SCENIC AREAS OF STATEWIDE SIGNIFICANCE

COLUMBIA - GREENE NORTH
CATSKILL - OLANA
ESTATES DISTRICT
ULSTER NORTH
ESOPUS - LLOYD
HUDSON HIGHLANDS

NEW YORK STATE DEPARTMENT OF STATE

DIVISION OF COASTAL RESOURCES AND WATERFRONT REVITALIZATION

JULY 1993
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Mario M. Cuomo, Governor
Gail S. Shaffer, Secretary of State

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STATE OF NEW YORK
DEPARTMENT OF STATE
ALBANY, N.Y. 12231-0001

GAIL S. SHAFFER
SECRETARY OF STATE

DETERMINATION OF THE SECRETARY OF STATE

Coastal landscapes possess inherent scenic qualities, including the presence of water, dramatic shorelines, expansive views, historic landings, working landscapes, and great estates. In recognition of the scenic value of the coast, the New York State Coastal Management Program includes public policies for the protection of this resource. In order to implement these policies, the Department of State has embarked on a program to identify, evaluate and recommend areas for designation as scenic areas of statewide significance. The Hudson River coastal area is the first of New York's coastal regions to have undergone a comprehensive analysis of scenic coastal resources.

The Hudson River contains a diverse mix of scenic resources, featuring a complex interrelationship between man and the environment. The region has long been recognized as a scenic area of national importance. It inspired the Hudson River School of Painting in the nineteenth century, the first indigenous American art movement, and the American Romantic Landscape Movement which subsequently spread nationwide and influenced designed landscapes and parks throughout the country.

The application of the scenic resource methodology and the results of the study are contained in the document "Scenic Areas of Statewide Significance" (July 1993). The areas proposed for designation have been subject to consultation with appropriate state agencies and have undergone a lengthy public involvement process, culminating in public hearings held on June 1, 1993 (see Appendix A: Summary of Public Hearing Record). I hereby adopt the July, 1993 document "Scenic Areas of Statewide Significance" as findings in support of my determination that the areas identified meet the criteria of statewide aesthetic significance to the coastal area pursuant to 19 NYCRR 602.5 (c):

Dated: JUL. 22 1993

Secretary of State

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The records of the State Historic Preservation Office have provided a wealth of information regarding the history of the landscape as have the publications of the Olana and Clermont State Historic Sites and the Franklin D. Roosevelt and Vanderbilt Mansion National Historic Sites. The assistance of James Ryan, site manager at the Olana State Historic Site, has been extensive and invaluable. The description of the estates in the Estates District Scenic Area of Statewide Significance is based in large part on the National Historic Landmark District documentation of properties published by the National Park Service. Additional assistance regarding the historic resources has been provided by J. Winthrop Aldrich, Special Assistant to the Commissioner, and Frances Dunwell, Special Assistant to the Commissioner for the Hudson River, NYS Department of Environmental Conservation; and John Doyle, Executive Director, Greenway Heritage Conservancy (formerly the Heritage Task Force for the Hudson River Valley). Carol Sondheimer, Environmental Director of Scenic Hudson, provided extensive comment and guidance as a member of the regional panel.

The Department of State extends special recognition to the public and private sector members of the statewide and regional panels whose experience in the field of scenic landscape evaluation and whose collective knowledge of the Hudson River and its shorelands helped shape the study's design and application. The following groups, agencies and institutions are among those which provided important information and insights throughout the study period.

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Alpine Development Corporation, Bard College, College of Environmental Science and Forestry at Syracuse, Greenway Heritage Conservancy (formerly the Heritage Task Force for the Hudson river Valley), Hudson River Sloop Clearwater, International Paper Corporation Research Center, Mid-Hudson Patterns, The Parks Council, Regional Plan Association, Scenic Hudson, Seaway Trail, Tappan Zee Preservation Coalition, and the University of Wisconsin at Madison.

This report was prepared by the Department of State, Division of Coastal Resources and Waterfront Revitalization (DOS) under the supervision of George R. Stafford, Division Director; Charles T. McCaffrey, Chief of the Bureau of Local and Regional Programs; and William F. Barton, Chief of the Bureau of Consistency Review and Analysis.

The initial inventory and documentation was prepared by the consultant team of Harry Dodson, Joanne Jackson, Cecily Kihn, and Bob Yaro. Preparation of the final document was completed under the supervision of Loretta Simon of DOS with the assistance of Steve Ridler.

Consultant Mary Lou Lamping Lutters designed the public participation process in consultation with DOS. Laura Zeisel, counsel for the consultant team, conducted legal research of New York State environmental laws relevant to scenic resource protection. Legal review was provided by DOS counsels Paul Heyman, Richard Hoffman, and the late James Coon.

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INTRODUCTION

New York State has a long history of recognizing the importance of scenic resources. The first widely known recognition of American landscape beauty was expressed during the 19th century in the work of the Hudson River School of painters. The American Romantic Landscape Movement also developed in the Hudson Valley before spreading to the rest of the nation. Thus, New York's landscape tradition includes appreciation of both the natural and the cultural landscape and its coastal scenic landscapes usually include elements of each.

When the State Legislature established the Coastal Management Program in 1981, their findings included:

"...that New York State's coastal area and inland waterways are unique with a variety of natural, recreational, industrial, commercial, ecological, cultural, aesthetic, and energy resources of statewide and national significance." (Article 42 § 910)

The Act declares that the public policy of the State within the coastal area is "...to achieve a balance between economic development and preservation that will permit the beneficial use of coastal resources while preventing the loss of living marine resources and wildlife, diminution of open space areas or public access to the waterfront, shoreline erosion, impairment of scenic beauty, or permanent damage to ecological systems." (Article 42 § 912). The Federal Coastal Zone Management Act also recognizes the importance of aesthetic values in managing coastal resources. The Act states that it is the national policy "to encourage and assist the states to...achieve wise use of the land and water resources of the coastal zone, giving full consideration to ecological, cultural, historic, and aesthetic values...."

Scenic Policies

In recognition of the scenic value of the coast, New York's Coastal Management Program (CMP) includes two policies which provide for the protection and enhancement of this unique resource. Policy 24 provides for the designation and protection of scenic areas of statewide significance; and Policy 25 requires that proposed actions located outside a designated SASS must protect, restore or enhance the overall scenic quality of the coastal area. Both policies call for agencies to determine if a proposed action would impair scenic quality.

The policies state that impairment of a landscape's scenic quality can occur in two principal ways: 1) through the irreversible modification or destruction of landscape features and architectural elements which contribute significantly to the scenic quality of the coast, and 2) through the addition of structures which reduce views or are discordant with the landscape because of their inappropriate scale, form, or construction materials. Regulations governing the designation of scenic areas of statewide significance are found in 19 NYCRR Part 602.5.

Both policies include siting and design guidelines which are to be used to evaluate the impact of proposed development, recognizing that each situation is unique and that the guidelines must be applied accordingly. The guidelines address the appropriate siting of new structures and other development; the use of scale, form and materials which are compatible with the landscape's existing scenic components; the incorporation of historic elements in new development; the maintenance of existing landforms and vegetation; and the removal and screening of discordant features.

Evaluating New York's Coastal Scenic Resources

The New York coast is a mixture of developed and undeveloped areas. Central to the growth of the state, the coast is replete with evidence of the state's economic and cultural history. The interaction of man with the landscape provides part of the character that makes the New York coast a visually exciting

and valued place. Its historic and working landscapes stimulate as much interest and attract as many visitors as its more natural landscapes.

Because the New York coastal landscape is so diverse, a method for evaluating the scenic quality of the state's coastal landscape must be capable of evaluating both developed and undeveloped areas of the coast. In addition, public recognition of the landscape's scenic quality is included in the criteria for identification of scenic areas of statewide significance under the Coastal Management Program. The landscape must also be visually accessible to the general public.

In order to develop and apply a method for evaluating scenic quality, the Department of State sought proposals in 1987 for the development of a scenic evaluation method. The firms of Jackson & Kihn of Philadelphia, Pennsylvania and Dodson Associates of Ashfield, Massachusetts were chosen to develop the method and apply it first in the Hudson River coastal area.

Dodson Associates had completed a scenic evaluation of the Connecticut River Valley for the Center for Rural Massachusetts of the University of Massachusetts at Amherst. Dodson Associates' approach to visual analysis recognizes the interrelatedness of landscape elements and is not limited to identifying specific viewing points and evaluating viewsheds. It is a descriptive approach which identifies the landscape elements and rates their scenic quality, taking public values into account. The Department of State first met with the consultants on January 7, 1988. Preliminary study area visits began on April 6, 1988.

New York's Scenic Evaluation Method

New York's scenic evaluation method is a participatory process involving government agencies and the general public in the development of criteria and the review of study results. The State regulations specify that the Secretary of State shall consult with appropriate State agencies before identifying and designating scenic areas of statewide significance. Accordingly, in 1988 the Department of State established a statewide panel of State agency representatives and experts in scenic landscape evaluation to assist in developing the coastal scenic evaluation method. The first meeting of the state panel was held on June 28, 1988.

The method developed recognizes the diversity of natural and cultural elements that shape scenic coastal landscapes. In order to identify and define coastal scenic components, the physical and cultural character of the coastal landscape and the geologic and historical forces which have shaped the development patterns are examined. A comprehensive listing of coastal landscape elements is developed, including geological features, water features, vegetation, historical and cultural features, and views. Those elements found in the study landscape which influence the scenic quality of the landscape are identified as scenic components. Characteristics which would render each scenic component as distinctive, noteworthy or common are described. Also rated is the extent of discordant elements in the landscape.

For example, a bluff which is very high, prominent and of varied configuration, with dramatic backdrop and shoreline and no incompatible development, is considered to be distinctive. A bluff of noteworthy scenic quality would be high with a moderately varied configuration, strong backdrop and shoreline, and minor incompatible development. Low, uniform bluffs with monotonous backdrop and shoreline and a major presence of incompatible development would be rated common.

The landscape elements and their scenic characteristics are presented in the Table of Scenic Components. The table also provides for the evaluation of the aesthetic significance of the landscape composition, the landscape's uniqueness, and its public accessibility and public recognition. The evaluation of the landscape composition focusses on the interrelationships of the landscape elements and the composition of views.

For further discussion of the rating system, see Appendix A. Appendix A also includes a sample visual evaluation form. The Table of Scenic Components is found in Appendix B.

Application of the Method

An important aspect of the scenic evaluation method is that the entire coastal area of the region under study is evaluated. After an initial survey of the entire coastal region, the Table of Scenic Components is adjusted so that it contains only those landscape elements found in the study landscape. This adjusted table is called the Regional Table of Scenic Components.

The coastal area of the region is then divided into geographic subunits based on topography and land use. Each subunit is evaluated for its scenic quality. The landscape elements of each subunit are rated individually according to the criteria on the regional table of scenic components, and the ratings are recorded on field sheets along with the evaluator's comments. The relationship of the elements to each other, the quality of the views, and the uniqueness of the landscape are also evaluated to determine the scenic quality of the subunit as a whole.

The degree of public accessibility to the subunit and the degree of public recognition of the landscape's scenic values are rated for each subunit. Public recognition is evaluated in three ways: first, through public meetings and surveys during which landscape elements are rated for scenic quality and specific areas considered scenic are identified; second, through official recognition such as government designations and public investment; and third, through evidence found in the public statements of literature and the arts.

Candidate Scenic Areas of Statewide Significance

Based on the above evaluation, candidate scenic areas of statewide significance (SASS) are identified. Candidate SASS are composed of large clusters of subunits rated distinctive. Subunits with ratings of noteworthy and common may be included in a SASS if they link distinctive subunits or otherwise contribute to the cohesiveness of the SASS, provided that the total rating of the SASS remains

distinctive. Isolated subunits or small clusters of subunits rated distinctive are not considered for designation unless the subunit or cluster has an exceptionally high distinctive rating. Note should be made that the scenic resources within a candidate SASS sometimes extend beyond the boundaries of the Coastal Management Program and cannot, therefore, be included within the candidate SASS.

Detailed, descriptive narratives for each subunit and for the SASS as a whole are prepared. Scenic area maps which delineate the boundaries of the SASS and its subunits accompany the narratives. After designation, the narratives will be used by reviewers in evaluating the consistency of proposed projects with the coastal scenic policies.

Based on the field sheets, the narratives describe the nature of scenic landscape elements and their interrelationships, the significance of their scenic quality, and the degree of public accessibility and public recognition of the landscape. The historic context of the landscape is described, focussing on the forces that shaped the landscape. Understanding these historic forces enriches the appreciation of the existing scene and can serve as a guide for future management decisions. Actions which may impair the scenic quality of the SASS also are identified in the narratives. These are to function as guidelines during the review of projects proposed within the designated SASS. The candidate SASS are subject to public review. Public hearings on the proposed designations must be held and findings made by the Secretary of State before SASS may be designated.

Scenic Areas Of Statewide Significance In The Hudson River Region

The Hudson River coastal area between New York City and the federal dam at Troy is the first area to be evaluated under Policy 24. The Hudson River coastal landscape has a wealth and variety of scenic resources, shaped by a unique combination of geological forces and historical events. Majestic mountains and formidable bluffs rise above the Hudson's waters in some stretches of the river. In others, forested slopes, estate lawns, extensive marshlands and farm fields line its shorelands.

The Hudson River region has played an important role in the nation's history. It spawned the Hudson River School of Painting and the Romantic Landscape style. World renowned artists have responded to its beauty, and the works of major architects line the river's corridor. Historic river landings and villages evidence the Hudson's past as a bustling transportation corridor. Today, tourism is the major industry; and national and State parks and historic sites attract visitors from around the nation and the world.

Six stretches of the Hudson River and its shorelands have been designated as scenic areas of statewide significance. These are the Columbia-Greene North SASS, the Catskill-Olana SASS, the Estates District SASS, the Ulster North SASS, the Esopus-Lloyd SASS and the Hudson Highlands SASS. They include a fiord in the Hudson Highlands, an impressive collection of significant estates along the Hudson River's mid-section, the landscape where Thomas Cole and Frederic Church made their homes, and the pastoral landscape south of the State capital. Each designated SASS encompasses unique, highly scenic landscapes which are accessible to the public and recognized for their scenic quality.

Each designated SASS is comprised primarily of clusters of distinctive subunits. Occasionally, a noteworthy or common subunit is included in a SASS because it links distinctive subunits or contributes to the cohesiveness of the SASS. No individual distinctive subunits are proposed for designation in the Hudson River region at this time.

BENEFITS OF DESIGNATION

Designation affords special protection from potentially adverse federal or State actions which could impair the scenic quality of the SASS. Narratives prepared for each SASS describe the character and scenic quality of the SASS landscape, providing guidance to the public and regulatory agencies as to which landscape elements should be protected and which actions could impair the scenic quality of the SASS.

Additional protection of SASS can be afforded by municipalities which prepare Local Waterfront Revitalization Programs (LWRP). Local land use authority is an important tool for the protection of scenic resources. In communities with an approved LWRP all three levels of government - federal, State and local - are working toward a common goal. Of the 44 municipalities included within the candidate SASS, 25 have prepared or are preparing LWRPs. Most of the LWRPs already address to some degree the protection of scenic landscapes. Designation of the SASS does not impinge on local government decisions.

THE HUDSON RIVER STUDY

The Hudson River coastal area was evaluated from the air, from the Hudson River, from the road network and on foot. To ensure public participation in the scenic assessment process, a regional panel was appointed to oversee the study. The panel is composed of State agency members of the statewide panel, representatives of county and local government and environmental organizations, and individual citizens of the region. The Department of State and the consultants met frequently with the regional panel regarding the conduct of the study and its results. The statewide panel was also kept informed of the study's progress, and joint meetings with both panels were held as appropriate. The panels provided information to the consultants regarding the resources of the valley and reviewed the consultants' work for accuracy and reasonableness.

Meetings with both panels attending were held at the Norrie Point Environmental Center in Staatsburg on July 12, August 2, September 20 and November 15, 1988 and on September 16, 1989.

In order to assess public values regarding the scenic quality of Hudson River coastal scenic components, public workshops were held in Poughkeepsie and Greenport at which those attending were asked to rate various regional landscape elements for their scenic quality. Questionnaires were also published in area weekly newspapers, inviting the public to identify landscapes they thought were of high scenic quality. The responses generated at the workshops and through the survey were considered during the development of the Hudson River Regional Table of Scenic Components.

When candidate SASS were initially identified, draft narratives were prepared and distributed widely in the region. The following public information meetings were held throughout the region during which residents could examine the narratives and accompanying maps:

May 14, 1990	Ulster County Office Building, Kingston
May 15, 1990	Norrie Point Environmental Center, Staatsburg
June 11, 1990	Piermont Village Hall, Piermont
June 12, 1990	Philipstown Town Hall, Cold Spring
June 13, 1990	Bear Mountain Inn, Bear Mountain State Park
June 25, 1990	Columbia-Greene Community College, Greenport
June 26, 1990	Coxsackie Village Board Room, Coxsackie

The draft narratives were sent to all municipalities in the study area for review and comment. Presentations were also made at public meetings of the following local government bodies in communities located in the candidate SASS:

May 23, 1990	Hyde Park Town Board
June 5, 1990	Coxsackie Town and Village Boards
June 11, 1990	Athens Town and Village Boards
June 12, 1990	Philipstown Town Board
June 12, 1990	Cortlandt Town Board
June 26, 1990	Greene County Environmental Management Council
July 3, 1990	Stockport Town Board
July 9, 1990	Haverstraw Town Board
July 10, 1990	Kingston City Council
July 12, 1990	Stuyvesant Town Board
October, 1990	Saugerties Town and Village Boards

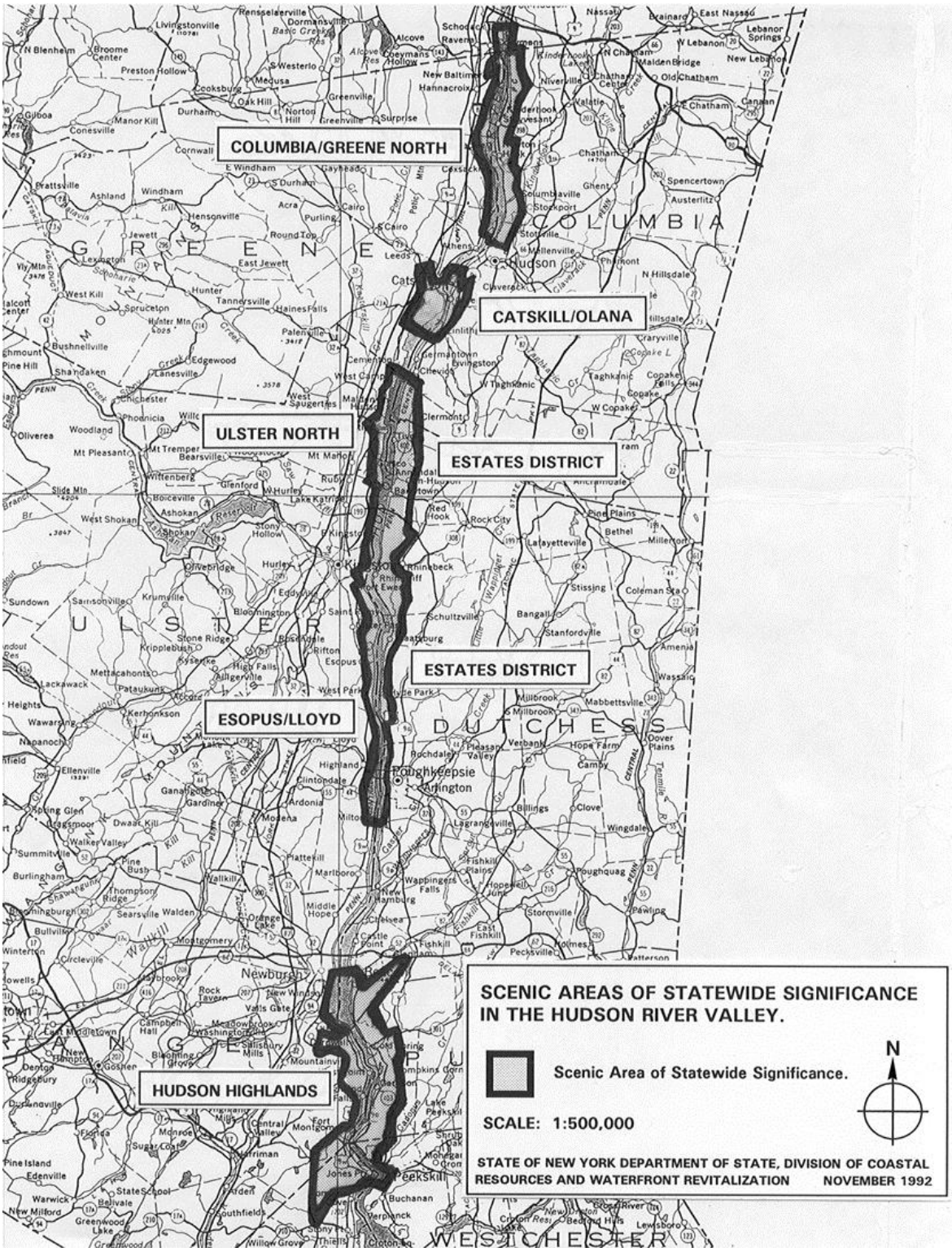
Based on comments received during this initial period of public review, the SASS narratives and maps were revised. Additional field visits were made and additional research conducted concerning the history and resources of the candidate SASS. The information collected was incorporated into the document "Scenic Areas of Statewide Significance Proposed for Designation" (April 1993). This document was the subject of further public review throughout the Hudson River region. Public hearings on the areas proposed for designation as scenic areas of statewide significance were held on June 1, 1993 at the following locations:

Columbia-Greene Community College, Greenport, Columbia County
Rhinebeck Town Hall, Dutchess County
Bear Mountain Inn, Rockland County

After reviewing the hearing record and all written comments received within the comment period, several minor factual revisions were made to the narratives and these are incorporated into this document. As a result of the material contained in this document, the Secretary of State determined that the six areas proposed for designation were of statewide aesthetic significance to the coastal area pursuant to the factors set forth in 19 NYCRR 602.5 (c). Policy 24 of the Coastal Management Program now applies to those areas encompassed by the SASS designation. Management plans for each SASS will be prepared as resources allow. Local governments with approved local waterfront revitalization

programs will be encouraged to evaluate their program for adequacy of protection of the identified scenic resources. Municipalities not participating in the Coastal Management Program will be encouraged to prepare LWRPs, but will not be required to change current local government decision making.

MAP: HUDSON RIVER SCENIC AREAS



COLUMBIA-GREENE NORTH SCENIC AREA OF STATEWIDE SIGNIFICANCE

I. LOCATION

The Columbia-Greene North Scenic Area of Statewide Significance (SASS) extends about 15 miles along the Hudson River from the vicinity of Schodack Landing in southern Rensselaer County and Coeymans hamlet in southern Albany County southward to just north of the City of Hudson in Columbia County and to the northern boundary of the Village of Athens in Greene County. The scenic area's east and west boundaries generally follow the State coastal boundary with some variations.

On the western shore of the Hudson River the northern boundary of the SASS begins at the mouth of the Coeymans Creek in the Town of Coeymans and follows Stone House Road on the north side of the creek to the intersection with the coastal boundary, NY Route 144. The northern boundary extends east across the Hudson to the Albany-Rensselaer County line, follows the county line north before turning northeast to encompass the northern portion of Lower Schodack Island, then continues across Upper Schodack Island to join the coastal boundary on the eastern bank of the Hudson at the intersection of NY Route 9J and Knickerbocker Road.

The western boundary of the SASS generally follows the coastal boundary along NY Routes 144, 61 and 385, except where the coastal boundary reaches west of Route 61 in the Town and Village of Coxsackie.

The southern boundary in Greene County is the northern boundary of the Village of Athens. The boundary then follows the eastern shoreline of Middle Ground Flats until it is across the Hudson from the North Bay outlet under the railroad tracks on the eastern shore. The boundary then crosses the river and runs through the outlet, continuing up the east bank of the Hudson to Gifford Parkway in the Town of Greenport, just north of the City of Hudson's northern boundary.

The eastern boundary follows the coastal boundary along NY Routes 9J and 9 beginning in the north at Knickerbocker Road north of Schodack Landing. In the south the SASS boundary follows the coastal boundary along Joslen Boulevard in the Town of Greenport to its intersection with Cedar Parkway, follows Cedar Parkway to the intersection with Riverview Boulevard, then follows Riverview Boulevard to Gifford Parkway, the southern boundary of the SASS.

The Columbia-Greene North SASS is located in the following municipalities: the Town of Coeymans, Albany County; the Town of Schodack, Rensselaer County; the Towns of New Baltimore, Coxsackie and Athens and the Village of Coxsackie, Greene County; and in the Towns of Stuyvesant, Stockport and Greenport, Columbia County. Consult the Columbia-Greene North SASS Map for the SASS boundaries.

II. DESCRIPTION

The Columbia-Greene North SASS is comprised of 29 subunits:

CGN-1 Coeymans Hamlet Waterfront, CGN-2 Hannacrois Creek Outlet, CGN-3 New Baltimore Hamlet, CGN-4 Islands, CGN-5 Otter Hook, CGN-6 Coxsackie Creek, CGN-7 Coxsackie Island, CGN-8 Coxsackie Farmland, CGN-9 Coxsackie Village, CGN-10 Lampman Hill, CGN-11 Vosburgh Swamp, CGN-12 Athens-Coxsackie Farmland, CGN-13 Schodack Landing, CGN-14 Stuyvesant Farms, CGN-15 Poolsburg, CGN-16 Stuyvesant Woods, CGN-17 Mill Creek Marsh, CGN-18 Stuyvesant Landing, CGN-19 Sheffer, CGN-20 Stuyvesant Hamlet, CGN-21 Stuyvesant Ravine, CGN-22 Nutten Hook Farms, CGN-23 Nutten Hook, CGN-24 Stockport Flats, CGN-25 Newton Hook Ravine, CGN-26 Judson Farms, CGN-27 Columbiaville, CGN-28 Stottville Farms, and CGN-29 Stockport Creek.

The SASS constitutes a predominantly rural area of low bluffs and ravines, flanked on the west shore by narrow alluvial plains and on the east shore, by a broader plateau. It is a quiet, pastoral area of working farms and river landings which has changed little since the 19th century. Because most of the land visible from the Hudson River is either inaccessible, too steep or too wet to build upon, the river corridor remains in a predominantly natural state. Early European settlers of the area were primarily Dutch immigrants who migrated south from Rensselaerwyck manor because they wanted to own property rather than be tenant farmers on the manor which spanned both sides of the Hudson River to the north. The Dutch purchased land from the resident Indians and laid out their farms quite isolated from each other. Landings along the Hudson River were the only clustered settlements initially, their commerce being the transfer of lumber, furs and farm produce from land to water. The Hudson River was the main transportation artery to the cities now called Albany and New York. Grist mills and lumber mills were constructed on the tributaries where the water tumbled over falls and plunged through steep ravines to the Hudson River.

The Dutch were later joined by migrating New Englanders and British soldiers who chose to remain in the New World. Although several industries primarily related to the Hudson River and water transport were established along the shores, farming was the primary occupation. When ice harvesting flourished in the 19th century, it provided winter employment for the farmers and their farmhands. Later industries took advantage of the abundant water power of the creeks, then were abandoned as larger industrial centers developed, leaving the landscape primarily rural again.

The development pattern of the Columbia-Greene North SASS is essentially the same today, comprising large stretches of pastoral landscape broken by river landings which have grown to hamlets or incorporated villages. There is a stimulating mix of land uses: the historic hamlets of New Baltimore and Stuyvesant and the village of Coxsackie; semi-wild regions of dense forest and marsh; and an intervening farm landscape of pasture, orchards and fields. A strong contrast remains between the tight village centers and adjoining woods and fields, with little blurring of the edges. The traditional close relationship of the settlements to the Hudson is also intact. Areas and individual structures of particular

historic and cultural interest exist, but most must yet be surveyed to determine their eligibility for the National and State Registers of Historic Places.

The SASS is a unified landscape, its visual integrity resulting from development closely tied to specific characteristics of the land. The landscape exhibits great visual variety and contrast in landform and vegetation, unified by an underlying cultural pattern which provides a visible logic to the organization, location and design of scenic elements.

Along with the internal cultural unity of the area, the setting unifies this distinctive landscape. The Hudson River is the dominant element on the landscape and can be seen from many locations. It ranges from 1,000 to 4,000 feet wide. In the northern portion of the SASS, islands divide the Hudson into narrow sections of a friendlier, less imposing character.

Once tied to each other by ferries, each shore of the river now appears unattainable from the opposite bank, intriguing viewers with what may lie in the distant landscape. In panoramic views where the Hudson is not visible, landscapes of similar quality and character on each bank of the river appear as a single expanse. The distant Taconic Hills and Catskill Mountains provide dramatic backdrops to the open fields and orchards. Along with the traditional development patterns, these background elements give a strong sense of place to this portion of the Hudson River corridor. In addition, many intimate compositions abound which focus on clusters of historic farm buildings, streams folded in ravines and deep woodland landscapes.

III. Aesthetic Significance

The Columbia-Greene North SASS is of statewide aesthetic significance by virtue of the combined aesthetic values of landscape character, uniqueness, public accessibility and public recognition. There exists in the SASS unusual variety as well as unity of major components and striking contrasts between line, forms, textures and colors. The SASS is generally free from discordant features. It is both visually and physically accessible to the general public, but public recognition is limited primarily to local residents and travelers on the State and local highways. Perhaps because development pressures have not been present to the extent experienced in the rest of the Hudson Valley, most of the historic and natural resources have not been subject to the types of survey and evaluation which leads to recognition through government designations.

A. Landscape Character

1. Variety

The Columbia-Greene North SASS exhibits an unusual variety of major components. The landform is composed of alluvial plains and steep bluffs along the Hudson River, especially around several small drumlin-like hills along the east shore. Behind the bluffs lie expansive level plains cut by ravines through

which several creeks flow before emptying into the Hudson River. The shoreline of the Hudson is extremely varied, incorporating a number of large and small islands, coves, mud flats and creek mouths.

Vegetation ranges from dense hardwood forest along the bluffs and ravines to tilled fields, orchards and meadows of the working farms. Wetland species cover the river flats, and street trees and gardens decorate the river landings. Lawns line the river in the settled areas.

There is a wide variety of water elements. The Hudson River ranges in width from 1000 to 4000 feet, in some locations appearing as a formidable body of water and in others as a manageable stream where it divides to flow around large islands. Creeks contain placid pools as well as waterfalls tumbling off bluffs and over piles of rocks.

Views include panoramic vistas 180 degrees in breadth that unite both shores into a single landscape and reach to the Catskill Mountains and Taconic Hills. Clusters of farm buildings and significant trees provide focal points in these broad sweeps of pastoral countryside. More intimate views vary from narrow compositions of stream corridors lined with rock walls to tunnel views through dense woodland with the Hudson River glistening in the distance. Other glimpses of the Hudson are framed by the street trees and historic buildings of the river landings.

Of interest in the views are the varied ephemeral effects of wildlife in the marshlands and forests, the operations and livestock of the working farms and the variety of vessels which pass along the Hudson. Occasional trains travel the eastern shore, bringing a fleeting mechanistic touch of technology to the scene.

2. Unity

The variety of components is unified by the predominantly rural landscape, the dominant presence of the Hudson River and the development pattern which creates edges between clustered settlements and the adjacent rolling open lands. The cultural character of the landscape still reflects its historic development which was centered first on the commerce of the river and the use of waterpower for early industries. In the hamlets the historic structures are compatible with each other and their setting. In the working landscape the farm operations respect the natural contours of the topography.

Along the river corridor the bluffs, marshes and flood plains remain generally undeveloped, giving a consistent natural character to the corridor. Where once ferries tied the two shores of the Hudson together, they are now connected by the common viewshed and similar landform of vistas to both the east and the west.

3. Contrast

Contrast is provided among the colors and textures of the varied vegetation, by the drama of the steep bluffs contrasting with the expansive plateau and Hudson River, and between the hard, rugged rock faces of ravines and the placid pools and shimmering waterfalls of the creeks which they line. Clusters of

farm buildings and significant trees provide vertical elements in areas of broad, flat expanses. Sharp edges exist between the settled river landings and the adjacent farm fields and forests. The Catskill Mountains and Taconic Hills stand as distant sentinels, marking the edge of the generally level valley and providing a dramatic backdrop for the panoramic views.

4. Freedom from Discordant Features

The SASS as a whole is generally free from discordant features. Although there are some instances of structural blight in the river landings, many historic houses have been restored and the landscape is well maintained overall. The railroad tracks along the east bank of the Hudson are discordant in certain perspectives, for instance when they appear in the foreground of views, but they blend into the landscape where they closely follow the shoreline or when seen from locations removed from the right-of-way.

B. Uniqueness

The river landings are unique in their strong sense of place and orientation to the Hudson River.

The remains of the R. and W. Scott Ice Company Powerhouse and Ice House at Nutten Hook are unique as the most complete industrial ruins of the Hudson River ice industry in the region. They remain as a reminder that the Hudson's northern corridor once was lined with icehouses, power generating stations and shipping terminals.

The landscapes in the CGN-9 Coxsackie Village, CGN-13 Schodack, CGN-14 Stuyvesant Farms, CGN-22 Nutten Hook Farms, CGN-23 Nutten Hook, CGN-29 Lampman Hill and CGN-13 Schodack Landing subunits of the SASS are unique landscapes.

C. Public Accessibility

The SASS is visible to the general public from the Hudson River and the railroad trains which run along the Hudson's eastern shore; from NY Routes 144, 61, 385, 9J and 9; and from a network of local roads. Municipal parks and State-owned shorelands allow the public to reach the shore in some places, although the railroad tracks constitute a formidable barrier on the eastern shore. Boat launches are more plentiful on the western shore, but the Stockport Flats portion of the National Estuarine Sanctuary and Research Reserve on the eastern shore provides significant access for launching small boats and observing Hudson River wildlife.

D. Public Recognition

Public recognition is limited for the most part to local residents and travelers along the State and local highways. There is, however, evidence of the growing public awareness of the value of this landscape. The following highway segments are designated Scenic Roads under Article 49 of the Environmental

Conservation Law: NY Route 61 from the Village of Coxsackie north 5.03 miles; NY Route 385 from the Village of Coxsackie south 3.48 miles; and NY Route 9J from its junction with Brickyard Road in Stockport south .38 mile and in Stuyvesant, from its junction with County Route 23A north 1.67 miles.

The following properties and districts are listed on the National and State Registers of Historic Places: the Ariaanje Coeymans House in Coeymans, the Reed Street Historic District in the Village of Coxsackie, the Schodack Landing Historic District in Schodack Landing and the R. and W. Scott Ice Company Powerhouse and Ice House Site in Nutten Hook.

The following lands are in public ownership: the municipal parks in Coeymans, New Baltimore and Coxsackie; an 85 acre forest preserve detached parcel bordering Coxsackie Creek in New Baltimore; the State boat launch in the Village of Coxsackie; Nutten Hook and a portion of Stockport Flats in Stockport; Houghtaling Island in New Baltimore; and the Lower and Upper Schodack Islands in Stuyvesant.

IV. Impact Assessment

Whether within or outside a designated SASS, all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.

Policy 24 provides that when considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. The determination would involve:

(1) a review of the coastal area map to ascertain if it shows an identified scenic resource which could be affected by the proposed action, and
(2) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource.

Impairment includes:

(i) the irreversible modification of geologic forms; the destruction or removal of vegetation; the modification, destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and
(ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

Policy 24 sets forth certain siting and facility-related guidelines to be used to achieve the policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. The guidelines are set forth below, together with comments regarding their particular applicability to this Scenic Area of Statewide Significance. In applying these guidelines to agricultural land it must be recognized that the overall scenic quality of the landscape is reliant on an active and viable agricultural industry. This requires that farmers be allowed the flexibility to farm the land in an

economically viable fashion, incorporating modern techniques, changes in farm operation and resultant changes in farm structures. Policy 24 guidelines include:

SITING STRUCTURES AND OTHER DEVELOPMENT SUCH AS HIGHWAYS, POWERLINES, AND SIGNS BACK FROM SHORELINES OR IN OTHER INCONSPICUOUS LOCATIONS TO MAINTAIN THE ATTRACTIVE QUALITY OF THE SHORELINE AND TO RETAIN VIEWS TO AND FROM THE SHORE;

COMMENT: The Columbia-Greene North SASS is unified by the predominantly natural character of the Hudson River corridor which consists of forested bluffs, extensive wetlands and clustered river landings. The upland is a predominantly rural landscape of working farms and forested areas. The introduction of structures and other development such as highways, power lines, and signs within the river corridor, in the open farm landscape, in the river landings or in other conspicuous places would alter the unifying elements of the landscape and impair the aesthetic quality of the SASS.

The shoreline of the Hudson provides variety and interest to the SASS through its undulating shoreline composed of creek mouths, coves, wetlands and islands. The juxtaposition of the steep bluffs with the level expanse of the river's water surface also provides contrast. The alteration or interruption of these natural linear features and essential relationships through introduction of manufactured elements would disrupt the relationships and reduce contrast, impairing the scenic quality of the shoreline.

Views from one side of the river to the other unify the landscape and often make the two shores of the Hudson appear as one, since their nature is essentially the same. The SASS is generally free of discordant features. Interruption of these views or blocking these views with highways, power lines, signs and other structures in conspicuous locations would introduce manufactured elements into a predominantly natural landscape. Such structures would constitute discordant features and would reduce the unity of the landscape, impairing the scenic quality of the views. In certain circumstances and from certain perspectives, such structures could block views, particularly the intimate interior views and tunnel views to the Hudson along the bluffs on the eastern shore, destroying some of the contributing scenic components of the SASS.

CLUSTERING OR ORIENTING STRUCTURES TO RETAIN VIEWS, SAVE OPEN SPACE AND PROVIDE VISUAL ORGANIZATION TO A DEVELOPMENT;

COMMENT: The SASS is predominantly a rural landscape of working farms, pastures, fields and forests. Its aesthetic significance involves in part the continuation of this historic land use in a relatively unchanged condition. Because of this open nature of the landscape, panoramic vistas 180 degrees in breadth are common. In addition, the historic settlement pattern is one of tightly clustered hamlets surrounded by the open rural landscape and a visual organization of clear edges between developed centers and adjacent undeveloped spaces.

Introduction of new structures unrelated to farming operations into the farm landscape would alter the pastoral nature of the landscape and impair the aesthetic significance of the SASS. They could also reduce the amount of open space and reduce the breadth of the views which contribute significantly to the scenic quality of the SASS. The spread of new development in an unclustered, sprawling manner would obliterate the edge between clustered development centers and the surrounding open landscape and change the cultural pattern of development, reducing unity and contrast in the landscape composition and thus reducing the scenic quality of the landscape.

INCORPORATING SOUND, EXISTING STRUCTURES (ESPECIALLY HISTORIC BUILDINGS) INTO THE OVERALL DEVELOPMENT SCHEME;

COMMENT: Some of the historic structures in the SASS have been recognized through listing on the National and State Registers of Historic Places. There are many historic structures which are not listed but which may be eligible for listing. Surveys have yet to be done regarding their historic significance. Farm complexes are of particular importance to the SASS. They provide focal points in the panoramic views across the fields and provide a sense of scale for the views. The river landings contain important groupings of structures which are well related to one another and to the topography.

Failure to incorporate sound, existing structures into the overall development scheme could lead to the loss of historic structures and groupings of structures which contribute to the scenic quality and aesthetic significance of the SASS. Such structures and groupings of structures are focal points in views or frame views of the SASS. Failure to design and site new structures in the development in a manner compatible with the existing structures could destroy the unity of SASS composition and introduce discordant features in a landscape generally free of discordant features, thus impairing the scenic quality of the SASS.

REMOVING DETERIORATED AND/OR DEGRADING ELEMENTS;

COMMENT: The SASS is generally free of discordant features. However, some structures are in a deteriorated condition. Rehabilitation of salvageable historic structures could enhance the scenic quality of the SASS. Removal or screening of degrading elements which cannot be rehabilitated would also enhance the SASS. However, a determination of the historic value of a structure or remains of a structure should be determined before a course of action is chosen, however.

MAINTAINING OR RESTORING THE ORIGINAL LAND FORM, EXCEPT WHEN CHANGES SCREEN UNATTRACTIVE ELEMENTS AND/OR ADD APPROPRIATE INTEREST;

COMMENT: The Columbia-Greene North SASS contains four dominant topographical characteristics: steep bluffs along the Hudson River, drumlin-like hills along the east shore of the Hudson, broad alluvial plains behind the bluffs and steep ravines traversing the plains. Most

remain undisturbed. Maintenance of these major land forms will contribute to preserving the scenic quality and aesthetic significance of the SASS.

MAINTAINING OR ADDING VEGETATION TO PROVIDE INTEREST, ENCOURAGE THE PRESENCE OF WILDLIFE, BLEND STRUCTURES INTO THE SITE, AND OBSCURE UNATTRACTIVE ELEMENTS, EXCEPT WHEN SELECTIVE CLEARING REMOVES UNSIGHTLY, DISEASED OR HAZARDOUS VEGETATION AND WHEN SELECTIVE CLEARING CREATES VIEWS OF COASTAL WATERS;

COMMENT: Vegetation in the Columbia-Greene North SASS ranges from dense hardwood forest along the bluffs and ravines to tilled fields, orchards and meadows of the working farms. Wetland species cover the river flats, and street trees and gardens decorate the river landings. Lawns line the river in the settled areas. The forested bluffs create a verdant corridor for the Hudson River. Tunnel views down the roads through these forests focus on the Hudson River glistening at the end like a distant light. These are important intimate interior views. Although clearing of vegetation in these areas would open broader views to the Hudson, the peculiar intriguing nature of these enclosed views, a unique element of the SASS, would be lost.

The forests in the ravines provide a contrast to the surrounding open fields and pastures, contributing to the textural variety of the SASS. Specimen trees in the fields provide focal points in panoramic views. Loss of these trees would reduce the degree of contrast and variety of the SASS, impairing its scenic quality.

Retention of the forests presents opportunities for screening new structures and blending them into the landscape, thus retaining the open, rural character of the SASS which is a significant contributor to its scenic quality.

The orderly plantings of street trees and gardens and the manicured lawns are contributing elements to the distinctive scenic character of the river landings. They frame views, unite the varied architectural styles and soften the developed nature of the hamlets. Failure to maintain existing and replace lost vegetation would impair the unique character of these settled population centers.

Since the State and local road network is an important means of access to the SASS, failure to maintain views from the rights-of-way through selective clearing would reduce this visual access.

The presence of wildlife and farm animals is an ephemeral characteristic which enhances the scenic quality of the SASS. Loss of the wetland vegetation, forests and pasture which sustain them would lead to the loss of the ephemeral elements, reducing the visual interest and, consequently, the scenic quality of the SASS.

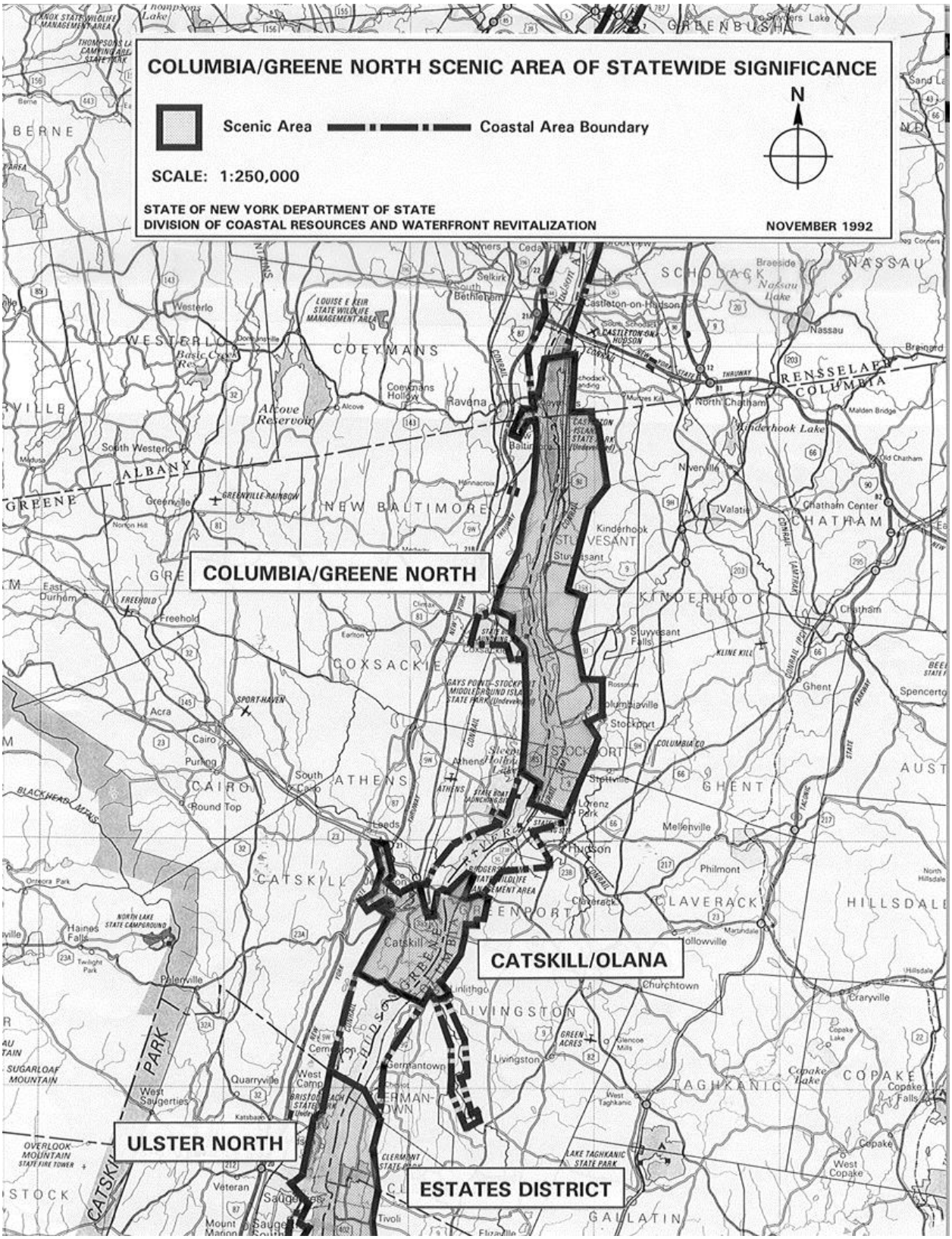
USING APPROPRIATE MATERIALS, IN ADDITION TO VEGETATION, TO SCREEN UNATTRACTIVE ELEMENTS;

COMMENT: The SASS is generally free of discordant features. Failure to use colors, materials and textures which blend into the landscape could contribute discordant features to the landscape, alter the composition of views through introduction of discordant focal points and change the rural character of the landscape to the extent that the aesthetic significance of the SASS would be impaired.

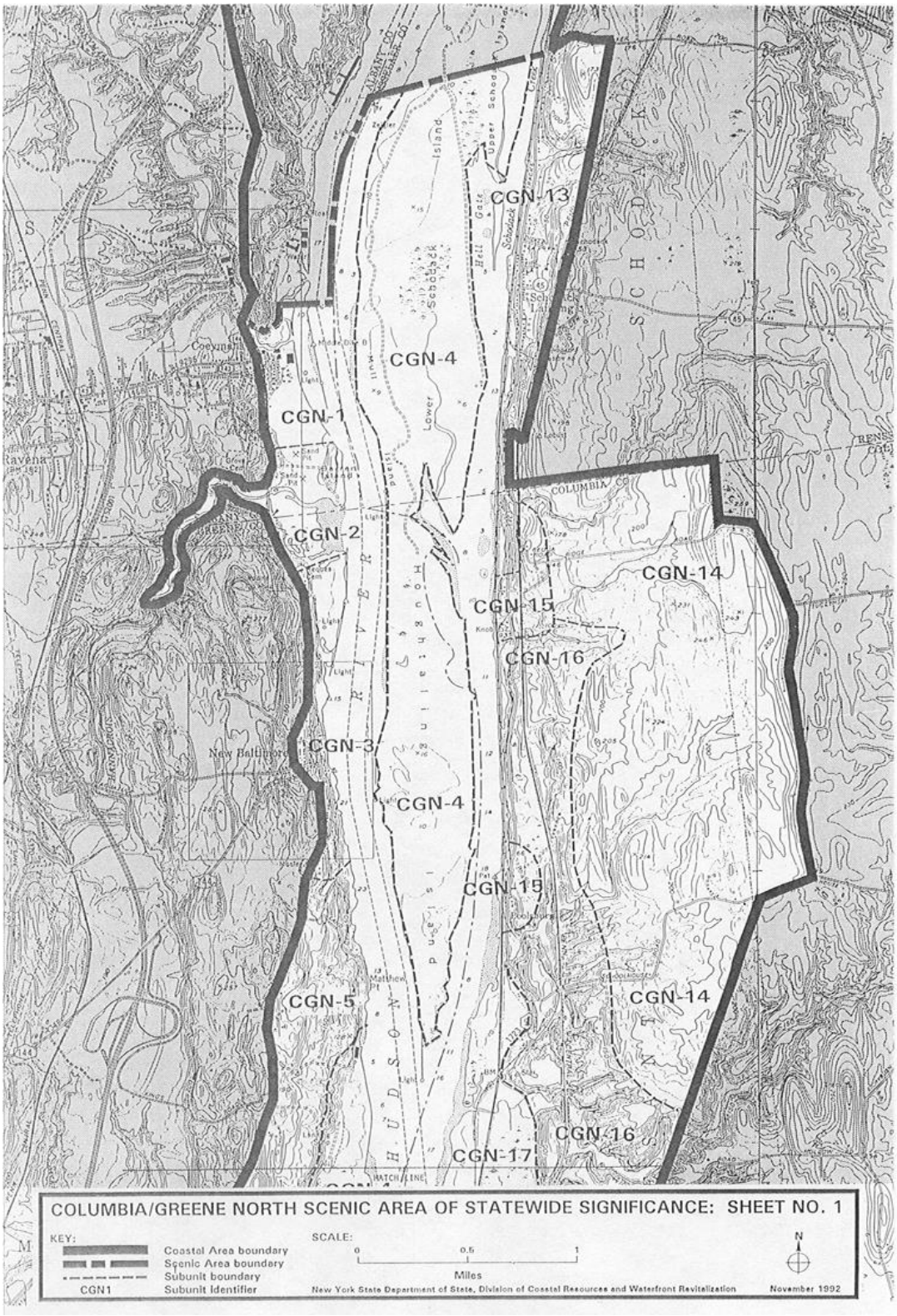
USING APPROPRIATE SCALES, FORMS AND MATERIALS TO ENSURE THAT BUILDINGS AND OTHER STRUCTURES ARE COMPATIBLE WITH AND ADD INTEREST TO THE LANDSCAPE.

COMMENT: The SASS is predominantly horizontal in nature, yielding views 180 degrees in breadth. Historic structures in the subunit are generally low-rise domestic and farm buildings. Introduction of large scale or bulky structures or structures made of materials that are reflective or of a color that stands out in the landscape would disrupt the horizontal nature of the landscape, add new focal points to views which would distract from the historic focal points and change the composition of views. This would reduce the unity of the landscape and introduce discordant features, impairing the scenic quality of the SASS.

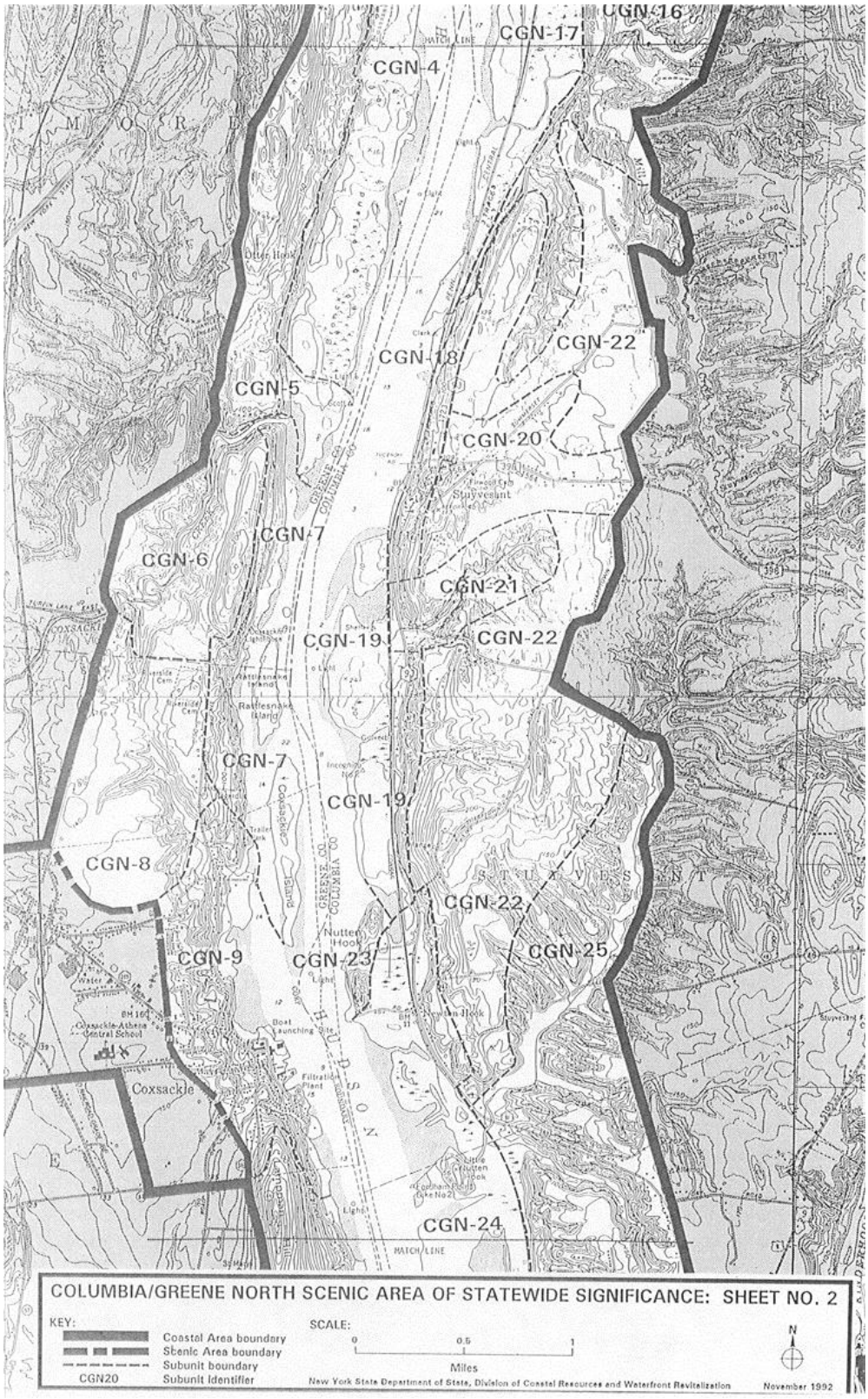
MAP: COLUMBIA-GREENE NORTH SCENIC AREA OF STATEWIDE SIGNIFICANCE



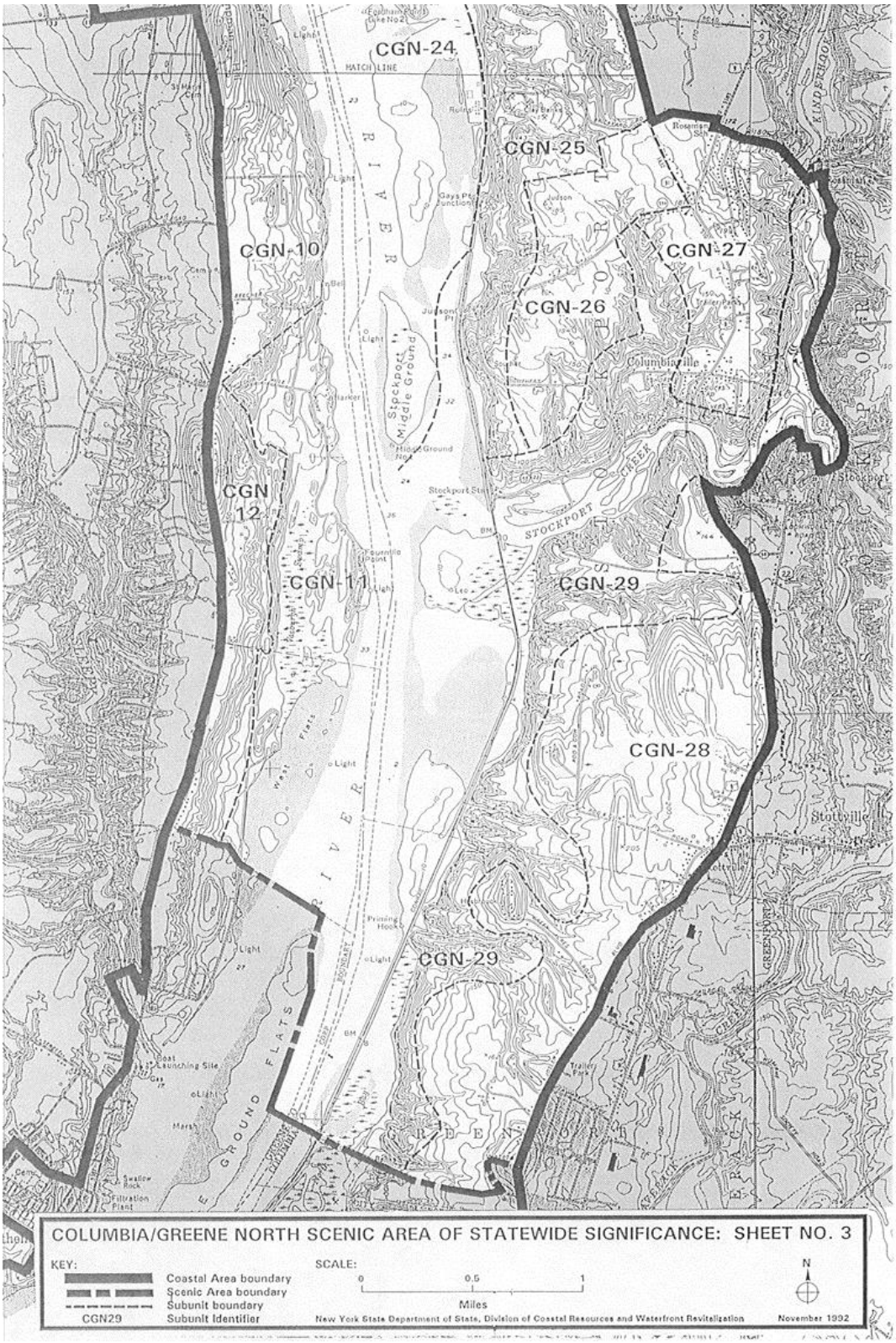
MAP: COLUMBIA-GREENE NORTH SHEET 1



MAP: COLUMBIA-GREENE NORTH SHEET 2



MAP: COLUMBIA-GREENE NORTH SHEET 3



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CGN-1 Coeymans Hamlet Waterfront Subunit

I. Location

The Coeymans Hamlet Waterfront subunit encompasses the easterly portion of the hamlet of Coeymans and the portion of the Hudson River that borders it. Its northern boundary, which is also the northern boundary of the SASS, begins at the intersection of Stone House Road and NY Route 144 and follows Stone House Road to the mouth of the Coeymans Creek, then extends eastward to the shore of Lower Schodack Island in the Hudson River. The western boundary follows NY Route 144. The southern boundary, a common boundary with the CGN-2 Hannacrois Creek Outlet subunit, stretches from Route

144 eastward to touch the northern tip of Barren Island. Its eastern boundary is the mean high tide line on the western shore of Lower Schodack Island. The subunit is located in the Town of Coeymans, Albany County, and the Town of Schodack, Rensselaer County. Consult the Columbia-Greene North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the subunit is composed of a low bluff and a flat alluvial plain. The street trees and lawns of the hamlet provide a pleasing contrast with the natural vegetation of the surrounding forest and low-lying marsh lands. Water is a dominant feature in the subunit. The winding Coeymans Creek enters the Hudson River north of the hamlet center. It empties into a shallow tidal cove which creates a gently curving shoreline. A dike/breakwater lies offshore. The Hudson is approximately 1500 feet wide between the hamlet and Lower Schodack Island, located in the CGN-4 Islands subunit to the east.

