank for Gory Brook. As it approaches Route 117 it passes the *Old Croton Aqueduct Connector Trail*, on the west side, in addition to a bridge from an earlier now unmaintained roadway, it being of reinforced concrete construction with metal pipe railing; this appears to be Bridge 40 on the 1957 map. The eastern portion of the *13 Bridges Trail* provides for communication between Route 117 to the south and its intersection with the *Pocantico River Trail* to the north. A non-historic elevated bridge now conveys the road over Route 117.

Prominent among the geographic features in Unit B-1 is Eagle Hill, accessed by means of the *Eagle Hill Trail*, a portion of which falls within Unit B-2 but which will nevertheless be described in its entirety here. The *Eagle Hill Trail* extends in a northwesterly course from the intersection of the *Old Sleepy Hollow Trail* and the *Pocantico River Trail* before assuming a more westerly orientation, rising as it progresses to its northernmost point, where it then turns to the south. Beyond that point the road follows a long tight loop to the east with a smaller and then a longer and more prominent section of retaining wall being present on the south, or uphill side, of the roadway; the stonework of these walls, which at first glance is of a rough nature, was nevertheless meticulously executed in characteristic Pocantico Hills fashion, the stones being carefully fitted and the gaps between “chinked” with smaller stones. The road then turns to the southwest, following the natural contours, this curve and its elevated position being protected on the downhill side by Rockefeller Teeth and a corresponding section of retaining wall; a small drain feature with corresponding arched stone was worked into the Rockefeller teeth. Conspicuous on the uphill side of the road is a mature beech tree, the trunk of which has been carved with initials; the root structure of this tree has been in part sustained by a small and simply laid stone wall, indicative of a desire to keep it *in situ*. Beyond this point the road splits to form a loop which traverses the summit of Eagle Hill. As the eastern part of this loop approaches its southernmost point, the roof profile of Kykuit can be viewed in the middle distance, to the southwest, just above the treetops. The road then turns to the northwest, and from there are visible the Tappan Zee of the Hudson River and the Governor Mario M. Cuomo Bridge, to the southwest, and Hook Mountain in Rockland County to the west; also visible to the distant north, through the trees, are landforms further to the north, in Orange County. Nearby a stone-slab bench offers an inviting place for rest and contemplation. There is a clear sense of elevation at this location, with its open and filtered views of the estate and the larger landscape beyond. As for the area within the loop, the actual summit of Eagle Hill, it appears from the roadway as a low rise which is studded with rock outcroppings and from which rises

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both older and newer hardwood trees. The road then passes a substantial stone retaining wall on the uphill side as it passes along the west and north side of Eagle Hill before the loop terminates. The segment of the road that extends eastward to the Pocantico River and the *Old Sleepy Hollow Trail* and the *Pocantico River Trail* provides a vantage point from which to view the upper roadway and the long retaining wall that aligns the beginning of it. It then continues its descent towards the level of the river, moving past a particularly rugged stone outcrop and shielded under the canopy of tall hardwood trees.

The *Gory Brook Trail*, which in essence forms a continuation of the *13 Bridges Trail* south of Route 117, follows a generally straight alignment along the west side of Eagle Hill. Moving northward from its intersection with the Pocantico River (within Unit B-2), which it crosses on a small bridge and which has stone-lined banks, the roadway begins a gradual ascent with long views of the hardwood-tree shaded road corridor extending into distance. There is a strong contrast in the character of the landscape there; to the west is a flat open expanse of wetland, while to the east is the steep western side of Eagle Hill, which is strewn with large boulders and scree fields and punctuated by dense hardwood forest. The roadway passes a spur on the west which provides access to the *Witches Spring Trail*, before arriving at a spur on the east side which communicates with the *Eagle Hill Trail*, before crossing under Route 117, at which time the *13 Bridges Trail* begins. A massive stone retaining wall is present on the uphill side of the eastern spur.

*Big Tree Loop*, the southern portion of which extends into units A-2 and B-2, includes a loop on its northern side, immediately south of Route 117 and near to where the *Old Croton Aqueduct Trail* crosses it on an elevated bridge. From the intersection of the *Witches Spring* and *Pocantico River* trails, *Big Tree Loop* begins to ascend immediately into the woods, bounded on its west side by an elevated rocky ridge. After passing a retaining wall on its west side, the road follows a gently curving alignment with high rock outcrops to the west and woods and dense undercroft to the east. Conspicuous are the towering hardwood trees which align with the roadway to either side and presumably provided this road with its name. The accompanying landscape there is rugged in character, and after passing two short runs of retaining wall on the west, uphill side, the roadway continues its gradual ascent before passing a second series of retaining walls with drains, again on the west side of the road corridor. The road then splits to form the northern loop, the western spur moving between rock studded hills to either side, and under a tall canopy of hardwood trees. After passing the intersection with *Peggy's Way*, the din of vehicular traffic is perceptible, given the proximity to Route 117 and Route 9. After passing the spur which provides access to the *Old Croton Aqueduct Trail* over Route 117, the roadway continues its ascent; it then crests and widens, and there is a distinctive sense of elevation at this point. The loop then terminates at the road's intersection with the *Spook Rock Trail*, named for a prominent and nearby prominent glacial erratic. After

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passing by this distinctive feature the road turns sharply to the southeast, bending and descending as it passes over pipe culvert drains before intersecting with the *Witches Spring Trail*.

The *Witches Spring Trail* extends in a southwesterly direction from the *Gory Brook Trail* and crosses the Pocantico River before turning and assuming a largely north-to-south orientation. After passing its intersection with the *Spook Rock Trail* it follows a generally straight course, with Gory Brook to the east; the roadway in this vicinity largely follows a straight alignment, and there are long views along the road corridor as it moves in a southerly direction, tending slightly to the west. After passing a retaining wall on the west, or uphill side, the road crosses over a pipe culvert, and beyond this point there are filtered views of the wetlands and Gory Brook to the east. Mature hardwood trees provide a natural canopy under which the road moves. Soon thereafter Gory Brook veers away to the east briefly from the travel corridor before turning again to the west, and at that point there is a substantial retaining wall with Rockefeller Teeth on the brook side, though some of the “teeth” have been toppled and are no longer in position. It is in this area that Gory Brook meets and gives way to the Pocantico River. The roadway then passes a substantial retaining wall on the uphill side and soon thereafter approaches a bridge that spans the Pocantico River (in Unit B-2). This is an intimate stretch of the carriage road system and conspicuous among its setting is the peaceful murmur of Gory Brook and the Pocantico River, which flow beneath forest canopy astride the road corridor.

Associated Features

*Bridges B-27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39 (TB); 13 contributing structures*

Fourteen small bridges of the standard open-deck type with stone abutments, concrete slab decks and synthetic protective railing.

*Bridge B-40; 1 contributing structure*

Bridge over Gory Brook with concrete abutments and wing walls, a concrete deck, and metal protective pipe railing; it is no longer in active use and appears to have been abandoned for some time.

*Bridge B-007/13 Bridges Trail east spur over Route 117; 1 non-contributing structure*

Built ca. 1970, this bridge has concrete abutments, a steel-girder frame which sustains a concrete and wood deck, and metal parapet panels.

*Bridge B-008/Old Croton Aqueduct Trail (OCA) over Route 117; 1 non-contributing structure*

This bridge is of identical physical characteristics, and located west of, Bridge B-007.

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*Bridge B-009/Bridge over Pocantico River at SH/PR intersection; 1 non-contributing structure*

Post-1960 bridge with steel frame and railing, concrete abutments and wood deck.

*Spook Rock (SR); 1 contributing object*

A large and visually prominent glacial erratic.

*Stone Retaining Wall (PR)*

*Stone Retaining Wall (spur between Eagle Hill Trail and Gory Brook Road Trail)*

*Stone Culvert (TB)*

*Stone retaining walls (EH)*

*Retaining walls and Rockefeller Teeth (BT)*

*Retaining wall (WST)*

**Architectural & Other Features**

*Fieldwood Farm (ca. 1940-41 & later); 4 contributing buildings*

This domestic enclave includes the 1940-41 main house and gatehouse lodge, in addition to a 1941 barn and a guest house. It was developed for the family of John D. Rockefeller III and dates to within the period of significance.

**Map Unit C-1**

This portion of the district map grid in large measure corresponds with the area south of Route 117 and centers on Swan Lake and the sections of roadway situated to that waterbody's immediate north, west, south and southeast. It contains all of *Deer Run* (DR) and the *Overlook Trail* (OV) in addition to portions of *Ash Tree Loop* (AS), *Brother's Path* (BP), the *Farm Meadow Trail* (FM), and the *Rockefeller Family Trails* (RFT). *Brother's Path* aligns the shoreline of Swan Lake and intersects with, moving from the northern point of the lake in a clockwise direction, *Deer Run*, the *Old Railroad Bed Trail* (RR) [in adjacent unit D-1], the *Ridge Trail* (RI), the *Rockefeller Family Trails*, and the *Farm Meadow Trail*, which provides communication with *Ash Tree Loop*. It also includes the *Old Sleepy Hollow Road Trail* (SH) and *Nature's Way* (NW), both of which post-date 1957, the former being, as its name implies, an earlier road bed later incorporated into the trail network—those two sections do not contribute to the significance of the nomination. The remaining sections of carriage roadway in unit C-1 date to the historic period.

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*Brother's Path* encircles Swan Lake, all but a small portion of which is located within map unit C-1, the balance being in D-1. It is situated on flat gradient and characterized by long straightaway stretches of alignment punctuated on the lakeside by Rockefeller Teeth. This roadway provides filtered and at times open views of the lake and on its western side views uphill to the open meadows which rise above it, corresponding with the route of the *Overlook Trail*. A portion of the road on this side of the lake, on the uphill side opposite the shore, is aligned by a rough stone retaining wall; on the opposite (east) side of the lake the portion of the road opposite the shore is punctuated by conspicuous rock outcrops.

*Deer Run* is a loop that extends northwards from *Brother's Path* at the north end of Swan Lake and intersects with it at two different points. It is a relatively short and compact loop bordered by a mature hardwood forest with a high canopy shading the road corridor. A portion of the northeastern-most alignment is bordered by a rough stone retaining wall, and the overall landscape is presently characterized by stone farm wall remnants, glacial erratics, dense undergrowth and thick deadfall. The descent along the eastern portion of the trail provides for filtered views southwards towards the lake. This loop was to some extent compromised by the construction of Route 117, which is located less than an eighth of a mile away, at its closest point, from the north side of the loop.

The *Overlook Trail*, as its name suggests, provides an elevated vantage point from which to view Swan Lake, to the east, and its immediate surroundings. From its intersection with *Brother's Path* at its northern extreme, it rises in elevation through a tight hairpin curve and from there enters into an open grassy meadow punctuated by mature hardwood trees, oak predominately; it subsequently enters an area bordered by dense hardwood forest and vegetation, scattered glacial erratics and small rock outcroppings as it approaches its two intersections with *Ash Tree Loop* and its southern terminus at the *Old Sleepy Hollow Road Trail*. The *Overlook Trail* features varied topography and offers signature easterly and northeasterly views of Swan Lake from the largely open meadow area.

From its east intersection with the *Overlook Trail*, *Ash Tree Loop* descends, following the contours of the land, before it intersects with the *Farm Meadow Trail*, which leads in a northeasterly direction to the south end of Swan Lake. A second spur, which intersects with the *Overlook Trail* a short distance to the north, follows a southerly alignment, tending to the west, before intersecting with the *Rockefeller Family Trails* in Unit C-2. The surrounding landscape of the first spur is characterized by dense hardwood forest and undergrowth, small rock outcroppings, glacial erratics, and partial stone walls.

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Associated Features

*Swan Lake Dam (ca. 1931-32); 1 contributing structure*

Architectural & Other Features

*Rockefeller State Park Preserve Headquarters, Visitor Center & Gallery; 5 non-contributing buildings; 1 non-contributing structure*

The principal RSPP entrance and related visitor and maintenance facilities are located off Route 117 a short distance to the northwest of Swan Lake. This facility consists of the preserve headquarters and a nearby gallery, which has public restrooms (2 non-contributing buildings) in addition to two small maintenance buildings, an interpretive pavilion, and a toll booth (4 non-contributing buildings), which are disposed around two large paved parking lots. Curving stone walls with corresponding swinging metal gates mark the entrance from Route 117 (1 non-contributing structure).

*Tarrytown High Pressure Reservoir; 1 non-contributing structure*

An unassuming rectangular-plan structure, flat roofed, of reinforced concrete construction.

**Map Unit D-1**

This map unit contains that section of the district which is framed by Route 117 to the north and Bedford Road to the east. It contains all of the *Old Railroad Bed Trail*, *Peaceful Path* (PP) and the *Brook Trail* (BR), all but a small segment of the *Ridge Trail* (the balance of which falls within unit C-1), and portions of the extensive *Rockefeller Family Trails*. It additionally contains *David's Loop* (DL), *Lucy's Loop* (LL) and the *Equestrian Access Trail* (EA), all which post-date 1960 and as such do not contribute to the significance of the nomination. This unit also contains the balance of Swan Lake. A portion of the farm barns complex is also located within this grid, and the roads to the immediate north offer an elevated vantage point from which to view that historic agricultural complex and its accompanying agrarian landscape. There is considerable variation in the landscape in this area of the historic district, which includes expansive southerly views across open fields towards Bedford Road and the wooded hills beyond, and the more intimate experience offered by the course of the *Brook Trail*, which meanders through a wooded ravine alongside a small watercourse and over a series of bridges.

The *Old Railroad Bed* and *Peaceful Path* together form a continuous loop of varied character northwest of Swan Lake. It is largely composed of original alignment, save for a section at its northeast extreme, which was apparently rerouted after the construction of Route 117, at which time an associated access gate on Old Sleepy Hollow Road was also removed; no evidence of the latter remains. The southern part of the loop is formed by the *Old Railroad Bed* which, as its name implies, is a section of reworked railroad right-of-way. That part of the



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loop extends in a northeasterly direction from Swan Lake in a long gradual arc before assuming a more northerly course. The road is aligned for a time on a high earthen berm with a steep drop off to either side, and at some points is approximately 25' above flanking wetlands; Rockefeller Teeth provide protection on either side of the alignment. The elevated nature of this trail provides a distinctive element of the experience, and the high berm eventually gives way to a flat expanse with a high rock outcrop on the east side, presumably an earlier rock cut made during the construction of the railroad in the nineteenth century. The alignment of the old railroad grade is visible as it enters the woods, the point at which the carriage roadway turns sharply to the east and *Peaceful Path* begins; as with *Deer Run*, the proximity of Route 117 to *Peaceful Path* has to some extent impacted the original experience, and in this instance additionally called for a minor modification of the alignment. *Peaceful Path* turns to the south and then westward before crossing over a stream which emanates from Pocantico Lake, over a long bridge flanked by wood hand-railing. The bridge provides a suitable position from which to view an intimate landscape vignette centering on the stream's southward course.

Extending from the *Old Railroad Bed* a short distance from its terminus at Swan Lake is the *Brook Trail*. This roadway follows a curving, northeasterly course before turning sharply to the south by means of a tight hairpin curve and then follows a southeasterly alignment before turning again to the south and terminating at a section of the *Rockefeller Family Trails* immediately west of Bedford Road. A total of seven bridges are present along its course; four of these are closely staggered near the center of its course, and there the road playfully crosses back and forth over the adjacent rock-strewn brook. This roadway's meandering course follows the contours of the land, first alongside the northern edge of a rise of land that culminates in a 540' hill northeast of the stone barn complex, and from there southward through a ravine.

The *Ridge Trail* follows a similar alignment to the *Brook Trail*, which is located north of it; it extends in a roughly northeasterly direction from Swan Lake before turning to the southeast, albeit less dramatically than the *Ridge Trail*, before terminating at a spur of the *Rockefeller Family Trails* west of Bedford Road. As it moves away from the lake the trail begins to ascend, bordered by rock outcrops and dense forest with both mature and newer growth; there are also large glacial erratics and stone walls. As the trail turns northeast there is a relatively steep drop off to the west towards the lake. After intersecting with a spur of the *Rockefeller Family Trails*, the trail comes within close proximity of the *Brook Trail*, the two communicating with one another at that point by means of a narrow path. After passing within sight of a maintenance yard, which is well-screened from the trail, the *Ridge Trail* exits the woods and enters an expansive open area consisting of stone-lined fields marked by prominent stone outcrops and mature hardwood trees, some standing alone, and others in copses; it then intersects again with the *Rockefeller Family Trails* before terminating at another spur of the same. The point at

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which the roadway exits the woods and enters the open landscape with expansive views is dramatic and speaks effectively to the complexity of the landscape the network traverses and the marked contrasts in landscape qualities it offers.

The remaining areas of roadway within this grid unit are all part of the *Rockefeller Family Trails*, immediately north and east of the farm barn complex, and they traverse the open, rock-strewn and stone walled fields that characterize that part of the estate. One spur extends westward from the *Ridge Trail* and intersects with a second roadway which moves in a southerly direction, its course flanked to either side by rubble-filled stone walls. Bedford Road is visible in the distance, beyond which are open fields and wooded hills. The viewshed here is expansive and dramatic, and the surrounding landscape one of distinctly pastoral sentiment. Continuing in a westerly direction, the roadway climbs gradually up to a knoll, flanked by stone walls, before turning to the south, where it intersects with a roadway which occupies an elevated position above the stone barn complex, which is visible in the middle distance to the south. Active agricultural fields occupy the area between this position and the barn complex. Moving southeasterly from that point, the roadway passes beneath a canopy of hardwood trees, flanked all the while by stone walls, with filtered views of the adjacent landscape in the distance, before intersecting with another spur which roughly follows the course of Bedford Road, the alignment consisting of two long straight runs with relatively sharp, angular turns.

Associated Features

*Bridges B-11, 12, 13, 14, 15, 16 and 17 (BR) and Bridge B-18 (PP); 8 contributing structures*

8 small bridges of the standard open-deck type with stone abutments, concrete slab decks and synthetic protective railing. The bridge located on *Peaceful Path* (B-18) has extended synthetic railing on either side of the approach to the actual span.

Architectural & Other Features

*Farm Barn Complex (ca. 1930-33; architect Grosvenor Atterbury); 1 contributing building.*

A sprawling and impressively scaled barn complex of Norman-inspired conception, consisting of many attached component parts arranged with perpendicular roof ridges built around a hollow-core, creating a central open courtyard. The barn complex is characterized by a series of gable-roofed units of various height and footprint, the roofs of which are punctuated by dormers and cupolas, with the largest section occupying a central position on the north side. The complex is distinguished by its scale, the character and quality of its stonework, the complexity of its roof silhouette, and the way in which the units engage with one another and, additionally by two large stone silos which rise from the north side.

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**Map Unit E-1**

This north-easternmost grid unit of the historic district includes portions of the *Rockefeller Family Trails*, the *Buttermilk Hill* trail (BH), and most of the *Laurance's Ridge* trail (LR). It additionally includes the large *Lucy's Loop* trail, though that roadway constitutes a post-1957 development and thus is not considered contributing in the context of this nomination. Its preeminent geographic feature is the escarpment which defines the estate's eastern boundary, inclusive of Buttermilk Hill, and which extends southwards into units D-2 and E-2.

After crossing underneath Bedford Road, by means of the underpass created by the bridge designed by Charles W. Stoughton, a curving spur of the *Rockefeller Family Trails* intersects with *Lucy's Loop* and, a short distance to the southeast, the *Buttermilk Hill* trail. From that point the latter roadway assumes a northerly orientation before turning to the southeast, around Buttermilk Hill, where it gives way to Laurance's Ridge, which follows a southwesterly orientation before intersecting with the *Goat Trail* and *Ferguson's Loop* in Unit E-2.

From its southern intersection with the *Goat Trail* and *Ferguson's Loop* and moving in a northeasterly direction towards Buttermilk Hill, *Laurance's Loop* begins a gradual, gently curving ascent, alongside the steep eastern escarpment, which is thickly wooded. Although remotely located, the din of vehicular traffic from the distant Saw Mill River Parkway partially encroaches on the solitude inherent in that location. As the roadway continues to climb, the ridge to the immediate west, which is characterized by rock outcroppings, mature hardwood trees and some hemlock, rises with it. To account for this steep hill to the west and the potential for it to impact the roadway, considerable stone retaining walls were constructed, these being formed of undressed granite and being incorporated into naturally occurring outcrops, which serve a similar retaining function. While formed of only rough stone, there is nevertheless a high level of craftsmanship visible in the construction of the retaining walls, given the meticulous nature in which smaller stones were chinked into the gaps between the larger masonry units, similar in that regard to the work executed on the walls on Eagle Hill. After passing a large rock scree on the hill to the west, the roadway completes its ascension, with a series of Rockefeller Teeth indicating the sharp fall off to the east. There is a decided sense of elevation at this point, with filtered eastern views of the valley to the east, the Hawthorne area, and the hills further to the east. The roadway then curves around Buttermilk Hill, the landscape of which is characterized by small stone outcrops and deciduous trees, and shortly thereafter assumes that name; as it turns to the west there is a relatively steep drop off in grade to the north, that area being densely wooded, and an open meadow to the south. Shortly thereafter the roadway turns to the southeast and begins its descent, following a serpentine alignment. Substantial stone outcrops align the road on its eastern side, and as its course continues to the south and then to the west there are filtered views of

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the open fields in the vicinity of Bedford Road, and more distant features such as the raised landforms in Rockland County.

The alignment then exits the woods and the *Buttermilk Hill* road gives way to the *Rockefeller Family Trails*. This location highlights the sharp contrast between open and wooded expanses, as the roadway enters an expansive open area with a panoramic view shed. This area consists of gently undulating hilly pasture and meadow land which is punctuated by scattered trees, including some apple trees that remain from an earlier orchard, and is framed to the southwest by wooded hills. The landscape is pastoral in character, with grazing cattle and broad open skies, and markedly different in nature from the more rugged terrain of the *Buttermilk Hill- Laurance's Ridge* section.

Associated Features

*Retaining walls (LR, west side; LR, east side)*

*Rockefeller Teeth (LR)*

Architectural & Other Features

N/A

**Map Unit A-2**

This map unit contains a very small portion of the nominated carriage road system and estate landscape, in its extreme northeast corner. Located within it are a small portion of *Big Tree Loop*, a contributing section of roadway, as well as a portion of *Peggy's Way*, a non-historic part of the current road system which was improved from what was a bridle path in 1957 into a full crushed-stone roadway in 1996. These are situated east of the Old Croton Aqueduct right-of-way, which is briefly visible, along with the northern portion of the Sleepy Hollow Cemetery, which is located on its opposite, west side of the aqueduct. The balance of *Big Tree Loop* is located within map units B-1 and B-2 and is described therein.

Associated Features

N/A

Architectural & Other Features

N/A

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**Map Unit B-2**

This portion of the map grid includes the southern portion of the *Pocantico River Trail*, the southern portions of the *Witches Spring Trail*, *Gory Brook Trail* and *Eagle Hill Trail* (the descriptive narratives of which appear in Unit B-1), *Canter Alley* (CA), which is one of the estate's more iconic roadways and, as its name suggests, a section of road with even grade and straight alignment, and portions of the *Rockefeller Family Trails*. There is a major convergence of the road system in this unit, pivoting on a bridge (Bridge 4) which spans the Pocantico River slightly north of *Canter Alley*. It includes both rugged and densely forested areas as well as considerable areas of open pasture and meadow, south of Eagle Hill, north of Cedar Hill, and west of *Canter Alley*. It also includes some of the estate carriage system's most architecturally sophisticated bridges, which are of reinforced concrete and stone construction, those being Bridges 4, 5 and 6. The southwestern portion of the grid, west and southwest of Cedar Hill, includes a sequestered portion of estate under private ownership and not accessible by the public, but which maintains a small portion of the original circulation system. This map unit additionally includes the western half of the Park, with the balance falling within C-2. The resources located within this 250-acre area, which was previously designated, have been itemized, including those resources that were not previously counted nor documented in the NHL nomination.

From its intersection with the *Old Sleepy Hollow Road Trail* in Map Unit B-1, the southern portion of the *Pocantico River Trail* follows the course of the Pocantico River, which runs astride of and immediately east of it. The roadway moves beneath a high forest canopy consisting largely of mature hardwood trees but with some newer-growth hemlock, a conspicuous rock-strewn hill rising to the west. The roadway then passes a retaining wall on the west, or uphill side, and there are filtered views along its course of the road corridor, river and surroundings. There is a solid stone wall along the east, or river side, the considerable scale of which can be appreciated when viewed from the level of the river. The roadway then passes a long series of Rockefeller Teeth, which protect the falloff to the east, with large stone outcrops being located on the uphill side. The roadway then begins to descend, with mature sycamores being conspicuous among the tree species, and beyond that point the hill to the west drops off as the road enters an open area, with the stone bridge over the Pocantico River (Bridge 4) now visible in the middle foreground, beneath a bower of tall trees. To the west is an undulating open field which is framed by woods further to the west and which is punctuated by a small copse of hardwoods. The road then curves to the west in a broad arc, nestled between the river to the south and the lower shoulder of Eagle Hill to the north, before turning on a more northwesterly alignment before intersecting with the *Gory Brook Trail* and crossing over the river to its south bank. Continuing, the road crosses the abandoned alignment of Gory Brook Road— "Gorey Brook Road" on the 1957 map— and at that point the former course of the road is visible to

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the south and, to the north, the abandoned concrete deck-type bridge with round-arched parapet which once conveyed this vehicular roadway over the river. Slightly beyond that point the road again approaches the Pocantico River, which bends in a prominent hairpin loop to the north, where Gory Brook joins it; located at that point is a bridge of advanced architectural character (Bridge 5) which crosses the river to meet the *Witches Spring Trail*. This bridge has an elliptical concrete bearing arch and is faced with rough-hewn granite, the arch having stone voussoirs, and instead of a protective masonry parapet aligning the bridge deck, it employs rectilinear oak railing aligned between stone piers. At this point the roadway turns to the southwest, along the east shore of the river, which it continues to follow. At its southernmost point and intersection with the *Rockefeller Family Trails*, the road turns sharply to the north to cross the Pocantico River on one of the carriage road system's signature bridges, noted in 1957 as Bridge 6. This distinctive high-arching bridge features three reinforced-concrete arches, the center one being larger than the other two, all faced with stone voussoirs. The spandrel walls are faced with random-range granite, executed with a discerning level of craftsmanship, and the coping stones of the parapet wall that flanks the deck were cut to have a rounded top. The bridge approach is partially shaded by hardwood trees and conifers, and to the immediate west is the high stone berm of the old Croton Aqueduct, impressive in its own right, into which was built a masonry arch that allows the Pocantico River to pass underneath it and continue on its southwesterly course towards the Hudson River. Extending in a southerly direction from this point is a spur of the *Rockefeller Family Trails*, which, after crossing the abandoned alignment of Gory Brook Road, turns to the east, where it approaches other road spurs and *Canter Alley*. This is a point of exceedingly serene natural beauty within the estate, augmented with substantial and well-built water crossings.

*Canter Alley* is among the more dramatic and noteworthy sections of roadway in the historic district. From its northernmost point, a short distance south of Bridge 4—a single-arch concrete bridge with stone voussoirs and random-range ashlar spandrel and parapet walls, and the arch of which frames a picturesque vignette of the Pocantico River—the road passes a low section of retaining wall and then crosses over two small deck-type bridges before entering its signature sequence. After briefly passing through a narrow, constricted area partially screened by hardwood trees and conifers, the road corridor turns slightly and opens up, at which time it also assumes a relatively straight alignment. The eastern side of the road is bordered by a series of sycamore trees, between which meanders a small brook, the juxtaposition of these natural elements being one of this visual sequence's pivotal features. A narrow, undulating field bordered by trees is located to the east, while the elevated mass of Cedar Hall frames the southern view shed. Progressing southwards, the southern hill becomes more prominent, as does an expanse of open fields to the west; looking back to the north, Eagle Hill frames the

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distant view shed. *Canter Alley* then terminates at one of the *Rockefeller Family Trail* spurs, a section of which passes underneath Sleepy Hollow Road by means of a stone-faced concrete-arch bridge (B-2/Sleepy Hollow Underpass). This bridge has a segmental-arched opening and is faced with stone voussoirs, spandrel, parapet and wing walls, and buttresses fashioned from random-range granite, and it was constructed with a passage for the small brook that runs underneath Sleepy Hollow Road, and which runs through the sycamores adjacent to *Canter Alley*.

