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UNITED STATES DEPARTMENT OF THE INTERIOR OMB NO. 1024-0018, NPS FORM
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM 99-940

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

RECEIVED 2280
JUN 18 1999
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

historic name Palisades Interstate Parkway
other names/site number

2. Location

street & number Palisades Interstate Parkway [see cont. sheet] [N/A] not for publication
city, town Fort Lee, New Jersey to Bear Mt., New York [N/A] vicinity
state NJ & NY code NJ/NY county see cont. code see cont. zip code see cont.

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 [ ] nationally [x] statewide [ ] locally. ([ ] See continuation sheet for additional comments.)

J.W. Alderson — 20 March '98

Deputy Commissioner for Historic Preservation — Date
Signature of certifying official

State or Federal agency and bureau
New York State Office of Parks, Recreation and Historic Preservation
In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] See continuation sheet for additional comments.)

Signature of commenting or other official — Date

State or federal agency and bureau

4. National Park Service Certification

I hereby, certify that this property is: — Signature of keeper — Date of Action

[✓] entered in the National Register. Edson H. Beall 8/2/99
[ ] See continuation sheet.
[ ] determined eligible for the National Register. [ ] see continuation sheet.
[ ] determined not eligible for the National Register.

[ ] removed from the National Register.
[✓] other, (explain:) Additional Documentation Accepted

LOCATION - continued

Street and Number: Palisades Interstate Parkway: from George Washington Bridge north to Queensboro Circle, east to Bear Mountain Bridge and west to NY Rte. 293

City: Fort Lee, New Jersey to Bear Mt., New York

State: New Jersey and New York

Code: NJ and NY

County: Bergen County, New Jersey
Rockland and Orange Counties, New York

Codes: 003, 087, 071

Zip Codes:

Bear Mountain	10911
Mt. Ivey	10970
Thiells	10984
Pomona	10970
Nyack	10960
Bardona	10954
Pearl River	10965
Blauvelt	10913
Orangeburg	10962
Sparkill	10976
Tappan	10983
Palisades	10964

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (check only one box)	Number of Resources within Property (do not include previously listed resources in the count)		
		Contributing	Noncontributing	
[ ]private	[ ]building(s)	20	6	buildings
[ ]public-local	[x]district	4	0	sites
[x]public-State	[ ]site	81	3	structures
[ ]public-Federal	[ ]structure	1	0	objects
	[ ]object	106	9	Total

Name of related multiple property listings (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

- see Item 7 -

6. Function or Use

Historic Function (enter categories from instructions)	Current Functions (enter categories from instructions)
LANDSCAPE/park	LANDSCAPE/park
TRANSPORTATION/parkway	TRANSPORTATION/parkway
RECREATION/outdoor recreation	RECREATION/outdoor recreation

7. Description

Architectural Classification (enter categories from instructions)

- NA -

Materials (enter categories from instructions)

foundation - NA -
walls
roof
other

Narrative Description
(describe the historic and current condition of the property on one or more continuation sheets.)

Palisades Interstate Parkway — New Jersey and New York
Name of Property — County and State

10. Geographical Data

Acreage of property 3,311 acres

UTM References - see continuation sheet -
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18			2			
3				4			

Verbal Boundary Description
(Explain the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kathleen LaFrank, Program Analyst - see also continuation sheet
organization NYS OPRHP DHP Field Services date February 1998
street & number Peebles Island telephone (518) 237-8643, ext. 261
city or town Waterford state NY zip code 12188-0189

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items
(check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO.)
name Palisades Interstate Park Commission
street & number Bear Mountain State Park
city or town Bear Mountain state New York zip code 10911

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

The Palisades Interstate Parkway is a forty-two-mile, limited-access, scenic pleasure drive extending north along the west side of the Hudson River from Fort Lee, New Jersey to Bear Mountain, New York. Its route takes the form of a "T," with the base far longer than the crosspiece. The parkway begins at the approach to the George Washington Bridge and travels north to Queensboro Circle. From there, short spurs extend east to the Bear Mountain Bridge (National Register listed 1982) and west to NY Rte. 293.

The entire New Jersey portion and sections of the New York portion fall within the boundaries of the Palisades Interstate Park, a nationally significant conservation project undertaken by the states of New York and New Jersey to preserve an endangered natural landscape in the southwestern Hudson River Valley. A small portion of the Palisades Interstate Park has been designated a National Historic Landmark (1/12/65). The NHL nomination recognized the park for its significance in the area of conservation and included approximately 3,140 acres. The southern twelve miles of the parkway (all in New Jersey) fall within the boundaries of the NHL designation. However, because the parkway was constructed c1947-c1961, after the period of significance, this section of parkway was considered an unevaluated feature within the National Historic Landmark.

The National Register nomination boundary was drawn to include all the land and features historically associated with the Palisades Interstate Parkway. This 3,311-acre area encompasses the land acquired for preservation and parkway development during the period of significance and includes the scenic, recreational and service features developed as part of the parkway project, such as parks, overlooks, trails, bridal paths and maintenance areas. It also includes a number of earlier features that were acquired and incorporated into the preserve during the period of significance. These include buildings and numerous landscape features related to the estates once located atop the cliffs.

In New Jersey, the nominated area is generally between Palisades Avenue and US 9-W on the west and the edge of the Palisades cliffs on the east. Near Interchange 4 (just south of the New York-New Jersey stateline), where US 9-W crosses the parkway and diverges away from the parkway to the northeast, the western boundary was drawn to encompass the parkway and its right-of-way. In the southern New York section, the east and west boundaries generally follow the right-of-way for the parkway. In the northernmost section, where the parkway traverses Bear Mt-Harriman State Parks, no formal right-of-way was established historically. Here the east

and west boundaries follow artificial lines encompassing a right-of-way consistent with that established in the southern sections and taking in parkway-related design features. The boundary deviates from this description in several places to accommodate special circumstances (see item 10).

This boundary includes twelve miles of parkway that fall within the NHL and approximately thirty miles of parkway that are outside the NHL boundary. Although is conceivable that the existing NHL boundary and period of significance could be expanded to include the rest of the parkway, such a nomination should also encompass the entire historic portion of the Palisades Interstate Park (including Bear Mt-Harriman State Parks) as it developed between 1900 and c1962. Because the park includes nearly 60,000 acres, several thousand historic buildings, roads, trails, engineering and landscape components, archeological sites and other features and is significant under numerous historic themes over a long period, this presents a project of enormous scope. Therefore, in order not to delay National Register listing of the Palisades Interstate Parkway, this separate National Register nomination for the entire parkway as an independent feature has been prepared. It is anticipated that when an ongoing comprehensive survey of the entire historic park is completed within the next few years, a new National Historic Landmark nomination will be proposed that documents the largest extent of the park that is nationally significant.

The parkway is a long, narrow, serpentine resource with a right-of-way ranging from four hundred to one thousand feet. At its southern end, the parkway is constructed on relatively flat terrain atop the cliffs of the Palisades, over five hundred feet above the Hudson River. Rather than following the edge of the cliffs, the roadway was constructed several hundred feet inland. In addition to preserving the scenic cliffs, this also allowed for the placement of overlooks, trails, etc. along the escarpment and screened the view of the road from the east side of the Hudson. As the parkway winds north, it turns inland (northwest) at the New York State line, through the rolling hills of Rockland County and then into the more dramatic Ramapo Mountains at the northern end. The route of the northern half of the parkway is considerably inland, running generally five to ten miles west of the river.

The character of the land abutting the right-of-way varies along the course of the route. Generally, the southernmost portion falls within a narrow strip of parkland, the middle section is bordered by dense suburban development and the northernmost portion runs through an expansive, naturalistic parkland. Along nearly its entire route,

the roadway is enclosed by a dense buffer of naturally occurring vegetation, broken occasionally by views of the Hudson River to the east and of the Ramapo Mountains to the north. The right-of way is characterized by rugged terrain featuring a combination of natural and designed features, including wooded slopes, ravines, valleys, open meadows, large boulders, rock outcroppings and water features. In the southern portion of the parkway, the viewshed is relatively narrow and generally confined to the landscaped right-of-way. This setting has been compromised in a few of the more densely settled areas, where development can occasionally be glimpsed from the road. Because of the flat topography and relatively narrow right-of-way and median in the southern section, the layout of the roadway in this section is more regular, stylized and formal.

In the north, however, the viewshed expands considerably to take in wide, open meadows and portions of the dramatic, naturalistic landscape of Bear Mt-Harriman State Parks. In this section, the mountainous, rustic parkland and the wider median and right-of-way allowed greater separation and variation of the roadways. Here, the road takes on a more informal and picturesque character, passing through varied topography, massive rock outcroppings, and numerous water features.

The roadway is defined by pairs of twelve-foot lanes in each direction (northbound and southbound) separated by a landscaped center median ranging from ten to thirty feet in width. Roads were laid out to follow the natural topography and allow for a range of views and vistas. Where topographic conditions permitted, opposing pairs of roadways were constructed at different elevations to minimize headlight glare. There is a minimum sight distance of one thousand feet and curves are generously banked. With few exceptions, grades were held to four percent. Although original plans provided for grading and bridge spans to accommodate three twelve-foot lanes in each direction, the third lane was never constructed. Each two-lane corridor is defined by four-inch-high fluted, mountable, concrete curbs. At all interchanges, curbs extend along the ramps to the intersections with connecting roads.

The parkway was designed with unobstructed, ten-foot grassy shoulders. Drainage was accomplished by means of a closed system. On the inner, median side, shoulders were raised to guide pavement drainage to drop inlets. Shoulders sloped downward from the curb at a rate of three-quarter inches per foot to prevent melting snow from seeping across the superelevated roadway surfaces.

The parkway was intended to be completely separated from other local roads. There are no at-grade crossings; rather, connections to towns and villages are accomplished by a series of interchanges, traffic circles and bridges. Interchanges were originally provided at twenty main intersections. These are generally symmetrical in form. Several are fully developed cloverleafs and others are less fully defined. At interchanges having two cloverleafs situated in diagonally opposite quadrants, deceleration lanes were placed ahead of the grade separation where conditions permitted. This allowed cars to avoid the sharp U-turn necessary when exits are placed beyond bridges.

There are forty-three grade separations and eighteen main stream crossings along the route of the parkway. Bridges and culverts are rustic in design. Bridges are of rigid frame design with segmental, elliptical or semi-circular reinforced concrete arches, faced with granite. In most cases, the railings are also granite, originally topped with a wooden beam of rustic appearance. Culverts are concrete faced with granite.

The parkway was originally paved with eight inches of reinforced concrete. Pavement was darkened by mixing carbon black with the cement in order to reduce the daytime glare and produce a contrast with the uncolored acceleration/deceleration lanes, as well as with the curbs, which were painted buff for contrast. All bridges were paved with concrete to match the pavement of the ramps.

Although lighting was not included in the original design for the parkway, rustic wooden lightpoles were subsequently introduced at the southernmost end of the parkway, a one-mile area immediately north of the George Washington Bridge, and at gas stations.

There are three scenic overlooks in the southern (New Jersey) section of the parkway; each can be accessed from both northbound and southbound lanes. All three overlooks are on the east side of the parkway, atop the Palisades, providing spectacular views of the Hudson River, the east shore landscape and the New York City skyline to the south. Overlooks are characterized by parking areas, overscaled, rustic stone retaining walls, trails, picnic areas, etc. The State Line Lookout also features a comfort station/snack bar. The building is constructed of wood and stone and is rustic in design. It features a circular pavilion flanked by two rectangular wings. The interior includes a stone floor, wooden snack bar and rustic stone fireplaces. Windows were designed to be removable, providing for open-air dining when weather permitted.

There are four buildings that originally served as gas stations. The southern two are located east and west of the road and the northern two are located in the center median area, accessible from both north and southbound lanes. These buildings are one and one-half stories tall with gable roofs. They are of stone construction with clapboard gables. There are also three parkway maintenance areas, at Cedar Flats, Townline Road and Queensboro Circle.

Original small-scale elements included wooden signs, with black lettering on a white background, rustic wooden guardrails and stone retaining walls. Landscape elements include stone walls, gardens, pathways and other features associated with the estates formerly located along the cliffs. There are also several parks, a nature preserve, a trail that extends the full length of the New Jersey section and smaller trails and walkways throughout. Plantings are of native species, including pine, locust, Forsythia, viburnum, wildflowers, annuals, and others.

Integrity

As a whole, the parkway retains substantial functional and design integrity and continues to represent its historic character to a high degree. Most important, the Palisades Interstate Parkway continues to serve its primary conservation role in preserving the top of the Palisades and contributes to the preservation of the entire Palisades region of northern New Jersey and New York. In terms of the overall resource, the route, alignment and setting of the parkway remain intact, and it remains an enclosed, well-defined and highly structured linear transportation corridor surrounded by and closely connected to naturalistic parkland. Definitive characteristics of the road itself, such as gently curving, widely separated roadways following topographic lines at different elevations and small-scale, crisply defined, sunken roadways defined by curbs have been preserved. All of its original interchanges and all but one of its original bridges survive, and only a few additional bridges and interchanges have been added. The parkway retains its pivotal recreational role connecting the New York City metropolitan area with the vast expanse of the Palisades Interstate Park, and it remains an important component of the New York State Hudson Valley park and parkways system and the New York-New Jersey recreational parkways system. The landscape continues to reflect the original naturalistic intent, characterized by indigenous woody and herbaceous plants of the northeast, rocky terrain, large boulders and rock outcroppings, variable topography and a variety of water features. Views and vistas survive to an outstanding degree, particularly those of the Hudson River and the Ramapo Mountains.