B. Cultural Character

The subunit is comprised of an historic Hudson River landing and the tightly organized hamlet associated with it. Coeymans was formed in the 17th century when Barent Coeymans, a Dutch immigrant who had been a miller in the Rensselaerwyck mills, bought from the Catskill Indians twelve square miles of land bordering the Coeymans Creek south of the manor of Rensselaerwyck. His property was crossed by trails to the interior and included waterfalls on the creek at which he built flour mills. Because of the value of the mill sites, the Van Rensselaers disputed his ownership; but in 1714 the British upheld the title by granting him the Coeymans Patent.

Barent's daughter Ariaanje inherited the property and in 1720, on the north side of the creek, built a large home now known as the Ariaanje Coeymans House. The house remained in the family until the late 19th century when it was used as housing for workers in the brickyards. Other than the Coeymans House, the hamlet's historic structures are 19th century buildings. They cling to the hillside which rises above the outlet of Coeymans Creek.

In the past Coeymans functioned over the years as a river landing for shipment of agricultural products and other goods to urban markets. Its other industry was shipbuilding. During the Revolutionary War small gunboats were built in its shipyards for use in the defense of the lower Hudson River. Today its maritime activity is primarily recreational. A town waterfront park and boat launch occupy the center of the hamlet's shoreland and provides a focus for the community. Private marinas and docks are located just north of the park. Strong traditional marine elements of docks, slips and sheds are strung along the waterfront area, but the more recently constructed marina buildings detract from the historic character and visual quality of the hamlet and constitute discordant features. The subunit is generally well-maintained, although the clutter of the waterfront gives an untidy appearance. Boating activities add ephemeral qualities to the landscape.

C. Views

The subunit offers unobstructed moderately long views of the Hudson River to both the north and south framed by the wooded islands and the low hills on the western shore. Other views are framed by the streets and trees in the park. Some views are also fairly wide, generally 90 to 180 degrees. As seen from the Hudson the hamlet unobtrusively clings to the slopes behind a broad expanse of parkland. While there are no major focal points, the simplicity and tranquility of the compositions constitute their appeal.

III. Uniqueness

The hamlet of Coeymans is not unique. It is noteworthy, however, for its close historical connection to the Hudson River.

IV. Public Accessibility

The subunit is accessible from NY Route 144 which carries some commuter traffic between Albany and the communities in southern Albany and northern Greene Counties. The subunit is visible from the Hudson River which is accessible via the boat launch at the riverfront park.

V. Public Recognition

The hamlet is not well known except to local residents and regular travelers of NY Route 144.

VI. Reason for Inclusion

The Coeymans Hamlet Waterfront subunit is included in the Columbia-Greene North SASS because it is highly visually and physically accessible to the general public, and offers unobstructed views of the Hudson River. The subunit contains an unusual variety of vegetation, including extensive marshland, forests, mature street trees and lawns. The subunit's topography, the hamlet's landscape and the shoreland are moderately varied. Water is the dominant feature that unifies the landscape, but discordant features along the waterfront disrupt that unity to some degree.

CGN-2 Hannacrois Creek Outlet Subunit

I. Location

The Hannacrois Creek Outlet subunit encompasses a flat alluvial plain and marshland surrounding the Hannacrois Creek and Barren Island just south of the hamlet of Coeymans. The northern boundary of the subunit is a common boundary with the CGN-1 Coeymans Hamlet subunit. The southern boundary is a common boundary with the CGN-3 New Baltimore Hamlet subunit. The subunit's western boundary is NY Route 144, and its eastern boundary is the mean high tide line on the western shores of Houghtaling and Lower Schodack Islands. The subunit is located south of the hamlet of Coeymans in the Towns of

Coeymans, Albany County; New Baltimore, Greene County; Schodack, Rensselaer County and Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit contains great physical variety. The Hannacrois Creek follows a steep wooded gorge down through a flat scrub-covered delta to a small cove surrounded by marshes. Steep bluffs rise 100 feet above the alluvial plain. Water is the dominant element in the subunit. The Hudson River is about 1,000 feet wide between the western shore and Houghtaling and Lower Schodack Islands, located in the CGN-4 Islands subunit to the east. Barren Island, now a peninsula, is covered primarily with a maple and beech forest. The shoreline configuration of the Hudson is complex in this area. The great variety of vegetation attracts many waterfowl and other wildlife.

B. Cultural Character

The character of the area is largely undisturbed and natural. The only visible structures include several small vernacular dwellings on the west side of the marsh and the Town of Coeymans sewage treatment plant on Barren Island. Once the site of a large amusement park and recreational area that served the Capital District in the 19th and early 20th centuries, the rest of the island is privately owned. Houses in the SASS are well-maintained and largely concealed by vegetation. Adjacent to the intersection of NY Route 144 and the road which leads to the sewage treatment plant, stands an old stone house of architectural significance. Waterfowl and river traffic contribute ephemeral effects to the landscape.

Although the sewage treatment plant and its associated facilities are obscured by vegetation and sited with minimal intrusion on the Hudson River, the facilities of industrial character do constitute discordant features in this predominantly natural landscape. The subunit is generally well maintained.

C. Views

The subunit provides moderately long views to the south of the Hudson River and vistas of 90 to 180 degrees in width. The variety of elements create strong, dynamic view compositions. The Hudson River and low hills form a quiet backdrop to the activities of the wildlife gathered at the creek outlet. Views from the Hudson River are of a predominantly natural landscape.

III. Uniqueness

This type of landscape is not unique. It is fairly common in the region.

IV. Public Accessibility

The subunit is constituted primarily of private property and is not very accessible to the public. It is somewhat accessible to the public via the Hudson River. Its western edge and some of the Hannacrois Creek corridor is visible from NY Route 144. The sewage treatment plant property is public land, but access to the property is restricted.

V. Public Recognition

The subunit is not widely recognized by the general public but is known to area boaters. Few people visit the area from land.

VI. Reason for Inclusion

The Hannacrois Creek Outlet subunit is included in the Columbia-Greene North SASS because it has a variety of scenic components including dramatic topography, diverse vegetative cover, an undulating shoreline and an array of ephemeral effects in the wildlife and marine activities. The landscape is unified through the dominant water feature of the Hudson River and the fact that the visual elements are generally consistent. There is moderate contrast among the Hudson River's expanse, the undulating shoreline and the solidity of the gorge and bluffs. Contrast also exists between the textures and colors of the mature woodlands and marshland vegetation.

CGN-3 New Baltimore Hamlet Subunit

I. Location

The New Baltimore Hamlet subunit extends from south of the flats associated with the Hannacrois Creek mouth to the southern edge of the hamlet of New Baltimore. Its northern boundary is a common boundary with the CGN-2 Hannacrois Creek Outlet subunit, and its southern boundary is a common boundary with the CGN-5 Otter Hook subunit. The subunit's western boundary lies along NY Routes 144 and 61. Its eastern boundary is the mean high tide line on the western shore of Houghtaling Island. The subunit is located in the Town of New Baltimore, Greene County, and the Town of Stuyvesant, Columbia County. Consult the Columbia-Green North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is generally precipitous. In the northern portions a 125 foot bluff drops to a narrow beach along the Hudson River, while in the hamlet to the south the slopes between NY Route 61 and the river are very steep. In the northern portion of the subunit the vegetation consists of marsh areas behind a long breakwater that parallels the waterfront. In the hamlet there are many large trees and lawns that extend to the water's edge. The Hudson River is a dominant element, being visible from most locations.

It is approximately 1,000 feet wide between its western shore and Houghtaling Island, located in the S-15 Islands subunit. The shoreline is fairly straight.

B. Cultural Character

In 1714 settlers moved south from Coeymans to the area that is now New Baltimore. The Town of New Baltimore once constituted the northern portion of the Town of Coxsackie and was separated from Coxsackie in 1811. The hamlet area was originally a fishing village; but by 1815 Paul Sherman, a Yankee from Tiverton, Rhode Island, was building sloops in the hamlet, and shipbuilding became a major industry in the community.

The subunit has a strong cultural character centered in the historic hamlet of New Baltimore. 19th century vernacular buildings and an occasional earlier structure are tucked against the bluff between NY Route 61 and the Hudson River. The hamlet streets are steep and cling to the precipitous slope. Most of the structures are handsome, if simple, and have a strong relationship to the site and the river. One 18th century structure stands in the center of the hamlet at the top of Steep Hill. It was built by Stephen Parsons, a Puritan who moved to New Baltimore from Long Island in 1754.

A small park and gazebo offer a secluded spot to sit and absorb the ambience of the area. The effect overall is one of a timeless, peaceful life along the river. The hamlet is generally well maintained, although a few of the buildings stand vacant and unkempt, waiting to be rehabilitated.

At the foot of the bluff in the northern portion of the hamlet is located a large marina, its fingers of docks reaching out into the river and parallel to the shore. The rocky bluff looms over the marina facilities. The sheds of the marina are typically blocky and unattractive and are discordant features visible primarily from the Hudson.

C. Views

In the hamlet views are framed by the structures and large trees located along the local streets and the Hudson River. The historic buildings of many architectural periods constitute the most interesting focal points of the scene against a sweeping backdrop of the river and the woods of Houghtaling Island. The lack of topographical variety in this portion of the subunit serves to heighten the contrast of the buildings and their riverfront setting. As some streets plunge to the river, they provide long, narrow views of stone walls, shrubbery and overhanging trees which frame a small patch of water visible at the street end.

In the northern portion the views to the east are from higher elevations and include the boats docked at the marina, the forested island and the low hills and bluffs on the scenic east bank. Views from the Hudson include the uninhabited Houghtaling Island in the S-15 Islands subunit, the marina and bluffs and the hamlet clinging to the rising land.

III. Uniqueness

The hamlet of New Baltimore is not unique. It is noteworthy, however, because of its close historic connection to the Hudson River and its views of the Hudson framed by street trees and historic structures.

IV. Public Accessibility

The subunit is publicly accessible from NY Route 61, the hamlet streets and the Hudson River. A small park adjacent to the sewage treatment plant pumping station on the Hudson River provides access to the water's edge.

V. Public Recognition

Public recognition of the subunit is limited to local residents and travelers on NY Route 61.

VI. Reason for Inclusion

The New Baltimore Hamlet subunit is included in the Columbia-Greene North SASS because it contains a variety of historic vernacular structures, the forms and architectural detail of which are unified by the tightly clustered hamlet form. The uniform hamlet setting contrasts with that of the broad expanse of water. Manicured lawns along the Hudson contrast with the changing surface of the river, and moored sailboats contrast with the proximate historic houses on shore. The interrelationship of the hamlet and the river unifies the landscape. The subunit is visually and physically accessible to the public from NY Route 61, local streets and the Hudson River. The public can reach the water's edge at the small park adjacent to the pumping station.

CGN-4 Islands Subunit

I. Location

The Islands subunit encompasses four large islands in the Hudson River that stretch for approximately five miles, from just south of the Thruway bridge over the Hudson River to just north of the Coxsackie Creek mouth. It encompasses approximately the northern half of the river's water surface and islands located in the SASS. The islands are located in the Towns of New Baltimore, Greene County; Schodack, Rensselaer County; and Stuyvesant, Columbia County. The subunit's western and eastern boundaries are coterminous with the subunits to the west and east, namely CGN-1 Coeymans Hamlet Waterfront, CGN-2 Hannacrois Creek Outlet, CGN-3 New Baltimore Hamlet, CGN-5 Otter Hook, CGN-18 Stuyvesant Landing, CGN-17 Mill Creek Marsh, CGN-16 Stuyvesant Woods, CGN-15 Poolsburg, and CGN-13 Schodack Landing. See the Columbia-Greene North SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is comprised of flat islands, alluvial plain and fill. The higher land is forested, while the alluvial plain is covered with dense, successional riparian vegetation, primarily scrub trees and wet meadows. While the islands display little topographic variety, the vegetative cover is reasonably diverse. An undulating shoreline of coves and marshes borders the islands. Water is a dominant element in the landscape, as the Hudson River and the Schodack Creek define the edges of the islands. The islands are not as separate as they once were. Bronck Island is now joined to the western shore; and Houghtaling Island is connected to the Lower Schodack Island to its north. A narrow, shallow channel separates the latter three islands from the eastern shore.

B. Cultural Character

The islands in the subunit from north to south are Upper and Lower Schodack Islands, Houghtaling Island and Bronck Island. They are used for recreation such as hunting and informal wildlife viewing. Passing boaters may moor off the islands and explore the inland area. The southern portion of Houghtaling Island is owned by the federal government and used for dredge spoil disposal.

The subunit is generally well maintained with no discordant features. The formerly open areas are reverting to wilderness, and the activities of wildlife provide ephemeral effects.

C. Views

The subunit's scenic quality is based on its unspoiled, natural appearance. The subunit offers screened, relatively short and narrow views over the Hudson River and Schodack Creek to the dramatic background elements of bluffs, hills and historic villages on the shorelands in the adjacent subunits. The depth of views from the interior of the islands is limited by the flatness of the topography and thickness of vegetation. Long views up and down the predominantly natural river corridor are available from the coves and marshes.

III. Uniqueness

Although extensive, the islands are not unique.

IV. Public Accessibility

Most of the islands are in public ownership and accessible from the Hudson River, although they are not managed for recreation. They are visible from the subunits on both banks of the Hudson River, from the trains which run along the east shore of the Hudson and from NY Route 61 in New Baltimore and NY Route 9J in Stuyvesant.

V. Public Recognition

Public recognition is generally limited to travelers on the Hudson and on the railroad trains and to the hunters and fishermen who visit the area. Most of the islands are publicly owned and used informally by the boating public for recreational purposes.

VI. Reason for Inclusion

Although not distinctive in itself, the Islands subunit is included in the Columbia-Greene North SASS because it links distinctive subunits. The subunit constitutes the middleground and background of views to the Hudson River from distinctive subunits on both the west and east banks of the Hudson, including views from the trains on the eastern shore and from NY Routes 61 and 9J, portions of which are Scenic Roads designated under Article 49 of the Environmental Conservation Law. The subunit exhibits contrast between the lines of its undulating shores and the texture of the diverse vegetative cover and is unified by the river setting. Much of the subunit is in public ownership and accessible from the Hudson River. The subunit is generally free of discordant features.

CGN-5 Otter Hook Subunit

I. Location

The Otter Hook subunit begins just south of the hamlet of New Baltimore and continues south to the mouth of the Coxsackie Creek. The subunit's western boundary is NY Route 61. Its northern and southern boundaries are coterminous with adjacent subunits. The eastern boundary is a common boundary with the CGN-4 Islands subunit except south of Bronk Island where the subunit incorporates the mouth and adjacent flats of the Coxsackie Creek. Here the eastern boundary is shared with the CGN-18 Stuyvesant Landing subunit. The Otter Hook subunit is located in the Town of New Baltimore, Greene County. Consult the Columbia-Greene North SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The topography is moderately varied, comprised of approximately 1000 acres of rolling pasture, orchard, and woodland on a plateau 100 to 150 feet above the Hudson River. The land along the river is flat alluvial plain and marsh. The Hudson River is a dominant water feature in the eastern portion of the subunit. Dense wooded bluffs rise above a moderately varied shoreline of small, shallow coves. The most striking physical aspect of the subunit is the diverse vegetation, including woodland, pasture, hay fields and orchards. The Coxsackie Creek has cut a varied corridor through the very southern end of the subunit, consisting of both deep pools in a steep rock gorge and fast flowing water through pastureland. Small tributaries and some intermittent streams drain the surrounding hills and empty into the creek. At the creek mouth are found tidal flats.

B. Cultural Character

Cultural features in this pastoral landscape include clustered farm buildings and a few isolated residences, all of which appear to be unchanged since the turn of the century. While isolated blight such as junkyards constitute discordant elements, overall a high level of maintenance is evident on the active farmland and orchards. Grazing livestock, resident wildlife and changing light patterns add ephemeral effects. NY Route 61 respects the topography, and in the southern portion of the subunit, remains a narrow rural road of great charm.

C. Views

Pleasing pastoral compositions, with a dynamic balance of elements, are frequent within the subunit. Sweeping views from the upper fields encompass 180 degree vistas. Other views are either very long or framed by vegetation. Views include filtered vistas of the Hudson River framed by a striking internal landscape of small fields and woodlands. As the roads traverse the landscape in a roller coaster manner, their disappearance and reappearance is intriguing, enticing the traveler to experience the next unfolding vista. The rolling meadows provide an undulating canvass across which shadows and highlights combine in a rich palette of hues and values, while the diverse vegetation provides a pleasing tapestry of colors and textures that changes with the seasons. Barns and farmhouses on distant hills and in hollows add focal points and color accents to the compositions. Meandering streams add linear elements.

Higher locations offer views which stretch to the Catskill Mountains to the southwest and to the Taconic Hills and Berkshires to the east. Views of the Coxsackie Creek corridor are available where NY Route 61 crosses the creek. The reflective surface of the water is in contrast to the dark rocky bluffs and scrub vegetation of the shoreland. The water surface contributes a variety of texture to the scene as it alternately tumbles over rocks and lingers in still pools.

III. Uniqueness

Although the subunit contains unusually lush farmland and forest, it is not unique.

IV. Public Accessibility

The subunit consists primarily of private land. It is accessible from NY Route 61 and highly visible from the highway, the Hudson River and the subunits to the east. V. Public Recognition

While the subunit is not widely recognized by the public, the scenic quality of the southern five mile segment of NY Route 61 is recognized through its designation as a Scenic Road under Article 49 of the Environmental Conservation Law.

VI. Reason for Inclusion

The Otter Hook subunit is included in the Columbia-Greene North SASS because it exhibits great variety of topography, vegetation and views. The topography ranges from the flat alluvial plain along the Hudson to the adjacent plateau more than 100 feet above the river. Vegetation includes pasture, orchard and woodland. The hues and tones of the landscape vary as the direction and intensity of light changes. The subunit is unified by its pastoral character. There is high contrast between: forms, including between the rolling land and the farm structures; texture, between the diverse vegetative cover and the changing character of the Hudson River; and patterns, including the contrast between the textures of the forested and farmed areas.

The subunit is highly visible to the public from NY Route 61, the Hudson River and its eastern shore. The views available are of outstanding composition and scenic quality. The southern five mile segment of NY Route 61 is a designated Scenic Road under Article 49 of the Environmental Conservation Law.

CGN-6 Coxsackie Creek Subunit

I. Location

The Coxsackie Creek Subunit contains about 350 acres of land on either side of the Coxsackie Creek. Its western boundary is NY Route 61. It shares its northern, eastern and southern boundaries with subunits CGN-5 Otter Hook, CGN-7 Coxsackie Island and CGN-8 Coxsackie Farmland, respectively. The subunit is located in the Town of New Baltimore, Greene County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is comprised of farmland along the east side of NY Route 61 and a steep, densely wooded ravine cut by the Coxsackie Creek in its descent from this plateau 100 feet above the Hudson River. A mix of hardwood forest and meadow vegetation covers the folds and hollows that flank the ravine. The winding creek has a moderately varied shoreline. Although the water of the creek is present, it is not a dominant element in the landscape.

B. Cultural Character

Land use in the subunit consists of forestry and dairy farming. Cultural features in the subunit include 19th century farmsteads, fences, walls and fields associated with traditional farming activities. The farms are well maintained, and there are no discordant features. Wildlife and rushing water add ephemeral elements.

C. Views

Some panoramic views are wider than 180 degrees, while other views are limited by vegetation. From the upper fields there are long views to the Hudson and Taconic Hills to the east and to the distant Catskills to the west. Striking internal compositions focus on the winding passage of the Coxsackie Creek through the ravine. From some locations the distant Catskill Mountains form a backdrop in views to the west, with low hills filling the viewshed to the east. There are no major focal points.

III. Uniqueness

The Coxsackie Creek subunit is not unique.

IV. Public Accessibility

The subunit is visually accessible from NY Route 61 and forms the middle ground in views to the west from subunits on the eastern shore of the Hudson River. The interior landscape of the State land in the creek corridor is accessible via trails.

V. Public Recognition

NY Route 61 in the subunit is a designated Scenic Road under Article 49 of the Environmental Conservation Law, and the Coxsackie Creek corridor from NY Route 62 to the Hudson River is owned by the State Department of Environmental Conservation. Otherwise, the subunit is not well known to the general public, and recognition is limited to travelers on Route 61 and local residents.

VI. Reason for Inclusion

The Coxsackie Creek subunit is included in the Columbia-Greene North SASS because it contains a great variety of woodland and field vegetation and high contrast among landscape elements. The contrast between the flat farmland on the plateau and the steep ravine is sudden and dramatic. There is strong textural contrast between the hard, rough rock face of the ravine and the creek's reflective pools and tumbling water. The Coxsackie Creek corridor is owned by the State and accessible to the public via trails. The subunit is visible from NY Route 61, a designated Scenic Road under Article 49 of the Environmental Conservation Law, which runs along the western edge of the subunit. It forms the middle ground in views to the west from subunits on the eastern shore of the Hudson River.

CGN-7 Coxsackie Island Subunit

I. Location

The Coxsackie Island Subunit encompasses Coxsackie Island, Rattlesnake Island and adjacent western shorelands of the Hudson River from the mouth of the Coxsackie Creek south to the northern boundary of the Village of Coxsackie. The subunit's western boundary lies along Riverside Avenue in the southern

portion and along the top of the bluffs in the northern portion. Its eastern boundary is a common boundary with the CGN-19 Sheffer subunit. The subunit is located in the Town of New Baltimore and in the Village and Town of Coxsackie, Greene County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is comprised of a steep wooded hillside rising 200 feet above the Hudson River, with two islands at its base. The islands are separated from the shore by channels up to twenty feet deep. A rolling plateau is found in the southern portion of the subunit along Riverside Avenue. The subunit is covered with mature woodland, except for some small clearings adjacent to the shore of the Hudson. Water is a dominant element in the subunit. The Hudson River is approximately 2,000 feet wide in this area and has an extremely varied shoreline bordering islands, coves and bays.

B. Cultural Character

Navigational aids and a few undistinctive dwellings are located along the Hudson River, but otherwise cultural activity is lost in the rich natural character of the area. The navigational light on the north end of Rattlesnake Island and resident wildlife provide some ephemeral effects. The area is generally well-maintained. The unscreened residential development is a discordant feature in this predominantly natural landscape.

C. Views

The subunit offers sweeping vistas over a shallow bend in the Hudson, including some four to five miles of river corridor. The landform creates strong compositions. Islands provide focal points in the views, while the Village of Coxsackie provides a backdrop to the scene on the south and west. The distant Catskill Mountains are visible in views from the top of the bluff. There are also views of the wooded hills of Stuyvesant in the CGN-22 Nutten Hook Farms and CGN-18 Stuyvesant Landing subunits to the east. In general, the combination of a complex shoreline, the Hudson's proximity to the Village, and mature trees overhanging the water combine to form scenic compositions of exceptional quality.

III. Uniqueness

The scenic quality of the subunit is noteworthy, but it is not unique.

IV. Public Accessibility

The Coxsackie Island subunit is primarily in private ownership. However, it is accessible and visible from the Hudson River and from Riverside Avenue in the Town of Coxsackie, and from a dirt road, Sweezey Road, which runs along a portion of the northern shore. The subunit is visible from NY Route 9J on the eastern shore of the Hudson and from the railroad trains which also run along the eastern shore.

V. Public Recognition

Public recognition of the subunit is limited primarily to boaters and local residents.

VI. Reason for Inclusion

The Coxsackie Island subunit is included in the Columbia-Greene North SASS because it contains a varied landform of steep bluffs, hills and islands that offers sweeping vistas of the Hudson River and the distant mountains to both east and west. The shoreline is also varied. High contrast of form, patterns and colors is present among the vegetation and water elements. The dramatic topographic change, the steepness of the slope and the isolation of the islands combine to make this subunit serve as a visual counterpoint to adjacent traditional village and farm landscapes. The Hudson River unifies the landscape. The subunit is generally free of discordant features, except for a few new residences. It is accessible from the Hudson River and visible from the Hudson and from Riverside Avenue in the Town of Coxsackie.

CGN-8 Coxsackie Farmland Subunit

I. Location

The Coxsackie Farmland subunit incorporates upland farms in the northern portion of the Town of Coxsackie. Its northern boundary generally follows the Town's northern boundary, while the southern edge of the subunit reaches south to just behind the houses along Van Dyck Street and Lawrence Street in the Village of Coxsackie. NY Route 61 constitutes its western boundary. Its eastern boundary consists of common boundaries, including Riverside Avenue, with the CGN-9 Coxsackie Village and the CGN-7 Coxsackie Island subunits. The subunit is located in the Town and Village of Coxsackie, Greene County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the subunit is flat to rolling with a small valley. It incorporates approximately 400 acres of actively farmed fields and orchards. There are some specimen trees, generally in the vicinity of the farm residences and barns. The water element is minor, consisting of a small brook.

B. Cultural Character

The physical and cultural attributes of this area are closely tied together. The farmland is part of the fertile lowlands stretching parallel to the Hudson River first settled in the 17th century by the Dutch as they migrated south from Rensselaerwyck. The Dutch established their early farms inland, out of sight of the Hudson River and the British soldiers. Coxsackie is most closely associated with Peter Bronck who settled there in 1662. The community is also known for the Coxsackie Declaration signed in Peter

Bronck's house on May 17, 1775 by 221 Hudson Valley farmers. After hearing of the Battle of Lexington the farmers declared their opposition to the actions of the British Parliament.

The historic continuity of land use is obvious in the appearance of the subunit, giving it a timeless quality. Large barns and farmstead clusters, vernacular in character, nestle in the landscape, sheltered by specimen trees. The farming activities and broad expanse of sky contribute ephemeral effects to the landscape. There are some discordant features associated with the highway corridor and the village housing adjacent to the southern portion of the subunit.

C. Views

Views from the subunit are characterized by open sky and horizontal fields stretching into the distance. The breadth of views is generally greater than 180 degrees. While the Hudson River is not directly in view, the Catskills on the west and Taconics on the east serve as distant backdrops for the pastoral compositions. The simplicity and scale of the subunit are unusual in the normally complex, tight landscapes along the Hudson.

III. Uniqueness

Although the large flat fields are noteworthy, they are not unique.

IV. Public Accessibility

The subunit is primarily in private ownership. This open landscape is accessible and highly visible, however, from NY Route 61, Riverside Avenue and other local streets.

V. Public Recognition

The subunit, with its sweeping views, is admired by travelers through Coxsackie, but is not well known by the general public. NY Route 61 is a designated Scenic Road under Article 49 of the Environmental Conservation Law.

VI. Reason for Inclusion

The Coxsackie Farmland subunit is included in the Columbia-Greene North SASS because it is a publicly accessible landscape with dramatic views. Topographic variety is limited, but the alternations in crops, orchard plots, and wood lots provide a fair degree of vegetative variety. The landscape is unified by the farm land use. The subunit is recognized as the viewshed of NY Route 61, a designated Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is accessible and highly visible from NY Route 61, Riverside Avenue and other local streets.

CGN-9 Coxsackie Village Subunit

I. Location

The Coxsackie Village subunit consists of the eastern third of the Village of Coxsackie and a small portion of the Town of Coxsackie to the north. Its western boundary lies 500 feet west of NY Route 385 from the southern village boundary to the intersection with Lafayette Avenue, then 500 feet west of Lafayette Avenue, Van Dyke Street, Noble Street and Riverside Avenue to just north of the village's northern boundary. Its eastern boundary consists of its common boundary with the CGN-7 Coxsackie Island, CGN-24 Stockport Flats and CGN-23 Nutten Hook subunits. The subunit is located in the Village and Town of Coxsackie, Greene County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

In the northern portion of the subunit the topography consists of a steep 140 foot bluff edging a cove on the Hudson River which provides some variety to the shoreline. In the southern portion the land slopes gently to a narrow alluvial plain and is covered with a modest variety of trees and lawns. The Hudson River is approximately 2800 feet wide in this area and is joined by small tributary streams. The Hudson is a dominant element in the landscape. The central portion of the subunit includes the open lawn of a large park at the water's edge. Tidal flats border some portions of the waterfront, while the upland consists of a large flat stretch of filled land, including the waterfront park and Reed Street.

B. Cultural Character

The subunit includes the corridors of local streets and the southern portion of the NY Route 385 corridor in the Village of Coxsackie, adjacent neighborhoods and the Coxsackie waterfront. The village is built above and below the steep bluff and on hills overlooking the Hudson River. The area encompassing the Village of Coxsackie was purchased from the Indians in 1662, and the English issued the Coxsackie Patent to the new owners in 1687.

Development of Reeds Landing, also known as Coxsackie Middle Landing and Coxsackie Landing, began in 1784. Reed Street was named after Eliakim Reed who operated a dock and warehouse on the Hudson River prior to 1800. By 1810 the land had been subdivided and early buildings stood on piles in the marsh areas. By the mid-1800s this landing was the main commercial waterfront area for Coxsackie and included many enterprises such as ship-building, ice harvesting, a carriage factory, a printing press factory, an iron foundry and the sale of lumber and coal. A ferry once ran between Coxsackie and Newton Hook on the east bank of the Hudson River. The Village of Coxsackie was incorporated in 1867.

While the village architecture is predominantly modest Victorian vernacular, the buildings are clustered in a tight grid pattern resulting in a strong sense of place. More mercantile buildings with their 19th

century storefronts intact remain than is usual in Hudson River communities. A State-owned riverfront park and boat launch are graced by a large gazebo used for concerts and other events. Park events and boating activities on the Hudson provide ephemeral effects. The village is tidy and generally well cared for, although some pockets of deterioration exist, constituting discordant features. The design of the modern post office building is not compatible with the surrounding historic structures and constitutes a discordant feature.

C. Views

Broad views to the east, 90 to 180 degrees in breadth, are dominated by the Hudson River against a backdrop of wooded islands, Nutten Hook and the low hills, farms and estates located in the CGN-22 Nutten Hook Farms subunit on the east bank. Moderately long views of two to three miles are available up and down the Hudson. The riverfront park provides a focal point in views from the Hudson. In views to the east from the village, the waterfront provides a climax to the natural movement down the hill and through the center, a burst of openness at the end of narrow vertical corridors. The simplicity of the scene provides a balance of visual elements, providing many pleasant compositions in different locations within the village. The integration of streets, buildings, and steep landform provides visual variety and a liveliness it would lack on a flatter site.

III. Uniqueness

Because of its strong sense of place and orientation to the Hudson River, the Coxsackie subunit is unique.

IV. Public Accessibility

The subunit is publicly accessible from NY Route 385, local streets and the Hudson River. It is also visible from Nutten Hook, which is owned by the State of New York and managed by the Department of Environmental Conservation, from the railroad trains and from other locations on the eastern shore of the Hudson.

V. Public Recognition

Thirty-two buildings in the business district and environs constitute the Reed Street Historic District listed on the State and National Registers of Historic Places. The village is not well recognized by the general public, however.

VI. Reason for Inclusion

The Coxsackie subunit is included in the Columbia-Greene North SASS because it contains a moderate variety of scenic components, including the built environment of the tight village settlement, upland and marsh vegetation, the Hudson River and its wooded islands. Unity is achieved through the setting of a well preserved, historic village, recognized through the listing of the Reed Street Historic District on the State and National Registers of Historic Places. The openness of the waterfront park and of the Hudson

River contrast with the historic street corridors. Coxsackie is a unique historic village in a pristine natural setting. The subunit is accessible from NY Route 385, local streets and the Hudson River and is visible from Nutten Hook, the railroad trains and other locations on the eastern shore of the Hudson.

CGN-10 Lampman Hill Subunit

I. Location

The Lampman Hill subunit extends south from the Village of Coxsackie along NY Route 385 to the intersection with Four Mile Point Road. Its northern boundary is a common boundary with the CGN-9 Coxsackie Village subunit. Its southern boundary, a common boundary with the CGN-11 Vosburgh Swamp subunit, runs northeast to a point just south of Beecher Road. Its eastern boundary is the common boundary it shares with the CGN-24 Stockport Flats subunit. The subunit is located in the Town of Coxsackie, Greene County. Consult the Columbia-Greene North SASS map sheets, numbers 2 and 3, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit contains dramatic topographical changes, from a 260 foot high hill and 100 foot high wooded bluffs rising above the Hudson River to the level upland plateau behind the bluffs and the broad expanse of the Hudson. The land is covered with diverse vegetation of lawns, specimen trees, hardwood forest and meadows. Water is a dominant element in the subunit, the Hudson being approximately 1500 feet wide in this area. Its shoreline is moderately varied with some coves present.

B. Cultural Character

The subunit is rich in historic resources. The Town of Coxsackie was first settled by members of the Peter Bronck family who built a house in 1663 to the west outside the subunit, now the Bronck Museum operated by the Greene County Historical Society. In that house on May 17, 1775, 225 members of the Committee of Correspondence and Safety signed the Coxsackie Declaration stating that Americans should only be ruled by themselves. In the early 1800s Leonard Bronck Lampman built his imposing French chateau still located atop Lampman Hill. A number of other significant homes dot the subunit, acting as focal points for views within the area, their estate-like lawns sweeping down to the Hudson River. The waterfront contains several old landings and remains of docks. At one time ice houses were numerous along the shoreline.

There is some farming activity, primarily hayfields, which contribute seasonal ephemeral effects. The subunit is generally well maintained but contains some discordant features in the form of spreading residential development on ridgelines.

C. Views

The subunit's elevation provides spectacular views four to five miles along the Hudson River and across the Hudson to the woods and farms of Stockport located in the CGN-25 Newton Hook Ravine subunit on the east bank. Viewing opportunities in some locations extend 360 degrees. The Catskill Mountains provide a distant backdrop in views to the west. This setting and the diverse estate landscape provide many dramatic view compositions.

III. Uniqueness

This landscape of upper Hudson villas and dramatic topography is unique.

IV. Public Accessibility

Although land in the Lampman Hill subunit is privately owned, the open nature of the subunit makes it highly visible from NY Route 385, Beecher Road and the Hudson River. The subunit is accessible from the roads and the Hudson River.

V. Public Recognition

NY Route 385 is a designated Scenic Road under Article 49 of the Environmental Conservation Law. Otherwise, the subunit is not well known to the general public, although Route 385 does carry local north - south traffic.

VI. Reason for Inclusion

The Lampman Hill subunit included in the Columbia-Greene North SASS because it is a unique upper Hudson villa landscape with dramatic topographical variety and diverse vegetation. It is visually and physically accessible from the Hudson River, NY Route 385 and local roads. Although inappropriately sited new development has decreased the landscape's unity and contributed some discordant features such as the spreading residential development on crestlines, the subunit retains a degree of scenic quality which merited recognition through the designation of NY Route 385 as a Scenic Road under Article 49 of the Environmental Conservation Law.

CGN-11 Vosburgh Swamp Subunit

I. Location

The Vosburgh Swamp subunit encompasses some 450 acres midway between the Villages of Coxsackie and Athens, including the west flats and Vosburgh Swamp as well as Four Mile Point. The subunit's northern boundary, a common boundary with the CGN-10 Lampman Hill subunit, lies just south of Beecher Road. Its western boundary, a common boundary with the CGN-12 Athens-Coxsackie Farmland subunit, generally follows the edge of the wetland except in the north where the boundary reaches west

to NY Route 385. The subunit is located in the Towns of Coxsackie and Athens, Greene County. Consult the Columbia-Greene North SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

Topographic variety is limited. The southern two-thirds of the subunit is comprised of a broad, flat marsh at the base of wooded bluffs. The northern portion consists of long, gradual slopes at the bottom of which lie a broad plain and low hills located along the Hudson River. There is a diverse mix of vegetation types including marsh vegetation, woodlands, pasture, orchard and lawns. The great variety of marsh vegetation contrasts with the heavy cover of trees on the surrounding upland. Water, including the Hudson River, coves, ponds and rivulets in the marsh, is the dominant element. The Hudson is about 3500 feet wide in this area. The shoreline is diverse, encompassing meandering streams, irregular marsh boundaries and more regular pond configurations. Small sandy beaches appear at low tide.

B. Cultural Character

Isolated by the marsh, a small group of homes is clustered on a low rise called Four Mile Point. Partially hidden in the trees, they symbolize an older way of life along the river. The buildings provide a charming cultural element in the midst of this natural area. The subunit is generally well maintained, but some discordant features such as abandoned gravel pits and scattered new housing are present. Wildlife, river traffic and rising mists over the Hudson contribute ephemeral effects.

The roadbed of the Saratoga and Hudson River Railroad is still visible in the northern portion of the subunit. Built in 1867 by Cornelius Vanderbilt to bring farm produce and other goods from inland areas to the docks in Athens, the railroad was dubbed the White Elephant Railroad when its docks and depot burned nine years after their construction.

A 19th century stone lighthouse with clapboard wings still stands at the elbow of Four Mile Point. Once the site of ice houses, the point is now a quiet, rather isolated landscape with a strong relationship to the Hudson River. The Scenic Hudson Land Trust, Inc. owns the 7.6 acre Four Mile Point Preserve, opened in September 1992, which provides public access to the river, a beach, picnic area, and a promontory trail and overlook with spectacular views of the river, Stockport Middleground Flats, and agricultural lands of Columbia County. The Town of Coxsackie manages and maintains the preserve.

C. Views

The subunit offers full views of the Hudson, its islands, and the bluffs and hills of the Hudson's eastern shore. The depth of views is limited only by the relatively low elevation. There are moderately long views up and down the Hudson for two to three miles. Some broad views extend 90 to 180 degrees, and those from the upland areas to the east extend to the Taconic Hills. Views to the west across the

pastures at the top of the slopes reach to the distant Catskill Mountains. With a background of river and low hills, the composition is horizontal, unified and tranquil.

Interior landward views are of historic barns and houses framed with large trees and surrounded by lawns with the Hudson for a backdrop. Four Mile Point Road is narrow and winding, revealing new compositions with each turn. Views from the road include the Hudson River, ponds, marshes, woodlands and historic structures.

III. Uniqueness

The Vosburgh Swamp subunit is not unique.

IV. Public Accessibility

The Vosburgh Swamp subunit is accessible from Four Mile Point Road and from the Hudson River. It is visible from NY Route 385, the Hudson and its eastern shore, including the passing railroad trains. There is evidence of use of the beach areas for picnicking and viewing the Hudson River. The abandoned right-of-way of the White Elephant Railroad is used informally by local residents to gain access near the Hudson River. Public accessibility has increased with opening of the Four-Mile Point Preserve.

V. Public Recognition

The Vosburgh Swamp is known for its wildlife values and attracts bird watchers from around the Northeast. Four Mile Point is well known to boaters. Otherwise the subunit is known primarily by local residents, particularly hunters. NY Route 385 is a designated Scenic Road under Article 49 of the Environmental Conservation Law, and the Vosburgh Swamp subunit is visible from the highway. The Scenic Hudson Land Trust, Inc. recently purchased land on Four-Mile Point for a park open to the public.

VI. Reason for Inclusion

The Vosburgh Swamp subunit is included in the Columbia-Greene North SASS because it is a distinctive landscape with a great variety of vegetation and a moderately varied landform. The texture and color of the marshland vegetation contrast with that of the wooded uplands. The historic structures also provide an element of contrast, although they are well integrated with the natural setting. The water elements of the Hudson River and the Vosburgh Swamp are dominant and unify the subunit.

The subunit is publicly accessible from the Hudson River and NY Route 385 and visible from Route 385, the Hudson River and its eastern shore. NY Route 385 is a designated Scenic Road under Article 49 of the Environmental Conservation Law because of the views it provides, including views of the Vosburgh Swamp subunit. Public recognition is generally limited to local residents except for that segment of the public involved in bird watching and hunting. Public accessibility has increased with opening of the Four-Mile Point Preserve.

CGN-12 Athens-Coxsackie Farmland Subunit

I. Location

The Athens-Coxsackie Farmland subunit is comprised of about 500 acres of land bordering NY Route 385. Its northern boundary is a common boundary with the CGN-10 Lampman Hill subunit, anchored at the intersection of Route 385 and Four Mile Point Road. The eastern boundary of the subunit is the common boundary with the CGN-11 Vosburgh Swamp subunit. The Village of Athens northern boundary constitutes the southern boundary of the subunit and the southern boundary of the SASS on the Greene County side of the Hudson River. The subunit is located in the Towns of Athens and Coxsackie, Greene County. Consult the Columbia-Greene SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is characterized by successional farmland on a low bluff overlooking Vosburgh Swamp and the Hudson River. The land slopes down from the highway to the Hudson, from an elevation of 100 to 150 feet, creating a moderate amount of topographic diversity. Vegetation is a mix of second growth deciduous forest, pasture, hayfield and scrub. The shoreline is moderately varied, consisting of small coves and bays and the marsh edges.

B. Cultural Character

The Athens-Coxsackie Farmland subunit has a rich cultural and historic heritage evident in traditional farmstead clusters and attractive vernacular architecture. The area has been occupied since prehistoric times. Robert Juet, crewman on Henry Hudson's Halfmoon, recorded in his diary having run aground on the flats and trading with the Indians. He describes the beauty of the landscape in his writings. In 1667 the Loonenburg Patent, which included lands in the southern portion of the subunit, was granted to Adrian Van Loon. The first house on the large farm was built to the south of the subunit in what is now the Village of Athens by Jan Van Loon in 1708. The land was then subdivided over the years. The early settlers of these fertile flat lands were farmers, many of whom had migrated from the Manor of Rensselaerwyck to the north.

The northern portion of the subunit lies in the Town of Coxsackie, which was founded in 1788. The Town of Coxsackie once extended south to Murderer's Creek in what is now the Village of Athens. The Town of Athens was founded in 1815 and incorporated the southern portion of the original area of Coxsackie.

The subunit was once traversed along its eastern edge by the Saratoga and Hudson River Railroad. Built by Cornelius Vanderbilt in 1867 to bring farm produce and other goods to Athens docks, it was dubbed the White Elephant Railroad nine years later when its docks and depot were destroyed by fire. Its abandoned right-of-way, sometimes atop a six-foot berm across open fields, is still visible.

The contrast of the farmsteads with their open, natural surroundings is blurred by recent residential development along the highway. A greenhouse as well as cultivated clusters of trees belonging to a commercial nursery are located along NY Route 385. In general the area seems to be in transition, with many abandoned fields and new homes in evidence. There is some evidence of neglect.

Farming activities provide some ephemeral effects. Scattered new development contributes a moderate degree of discordance.

C. Views

The subunit overlooks Vosburgh Swamp and the Hudson River. Views from the subunit include partial vistas to the east of the Hudson with the Taconic Hills visible in the distance. Views to the west include the dramatic backdrop of the Catskill Mountains. The views extend from one to two miles in length and are 90 to 180 degrees in width. The varied landscape provides a pleasing variety of visual elements, organized around a pastoral theme. There exists a dynamic balance of elements in the view compositions, with the Catskills and Hudson River islands providing some focal points.

III. Uniqueness

The Athens-Coxsackie Farmland subunit is an uncommon pastoral landscape, but it is not unique.

IV. Public Accessibility

The subunit is primarily in private ownership. It is visible from the Hudson River and the subunits on the eastern shorelands as well as from NY Route 385. In the southern portion River Road provides access to the southern edge of the subunit, and the Hudson River provides access to its length. Its eastern edge along Vosburgh Swamp is visible from the Hudson River. The abandoned right-of-way of the White Elephant Railroad runs along the eastern boundary of the subunit and is used informally by local residents for hiking and snowmobiles.

V. Public Recognition

The subunit is not widely recognized by the public, although it constitutes the eastern foreground of the NY Route 385 viewshed. NY Route 385 is a designated Scenic Road under Article 49 of the Environmental Conservation Law.

VI. Reason for Inclusion

The physical character of the subunit is its most dominant scenic attribute. The low bluffs and pastoral landscape of the Athens-Coxsackie Farmland subunit are highly visible from the Hudson River and its eastern shorelands as well as from NY Route 385, a designated Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is accessible from the Hudson River and River Road. The subunit exhibits a moderate variety of topography and vegetation highly unified by the historic farming

activities. The contrast among the landscape elements of broad fields, woodlands and river is moderate. The composition and extent of views to the Catskills and Taconics is dramatic.

CGN-13 Schodack Landing Subunit

I. Location

The Schodack Landing subunit constitutes the northeastern portion of the SASS. Its northern boundary lies along Knickerbocker Road, approximately two miles north of the Columbia/Rensselaer County line. Its eastern boundary follows the coastal boundary which in the southern portion of the subunit lies along a railroad spur inland from the Hudson River. The southern boundary is a common boundary with the CGN-15 Poolsburg subunit, and the western boundary is a common boundary with the CGN-4 Islands subunit. The subunit is located in the Town of Schodack, Rensselaer County and the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform consists of heavily wooded bluffs and terraces paralleling the Hudson River. The vegetative cover is diverse, ranging from lawns and individual trees in the hamlet of Schodack Landing to mature woodlands, orchards and open meadows in the surrounding countryside. Water, in the form of the Hudson River and the Schodack Creek, is a dominant element in the subunit. Streams cut through the bluffs in several locations. Some wetlands line the shore which includes headlands and small coves.

B. Cultural Character

The predominant land use in the subunit is residential, consisting of a cluster of historic homes located along NY Route 9J and parallel secondary roads in the hamlet of Schodack Landing. The historic structures are of many architectural periods, some dating to the 18th century. They are generally well maintained and set in a village landscape of yards and gardens. To the north of the hamlet, older houses are scattered along the highway corridor, creating more of a strip development pattern.

The hamlet still exhibits a close relationship with the Hudson River. Originally settled by the Dutch in the early 1700s, Schodack Landing was an important commercial center in the 18th and 19th centuries used by the settlers to ship their farm produce and other products such as furs and tanned hides to the cities to the north and south. In the late 1800s river ice was a major commodity. As with other landings on the Hudson, the advent of the railroad changed the transportation patterns, and Schodack Landing became a small local stop along the line. No trains stop in the hamlet today.

The railroad tracks still parallel the Hudson and detract slightly from the settlement's visual and physical connection with the river. Other than the railroad, there are no discordant features to mar the landscape. The subunit is very well maintained.

C. Views

The subunit provides full views, 90 to 180 degrees in width and two to three miles long, of the Hudson River and Lower Schodack Island, which divides the Hudson in this area. The bridges which carry the railroad and the New York State Thruway over the Hudson are visible in the background to the north, outside of the subunit. The bridges and the islands contribute focal points to the views. Because of the wooded nature of the subunit, however, views from NY Route 9J and local roads are very limited. Within the hamlet views are oriented along the highway and are punctuated with a pleasing irregular cadence of historic structures sited at irregular distances from the corridor. The hamlet is the focus of views from the river.

III. Uniqueness

The Schodack Landing subunit's cluster of historic homes set atop the low bluff overlooking the Hudson River and Houghtaling Island is unique.

IV. Public Accessibility

The subunit is accessible to the public via the Hudson River and NY Route 9J. It is visible to passing motorists, boaters and rail passengers.

V. Public Recognition

The subunit is part of the Schodack Landing Historic District listed on the State and National Registers of Historic Places.

VI. Reasons for Inclusion

The Schodack Landing subunit is included in the Columbia-Greene North SASS because it exhibits an unusual variety of historic structures set in a landscape of moderate topographic variety. The subunit is highly unified by the hamlet theme and the colors of both the natural and cultural components. There exist striking contrasts between the natural and man-made forms. The subunit is generally free from discordant features. It is accessible to the general public via the Hudson River and NY Route 9J and is visible to passing motorists, boaters and rail passengers. The subunit is publicly recognized through the Schodack Landing Historic District listed on the State and National Registers of Historic Places.

CGN-14 Stuyvesant Farms Subunit

I. Location

The Stuyvesant Farms unit lies eastward of the bluffs lining the Hudson River and extends south for 3 miles from the Columbia-Rensselaer County line. The subunit is approximately 1 mile wide, and is a common boundary with the CGN-16 Stuyvesant Woods subunit. Its western boundary, a common boundary with the CGN-16 Stuyvesant Woods subunit, is located 1/4 mile east of the east bank of the Hudson River. Its eastern boundary follows the State coastal boundary. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit has great topographic variety consisting of rolling hills and small ravines interspersed with large open fields, meadows, orchards and woodlands in a predominantly agricultural landscape. The woodlands are mature and create a substantial visual contrast to the open fields. While there are some small ponds and streams, water is not a dominant feature in the landscape.

B. Cultural Character

Agriculture is the principal land use, with a mix of tilled fields, pastures, orchards and woodlands. Historic farmstead and estate structures are of a fine vernacular architecture and are well-maintained. There are a few scattered single family houses along the lightly traveled roads in the subunit. No obvious discordant elements exist to detract from the pastoral landscape which is reflective of a working agricultural community.

C. Views

Views from the subunit are varied, although views of the Hudson River are limited. There are more substantial views 90 to 180 degrees in width over fields to woods and distant hills to the east, the Berkshires, and to the west, the Catskills. Within the subunit, views of farms and woodlands create a rich three dimensional tapestry. Historic farmsteads and estates serve as focal points in the landscape of fields and woods.

III. Uniqueness

The scale and quality of the pastoral agricultural landscape of this subunit is unique. With no obvious discordant elements, the highly scenic landscape continues a traditional rural heritage in the rapidly growing Hudson Valley region.

IV. Public Accessibility

Although the land in the subunit is primarily in public ownership, the subunit is accessible and visible from a network of local roads.

V. Public Recognition

Public recognition is limited to local residents and travelers on local roads

VI. Reason for Inclusion

The Stuyvesant Farms subunit is included in the Columbia-Greene North SASS because it exhibits an unusual variety of major components including highly diverse topography and vegetation. The mature woodlands present a striking contrast in texture with the open farm fields. This scenic pastoral agricultural landscape is a unique example of the traditional rural heritage. The subunit is generally free of discordant features and is accessible and visible to the public via the network of local roads.

CGN-15 Poolsburg Subunit

I. Location

The Poolsburg subunit is composed of two separate small settlements located in northern Columbia County on the banks of the Hudson River. The first settlement, Poolsburg, is about 4 miles north of the hamlet of Stuyvesant, while the second settlement is another 1 1/2 miles north of Poolsburg. They are essentially surrounded by the CGN-16 Stuyvesant Woods subunit. The subunit shares its western boundary with the CGN-4 Islands subunit. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 1 for subunit boundaries.

II. Scenic Component

A. Physical Character

The landform in both settlements is composed of a terrace and bluffs 100 feet in height overlooking the Hudson River. Vegetation is diverse, ranging from lawns and individual trees in the hamlets to woodlands and orchards immediately adjacent. The river shoreline along both areas is moderately varied, consisting of small coves and headlands. The river is a dominant element in the landscape, with a width from 500 to 1000 feet.

B. Cultural Character

The principal land use in the subunit is residential, although the number of houses is probably fewer than 25. Most structures are historic, of a consistent high quality design and generally well-maintained. There is a strong visual connection between the groups of houses and the river, which is the dominant and organizing visual element in the landscape; yet the river is somewhat cut off from the upland areas

by the railroad line which traverses both settlements. The tracks themselves plus electric transmission lines scattered throughout the subunit constitute discordant features.

Many ephemeral effects are present in the subunit, including river traffic, passing trains, wildlife and sunsets.

C. Views

There are full views of the Hudson River 90 to 180 degrees in width from the groups of houses in each hamlet, including views of Houghtaling Island. Views are also available one to five miles along the Hudson. Views within the subunit include the houses, which provide a pleasing contrast and accent to the surrounding landscape. River islands and low hills across the river provide a background for views which also encompass headlands, islands and navigation lights as focal points.

III. Uniqueness

The subunit is not unique, although the strong variety of positive visual elements, consisting of historic homes in small riverfront settlements, bluffs, woodlands and the river, is fairly unusual within the region.