One of the spurs of the *Rockefeller Family Trails*, after passing through the Sleepy Hollow underpass to the west side of the road, turns in a tight loop to the southwest as it begins to climb in elevation above its surroundings, along the northwest shoulder of Cedar Hill, the wooded upper portion of which is aligned by a stone wall. After gaining elevation there is an expansive northward view which embraces *Canter Alley* and which is framed to the north by the elevated mass of Eagle Hill. As this road moves in a northwesterly direction, passing alongside the northern slope of Cedar Hill, there is a decided sense of elevation, with open expansive views to the north and east, and filtered views to the northwest, the road being partly shaded by mature hardwoods on the uphill side. The road then narrows and is constricted as it passes through a tree-lined corridor of locust trees and other hardwood species, which temporarily restricts views to the travel corridor. The landscape then opens once more as it passes another spur of the *Rockefeller Family Trails* which descends to the east, bordered by a stone wall. *Canter Alley* is still visible to the east, as is Kykuit, which looms to the southeast. The road then turns to the west and again to the north, with an open view shed framed by Eagle Hill to the north, before it descends rapidly in a series of tight curves towards the Pocantico River; it historically terminated at a gate located at Gory Brook Road.

Immediately adjacent and west of the spur of the *Rockefeller Family Trails*, which traverses the north shoulder of Cedar Hill, is a second section of roadway which closely follows the alignment of the other section. This second spur presently communicates with the private family property on the west side of Cedar Hill and it is evident in contrasting existing conditions with the 1957 map that the westernmost of the two is likely the original road alignment.

On the east side of the Sleepy Hollow Road underpass is a portion of the *Rockefeller Family Trails*, in this instance a tight loop which closely follows the contours of the land and which has its western terminus at a gate located on Sleepy Hollow Road at a point southwest of the underpass. After passing beneath the bridge the roadway comes to a T-intersection; moving in a southwesterly direction from that point, the roadway is bordered to the north by a tall hill with considerable rock scree and down which flows a small brook. The road begins to gain gradual elevation as it approaches its southwesternmost point, where it turns to the south and then to the east,

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under the canopy of both mature hardwood and conifer species, with filtered views back along the roadway and northwards towards the open fields on the opposite side of Sleepy Hollow Road. The curve is framed by tall hemlock trees and the downhill side is protected by Rockefeller Teeth. After the turn the road assumes an easterly orientation, gaining elevation as it moves beneath a high canopy of hardwoods and conifers. There is a sense of elevation as the road gains height, with a steep drop-off to the north and a hill to the south, a short distance beyond which is the boundary of the Park. In addition to conventional drains located on the uphill side, there are additionally a series of drains of a larger type with corresponding pipe culverts. The roadway continues its gradual ascent, following the contours of the land, before assuming a northerly orientation, as it moves through a characteristic landscape of mature hardwoods and conifers and scattered boulders, with filtered westerly views including the roadway's lower spur. After passing a gated spur which leads to Hudson Pines, a private Rockefeller family property, the road exits the woods and enters an open expanse where a fenced pasture is located. From this point, where the upper section of spur meets the lower one, there are distant filtered views through the tree line to the west and northwest, which take in the elevated landforms located on the opposite side of the Hudson River in Rockland County and more distant mountain features in Orange County. At the intersection, to the west, is the lower spur, which shortly thereafter descends back to the point of origin at the underpass and from which, before it turns to the south and descends, are views of Eagle Hill framed in the foreground by fenced pasture with woods beyond. To the north is a spur which moves in a northwesterly direct before intersecting with a gate situated on Sleepy Hollow Road, and which further provides communication with a second spur after crossing Rockefeller Brook on a bridge (B-22). Moving eastward from this intersection, the roadway system crosses into map unit C-2.

Associated Features

*Bridge B-2/Sleepy Hollow Underpass (RFT). Charles Stoughton, architect, ca. 1931; 1 contributing structure*

Reinforced concrete bridge with segmental-arched opening, faced with stone voussoirs, spandrel, parapet and wing walls, and buttresses fashioned from random-range granite. It was built to allow carriage road traffic to pass freely under Sleepy Hollow Road and additionally accommodates the course of a small stream that passes through it.

*Bridge B-3/Lake Road Overpass. Charles Stoughton, architect, ca. 1931; 1 contributing structure*

Reinforced concrete bridge with segmental-arched opening, faced with stone voussoirs, spandrel, parapet and wing walls, and buttresses fashioned from random-range granite. This bridge was built to convey carriages over Lake Road from the Park into the outlying estate areas to the east and beyond; it presently is not in active service.



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*Bridges B-22 (RFT), B-23, 24 (CA), B-25 (spur east of Bridge 4), B-41(PR); 5 contributing structures*

Small bridges of the standard open-deck type with stone abutments, concrete slab decks and synthetic protective railing.

*Bridge 4 (near PR-CA intersection). Charles Stoughton, architect, ca. 1931; 1 contributing structure*

Reinforced concrete bridge with single-arch opening through which the Pocantico River flows; it is faced with stone voussoirs and random-range granite ashlar spandrel and parapet walls. This bridge has a high arching profile.

*Bridge 5 (WST). Charles Stoughton, architect, ca. 1931; 1 contributing structure*

Reinforced concrete bridge with an elliptical-shaped bearing arch that spans the Pocantico River a short distance south of its confluence with Gory Brook. This structure is faced with rough-hewn granite, the arch having stone voussoirs, with sections of heavy sawn oak railing spanning between stone piers, four located on either side of the road bed, the terminal ones have low rounded edges.

*Bridge 6 (PR). Charles Stoughton, architect, ca. 1931; 1 contributing structure*

Reinforced concrete bridge with elongated peaked profile and three arched openings, the central one being larger than those flanking it. The arches are faced with granite voussoirs and the spandrel walls are faced with random-range granite; the coping stones of the parapet walls that flanks the roadway were cut to have a rounded top. It maintains a straight and arched alignment as it crosses the Pocantico River, moving east to west, before turning slightly to the north, the corresponding north wing wall being rounded to accommodate this change in alignment.

*Former Gory Brook Road Bridge; ca. 1920, 1 contributing structure*

Reinforced concrete bridge with concrete deck, abutments and wing walls, and arcaded parapet walls. This bridge once conveyed Gory Brook, since abandoned, over the Pocantico River.

*Retaining wall and Rockefeller Teeth (WST)*

*Stone retaining wall with Rockefeller Teeth (EH)*

*Stone retaining wall adjacent to Beech Tree (EH)*

*Stone-slab bench (EH); 1 non-contributing object*

*Retaining wall (PR)*

*Rockefeller Teeth (PR); (RFT)*

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*Retaining walls (CA)*

*Drains with pipe culverts (RFT)*

Architectural & Other Features

*Hudson Pines Estate (ca. 1938 & later); 9 contributing buildings, 2 contributing structures and 1 contributing site.* This former Rockefeller family domestic enclave, which straddles map units B-2 and C-2, was first developed in the later 1930s. The dwelling, built using salvaged brick masonry from a demolished New York City edifice and designed by the architect Mott B. Schmidt, is a Georgian Revival-style conception with five-part scheme consisting of a pavilioned main block, gable-ended, with gable-fronted flankers linked to the main block by short hyphens. In addition to the main house, this property includes eleven additional features, including a brick gate house with intersecting gable roof, located adjacent to the north side of Bedford Road; a brick gambrel-roofed carriage house with segmentally arched dormers, cupola, and loft hoist on one end; a horse barn with tack room and office; a playhouse; a brick automobile garage; an in-ground swimming pool; greenhouses with office; a barn complex consisting of multiple engaged gabled sections; staff housing; and pasture land, meadows, specimen gardens, an apple orchard, and helicopter pad.

*Rockefeller Family Domestic Property; 5 non-contributing buildings.* This private family enclave is located west of Sleepy Hollow Road/Cedar Hill and east of Gory Brook Road; this property post-dates 1960 and the period of significance.

*25 Sleepy Hollow Road; 1 contributing building.* This story-and-a-half wood-frame dwelling was moved to this location from a nearby site in 1942 at the behest of John D. Rockefeller Jr. It was resided in after that time by the family of an individual employed on the estate; it has most recently functioned as the RSPP manager's residence.

**Map Unit C-2**

This portion of the map grid contains the southern portions of *Ash Tree Loop*, the *Farm Meadow Trail*, and the *Rockefeller Family Trails*; this system of roads extends northward into unit C-2. The area southwest of Swan Lake is notable for its quiet pastoral scenery composed of stone-lined pastures interspersed with mature hardwood trees. In many areas in this vicinity the carriage roads are shielded beneath mature deciduous trees which line both sides of the alignment. This unit additionally includes the balance of the 250-acre Park and most of its built features, in addition to a portion of a large Rockefeller family land holding, which is situated on the east side of Lake Road and contains limited built and carriage road features.

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The easterly spur of *Ash Tree Loop*, from its intersection with the *Overlook Trail*, follows a southeasterly alignment before crossing the *Farm Meadow Trail*, at which time it becomes one segment of the extensive *Rockefeller Family Trails*. At that intersection the roadway begins a gradual ascent up a tree-lined corridor which is flanked by large open pasturage to either side. Approximately one-quarter mile southeast of this point a spur turns to the northeast. This spur leads through a similar tree-lined corridor flanked by open pasture, and at that point traverses a small seasonal stream that runs downhill from the pasture on the east side, over an expanse of exposed rock that interrupts the road surface; there, a small stone-lined collection pool is located on the opposite side of the roadway.

Continuing eastward from map unit B-2 near Hudson Pines, the southwestern-most spur of the *Rockefeller Family Trails* crosses Rockefeller Brook by means of a stone berm with pipe culvert, the north side of the crossing being protected by Rockefeller Teeth. Where the brook exits the culvert, on the north or downstream side, there is a small stone dam which creates an impoundment from which a waterfall emanates. Opening to the east of the berm is a fenced-in pasture area characterized by undulating topography, rock outcrops and small copses of deciduous trees and which is framed by woods in the distance. This is yet another notable landscape vignette within the estate, and one possessed of considerable pastoral sentiment and exceeding natural beauty. At this point the roadway splits into two spurs, one leading northward and the other continuing on an easterly orientation. The eastern spur, which is bordered on the south by chain-link fencing associated with the Hudson Pines compound, and which is partially screened by hedges, approaches two small bridges (B-19; B-20) which convey the roadway over Rockefeller Brook in rapid succession. These have stone abutments, concrete-slab decks and synthetic protective railing. This location is in part sheltered by mature beech and other hardwood and conifer species and offer filtered views back towards the pasture area. As for the northern spur, it aligns the west boundary of the pasture and passes a series of modern barns associated with the Hudson Pines Farm, which are located on the west side of the roadway, before passing an eastern spur which bisects the pasture before ending at a point north of the two bridges; this spur is open and elevated and provides views southwards towards the Park, where both the Playhouse and the roofline of Kykuit can be discerned. Continuing northward past this spur, the roadway exits the open expanse of the pasture area and reenters the woods and begins to descend, moving through a landscape characterized by prominent rock outcrops and towering hardwood trees. The road then passes *Ash Tree Loop*, which extends to the northwest, and shortly beyond there gives way to the *Farm Meadow Trail*, which follows a northeasterly orientation towards Swan Lake, with a spur turning to the southeast. Following the latter spur, the roadway exits the woods and moves through an open area that includes a large fenced pasture to the northeast, characterized by hilly terrain and small copses of

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hardwood trees. This area provides filtered views of the road system and surrounding open space, the character of the landscape being relatively rugged but pastoral (it appears this spur post-dates 1957 and was expanded from what was previously a bridle path). This spur terminates at a T-intersection; turning to the northeast, the roadway begins to elevate, flanked to either side by open fields, before turning sharply to the east, where it intersects with another spur and then a second one in relatively rapid succession, the latter continuing to the north where it gives way to *Brother's Path*. There is a clear sense of elevation at this hilltop position, the view shed being characterized by the juxtaposition of open fields and woodlots.

Moving southward from this point, and still within the extensive *Rockefeller Family Trails*, the road corridor follows a long, straight and open alignment on an elevated berm—at this point the roadway is following an earlier railroad right-of-way—with a long view of the road corridor in the distance, to the point where it reenters the woods. A series of Rockefeller Teeth are aligned along the west, or downhill, side of this alignment, with a private Rockefeller family property being located to the east, on a rise of land. Tall reeds grow in the marshy downhill side, beyond which are views of open pasture checkered with tall individual hardwood and conifer species, more distant woods, and in the middle distance the carriage spur to the immediate west; a large concrete pit silo is also visible. The roadway then reenters the woods, into a landscape characterized by a high hardwood canopy and stone outcrops, and crosses a small stone-lined stream aligned with Rockefeller Teeth before terminating at Bedford Road in the Village of Pocantico Hills.

To the immediate west of this location are several spurs and loops which offer a more intimate, wooded experience, including a westerly spur which follows a gently downhill curving alignment, the brook to one side, under towering hardwoods. This area includes a four-way intersection where the road is conveyed over the brook by means of a concrete slab deck bridge with stone parapet and wing walls, a short distance northeast of bridges B-19 and B-20. The former bridge is not itemized on the 1957 map.

Associated Features

*Bridges B-9, B-19-21 (RFT); 4 contributing structures*

*Bridge B-010/ concrete deck bridge with stone parapet and wing walls; 1 contributing structure*

*Rockefeller Teeth (RFT)*

*Stone Berm with Pipe Culvert over Rockefeller Brook (RFT)*

*Stone-lined collection pool (RFT)*

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Architectural & Other Features

*John D. Rockefeller Sr. Estate, "The Park" (NHL 1976); 7 previously NHL-designated buildings and structures; 12 contributing buildings and 1 contributing site*

When the Park, a 250-acre parcel within the estate, was designated an NHL in 1976, 7 resources were called out as contributing to the significance of the NHL district because they predated the elder Rockefeller's passing in 1937. They were Kykuit (1907-09; 1911-13), the family's Neo-Georgian style villa, designed by the architectural firm of Delano & Aldrich and constructed during the course of two separate and distinct building campaigns; the Playhouse (1925-27), a commodious and sprawling Tudor Revival-style building constructed to the designs of architect Duncan Candler and erected to serve the indoor recreational needs of the family, among them swimming, tennis and bowling, and with additional outdoor recreational amenities in the form of a swimming pool and tennis courts; the Coach Barn/Garage (1902; 1908; 1913), designed by the architectural firm of York & Sawyer, with later alterations by Delano & Aldrich and William W. Bosworth, a large cut-stone building with banked site erected as a carriage house and stable but subsequently augmented for sheltering automobiles, and with upstairs domestic space for staff; the Administration Complex (1932), consisting of a two-story stone administration building and six garages, constructed to the designs of Grosvenor Atterbury; the Orangerie (1907), designed by Bosworth to house the family's collection of orange trees; the formal terraced gardens, laid out by Bosworth ca. 1907-09 and modified 1911-13, executed in an eclectic taste drawing freely from European precedents and embellished with sculpture, fountains and other features, and inclusive of the Inner, Brook and Rose gardens; the Japanese garden (1908-09), laid out under the auspices of the Japanese architects Uyeda and Takahashi and redesigned by Robert Engel (1962), and inclusive of bridges and a wood-frame Meiji style tea house designed by Junzo Yoshimura (1962).

Other resources within the Park were not identified or evaluated at that time, but they have been evaluated as contributing as part of this nomination. They include a golf course, which is disposed on the grounds to the south, west and north of Kykuit and its gardens; a Modern house with butterfly roof that was designed by Hungarian-born architect and designer Marcel Breuer in 1948 as an exhibition building for the Museum of Modern Art and which was dismantled and reconstructed at its present site in Pocantico Hills in 1950; a Japanese Shrine designed by Uyeda and Takahashi (1902-09) that was originally built in the Japanese Garden but which was moved in 1962 as part of the garden's redesign; two wood-frame houses (1893) designed by architect Paul F. Higgs for developers William Blackwell and William Scott, which were moved from their original location east of Kykuit when JDR bought the land and relocated to their current location on the west side of the estate; a Lord & Burnham-designed greenhouse (heating plant, 1915; glass structure, 1965); and a kennel, which

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was built in 1922 to the designs of Charles Tyler to quarter sheep but which was converted into a guard-dog kennel by the family during the 1930s.

All the resources noted above, inclusive of those which contribute to the significance of the NHL district, fall under the auspices of the National Trust. There are, in addition to those buildings and structures noted above, other contributing resources located within the Park which fall outside of the National Trust's auspices and which are maintained in private family hands. Those are the David-Stephens-Hawes house (Haven Wood variously), a wood-frame dwelling consisting of a gable-ended story-and-a-half main block with attached kitchen ell and two rear blocks, all with parallel roof ridges (ca. 1750; ca. 1930-35); a wood-frame garage and apartment with cross-gabled roof, erected in association with the David-Stephens-Hawes house (ca. 1930-35); the Stephens House, a large wood-frame dwelling, asymmetrically composed, of Queen Anne-style characteristics (ca. 1890); "The Cottage," a wood-frame dwelling with rectangular footprint, gable roof and board-and-batten wood siding; the Hawes Guest House, a Modern house with stone exterior and consisting of a circular-plan living room attached to sleeping quarters by means of an attached breezeway, designed by architect Wallace K. Harrison (ca. 1939); the Kent pool house, a one-story building of Arts & Crafts characteristics with low-slung profile, stucco-clad exterior and gable-on-hip roof (ca. 1930-35); and a building known as the pool house, a one-story frame and stone domestic building with complex massing (ca. 1939).

*Hudson Pines Farm Barns; 8 non-contributing buildings*

This barn complex is located outside and north of the principal Hudson Pines domestic compound and post-dates the historic period. There are four wood-frame barns, two wood-frame sheds, one wood-frame tractor shed, and one equipment shed.

*Rockefeller Family Domestic Property; 3 non-contributing buildings & 1 contributing site*

This large private family holding is located north of Neperan Road, east of Lake Road and south of Bedford Road. It contains a small number of built features with restricted access from Bedford Road. The landscape in this area is characterized by a mix of open fields with scattered mature trees, in addition to thickly wooded areas or otherwise formerly open areas which have since been obscured to some extent by new growth. A segment of the carriage road system remains extant within this parcel, including a spur which crossed Lake Road to the west to provide communication with the Park. This portion of the estate was at one time crossed by the railroad, and there is a deep rock cut present on this property that allowed for the railroad to traverse this area.

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*Rockefeller Family Domestic Property; 5 non-contributing buildings*

This property post-dates historic developments and the cited period of significance and includes a non-contributing house and four additional non-contributing buildings. It has vehicular access from Bedford Road.

*Concrete walled pit-silo; 1 non-contributing structure*

**Map Unit D-2**

Map Unit D-2 contains a small portion of the historic estate and road system south/east of Bedford Road and, more specifically, those roadways which provide access to the vicinity of Fergusons Lake, Hemingways Lake ("Lake No. 2" and "Lake No. 3," 1957) and Ailes Lake ("Lake No. 1," 1957). This series of lakes, along with the southernmost portion of the eastern escarpment, are the preeminent geographic features. It includes portions of the *Rockefeller Family Trails*, *Ferguson's Loop* (FL), *Flying Squirrel Trail* (FS), and *Perry Road* (PE), all of which continue eastward into Unit E-2. Most of the roadway system within this grid dates to the historic period, the only exception being the section of *Ferguson's Loop* that aligns the north side of Fergusons Lake, which from the lake's northwest corner back eastward to its intersection with the *Rockefeller Family Trails* is a post-1957 development.

From the gate on the east side of Bedford Road, north of the Historic Hudson Valley facility, a spur of the *Rockefeller Family Trails*, after traversing an open field which provides expansive views of the landscape flanking either side of Bedford Road, passes into the woods and intersects with *Ferguson's Loop*. From that position one spur of the loop follows a downhill, southerly orientation towards the eponymously named lake, while the latter follows a northeasterly alignment, away from the lake, increasing gradually in grade as it moves away from the intersection (and into Map Unit E-2). As it rises the fall-off to the southeast becomes more pronounced, and the roadway moves through a hilly landscape consisting of high hardwood canopy and scattered boulders, with long views back along the travel corridor. After passing a small open field on the roadway's north side, the loop intersects with a spur of the *Rockefeller Family Trails*, and at that point *Ferguson's Loop* turns sharply to the south before assuming a more southwesterly orientation. There are long views along the travel corridor and into the hollow downhill of the road, along with filtered views to the northwest of the open fields beyond the woods. After continuing under forest canopy consisting of older hardwoods and newer growth, with prominent outcrops of rock present on the uphill side, some of which nearly impinge on the road corridor, the roadway forks as it nears its intersection with the *Flying Squirrel Trail*. The southernmost of the two forks immediately begins to increase in elevation beyond the intersection, before meeting with the *Flying Squirrel Trail*, a tight loop which traverses an elevated ridge, and which intersects with *Perry Road* on its eastern side, while *Ferguson's Loop*

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veers off to the west, towards Fergusons Lake. Continuing past the *Flying Squirrel Trail*, the road assumes a southerly orientation and follows relatively level grade on a curving alignment, and then begins a gradual descent with filtered views of the lakes. After passing a prominent and massive rock outcrop the roadway exits the woods at the northeast corner of Ailes Lake, near an intersection which provides communication with a loop which rings the lake, before crossing a bridge of the conventional type (B-8) which spans a stream connecting Ailes Lake with adjacent Hemingways Lake. The roadway then passes the lake's west perimeter on a berm adjacent to a reinforced concrete dam. This berm provides an ideal position from which to view both Ailes Lake and Hemingways Lake, the latter of which consists of two parts divided by a spit of land from which rises a dense stand of mature conifers, and which is bisected by a narrow man-made channel. Noticeable at low water are sections of stone wall which were constructed along the north perimeter of Ailes Lake, though it is unclear whether for a practical or aesthetic purpose. Continuing to the south, beyond the lake and the road's intersection with the southern portion of the lake loop, the road reenters the woods and curves to the east, and then more decidedly to the north, moving through a landscape of dense vegetation, with filtered views to the open fields which lie to the west, before it terminates at *Perry Road*.

Moving southward on *Perry Road* there is soon a sense of elevation as the roadway aligns the prominent escarpment which marks the estate's eastern boundary, thereby providing filtered views beyond the Saw Mill River Parkway to the densely populated areas that lie to the east. The roadway then begins a gradual decrease in grade, following a tightly curving alignment. The landscape in this part of the estate approaches a wilderness character, with thick dense undergrowth, considerable deadfall, and sizeable outcrops of rock. Although the distant din of traffic is perceptible to the east, there is nevertheless a sense of isolation and remoteness in this part of the estate, as there the road moves through the unkempt landscape under the canopy of towering hardwood trees. After passing an intersection which provides communication with the *Goat Trail* and *Raven's Rock*, *Perry Road* approaches a fork as the road splits into a loop; the eastern loop continues to the south, decreasing in grade, and as it does the ridge to the immediate west rises and becomes more visually prominent. The road then turns to the west, moving through a constricted corridor which is bounded on its uphill side by massive rock outcrops, the roadway rising steadily. Rockefeller Teeth provide protection against the drop off to the east, though there the individual stones are of less uniform character and layout than in other areas of the estate. Stone walls are visible in the woods, downhill to the east, and represent an earlier, pre-Rockefeller epoch of the property's history. After continuing its ascent and passing yet more massive outcrops, and once again through a restricted corridor with Rockefeller Teeth, some toppled, aligned along the downhill side, the road reaches its southwestern-most point and turns to the north, where there is again a sense of elevation. There the



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travel corridor widens for a time and is bordered on its west side by woods and stone outcrops, the lower eastern spur being visible for a time before disappearing from view. The roadway rises gradually, with filtered views to the east, levels off and then begins rising again. It then turns to the east and descends through a landscape characterized by dense growth and deadfall before the loop terminates.

Associated Features

*Bridge B-8 (Ailes Lake); 1 contributing site*

*Rockefeller Teeth (PE)*

Architectural & Other Features

*Ailes Lake Dam; 1 contributing structure*

**Map Unit E-2**

Map Unit E-2 contains roadways which form a continuation of the systems located in Units D-2 and E-1. Among these are a small southern portion of *Laurance's Ridge*; the *Goat Trail* (GO), which forms a continuation of sorts of the former; the *Raven's Rock* trail (RA), which provides communication with that eponymously named geological feature; and portions of *Ferguson's Loop*, *Perry Road* and the *Flying Squirrel Trail*. All of these roadways date to the historic period.

From its intersection with *Perry Road*, the *Goat Trail* moves in a northerly direction, tending slightly to the west, alongside the escarpment which continues northwards to Buttermilk Hill. There is a steep drop-off to the east, and to the west are prominent stone outcroppings, with *Perry Road* being visible for a time. The landscape is dense, consisting of mature hardwood trees and dense undergrowth, and the margins of the road are less manicured in this location than at other points within the estate. Notable among the features of this road is the extensive section of retaining wall which borders the roadway on its east side and which is crowned with Rockefeller Teeth, which guard the steep drop-off on that side. Extensive portions of retaining wall are also present on the opposite, uphill, side of the roadway, the undressed granite walls augmenting existing outcroppings which serve a similar function. The walls, while at first appearance rough in character, nevertheless exhibit considerable craftsmanship, by virtue of the small stones which were meticulously chinked into the joints between the larger masonry units, similar to the work executed contemporaneously in other portions of the estate. The accompanying landscape is rugged in character and includes large stone outcroppings, among them a conspicuous quartzite one, and there is a sense of intimacy created by the dense woods and tall hill which rises to the west. This road terminates at its intersection with *Laurance's Ridge*. As for the southern segment of the *Goat Trail*, from the *Raven's Rock* intersection northwards to *Perry Road*/*Flying*

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*Squirrel Trail*, it follows along the escarpment ridge, gently rising in grade before descending slightly as it passes a large stone outcrop on the west, the eastern downhill side protected by Rockefeller Teeth at a number of points, the travel corridor at times constricted by stone outcrops. The road follows a relatively straight but subtly curving alignment and begins to rise again as it approaches the intersection which provides communication with *Perry Road* and the *Flying Squirrel Trail*, first gradually and then more steeply, before it levels off.

*Raven's Rock* provides communication with one of the more remote areas of the estate, it being a roadway which leads to an isolated location below the high point of the escarpment, which the *Goat Trail* traverses. The road leads downward in grade from its intersection with the *Goat Trail*, through a largely unkempt landscape characterized by dense unchecked growth and considerable deadfall. *Raven's Rock* is a massive stone outcrop which is bordered to the immediate west by the tall wooded and rock-strewn eastern face of the escarpment. The roadway approaches the southern face of this natural feature, in front of which is a turnaround.

Associated Features

*Retaining walls (GO, east side; GO, west side)*

*Rockefeller Teeth (GO)*

Architectural & Other Features

*Water Tank* [adjacent to west loop of Perry Road] (1 non-contributing structure)

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

☐ A Owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions.)

**CONSERVATION**

**ENTERTAINMENT/RECREATION**

**LANDSCAPE ARCHITECTURE**

**ENGINEERING**

**ARCHITECTURE**

**Period of Significance**

ca. 1890- 1960

**Significant Dates**

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

**Architect/Builder**

Atterbury, Grosvenor W. (farm barn complex)

Stoughton, Charles W. (estate bridges)

Olmsted, Frederick Law (Rockwood Hall landscape); JDR Sr. and JDR Jr;

**Period of Significance (justification)**

The period of significance, ca. 1890-1960, was drawn to encompass those portions of the estate landscape and carriage road system that are associated with the estates of William A. Rockefeller, John D. Rockefeller Sr. and John D. Rockefeller Jr. and that were planned, purchased, designed and/or constructed by those members of the Rockefeller family between 1890 and 1960.