Alterations

Despite its overall integrity, a number of changes have occurred since the parkway was completed in 1961. Some of these have been undertaken in the process of maintenance; some have been devised to increase safety; and some were designed to accommodate increased traffic, higher speeds and new uses. Most of these changes have been confined to smaller-scale and reversible elements. Those projects that have affected larger and more important features (such as the materials and design of the roadway) have been designed to preserve the parkway's character-defining features where possible. As a whole, the most substantial changes have occurred in the southern section, closest to metropolitan New York and adjacent to the densely developed suburbs of northern New Jersey. In New York, particularly in the northernmost section through Bear Mt-Harriman State Parks, the parkway retains an exceptionally high level of integrity of design and materials.

One new interchange has been constructed (New Hempstead Road); one new overpass bridge has been added, and one original bridge has been removed. Several original interchanges have been modified. Four commuter parking lots have been constructed on the right-of-way in the southern section. In the New Jersey section, acceleration and deceleration lanes have been lengthened, the road has been repaved with asphalt and narrow paved shoulders have been added. As part of the same project, seven-foot stabilized turf shoulders have replaced the original grass shoulders. In the southernmost section (south of Exit 2), a third lane has been added according to the original design. Finally, the drainage catch basins have been moved from the driving lanes to the shoulders.

A number of small-scale features have been lost. These include original signs, wooden guard rails and rustic lighting. These have been replaced with metal signs, guard rails and lighting. In addition, a few smaller elements have been added, such as chain link fencing along the right-of-way in heavily populated areas, higher stone parapets and steel pedestrian rails along bridges and strips of grooved pavement along the outside edges of lanes. In addition, concrete curbs, an original design feature along the outside lane, were installed along the median in the 1970s. Curbs had not been installed along the median edge at the time of construction in order to accommodate the anticipated construction of a third lane. However, the additional lane was later deemed unnecessary and curbs were installed in keeping with the original design intent.

Landscaping has been modified in some places either to enhance the original design or to increase safety. Clear cutting has increased and some rock cuts have been enlarged. Additional plantings have been added to replace those lost to disease and to enhance the original design. All landscape changes were planned to be compatible with the original design intent, using native species to effect an informal, naturalistic appearance.

Substantial Features

The nomination includes one hundred and six contributing features and nine non-contributing features. Contributing features include one structure for the parkway as a structural system, including roadways, median, right-of-way, interchanges and landscape features, and the following substantial features within that system: twenty buildings, eighty-one structures, four sites and one object. Non-contributing features are those buildings and structures constructed after the period of significance. Each of these features is described below.

SERVICE AREAS

ENGLEWOOD GAS STATION NORTHBOUND: 1957; one-story stone building; gable roof with asphalt shingles; clapboard gable ends; plate glass windows and entrance door [one contributing building]

ENGLEWOOD GAS STATION SOUTHBOUND: 1957; one-story stone building; gable roof with asphalt shingles; clapboard gable ends; plate glass windows and entrance door; non-historic, recessed cross-gabled addition [one contributing building]

CADGENE MAINTENANCE AREA: early twentieth century Cadgene family estate reused as maintenance area; main house demolished; service buildings, stone estate walls and rear entrance gate survive

Gatehouse: L-shaped building now used as residence; concrete with stucco finish; slate hip roof with gabled dormers; stucco chimneys; wooden six-over-six double hung sash windows; glazed paneled doors [one contributing building]

Garage: one-story rectangular building; stucco over concrete block; flat roof; steel casement windows; some replacement windows; decorative pilasters; garage doors on east side [one contributing building]

CEDAR FLATS MAINTENANCE AREA:

Office/Garage: one-story, three-bay wood-frame shed with T-111 siding; shed roof with rolled roofing; plywood garage doors; double-hung wooden sash with iron bars; shed-roofed addition [one contributing building]

Salt Shed: fifty-foot-tall conical wood-frame structure; concrete foundation and base; asphalt-shingled roof - NON-HISTORIC - [one non-contributing structure]

Trailer: aluminum and steel trailer; NON-HISTORIC [one non-contributing building]

TOWNLINE MAINTENANCE AREA: 1958; one-story, U-shaped, concrete block building; gable roof with asphalt shingles; banks of metal awning/casement windows; wooden paneled entrance doors; aluminum overhead garage doors added c1980s [one contributing building]

QUEENSBORO MAINTENANCE AREA:

Comfort Station: c1930s; one-story stone and concrete building; asphalt shingle and slate hip roof; steel casement windows with projecting wooden screen boxes; heavy vertical panel doors with decorative wrought-iron hardware [one contributing building]

Salt Shed: thirty-five-foot-tall conical wood-frame structure; concrete foundation and base; asphalt-shingled roof - NON-HISTORIC - [one non-contributing structure]

Shed: c1950s; one-story concrete block structure; open on one side; shed roof; wood-frame addition, also open on one side [one contributing structure]

Office-Storage: c1930s; one-story stone and concrete building; slate hip roof; steel casement windows; heavy vertical paneled wooden doors with decorative wrought-iron hardware [one contributing building]

KINGS HIGHWAY GAS STATION: 1959; one-story stone building; gable roof with asphalt shingles; clapboard gable ends; plate glass windows and entrance door; wood frame addition with clapboard siding on north elevation; small bay window in gable; pavilion of stone piers supporting clapboard gable roof over pumps [one contributing building]

ANTHONY WAYNE GAS STATION (now PIPC Visitor Center): 1959; one-story stone building; gable roof with asphalt shingles; clapboard gable ends; stone center chimney; wood frame addition with clapboard siding and triple bank of double-hung wooden windows [one contributing building]

OVERLOOKS

STATE LINE LOOKOUT: semi-circular pull-off facing east; asphalt paved parking areas and pathways; square concrete curbs; stone parapet and iron fencing; system of bridle paths constructed by WPA (now used for cross country skiing); an original portion of US 9-W that ran close to the cliffs was re-configured as part of the Long Path; the entrance road and lookout were constructed as part of the parkway [one contributing structure]

Restaurant/Comfort Station: c1935; one-story stone building with heavy timber framing, slate roof and log rafters; center section is circular, wood pole and beam construction with removable floor-to-ceiling glazed multi-pane doors; radial extensions to west and north (c1950) are rectangular with timber-framed slate hipped roofs and interior stone chimneys; interior of restaurant has wood-paneled walls and ceiling, wood-paneled serving counter and stone floor; rectangular sections are distinguished by large rustic stone fireplaces on end walls, wood-paneled walls and ceilings and stone floors; comfort stations on opposite ends of the building are interior concrete block walls faced with tiles; original circular pavilion constructed by WPA [one contributing building]

Outbuilding: c1930s; one-story L-shaped wood-frame building on concrete foundation; log cabin siding; one-over-one banked wooden sash; plywood doors; cross-gabled roof with asphalt shingles broken by center cupola [one contributing building]

Outbuilding: c1930s; one-story L-shaped wood-frame building on concrete foundation; log cabin siding; one-over-one banked wooden sash; plywood doors; cross-gabled roof with asphalt shingles broken by center cupola [one contributing building]

ROCKEFELLER LOOKOUT: semi-circular pull-off facing east; asphalt paved parking area and pathways; square concrete curbing; stone parapet and iron fencing; deciduous trees [one contributing structure]

ALPINE LOOKOUT: semi-circular pull-off facing east; asphalt paved parking area and pathways; square concrete curbing; stone parapet and iron fencing; deciduous trees [one contributing structure]

TRAILS/BRIDLE PATHS

LONG PATH: rustic pathway follows early bridle and walking paths built in conjunction with the parkway; the path skirts the cliffs on the east side of the road for the entire twelve-mile New Jersey section, passing through landscape remains of former cliff-top estates; early paths were incorporated into the Long Path in c1960; the latter is a much longer trail that diverges from the parkway preserve to follow a riverside route at the NJ/NY stateline. Portions of the Long Path north of the stateline are outside the nomination boundary. [one contributing structure]

GARDEN FEATURES

Throughout the New Jersey section of the preserve, there are scattered landscape remnants of the historic estates demolished as part of the parkway project; these include stone walls, ponds, ornamental plantings and other garden features; these features contribute to the significance as part of the overall scenic quality of the preserve and they are counted collectively as one contributing site. No professional archeological investigation has been undertaken to determine the possible presence or significance of below-ground resources in these areas. [one contributing site]

PARKS

LINWOOD PARK: approximately ten-acre parcel purchased as part of the parkway right-of-way; developed as open parkland with walking paths and benches and concrete skating rink [one contributing site]

GREENBROOK SANCTUARY: parcel purchased by the PIPC 1917; this was the second parcel purchased on top of the cliffs; the early buildings were constructed by CCC for a labor camp; the parcel was developed as a nature preserve c1946. Greenbrook is a 165-acre flora and fauna preserve and nature sanctuary characterized by undeveloped parkland, a pond, informal trails, river views, and recreational and administrative buildings; the museum was built in affiliation with the American Museum of National History [one contributing site]

Site Office: 1976; one-story wood-frame building with gable roof, asphalt shingles, wooden double-hung windows and wood-panel door - NON-HISTORIC - [one non-contributing building]

Orientation Center: 1996; one-story stone and clapboard over masonry block building; flat roof; large glass windows and doors - NON-HISTORIC - [one non-contributing building]

Pavilion: c1935, heavy squared timber frame picnic pavilion; gable roof with clapboard gable ends and asbestos shingles; built-in perimeter benches; concrete slab floor slopes to drainage pits; north wall enclosed by plywood bird blind [one contributing structure]

Museum: 1941; log frame building with dry laid stone foundation; horizontal novelty log siding; shed roof with asphalt roll roofing; concrete slab floor, banked metal mesh windows; four skylights; solid wood panel doors [one contributing building]

Stone Powder Magazine #1: 1933; ruin; rustic stone construction with log shed roof [one contributing structure]

Stone Powder Magazine #2: 1933: ruin; rustic stone construction; roof missing [one contributing structure]

ALLISON PARK: part of the former William Allison Estate; seven-acre parcel incorporated into the parkway preserve in the c1920s and acquired somewhat later; includes paved walking paths, ornamental plantings, overlooks and comfort stations [one contributing site]

Women's Comfort Station: c1920s; rustic stone construction; gable roof with asphalt shingles; steel jalousie windows; wood paneled door; stone arch windows in gable ends [one contributing building]

Men's Comfort Station: c1920s; rustic stone construction; gable roof with asphalt shingles; steel jalousie windows; wood paneled doors; stone arch windows in gable ends [one contributing building]

Caretaker's Residence: c1930s; two-story wood-frame residence with gable roof, asphalt shingles, clapboard siding, picture window over wooden paneled garage door; brick chimneys; jalousie windows; one and one-half story addition of rustic stone and clapboard [one contributing building]

WOMEN'S FEDERATION MONUMENT: (former Women's Federation Park): property purchased in 1909 to commemorate the role of the New Jersey Federation of Women's Clubs in protecting the Palisades; this was the first parcel purchased on top of the cliffs; part of an former estate, the parcel includes garden features such as ornamental plantings, remnants of an estate swimming pool (concrete, irregular shape with stone patio); the monument is a two-story rubble stone castle-like structure with an observation tower; it was built in 1919 as a lookout over the Hudson River [one contributing object]

PARK HEADQUARTERS AND RESIDENCES

OLTMAN ESTATE: early twentieth century estate remodeled as park headquarters and park superintendent's quarters in 1943; includes residence and carriage house, ornamental plantings, specimen trees, pathways and river vista

Oltman Residence: c1928; Tudor Revival style; two-story rectangular fieldstone building with slate gable roof; gabled dormers; concrete window and door moldings; stone quoins; steel, diamond-paned casement windows; end windows have transoms and are banked; massive stone end chimneys; entrance portico with slate gable roof, terra-cotta pediment; copper gutters and downspouts, decorative downspout heads; two cross-gabled wings with gabled dormers; north wing is stucco; south wing is stone; added wooden entrance portico with shed roof; interior includes entrance hall with tiled floor, paneled dining room, original kitchen [one contributing building]

Oltman Carriage House: c1928; Tudor Revival style; one and one-half story fieldstone and stucco building with slate gable roof; dormers; gable-end chimneys; steel casement windows; one-story wing of rubble stone with stucco gables, steel casement windows and wood panel garage doors; one-story concrete block addition with slate roof
[one contributing building]

Maintenance Building: 1972-1974; one-story square building; stucco over concrete block; hipped roof with asphalt shingles; two garage door openings - NON-HISTORIC -
[one non-contributing building]

INDIAN HEAD: late-nineteenth century estate incorporated into parkway preserve and used as staff housing

Carriage House: c1900; two-story three-bay building with gambrel roof; multi-pane double-hung sash windows [one contributing building]

Superintendent's Residence: c1960s; one-story L-shaped clapboarded building with gable roof - NON-HISTORIC - [one non-contributing building]

Garage: one-story three-bay concrete building with flat roof - NON-HISTORIC - [one non-contributing building]

BRIDGES

New Jersey

1a. Bridge Parkway Eastbound over LeMoine Ave./NJR 67 (BIN 4000001): concrete abutments, single-span multi steel girder. Built 1956. [one contributing structure.]