IV. Public Accessibility

The subunit is accessible and visible from NY Route 9J and local roads and is visible to train passengers and passing boaters on the Hudson River. The railroad tracks are a barrier to access between the river and the shorelands.

V. Public Recognition

Public recognition is limited to local residents and travelers on the Hudson River, NY Route 9J and the trains.

VI. Reason for Inclusion

The subunit is included in the Columbia-Greene North SASS because it has a high variety of major components made up of dramatic topography and diverse vegetation along the Hudson River which unifies the landscape. The texture of the vegetation and the bluffs contrast with the changing surface of the Hudson. The subunit is generally free of discordant features. It is accessible to the public via NY Route 9J and local roads and is visible from the roadways, the Hudson River and the railroad trains.

CGN-16 Stuyvesant Woods Subunit

I. Location

The Stuyvesant Woods subunit stretches approximately 3 1/2 miles along the Hudson River and its eastern shore. Its southern boundary is irregular, a common boundary with the CGN-22 Nutten Hook Farms and CGN-18 Stuyvesant Landing subunits. The western boundary is a common boundary with the CGN-17 Mill Creek Marsh, CGN-4 Islands and CGN-15 Poolsburg subunits. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Green North SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the subunit is dramatic, composed of steep, corrugated bluffs up to 100 feet high together with numerous ravines carved by the many streams flowing into the Hudson River. There are small uplands between the stream courses. The vegetation is diverse, ranging from mature woodlands on the steep hillsides to open meadows and occasional orchards on the uplands.

The subunit has about one mile of straight river shoreline at its northern end, lined with the railroad tracks. In the south, the shoreline undulates along the marsh located in the CGN-17 Mill Creek Marsh subunit to the west. Water is a dominant element in the landscape, including many streams and the Hudson River itself.

B. Cultural Character

There are some scattered residential land uses of modest houses with simple vernacular architecture located around old river landings; but most of the landscape is in a natural state, with few cultural features. A designated Scenic Road under Article 49 of the Environmental Conservation Law, NY Route 9J lines the west side of the subunit from north to south, while three local roads climb the bluffs eastward from NY Route 9J. The railroad tracks are located along the river's edge. A second spur runs through the middle of the subunit from north to south.

Wildlife, waterfalls on the streams, passing trains and boats add ephemeral effects to the landscape. The subunit is generally well-maintained, with the railroad tracks and overhead electric transmission lines the primary discordant features.

C. Views

The elevation of the subunit provides full views of the Hudson 90 to 180 degrees wide and moderately long views up and down the river. Islands, particularly Houghtaling Island, and distant hills across the river provide a backdrop. However, the heavily wooded terrain limits views from NY Route 9J and the local roads. Views within the subunit encompass a great variety of scenes because of the diversity of the

landscape and vegetation. The stream patterns establish narrow views along their ravines, while their narrow uplands provide more open and extended views. The islands and navigation lights contribute focal points.

III. Uniqueness

The subunit is not unique, although the combination of wooded bluffs and ravines, numerous streams, uplands and a generally unsullied natural landscape is unusual in the region.

IV. Public Accessibility

The subunit is accessible via NY Route 9J and local roads and is visible from NY Route 9J, local roads, passing trains, the Hudson River and the subunits on the western shore.

V. Public Recognition

Public recognition is limited to local residents and travelers on the Hudson River, the trains and NY Route 9J.

VI. Reason for Inclusion

This subunit is part of the Columbia-Greene North SASS because it has a wide variety of major components, including dramatic topography and diverse vegetation and water elements. These are highly unified within a relatively undisturbed and diverse natural landscape of high visual quality. The combination of steep bluffs and ravines plus narrow uplands covered by mature woods, meadows and a few orchards is unusual in the region. The subunit is generally free of discordant features. It is accessible to the public via NY Route 9J and local roads and is visible from the Hudson River, the highways and trains and from the Hudson's western shore.

CGN-17 Mill Creek Marsh Subunit

I. Location

The Mill Creek Marsh subunit is located about one mile north of the hamlet of Stuyvesant and extends north about two miles along the eastern shore of the Hudson River. Its inland boundary to the east generally follows NY Route 9J, a common boundary with the CGN-16 Stuyvesant Woods subunit. The subunit shares western boundaries with CGN-4 Islands subunit. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is a low-lying tidal marsh with some second growth woodlands. The land is flat to gently rolling with a moderately diverse river shoreline containing several small coves and inlets. Water is the dominant element in the landscape, the Hudson River being about 2000 feet wide at this point. Several streams, including the Mill Creek, flow through the subunit.

B. Cultural Character

The only cultural features in the subunit are the railroad line passing north to south through the length of the subunit and through the middle of the marsh in the southern portion. Route 9J edges the subunit to the east of the railroad tracks. Otherwise, the landscape remains in a natural state. Wildlife, passing trains, sunsets and river traffic are important ephemeral effects associated with the area. The subunit is generally well-maintained, the only discordant features being the railroad tracks and some overhead electric transmission lines.

C. Views

The subunit offers full views of the Hudson River 90 to 180 degrees in width. The length of views is limited by the subunit's low elevation. The dominant visual elements in the landscape are the Hudson River and the uniform vegetation covering the wetlands with a backdrop of nearby rolling hills and a few islands. Focal points include headlands and navigation lights.

III. Uniqueness

The subunit is not unique. The type of river/shore wetland landscape represented by the subunit is fairly common in the region.

IV. Public Recognition

Portions of the subunit are owned and managed by the Nature Conservancy, and the area is included in the New York Natural Heritage Program. Familiarity with the subunit is limited to travelers on the Hudson River, NY Route 9J and the trains.

V. Public Accessibility

The subunit is accessible from the Hudson River and is highly visible from the railroad and the river and partially visible from NY Route 9J. The subunit is visible from the subunits on the western shore of the Hudson River.

VI. Reason for Inclusion

The Mill Creek Marsh subunit is included in the Columbia-Green North SASS because it is a highly unified natural landscape which, while not distinctive itself, is surrounded by and links distinctive subunits in all directions. It is accessible to the public from the Hudson River and visible from the river, trains, NY Route 9J and from the western shore of the Hudson River. It is publicly recognized through its inclusion in part in the New York Natural Heritage Program and the Nature Conservancy's ownership of portions of the marsh, the wildlife of which contributes ephemeral elements to the subunit. The subunit is generally free of discordant features and serves as an important backdrop for significant views from these neighboring subunits.

CGN-18 Stuyvesant Landing Subunit

I. Location

The Stuyvesant Landing subunit is a corridor about 1 1/4 miles long encompassing a narrow strip of bluffs along the eastern shore of the Hudson River. It shares boundaries with the CGN-20 Stuyvesant Hamlet subunit on the east, generally along NY Route 9J; the CGN-16 Stuyvesant Woods and CGN-17 Mill Creek Marsh subunits on the north; the CGN-21 Stuyvesant Ravine and CGN-19 Sheffer subunits on the south and the CGN-4 Islands, the CGN-5 Otter Hook and CGN-7 Coxsackie Island subunits to the west. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic components

A. Physical Character

The topography of the subunit consists primarily of a steep bench of bluffs which rise 100 feet above the shore of the Hudson River. Vegetation is comprised of woods, open meadows and lawns which lie to the east of the bluffs. Water is the dominant element in the subunit, the Hudson being 2,000 feet wide in this area. The shoreline is somewhat diverse, including a small cove and flats.

B. Cultural Character

A small portion of the hamlet of Stuyvesant is included in the subunit. Transportation facilities and vernacular houses nestled in wooded lots constitute the principal land uses. The interrelationship of the hamlet with the Hudson is somewhat disrupted by the railroad tracks along the river's shore, but the historic importance of the landing is still evident in the remaining, though unused, railroad station and the street connections of the shoreland with the upland and interior. NY Route 9J, the principal transportation route, runs along the top of the bluff east of the houses, except in the southern portion of the subunit where it drops down to run along the shore of the Hudson.

Stuyvesant was formed from the Town of Kinderhook in 1823 and was named after Governor Peter Stuyvesant. The landing had been called Kinderhook Landing before that time and was a departure point of vessels loaded with produce, lumber and furs from the interior. When the early Dutch and Swedish settlers arrived in the 17th century, the land was covered with pine forests. Saw mills, grist mills and later cotton mills and paper mills were constructed at Stuyvesant Falls, three miles inland on Kinderhook Creek; and their products were brought to Kinderhook/Stuyvesant Landing for shipment. Today, some historic homes remain, reflecting the wealth of these flourishing industrial periods.

The subunit is generally well maintained. The activities of village life and the passing rail and river traffic add ephemeral characteristics to the landscape. The dilapidated condition of the railroad station, the railroad corridor itself and the parking lots and electrical transmission lines constitute discordant features at the landing.

C. Views

The bluff provides a variety of full views both across and up the Hudson River. Although views are limited in many areas by the wooded terrain, they can reach 90 to 180 degrees in breadth, with their background being the Hudson's islands and the low hills of the western shore. The river, islands and certain historic structures are focal points.

III. Uniqueness

The subunit is not unique, although the combination of dramatic topography with the historic hamlet features is uncommon in the region.

IV. Public Recognition

Public recognition is generally limited to local residents and travelers on NY Route 9J, a lightly traveled road in this area. Route 9J north of the hamlet is a designated Scenic Road under Article 49 of the Environmental Conservation Law.

V. Public Accessibility

The subunit is accessible to the public via the Hudson River, NY Route 9J and local streets. It is visible to train passengers and passing boaters.

VI. Reason for Inclusion

The Stuyvesant Landing subunit is included in the Columbia-Greene North SASS because it is a highly unified hamlet landscape with a moderate variety of scenic components which provide some contrast, especially in the dramatic topography and textures of vegetation. The subunit is accessible to the public via the Hudson River, NY Route 9J and local streets. It is publicly recognized in part through the designation of the northern portion of NY Route 9J as a Scenic Road under Article 49 of the

Environmental Conservation Law. The subunit is generally free of discordant features, except for those in the immediate environs of the unused railroad station.

CGN-19 Sheffer Subunit

I. Location

The Sheffer subunit stretches for one mile along the east bank of the Hudson River from about 1/2 mile south of the hamlet of Stuyvesant to just north of Nutten Hook. It shares its eastern boundary with the CGN-21 Stuyvesant Ravine and CGN-22 Nutten Hook Farms subunits, its southern boundary with the CGN-23 Nutten Hook and CGN-24 Stockport Flats subunits and its western boundary with the CGN-7 Coxsackie Island subunit. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic components

A. Physical Character

There is little topographic variety in the subunit. Landform consists of low-lying wetlands and woodlands along the Hudson River, islands and some bluffs in the southern portion. Except for the bluffs and the elevated corridor of NY Route 9J, the subunit lies entirely within the floodplain. Second growth forest, primarily on the islands, and marshland provide a modest variety of vegetation. Water is the dominant element, the Hudson being 1,000 to 2,000 feet wide in this area. The shoreline undulates gently around the islands and the mouth of a small stream in the northern portion of the subunit.

B. Cultural Character

Cultural features are limited, consisting of NY Route 9J and the railroad tracks which lie near the eastern boundary in the southern half of the subunit. Otherwise, most of the area is in a natural state. The tracks constitute discordant features.

The ephemeral effects of wildlife, river traffic and passing trains contribute to the subunit's visual interest, serving as foils to the area's tranquil natural character.

C. Views

There are long, full views of the Hudson River from the subunit, greater than five miles in length and up to 360 degrees in breadth. The Village of Coxsackie and hills are visible across the river in the CGN-9 Coxsackie Village subunit to the southwest. The composition of the views is well-balanced with navigation lights on the river and Coxsackie village on the western shore constituting focal points.

III. Uniqueness

The subunit is not unique. Its riverside landscape is fairly common in the region.

IV. Public Accessibility

The subunit is accessible via the Hudson River and NY Route 9J. It is visible to train passengers and passing boaters and is the middle ground of views from the western shore of the river, particularly from the CGN-7 Coxsackie Island and CGN-9 Coxsackie Village subunits.

V. Public Recognition

Public recognition of the subunit is limited to boaters. However, the subunit does constitute the middle ground of views from the Hudson's western shore, however, particularly from the CGN-9 Coxsackie Village subunit.

VI. Reason for Inclusion

The Sheffer subunit is included in the Columbia-Greene North SASS because it is surrounded by and links highly scenic landscapes, constituting the middle ground in views from neighboring subunits. Its inclusion provides continuity to the SASS. The dominant Hudson River unifies the subunit. Its undulating shoreline provides some variety to the landscape. The subunit is accessible to the public via the Hudson River and NY Route 9J and is visible from the highway, passing trains and boats and from the Hudson's western shore. It is generally free of discordant features.

CGN-20 Stuyvesant Hamlet Subunit

I. Location

The Stuyvesant Hamlet subunit incorporates that part of the hamlet of Stuyvesant east of NY Route 9J, including areas east of the hamlet on either side of County Route 398. It also includes areas north and south of the hamlet that are mostly east of NY Route 9J. The subunit does not include any shoreland along the Hudson River. Its western boundary is a common boundary with the CGN-18 Stuyvesant Landing subunit. The subunit also shares boundaries with the CGN-22 Nutten Hook Farms and the CGN-21 Stuyvesant Ravine subunits. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of generally flat and open land covered with orchards, fields and woodlots. Near the river's edge the land drops abruptly about 120 feet. While there are some small ponds and streams, water is not a strong feature in the landscape, since the subunit does not include shoreland along the river.

B. Cultural Character

The principal land uses in the subunit are agricultural and residential, the latter concentrated in the eastern half of the historic hamlet of Stuyvesant. Both older and newer houses are sited along the roads leading out of the hamlet. The eastern portion of the hamlet is located on the flat plain above the Hudson and contains a number of historic buildings of a high quality vernacular architecture. A noticeable number of houses have been renovated in keeping with their period style. The historic composition of the hamlet is largely intact and well-maintained with few discordant features, primarily the new dwellings.

Some discordant features in the subunit are associated with the newer houses arranged in a strip development pattern along the roads leading out of the hamlet.

C. Views

Views to the west include the Hudson River in the middle ground, with the Catskills ever present in the distant background. Interior views extend across fields and meadows, sometimes framed by mature woodlands, with focal points of farmsteads and certain historic structures located in the hamlet. There is a high degree of variety and contrast between the hamlet pattern and the surrounding rural landscape, the edge of the settled area remaining distinct.

III. Uniqueness

The relatively intact traditional pattern of historic village and rural landscape, without significant discordant features, is uncommon within the region, but it is not unique.

IV. Public Accessibility

The subunit is accessible from NY Route 9J and local roads.

V. Public Recognition

Public recognition is limited to local residents and travelers on NY Route 9J, a lightly traveled road in this area.

VI. Reasons for Inclusion

The Stuyvesant hamlet is included in the Columbia-Greene North SASS because it has a high variety of cultural elements and diverse vegetation unified by the hamlet context. Contrast exists between the traditional landscape of mixed farms and woodlands and the compact historic hamlet. The subunit is accessible from NY Route 9J and local roads. While there are some discordant features in the form of new houses, the subunit is generally well-maintained and free from discordant features.

CGN-21 Stuyvesant Ravine Subunit

I. Location

The Stuyvesant Ravine subunit comprises an area about 1/4 mile wide on both sides of a small stream, from the stream mouth at the Hudson River to about 3/4 mile upstream. The subunit is located from 1/4 to 1/2 mile south of the hamlet of Stuyvesant. It shares boundaries with the CGN-22 Nutten Hook Farms, CGN- 20 Stuyvesant Hamlet, CGN-19 Sheffer and CGN-18 Stuyvesant Landing subunits. The subunit is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of a steep and dramatic wooded ravine cut by a stream with waterfalls flowing down to the Hudson River where there lies a small outwash plain. Most of the area is in an undisturbed natural state with a diversity of vegetation ranging from woods to meadow and wetland plants. Water is a dominant element in the landscape, including the stream itself, the Hudson River and a small cove along the river's shore.

B. Cultural Character

Due to the steep topography, the subunit has remained primarily in a natural state. The exception is a single local road winding down the ravine on the south side of the stream with a scattering of modest houses of a good vernacular architecture located along its corridor. The subunit is generally well maintained.

With no discordant features to mar the scene, the ephemeral effects of wildlife, waterfalls, river traffic and passing trains serve to reinforce the area's tranquil character.

C. Views

While views from the ravine are limited by topography and vegetation, from some areas there are full views of the Hudson River with a background of river islands and low hills across the river.

III. Uniqueness

The subunit is not unique, although it has a high level of natural integrity stemming from its high variety of positive features, including steep ravines, waterfalls, undisturbed natural landscapes, stream, woods and wetlands.

IV. Public Accessibility

The subunit is accessible from a local road and the Hudson River and is visible to travelers on the road, to train passengers and to passing boaters.

V. Public Recognition

Public recognition of the subunit is limited to local residents.

VI. Reasons for Inclusion

The Stuyvesant Ravine subunit is included in the Columbia-Greene North SASS because it is a highly scenic area with a varied and dramatic topography of steeply wooded ravines, a stream with waterfalls flowing into the Hudson River and a diversity of vegetation largely in a natural state. The scenic elements are strongly unified by the natural integrity of the area and the focus provided by the topography and water elements. The subunit is accessible via a local road and the Hudson River and is visible to train passengers and boaters. It is generally well-maintained and contains no discordant features.

CGN-22 Nutten Hook Farms Subunit

I. Location

The Nutten Hook Farms subunit is composed of two sections of upland adjacent to the eastern banks of the Hudson River, both north and south of the CGN-20 Stuyvesant Hamlet subunit. The northern portion is located generally northeast of the hamlet of Stuyvesant, being about 1/4 mile north of County Route 398 and bordered on the west and north by steep ravines which form an irregular common boundary with the CGN-16 Stuyvesant Woods and CGN-18 Stuyvesant Landing subunits. Its eastern boundary follows the coastal boundary.

The southern portion extends from approximately 1/4 mile south of County Route 398 to just north of Newton Hook. The bluffs along the Hudson River form the western boundary, a common boundary with the CGN-21 Stuyvesant Ravine and CGN-25 Newton Hook Ravine subunits. Its eastern boundary is coterminous with the coastal boundary. Both sections of the subunit are located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

This subunit is composed primarily of relatively flat upland farmland. Vegetation is greatly varied, consisting of extensive open fields and meadows separated by wooded hedgerows, orchards and some

patches of woods. There are a few water features in the form of steep wooded hillsides and ravines bordered by small ponds and streams.

B. Cultural Characteristics

Much of the subunit is comprised of active, exceptionally well-maintained and prosperous looking farms which retain a traditional agricultural landscape of farmsteads with surrounding fields separated by orchards, small woodlots and hedgerows. This is a classic and valued settlement pattern which has not yet been altered by the scattered housing development found in other parts of the region. There are only a few scattered single-family houses along the local roads, with the exception of a mobile home park at the western edge of the northern portion of the subunit. Few discordant features are visible in the landscape. Other than the few scattered houses and the mobile home park, the only buildings present are farm buildings designed in the classic vernacular style which complement the rich historic heritage of a traditional agricultural way of life.

C. Views

The subunit offers only very limited views of the Hudson River, but there are wide panoramic views in all directions across farm meadows and fields. Low hills and woods plus the Catskills to the west provide background to the views. Farm buildings and individual specimen trees provide some local points of interest.

III. Uniqueness

The Nutten Hook Farms subunit is a unique landscape. Its extensive pastoral landscape of operating farms is rare within the region.

IV. Public Accessibility

A moderate degree of public access within the subunit is provided by a network of local roads.

V. Public Recognition

Public recognition of the subunit is limited to local residents.

VI. Reasons for Inclusion

The Nutten Hook Farms subunit is included in the Columbia-Greene North SASS because it is a unique landscape. The fields, woodlands, and farmstead clusters within this subunit create a pleasing variety and contrast in a unified agricultural land use pattern. The unusual variety of positive visual elements in the subunit in combination with extensive high quality active farmland close to the river gives the subunit a scenic quality which is rare in the Hudson River region. Although the subunit is in private ownership, the landscape is moderately accessible from the network of local roads. The subunit is generally free of discordant features.

CGN-23 Nutten Hook

I. Location

The Nutten Hook subunit consists of a small area of about 20 acres located on the east shore of the Hudson River directly across the river from the Village of Coxsackie. It has common boundaries with the CGN-9 Coxsackie Village, CGN-24 Stockport Flats and CGN-19 Sheffer subunits. The subunit is about 1/4 mile long and 500 feet wide and is located in the Town of Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of two small hills rising above the floodplains which extend beyond the subunit along the shoreline for a mile up and down the Hudson. Steep and rocky banks are found where the hills meet the river. A portion of the shale hill has been disturbed to accommodate the R & W Scott Ice House, the stone foundation of which is still visible. The varied shoreline is indented with coves and inlets. Water is the dominant feature in the landscape. Mature woodlands are the predominant vegetative feature, but meadow and wetland vegetation also occur.

B. Cultural Character

Although Nutten Hook was once the eastern terminus for the Coxsackie to Stuyvesant ferry, the subunit is principally in an undisturbed natural state with the exception of a small road winding down between the two hills to the river's edge and the grown-over remains of the historic boat landing and ice business. Located on Nutten Hook peninsula are the ruins of the R. & W. Scott Ice Company's power house and ice house. Sites of ice harvesting once included horse barns, workshops, offices and even housing for the employees. The R & W Scott Ice Company once handled more than 50,000 tons of ice per season. The power house, which supplied power for the elevators that carried the blocks into the ice house, was constructed in 1885. The company operated through the first third of the 20th century, although under other names. The ruins are in the most intact condition of any in the Hudson River region. Giving a romantic aspect to the landscape, the ruins have significant architectural value and lend a rich heritage to the site. Fortunately, the entire area is in public ownership. With no discordant features in the subunit, the wildlife and nearby river traffic are important ephemeral effects associated with the site.

C. Views

Panoramic views of 90 to 180 degrees in breadth extending up and down the Hudson are available from the subunit, although the length of the views is somewhat constrained by the limited elevations of the hills, and the width of the views by the tree cover. Background elements for the views include the hills

across the river and the Village of Coxsackie, located on the western shore. The village is also a focal point in the viewshed, as are nearby river islands.

III. Uniqueness

The subunit's landscape of undisturbed natural features punctuated with industrial ruins of significant architectural interest is unique.

IV. Public Accessibility

The subunit is most visible from the Hudson River and the Village of Coxsackie on the western shore. Visual access is also provided by the one local road running down to the river between the two small hills in the subunit. Although Nutten Hook is publicly owned, a gate across the road at the railroad tracks discourages general public access to the area.

V. Public Recognition

Nutten Hook is publicly owned. The R & W Scott Ice Company Power House and Ice House Site is listed on the State and National Registers of Historic Places. Nutten Hook is also recognized as the middle ground of views from the subunits on the western shore.

VI. Reason for Inclusion

The Nutten Hook subunit is included in the Columbia-Greene North SASS because the undisturbed wooded hills jutting into the river and its historic, romantic ruins combine to form a unique landscape generally free of discordant features. The subunit has an extremely varied shoreline. Contrast is found between the industrial ruins and the natural landscape. The dominant water feature of the Hudson River unifies the subunit. The subunit is accessible from the Hudson River and visible from both shores. It is publicly recognized through public ownership and through the listing of the R & W Scott Ice Company Power House and Ice House Site on the State and National Registers of Historic Places.

CGN-24 Stockport Flats Subunit

I. Location

The Stockport Flats subunit incorporates the islands and flats located along the eastern shore of the Hudson River, extending from the southern end of Stockport Middle Ground Island northward to one quarter mile north of the settlement of Newton Hook. The railroad tracks form the eastern boundary of much of the subunit, a common boundary with the CGN-25 Newton Hook Ravine subunit. To the west lie the CGN-9 Coxsackie Village, CGN-10 Lampman Hill and CGN-11 Vosburgh Swamp subunits. The Stockport Flats subunit is located in the Towns of Stockport and Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform is composed primarily of heavily wooded and flat river banks, wetlands, mudflats and wooded islands. Vegetation is diverse given the variety of landforms, but second growth forest predominates. The shoreline is extremely varied with numerous coves, inlets and streams flowing into the river. Water is the dominant element in the landscape. The landscape is mostly flat except for Little Nutten Hook, a drumlin-like feature located on the river's edge.

B. Cultural Character

The only development in the subunit is located in the historic settlement of Newton Hook which includes a number of houses with consistently good vernacular design. Houses extend somewhat north and south of the settlement along NY Route 9J. In the southeastern section of the subunit is located a dike, known as the Fordham Point Dike No. 2, which extends from Little Nutten Hook to a small island just to the west. The landscape is generally well maintained. Passing trains add to the ephemeral effects in the landscape of wildlife, river traffic and sunsets. Power lines and the railroad tracks themselves are discordant features.

C. Views

Views from the subunit are limited due to the flat topography and abundant trees which filter views of the Hudson and its banks, with the Catskills providing a distant backdrop in views to the west. Buildings in the hamlet, some ruins, and the islands provide focal points in the viewsheds. The corridor of the Hudson is predominantly natural in character in this area.

III. Uniqueness

Although the type of landscape and its combination of elements represented by the subunit is uncommon in the Hudson River region, the subunit is not unique.

IV. Public Accessibility

The subunit is accessible via the Hudson River, and Nutten Hook hamlet is accessible via local roads. Portions of the subunit are visible from local roads and to train passengers and passing boaters. It constitutes the middle ground in views from neighboring subunits, particularly those on the western shore.

V. Public Recognition

Public recognition of this subunit is limited to local residents, hunters and birders, some of whom travel to the area from outside the region.

VI. Reason for Inclusion

The Stockport Flats subunit is included in the Columbia-Greene North SASS because it is a noteworthy landscape which links the distinctive subunits surrounding it. The subunit encompasses a unified, primarily unspoiled, mostly wooded landscape of islands, wetlands and an indented shoreline which is generally free of discordant features. Vegetation is diverse as is the landform and shoreline. The Hudson River is the dominant unifying element. The subunit is accessible via the Hudson River and is visible from both shores and passing trains. The islands are focal points in views from adjacent subunits.

CGN-25 Newton Hook Ravine Subunit

I. Location

The Newton Hook Ravine subunit is comprised of the steep bluffs along the Hudson River from the deep, wooded ravines east and north of Little Nutten Hook to just north of Stockport Creek and a common boundary with the CGN-29 Stockport Creek subunit. Its western boundary is a common boundary with the CGN-24 Stockport Flats subunit. The subunit extends on the east to the coastal boundary, except in the southern portion where it shares a common boundary with the CGN-26 Judson Farms subunit. The subunit is located in the Towns of Stockport and Stuyvesant, Columbia County. Consult the Columbia-Greene North SASS map sheets, numbers 2 and 3, for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform is composed predominantly of steep, wooded ravines and bluffs, the ravines having been cut by streams flowing down from the neighboring uplands to the Hudson River. Vegetation is diverse, ranging from woodland to plants characteristic of wetlands and meadows. Water is the dominant force creating this landscape, both physically and visually. The Hudson River's shoreline is varied, consisting of a deep, one half mile cove, inlets and stream outlets.

B. Cultural Character

Due to the steep slopes, there are few cultural features in this subunit, with the exception of some modest houses along the few local roads. An old clay quarry is located roughly in the middle of the subunit, while the railroad follows the Hudson River shoreline. These two features are the principal discordant elements, but they are of small scale and relatively minor when balanced against the dramatic and varied topography and semi-wild natural character of the landscape.

C. Views

Views from most of the subunit range from moderately wide to narrow, being shaped primarily by the steep wooded slopes. There are filtered views through the trees of the Hudson River from the western

edge of the subunit, with partial views of the Catskill Mountains which form a dramatic backdrop to the west. Hudson River islands and headlands along the shore located in the CGN-24 Stockport Flats subunit provide some focal points. In the southern portion, Southers Road follows the bluffs and offers spectacular long views up and down the Hudson River in the vicinity of Judson Point.

III. Uniqueness

Although the type of landscape represented by this subunit is uncommon in the Hudson River region, it is not unique.

IV. Public Accessibility

The subunit is somewhat accessible from the few local roads. The subunit is visible from the west bank of the Hudson River, particularly from NY Route 385, which is a designated Scenic Road under Article 49 of the Environmental Conservation Law. It is also visible to train passengers and passing boaters.

V. Public Recognition

Public recognition of the subunit is limited to local residents and boaters.

VI. Reason for Inclusion

This subunit is included in the Columbia-Greene North SASS because is it a strongly unified landscape composed of a classic, heavily wooded bluff and ravine cut by streams flowing down to the river from the uplands above. Vegetation is the dominant unifying feature in this landscape. There are few other areas which exhibit the strong unity of wooded, steep slopes and ravines with only a few discordant features detracting from the landscape. Its dramatic, varied topography, with diverse vegetation and filtered views of the river and Catskills beyond give high visual quality to the landscape. The subunit is accessible via the Hudson River and local roads and is visible from the railroad trains and from the west shore of the Hudson, including NY Route 385, a Scenic Road designated under Article 49 of the Environmental Conservation Law.

CGN-26 Judson Farms Subunit

I. Location

The Judson Farms subunit incorporates the upland plateau adjacent to the bluffs of the CGN-29 Stockport Creek subunit to the south and the CGN-25 Newton Hook Ravine subunit to the west. Its eastern boundary lies along NY Route 9J and a small tributary of the Stockport Creek. The subunit is located in the Town of Stockport, Columbia County. Consult the Columbia-Greene North SASS map sheet number 3 for subunit boundaries.

II. Scenic components

A. Physical Character

The subunit's landform is comprised of gently rolling to flat uplands at an average elevation of 150 feet. The pastoral farm landscape of large open fields and orchards is punctuated by scattered mature woodlands. There are several scattered ponds and streams, but water is not a dominant feature.

B. Cultural character

The land use is primarily agricultural, part of an apparently thriving historic farm community. Structures consist of historic farm buildings and some new homes in a generally well maintained landscape. Detracting somewhat from the agricultural landscape of fields, orchards and woods are some new homes which are not compatible in style with the historic structures, contributing discordant elements to the scene. Gateways along the roads and large old houses set among the fields suggest that large estate-like farms may once have predominated in the area.

C. Views

Views from the subunit's western edge are of the Hudson River and some islands in the middleground, with the Catskill Mountains to the west across the river forming a dramatic backdrop. Some of the views to the west are 90 to 180 degrees in breadth. Internal views are oriented across large fields and meadows to the surrounding woodlands. Focal points include the Catskill Mountains, farm buildings and individual significant trees.

III. Uniqueness

The subunit is not unique, but it is mostly pastoral, unified landscape of fields, woods and scattered farmsteads is becoming increasingly uncommon as agriculture continues to decline in the Hudson Valley region.

IV. Public Accessibility

Land in the subunit is privately owned. The subunit is moderately visible from local roads and NY Route 9J.

V. Public Recognition

Public recognition of the subunit is generally limited to local residents, although the subunit is in the viewshed of NY Route 9J, a designated Scenic Road under Article 49 of the Environmental Conservation Law.

VI. Reason for Inclusion

The subunit is included in the Columbia-Greene North SASS because it has an unusual variety of vegetation including meadows, orchards and forests unified by the working farm landscape. Although the subunit's landscape is not unique, it is representative of the disappearing pastoral landscape. The subunit is visible to the public from local roads, and its northern portion is recognized as part of the viewshed of NY Route 9J, a designated Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is generally free of discordant features.

CGN-27 Columbiaville Subunit

I. Location

The Columbiaville subunit includes the hamlet of Columbiaville and the surrounding uplands. It is bordered on the south, east and west by the bluffs of Stockport Creek and Kinderhook Creek which are located in the CGN-29 Stockport Creek subunit. A portion of the western boundary is shared with the CGN-26 Judson Farms subunit, and the northeastern boundary is coterminous with the coastal boundary. The subunit is located in the Towns of Stockport and Claverack, Columbia County. Consult the Columbia-Greene North SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform consists predominantly of gently rolling uplands at an average of 150 feet in elevation. The undeveloped areas contain a mixture of woodlands and meadows of diverse vegetation. Lawns and gardens are prevalent in the developed areas. Water is not a dominant element in the landscape, since only a small portion of the Kinderhook Creek and a few minor tributaries are located in the subunit.

B. Cultural Character

The principal land uses in the subunit are residential and commercial. NY Route 9 traverses the subunit. The highway divides into two branches in the north, the western branch becoming NY Route 9J. Columbiaville has largely retained its historic settlement pattern and collection of vernacular historic structures clustered close to the roads and to each other. The Stockport and Kinderhook Creeks border the settlement, reminders of the historic connection of the community with the creeks and the Hudson River. The Town of Stockport was once known as an industrial community, with its mills, some of which were located in Columbiaville, taking advantage of the waterpower of the creeks. The subunit is generally free of discordant features.

In contrast with the tight cluster of the hamlet, however, newer homes, trailer parks and businesses line the highway, with some open meadows and woodlands interspersed. Discordant features in the subunit

are associated with the dominant presence of NY Route 9 and its related strip development which have significantly reduced the scenic quality of the subunit.

C. Views

Views within the subunit are of moderate length and breadth with meadows composing the middle ground, and hills and woods, the background. The Hudson River is not visible from most areas of the subunit, but the Catskill Mountains provide a distant backdrop to the west. NY Routes 9 and 9J are located along the spine of a crest which affords views across open fields to the Taconic Hills in the east.

III. Uniqueness

Although uncommon within the region, the landscape of the subunit is not unique.

IV. Public Accessibility

The subunit is accessible from NY Routes 9 and 9J which are well traveled in this area. Several local roads also provide visual access to the landscape which is primarily in private ownership.

V. Public Recognition

NY Route 9J in the northern portion of the subunit is a designated Scenic Road under Article 49 of the Environmental Conservation Law. Public recognition of the rest of the subunit is limited to local residents and travelers on the State highways.

VI. Reason for Inclusion

The Columbiaville subunit is included in the Columbia-Greene North SASS in order to link the distinctive subunits which adjoin it on the west, south and east, providing continuity to the SASS. The subunit has a moderate variety of positive features in a fairly well unified landscape and is accessible to the general public via NY Routes 9 and 9J and local roads. Its northern portion is publicly recognized as part of the viewshed of NY Route 9J, a designated Scenic Road under Article 49 of the Environmental Conservation Law.

CGN-28 Stottville Farms Subunit

I. Location

The Stottville Farms subunit is comprised of an upland area to the east of the bluffs in the CGN-29 Stockport Creek subunit with which it shares its western boundary. Its eastern boundary follows Joslen Boulevard and NY Route 9; and its southern boundary is Gifford Parkway just north of the Hudson City line, the southern boundary of the SASS. The subunit is located in the Towns of Greenport and Stockport, Columbia County. Consult the Columbia-Greene North SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform is composed largely of open rolling uplands covered with extensive active farm fields and orchards. Small woodlots line steep slopes and the banks of several small streams. The streams wend their way between the hills to eventually flow through the deep ravines in the adjoining S-33 Stockport Creek subunit along the Hudson to the west. While some ponds and streams are present, water is not a dominant element in the landscape.

B. Cultural Character

The subunit is a good example of a classic farm landscape. Well maintained dairy farms, estates and orchards with farm buildings and houses of good architectural design present a picture of a traditional way of life that once predominated in the Hudson Valley. Early settlers in the area were farmers who also were traders. They shipped their produce, furs and lumber from the river landings to Albany and New York City. Today farm activity, wildlife and sunsets contribute ephemeral effects to the landscape, and discordant features are limited to the adjacent highway corridor and a small subdivision in the southern end of the subunit.

C. Views

Views from the subunit are extensive due to the large, sweeping, uninterrupted farm fields. The breadth of views extends greater than 180 degrees. The Hudson River is prominent in the middle ground, while the Catskill Mountains provide a dramatic backdrop to the west and southwest. Within the subunit, the highly varied, broad views are framed by woodlands. Farmhouses, barns and individual significant trees provide focal points.

III. Uniqueness

The subunit is not unique, although such an intact pastoral landscape is uncommon in the region and becoming increasingly rare.

IV. Public Accessibility

The subunit is highly visible from NY Route 9 and local roads. This upland also forms the background of views from the uplands on the western shore of the Hudson River including those from NY Route 385, a Scenic Road designated under Article 49 of the Environmental Conservation Law and located in the CGN-12 Athens-Coxsackie Farmland subunit.

The land in the subunit is in private ownership, except for more than 200 acres at the southern end of the subunit which have been purchased by the Columbia Land Conservancy and the Open Space Institute as part of the Greenport Hudson River Conservation Area which extends west into the CGN-29

Stockport Creek subunit. Up to 30 acres will be used as a park for the Town of Greenport, and a ridge trail is proposed. Implementation of these plans will greatly increase public access to the subunit.

V. Public Recognition

Public recognition is limited to area residents and others who travel NY Route 9 and secondary roads in the subunit. The State highway is relatively well traveled in the area. The importance of this landscape is recognized through the creation of the Greenport Hudson River Conservation Area by the Columbia Land Conservancy and the Open Space Institute.VI. Reason for Inclusion

The Stottville Farms subunit is included in the Columbia-Greene North SASS because it exhibits a unusual variety of major components, including strong topographic variety and the varied vegetation of the working agricultural landscape. The subunit is accessible and highly visible from NY Route 9J, from local roads and from the uplands on the western shore of the Hudson River. Public access will increase as the new Greenport Hudson River Conservation Area and Greenport Town Park, including the proposed ridge trail, are opened to the public. The creation of the conservation area recognizes the importance of this landscape.

CGN-29 Stockport Creek Subunit

I. Location

The Stockport Creek subunit encompasses approximately 1,000 acres of eastern shoreland and the adjacent waters of the Hudson River. Its southern boundary is Gifford Parkway and the center of North Bay, the southern boundary of the SASS. The subunit extends north and east to include the corridors of Stockport Creek and Kinderhook Creek. Its western boundary is a common boundary with the CGN-11 Vosburgh Swamp subunit except south of the swamp where the western boundary is the mean high tide line on the eastern shore of Middle Ground Flats. Its eastern boundary is a common boundary with the CGN-28 Stottville Farms subunit. The subunit is located in the Towns of Greenport and Stockport, Columbia County, and in the Village of Athens, Greene County. Consult the Columbia-Greene North SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform consists of steep ravines and bluffs from 75 to 150 feet high along the Hudson River and the Kinderhook and Stockport Creeks and their tributaries. Water dominates the landscape, the Hudson River varying in width from 1,000 to 4,000 feet. The shoreline of the Hudson is convoluted, consisting of wetlands, mudflats, coves and creek mouths. The Stockport Creek winds around islands and flats, and its water tumbles over falls and rocky platforms. In places the creek bluffs have sheer rock faces. The Stockport Creek, the second largest unobstructed tidal freshwater stream on the Hudson, receives the

waters of the Kinderhook and other smaller creeks which drain the uplands to the north, east and west, and then empties into the Hudson in the northern portion of the subunit.

B. Cultural Character

The intrusions of civilization in this predominantly untouched natural area are few, being limited to the railroad along the shore of the Hudson, a few modest vernacular structures along the banks of the Stockport Creek and the tops of the bluffs, and the river traffic of commercial and recreational vessels. This belies the once-bustling nature of Stockport. Stockport was formed in 1833 from Stuyvesant, Ghent and Hudson and named after Stockport, England, the origin of James Wild, a prominent resident. Upstream on the Stockport Creek the waterfalls and remains of dams indicate former sites of the mills which once made Stockport a manufacturing community. The town even hosted an academy dedicated to training workers for the mills. The hills around Stockport Creek were covered with vineyards during the 19th century.

The area of confluence of the Stockport Creek with the Hudson is reputed to be the site of the first visit in Columbia County by Henry Hudson's crewmen. They found in a prospering, friendly native community with a lodge, cornfields and granaries. Standing near the mouth of the creek on its northern bank is the Staats House, the second house built on the site after the original homestead was burned by the Indians in 1664 by order of the English. The creek mouth was included, along with what is now the City of Hudson, in the area called Claverack Landing. At that time Claverack extended from Kinderhook south to Livingston Manor. Major Abraham Staats, a fur trader and surgeon general for the Dutch West India Company, owned a farm on the north side of Stockport Creek which was originally farmed by a tenant. In 1667 Major Staats received a patent for the land from the English. The existing house was built in the mid-17th century and was occupied by the Staats family until late in the 18th century.

Today the subunit is primarily in a natural state. Except for some structures along the Stockport Creek, the subunit is generally well maintained. With few discordant features to mar the scene, the symbolic value of the subunit as a pristine natural area is very strong. Ephemeral effects of wildlife, river traffic, sunsets and passing trains serve to reinforce the area's natural tranquility.

C. Views

The subunit has wide, full views of the Hudson, up to 180 degrees in breadth. They are of moderate length, extending one to three miles up and downstream. The variety and dynamic balance of the landscape's visual elements, together with the background provided by the unspoiled west shore of the Hudson and the distant looming Catskills to the southwest, yield many unique and outstanding compositions. Several small wooded islands and navigational lights on the river provide focal points within the viewshed.

Along the Stockport Creek the views are of a meandering water body with tumbling waterfalls and sheer cliffs. The perspective is narrow and intimate, except at the mouth of the creek where the water surface

broadens and encircles islands and the footings of the railroad bridge. Rowboats tied along the shore are the only reminders of man's presence in the surrounding area.

III. Uniqueness

The subunit's natural character is uncommon in the region, but it is not unique.

IV. Public Accessibility

The subunit is accessible to the public via County Route 22, also known as Station Road, which runs along the north shore of Stockport Creek west of NY Route 9. East of Route 9 the road runs along the top of the southern creek bank. The Hudson River shorelands and lower creek are accessible from the Hudson River, but the railroad tracks limit landing areas. At the end of Station Road on the shores of the Hudson and Stockport Creek are located a parking lot and boat ramp operated by the Hudson River Estuarine Sanctuary and Research Reserve which provides boating access to both the Hudson and the creek. The parking lot also provides visual access to the shoreline and lower creek. The Estuarine Sanctuary and Research Reserve conducts educational program tours of the area during all seasons of the year. In addition, 200 acres of waterfront property in the southern portion of the subunit, including Priming Hook and North Bay wetlands and upland, have been purchased by the Columbia Land Conservancy and the Open Space Institute to create the Greenport Hudson River Conservation Area, which extends east into the CGN-28 Stottville Farms subunit. Public access will increase when this property is opened to the public.

The subunit is visible from the Hudson River and the railroad trains on the eastern shore. It also constitutes the middle ground in views from the west shore of the river, including those from NY Route 385, a Scenic Road designated under Article 49 of the Environmental Conservation Law and located in the CGN-12 Athens-Coxsackie Farmland subunit.

V. Public Recognition

Public recognition of the subunit's scenic attributes is limited due to its secluded nature. The shorelands are well known to birders who travel to the area to observe the resident and migrating wildlife. The importance of the landscape has been recognized through the creation of the Greenport Hudson River Conservation Area.

VI. Reason for Inclusion

The Stockport Creek subunit is included in the Columbia-Greene North SASS because it has an unusually varied shoreline and changing topography which are unified by the dominant water elements. The subunit is accessible to the public via local roads, the Hudson River and the Estuarine Sanctuary boat launch and is visible from local roads, passenger trains and from the Hudson River and its western shore. The subunit is recognized by hunters and birders for its abundant wildlife, as well as through the

creation of the Greenport Hudson River Conservation Area. Except for the railroad tracks and a few deteriorated structures, the subunit is generally free of discordant features.

CATSKILL-OLANA SCENIC AREA OF STATEWIDE SIGNIFICANCE

I. LOCATION

The Catskill-Olana Scenic Area of Statewide Significance (SASS) consists of a portion of the Hudson River and its shorelands, an area approximately 5 1/2 miles long and three miles wide. Its northern boundary follows the northern boundary of the Village of Catskill on the west bank and crosses the Hudson to incorporate Rogers Island and the immediate eastern shore north of the Rip Van Winkle Bridge. Its southern boundary begins on the west bank at the intersection of Embought Road and NY Route 9W and follows Embought Road to the northern shore of Inbocht Bay, where it follows the shore of the bay east and crosses the Hudson to incorporate the mouth of the Roeliff Jansen Kill and associated bluffs south of the creek mouth on the east shore of the Hudson River. The boundary then continues east to Northern Boulevard in North Germantown and follows Northern Boulevard east to its intersection with NY Route 9G.

Along the west bank the western boundary begins at the northern boundary of the Village of Catskill and follows the ridgeline south along the Hudson River until just south of St. Anthony's Seminary where it skirts the mouth of the Catskill Creek and the adjacent land uses on the north side of the creek. The boundary then follows the northern edge of the mud flats westward, then turns south, west, then north, skirting the developed sections of the village to join the coastal boundary, incorporating the Embought area north of Inbocht Bay and portions of the Catskill Creek and Kauterskill Creek corridors west of the village.

South of the creek the boundary follows the northern edge of the mud flats on the south side of the Catskill Creek mouth, then follows the mean high water line on the Catskill Creek's southern shoreline, then turns south to pick up the southern end of West Main Street, then follows West Main Street south to Grandview Avenue, then west along Grandview Avenue to Broome Street, then south along Broome Street to the Catskill Village boundary, then west along the southern boundary of the Village of Catskill to the West Shore Railroad, then northeast along the railroad tracks to West Main Street, then west along West Main Street to the Catskill Village boundary, then along the Village boundary across the Catskill Creek to the coastal boundary on the north shore of the creek, then west along the coastal boundary to incorporate the Catskill and Kauterskill Creeks.

The included portions of the Catskill and Kauterskill Creeks are those portions west of the NY Route 9W bridge included in the coastal area. They extend upstream on the Catskill Creek two miles to the New York Route 23 bridge and 3/4 mile on the Kauterskill Creek from its confluence with the Catskill Creek west to the bridge carrying Cauterskill Road across the Kauterskill Creek.

Along the east bank the boundary incorporates Rogers Island and the adjacent steep banks of the Hudson River shoreline north of the Rip Van Winkle Bridge. The boundary runs south along the ridgeline on the east bank of the Hudson, then reaches east along the NY Route 23 bridge approach to incorporate the Olana State Historic Site and, south of Olana, follows N.Y. Route 9G south to Northern Boulevard in North Germantown. In the vicinity of Linlithgo the boundary reaches east of NY Route 9G, following the original 1981 coastal boundary.

The Catskill-Olana SASS is located in the Town and Village of Catskill, Greene County, and in the Towns of Greenport, Livingston and Germantown, Columbia County.

Consult the Catskill/Olana SASS map for the SASS boundaries.

II. DESCRIPTION

The SASS is comprised of eight subunits:

> CO-1 Catskill Bluffs, CO-2 Ramshorn Marsh, CO-3 Kykuit, CO-4 Catskill Creek, CO-5 Rogers Island, CO-6 Olana, CO-7 Greendale, and CO-8 Roeliff Jansen Kill.

They constitute an area known as the home of two major artists of the Hudson River School of Painting, Thomas Cole and Frederic Church. Thomas Cole, considered the father of the Hudson River School, America's first landscape painting movement, established his home and studio in Catskill in 1826. Although Cole produced major allegorical landscapes, his more natural landscapes were most popular. Many of the latter were inspired by American scenery, particularly in the Catskill region. His works include scenes of the Catskill Creek and Hudson River.

Frederic Church was Thomas Cole's only student. He was a young man just beginning his career when he studied at Cole's Catskill studio. In 1845 one of their sketching forays took them across the Hudson River to a promontory on the east shore upon which Church would one day compose a landscape reflective of his art and build his Persian castle, Olana. Church's early pencil sketch of the view from this hill is part of the collection at Olana of Church's works.

Church's career took him far from Olana; but after traveling to other areas of the United States as well as to South America, Europe, and the Middle East to gather the material for his paintings, Church returned to make his home on this hill overlooking the Hudson to take advantage of the views. It is likely that the association of this location with the artist's youth and Cole's tutelage drew him to return there.

The panoramic views available from Olana and its grounds are similar in composition to many of Church's most renowned works - vegetated foreground of great variety and interest framing a middle ground containing open pastures and water elements such as ponds and winding creeks, and a deep background encompassing majestic rivers and distant mountains. The paintings often were crowned by spectacular sunsets which may have been inspired in part by sunsets over the Hudson River and the Catskill Mountains. Such sunsets remain an attraction for visitors to Olana today.

Frederic Church spent more than half his life creating and perfecting the landscape and structures of his Olana estate; some of this work was carried out with the assistance of Calvert Vaux. Church saw a similarity in the roles of landscape architect and landscape painter and composed his natural surroundings as thoughtfully as he composed his paintings. He displayed his handiwork as dramatically as he displayed his paintings, constructing 7 1/2 miles of roads to open up views both within his property and to the surrounding landscape. Large windows placed on the south and west axes of the Olana castle frame views just as Church dramatically framed his paintings when they were exhibited in museums. The terraced lawn to the south of the artist's home provides a viewing platform still used by visitors to Olana to gaze upon this magnificent natural composition of hillside, trees, the majestic Hudson River and its western shorelands against the backdrop of the distant Catskills and Shawangunks.

Olana itself and the surrounding landscape of the Catskill/Olana scenic area remain a living expression of the subject that preoccupied mid-19th century naturalists, artists and writers - the intricate relationship between man and the natural world.

Other artists of the Hudson River School were also drawn to the area along with wealthy and renowned tourists searching for the sublime, the Romantic period's ideal of rural life and nature. Before railroads made traveling west to the Rocky Mountains relatively easy, the Catskills were considered the wilderness. Visitors arrived in Catskill by steamer and travelled first by stagecoach, then by narrow gauge railway inland to the mountains. The bridge that carried the train across the Catskill Creek remains and is used as a pedestrian bridge.

Water remains an important element in the landscape, from the broad expanse of the Hudson River balanced by the heart-shaped pond at Olana to the alternately meandering and tumbling waters of the Hudson's tributaries. Along the Hudson, the Catskill and Kauterskill Creeks and the Roeliff Jansen Kill, vegetated bluffs remain generally undisturbed. Although some recent construction has encroached upon their corridors, most of the structures visible on their banks are of 18th and 19th century architectural periods. The Rip Van Winkle Bridge is the most prominent 20th century element in views of the Hudson River and serves as an important public platform for viewing the river corridor. Along the east bank run the railroad tracks which link the New York metropolitan area with northern New York State, another important vehicle for public access to the river corridor. Close-up views of wildlife and the interrelationship of water and land in the corridor are available from the trains.

Catskill was originally the river landing for Old Katskill, a Dutch settlement on the creek four miles inland now known as Leeds. Cargo shipped from the landing initially consisted of agricultural products. After the American Revolution, New Englanders moving west in search of new opportunity joined with the Dutch to transform the landing into a bustling port. In 1800 Catskill's Main Street was the eastern terminus of the Susquehanna Turnpike which extended west to the Susquehanna River. As the village's economy grew, the harbor filled with sloops and became a major stop on the Hudson River Day Line. Flourishing industries included shipbuilding, milling, ice harvesting, and quarrying of blue stone for the sidewalks of New York City as well as area municipalities. The Greene County seat since the county was founded in 1800, Catskill has been the focus of politics and trade for the county. Its collection of historic

structures include grand residences overlooking the Hudson which reflect both the community's past importance and its continuing function as an area government and commercial center.

The variety of land uses is essentially the same today. On the east bank Catskill continues to be an important landing, but recreational boats rather than cargo vessels are docked in the safe harbor of the Catskill Creek. Despite some spread of development outward from the Catskill village center, a rural landscape surrounds the village, and in views from Olana the edge of the settled areas can be distinguished. On the west bank, Olana still reigns from its promontory over a predominantly pastoral landscape of forests, orchards and fields.

III. Aesthetic Significance

The Catskill-Olana SASS is of statewide aesthetic significance because it exhibits an unusual variety as well as unity of major landscape components and striking contrasts between lines, forms, textures and colors in the landscape. The SASS is generally free of discordant features. Its many undisturbed natural features plus its historic associations and diverse cultural character render this area unique in the Hudson River coastal area, New York State and the nation. The SASS is publicly accessible, both visually and physically, and recognized by the public for its visual quality.

A. Landscape Character

1. Variety

The Catskill-Olana SASS exhibits an unusual variety of landforms including flood plains and steep ravines that rise 250 feet above the Catskill and Kaaterskill Creeks; Rogers Island and Ramshorn Marsh; forested bluffs along the Hudson River and the Roeliff Jansen Kill; plateaus and rolling farmland south of Catskill Village and the promontory of Church's Hill.

A variety of water features is present, the Hudson River and its coves, channels and inlets being the most prominent. The whitewater area of the upper Catskill Creek is a relatively rare water feature in the Hudson Valley region. The Catskill and Kauterskill Creeks flow through corridors characterized by their relative freedom from human disturbance. Small streams meander through marshes along the Hudson River, and tidal flats lie adjacent to the mouths of the Catskill Creek and the Roeliff Jansen Kill at their junctions with the Hudson River.

In addition to the natural water features, a heart-shaped pond on the Olana property, a dominant element in the middle ground of views to the south from the promontory, was created by Frederic Church to balance the lakelike expanse of the Hudson in the distance. Other ponds for watering livestock have been created on farms.

The variety of vegetative types is significant to the scenic quality of the SASS, defining the pattern of active farms and old fields in some areas and buffering the edges of the SASS from discordant features

outside its boundaries. Hedgerows, forests, and tidal forested and emergent wetlands provide a variety of natural textures and colors. Historic farmsteads of tightly clustered farmhouses and outbuildings, pastures and cultivated fields with adjoining windbreaks punctuate the landscape and create a pleasant patchwork of farmland and woodland. The Olana property evidences the extensive planting undertaken by Church when he converted the cleared farmland of his newly purchased estate to the sweeping lawns and wooded slopes which frame vistas and enclose winding carriage roads today.

The SASS exhibits a variety of positive ephemeral characteristics: the ability of the land to support observable wildlife activities, the range of seasonal color change provided by the vegetation of both the marshes and the uplands, and tonal changes in the creeks caused by seasonal fluctuations of water flow. Waterfowl are frequently visible in the marshes and the tidal flats areas, particularly around Rogers Island where they are easily seen from the Rip Van Winkle Bridge and enhance the experience of the landscape throughout the SASS. Of particular note are the sunsets displayed across the broad expanse of sky and valley visible from Olana. They often tinge the Hudson River and its marshes with warm tones, then cool, before receding behind the silhouette of the Catskills.

The interface of the cultivated and the natural landscape intrigued the painters of the Hudson River School who were influenced by the Romantic Period. The sublime agricultural landscape represented to them the ideals of an agrarian society, while the natural landscape provided a focus for their fascination with the concept of wilderness.

2. Unity

The SASS is unified by the Hudson River and the topography of its shorelands. On both sides of the Hudson there is an orderly progression from open river to marshlands to forested bluffs to plateaus to rounded hills and promontories. From Olana and the Rip Van Winkle Bridge the entire sequence is visible within a single viewshed. Vegetation helps unify the components, providing a continuum of texture in the landscape. The current land use pattern reinforces the landscape composition because with few exceptions the predominant agricultural, village and estate uses have not changed the underlying landscape forms. The area provides an example of human use in harmony with the surrounding natural landscape. The two sides of the Hudson River are unified by their uniquely strong historic and visual relationship best understood when viewed from Olana, but also evident when viewed from west to east and along the corridor of the Hudson.

3. Contrast

The Hudson River and its undulating shoreline are in striking contrast with the solidity of the forested islands and bluffs. The wildness of the marsh and tidal flats contrasts with the evidence of human interaction with the landscape, both current and historical. The meandering lines of the Ramshorn Creek contrast with the broad emergent wetlands of the Ramshorn Marsh, and the tidal creeks that divide Rogers Island provide a contrast of line against flat, open form. The steep ravines along the Catskill and Kaaterskill Creek provide an especially striking contrast of solidness against the fluidity of the streams. The SASS also is rich in color contrast, both during each season and from season to season, including the

changing tone of the water surfaces and vegetation, the latter ranging from marsh grasses to forests to farm fields and transitional areas.