**Criteria Considerations (explanation, if necessary)**

N/A

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**Statement of Significance Summary Paragraph**

The Rockefeller Pocantico Hills Estate Historic District is a sprawling cultural landscape, the result of a seven-decade, two-generation undertaking during which time members of one of America's wealthiest and most powerful families transformed a disparate patchwork of Westchester County, New York farms, private estates and sundry properties into a naturalistic tract of staggering scale and complexity. This nomination encompasses all the remaining circulation, landscape, architectural, and other historic features associated with the two estates first developed by brothers John Davison Rockefeller Sr. and William Avery Rockefeller beginning in the late nineteenth century and extending into the mid-twentieth century period, when work on this grand enterprise concluded under the oversight of John D. Rockefeller Jr. It was William A. Rockefeller's presence in the lower Hudson Valley in the 1880s that enticed his brother and Standard Oil partner, John D. Rockefeller Sr., to establish his own country seat nearby and which drove him to continually purchase, consolidate and improve those lands that eventually constituted an expansive country estate. John D. Rockefeller Sr.'s Westchester County property came to succeed the family's earlier country estate, Forest Lawn in Cleveland, Ohio, following the family's relocation to New York City in the early 1880s. Like Forest Lawn before it, the Pocantico Hills estate provided a place of solitude and retreat for the family from its considerable business and philanthropic obligations; as noted by biographer Ron Chernow, it was this locale's natural beauty, and not elegant neighbors, that made it particularly desirable to Rockefeller.<sup>5</sup> Each Rockefeller estate had a family homestead: John D. Rockefeller's estate featured Kykuit while William A. Rockefeller's estate boasted Rockwood Hall, and in time they came to communicate with one another by means of an extensive circulation network of crushed-stone carriage roads. This system was first conceived by John D. Rockefeller Sr. and subsequently laid out under the oversight of his son, John D. Rockefeller Jr., initially in partnership with his father but subsequently solely by the younger Rockefeller, whose guidance continued until his death in the mid-twentieth century. The carriage road system, which is one of the estate's most exceptional features, extended from Kykuit and was in time linked with the system of roadways that had previously been established around Rockwood Hall; portions of that estate were later subsumed by Pocantico Hills following William Rockefeller's death. Creation of the outlying estate's unified circulation system, which was conceived and engineered specifically for the requirements of horse-drawn carriage travel, included the surveying and construction of roadways and related infrastructure in direct consultation with the family. The road system was implemented over the course of numerous construction campaigns, with significant work occurring during the late 1920s and into the mid-1930s as chronicled in various documentary sources. That effort, initiated around 1910, slightly predates the Rockefeller family's contributions to the carriage roads now contained within Acadia

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National Park on Mount Desert Island in Maine, which were guided by John D. Rockefeller Jr. beginning in 1913. There is a remarkable complexity to the Westchester County road system and its interrelationship with the scenically varied landscape it traverses in terms of the range of view sheds it capitalizes on and frames, among them the Hudson River, distant mountain features, thickly wooded hills, open meadows, agricultural fields traversed by stone walls, and lakes, ponds and watercourses. The nominated estate landscape owes a certain debt to the design theories promoted in the mid-nineteenth century by Andrew Jackson Downing and subsequently by Frederick Law Olmsted, under whose guidance the Rockwood Hall grounds were laid out and whose firm also provided guidance on the adjacent Pocantico Hills estate. The Rockefeller Pocantico Hills Estate Historic District, inclusive of the remaining sections of roadway, estate landscape and built features corresponding with the estates of John D. Rockefeller Sr. and Jr. and William A. Rockefeller, is being nominated to the NRHP under Criterion A, in the areas of Entertainment/Recreation and Conservation, and additionally under Criterion C, in the areas of Engineering, Landscape Architecture and Architecture. The remaining estate landscape and carriage road system forms a lasting tribute to the depth of interest which the Rockefeller family took in matters related to nature, landscape design, road engineering, and horse-drawn carriage recreation. As such it is a cultural landscape of considerable importance. In that the family made the park accessible to the public even during its primary period of family occupancy—and later donated most of it for use as a New York State park—the estate is also significant in documenting the notable conservation and philanthropic impulses that made the Rockefeller family among America's greatest benefactors of public park land.

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**Narrative Statement of Significance**

*NRHP Significance Overview of the Rockefeller Pocantico Hills Estate Historic District*

The Rockefeller Pocantico Hills Estate Historic District corresponds with roughly 70 years of landscape design and carriage road construction initiated by brothers William A. Rockefeller and John D. Rockefeller Sr. in the later nineteenth century and ultimately brought to completion by the latter's son, John D. Rockefeller Jr. It was the latter who personally oversaw the development of the Pocantico Hills estate and the expansion of the carriage road system between ca. 1910 and his death in 1960 and who was responsible for adding portions of his uncle William A. Rockefeller's Rockwood Hall property to the Pocantico Hills estate first improved under his father's guidance. In doing so John D. Rockefeller Jr. preserved the nucleus of that property and other portions of it which were subsequently improved as part of the expanding scope of the estate's development. The nominated historic district is significant in association with NRHP Criterion A, in the area of

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<sup>5</sup> Ron Chernow, *Titan: The Life of John D. Rockefeller, Sr.* (New York, NY: Random House Books, 1998), 401.

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Entertainment/Recreation, as a sweeping representation of the Rockefeller's deep affinity for nature, which was fully manifested in the design of the estate's carriage roads, which allowed for direct engagement with the outdoors by means of horse-drawn carriage. John D. Rockefeller Sr. derived tremendous satisfaction and solace from the natural world, as did his son, who guided his father's grand vision for the Pocantico Hills estate as a sprawling naturalistic landscape into the second half of the twentieth century; both also shared a passion for equestrian activities which the road system capably served. From an early date the Pocantico Hills estate's carriage road system and areas of the outlying property were also enjoyed by members of the public, and as such they functioned in most regards as a landscaped public park, another noteworthy aspect of the district's history. Additional significance is claimed in association with NRHP Criterion A, in the area of Conservation, as the activities undertaken in the district form part of a larger Rockefeller family narrative and legacy, that being their deep and earnest commitment to preserving and protecting inspiring natural places. The development of the Pocantico Hills estate, which by the high-water mark of its acreage had subsumed a constellation of once unrelated properties and reordered them into a park-like expanse with a gated nucleus in which the family resided, preserved an extensive swath of open space in Westchester County which otherwise would not have survived in its present form, along with a grand conduit—the carriage roads—from which to effectively experience it. Additional significance is cited in association with Criterion C, in the area of Landscape Architecture, as the district forms an enduring legacy and a crowning achievement of Picturesque landscape design in the Hudson Valley, and one which shares direct associations with Frederick Law Olmsted—who, along with Andrew Jackson Downing and Calvert Vaux was a leading figure in the Picturesque landscape movement—along with his sons John C. and Frederick Law Jr., who carried forward their father's work as the firm of Olmsted Brothers following his death. Significance is also claimed under NRHP Criterion C in the area of Engineering, given that the construction of the carriage roads and other infrastructure required specific engineering solutions, as did other aspects of the estate's physical development, among them the construction of present-day Swan Lake. Lastly, NRHP significance is cited in association with Criterion C, in the area of Architecture, as several of the bridges which convey the carriage road system under and over vehicular roadways, or otherwise over water features, are of exceptional design and representative of the work of the noted bridge architect Charles W. Stoughton. Also of exceptional design is the estate's former farm complex, centering its impressively scaled and executed stone barn facility, which was built to the designs of architect Grosvenor W. Atterbury. The remaining estate landscape and circulation system within the nominated historic district forms a lasting tribute to the depth of interest which the Rockefeller family took in matters related to nature, landscape design, road engineering, and equestrian activities. Begun a few years prior to the family's

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work on the development of the carriage road system on Mount Desert Island in Maine, it forms both a precursor and a parallel to that project, which was undertaken between 1913 and 1940.

*The Rockefeller Pocantico Hills Estate: A Working Overview of its Physical Development*

The nominated historic district contains lands which were formerly part of the adjoining estates of brothers William A. Rockefeller and John D. Rockefeller Sr. and the latter's son, John D. Rockefeller Jr. Rockwood Hall, the 1,000-acre estate of William Rockefeller, was the first of the two; first improved by William Rockefeller during the 1880s, it continued to serve as his estate until his death in 1922, at which time it was transferred to his heirs. John D. Rockefeller Jr. subsequently purchased portions of his uncle's estate in the 1920s and 1930s during foreclosure proceedings, which followed an interim period in which the property served for a time as an exclusive golf course, and thus these lands were incorporated into the Pocantico Hills estate during the period of significance (ca. 1890- 1960). The villa and other estate buildings and structures at Rockwood Hall were demolished in the early 1940s, although the podium upon which the house was erected remains, as do some other smaller ancillary features and the ornamental landscape, which was designed by Frederick Law Olmsted Sr. John D. Rockefeller Sr. moved from Cleveland and began quietly amassing real estate in this area in 1893, in part due to his brother's presence in the area, and from that point forward continued to purchase and expand his Pocantico Hills land holdings, which would continue to grow and be shaped by his son and namesake during the following generation. The 250-acre core of this property, the Park, which came in time to be a private gated enclave, was the first part of the estate improved by the Rockefeller family and it was there, during the course of two building campaigns, 1907-09 and 1911-13, that Kykuit was erected to serve as the domestic centerpiece of the property, following the loss by fire of an earlier dwelling. This iconic Hudson River Valley mansion served as home to four generations of the family, and it was there that John D. Rockefeller Sr., John D. Rockefeller Jr., and the latter's son, Nelson A. Rockefeller, resided in succession.<sup>6</sup> During the earliest period of the Pocantico Hills estate, much of its physical development was guided by the elder Rockefeller, sometimes in consultation with design professionals, but by the time that plans were being advanced for the construction of Kykuit, his son had assumed a larger role, and it was John D. Rockefeller Jr. who in large measure guided the design and construction activities undertaken in the outlying portions of the estate, beyond the Park, and, more specifically, the development of the carriage road network and related infrastructure. Following John D. Rockefeller Sr.'s death in 1937 his son carried forward the estate's development plan, following the overarching precedent established by his father, continuing until his own death in 1960. During this latter part of the estate's history, private family enclaves were established by the

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family's third generation, when the estate reached its high-water mark of approximately 3,500 acres, including Fieldwood Farm, the property of John D. Rockefeller III, and Hudson Pines, the private compound that came to be owned by David Rockefeller (JDR Jr.'s oldest and youngest sons). As of 2017 there were nine privately held Rockefeller family properties set within the larger Pocantico Hills estate, outside of the gated area of the Park. The nomination includes 3,041 acres of land that retains substantial integrity as a unified landscape with corresponding circulation system.

Beginning in 1983, members of the Rockefeller family began donating land holdings associated with the Pocantico Hills estate to the State of New York, thereby leading to the establishment of the Rockefeller State Park Preserve. As of 2017 the preserve oversees public access to 1,400 acres of these former estate lands and the carriage road network, outside of the formal core area of the Park. These state-owned lands are contiguous with property still held by Rockefeller descendants; while still privately held by the family, these lands are nevertheless made generously available for defined public uses, except for private domestic enclaves around family residences, where public access is restricted. Thus, the large majority of the Rockefeller's Pocantico Hills estate, outside of the Park and private family properties, functions as an extensive public park which sustains passive recreation activities. This includes the core area of William Rockefeller's Rockwood Hall, with its expansive and dramatic views of the surrounding Hudson River Valley landscape.

*The Rockefeller Family: A Brief Overview of the First Three Generations in Westchester County, New York*

The Rockefeller family ranks foremost among the most prominent, wealthy and powerful families in the annals of American history. It amassed one of the country's and world's largest fortunes during the late nineteenth and early twentieth centuries through its ownership interests in the Standard Oil Company of Ohio and has left a deep and indelible imprint on a broad range of American affairs, among them industrial, political, financial and philanthropic. The Rockefeller family's vast wealth was in large measure derived from its ownership stake in Standard Oil, which was founded in 1870 by, among others, John Davison Rockefeller Sr. (1839-1937) and his younger brother, William Avery Rockefeller Jr. (1841-1922), the two eldest sons of William Avery Rockefeller Sr. (1810-1906) and Eliza Davison Rockefeller (1813-1889).

The Rockefellers are also known for their long association with Chase Manhattan Bank as John D. Rockefeller Sr.'s son, John D. Rockefeller Jr. (1874-1960), and other members of the family, among them his son David Rockefeller (1915-2017), ranked foremost among its stockholders and principal decision-makers. That branch of the Rockefeller family, after residing in Cleveland, Ohio, established itself in the later nineteenth century in

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<sup>6</sup> John D. Rockefeller Jr. had five sons: JDR III, Winthrop, Laurence, Nelson, and David.



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New York City and the picturesque Sleepy Hollow area of Westchester County, New York, on the east shore of the Hudson River immediately north of the New York metropolitan area. It was the presence of John D. Rockefeller Sr.'s younger brother and business associate, William, in the area inclusive of Pocantico Hills that helped draw him to this particular locale. In the late 1880s William A. Rockefeller had seen to the construction of Rockwood Hall, a 204-room villa of imposing lines which maintained a commanding view of the Hudson River, and in 1907 his older brother—who had begun quietly amassing property in the Pocantico Hills area in 1893—initiated construction on Kykuit, though the construction of the house and the development of the estate's landscape and circulation features were increasingly guided by John D. Rockefeller Jr. as time progressed. In time these two Rockefeller country estate properties came to be linked by an extensive network of carriage roads which capitalized on the family's vast land holdings there and the varied scenery of that locale and the surrounding lower Hudson River Valley. Development of the Pocantico Hills estate allowed John D. Rockefeller Jr. to pursue his passionate interest—and considerable expertise—in road engineering, which he learned under his father's sage direction and which he would also bring to bear on the development of the carriage road system on Mount Desert Island in Maine, now Acadia National Park.

The Rockefeller family's affection for the natural environment – which the nominated district landscape speaks so eloquently to, in much the same way that the carriage road system the family financed and guided at Acadia National Park does—was genuine and deeply felt, and something they made considerable efforts to share with the public-at-large. The Rockefellers played a leading role in American land conservation and the family's efforts in that regard helped to protect some of America's premier and most admired open spaces and parks, among them Acadia National Park on Mount Desert Island and Grand Teton National Park in Montana. The Rockefeller family, especially John D. Rockefeller Jr. and his sons Nelson and Laurance, was also of paramount importance in the development of the New York State park system and among its largest benefactors. Rockefeller Jr. personally helped to preserve the Palisades escarpment (directly across the Hudson River from the nominated district), while Nelson created hundreds of state parks and Laurance served as head of the State Council on Parks. Laurance's daughter Lucy is the current chair of the State Council of Parks, while other family members have served on park commissions and many have been benefactors. The importance the family placed upon direct communication with nature in many ways echoed nineteenth-century sentiments, including those relative to the value of publically accessible parks, and, as noted by Anne Rockefeller Roberts in her thorough study of the Acadia Carriage Roads, *Mr. Rockefeller's Roads*, their cultivation of the landscape at Pocantico Hills and earlier at Forest Hill in Cleveland were in keeping with the philosophies and sentiments advanced in the mid-nineteenth century by the landscape architect and horticulturist, Andrew Jackson

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Downing.<sup>7</sup> Similar landscape theories were carried forward into the later nineteenth century by landscape architect Frederick Law Olmsted, under whose guidance the Rockwood Hall landscape was developed and whose firm also was contracted for work on the Pocantico Hills estate. Both John D. Rockefeller Sr. and Jr. drew considerable pleasure and refreshment from their interactions with nature—which provided a vital respite from the rigors of their considerable business and philanthropic obligations—with their preferred method of engagement being via horse-drawn carriage; both father and son were avid and skilled equestrians. The family's wealth afforded them the opportunity to develop a suitably designed road system to accommodate carriages and other forms of non-mechanized travel from which to enjoy their Westchester County estate on a grand if not thoroughly staggering scale. This road network was in essence the unifying element and the travel conduit which made the estate's natural features conveniently accessible, both to them and the public. But wealth alone was not the determinant factor in the creation of this carriage road system and its accompanying landscape. Fairfield Osborn, in consideration of John D. Rockefeller Jr.'s conservation activities, offered the following observations, which are equally relevant in the context of the estate carriage roads and landscape:

...Vision alone was not enough. Wealth alone was insufficient. Concept of the plan as a whole, arduous attention to detail and passion for perfection, feeling for color and beauty, respect for working associates, talent for administration, patience, and tolerance of criticism—all were essential to the fulfillment of his early vision.<sup>8</sup>

John D. Rockefeller Jr., the principal figure in the development of the family's Pocantico Hills estate in the twentieth century, was the only son and youngest child of John D. Rockefeller Sr. and his wife, Laura Spelman Rockefeller. As the family's sole male heir, he played a considerable role in its various business, philanthropic and other affairs from an early age, even more so as his father began to increasingly retire from his day-to-day business obligations. As noted by Anne Rockefeller Roberts, John D. Rockefeller Jr. had "inherited his father's eye for natural beauty and learned from him the pleasure and value of thoroughbreds, as well as the fine art of riding and driving. So, in turn, young John was surrounded by gardens, trees, and the finest horses..."<sup>9</sup> Prior to establishing their country seat in Westchester County, John D. Rockefeller Sr. had developed a considerable country estate, Forest Hill, consisting of 700 acres of land, in Cleveland, Ohio, and it was there that the younger Rockefeller, again quoting Roberts, "learned from his father to love the outdoors. It was here that he learned the skills of road layout and landscaping..."<sup>10</sup> The elder Rockefeller offered the following sentiments relative to

<sup>7</sup> Ann Rockefeller Roberts, *Mr. Rockefeller's Roads: The Untold Story of Acadia's Carriage Roads & Their Creator* (Camden, ME: Down East Books, 1990), 16.

<sup>8</sup> Fairfield Osborn, prologue, *A Contribution to the Heritage of Every American* (New York, NY: Alfred A. Knopf, 1957).

<sup>9</sup> Roberts, *Mr. Rockefeller's Roads*, 10.

<sup>10</sup> Roberts, *Mr. Rockefeller's Roads*, 12.

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their Westchester County seat, which effectively encapsulates the comprehensive and active way in which both he and his son took stock of the estate landscape and its various views and features:

At Pocantico Hills, New York, where I have spent portions of my time for many years in an old home where the fine views invite the soul and where we can live simply and quietly, I have spent many delightful hours studying the beautiful views, the trees and fine landscape effects of that very interesting section of the Hudson River.

...I had the advantage of knowing every foot of the land, all the old big trees were personal friends of mine, and with the views at any given point I was perfectly familiar—I had studied them hundreds of times... In a few days I had worked out a plan so devised that the roads caught just the best views at just the angles where in driving up the hill you came upon impressive outlooks and the ending was the final burst of river, hill, cloud, and great sweep in country to crown the whole; and here I fixed my stakes to show where I suggested the roads should run, and finally the exact place where the house should be.<sup>11</sup>

As noted by Chernow in *Titan*, this first-hand investment in the estate's development ran counter to contemporary social critic Thorstein Veblen's generalization that the wealthy of that era found labor of this sort repugnant. By contrast, the elder Rockefeller instead "believed in the dignity of manual labor."<sup>12</sup>

By the time the family was working with the architectural firm of Delano & Aldrich on its newly designed house, Kykuit, erected in two separate construction campaigns between 1907 and 1913, John D. Rockefeller Jr. had in large measure assumed oversight of the estate's development, and he would continue to do so into the mid-twentieth century, in some measure following the landscape and road network "blueprint" firmly established by his father. The younger Rockefeller's personal instincts for landscape design and road engineering, passed on to him from his father as if hereditary, would earn honorary membership status in the American Society of Landscape Architects, an honor bestowed upon him in 1938.<sup>13</sup>

In May 1937 John D. Rockefeller Sr. died at the family's Ormond Beach, Florida estate. As noted at the time by one period news source, "In the former capacity [as the creator of Standard Oil] Rockefeller was an American 'robber baron' par excellence. The Goulds, Vanderbilts, Hills, Harrimans, Astors and the whole league of them fall into the shadows as compared with the all-conquering hero of the nation's oil resources."<sup>14</sup> His obituary in the *New York Times*, while referencing the incredible fortune he amassed as "the greatest 'getter' of money in the

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<sup>11</sup>Roberts, *Mr. Rockefeller's Roads*, as quoted on 18-19.

<sup>12</sup>Chernow, *Titan*, 403.

<sup>13</sup>*Landscape Architecture*, vols. 36-37 (1946).

<sup>14</sup>"Greatest of the Robber Barons Dies," *The Weekly People* (Brooklyn, NY), 5 June 1937.

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country during the years he was exploiting its oil resources,” also took note of his incredible philanthropy, stating simply “He gave even more than Andrew Carnegie, whose philanthropies amounted to \$350,000,000.”<sup>15</sup>

John D. Rockefeller Jr., who assumed the role of family patriarch following his father’s death, died in May 1960 in Tucson, Arizona. His five sons, the so-called “five brothers”—John D. III (1906-1978), Nelson (1908-1979), Laurance (1910-2004), Winthrop (1912-1973) and David (1915-2017)—carried on the family’s various business and philanthropic affairs as the third generation, and several of them ventured into the political realm: Winthrop Rockefeller served as the 37<sup>th</sup> governor of Arkansas, while Nelson Rockefeller was the 49<sup>th</sup> governor of New York State and the vice president of the United States under Gerald Ford. Nelson Rockefeller was the third generation of the family to inhabit Kykuit, and it was he who further improved the house and Park grounds with the installation of outdoor sculpture and the creation of an extensive basement art gallery. In 1979 Nelson Rockefeller bequeathed his one-third interest in Kykuit to the National Trust for Historic Preservation, and presently public tours of the house and gardens are coordinated by Historic Hudson Valley.

*Residential Development of the Pocantico Hills area*

The development of large country seats in the Tarrytown area of Westchester County by wealthy New York City residents—which culminated with construction of the Rockwood Hall and Pocantico Hills estates, the scale and complexity of which was largely unprecedented in the region— began in earnest following the completion of the Hudson River Railroad to Peekskill in the latter 1840s. As noted by historian Edwin C. Bearrs, in his unpublished manuscript on the history of the Rockefeller’s Pocantico Hills estate, “Here they could enjoy a spectacular view of the Hudson and the grandeur of the Palisades and still be within easy commuting distance of their offices in the city.”<sup>16</sup> Bearrs indicated the general pattern of estate development as follows:

By the end of the Civil War, many country estates had been developed along the east side of the Hudson, north and south of Tarrytown. The configuration of the terrain played an important part in the location of these estates. North of the mouth of the Pocantico, the estates fronted on the Hudson and extended inland to the Albany Post Road. The great house was usually erected on the military crest and commanded a view of the river. Between Irvington and Tarrytown, there developed a double row of estates. The first group was located between the Hudson and the Albany Post Road and the second on the commanding hills east of the Post Road. In both cases the mansions overlooked the Tappan Zee.<sup>17</sup>

<sup>15</sup>“Financier’s Fortune in Oil Amassed in Industrial Era of ‘Rugged Individualism,” *New York Times*, 24 May 1937.

<sup>16</sup>Edwin C. Bearrs, “History of the Pocantico Hills Estate,” untitled manuscript on the cultural history of Pocantico Hills (March 1970), 70; a copy of this work is maintained at RAC (FA 443).

<sup>17</sup>Bearrs, “History of the Pocantico Hills Estate,” 70-71.

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The first estate of this type developed north of the Pocantico Creek was that owned by Ambrose C. Kingsland (1804-1878), an affluent sperm oil merchant who also served as New York City's mayor between 1851 and 1853, and under whose administration the groundwork for the creation of Central Park was laid. Adjacent to the estate of Kingsland, who also maintained a residence in Manhattan on Fifth Avenue, was the Pokahoe estate, developed by James W. Webb and later sold to John C. Fremont, the noted explorer and first Republican presidential candidate. Adjacent to the northern boundary of Pokahoe was land acquired in 1849 by Anson G. Phelps, a merchant and philanthropist. On that property Phelps commissioned the construction of an imposing stone villa of Renaissance Revival-style characteristics, which survives to present times on the grounds of Phelps Memorial Hospital, immediately south of the property developed by William A. Rockefeller as his Rockwood Hall estate.<sup>18</sup> Maps such as the 1858 Dripps map of Westchester County illustrate this period in the area's history, with the estates of Kingsland, Webb, Phelps and Edwin Bartlett aligned along the river, west of the Post Road.<sup>19</sup> The lands to the east, beyond the Post Road and towards the Saw Mill River, were sparsely populated by farms aligning with Bedford and Sleepy Hollow roads, while a mill hamlet had sprung up along the Pocantico River, which by the time of the 1867 F.W. Beers atlas map of Mount Pleasant had assumed the name of Harts Mills.<sup>20</sup>

The development of Rockwood Hall forms a vital precursor to the development of the Pocantico Hills property, as it was the presence of his brother, William, in the Pocantico Hills area that led John D. Rockefeller Sr. to begin quietly amassing the land holdings which in time coalesced into a vast country estate. Prior to William A. Rockefeller's ownership, a portion of the lands which would later constitute Rockwood Hall were owned by Alexander Slidell Mackenzie, a one-time naval officer and author, and subsequently by members of the Bartlett and Aspinwall families. In 1880 William Rockefeller purchased that property, then known as Rockwood and depicted as such on the 1867 map, from the heirs of William H. Aspinwall, and soon thereafter he added an additional 800 acres and embarked on the construction of a new dwelling, which came to be christened Rockwood Hall, later that decade.<sup>21</sup>

As noted by Bearrs in his study of the Pocantico Hills estate, the establishment of reliable railroad service in this area was a transformative event, given that it greatly accelerated communication between this part of Westchester County and the New York City metropolis, which had previously relied on river navigation. Although the advent of steamboat transportation had made communication with the New York metropolis

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<sup>18</sup>Bearss, "History of the Pocantico Hills Estate," 71-75.

<sup>19</sup>Matthew Dripps, *Map of Westchester County, New York: From Actual Surveys* (New York: Keil & Fatzer, 1858).

<sup>20</sup>F.W. Beers, *Atlas of New York and its Vicinity* (New York: F.W. Beers, A.D. Ellis & G.C. Soule, 1867).

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more effective, it was the arrival of the railroad that fully set the stage for the period of development which ensued. The railroad recast this former farm region into a viable “railroad suburb” and thus dictated the nature of its future physical evolution. In the early 1870s plans were being advanced for a railroad line which would connect metropolitan New York with Brewster, in Putnam County, and which would further connect with a line running eastward into New England—to Boston, Massachusetts. Originally organized as the New York & Boston Railroad, this line merged with the Dutchess & Columbia and the Harlem Extension railroads, at which time it was rechristened as the New York, Boston & Montreal Railroad. In 1878 it was again reorganized, this time as the New York & Northern Railroad. In late 1881 trains were placed in service on what was termed the “Tarrytown Loop,” which included stations located at East View, Tarrytown Heights, Tower Hill, Pocantico Hills, Briarcliff Manor, and Hammonds. This line provided passenger service to Manhattan. By 1888 it had failed, and in 1893 it was reorganized as the New York City & Putnam Railroad, only to be absorbed a short time thereafter by the New York Central Railroad.<sup>22</sup>

The arrival of reliable railroad service spurred development of that area known previously as the Kykuit neighborhood, a patchwork of modest family farms disposed along either side of the route of Bedford Road. The Tarrytown Land Company, organized by James Mallory and Louis Roberts, had been formed with the intent of steering residential development of those lands east of the Hudson River in Pocantico Hills, which was envisioned as a new railroad suburb, and the company began acquiring tracts of land there to that end. By Bearss’s account the development, which “was carefully planned, intelligently laid out, and promoted through the use of the names of wealthy men residing in the neighborhood,” was nevertheless doomed by financial recession and plunging land values, which ultimately drove the company into bankruptcy. By 1877 legal actions were being taken to dissolve the company, given that it “did not appear to have been successful in the objects that it was formed to accomplish.”<sup>23</sup> The Tarrytown Land Company’s unfinished vision was soon thereafter taken up by Wilson H. Blackwell & Company of New York City, which purchased several tracts of land there from the failed corporation and obtained options on other holdings. The property which Blackwell & Company was improving, as part of its own residential development scheme, was soon thereafter purchased by John D. Rockefeller Sr., who, in the early 1890s, was beginning to purchase lands which would be consolidated into the family’s Westchester County estate.<sup>24</sup> The hamlet of Pocantico Hills grew as a direct consequence of the presence of the railroad, which spurred residential development there and with it a service

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<sup>21</sup>Bearss, “History of the Pocantico Hills Estate,” 75-78.

<sup>22</sup>Bearss, “History of the Pocantico Hills Estate,” 81-85.

<sup>23</sup>“An Insolvent Land Company. One of the Tarrytown Land Company’s Suits in Court—Opinion by Chief-Justice Daly Overruling a Demurer,” *The New-York Times*, 14 April 1877.

<sup>24</sup>Bearss, “History of the Pocantico Hills Estate,” 85-88.

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economy; in time it would be subsumed within the Rockefeller's estate. In 1929 the hamlet was described as being populated by "14 'die-hard' families," greatly reduced from the 200 families which had formerly resided there, most of whom had sold their land to the Rockefellers.<sup>25</sup>

*Country Estate Design in the Hudson Valley: Context & Precedent*

Although first developed towards the end of the nineteenth century, the creation of the Rockefeller estate landscapes at Rockwood Hall and Pocantico Hills share tangible associations with the Picturesque landscape design theories first championed in America in the mid-nineteenth century by Andrew Jackson Downing. This movement, derived from eighteenth-century English landscape theorists and practitioners, was predicated on the desire to create naturalistic landscapes which offered a marked contrast with the more formal geometry favored in the preceding Renaissance and Baroque eras. The American Picturesque movement in landscape design was largely a combination of two prevailing English landscape philosophies born of that period, the *Picturesque*, which tended towards scenery of a wild and rugged character, and the *Beautiful*, with its softer and more pastoral qualities. Its influence came to shape both park and estate design in mid-nineteenth century America and its influence remained palpable in that regard into the twentieth century. The Rockefeller estates displayed the continued influence of this movement, and as with other large country estates of that era they combined a more formal and sequestered area consisting of the main house, ancillary service structures and axial gardens and terraces—which at Pocantico Hills was the area known as the Park—with an outlying area of largely natural, though at times manipulated, character, which in the case of Pocantico Hills functioned in some regards like a public park. The Rockefeller's Forest Lawn estate at Cleveland, which offered itself as a precedent for the subsequent development of the Pocantico Hills estate, was also imbued with Picturesque sentiments and its design suggests a clear familiarity on the part of the Rockefellers with the landscape tenets introduced to a broad American audience by Downing.