1b. Bridge Parkway Westbound over LeMoine Ave./NJR 67 (BIN 4000002): concrete abutments, single-span multi steel girder. Built 1956.[one contributing structure.]

2. Bridge 9W over Parkway Southbound (BIN 4000003): concrete abutments, triple-span multi-steel girder. Built 1954. [one contributing structure]

3. Bridge over Allison Park Rd. (BIN 4000005): stone-faced concrete abutments and concrete piers, triple-span multiple girder with Jersey Barrier parapet rail. [one contributing structure]

4. EXIT 1 Bridge over Palisades Avenue (BIN 4000006): stone-faced concrete single-span rigid-frame segmental arch; granite parapet and steel rectangular-tube pedestrian rail. [one contributing structure]

5a. Northbound over Greenbrook Road (BIN 4000008): concrete single-span three-center arch, stone-faced spandrel. [one contributing structure]

5b. Southbound over Greenbrook Road (BIN 4000007): concrete single-span three-center arch, stone-faced spandrel. [one contributing structure]

6a. Northbound over Old Dock Road (BIN 4000010): concrete single-span barrel-arch with concrete spandrel and parapet. [one contributing structure]

6b. Southbound over Old Dock Road (BIN 400009): concrete single-span barrel-arch with concrete spandrel and parapet. [one contributing structure]

7a. EXIT 2E Northbound over Alpine Ferry Road (BIN 4000012): stone-faced concrete single-span three-center arch, with battered abutments. [one contributing structure]

7b. EXIT 2W Southbound over Alpine Ferry Road (BIN 4000011): stone-faced concrete single-span three-center arch, with battered abutments. [one contributing structure]

8. Alpine Pedestrian Footbridge Overpass: stone abutments and pier, double-span concrete deck with wood-siding sheathed concrete parapet rail. [one contributing structure]

9a. EXIT 4E Northbound over Palisades Boulevard/US 9W (BIN 4000015): concrete abutments, single-span multi steel girder; with Jersey Barrier parapet. Built 1954. [one contributing structure]

9b. EXIT 4W Southbound over Palisades Boulevard/US 9W (BIN 4000014): concrete abutments, single-span multi steel girder; with Jersey Barrier parapet. Built 1954. [one contributing structure]

NEW YORK SECTION

10. Bridge over Closter Road (BIN 1068529): stone-faced concrete, single span rigid-frame segmental arch with battered abutments; timber pedestrian rail. [one contributing structure]

11. Oak Tree Road Overpass (BIN 1068530): stone-faced concrete, continuous-frame double-span segmental arch with battered abutments; iron tube pedestrian rail. [one contributing structure]

12a. Route 340 Overpass, Northbound (BIN 1068990): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; iron tube pedestrian rail. [one contributing structure]

12b. Route 340 Overpass, Southbound (BIN 10465180): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; iron tube pedestrian rail. [one contributing structure]

13. Bridge over Lower Sparkill Creek (BIN 1068549): stone-faced concrete single span culvert. [one contributing structure]

14. Bridge over Erie RR (abandoned) (BIN 1068559): concrete continuous slab triple-span segmental arch with iron tube pedestrian rail. [one contributing structure]

15. Washington Street Overpass (BIN 1068560): double-span concrete three-center arch, stone-faced spandrel with battered abutments; iron tube pedestrian rail. [one contributing structure]

16a. Kings Highway Overpass, Northbound (BIN 1068580): stone-faced concrete, single-span rigid frame segmental arch with arched/curved spandrel, capped with concrete parapet. [one contributing structure]

16b. Kings Highway Overpass, Southbound (BIN 1068570): stone-faced concrete, single-span rigid frame segmental arch with arched/curved spandrel, capped with concrete parapet. [one contributing structure]

17a. Northbound over Upper Sparkill Creek (BIN 1068592): stone-faced concrete, single-span culvert with battered abutments; timber pedestrian rail. [one contributing structure]

17b. Southbound over Upper Sparkill Creek (BIN 1068591): stone-faced concrete, single-span culvert with battered abutments; timber pedestrian rail. [one contributing structure]

18. EXIT 5 Route 303 Overpass (BIN 1045360): stone-faced concrete, continuous frame double-span segmental arch with battered abutments; iron tube pedestrian rail. [one contributing structure]

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19. Bridge over Penn-Central RR (BIN 1068609): three-span multi-girder steel on concrete piers and abutments, with steel tube rail. [one contributing structure]

20. Bridge over Western Highway (BIN 1068619): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; timber pedestrian rail. [one contributing structure]

21a. EXIT 6E Northbound Orangeburg Road Overpass (BIN 1068989): stone-faced concrete, single-span half-round arch with timber 2-rail pedestrian rail. [one contributing structure]

21b. EXIT 6W Southbound Orangeburg Road Overpass (BIN 1068629): stone-faced concrete, single-span half-round arch with timber 2-rail pedestrian rail. [one contributing structure]

22. Bridge over Convent Road (BIN 1068639): stone-faced concrete, single-span rigid frame segmental arch with projecting abutments and curved wing-walls; timber pedestrian rail. [one contributing structure]

23a. Northbound Van Wyck Road Overpass (BIN 1068970): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; iron tube pedestrian rail. [one contributing structure]

23b. Southbound Van Wyck Road Overpass (BIN 1068640): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; iron tube pedestrian rail. [one contributing structure]

24a. Northbound Bridge over Hackensack River (BIN 1068652): stone-faced concrete, single-span rigid frame with timber pedestrian rail. [one contributing structure]

24b. Southbound Bridge over Hackensack River (BIN 1068651): stone-faced concrete, single-span rigid frame with timber pedestrian rail. [one contributing structure]

25. Sickletown Road Overpass (BIN 1068660): stone-faced concrete, double-span continuous frame segmental arch with battered abutments. [one contributing structure]

26. Conrail Overpass (BIN 777011650): stone-faced concrete piers and abutments, double-span multiple steel girder with steel 2-rail pedestrian rail. [one contributing structure]

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27. EXIT 7 Bridge over Town Line Road (BIN 1067679): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; timber pedestrian rail. [one contributing structure]

28a. EXIT 8E Route 59 Overpass Northbound (BIN 1027769): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; steel rectangular tube pedestrian rail. [one contributing structure]

28b. EXIT 8W Route 59 Overpass Southbound (BIN 1068969): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; steel rectangular tube pedestrian rail. [one contributing structure]

29. Bridge over Nyack Turnpike (BIN 1068689): stone-faced concrete, single-span rigid frame segmental arch with battered abutment walls; timber pedestrian rail. [one contributing structure]

30a. EXIT 9W Northbound Bridge over NYS Thruway (BIN 1068692): concrete piers and abutments, 4-span multi-girder steel; steel bridge rail. [one contributing structure]

30b. EXIT 9E Southbound Bridge over NYS Thruway (BIN 1068691): concrete piers and abutments, 4-span multi-girder steel, steel bridge rail. [one contributing structure]

31. Route 304 Overpass (BIN 1045410): stone-faced concrete, double-span continuous frame segmental arch with battered abutments; steel picket fence pedestrian rail. [one contributing structure]

32. Ludvigh Road Overpass (BIN 1068700): double span, stone-faced concrete three-center arch, with steel tube pedestrian rail. [one contributing structure]

33. EXIT 10 North Middletown Road Overpass (BIN 1068710): stone-faced concrete, double-span continuous frame segmental arch with battered abutments; iron tube pedestrian rail. [one contributing structure]

34a. Northbound West Clarkstown Road Overpass (BIN 1068720): stone-faced concrete, single-span three-center arch with arched spandrel and earthen shoulders. [one contributing structure]

34b. Southbound West Clarkstown Road Overpass (BIN 1068730): stone-faced concrete, single-span three-center arch with arched spandrel and earthen shoulders. [one contributing structure]

35. EXIT 11 Bridge over New Hempstead Road (BIN 1068749): stone-faced concrete, single-span rigid frame segmental arch with battered abutments; timber pedestrian rail. [one contributing structure]

36. EXIT 12 Route 45 Overpass (BIN 1025630): stone-faced concrete, double-span continuous frame segmental arch with battered abutments. [one contributing structure]

37. EXIT 13 Bridge over Route 202 (BIN 1040129): four-span multi-girder steel on concrete piers and abutments. Concrete scored to look like stone on piers and corners of abutments. 3-rail bridge rail. Built in 1951. [one contributing structure]

38. Bridge over Minisceongo Creek (BIN 1068759): stone-faced concrete, continuous-frame, double-span segmental arch culvert. [one contributing structure]

39. EXIT 14 Bridge over Willow Grove Road (BIN 1058769): stone-faced concrete, single-span three-center arch with curved wing-walls; timber pedestrian rail. [one contributing structure]

40. EXIT 14 Northbound exit ramp over stream (BIN 1068950): stone-faced concrete, single-span rigid frame segmental arch with curved spandrel walls; [one contributing structure]

41. EXIT 15 Gate Hill Road Overpass (BIN 1040880): stone-faced concrete, continuous frame, double-span segmental-arch; steel tube pedestrian rail. [one contributing structure]

42. Bridge over stream: stone-faced concrete, single-span rigid frame segmental arch with curved wing-walls. [one contributing structure]

43. Northbound Bridge over Tiorati Brook (BIN 1068870): stone-faced concrete, single-span half-round arch with curved wing-walls. [one contributing structure]

44. Northbound ramp over Tiorati Brook (BIN 1068880): stone-faced concrete, single-span half-round arch with curved wing-walls. [one contributing structure]

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45. EXIT 16 Northbound ramp over Southbound Parkway (BIN 1068770): stone-faced concrete, single-span rigid frame segmental arch with curved spandrel walls. [one contributing structure]

46. Southbound Parkway over stream (BIN 1068890): single-span concrete segmental arch on concrete piers; with curved, stone-faced abutments and parapet; timber pedestrian rail. [one contributing structure]

47. Southbound on-ramp over stream (BIN 5521490): double-span concrete continuous deck, stone-faced parapet with timber pedestrian rail; splayed concrete wing walls. [one contributing structure]

48. Northbound over Stillwater Creek (BIN 1068900): stone-faced concrete, double-span culvert with curved wing-walls. [one contributing structure

49. Culvert over Stillwater Creek: concrete, single-span rigid frame segmental arch. [one contributing structure]

50. EXIT 17 Anthony Wayne Overpass (BIN 1068780): stone-faced concrete, double-span continuous frame segmental arch, with steel tube pedestrian rail. [one contributing structure]

51. Anthony Wayne Northbound Off-Ramp over Queensboro Lake outflow: single-span half-round corrugated arch culvert with stone-faced spandrel and curved wing-walls. [one contributing structure]

52. Anthony Wayne Development Northbound On-Ramp over stream: single-span half-round corrugated arch culvert with stone-faced spandrel and curved wing-walls; wood pedestrian rail. [one contributing structure]

53. "Bridge A" Overpass (BIN 1068790): double-span multi-girder steel on concrete pier, stone-faced concrete abutments; steel tube bridge rail. [one contributing structure]

54. "Bridge B" Overpass (BIN 1003380): stone-faced concrete, single-span rigid frame segmental arch with timber pedestrian rail. [one contributing structure]

55. NY State Route 6 over stream at Queensboro Interchange (BIN 1068940): concrete culvert, stone-faced curved spandrel. [one contributing structure]

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56. "Bridge Z": single-span stone-faced culvert with concrete deck over stream, north of Queensboro Interchange. [one contributing structure]

57. Northbound ramp over stream at Queensboro Interchange: single-span concrete culvert, stone-faced spandrel and curved wing-walls. [one contributing structure]

58. EXIT 19 Seven Lakes Drive Overpass (BIN 5003390): double-span concrete three-center arch with stone-faced spandrel and abutments; steel tube pedestrian rail. [one contributing structure]

59. Bridge over Route 293 (BIN 1091500): double-span multi-girder steel on stone-faced abutments. [one contributing structure]

60. Bridge over Lake Te-ata Outlet (BIN 1068830): single-span multi-girder steel on concrete abutments. Built 1998. [one non-contributing structure]

8. Statement of Significance

Applicable National Register Criteria
(Mark an in one or more boxes for the criteria qualifying the property for National Register listing.)

[x] **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.

[x] **C** Property that 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.)

[ ] **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.

[x] **G** less than 50 years of age or achieved significance within the past 50 years.

Area of Significance
(Enter categories from instructions.)
conservation
recreation
transportation
regional planning
landscape architecture
engineering
architecture

Period of Significance
1935-c1961

Significant Dates
1935; 1947

Significant Person
(Complete if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
various - see item 8

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) *a portion of this resource is within an NHL

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
[x] designated a National Historic Landmark*
[ ] recorded by Historic American Building Survey #

Primary location of additional data:
[X] State historic preservation office
[ ] Other State agency
[ ] Federal agency
[ ] Local government
[ ] University
[X] Other: Palisades Interstate Park Commission

SUMMARY

The Palisades Interstate Parkway is exceptionally significant under criterion A in the themes of conservation, recreation, transportation and regional planning for its role in the conservation of a significant endangered landscape, the development and promotion of recreation and tourism, and regional land-use planning. The parkway is also significant under criterion C in the areas of architecture, landscape architecture and engineering as an outstanding example of a post-World War II limited-access, scenic pleasure drive in New York and New Jersey. The period of significance recognizes the first major donation of land for conservation and parkway purposes in 1935, the continued acquisition of additional land over the next thirteen years and the construction of the parkway between c1947 and 1961. The nomination also takes in several features that pre-date the period of significance. These have significance as they were were reused or reinterpreted within the context of the parkway.