4. Freedom from Discordant Features

The SASS is generally free from discordant features. The farms and large homes are generally well maintained. The sharp, linear form of the Rip Van Winkle Bridge is out of keeping with the fluid form of the Hudson River and rich texture of the vegetated shorelands but, because of its simple, faceted design, avoids becoming a major discordant feature. Large blocky institutional structures are present along the bluff north of the Village of Catskill, but they are not dominant because they do not disrupt the predominantly horizontal form of the bluffs, the open space surrounding them is minimal and extensive areas of vegetation remain on the properties.

The spread of single family homes into the pastoral landscape south of the Village of Catskill is discordant, however. Although an airstrip and a junkyard are present in the southern section of the Kykuit Subunit, they are not highly visible. The junkyard is screened from NY Route 9W when trees along the highway are in foliage, but is visible during the winter and could be better screened with the addition of evergreens. The airstrip is not visible from a public roadway, but is visible from the Hudson River. It does not dominate the landscape, however, because it is a private airstrip and a relatively small element on a broad plain.

B. Uniqueness

The Catskill-Olana SASS is unique because it is the landscape which inspired the first indigenous American painting movement. This landscape remains in a condition close to that which attracted the attention of the Hudson River School of painters and provides a unique opportunity to the public to gain, through experiencing this landscape, an understanding of the aesthetic vision of the artists and the scenic quality which inspired them, particularly Thomas Cole and Frederic Church. Idyllic pastoral landscapes and wilderness, such as found along certain portions of the Catskill and Kauterskill Creeks, were main themes in the Romantic period.

The presence of the historic mansion of Olana and its designed environs, the views shaped by the vegetation and the windows of the mansion, and the role of the landscape as the viewshed of Olana is also unique. The east and west shorelands of the Hudson River are intimately related through their contributions to the composition of the views from Olana and other public viewing locations such as the Rip Van Winkle Bridge. The significance of the Catskill Creek and Ramshorn Marsh subunits of the SASS, when viewed from Olana, is based on attributes which comprise their internal landscape as well as on their importance to a nationally significant historic landmark where the view is quintessential.

At the Olana estate, the Hudson River School aesthetic, developed as the response of painters to a landscape, turns full circle to become a landscape shaped by a painter. Few sites better represent the

Hudson River's unique blend of natural landscape creatively shaped by human intervention than the Olana estate and the surrounding properties.

C. Public Accessibility

The Catskill-Olana SASS is accessible to the public via the Hudson River, State and local roads and public parks and historic sites.

The SASS is accessible from the Hudson River, which is heavily used for recreational purposes. The Catskill Creek is a popular harbor. Dutchman's Landing Park, just outside the SASS, has boat launches and provides panoramic views of the SASS to the northwest, north, northeast, east and southeast. As passenger vessel traffic increases on the Hudson, public accessibility to the river corridor will increase.

The western shore of the Hudson is somewhat accessible at the ends of Harrison Street and Williams Street in the Village of Catskill where the public can descend paths on the steep banks of the river to the water's edge. The National Audubon Society owns the northern portion of Ramshorn Marsh and provides informal public access to the marsh as well as organized field trips.

The Village of Catskill owns the Beattie-Powers Place located in the CO-1 Catskill Bluffs subunit. The management plan for this estate proposes that access be limited to the upland areas to avoid erosion of the steep river banks. However, the property provides extensive views of the Hudson River and its eastern shore.

Sweeping views in all directions are also available from the Rip Van Winkle Bridge, a well-traveled gateway to both Greene and Columbia Counties. The bridge is also used by cyclists, joggers and walkers. A public park adjacent to the bridge, operated by the New York State Bridge Authority, provides seating and picnic tables and paths down the bluff to the Hudson.

The southwest portion of the SASS is highly visible, since it constitutes the middleground of the views to the southwest from the Olana State Historic Site and National Historic Landmark. More than 250,000 tourists visit Olana annually to tour Frederic Church's home and experience Olana's designed landscape and impressive panoramic views to the west and southwest which extend to the Catskill and Shawangunk Mountains. Trails and carriage roads on the estate make the entire property accessible to the public.

The corridors of the Catskill, Kauterskill and Roeliff Jansen Creeks are visible from the numerous bridges which cross them and from the local public roads that follow their banks in many places. On West Main Street along the Catskill Creek in the Village of Catskill is located land owned by the Catskill Public Schools which is used informally by the public for fishing and launching small boats into the Catskill Creek. The northern portion of Ramshorn Marsh is owned by the National Audubon Society which provides public access through educational programs.

D. Public Recognition

Frederic Church was the most popular and best-known American painter in the country in the mid 1800's. The views from Olana inspired much of his painting, influencing American appreciation of sublime and picturesque landscapes and leading to a movement for preservation of aesthetically significant landscapes. His paintings, many of which are of the views from Olana, hang in major museums throughout the world. Thousands of visitors flock to this State Historic Site and National Historic Landmark each year to tour the mansion and see the Church paintings exhibited there. Visitors spend time on the lawns enjoying the panoramic views available from the promontory and walking the trails.

The works of Thomas Cole, the father of the Hudson River School, are also well known and are part of public and private collections. Both men gained inspiration for their work from the landscape surrounding their homes and studios. Many of Cole's landscapes focus on pastoral scenes of the area, the Hudson River, Catskill Creek and the Catskill Mountains.

Other artists of the Hudson River School also did paintings of the area, including William H. Bartlett, Asher B. Durand and Sanford R. Gifford (a native of Hudson).

The views available from the Rip Van Winkle Bridge caused it to be designated as a Scenic Road under Article 49 of the Environmental Conservation Law. Homes located on the bluffs in the viewshed of the bridge are part of the East Side Historic District listed on the National and State Registers of Historic Places.

The Olana property and its viewshed, extending north to Mount Merino and south to County Germantown Landing Road are designated under Article 49 as the Olana Extension to the Mid-Hudson Historic Shorelands Scenic District.

A portion of the Ramshorn Marsh and all of Rogers Island are both protected preserves, the Marsh being owned by the National Audubon Society and the island, by the State of New York. Their vegetation and wildlife values make a critical contribution to the scenic quality of the Hudson River corridor seen from the bridge. Also protected through conservation easements is the farm south of the Rip Van Winkle Bridge at the foot of the Olana hill.

The Scenic Hudson Land Trust holds the easements.

IV. Impact Assessment

Whether within or outside a designated Scenic Area of Statewide Significance (SASS), all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.

Policy 24 provides that when considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. The determination would involve:

(1) a review of the coastal area map to ascertain if it shows an identified scenic resource which could be affected by the proposed action, and
(2) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource.

Impairment includes:

(i) the irreversible modification of geological forms; destruction or removal of vegetation; modification, destruction or removal of structures, whenever the geologic forms, vegetation, or structures are significant to the scenic quality of an identified resource;
(ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

Policy 24 sets forth certain siting and facility-related guidelines to be used to achieve the policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. The guidelines are set forth below, together with comments regarding the applicability to this Scenic Area of Statewide Significance. In applying these guidelines to agricultural land it must be recognized that the overall scenic quality of the landscape is reliant on an active and viable agricultural industry. This requires that farmers be allowed the flexibility to farm the land in an economically viable fashion, incorporating modern techniques, changes in farm operation and resultant changes in farm structures. Policy 24 Guidelines include:

SITING STRUCTURES AND OTHER DEVELOPMENT SUCH AS HIGHWAYS, POWER LINES, AND SIGNS, BACK FROM SHORELINES OR IN OTHER INCONSPICUOUS LOCATIONS TO MAINTAIN THE ATTRACTIVE QUALITY OF THE SHORELINE AND TO RETAIN VIEWS TO AND FROM THE SHORE;

COMMENT: The undulating interface of water and land at the shoreline of the Hudson River is an important component of the SASS scenic quality. The siting of uses in a manner which would change or screen the character of that interface or cover significant portions of the water surface so as to obliterate the relationship between water and land would significantly impair the scenic quality of the SASS. Siting of extensive areas of dockage and moorings could adversely affect the contrast between water surface and land forms.

Other than the presence of the railroad tracks on the eastern shore and the Rip Van Winkle Bridge, the shoreline of the SASS is either in a natural state or in low intensity uses such as large estates. The introduction of industrial and commercial facilities in areas not presently so used would change the character of the shorelands and impair the scenic quality of the SASS.

The pattern created by the streams meandering through the Ramshorn Marsh and the contrast between the marsh and the bordering upland is a particularly critical feature of the southern

portion of the SASS. Actions which changed the character of the relationship between the marsh, the streams and the upland; altered the course of the streams; or changed or obliterated the interface between the marsh and the streams or upland would impair the scenic quality of the SASS.

The transition pattern that takes place on both shores, especially in the areas of Ramshorn Marsh and Rogers Island, contributes to the unique character of the SASS. In the southern portion of the SASS it is the relationship between the Ramshorn Marsh and the adjacent upland farmland that is unique. If development were allowed to encroach upon the Ramshorn Marsh, the pastoral upland component of this relationship would be lost. In the northern portion of the SASS it is the transition between Rogers Island and the vegetated bluffs that is unique. An encroachment of development on the bluffs would alter the natural character of the bluffs and change that relationship.

The Hudson River surrounds Rogers Island and flows in channels through the marshlands at high tide and exposes mud flats at low tide. This changing relationship and varying shoreline definition feature prominently in the scenic quality of the island. Changes in these conditions would impair the scenic character of the island and its contribution to the scenic quality of the SASS.

Both sides of the Hudson River include steep bluffs that figure prominently in views from the Hudson and from one side of the Hudson to the other. The locating of structures on the edge of these bluffs or at their highest point would introduce discordant elements into these views and impair their scenic quality.

CLUSTERING OR ORIENTING STRUCTURES TO RETAIN VIEWS, SAVE OPEN SPACE AND PROVIDE VISUAL ORGANIZATION TO A DEVELOPMENT;

COMMENT: The majority of the SASS is open space, either in forests, old fields, marshlands, estate lawns or the pastures and orchards of working farms. Historic farmsteads and estate houses punctuate, but do not dominate the landscape. More recent development tends to cluster at the roadside or in population centers, creating an edge between developed and open areas. If new development were sited so as to spread into these open areas or take the place of the varied vegetation types, the textures, colors, contrast and expansiveness of the natural landscape character and their interrelationship would be lost, impairing the scenic quality of the SASS.

INCORPORATING SOUND, EXISTING STRUCTURES (ESPECIALLY HISTORIC BUILDINGS) INTO THE OVERALL DEVELOPMENT SCHEME;

COMMENT: The SASS is a unique natural and cultural landscape. It is replete with historic structures which tell of its rich history. Houses on the west bank of the Hudson are included in the Village of Catskill's East Side Historic District. Olana is a State Historic Site and a National

Historic Landmark. Historic farmsteads date back to the Colonial period. The loss of historic structures would alter the cultural character of the landscape, remove focal points from views and diminish the level of contrast between the natural landscape and the cultural landscape, thus impairing the scenic quality of the SASS.

REMOVING DETERIORATED AND/OR DEGRADING ELEMENTS;

COMMENT: The SASS is generally free of discordant features, and structures are generally well maintained. Outside of the SASS boundaries in the viewshed of Olana are located structures which are discordant with the landscape because of their scale, color or materials. Generally they introduce a metallic or industrial element into a predominantly natural landscape. Removal may not be possible, but diminishing their dominance through a change in color and lighting of the structures or the addition of screening where possible could enhance the scenic quality of the viewshed. The addition of similar structures in the viewshed or within the SASS boundaries would impair the scenic quality of the SASS.

MAINTAINING OR RESTORING THE ORIGINAL LAND FORM, EXCEPT WHEN CHANGES SCREEN UNATTRACTIVE ELEMENTS AND/OR ADD APPROPRIATE INTEREST;

COMMENT: The landform of the SASS is primarily in an undisturbed state and is the unifying factor in the SASS. The contrast in elevation and the juxtaposition of water and land contributes to the scenic quality of the SASS. The failure to maintain existing landforms and their interrelationships would reduce the unity and contrast of the SASS and impair its scenic quality.

MAINTAINING OR ADDING VEGETATION TO PROVIDE INTEREST, ENCOURAGE THE PRESENCE OF WILDLIFE, BLEND STRUCTURES INTO THE SITE, AND OBSCURE UNATTRACTIVE ELEMENTS, EXCEPT WHEN SELECTIVE CLEARING REMOVES UNSIGHTLY, DISEASED OR HAZARDOUS VEGETATION AND WHEN SELECTIVE CLEARING CREATES VIEWS OF COASTAL WATERS;

COMMENT: The variety of vegetation and its consequent variety of texture and color in the SASS make a significant contribution to the scenic quality of the SASS. Marsh vegetation in the Ramshorn Marsh and on Rogers Island, open farm fields and orchards, hedgerows, lawns and forests all provide interest and contrast to the landscape. The wildlife supported by this vegetation adds ephemeral effects. Vegetation helps structures blend into the predominantly natural landscape and plays a critical role in screening facilities and sites which would otherwise be discordant elements in the SASS.

Removal of marsh vegetation or disruption of relationships between the marsh vegetation, the water of streams and the Hudson River, and upland vegetation would significantly impair the scenic quality of the SASS. Such a loss of vegetation in the Ramshorn Marsh would alter the character and reduce the scenic quality of the views from Olana. The addition of vegetation is some instances would screen further discordant elements in the Olana viewshed and bring the views even closer to the character which attracted the artists of the Hudson River School of

Painting. Restoration of Frederic Church's original planting plan could open more views from Olana to the west and northwest. Removal of trees on the forested bluffs along the Hudson would change the character of the river corridor and impair its scenic quality.

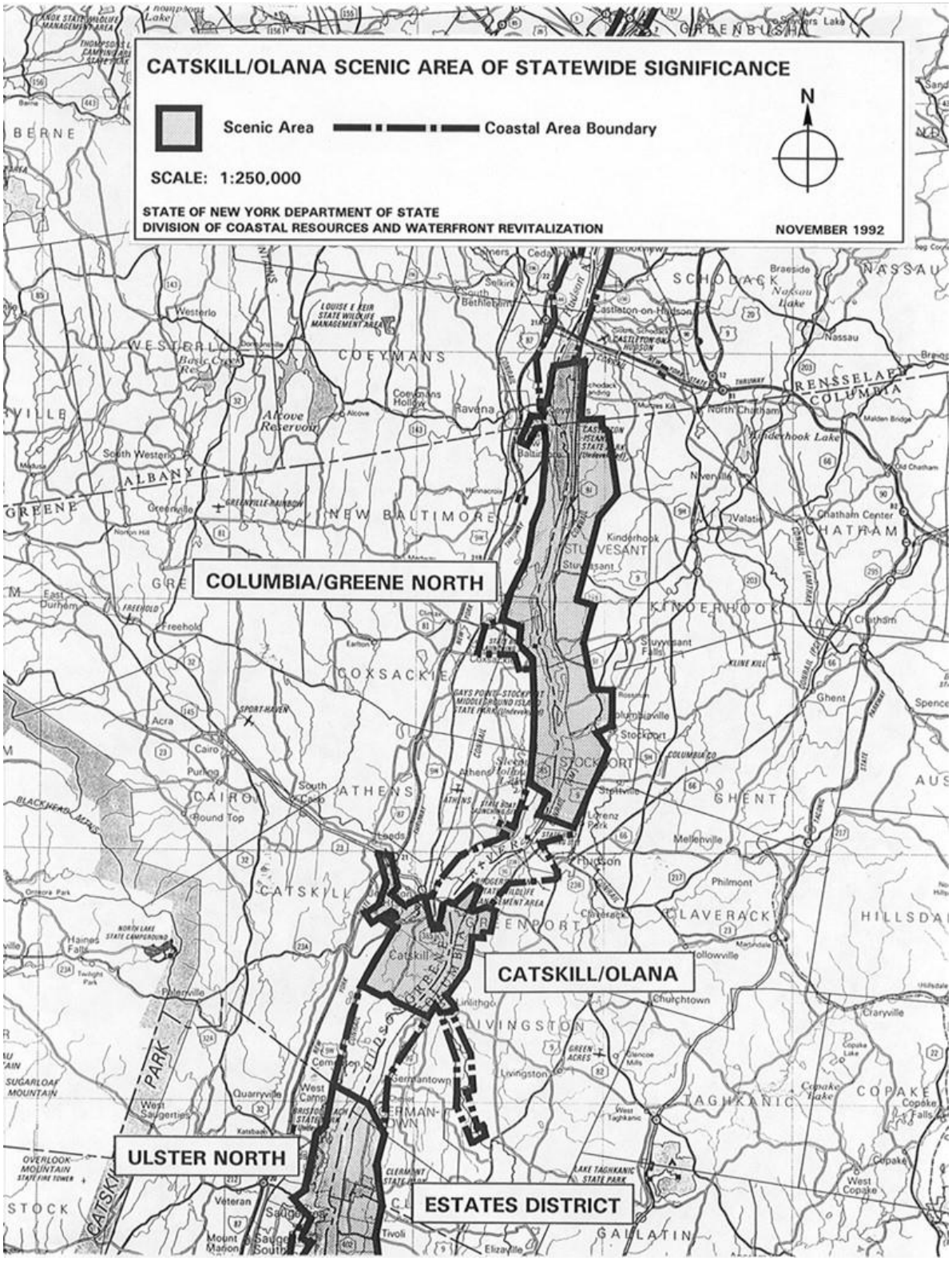
USING APPROPRIATE MATERIALS, IN ADDITION TO VEGETATION, TO SCREEN UNATTRACTIVE ELEMENTS;

COMMENT: The SASS is generally free of discordant elements. Some are present outside the SASS in the viewshed of Olana and are discordant because of their scale, color, reflective quality and materials. Industrial and commercial development can be made sensitive to the scenic quality of the area through use of a scale, form and materials which are compatible with existing land use and architectural styles and can be absorbed into the landscape composition. The failure to blend new structures into the natural setting, both within the SASS boundaries and in the viewshed of the SASS, would impair the scenic quality of the SASS.

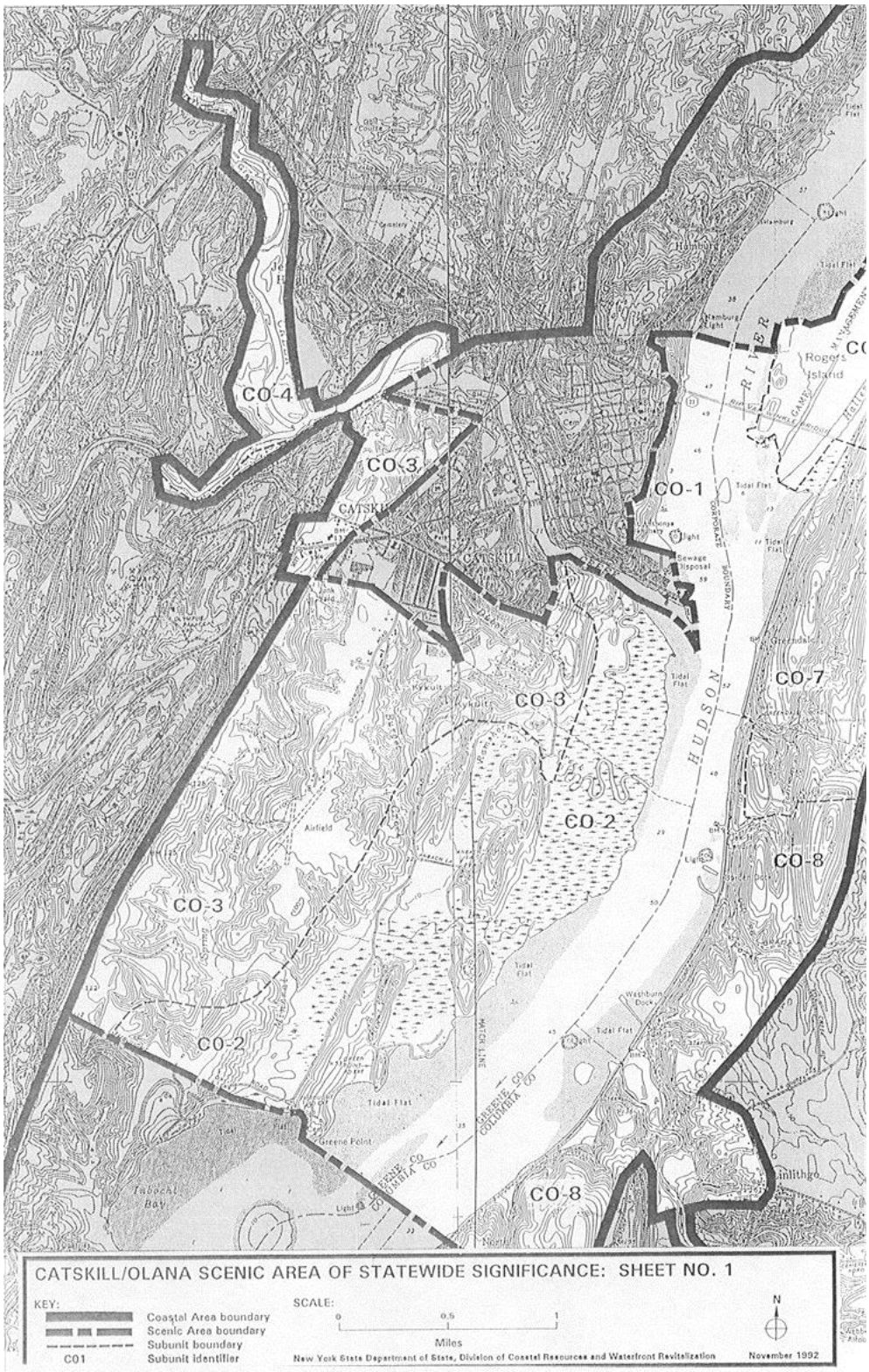
USING APPROPRIATE SCALES, FORMS AND MATERIALS TO ENSURE THAT BUILDINGS AND OTHER STRUCTURES ARE COMPATIBLE WITH AND ADD INTEREST TO THE LANDSCAPE.

COMMENT: Structures located within the SASS generally are compatible with and add interest to the landscape because they are of a scale, design and materials that are compatible with the predominantly natural landscape. Most of the structures are historic in nature, including the houses in the Village of Catskill's East Side Historic District, the Olana mansion and other estate structures and the farmsteads that punctuate the pastoral landscape. Construction of new buildings which are incompatible with the cultural fabric of the SASS as represented in these historic structures would impair the scenic quality of the SASS.

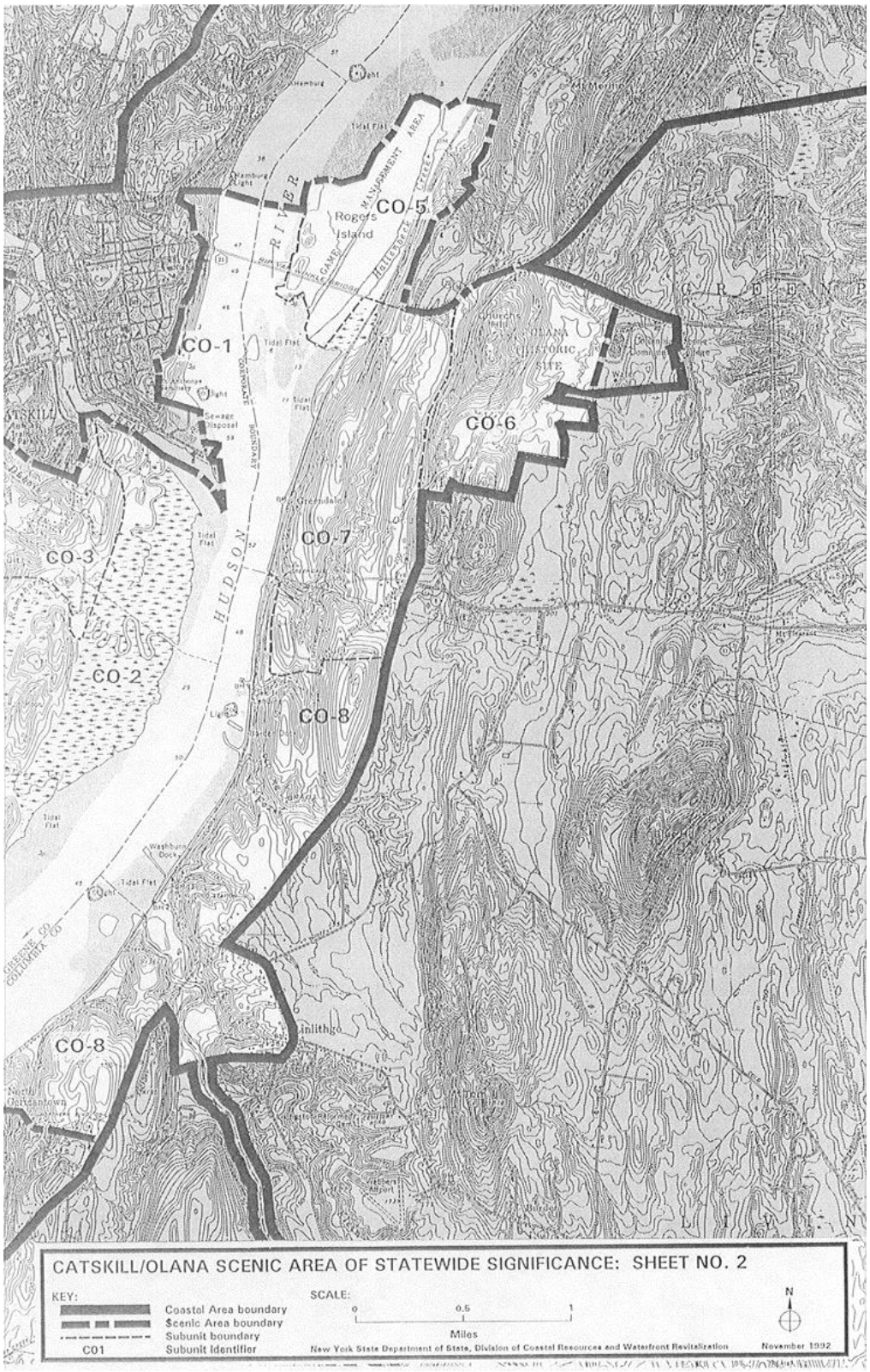
MAP: CATSKILL-OLANA SCENIC AREA OF STATEWIDE SIGNIFICANCE



MAP: CATSKILL- OLANA SHEET 1



MAP: CATSKILL-OLANA SHEET 2



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CO-1 Catskill Bluffs Subunit

I. Location

The Catskill Bluffs subunit stretches north and south of the Rip Van Winkle Bridge along the west side of the Hudson River. The subunit's northern boundary follows Hamburg Road east and extends directly across the Hudson to Rogers Island. Its eastern boundary is a common boundary with the CO-5 Rogers Island subunit and the CO-7 Greendale subunit. Its southern boundary skirts the development on the northern bank of the Catskill Creek, just south of St. Anthony's Friary. The top of the bluff parallel to the Hudson forms its western boundary. The subunit is located in the Town and Village of Catskill, Greene County, and the Town of Greenport, Columbia County. Consult the Catskill-Olana SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit's landform is a steep coastal bluff rising 100 to 180 feet along the Hudson River. The bluff is higher in its northern section and gradually diminishes as it nears the confluence of the Catskill Creek. Vegetation consists of mature woodlands with lawn openings. The Hudson River is about 1800 feet wide in the area and has a straight shoreline.

B. Cultural Character

The Rip Van Winkle Bridge is the most significant structure in the subunit, but it is does not contribute to the scenic quality of the subunit because its hard edges and industrial material are not in keeping with the natural character of the Hudson's corridor. Large historic homes and institutional buildings are interspersed among the woodlands. The homes are set into the hillside and surrounded by trees which help them blend into the landscape. In some places the lawns have been extended to the Hudson, reducing the variety of vegetation. The institutional structures are well maintained; but their massive,

block-like appearance introduces a discordant, though not dominant feature. The movement of traffic on the Bridge can be distracting, but the dominant Hudson River has a quieting effect on the scene.

One of the estates, the Beattie-Powers Place, is owned by the Village of Catskill. Willed to the village, its use is limited to passive recreation, including nature trails and bird watching. An array of adaptive uses for the main house is under consideration.

C. Views

Views from the Catskill Bluffs subunit are diverse and include long views up and down the Hudson River and to the Catskill Mountains as well as full views of the Hudson and Rogers Island. Views vary between 90 and 180 degrees in width. The Rip Van Winkle Bridge is a focal point in views to the north, especially from the Hudson River. Views from the Bridge are extensive in all directions. To the east the Olana mansion is visible atop Church's Hill, particularly in views from the Bridge and from the Beattie-Powers Place.

III. Uniqueness

There are no unusual or unique features in the subunit.

IV. Public Accessibility

The subunit is accessible to the public via the Hudson River, the Rip Van Winkle Bridge parkland operated by the NYS Bridge Authority, and paths leading down the bluffs from the ends of Harrison Street and Williams Street in the Village of Catskill. The subunit is highly visible from the Hudson River, to passengers on the railroad trains that run along the eastern shore and to both pedestrians and occupants of vehicles on the Rip Van Winkle Bridge. The sidewalk along the bridge is a recreation way used by both joggers and walkers. The subunit also forms the middle ground of views from the west porch of Olana and from the trails along the western side of the Olana State Historic Site and National Historic Landmark property, located in the CO-6 Olana subunit on the eastern shore of the Hudson.

V. Public Recognition

The subunit is part of the views to the west from the Rip Van Winkle Bridge, a designated Scenic Road under Article 49 of the Environmental Conservation Law. Some of the houses on the south side of the bridge are part of the East Side Historic District listed on the National Register of Historic Places.

VI. Reason for Inclusion

The Catskill Bluffs subunit is included in the Catskill-Olana SASS because it contains a variety of scenic elements including woods, open lawns and historic houses which are unified by the underlying landform of the coastal bluff. The historic houses nestled in the vegetation contrast with the natural features of the bluff and the broad river. The subunit is accessible via the Hudson River, paths down the bluffs at the ends of Harrison Street and Williams Street in the Village of Catskill and at the Rip Van Winkle Bridge

parkland operated by the NYS Bridge Authority. The subunit is highly visible to the public. The landscape is significant to Catskill and is part of the views from the Olana State Historic Site, located in the CO-6 Olana subunit, and from the Rip Van Winkle Bridge, a designated Scenic Road under Article 49 of the Environmental Conservation Law. The historic houses on the bluffs are included in the East Side Historic District listed on the National and State Registers of Historic Places.

CO-2 Ramshorn Marsh Subunit

I. Location

The Ramshorn Marsh subunit extends 3 miles along the west side of the Hudson River just south of the Catskill Creek. Its northern boundary is the mean high tide line along the southern bank of the Catskill Creek at its confluence with the Hudson. The southern boundary lies along Embought Road and the eastern most portion of the north shore of Inbocht Bay. Its western boundary is a common boundary with the CO-3 Kykuit subunit, and its eastern boundary is a common boundary with the CO-8 Roeliff Jansen Kill subunit. The subunit is located in the Town of Catskill, Greene County. Consult the Catskill-Olana SASS map sheets, numbers 1 and 2, for the subunit boundaries.

II. Scenic Components

A. Physical Character

The Ramshorn Marsh subunit is a large flood plain measuring 3 miles long by nearly 1 mile wide. The northern boundary includes the sheer rock promontory which forms the southern bank of the Catskill Creek. At the western boundary the land rises from the flood plain to gently rolling hills. The Ramshorn, Dubois, Burget and Mineral Spring Creeks cut through the hills and flow into the flood plain. The vegetation is a mix of marsh grasses, maturing second growth, and mature deciduous woods. At this location the Hudson widens up to a mile. Its coastline curves gradually and contains several small coves, islands, and tidal flats.

B. Cultural Character

On the tops of the hills bordering the marshlands several farms overlook the Hudson River, their historic farmsteads dating from the colonial period. One wooded drumlin is named Kikuit, a Dutch word meaning beacon hill. Fires on the hill were used to warn early settlers of approaching danger.

When the subunit is viewed from the east bank, additional upland farms framed by the distant Catskill Mountains are visible along the banks of the Hudson. The rolling farm fields of the agricultural landscape provide a pleasing contrast to the natural low-lying marshlands. Wildlife in the marshes and farm animals contribute ephemeral effects. The subunit is generally free of discordant features.

C. Views

The Ramshorn Marsh subunit offers full views of the Hudson River and the steep wooded eastern banks and upland farms of the CO-3 Kykuit subunit. Within the subunit itself are found long views across the open marshlands and tidal flats. The subunit is located from 2 to 4 miles southwest of the Olana State Historic Site and forms part of the middle ground of the well-known views from the site. It is also visible from the Rip Van Winkle Bridge, a designated Scenic Road. The smokestacks of the cement plants visible in views to the southwest from the subunit are discordant features in the viewshed.

III. Uniqueness

The Ramshorn Marsh subunit is unique because of the relationship between the Ramshorn Marsh and the upland farms. The presence of working farms adjacent to such extensive marshlands and tidal flats is not found elsewhere in the Hudson Valley. The subunit presents an example of a compatible relationship between a pastoral landscape and a natural landscape. The subunit's role as the middle ground in the views from the Olana State Historic Site located in the CO-6 Olana subunit is also unique.

IV. Public Accessibility

The Ramshorn Marsh subunit is accessible via the Hudson River, local roads and the streams which meander through the marsh. The subunit is visible from the Rip Van Winkle Bridge, a designated Scenic Road located in the CO-1 Catskill Bluffs subunit to the north, from the Hudson River and the trains on the east shore and from the Olana State Historic Site and National Historic Landmark located in the CO-6 Olana subunit. The northern portion of Ramshorn Marsh is a nature sanctuary owned by the National Audubon Society. The Scenic Hudson Land Trust recently acquired 153 acres of land adjacent to the sanctuary. Together, the two protected parcels totaling 353 acres represent almost half of the marsh, and were dedicated in late June 1993 as the RamsHorn-Livingston Sanctuary. Canoeists can enter the creeks on the National Audubon Society property and traverse the marsh by water.

V. Public Recognition

The subunit itself is not well known by the public, but it figures prominently in views from Olana which are well recognized as among the most famous views along the Hudson River and are considered to be of national significance. Olana is a State Historic Site and National Historic Landmark. The Rip Van Winkle Bridge is a designated Scenic Road under Article 49 of the Environmental Conservation Law because of the views available from its roadway and sidewalk.

VI. Reason for Inclusion

The Ramshorn Marsh subunit is included in the Catskill-Olana SASS because it contains a variety of water forms and vegetation, including coves, islands and tidal flats; rolling upland; marsh grasses and deciduous woods. The subunit is unified by the horizontal nature of the landscape composition and the natural succession occurring in the vegetation. The contrast between the Ramshorn marshlands and the

rolling upland farms is unique. The subunit also makes a unique contribution to and figures prominently in the views to the west and southwest from the Olana State Historic Site which are seen and appreciated by thousands of visitors and area residents annually. It is accessible from the Hudson River and local roads and is highly visible from Olana, the Rip Van Winkle Bridge, the Hudson River and the railroad trains on the east shore. Although discordant features are present in the views to the south from the subunit, the subunit itself is generally free of discordant features.

CO-3 Kykuit Subunit

I. Location

The Kykuit subunit is located primarily to the south and west of the Village of Catskill. Its northernmost portion lies in the Village of Catskill just west of Ramshorn Marsh, the northern boundary skirting the densely settled village center. The northern boundary follows Grandview Avenue west to Broome Street, south along Broome Street to the Catskill Village boundary, then west along the southern boundary of the Village of Catskill to the West Shore Railroad, northeast along the railroad tracks to the Catskill Village boundary, then west along West Main Street to the coastal boundary. Along the Catskill Creek the northern boundary is a common boundary with the CO-4 Catskill Creek subunit. Embought Road forms the southern boundary. The western boundary of the subunit is contiguous with the coastal boundary along NY Route 9W. The eastern boundary is a common boundary with the CO-2 Ramshorn Creek subunit. The subunit is located in the Town and Village of Catskill, Greene County. Consult the Catskill-Olana SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit's landform is composed of hills and ravines, creating a varied topography. Vegetation consists of farmland and woodlands which dominate the landscape and contribute a rich mixture of patterns and colors. Mature and distinct hedgerows line many of the large fields, while larger scattered woodlots separate others.

B. Cultural Character

Land use in the subunit is predominantly farming, but new development is encroaching on this rural landscape from the north, changing its historic character. The farmsteads are laid out in historic patterns of tightly clustered buildings surrounded by open fields and woodlots. The farm fields are well maintained, but there are some discordant features present, including a junkyard and an airstrip. The junkyard is screened from NY Route 9W by vegetation when the trees are in foliage, while the air strip is not visible from public roads, but can be seen from the Hudson River.

C. Views

Views from the Kykuit subunit are pleasantly varied. To the west dramatic views of the Catskill Mountains are clearly visible. From the eastern edges of the subunit partial views are available of the Rip Van Winkle Bridge, the Hudson River and its eastern shore. Within the subunit itself, a variety of foreground and distant views extends across meadows framed by woodlands. The landscape composition of well-maintained farms and woods is unified by the pastoral and natural character of the land use.

III. Uniqueness

The subunit is not unique. The farms and woods are lush, but the encroaching development reduces the scenic quality of the landscape. The subunit forms the most distant portion of the middleground in views from the Olana State Historic Site which are unique.

IV. Public Accessibility

There is some public access to the subunit via NY Route 9W and Embought Road which border the subunit but do not enter it. Portions of the subunit are visible from these roads.

V. Public Recognition

Public recognition of the subunit is limited to local residents and travelers of NY Route 9W and Embought Road. The subunit is better known as part of the distance in the views from the Olana State Historic Site located in the CO-6 Olana subunit on the east side of the Hudson River.

VI. Reason for Inclusion

Although not a distinctive subunit, the Kykuit subunit is included in the Catskill-Olana SASS because it connects distinctive subunits. Its importance is also derived from the contribution it makes to the middleground of views from the Olana State Historic Site and National Historic Landmark in the CO-6 Olana subunit on the eastern shore of the Hudson River. The subunit is noteworthy in that it exhibits a variety and pleasing contrast of land uses in the mix of well-maintained small farms and woodlands on rolling hills. The vegetation provides a rich mixture of patterns and colors, while the dominant farm and woodland pattern is fairly consistent and unifies the landscape. The subunit is accessible and visible in part from NY Route 9W and Embought Road.

CO-4 Catskill Creek Subunit

I. Location

The Catskill Creek subunit encompasses the Catskill and Kauterskill Creek corridors west of the Village of Catskill. The eastern boundary of the subunit is the Catskill Village boundary as it crosses the Catskill

Creek. The remaining boundaries are contiguous with the coastal boundary. The subunit extends upstream on the Catskill Creek for two miles to the New York Route 23 bridge and includes approximately 3/4 mile of the Kauterskill Creek west of its confluence with the Catskill Creek, up to the bridge carrying Cauterskill Road across the Creek. The boundaries include the wooded banks and rocky cliffs up to 250 feet in elevation along the creeks. The subunit is located in the Town of Catskill, Greene County. Consult the Catskill-Olana SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Catskill Creek subunit includes the confluence of the Catskill Creek and the Kaaterskill Creek and encompasses the immediate corridors of both creeks. The creeks meander through a narrow flood plain and in some locations rush between wooded banks and sheer cliffs which rise up to 250 feet above the rocky beds. Some whitewater areas exist where the Catskill Creek bed is constricted in the western portion of the subunit. The vegetation is varied, including woodland and scrub with woodland dominating.

B. Cultural Character

The Catskill Creek subunit is in a relatively undisturbed state compared to most creek corridors in the Hudson River coastal area. It contains few cultural features. Local roads lined with a few houses border short portions of the creeks. Cauterskill Road passes along the south side of the Kaaterskill Creek, and West Main Street follows the Catskill Creek for a short distance. A narrow railroad bed through which trains once passed carrying passengers between Catskill Landing and the Catskill Mountain House site to the west lies along the northeastern bank of the Catskill Creek. There remain some ruins of former mills and dams that once harnessed the water power of the creeks.

The ephemeral characteristics of seasonal changes along the creeks and the flash of running water as it makes it way over the rocks and through the gorges are significant components of the subunit's scenic character.

The creek corridors are generally free of discordant features. From the creeks few vestiges of civilization are visible, and the creek beds are generally free of litter. The support structures of the overhead bridges of the NY State Thruway and of large utility lines, however, are discordant features in this predominantly natural landscape that have made a significant visual impact on their immediate environs. Otherwise, the tumbling creeks and their steep wooded banks are primarily undisturbed.

C. Views

Views from the Catskill Creek subunit are quite short and narrow through the steep wooded banks and winding creek beds. The views of the winding creeks, the flood plains and the steep banks have a pleasing natural composition. From the tops of the creek banks there are partial views of the Catskill

Mountains to the west. Some homes on the east bank of the Catskill Creek are visible along with woods and hills.

III. Uniqueness

The Catskill Creek subunit is not unique. Its dramatic natural settings are not common, however. The wilderness character of the ravines through which the creeks flow, the whitewater areas of the Catskill Creek and the undisturbed state of the creeks adjacent to population centers are quite unusual in the Hudson River coastal area.

IV. Public Accessibility

The dramatic natural settings of the creek corridors are visible from the NYS Thruway and NY Route 23 as well as from local roads, particularly West Main Street and Cauterskill Road. The old railroad bed is used informally as a hiking path, and visitors can also access the area by paths that begin near the Route 23 bridge.

V. Public Recognition

Public recognition of the Catskill Creek subunit is limited primarily to local residents. Regular travelers on the New York Thruway and NY Route 23 are likely to recognize the glimpses of the creek corridors available from these highways. The creek corridors have been the subject of paintings by artists of the Hudson River School, including Thomas Cole and Frederic Church.

VI. Reason for Inclusion

The Catskill Creek subunit is included in the Catskill-Olana SASS because it contains a variety of landforms in the flood plains, wooded banks and steep cliffs of the dramatic creek corridors. These landforms contrast with the whitewater and meandering stretches of the creeks themselves. These are unified by the primarily undisturbed natural character of these corridors. Portions of the subunit are visible from local roads, particularly West Main Street and Cauterskill Road. Because there has been little encroachment by development on this natural landscape, the subunit is generally free of discordant features other than the highway bridges and power line crossings, the negative impact of which is limited to their immediate environs.

CO-5 Rogers Island Subunit

I. Location

The Rogers Island subunit encompasses Rogers Island and the immediate shorelands of the Hudson River to the east of the island. Its eastern boundary follows the ridgeline on the Hudson's east shore

south to the NY Route 23 bridge approach. Its western boundary, a common boundary with the CO-1 Catskill Bluffs subunit, and its southern boundary, a common boundary with the CO-7 Greendale subunit, follow the mean high tide line around the perimeter of the island. The subunit is located to the north and south of the Rip Van Winkle Bridge in the Town of Greenport, Columbia County. Consult the Catskill-Olana SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

Rogers Island is a flat, tree covered island located close to the eastern shore of the Hudson River. The original, natural portion of the island has some topographic relief of up to 30 feet and supports an older growth of dense, deciduous trees and understory vegetation. The more recent portions of the island, which were created by deposition of dredge spoils and natural accretion, are much flatter with a mix of lower and upper marsh vegetation. The shoreline form of the island is complex, consisting of coves, channels and inlets. The Hudson River surrounds the subunit and figures prominently in its landscape character.

B. Cultural Character

The cultural character of the subunit is dominated by the Rip Van Winkle Bridge which looms over the island. Conversely, the Rogers Island dominates the immediate foreground of scenic views from both sides of the bridge, creating an undisturbed natural setting for vehicles travelling in both directions.

Rogers Island has symbolic value as a preserved, wild, natural area rich in wildlife. It is an important habitat, and the blinds of duck hunters are seasonal additions to the cultural landscape. Ephemeral effects consist of the wildlife of the island and flats and the recreational boats which are frequently anchored just off the island during the boating season.

The Rip Van Bridge creates a stark visual contrast to the natural setting of the subunit by introducing a hard, linear, manufactured form in contrast to the irregular textured patterns of the island. This contrast is somewhat jarring; but, because of the simple, faceted design of the bridge and the visual clarity of the contrast, avoids becoming a major discordant feature.

C. Views

The great majority of views within the subunit are gained from the aerial vantage point of the heavily-travelled bridge. The natural portion of the island is a featured foreground element. This reduces the role of the bridge in the landscape, since it serves as a viewing platform rather than as an element of the scene, and heightens the perceived visual quality of the subunit and the surrounding landscape. The aerial perspective of the views also heightens the visual role of the complex shoreline, the Hudson River and the dramatic background scenery of Church's Hill and the Catskill Mountains. The dense vegetation

of the island unifies the visual setting. In views from the Hudson and the island, the bridge provides a dramatic, if at times severe, visual contrast.

III. Uniqueness

The Rogers Island subunit is not unique. It is a typical flat island in an uncommon setting.

IV. Public Accessibility

A State-owned wildlife management area, Rogers Island is accessible to the public from the Hudson River at tide levels that flood the flats. Rogers Island is highly visible from the well-travelled Rip Van Winkle Bridge and Hudson River.

V. Public Recognition

The Rip Van Winkle Bridge is a Scenic Road designated under Article 49 of the Environmental Conservation Law because of the views available from the bridge, including those of Rogers Island.

VI. Reasons for Inclusion

The Rogers Island subunit is included in the Catskill-Olana SASS because it exhibits variety in its lower and upper marsh vegetation and its complex shoreline of coves, channels and inlets. Contrast exists in the juxtaposition of the vegetated island with the extensive flats exposed at low tide. This natural environment also contrasts with the imposing Rip Van Winkle Bridge which looms above the island. The island is unified by its undisturbed character and natural setting. Rogers Island is a State owned wildlife management area which is accessible to the public from the Hudson River. It also is visible from the Rip Van Winkle Bridge and figures prominently in the views which caused the bridge to be designated as a Scenic Road under Article 49 of the Environmental Conservation Law.

CO-6 Olana Subunit

I. Location

The Olana subunit encompasses approximately one square mile and consists entirely of the Olana State Historic Site. Part of its western boundary is a common boundary with the CO-7 Greendale subunit. Its northwestern boundary follows NY Route 23, and its southern boundary is contiguous with the coastal boundary. The subunit is located directly east of the Rip Van Winkle Bridge in the Town of Greenport, Columbia County. Consult the Catskill-Olana SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit's landform consists of a dramatic hill 475 feet high that is accentuated by the Olana mansion at its pinnacle and the designed landscape on its slopes. The heart-shaped pond at the foot of the hill was created by Frederic Church to balance the water element of distant Hudson River in the views from the top of the hill. The forests, pasture and specimen trees of the estate complement the dramatic natural setting. Church carried out an extensive tree planting program on what was open agricultural land when purchased by the artist.

B. Cultural Character

The subunit encompasses Olana, a renowned and beautiful Hudson River estate built by Frederic Church, a major painter of the Hudson River School. The name Olana is a variation of the Persian Olane, and the mansion reflects a strong Persian influence in its design. The landscape of the grounds was designed by Church to be a living canvas dominated by the Persian/Victorian hilltop mansion and the sweeping fields and meadows on the hillside. The mansion and its towers punctuate the hilltop and provide a dramatic focal point in views from the surrounding landscape. Through his incorporation of the heart-shaped water element on his property to balance the Hudson River outside his property, Church created a composition that transcends property lines and recognizes the inherent contribution of the surrounding landscape to the design of his personal domain. Carriage roads and trails weave through the property, providing the visitor with an intimate experience of the landscape. Wildlife on the property contributes ephemeral effects to the landscape.

As the home of Frederic Church, the Olana estate has very strong historic, symbolic and aesthetic significance. Selected and shaped by one of the Hudson River School's most important practitioners, the Olana landscape symbolizes the unique blend of the natural and the designed, the picturesque and the sublime that formed the essence of the Hudson River School aesthetic. The mansion, designed by Church, reflects a Persian influence and is unique in itself. The structure's form, its orientation on the hill and its ornamentation all were the subject of the artist's careful attention.

The subunit itself is free of discordant features. There are some discordant features in the viewshed outside the subunit, however, that reduce to some degree the historic integrity of the views from Olana. Radio towers and cement plants are visible to the south and southwest. The Rip Van Winkle Bridge and its distracting traffic intrude in views to the west, particularly from the trails. The institutional structures and parking lots of the Columbia-Greene Community College are visible in the middle ground in views from the trails on the eastern slope of Church's Hill.

C. Views

The meadows extending down the steep hill from the mansion were designed by Church to frame the dramatic views of the Hudson River and Catskill Mountains to the southwest and west. The views extend

over five miles down the Hudson and over twenty miles to the Catskill Mountains. Although distant, the Hudson River plays a major role in the setting, its broad expanse and undulating shoreline adding variety and ephemeral qualities of ever changing reflected color and light. Originally, views were also available to the west, north and northwest, and future restoration of the designed landscape may once again open these views.

The dense woodlands now surrounding the mansion to the east, north and west shelter the estate grounds from views of recent development surrounding the subunit. Carriage roads and trails provide intimate views of the landscape and constantly changing compositions featuring the mansion, the pond and landscape outside the property. Views of orchards and farm fields to the west are framed by the woodlands. The mansion is oriented to take advantage of the views, and their compositions are artfully framed by ogee curves, stained glass and decorative borders of windows and doorways of the mansion.

III. Uniqueness

The Olana subunit is unique. The property is a designed landscape of extraordinary importance that recognizes its connection to the landscape beyond its borders. The views from Olana are some of the most dramatic and famous in the Hudson River Valley. The quality of these views is a result of several factors. First, the views stretch over a great distance, extending over five miles down the Hudson and over twenty miles to the Catskill Mountains. Second, the distant views are masterfully framed by a designed foreground landscape of meadows, specimen trees, ponds and dense woodland. Third, the mansion and surrounding woodlands provide foreground detail, interest and refuge from which to view the dramatic distant landscape. These elements together create a masterful, constantly changing panorama. The variety of vegetation, texture and prospect provides contrasts of open areas and wooded environs, designed landscape with natural areas, and the elaborate historic mansion with the simplicity of the sweeping lawns. All are united by the topography. The carriage roads and the internal compositions all lead to the crowning mansion.

IV. Public Accessibility

Olana is owned by the State of New York. The site is highly accessible because it is open to the public on a year round basis, bringing visitors for its recreational values as well as its historic, cultural and scenic values. Church's hill and mansion are also visible from the Rip Van Winkle Bridge and from the Hudson River and its west bank, including the Beattie-Powers Place village park and the Rip Van Winkle Bridge park located in the CO-1 Catskill Bluffs subunit.

V. Public Recognition

Olana is a State Historic Site operated by the Office of Parks, Recreation and Historic Preservation and visited by thousands of people each year. It is also is a National Historic Landmark and an important regional year-round recreational facility offering activities of both a passive and active nature. The Olana property is part of the Olana Extension to the Mid-Hudson Historic Shorelands Scenic District designated

under Article 49 of the Environmental Conservation Law. Olana is also a focal point in the view to the east from the Rip Van Winkle Bridge, a designated Scenic Road under Article 49.

VI. Reason for Inclusion

The Olana subunit is included in the Catskill-Olana SASS because it is a unique landscape in an exceptional setting. As Frederic Church's hilltop estate, Olana's historic mansion and designed landscape is a work of art by a noted Hudson River School landscape painter. The incorporation of the superlative views of the Hudson Valley into the design of both the mansion and the grounds establishes an intrinsic connection between the property and the land outside its borders.

The estate grounds and the views from the estate were represented in several of Church's paintings, and they are highly recognized by the public for their scenic, historic and artistic values. The property is in public ownership and is highly accessible. It is both a State Historic Site and a National Historic Landmark. Olana is also part of the Olana Scenic District designated under Article 49 of the Environmental Conservation Law. It is visible from the Hudson River and its western shore and from the Rip Van Winkle Bridge, a designated Scenic Road under Article 49. The subunit is free of discordant features.

CO-7 Greendale Subunit

I. Location

The Greendale subunit is located directly south of the Rip Van Winkle Bridge and stretches more than 1.5 miles along the east side of the Hudson River. Its northern boundary follows the NY Route 23 bridge approach, and its southern boundary is a common boundary with the CO-8 Roeliff Jansen Kill subunit, south of the Livingston Town line. Its eastern boundary follows NY Route 9G, and its western boundary is a common boundary with the CO-2 Ramshorn Marsh and CO-1 Catskill Bluffs subunits. The Greendale subunit is located in the Towns of Greenport and Livingston, Columbia County. Consult the Columbia-Greene SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform is composed of long, oval hills, up to 220 feet high, running parallel to the Hudson River and steep wooded valleys 110 feet deep along streams. A rectangular pattern of orchards and fields, located on the tops and upper slopes of the hills, contrasts with the underlying rounded hills. The vegetation consists primarily of apple orchards and densely wooded swales. The width of the Hudson River varies from 1,000 to 2,000 feet, its shoreline bordered with tidal flats and embayments and broken by small streams. The railroad embankment gives a long, gently curving character to the shoreline.

B. Cultural Character

Land use is a mix of the pastoral and the urban. Attractive farmsteads and well-managed orchards share the landscape with the well-traveled NY Route 9G highway. Oak Hill and several other large homesteads overlook the Hudson, and summer homes are located in the woods along the river. Oak Hill is located at what was the northwest corner of Livingston Manor. The house was built in 1794 by a son of the third and last Lord of the Manor and continues to serve as a country seat for the family.

Greendale Landing was the site of a former railroad station and the eastern terminus of the ferry that once to Catskill Point on the west bank of the Hudson River. The railroad tracks prevent access to the river today, except for an operational grade crossing at Oak Hill Landing.

The subunit constitutes the middle ground in views from the Olana State Historic Site and National Historic Landmark. These views were painted frequently by Frederic Church and are considered to be of national significance. The pastoral quality of the subunit landscape is well-preserved, considering its proximity to the City of Hudson and Village of Catskill and to NY Routes 9G and 23.

The subunit is generally free of discordant features. The railroad follows the shoreline and could be considered a discordant feature, but it is located below the sightline of views to the west and is largely invisible from most of the subunit. From the Hudson River the railroad tracks do not dominate because they are located almost at water level and generally follow the curving shoreline. The passage of trains provides an ephemeral accent of historical value, especially when vessels are also passing on the Hudson River, reminding the viewer of the historical role of the Hudson River as a transportation corridor.

C. Views

The Hudson River is the major visual element in the subunit. There is a diversity of very long views, including the Catskills in the west, full views of the Hudson as far as five miles downstream and wide, sweeping views of the fields and nearby bluffs and hills. The orchards contribute a bold geometric pattern to the views' composition. The corridor of the Hudson is in a predominantly natural state, except for the development at the mouth of the Catskill Creek, just outside the subunit. There are several major focal points, including the Olana mansion, the Rip Van Winkle Bridge just outside the subunit to the north and the Catskill Mountains.

The lights associated with NY Route 9G are somewhat intrusive, introducing a manufactured element into the essentially natural and historic landscape of the subunit. The Rip Van Winkle Bridge and the traffic and lights associated with the bridge and its approach roads create a minor discordance in the views to the north and northwest. Views of nearby radio towers and the tank farm in Catskill on the west shore only slightly impact the visual quality of the subunit. The towers' lack of bulk reduce their visual impact, while the small scale and distance of the tank farm from the subunit renders it less dominant.

III. Uniqueness

The subunit is unique in its role as the middle ground of a unique viewshed, the viewshed of Olana, a State Historic Site and National Historic Landmark of world renown. The working farmland is an increasingly rare, historic use in this area. Its continuance maintains the pastoral quality of Olana's viewshed, the landscape character that attracted Hudson River School artists and is represented in Frederic Church's paintings of his view from Olana.

IV. Public Accessibility

The subunit is accessible to the public via the Hudson River, NY Route 9G and local roads. A small portion of the subunit is included in the State Historic Site, but the majority of the farmland is in private ownership. The subunit is highly visible from the Olana State Historic Site, the Rip Van Winkle Bridge, the Hudson River and the trains along the shoreline and is viewed by high numbers of travellers and Olana visitors. NY Route 9G also offers views west across the subunit to the Catskill Mountains. The subunit is also visible from the CO-2 Ramshorn Marsh and CO-1 Catskill Bluffs subunits on the river's western shore.