New York's Hudson River Valley offered the ideal setting for the application of Picturesque philosophies relative to estate design beginning in the mid-nineteenth century. The Picturesque movement in America was born in part of anti-urban, anti-industrial and individualistic sentiments, and it shared close and salient associations with the Hudson Valley, as it was there that these new architectural and landscape motives found a willing patronage and a suitably inspiring natural setting.<sup>26</sup> The valley's location in proximity to a burgeoning metropolitan center, New York City, which could be accessed by means of steamboat and later, more efficiently, by railroad, allowed those with business interests centered there to nevertheless develop country

<sup>25</sup>"Woman Balks Rockefeller's Railroad Plan," *Dobbs Ferry Register*, 5 April 1929.

<sup>26</sup>William H. Pierson, *American Buildings and Their Architects: Technology and the Picturesque* (Garden City, NY: Doubleday, 1980), 356-357.

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seats far from its noise and congestion. Preeminent American cultural figures, among them Thomas Cole, Washington Irving, and William Cullen Bryant, had earlier in the nineteenth century drawn inspiration from the sublime qualities of the Hudson River Valley as well as the nearby Catskill Mountain landscape. Two principal figures in the early development of the Picturesque movement in American domestic architecture and landscape design, architect Alexander Jackson Davis (1803-1892) and his sometime associate, the horticulturist and author Andrew Jackson Downing (1815-1850), were similarly smitten by the Hudson River landscape and the opportunity it afforded their creative energies. The professional legacies of both men, who one historian termed “collaborators in the Picturesque”—are inextricably linked with that region.<sup>27</sup> Davis, writing in the 1830s, suggested that the “bald and uninteresting aspect” of contemporary American houses was not singularly a result of a deficiency in style, but was instead “in the want of connexion [sic] with site.” To Davis’s mind landscape features such as “well-disposed trees, shrubbery, and vines” were principal character-defining landscape elements that lent “an inviting and habitable air to the place.”<sup>28</sup> These elements, in concert with country houses which drew upon the endless complexities and irregular rhythms of the natural environment, allowed for the unified and harmonious juxtaposition of villa and estate landscape.

There was no more significant vehicle for the early dissemination of the theories of the Picturesque than the books which Downing authored, culminating with the publication of *The Architecture of Country Houses* (1850); the *Horticulturist*, a periodical which Downing served as sometime editor for, was also an important instrument in this regard. However, it was in his first book, *A Treatise on the Theory and Practice of Landscape Gardening* (1841), that Downing offered American readers their first broad exposure to the new romantic theories of the Picturesque. The concepts presented in that book were widely influential, and it continued to be published into the early twentieth century, long after Downing’s death. Among those Hudson River properties which Downing took an especial interest in was the Dr. David Hosack estate in Hyde Park—site today of Frederick Vanderbilt’s Beaux-Arts mansion, designed by the architectural firm of McKim, Mead & White—which was laid out under the thoughtful oversight of the Belgian landscape gardener Andre Parmentier and which was among the first Hudson Valley estates developed in Picturesque terms. Downing’s description of Hosack’s estate offers broad parallels with the later Rockefeller estates in Westchester County:

Nature has, indeed, done much for this place, as the grounds are finely varied, beautifully watered by a lively stream, and the views are inexpressibly striking from the neighborhood of the house itself, including, as they do, the noble Hudson for sixty miles in its course, through rich valleys and bold mountains. But the

<sup>27</sup>Jane B. Davies, “Davis and Downing: Collaborators in the Picturesque,” in *Prophet with Honor: The Career of Andrew Jackson Downing, 1815-1852*, ed. George B. Tatum and Elisabeth MacDougall (Philadelphia, PA: Athenaeum of Philadelphia, 1989).

<sup>28</sup>Alexander Jackson Davis, *Rural Residences, Etc., Consisting of Designs, Original and Selected, For Cottages, Farm-Houses, Villas, and Village Churches: With Brief Explanations, Estimates and a Specification of Materials, Construction, Etc.* (New York: 1837), preface.



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efforts of art are not unworthy to so rare a locality; and while the native woods, and beautifully undulating surface, are preserved in their original state, the pleasure-grounds, roads, walks, drives and new plantations, have been laid out in such a judicious manner as to heighten the charms of nature.<sup>29</sup>

Downing, in this pioneering 1841 work, which provided many Americans with their first exposure to the Picturesque as applied to both domestic architecture and landscape design, also noted the importance of an estate's interior circulation system, a preeminent feature of the Rockefeller estates:

The *Drive* is a variety of road rarely seen among us, yet which may be made a very agreeable feature in some of our country residences, at a small expense. It is intended for exercise more secluded than that upon the public road, and to show the interesting portions of the place from the carriage, or on horseback. Of course it can only be formed upon places of considerable extent; but it enhances the enjoyment of such places very highly, in the estimation of those who are fond of equestrian activities. It generally commences where the approach terminates, viz. near the house: and from thence, proceeds in the same easy curvilinear manner through various parts of the grounds, farm or estate. Sometimes it sweeps through the pleasure grounds, and returns along the very beach of the river, beneath the fine overhanging branch of its projecting bank; sometimes it proceeds towards some favorite point of view, or interesting spot on the landscape...<sup>30</sup>

By the mid-point of the nineteenth century any number of notable Hudson Valley estates had been developed or otherwise modified in the Picturesque taste, among them Matthew Vassar's Springside in Poughkeepsie, largely developed under Downing's oversight; Wodenethe, in Beacon, the estate of Downing's friend and associate, Henry W. Sargent; and Montgomery Place near Barrytown, a Livingston family estate which both Davis and Downing were engaged with, the latter in an informal nature. Central to these estates were serpentine circulation systems which allowed for the accompanying landscape and more distant features to be observed and appreciated, and there the estate landscape was viewed as a "bridge" to the larger and more expansive river and mountain scenery beyond. Although the main house at Springside never materialized, other ancillary buildings were built, and significant improvements were made to the landscape, which remains one of Downing's most extensive extant works and a collaboration with his English-born partner and protégé, Calvert Vaux (1824-1895), who carried on his mentor's plans following the latter's untimely death in 1852. Downing and Vaux worked with the existing features and topography of Vassar's property, upon which was constructed a circuitous road system which traversed the property and allowed for engagement with its various landscape features and view sheds. This included ponds and streams which were constructed using naturally occurring water sources, and trees which were planted or otherwise culled to enhance particular areas. Vaux offered a description of Springside in his 1857 book, *Villas & Cottages*:

This estate, being full of easy sweeps and gentle undulations, is somewhat secluded and parklike in its

<sup>29</sup>Andrew Jackson Downing, *Treatise on the Theory and Practice of Landscape Gardening, Adapted to North America* (1841; Dover reprint 1991), 29-30.

<sup>30</sup>Downing, *Treatise on the Theory and Practice of Landscape Gardening*, 293-94.

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character; fine healthy trees being scattered in groups and masses over its whole extent. These have been sparingly and judiciously thinned out by the proprietor, and the arrangement of the roads and general distribution of the grounds has been adapted to the peculiar features of the situation. The effect is very rural and homelike...<sup>31</sup>

Downing, who, along with William Cullen Bryant, was an early advocate for a large public park in New York City, was a friend and mentor of Frederick Law Olmsted (1822-1903), and it was he who introduced Olmsted to Vaux, his future collaborator in the design of Central Park in Manhattan and Prospect Park in Brooklyn. The association of Vaux and Olmsted continued into the 1870s, during which time they collaborated on other parks, including notable systems in Buffalo, New York and Chicago, Illinois. The large urban parks which Vaux and Olmsted oversaw the designs of offered an opportunity to develop Picturesque landscapes on a grand scale, and their influence on the field of American landscape design was considerable. Their meandering drives traversed expansive naturalistic landscapes which were partially shaped by human endeavor, though unlike the typical private country estate their purpose was to serve the greater good of the public, and not an individual owner or family. Although fashioned as an estate landscape, the outlying landscape of the Pocantico Hills property in some measure functioned in the same manner as a large park since the public was encouraged by the Rockefellers to enjoy its various natural landscape features, which were juxtaposed with manipulated features and man-made infrastructure. In 1883 Olmsted established what is generally considered to be the first professional American landscape architecture firm in Brookline, Massachusetts, and he also committed significant energies to the American parks and conservation movement, both subjects that were of special interest to the Rockefeller family. It was around this time that Olmsted was engaged by William A. Rockefeller to consult on the Rockwood Hall landscape, one of his last major commissions prior to his retirement shortly thereafter. Following Olmsted's death in 1903 his sons, John C. and Frederick Law Jr., carried on their father's work as the firm of Olmsted Brothers, including work executed at the Pocantico Hills estate as late as the early 1930s.

Although rooted in eighteenth century English landscape design theory and although first promulgated in the United States in earnest during the 1840s, the Picturesque manner of landscape design continued to hold sway in the Hudson Valley and elsewhere long after Downing's untimely demise in 1852. The concepts he presented so passionately to a national audience in the antebellum period continued to permeate estate and park design for decades thereafter, carried forward by former associates and individuals of like mind—among them Vaux and Olmsted—at the behest of private land owners and municipalities. The physical development of the estate landscape at Pocantico Hills speaks to the continuing influence and viability of these concepts on

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<sup>31</sup>Calvert Vaux, *Villas & Cottages* (New York, NY: Harper & Brothers, 1857), Design No. 30.

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American landscape design into the early twentieth century. Olmsted's direct involvement and that of his direct successors in the physical development of the two Rockefeller estates provides a salient link to the landscape concepts first promoted in America by Downing, Davis and others in the antebellum period.

*Historic Development of William A. Rockefeller's Rockwood Hall Estate*

William A. Rockefeller established a commodious country house and estate in Westchester County, Rockwood Hall, nearby to where his brother's future Pocantico Hills estate would be developed beginning in the early 1890s. Rockwood Hall was built on the site of an earlier house belonging to the Aspinwalls, the family from which William A. Rockefeller had acquired that portion of his Westchester County land holdings. *Munsey's Magazine*, in an 1899 survey of prominent Hudson River estates, offered a previous observation that Rockefeller's large granite-walled villa, which occupied a commanding position, was "majestically plain and substantially good" and was set "in the midst of a tract of one thousand acres of fertile land."<sup>32</sup> The estate was richly described in the *New York Herald* in 1896, which christened it as "Rockefeller Manse," and which it described as being "about a mile from the Scarborough station, on the Hudson River Railroad, and extend[ing] back from the river line far beyond the old Albany post road, now known as upper Broadway."<sup>33</sup> The *Herald* piece focused in large measure on the Rockwood Hall villa as the principal point of interest, along with the other built features such as the estate's commodious stables, boathouse, cattle ranch and greenhouses, and made only passing reference to the grounds, which it nevertheless noted were kept in what it termed "superb order."<sup>34</sup> The design and layout of the Rockwood Hall grounds had been overseen by Olmsted, whose firm was retained for a time by JDR Sr. for work on his own nearby property.<sup>35</sup> A more detailed period description of the estate grounds was offered in *American Gardening* in 1895:

The house is built on a knoll which gives a superb view of the Hudson—north, across the Haverstraw Bay, away to where the silvery streak of water twines among the hills of West Point; south, in the shadow of the towering Palisades in the direction of New York's great bay.

Mr. Rockefeller's estate covers almost one thousand acres; a large portion of it surrounding the house is justly claimed to be one of the finest landscapes in the country. It was designed by Frederick Law Olmsted, the planting being done under the able superintendency of the Manning Bros., whose careful and artistic work has created an embellishing craze in all the wealthy residences along the Hudson.

The whole estate is thickly studded with woodlands, the outskirts of which have been artistically furnished by groups of flowering shrubs, and on all sides the beautiful undulating lawns meet the foliage of mountains

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<sup>32</sup>John W. Harrington, "Summer Homes on the Hudson River," *Munsey's Magazine*, vol. 21 (1899), 726-27.

<sup>33</sup>"Rockefeller Manse," *New York Herald*, 9 February 1896.

<sup>34</sup>"Rockefeller Manse," *New York Herald*.

<sup>35</sup>David Schuyler, Gregory Kaliss, Jeffrey Schlossberg, eds., *The Papers of Frederick Law Olmsted: The Last Great Projects, 1890-95* (Baltimore, MD: Johns Hopkins University Press, 2015), 148; Chernow, *Titan*, 403.

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of trees; every view is particularly enhanced by different species of our native Flora, which have been planted with charming results...<sup>36</sup>

As for Rockwood Hall's carriage roads, they are modestly depicted on the 1891 atlas map of the Hudson River Valley by F.W. Beers, which shows one road spur leading westward onto the estate property from the Albany Post Road, the principal point of overland access, and another spur leading northward, away from the villa site and into the accompanying landscape.<sup>37</sup> Far more revealing is their depiction, and that of the estate core and outlying land holdings of William Rockefeller, on the map produced in association with G.W. Bromley's 1911 *Atlas of Westchester County*.<sup>38</sup> The Bromley map captures all of the principal physical features of the estate as it existed at that time, including the carriage road system, which had been laid out in characteristic Picturesque terms to capitalize on the property's astounding natural beauty and that of its Hudson River surroundings. It also indicates that what survives today is the westernmost half of the estate core's system, from its massive stable complex westward. A subsequent description, dating to 1923 and published the year after William Rockefeller's death—by which time the estate had been reduced to 197 acres and was being offered for sale—noted that the property included “over six miles of roads and drives... On two miles of road, the surface is Hastings block... a paving block made of traprock. The balance of the roads exhibit the same sixteen-inch stone foundation with crushed stone surface rolled with a fourteen-ton road roller.”<sup>39</sup> Of the road system the following was noted:

The roads are well laid out, have no dangerous sharp curves and are fenced at all turns and on the bridges. One drive extends along the shore of the Hudson River for a distance of three quarters of a mile and it is believed that no place on the Hudson has such a shore drive.<sup>40</sup>

Among the photographs included in this piece was one depicting a representative view of one of the estate's “many pleasant woodland roads and drives,” which additionally showed one of the property's seven steel and concrete bridges with rustic railing.

*Historic Development of John D. Rockefeller's Pocantico Hills Estate*

Although John D. Rockefeller Sr. (JDR Sr. hereafter) had shown interest in acquiring real estate in Westchester County on which to develop a country seat as early as the mid-1880s, it was not until the summer of 1893 that he settled on acquiring lands in the Pocantico Hills neighborhood of the Town of Mount Pleasant. In August

<sup>36</sup>“Rockwood Hall, Tarrytown, N.Y.,” *American Gardening*, vol. XVI, no. 47 (Sept. 28, 1895).

<sup>37</sup>F.W. Beers, *Atlas of the Hudson River Valley from New York City to Troy* (New York, NY: Watson & Co., 1891), Section 8.

<sup>38</sup>G.W. Bromley, *Atlas of Westchester County, New York*, 1910-11, vol. 2 (Philadelphia, 1911), plate 23.

<sup>39</sup>Harold G. Gulliver, “Rockwood Hall on the Hudson,” *Country Life*, vol. XLIII, no. 5 (March 1923).

<sup>40</sup>Gulliver, “Rockwood Hall on the Hudson.”

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and September of that year, with Yonkers real estate broker W.H. Hoyt serving as his intermediary, deals were closed on 400 acres of land purchased from 10 separate owners. Among these was a 17-acre parcel which included the Parsons-Wentworth house, the first dwelling resided in by the Rockefellers in Westchester County. They continued to reside there, as their country seat in Pocantico Hills, until that house was destroyed by fire in 1902, at which time they moved their accommodations to another existing house on their estate, the Kent house. Between 1893 and 1896 the family continued to add to its land holdings, acquiring an additional 579 acres, so that by 1897 the estate had grown to 985 acres—by 1925 it would encompass 2,177 acres, and at its high-water mark it consisted of well over 3,000 acres. By the turn of the twentieth century JDR Sr. had largely retired from his business management obligations and, although he remained keenly interested in the development of the estate grounds, he was nevertheless increasingly turning important aspects of its physical development and improvement over to his only son, John D. Rockefeller Jr. (JDR Jr. hereafter). These eventually included the development of the estate's ever-expanding network of carriage roads, a subject of mutual interest to both men, as well as the construction of a new estate house, designed by architects Delano & Aldrich, which would replace the family's post-fire accommodations at the Kent house. Construction on this house, the present-day Kykuit mansion, was initiated in 1907 and concluded in 1909; however, a second major construction campaign was initiated to address what the family, and JDR Sr. in particular, felt were severe deficiencies in the layout. This work was undertaken between 1911 and 1913, again under the guidance of Delano & Aldrich, with interiors executed by Ogden Codman Jr. As for the Park's formal landscape and garden work, it was overseen by William Welles Bosworth, in addition to Charles Platt.<sup>41</sup>

In 1903, a decade after JDR Sr. began quietly massing land holdings in Pocantico Hills, the *New York Herald* published a birds-eye view of what it termed "the great domain of John D. Rockefeller." The paper wryly noted that "Scarcely a day passes without a new entry in the Westchester county Register's office, with the name of John D. Rockefeller as grantee and some old time property owner of Pocantico Hills, Eastview, North Tarrytown or Greenbush as grantor."<sup>42</sup> By the *Herald's* account the elder Rockefeller had by that time amassed over 2,000 acres of local land holdings, which, the paper noted "He intends to lay out [as] an enormous park, traversed by many miles of beautiful roads..."

...Mr. Rockefeller has improved the properties he has been steadily acquiring. Rookeries have been demolished, lanes expanded into broad roads, roads closed and boulevards built instead, hollows converted into lakes and hills partly cleared of rough stones and ugly undergrowth and lofty observatories erected on their summits...

<sup>41</sup>Bearss, "History of the Pocantico Hills Estate," 111-125.

<sup>42</sup>"Birds-eye View of the Great Domain of John D. Rockefeller," *New York Herald*, 11 January 1903.

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...He began boldly. In September, 1893, he bought six estates, including nearly four miles of Hudson River frontage. This was the biggest single recorded transaction in real estate in this vicinity. Nearly five hundred acres adjoining on the south, the already conspicuous estate of his brother, William Rockefeller, known as Rockwood, were obtained of negotiation. At one stroke Mr. Rockefeller had obtained a great tract of wonderful natural beauty, adjacent to the metropolis and commanding an impressive view up and down the Hudson and across to the Palisades. It included lofty hills, smiling valleys, patches of virgin woodland, sparkling brooks, picturesque lanes and rolling meadows.<sup>43</sup>

The article concluded with further accounts of recent land purchases by JDR Sr. and what it termed his "land hunger," and offered the following witty conclusion: "Having land, water and fuel, the inhabitants declared Mr. Rockefeller needed only to garner the air and sunshine to be omnipotent." The following year, the *New York Evening Telegram* carried a story on the ever-expanding estate which, by the newspaper's estimate, was by 1904 larger than "all the parks, great and small, in Manhattan and the Bronx from the Battery to Pelham Bay," though its estimate of the total acreage was inflated:<sup>44</sup>

It contains more than 5,000 acres of the most picturesque land within a radius of one hundred miles from New York. Some idea of its immensity can be gained when it is realized that it is five times larger than Van Cortlandt Park, nearly ten times larger than the Bronx Park and three times larger than Pelham Bay Park, the largest in the city's great chain.

With a fair team of horses it would take you two days to drive all over the estate, which contains forty-six miles of hard macadam driveways. In the same way that Mr. Rockefeller built up his vast fortune he is building up what will eventually be the most extensive and magnificent country place in America...

There is a superintendent and an army of gardeners and laborers. Very little farming is done, however, and all the workmen are busy constantly making new roads, planting trees and improving the scenery. Mr. Rockefeller's idea seems to be to surround himself with a beautiful solitude...

...The people around there have seen the whole region gradually absorbed and slowly turned, since 1893, into a wonderful park. Their eyes have become so accustomed to the gradual transformation of old Rip Van Winkle's Land that they hardly realize what it all means or how great the expense has been.

But in the ten years Mr. Rockefeller has been there he has not spent less than \$10,000,000. He has bought up nearly every large farm in East View, North Tarrytown, Pocantico and Greenbush. They have been bound together with wide driveways. Unsightly spots have been obliterated, still ponds have been cleared and changed into a chain of crystal lakes. An old cut through the hills, used by the first railroad to pass into the hills, has been turned into a winding drive.

On either side rise walls of rock and ferns, and trees are sometimes a hundred feet above the road. To the right and left lay vast forests, high above the level of the distant Hudson and as natural as they were in the days of Rip, save for the graceful roads which wind around them.<sup>45</sup>

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<sup>43</sup>"Birds-eye View of the Great Domain of John D. Rockefeller."

<sup>44</sup>"Mr. Rockefeller Adds Another Farm to His \$10,000,000 Pocantico Estate," *The Evening Telegram*, 24 June 1904.

<sup>45</sup>"Mr. Rockefeller Adds Another Farm."

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The article concluded by opining that the elder Rockefeller was “very gradually...overcoming the prejudice which was created against him in Tarrytown. He has made the country so much more beautiful that the natives are beginning to feel differently.” Similar if not more positive sentiments relative to the family’s presence would come in time, particularly during the years of the Depression, at which time the Rockefeller estate at Pocantico Hills offered employment for scores of local residents, much as the effort to construct Rockefeller Center in Manhattan did.

Land acquisition by the Rockefellers continued in the 1920s, although at times the continual process of the estate’s aggrandizement was not well received. In 1929 the family acquired two parcels of land in the hamlet of Pocantico Hills, leaving, by the account of *The Yonkers Statesman*, only 12 there which were not then owned outright by the Rockefellers. “Pocantico Hills,” the paper opined, “today seemed destined to go the way the hamlet of Eastview went—into the ever growing estate of John D. Rockefeller.”<sup>46</sup>

Pocantico Hills 30 years ago was a thriving village of nearly 1,500 persons. Today the population is under 100. There are only about a dozen families left. The rest of Pocantico Hills has become part of the huge Rockefeller estate.

The estate today seems to be reaching out to gobble up the remainder of the village as it swallowed Eastview and wiped that New England-like village from the map.<sup>47</sup>

The land that constituted the hamlet of Eastview, a small residential enclave which was home at one time to upwards of 50 families, was purchased by the Rockefellers in the later 1920s at a total cost of over \$700,000. The hamlet’s position relative to the estate rendered it a source of dissatisfaction for the Rockefellers, and the securing of its various properties was critical to developing plans to relocate that portion of the Putnam Division of the New York Central Railroad’s right-of-way which bisected the estate and as such served as a constant source of annoyance to the family. As noted by Bearss in his study of the estate’s development, “Land in East View and the Saw Mill River Valley required by the New York Central for its new right-of-way was exchanged by the Rockefellers for the section of the old right-of-way crossing their property.”<sup>48</sup> The hamlet of Eastview was in essence eradicated from the map, leaving little trace of it today. In July 1930, the Westchester County Park Commission announced that JDR Jr. had donated land formerly associated with the hamlet to help facilitate the construction of the Saw Mill River Parkway, a gift which allowed for a straighter alignment and easier grade for the roadway in that vicinity.<sup>49</sup> Service on the New York Central’s section of line

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<sup>46</sup>“Rockefeller Buys Pocantico Parcels,” *The Yonkers Statesman*, 16 July 1929.

<sup>47</sup>“Rockefeller Buys Pocantico Parcels.”

<sup>48</sup>Bearss, “History of the Pocantico Hills Estate,” 179-82.

<sup>49</sup>Richard Miller, “What Happened to Eastview?” *River Journal*, 25 April 2014.

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which had formerly bisected the estate was discontinued in March 1931, at which time the corresponding stations at Pocantico Hills, Tower Hill and Tarrytown Heights were taken out of service and dismantled, and the tracks removed from the family's property. The railroad right-of-way had been successfully shifted to the east, thereby removing it entirely from the estate, though it remains discernible at times within the landscape, in the form of berms and rock cuts. The area where the Pocantico Hills station once stood was subsequently reworked into a village green under the auspices of Olmsted Brothers.<sup>50</sup>

It was also around this time that JDR Jr. petitioned the Town of Mount Pleasant to abandon a one and one-half mile of Bedford Road, which would be relocated north of and parallel to its existing alignment, a proposal which failed at first to gain traction in part due to political friction. It was also during this period that Rockefeller helped finance improvements made to Sleepy Hollow Road.<sup>51</sup>

*Evolution of the Estate Landscape & Carriage Road Network in the Twentieth Century*

The carriage road system of the outlying estate area largely represents the efforts JDR Jr., whose father laid out the first crushed-stone roads on the family's Pocantico Hills estate, and additionally includes those portions of the Rockwood Hall estate which had been developed earlier by William A. Rockefeller beginning in the mid to later 1880s. As time progressed development of the Pocantico Hills road network was increasingly overseen by JDR Jr., who in time came to assume oversight of its design and implementation, following his father's sage example. Surviving documentation indicates the extent of JDR Jr.'s involvement and his personal investment in the project. The Rockefeller Pocantico Hills estate's circulation system was conceived and built to accommodate the family's considerable interest in horses and carriages, the preferred means by which they engaged with the surrounding Hudson River Valley landscape. As such the roadways were specifically engineered to meet the requirements of carriage travel, with design emphasis placed upon solid well-drained road surfaces which were gentle in gradient, curvature and overall alignment.

While the Rockefeller's Pocantico Hills estate was in essence a designed landscape which the carriage roads were intended to capitalize on, by serving as a travel conduit through which it could be experienced, it might more properly be defined as a refined or culled landscape, in that its creation was not so much a process of introducing new plant and tree material and adding or modifying topographic features, but instead one of honing the existing landscape's natural features to bring to the forefront those characteristics which were deemed to be the most desirable and beautiful. While the area within the Park, the formal area of the estate,

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<sup>50</sup>Bearss, "History of the Pocantico Hills Estate," 182-84.

<sup>51</sup>Bearss, "History of the Pocantico Hills Estate, 228-29.



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featured a more cultivated and manipulated appearance, the outlying areas were left in a largely natural, though nevertheless manicured, condition. Landscape work within the Park had been in large measure overseen by William Welles Bosworth, who laid out formal gardens to the north and south of Kykuit, areas which he had described as a rocky barren expanse with “a few scraggly trees.” As the first phase of work on the gardens drew to completion in 1910, JDR Jr. penned a letter of appreciation to Bosworth in which he stated “The gardens cannot fail to give increasing pleasure to all who will enjoy them during the years to come,” and he oversaw the implementation of additional site work in 1915.<sup>52</sup> Other landscape improvements within the Park included the construction of a nine-hole golf course—JDR Sr. was completely smitten with the game, as was his wife—which was subsequently expanded to a full 18 holes in large measure under the guidance of JDR Jr.’s son Nelson. That work was undertaken in 1937.<sup>53</sup>

The outlying areas of the property, by contrast, were largely left to reflect their natural Hudson Highlands character, though this at times required the removal of existing buildings and infrastructure as a matter of process. As noted by one source in the mid-1930s, “Mr. Rockefeller has made no attempt to landscape the estate in the English park fashion, but has left the country as nearly as possible in its natural state, content with merely clearing out the dead and unhealthy growth.”<sup>54</sup> This seems somewhat in contrast to Rockwood Hall, where considerable efforts were made to augment existing native plant materials; as noted in *American Gardening* in 1895, “The whole estate is thickly studded with woodlands, the outskirts of which have been artistically furnished by groups of flowering shrubs...”<sup>55</sup> That estate’s landscape, which was at that time overseen by master gardener William Turner, had “Over one hundred large railroad car loads of trees and shrubs during the past season, and much more is in contemplation.”<sup>56</sup> That is not to say efforts weren’t made at the Pocantico Hills estate to introduce new plant and tree material into the landscape, as new trees were in fact introduced while others were at times relocated, though there the efforts were apparently more subtle. By Chernow’s account during the 1920s JDR Sr. maintained nursery operations where as many as 10,000 young trees were planted at a time.<sup>57</sup>

Precedents for the design of the family’s Westchester County estate are to be found at the family’s former estate in Cleveland, Forest Hill, as it was there that JDR Sr. thoroughly immersed himself in landscape and road design, both of which he drew seemingly endless pleasure from. The elder Rockefeller was, by most all

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<sup>52</sup>Bearss, “History of the Pocantico Hills Estate,” 127-28.

<sup>53</sup>Bearss, “History of the Pocantico Hills Estate,” 139-143.

<sup>54</sup>“Dogwood is Displayed at Its Height on Rockefeller Estate,” *The Yonkers Statesman*, 14 May 1937.