The Palisades Interstate Parkway marked the completion of a progressive and influential conservation project to preserve and restore the dramatic escarpment along the lower west bank of the Hudson River. Beginning in 1900 with the formation of the Palisades Interstate Park Commission (PIPC), the states of New York and New Jersey commenced a cooperative effort to acquire and preserve a large tract of the Palisades that was threatened by quarrying operations. A small portion of the Palisades Interstate Park has been recognized as a National Historic Landmark in the theme of conservation. Over the next fifty years, the PIPC acquired nearly 60,000 acres of parkland and developed a complex, influential and nationally significant conservation and recreation program.

By the late 1920s, one of the PIPC's most important concerns was the strip of land atop the escarpment, which remained in private hands and was increasingly threatened by burgeoning suburban development in the New York City metropolitan region. Based in part on recommendations contained in the Regional Plan for New York and Environs, a comprehensive regional planning study undertaken during the 1920s, the PIPC concluded that the construction of a parkway along the top of the cliffs was the most efficient, economical and permanent way to preserve and maintain the Palisades in their natural condition, "providing a convenient and safe means for people, while passing through, to see and enjoy the natural beauties without damaging that which they have come to see" (Perkins, "References and Notes" 11). Although it took the commission twenty years to acquire land and finance construction, the parkway was

completed in accordance with its original goals and design standards. Described by its planners as a "continuous park" for pleasure cars, the Palisades Parkway combined conservation efforts with recreational, regional planning and transportation initiatives: The parkway provided metropolitan New Yorkers with convenient access to thousands of acres of parkland; it was planned as a major link in a recreation-transportation corridor that stretched from the southern tip of New Jersey to Bear Mountain State Park; it completed New York State's regional system of parks and parkways in the Hudson Valley; and it was an important regional planning initiative, encouraging orderly suburban growth while directing development away from the most fragile and scenic areas and preserving them for the public benefit.

The Palisades Parkway is also an outstanding example of its type. Its design embodies the definitive characteristics of the limited-access scenic pleasure drive, repeating and improving upon the features of parkways developed over the course of the first half of the twentieth century. The parkway is defined by restricted access, the elimination of cross traffic, a broad landscaped right-of-way, fully separated driving lanes at different elevations, generously banked curbs, crisp sunken roadways defined by mountable curbs, contrasting tones of pavement and curbs, and connections to scenic and recreational attractions, both on the parkway and in the adjacent parkland. The design of the parkway is based on concepts developed by park personnel, regional planners, engineers and landscape architects and philanthropists. Among them, John D. Rockefeller, Jr. played a pivotal role in donating a significant amount of land and money and facilitating the complex political process that brought the project to completion. Those sharing primary responsibility for developing the concept, route and design of the parkway include Major William A. Welch, a nationally known engineer and park designer who served as the PIPC's chief engineer for twenty-three years, the various planners and engineers of the Regional Plan Committee (including Jay Downer, chief engineer for the Bronx River Parkway), the well-known engineering firm of Amman and Combs, and the influential landscape architects and parkway designers Clarke, Rapuano and Holleran.

The Palisades Interstate Parkway is regarded as one of the finest examples of its type. It has been cited for its excellence by critics and historians and has been called an "outstanding example" (Newton 615) and a "triumph of 'understanding' engineering... technically brilliant in design" (Tilden 121). Retaining a high level of functional and design integrity, the parkway continues to meet the goals of its designers.

Palisades Interstate Park Commission

The modern history of the Palisades geological formation is one of conservation and recreation. The majestic 550-foot escarpment of the Palisades defines the fourteen-mile stretch on the west side of the Hudson River between Fort Lee, New Jersey and Piermont, just north of the New York State line. Before the twentieth century, this landscape was largely private and inaccessible. Although recreational use of the Hudson Valley had been steadily increasing since the invention of the steamboat in 1807, the Palisades were too dangerous and inaccessible to profit from these early ventures.

In the second half of the nineteenth century, however, both recreational and industrial concerns began to threaten the Palisades. Between 1860 and 1890, dozens of summer estates were built on the edge of the cliffs. Like the east side of the Hudson, the Palisades region offered secluded country home sites for the New York City elite. The possibility of leisure life in such a bucolic setting enamored the area to wealthy industrialists and politicians, who summered and spent their weekends there.

At the same time, beginning after the Civil War, industrialization and immigration sparked a period of dramatic growth in the New York City metropolitan area. The expanding size and population of the city put a tremendous demand on nature and society. Natural resources, such as land, building materials and water, were being used up at a rapid rate. Extremes of wealth and poverty caused social imbalances, and the density of development within such a small area demanded physical and social outlets.

Among the consequences of this rapid development was the defacement of the Palisades. The exploitation of the trap rock of the Palisades had begun about the middle of the nineteenth century. However, the quarrying industry grew with the city, as its products provided building materials for the expanding metropolis. As the quarries blasted away the face of the escarpment, public opposition grew. Many of those who were most vocal were members of the upper classes whose opposition derived mainly from their personal interests. The scenic view of the Palisades, both from New York City and from the east side of the Hudson (where many wealthy landowners had country estates), was the motivating force behind the initial demands that the government protect this area.

The first movements to save the Hudson River Palisades began in 1887, when John Sherwood suggested to New Jersey state officials

that a park be created, "three miles in length" and carried down the cliffs to the Hudson River in "an area embracing probably the finest and most picturesque features of the Palisades front..." (Sherwood 3). Sherwood's plan failed to win the support of state officials.

The next effort began early in 1890, when plans were drafted to create a preserve to protect the forested meadow that ended in the cliffs. Although this effort failed in the New Jersey legislature, in 1895, the governor appointed a general commission to determine how best to preserve the cliffs. The following year, this commission suggested the establishment of a separate, non-partisan park commission charged with developing a plan to eliminate quarrying and acquire land to be held in the public trust.

In 1900, the Palisades Interstate Park Commission, a cooperative effort by New York and New Jersey, was incorporated by an act of both state legislatures, "to provide for the selection, location, appropriation and management of the certain lands along the Palisades of the Hudson River for an interstate park" and thereby preserve the scenery of the Palisades (1 AR/NJ 1900 3). **[1]** The proposed park would stretch fourteen miles along the base of the cliffs, between Fort Lee, New Jersey and Piermont Creek, New York. The PIPC was an innovative venture, premised on the cooperation of two states to acquire land that was primarily in one of them, for their mutual benefit.

When the commission took on the task of conserving and protecting the Palisades, the area was unknown, fragile, inaccessible forest land and river frontage, mostly in private ownership. Initially, the commission concentrated its efforts on the acquisition of properties in the area of its jurisdiction, "all the land from the top of the steep edge of the cliffs down to the water's edge..." (1 AR/NJ 1900 5), approximately seven hundred acres. At the time, no active recreational use was planned for this area; rather, conservation involved only public acquisition, and the recreational experience was to be had primarily by enjoying a view of the cliffs from the city, the river and the opposite shore.

After the quarries were disbanded, however, and published reports described the beautiful scenery to be found, people from both New Jersey and New York clamored to visit the area. In these early days, the only means of access from New York City was by private boat and an occasional small public ferry. As money became available from both state and private donations, the PIPC began to plan for intensive development to meet the public demand (Maher 6). Providing public access to the park then became a priority.

Many of the PIPC commissioners were philanthropists or reformers whose ideals were firmly routed in the Progressive Era. Because the park land was located in such close proximity to the overcrowded metropolitan area, the commissioners favored opening this area for the benefit of the urban population, especially members of the middle and lower classes, who lacked recreational opportunities. This goal served to guide the commission over the next fifty years. As its holdings grew, the commission developed numerous innovative and influential recreational programs throughout the park, including group camping, nature education, hiking, water sports and others.

Early Transportation and Public Access Initiatives

Henry Hudson Drive

Initially, park access was provided only by ferries from Westchester County and Manhattan and poor local roads. However, the increasing number of visitors, nearly all of whom came by means of the river, made it necessary to provide as many harbors, docks, ferries and landings as possible, to widen the shore at the base of the Palisades, to provide beaches, picnicking areas and camping spots, and to create roads, stairways and trails along and up the cliffs.

The original legislation empowered the commission "to lay out, construct and maintain roads, pathways and boulevards" and a "driveway" the entire length of the base of the cliffs from Fort Lee to Piermont as quickly as possible (1 AR/NJ 1900 5). The lawmakers' intent was to allow the commission to construct roads within the park, between separated areas of the park and between the park and other public roads (2 AR/NJ 1901 6). The PIPC first constructed approach roads between the top of the cliffs and the shore at Englewood and Alpine, providing local communities with access to the river. No north-south boulevard was included in the preliminary plans, but the concept gradually grew in importance, especially as the park proved popular and began to have a favorable effect on regional tourism. Subsequently, in 1901, the PIPC hired Charles W. Leavitt, Jr. as chief engineer and landscape engineer, charged with overseeing the survey and construction of the proposed boulevard ("Landscape Engineer").

In 1903 Leavitt presented the commissioners with a sketch plan for a "rustic roadway many miles in extent, with a river view at all points." This "driveway" was proposed to start from the ferry dock at Fort Lee and run along the shoreline to Piermont, connecting with parallel local roads further inland via east-west approach roads. Although Leavitt sited his proposed drive along the base of the

cliffs rather than on top on them, the scheme that he presented for a scenic road running the length of the Palisades Park, providing connections between park sections and a north-south route for commuters and park users, was the first expression of the ideas later developed in plans for the Palisades Parkway.

In 1904, the PIPC and the New Jersey Department of Public Works began to discuss the park's highway development plans in connection with existing roads and the new system of public highways being developed for Hudson and Bergen counties, New Jersey and Rockland and Orange counties, New York. Although establishing connections to the park via state highway systems was much discussed, political wrangling over make up of the system delayed actions to bring them about for many years.

Meanwhile, Palisades Interstate Park continued to grow. In 1906, the commission's jurisdiction was extended along the west side of the Hudson River as far north as Stony Point, and in 1909 it was extended even further north to Newburgh and west from the Hudson River into the Ramapo Mountains.

In 1910, Mary Harriman, in memory of her husband, E. H. Harriman, presented New York State with a gift of approximately 10,000 acres of land in Orange County to be held under the jurisdiction of the PIPC and used as a state park. She also contributed one million dollars, to be matched by state and private funds, to "acquire additional lands and build roads to develop such a park and connect it with the park included in the plans of the Palisades Park Commission" (11 AR/NJ 1910 21). Harriman hoped to honor her late husband's great interest in road building and to continue the work of connecting the disparate park sections. Her list of specific projects included a roadway along the base of the Palisades through existing park land in New Jersey, providing access to the land that she proposed to donate in New York. This scheme was essentially the road proposed by Leavitt; however, rather than extending north along the shore all the way to Piermont, the northern section was re-routed inland (to the northwest) to access the Harriman donation. Harriman also proposed roads connecting the park with the state reservation at Stony Point and connections from Stony Point through Rockland and Orange counties to the north (11 AR/NJ 1910 21).

Planning to increase public access to the northern areas of the park began immediately after the Harriman donation was finalized. Numerous projects were started, including construction of docks, roads and trails. As Harriman wished, Leavitt's proposed route for the driveway was altered, turning inward at the stateline near

Piermont toward the newly acquired lands to the northwest (McClure to White, 20 Apr 1910).

Though the commissioners considered the "driveway" a major component of the park development, funding for the project was not forthcoming. The PIPC could not hope to finance such a large-scale road project itself and sought the cooperation of the New York and New Jersey highway departments. The commissioners continued to promote the project, though, and in 1909, as part of the commemoration activities planned for the tercentenary of the discovery of the Hudson River, New Jersey Senator Edmund W. Wakelee, later a PIPC commissioner, introduced a bill to construct the road and name it the Hendrick Hudson Drive (10 AR/NJ 1909 7). This bill failed to pass, as did a similar bill in New York.

This failure prompted the PIPC to renew its campaign to win legislative approval for the driveway, now called "Henry Hudson Drive" (HHD). To do this, the commission promoted the plan to local citizens by explaining how the new road would increase their property values (JDW to Firminich, 6 Oct 1910) and suggesting that the undertaking could be funded by "a number of wealthy persons" (NYT 6 Jan 1910). As a result of this campaign, appropriation bills in both state legislatures won approval in 1910, and, in 1911, the New Jersey legislature funded construction of the first portion of this road, a drive from the Englewood Dock to the turn leading up the hill to Englewood (Englewood Approach), conforming as closely as possible with Leavitt's suggested route.