V. Public Recognition

The subunit is located in the middle ground of the views to the south from Olana, a State Historic Site visited by thousands of people each year, and is vital to the integrity and preservation of this historic view. Frederic Church frequently painted the views from his mansion and grounds, and his paintings hang in major museums around the world. The subunit is also part of the views to the south and east from the Rip Van Winkle Bridge, a designated Scenic Road under Article 49 of the Environmental Conservation Law, and lies within the Olana Scenic District also designated under Article 49.

The Hudson River shorelands in the Olana viewshed south to Germantown Landing Road are included in the Olana Extension to the Mid-Hudson Historic Shorelands Scenic District designated under Article 49.

The farm located just south of the Rip Van Winkle Bridge at the foot of the Olana hill is protected through conservation easements held by the Scenic Hudson Land Trust.

VI. Reason for Inclusion

The subunit is included in the Catskill-Olana SASS because of the unique role of its historic land use in the views from the Olana State Historic Site and National Historic Landmark. The subunit also is located in the foreground and middleground of views from the Rip Van Winkle Bridge, a designated Scenic Road under Article 49 of the Environmental Conservation Law. In addition, its scenic working farm landscape on the high, rounded hills overlooking the Hudson is an increasingly rare, historic use in this area. The subunit is included in the Olana Scenic Area designated under Article 49.

The subunit is accessible to the public via the Hudson River, NY Route 9G and local roads. It is visible from the Hudson and the trains on its eastern shore, from NY Route 9G and the Rip Van Winkle Bridge

and from the CO-2 Ramshorn Marsh and CO-1 Catskill Bluffs subunits on the river's western shore. It is highly recognized by the public as the middle ground in the views from the Olana property, a landscape which appears in many paintings by Frederic Church. The subunit is generally free of discordant features.

CO-8 Roeliff Jansen Kill Subunit

I. Location

The Roeliff Jansen Kill subunit, located directly west of the hamlet of Linlithgo and anchored at the outlet of the Roeliff Jansen Kill, stretches about three miles along the east side of the Hudson River. The southern boundary lies just south of the bluffs along the Hudson south of the creek mouth, following Northern Boulevard and continuing directly west to meet the CO-2 Ramshorn Marsh subunit. The eastern boundary is coterminous with the coastal boundary, generally along NY Route 9G, except in the area of Linlithgo where it reaches east of NY Route 9G, repeating the original 1981 coastal boundary. The northern boundary is a common boundary with the CO-7 Greendale subunit, to the south of the Livingston Town line. The subunit's western boundary is a common boundary with the CO-2 Ramshorn Marsh subunit. The subunit is located in the Towns of Livingston and Germantown, Columbia County. Consult the Catskill-Olana SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit's landform consists of steep, wooded bluffs, 250 feet high, overlooking the Hudson River which are periodically broken by steep, wooded ravines and small valleys. A number of small estates and summer homes are located at various points on the flat summits of the bluffs overlooking the Hudson. The shoreline configuration is complex, consisting of a series of coves, inlets and islands located at the mouth of the Roeliff Jansen Kill. Water features include the Hudson River, which is 2,000 feet wide in this area, the Roeliff Jansen Kill and associated wetlands.

The Roeliff Jansen Kill remains in a relatively natural condition. This stream is one of the largest freshwater tributaries emptying into the Hudson River estuary.

B. Cultural Character

The lawns, small designed landscapes and extensive wooded grounds of riverfront estates enhance the scenic quality of the subunit. From about 1700 until about 1800, the northern shore of the mouth of the Roeliff Jansen Kill was the site of Livingston's Manor house, wharf and storehouses. Accordingly, this is an important archaeological site.

Scattered recent development has somewhat reduced the visual quality and historical integrity of the area, but the subunit remains largely unspoiled. As in many locations on the eastern shore of the

Hudson, the railroad line occupies the shoreline, providing travellers with dramatic views out over the river. The railroad embankment is not an overwhelming discordant feature, as it is largely invisible from most areas in the subunit; but the railroad bridge at the creek mouth is discordant in that it introduces a manufactured straight line into a primarily natural setting. The NY Route 9G bridge is a discordant element in views from the creek to the east. A small amount of recent development detracts somewhat from the scenic quality.

C. Views

The riverfront estates provide dramatic, sweeping views to the west of the Hudson River and the distant Catskill Mountains, over twenty miles away. They are featured, in turn, in views from the river. Many of the views are framed by the extensive woodland. The quality of views to the southwest is somewhat degraded by the presence of cement plants which are partially visible from the upland. NY Route 9G also offers limited views of the interior landscape along the highway corridor.

III. Uniqueness

The subunit is not unique. It does constitute the middle ground of views to the south from the Olana State Historic Site located in the CO-6 Olana subunit which are unique. The natural and historic landscape of the subunit remains primarily unchanged from the period during which Frederic Church occupied Olana and painted the views of the surrounding landscape.

IV. Public Accessibility

The subunit is accessible via the Hudson River and the railroad trains along the east bank, the Roeliff Jansen Kill, NY Route 9G and from a local road following the banks of the Roeliff Jansen Kill to the Hudson. The edges of this landscape are frequently viewed from these locations. The NY Route 9W bridge over the Roeliff Jansen Kill provides travelers with an especially well-composed, though fleeting, view of the creek, its steep banks, flats and broad juncture with the Hudson River. The central portions of the subunit and the estate grounds are much less visible, except as the middle ground in views from Olana and in views from the Hudson River and the western shore. Property at Oak Hill Landing is leased to the Columbia-Greene Community College which conducts educational programs at its field station there.

V. Public Recognition

The subunit is located within the Olana Scenic District designated under Article 49. The landscape is recognized as the middle ground of views to the south from the Olana State Historic Site and National Historic Landmark which appear in several paintings by Frederic Church.

VI. Reason for Inclusion

The Roeliff Jansen Kill subunit is included in the Catskill-Olana SASS because it exhibits a variety of scenic components including the primarily undisturbed natural character of the landscape; a complex

shoreline; and steep, high bluffs that are unified by the landform and water features. The subunit is visually and physically accessible from the Hudson River, the Rip Van Winkle Bridge, the railroad trains on the river's east bank, the Roeliff Jansen Kill, NY Route 9G, Woods Road and a local road that follows the Kill from Route 9G to the Hudson River. The subunit constitutes the middle ground of views to the south from the Olana State Historic Site and National Historic Landmark which are unique. The subunit is generally free from discordant features.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

I. LOCATION

The Estates District Scenic Area of Statewide Significance (SASS) consists of the Hudson River and its eastern shorelands in the Towns of Germantown and Clermont, Columbia County, and in the Towns of Red Hook, Rhinebeck and Hyde Park and the Villages of Tivoli and Rhinebeck in Dutchess County. The western half of the Hudson River lies in the Towns of Saugerties, Ulster, Esopus and Lloyd, the Village of Saugerties and the City of Kingston in Ulster County.

Cheviot Road in Cheviot Landing, Town of Germantown, constitutes the landward portion of the northern boundary which continues due west across the Hudson River to meet the western boundary. The SASS extends approximately 27 miles to south of the Franklin D. Roosevelt Home National Historic Site. Its southern boundary lies 500 feet to the south of the Maritje Kill and follows the configuration of the Maritje Kill, then crosses the Hudson due west. The western boundary is the mean high water line on the west bank of the Hudson River. The eastern boundary follows NY Route 9G in Germantown, Clermont and Red Hook; NY Route 9G, Hook Road, Old Post Road and NY Route 9 in Rhinebeck; and Old Post Road and NY Route 9 in Hyde Park.

Consult the Estates District SASS map for SASS boundaries.

II. DESCRIPTION

The Estates District SASS is comprised of 29 subunits:

> ED-1 Clermont, ED-2 Clermont/Tivoli Estate Farmland, ED-3 Tivoli, ED-4 Montgomery Place/Blithewood, ED-5 Tivoli Bays, ED-6 Bard College, ED-7 Annandale-on-Hudson, ED-8 Barrytown, ED-9 Astor Point, ED-10 Astor Cove, ED-11 River Road, ED-12 Mount Rutsen, ED-13 Rhinebeck Center, ED-14 Rhinecliff Road, ED-15 Rhinecliff, ED-16 Rhinecliff Woods, ED-17 Mill Road Meadows, ED-18 Vanderburgh Cove, ED-19 Dinsmore Golf Course, ED-20 Mills State Park, ED-21 Staatsburg, ED-22 Norrie Heights, ED-23 Norrie State Park, ED-24 Vanderbilt Mansion, ED-25 Hyde Park Center, ED-26 Franklin D.

Roosevelt Home Estate Entrance and ED-27 Franklin D. Roosevelt Home National Historic Site.

Together the subunits constitute a landscape of national and international significance which evolved through the development of a rich cultural heritage in an outstanding natural setting. As its name implies, the Estates District SASS is dominated by over twenty major and numerous minor historic estates and the Hudson River toward which they are oriented. The beauty of the region's landscape, including views of the Hudson and the distant Catskill Mountains, has been celebrated for generations, most notably in the paintings of the Hudson River School, the first indigenous art movement in the United States.

The Hudson River in this area is a tidal estuary whose flow reverses at high tide. The Hudson has served many functions in both pre-historic and historic times which continue in the present day -- transportation corridor, trade and migration route, water supply and nurturer of the creatures, both human and animal, which make their home in or along the river. The Hudson corridor is also part of the Atlantic flyway which brings migrating species to the numerous coves, flats and marshes.

The scenic environs and the bustling commerce generated by the Hudson River's presence have successfully coexisted for centuries. Archeological evidence has been uncovered of native shoreland settlements, and canoes were the first ferries. The Native American communities called the river Mukheakunnuk, "river that flows two ways."

From colonial times this scenic landscape has attracted landed gentry, industrial magnates and historic figures who built lavish mansions. Among those who established their country seats in this area are Frederick Vanderbilt, Archibald Rogers, John Jacob Astor, Ogden Mills, Jacob Ruppert, Levi P. Morton, Chancellor Robert R. Livingston, Morgan Lewis, James Roosevelt, Franklin H. Delano, Edward Livingston, Mrs. Richard Montgomery, General DePeyser, General Armstrong and others. In the hamlets and villages is found the vernacular architecture of the people who worked the land, maintained the mansions and were employed in the commercial ventures. Evidence of the bustle of earlier times is found in the remains of old docks and bridges and overgrown roads and trails.

In 1697 a single land grant called the Great Nine Partners patent incorporated approximately 149,000 acres or one-third of what is now Dutchess County. Since there were no roads at the time, the Hudson River provided the only route for transporting the lumber and furs harvested on the land. The partners were guaranteed equal access to the Hudson through the division of the shorelands into nine equal lots. The early estates such as Clermont and the Kip-Beekman house were sited close to the Hudson to facilitate the transport of agricultural products via water to the urban markets.

By the early 1800s the natural landscape became the focal point; and the main houses, sited on rolling hills and bluffs overlooking the Hudson River, were oriented to take advantage of panoramic views. The environs of the earlier houses were altered and redesigned in the romantic style, an environmentally sensitive movement that originated in New York State and provided the foundation for national trends in landscape design and the 19th century urban parks movement.

The estates and manor houses were designed by renowned architects and landscape architects including Richard Morris Hunt, Stanford White, Calvert Vaux, Andrew Jackson Downing, Charles Platt, Hans Jacob Ehlers, Alexander Jackson Davis and the Olmsted Brothers. The region has traditionally been, and largely remains, a shining example of how the human hand can carefully and creatively enhance the beauty of a natural landscape through inspired design and the highest standards of construction, maintenance and preservation. The historically harmonious blend of the built environment with the natural setting and the remarkable lack of major discordant features, despite extensive contemporary development, has yielded a remarkably well-preserved and visually unified historic landscape of both national and international significance. The numerous coves, islands, marshes and creek beds compose a varied shoreline of great interest, while the vegetative cover of forest, pasture, orchards, gardens and expansive lawns enhances the rolling topography and frames views.

Punctuating the estate landscapes and gracing the hamlet and village streetscapes are fine examples of period vernacular architecture, comprising the former homes of tenant farmers and independent farmers, mariners and storekeepers. One room schoolhouses now adapted to other uses, inns, commercial buildings and ruins of dams at former mill sites give further evidence of the history of the area and provide focal points in interior views. The fact that so much of the fabric of the natural and cultural landscape remains is unusual and serves to enrich the individual viewer's experience of the landscape by providing evocative elements to which the he or she can relate.

III. Aesthetic Significance

The Estates District SASS is of statewide aesthetic significance by virtue of the combined aesthetic values of its landscape character and its uniqueness, public accessibility and public recognition.

There exists in the SASS variety as well as unity of major landscape components and striking contrasts between lines, forms, textures and colors in the landscape. The collection of large estates with their designed landscapes, the many undisturbed natural features and the significant public historic sites and architectural treasures render this SASS unique in the Hudson River coastal area, the State and the nation. The Hudson River and its influence on the historical development of the area constitute the major unifying features. The SASS is generally free of discordant features, evidence of the strong conservation ethic operating there.

Although private estates cover most of the eastern shore of the Hudson River, the Estates District SASS is publicly accessible to a great extent, both visually and physically, from the Hudson River, from public streets and highways and from significant national and State parks and sanctuaries.

Because of the attraction these facilities create and because the SASS has been the subject of treatises and art works, surveys and designations at both the State and national level, the Estates District Scenic Area is well recognized by the public for its aesthetic values.

A. Landscape Character

1. Variety

The Estates District SASS exhibits an unusual variety of major components. The landform consists of rolling topography behind steep bluffs which drop 150 feet to the Hudson River. Mt. Rutsen, the highest point in the SASS at 350 feet above sea level, rises above the generally level terrain which surrounds it.

There is a variety of water features which contribute a myriad of linear elements to the landscape composition. The Hudson River is the dominant water body, its shoreline configuration changing throughout the SASS. Creeks, the principal ones being Stony Creek, Saw Kill, the Mudder Kill, the Landsman Kill, Fallsburgh Brook, Staatsburg Creek, the Indian Kill, Bard Rock Creek, Crum Elbow Creek and the Maritje Kill, meander through the landscape and cut deep ravines with waterfalls, particularly as they near the Hudson. The shoreline of the Hudson is characterized by coves, marshes and scattered islands along the eastern shore, Magdalen Island and Cruger Island in Red Hook being the two largest. When seen from a distance, however, the east bank shoreline appears unbroken because railroad causeways bridge the natural indentations and transform the east bank into a single fluid line.

The Hudson is alternately narrow and broad. It deepens to wind around points of land such as Crum Elbow and then spreads thinly over shallows and tidal flats. The varied depths influence the landscape at the river's edge, governing, along with the railroad causeway, the size and location of tidal marshes as well as the surface texture. In the areas of broad expanse the water is of greater visual consequence, while narrow sections of the river such as Crum Elbow cause each opposite shore to appear in certain perspectives as if not separated by water at all.

The coves vary in size, but all present an intimate waterscape rich with flora and fauna. Tivoli North and South Bays provide the broadest expanse of marsh vegetation interlaced with waterways. Other coves of note are Vanderburgh Cove and Roosevelt Cove. Because fill was used to form the railroad bed, some of the marshes were created when the causeways were built.

The rich variety of vegetative cover gives a textural diversity to the SASS and enhances both its scenic character and its ecological value. The sylvan corridors of the rural roads screen new development and maintain the scenic quality of these avenues of public access to the SASS. Specimen trees are found in estate gardens and along pasture edges, while mature street trees grace many hamlet and village streets. The pastoral countryside includes forests of both deciduous and coniferous species, cropland, pasture and orchards. Steep forested bluffs 100 feet high along the Hudson River operate as a buffer between upland development and the river, maintaining the corridor's rural character.

Land use within the SASS reflects the initial large land grants that were farmed by tenants and residents of the adjacent compact hamlets. Several estates are preserved as historic sites and parks, while others remain in private ownership. The forms of their stately manor houses and great lawns punctuate the forested river corridor, while their extensive stone walls and handsome gateways bejewel the rural roads and tease the imagination of the traveler as to what lies beyond these estate guardians.

Denser development is generally concentrated in villages and hamlets, and distinct edges are usually evident between the pastoral landscape and the settled centers. The Hudson River is regaining its former level of importance as a transportation and recreation corridor, drawing people to the waterfront and stimulating the revitalization of historic river landings.

Farming continues to be a major, though rapidly diminishing industry in the area. A significant portion of the SASS contains prime agricultural soils, and some farms have been incorporated into agricultural districts. The working landscape contributes texture and color as well as expansive open space to the landscape, background for the forms of the attendant structures such as barns, stone walls and fences which provide accents of color and form to the pastoral composition. In some parts of the SASS 100% of the land is in open space, covered by contrasting forests, wetlands, pastures and other vegetation.

The SASS exhibits a number of positive ephemeral characteristics: sleek thoroughbreds grazing on the horse farms, observable wildlife activities in the marshes, the seasonal operations of the working pastoral landscapes, the change in texture and color of the Hudson River's surface under various weather and light conditions, and the magnificent sunsets that tinge the Hudson and its marshes and silhouette the Catskill Mountains within the panoramic views to the west.

The interplay of water and land, the stately reserve of the tasteful manor houses, the friendly scale of the hamlets and villages, the teasing glimpses of intimate views framed by gardens and specimen trees and the breathtaking panoramic vistas up, down and across the Hudson River combine to make an ever intriguing setting for the commerce of daily life.

2. Unity

The Estates District SASS is unified by the dominance of the large estates, their orientation toward the Hudson River and the common history of the intertwined natural and cultural landscapes. Most of the estate landscapes were designed in the American Romantic Period and exhibit similar patterns and progressions. The main houses with their immediate environs of lawns and gardens are focused on the Hudson and create rhythmic openings in the woodlands along the river's corridor. The stone walls and gatehouses of the estates establish a pattern that provides a strong sense of place along the winding rural roads of the inland areas.

The villages, hamlets and landings were established either to take advantage of the river's commerce or to service the estates. Although neither the Hudson nor the estates is the economic center of the area today, the pattern of development remains essentially unchanged with clear edges still existing between the thickly settled areas and the surrounding pastoral working landscape and forested open spaces. The farmland which surrounds the estates was once a part of them, and the connection between the commercial and residential centers and their environs is still evident, providing a model of harmonious human interaction with the natural landscape.

The Hudson River is the connector, stretching the length of the SASS, a necklace sometimes calm and blue, sometimes grey and heaving, its linear shoreline leading the eye through the composition of the

panoramic views. The Hudson carved its corridor out of the surrounding upland and is the destination of the creeks which drain the upland. Its waters encircle the islands, alternately cover and reveal the flats and marshes, reflect the images of the forested bluffs, support the migrating waterfowl and carry the vessels that are guided by the lighthouses and call at the landings.

In views to the west the river sparkles behind the trees along the shore, changing color with the weather and the sunsets and influencing through this reflected light the tonality and mood of most landscape compositions. The Hudson is the unchanging element, the unifier, which influenced the topography and history of the SASS in the past and continues to dominate its physical and cultural landscape.

3. Contrast

The Estates District SASS is replete with both physical and cultural contrasts. There is first the contrast between water and land, the broad expanse of the Hudson juxtaposed with its forested slopes and estate lawns, the absorptive texture of the overhanging trees antithetical to the reflective surface of the river. The intimate water spaces of creek ravines, coves and marsh streams invite visitors, in contrast with the less tame Hudson which can intimidate the neophyte boater.

Inland, there are contrasts between land uses and the elements they contribute to the landscape. Perpendiculars contrast with horizontals in the forms of dense deciduous forests and specimen trees which stand tall along the edges of rolling pastures and appear as sentinels among their weaving folds. The sweeping lawns of the estates and the exotic species of their ornamental gardens contrast with the wildness of second growth forests. Grand houses stand out against the natural landscape and provide a scale by which to appreciate the extent of the estate grounds and their viewshed. The land folds are as drapery in a still life, providing a softly textured and colored background for the sharper architectural details of the structural forms.

Both grand and intimate views are available in the Estates District SASS. Panoramic views from the SASS to the west are dominated by the Hudson River and the distant Catskill Mountains, which loom over the western horizon and are visible from throughout most of the SASS. The designed landscapes within the SASS create more intimate views, framing these views and providing focal points and shaping more controlled compositions. Other internal views, particularly from local roads, range from intimate glimpses of estate edges and streetscapes to broad sweeps of pasture. The winding rural roads weave their way through the landscape, unfolding new compositions at each bend.

4. Freedom from Discordant Features

There are few discordant features in the Estates District SASS. Both the natural and the cultural landscape are well preserved and maintained. Historic development patterns have been continued in most cases, and vegetation provides effective natural buffers between historic landscapes and new development. Some strip development is located in isolated patches along the major highways, however. The railroad tracks along the Hudson River are discordant but not overwhelming since the tracks are of insufficient scale to affect panoramic views and are often not visible in views from the

bluffs at the river's edge. The Kingston-Rhinecliff Bridge over the Hudson River also introduces an engineered element into the primarily natural landscape, but its influence on the scenic character of the SASS as a whole is minimal.

B. Uniqueness

The Estates District SASS, a major collection of significant estates with the integrity of their original settings largely preserved, is unique. Some estates have become museums or institutional properties, but most still serve their original function as country seats. The companion land uses of working farms, river landings and villages remain essentially intact.

The activities of modern life coexist in a landscape with its constitutive historic and scenic elements conserved. Designed landscapes which spawned the American Landscape Movement that subsequently spread across the country remain, as does the work of renowned architects, some of whom were ingenious innovators in the architectural history of the nation, including Calvert Vaux and Stanford White. Their works have earned for a majority of the SASS a National Historic Landmark District designation.

The fact that the land uses of the working pastoral landscape remain visually distinct from the commercial and residential centers is uncommon in the face of significant development pressure that usually yields suburban sprawl. Because the historic development pattern has been continued, the original interdependence of the hamlets and river landings with the estates and the Hudson River is still evident.

C. Public Accessibility

The Estates District SASS is moderately accessible to the public because most of the land is in private ownership and the railroad tracks along the Hudson River effectively cut off most access between the Hudson River and its shorelands. A number of former estates, however, are owned by the federal and State government and operated as parks open to the public. These provide important visual and physical access to the Hudson and its shorelands and foster public understanding and appreciation of the history and beauty of the SASS. These public properties are the Franklin D. Roosevelt Home and the Vanderbilt Mansion National Historic Sites, Clermont State Historic Site and Mills-Norrie State Park. Other sites operated by non-profit organizations, such as Wilderstein and Montgomery Place, as well as some quasi-public institutions, such as Bard College and the Linwood Retreat, provide additional, though more limited access.

The Hudson River provides visual access to the entire western portion of the SASS with views of the coves, marshes and estate buildings and grounds on the east bank of the river. The Hudson is regaining its former importance as a transportation corridor, although the presence of the railroad tracks severely limits docking opportunities, increasing the importance of the existing landings. Rhinebeck Town

Landing in Rhinecliff, accessible via a bridge over the railroad tracks, provides docking for transient vessels and is a popular boat launch and viewing area.

Because the railroad lies inland from the Hudson River within Norrie State Park, Norrie Point and the marina in the park provide docking and slip rentals. Small boats can also be launched into Tivoli North and South Bays from a State car-top boat launch accessible from NY Route 9G in Red Hook. The bays and much of their associated shorelands constitute the National Estuarine Sanctuary and Research Reserve and are State-owned. These extensive holdings provide public access to one of the most significant marshes on the Hudson and to Cruger's Island.

As passenger vessels become more common on the Hudson, more members of the public other than recreational boaters will be able to view the Hudson and its shorelands from the river, including views of estate properties not otherwise accessible, thus increasing public understanding of the landscape's significance.

The railroad tracks, although minor discordant features in the landscape, provide visual access to the Estates District SASS. Since the bluffs along the tracks block views in most cases to the estates and other upland areas, the views from the trains are primarily of the Hudson River, its coves and creek mouths, islands, lighthouses, wildlife and river traffic.

Municipal waterfront parks provide additional public access to the Hudson - visual access only at the Hyde Park Railroad Station and both visual and physical access at the Rhinebeck Town Landing at Rhinecliff. In addition, village-owned land in Tivoli provides visual and physical at- grade access to the Hudson, although the land is not officially developed as a park. At Barrytown there is an above-grade vehicular bridge on a public street.

The Hyde Park Trail, an initial segment of which is now open along the Hudson River between the Franklin D. Roosevelt Home and Vanderbilt Mansion National Historic Sites with a second segment planned to connect with the Mills-Norrie State Park, traverses private property through easement arrangements and provides visual access to the Hudson River. As this trail is extended and others are developed elsewhere, public access to the interior landscape of the SASS will increase.

Ferncliff Forest in Rhinebeck, which includes Mt. Rutsen, is a private nature preserve open to the public for hiking. An observation tower at the top of the forested knob could provide panoramic views of the SASS if it were repaired.

State highways and county and local roads provide visual access to the edges and interior of the SASS. Dutchess County has included many roads in the county's network of designated Historic Tourways. Maps for self-drive tours are available from the county.

D. Public Recognition

The Estates District SASS is highly recognized by the public for its scenic and historic values. The landscape and panoramic views of the SASS were frequently the subject matter for artists of the 19th century Hudson River School of Painting, the first indigenous art movement in the United States and of international renown. Many scenes appearing in their works remain relatively unchanged.

The scenic quality of the Estates District SASS is recognized under Article 49 of the Environmental Conservation Law through designation of the Mid-Hudson Historic Shorelands Scenic District and the following Scenic Roads:

1. In Red Hook, Santage Road from its junction with Woods Road to its junction with Stony Brook Street;
2. In Red Hook, Stony Brook Street from its junction with Santage Road to its junction with NY Route 9G;
3. In Red Hook, River Road and Annandale Road;
4. In Rhinebeck, Rhinecliff, Morton and South Mill Roads and parts of the road also known as County Route 103;
5. In Rhinebeck, NY Route 199 from its junction with NY Route 9G west to the Kingston-Rhinecliff Bridge;
6. In Hyde Park, NY Route 9 from the southern border of the Vanderbilt Mansion National Historic Site northerly 2.3 miles;
7. In Hyde park, Old Post Road in the hamlet of Staatsburg for its entire length between its intersections with NY Route 9;
8. In Hyde Park, Golf Course Road in the Dinsmore Golf Course;
9. In Hyde Park, Norrie State Park Roads from the entrance to the park to both Norrie Point and the camping area.

Many roads in the area have also been designated by Dutchess County as Historic Tourways.

For more detailed information concerning the designed landscapes of the estates, the Management Plan for the Mid-Hudson Historic Shorelands Scenic District should be consulted.

Most of the SASS is included in the thirty two square mile Hudson River National Historic Landmark District designated in 1990 as the nation's largest landmark district. In addition, the SASS contains three historic districts listed on the State and National Registers of Historic Places - The Clermont Estates Historic District, the Sixteen Mile Historic District and the Town of Rhinebeck Multi-Resource District. Most of the estates included in these designations would individually meet the criteria for listing on the State and National Registers, but they gain additional significance from their grouping along the Hudson River.

The Estates District SASS is also well recognized by the general public as the location of two National Historic Sites, the Vanderbilt Mansion and the Franklin D. Roosevelt Home, both in Hyde Park. Also

frequented by the public are the Mills-Norrie State Park in Staatsburg and the Clermont State Historic Site in Clermont. These public properties attract a large number of visitors each year.

During the tenure of President Franklin D. Roosevelt the SASS was the destination of international dignitaries. President Roosevelt welcomed world leaders to his home in Hyde Park, often greeting them or seeing them off at the Hyde Park Railroad Station. Photographs recording their visits are in the collection of the Presidential Library at the F.D.R. Home National Historic Site and at the Hyde Park Railroad Station Museum.

In addition to the public properties, other estates are being preserved and opened to the public, increasing the number of visitors attracted to the SASS. Montgomery Place in Red Hook, operated by Historic Hudson Valley, is open to the public. Wilderstein, in Rhinebeck, owned by Wilderstein Preservation and undergoing restoration, is open to the public on a limited basis.

Several educational and religious institutions have been developed on former estates and provide limited access to the SASS. Among them are Bard College and the Linwood Retreat.

IV. Impact Assessment

Whether within or outside a designated Scenic Area of Statewide Significance (SASS) all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.

Policy 24 provides that when considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. The determination would involve:

(1) a review of the coastal area map to ascertain if it shows an identified scenic resource which could be affected by the proposed action, and
(2) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource.

Impairment includes:

(i) the irreversible modification of geologic forms; the destruction or removal of vegetation; the modification, destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and
(ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

Policy 24 sets forth certain siting and facility-related guidelines to be used to achieve the policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. The guidelines are set forth below, together with comments regarding their particular

applicability to this Scenic Area of Statewide Significance. In applying these guidelines to agricultural land it must be recognized that the overall scenic quality of the landscape is reliant on an active and viable agricultural industry. This requires that farmers be allowed the flexibility to farm the land in an economically viable fashion, incorporating modern techniques, changes in farm operation and resultant changes in farm structures. Policy 24 guidelines include:

SITING STRUCTURES AND OTHER DEVELOPMENT SUCH AS HIGHWAYS, POWER LINES, AND SIGNS BACK FROM SHORELINES OR IN OTHER INCONSPICUOUS LOCATIONS TO MAINTAIN THE ATTRACTIVE QUALITY OF THE SHORELINE AND TO RETAIN VIEWS TO AND FROM THE SHORE;

> **COMMENT:** The most notable of views available in the SASS are the panoramic views which include lawns or fields, the Hudson River and its shoreline and the distant Catskill Mountains. The siting of structures in a manner that causes them to intrude upon, block, alter the composition of or introduce discordant features into these views would impair the scenic quality of the SASS.
>
> Interior views are less well known but equally contribute to the aesthetic significance of the landscape. They tend to be views down winding rural roads and carriage trails and glimpses of small clearings framed by vegetation. The essential character of these views is of pastoral or forested landscapes. If commercial or industrial structures or large scale residential structures were introduced into these views, they would constitute discordant features, impairing the scenic quality of the views and, consequently, the scenic quality of the SASS.

CLUSTERING OR ORIENTING STRUCTURES TO RETAIN VIEWS, SAVE OPEN SPACE AND PROVIDE VISUAL ORGANIZATION TO A DEVELOPMENT;

> **COMMENT:** Two types of views are found in the SASS. These are 1) panoramic views, generally including fields or lawns, the Hudson River and its western shorelands and 2) intimate views of a pastoral or forested nature. If care were not taken to cluster and orient structures to retain these views, discordant features would be introduced into the views, reducing their scenic quality and impairing the scenic quality of the SASS.
>
> If agriculture were not to remain as a viable industry, a significant amount of open space could be lost. Measures which stimulate the accelerated appreciation of farmland could lead to the loss of farmland in the SASS, to the extent that pressure on farmers to sell farms for residential and commercial development increases. Loss of the working farm landscape to other uses would reduce the unifying element of the pastoral landscape and eliminate some of the ephemeral elements of the SASS, thus impairing the scenic quality of the SASS. The failure to cluster new development at the edges of fields and adjacent to existing population centers rather than allow it to sprawl across the fields would obliterate the sharp edges between settled areas and open space, affecting the variety and contrast of the landscape composition and impairing the scenic quality of the SASS.

Other types of open space in the SASS include estate lawns and forests. The latter provide an opportunity to screen new development on the estates. Failure to preserve forested areas and to cluster structures within them in order to retain the open lawns of the estates would reduce open space and contrast in the landscape, impairing the scenic quality of the SASS. Failure to maintain the forests and use them to screen new development would eliminate the contrast between the open lawns and forested areas and impair the scenic quality of the SASS. Siting of structures in the lawn areas would alter the composition of the views, reduce open space and, in some cases, block views in the SASS, a significant component of its scenic quality.

The forested shorelands also contribute open space to the landscape composition and provide an opportunity to screen new development. Failure to retain the forests to the maximum extent practicable and screen new development within them would change the open space character of the Hudson River corridor, reduce the amount of texture and contrast of the SASS, impair the visual organization and verdant character of the Hudson River corridor and impair the scenic quality of the SASS.

The expanse of the Hudson River is itself a significant open space element in the SASS. Its ever changing surface provides a variety of contrasts with its forested shores and settled landings. The siting of extensive dock and mooring facilities would reduce the open space of the Hudson and the alternately tossing and reflective surface of the water. This would reduce the variety and contrast of the landscape, impairing the scenic quality of the SASS.

INCORPORATING SOUND, EXISTING STRUCTURES (ESPECIALLY HISTORIC BUILDINGS) INTO THE OVERALL DEVELOPMENT SCHEME;

COMMENT: The historic structures in the SASS relate the story of the cultural landscape as well as contribute to the landscape and provide focal points in views. Architectural gems such as the Hudson River lighthouses along the western shore, estate and farm structures, streetscapes and specimen trees are examples of focal points. Other cultural elements include the estate houses and their designed landscape environs including the expansive lawns; other estate features such as gateways and entrance roads, historic barns and stone walls; historic streetscapes in the villages and river landings; and the vernacular village and farm architecture reflecting earlier agricultural practices. Failure to preserve these historic structures through incorporation in an overall development scheme would alter the cultural landscape, reduce variety and contrast of the landscape and eliminate focal points from views, impairing the scenic quality of the SASS. Loss of historic structures would also reduce the visible story of the landscape, reducing its symbolic value and reducing public recognition of that history and value.

REMOVING DETERIORATED AND/OR DEGRADING ELEMENTS;

COMMENT: Some historic elements are deteriorated, such as stone walls and certain historic structures, but removal of these important landscape components would result in the loss of important cultural features and focal points in views as well as reduce the variety and contrast

of the landscape, thus impairing the SASS. Rehabilitation rather than removal is the more appropriate action for historic structures.

The SASS is generally free of discordant features. The railroad tracks are discordant when they figure prominently in the landscape, however. This occurs primarily when the viewer is close to the tracks. Therefore, avoiding the application of herbicides in the railroad corridor which renders vegetation unsightly or failure to control scrub growth along the corridor to maintain views, can impair the scenic quality of the SASS. In addition, leaching of other pollutants from the tracks into the adjacent marshes, if such leaching were to adversely affect the viability and visual character of the marsh vegetation, would change the color and texture of the marsh and impair the scenic quality of the SASS. This loss of vegetation and marsh viability could result in a reduction of wildlife populations, reducing ephemeral elements of the SASS and impairing its scenic quality.

Bulkheads and docks in the river landings are evidencing signs of deterioration, and some waterfront areas are cluttered with abandoned structures and discarded materials. Failure to invest in the river landings, such as Rhinecliff, Barrytown and Tivoli, through repair of bulkheads and docks may increase deterioration to the extent that the bulkheads and docks become discordant features.

Rehabilitation of these docks has the added advantage of preserving opportunities to increase public access to the SASS in the future via passenger vessels and to reinforce the historic ties to the Hudson River. Increased tourism could support the continued economic health of the public and private attractions as well as of the landings and community centers, thus maintaining the character and good repair of significant scenic elements of the SASS.

MAINTAINING OR RESTORING THE ORIGINAL LAND FORM, EXCEPT WHEN CHANGES SCREEN UNATTRACTIVE ELEMENTS AND/OR ADD APPROPRIATE INTEREST;

COMMENT: The shoreline of the Hudson River is characterized by coves, marshes and scattered islands which contribute to the variety and contrast of the SASS and the interest of an undulating shoreline in many locations. Meandering streams cross the upland fields and rush through ravines as they approach the river. Actions and development which would alter the configuration of the shorelines or the relationship between water and land elements would impair the scenic quality of the SASS.

The bluffs along the Hudson River are highly erodible and subject to slumping and sliding. Their wooded character in certain portions of the Hudson River corridor significantly contributes to its scenic quality. Failure to maintain the undisturbed nature of the bluffs and their woodlands would alter the natural character of the landscape and the river corridor and impair the scenic quality of the SASS.

The topography behind the bluffs is generally rolling with some promontories. Alteration of this underlying form would diminish a unifying element of the landscape and impair the scenic quality of the SASS.

MAINTAINING OR ADDING VEGETATION TO PROVIDE INTEREST, ENCOURAGE THE PRESENCE OF WILDLIFE, BLEND STRUCTURES INTO THE SITE, AND OBSCURE UNATTRACTIVE ELEMENT, EXCEPT WHEN SELECTIVE CLEARING CREATES VIEWS OF COASTAL WATERS;

COMMENT: The variety, type and arrangement of vegetation in the SASS contributes significantly to the scenic quality. From marshes to wooded slopes to forests, to gardens and working farms, the natural and designed landscapes exhibit a wide range of color and texture. Vegetation screens discordant features, defines edges, softens harsh contrasts, frames views and provides focal points such as specimen trees. The wildlife supported by the various vegetation constitutes ephemeral effects on the landscape. Tree-lined scenic roads and carriage trails constitute important access ways for public experience of the landscape. Failure to preserve vegetation and provide for its continuance to the maximum extent practicable would alter the composition of the landscape, introduce discordant features through the failure to screen development, change the nature of views and significantly impair the SASS.

Vegetation also provides a buffer between the SASS and discordant elements outside the SASS and preserves the ambience of historic landscapes by screening adjacent incompatible development. As development and related traffic increase in the SASS, the importance of this buffer increases. Loss of vegetation along the edge of the scenic district and the edges of historic sites would adversely impact the historic context of the historic sites and impair the scenic quality of the SASS.

The failure to undertake selective clearing of brush along the railroad corridor at the Hyde Park Railroad Station Park will result in further diminishment of visual public access to the Hudson River and reduction in the quality of the views available there, impairing the scenic quality of the SASS.

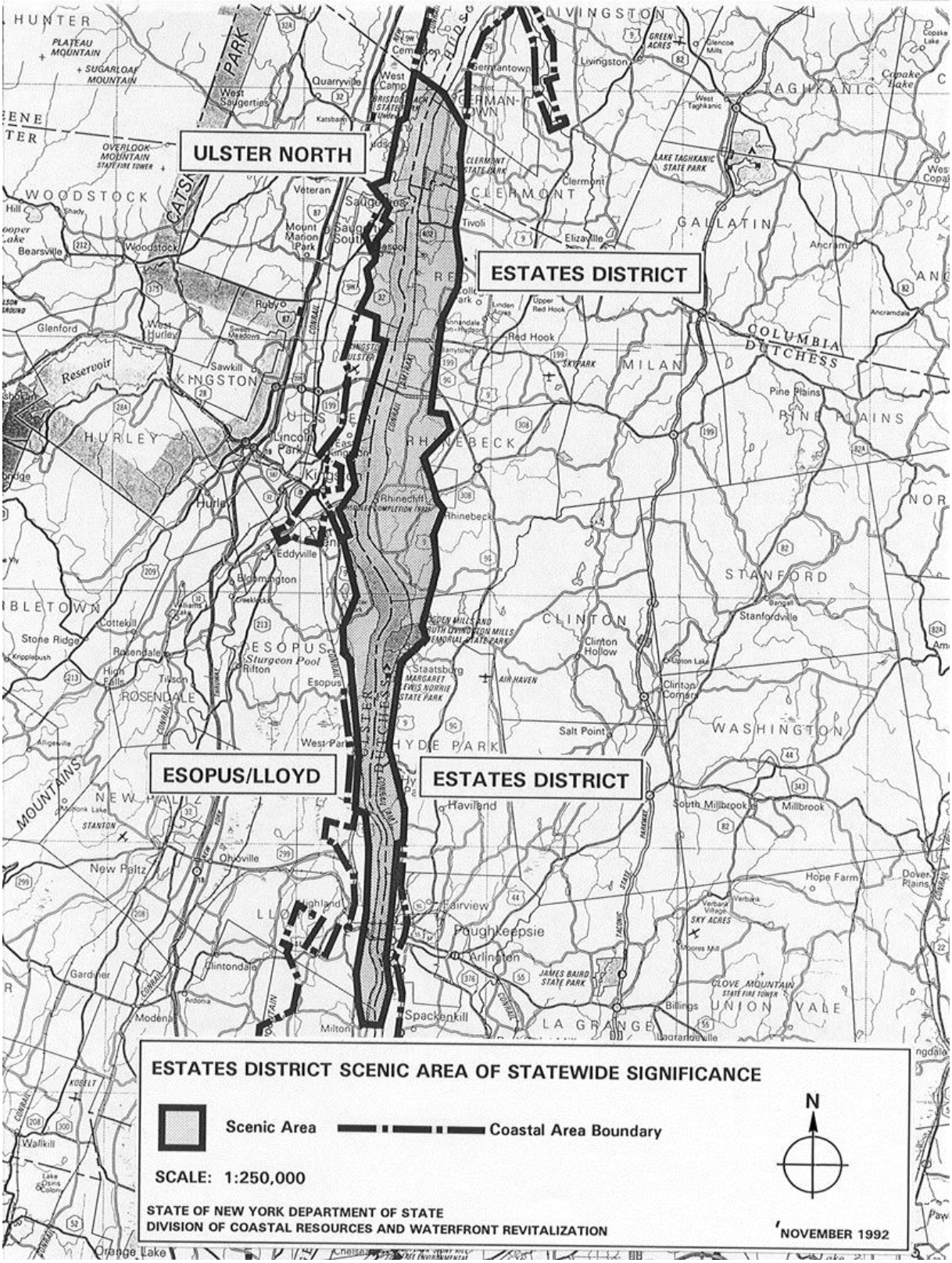
USING APPROPRIATE MATERIALS, IN ADDITION TO VEGETATION, TO SCREEN UNATTRACTIVE ELEMENTS;

COMMENT: The SASS is a living landscape which has successfully absorbed change over time because each new period of development has been compatible with the scale, design and materials of previous periods. Failure to use appropriate materials, the color and texture of which would blend new development into the historic and natural landscape, would introduce discordant features into the landscape which singularly or collectively would disrupt the unity of the SASS and impair its scenic quality.

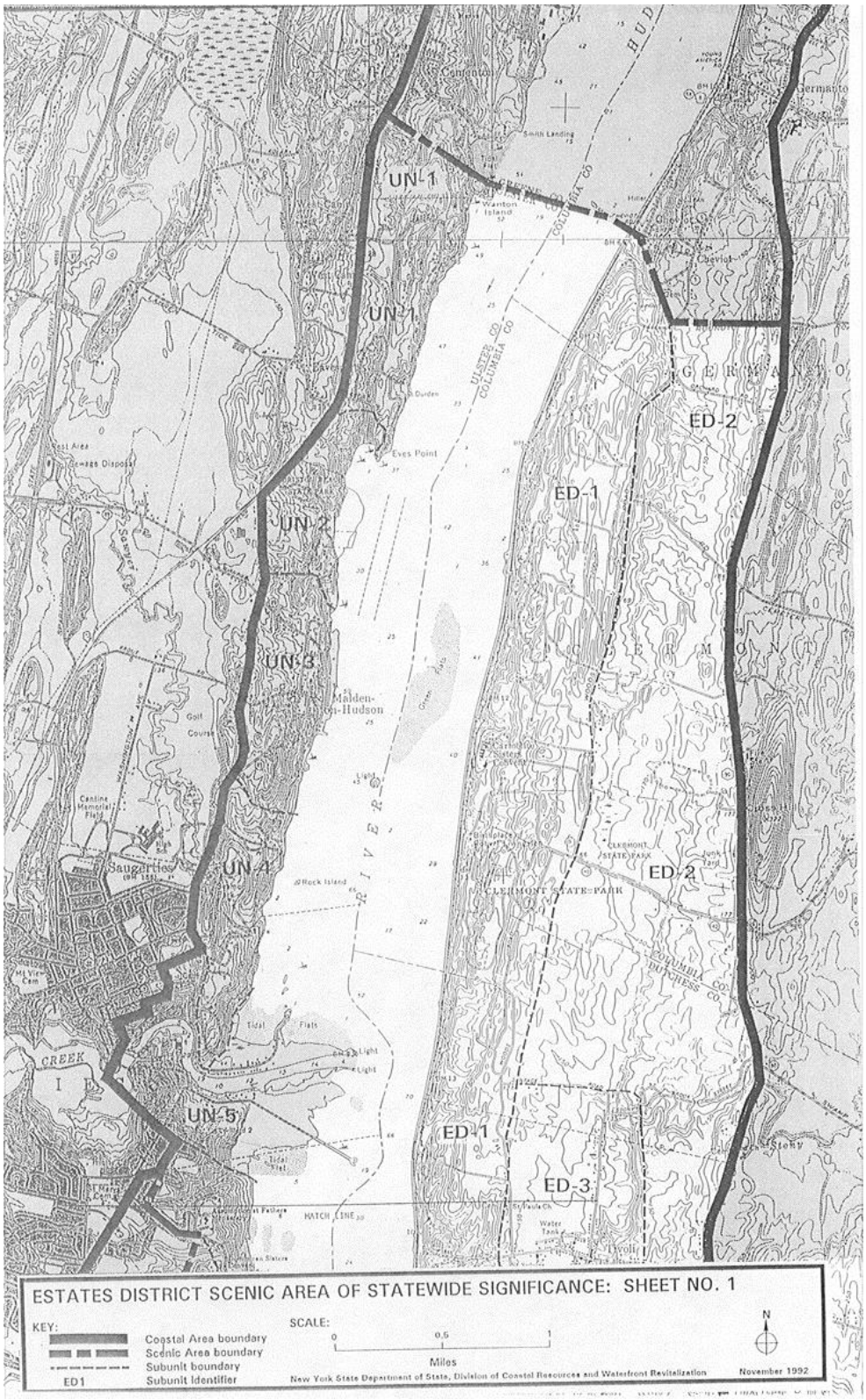
USING APPROPRIATE SCALES, FORMS AND MATERIALS TO ENSURE THAT BUILDINGS AND OTHER STRUCTURES ARE COMPATIBLE WITH AND ADD INTEREST TO THE LANDSCAPE.

COMMENT: The SASS is a living landscape which has successfully absorbed change over time because each new period of development has been compatible with the scale, design and materials of previous periods. Failure to continue to use appropriate scales, forms and materials in new development that are compatible with neighboring structures and do not dominate the landscape would introduce discordant features into the landscape which singularly or collectively would disrupt the unity of the SASS and impair its scenic quality.

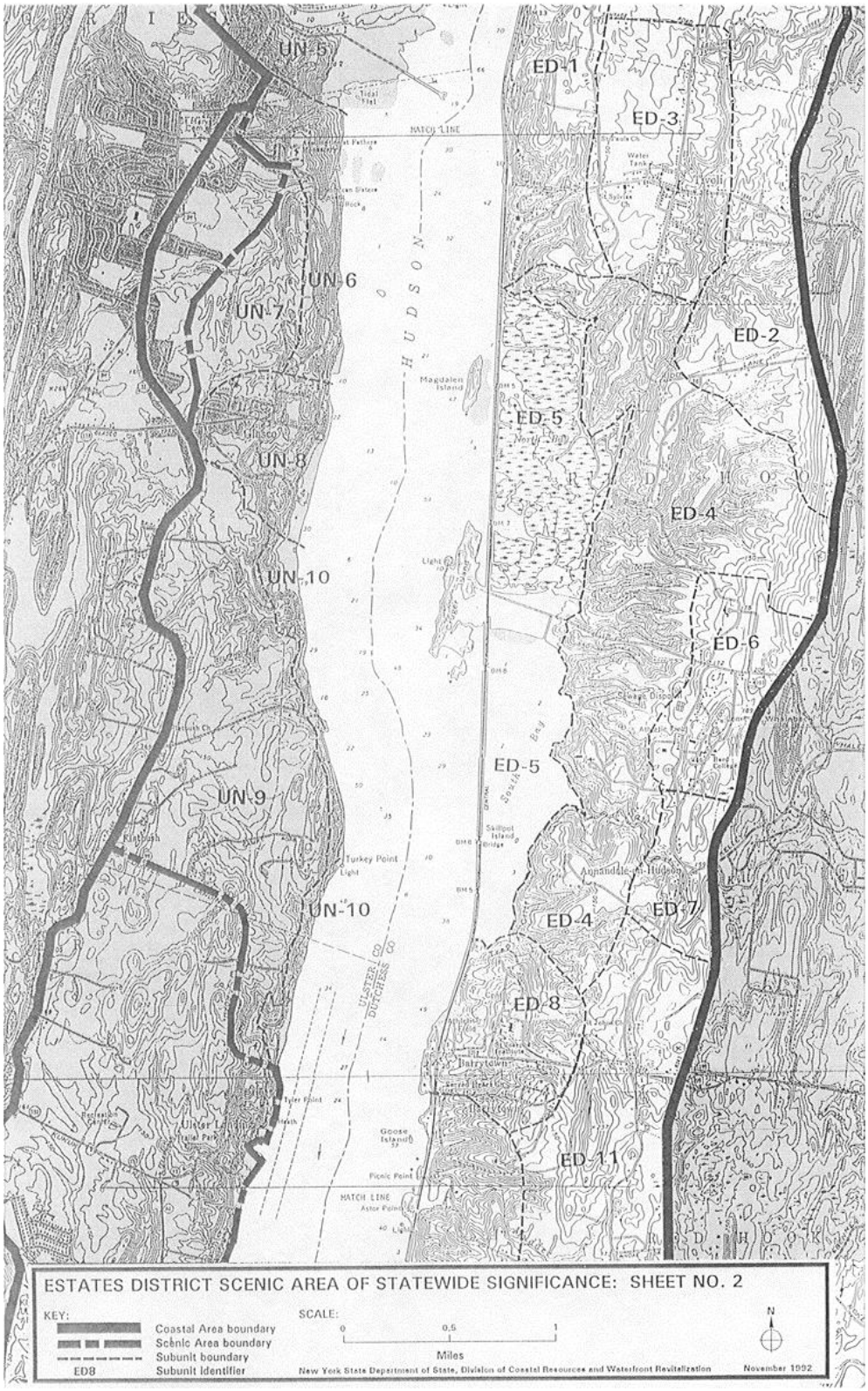
MAP: ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE



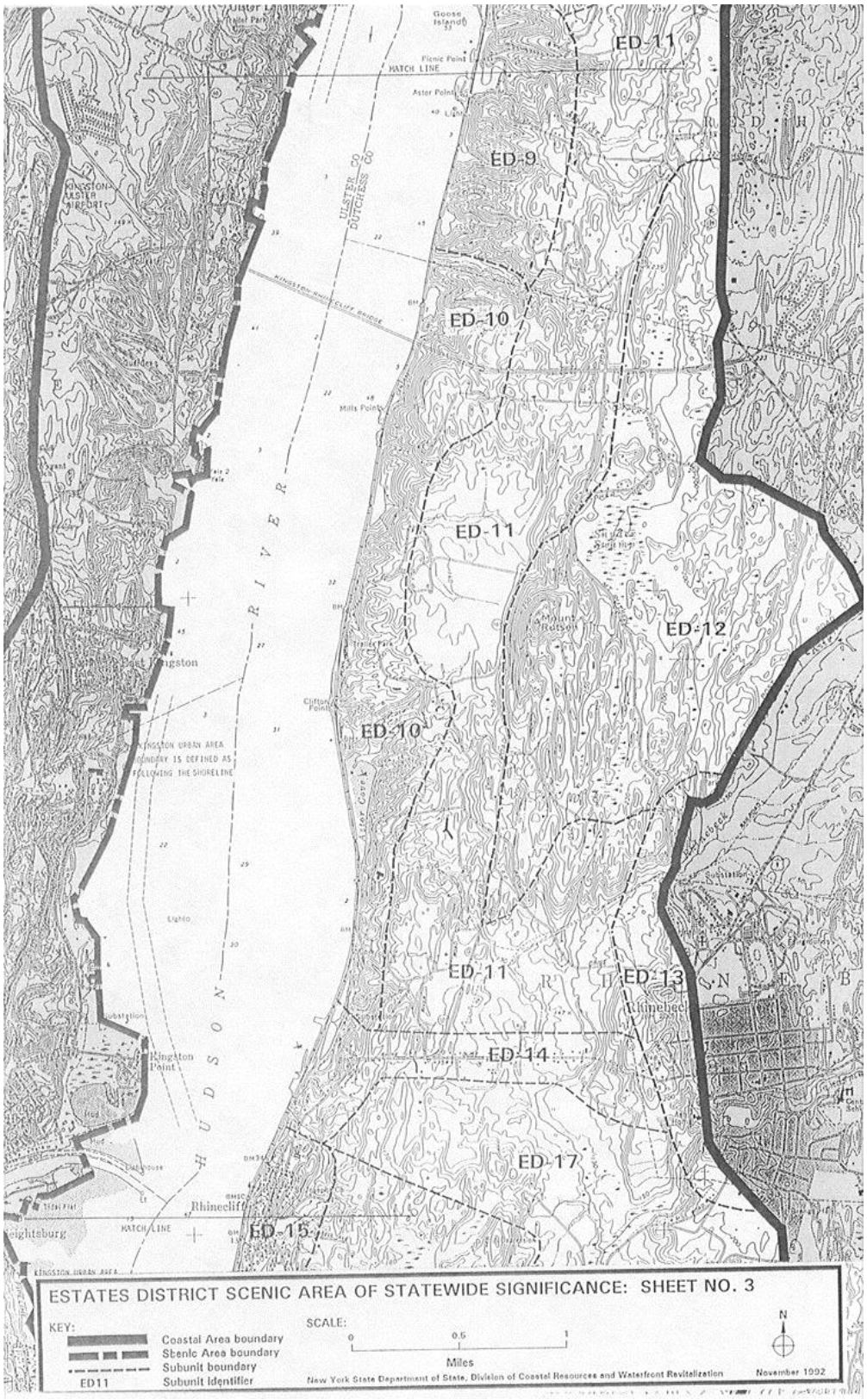
MAP: ESTATES DISTRICT SHEET 1



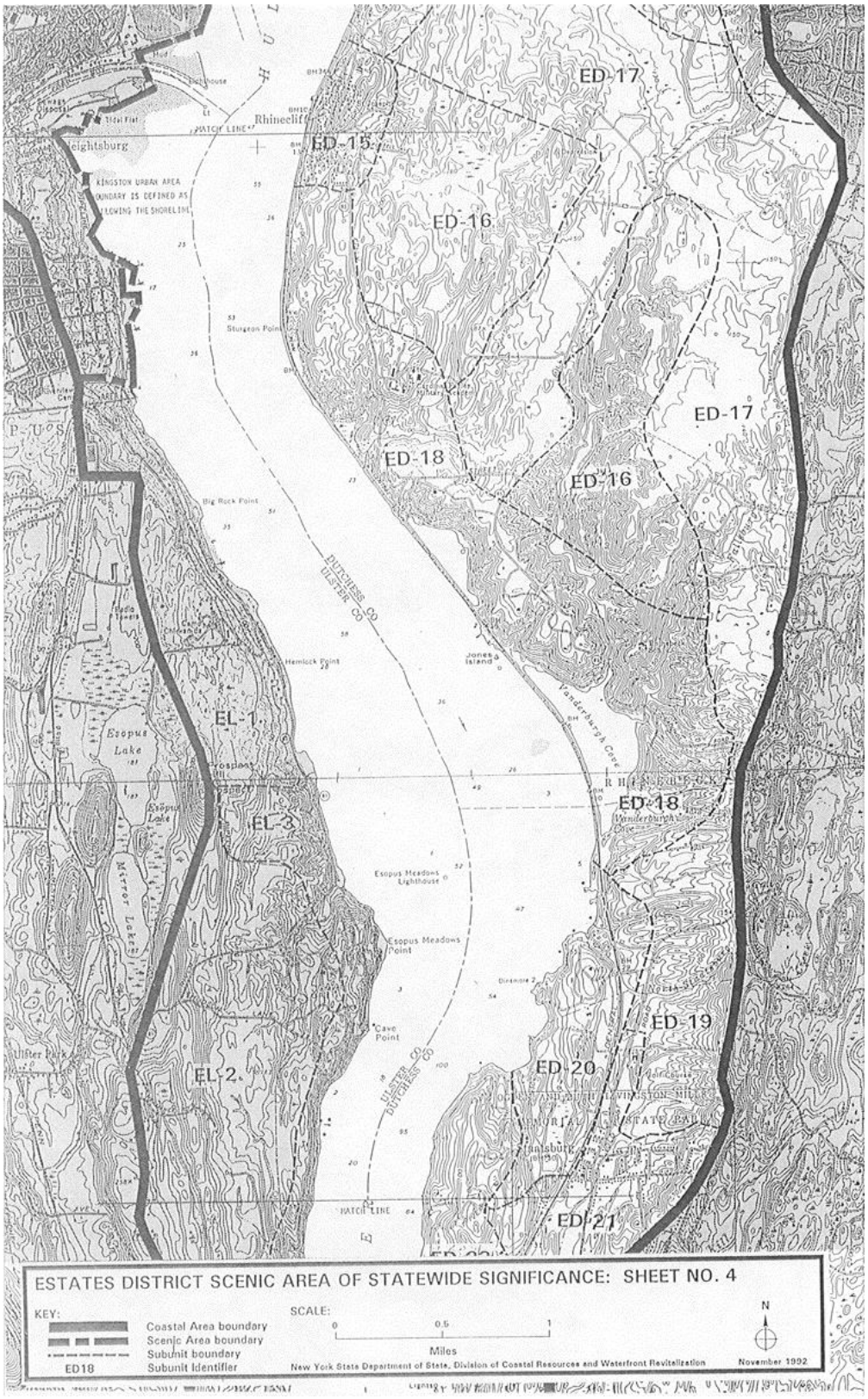
MAP: ESTATES DISTRICT SHEET 2



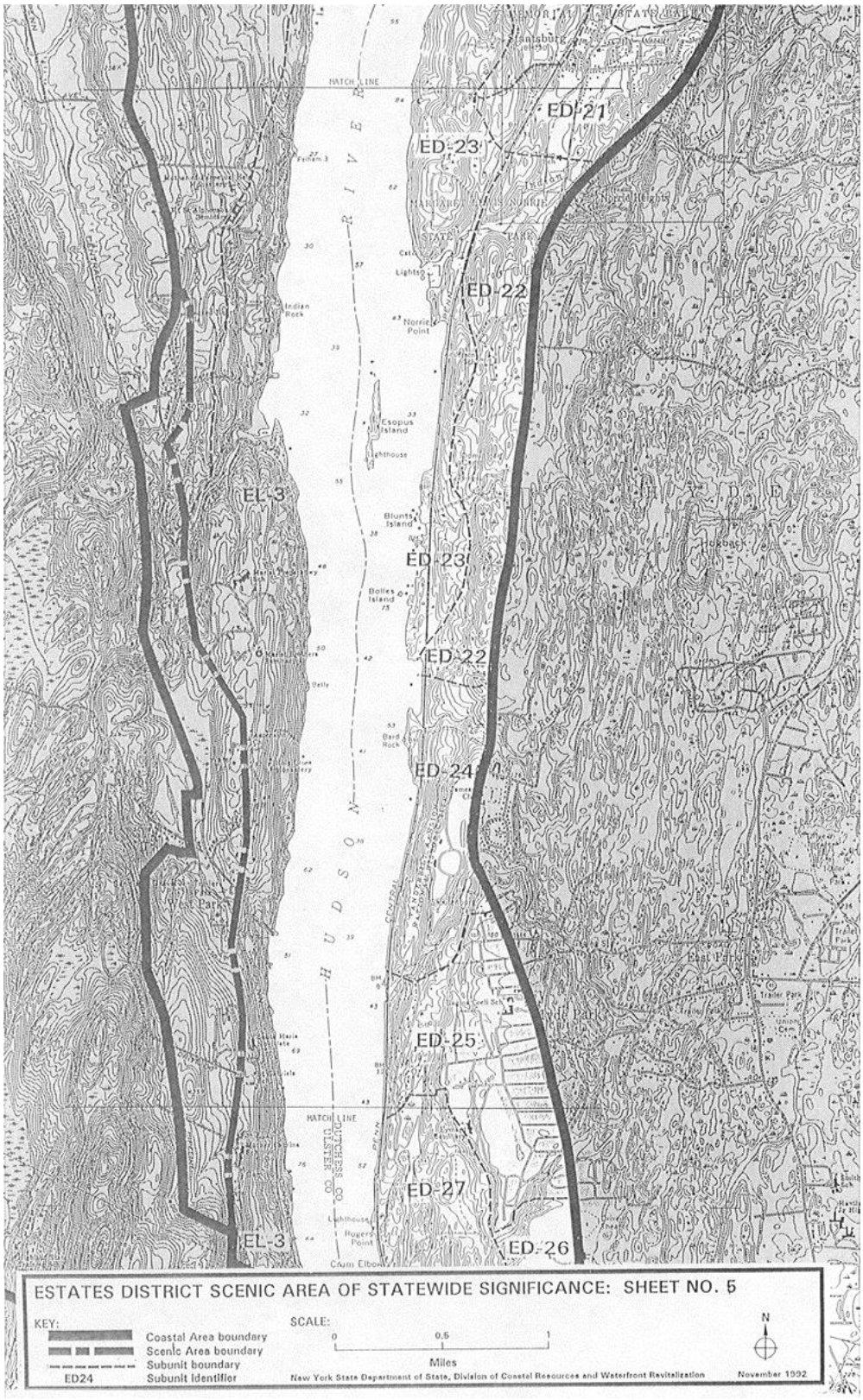
MAP: ESTATES DISTRICT SHEET 3



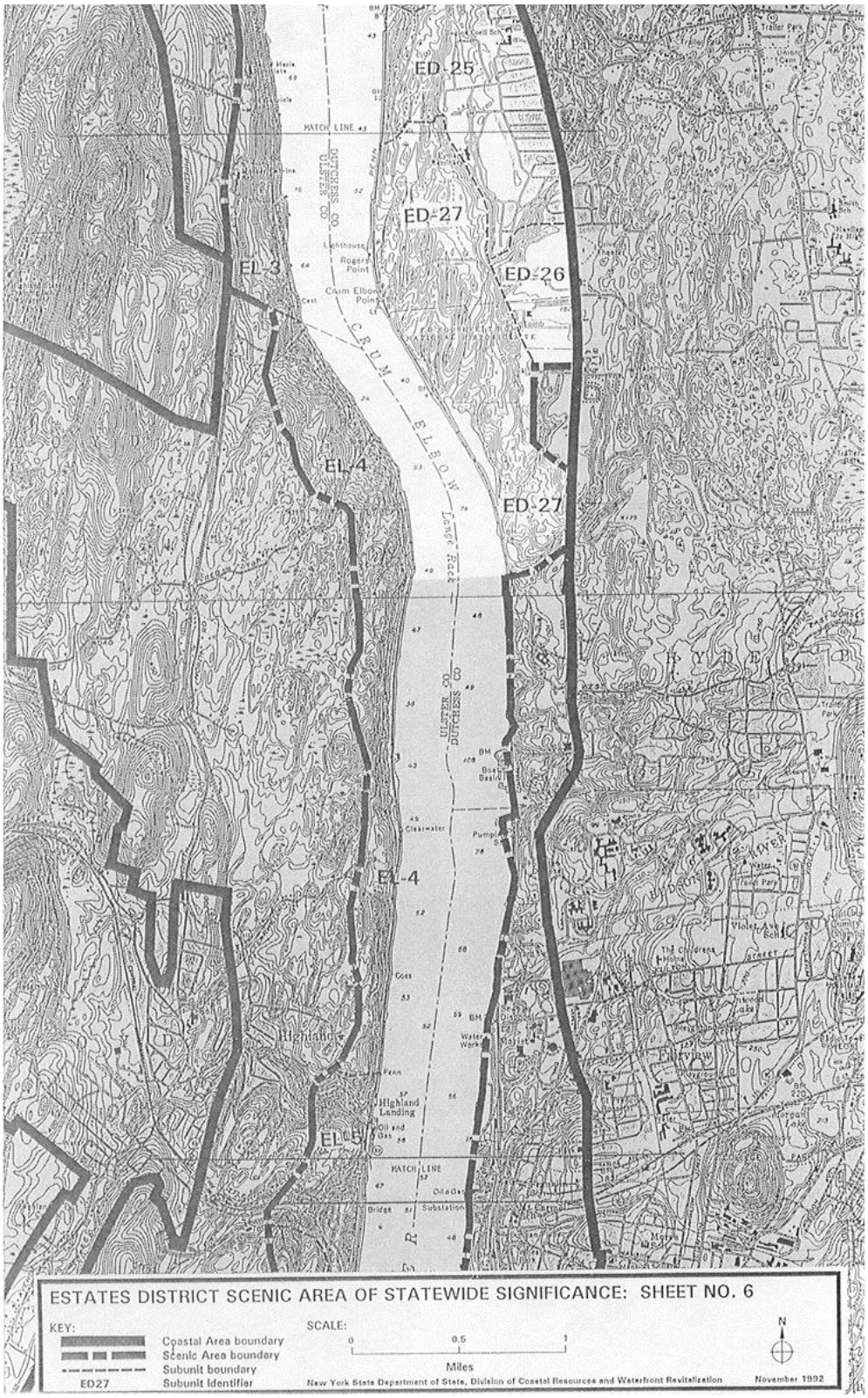
MAP: ESTATES DISTRICT SHEET 4



MAP: ESTATES DISTRICT SHEET 5



MAP: ESTATES DISTRICT SHEET 6



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ED-1 Clermont Subunit

I. Location

The Clermont subunit constitutes part of the northernmost portion of the Estates District SASS. Its northern boundary is Cheviot Road in the river landing of Cheviot, and its southern boundary is a common boundary with the ED-Montgomery Place/Blithewood subunit bordering Tivoli Bay in the Village of Tivoli. Woods Road constitutes the eastern boundary north of Callendar House, a common boundary with the ED-2 Clermont/Tivoli Estate Farmland subunit. The eastern boundary south of the village center is the edge of the fields surrounding the village center, a common boundary with the ED-3

Tivoli subunit. On the west the boundary is the mean high tide line on the west bank of the Hudson River, part of the Ulster North SASS. The subunit is located in the Towns of Germantown and Clermont in Columbia County, in the Town of Red Hook and the Village of Tivoli in Dutchess County and in the Town of Saugerties in Ulster County. Consult the Estates District SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The Clermont subunit consists of steep, wooded bluffs rising 150 feet above the Hudson River and a rolling landscape behind them punctuated with rock outcrops. Meadows and lawns of several major estates create clearings in the extensive woodlands. Vegetation is a mix of native species and the ornamental plantings of the estates' landscapes, most designed in the American Romantic Landscape Style. Mature trees line Woods Road and estate entrance roads. The land is laced with intermittent streams, and the White Clay Kill/Stony Brook cut through the fields and woodlands on their way to the Hudson.

The Hudson River is about 2,200 feet in width in this area. The shoreline of the Hudson is primarily linear with long gradual curves emphasized by the railroad tracks which are located on an eight foot high embankment. Small points occasionally project into the Hudson west of the railroad tracks.

B. Cultural Character

The cultural character of the subunit is dominated by historic estates which are part of a unique grouping of historic properties that stretches for twenty miles along the Hudson River. Some once had their own docks on the Hudson, but the docks are now in ruins and separated from the upland by the railroad tracks. In this subunit, there is only one bridge across the tracks - at Midwood - and it is in good repair and regular use. Ruins of docks and ice houses are located along the Hudson on both sides of the railroad tracks. Dry laid stone walls and rows of mature trees line Woods Road. Overgrown trails and paths on the estate grounds give evidence of one pastime followed on these country seats.

One of the most scenic and historic of the Hudson River estates is Clermont, the heart of the original 162,248 acre Manor of Livingston charter given to Robert Livingston by Governor Dongan in 1686. This original tract constituted the bottom third of Columbia County and reached east to the borders of what is now Massachusetts and Connecticut. Clermont, or the "Lower Manor", consisting of 13,000 acres, was carved out of the southwest corner of Livingston Manor for the third son of Robert Livingston, Robert of Clermont, who built the first house at Clermont in 1728. His son, the third Robert Livingston, was a judge in the Supreme Court of the Province of New York and, as delegate to the Stamp Act Congress, wrote the letter of protest to the King of England. His son, Robert R. Livingston, was an advocate of colonial rights and a member of the Second Continental Congress, one of five chosen to draft the Declaration of Independence. During the Revolution the British, after burning Kingston, sailed up river and burned the

buildings at Clermont in 1777. Charred members of the original house are a part of the existing Clermont house, constructed in 1782 on the original foundation.

Chancellor Livingston became prominent in the affairs of the new nation and, in 1781, was appointed the first United States Minister of Foreign Affairs. He was interested in mechanics and formed a partnership with Robert Fulton. Fulton's first steamboat, known to posterity as the Clermont, stopped at the Clermont wharf on its maiden voyage up the Hudson River in 1807.

The original gift of 414 acres to the State of New York, which became Clermont State Historic Site, was made by Alice Delafield Clarkson Livingston in 1962. In 1991 Honoria Livingston McVitty, the last surviving direct descendant of Robert Livingston to have grown up at Clermont, gave the State an additional 71 acres of wooded shoreland and meadows plus 88 acres of underwater land adjacent to the State Historic Site. Farm fields and woods east of Woods Road are part of the Historic Site. Ms. McVitty retained the Sylvan Cottage, once the gatekeeper's cottage, and the remaining 15 acres of the Livingston holdings north of the Historic Site.

The Clermont house is sited on bluffs overlooking the Hudson River amidst a pastoral, designed landscape of tall locust trees and ornamental plantings. Enlarged and modified several times, the house was last remodeled in the 1920s in the Colonial Revival Style. Other historic structures, including the Children's Playhouse and the Livingston Family burial site built in 1750, are located in the newly acquired parkland.

The McVitty gift includes "The Avenue," the original Eighteenth Century entrance road to Clermont which was used to transport produce from inland farms to the Clermont wharf. Stone walls and piers along Woods Road mark the beginning of The Avenue, and the white pines that line it were planted by John Henry Livingston around 1885. The Garden Path leads to a greenhouse and upper garden which includes historic plants. Carriage roads and trails wind through the property.

The Clermont subunit stretches many miles along the Hudson River and includes many smaller estates. To the south of Tivoli and north of Lower Dock Road is located The Pynes, once called Green Hill. Its main house, built perhaps as early as 1762, predates the house at Clermont because it was not burned by the British, its owner, Gilbert Livingston, having convinced the British soldiers that he was a Tory. This estate adjoins the original river landing for the Tivoli area.

Callendar House, located in the southeastern corner of the subunit south of The Pynes, consists of 175 acres, presently in two ownerships, separated by a wooded ravine. Some of this acreage is now called Tivoli Farms and is located in the Tivoli subunit. The entrance road is bordered by mature pine trees. The original portion of the main house, built in 1794, is Georgian in style and adorned with a Greek Revival colonnaded portico, while the later south wing was designed by McKim, Mead and White. There is an Italianate carriage house on the grounds.

Northwood, composed of 230 acres, most of which lie east of Woods Road, is the largest of the subunit's estates. Orchards along Woods Road and an 1875 gatehouse notify the traveler of the estate's presence.

The stucco main house built in 1856 is approached through a wooded area. Other structures of note on the property are a carriage house and mounting shed along with a collection of barns.

Oak Lawn, an 1872 Second Empire masonry structure, is built at the edge of a bluff that rises steeply above the Hudson River. Then forty-six acres in size, the estate was the childhood home of Eleanor Roosevelt. The long curving entrance road begins at an 1870 gatehouse with French inspired details. Overgrown trails and paths are still identifiable on the property. The main house has, unfortunately, fallen into extensive disrepair, and the property has been reduced to five acres and has lost its view.

Other estates, of which only a portion are located in the subunit, include Rose Hill and Teviot to the south of Clermont. Rose Hill's masonry house with its Italianate tower was built in 1843. The estate's original entry road, located just north of St. Paul's Church, is now overgrown; but its border of trees is still visible, and its gate lodge and gates still stand. Also visible along Woods Road are former farm structures of Rose Hill, some transformed into residences. Teviot still sports its 1843 Gothic Revival house graced by weeping hemlocks.

North of Clermont are Ridgely, now the Motherhouse of the Carmelite Sisters and site of an 1850 farmhouse, and Southwood and Chiddingstone, two other mid-19th century estates. The 1885 rambling main house of Midwood, less formal in demeanor than its neighbors, was designed by Michael O'Connor as a year-round home. Situated on a bluff above the Hudson River, it sports panoramic views of the Hudson and the distant Catskills. The property also has access to the Hudson River via a bridge over the railroad tracks to a small point of shoreland, the site of an old dock. Midwood is connected to the adjacent Oak Lawn via an interior road. Holcroft and Northwood are located in the most northerly portion of the subunit.

Tivoli Landing, once a bustling wharf, is now a quiet spot on the Hudson. Passenger vessels and cargo vessels alike once docked there, including the Saugerties-Tivoli ferry. Near the western shore of the Hudson River to the north of the landing stands the Saugerties Lighthouse, the oldest existing Hudson River lighthouse. Listed on the National Register of Historic Places, it has been restored as a museum and bed and breakfast. (Refer to the UN-5 Esopus Creek subunit in the Ulster North SASS for more detailed information about the Saugerties Lighthouse and other features of the western shore.)

The subunit has few discordant features. Some of the estates suffer from neglect and inappropriate bulky additions, but the landscape is generally well kept and its integrity maintained.

The railroad bed is somewhat discordant. Located on an embankment eight feet high, it parallels the straight shoreline at the foot of the bluffs and for the most part cannot be seen from the estates; but it does constitute a discordant feature from nearby river perspectives. Its scale renders it insignificant in panoramic views, however.

The railroad tracks, although not highly visible, do cut off access between the Hudson River and its uplands except for a few individual landings, including Tivoli Landing. Hudson River landings developed over two centuries of orientation to the river as an avenue of commerce. The village landing is no longer

used and is in a deteriorated condition that is discordant with the surrounding estate properties. However, it does still evidence the close connection between the Hudson and historic development in the subunit.

C. Views

Views from the subunit are both deep and broad, especially from the grounds of the estates which have been designed to create, frame, and enhance the composition of the views of both the natural riverfront setting of the mansions and of the Hudson River and distant Catskills. The mansions, the river, the Saugerties Lighthouse on the western shore and the Catskills are the focal points of these views. The shorelands of the Ulster North SASS to the west are important as the middleground of these extensive views.

The Hudson River dominates many views, especially those from Tivoli Landing where the Hudson is experienced as a broad and sometimes foreboding body of water. Rough water and large waves are ephemeral effects generated on windy days.

Glimpses of the estate grounds are available along Woods Road, but in most locations the estate gatehouses and stone walls provide the only hint of the landscape beyond. Portions of the estates are visible from the Hudson River.

III. Uniqueness

The Clermont subunit, a collection of significant historic estates with both their architectural values and their designed landscapes relatively unaltered, is unique. The historic setting is irreplaceable. The estates exemplify a blending of exceptional architecture, beautifully integrated with an enhanced natural setting and oriented to take full advantage of views of the Hudson Valley.

IV. Public Accessibility

Clermont State Historic Site is open to the public and provides the opportunity for the public to experience the ambience, views and designed landscape available to the private landowner. The private estates of the subunit are visible from the Hudson River and from some locations on its western shore in the Ulster North SASS. Woods Road and other local roads provide access to the edge of the subunit and some limited visual access to estate grounds. The subunit is also visible from the trains, although the bluffs limit views to the east. Tivoli Landing provides access to the Hudson River.

V. Public Recognition

The subunit is included the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. Woods Road is a designated Scenic Road under Article 49 and is a Historic Tourway designated by Dutchess County. The subunit constitutes most of the Clermont Estates Historic District and the northernmost portion of the Sixteen Mile Historic District, both listed on

the State and National Registers of Historic Places. The subunit is also located in the Hudson River National Historic Landmark District.

VI. Reason for Inclusion

The Clermont subunit is included in the Estates District SASS because it contains a variety of vegetation, water features and cultural elements. Woodlands, lawns, ornamental plantings and rows of mature trees along the roadway grace the landscape. Intermittent streams, creeks and the Hudson River provide interest. Estate houses from several architectural periods, gatehouses and stone walls signal the historical significance of the area. The landscape is characterized by contrast between the lawns and mansions of the historic estates and the woodlands and Hudson River of their surroundings. The distant Catskill Mountains provide additional contrast in the sweeping views to the west from the estate grounds. The subunit is unified by the landscape design and the degree of preservation of the historic architectural and landscape elements. It is generally well kept and has few discordant features.

The subunit is unique. The estates exemplify the blending of exceptionally sited architecture integrated with an enhanced natural setting that typifies the aesthetic sensibilities of the owners and the Age of Romanticism which shaped the Estates District SASS.

The subunit is accessible via the Hudson River, Woods Road and other local roads. The Clermont State Historic Site is accessible to the public and presents an excellent sense of the total scenic character of the subunit. The remaining estates are in private (in one case institutional) ownership, but the buildings and grounds of the estates are visible from the Hudson River and from some points on the western shore in the Ulster North SASS. Their edges and some of their fields are visible from the public roads. Portions of the subunit are also visible from the railroad trains, although the bluffs limit views to the east.

The subunit is very well known and is recognized through several designations. It is included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. Woods Road is a designated Scenic Road under Article 49 and is a Historic Tourway designated by Dutchess County. The subunit is included in the Hudson River National Historic Landmark District and the Clermont Estates Historic District and constitutes a portion of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-2 Clermont/Tivoli Estate Farmland Subunit

I. Location

The Clermont/Tivoli subunit constitutes part of the northernmost portion of the Estates District SASS. The subunit is bounded on the north by Roundtop Road in Germantown, the northern boundary of the SASS. Its southern boundary is a common boundary with the ED-3 Tivoli subunit. The western boundary consists of Woods Road and the settled center of the Village of Tivoli, common boundaries with the ED-1 Clermont and ED-3 Tivoli subunits. The subunit is bordered on the east by New York Route 9G and on

the south by the ED-4 Montgomery Place/Blithewood subunit. The subunit is located in the Towns of Germantown, Clermont and Red Hook in Columbia and Dutchess Counties. Consult the Estates District SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform consists of essentially flat, open terrain with some gradually rolling areas. Orchards and small woodlots along with extensive meadows, pastures and hayfields create varied vegetation patterns on the expansive agricultural landscape. Water features consist of some small ponds and small streams which cross the meadows through shallow, wooded swales. The golf course of the Edgewood Club of Tivoli lies east of Woods Road and north of Tivoli. The course has a varied terrain, contains mature trees and is bordered by woodlands. A portion of the club's holdings is cultivated.

B. Cultural Character

The land use of the subunit is agricultural, containing the farmland portion of several major estates and religious institutions. The landscape is shaped primarily by lush horse farms, orchards and estate farms, the fields of which provide a visual connection between the structures along NY Route 9G and the estate landscapes in the ED-1 Clermont subunit to the west. The large estates originally were located on both sides of Woods Road with the agricultural landscapes to the east of the road and the designed landscape and main houses located to the west.

Stone and wood frame vernacular houses and barns from the 1860s to 1870s and associated old agricultural fields of former tenant farms flank Woods Road. This landscape hints of the era when the owners of large estates such as Clermont, the main house of which is located in the ED-1 Clermont subunit to the west, controlled extensive productive farmlands from their country seats. The fields and woods that lie between Woods Road and NY Route 9G were once part of the Livingston estate, and the southwest corner of the subunit is part of the Clermont State Historic Site.

An historic house of note, the "The Stone Jug" or Konradt Lasher House, is located at the eastern edge of the subunit. Built in 1752 at what is now the intersection of NY Route 9G and Jug Road, the Stone Jug was originally a tenant house on Livingston property. Just to its north stand residences from the mid-1800s and associated barns and fields which were once part of the Oak Lawn estate, also located in the ED-1 Clermont subunit. Situated along NY Route 9G is the Clarkson Chapel, an 1860 Gothic Revival wood fame church with a bell cote in a setting of cemetery, lawns, stone walls and mature trees. Also located along NY Route 9G is the Red Church and its cemetery, believed to be the oldest house of worship in Dutchess County. Largely unaltered, the church's hilltop setting on Route 9G is picturesque.

Some portions of the subunit contain agricultural landscapes designed as gracious entrance ways to estates such as Clermont with carefully placed fields and trees in the American Romantic landscape tradition. Other sections of the agricultural lands are more utilitarian and support cash crops more

typical of working farms. One 230 acre horse farm was until recently associated in ownership with Chiddingstone, the main house of which is located in the ED-1 Clermont subunit to the west. Several elaborate horse breeding and exercising facilities are sited on the horse farm.

The land in the subunit is very well maintained, generally to a higher level of maintenance than typical of working farms. Some of the large horse farm structures and tracks as well as recent strip development along the roads constitute discordant features.

Sections of this landscape are protected through State ownership associated with the Clermont State Historic Site and the Tivoli Bays Nature Preserve which extend easterly to front on NY Route 9G.

C. Views

Views from the subunit are enhanced by the openness of the agricultural landscape, the fields of which provide long views over the surrounding countryside. The livestock on the horse farms provide ephemeral effects. Specimen trees, stone walls, tree-lined entrance roads and carefully sited agricultural buildings enhance the composition of these designed agricultural landscapes. There is no major central focal point.

The extensive fields provide sweeping views to the Catskill Mountains to the west, while views of nearby hills and woodlands are available throughout the subunit. Views of the Hudson River generally are not available, except from NY Route 9G between Bard College and Tivoli.

III. Uniqueness

The Clermont/Tivoli Estate Farmland subunit with its expansive estate farm landscape constitutes a uniquely large band of pastoral field landscapes.

IV. Public Accessibility

The subunit is accessible via NY Route 9G and local roads, such as Woods Road, Sengstack Road and Roundtop Road, which run along the edges and through portions of the subunit. A portion of Clermont State Historic Site extends into the subunit along the Columbia-Dutchess county line.

V. Public Recognition

The Clermont/Tivoli Estate Farmland subunit is part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. Woods Road, which lies along most of the western boundary of the subunit, is a designated Scenic Road under Article 49. The subunit is included in the Hudson River National Historic Landmark District in part because it was the working landscape of the nearby estates. A small portion of the subunit is part of the Clermont State Historic Site. The estate lands are also part of the Clermont Estates Historic District listed on the State and National Registers of Historic Places. The Stone Jug, the neighboring Lasher properties and the Clarkson Chapel are listed on the State and National Registers as an individual historic resource.

VI. Reason for Inclusion

The Clermont/Tivoli Estate Farmland subunit is included in the Estates District SASS because it contains varied field patterns and a variety of vegetation which are unified by the estate farm uses. Contrasts exist between the flat open fields, the orchards and woodlands and the Catskill Mountains viewed in the distance. The subunit's expansive estate lands constitute a uniquely large band of pastoral landscape which is accessible via NY Route 9G and local roads and is well recognized as the working landscape of the associated well-known estates. It is included in the Mid-Hudson Historic Shorelands Scenic Area designated under Article 49 of the Environmental Conservation Law and forms the viewshed of Woods Road, a Scenic Road also designated under Article 49.

ED-3 Tivoli Subunit

I. Location

The Tivoli subunit consists of the village center of the Village of Tivoli and surrounding farmland, its boundaries being the woodlands and fence rows enclosing the fields. The subunit boundaries are common boundaries with the ED-4 Montgomery Place/Blithewood, ED-2 Clermont/Tivoli Estate Farmland and ED-1 Clermont subunits. The subunit is located in the Town of Red Hook, Dutchess County. Consult the Estates District SASS Map sheet number 2 for subunit boundaries.

II. Scenic components

A. Physical Character

The topography of the subunit is flat to slightly rolling. Vegetation consists of extensive fields punctuated by small woodlands and groups of trees. Lawns, gardens and trees are found in the village center. The Stony Creek cuts a ravine through part of the subunit.

B. Cultural Character

Land use is a combination of the historic village center and the estate farm landscape. Structures in the village are primarily residential with some minor commercial and transportation - related buildings. Tivoli was settled in the early 1800's, initially to support the riverfront commerce of Tivoli Landing, or lower village, the waterfront portion of which is located in the ED-1 Clermont subunit. Woods Road connects the village center with the Clermont subunit, and County Route 402 connects the village center with NY Route 9G located in the ED-2 Clermont/Tivoli Estate Farmland subunit.

Tivoli's historic architecture is well preserved. Both the upper and lower village contain fine examples of period housing, including Gothic Revival, Italianate and Queen Anne styles. Among the prize structures are three Gothic Revival churches - St. Paul's, built in 1868; Tivoli Methodist Church, built in 1892; and St. Silvia's Church, built in 1902. St. Paul's is particularly noteworthy because of its setting. Located on a knoll along Woods Road, its stone walls and cemetery are focal points in the Woods Road scenic

corridor. Also notable is the former Trinity Church on North Road, now a private residence but architecturally intact.

The residences of note stem from the mid-1800s to the turn of the century and sport such details as verandas, balustrades, brackets and Tuscan columns. There are several good examples of adaptive reuse of historic buildings. An 1870 frame school with a hipped roof has been converted into apartments with structural details intact. Storefronts and commercial structures from 1865 to 1890 remain. An 1890 Queen Anne schoolhouse is now a private residence. The exuberant DePeyster Firehouse is presently being rehabilitated with State funding assistance.

The strong, geometric village center lined with old homes contrasts dramatically with the immediately adjacent expansive farms, such as Tivoli Farms, a horse farm which was once part of the Callendar House estate located in subunits to the west. Such clear village edges are an increasingly rare phenomenon as development pressure increases.

The village is well maintained. Minor discordant features are limited to the few less attractive recent residential and commercial developments. The town houses along Woods Road constitute a discordant feature because their design, scale and materials do not reflect the historic fabric of the rest of the village, especially of neighboring properties.

C. Views

Views from the subunit include picturesque internal views of historic buildings and streetscapes as well as sweeping views from the village edges and roadways across the extensive open farm and estate fields. The sweeping views contrast with the narrow village streets. No single major focal point dominates the views. Background elements include nearby woodlands and, from certain locations, the distant Catskill Mountains to the west. The Hudson River is generally not visible except from the lower village where the Hudson's western shorelands, located in the Ulster North SASS, can be seen. Some winter views are available from remote fields in the upland areas.

III. Uniqueness

The Tivoli subunit is unique. Its historic village center and the clear edge between the village center and the adjacent fields are rare.

IV. Public Accessibility

The Tivoli subunit is highly accessible from Woods Road, village streets and County Route 402. Woods Road and County Route 402 are used by some visitors to the Clermont State Historic Site located in the ED-1 Clermont subunit to the north, although they are not the primary access route. The western portion of the subunit is also visible from the Hudson River and its western shorelands and from the passing railroad trains.

V. Public Recognition

Tivoli is part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. Woods Road, which forms a portion of the western boundary of the subunit, is a designated Scenic Road under Article 49. The Village of Tivoli is included in the Hudson River National Historic Landmark District.

VI. Reason for Inclusion

The Tivoli subunit is included in the Estates District SASS because it exhibits a variety of land uses and vegetation including the lawns, trees and gardens of the village center as well as farms, fields and woodlands. The structures in the village center exhibit a variety of architectural styles. Strong contrast remains between the historic village center and the expansive adjacent fields. All elements are unified in both an historic and visual context. The preserved village center and the clear distinction between the compact village and the open space of adjacent farms are unique.

The subunit is accessible from River Road, village streets and County Route 402. It is publicly recognized as part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. Woods Road, which forms part of the western boundary of the subunit, is a designated Scenic Road under Article 49. The Village of Tivoli is also included in the Hudson River National Historic Landmark District.

ED-4 Montgomery Place/Blithewood Subunit

I. Location

The Montgomery Place/Blithewood subunit borders North and South Tivoli Bays. It is bounded on the north by the Village of Tivoli center in the ED-3 Tivoli subunit and on the east by the more densely settled areas along Annandale Road and River Road located in the ED-6 Bard College, ED-7 Annandale-on-Hudson and ED-11 River Road subunits. The southern boundary is a common boundary with the ED-8 Barrytown subunit, and the western boundary is a common boundary with the ED-5 Tivoli Bays subunit. The subunit's central portion reaches east to touch NY Route 9G about 1/4 mile north of the intersection of Route 9G and Annandale Road and borders Route 9G for approximately 2,000 feet. The subunit is located in the Village of Tivoli and the Town of Red Hook, Dutchess County. Consult the Estates District SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Montgomery Place/Blithewood subunit consists of steep bluffs covered with mature deciduous forest and dissected by small ravines. The bluffs border North and South Tivoli Bays and serve as a buffer from upland development. The land is divided primarily into large estates, the main houses of which are

situated on high points with extensive lawns that reach down to the bluff edges. Farm complexes and fields are included in the estates, and the orchards of Montgomery Place flank Annandale Road behind rows of mature locust trees. There is some evidence of historic designed landscapes, but most are overgrown.

The shoreline configuration of the bays is complex, undulating along marshy coves. Both the Stony Creek and the Saw Kill flow through the subunit and empty into North and South Tivoli Bay, respectively. As they near the bays, they tumble over rocky beds at the foot of steep ravines. The cataracts of the Saw Kill are dramatic and in the 19th century were renowned romantic landscape features.

B. Cultural Character

The Montgomery Place/Blithewood subunit is named after its two major estates. Montgomery Place is a Livingston Family home now owned by Historic Hudson Valley and open to the public. It is one of the most historic, architecturally valuable and scenic of the Hudson River estates. The main house is a Federal period structure built in 1805 which was enlarged and transformed into a Classical Revival building by Alexander Jackson Davis during the mid-1800s. The designed landscape, which was extravagantly admired in print by Andrew Jackson Downing, includes wooded areas, called "South Woods" in the south and "The Wilderness" in the north, which are laced with carriage roads and trails. Mature locust trees dot the lawns surrounding the house and frame views to the west. Woods Road is also lined with mature locust trees and stone walls, and glimpses are available of the fields behind them.

The original mansion of Blithewood, called Mill Hill, no longer stands. Subsequently called Annandale, it had been redesigned in 1836 by Alexander Jackson Davis. The present Blithewood, a Beaux-arts residence now owned by Bard College, was designed by the firm of Hoppin & Koen in 1901. Other buildings designed by Davis survive as does his designed landscape in an overgrown condition. The grounds once afforded the mansion site more sweeping views of the Hudson River than are now available. The turn of the century formal gardens on the west side of Blithewood and a portion of the view are now being restored. A.J. Downing lavishly praised these grounds in print, as well.

There are several discordant features in the Montgomery Place/Blithewood subunit, primarily academic buildings unsympathetically designed and placed along the Blithewood driveway. Most of the land bordering the Tivoli North and South Bays is either in public ownership or protected by easements as part of the Hudson River National Esturarine Sanctuary and Research Reserve.

C. Views

The view compositions of the designed landscape are overgrown at Blithewood (not at Montgomery Place) and the extensive views they once offered are now more limited or no longer visible. Expansive lawns surround the mansions, however, and specimen trees on the grounds of Montgomery Place frame some sweeping views to the west across Tivoli Bays to the distant Catskill Mountains, including the bluffs on the Hudson's western shore in the Ulster North SASS. Views three to four miles up-river are also available from certain locations. The Tivoli Bays observation area offers spectacular views.

Blithewood is located high above the Hudson River, but its grounds offer less sweeping views of the river. Its site is an attractive wooded location, however.

The composition of views within the subunit is enhanced by the historic mansions and their designed landscapes. Views toward the water are focussed by lawns and fields on the estates or by the forested shore elsewhere along the Tivoli Bays. Internal views include mature woodland scenes and views of the estate grounds, woodland clearings and fields surrounded by woodlands.

III. Uniqueness

The Montgomery Place/Blithewood subunit is unique. Groups of preserved historic estate mansions and their attendant designed landscapes, such as found in the Montgomery Place/Blithewood subunit, present important examples of exceptional historic structures which have been successfully integrated with their enhanced natural setting and oriented to take full advantage of views of the Hudson Valley. Montgomery Place is a particularly fine example of such compatible siting.

IV. Public Accessibility

The Montgomery Place/Blithewood subunit is highly accessible. Extensive State holdings border Tivoli North and South Bays as part of the Hudson River Estuarine Sanctuary and Research Reserve. The sanctuary is open to the public through educational programs sponsored under the Estuarine Sanctuary Program and is available to the casual visitor as well. Views of the estates from the bays are available to those who launch small boats into the bays to tour the wetlands. The subunit is also visible from the Hudson River and from railroad trains passing through the ED-5 Tivoli Bays subunit.

The Bard College campus lies along most of South Bay. Parts of the campus are accessible to the general public during special events sponsored by the college. Montgomery Place is owned by Historic Hudson Valley and operated as a destination point for tourists. Tours of the main house and grounds are available. There is an admission fee.

Cruger Island Road crosses the center of the subunit, leading to Cruger Island located in the ED-5 Tivoli Bays subunit to the west.

V. Public Recognition

The Montgomery Place/Blithewood subunit is well recognized by the public. It is part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The estates and their designed landscapes are included in the Hudson River National Historic Landmark District and the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. Bard College and Montgomery Place attract both students and the general public to the area. The presence of the National Estuarine Sanctuary and Research Reserve draws members of the scientific community as well as members of the public interested in hunting or observing the resident wildlife.

Land along the Tivoli North and South Bays is protected either by State ownership or by easements held by the State.

VI. Reason for Inclusion

The Montgomery Place/Blithewood subunit is included in the Estates District SASS because it exhibits variety created by the juxtaposition of the natural landscape along the Bays and the estates and their designed landscapes. The subunit is unified by the estate design and lack of discordant features. There is contrast between the lawns, historic structures and surrounding woodlands and between those elements and the Hudson River and distant Catskill Mountains in the views from the subunit. The subunit is highly accessible to the public and is recognized at the State and national level by the following designations: the Mid-Hudson Historic Shorelands Scenic District, the Hudson River National Historic Landmark District and the Sixteen Mile Historic District.

ED-5 Tivoli Bays Subunit

I. Location

The Tivoli Bays subunit consists of North and South Tivoli Bays, Cruger Island and Magdalen Island and the Hudson River associated with them. The subunit's boundaries are contiguous with the edge of North and South Tivoli Bays on the north, east and south and are common boundaries with the ED-8 Barrytown and ED-4 Montgomery Place/Blithewood subunits. The western boundary is the mean high tide line on the west shore of the Hudson River, located in the UN-4 Saugerties Bluffs and UN-8 Glasco subunits in the Ulster North SASS. Cruger and Magdalen Islands lie within the subunit. The subunit is located in the Town of Red Hook, Dutchess County and in the Town of Saugerties, Ulster County. Consult the Estates District SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Tivoli Bays subunit is dominated by Tivoli North and South Bays and the Hudson River. Almost the entire subunit is composed of high quality water features. The great flat marshlands stretch to the railroad causeway which separates the bays from the river. Tivoli North Bay, a true tidal marsh, encompasses 386 acres, while Tivoli South Bay, a tidal flat, contains 288 acres. Their appearance changes with the tides which flow through the five openings in the causeway, alternately exposing and covering the diverse vegetation. The edges of the bays are lined with mature trees.

Cruger Island, 32 acres in size including the surrounding marshes, is the larger of the two islands. It contains intertidal marshes, tidal swamp and deciduous forest and is an outstanding bird and wildlife habitat. Magdalen Island consists of more than eight acres of deciduous woods and wildflower populations. In the middle of State-owned Tivoli South Bay is located a rock outcropping called Skillipot

Island, an old Dutch term for a large turtle. Such diversity yields a complex shoreline configuration except where the railroad draws a straight line between the river and the bays.

The Hudson River is approximately 2,200 feet wide in this area. Two tributaries empty into the Tivoli Bays, Stony Creek into Tivoli North Bay and the Saw Kill into Tivoli South Bay. The vegetation is very diverse, consisting of marsh, shrub and tree swamp and forest. Cruger and Magdalen Islands are densely forested. Except for the straight line of the railroad causeway, the shoreline configuration is varied, ringing islands, marshy coves, embayments and creek mouths.

B. Cultural Character

The eastern half of the subunit is entirely in State ownership except for the railroad right-of-way and a corridor along Cruger Island Road owned by Central Hudson Gas and Electric Company. Both Tivoli North and South Bays as well as Cruger and Magdalen Islands are publicly held as part of the Tivoli Bays State Nature and Historical Preserve/National Estuarine Sanctuary and Research Reserve. The Bard College Field Station operated by the sanctuary is located at the mouth of the Saw Kill on Tivoli South Bay. Use of the area includes hunting, fishing and trapping as well as extensive bird watching, scientific research and nature study.

The diverse wetland wildlife habitat of the bays is a relatively undisturbed natural area unbroken by any signs of development other than the railroad and Cruger Island Road, an unimproved dirt road. Henry Hudson landed on Cruger Island in 1609. The construction of the railroad in the 1850s greatly altered the natural conditions of the bays, and in the 1800s a swamp region near Cruger Island was diked to form an ornamental garden that has since reverted to swamp. Natural preservation uses dominate the cultural character of the subunit. Hunters use the area in season, and visitors to the sanctuary can use small boats to navigate the waterways of the bays to observe the wildlife.

Ephemeral effects include the subunit's wilderness quality with its attendant wildlife, disturbed only by an occasional train. The railroad causeway is an intrusion but does not constitute an overwhelming discordant feature.

C. Views

Views from and of the Tivoli Bays subunit are broad and extensive. In all cases they involve highly scenic water features. In most views the bays form the foreground surrounded by marshes and hills. The details of the marshland vary with the water levels, low tide revealing watery channels and more vegetation than high tide. From the eastern portion of the subunit, the railroad causeway somewhat blocks views of the open Hudson River. Views from the islands are extensive, reaching 2 to 3 miles up and down the Hudson River. The distant bluffs and hamlet of Glasco on the western shore, located in the UN-8 Glasco subunit of the Ulster North SASS, form a backdrop in views to the west.

The presence of abundant wildlife and the occasional passing of trains, dwarfed in the panoramic views, are ephemeral effects that generally enhance the area's visual interest, as is the tumbling Saw Kill as it

rushes over rocks before emptying into Tivoli South Bay. The railroad causeway itself is a discordant feature, but it does not dominate the landscape.

III. Uniqueness

The Tivoli Bays subunit is unique. It is an unspoiled natural landscape of marsh and islands.

IV. Public Accessibility

The Tivoli Bays subunit is highly accessible to the public. Its eastern half is entirely in State ownership, except for the railroad right-of-way, and is used by the public for hunting, fishing, trapping and wildlife observation. It can be accessed from the State-owned uplands, from the Bard College Field Station and from the Hudson River. The subunit is frequently viewed by train passengers, and Cruger Island is accessible via Cruger Island Road at low tide. The National Estuarine Sanctuary and Research Reserve conducts educational programs on a regular basis. Casual visitors can use the sanctuary's parking lot on NY Route 9G and paths leading to a canoe launch on North Tivoli Bay. Other sites for hand launching of boats are located near Cruger Island Road and Ward Manor Road.

The subunit is visible from the State-owned uplands in the Village of Tivoli and the Town of Red Hook; from Callendar House, an historic estate in Tivoli; from the Bard College campus and its historic mansion Blithewood; and from Montgomery Place, an estate owned by Historic Hudson Valley and open to the public.

The Tivoli Bays subunit is highly visible from the west bank of the Hudson River. Magdalen and Cruger Islands are focal points in views from the UN-8 Glasco subunit in the Ulster North SASS.

V. Public Recognition

The Tivoli Bays subunit is well recognized as part of the Hudson River Estuarine Sanctuary and Research Reserve. Cruger Island and the underwater lands in Tivoli North and South Bays are owned by the State. The subunit is also part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. It is located in the Hudson River National Historic Landmark District and the Sixteen Mile Historic District listed on the National and State Registers of Historic Places. The islands and the wetlands are landmarks for travelers by rail and by water.

VI. Reason for Inclusion

The Tivoli Bays subunit is included in the Estates District SASS because it contains a variety of diverse wetland and upland vegetation, including marsh and wooded islands, unified by the undisturbed natural quality of the landscape. Contrast exists between the flat marsh and the wooded islands. Although the railroad causeway is a man-made intrusion into a natural landscape, it is not an overwhelmingly discordant feature. The unspoiled natural landscape of marsh and islands is unique.

The subunit is highly accessible to the public because it is publicly owned and available to hunters, wildlife viewers, boaters and participants in the educational programs of the National Estuarine Sanctuary and Research Reserve. It is visible from the railroad trains, the historic estate properties on the adjacent uplands and from the Hudson River and its western shore. The subunit is well known as the Hudson River Estuarine Sanctuary and Research Reserve and is included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. It is also a part of the Hudson River National Historic Landmark District and is included in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-6 Bard College Subunit

I. Location

The Bard College subunit consists of the grounds of Bard College bounded by woodlands in the ED-4 Montgomery Place/Blithewood subunit to the north, New York Route 9G on the east and the hamlet of Annandale-on-Hudson in the ED-7 Annandale-on-Hudson subunit to the south. The western boundary lies along the edge of the main campus and is a common boundary with the ED-4 Montgomery Place/Blithewood subunit. The subunit is located in the Town of Red Hook, Dutchess County. Consult the Estates District SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the Bard College campus is flat to gradually rolling terrain, and a ridge runs north and south through the campus east of Annandale Road. Vegetation consists of woodlands bordering NY Route 9G and Annandale Road. Trees, including some specimen trees, playing fields and expansive lawns are interspersed among the campus buildings. Water features do not play a major role in the landscape, although there are some small meandering streams and ponds.

B. Cultural Character

The subunit is dominated by the Bard College campus, a diverse but unified group of academic buildings, quadrangles, playing fields and woodlands located on a former estate.

The Bard College was originally known as St. Stephen's College. Founded in 1860, its historic quadrangle remains surrounded by sloping lawns and mature specimen trees. The 1859 Gothic Revival Bard Chapel was known as the "Chapel of the Holy Innocents" when it formed the core of St. Stephen's College. Flanked by rolling lawns, it now provides a focal point in views to the east from Annandale Road. The area exhibits a transition of the landscape from its estate origins to its current academic use, with the restored mansions of Blithewood, located in the subunit to the east, and Ward Manor coexisting with contemporary academic architecture and a modern sculpture garden.

Ward Manor, originally known as the Hamersley Estate, is located on the campus in the northern portion of the subunit, its presence heralded along Annandale Road by a crenelated stone gatehouse in the Jacobean/Elizabethan style. The gatehouse and associated mansion were built about 1918. Later developed as a health care facility owned by the Ward Baking Company under the auspices of the New York Association for Improving the Conditions of the Poor, the Manor did not become part of Bard College until the 1960s. The original drive lies to the east of the present entrance and is lined with mature trees.

In the southern portion of the subunit along Annandale Road stands Blithewood's hexagonal gatehouse designed by Alexander Jackson Davis. Located at an intersection with what is now a campus road, it once welcomed people to the earlier mansion that preceded the present Blithewood. Some vernacular cottages also are located along Annandale Road.

Providing additional interest are the innovative contemporary campus architecture and sculpture gardens. Careful site planning and design and the preservation of the site's key open spaces have allowed the college to evolve generally in keeping with the visual character of the landscape, although some of the contemporary buildings are discordant features because their design and materials are not in keeping with the rest of the campus buildings.

C. Views

Views within the subunit are primarily internal and about 1/2 mile long, organized by the large academic buildings and recreational open spaces. The preserved mansions and clusters of academic buildings constitute focal points. Compositions are enhanced by specimen trees, academic quadrangles, and the remains of the open estate landscapes. The Hudson River is rarely visible. Restoration of the designed landscape could restore historic views to the river, but only if the agricultural landscape in the adjacent subunit were also restored. In the vicinity of Ward Manor views are available across open fields to the distant Catskill Mountains.

III. Uniqueness

The subunit is not unique, but the Bard College campus's mixture of 19th century and modern academic buildings in an historic estate setting is uncommon.

IV. Public Accessibility

The Bard College subunit is accessible to the public via Annandale Road, and its edges are visible from Annandale Road and NY Route 9G, primarily wooded areas of the campus along with some lawns and historic structures. The views from NY Route 9G are primarily of the wooded landscape that borders the highway. Bard College is a private college which invites the public to attend certain events and conferences.

IV. Public Recognition

The Bard College subunit is part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. Annandale Road is a designated scenic road under Article 49 and a Historic Tourway designated by Dutchess County. The Bard College subunit is included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. Bard College is an accredited academic institution and is well- known in the Hudson Valley.

VI. Reason for Inclusion

The Bard College subunit is included in the Estates District SASS because it contains a great variety of physical and cultural features, including extensive vegetation, designed open spaces and historical architecture, which are unified by the campus and estate setting. Contrast exists between the natural elements of fields and woods and the cultural elements of historical and modern academic buildings. The subunit is generally free of discordant features. It is recognized by the public for its scenic value through the designations of the Mid-Hudson Historic Shorelands Scenic District and the Annandale Road Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. The subunit is accessible to the public via Annandale Road, and its edges are visible from Annandale Road and NY Route 9G. The public is regularly invited by Bard College to attend and participate in events at the college.

ED-7 Annandale-on-Hudson Subunit

I. Location

The Annandale-on-Hudson subunit consists of the historic hamlet of Annandale-on-Hudson and is bounded on the north by the ED-6 Bard College subunit, on the east by New York Route 9G, on the south by the open fields of the ED-11 River Road subunit and on the west by the estate grounds of the ED-4 Montgomery Place/Blithewood subunit. The subunit is located in the Town of Red Hook, Dutchess County. Consult the Estates District SASS map sheet number 2 for the subunit boundaries.

II. Scenic components

A. Physical Character

The physical character of the subunit consists of a rolling valley along the meandering Saw Kill cut by small swales and gullies. The Saw Kill shoreline is complex, and the creek has been dammed in places to create mill ponds. Vegetation consists of mature forests, fields, orchards and diverse village vegetation in the hamlet, including a village green.

B. Cultural Character

The subunit is dominated by the small historic hamlet of Annandale-on-Hudson. The gated entrance to Montgomery Place is located just south of the hamlet, and the estate's orchards and fields flank both sides of Annandale Road which runs through the center of the subunit.

The historic vernacular structures of the tightly clustered hamlet are oriented around a central common, the Saw Kill and numerous former mill sites. The dwellings were originally associated with the mills. Some of the original mill structures remain. The overall pattern of the hamlet, with its close relationship to the Saw Kill, reflects its heritage as a center for early milling. Annandale-on-Hudson was the site of the original Bakers Chocolate factory. Two dwellings on the south side of the Saw Kill were designed by Andrew Jackson Davis.

The hamlet structures, most now owned by Historic Hudson Valley which owns Montgomery Place, retain their historic fabric but are showing deterioration which is somewhat discordant.

C. Views

Views in the subunit are mainly internal and focus on the hamlet common, the historic homes and mills and the usually placid Saw Kill. Composition is enhanced by the tight historic settlement pattern of the hamlet, the simple grass common and the close siting of former mill structures and residences next to the creek. The architectural groupings create focal points, as does the creek.

III. Uniqueness

The hamlet of Annandale-on-Hudson, with its collection of related historic structures and absence of major discordant features, is unique.

IV. Public Accessibility

The hamlet green, owned by Bard College, and the other property in the Annandale-on-Hudson subunit is private. The hamlet is accessible via Annandale Road, and a large part of the subunit is visible from the road.

V. Public Recognition

The Annandale-on-Hudson subunit is included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. It is also part of the Hudson River National Historic Landmark District and of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. River Road is a designated Scenic Road under Article 49. It is also a Historic Tourway designated by Dutchess County. In 1993, the Town of Red Hook placed Annandale-on-Hudson in a special "historic hamlet" zoning classification requiring design review of proposed development for compatibility with the existing historic structures.

VI. Reason for Inclusion

The Annandale-on-Hudson subunit is included in the Estates District SASS because it is a unique hamlet which exhibits great variety of village spaces and structures unified by the historic hamlet settlement pattern. There is contrast between the hamlet form and the meandering Saw Kill. The hamlet is generally free of discordant features other than its incipient state of disrepair. The subunit is publicly accessible via River Road and is visible from River Road and other local roads. The subunit is publicly recognized through the designations of the Mid-Hudson Historic Shorelands Scenic District and the River Road Scenic Road under Article 49 of the Environmental Conservation Law. It is also part of the Hudson River National Historic Landmark District and is included in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. The hamlet is also closely associated with Montgomery Place located in the ED-4 Montgomery Place/Blithewood subunit.

ED-8 Barrytown Subunit

I. Location

The Barrytown subunit consists primarily of the hamlet of Barrytown and the grounds of the former Massena Estate, now the Unification Theological Seminary. The southern tip of Tivoli Bay constitutes its northernmost boundary, a common boundary with the ED-5 Cruger's Island subunit. Its eastern boundary lies approximately halfway between the Hudson River and River Road and is a common boundary with the ED-11 River Road subunit. The southern boundary is shared with the ED-9 Astor Point subunit, and the western boundary is the mean high tide line on the western shore of the Hudson River which is also located in the Ulster North SASS. The Barrytown subunit is located in the Town of Red Hook, Dutchess County and in the Towns of Saugerties and Ulster, Ulster County. Consult the Estates District SASS map sheet number 2 for subunit boundaries.

II. Scenic components

A. Physical Character

The physical character of the subunit consists of rolling hills centered on a small valley. Vegetation is primarily mature deciduous town and estate trees. A small stream flows in a wooded ravine at the bottom of the valley, while the Hudson River, about 2,000 feet wide in this area, dominates the western portions of the subunit. The shoreline has a linear configuration created by bulkheaded fill and docks.

B. Cultural Character

The cultural character of the Barrytown subunit is one of contrast between the historic hamlet and the somewhat imposing collection of institutional buildings of the Unification Theological Seminary on the former Massena Estate, located on a hilltop to the north. First developed in 1790 by John Livingston, the Massena property had two entries, one of which near Barrytown Landing is still marked by a Gothic Revival masonry gatehouse.

Two historic churches are located in the Barrytown subunit, the 1852 Sylvania Chapel (designed by Andrew Jackson Davis) on Barrytown Road and the Church of the Sacred Heart on Station Hill road, a Gothic Revival structure built in 1875. A pair of semi-octagonal gatehouses on Station Hill Road were also designed by Davis. Late 19th century residences give strong form to the linear, tree-lined streets of the hamlet, but the massive institutional buildings of the theological seminary constitute a discordant feature which overwhelms the picturesque hamlet and significantly reduces the overall visual quality of the subunit. The subunit as a whole is well maintained, however.

Barrytown was once a river landing called Lower Red Hook Landing. With its houses clustered along two country roads leading down a small valley to the Hudson River, the hamlet is now known locally for its tiny post office situated beside the Hudson River at the site of the former passenger railroad station.

Land use in the subunit is primarily village residential and institutional with remnants of a former riverfront commercial district along the railroad line. The Red Hook Boat Club is located on the waterfront just north of the Edgewater estate. The subunit also contains the farm complex of Sylvania, another country seat.

C. Views

Views from the subunit tend to be linear in the hamlet and sweeping from the open grounds of the religious institution. Internal views within the hamlet are enhanced by the historic buildings and the strong, linear character of the main street. Sweeping views of the Hudson River and Catskill Mountains from the seminary are somewhat reduced in quality by the massive new buildings. Views are also long, extending to the Kingston-Rhinecliff Bridge in the ED-10 Astor Cove subunit to the south and to the Catskill Mountains to the west. The forested bluffs of the Hudson's western shore figure prominently in the middleground of these views, with the now protected lands at Turkey Point providing a focus. The institutional buildings and the Kingston-Rhinecliff Bridge provide other focal points.

III. Uniqueness

Although picturesque, the Barrytown subunit is not unique. The Barrytown hamlet is a typical small hamlet of the region which is overwhelmed by the imposing institutional buildings of the Seminary.

IV. Public Accessibility

The Barrytown subunit is accessible via the Hudson River and Barrytown Road and is visible from the Hudson and its western shore, from Barrytown Road and from the passing railroad trains. The western shorelands are part of the Ulster North SASS which offers views of the subunit. A bridge over the railroad tracks provides access to the waterfront area, but the hamlet is not visited by many people, and there is no public facility for launching or landing boats in Barrytown. Accessibility to the Hudson could increase in the future if a public landing area were developed in Barrytown. The Unification Theological Seminary is private but portions are open to the public on occasion.

V. Public Recognition

The Barrytown subunit is publicly recognized through its inclusion in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The subunit is also part of the Hudson River National Historic Landmark District and is in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. In 1993 the Town of Red Hook placed Barrytown in a special "historic hamlet" zoning classification requiring design review of proposed development for compatibility with the existing historic structures.