<sup>55</sup>“Rockwood Hall,” *American Gardening*.

<sup>56</sup>“Rockwood Hall,” *American Gardening*.

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accounts, far more interested in the grounds and landscapes of the properties he occupied, dating back to the family's occupancy of the house on Euclid Avenue in Cleveland. Pocantico Hills would nevertheless represent a far more sprawling and expansive canvass, and one which required decades to shape and mold; it was, in fact, a multi-generational landscape, the initial blueprint for which was laid out by JDR Sr. It was at Forest Hill that JDR Jr. learned the rudiments of road engineering and landscape design directly from his father, and it is there that his love of nature and outdoor pursuits was nurtured from a very early age. As noted in one early twentieth century source, "Had John D. Rockefeller been less successful in finance he might have become one of the best of American civil engineers. As it is, though he has taken up the study only as a recreation for his old age, practical men say he is as skillful as any man in the business."<sup>58</sup> It continued:

With only an assistant to carry the transit and hold the rod, the old man has tramped all over his vast estate on the Pocantico Hills and has made his own surveys for the huge park which he is laying out there.

More than this, he has shown himself to be an expert road builder. When all the roads he has mapped out are completed they will stretch for nearly 40 miles and "Old John D.," as the whole countryside calls him, has planned every foot of them himself. Landscape gardeners and civil engineers alike agree that, whether from the viewpoint of artistic effect or mere utility, the work could not have been better done.

Although this account opined that surveying and road engineering were a mere "pastime" to the elder Rockefeller, it nevertheless indicated the respect he maintained in the eyes of professionals working in these fields; as one engineer stated it, "Only those who are brought into personal contact with him can form any just estimate of the extent and variety of Mr. Rockefeller's capabilities."<sup>59</sup>

While perhaps not as thoroughly documented in the historical record as the carriage roads built by the Rockefeller family on Mount Desert Island in Maine, surviving documentation nevertheless provides some sense of the nature in which the Pocantico Hills carriage road network developed. Road work had by all indications advanced steadily, as by 1904 the property contained what was described by one source as 46 miles of "macadam" driveways, presumably a considerable exaggeration but nevertheless evidence that the work was well underway.<sup>60</sup>

Some sense of the Pocantico Hills estate carriage road system as it existed ca. 1910, at which time JDR Jr. was assuming oversight of the endeavor, can be gleaned in examining the Bromley county atlas mapping published as volume two in 1911. Plate 22 of this atlas confirms that segments of the road system outside of the Park,

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<sup>57</sup>Chernow, *Titan*, 403.

<sup>58</sup>"John D. Rockefeller as an Engineer," *Utica Journal*, 31 December 1904.

<sup>59</sup>"John D. Rockefeller as an Engineer."

<sup>60</sup>"Rockefeller Adds Another Farm," *Evening Telegram*.

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north and west of Bedford Road, east of Sleepy Hollow Road and south of what is now known as Rockefeller Brook, had been implemented by that date. It also depicts the roads within the Park as they then existed, at the outset of the second Kykuit building campaign (1911-13), and multiple points where the carriage road network intersected with Bedford Road. At that date the estate was still known by the name “Boxwood,” which appears on both the Bromley map and in period accounts.<sup>61</sup> The carriage road system’s at-grade crossings would later be reworked as underpasses, thereby separating horse and pedestrian traffic from vehicular roadways, not unlike the system employed by Vaux & Olmsted in their design for Central Park, whereby pedestrian traffic was separated from cross-park carriage traffic, or what ultimately became vehicular traffic. *Canter Alley* had not yet been constructed, though the stream that presently meanders along its eastern side and through a line of sycamore trees is evident. It might be presumed, given the date and the location near the core of the family property, that the roadways depicted on the Bromley map had been laid out under JDR Sr.’s oversight. In a larger sense the 1911 map is particularly insightful in depicting the way in which both William and JDR Sr. had amassed and consolidated land holdings with an eye towards creating large, unified expanses, though the holdings of the latter, in particular, were still interspersed with properties to which title had not yet been secured. The mapping further confirms that the portion of the Pocantico Hills estate east of Gory Brook and west of Sleepy Hollow Road—the area that contains the *13 Bridges Trail* and the northern segment of the *Pocantico River Trail*—were originally part of William Rockefeller’s lands, though they had yet to be improved with roads to that time.

A 1907 newspaper account, published in *The Sun*, indicated that the estate’s longtime superintendent, Collier V. Hemenway (1837-1909), who capably served as the superintendent of the Pocantico Hills estate under JDR Sr. in the early years of its development, was soon to retire and that oversight of the estate was to pass to JDR Jr. “Mr. Rockefeller will have charge of about 200 men, mostly Italians, and an estate of over 5,000 acres. He will oversee all work, propose new improvements and will have charge of the erection of his father’s new mansion.”<sup>62</sup>

The level of JDR Jr.’s oversight and personal investment in the continual improvement of the estate’s various features, among them the carriage roads, is captured in period correspondence. Much of this documentation dates to the 1920s and the first half of the 1930s, among the better understood periods of development as portrayed in existing documentary sources. During this period considerable physical improvements were made

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<sup>61</sup>“Along the Pocantico,” *The Evening Star* (New York, NY), 5 May 1900; “John D. Rockefeller has acquired a large estate back from the river and to the east of his brother’s place, known as Boxwood.”

<sup>62</sup>“New Work for John D., Jr.,” *The Sun* (New York, NY), 7 April 1907.

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to the estate, an effort which provided employment for scores of workers during the leanest years of the Depression. In a letter he penned to Stephen Garvin of Douglas Knox, Inc., a Bronx-based surveying and engineering company, JDR Jr. noted that "I was at Pocantico yesterday and looked over the stakes that you have set on both sides of the Bedford Road."

To the north the line seems to me about right and I have asked Mr. MacVicar to put larger stakes so that I may review it again before deciding.

To the south I felt less sure as to the wisdom of your suggestion. To be obliged to use the sheepfold road seems to me unfortunate. Mr. MacVicar is staking another line on the east side of the lake which he and I picked out and which lands at the triangle, also an alternative that goes from the north end of the lake to the drive at the gate nearest my house.

Mr. MacVicar will see you when you are next at Pocantico and he will have measured the length of these two lines, and I am hoping you can with a hand level determine the grade just roughly, in order to decide whether either of these routes or both of them are possible from the point of view of grade. If so, they are preferable in my judgement to the one you have suggested.

If you cannot take these grades with a hand level Saturday, perhaps you could send up a man in the meantime with an instrument to run levels of these two new lines which I am having staked. Mr. MacVicar can give him all necessary information.

I am glad that you are planning to stake the Sleepy Hollow crossing this Saturday and will look over the line next week when I have my earliest opportunity. It is important to have these matters settled, if possible, before the snow comes.<sup>63</sup>

During the later 1920s the Rockefeller family, with the consent of the Town of Mount Pleasant, funded improvements along Bedford Road at a cost of approximately \$30,000, inclusive of widening, regrading and resurfacing activities, and it was at this time that an underpass on Bedford Road was constructed, in order that the carriages could be safely conveyed under the vehicular roadway. Similar activities were performed on Sleepy Hollow Road, where an underpass was also constructed and where the improvements required the relaying of existing water mains; those costs approached nearly \$50,000.<sup>64</sup> These activities illuminate the broad scope of work required to reshape what was once a vast constellation of unrelated properties into a single unified entity, which similarly required the relocation of the Putnam Railroad right-of-way and an exploration of the abandonment of existing roads which had been subsumed by the estate, particularly in the immediate vicinity of the hamlet of Pocantico Hills.<sup>65</sup>

<sup>63</sup>JDR Jr. to Stephen L. Garvin, 15 December 1927, box 54, folder 557, Homes series, RAC.

<sup>64</sup>Memorandum, 31 December 1929, box 54, folder 558, Homes series, RAC.

<sup>65</sup>Memorandum by JDR Jr., 25 April 1929; W.B. Mitchell to JDR Jr., 16 September 1920, box 54, folder 557, Homes series, RAC.

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Much of the work which was undertaken from the later 1920s into the mid-1930s was executed under the supervision of Walter Kidde & Company of New York City. Arthur B. Miller of this firm had previously provided engineering oversight at the Pocantico Hills estate and would also work on behalf of the family at Seal Harbor on Mount Desert Island in Maine.<sup>66</sup> Actual construction work, overseen by Kidde, was subcontracted with Winston & Company and, for six years beginning in 1929, by the Westchester Road Construction Company. A letter which JDR Jr. directed to Miller in March 1932 captures the breadth of the activities which were then ongoing:

With reference to further work at Pocantico, my plan is something as follows:

As weather conditions wisely and economically permit, I would have you finish up the various little odd jobs that I have given you around the place, like the road near the railroad station at Pocantico, the cow underpass at the farm barns, and other cleaning up and finishing up jobs. In the mean time you will be going ahead with the retaining wall on the upper side of the farm barns, only working there when conditions are most advantageous. You will also be finishing the grading of the uphill side of the Bedford Road underpass near Mr. Stillman's property. You will complete and when the right season comes put cinders on the Buttermilk Hill Road and its continuation all the way back to the present work-horse barns, leaving out only such sections if you may be working over later in connection with other roads.

While these various pieces of work are going on, you will be completing the dam and building a road over it; also cutting the trees in the new lake and taking out top soil only when and as you need it to spread in various places. The work on the lake need not be hurried up, but kept for pick-up work to be done between times when most advantageous.

As to road construction, I thought it would be well to undertake first the road from the far end of the new dam down to Longwood Avenue. Secondly, I would undertake a road along the edge of the hill from near where Mr. Stillman's springhouse is, down to the abandoned railroad track near the new dam. And lastly, I would undertake the loop to the northeast of the new dam. Of course, the completion of roads around the new farm centre can be carried on whenever conditions are favorable and advantageous.

In line with the letter I wrote to you a day or two ago, to the effect that I did not contemplate increasing the Westchester force at the present time or until I should so advise, you will probably not get to the last two new road projects, namely, the loop and the piece from Mr. Stillman's springhouse to the abandoned railroad track, before another fall or spring. I fully understand that with this smaller force the work will naturally go much less rapidly than we had planned, but that will be satisfactory to me for present. I should hope that every effort would be made to have the organization as efficient as possible and to do the work as economically as it can be done. If in the interest of economy and efficiency you think any changes in this rough program are desirable, please to not hesitate to do indicate to me.<sup>67</sup>

A map filed in September 1931 depicts the carriage road system as it had been developed by that date.<sup>68</sup> This map is particularly useful when contrasted with a second map which depicts the development of the network

<sup>66</sup>JDR Jr. to D.F. DeLap, 15 February 1928, box 57, folder 585, Homes series, RAC.

<sup>67</sup>JDR Jr. to Arthur B. Miller, 11 March 1932, box 57, folder 585, Homes series, RAC.

<sup>68</sup>Map filed September 1931, box 54, folder 558, Homes series, RAC. This map carries the typed notation "All new roads built in Sleepy Hollow and Gory Brook valleys, also road around Brothers hill, returning via Chicken farm." Above this is the address Room 2000, 26 Broadway, New York, N.Y.

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as improved between 1928 and 1935.<sup>69</sup> The 1931 map confirms the existence, by that time, of the present-day *13 Bridges Trail*, the eastern portion of which was referred to at that time as Ridge Road; the *Eagle Hill Trail*, or what was termed Eagle Hill Road; the *Pocantico River Trail*, *Canter Alley*; a portion of *Big Tree Loop*; and a long looping section that includes part of the present-day *Rockefeller Family Trails*, *Buttermilk Hill Trail*, *Laurance's Ridge* and the northern portion of the *Goat Trail*.

Conspicuously absent from the 1931 map are both Swan Lake and the farm barn's complex, development of which occurred shortly thereafter. In August of that year JDR Jr. advised Arthur Miller of Kidde & Company to initiate construction on the dam which would impound water to create the new lake: "Your letter of August 24<sup>th</sup>, giving the estimate of the cost of the dam for the proposed lake near the abandoned railroad track at Pocantico as \$34,179.37 and enclosing the State Permit for building the dam, is received... I authorize you to proceed with this work whenever it can be best fitted in..."<sup>70</sup> Construction of the dam proved a costly enterprise, being that it cost twice the projected estimate. JDR Jr. expressed his relative dissatisfaction with this situation in a letter to Walter Kidde in March 1932, in which he indicated his opinion that "...had we sought consultants who were specialists in their field at an earlier date, nearly half the cost of this work might have been saved without affecting the result."<sup>71</sup> While he took the opportunity to indicate that the company's work on the dam and recent sections of roadway were "generally satisfactory," he nevertheless referenced his recent expenditures of nearly \$2,000,000 on estate improvements, and the high per-mile cost of road construction, and suggested that Kidde decrease the company's commission fees moving forward.<sup>72</sup> Kidde quickly acquiesced and agreed to lower the company's fee structure from 11 to 8 percent, 6 percent for supervising construction activities and 2 percent for engineering management of the Westchester Road Construction Company.<sup>73</sup>

Swan Lake was not the first instance whereby water was impounded by man-made means, as during the 1910s the family had seen to the formation of the lakes to the immediate east of the Park—known on period maps as Lakes no. 1 (Ailes Lake) and Lake no. 2 and no. 3 (Hemingways/Hemenway Lakes), and located immediately south of Fergusons Lake—in order to supply water to the estate core and nearby community, both of which were serviced by new water mains.<sup>74</sup> Although these artificial lakes are depicted on contemporary mapping as

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<sup>69</sup>Untitled map, box 57, folder 589, Homes series, RAC; this map accompanied an overview of work performed on behalf of JDR Jr. by Walter Kidde & Company between 1928 and 1935 and was annotated by Arthur B. Miller.

<sup>70</sup>JDR Jr. to Arthur B. Miller, 27 August 1931, box 57, folder 585, Homes series, RAC.

<sup>71</sup>JDR Jr. to Walter Kidde, 18 March 1932, box 57, folder 585, Homes series, RAC.

<sup>72</sup>JDR Jr. to Walter Kidde, 18 March 1932, box 57, folder 585, Homes series, RAC.

<sup>73</sup>JDR Jr. to Walter Kidde, 24 March 1932, box 57, folder 585, Homes series, RAC.

<sup>74</sup>Bearss, "History of the Pocantico Hills Estate," 232-33.

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Ailes Lake and Hemingways Lake, all three, exclusive of Fergusons Lake to the immediate north, were known in earlier times as the Hemenway Lakes, having been named in honor of Collier V. Hemenway.

As for the estate's commodious Norman-inspired farm barn complex, in 1930 JDR Jr. commissioned architect Grosvenor W. Atterbury (1869-1956) to initiate development of their design, and the two men, accompanied by JDR Jr.'s son Nelson—who would come to oversee important aspects of that particular project, along with his brother JDR III, who also took an avid interest in it—traveled to Mount Hope Farm in Williamstown, Massachusetts, in the summer of 1931 to observe the latest trends in farm design and barn technology.<sup>75</sup> Atterbury had been engaged with work on the Rockefeller estate as early as the late 1920s, including preparing plans for relocating the Coutant house, as noted in period correspondence.<sup>76</sup> A graduate of Yale and Columbia universities, Atterbury worked for a time in the architectural office of McKim, Mead & White prior to his well-known work on Forest Hills Garden in Queens, New York, which began in 1909. The Pocantico Hills barn complex and farm were developed on land which had previously been determined suitable for that purpose by Olmsted Brothers.<sup>77</sup> In March 1933 JDR Jr. was in contact with Arthur B. Miller to coordinate the finishing of road and courtyard surfaces around the complex.<sup>78</sup> There the former specified that the barn complex roads would be surfaced with crushed stone in addition to areas of penetration macadam, which consisted of a crushed-stone base with asphalt surface. JDR Jr. was pleased with the farm group was constructed and expressed his sentiments in a letter to Atterbury:

It would have done your heart good to have been here that Sunday the entire family visited the buildings, after they were first occupied by their dumb tenants, the animals, and their expressive and appreciative attendants, from Tompkins, the superintendent, down.<sup>79</sup>

As noted by Bearrs, the completion of the new farm group brought changes to the existing agricultural operations then being undertaken on the estate. Between 1933 and 1934 the estate's earlier dairy barn and horse barns and stables were demolished, as was the poultry plant, as chickens were no longer being raised. Sheep had previously been raised on the estate, but in 1935 JDR Jr. discontinued these operations and converted the associated barn into kennels. The dairy herd which was housed in the barn complex remained until JDR Jr.'s death in 1960, at which time it was sold off.<sup>80</sup>

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<sup>75</sup>Peter Pennoyer and Anne Walker, *The Architecture of Grosvenor Atterbury* (New York, NY: W.W. Norton & Co., 2009), 228.

<sup>76</sup>Office of JDR Jr. to Frank S. Staley, 31 December 1928, box 58, folder 591, Homes series, RAC.

<sup>77</sup>Pennoyer and Walker, *Grosvenor Atterbury*, 228.

<sup>78</sup>JDR Jr. to Arthur B. Miller, 1 March 1933, box 57, folder 585, Homes series, RAC.

<sup>79</sup>Bearrs, "History of the Pocantico Hills Estate," as quoted, 201-02.

<sup>80</sup>Bearrs, "History of the Pocantico Hills Estate," 201.

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In 1935 Arthur B. Miller, on behalf of Walter Kidde & Company, submitted a detailed map and itemized overview of all of the work which had been performed under Kidde's auspices between the years 1928 and 1935, including the net construction costs and engineering expenses and fees paid to Kidde.<sup>81</sup> These materials, which had been requested by JDR Jr., were scrupulously reviewed by him, and he subsequently complimented Miller for the thoroughness of his overview.<sup>82</sup> Miller's comprehensive account illuminated the broad scope of activities that had been undertaken during that period under the direction of Kidde, among them the construction of the Sleepy Hollow Road, Bedford Road and Lake Road bridges, considerable work on the carriage road system and related bridges, work around the new farm barn complex, and work on the estate's various lakes, among other items:

New Roads, excluding Roads at new Farm Group	\$1,067,653.84
Miscellaneous Bridle Paths	31,936.15
Stone Bridges	357,443.86
Reservoirs	102,726.56
New Lake and Dam	98,548.26
Swimming Pool	20,617.72
Sewers	55,269.14
New Farm Group, including roads	105,172.22
Administration & Shop group	25,258.22
Enclosure Wall, Lake Road to Mallory Avenue	24,452.95
Miscellaneous Items	238,113.72
Maintenance Items	<u>12,210.23</u>
	\$2,139,404.87

By 1935 the Pocantico Hills estate carriage road system had been expanded to include the present day *Overlook Trail* and *Deer Run*, situated north and west of Swan Lake, the *Ridge Trail* to the east of it, the new system of roads around the farm barns, in addition to new sections of incomplete roadway east of Bedford Road and within the Park. The portions of roadway east of Bedford Road, in the southeastern-most portion of the estate, were as yet largely incomplete. Material for the roads, namely stone, was in part drawn from gravel pits located on the estate and in at least one instance from the nearby property of Curtis Dall, who allowed JDR Jr. to remove and use a stone pile located there in return for the grading of the site.<sup>83</sup> Granite and other stone used in the construction of the Bedford, Sleepy Hollow and Lake Road bridges, in addition to the gateposts on Bedford Road, was also quarried on the estate.<sup>84</sup> Asphalt oil, used as a binder for crushed-stone carriage roads,

<sup>81</sup>"Pocantico Hills Estate, Tarrytown, N.Y., Work Performed Under Direction of Walter Kidde Constructors Inc., Years 1928 to 1935 inclusive," box 57, folder 589, Homes series, RAC. This overview is keyed to the untitled map contained in the same folder.

<sup>82</sup>JDR Jr. to Arthur B. Miller, 17 August 1935, box 57, folder 589, Homes series, RAC.

<sup>83</sup>JDR Jr. to Arthur B. Miller, 1 March 1933, box 57, folder 585; JDR Jr. to Curtis Bean Dall, 9 October 1929, box 54, folder 558, Homes series, RAC.

<sup>84</sup>Walter S. Wainwright to JDR Jr., 2 December 1929, box 58, folder 591, Homes series, RAC.



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was ordered as needed.<sup>85</sup> In addition to laying out, constructing and surfacing new sections of carriage roadways and bridle paths, workers continued the seemingly endless process of demolishing unwanted buildings and structures on holdings acquired by the Rockefellers, including on the former Christian Brothers property, a large tract of land which JDR Jr. acquired in 1928 and took possession of in 1931.<sup>86</sup>

The Westchester Road Construction Company had been incorporated in May 1929 to advance construction activities at the Pocantico Hills estate, with Albert E. Nuelsen serving as its first president.<sup>87</sup> Some of the particulars of its formation and structure were outlined in correspondence dating to that August:

I have your letter of August 15<sup>th</sup> in respect of the contract between Westchester Road Construction Company and Mr. Rockefeller, Jr. We did not want to make the contract on a flat basis whereby Mr. Rockefeller, Jr. would reimburse the Corporation only for the cost of the work, so we fixed a profit to the Corporation of 3% on the cost. We did not want to make the profit too high as that would make it appear that the contract was not a real contract. We figured that if the Corporation spent \$100,000 a year, the profit of 3% would amount to \$3,000 on its income tax. Hence, if the Corporation spends \$100,000 or less in each year, no income tax will be payable by the Corporation. The 3% profit can be set up as a reserve for replacement of machinery or a similar reserve and even if the cost of the work exceeds \$100,000 a year, such a reserve would eliminate any taxable income. It is quite likely, of course, that replacements of machinery and equipment will amount to more than \$3,000 a year. The amount to be received by Kidde for management is not to be paid by the Corporation according to my understanding and the 3% profit was not intended to cover this fee. My understanding was that Kidde would bill Mr. Rockefeller direct for the amount of their fee and thus place themselves in the position of consulting engineers to Mr. Rockefeller and not the Corporation. In other words, Mr. Rockefeller requests his consulting engineers to carry out a piece work and the consulting engineers then direct the Corporation to do the work for the account of Mr. Rockefeller.<sup>88</sup>

The company was started with \$35,000 in capital of which roughly \$23,500 was used to purchase construction equipment. Shortly after the company was funded and operational, Arthur B. Miller of Walter Kidde suggested the purchase of additional equipment in order to see "this construction program pushed ahead more rapidly." Among the machinery desired by Kidd was a new road grader, a bucket and boom for the crane, a grader attachment for a tractor, and a derrick, the acquisition of which would also require additional hands.<sup>89</sup> The graders were meant to advance road work more quickly, and as a consequence of the company having to rent the one then currently in use; the boom and bucket were meant to replace one of a clam-shell type, which was deemed insufficient for the purpose, while the derrick with a gasoline-powered hoist would be used to lift

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<sup>85</sup>D.F. DeLap to W.S. Mitchell, 20 October 1920, box 54, folder 557, Homes series, RAC.

<sup>86</sup>Bearss, "History of the Pocantico Hills Estate," 210-12.

<sup>87</sup>Robert W. Gumbel to Thomas M. Debevoise, 29 May 1929; Albert E. Nuelsen to JDR Jr., 11 July 1929, box 58, folder 592, Homes series, RAC.

<sup>88</sup>Office of Murray, Aldrich & Webb to Robert W. Gumbel, 19 August 1929, box 58, folder 592, Homes series, RAC.

<sup>89</sup>Arthur B. Miller to JDR Jr. and Robert W. Gumbel, 15 August 1929, box 58, folder 592, Homes series, RAC.

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boulders and stumps and for the construction of retaining walls.<sup>90</sup> In 1932 JDR Jr. specified that the company should be used solely “for road construction work and things which our own men cannot do...” unless he advised otherwise.<sup>91</sup>

As for its manpower and work capabilities, the company fielded a small army of men under the oversight of three foremen, with a workforce comprised of common laborers, blasters and drillers, stone masons and bricklayers, truck and tractor operators, graders and landscapers, carpenters, shovel and hoist operators, and a concrete form builder. In 1933 it counted over 30 employees whose efforts were augmented by 10 men “loaned from Estate Forces” and sometimes by additional temporary employees.<sup>92</sup> The necessity of that temporary work force, at times including as many as 25 additional hands, was questioned by JDR Jr., who did not feel there was any work which “necessitated haste” and suggested, given the February weather conditions, that these employees be let go.<sup>93</sup> Weather and ground condition were important variables relative to advancing the construction agenda and one which Rockefeller took a keen interest in, given that he desired his labor force to be used as efficiently as possible. This is made clear in a letter penned by Rockefeller in 1932 to Arthur B. Miller; “The point of this letter is simply this: Whatever force we are employing should always be used to the best advantage having in mind weather conditions... please regard the Longwood end of the new road as a possible place to work when conditions or other jobs are such as to make them unavailable.”<sup>94</sup>

In 1935, with considerable construction and improvement activities having been satisfied, plans were being forwarded to discontinue the Westchester Road Construction Company. In a March letter, JDR Jr.’s son JDR III inquired as to which pieces of construction equipment the estate might consider keeping, as the balance was soon to be sold off.<sup>95</sup> In July of that year William F. Karl, a civil engineer who had worked as general manager of the company, made his appreciation clear for the time spent on the Pocantico Hills estate project in a thank you letter he penned to JDR Jr. Karl’s letter recalls the JDR Jr.’s penchant for establishing mutual respect among those with whom he shared common goals:

I have always considered it an honor of no mean proportion to have had a share in carrying out your construction program at Pocantico Hills during the last several years and I shall look back many, many times and recall the numerous incidents and details which go to make this one of the most enjoyable periods in my life. Your very substantial monetary gift is deeply appreciated. I shall always treasure and

<sup>90</sup>I.R. Lewis to JDR Jr. and Robert W. Gumbel, 28 August 1929, box 58, folder 592, Homes series, RAC.

<sup>91</sup>JDR Jr. to D.F. DeLap, 1 June 1932, box 58, folder 592, Homes series, RAC.

<sup>92</sup>“Westchester Road Construction Company Forces—April 1, 1933. Regular Employees,” box 58, folder 592, Homes series, RAC;  
“Temporary Employees of the Westchester Road Construction Company,” 15 February 1933, box 58, folder 592, Home series, RAC.

<sup>93</sup>JDR Jr. to Arthur B. Miller, 14 February 1933, box 58, folder 592, Homes series, RAC.

<sup>94</sup>JDR Jr. to Arthur B. Miller, 30 March 1932, box 58, folder 592, Homes series, RAC.

<sup>95</sup>JDR III to D.F. DeLap, 20 March 1935, box 58, folder 593, Homes series, RAC.

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preserve the letter sent me which so magnificently expresses appreciation of my services. Through the Construction Company you have provided me a means to carry on in a business in which I have an intimate personal interest.<sup>96</sup>

Architect Charles W. Stoughton (1871-1945), who had previously offered designs for bridges constructed along the Bronx River Parkway, was also a key figure in the work on the Rockefeller estate during the 1930s, as it was to his designs that the property's most architecturally sophisticated bridges were erected. A New York native, graduate of Columbia University—where he earned a degree in civil engineering—and longtime member of the New York City architectural office of Stoughton & Stoughton with his older brother, Arthur A. Stoughton (1867-1955), he is credited with a range of work, inclusive of commercial structures, ecclesiastical, residential and educational buildings, and bridges and monuments executed in the greater New York City area as well as in China, Puerto Rico, and South America.<sup>97</sup> As noted in one of many obituaries chronicling his passing, Stoughton was “responsible for the type and character of the stone bridges on the Bronx River Parkway, his design of the earlier ones having set the pattern for all. He also designed a number of rustic bridges for the Pocantico Hills and Mount Desert Estates of John D. Rockefeller Jr.”<sup>98</sup> During his lifetime Stoughton was affiliated with the American Institute of Artists, the Fine Arts Federation, and the Municipal Art Society of New York, and in 1929 he received a medal from the Society of Arts and Sciences for the contributions he made to the Bronx River Parkway.<sup>99</sup>

Stoughton's 1920s parkway bridge work had received considerable accolades and brought him to the attention of the Rockefeller family. In 1930 his design for the Mount Pleasant Bridge—which conveyed the Bronx River Parkway Extension over railroad tracks near Valhalla—received the annual first prize award from the American Institute of Steel construction as “the most beautiful short-span steel bridge built in the United States in 1929.”<sup>100</sup> A collaboration with structural engineer A.G. Hayden, that bridge was noted as representing “the most advanced conceptions of structural design, as well as meritorious architectural treatment”; it consisted of an expressed rigid steel frame in combination with cut-stone abutments. As for Stoughton's association with the work at Mount Desert in Maine, his efforts were preceded by those of William Welles Bosworth, under whose oversight most of the first bridges were constructed, between 1917 and 1928. Bosworth had previously worked with the Rockefeller family on the gardens around Kykuit and had also collaborated with JDR Jr. on

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<sup>96</sup>William F. Karl to JDR Jr., 5 July 1935, box 58, folder 592, Homes series, RAC.