Leavitt, a fairly well-known civil engineer and landscape planner, in conjunction with several of the commissioners who were engineers or who had an interest in road construction, planned the Henry Hudson Drive to be a sixteen-foot-wide pleasure drive running the length of the Palisades and connecting New York City, via local roads and ferries, with the Bear Mountain section and points north. In 1915, the proposed road was anticipated to be in the "nature of an automobile trail" and constructed in such a way as to eliminate speeding, simply permitting vehicles to go through the park "in a manner that will minimize the amount of disfigurement and annoyance to pedestrians and others" (ASHPS Bulletin). The landscape plan called for replanting with native species and adding recreational areas and trails sited to enhance scenic views.

The Henry Hudson Drive was constructed of concrete, twenty-two to twenty-four feet wide, flanked by square stone curbs, grass shoulders and a three-foot retaining wall with stone parapet (Minutes/NY 6 Jan 1912). The first section, between Englewood and

Alpine, opened to traffic on October 29, 1921. The New York Times described the "new auto trail" as "one of the most beautiful driveways in the vicinity of NY [with] motorists enjoy[ing] an uninterrupted view of the Hudson River and the opposite shore the whole length....paved with asphalt and bordered by wide footpaths...keep[ing] the natural beauty of the Palisades intact" (4 April 1926). By 1926, the road spanned seven miles, between Fort Lee and Alpine.

In a precursor to the battle that was to occur over the Palisades Parkway later, debate over the Henry Hudson Drive was contentious. New Jersey politicians thought New York was not doing enough to connect the road to the park at Piermont, bowing to pressure from private property owners to redirect the route away from the shore line at Sneden's Landing and into the interior of the park. Residents and conservationists feared that the driveway would open the area to unsavory characters and that construction scars would lessen the scenic beauty along the Palisades and ruin the very reason for the park's creation (13 AR/NJ 1913 6). In response, PIPC president George W. Perkins, Jr. (GWP) defended the proposed highway, writing that "We have proceeded with great caution...as we felt that we could easily spoil an otherwise unsurpassed bit of nature's handiwork. We are keenly alive to the importance of preserving these cliffs as nearly as possible in their natural State....We have put off building this road as long as we could....If this road is not built now, we fear that politics may come into the matter later, resulting in greater damage to the park ("Perkins Wins").

While planning and construction proceeded for the Henry Hudson Drive, the PIPC also undertook a series of road construction projects to provide circulation through the northern portion of the park and access to the river. Over five million people visited Bear Mt-Harriman State Parks in 1913, more than doubling the attendance of the previous year. The rapid increase came principally from "automobilists," who found the park an ideal objective for a day's excursion (24 AR/NY 1925 3). By 1916, an estimated 200,000 people came to Bear Mountain by car. The increasing number of visitors coming by all modes of transportation began to overwhelm services and create severe traffic problems for communities bordering the parks.

US Route 9W

Even while the Henry Hudson Drive was in the planning stages, the PIPC realized that it was not feasible to extend the drive north of Alpine. Thus, in 1914, the commission had hired E. A. Bennett, Chicago city planner and consulting landscape architect for the South Park Commission, to help determine other options to connect the two states and the chain of parks (Minutes/NJ 30 Dec 1914). Bennett advised the commission, as well as state and local governments scrambling to alleviate traffic congestion in the region. Bennett suggested incorporating the HHD into a proposed interstate highway that would run north to Albany and then west to Chicago, and he convinced the commission to design new roads under the guidance of professional landscape architects and engineers.

Taking Bennett's advice, the commission labored to have the state highway departments plan improvements to their highway systems that would benefit the park. Many plans for such connections were disseminated in the press and discussed by state legislators and governors. The PIPC lobbied extensively for the creation of a proposed north-south interstate, US 9-W. This road, to traverse a combination of improved local roads and sections of new highway, would provide views of the river for a majority of its planned distance, offer a more direct path through the small villages and local roads between New York and Bear Mountain, and increase park access from both north and south.

The idea of a state sponsored interstate highway in this region was premised on New York's 1909 "Highway Law," which provided for such a highway in New York under the title "Route 3." The new road (later incorporated into US 9-W) was officially designated the connecting route from New York to New Jersey. New York Route 3 was to run from the stateline north through the villages along the river to Bear Mountain and then further north to Newburgh.

Route 3 was to be "a magnificent highway on the west bank of the Hudson River...the best natural outlet to the West that there is from NY, by far the most picturesque and interesting..." (GWP to Lincoln Highway Assn., 2 Dec 1913). The southern end of Route 3 would be connected to the proposed Henry Hudson Drive by an approach road (Lawrence Approach), through a break in the Palisades at their northern end (14 AR/NJ 1915 7). Construction of Route 3 received a boost during World War I, when it was designated a military road connecting the eastern seaboard to the Great Lakes. (Minutes/NY 10 Mar 1918). By 1914, much of New York Route 3 was constructed. The PIPC assisted where possible, providing funds, survey crews and

other services. The PIPC itself designed and constructed three steel arch viaducts along the route and maintained these features until 1941.

New Jersey's connections to Route 3 were Sylvan Boulevard, from the New York State line to Englewood Cliffs, and Palisades Avenue, which connected to the ferry to Manhattan. Both were rather poor local roads. New York State hesitated to continue Route 3 from Piermont to the stateline until New Jersey agreed to upgrade its roads and add them to the highway system. If the connection between the two states could be accomplished, it would constitute an "interstate and a national road" (WAW to Cutler, 17 Dec 1921). The PIPC lobbied the New Jersey legislature to upgrade the two local roads and add them to the state highway system as New Jersey 18. The commission argued that the highway would offer a parallel route to relieve heavy traffic on the HHD. The absolute need, "the bigness of the whole proposition and its great interstate importance" was stressed to all who would listen.

Eventually, the New Jersey legislature allocated funds to improve Sylvan Boulevard and include it on the state highway system as New Jersey 18, linking Weehawkin and Englewood to the New York State line. The PIPC, in cooperation with the New Jersey State Highway Department, acquired rights-of-way along the route. The new road, running west of the Palisades north of Alpine, substantially increased the accessibility of the park. The interstate route, incorporating New York 3 and New Jersey 18, became US 9-W.

Despite the completion of Henry Hudson Drive and US 9-W, regional transportation problems remained. Though scenic, the narrow HHD was already congested and unsafe. Influential local residents opposed extending the HHD further, where the steep and open talus section of the Palisades precluded adequate screening of the road (Dickinson). The commission, already convinced that the HHD had reached its limit, decided to improve the existing drive and leave the area to the north in a natural state.

It was also apparent that east-west connections were needed between the parallel routes followed by the HHD and US 9-W (22 AR/NY 1923 26). Although two existing approaches (at Alpine and Englewood) were improved, they too soon became congested. Throughout the 1920s, the press and the commission received complaints from citizens and groups unable to get transportation to and through the parks. As a result, the PIPC focused on improving access to its facilities by means of improved ferry service and the new interpark omnibus transportation. The commission also undertook interior

transportation projects, widening existing roads and making connections between park drives ("New Roads").

Bear Mountain Bridge

In 1918, Storm King Highway (NY 218; NR listed 1982), a four-mile scenic road that wrapped around Storm King Mountain just north of Bear Mountain, was built by New York State in combination with private gifts obtained by the PIPC. In conjunction with this new approach from the north, hopes were high that visitation would increase in the Bear Mountain section (estimated at four million in 1923). In 1922, it was announced that a toll bridge spanning the Hudson River at Bear Mountain would be built by a private company. This bridge would provide access to the park from the east and connect with the new Storm King Highway to the north.

With the opening of the Bear Mountain Bridge (NR listed 1982) in 1924, the vast Palisades Interstate Park was now linked to the extensive system of parks, parkways and recreational areas developing on the east side of the Hudson River. In particular, the Bronx River Parkway, the Westchester County Parks and Parkways System, the southern section of the new Taconic State Parkway and the Bear Mountain Parkway led directly to the new bridge, bringing thousands of additional motorists to Bear Mountain Park. In 1922, Robert Moses, chair of the New York State Council of Parks, hailed the "splendid circuit of approximately 125 miles [round trip from Manhattan to Bear Mt.]...directly available to 7 million people," offering a wealth of transportation connections and recreation opportunities for the metropolitan region (New York State Association 60).

George Washington Bridge

As early as the 1880s, John Sherwood (among the first to advocate preservation of the Palisades) had suggested to the governor and legislature of New Jersey that "a fine suspension or cantilever bridge across the Hudson River" at the southern end of the Palisades would make a splendid highway to the new park and attract thousands of visitors from New York City (Sherwood 5). Although a group of business and political leaders began pursuing the idea, the proposal did not become public until 1917. In 1921, Major William A. Welch, general manager and chief engineer for PIPC, asked commission president George W. Perkins, Jr. to promote the plan to his friends in Congress, believing that it would be a great asset to the park (WAW to GWP, 30 Jul 1921).

The announcement of plans for the George Washington Bridge subjected the land on the crest of the cliffs to active real estate speculation. However, the potential of opening northern New Jersey to intensive development also began to mobilize support for the area's preservation. Initially, the PIPC was powerless to act because its jurisdiction applied only to the area between the cliffs and the shore. Although the commission actually owned a few scattered parcels on top of the Palisades, it had previously been trying to sell its cliff-top lands, which were viewed as unsuitable for park purposes. However, by the time the bridge proposal was announced, the commission had reconsidered, deciding to retain as much of this property as possible. By the late 1920s, the commission realized the profound effect the construction of the bridge would have on the park. Easy automobile access would deprive the commission of the enormous revenue provided by the formerly indispensable ferries, while at the same time substantially increasing visitation and the need for services.

The Regional Plan

During the 1920s, the Russell Sage Foundation sponsored preparation of the Regional Plan for New York. This massive, multi-volume survey and planning study for the New York City metropolitan area was undertaken over a six-year period by experts in the fields of architecture, engineering, planning, economics, transportation and related disciplines. A summary of the study and recommendations for specific projects were published in two volumes, The Graphic Regional Plan and Building the City, in 1928.

The regional plan was premised on the idea of metropolitanism. The Regional Plan Committee (RPC) made a detailed study of regional land uses in relation to New York City and endorsed numerous projects, both contemporary and proposed, that were in accord with its planning goals. The RPC encouraged the balanced distribution of land uses throughout the region, discussing types and locations of residential development, commerce, industry and recreation. The planners recommended careful planning for appropriate land use and rational development and asserted the intimate connection between land used for movement and all other land uses (Adams 143). Transportation systems were seen as elements of efficient communication, facilitating connections between the central city and its environs.

The plan focused on improving regional transportation systems, proposing an extensive system of major and minor routes and, segregating traffic according to function on express highways,

boulevards and parkways. Parkways were proposed as the ideal solution to meeting regional transportation needs and promoting orderly residential development, so long as they were used in conjunction with carefully planned business and commercial centers and a comprehensive highway system. Parkways were also meant to be recreational facilities, with paths for riding and walking and access to areas for picnicking, rest and play. The Regional Plan Committee's studies showed that parkways created larger taxable values than boulevards or highways ("Consider Parkway") and that new parkways could often be constructed for less than the cost of widening existing highways.

The Regional Plan Committee devoted a significant amount of attention to northern New Jersey, anticipating that this area would see tremendous industrial and residential growth in the next quarter century and, foreseeing the effects of the George Washington Bridge, specifically addressed the need to preserve the Palisades. One of the plan's major components was a parkway connecting the larger communities in Bergen and Passaic Counties with the Palisades Interstate Park at Bear Mountain. The proposed "Palisades Parkway" would extend from Fort Lee about twelve miles north along the crest of the "towering cliffs." Although it did not include a specific design for the parkway, the regional plan was important in focusing public attention on the potential effects of suburban development on top of the Palisades and in suggesting the development of a parkway as a means of regional planning.

The estimated cost of acquiring land for the parkway was twenty-five to forty million dollars. This lofty sum was considered a vast and unattainable expenditure for a comparatively small area of land for park purposes. Recognizing that the parkway project was too elaborate to be carried out immediately, the Regional Plan Committee suggested interim measures, including using a combination of highway types and planned development to preserve the overall quality of the area. The planners also recommended that available land be acquired and held by public authorities while prices were still relatively low and that zoning regulations be imposed on the scenic areas.

Having developed a set of recommendations, the Regional Plan Committee had no authority to carry them out. Parkway legislation, condemnation proceedings and zoning changes had to be sanctioned by state and local governments. Real estate developers and builders on both sides of the Hudson opposed the parkway, contending that construction along the Palisades could be carried out without detriment to the view from the New York shore, especially if new construction was set back from the cliff edges. Political interests

that had steadily opposed the extension of the Palisades park were inclined to support the speculators.

One of the greatest difficulties facing parkway supporters was what was perceived as an uninformed public, apparently unaware or unconcerned that facilitating accessibility to the region via the new bridge would "lead to the development of building operations whenever land overlooking the Hudson is available" (NYT 22 May 1928). One of the more enthusiastic real estate promoters had boasted that he would house a million people on top of the Palisades when the bridge was finished. Parkway proponents concluded that public support for the proposal would require "an extensive educational campaign" (Ibid.).