VI. Reason for Inclusion

Although the Barrytown subunit is not a distinctive subunit, it is included in the Estates District SASS because it lies among and connects four distinctive subunits in the SASS. The divergent landscapes of the hamlet and estate create variety but reduce unity. The contrast between the estate, the hamlet and the Hudson River is noteworthy; but the institutional structures also constitute discordant features. The subunit is accessible to the public via the Hudson River and Barrytown Road and is visible from the Hudson and its western shorelands, which are located in the Ulster North SASS, and from the railroad trains and Barrytown Road. The subunit is publicly-recognized through its inclusion in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. It is also a part of the Hudson River National Historic Landmark District and of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-9 Astor Point Subunit

I. Location

The Astor Point subunit is located south of the hamlet of Barrytown. It is bounded on the north by the houses in the ED-8 Barrytown subunit. Its southern boundary is the edge of the woodland just north of the town line, a common boundary with the ED-10 Astor Cove subunit. The western boundary is the mean high tide line on the west bank of the Hudson River. The subunit shares its eastern boundary with the ED-11 River Road subunit. The Astor Point subunit is located in the Town of Red Hook, Dutchess County, and in the Town of Ulster, Ulster County. Consult the Estates District SASS map sheets, numbers 2 and 3, for subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the landform is undulating, consisting of a series of unique, rounded hills cut by shallow ravines extending down to the Hudson River. Extensive fields and meadows of the estates are located on the hilltops, while the ravines are mainly wooded. Mature trees line River Road. The unique landform has been emphasized and enhanced by the exceptional designed pastoral landscapes of four estates.

The Hudson River, two thousand feet wide in this area, is a major element in the landscape. Except for the projection of Astor Point, the Hudson's shoreline is linear, shaped by the railroad causeway. Cliffs and promontories highlight Astor Point. Goose Island, a small, thickly vegetated, privately owned but unused island southwest of Barrytown, lies west of the tracks, as does Chander Island (with its federal navigation beacon), Astor Point, Picnic Point and Edgewater and its grounds.

East of the railroad tracks, however, the undulating shoreline consists of several coves and small points. The cove just northeast of Astor Point contains a wooded swamp where the Mudder Kill becomes tidal.

B. Cultural Character

The cultural character of the subunit centers on four major estates built by the Astor and Livingston families: Mandara, Rokeby, Edgewater and Sylvania. The Mandara estate extends into the Astor Cove subunit. Noted architects Stanford White, Alexander Jackson Davis and Charles Platt and the landscape gardeners H. J. Ehlers and Olmsted Brothers all contributed to the development of these historic properties. Two semi-octagonal gatehouses designed by Davis for Edgewater also still stand. The mansions, except for Edgewater, are located at the upper reaches of the meadows extending down to the water. Edgewater is located on low land along the Hudson, the only estate on the water side of the railroad tracks.

Once a single estate which was divided in 1849, Mandara and Rokeby are connected by pathways and roads. Mandara, formerly called Steen Valetje, was given to Laura Astor Delano, a great aunt of Franklin Delano Roosevelt. The estate house was built in 1849, then altered in 1973 when the third floor was removed. Stone walls and an Italianate stone gatehouse from the late 19th century are located along River Road. Other structures on the property, some of which are visible from River Road, include a farm house, guest house, a stable and barns.

Rokeby's main house was built in 1811, then enlarged in 1858 and remodeled in 1894. Its octagonal library dates from 1858. The Rokeby landscape was designed in the 1850s by Hans Jacob Ehlers. Formal gardens, now overgrown, were designed by the Olmsted firm. Rokeby is connected with both Mandara and Sylvania by carriage roads and paths, including "The Poet's Walk" visited by Washington Irving. The winding entrance road, lined with mature specimen trees, begins at a stuccoed gatehouse. Other estate gates and stone walls line River Road. Four small stone bridges from the 1850s cross the Mudder Kill which runs through the property.

The railroad and the Kingston-Rhinecliff Bridge, which is located to the south outside the subunit, constitute discordant features; but they are not major intrusions. The railroad is not highly visible. The bridge, although it introduces an industrial element into a verdant corridor and its traffic can be distracting, does not dominate the views. The state of upkeep in the subunit is excellent.

C. Views

Views from the subunit are extensive and are greatly enhanced by the unique landform, as well as by the design of the pastoral landscapes and the architecture of the estate buildings. The tree-lined meadows and ridges shape internal views of the upland. The open hilltop meadows of the estates allow for views up, down and across the Hudson River.

The views to the west extend to the distant backdrop of the Catskill Mountains. Wooded bluffs along the eastern bank of the Hudson constitute the middle ground of these views and provide an important buffer to the Estates District SASS from the development spreading on the plateau to the west. Views from the Hudson River to the east include the estate houses and their sweeping lawns. The Kingston-Rhinecliff Bridge is prominent in the views to the south and somewhat reduces their scenic quality. Discordant elements in the views include two that intrude at night: the exterior lighting at the IBM County Club in the Town of Ulster, and the radio tower on Overlook Mountain.

III. Uniqueness

The subunit is unique, an exceptional grouping of historic estates designed by prominent architects and landscape architects.

IV. Public Accessibility

The subunit is accessible via the Hudson River, but the mansions and their grounds are privately owned and are not accessible to the public. The subunit is highly visible, however, from the Hudson River and its western shore and from the Kingston-Rhinecliff Bridge located in the ED-10 Astor Cove subunit. The Hudson and its coves and wetlands are visible from the railroad trains. Astor Point and its deteriorated pier are connected to the upland by a private steel-decked vehicular bridge crossing over the railroad. There is a pedestrian above-grade bridge crossing the tracks at Mandara.

V. Public Recognition

The Astor Point subunit is publicly recognized through its inclusion in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The Kingston-Rhinecliff Bridge is a designated Scenic Road under Article 49 because of the views available from the bridge, including those of the Mandara and Rokeby estates. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. The subunit is publicly accessible via the Hudson River. Although the estates are in private ownership and not accessible to the public, they are visible from the Hudson River and the Kingston-Rhinecliff Bridge.

VI. Reason for Inclusion

The Astor Point subunit is included in the Estates District SASS because it contains an exceptional grouping of four historic estates with mansions and grounds designed by notable architects and

landscape architects. It exhibits a high degree of variety among the scenic components of landform, designed and natural landscapes and historic structures. High contrast exists between the historic mansions and the surrounding woods and fields and between the rolling upland and the sweeping Hudson River. The landscape is also unified by the underlying topography, the designed landscapes and the dominant Hudson River.

The subunit is publicly recognized through the designations under Article 49 of the Environmental Conservation Law of the Mid-Hudson Historic Shorelands Scenic District and the Kingston-Rhinecliff Bridge Scenic Road, which offer views of the subunit. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. The subunit is publicly accessible via the Hudson River, and the private estates are visible from the Hudson River and its western shorelands and from the Kingston-Rhinecliff Bridge.

ED-10 Astor Cove Subunit

I. Location

The Astor Cove subunit extends along the Hudson River from just north of the Rhinebeck/Red Hook town line south to just north of Long Dock Road in Rhinecliff. Its northern boundary is a common boundary with the ED-9 Astor Point subunit, and its southern boundary is a common boundary with the ED-14 Rhinecliff Road subunit. The subunit is bounded on the east by the top of the bluffs along the Hudson River, a common boundary with the ED-11 River Road subunit. The western boundary is the mean high tide line on the western shore of the Hudson. The subunit is located in the Towns of Red Hook and Rhinebeck, Dutchess County and in the City of Kingston and the Town of Ulster, Ulster County. Consult the Estates District SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Astor Cove subunit consists of the Hudson River, which is 2,000 feet wide in this area, and the 100 foot high steep, wooded bluffs that constitute its eastern shore. The Hudson dominates the entire subunit. The river's shoreline is straight, defined by the railroad embankment that parallels the shore, except at Mills Point and Clifton Point. To the east of the tracks are located Astor Cove and wetlands, several other coves and wetlands, and small streams and ponds. Small ravines have been cut through the bluffs by the streams. Upland vegetation consists of mature woodland and occasional meadows. The designed landscapes of several estates located in the subunit include unique specimen trees and other notable plantings.

B. Cultural Character

Land use in the subunit consists mainly of four large 20th century estates that line the bluffs and provide dramatic views of the Hudson River. Although generally set at the summit of the bluffs and the properties are primarily wooded, the houses are visible from the Hudson. Several of the mansions include extensive landscaped grounds that extend into the adjacent River Road subunit. The southern portion of the Mandara estate, located in the Astor Point subunit to the north, extends into this subunit. The estates include Orlot, Ferncliff, Marienruh (now called Valeur), and The Meadows (formerly Leacote). The subunit also contains numerous vernacular structures from the 18th and 19th centuries. Although past neglect led to the demolition of Leacote, the subunit is currently well maintained.

In the northern portion of the subunit lies Orlot, its grounds flanked by ravines extending to the Hudson. The estate entrance road predates the estate as it was in the 18th century a public road, an extension of Upper Hook Road, which leads to a small settlement called Schultz's Landing. The original Orlot farmhouse still stands, a 1 1/2 story frame house whose original fabric dates from the late 18th century. In 1940 its colonial revival main house was built on terraces leading to the lawns and the Hudson River. The estates's 350 acres were farmed and a portion was mined for iron deposits, the latter use having given the land its name. The view to the 1950s Kingston-Rhinecliff Bridge to the north is less than successful, letting the discordant features of traffic and industrial architecture intrude on the estate grounds.

Marienruh was purchased in 1868 by Louis Augustus Ehlers, the landscape gardener who designed the grounds of Ferncliff. Ehlers' designed landscape for Marienruh has subsequently been altered, and his estate house was demolished in 1908. The present mansion is the second main house on the property. Built in the 1920s for Prince Obolensky and his wife Alice Astor, the Georgian house is oriented to take advantage of the long view to the south across Astor Cove, a view now blocked by forest growth.

The Ferncliff Casino, located south of Astor Cove, was designed in the Neo-classical style by McKim, Mead & White in 1902 and was converted to a residence for Vincent Astor, son of John Jacob Astor, after the Ferncliff mansion was demolished in 1941. A tea house, also designed for Vincent Astor by David Pleydell Bouverie, is now located near the site of the original mansion. French Provincial barns and two arched bridges from the early 1900s remain.

The most significant discordant features are the industrial and mining sites visible in Ulster and Kingston, just outside the western boundary of the SASS. Because the railroad corridor along the eastern shore is not highly visible, it is not a major discordant feature except when viewed from nearby locations. The Kingston-Rhinecliff Bridge, which opened in 1957, is an undistinguished utilitarian structure that is not compatible with the historic architecture in the subunit, but it does not significantly detract from the subunit's visual quality because it is not visible from many places in the subunit.

C. Views

Views from the subunit are sweeping 180 degree panoramas from the grounds of the major estates, and many include the Kingston-Rhinecliff Bridge. Many views are framed and enhanced by the designed landscapes surrounding the mansions. In other areas of the subunit the dense forest cover limits views.

Except for Orlot and The Meadows, views have a focus to the southwest, and those downriver are three miles in length. Views to the north from south of the Kingston-Rhinecliff Bridge are blocked by the bridge which also limits somewhat the breadth of views. Views to the west extend to the Catskill Mountains. The industrial sites on the western shore across from the southern portion of the subunit are somewhat discordant and reduce the scenic quality of the views.

In the northern portion of the subunit the steep wooded bluffs along the western shore just north of the Kingston-Rhinecliff Bridge are important as the middle ground of views to the west. Recent residential development is located on the ridge of the bluffs, introducing an element of discordance to an otherwise pristine length of wooded bluffs that extends northward to Glasco.

III. Uniqueness

While some of the historic integrity of the landscape has been lost, the grouping of the estates and their grounds in the Astor Cove subunit remains unique, a grouping of historic estates designed by prominent architects and landscape architects.

IV. Public Accessibility

The subunit consists primarily of private property which is not physically accessible to the public. The subunit is visible from the Hudson River and its western shorelands and from the Kingston-Rhinecliff Bridge. An abandoned railroad right-of-way which connects Slate Dock with NY Route 9G crosses the subunit and could provide additional public access if developed as a hiking trail. A vehicular above-grade bridge crosses the railroad tracts at The Meadows.

V. Public Recognition

The subunit is located in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The Kingston-Rhinecliff Bridge and the adjacent portion of N.Y. Route 199 are designated Scenic Roads under Article 49 because of the views they offer. The Astor Cove subunit is also part of the Hudson River National Historic Landmark District and of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Astor Cove subunit is included in the Estates District SASS because it contains a variety of landscape and architectural components including mature woodlands, unique specimen trees and estate plantings associated with notable early 20th century mansions. Contrast exists between the buildings and the

natural elements of the surrounding grounds and woods, while the design of the estate grounds and their structures effects a strong unity among these elements.

The subunit is visible to the public from the Hudson River and its western shore and from the Kingston-Rhinecliff Bridge. The subunit is publicly recognized through its inclusion in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The Kingston-Rhinecliff Bridge is a designated Scenic Road under Article 49 because of the views it offers, including views of the Astor Cove subunit. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-11 River Road Subunit

I. Location

The River Road Subunit extends for almost seven miles between the hamlet of Annandale-on-Hudson on the north and Rhinecliff Road on the south. The subunit's western boundary is a common boundary with the ED-10 Astor Cove, ED-9 Astor Point and ED-8 Barrytown subunits along the Hudson River to the west. Its eastern boundary is coterminous with the boundary of the ED-12 Mount Rutsen subunit to the east, except where the northern and southern ends of the subunit reach east to New York Route 9G. The northern boundary is a common boundary with the ED-7 Annandale-on-Hudson subunit, and the southern boundary is a common boundary with the ED-14 Rhinecliff Road subunit. The subunit is located in the Towns of Red Hook and Rhinebeck, Dutchess County. Consult the Estates District SASS map sheets, numbers 2 and 3, for the subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the subunit consists of flat to moderately rolling upland plateau accentuated by extensive estate farm fields and pastures and divided by small swales and gullies. Rock outcroppings are found throughout. The water features of very small brooks and ponds do not play a major role in the landscape. The Mudder Kill, which rises in Snyder Swamp in the adjacent subunit to the east, is a small perennial stream that recedes to a trickle during dry summers. Vegetation consists of mature deciduous forests, fields and pastures with large specimen trees located in fields and around estate houses. Large trees also line the rural roads and estate entrance roads.

B. Cultural Character

River Road/Annandale Road winds generally north and south through the entire subunit. The corridor is lined with trees and stone walls, some dry laid and some faced and topped with cap stones. The extensive pastoral landscape which flanks both sides of the roadway is associated with estates, the main houses of which are located in the adjacent riverfront subunits to the west. These estates include

Massena, Edgewater, Sylvania, Rokeby, Mandara, Orlot, Leacote, Marienruh (now called Valeur) at Clifton Point, Ferncliff and Ankony.

Some of the outbuildings, elaborate barns and farm buildings associated with the estates are located in the subunit, along with stone walls, historic gate houses and winding entrance roads. More modest rural buildings from the 18th and 19th centuries are located along the roadways. The structures in the subunit are generally well maintained.

Kipsbergen, once located on the shore of the Hudson River just north of Slate Dock in the ED-14 Rhinecliff Road subunit, was the first settlement in Rhinebeck. A railroad, it's now abandoned right-of-way leading from Slate Dock to NY Route 9G and beyond, once carried commodities from inland areas to the dock and the main line of the New York Central Railroad.

The country seat of Ankony was established in the early 19th century and was named after the Indian Chief who sold the land to the Kip family in the 1680s. Its three-story Greek Revival main house, dating from 1825 and 1860, was demolished in 1979. Stables and barns remain. Mature white pines and locusts line the estate entrance road which crosses the undulating terrain.

In the southern portion of the subunit west of River Road is located a nursing home, a large institutional structure built in the 1970s on property that was formerly a part of the Ferncliff estate. The landscape designed by Louis Augustus Ehlers in part remains.

The straight, wide corridor of NY Route 199 cuts through the central portion of the subunit on its way to the Kingston-Rhinecliff Bridge, its discordant qualities softened near the Hudson River by its sunken profile there. NY Route 9G, where it borders the subunit, is also discordant. Some recent scattered roadside development and a large institutional structure in the southern portion of the subunit create minor discordance in this otherwise unified pastoral landscape.

C. Views

Views are generally of an upland landscape and can be either shallow and broad, or long, as much as two to three miles in length across open fields. The composition of the views is enhanced by the fields and vegetation, including specimen trees. Minor focal points abound, including elaborate stone walls and entrance gates. Background views are limited to nearby woods and hills. The Hudson River is rarely visible from the subunit.

Some glimpses of estate grounds are available through formal gateways and down winding entrance roads which give a tantalizing hint of the elegance waiting at their termini.

III. Uniqueness

The River Road subunit is not unique, although its landscape of extensive estate grounds is of noteworthy scenic quality.

IV. Public Accessibility

There is no public access to the private estates, but the edges of the subunit are visible to the public from River Road/Annandale Road and other rural roads and from NY Routes 9G and 199. A panoramic view may be had from the publicly accessible observation tower atop Mt. Rutsen in Ferncliff Forest Preserve. The possible development of a trail along the old railroad bed that runs across the subunit from Slate Dock on the Hudson River in the ED-10 Astor Cove subunit to NY Route 9G would greatly increase public access to the interior of the subunit.

V. Public Recognition

The River Road subunit is part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. River Road/Annandale Road and NY Route 199 are designated Scenic Roads under Article 49. The subunit is included in the Hudson River National Historic Landmark District and is part of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. River Road/Annandale Road is an Historic Tourway designated by Dutchess County, and has also been selected by a Washington D.C. interest group - Scenic America - as one of the ten most scenic roads in the nation.

VI. Reason for Inclusion

The River Road subunit is included in the Estates District SASS because it contains a great variety of open space, fields and woodlands which are unified by the pastoral estate setting and the general absence of discordant features. There is moderate contrast between the fields, woods and estates. Although some discordant features exist, they do not overwhelm the landscape. The edges of the subunit are visible from the public roadways, including River Road/Annandale Road and NY Routes 9G and 199.

The subunit is recognized through the designations of the Mid-Hudson Historic Shorelands Scenic District and of the River Road/Annandale Road Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-12 Mount Rutsen Subunit

I. Location

The Mount Rutsen subunit is located northwest of the Village of Rhinebeck adjacent to and including Mt. Rutsen Road. The subunit's northernmost boundary extends to Rokeby Road in the Town of Red Hook. The eastern boundary follows NY Route 9G, Hook Road and Old Post Road. The edge of the farmland north of the Village of Rhinebeck constitutes the southern boundary. The western boundary lies east of the River Road corridor, a common boundary with the ED-9 River Road subunit. The subunit is located in the Towns of Rhinebeck and Red Hook, Dutchess County. Consult the Estates District SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Mount Rutsen subunit is dominated by Mount Rutsen, a 350 foot-high hill covered with mature deciduous forest. The remaining terrain is flat to gradually rolling and is primarily forested. The forest on Mount Rutsen is protected as part of the 192-acre Ferncliff Forest Preserve donated by Mrs. Vincent Astor and composed of extensive stands of deciduous trees with white pine and hemlock groves interspersed.

Water features include Snyder Swamp, a 110 acre hardwood swamp with areas of permanent standing water which spawns several woodland creeks. Snyder Swamp, a state-regulated freshwater tidal wetland, is the source for both the Mudder Kill, which meets the Hudson River north of Astor Point, and the Rhinebeck Kill, which joins the Landsman Kill to flow into the Hudson in Vanderburgh Cove.

B. Cultural Character

Land use in the subunit outside of the forested area consists of former farmlands, small historic farmsteads and recent exurban development. The cultural character is of generally well kept residential areas and natural surroundings enhanced by sightings of the wildlife.

Several winding rural roads border and cross the subunit, including River Road, Mt. Rutsen Road and Hook Road. The northern portion of the subunit is bisected by NY Route 199 which leads to the Kingston-Rhinecliff Bridge. The widened, heavily traveled highway corridor and the recent exurban development constitute discordant features.

In the immediate vicinity of Mount Rutsen was once located a Methodist conference camp established in memory of Rutsen Suckley. Evidence remains of the sites of 19th century camp buildings, roads and landscape elements.

C. Views

Views within the subunit are limited by the generally flat terrain and dense forest cover. The interior views of historic rural homes and woodlands, stream corridors, wetlands and small pastures are of moderate scenic quality. Most views are narrow, consisting of roadway corridors and glimpses of fields. Some partial distant views of the Hudson River are available through the trees on the upper flanks of Mount Rutsen. The observation tower on the property is now open and accessible and provides long views in all directions.

III. Uniqueness

The 192-acre Mount Rutsen Ferncliff Forest Preserve is somewhat unusual, but not unique.

IV. Public Accessibility

The Mount Rutsen Ferncliff Forest Preserve is open to the public for hiking and wildlife viewing. Rural roads, including River Road, Mt. Rutsen Road and Hook road, traverse the subunit, providing visual access to the rest of the landscape. River Road is used by large numbers of commuters traveling to the Rhinecliff railroad station from NY Route 199 and the Kingston-Rhinecliff Bridge.

V. Public Recognition

The Mount Rutsen subunit is included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The forested subunit also contributes to the rural and wooded viewshed of River Road, a designated Scenic Road under Article 49. The northern portion of the Mount Rutsen subunit is included in the Hudson River National Historic Landmark District and is part of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. Individual properties elsewhere are included in the Town of Rhinebeck Multi-Resource District, also listed on the State and National Registers. River Road is a Historic Tourway designated by Dutchess County.

VI. Reason for Inclusion

Although the Mount Rutsen subunit is not distinctive, it is included in the Estates District SASS because it lies adjacent to distinctive subunits and contributes positively to the scenic character of their viewsheds. The forest cover and conservation theme of the Mount Rutsen Ferncliff Forest Preserve unifies the varied terrain and the contrasting fields and water features. The Mount Rutsen Ferncliff Forest Preserve is open to the public, and the subunit is publicly accessible via River Road, Mt. Rutsen Road and Hook Road. The subunit is visible from the local roads and viewed by the large number of commuters using River Road.

ED-13 Rhinebeck Center Subunit

I. Location

The Rhinebeck Center subunit consists of the central business district of the Town and Village of Rhinebeck located within the coastal area boundary west of the Old Post Road and New York Route 9. The northern boundary intersects Old Post Road just north of its junction with Mt. Rutsen Road. The western boundary parallels Old Post Road and NY Route 9 and lies along the edge of the open fields that surround the business district. The southern boundary intersects NY Route 9 south of Mill Road. Most of the district lies within the village boundaries. The subunit has common boundaries with the ED-12 Mount Rutsen, ED-9 River Road, ED-14 Rhinecliff Road and ED-17 Mill Road Meadows subunits. The subunit is located in the Town and Village of Rhinebeck, Dutchess County. Consult the Estates District SASS map sheet number 3 for the subunit boundaries.

II. Scenic Components

A. Physical Character

The terrain of the Rhinebeck Center subunit is flat to gently rolling. Vegetation consists of mature wooded areas, garden plantings, lawns and street trees. Although there are small brooks and ponds, their shoreline features are minor, and water does not play a major role in the landscape.

B. Cultural Character

The cultural character of the subunit is dominated by the tightly clustered grid pattern of Rhinebeck's historic village center. Its visual character is defined by the contrast between the dense settlement and the surrounding open fields and woodlands on gently rolling terrain. The ordered settlement pattern and adjacent open space creates a strong sense of place.

The cultural character of the town center creates a distinct and unique historic visual character. Rhinebeck has one of the Hudson Valley's most historic and best preserved village streetscapes. Accented by the Beekman Arms, reputed to be the oldest continually operating inn in America, the 18th and 19th Century architectural facades are very well preserved and maintained. Period styles range from Dutch vernacular to Federal and Victorian. Other notable features include: the Delamater House (A. J. Davis, 1844); Wager-Parisi House; Kiersted-Wells House; U. S. Post Office (replica of the Kip-Beekman house of 1700, built under the personal supervision of President Franklin D. Roosevelt); the Astor Home (McKim, Mead and White, 1914); and the Rhinebeck Community Cemetery.

Some discordant features such as gas stations and other recent development are present, but they are not major detractions.

C. Views

Views are generally short in range and limited to the streetscape. They are narrow and have a strong linear composition, framed by facades and street trees, with the Beekman Arms and other historic buildings as focal points.

III. Uniqueness

The Rhinebeck Center subunit is a unique historic village center with a great variety of well-preserved historic architecture.

IV. Public Accessibility

The Rhinebeck Center subunit is accessible from the village streets and roadways. NY Route 9 is a major north-south artery and brings both commuters and tourists through the community. Rhinecliff Road intersects with NY Route 9 in the village center and connects the village with the hamlet of Rhinecliff, its

railroad station and the town dock on the banks of the Hudson River, about 2.5 miles to the west in the ED-15 Rhinecliff subunit.

V. Public Recognition

The Village of Rhinebeck is well known and attracts visitors to its historic business district. The subunit is a part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. It also is included in the Hudson River National Historic Landmark District and constitutes a portion of the Rhinebeck Village Historic District, listed on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Rhinebeck Center subunit is included in the Estates District SASS because it exhibits a great variety of architecture styles unified by the intact historic character of the business district. There is some contrast between the building facades and the associated lawns and street trees. The subunit is a unique historic town center that is highly accessible to the public. It is well recognized as a tourist destination and is part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and the Rhinebeck Village Historic District listed on the State and National Registers of Historic Places.

ED-14 Rhinecliff Road Subunit

I. Location

The Rhinecliff Road subunit consists of a corridor of land along Rhinecliff Road connecting the hamlet of Rhinecliff with the Village of Rhinebeck. The subunit is bounded on the west by the mean high water line on the west bank of the Hudson River and on the east by the outskirts of the village center, a portion of which is included in the ED-13 Rhinebeck Center subunit. The subunit's northern and southern boundaries are common boundaries with the ED-9 River Road and the ED-17 Mill Road Meadows subunits, respectively. The subunit is located in the Town of Rhinebeck, Dutchess County and in the City of Kingston, Ulster County. Consult the Estates District SASS map sheet number 3 for the subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the subunit consists of a flat to rolling upland along the corridor of Rhinecliff Road and the 150 foot high bluffs along the east bank of the Hudson River which narrows to approximately 3000 feet in width as it rounds Kingston Point on the west shore. On the east bank the shoreline is straight, formed by the railroad embankment. The construction of the railroad tracks and

the piers and docks on the east bank, now abandoned, has created some small man-made coves. Vegetation consists primarily of large street trees and lawns associated with the houses along the Rhinecliff Road and the fields and pastures that lie behind the houses.

B. Cultural Character

The cultural character of the subunit is centered in the Long Dock Road area near the Hudson River north of Rhinecliff where a number of the oldest homes are located. The formerly bustling Long and Slate Docks once serviced ferries and shipping traffic, but are now idle. The earliest settlement in Rhinebeck, called Kipsbergen, was located just to the north of Slate Dock. Beside the Hudson on the north side of Slate Dock Road stands the pre-1708 Jacob Kip House and Tavern, a stone and frame building. At the intersection of Slate Dock Road and Rhinecliff Road is another ancient Kip house, and several hundred yards to the south are the ruins of the Kip-Beekman-Hermance House.

Although such signs of the former farming and shipping heritage of the area remain, recent residential and commercial development along the eastern portion of Rhinecliff Road has eroded a significant amount of the historic architectural and scenic character of the landscape. The Rhinecliff Road corridor is an historic landscape in a rural context that is undergoing changes associated with the growth of development along the highway. The road is lined with a mixture of historic homes and farmsteads along with more recent residential and commercial development.

The subunit is generally well maintained, but recent development has created numerous discordant features which detract from the overall quality and composition of views, including unscreened equipment storage areas, commercial land uses and the suburban development pattern. The railroad tracks along the Hudson are also discordant, although they do not dominate the eastern shore. Ephemeral characteristics consist of lights along the highway corridor.

C. Views

Views in the subunit are generally narrow or linear along the axis of the roadway or through clearings into adjacent subunits and are framed by trees and fields. Broad views of the Hudson River are available, however, from the western end of Rhinecliff Road. Views from the Hudson are primarily of the bluffs which rise along the shoreline. There are no major focal points.

III. Uniqueness

The subunit is not unique. It is a fairly typical rural highway corridor that is being changed by spreading development.

IV. Public Accessibility

The subunit is accessible via Rhinecliff Road and the Hudson River, but is limited to the highway and river corridors. The fields behind the immediate highway corridor are visible from Rhinecliff Road which is well travelled. Rhinecliff Road links NY Route 9, Rhinebeck Village and other areas outside the subunit

with the railway station in Rhinecliff and the Town of Rhinebeck Dock, a park and boat launch facility on the Hudson River. The bluffs along the Hudson River are highly visible from the Hudson, from the trains that run along the eastern shore and from the western shore.

V. Public Recognition

The Rhinecliff Road subunit is well known because of its association with the historic Rhinebeck Village and Rhinecliff hamlet. Rhinecliff Road is also an important commuting route, providing access to the Rhinecliff railroad station as well as to the Town of Rhinebeck Dock. The subunit is included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law, and the western portion of Rhinecliff Road is a designated Scenic Road under Article 49. The subunit is also included in both the Sixteen Mile Historic District and the Town of Rhinebeck Multi-Resource District listed on the State and National Registers of Historic Places. The easterly segment of the highway corridor is one of the few portions of the Estate District SASS that is not included in the Hudson River National Historic Landmark District.

VI. Reason for Inclusion

Although the Rhinecliff Road subunit is not a distinctive landscape, it is included in the Estates District SASS because it lies between and links two distinctive subunits. The subunit has a moderate variety of fields, trees and historic structures which are unified by the highway corridor. The repetitive new development reduces contrast to a moderate level as well.

The subunit is accessible to the public via the Hudson River and Rhinecliff Road, a heavily travelled Scenic Road designated under Article 49 of the Environmental Conservation Law. The land adjacent to the highway corridor is visible from the highway. The bluffs along the Hudson River are highly visible from the river and its western shore and from the passenger trains that run along the eastern shore. The subunit is included in the Mid-Hudson Historic Shorelands Scenic District, also designated under Article 49, and in both the Town of Rhinebeck Multi-Resource District and the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-15 Rhinecliff Subunit

I. Location

The Rhinecliff subunit consists of the hamlet of Rhinecliff in the Town of Rhinebeck and the associated portion of the Hudson River west to the mean high tide line on its western shore, primarily the mouth of the Rondout Creek. The subunit is bounded on the north by the ED-14 Rhinecliff Road subunit, on the east by the ED-16 Rhinecliff Woods subunit and on the south by the ED-18 Vanderburgh Cove subunit. The subunit is located in the Town of Rhinebeck, Dutchess County and the City of Kingston, Ulster County. Consult the Estates District SASS map sheet number 3 for the subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the Rhinecliff subunit is composed of a steep bluff rising from the banks of the river to the height of 150 feet and the dramatic 20 to 30 foot high cliffs created by the railroad cut. Vegetation consists of mature street trees in the hamlet of Rhinecliff and the meadows and dense deciduous woodlands that surround the hamlet. The 5,000 foot wide Hudson River features prominently in the subunit.

B. Cultural Character

The historic hamlet of Rhinecliff, a compact cluster of buildings nestled in a grid pattern of streets on steep slopes, was founded as Kipsbergen in 1686. Historic homes line tree-shaded streets in this small, compactly developed Hudson River port surrounded by farmland. The varied period vernacular architecture gives hints of the hamlet's history. A notable feature is the Morton Memorial Library and Community Hall, built by local resident Levi P. Morton, a Vice President of the United States.

Across the Hudson River at the western edge of the subunit stands the Rondout 2 Lighthouse, a historic sentinel which has been restored as a museum. Its flashing light constitutes an ephemeral feature on the landscape.

Large passenger vessels once frequented the town-owned Rhinecliff Landing, and ferry boats plied the river between Kingston and Rhinecliff until the 1950s. Today, Rhinecliff's historic role as a transportation center continues in part, as the historic Rhinecliff railroad station hosts large numbers of commuters who come to Rhinecliff daily to take the train. The railroad station was built in 1914 in the Mission style. Keystones crown its corbelled arches, and light transoms and side lights frame the entrances.

Rhinecliff is well maintained, but some discordant features are present, including the Kingston industrial waterfront visible in views to the west, the extensive macadam parking lots associated with the railroad station and the railroad itself which cuts off access from the hamlet to the Hudson except at Rhinecliff Landing, which is reached by a bridge over the tracks.

C. Views

Views from the subunit are extensive and include expanses of the Hudson River to the north and south, the wooded bluffs of the opposite shore, the City of Kingston, and the distant Catskills which are visible from the higher elevations in the subunit. The Rondout 2 Lighthouse in Kingston is a focal point in views from the water and the eastern shore. The hamlet's tight residential street grid frames views of the river in a linear composition. Rhinecliff Landing and the restored railroad station are dominant features in views from the Hudson. Negative elements in the viewshed include the derelict industrial facilities on the East Kingston waterfront and the recent housing development on the riverfront slopes at Port Ewen.

III. Uniqueness

The Rhinecliff subunit is unique because it is a scenic landscape which also retains its historic character and some of its historic functions as a Hudson River port and transportation center.

IV. Public Accessibility

The subunit is accessible from the hamlet streets and the Hudson River and is visible from the river, the passing railroad trains, the City of Kingston and the Rondout 2 Lighthouse. The Town-owned Rhinecliff Landing attracts large numbers of boaters and other visitors wishing to get close to the Hudson River and provides access to the hamlet from the river.

V. Public Recognition

The Rhinecliff subunit is publicly recognized through its inclusion in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The western portion of Rhinecliff Road is a designated Scenic Road under Article 49. Rhinecliff is well known as a stop for AMTRAK passenger trains and vessels on the Hudson River. It is included in the Hudson River National Historic Landmark District and in the Town of Rhinebeck Multi-Resource Historic District listed on the State and National Registers of Historic Places. The railroad station has been maintained in a manner which recognizes its architectural value.

VI. Reason for Inclusion

The Rhinecliff subunit is included in the Estates District SASS because it is a unique scenic and historic Hudson River landing. The Rhinecliff subunit exhibits a variety of architectural styles unified by their historic character and hamlet development pattern. Contrast is found between the hamlet form, the steep bluff and the expansive Hudson River. The subunit is both visually and physically accessible via the Hudson River, the railroad trains and local streets and roads. Rhinecliff is well known for its historic railroad station and river landing. The hamlet is publicly recognized for its scenic and historic values through the designations of the Mid-Hudson Historic Shorelands Scenic District and the Rhinecliff Road Scenic Road under Article 49 of the Environmental Conservation Law. The hamlet is included in the Hudson River National Historic Landmark District and in the Rhinebeck Multi-Resource Historic District listed on the State and National Registers of Historic Places.

ED-16 Rhinecliff Woods Subunit

I. Location

The Rhinecliff Woods subunit has two separate sections. The northern section is located east and southeast of the hamlet of Rhinecliff. The southern section, along the Landsman Kill inland and north of

Vanderburgh Cove. The subunit has common boundaries with the ED-17 Mill Road Meadows and ED-18 Vanderburgh Cove subunits and is located in the Town of Rhinebeck, Dutchess County. Consult the Estates District SASS map sheets, numbers 3 and 4, for the subunit boundaries.

II. Scenic Components

A. Physical Character

The Rhinecliff Woods subunit is composed of two sections, neither of which border on the Hudson River. The physical character of the sections differs, the terrain of the northern section being undulating, while the southern section consists primarily of the 60 foot high banks of the Landsman Kill ravine. Both sections are generally covered with dense second growth deciduous woodlands. Scattered small fields occasionally add diversity to the forested landscape in the northern section. The vegetation in the southern section is that of swamp forest. Water features include the meandering Landsman Kill, ponds and wetlands.

B. Cultural Character

The cultural character of the subunit is composed of scattered historic farm and estate buildings located at its fringes and along the portions of Mill Road included in the subunit. The subunit includes portions of three historic properties: Ellerslie, Graymere and Foxhollow. The pastures east of Rhinecliff have been continuously farmed since the founding of the hamlet. Minor discordant features include a quarry and a radio tower.

C. Views

Views within the subunit are primarily confined to the forest understory. Internal views in the southern section of the subunit are predominately linear and include the Landsman Kill's forested steep valley and associated wetlands. The Hudson River is not visible. Composition, distance, and breadth of views are minimal due to the dense forest cover. The stream and its ravine constitute focal points.

III. Uniqueness

The Rhinecliff Woods subunit is not unique. It is a fairly typical wooded upland landscape.

IV. Public Accessibility

The edges of the subunit are moderately visible from local roads.

V. Public Recognition

The subunit is not well known on its own, but it is included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. South Mill Road, which borders portions of the southern section of the subunit, is a designated Scenic Road under Article 49.

The subunit is also part of the Hudson River National Historic Landmark District and is included in the Town of Rhinebeck Multi-Resource Historic District listed on the State and National Registers of Historic Places.

VI. Reason for Inclusion

Although the subunit is not distinctive, it is included in the Estates District SASS because it is located between and links distinctive subunits and does not detract from the overall scenic quality of the SASS. The forest creates strong visual unity but lacks contrast. The Landsman Kill and its wooded ravine contribute some localized variety. Visual access is limited to the landscape edges along local roads. The subunit is neither unique nor well- known in itself, but it is part of the Mid-Hudson Historic Shorelands Scenic District and the corridor of the South Mill Road Scenic Road designated under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and in the Town of Rhinebeck Multi-Resource Historic District listed on the State and National Registers of Historic Places.

ED-17 Mill Road Meadows Subunit

I. Location

The Mill Road Meadows subunit consists of an extensive area of farmland southwest of the Village of Rhinebeck center. The subunit is bounded on the north by the Village of Rhinebeck center and the corridor of Rhinecliff Road included in the ED-14 Rhinecliff Road subunit. New York Route 9 constitutes the eastern boundary. Its other boundaries are common boundaries with the ED-16 Rhinecliff Woods and ED-18 Vanderburgh Cove subunits. The Mill Road Meadows subunit is located in the Town of Rhinebeck, Dutchess County. Consult the Estates District SASS map sheets, numbers 3 and 4, for the subunit boundaries.

II. Scenic components

A. Physical Character

The physical character of the subunit is of flat to gradually rolling topography. Vegetation consists of open meadows and pasture bounded by woods. Large specimen trees, including locust trees, are scattered throughout the meadows and line their edges. There is a variety of small water features such as streams, ponds and wetlands. The meandering streams have a varied but small-scale shoreline. Woodlands line the shores of the Fallsburg Creek.

B. Cultural Character

The cultural character of the subunit consists of scattered historic rural residences, estates and farmsteads located along narrow rural roads lined with stone walls and mature specimen trees. The pastoral landscape is an historic remnant of a land use that once was predominant in the Hudson River

Valley and contributes to the Town of Rhinebeck's rural character. This open space also contributes to the defined edges of both the Village of Rhinebeck and the hamlet of Rhinecliff. Historic Mill Road, South Mill Road and other rural roads, lined with stone walls and locust trees, wind their way through the landscape.

Land use consists of farms, including horse farms, and estate grounds which compliment and enhance an otherwise uninteresting landform. Grazing animals and wildlife dot the meadows, creating ephemeral characteristics. Scattered older vernacular homes are reminders of the historic farm landscape.

Some of the meadows are part of the Wildercliffe and Linwood estates, the main houses of which are located in the Vanderburgh Cove subunit to the west. Other farms were once purchased by Tracy Dows and added to the Fox Hollow property in the early 20th century. Dows was an estate owner who was personally involved in farming, belonging to local farm organizations. He was an early member of the Dutchess County Agricultural Society and was partly responsible for bringing the Dutchess County Fair to Rhinebeck. Glenburn, located near Fox Hollow Road, was inherited by Dows' wife, Alice Olin Dows. The dwelling was built in 1850 and remodeled in the early 20th century. The collection of barns is an excellent example of a 19th century farm complex. The grounds include an intact designed landscape by the Olmsted Brothers. The property also contains two humpback bridges built over the Fallsburg Creek in 1850 and 1875.

Located on the Glenburn property is the studio of the late Olin Dows, son of Tracy Dows and the painter of the murals in the Rhinebeck Post Office which was constructed during the tenure of President Franklin D. Roosevelt.

Southlands Farm, which borders NY Route 9, was also once part of the Dows property. Its open space along the highway is an important landscape feature protected by a conservation easement held by Scenic Hudson, Inc.

The estate lands of Grasmere also extend eastward to NY Route 9 as well. The 1750 Steenburg Tavern, now a private home adjacent to NY Route 9, was a tenant house on the Grasmere estate. Grasmere was built by Richard Montgomery and Janet Livingston Montgomery in 1775, the same Janet Montgomery who subsequently built Montgomery Place in 1806. After the original main house of Grasmere was destroyed by fire in 1824, it was rebuilt to retain the original character. The property has been subdivided over the years, but 25 acres have remained with the main house, including early 20th century gardens in the English country house style. The stone barns of the estate are in separate ownership, and the land is still farmed. The acreage in farming has been reduced by new housing development, however.

A portion of this subunit includes farmlands formerly comprising part of Ellerslie, the 1000 acre county seat of Levi P. Morton, Governor of New York and a Vice-President of the United States in the 1880s and 1890s. Another portion encompasses the historically intact Van Steenburgh-McLaughlin farm.

The Mill Road Meadows subunit is well maintained. Except for some intrusive development along NY Route 9, the subunit is remarkably free of discordant features, considering its location along a main north-south State highway.

C. Views

Views are primarily long interior views, some extending two miles along the local rural roads and across fields and meadows to the surrounding low, forested hills. Some views across meadows may be wide, but short, depending on the depth of the meadow. Nearby hills and woods provide background. The land generally is too flat to afford views to the Hudson, but it does reach sufficient elevation at its eastern edge to provide views from NY Route 9 west across the open meadows that border the highway. Varied wooded edges and specimen trees along the roads and in the meadows frame views and create numerous and varied visual compositions. The specimen trees also provide focal points in the views.

III. Uniqueness

Although the subunit's large, undeveloped meadows are uncommon, the Mill Road Meadows subunit is not unique.

IV. Public Accessibility

The subunit is accessible and visible from NY Route 9, Mill Road, South Mill Road and the other rural roads which traverse it.

V. Public Recognition

The Mill Road Meadows subunit is located in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. South Mill Road is a designated Scenic Road under Article 49. The subunit is also included in the Hudson River National Historic Landmark District and in the Town of Rhinebeck Multi-Resource Historic District which is listed on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Mill Road Meadows subunit is included in the Estates District SASS because it has a variety of vegetation and meadows unified by the agricultural and estate uses. Contrast exists between the forest and the meadows, and the subunit is generally free of discordant features. It is accessible and visible from NY Route 9 and local roads and is publicly recognized through the designation of the Mid-Hudson Historic Shorelands Scenic District and the South Mill Road Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and in the Town of Rhinebeck Multi-Resource Historic District which is listed on the State and National Registers of Historic Places.

ED-18 Vanderburgh Cove Subunit

I. Location

The Vanderburgh Cove subunit extends from the southern end of Vanderburgh Cove north to Rhinecliff. The subunit is bounded on the north by the hamlet of Rhinecliff in the ED-15 Rhinecliff subunit. Its eastern boundary generally follows the crest of the Hudson River bluffs and is a common boundary with the ED-17 Mill Road Meadows and ED-16 Rhinecliff Woods subunits. The subunit is bounded on the south by the ED-20 Mills State Park subunit and on the west by the mean high tide line on the western shore of the Hudson River. The subunit is located in the Towns of Rhinebeck and Hyde Park, Dutchess County and in the Town of Esopus, Ulster County. Consult the Estates District SASS map sheet number 4 for the subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the subunit is composed of steep, wooded bluffs rising prominently 150 feet above Vanderburgh Cove and Suckley Cove, and Hudson River wetlands and shorelands. The northern portion of the subunit curves to the west to form Sturgeon Point. Vegetation consists of mature deciduous forest, estate lawns, specimen trees, and wetlands species.

Water features are the Hudson River and its coves and associated wetlands. The Landsman Kill and Fallsburgh Creek cut through the bluffs and empty into Vanderburgh Cove. The Nature Conservancy and Scenic Hudson, Inc. have collaborated to preserve lands encompassing the lower Fallsburgh Creek, a pristine, partly tidal zone which provides habitat for significant species. This stretch of the Hudson River is about 6,000 feet wide with large shallows and mudflats along both shores.

B. Cultural Character

Eight historic estates figure prominently on the ridgeline overlooking Vanderburgh and Suckley Coves - Ellerslie, Wilderstein, Wildercliffe, Wyndcliffe, Whispering Pines, Linwood, Foxhollow and Hopeland. They evidence outstanding designed estate grounds and varied and unique architecture which accentuate their settings. The status of these properties varies from excellent (Wildercliffe) to undergoing restoration (Wilderstein), extreme disrepair (Wyndclyffe), and seriously compromised integrity (mansions destroyed at Ellerslie, Linwood and Hopelands). Most of the estates originated in the late 18th and early 19th centuries. The stucco main house of Whispering Pines was designed in 1906 in the Mission style, the main house at Foxhollow in 1909. Hopeland continues as land only, its main house having been demolished in the 1950s.

Ellerslie lies north of Suckley Cove. Now the site of the Holy Cross School, 112 acres in size, the estate was developed as a country seat by Maturin Livingston beginning about 1810. It is thought that the original mansion was designed by Benjamin Latrobe. As an 800 acre country seat with a celebrated

landscape pleasure ground regularly open to the public, Ellerslie served as the house of William Kelly and his family for some fifty years. By 1888 the house was replaced by one designed by Richard Morris Hunt for Levi P. Morton, a Governor of New York State and a United States Vice-President. That house burned in 1940, and the existing school quadrangle dates from the 1950s and 1960s.

The estate landscape, which included formal gardens, paths and roads, stone walls and a man-made lake, survives, though in poor condition. Of note is the Ellerslie or Morton schoolhouse. A gable front Romantic style building located on Mill Road, it is attributed to Alexander Jackson Davis.

Wilderstein overlooks Suckley Cove and provides long views across the Cove to the Hudson River and the opposite shorelands. Its main house was originally designed in 1852 as an Italianate Villa. In 1888 it was enlarged and altered into the Queen Anne country home it is today. Its wood panelled interior, leaded glass windows and marble fireplaces were designed by J. B. Tiffany. In 1891 Calvert Vaux was engaged to enhance the landscape in the American Romantic style. The Suckley family has donated the estate to Wilderstein Preservation, a non-profit organization which is restoring the property which is now open to the public on a limited basis.

Wildercliffe lies between Vanderburgh Cove and Suckley Cove. The main house exhibits several architectural styles. The original wood-frame structure was a modest Federal style house built in 1799 for Reverend Freeborn Garretson and his wife, Catherine Livingston. Reverend Garretson was a Methodist minister who effectively propagated Methodism throughout the Hudson Valley, traveling long distances to individual congregations. Additions to the structure during the 19th century consist of a gambrel roof, French windows and library wings. Windows abound, presumably to take advantage of the views from the property, including Esopus Meadows.

The Norman-style mansion of Wyndcliffe was built in 1853. Its central tower once commanded panoramic views up and down the Hudson River, but today the house is in extreme disrepair, its grounds reduced to four acres, and its river view wholly obscured by forest growth. It was built by an aunt of the novelist Edith Wharton. She visited her aunt at Wyndcliffe. She disliked the estate and satirized it in her writings.

Linwood, which lies along the Landsman Kill, is now a private religious institution, but is accessible to the public. First developed in the 1780s by Dr. Thomas Tillotson and his wife Margaret Livingston, it was later owned by uncles of the writer Henry James, who spent his summers there as a youth, and later still by the beer baron Jacob Ruppert.

When Thomas Wolfe was a college student, he spent time at Fox Hollow, the home of the Dowses whose son Olin was a friend of Wolfe. He returned later to write Look Homeward, Angel while residing in the gatehouse of the estate. The 1906 gatehouse is located on South Mill Road and overlooks a pond on the Landsman Kill that had been impounded for an earlier mill. This sojourn inspired another work of Wolfe, entitled Of Time and the River.

The subunit is generally free of discordant features except for the railroad causeways which figure prominently at the mouth of the coves and somewhat reduce visual quality. The railroad does provide, however, the interesting ephemeral effect of passing trains framed by the expanse of the Hudson River. Other unsympathetic elements in the subunit are the institutional structures and exterior lighting at Ellerslie (Holy Cross School) and the tract housing development east of Vanderburgh Cove.

C. Views

Most of the estates in the Vanderburgh Cove subunit command superb views, framed by the sweeping estate lawns. These views are expansive, extending across Vanderburgh and Suckley Coves to the Hudson River, the Esopus-Lloyd Scenic Area on the distant western shore and the distant Catskill Mountains. The views to the north and south include the Hudson River. The Esopus Meadows Lighthouse forms a focal point in the middle of the Hudson in views to the south from most of the subunit, as does the Hoyt-Norrie peninsula and Esopus Island to a lesser degree.

A detailed analysis of the Wilderstein viewshed was performed by Scenic Hudson, Inc. in 1989. Two areas identified as being of greatest importance in the viewshed are the northern half of Mills-Norrie State Park, including the lands surrounding Mills Mansion and the Hoyt House and the shorelands that rise above the Hudson River in Esopus, land included in the Esopus-Lloyd SASS in the EL-1 Big Rock and Hemlock Point, EL-2 Esopus Uplands and EL-3 Esopus Bluff subunits. In the absence of significant visual intrusion, the expanse of the Hudson River dominates the views. The viewshed of Wilderstein intersects with that of the Mills Mansion and Hoyt House in Mills-Norrie State Park.

The corridor of the Hudson River in this subunit is primarily wooded punctuated with lawns of the estates which provide visually interesting focal points in views of the eastern shore from the Hudson River and the west shore.

III. Uniqueness

The Vanderburgh Cove subunit is a unique grouping of present or former estates and summer residences.

IV. Public Accessibility

Because the land in the Vanderburgh Cove subunit is in private ownership, the subunit is accessible only within the corridors of the local public roads. Wilderstein, however, is owned by Wilderstein Preservation, a non-profit corporation which is restoring the property for use as a house museum and nature preserve. As Wilderstein's visitation schedule becomes more extended, physical access should increase significantly.

Local roads provide views of the portions of the subunit within their scenic corridors, mostly of a wooded landscape. The shorelands of the subunit are highly visible from the Mills Estate in Mills-Norrie State Park and from the Hudson River and its western shore. The steep bluffs generally block views of

the estates from the passing trains; but Vanderburgh Cove, Suckley Cove and their shorelands are visible from the passing trains.

V. Public Recognition

The Vanderburgh Cove subunit is publicly recognized through the designation of the Mid-Hudson Historic Shorelands Scenic District under Article 49 of the Environmental Conservation Law. South Mill Road, which runs through the subunit, is designated a Scenic Road under Article 49. It is also a Historic Tourways designated by Dutchess County. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District which is listed on the State and National Registers of Historic Places.

The Wilderstein Preservation Viewshed Report prepared by Scenic Hudson in 1989 is another indicator of the importance the public attaches to the scenic quality of this portion of the Hudson River. Regional and local land trusts and New York State agencies are engaged in acquiring land and conservation easements to protect the scenic quality of the Hudson River corridor in this area.

VI. Reason for Inclusion

The Vanderburgh Cove subunit is included in the Estates District SASS because it is a unique collection of historic estates with designed landscapes that incorporate dramatic views of the Hudson River, its western shorelands and the distant Catskill Mountains. The landscape exhibits a variety of terrain, water features and architectural styles unified by the estate land uses and views. The contrast between the forests, the estate lawns and the mansions is distinctive. Except for the railroad causeways, the subunit is generally free of discordant features.

The subunit is accessible via the Hudson River and local roads, although only the edges of the subunit are visible. Public access should increase when restoration of Wilderstein is completed and the estate is open to the public on a regular basis.

The Vanderburgh Cove subunit is publicly recognized through the designations of the Mid-Hudson Historic Shorelands Scenic District and the South Mill Road Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. South Mill Road is also part of the Dutchess County system of Historic Tourways.

ED-19 Dinsmore Golf Course Subunit

I. Location

The Dinsmore Golf Course subunit consists primarily of the public golf course in Mills-Norrie State Park. The subunit is bounded on the north by the Rhinebeck Town line, on the east by NY Route 9 and on the south by the hamlet of Staatsburg located in the ED-21 Staatsburg subunit. Its western boundary lies

just to the west of Old Post Road and is a common boundary with the ED-20 Mills State Park subunit. The Dinsmore Golf Course subunit is located in the Town of Hyde Park, Dutchess County. Consult the Estates District SASS map sheet number 4 for the subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the subunit consists of a broad hillside which slopes toward Old Post Road to the west and is almost fifty percent covered by an extensive public golf course. The landform is accentuated by the carefully mown fairways and greens which are dotted with specimen trees. Water features include several small ponds and the North Staatsburg Creek.

B. Cultural Character

The subunit is primarily devoted to open space, the land use on the site being recreational. The golf course is sited on land that was previously the farmland and estate grounds of the Mills and Dinsmore Estates and is now operated as a State Park by the Office of Parks, Recreation and Historic Preservation. In its earliest, smallest configuration, this is believed to have been one of the first golf links developed, owned and enjoyed by a private individual in the nation. An historic barn on the property is used for maintenance operations. Golf Course Road traverses the course from east to west. Significant stone walls line the west side of Old Post Road and frame the entrance to the Mills Estate which lies to the west of the subunit.

The recreational activity of the golfers constitutes ephemeral effects which contribute interest to the scene. Several undistinguished buildings, including the golf course restaurant, are located along NY Route 9. Although they are discordant features, they have a relatively minor visual impact.

C. Views

Views in the subunit are mainly internal along the fairways of the golf course to nearby woods, hills and the hamlet of Staatsburg. The higher portions of the subunit afford distant views of the Hudson River and the Catskill Mountains which provide a dramatic background, especially in the winter. The mostly uniform foreground created by the open golf course fairways results in somewhat monotonous foreground compositions with few focal points, but middle ground and distant views are excellent. Wide views are somewhat reduced by the adjacent wooded areas.

III. Uniqueness

The Dinsmore Golf Course subunit is not unique, although the views it affords of the Hudson River and the Catskills enhance the landscape of rolling meadows and golf links.

IV. Public Accessibility

The subunit is highly accessible to the public via NY Route 9, Golf Course Road and Old Post Road and is visible from these roads. The golf course is a State park and open to the public.

V. Public Recognition

The Dinsmore Golf Course is operated as a State park. It is located in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. Golf Course Road is a designated Scenic Road under Article 49. The subunit is also part of the Hudson River National Historic Landmark District and the Sixteen Mile Historic District which is listed on the State and National Registers of Historic Places. Old Post Road is part of the Dutchess County Historic Tourway.

VI. Reason for Inclusion

The Dinsmore Golf Course subunit is included in the Estates District SASS because it is a distinctive landscape with high public accessibility. It has a somewhat monotonous foreground but a varied background. The landscape is highly unified by the single recreational use of the golf course but is of moderate contrast. The subunit is also publicly recognized through the designations of the Mid-Hudson Historic Shorelands Scenic District and the Golf Course Road and Old Post Road Scenic Roads under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and the Sixteen Mile Historic District which is listed on the State and National Registers of Historic Places. Old Post Road is part of the Dutchess County Historic Tourway.

ED-20 Mills State Park Subunit

I. Location

The Mills State Park subunit is located just north and east of the hamlet of Staatsburg. The subunit is bounded on the east by the railroad tracks and the hamlet of Staatsburg in the ED-21 Staatsburg and the ED-19 Dinsmore Golf Course subunits, on the north by Vanderburgh Cove, on the south by Norrie State Park in the ED-23 Norrie State Park subunit, and on the west by the mean high tide line on the western shore of the Hudson River. The subunit is located in the northern corner of the Town of Hyde Park, Dutchess County and in the Town of Esopus, Ulster County. Consult the Estates District SASS map sheet number 4 for the subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the subunit consists of rolling hills sloping down to the Hudson River. Vegetation includes specimen trees, estate vegetation, mature woodlands and landscaped estate grounds. The Hudson River is the most prominent scenic element in the subunit. Four thousand feet wide just north

of the subunit, it narrows as it winds its way around Esopus Meadows Point on the west shore and the projection on the east shore that is Mills-Norrie State Park.