<sup>97</sup>“Charles W. Stoughton, Architect and Designer, Passes at 84,” *The Daily Argus* (Mount Vernon, NY), 9 January 1945; “Charles W. Stoughton,” *New York Leader* (Corning, NY), 9 January 1945; “Charles W. Stoughton,” *The New York Sun*, 9 January 1945.

<sup>98</sup>“Stoughton,” *The Daily Argus*, 9 January 1945.

<sup>99</sup>“Stoughton,” *The Daily Argus*.

<sup>100</sup>“Bronx Parkway Bridge is a Winner,” *The Peekskill Evening Star*, 20 June 1930.

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work executed on the latter's New York City house ca. 1914, prior to removing to France to oversee the restoration of important landmarks, including Rheims Cathedral.<sup>101</sup> Stoughton's work on Mount Desert included eight bridges erected there in association with the carriage road system between 1929 and 1933.<sup>102</sup> His work on the Westchester County estate would include the designs of the Bedford Road, Sleepy Hollow, Lake Road, and Pocantico River bridges, in addition to bridges no. 5 and no. 6.<sup>103</sup> Given that Stoughton was ill and hospitalized in early 1928, his former associate in the Bronx River Parkway project, engineer A.G. Hayden, undertook the first on-site survey work at the estate at the behest of JDR Jr.<sup>104</sup>

As with most all details of the estate's development, JDR Jr. fully invested himself in the details of the bridges which Stoughton designed at Pocantico Hills, and he was never dissuaded from offering critical commentary on design concepts which he found flawed. In January 1930 Rockefeller asked that workers stake out the triple-arch bridge which would span the Pocantico River near the old Croton Aqueduct, in advance of an on-site meeting with Stoughton in which he desired "to see exactly where these arches would come and how they would conform to the contours of the land."<sup>105</sup> In March 1931, in response to sketches he had received from Stoughton for the second Bedford Road bridge, which allowed the carriage road to pass underneath vehicular traffic, JDR Jr. took exception to details such as the nature of the arch—"the profile of the arch ring does not seem to me to tally with either the blueprint or the revised pencil drawing which accompanied your drawing"—and the visual relationship between the vertical piers and terminal coping, which he wanted revised, though he conceded that the paneling within the arch was "satisfactory." In the end he suggested that Stoughton "send a revised sketch to me by air mail since I shall be leaving here on March 23<sup>rd</sup>."<sup>106</sup> For his services on the bridge projects Stoughton received a commission of six percent.<sup>107</sup>

*History of Rockwood Hall after 1922*

William A. Rockefeller died in June 1922, at which time the Rockwood Hall estate passed to his heirs, who in turn transferred it to Rockwood Hall, Inc., a group desirous of reinventing the property as a high-end country club. Lacking the necessary capital to purchase the estate, a large mortgage was secured through the Equitable Trust Company of New York. The country club venture struggled to succeed, so much so that in 1927 it sold a 450-acre portion of the estate, in the vicinity of Gory Brook, to JDR Jr., who was desirous of expanding the

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<sup>101</sup>Roberts, *Mr. Rockefeller's Roads*, 118.

<sup>102</sup>Roberts, *Mr. Rockefeller's Roads*, 118.

<sup>103</sup>Memorandum for JDR Jr., 11 February 1930, box 58, folder 591, Homes series, RAC.

<sup>104</sup>JDR Jr. to Paul D. Simpson, 2 February 1928, box 58, folder 591, Homes series, RAC.

<sup>105</sup>JDR Jr. to Mr. Tess, 20 January 1930, box 58, folder 591, Homes series, RAC.

<sup>106</sup>Charles W. Stoughton to JDR Jr., 7 March 1931; JDR Jr. to Charles W. Stoughton, 11 March 1931, box 58, folder 591, Homes series, RAC.

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Pocantico Hills estate's carriage and bridle path system in that vicinity.<sup>108</sup> As time progressed and with the ensuing Depression the country club slipped deeper into debt and, following foreclosure proceedings, the core area of the property inclusive of the villa was acquired by JDR Jr. By Bearss's account, JDR Jr. had no immediate use envisioned for the property, so in the short term he leased a portion to the Washington Irving Golf Club, while the coach house and stable were leased to the Washington Irving Theatre, which offered its first summer performances in June 1938, but which only continued until 1940.<sup>109</sup> It was shortly thereafter, and following a brief flirtation with the real estate developer David Swope of Ossining, that the decision was made to demolish most all of the former estate core inclusive of the main villa, coach house, pigeon house, sheds and boathouse, and to that end JDR Jr. entered into contract with the Walsh Wrecking Company in November 1941. Efforts were taken by the Walsh crew to minimize damage to the manicured landscape around the house, along with the roadways, walks, and other features.<sup>110</sup> In February 1942 the *Daily News* of Tarrytown provided the following account, which indicated the scope of the activities required to remove the estate's villa:

The razing of Rockwood Hall mansion of the late William Rockefeller off North Broadway, is said to have been the most profitable wrecking job handled in this vicinity in a long period of years. The building is now down on the ground.

Approximately 400 tons of steel were said to have been salvaged from the job and about 40 tons of lead which formed a roof section. In addition there was a great amount of piping and other plumbing equipment throughout the huge structure. With the present high market price for metals and the demand for structural steel, it is said the wrecking contractor fared well.

There was much income too from the sale of the trim and paneling. In some instances it was reported, buyers purchased complete rooms including fireplaces. The house was known for its exceptionally fine woodwork.

Wreckers said it was one of the strongest buildings they ever tore down with walls of brick 24 inches thick and faced with six inches of stone.<sup>111</sup>

In April 1946 JDR Jr. transferred that portion of the former estate property to his son Laurance.<sup>112</sup>

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<sup>107</sup>Office of JDR Jr. to Frank S. Staley, 31 December 1928.

<sup>108</sup>Bearss, "History of the Pocantico Hills Estate," 212-13. JDR Jr. had expressed his interest in acquiring this portion of his uncle's estate, east of Gory Brook Road, in a 1921 letter.

<sup>109</sup>Bearss, "History of the Pocantico Hills Estate," 216.

<sup>110</sup>Bearss, "History of the Pocantico Hills Estate," 217-18.

<sup>111</sup>"Rockwood Hall, Razed to Ground, Was Profitable Wrecking Job," *Daily News* (Tarrytown, NY), 18 February 1942.

<sup>112</sup>Bearss, "History of the Pocantico Hills Estate," 219.

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*Public Use & Appreciation of the Pocantico Hills Estate Carriage Roads*

Surviving correspondence between local residents and JDR Jr. indicates the extent to which the public used and enjoyed the family's carriage road network; it also captures the sincere appreciation which Rockefeller felt in being able to share this remarkable scenic and recreational resource with the public at large. This appreciation was deeply rooted in JDR Jr.'s own personal convictions regarding the importance of engaging with the natural environment and the restorative powers it offered, views which were shaped at an early age and which affirmed the Rockefeller family's religious values.<sup>113</sup> Letters of thanks often received cordial responses from JDR Jr., though in some instances belatedly. In one 1942 letter, W.T. Jordan wrote to thank Rockefeller for "the pleasure given to me in riding on the trails you so generously offer for our use," to which JDR Jr. offered the following response: "We would feel selfish, indeed, with all the beauty nature has so lavishly provided in that section of the country were we not sharing it with our friends and neighbors who likewise find inspiration and refreshment there."<sup>114</sup> In another letter, dating to the mid-1950s, he responded to a thank you letter with the following sentiments: "That our friends and neighbors, known and unknown, enjoy as we do the beauty of this region, gives Mrs. Rockefeller and me great pleasure, which is only heightened by such appreciative expressions as your letter contains."<sup>115</sup> A 1941 letter of thanks from Martin Lefcort, a resident of Ossining and a New York City wine merchant, indicated that Lefcort desired to show his appreciation to the Rockefellers for use of their estate by sending them a case of fine wine and champagne. A response letter, authored and signed on Rockefeller's behalf, thanked Lefcort for his expressions of gratitude but further indicated that "...since neither Mr. nor Mrs. Rockefeller has ever used wines of any kind, they would not be able to avail of our courtesy. Mr. Rockefeller appreciates your kind thought itself fully as much as he could the receipt of the gift."<sup>116</sup>

It appears that the family's stance of allowing the public to access portions of the estate was a longstanding one. "It has always been the policy of the Messrs. Rockefeller in the development of the property at Pocantico Hills to make as much of it as possible available to the public for recreation—accessible to those who wish to enjoy the natural beauties of this delightful part of the country," it was noted in *The Daily News* of Tarrytown in 1937; "Thus, hundreds of acres in the Westchester hills which might not otherwise be available to the public have been threaded with horse roads."<sup>117</sup>

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<sup>113</sup>Roberts, *Mr. Rockefeller's Roads*, 21-25.

<sup>114</sup>W.T. Jordan to JDR Jr., 16 September 1942, JDR Jr. to W.T. Jordan, 8 October 1942, box 54, folder 448, Homes series, RAC.

<sup>115</sup>JDR Jr. to Robert Karplus, 28 October 1955, box 54, folder 558, Homes series, RAC.

<sup>116</sup>Martin Lefcort to JDR Jr., 9 December 1941, Janet M. Warfield to Martin Lefcort, 11 December 1941, box 54, folder 558, Homes series, RAC.

<sup>117</sup>"Rockefeller Families Have Always Been Good Neighbors," *The Daily News* (Tarrytown, NY), 12 March 1937.

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Public use of the trails was not without its problems, particularly centering on legal liability, an issue which arose following an equestrian accident in the Village of Pocantico in 1942 as outlined in a letter directed to Allan Bartlett by JDR Jr.: "...I have talked with Mr. Debevoise about the wisdom of putting signs in the horse road entrances that might relieve us from claims for damage in the event of accidents occurring on the roads."<sup>118</sup> The gates served a similar purpose, as when closed off and locked there was only sufficient room for pedestrian or someone on horseback to pass, and thus the road system was protected from unwanted vehicular traffic. In response to a public inquiry by someone who wished to access the carriage roads on a horse-drawn buggy, which was too wide to pass around the gates, the individual was informed of the necessity of this system:

These bridle paths are open to all who care to use them on horseback or on foot and a space adequate for a horse or a man to pass is left at each gate to the woods roads. Unfortunately, this opening is not quite large enough for a horse and buggy. If it were, motors would come in; and it is to protect the roads for horse use only that the gates are closed. Under these circumstances Mr. Rockefeller regrets not to be able to accede to your request.<sup>119</sup>

*The Pocantico Hills Estate in More Recent Times*

The death of JDR Jr. in 1960 concluded a remarkable seven-decade, two generation period during which time a disparate patchwork of farms, private estates and sundry properties, the first of which were quietly purchased in 1893 by JDR Sr., were slowly but willfully transformed into an estate of staggering scale and complexity. Following his father's passing, Nelson Rockefeller and his family moved into Kykuit as the family's third generation to occupy the house. Other members of the family occupied additional domestic properties within the Park, among them the Hawes and Stephens houses. The building known as the Rookery, which by traditional accounts shared associations with the capture of Major John André during the American Revolution, was demolished in the early 1930s.<sup>120</sup> In 1949 JDR Jr. acquired the Marcel Breuer-designed house known as "The House in the Museum Gardens," located in Manhattan, which was divided into four sections for transport to Pocantico Hills, where it was rebuilt as a guest house, though it was used for a time by JDR Jr.'s son Winthrop as a personal residence.<sup>121</sup> Other domestic buildings within the Park, among them the Muller-Scheu house, the Wannier house, and the various Davis and Tuttle houses were either demolished or relocated to new sites outside the Park.<sup>122</sup>

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<sup>118</sup>JDR Jr. to Allan Bartlett, 18 March 1942, box 54, folder 558, Homes series, RAC.

<sup>119</sup>Janet M. Warfield to John J. Sinnott, 14 January 1941, box 54, folder 558, Homes series, RAC.

<sup>120</sup>Bearss, "History of the Pocantico Hills Estate," 157-61.

<sup>121</sup>Bearss, "History of the Pocantico Hills Estate," 168-69.

<sup>122</sup>Bearss, "History of the Pocantico Hills Estate," 171-76.

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It was also in this period that new domestic properties were established outside of the gated area of the Park, joining those which had previously been established in the historic period, preeminent among them Hudson Pines and Fieldwood Farm. The former property had first been developed for JDR Jr.'s daughter, Abby Rockefeller, and her husband, David M. Milton, who had wed in 1925.<sup>123</sup> During the late 1930s a house, gatehouse and barn were constructed there, and in 1946 these were purchased by Abby's brother David Rockefeller, who resided there until his death in 2017. It was also in the late 1930s that JDR III and the latter's wife, Blanchette, were exploring the construction of a new house; they had resided within the Park, in the Stephens house, since the time of their marriage. A site known by the family simply as "the ruins," west of Gory Brook and on lands formerly owned by William Rockefeller, was recommended by JDR Jr. and ultimately chosen, and Olmsted Brothers were hired to study the site, in consultation with Boston architect Arthur Shurcliff, who the couple were already in consultation with.<sup>124</sup> These domestic properties have since been joined by others dating to more recent times, all of which are disposed to either side of Bedford Road, excepting one situated west of Sleepy Hollow Road. Today the former Pocantico Estate functions in large measure as a public park venue interspersed with these private Rockefeller family properties, to which access is restricted.

Among the largest threats to the historic estate landscape in more recent times was a plan which was advanced around 2003, at which time David Rockefeller proposed selling 94 acres of land located in the northeastern portion of the estate to a housing developer. Rockefeller had pursued that concept in order to subsidize construction and rehabilitation costs associated with the farm barn complex, which was renovated to function as the Stone Barns Center for Food & Agriculture. After considerable local outcry, including from other members of the Rockefeller family, that plan was abandoned, and the land in question was purchased by a family member and subsequently donated to the RSPP.<sup>125</sup>

*Conclusion*

"In a few days I had worked out a plan so devised that the roads caught just the best views at just the angles where in driving up the hill you came upon impressive outlooks and the ending was the final burst of river, hill, cloud, and great sweep in country to crown the whole..." So stated JDR Sr. when recounting his guidance of the early development of his Westchester County estate and its carriage road system, a sweeping endeavor which would be carried forth well into the twentieth century under the sensitive direction of his son, JDR Jr., following

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<sup>123</sup>"David M. Milton, Ex-Banker Dies," *New York Times*, 7 July 1976.

<sup>124</sup>Bearss, "History of the Pocantico Hills Estate," 221-23.



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the design precedent established by his father. The quoted passage portrays the elder Rockefeller's deep appreciation for the natural environment and his personal investment in the planning and development of the estate's landscape and carriage roads; it was there, in Pocantico Hills, that he found the "beautiful solitude" which he craved, much as subsequent generations of the family would. The Pocantico Hills estate's development was not a vanity project of wealthy patronage, undertaken as a gaudy display of personal wealth, but instead a heartfelt endeavor which required considerable personal involvement and expertise in addition to sizable financial resources. The result of the elder and younger Rockefeller's efforts at Pocantico Hills was a vast naturalistic landscape of expansive scope and complexity, traversed by a skillfully designed system of carriage roads thoughtfully constructed to a discerning aesthetic and performance standard. Few if any details of the estate's development were left outside of direct consideration by the two men as the landscape was honed and its road system expanded and brought to perfection. Initiated with the development of William A. Rockefeller's Rockwood Hall estate in the 1880s and terminating with the cessation of estate and carriage road development activities following JDR Jr.'s death in 1960, the nominated historic district portrays roughly 70 years of historic landscape and road development under the family's direct and sage guidance. Today the public continues to enjoy access to most parts of this sprawling cultural landscape, which remains a fitting testament to the Rockefeller family and their affinity for nature, recreation and conservation.

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**Developmental history/additional historic context information** (if appropriate)

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**9. Major Bibliographical References**

**Bibliography**

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<sup>125</sup>"The Estate Next Door," *New York Times*, 2 February 2003; "Development; Rockefeller Kin to Save Land," *New York Times*, 9 March 2003.

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Maps

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Archival Materials

“Road Map of the Estate of John D. Rockefeller Jr. at Pocantico Hills, N.Y.” 1932/1937/1957. Collection of Rockefeller State Park Preserve.

Homes Series, Rockefeller Archive Center.

**Previous documentation on file (NPS):**

\_\_\_\_ preliminary determination of individual listing (36 CFR 67 has been requested)  
\_\_\_\_ previously listed in the National Register  
\_\_\_\_ previously determined eligible by the National Register  
☒ designated a National Historic Landmark (partial)  
\_\_\_\_ recorded by Historic American Buildings Survey # \_\_\_\_\_  
\_\_\_\_ recorded by Historic American Engineering Record # \_\_\_\_\_  
\_\_\_\_ recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

\_\_\_\_ State Historic Preservation Office  
\_\_\_\_ Other State agency  
☒ Federal agency  
\_\_\_\_ Local government  
\_\_\_\_ University  
☒ Other

Name of repository: Rockefeller Archives Center

Historic Resources Survey Number (if assigned): \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** 3, 019.34 acres

(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>18</u> Zone	<u>599685</u> Easting	<u>4553118</u> Northing	9	<u>18</u> Zone	<u>595981</u> Easting	<u>4549942</u> Northing
2	<u>18</u> Zone	<u>599898</u> Easting	<u>4552858</u> Northing	10	<u>18</u> Zone	<u>595056</u> Easting	<u>4551667</u> Northing
3	<u>18</u> Zone	<u>600196</u> Easting	<u>4551822</u> Northing	11	<u>18</u> Zone	<u>594992</u> Easting	<u>4552376</u> Northing
4	<u>18</u> Zone	<u>599693</u> Easting	<u>4550250</u> Northing	12	<u>18</u> Zone	<u>595085</u> Easting	<u>4553118</u> Northing
5	<u>18</u> Zone	<u>598459</u> Easting	<u>4548569</u> Northing	13	<u>18</u> Zone	<u>595546</u> Easting	<u>4553082</u> Northing
6	<u>18</u> Zone	<u>598358</u> Easting	<u>4548536</u> Northing	14	<u>18</u> Zone	<u>599505</u> Easting	<u>4552972</u> Northing
7	<u>18</u> Zone	<u>597010</u> Easting	<u>4548880</u> Northing		<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing
8	<u>18</u> Zone	<u>596438</u> Easting	<u>4549164</u> Northing		<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary for this NRHP nomination is depicted on the enclosed mapping, which was drawn at a scale of 1: 32,000 and 1: 28,000, and all of which are entitled "Rockefeller Pocantico Hills Estate Historic District, Sleepy Hollow, Westchester County, New York."

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary for this NRHP nomination has been drawn to take in the largest extant expanse of the Rockefeller Pocantico Hills Estate as it existed at the terminal point of the period of significance, 1960. It was drawn to encompass those portions of the estate landscape and carriage road system that are associated with the estates of William A. Rockefeller, John D. Rockefeller Sr. and John D. Rockefeller Jr. and that were planned, purchased, designed and/or constructed by those members of the Rockefeller family between 1890 and 1960. It includes land holdings currently managed under the auspices of the New York State Office of Parks, Recreation, and Historic Preservation, in addition to private land holdings. The eastern boundary is largely defined by a steep escarpment which rises sharply from the Saw Mill River; the southern boundary is in large measure defined by a large private land holding in addition to the previously NHL-designated John D. Rockefeller Sr. Estate; the western boundary corresponds to some extent with the north-south course of U.S. Route 9 and the Old Croton Aqueduct, excepting the Rockwood Hall portion of the district, which is located west of those features in the district's extreme northwestern corner; and on the north the district boundary is defined by the boundaries of state and privately owned parcels in addition to the course of State Route 117. The hamlet of Pocantico Hills has been excluded from the boundary, as have former areas of the estate where post-1960 development has altered the historic landscape.

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Name of Property

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**11. Form Prepared By**

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Photographs:**

**Photographs by William E. Krattinger, July 2017-November 2017**

**TIFF file format; original digital files located at NYS Division for Historic Preservation, Peebles Island State Park, Waterford NY 12188.**

- 001 *Rockefeller Family Trail*/carriage road system, south of Swan Lake, view looking north; 25 July 2017.
- 002 *Rockefeller Family Trail*/carriage road system, south of Swan Lake, view looking north showing road crown and surface; 25 July 2017.
- 003 *Rockefeller Family Trail*/carriage road system, south of Swan Lake, view looking south showing pastoral nature of landscape and small water feature; 25 July 2017.
- 004 Swan Lake as viewed from *Brother's Path*/carriage road system, view to southwest. The *Overlook Trail* traverses the elevated ridge visible in the distance on the opposite side of the lake; 25 July 2017.
- 005 *Rockefeller Family Trail*/carriage road system, east of Swan Lake and northeast of Stone Barns Center, view showing stone walls; 25 July 2017.
- 006 *Rockefeller Family Trail*/carriage road system, same vicinity as noted above, view looking to southeast towards Bedford Road; 25 July 2017.
- 007 Bridge 7/Bedford Road Overpass, viewed from *Rockefeller Family Trail*/carriage road system, looking east; 25 July 2017.
- 008 *Pocantico River Trail*/carriage road system, north of Route 117 near intersection with 13 Bridges Trail, view showing characteristic Rockefeller Teeth and road surface; 24 August 2017.
- 009 Intersection of *Pocantico River Trail* and *13 Bridges Trail*/carriage road system, view looking east towards former showing towering hardwood canopy; 24 August 2017.
- 010 *13 Bridges Trail*/carriage road system, view looking south along roadway; 24 August 2017.
- 011 *13 Bridges Trail*/carriage road system, view looking south along roadway with one of the bridges in middle foreground; 24 August 2017.
- 012 *13 Bridges Trail*/carriage road system, view showing portion of characteristic small deck-type bridge and concrete and stone retaining features; 24 August 2017.
- 013 *Goat Trail*/carriage road system, eastern escarpment area, view looking south showing stone retaining wall and Rockefeller Teeth; 26 September 2017.
- 014 *Goat Trail*/carriage road system, eastern escarpment area, view looking north showing stone retaining wall and Rockefeller Teeth; 26 September 2017.

**ROCKEFELLER POCANTICO HILLS ESTATE HISTORIC DISTRICT**

**WESTCHESTER CO., NY**

Name of Property

County and State

- 015 *Laurance's Ridge*/carriage road system, eastern escarpment area in vicinity of Buttermilk Hill, view looking north; 26 September 2017.
- 016 *Laurance's Ridge*/carriage road system, eastern escarpment area in vicinity of Buttermilk Hill, detail view showing characteristic drain feature; 26 September 2017.
- 017 Buttermilk Hill as viewed from *Buttermilk Hill Trail*/carriage road system, view looking to southeast from roadway; 26 September 2017.
- 018 *Buttermilk Hill Trail*/carriage road system, west of Buttermilk Hill, view looking southwards down roadway showing roadway shoulders and drainage features; 26 September 2017.
- 019 *Rockefeller Family Trail*/carriage road system, southwest of Buttermilk Hill and east of Bedford Road, view showing pastoral landscape in that vicinity; 26 September 2017.
- 020 *Rockefeller Family Trail*/carriage road system, west of Buttermilk Hill and east of Bedford Road, view eastwards; 26 September 2017.
- 021 *Upper Trail*/carriage road system, Rockwood Hall vicinity; view is looking to northwest towards the Hudson River, at a position south of the former villa's site; 26 September 2017.
- 022 *Upper Trail*/carriage road system, same position as above, view showing stone paver surface; 26 September 2017.
- 023 *Upper Trail*/carriage road system, Rockwood Hall, view looking northwards towards elevated villa site; 26 September 2017.
- 024 *Foundation Loop Trail*/carriage road system, view looking to northwest back towards Rockwood Hall villa podium; 26 September 2017.
- 025 *Foundation Loop Trail*/carriage road network, east of villa site, view showing other extant remnants of the estate; 26 September 2017.
- 026 *Middle Loop Trail*/carriage road system, view looking south towards *Lower Loop Trail*; 26 September 2017.
- 027 Bridge 4 over the Pocantico River, *Pocantico River Trail* south of Eagle Hill, view looking roughly south over bridge's roadway; 17 October 2017.
- 028 Bridge 4, *Pocantico River Trail*, view showing stone-faced concrete arch construction; 17 October 2017.
- 029 *Canter Alley*/carriage road system, view looking south along roadway; 17 October 2017.
- 030 *Canter Alley*/carriage road system, view looking north along roadway; 17 October 2017.
- 031 Bridge B-2/Sleepy Hollow Underpass, view looking east from *Rockefeller Family Trail*; 17 October 2017.
- 032 View northwards towards *Canter Alley* from elevated vantage point on *Rockefeller Family Trail*/carriage road system, with Eagle Hill visible in distance; 17 October 2017.
- 033 Approach to Bridge 6 over the Pocantico River, view to southwest; 17 October 2017.
- 034 Bridge 6 as viewed from river level, view looking roughly west; 17 October 2017.
- 035 Bridge 6, detail view of stonework; 17 October 2017.
- 036 Spook Rock as viewed from *Spook Rock Trail*/carriage road system, 17 October 2017.
- 037 Bridge 5 over the Pocantico River, view looking to southwest showing stone-faced concrete arch construction; 17 October 2017.
- 038 View of Pocantico River looking northwards from Bridge 5 deck; 17 October 2017.
- 039 *Eagle Hill Trail*/carriage road system, north side of Eagle Hill, view showing road surface and stone retaining wall, view looking roughly east; 17 October 2017.
- 040 *Eagle Hill Trail*/carriage road system, detail view showing careful chinking of stone retaining wall; 17 October 2017.
- 041 Southwesterly view from Eagle Hill showing Hudson River and Tappan Zee Bridge in distance; 17 October 2017.
- 042 Eagle Hill summit as viewed from roadway, view looking roughly east; 17 October 2017.
- 043 Stone Barns Center, general view looking west from access road; 15 November 2017.
- 044 Stone Barns Center, view looking roughly east towards principal public access point; 15 November 2017.
- 045 Stone Barns Center, partial view of inner courtyard, view looking roughly west; 15 November 2017.
- 046 View from *Rockefeller Family Trail*/carriage road network, north of Bedford Road, view looking roughly eastwards; 15 November 2017.
- 047 View from *Rockefeller Family Trail*/carriage road network, north of Bedford Road, view looking to east; 15 November 2017.
- 048 View from *Rockefeller Family Trail*/carriage road network, north of Bedford Road, view looking to northwest; 15 November 2017.
- 049 *Goat Trail*/carriage road system, eastern escarpment area, view looking north; 28 November 2017.
- 050 Northeasterly view from Flying Squirrel Trail, near intersection with Ferguson's Loop, which is visible to left; 28 November 2017.

**ROCKEFELLER POCANTICO HILLS ESTATE HISTORIC DISTRICT**

Name of Property

**WESTCHESTER CO., NY**

County and State

---

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

---

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

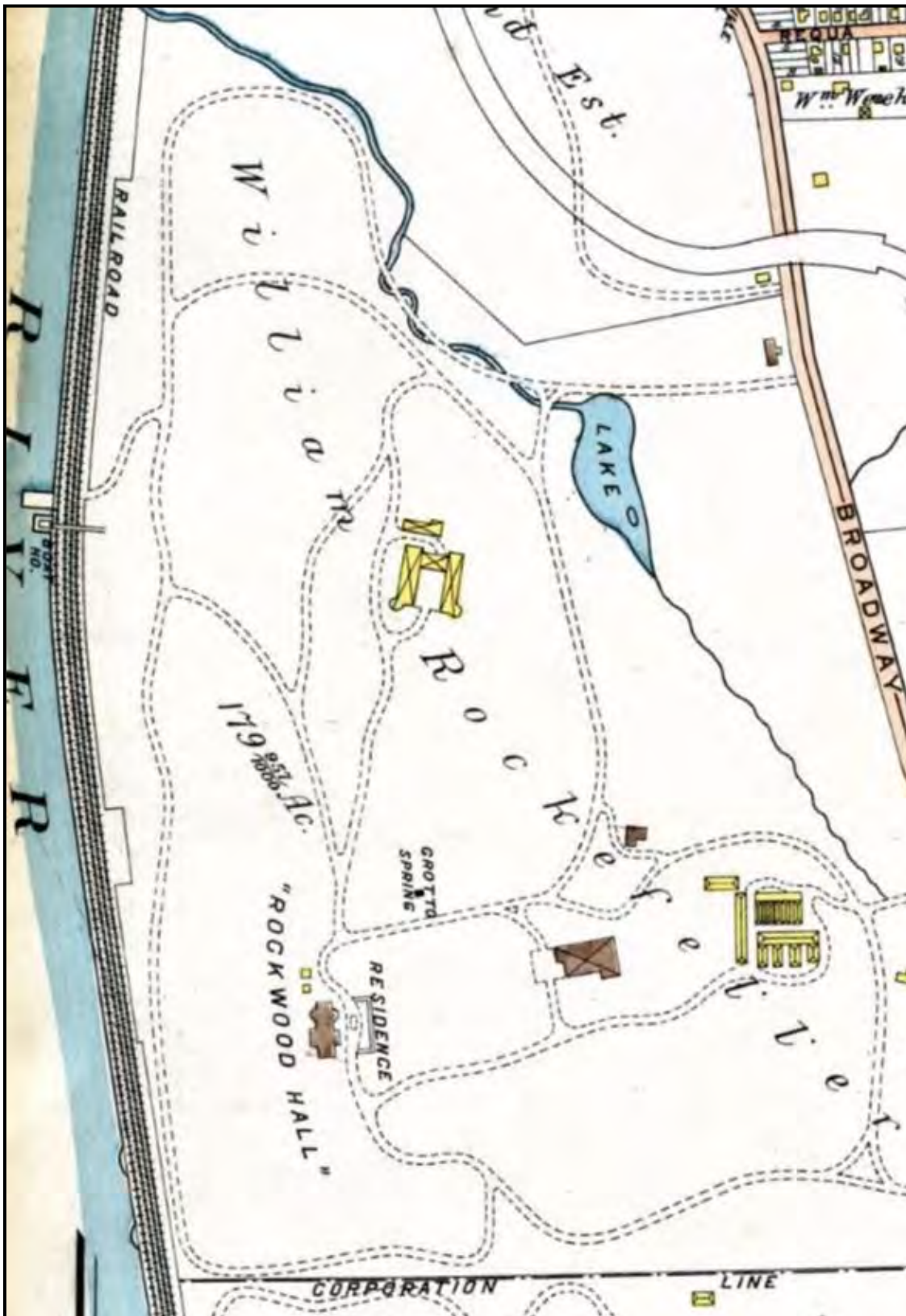
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**ROCKEFELLER POCANTICO HILLS ESTATE HISTORIC DISTRICT**

**WESTCHESTER CO., NY**

Name of Property

County and State



ABOVE, a portion of William A. Rockefeller's Rockwood Hall estate as depicted on 1911 Bromley map.