Throughout the 1920s, support came from both local groups and concerned outsiders. In 1927, the New Jersey legislature funded preparation of a plan for possible conservative or restrictive development on top of the Palisades due to the potential for intensive settlement (Minutes/NJ 16 Aug 1927). Also in 1927, the "Citizens Union" was formed to call attention to the threat ("Consider Parkway"). Loula Lasker, an investigator for Survey Graphic, pleaded publicly for immediate action to preserve the Palisades. She feared that those who witnessed the opening of the bridge in 1932 would find the Palisades turned into "a gap-toothed horizon of skyscrapers, tall and small, some 20 stories high, some twice that; sky signs, billboards, water tanks and Coney Island shows...an extension of the city" (Jun 1928).

By the late 1920s, a number of civic groups had begun lobbying state governments and the general public for support. These included the Regional Plan Association (1928), the New Jersey Chamber of Commerce's "Committee on Preservation of Palisades" (1929), and the Metropolitan Conference on Parks (1930). The latter termed the area on top of the cliffs the most important problem faced by the metropolitan region ("Program"). Newspapers and local authorities also favored the parkway idea, with at least one suggesting that all the lands on the top of the Palisades be acquired "to a breadth of at least a quarter of a mile." (Minutes/NJ 20 Apr 1926).

Palisades Interstate Parkway

During the 1920s, the PIPC was strongly influenced by the Regional Plan Committee's recommendation that construction of a parkway along the top of the Palisades was the best way to preserve the cliffs. However, there was still some doubt among the commissioners, voiced by president George Perkins, that the PIPC itself was the best agent

to undertake the project (GWP to Sutro, 28 May 1926). In order to determine the feasibility of the project, beginning in 1929, the PIPC conducted a detailed survey of the land on the top of the Palisades. The survey was conducted by William A. Welch (WAW), PIPC's chief engineer, and Flavel Shurtleff, a well-known engineer and planner who had worked on the Regional Plan Committee.

Welch and Shurtleff's survey established base lines and ran levels that, combined with a topographic survey, supplied the data from which to draw detailed maps. When completed in 1933, the map of properties in the district between Fort Lee and the New York State line included title searches, owners' names and property descriptions. In 1934, Welch formally presented the map, entitled "Key Map Preliminary Survey Top of Palisades and Palisades Interstate Park New Jersey Section."

In addition to the survey, Welch and Shurtleff also prepared a paper entitled "A Scenic Parkway on the Top of the Palisades within the Palisades Interstate Park, State of New Jersey." This report, subsequently referred to as Welch's "Parkway Plan," included a suggested route for the parkway, a design concept and a strategy for accomplishing the project. The report proposed that the commission be granted further powers of condemnation and an extension of its jurisdiction to include properties along the top of the Palisades. It also suggested legislation to zone the area adjacent to the parkway to restrict the size, type and character of buildings.

Rockefeller Gift of Land and Money

While investigating the ownership of land on top of the Palisades, Welch and Shurtleff discovered that a number of important parcels had apparently been sold to a single owner. They were unable to discover the purchaser or the purpose (Minutes/NY 6 Nov 1930.) It was later revealed that, beginning in 1927 or 1928, John D. Rockefeller, Jr. had been acquiring property atop the cliffs. By 1932, he held about sixty percent of the area between from Fort Lee and the New York state line. The PIPC held about twenty percent of the property and the remaining land was held by private landholders (Wakelee to PIPC, 12 May 1932).

John D. Rockefeller, Jr. (JDR) was a philanthropist actively involved in the development of public programs to preserve the Hudson Valley. Over the years, Rockefeller donated millions of dollars to the PIPC. He dated his interest in preserving the Palisades to "the old horse and buggy days," when he used to take the ferry across the Hudson River from his country home in Tarrytown

to horseback ride or drive the park trails, while admiring the views across the river ("Palisades Board"; JDR to GWP, 22 Jun 1955).

It was Rockefeller who made the parkway idea feasible. In 1933, revealing his identity in a letter to the commissioners, JDR offered the PIPC seven hundred acres on the top of the Palisades, a distance of approximately thirteen miles, specifically for the construction of a parkway. Rockefeller's intentions were specific:

> My primary purpose in acquiring this property was to preserve the land lying along the top of the Palisades for any use not inconsistent with [the commission's] ownership and protection of the Palisades themselves. It has also been my hope that a strip of land of adequate width might be developed as a parkway, along the general lines recommended by the Regional Plan Association, Inc. (JDR to PIPC, 7 Jul 1933).

Rockefeller's offer came as the PIPC received legislative approval to further its jurisdiction and to assume powers of condemnation "for parkway purposes" over lands atop the Palisades. In 1933, the New York State legislature authorized the commissioners to "construct, maintain and operate such a parkway as proposed by Mr. Rockefeller on top of the palisades and to acquire by gift, purchase or condemnation any lands necessary for the completion of the parkway" (34 AR/NJ 1935 12). In an effort to ensure the success of the project, Rockefeller also suggested that the two state commissions that formed the PIPC incorporate as a joint commission. The ensuing agreement, the "Compact Between the State of New York and the State of New Jersey for the Creation of the Palisades Interstate Park Commission and the continuance of the Palisades Interstate Park" (authorized by congress and signed in 1937), proved crucial to the completion of the parkway project, as it gave the commission the power to accept gifts of land.

After the Rockefeller gift made the long planned project possible, the major problem facing the commission was financing construction. JDR had conditioned his offer upon the commission's ability to obtain funds to complete construction. From the moment the commission accepted his offer in October 1933, it struggled to obtain funding. The commissioners initially authorized Welch to apply to the Federal Emergency Administration for a grant under the National Recovery Act. They hoped to begin construction quickly, using then available Civilian Conservation Corps workers. Intending to begin work on four sections of the parkway, they asked JDR to release the necessary properties, even without any hope for further

funding, so that grading and clearing could begin. Although negotiations to effect this transfer began, the federal funding was not received. Subsequently accepted as one of the Civil Works Administration projects, preparation of working plans, specifications and estimates of construction costs began in 1933 (34 AR/NJ 1935 13).

Initially, the Parkway Plan had the backing of politicians from both New York and New Jersey. New Jersey's Governor Moore hoped that the parkway would preserve the Palisades, while leading to large-scale suburban development in northern New Jersey ("Palisades Board"). The Regional Plan Association was gratified that completion of the parkway, one of its major initiatives, appeared to be assured.

The New Jersey Highway Commission, however, did not support the views held by its state's political leaders. The NJHC insisted that US 9-W was adequate for traffic northward. The New Jersey commission believed that when US 9-W became inadequate, it would be preferable to provide an express highway north from the George Washington Bridge by widening and straightening this interstate (US 9-W), creating two four-lane roads separated by an island (Minutes/PIPCEC 26 March 1934.). In response, New York State delayed appropriations, fearing that New Jersey would never make an interstate parkway possible. Early in 1934, when it appeared that the NJHC would not support the parkway, JDR stated that until the PIPC had the assurance that the parkway would be completed with government funds, he would not support any partial construction (Minutes/NJ 1 Feb 1934).

In 1935, after much political wrangling, the PIPC and the NJHC bowed to pressure by the governor of New Jersey and resolved to cooperate in regard to highway development and construction from the George Washington Bridge north to the stateline. The two commissions made simultaneous resolutions agreeing to preserve the Palisades skyline by constructing a parkway, "with the idea and expectation that eventually...it might be carried into the State of New York as far as the Bear Mountain and Harriman sections of the Palisades Interstate Park," between the edge of the cliffs and the present highway known as NJ 1 and US 9-W." (Minutes/PIPCEC 23 Jan 1935).

Subsequently, JDR, although realizing that construction funds were not yet available and that it was uncertain when work would commence, was still intent on ensuring preservation of the top of the Palisades for public use. He therefore offered the PIPC all his land on the top of the Palisades, as long as it was held "perpetually for park purposes." He also insisted that on the

donated property west of the proposed parkway boundary, "no structure ever be built to a height that...would make it visible from the proposed Henry Hudson Bridge...the proposed parkway or from the eastern shore of the Hudson River." He specified that the commercial use of this land should be prohibited, except by PIPC in connection with park use. Rockefeller hoped that these restrictions would preclude any other development besides a parkway (JDR to DeBevoise, 10 Jun 1935). In December 1935, the Rockefeller deeds were delivered to the PIPC (Minutes/PIPCEC 20 Dec 1935).

Almost immediately after this property was conveyed, large numbers of people came to enjoy the view from the cliffs overlooking the Hudson River to New York City, Westchester County and Long Island. To accommodate them, bridle paths and a protective stone wall along the edge of the Palisades were built by the WPA in 1938.

Rockefeller and the Preservation of the Palisades

Although Rockefeller supported development of northern New Jersey in the orderly manner proposed under the Regional Plan, he strongly believed that the preservation of the natural skyline was as important as that of the Palisades themselves. To him, the disfigurement of this area, while not as irreparable as the destruction of the cliffs themselves, would be nearly as unsightly ("Palisades Board"). Disregarding the commission's wishes to use some of the larger and decorative mansions that lined the cliff edges, Rockefeller insisted that all buildings visible from the river be demolished. True to his wishes, demolition of properties conveyed to the commission began in 1935 and continued throughout the parkway construction years as additional properties were acquired.

Rockefeller also became personally involved in establishing the route and design of the parkway. He spent time with Robert Moses exploring the large tract that he had acquired in order to suggest the best possible route (Caro 1070) and he hired engineers (including Bronx River Parkway designer Jay Downer) to advise the PIPC on the project (Minutes/PIPCEC 26 Mar 1934).

Public Relations Battle for Parkway

Although by the later 1940s, both the New York and New Jersey state legislatures had authorized the PIPC to construct the parkway, the commission realized the necessity of promoting the project in order to receive the political support and financial backing essential to complete it. The commission used newspapers to attract public

support and various commissioners used their influence with prominent state and local politicians. Robert Moses, the influential chair of the New York State Council on Parks, did his part to argue the advantages of the parkway to the people of New York and New Jersey.

The arguments used by the PIPC to win support for the parkway changed over the years. Initially, the commission needed only to extol the virtues of preserving the top of the Palisades from commercial interests and providing access to the entire park. It was always popular to promote an interstate highway linking the several discontiguous sections of parkland. These arguments were later expanded to include the importance of creating a transportation system linking New England and areas to the west. When it appeared that preservation of the Palisades had been accomplished by JDR's gift in 1935, the focus of the campaign shifted to the tremendous business and social benefits the parkway would create, representing the greatest development opportunity for the region since the establishment of the Palisades Interstate Park itself. Proponents also promised convenient access to new suburban developments, enhancing the growth of local tax bases. The parkway was touted as an improvement in regional transportation systems, relieving congested and hazardous local roads in the metropolitan region and along the Hudson River. During the early years of World War II, the parkway was promoted as an important military route, much the same way that US 9-W had been in the 1920s, providing a link with routes west, north and south of the metropolitan area and with the military reservation at West Point. In the mid-1940s, the PIPC argued that most of the land had been acquired, plans were complete and the need was great.

Still later, the parkway was promoted as a vital link in the two great parkway systems of New York and New Jersey. To the south, the parkway would provide a connection with the proposed Garden State Parkway (begun in 1946), extending the recreational corridor to Cape May, New Jersey. This would complete the "continuous park" described in early legislation ("Palisades Interstate Parkway"). Equally significant, the Palisades Parkway would complete New York State's system of Hudson Valley parks and parkways, connecting, via the Bronx River, Taconic State and Bear Mountain parkways and the Bear Mountain Bridge, parks and recreational facilities on the east and west sides of the Hudson River as far north as Columbia County. As a whole, an inter-regional transportation/recreation corridor would be created that would provide access to an enormous and varied scenic landscape, including areas as diverse as the New Jersey seashore, the Hudson River Valley and the Adirondack Mountains.

In New York, the battle for the parkway was won early in 1941, when the legislature appropriated funds for the preparation of preliminary plans. Over the next six years, additional funds were appropriated and land acquired through gift and purchase. In 1943, the New York State Post-War Planning Commission included the parkway on its list of public works projects. To begin preparation of detailed plans and specifications for the northern seventeen miles of parkway, the legislature allocated $280,000 in 1943. In 1945, $535,000 was made available for the acquisition of the right-of-way and $6 million for construction. Construction on the New York section was scheduled to start shortly after 1 April 1947.

In New Jersey, however, construction funds were a long time coming. After appropriating planning money in 1941, several legislators balked at construction costs, estimated at between eight and ten million dollars. Furthermore, in New Jersey, unlike New York, there was organized and politically influential opposition to the parkway. The New Jersey Highway Department requested that its section of the parkway be placed on the Federal Aid Map, providing the opportunity for the federal government to supply half the funding. At the same time (1944), an effort was made to have the New Jersey legislature authorize preparation of surveys, working plans and specifications. Neither of these efforts was successful. Both the legislature and the highway commissioner refused to include the parkway in the state highway system and, with the recommendation of Governor Walter E. Edge and the advice of Bergen County State Senator David Van Alstyne, construction funds were withheld from the state budget.

Opposition to the parkway focused on the amount of land required, adding to the total exempt from taxation. The PIPC, echoing the thinking of the Regional Plan Committee, countered that the parkway would traverse undeveloped areas, thereby increasing their value. The road, the commission argued, was not intended to prohibit development, but to be used with local zoning to provide for managed growth. In 1941, PIPC General Manager A. Kenneth Morgan stated that the loss of assessed valuation on the parkway strip would be more than made up in the increased population of the counties and the enhancement of property values when the parkway made the adjacent area more accessible to regional industrial/commercial centers and tourists.