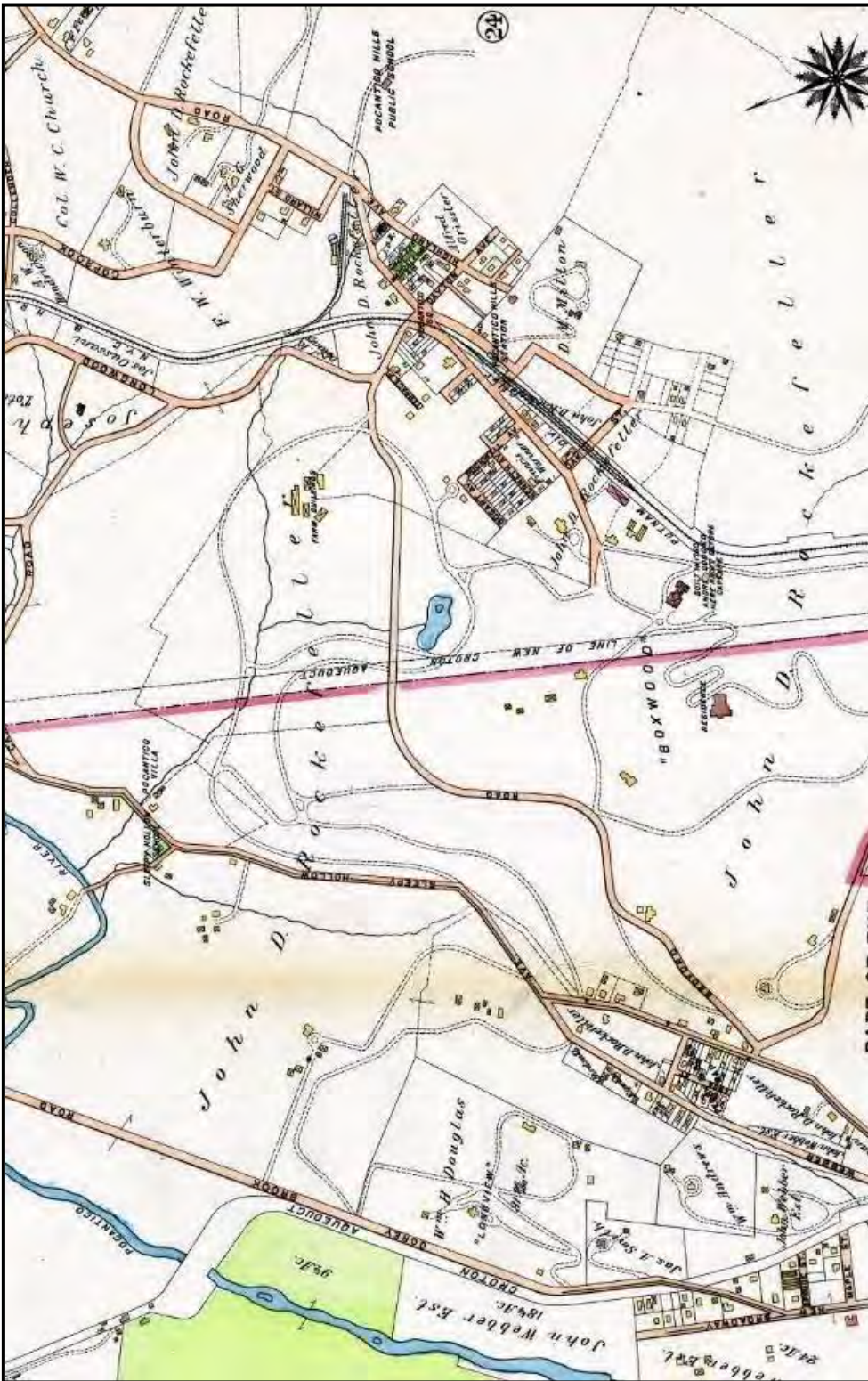


**ROCKEFELLER POCANTICO HILLS ESTATE HISTORIC DISTRICT**

Name of Property

**WESTCHESTER CO., NY**

County and State



ABOVE, 1911 Bromley map depicting the land holdings of John D. Rockefeller Sr. at that time; note the carriage road system as it then existed.

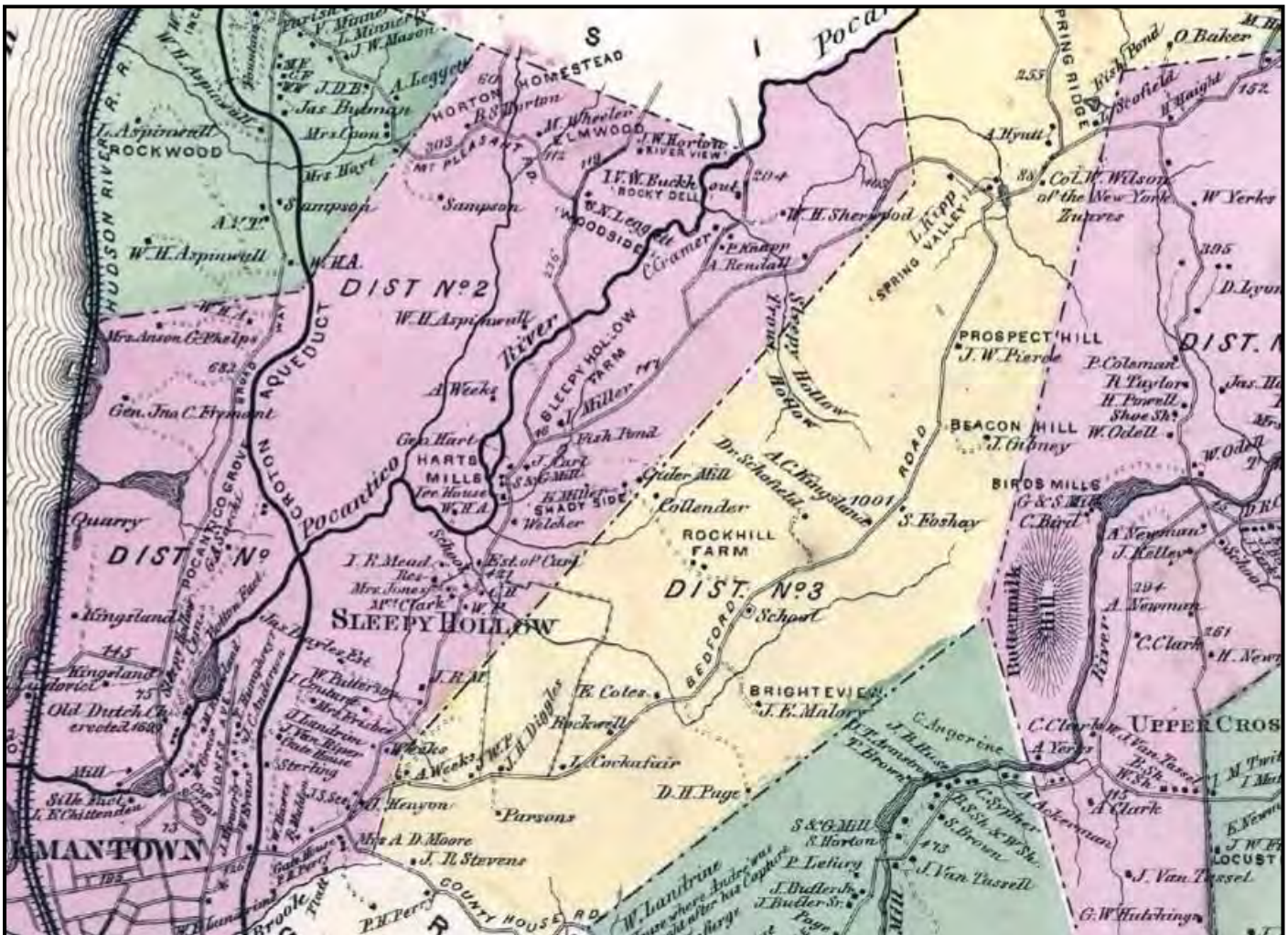


**ROCKEFELLER POCANTICO HILLS ESTATE HISTORIC DISTRICT**

Name of Property

**WESTCHESTER CO., NY**

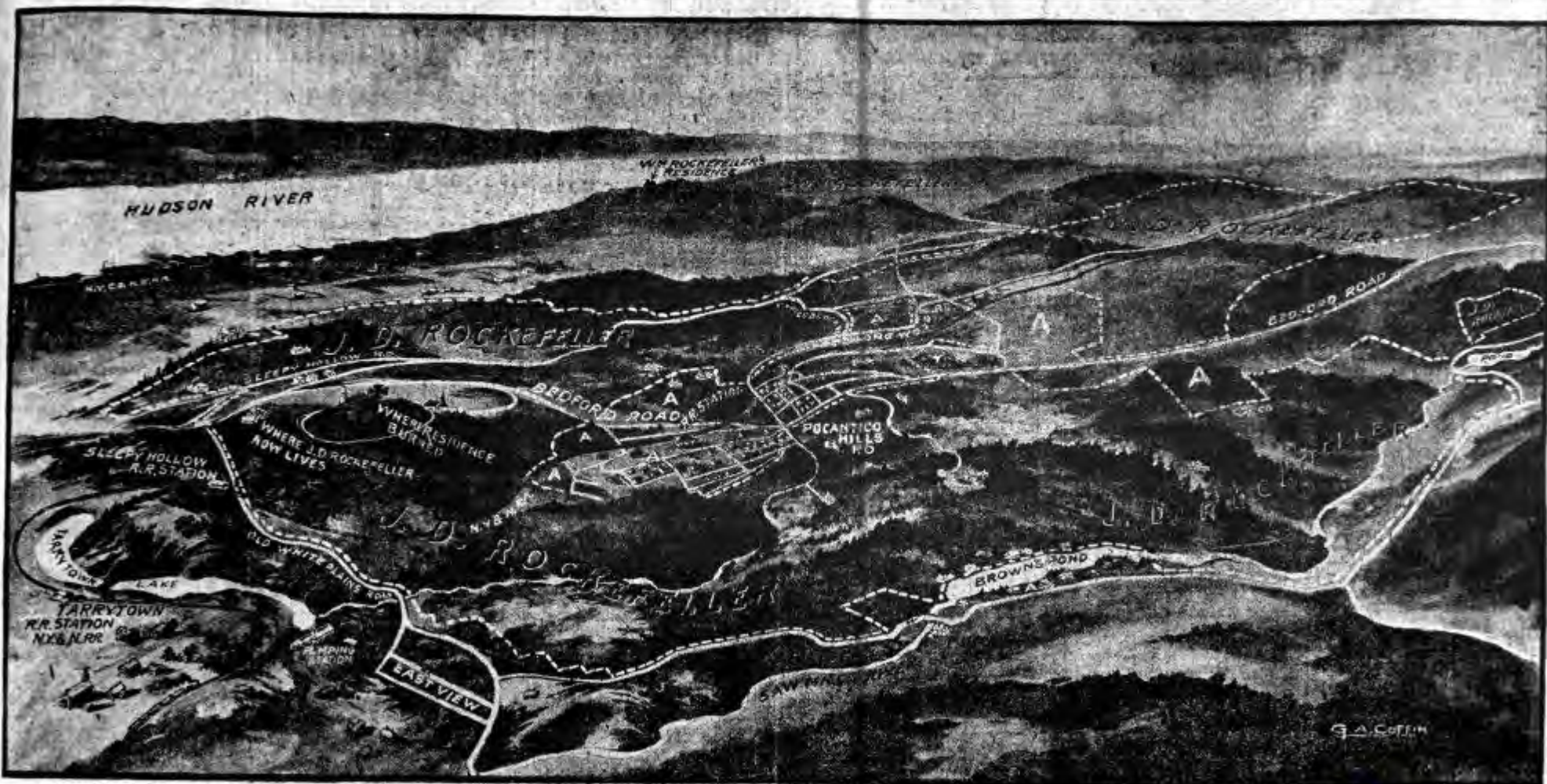
County and State



ABOVE, the 1867 F.W. Beers map provides some sense of the scale of the historic district and the manner in which the area was reshaped by the activities of the Rockefeller family during the cited period of significance. For purposes of reference, the Hudson River is visible at the extreme left and the Saw Mill River, which is located immediately east of the district, is located in the lower right corner, along with Buttermilk Hill. W.A. Rockefeller's Rockwood Hall was built on the former Rockwood estate of the Aspinwall family, visible in the upper left corner; Kykuit was built in the vicinity of the property shown on the map as "Parsons," bottom center. Other identifiable features include Bedford Road, the Pocantico River and the Old Croton Aqueduct.

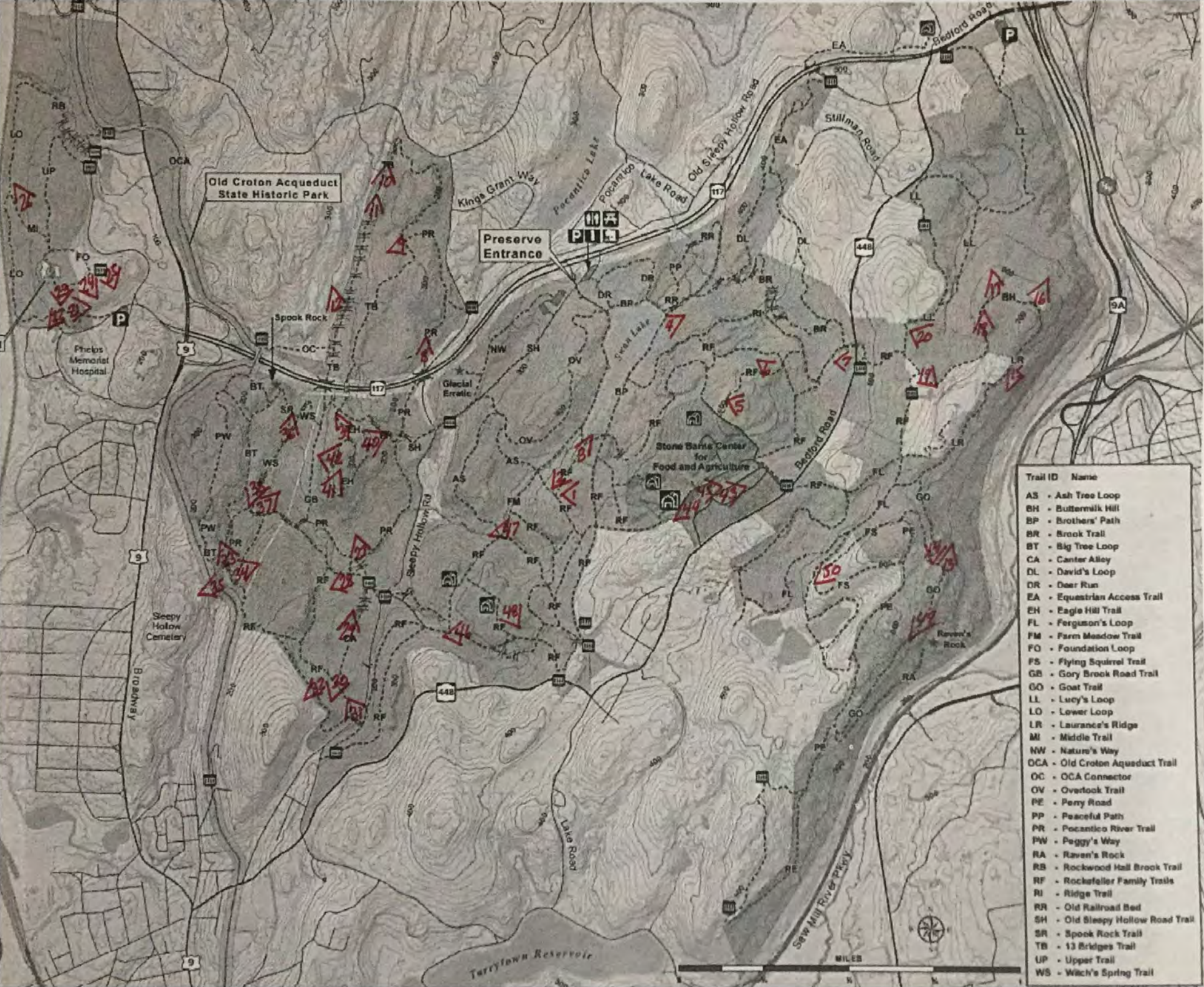


## BIRD'S-EYE VIEW OF THE GREAT DOMAIN OF JOHN D. ROCKEFELLER



DOTTED LINES SHOW BOUNDARIES OF JOHN D. ROCKEFELLER'S ESTATE. THE PLOTS MARKED A SHOW PROPERTIES NOT YET OWNED BY MR. ROCKEFELLER WITHIN THE BOUNDARIES OF HIS ESTATE.







# Rockefeller State Park Preserve

125 Phelps Way, Pleasantville, NY 105705

Preserve Office: (914) 631-1470  
Tarrytown Regional Office: (845) 899-4100  
State Park Police: (845) 899-8866  
In Case of Emergency: call 911  
Website: <http://nysparks.com/parks/59/details.aspx>  
Email: [info@nysparks.com](mailto:info@nysparks.com)

Please note:  
Rockefeller Family Trails (RF)  
are carriage roads on private family  
lands that are open to the public.  
Please respect the  
posted rules and regulations.

## Support the Preserve!



The Natural Heritage Trust (NHT) receives and administers gifts to the Preserve which are used for exhibits, science and land stewardship. To donate to the Preserve via NHT, contact the Preserve Office.



## Friends of the Rockefeller State Park Preserve

whose mission is to help restore and maintain the Preserve's unique system of carriage roads and pastoral landscapes. To donate to the Friends, go to [friendsrock.org](http://friendsrock.org)

This is a carry in - carry out preserve.

## Legend

- Barn/Farm
- Bridge
- Gate
- Preserve Office
- Parking Lot
- Picnic Site
- Comfort Station
- Visitor Center
- Rock Formation
- Trail
- Paved Road
- Old Croton Aqueduct Trail
- North County Trail
- Active Railroad
- Roads
- State Parkway
- Highway
- Stream
- Rockefeller State Park Preserve
- Other Park Land
- Rockefeller Lands
- Stone Barns Center
- Wetlands

Please be considerate of other park users.  
Please report any accident or incident  
immediately to park police.  
All boundaries and trails are shown as approximate.  
Be aware of changing trail conditions.

Map produced by NYSOPRHP GIS Bureau, March 24, 2015.

Rockwood Hall

Old Croton Aqueduct  
State Historic Park

Preserve  
Entrance

HUDSON RIVER

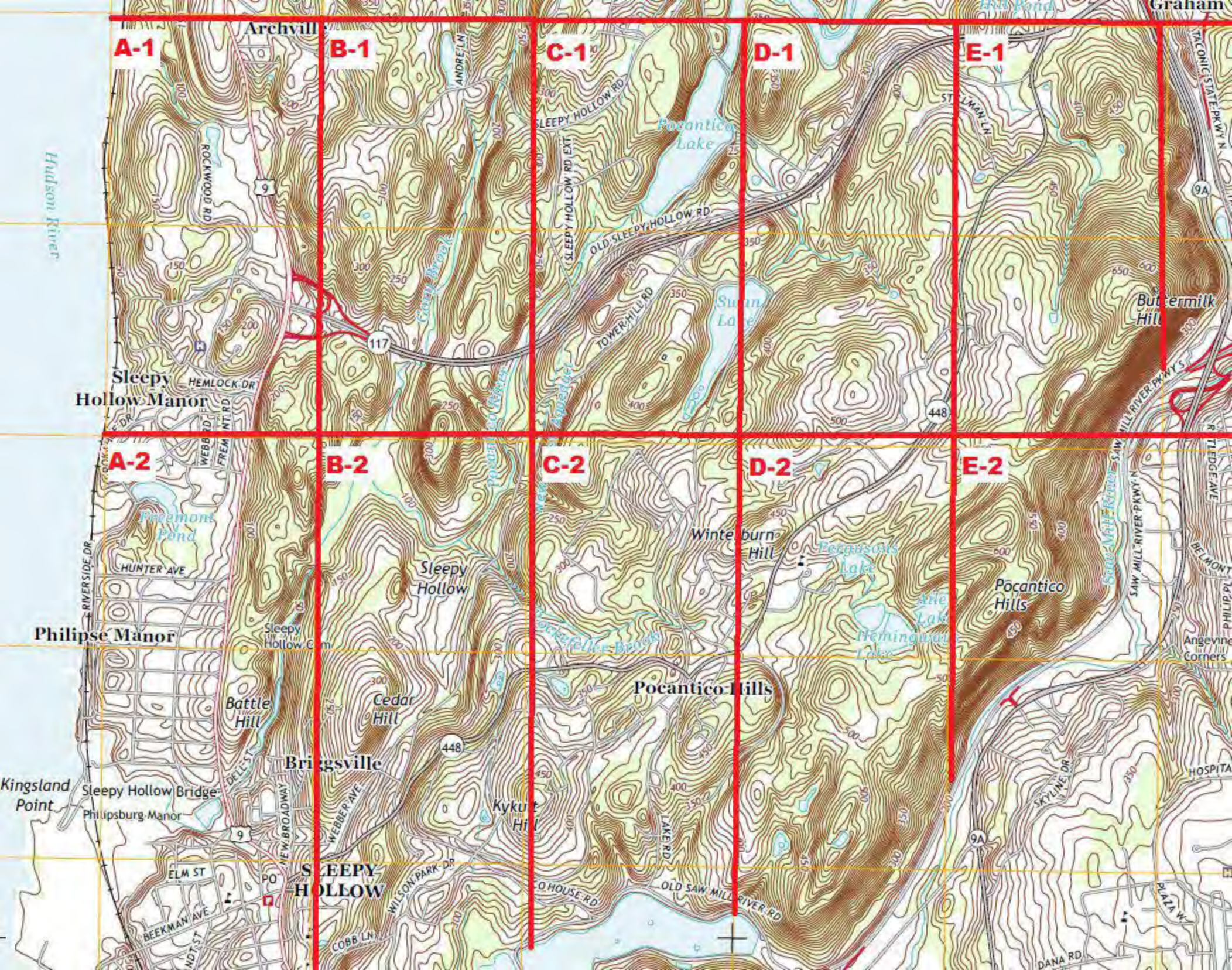
MILES 0 1/4 1/2 3/4 1

- | Trail ID | Name                         |
|----------|------------------------------|
| AS       | Ash Tree Loop                |
| BH       | Buttermilk Hill              |
| BP       | Brothers' Path               |
| BR       | Brook Trail                  |
| BT       | Big Tree Loop                |
| CA       | Canter Alley                 |
| DL       | David's Loop                 |
| DR       | Deer Run                     |
| EA       | Equestrian Access Trail      |
| EH       | Eagle Hill Trail             |
| FL       | Ferguson's Loop              |
| FM       | Farm Meadow Trail            |
| FO       | Foundation Loop              |
| FS       | Flying Squirrel Trail        |
| GB       | Gory Brook Road Trail        |
| GO       | Goat Trail                   |
| LL       | Lucy's Loop                  |
| LO       | Lower Loop                   |
| LR       | Laurance's Ridge             |
| MI       | Middle Trail                 |
| NW       | Nature's Way                 |
| OCA      | Old Croton Aqueduct Trail    |
| OC       | OCA Connector                |
| OV       | Overlook Trail               |
| PE       | Perry Road                   |
| PP       | Peaceful Path                |
| PR       | Pocantico River Trail        |
| PW       | Peggy's Way                  |
| RA       | Raven's Rock                 |
| RB       | Rockwood Hall Brook Trail    |
| RF       | Rockefeller Family Trails    |
| RI       | Ridge Trail                  |
| RR       | Old Railroad Bed             |
| SH       | Old Sleepy Hollow Road Trail |
| SR       | Spook Rock Trail             |
| TB       | 13 Bridges Trail             |
| UP       | Upper Trail                  |
| WS       | Witch's Spring Trail         |

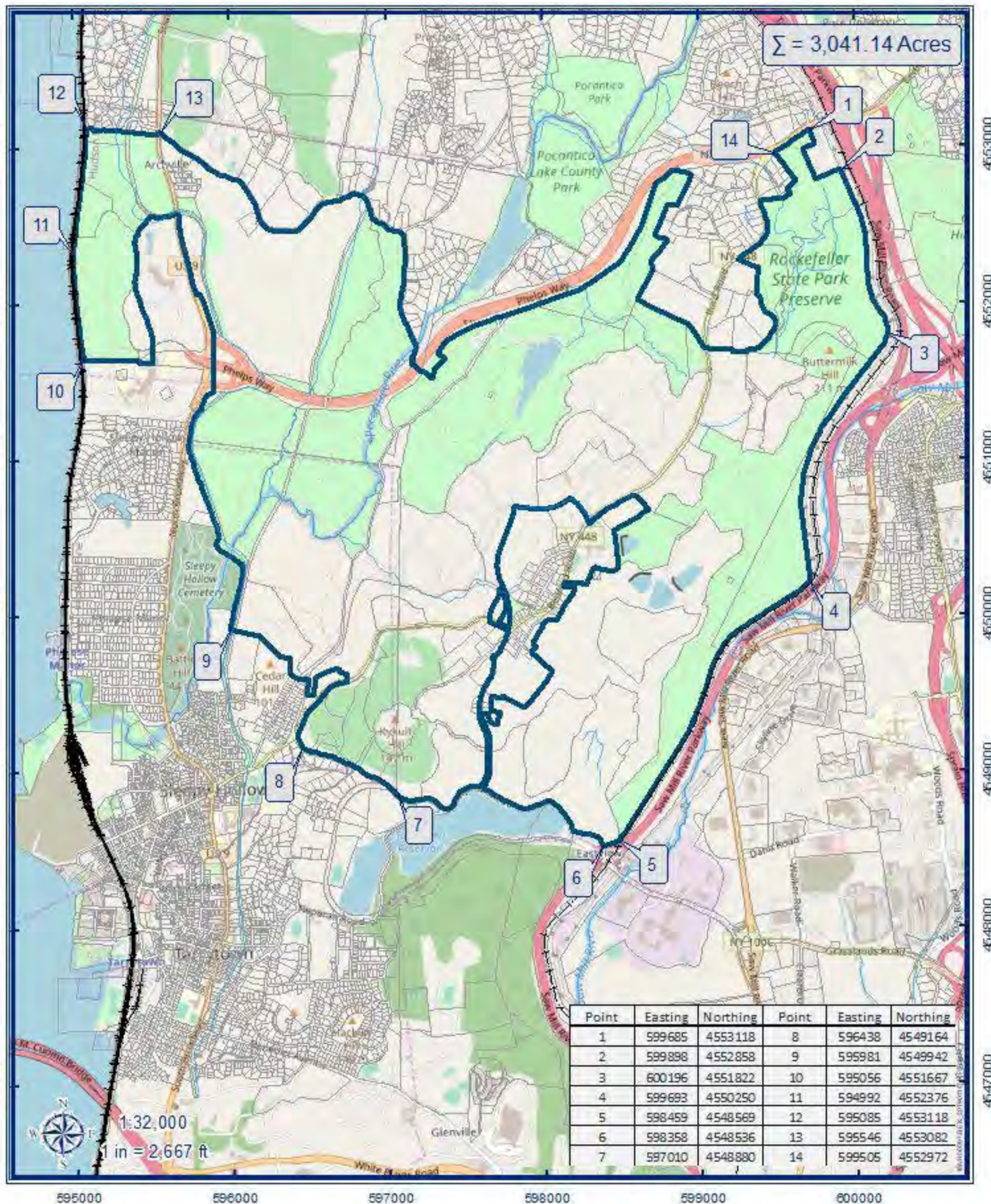
**Parks, Recreation  
and Historic Preservation**