The opposition was led by a group called "The Committee to Preserve the Palisades" and later by the "New Jersey Association for Parks and Parkways." The latter group believed that recreational development of the top of the Palisades should be the prime focus and advocated providing access by widening US 9-W rather than

constructing a new roadway. Many New Jerseyites believed that the Palisades Park primarily benefitted New Yorkers. The PIPC conducted surveys indicating that New Jersey motorists traveling to the New York section exceeded the number of New Yorkers.

Further, local conservationists began to echo the earlier opposition to the Henry Hudson Drive, fearing that the parkway would spoil the park's charm and defeat its conservation goals. They hoped that the highway could be built outside of the park. Others continued to focus on the high cost of the project, and complaints about neglect of the New Jersey section of the park fueled further opposition.

As these protests were addressed and groups appeased, the major factor behind organized opposition to the parkway was revealed to be the resistance of private property owners. In order to obtain the land required for parkway construction and to fulfill JDR's request to return the top of the Palisades to a natural state, properties still in private ownership would be acquired, buildings would be demolished, and the area would be incorporated into the park.

The opposition was led by owners of two parcels needed for the parkway. These individuals had the support of Bergen County Prosecutor Walter G. Winne (a leader in the New Jersey Republican party) and Robert Gamble, publicist for the Bergen County Board of Chosen Freeholders ("New Organization"). The owners hired Winne as counsel for the opposition and Gamble to write editorials and newspaper articles. These pieces made it appear that the opposition was large and well supported, a point not lost on the New Jersey legislature. As the opposition seemed to gain ground and individual legislators began to withdraw their support, the PIPC began to be questioned by its New York State constituents, who feared that New Jersey would not complete its section. Robert Moses threatened to withdraw his support, and thereby funding from the State Council of Parks, if the PIPC did not get assurance that the parkway would be constructed in New Jersey according to plan.

Education Campaign

Moses's threat was aimed directly at PIPC president George W. Perkins, Jr., who was ordered to find a solution. To that end, Perkins prepared a series of position papers, known collectively as "Perkins's Parkway Plan," in which he reiterated all the arguments that had been made in support of the parkway over the last twenty years. Perkins's major argument was that the PIPC had studied many uses for the land at the top of the Palisades and determined that the parkway, properly designed, was the best way to provide "the

maximum enjoyment of the area with the minimum disturbance to the natural beauties of the area" (Perkins, "The Parkway Plan"). Perkins also argued that any other scheme would leave the acreage vulnerable to extensive recreational developments that would "denude the area and nullify the gains that have been made in [its] preservation" (Perkins, "Preservation of the Palisades"). Harkening back to the battle to fund the Henry Hudson Drive and the completion of US 9-W, Perkins restated the importance of the scenic drive along the top of the cliffs in increasing access to interesting sections of the park.

Perkins also elaborated on the two chief pleasures of the top of the Palisades: the undeveloped woodlands and the view of the Hudson River. He argued that the parkway would make both pleasures available to the public, safely and without destroying the area's natural character. He stressed that the parkway would be designed by experienced and nationally known landscape architects and engineers and that the road would itself be a park, offering the visitor access to amazing scenery, protected parking spots, and overlooks with unsurpassed views of the Palisades cliffs, the Hudson River, New York City and Westchester.

The PIPC appealed to the public for support. Forums were held throughout northern New Jersey. GWP actively promoted the plan by speaking at meetings and clubs, writing letters and lobbying politicians. General Manager A. Kenneth Morgan gave tours of the proposed parkway route to politicians and interested citizens.

The commission also formed an education committee, directed by Elizabeth Hood, to defeat opposition in the New Jersey legislature. Hood's efforts focused on organizing a committee of influential women to obtain endorsements for the project, enlisting the support of key individuals and organizations, preparing a booklet supporting the parkway, and analyzing the opposition so that "counter-action" could be directed properly (Yutzy to PIPC, 5 March 1946).

The education committee targeted local garden and women's clubs, the same groups that had assisted in earlier efforts to save the Palisades. Elizabeth Hood proposed developing a small nature preserve within the PIPC's holdings between Englewood Cliffs and Alpine to appease the conservation concerns of the women's clubs in return for their support for the parkway. The Women's Clubs accepted and in early 1946, Greenbrook Sanctuary (included in this nomination) was established under the direction of the Palisades Nature Association in cooperation with the PIPC. In spring 1946, the New Jersey State Federation of Women's Clubs endorsed the

parkway plan. Members began to appear at public meetings and hearings to support the parkway (45 AR/NJ 1946 5).

John D. Rockefeller, Jr. took up the fight himself when he wrote to the chair of the Englewood Women's Club Civics Department, re-stating his conviction that the parkway would "enhance, preserve and make infinitely more available the unique beauty of that incomparable area...That belief and that hope have only grown stronger with each passing year. In the light of the above, does it not stand to reason that I would be the first person to oppose the parkway if I thought there was the slightest possibility of its defeating rather than insuring the purpose for which I acquired these lands?" (JDR to Walz, 28 Nov 1945).

As the promotion continued and the facts about the leaders of the opposition were revealed, many influential citizens, politicians, social, civic and business groups switched allegiance and began to promote the parkway. Finally, in 1945, New Jersey appropriated money, matched by Federal Aid highway funds, to prepare plans and specifications for its section of the parkway. The Port of New York Authority contributed $15,000 to study and prepare plans to connect the parkway to the George Washington Bridge (46 AR/NJ 1947 5). As funds were appropriated, the increase in park visitors seemed to justify the highway programs of both states.

The PIPC continued its campaign to sway "sincere but uninformed people." Now it was essential that the PIPC convince Bergen County State Senator David Van Alstyne of the merits of the Parkway Plan. In January 1947, Van Alstyne was named chairman of the New Jersey Senate Appropriations Committee. He had to approve enabling legislation for the purchase of any still-unacquired land before it could be passed by the state legislature. Since the early 1940s, Van Alstyne had opposed the parkway project, and he still doubted the wisdom of proceeding with it, especially as it appeared in the press and from letters that the taxpayers did not want it. The PIPC Education Committee finally convinced Van Alstyne of the value of a parkway system from Bergen County to Cape May. After considering the proposal for three years, in 1947, Van Alstyne concluded that the parkway would bring the greatest good to the greatest number of people while preserving the cliffs. The appropriation now promised, in April 1947, Governor Driscoll signed the bill placing the Palisades Interstate Parkway on New Jersey's state highway system. In conjunction, another bill was passed to provide reimbursement to municipalities that lost revenue due to the acquisition of lands that became tax exempt.

Once Van Alstyne had approved the project for funding, the remaining opposition was that of two remaining private property owners. Acquisition of these tracts became symbolic of the "final step in the preservation of the Palisades." PIP commissioner Laurance S. Rockefeller became personally involved in the negotiations, as did his father, John D. Rockefeller, Jr. Bolstered by JDR's financial commitment and his adamant refusal to support re-routing the parkway to accommodate private property interests, the PIPC eventually persevered, and in 1953, Gov. Driscoll directed the state highway commissioner to condemn the sole remaining parcel and build the parkway along the original alignment.

Design and Context

As a landscape type, the American parkway began to develop in the late nineteenth century. The earliest examples, such as Frederick Law Olmsted Sr.'s Eastern and Ocean Parkways in Brooklyn (c1870; NR listed 1983) and the Buffalo Parks and Parkways System (c1870s-c1890s; NR listed 1982), were urban in context, connecting residential areas with urban parks. Although Olmsted and others continued to develop the idea, the earliest example of an automobile parkway as we know it today was the Bronx River Parkway (NR listed 1990), developed and constructed between c1912 and 1925. This fifteen-mile roadway (Bronx Park to Kensico Dam in Westchester County) combined the construction of a limited-access scenic pleasure drive with a conservation project designed to reclaim the endangered Bronx River Valley. It was also significant in providing a recreational outlet for metropolitan New Yorkers and facilitating suburban development along its route. Designed by the Bronx River Parkway Commission (led by chief engineer Jay Downer), the Bronx River Parkway defined the context within which numerous other automobile parkways around the country were conceived over the next half century.

The twentieth-century scenic automobile parkway is defined as a long, linear park that is experienced by moving through it. Although travel along a parkway was itself a recreational experience, it also provided access to a variety of scenic and recreational attractions along its route. The design of the road was meant to enhance freedom of movement and to engender relaxed and pleasurable driving. Driveways were set within broad landscaped rights-of-ways that created park-like environments. Crisp sunken roadways laid into the landscape followed natural topography and took advantage of scenic views and vistas. The road itself, with its smooth driving surfaces, absence of cross traffic, separated driving lanes and gentle grading, facilitated the enjoyment of the

trip. As the twentieth century progressed and automobile design and engineering standards advanced, parkways designs were modified to accommodate larger cars, higher speed limits and greater safety.

The Palisades Parkway reflects a continuum of parkway development over a long period of time. Its conception, route and design were the result of a collaborative process involving planners, engineers and landscape architects who were among those most influential in the development of the parkway form. The "idea" for a scenic automobile roadway on top of the Palisades appears to have originated with the Regional Plan Committee. Although the Regional Plan was the work of numerous and varied committee members, advisors and staff, several individuals stand out as possibly influential in formulating the concept. Thomas Adams and John Nolen headed the survey teams responsible for the lower Hudson Valley sections of the planning area. Adams was an engineer and professor of city planning at Harvard. Nolen, who studied at Harvard under Olmsted, Jr., was an extremely influential city planner who has also been acknowledged as a pioneer in parkway design (Birnbaum 106). The RPC's committee of consulting engineers included Charles Leavitt, who had designed the Henry Hudson Drive, Frederick Law Olmsted, Jr., an influential landscape architect and planner, and Jay Downer, chief engineer for the Bronx River Parkway and the Westchester County Parks Commission. Flavel Shurtleff, the engineer who later assisted William Welch with the survey of the top of the Palisades, served as director of the RPC's legal department, and PIPC engineer Henry James (who served as deputy general manager under Welch) was among the RPC's long-term directors.

Whatever the source of the idea, there is no doubt as to the Regional Plan Committee's inspiration for the regional parkway system that it proposed: The Bronx River Parkway and the Westchester County Parks and Parkways System were the acknowledged model for the numerous regional recreation and parkway systems outlined in the Regional Plan. According to the regional plan's authors, Westchester County's accomplishments "prove in a most convincing way the advantage of supplementing an improved highway system with a system of parkways and parks" (Regional Plan, Graphic 272). Lavishly praised throughout the Regional Plan for its design and its social and economic success, the Westchester County system was described as one of the most significant undertakings carried out in the New York City metropolitan area. (Ibid.).

However, in addition to its place in the Regional Plan for New York and the Palisades Interstate Park, the parkway was also an integral part of New York State's regional parks and parkways system,

developed under the leadership of the New York State Council on Parks between 1922 and c1950, and of an interstate New York/New Jersey recreational parkway system developed in the same period. Therefore, the individual and collective efforts that went into these progressive recreational planning projects and the many interpersonal connections between the various planners and parkway designers involved must also be considered in attributing credit for the planning concepts that shaped the Palisades.

Although the RPC was responsible for promoting the concept for a road along the Palisades, its authors did not provide a specific design, referring instead to the Bronx River and Westchester County parkways as the design model upon which all future parkways should be based. In fact, the RPC actually stopped short of recommending a fully developed parkway along the entire twelve-mile section of the cliffs in New Jersey, fearing that the amount of land necessary to develop a scenic highway fully enclosed within parkland could not be acquired. Rather than waiting until acquisition of a substantial amount of land was possible and risk losing the opportunity to influence regional planning in this rapidly developing area, the RPC recommended a transportation system including a variety of road types, including highways, boulevards and parkways, extending along the top of the cliffs from the George Washington Bridge to the New York State line.

The RPC's transportation planning initiatives were intended to promote balanced regional development. Therefore, road types were paired with specific land uses and traffic was to be separated according to purpose. Recreational and social needs were factored in, as were outstanding scenic and natural features. The RPC's suggestions for the top of the Palisades were intended to preserve as much of the outstanding natural environment as possible, increase opportunities for recreational use, promote orderly growth in ways that would not compromise the scenic value of the area and provide an efficient regional transportation system.

In lieu of an extensive public park and parkway along the cliffs, the RPC's proposal relied heavily on boulevards, defined as formally landscaped public highways with separated lanes and parklike medians, supplemented by new limited-access state highways and sections of parkway. The RPC also identified areas along the route where development might occur without compromising the scenery. However, it was understood, if not stated, that portions of this system were intended to be temporary, with the hope that additional public land could be acquired later and some of the roads upgraded to parkways. What was especially significant about the RPC's

proposal, however, was the route. Although the regional highway system outlined by the RPC combined sections of existing and proposed state highways with new boulevards and parkways, its suggested route approximates that eventually followed by the parkway. The most significant difference is that the PIPC was able to acquire enough land to create an independent parkway along the cliffs and did not need to "borrow" sections of other state and local roads to complete the system through New Jersey.

A few years after the Regional Plan was published, Welch and Shurtleff's "Parkway Plan" of c1934 provided a significantly different conception of the route and design of the parkway. Their proposal was formalized after JDR's proposed donation had been made public; therefore, the difficulty of acquisition was no longer a problem. Their plan clearly envisioned a scenic parkway entirely within public parkland and their description is consistent with period parkway principles. It is noteworthy that by 1930 parkways were conceived with fully separated roadways, an idea that, while original to the Bronx River Parkway, was used in only a few sections of that road. Welch's renderings show fully separated driving lanes at different elevations separated by a median averaging one hundred feet. As drawn, however, Welch's concept seems closer in feeling to the scenic park roads of the period, such as the Henry Hudson Drive, than to the Westchester County parkway type promoted by the RPC. The narrow, boulder-lined lanes skirt the edge of the cliffs and small, informal pulloffs sit precariously close to the brink.

However, by the time detailed construction drawings were produced in the late 1940s under the supervision of Amman and Combs and Clarke and Rapuano, numerous other parkways around the country had been built, and the designers drew upon these later, more technically advanced roadways. Gilmore Clarke himself, who worked on Bronx River Parkway, Taconic State Parkway and numerous others around the country, is widely regarded as among those most influential in the development of the modern parkway.

Among the parkways that are most similar in character to the Palisades are the Blue Ridge Parkway and the George Washington Parkway (c1930s). Of particular relevance is the northern section of the Taconic State Parkway (NR eligible 1997). Located on the east side of the Hudson, the Taconic extends the route of the Bronx River Parkway 125 miles north into Columbia County and is connected to the Palisades via the Bear Mt. Bridge. The section of the Taconic in Putnam and Dutchess counties was constructed during the 1930s and 40s. Both the upper Taconic and the Palisades illustrate technical advancements in parkway design characteristic of the

period, including longer, more gentle and sweeping curves, superelevation and mountable curbs.

Therefore, while the conservation ideas upon which the Palisades Interstate Parkway was premised date from early in the twentieth century, its connection to regional planning initiatives and its route and design concept are products of the 1920s and 30s. However, the actual engineering and design of the parkway incorporate the far more advanced roadway construction techniques of the late 1940ss. As a whole, the Palisades Parkway benefitted from a wealth of talent and nearly a half-century of significant achievements in parkway design.

Construction

The construction of the Palisades Interstate Parkway in New York was under the supervision of the Department of Public Works, Division of Highways. Parkway construction in New Jersey was supervised by the state highway department. The PIPC acted as a coordinator in both states to ensure consistent design and construction standards.

The first contracts let in both states consisted only of grading and drainage work. The rocky terrain traversed by a large part of the parkway required fairly heavy blasting in the grading operations. Extreme care was exercised in the control of blasting procedures, to prevent rock slides on the face of the cliffs and possible injury to motorists and visitors below. Roadside planting of flowering shrubs and trees native to this area quickly healed the construction scars.

Work progressed smoothly in New York. The New York legislature appropriated $5,932,00, available 1 April 1946, for construction of the seventeen-mile northernmost section of the parkway, from Mt. Ivy to Bear Mountain. Because of the post-war shortage of materials and inflated construction prices, the letting of grading, drainage and bridge contracts was deferred until Spring 1947, when conditions were more favorable. John Arborio of Poughkeepsie successfully bid for the first contract, grading and drainage on 2.11 miles of parkway extending from the vicinity of Route 202 near Mt. Ivy north to Willow Grove Road. Work started on 20 September 1947 (48 AR/NJ 1947 192).

As there was such intense opposition to the project in New Jersey, GWP suggested that the New Jersey Highway Commission begin construction with "a demonstration mile." He stated that "we have a chance to build as lovely a parkway as can be built in any place in the world, and if we can do this and demonstrate to the people of

New Jersey just how lovely it is, then I believe there will be no question about continuing the work in the future" (GWP to Miller, 11 Apr 1947). An initial appropriation of $500,000 was made on 1 July 1947 by the New Jersey legislature for construction, with further funds in 1948. On 20 May 1948, the AJ Santinello Co of Jersey City, NJ was awarded the first contract for grading and drainage in New Jersey (49 AR/NJ 1948 6). Construction of the demonstration mile began early in 1948, beginning at Palisades Avenue in Englewood Cliffs and extending north. It was opened without fanfare on 26 May 1951.

Construction of the parkway in both states continued throughout the late 1940s and 1950s, with sections opened as they were completed. JDR continued to give land to the commission, for the parkway and for additional park facilities. "It was such a beautiful place," he wrote, that [I] "wanted to have it opened up so people would see it" (Fosdick 323). George W. Perkins, Jr. was delighted with the construction: "I am sure once we can get the workmen out of the way and give Nature...a chance to take over, that the parkway is going to be one of the most magnificent drives in the world" (GWP to Lamont, 24 Jul 1953).

Progress was delayed by construction shortages following World War II and the Korean War. After agreeing with PIPC commissioner Laurance S. Rockefeller that the New York section of the parkway would be completed by 1954, Robert Moses delayed payments in 1953 and 1954. He lamented that the money appropriated for parkway construction had to be distributed to all the regions under the State Council of Parks, and he reminded the commission of the skepticism many held that New Jersey would complete its section.

The New York and New Jersey sections of the park were physically linked on 22 June 1957, with the opening of the parkway from the Alpine Approach Road in New Jersey to Route 303 in New York. The opening was marked by a formal dedication ceremony attended by politicians and dignitaries from both states. The last five-mile section (from Route 303 to the New York State Thruway) was completed and dedicated on 28 August 1958 (58 AR/NJ 1959 4). The ribbon-cutting was done by Averell Harriman Fisk and David Harriman Mortimer, grandsons of New York Governor Averell Harriman. The Palisades Interstate Parkway now extended forty-two miles, from the George Washington Bridge to the Bear Mountain Bridge, fulfilling the dream of its early planners to connect metropolitan New York with Bear Mountain Park and providing public access to the nearly 60,000 acres now included in the Palisades Interstate Park.

Parkway in Use

The wide acceptance of the parkway was evinced by the fact that over four million cars used it during 1955, before it was officially open (56 AR/NY 1957 8). Further, the additional accessibility provided by the parkway's connection to the New York State Thruway (completed 1957) proved an additional incentive to visitors. As Americans continued to enjoy increased leisure time through the 1950s, unprecedented crowds visited the park and the PIPC planned the greatest facility development program in its history.

During the same period, as the metropolitan area and northern New Jersey experienced rapid growth, the parkway also became a major north-south route for commuters. The combination of excessive use as well as the piecemeal, fast track method of construction, poor supervision and the use of separate contractors created maintenance and design problems almost immediately after completion.

Although the parkway was open for use, landscaping, maintenance, and safety improvements continued throughout the 1950s. Service buildings were constructed, including three parkway maintenance buildings in 1958 and four stone gas stations in 1957-59. A system of police telephones was installed for motorists in need and additional landscaping was designed to improve safety.

In 1957, a traffic circle (Queensboro Circle) was designed to improve the flow of traffic at the junction of the parkway with Route 6 and Seven Lakes Drive, about 2.5 miles west of the Bear Mountain Bridge. The circle, completed in 1961, was a revision of the original plan for a three-level bridge at this intersection. At the same time, a four-mile section of Route 6 between Queensboro Circle and Route 293 was redesigned and incorporated into the Palisades Parkway as the Long Mountain Spur, providing an alternative approach to the park from the west and northwest. Finally, the connection between the parkway and the Bear Mountain Bridge was also reconstructed at the existing traffic circle (Bear Mountain Circle).

Conclusion

Nearly seventy years ago the New York State Council of Parks defined a "parkway" as "an elongated, restricted, landscaped park with pavement for the exclusive use of automobiles classed and used as pleasure vehicles, running through it, with neither crossings at grade nor traffic lights and with access only at specified public entrances" (Doughterty to O'Brien, 5 Sep 1968). As the state

parkways were established, they were recognized and described as "ribbon parks," traversing many small recreation areas but designed "particularly for the enjoyment of motorists seeking escape from the 'hurly-burly' of travel on the ordinary streets and commercial highways" (Ibid.).

The Palisades Parkway expanded recreational use of the Palisades Interstate Park in ways that promoted its conservation without intensive development. Not only did the recreational success of this project eclipse its conservation goals, but recreation became the method of conservation and the act of traveling through the landscape by car became the intended recreational experience. The road itself, with its smooth driving surfaces, elimination of cross traffic, gentle grading and scenic enhancements, facilitated enjoyment. At the same time, providing a pleasurable driving experience became a way to provide public access to protected land while strictly controlling its use, sealing the bond between automobile transportation, recreation and conservation.

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1. Much of this nomination is based on primary source material in the archives of the Palisades Interstate Park Commission, Bear Mountain, NY. Reports exist for the independent commissions of both states and for the joint commission. In order to simplify references to this material in the text, the following conventions have been adopted: Annual reports are cited by "AR" and the number of the report, the state, the year and the page. Executive committee reports are cited by "PIPCEC" and the date of the meeting. Commission meeting minutes are cited by "Minutes" and the state and date of the meeting. Most of the unpublished reports and newspaper articles cited are also on file with the PIPC. Finally, the PIPC has extensive correspondence files. References to letters are cited by the names of the sender, the receiver and the date.

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BB. 579300/4573290
CC. 576110/4574880
DD. 579480/4574090
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GG. 584410/4574840

VERBAL BOUNDARY DESCRIPTION

The nomination boundary is indicated by a heavy line on the enclosed map with scale.

BOUNDARY JUSTIFICATION

The nomination boundary was chosen to include all the land and features historically associated with the Palisades Interstate Parkway. Where possible, the boundary is defined by the right-of-way acquired and developed for the parkway. However, the rationale for the boundary changes slightly over the course of the 42-mile-long road. The southern boundary is the intersection of the parkway with the approach to the George Washington Bridge. For most of the New Jersey section, the western boundary follows Palisades Avenue and US 9-W, while the eastern boundary is defined by the edge of the Palisades cliffs. This encompasses all the land acquired for preservation and parkway development during the period of significance and includes scenic and recreational features developed as part of the parkway, including parks, overlooks, trails and bridal paths. In one place, in Fort Lee, the boundary extends west of Palisades Avenue to include Linwood Park, acquired and developed as part of the parkway preserve. In two places, near Rockefeller and Alpine Lookouts, the western boundary extends across US 9-W to include former estates incorporated into the preserve and used for parkway-related maintenance facilities and staff housing. In two places, at Alpine and Englewood, the eastern boundary crosses approach roads connecting the parkway with recreational features at the base of the cliffs. These roads pre-date the parkway and are connected with earlier recreational and transportation initiatives. Therefore, the portions of these roads that fall within this boundary are unevaluated (and not counted) in this nomination. Just south of the New York-New Jersey statėline, near Alpine, New Jersey, US 9-W crosses the parkway and diverges to the northeast, ceasing to define the parkway's right-of-way. At this point, the parkway begins to turn inland, to the northwest. Here the western boundary of the nomination follows the acquired right-of way for the parkway. The eastern boundary continues north along the cliffs to the stateline and then jog west, following the stateline, until it reaches the right-of-way for the parkway, from which point it continues north. In running west along the stateline, the boundary excludes the northern tip of Palisades State Park (New York section; included in the NHL) because this portion of the park is located at the shoreline rather than atop the cliffs and is not associated with the parkway.

In the middle section of the parkway, including most of the path through Rockland County, both the east and west boundaries follow the right-of-way purchased and developed for the parkway. However, at Exit 7, Town Line Road, the eastern boundary extends just outside of the right-of-way to include a maintenance complex constructed for the parkway.

The northernmost section of the parkway (northern Rockland and Orange counties) is within the boundaries of Harriman and Bear Mountain State Parks. Because this was state-owned parkland at the time the parkway was constructed, no defined right-of-way exists for the parkway in this section. Therefore, in this section, the east and west boundaries follow artificial lines drawn to approximate the right-of-way included in the southern sections of the parkway and to include all parkway related landscaping. This boundary includes approximately two hundred feet east and west of outside edges of the driving lanes and excludes all non-parkway related construction. This boundary takes in two maintenance complexes, at Cedar Flats and Queensboro Circle. At Queensboro Circle, the parkway splits into east and west spurs. At the end of the eastern spur, the boundary was drawn at the intersection of the parkway with US 9-W north and south and the Bear Mountain Bridge, which is already listed on the National Register. Finally, at the end of the western spur, the boundary was drawn at the intersection of the parkway with NYS Rte. 293, where the parkway officially ends. Boundaries at the ends of these two spurs form the northern boundary of the nomination.

NOTE:

In one place, between Allison Park and the Englewood Approach (near Englewood Cliffs, New Jersey), the NHL boundary includes a former estate on the top of the cliffs (St. Michael's Novitiate/St. Joseph's Orphanage) that has never been part of PIPC holdings or associated with the Palisades Interstate Park. Because this property is not associated with the parkway, it has been excluded from the boundary of this nomination.

In four places there are small parcels that were excluded from the NHL boundary because they appeared to be inholdings on USGS maps. This was apparently incorrect. These lands were owned by the PIPC during the period of significance and they are associated with the parkway; they remain in PIPC ownership today. Therefore, these four parcels are included in the current nomination. They are Allison Park, near Englewood Cliffs, New Jersey, and three parcels near Alpine, New Jersey, just south of the New Jersey-New York stateline.

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