NEW YORK STATE









Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter

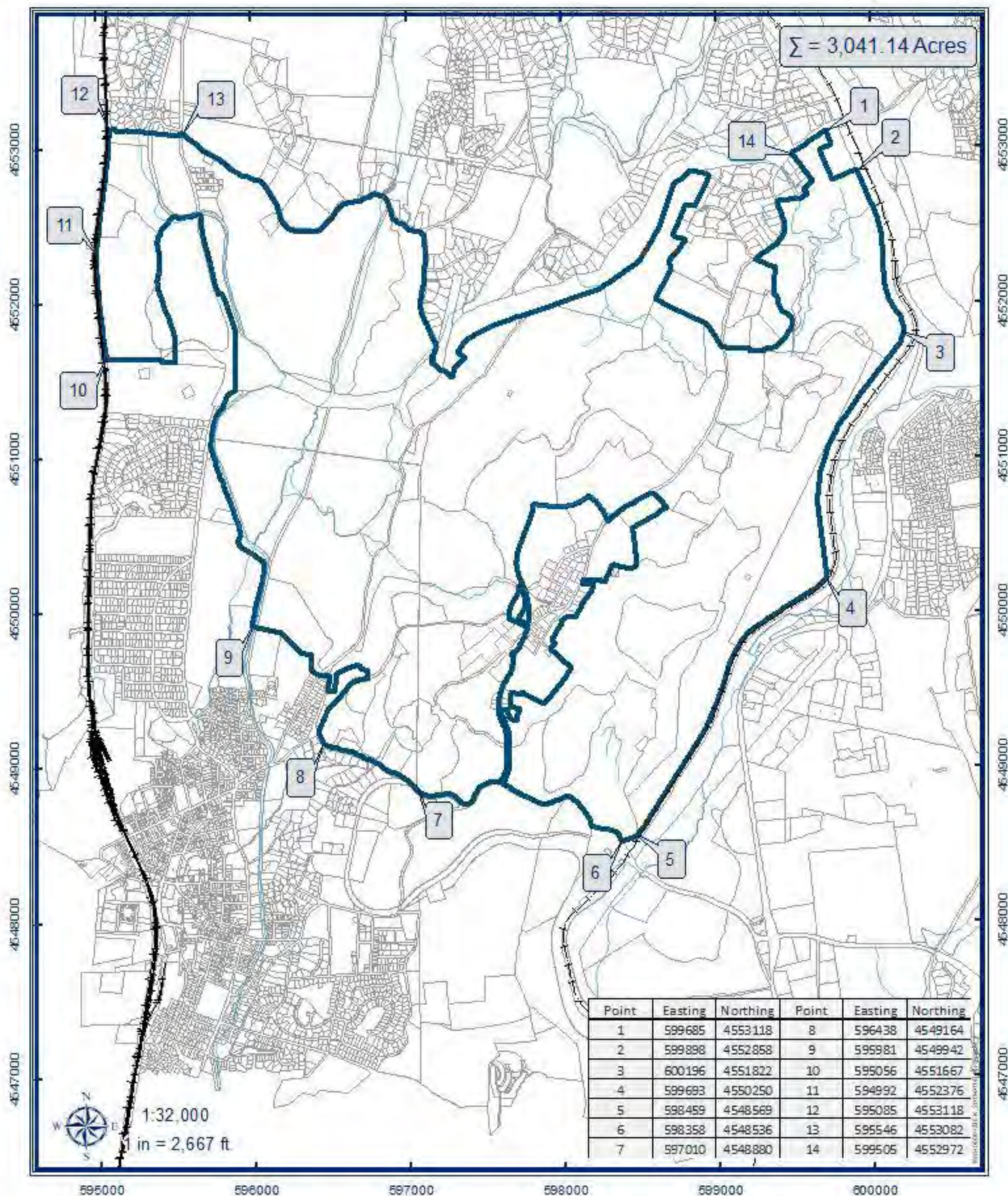
0 750 1,500 3,000 Feet

Rockefeller  
Pocantico Hills  
Estate HD



Parks, Recreation  
and Historic Preservation  
Division for Historic Preservation





Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter

0 750 1,500 3,000 Feet

Rockefeller  
Pocantico Hills  
Estate HD

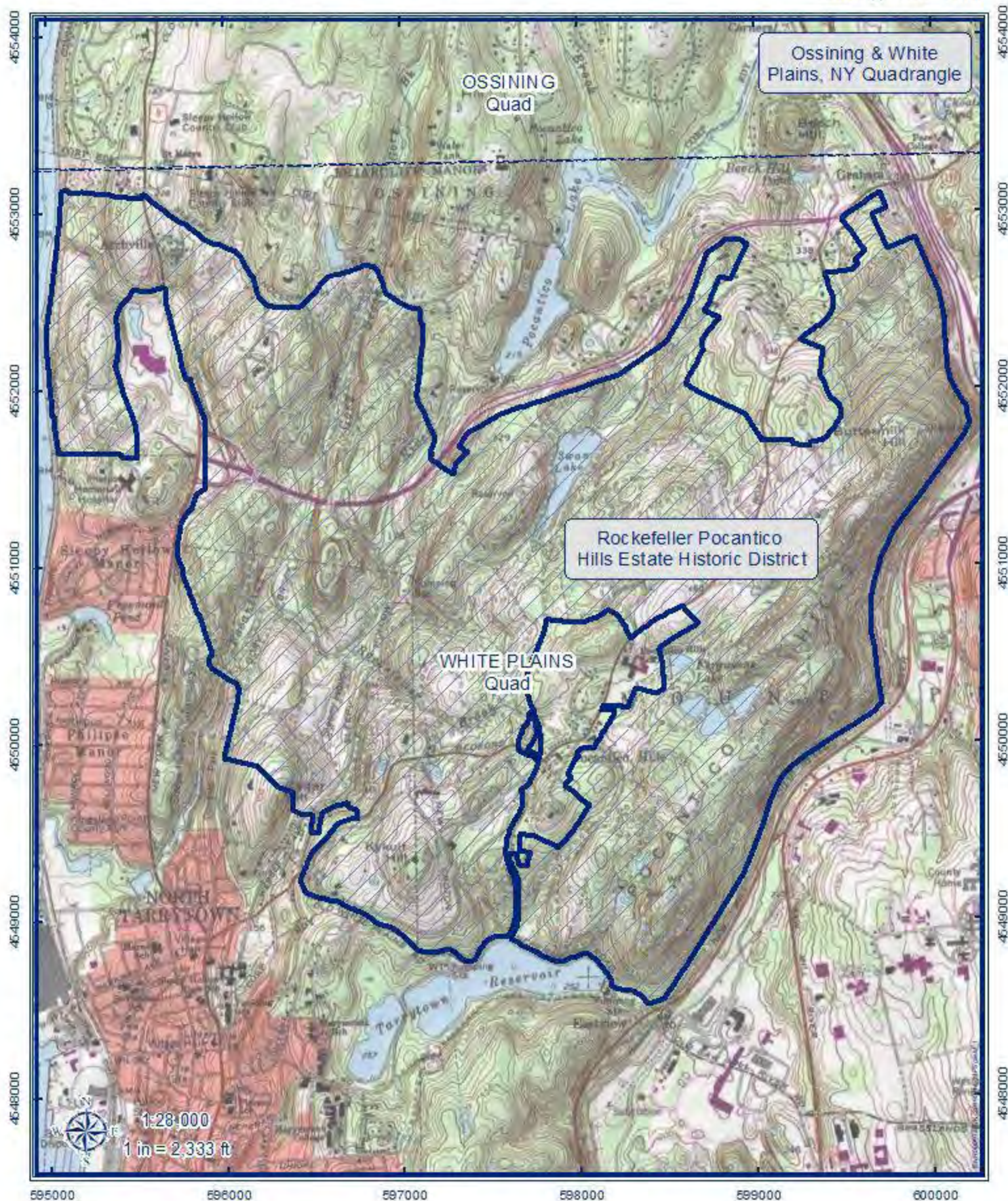


Parks, Recreation  
and Historic Preservation  
Division for Historic Preservation



# Rockefeller Pocantico Hills Estate Historic District

Sleepy Hollow, Westchester  
County, New York



Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter

0 650 1,300 2,600 Feet

Rockefeller  
Pocantico Hills  
Estate HD

NEW YORK STATE OF NEW YORK Parks, Recreation and Historic Preservation  
Division for Historic Preservation

















































































































































































➤ VISITOR CENTER  
➤ GREENHOUSE



























National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 9/19/2019      Date of Pending List: 10/3/2019      Date of 16th Day: 10/18/2019      Date of 45th Day: 11/4/2019      Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

☒ Accept      ☐ Return      ☐ Reject      11/4/2019 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer  Alexis Abernathy      Discipline Historian

Telephone (202)354-2236      Date 11/4/2019

DOCUMENTATION:      see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.





**Village Hall ~80 Wheeler Avenue ~Pleasantville, New York 10570**

New York State Office of Parks,  
Recreation and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188

Attention: William Krattinger, Historic Preservation Program Analyst

Dear Mr. Krattinger:

I write this letter in support of the nomination of Rockefeller State Park Preserve's carriage road system, in Pocantico Hills, Westchester County, to the State and National Register of Historic Places. With the support and assistance of Friends of the Rockefeller State Park Preserve (FRSPP), our community wishes to preserve and protect this historic landscape.

The Rockefeller State Park Preserve represents a part of the overall historic carriage road system that was originally designed by John D. Rockefeller Sr. and Jr. from the 1910 through the 1950s. Designed to complement the landscape, the carriage roads, many of which are accessible, allow thousands of visitors to experience and enjoy the natural wonders of the area and have done so since its inception.

The nomination of Rockefeller State Park Preserve is an important investment in our regional tourism infrastructure and a benefit to all of the Hudson Valley and the State of New York Residents. The Rockefeller State Park Preserve personifies a rich heritage for the State of New York; it is a legacy that must be preserved for future generations.

Sincerely,

Patricia Dwyer, Village Administrator  
Village of Pleasantville, New York

September 19, 2017





THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

Thomas J. Abinanti  
Assemblyman 92<sup>nd</sup> District  
[www.assembly.state.ny.us](http://www.assembly.state.ny.us)

Email: [abinantit@assembly.state.ny.us](mailto:abinantit@assembly.state.ny.us)

303 South Broadway, Suite 229  
Tarrytown, New York 10591  
914-631-1605  
FAX: 914-631-1609

Legislative Office Building  
Albany, New York 12248  
518-455-5753  
FAX: 518-455-5920

September 19, 2017

New York State Office of Parks,  
Recreation and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188

Attention: William Krattinger, Historic Preservation Program Analyst

Dear Mr. Krattinger:

I write in support of the nomination of Rockefeller State Park Preserve's carriage road system to the State and National Register of Historic Places. With the support and assistance of Friends of the Rockefeller State Park Preserve (FRSPP), our community wishes to preserve and protect this historic landscape.

The Rockefeller State Park Preserve represents a part of the overall historic carriage road system, originally designed by John D. Rockefeller Sr. and Jr. from the 1910's through the 1950s. The carriage roads, many of which are accessible, complement the landscape while allowing visitors to experience and enjoy the natural wonders of the area.

Rockefeller State Park Preserve is a critically important investment in our regional tourism infrastructure and a benefit to all of the Hudson Valley and the State of New York Residents. The Rockefeller State Park Preserve is part of the New York State's rich heritage that must be preserved for future generations.

I urge you to give every consideration to the nomination.

Sincerely,

Sincerely,

A handwritten signature in black ink that reads "Thomas J. Abinanti".

Thomas J. Abinanti



**Alfreda A. Williams**  
Majority Whip, Legislator, 8th District



**Committee Assignments:**  
Public Safety & Social Services  
Environment & Health  
Labor/Parks/Planning/Housing  
Legislation  
Seniors & Constituencies

September 20, 2017

New York State Office of Parks,  
Recreation and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188

Attention: William Krattinger, Historic Preservation Program Analyst

Dear Mr. Krattinger:

I write this letter in support of the nomination of Rockefeller State Park Preserve's carriage road system, in Pocantico Hills, Westchester County, to the State and National Register of Historic Places. With the support and assistance of Friends of the Rockefeller State Park Preserve (FRSPP), our community wishes to preserve and protect this historic landscape. The Rockefeller State Park Preserve represents a part of the overall historic carriage road system that was originally designed by John D. Rockefeller Sr. and Jr. from the 1910 through the 1950s. Designed to complement the landscape, the carriage roads, many of which are accessible, allow thousands of visitors to experience and enjoy the natural wonders of the area and have done so since its inception.

The nomination of Rockefeller State Park Preserve is an important investment in our regional tourism infrastructure and a benefit to all of the Hudson Valley and the State of New York Residents. The Rockefeller State Park Preserve personifies a rich heritage for the State of New York; it is a legacy that must be preserved for future generations.

Sincerely,

A handwritten signature in black ink, appearing to read "Alfreda Williams".

Alfreda Williams  
Westchester County Legislator–District #8

AW:tt



**GEORGE LATIMER**  
37TH SENATE DISTRICT

**ALBANY OFFICE**  
ROOM 615  
LEGISLATIVE OFFICE BUILDING  
ALBANY, NEW YORK 12247  
PHONE: (518) 455-2031  
FAX: (518) 426-6860

**DISTRICT OFFICE**  
222 GRACE CHURCH STREET  
SUITE 300  
PORT CHESTER, NEW YORK 10573  
PHONE: (914) 934-5250  
FAX: (914) 934-5256

E-MAIL: LATIMER@NYSenate.GOV  
WEBSITE: LATIMER.NYSenate.GOV



THE SENATE  
STATE OF NEW YORK  
ALBANY

**COMMITTEES:**  
EDUCATION, RANKING MINORITY MEMBER  
BANKS  
CONSUMER PROTECTION  
ENVIRONMENTAL CONSERVATION  
INSURANCE  
LOCAL GOVERNMENT  
RACING, GAMING AND WAGERING

September 22, 2017

Mr. William Krattinger  
Historic Preservation Program Analyst  
NYS Office of Parks, Recreation, and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188

Dear Mr. Krattinger,

I am writing in support of the nomination of Rockefeller State Park Preserve's carriage road system, in Pocantico Hills, Westchester County, to the State and National Register of Historic Places. The Friends of the Rockefeller State Park Preserve (FRSPP) have been working to preserve and protect this landscape, which has great historical significance.

The Rockefeller State Park Preserve represents a part of the overall historic carriage road system that was originally designed by John D. Rockefeller Sr. and Jr. from 1910 through the 1950s. Designed to complement the landscape, the carriage roads, many of which are accessible, allow thousands of visitors to experience and enjoy the natural wonders of the area and have done so since its inception.

The selection of Rockefeller State Park Preserve's carriage road system would represent an important investment in our regional tourism infrastructure, and a benefit to all Hudson Valley residents. The preserve personifies a rich heritage for the State of New York, and it is a legacy that must be preserved for future generations. Thank you for your consideration, and please feel free to call on me for any further comment you deem helpful.

Sincerely,

A handwritten signature in blue ink, appearing to read "George Latimer".

George Latimer  
NYS Senator, 37<sup>th</sup> S.D.





THE SENATE  
STATE OF NEW YORK  
SENATOR ANDREA STEWART-COUSINS  
DEMOCRATIC CONFERENCE LEADER

September 25, 2017

New York State Office of Parks, Recreation and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188

Attention: William Krattinger, Historic Preservation Program Analyst

Dear Mr. Krattinger:

I write this letter in support of the nomination of Rockefeller State Park Preserve's carriage road system, in Pocantico Hills, Westchester County, to the State and National Register of Historic Places. With the support and assistance of Friends of the Rockefeller State Park Preserve (FRSPP), our community wishes to preserve and protect this historic landscape.

The Rockefeller State Park Preserve represents a part of the overall historic carriage road system that was originally designed by John D. Rockefeller Sr. and Jr. from the 1910 through the 1950s. Designed to complement the landscape, the carriage roads, many of which are accessible, allow thousands of visitors to experience and enjoy the natural wonders of the area and have done so since its inception.

The nomination of Rockefeller State Park Preserve is an important investment in our regional tourism infrastructure and a benefit to all of the Hudson Valley and the State of New York Residents. The Rockefeller State Park Preserve personifies a rich heritage for the State of New York; it is a legacy that must be preserved for future generations. I fully endorse the road's nomination and ask that you grant it due consideration.

I thank you sincerely for your time and effort.

Sincerely,

Andrea Stewart-Cousins  
New York State Senator, 35th District  
Democratic Conference Leader





COMMITTEE ON APPROPRIATIONS,  
RANKING MEMBER

SUBCOMMITTEE ON STATE, FOREIGN  
OPERATIONS, AND RELATED PROGRAMS,  
RANKING MEMBER



**Nita M. Lowey**  
**Congress of the United States**  
**17th District, New York**

[lowey.house.gov](http://lowey.house.gov)

**WASHINGTON**

2365 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20513  
(202) 225-8508  
FAX: (202) 225-0548

**WESTCHESTER**

222 MAMARONECK AVENUE  
SUITE 312  
WHITE PLAINS, NY 10605  
(914) 428-1707  
FAX: (914) 325-1505

**ROCKLAND**

67 NORTH MAIN STREET  
SUITE 101  
NEW CITY, NY 10950  
(845) 839-3485  
FAX: (845) 834-4070

September 25, 2017

New York State Office of Parks,  
Recreation and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188

Attention: William Krattinger, Historic Preservation Program Analyst


Dear Mr. Krattinger:

I write in support of the nomination of Rockefeller State Park Preserve's carriage road system, in Pocantico Hills, to the State and National Register of Historic Places. Pocantico Hills is in my Congressional district.

The Rockefeller State Park Preserve represents a part of the overall historic carriage road system that was designed by John D. Rockefeller Sr. and Jr. to complement the landscape. The carriage roads allow thousands of visitors to experience the natural wonders of the area.

I ask that you give all appropriate consideration to this request. If you have questions, please contact my Grants Director, Cory Hasson, at 845-639-3485 or [cory.hasson@mail.house.gov](mailto:cory.hasson@mail.house.gov).

Sincerely,

  
Nita M. Lowey  
Member of Congress



TERRENCE P. MURPHY  
SENATOR 40TH DISTRICT

ROOM 817  
LEGISLATIVE OFFICE BLDG  
ALBANY NY 12247  
(518) 455-3111

691 EAST MAIN STREET 1<sup>ST</sup> FLOOR  
SHRUB OAK NY 10988  
(914) 962-2624

E-MAIL ADDRESS  
MURPHY@NYSENATE.GOV



THE SENATE  
STATE OF NEW YORK

CHAIR  
INVESTIGATIONS AND GOVERNMENT OPERATIONS

COMMITTEES  
BANKS  
HEALTH  
INSURANCE  
LABOR  
LOCAL GOVERNMENT  
MENTAL HEALTH AND DEVELOPMENTAL DISABILITIES

MEMBER  
HEROIN TASK FORCE

September 25, 2017

Mr. William Krattinger, Historic Preservation Program Analyst  
New York State Office of Parks,  
Recreation and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188

Dear Mr. Krattinger:

I write this letter in support of the nomination of Rockefeller State Park Preserve's carriage road system, in Pocantico Hills, Westchester County, to the State and National Register of Historic Places. With the support and assistance of Friends of the Rockefeller State Park Preserve (FRSPP), our community wishes to preserve and protect this historic Hudson Valley landscape.

The Rockefeller State Park Preserve represents a part of the overall historic carriage road system, originally designed by John D. Rockefeller Sr. and Jr. from the 1910 through the 1950s. Designed to complement the landscape, the carriage roads, many of which are accessible, allow thousands of visitors to experience and enjoy the natural wonders of the area and have done so since its inception.

The nomination of Rockefeller State Park Preserve is an important investment in our regional tourism infrastructure and a benefit to all of the Hudson Valley and the State of New York Residents. The Rockefeller State Park Preserve personifies a rich heritage for the State of New York; it is a legacy that must be preserved for future generations. Therefore, I urge you to act favorably on this request to add the Rockefeller State Park Preserve's carriage road system to the State and National Register of Historic Places.

Sincerely,

A handwritten signature in cursive script that reads "Dr. Terrence P. Murphy".

Dr. Terrence P. Murphy  
Member of the Senate

TM/af





**Robert P. Astorino**  
County Executive

**September 19, 2017**

**New York State Office of Parks,  
Recreation and Historic Preservation  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, NY 12188**

**Attention: William Krattinger, Historic Preservation Program Analyst**

**Dear Mr. Krattinger:**

I write this letter in support of the nomination of Rockefeller State Park Preserve's carriage road system, in Pocantico Hills, Westchester County, to the State and National Register of Historic Places. With the support and assistance of Friends of the Rockefeller State Park Preserve (FRSPP), our community wishes to preserve and protect this historic landscape.

The Rockefeller State Park Preserve represents a part of the overall historic carriage road system that was originally designed by John D. Rockefeller Sr. and Jr. from the 1910 through the 1950s. Designed to complement the landscape, the carriage roads, many of which are accessible, allow thousands of visitors to experience and enjoy the natural wonders of the area and have done so since its inception.

The nomination of Rockefeller State Park Preserve is an important investment in our regional tourism infrastructure and a benefit to all of the Hudson Valley and the State of New York Residents. The Rockefeller State Park Preserve personifies a rich heritage for the State of New York; it is a legacy that must be preserved for future generations.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert P. Astorino".

**Robert P. Astorino**  
Westchester County Executive

Office of the County Executive

Michaelian Office Building  
White Plains, New York 10601

Telephone: (914) 995-2900

E-mail: [ce@westchestergov.com](mailto:ce@westchestergov.com)





# PACE UNIVERSITY

ONE PACE PLAZA NEW YORK, NY 10038

Marvin Krislov  
*President*

(212) 346-1098  
Fax: (212) 346-1384  
mkrislov@pace.edu

November 20, 2017

Mr. William Krattinger  
Historic Preservation Program Analyst  
Division of Historic Preservation  
Peebles Island, PO Box 189  
Waterford, New York 12188

Dear Mr. Krattinger:

I am writing in strong support of the Rockefeller State Park Preserve's nomination of its carriage road system to the State and National Register of Historic Places.

The carriage road system, which had its beginning more than a century ago, provides members of the Pace University community, and all New Yorkers, an opportunity to experience the ecological diversity and rich landscape of Westchester County.

The Rockefeller State Park Preserve is located less than three miles from Pace University's campus in the Town of Mount Pleasant, and represents a unique opportunity for our students, faculty, and staff, to be connected to, and engaged with, the rich history of the Rockefeller Family and the environmental and archeological legacy they have established in the Lower Hudson Valley. Pace University faculty are already conducting research at the Park Preserve; two of our faculty members were awarded a grant through the Department of Environmental Conservation to study aquatic and semi-aquatic habitats in the Pocantico watershed which, as you know, includes all of the Rockefeller State Park Preserve. One faculty member is studying plant communities along the carriage roads to assess the impact of plant growth alongside them, and another faculty member directed an undergraduate capstone project on carriage road use. Despite our already robust investment in the Park Preserve, we are exploring how to further enhance our involvement by engaging more faculty and students in research and co-curricular activities.

The carriage road system represents a significant tourism opportunity for the Lower Hudson Valley and is a treasured part of the history of New York State. The Rockefeller State Park Preserve's carriage road system's designation to the State and National Register of Historical Places would ensure its preservation, guaranteeing its use – for academic research and recreational enjoyment – for future members of the Pace University community, and anyone who visits Westchester County.

Sincerely,

Marvin Krislov



**GREENROCK CORPORATION**  
*POCANTICO HILLS*

200 Lake Road  
Sleepy Hollow, NY 10591

Tel (914) 631-4560  
Fax (914) 631-7452

December 5, 2018


R. Daniel Mackay  
Deputy Commissioner for Historic Preservation and  
Deputy State Historic Preservation Officer  
New York State office of Parks, Recreation, and Historic Preservation  
Division for Historic Preservation  
Peebles Island State Park  
PO Box 189  
Waterford, NY 12188

Dear Mr. Mackay:

I am pleased to respond to your letter dated November 5, 2018, and to offer the Greenrock Corporation's support for the nomination of the Rockefeller Pocantico Hills Estate Historic District to both the National and State Registers of Historic Places. As a subsidiary of the National Trust for Historic Preservation which maintains the historic buildings and landscape at the Pocantico Estate, we are pleased by the recognition and protection that these designations will offer to this significant cultural landscape.

Thank you for the opportunity to communicate our support to the State Board for Historic Preservation as it reviews this nomination.

Sincerely,



Kimberly Miller

CC: Katherine Malone-France, Senior Vice President for Historic Sites, National Trust for  
Historic Preservation  
Tom Mayes, Vice President & Senior Counsel, National Trust for Historic Preservation  
Judy Clark, Executive Director, Pocantico Center, Rockefeller Brothers Fund  
Kimberly Miller, Managing Director, Greenrock Corporation





**National Trust *for*  
Historic Preservation**

*Save the past. Enrich the future.*

December 5, 2018

R. Daniel Mackay  
Deputy Commissioner for Historic Preservation and  
Deputy State Historic Preservation Officer  
New York State office of Parks, Recreation, and Historic Preservation  
Division for Historic Preservation  
Peebles Island State Park  
PO Box 189  
Waterford, NY 12188

Dear Mr. Mackay:

I am pleased to respond to your letter received November 19, 2018, and to offer the National Trust's support for the nomination of the Rockefeller Pocantico Hills Estate Historic District to both the National and State Registers of Historic Places. As the owner of the Pocantico Estate, including the Kykuit residence, which is designated as a National Historic Landmark, we are pleased by the recognition and protection that these designations will offer to this significant cultural landscape.

Thank you for the opportunity to communicate our support to the State Board for Historic Preservation as it reviews this nomination and for your work to preserve the rich and diverse historic resources of the state of New York.

Warmest regards,

A handwritten signature in black ink, appearing to read "Katherine Malone-France".

Katherine Malone-France

CC: Stephanie K. Meeks, President & CEO, National Trust for Historic Preservation  
David J. Brown, Chief Preservation Officer, National Trust for Historic Preservation  
Paul W. Edmondson, Chief Legal Officer, National Trust for Historic Preservation  
Tom Mayes, Vice President & Senior Counsel, National Trust for Historic Preservation  
Judy Clark, Executive Director, Pocantico Center, Rockefeller Brothers Fund  
Kimberly Miller, Managing Director, Greenrock Corporation

**Katherine Malone-France | Senior Vice President for Historic Sites**

The Watergate Office Building 2600 Virginia Avenue NW Suite 1100 Washington, DC 20037  
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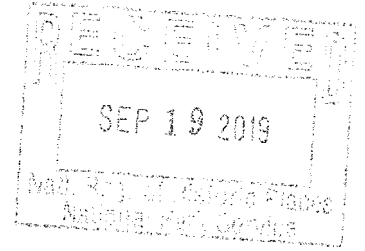




**Parks, Recreation  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ERIK KULLESEID**  
Commissioner



13 September 2019

Alexis Abernathy  
National Park Service  
National Register of Historic Places

Mail Stop 7228

1849 C Street NW  
Washington DC 20240

Re: National Register Nomination

Dear Ms. Abernathy:

I am pleased to submit the following two nominations, both on disc, to be considered for listing by the Keeper of the National Register:

Rockefeller Pocantico Hills Estate Historic District, Pleasantville, Westchester County (23 owners, 0 objections)  
Bigelow-Finch-Fowler Farm, West Lebanon, Columbia County

Regarding the Rockefeller Estate nomination, I wish to acknowledge the assistance of Barbara Wyatt, who closely guided us through the long effort to document this immense and important historic landscape. Barbara also made a site visit with SHPO staff, read a preliminary draft, and provided valuable feedback about mapping and counting landscape features, especially the system of historic carriage roads.

I am also enclosing a new photo disc for the Powers Building and Powers Hotel, which was nominated about a month ago, because two photos were missing from the original submitted disc.

Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

Kathleen LaFrank  
National Register Coordinator  
New York State Historic Preservation Office