Since the railroad lies inland in this subunit, the Hudson's undulating shoreline is unaltered. Several pronounced projections, such as Dinsmore Point, frame deep coves along the river including Mills Cove. Tributary streams and ponds constitute the other water features scattered about the landscape.

B. Cultural Character

The cultural character of the subunit centers on the Ogden and Ruth Livingston Mills State Park, including the Mills Mansion. From the 18th century onward, the estate was the site of lavish summer homes of the Livingston family, most notably General Morgan Lewis, third Governor of New York. In 1895 Ogden and Ruth Livingston Mills retained the noted architects McKim, Mead & White to remodel their 1832 Greek Revival house into a Beaux-Arts mansion with 65 rooms and 14 baths. The estate was donated to the State in 1938 by the Mills' daughter, Mrs. Gladys Phipps.

The Mills Mansion is superbly sited on a knoll overlooking a gracious estate landscape which sweeps down to the banks of Mills Cove and the Hudson River. It is approached via a winding entrance road lined with mature trees. Its encircling lawns, graced with clusters of mature copper beach trees, greatly enhance the views of the Hudson. Trails connect the Mills Mansion with the Hoyt House to the south. The subunit includes a portion of the historic grounds of the publicly-owned Hoyt property, landscaped by Calvert Vaux.

In the northern portion of the subunit is located The Locusts, an estate of the Dinsmore family who donated the Dinsmore Golf Course to the State of New York. Several main houses have been built in succession on the estate. The present neo-Baroque villa called Hull House was constructed in the 1941 for Mrs. Lytle Hull, formerly Mrs. Vincent Astor, to replace the Italianate mansion built by her great-grandfather William B. Dinsmore in 1871. Once known for the large number of black locust trees on the property, the estate still hosts magnificent trees. Mrs. Helen Huntington (Astor) Hull, the great granddaughter of William Dinsmore, also donated land to the Mills State Park.

Also in the northern portion of the subunit stands the Esopus Meadows Lighthouse which since 1872 has been warning vessels of the flats after which it is named. The structure is in need of restoration. [See the EL-3 Esopus Bluffs subunit in the Esopus-Lloyd SASS for more information on the Esopus Meadows Lighthouse.]

Sunsets, boating and river breezes are ephemeral characteristics which enhance the subunit. The public land is well maintained by the Office of Parks, Recreation and Historic Preservation, while the expansive views are remarkably free of discordant features.

C. Views

Views from the Mills Mansion and estate grounds range from striking internal compositions of the estate grounds to sweeping vistas of the Hudson River and its west bank, the distant Catskills and Shawangunk Mountains. The west shore is located in the EL-1 Big Rock and Hemlock Point subunit of the Esopus-Lloyd SASS. Much of the Mansion's viewshed intersects with that of Wilderstein, an important estate located in the ED-18 Vanderburgh Cove subunit to the north. The Mills Mansion is ideally oriented for observing sunsets over the Hudson. Shorter, internal views are of the surrounding hillsides and Vanderburgh Cove. The composition of the views is greatly enhanced by the design of the estate landscape which frames and focuses the dramatic natural vistas. The historic Esopus Meadows Lighthouse constitutes a focal point in views of the Hudson. Scenic Hudson, Inc. recently prepared a detailed report mapping and documenting the viewsheds of the Mills and Hoyt properties.

III. Uniqueness

The Mills State Park subunit is unique because of its history, siting and scale. It is a classic historic estate in a superlative setting.

IV. Public Accessibility

The Mills State Park subunit is highly accessible to the public via the Hudson River and the park, which is open to the public and has a moderate visitation rate. The park grounds, Mills Mansion and Hoyt House are visible from the Hudson River and the Esopus-Lloyd SASS on its western shore, particularly from the EL-1 Rig Rock and Hemlock Point subunit and the El-2 Esopus Uplands subunit. Its edges are visible from Old Post Road and in views from NY Route 9 across the North Staatsburg Golf Course subunit. Because the train tracks are depressed below ground level in the park, only the vegetated corridor of the right-of-way is visible from the trains. There are four private and two state-owned above-grade vehicular crossings of the railroad in this subunit.

V. Public Recognition

Mills State Park subunit is a State Historic Site. It is located in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law and is visible from Old Post Road, a designated Scenic Road under Article 49. The Park is included in the Hudson River National Historic Landmark District and is also part of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. The Esopus Lighthouse is also listed on the State and National Registers.

VI. Reason for Inclusion

The Mills State Park subunit is included in the Estates District SASS because it is a unique landscape, well recognized and highly accessible to the public. The subunit exhibits variety in its vegetation and the shoreline configuration of the Hudson River which includes large coves and points of lands. The subunit

is unified by the landform, site design and view composition. Contrast is found between the historic structures and their natural environs and between land and water surface textures. The subunit is generally free of discordant features.

The Mills State Park is unique because of its history, siting and scale and is well recognized through public ownership and State Historic Site status. The subunit is recognized through the designations of the Mid-Hudson Historic Shorelands Scenic District and the Old Post Road Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-21 Staatsburg Subunit

I. Location

The Staatsburg subunit consists of the hamlet of Staatsburg and the immediate surrounding areas. The subunit is bounded by the Ogden Mills and Ruth Livingston Mills Memorial State Park on the north and northwest, NY Route 9 on the east, and the ED-22 Norrie Heights subunit on the south. The subunit is located in the Town of Hyde Park, Dutchess County. Consult the Estates District SASS map sheets, numbers 4 and 5, for the subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the Staatsburg subunit is flat to rolling, while the eastern edge is steeply sloped. Vegetation consists of woods, fields and mature street trees. A small stream runs through the subunit.

B. Cultural Character

The cultural character of the subunit is dominated by the compact historic hamlet of Staatsburg. Most of Staatsburg developed after the mid-19th century, and many of its earlier residents worked as servants and other employees on the adjacent estates. The vernacular architecture exhibits a variety of periods and is well preserved. Of particular interest is St. Margaret's Episcopal Church, a Gothic revival building designed by Richard Upjohn and built in 1891.

Old Post Road and the railroad line run north-south through the length of the hamlet, but trains no longer stop in Staatsburg. A number of local streets radiate from the center of the hamlet, and the historic grid pattern of streets is generally well preserved. A distinctive edge remains between the hamlet center and the surrounding open space, enhancing the sense of place.

The subunit is generally well maintained. Discordant features consist of a few newer buildings which are not compatible with the historic vernacular architecture. Also discordant is the paved surface which has replaced the former village green in the center of Old Post Road to provide a parking area.

C. Views

Views are generally confined to the corridors of the hamlet's streets and the immediate surrounding countryside. Included in these views are the nearby public golf course, located in the ED-19 Dinsmore Golf Course subunit, and the wooded areas of the adjacent State parks. Views are linear in composition and reflect the traditional development patterns of the hamlet. Individual historic structures, including St. Margaret's Episcopal Church, provide focal points.

III. Uniqueness

The Staatsburg subunit is not unique, although it is notable as an historic Hudson River hamlet.

IV. Public Accessibility

The hamlet is accessible from its streets, Old Post Road and NY Route 9 and is visible from the passing railroad trains. The roads are well travelled by visitors to the Mills and Norrie State Parks and the publicly owned Dinsmore Golf Course.

V. Public Recognition

The hamlet of Staatsburg is known as the location of the adjacent State parks, and visitors must travel through Staatsburg to reach them. The subunit is located in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law and forms the viewshed of Old Post Road, a designated Scenic Road under Article 49. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Staatsburg subunit is included in the Estates District SASS because it connects distinctive subunits and influences their viewsheds. It exhibits a moderate variety of vegetation, landform and architectural style which is unified to some degree by the historic village character. The hamlet form contrasts with the surrounding natural landscape. The subunit is accessible to the public via local streets, Old Post Road and NY Route 9 and is visible from the passing railroad trains. It is publicly recognized through the designations of the Mid-Hudson Historic Shorelands Scenic District and the Old Post Road Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District and in the Sixteen Mile Historic District listed on the State and National Registers of Historic Places.

ED-22 Norrie Heights Subunit

I. Location

The Norrie Heights subunit extends from just north of the school building on Old Post Road in Staatsburg to within several hundred yards of the Vanderbilt National Historic Site on the south. The southern boundary is the southerly edge of the suburban development which lies north of National Historic Site between NY Route 9 and the Hudson River. NY Route 9 forms the subunit's eastern boundary. Its western boundary is shared with the adjacent ED-23 Norrie State Park subunit except for a small section in the southern end where the Hudson River's eastern shoreline constitutes the western boundary. The subunit is located in the Town of Hyde Park, Dutchess County. Consult the Estates District SASS map sheet number 5 for the subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the subunit is rolling and gradually slopes to the west. Vegetation consists of dense, second-growth deciduous forest about 1/4 mile wide, some of which creates a buffer between NY Route 9 and the rest of the subunit, screening the land uses and creating a vegetated corridor along the highway. There are some lawns on the institutional properties and in the subdivision to the south. A small stream - the Indian Creek - and a wetland are located near the entrance to Norrie State Park.

B. Cultural Character

The subunit contains the eastern portion of Norrie State Park, private institutions and a subdivision. The former Dominican Camp property and the Anderson School straddle the western boundary of the subunit, their buildings being located primarily in this subunit. The institutional structures exhibit a mix of architectural styles including some older school buildings as well as former estate houses and barns. On the Dominican Camp property stands a stone house built in 1769 by George Rymph on his 600 acre farm. Some of the buildings on these institutional properties are visible in the subunit, but in general the landscape is dominated by second-growth woodlands and the nearby presence of NY Route 9.

A recent subdivision along Scenic Drive in the southern end of the subunit reduces visual quality there. Although the street meanders pleasantly down the hill to the Hudson River, the contemporary houses and suburban character are not in keeping with the rest of the subunit. The institutional buildings and the subdivision constitute discordant features.

C. Views

Views are mainly internal, being limited by the dense woodlands. Although the topography indicates that the Hudson River could be visible from the subunit, very few water views are available to the public because of the forest cover and the fact that most of the land is in private ownership. The Hudson and

the western shore are visible from certain locations on the Dominican Camp and Anderson School properties. Blunts Island, a portion of which is part of the Dominican Camp and a portion of which belongs to the Poughkeepsie Yacht Club, provides views up and down the river. Views from the end of Scenic Drive focus on the west bank of the Hudson River and the estates located there. Because the Hudson is narrow in this area, the western shore, located in the EL-3 Esopus Bluffs subunit of the Esopus-Lloyd SASS, appears very close and looms above the homes near the shoreland.

III. Uniqueness

The Norrie Heights subunit is not unique. It is a typical, wooded, rolling upland landscape.

IV. Public Accessibility

The Norrie Heights subunit is moderately accessible to the public. The northern most portion is part of Norrie State Park, and the private institutional properties are open to at least some members of the public. The eastern forested edge of the subunit is visible from NY Route 9, but there are few views into the interior of the subunit from the highway. Norrie State Park includes a modern vehicular above-grade crossing of the railroad and a below-grade pedestrian crossing.

V. Public Recognition

NY Route 9 in the southern section of the subunit is a designated Scenic Road under Article 49 of the Environmental Conservation Law as is Old Post Road in the northern section. The subunit is included in the Mid-Hudson Historic Shorelands Scenic District also designated under Article 49. A portion of the subunit is in the Sixteen Mile Historic District and the Hudson River National Historic Landmark District.

VI. Reason for Inclusion

Although the Norrie Heights subunit is a common landscape, it is included in the Estates District SASS for two reasons. Its southern portion connects two distinctive subunits, ED-24 Vanderbilt Mansion and ED-23 Norrie State Park. The eastern portion of the subunit buffers the Norrie State Park subunit from the NY Route 9 corridor and contributes to the continuity of the Estates District SASS in Hyde Park by connecting the distinctive landscape to the west with an easily determined eastern boundary for the SASS, namely NY Route 9. The subunit exhibits some variety in the former estate landscapes, and the landscape is unified to a moderate degree by the forested areas. The portion in Norrie State Park is accessible to the public, and the eastern edge of the subunit is visible from NY Route 9. The northern portion is publicly recognized by virtue of its inclusion in Norrie State Park, and the subunit as a whole is part of the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The northern portion of the subunit is within the viewshed of Old Post Road, a designated Scenic Road under Article 49.

ED-23 Norrie State Park Subunit

I. Location

The Norrie State Park subunit stretches for three miles from the Ogden and Ruth Livingston Mills State Park on the north to just north of the Vanderbilt Mansion National Historic Site on the south. The western boundary of the subunit is the mean high tide line on the western shore of the Hudson River. The southern portion of the eastern boundary is a common boundary with the ED-22 Norrie Heights subunit and the ED-20 Mills State Park subunit. The northern portion of the eastern boundary lies west of Old Post Road and is a common boundary with the ED-21 Staatsburg subunit. The Norrie State Park subunit is located in the Town of Hyde Park, Dutchess County and the Town of Esopus, Ulster County. Consult the Estates District SASS map sheets, numbers 4 and 5, for the subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the subunit is dominated by the complex, undulating eastern shoreline and the adjacent relatively undeveloped wooded eastern shorelands of the Hudson River. The topography consists of low hills, 50 to 150 feet high, punctuated with rock outcroppings and vegetated with dense, mature deciduous forest that includes oak and hickory. In the northern portion of the subunit is located a single steep hill 150 feet in height where impressive specimen trees, including ancient copper beeches, abound on the grounds of Hoyt House.

The Hudson, approximately 3,600 feet wide in this area, is a dominant visual element. The northern portion of the subunit, which constitutes Mills-Norrie State Park, is essentially an oblong projection of land pointed at each end around which the Hudson winds. Several islands, the largest of which is Esopus Island (protected as part of the state park), are located just offshore. Several coves and wetlands extend inland from the river. The Indian Kill enters the Hudson in the vicinity of Norrie Point, presenting a highly visible example of the ravine and waterfall configuration formed near many of the creek mouths in the SASS.

B. Cultural Character

Land use in the subunit includes the Margaret Lewis Norrie portion of the Mills-Norrie State Park and, to the south of the park, a mixture of undeveloped, privately-owned woodlands and a private marina.

Norrie State Park was established in 1934, a gift from Mrs. Geraldine Livingston (Morgan) Thompson and her husband Lewis Stenrod Thompson in memory of Mrs. Thompson's sister, Margaret Lewis (Morgan) Norrie, a descendant of Governor Morgan Lewis whose 18th century estate stimulated the establishment of the Staatsburg hamlet in the 1780s. The State Park incorporates preservation, nature study and recreation on the property, hosting an environmental center at Norrie Point operated by Dutchess County Community College, a public marina, vacation cabins, trails and other amenities.

Because the railroad lies inland through the park, public access to the Hudson River is an important feature in this stretch of the river where public access to the Hudson is severely limited. The subunit is intimately connected with the Hudson because of this access and the long and panoramic views of the water which it provides. The site of the environmental center at Norrie Point in the southern portion of the Park was once a busy riverfront wharf and nightclub constructed along with the roads and cabins in the park by the Civilian Conservation Corps in the 1930s. Walking trails follow the shoreline and traverse the park, and curving park roads meander through the woodlands. This southern portion of the subunit is well maintained.

In the northern portion of Norrie State Park stands Hoyt House on a promontory known as "The Point" which projects into the Hudson River. This estate was added to the park in the 1960s. Built in 1853, the bluestone Gothic cottage was designed by Calvert Vaux and is his first significant surviving commission completed in the United States. It is described and illustrated in his book Villas and Cottages, published in 1857, which significantly influenced architectural design in the Northeast. The cottage and outbuildings, some of which were constructed in the early 1900s, have fallen into disrepair, but are undergoing restoration.

The Hoyt estate grounds were also designed by Vaux, and it is rare that both a Vaux house and a Vaux landscape survive on a single site. The Point was an ideal location for Vaux to apply the Romantic ideal, and his informal scheme is reflected in the parks which Vaux and Olmsted later designed throughout the country. An entrancing drive, one-third of a mile long and mostly in the Mills State Park subunit, connects the Hoyt House with NY Route 9. It winds through uneven terrain, teasing the traveler at every turn as to what lies beyond. The original landscape design is undergoing restoration as well, reopening views to the Hudson River and its wooded western bluffs which lie in the EL-3 Esopus Bluffs subunit of the Esopus-Lloyd SASS. Trails connect The Point with the Mills Mansion to the north.

Outside the State park, institutional land uses predominate, namely the Anderson School and the closed Dominican Camp which occupy the wooded grounds of former estates. A private marina, the Poughkeepsie Yacht Club, is located on Blunts Island south of the Dominican Camp property. The tightly clustered groups of boats at the two marinas punctuate the otherwise undeveloped wooded shoreline both inside and outside the park.

The few buildings in the subunit are generally attractively designed and sited. While the boating activity and park uses provide some ephemeral characteristics, the densely developed and highly visible private marina and the clutter relating to the heavy boat use of the public marina create minor discordant features but do not overwhelm the otherwise unspoiled scenic landscape.

C. Views

Views in the subunit are varied and extensive, ranging from intimate views of woodlands, coves and waterfalls to panoramic views which incorporate the Hudson River and its offshore islands; the bluffs, hills, and religious estates in the Esopus-Lloyd SASS on the western shore; and, in the background, the distant Catskill Mountains. The complex, wooded shoreline frames and enhances view compositions,

most of which are dominated by water elements. Blunts Island provides views up and down the Hudson. Ephemeral effects such as sailboats and other types of vessels generally enhance the setting of the subunit.

Because "The Point" projects into the Hudson River, the panoramic views from the site are spectacular. In views up-river the Hudson appears unusually broad, spread out before the Catskills in the distance, with the Esopus Meadows Lighthouse and the Esopus Meadows flats providing focal points in the middle ground. As the original Vaux landscape is restored, the views from The Point should increase in number and complexity. Scenic Hudson, Inc. recently prepared a detailed report mapping and documenting the viewsheds of the Mills and Hoyt properties.

III. Uniqueness

The Norrie State Park subunit as a whole is not unique, although the portion known as The Point is unique because both the Hoyt House and its surrounding landscape were designed by Calvert Vaux and remain on a single, original site.

IV. Public Accessibility

Because Norrie State Park is publicly owned, the northern portion of the subunit is highly accessible to the public. Trails follow the Hudson River shoreline and traverse the inland areas. These will eventually be part of the Hyde Park Trail, connecting the park with the Vanderbilt Mansion and Franklin D. Roosevelt Home National Historic Sites to the south. The marina in the park provides access between the land and the river. There is a vehicular bridge over the railroad tracks to the Poughkeepsie Yacht Club on Blunts Island and a footbridge on the Dominican Camp property. The subunit is highly visible from the Hudson River and its western shore and moderately visible from the trains and from public roads and trails in the park.

V. Public Recognition

The Norrie State Park is publicly recognized through its public ownership. It is also included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. The Norrie State Park roads from the park entrance to Norrie Point and the camping area are designated Scenic Roads under Article 49. The northern portion of the subunit, The Point and Hoyt House is also part of the Sixteen Mile Historic District listed on the State and National Registers of Historic Places. The Point, Hoyt House and Norrie State Park are included in the Hudson River National Historic Landmark District. The Hoyt House is included in Calvert Vaux's book Villas and Cottages published in 1857.

VI. Reason for Inclusion

The Norrie State Park subunit is included in the Estates District SASS because it exhibits a variety of topography, shoreline configuration and land uses that is unified by the sweep of the Hudson River and

the absence of significant discordant features. Contrast is found between the natural elements of forest and river and the cultural elements of recreational boating, marinas and the Hoyt Estate. The subunit is highly accessible to the public, both physically and visually, and is recognized through the public ownership of the State park and the following public designations: the Hudson River National Historic Landmark District and the Sixteen Mile Historic District listed on the State and National Registers of Historic Places, and the Mid-Hudson Historic Shorelands Scenic District and the Norrie State Park Roads Scenic Roads designated under Article 49 of the Environmental Conservation Law.

ED-24 Vanderbilt Mansion Subunit

I. Location

The Vanderbilt Mansion subunit is bounded on the north by residential development located in the ED-22 Norrie Heights subunit and on the east by NY Route 9. Its southern boundary corresponds with that of the Vanderbilt Mansion National Historic Site and is a common boundary with the ED-25 Hyde Park Center subunit. The mean high tide line on the western shore of the Hudson River constitutes the western boundary. Except for two small, privately-owned parcels in the north, the land in the subunit is part of the Vanderbilt Mansion National Historic Site property administered by the National Park Service. The subunit is located in the Town of Hyde Park, Dutchess County and the Town of Esopus, Ulster County. Consult the Estates District SASS map sheet number 5 for subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the subunit consists of a plateau atop 150 foot high wooded bluffs which provides a dramatic site for the Vanderbilt Mansion and its landscaped grounds. To the north of the mansion, sweeping meadows cover undulating topography which leads more gradually down to the Hudson River and Bard Rock, a point of land projecting into the river. Mature, dense deciduous and coniferous forests and mature landscape plantings grace the property.

Exceptional specimen trees abound, planted in the early 1800s by the estate's fourth owner, Dr. David Hosack, a New York physician, educator and naturalist. The formal gardens began with Dr. Hosack who retained a Belgian landscape gardener, Andre Parmentier, to design the landscape which includes trails and scenic vistas. Most of the exotic species on the property date from that time. The gardens were enlarged over the years to include a cherry walk and a formal rose garden. The most recent changes to the gardens date from 1934 when landscape architects James Greenleaf, Robert Gridland and Thomas Mehan & Sons completed their work for Frederick Vanderbilt. Now restored, the gardens are tended by the volunteer members of the Frederick W. Vanderbilt Garden Association.

Water is a prominent feature throughout the subunit. The Hudson River is about 3,000 feet wide in this area, its curving shoreline configuration incorporating the point at Bard Rock and a small adjacent cove, both of which lie to the west of the railroad tracks. The waves breaking on Bard Rock's rocky shores are

more reminiscent of a marine rather than a river landscape. Bard Rock Creek flows through the northern portion of the subunit, entering the Hudson near Bard Rock. The Crum Elbow Creek parallels the driveway on the southern part of the property, flowing past the Vanderbilt's hydro-electric power plant still located on its banks.

B. Cultural Character

The cultural character of the subunit centers on the Vanderbilt Mansion and grounds, land that was once part of a 17th century grant called Hyde Park. The site of a succession of mansions and estates since 1764, the 211 acre property is rich in history and has been a National Historic Site since 1940. The estate was given to the nation by Mrs. Margaret Van Alen, a niece of Mrs. Frederick W. Vanderbilt.

The first owner of the property was the holder of the original patent, Peter Fauconnier, private secretary of Edward Hyde, Governor of the New York colony from 1702 to 1708. The second owner, Dr. John Bard, an attending physician to President George Washington, purchased the patent in 1746. He built a house outside the present property boundaries and began to develop the land. After Dr. Bard's death in 1798 his son Samuel, also an eminent physician, built the first mansion on the property in the same location occupied by the Vanderbilt Mansion. By 1828 the original patent had been reduced to an estate of 540 acres which was purchased by Dr. David Hosack, a New York physician, educator and naturalist.

In 1840 John Jacob Astor bought the property and presented it as a gift to his daughter, Dorothea Langdon, whose family lived on the property until 1894. During that period the gardens were enlarged. In 1895 the property was sold again, this time to Frederick W. Vanderbilt. He demolished the original mansion and erected the current structure, a 52 room Italian Renaissance Villa designed by McKim, Mead and White. Completed in 1898, it was one of a few centers of wealthy Hudson River social life during the Gilded Age, the site of galas attended by prominent social and political figures. While the structure itself is imposing, the landscape design successfully connects the building with its site.

During the early and mid-19th century, the "view from Hyde Park" to the northwest became one of the most popular, influential and oft-reproduced landscape images in America. This view is largely unchanged today.

Along NY Route 9, high cut stone walls and impressive gates alert travelers that an important property lies behind them, and a small picnic area on the Hudson's shore at Bard Rock provides a place for visitors to linger and view the river.

The maintenance of the building and grounds, including the formal gardens, is excellent; and, given the wide views, the subunit and its viewshed are remarkably free of discordant features. Only some very distant radio towers intrude on this imposing landscape.

North of the National Historic Site stands Placentia, former estate home of James Kirke Paulding, a popular novelist who, in 1828, wrote one of the first guidebooks on the Hudson entitled New Mirror for Travelers & Guide to the Springs.

C. Views

Views from the Vanderbilt Mansion subunit are some of the longest views available in the Hudson region. They also provide a 180 degree visual sweep of the Hudson River, nearby hills, and the distant Catskill Mountains. The Hudson River features prominently in the middle ground of the views, and the wooded bluffs on the western shore enhance views by mirroring the vegetated character of the eastern shore. The western shore is included in the Esopus-Lloyd SASS, in the EL-3 Esopus Bluffs subunit. From the Hudson and its western shorelands the mansion is clearly visible sitting in an opening of spacious lawns.

The design of the grounds and meadows has framed and enhanced views both up and down the Hudson, emphasizing the dramatic diagonal views to the northwest and southwest rather than the less imposing frontal views due west. Vanderbilt Mansion, the Hudson River and the Catskills provide major focal points.

The location of the Mansion near the edge of the bluff is dramatic, forming an impressive transition between the flat, wooded, enclosed front arrival lawn and the steep, grassy slopes and distant vistas available from the riverfront bluffs. The Mansion and grounds are an excellent example of the enhancement of views and the total experience of the landscape through inspired building location and landscape design.

The prospect of the property from NY Route 9 is of imposing stone walls and gateways. A glimpse of the tumbling Bard Rock Creek is available from a stone bridge on Route 9. The entrance road is particularly impressive. Overarched with mature trees, it leads down a shady glen before revealing the facade of the mansion. Because the public parking area is to the north of the mansion and not immediately visible, the initial impression is one of approaching the mansion as a guest at a private function.

Numerous dramatic landscape compositions feature the impressive architecture of the mansion, specimen trees, woodlands and winding drives. These are often seen against a backdrop of more distant panoramas. An overlook to the north of the mansion provides views to the north and west across the extensive undulating meadows and bordering forests to the Hudson and its shorelands. Because Bard Rock projects into the Hudson, extensive views up and down the river are available from the picnic area. The wooded shorelands of the Esopus-Lloyd SASS figure prominently in these views.

III. Uniqueness

The Vanderbilt Mansion subunit is unique, both for the architectural and historical value of its mansion and for its landscaped setting and superb views.

IV. Public Accessibility

The Vanderbilt Mansion subunit is highly accessible via the Hudson River and roadways and paths on the property, including a park road which leads to the picnic area at Bard Rock via an above-grade vehicular

bridge crossing the railroad. The Mansion and its lawns are also visible from the Hudson River, from NY Route 9W on the western shore and from the bluffs in the EL-3 Esopus Bluffs subunit in the Esopus-Lloyd SASS. Only the northern edge of the subunit is in private ownership and not accessible to the public. The paths of the National Historic Site are part of the Hyde Park Trail which links the Vanderbilt Mansion National Historic Site with the FDR Home to the south, located in the ED-27 Franklin D. Roosevelt Home National Historic Site subunit.

V. Public Recognition

The Vanderbilt Mansion subunit is highly recognized and valued by the public. The Vanderbilt estate is a National Historic Site operated by the National Park Service which receives tens of thousands of visitors each year. It is included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law. NY Route 9 from the southern boundary of the historic site property north for 2.3 miles is a designated Scenic Road under Article 49.

VI. Reason for Inclusion

The Vanderbilt Mansion subunit is included in the Estates District SASS because it contains a dramatic and imposing historic estate located in an exceptional landscape with sweeping views up and down the Hudson River and across the Hudson to the Catskills. The landscape composition exhibits a high degree of variety in its vegetation, architecture and views. The site design and resulting composition of the views unify the contrasting architecture and landform. The subunit is free of discordant features.

The Vanderbilt Mansion National Historic Site is a unique estate in a notable setting. It is accessible to the public and is publicly recognized through its status as a National Historic Site. The subunit is also included in the Mid-Hudson Historic Shorelands Scenic District designated under Article 49 of the Environmental Conservation Law, and it contributes to the scenic quality of the NY Route 9 corridor, a designated Scenic Road under Article 49.

ED-25 Hyde Park Center Subunit

I. Location

The Hyde Park Center subunit consists of the residential neighborhood located between the ED-27 Franklin D. Roosevelt Home National Historic Site and ED-26 Franklin D. Roosevelt Home Estate Entrance subunits to the south and the E-24 Vanderbilt Mansion subunit to the north. NY Route 9 constitutes the eastern boundary of the subunit. The western boundary is the mean high water line on the western shore of the Hudson River. The subunit is located in the Town of Hyde Park, Dutchess County and in the Town of Esopus, Ulster County. Consult the Estates District SASS map sheet number 5 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit consists of a flat plateau along its eastern half and steep slopes extending down to low bluffs along the Hudson River. The bluffs are broken by a single level area consisting primarily of Railroad Station Park. Most of the bluffs are still wooded, and large trees grace some of the streets in the subdivisions. The Hudson River is approximately 3,000 feet wide in this area. The embankment of the railroad tracks creates a small cove used by the Andros Marina for a docking area.

B. Cultural Character

Originally called Stoutenburgh, the early settlement was part of a 1705 land patent subsequently named Hyde Park. As late as the 1930s Hyde Park was a community of large farms with dirt roads that connected estates with the hamlet. The election of Franklin D. Roosevelt, a member of a leading Hyde Park family, to the Presidency became a catalyst for change and development in the community.

Much of the development that has occurred within Hyde Park's coastal area since World War II has occurred as infill housing within this subunit, the original hamlet area. The NY Route 9 corridor is extensively commercialized with some remaining residential and institutional uses, including government buildings and churches. Land use west of the Route 9 corridor consists primarily of single family residential subdivisions enhanced by mature trees. Interspersed among the newer homes are examples of vernacular architecture from the earlier growth period of 1850 to 1870. The southern portion of this suburban area is called Crumwold Acres, reflecting its location on the former Rogers Estate once graced by Crumwold Hall. Crumwold Hall, designed by the prominent architect Richard Morris Hunt, is now part of the Millennium Kingdom religious community located in subunit ED-27 to the south. Also located in the subunit is the Pope John Paul I Seminary operated by the Archdiocese of New York. Because of this mixture of uses, the eastern half of the subunit lacks a cohesive identity.

Hyde Park's residential neighborhoods are attractive, but the NY Route 9 corridor contains many discordant features including inappropriate architecture, large illuminated signs, extensive parking lots and overhead utilities. Period homes have been converted to offices and stores in a manner insensitive to the original architectural style. In contrast, the stone walls located throughout the highway corridor provide an element of historic and visual interest.

In the western portion of the subunit older homes are found clustered on the hillsides surrounding the former railroad station. No longer a stop on the rail line, the station is leased by the Town to the Hudson Valley Railroad Society which has restored the station for use as a meeting place and railroad museum. The structure is part of Railroad Station Park, the only public riverfront parcel owned by the Town and a node on the Hyde Park Trail. The railroad station is historically significant as the disembarking point of many dignitaries who traveled by train to Hyde Park to visit President Franklin D. Roosevelt. Displayed in the museum are photographs of national and world leaders who arrived and departed from the railroad

station, usually in their private railroad cars. From the photos it appears that the site has changed little since that time.

Although trains no longer stop at the station, the tracks which lie along the shore and the chain link fence which separates the park from the tracks create a psychological as well as physical barrier to the Hudson River in this location. The tracks and fence thus constitute discordant features because they are both unattractive and obtrusive. Adjacent to Railroad Station Park on the north is located the Andros Marina. The presence of the boats in the marina, which can only reach the river at low tide via a bridge under the tracks, counterbalances to some degree this sense of separation.

The cultural character of the subunit along N.Y. Route 9 contrasts significantly with the two National Historic Sites to the north and south, but Railroad Station Park and the wooded shorelands provide a strong sense of both the bustle and the leisure of an earlier time.

There are some discordant features present in the subunit, including the commercial strip along NY Route 9, neon signs, utility wires and some recent subdivisions along the Hudson River.

C. Views

Views within the subunit are diverse. Most are of streetscapes in the suburban areas in which the Hudson River either does not play a major visual role or is not visible at all. This is in contrast to the views from Railroad Station Park and along the Hyde Park Trail which provide glimpses of the Hudson River and its western shore, although the railroad right-of-way and fencing affect the quality of the view.

Views from the Hudson River are primarily of wooded shorelands, the marina and the houses around the railroad station.

III. Uniqueness

The Hyde Park Center subunit is not unique. It is fairly representative of town centers in the region.

IV. Public Accessibility

The subunit is accessible via the Hudson River, NY Route 9, public streets and the Hyde Park Trail which runs parallel to the Hudson River. The Hyde Park Trail connects with trails in the Franklin D. Roosevelt Home and Vanderbilt Mansion National Historic Sites in the ED-27 and ED-24 subunits, respectively, crossing the intervening private property through easements arranged with the property owners. The western portion of the subunit is visible from the Hudson River and its western shore and from the passing railroad trains.

There are no public docking facilities in Hyde Park, but Railroad Station Park does provide visual access to the Hudson River. Visual access at Railroad Station Park would be increased if a less obtrusive fence could be used to separate the parkland from the railroad right-of-way. All other property is privately owned and not physically accessible to the public except within the trail easements.

V. Public Recognition

The Hyde Park Center subunit is not publicly recognized in itself but is recognized through its association with the larger Hyde Park community which includes the two well-known National Historic Sites, the Franklin D. Roosevelt Home and Vanderbilt Mansion. The presence of the Hyde Park Trail and Railroad Station Park as a node on the trail provides the opportunity for increased public familiarity with the subunit and increased public recognition of the subunit in the future.

VI. Reason for Inclusion

The Hyde Park Center subunit is included in the Estates District SASS because it is a noteworthy landscape which links two distinctive landscapes. It is physically and visually accessible via the Hudson River, the Hyde Park Trail, NY Route 9 and public streets. The western portion of the subunit is visible from the Hudson River and the passenger trains which travel along the river. The subunit is not well recognized in itself but shares in the recognition of Hyde Park as the location of two well-known National Historic Sites, the Franklin D. Roosevelt Home and Vanderbilt Mansion.

ED-26 Franklin D. Roosevelt Home Entrance Subunit

I. Location

The Franklin D. Roosevelt Home Entrance subunit consists of the main entrance lawns and drive to the Franklin D. Roosevelt Home; the Franklin D. Roosevelt Library and parking lot; and the grounds and mansion of Bellefield, an adjacent estate housing the offices of the National Park Service. The subunit's northern, western and southern boundaries are common boundaries with the ED-25 Hyde Park Center and ED-27 Franklin D. Roosevelt Home National Historic Site subunits, respectively. NY Route 9 constitutes the eastern boundary. The subunit is located in the Town of Hyde Park, Dutchess County. Consult the Estates District SASS map sheets, numbers 5 and 6, for subunit boundaries.

II. Scenic Components

A. Physical Character

The Franklin D. Roosevelt Home Entrance subunit is composed of flat land covered with large expanses of lawn and dotted with ancient oak trees. There are no water features in the subunit.

B. Cultural Character

Other than the presence of the Bellefield mansion, the subunit is primarily undeveloped. It serves as the main entrance and approach to the Franklin D. Roosevelt Home National Historic Site in the adjacent ED-27 subunit. Visitors to the library and home contribute ephemeral characteristics to the subunit.

The flat, fertile land of the subunit was farmed for centuries and was possibly the site of Native American fields. The land figured prominently in the Roosevelt Home grounds and was cared for by President Roosevelt, who especially admired the ancient oak and sycamore trees which date from Colonial times. Portions of the historic landscape have been saved and coexist with the library's more modern structure, parking lots and access road. The latter elements, which were constructed by the National Park Service and the National Archives, blend well with the natural environment of the subunit.

Bellefield, built in 1796 as a Federal style residence and also known as the Newbold-Morgan mansion, serves as the offices and meeting rooms of the National Park Service. The estate was part of the rural scene to the north of the Roosevelt Home, and the owners were close friends of the Roosevelt family. The two estates are located on one of the original lots of the Great Nine Partners land patent, now Hyde Park. Bellefield has gone through several remodelings, the last transforming it into a Georgian mansion in 1911. A portion of the estate is owned by the National Park Service. The remainder of the property, the meadows, is protected by a conservation easement held by Scenic Hudson, Inc. The subunit is well maintained by the Park Service.

Lights from the commercial development and traffic on adjacent NY Route 9 outside the SASS intrude upon the subunit and constitute discordant features.

C. Views

Views in the subunit are generally local in nature and restricted to the subunit by the flatness of the land, the surrounding vegetation and existing buildings. The ancient oak trees enhance the composition of views within the subunit. The adjacent commercial and residential uses of the town are visible to the east. Since the site is well inland, it lacks views of the Hudson River or other water features, which somewhat reduces the quality of the views. There are no focal points.

III. Uniqueness

The Franklin D. Roosevelt Home Estate Entrance subunit is not unique, but its connection with the Franklin D. Roosevelt Home makes it a noteworthy landscape.

IV. Public Accessibility

Because the subunit is a National Historic Site, it is highly accessible to the public. The subunit is also visible from NY Route 9. The grounds of Bellefield are in public ownership, but tourists are less likely to tour the grounds surrounding the mansion since it pales in importance to the Franklin D. Roosevelt Home and no signs indicate that it is open to the public. The subunit also provides parking for people interested in walking the trails located in the ED-27 Franklin D. Roosevelt National Historic Site subunit to the west. The trails extend into the subunits to the north, linking, through the Hyde Park Trail, with trails on the Vanderbilt Mansion National Historic Site in the ED-24 Vanderbilt Mansion subunit.

V. Public Recognition

The subunit is recognized by the public through its association with the Franklin D. Roosevelt Home National Historic Site.

VI. Reason for Inclusion

The Franklin D. Roosevelt Home Entrance subunit is included in the Estates District SASS because it is adjacent to a distinctive subunit to the west, the ED-27 Franklin D. Roosevelt National Historic Site subunit, and is an integral part of the Historic Site, constituting in part the entrance to the FDR estate. The subunit buffers the FDR Home and grounds from the traffic and development of the NY Route 9 corridor. The subunit is highly accessible to the public, both visually and physically, and is recognized by the public through its association with the National Historic Site.

ED-27 Franklin D. Roosevelt Home Subunit

I. Location

The Franklin D. Roosevelt Home subunit is the most southern subunit in the Estates District SASS. It includes the western portion of the Franklin D. Roosevelt Home National Historic Site as well as adjacent estates and contiguous waters of the Hudson River. The subunit extends north to include a portion of the grounds but not the main house of the Millennium Kingdom religious community, formerly the Eymard Seminary.

The southern boundary lies 500 feet south of the Maritje Kill and repeats the configuration of the Maritje Kill, then crosses the Hudson River to Crum Elbow. The northern boundary is a common boundary with the ED-25 Hyde Park Center subunit. The eastern boundary of the subunit corresponds to the edge of the developed area along NY Route 9, including the shopping center south of the historic site entrance and the suburban neighborhood north of the entrance located in the ED-25 Hyde Park Center subunit. The central portion of the eastern boundary is a common boundary with the ED-26 Franklin D. Roosevelt Home Estate Entrance subunit. In the very southern portion of the subunit, NY Route 9 is the eastern boundary. The subunit's western boundary is the mean high water line on the western shore of the Hudson River. The subunit is located in the Town of Hyde Park, Dutchess County, and in the Towns of Lloyd and Esopus, Ulster County. Consult the Estates District SASS map sheets, numbers 5 and 6, for the subunit boundaries.

II. Scenic Components

A. Physical Character

The physical character of the subunit is of moderate topographic relief sloping down to the Crum Elbow section of the Hudson River. The wooded rolling bluffs and swales reach back to a 150 foot height. Dense, deciduous vegetation containing mature hardwoods is occasionally broken by estate lawns and

recently restored meadows accented by specimen oaks. At the southern end of the subunit the Maritje Kill has carved a stream/ravine formation through the rolling landscape and empties into a wetland east of the railroad tracks.

Curving to the southwest in this area, the Hudson River narrows dramatically to a width of about 1,800 feet and increases in depth and rate of flow as it courses past the higher hills and bluffs of Crum Elbow. The indentation of Roosevelt Cove extends the water surface to the east of the railroad embankment in the south central portion of the subunit.

B. Cultural Character

The cultural character of the subunit consists predominantly of historic homes and religious institutions. Central to the subunit's identity is Springwood, the birthplace of Franklin D. Roosevelt, 32nd President of the United States. President Roosevelt was raised here, and in 1905 he brought his bride Eleanor here. It is now their final resting place. A National Historic Site since 1944 when President Roosevelt gave it to the nation, the estate is rich in symbolism, as it was the site of many historic events associated with the Roosevelts and played an important role in their lives. For over seventy years this landscape was shaped by Franklin and his parents. Today, it continues to inspire the many thousands of people who visit the site each year because of its scenic beauty and its close association with the lives of these two great world figures.

The main house has undergone many renovations and is now a Georgian Revival mansion, the result of major remodeling of an earlier Italianate frame house. The architects of the transformation were F. V. L. Hoppin and Terrence Koen, formerly designers in the firm of McKim, Mead & White. The Franklin D. Roosevelt Library and Museum, which are not part of the Historic Site, are located nearby. Maintained by the National Park Service, the property is in an excellent state of upkeep.

The wooded portion of the historic site is accessible via paths and carriage roads that are now part of the Hyde Park Trail. The carriage road which connects Bellefield Mansion, located in the adjacent ED-26 Franklin D. Roosevelt Home Entrance subunit, and Crum Elbow Point is particularly scenic. Specimen trees line the road, and stone walls, bridges, culverts and the road bed add textural interest to the corridor. Other paths rise and fall across rolling terrain and intermittent streams, approaching the Hudson in some places to offer water views and dipping into hollows filled with wetlands and their associated vegetation and wildlife.

North of the Roosevelt property lies the extensive Morgan property. Protected by a conservation easement held by Scenic Hudson, Inc., the property will remain primarily undeveloped.

Located in the northern portion of the subunit is the former Crumwold Hall, recently called Eymard Seminary and now part of the Millennium Kingdom religious community. Built in 1889, the Romanesque granite main house was designed by Richard Morris Hunt. Only 20 acres remain of the original estate, the rest having been subdivided.

Although the railroad embankment and the new buildings at the national historic site introduce more modern elements into the landscape, they are not discordant features. The railroad embankment is visible only in views from the water and is not of sufficient scale to significantly impact those views. The new buildings of the national historic site are well designed and unobtrusive.

C. Views

The views available from the Franklin D. Roosevelt National Historic Site are focused to the west and southwest by the topography, vegetation, and designed estate landscape. Recent restoration of the original landscape design includes meadows which historically enhanced the composition, breadth, and extent of views from the subunit. Photographs in the collection of the Franklin D. Roosevelt Library show the Roosevelts sitting on the spacious lawn enjoying the views. The Catskill Mountains do not play as prominent a role in these views as they do in most other portions of the Estate District SASS. Instead, the dramatic sweep of the river through Crum Elbow and the tall, wooded bluffs and hills on the opposite shore, part of the Esopus-Lloyd SASS, figure prominently in views from the subunit.

Views from the Hyde Park Trail are primarily interior views of the woodlands, streams and wetlands found in the rolling terrain. Carriage roads, stone walls and bridges and significant trees constitute focal points. An occasional glimpse of the Hudson is available, except at Crum Elbow Point which offers sweeping views of the river and western shorelands.

Views from the Hudson River are primarily of the wooded shorelands, embellished with the curving shoreline of the dominant Roosevelt Cove and the lawns and main house of the Roosevelt Home. Views from the trains are constrained by the bluff and consist mainly of the Hudson River and Roosevelt Cove.

III. Uniqueness

The Franklin D. Roosevelt Home National Historic Site subunit is unique. It includes a publicly accessible historic site of international significance designed to take advantage of its highly scenic location.

IV. Public Accessibility

Although the national historic site is open to the public and receives large numbers of visitors, visual access to many areas of the property remains limited due to extensive forest cover and the relative remoteness of key viewpoints. However, historic views across the lawns to the southwest, which were often enjoyed by President and Mrs. Roosevelt, have been restored. Carriage roads on the national historic site are part of the Hyde Park Trail which crosses the private property in the subunit on its way north to the Vanderbilt Mansion National Historic Site in the ED-24 Vanderbilt Mansion subunit. The trail lies near the Hudson River and provides views of the interior wooded landscape and occasional glimpses of the Hudson River. The land that is in private ownership is otherwise not accessible. Visual access to the eastern shorelands is available from the Hudson River and its western shore.

V. Public Recognition

Public recognition of the subunit is extremely high. The Franklin D. Roosevelt Home is a National Historic Site of international significance. The conservation easement that protects the Morgan property to the north of the Historic Site and the Hyde Park Trail are also evidence of public recognition of the subunit's scenic quality. Development of the Hyde Park Trail has involved leaders and organizations from the local and regional community as well as State and federal agencies.

VI. Reason for Inclusion

The Franklin D. Roosevelt Home National Historic Site subunit is included in the Estates District SASS because it is a highly distinctive subunit. While the physical setting and architectural design of the National Historic site are above average but not exceptional, Springwood's exceptional historic value, recognition, symbolism and public accessibility make it one of the Hudson's most significant, unique and valued landscapes.

The subunit exhibits a moderate variety of landform and vegetation because of the uniform forest cover. The buildings on the Franklin D. Roosevelt Home Historic Site contrast with the expanded meadows, the landform and the Hudson River. The woodlands and the river unify the landscape composition which is generally free of discordant features. The subunit is accessible to the public via the Hudson River, the public ownership of the National Historic Site and the Hyde Park Trail. The subunit is publicly recognized through the National Historic Site designation and the development of the Hyde Park Trail.

ULSTER NORTH SCENIC AREA OF STATEWIDE SIGNIFICANCE

I. LOCATION

The Ulster North SASS encompasses a ten mile stretch of the Hudson River and its western shorelands and varies from 1.25 miles to 2.5 miles in width. The SASS extends from its northern boundary at the Ulster/Greene County line to its southern boundary at Ulster Landing Park. The SASS includes the Hudson River from the mean high tide line on the eastern shore for all of its length, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River.

The western boundary of the Ulster North SASS follows the coastal area boundary south from the Ulster/Greene County line, following the Conrail railroad line to NY Route 9W and south along NY Route 9W through the Village of Saugerties to Barclay Street, where it leaves the coastal area boundary to run along Barclay Street, Simmons Street and to the end of Spaulding Lane. The SASS boundary then runs southwest along the western limit of existing farmland to rejoin the coastal area boundary at the cross-roads on NY Route 32 in Glasco. It then runs south along Route 32 to the junction with Ulster Landing

Road, where it runs along Ulster Landing Road to the southern boundary of the Ulster Landing Park which it follows to the Hudson River.

The SASS is located within the Town and Village of Saugerties and the Town of Ulster, Ulster County; the Towns of Germantown and Clermont, Columbia County and the Town of Red Hook and the Village of Tivoli, Dutchess County.

The SASS is comprised of 10 subunits:

UN-1 Eavesport; UN-2 Bristol Beach; UN-3 Malden-on-Hudson; UN-4 Saugerties Bluffs; UN-5 Esopus Creek; UN-6 Glasco Bluffs; UN-7 Glasco Uplands; UN-8 Glasco; UN-9 Glasco Farmlands; UN-10 Turkey Point.

Consult the Ulster North SASS Map for the SASS boundary.

II. DESCRIPTION

The Ulster North SASS is a highly scenic and valued portion of the Hudson River Valley, rich in natural beauty, cultural and historical features.

It is characterized by a gently rolling upland landscape set above a steep bluff reaching elevations of 150 feet. The bluffs are higher and steeper in the southern sections of the SASS, and here the boundary extends inland to include more of the gently rolling uplands. The Esopus Creek is the most dramatic landform within the SASS, featuring steep banks giving way to extensive tidal flats. The creek flows over a dam and through a sinuous horseshoe curve, constrained by its steep banks, before entering the Hudson River.

The coastline is comprised of long stretches of relatively smooth shoreline with some small projections, coves, and tidal flats. These include the open, grassy Eves Point and the curving bluffs of Turkey Point. The most dramatic projection is at the confluence of the Esopus Creek and the Hudson River, in the Village of Saugerties. This is a significant shoreline protrusion, extending more than halfway across the Hudson River. The Saugerties Lighthouse graces the north point, signifying the entrance to the creek and stands at the end of a dike built by the federal government a century ago to maintain the channel of the Esopus Creek. A filled wetland and rich tidal habitat spreads to the north and south of the dike which extends a half mile from the western shoreline into the center of the Hudson River.

On the rolling upland above the Hudson River the vegetation is a combination of mixed woodlands and clearings comprised of farms, open pasture and meadows, and landscaped estates with formal gardens and sweeping lawns. Urban planting is important in the built up areas of the SASS in the Village of Saugerties and the hamlets of Malden-on-Hudson and Glasco. The shoreline vegetation includes wooded bluffs and the relatively large, undisturbed area of shallow, tidal flats and associated vegetation at the confluence of the Esopus Creek and the Hudson River.

The region at the confluence of the Esopus Creek and the Hudson River is known to be an important archaeological area. A designated archeological site on the Esopus Creek in the Village of Saugerties contains evidence of prehistoric remains. The area has been inhabited at least since the Woodland Period (100 B.C. - 1600 A.D.) and probably since Paleo-Indian times (c. 10,000 B.C.). Indians settled along the Hudson River long before the European discovery of the New World. The name Esopus is a Dutch word with origins in the Indian language. It means "land of flowing waters and high banks" and is an appropriate description of the Esopus Creek.

The Hudson River came to prominence when Henry Hudson explored the region in 1609, and his ship's log describes the spectacular landscape. Hudson spent a total of five days of September 1609, anchored off Turkey Point, visiting the native Indians that lived in the area. Recent settlement of the Ulster North area began in the early seventeenth century, based upon industrial and commercial exploitation of the area's natural resources, and established a close relationship with the Hudson River.

From the time of earliest European settlement by the Dutch around 1710, development focused on the Esopus Creek at what is now the Village of Saugerties. Later the Palatines also settled in the area. Initial growth was limited and occurred around the Dutch saw and grist mills along the creek in the early 17th century. As late as 1811 the hamlet contained only 21 houses.

In the 1820's Henry Barclay sparked the expansion of the community when he established the Ulster Iron Works and the Barclay Fiber Company. The area around the Esopus Creek and the Hudson River developed an extensive variety of industrial and commercial activity including lumbering, white lead, gunpowder, ice and paper industries along with an active port which shipped bluestone from the local quarries and other local products. Later the port became an important transfer for people on their way to the resorts of the Catskill Mountains. All that remains of the thriving 19th century creek-side industrial activity is the dam and abandoned raceway, some industrial ruins and one vacant building, "the Bindery" on East Bridge Street.

The village was laid out as a model village by Henry Barclay in 1827. By 1840 it had become the industrial and population center of Ulster County. The Village was originally incorporated in 1832 as the Village of Ulster, but on Barclay's death in 1855 it was renamed Saugerties. Many of the neighborhoods developed in association with the waterfront industry of the 19th century and include a mix of housing types ranging from modest workers' dwellings on small lots to large mansions, with many buildings of historic and architectural interest.

Saugerties Lighthouse, dating from 1867, is an important cultural feature in the subunit. Built on massive stone foundations to the west of an earlier stone lighthouse constructed in 1838, the lighthouse directed traffic when Saugerties was a major port on the Hudson River. Originally placed at the confluence of the broad delta of the Esopus Creek with the Hudson River, the structure now stands at the end of a dike built by the federal government a century ago in order to maintain the channel of the Esopus Creek. Saugerties Lighthouse, the oldest remaining lighthouse on the Hudson River, is listed on

the State and National Registers of Historic Places and has been restored to operation by the Saugerties Lighthouse Conservancy.

Development spread throughout the SASS with residential and commercial growth moving inland along the main highways, accompanied by industrial development based around landings at Glasco and Malden-on-Hudson. The development of commercial activity in the area was influenced by the ease of transportation offered by the Hudson River and the close proximity to local resources. Away from the commercial settlements, wealthy families built spacious homes set in landscaped estates of lawns, farmland and woodland, contributing much to the history of the area.

The hamlet of Glasco developed as an active company shipping port for a glass company, located inland above Woodstock, during the early 19th century. The hamlet takes its name, "Glasco", from a large sign painted on one of the warehouses. The hamlet has retained a tight village pattern with many older residential structures intact, although some modern structures and adaptations of older buildings are of inconsistent quality and are distracting elements within the built fabric of the subunit. Malden-on-Hudson was founded as Bristol in 1812 by Asa Bigelow, a merchant and the first postmaster at Saugerties. The settlement provided a deep-water port for his merchant fleet. The port became the center of the bluestone trade in Saugerties, a major industry in this part of the Hudson Valley from the mid 1800's until 1917. Much of the curbstone in New York City came from quarries in the Saugerties area, while stone from local quarries was shipped all over the world from Malden-on Hudson.

The Ulster North SASS still reflects the historic settlement pattern based around large estates and early industrial and commercial uses that developed along the Hudson River and the Esopus Creek. The most intensive commercial, industrial and associated residential development has taken place around the Village of Saugerties, located in the center of the SASS at the confluence of the Esopus Creek and the Hudson River. Two other clusters of settlement are found at Malden-on-Hudson and Glasco.

In the rest of the SASS a more rural pattern of development prevails with a mixture of woodland, farmland, estates and religious institutions occupying large parcels of land on the rolling upland beyond the steep rugged bluffs, occasionally stretching down to the shoreline of the Hudson River where the relief allows. South of the Village of Saugerties the steep bluffs have precluded any major shoreline development, apart from at the hamlet of Glasco.

The lack of 20th century growth in the Village of Saugerties, notably that part in the SASS, has meant that there are few modern developments, and many buildings of historic interest remain intact. Consequently the Village of Saugerties has scenic and historical value as an excellent example of a 19th century settlement on the Hudson River, reflecting many aspects of the broader social and commercial changes that affected the upper Hudson Valley during this period. It offers a wealth of historic associations and an architectural record of a variety of 19th century residential building styles.

The architectural and historical importance of the Saugerties Lighthouse has been recognized by its inclusion on the State and National Register of Historic Places. Many other structures in the SASS are

considered eligible for listing on the National Register of Historic Places for their historical and architectural significance.

The early days of the American Industrial Revolution saw many milestones take place throughout north eastern America. The Village of Saugerties and Henry Barclay's factories were part of this period of industrial progress. These were the site of the manufacture of the first machine-made paper in America (1826) and the first application of the process of manufacturing purified, high strength iron in America (1828). Much of the bluestone used in New York City was shipped from the landings located throughout the SASS. Malden-on-Hudson, known for its bluestone, was the birthplace of John Bigelow, Minister to France under Abraham Lincoln.

The survival of active farmland in the presence of urban development pressure has a significant symbolic value as a historical and traditional regional land use and the continuance of a once significant landscape component.

III. Aesthetic Significance

The Ulster North SASS is of statewide aesthetic significance by virtue of the combined aesthetic values of landscape character, uniqueness, public accessibility and public recognition.

There exists in the SASS unusual variety as well as unity of major components, striking contrasts between scenic elements and a general lack of discordant features. The SASS is accessible to the general public and well recognized by the public for its scenic quality. The scenic quality of the Ulster North SASS is significant based on the existence of the following physical and cultural characteristics.

A. Landscape Character

1. Variety

The Ulster North SASS exhibits an unusual variety of major components. The main variety lies in the topography. The SASS is dominated by a long stretch of bluffs along the Hudson River shorelands. While this is by far the most striking of topographical features, there are also extensive areas of rolling upland behind the bluffs, exposed rock faces along the bluffs, small coves and promontories, and tidal flats and shallows along the base of the bluffs and at the mouth of the Esopus Creek.

Variety also exists in vegetation coverage. Dense and mature, mixed woodlands on the rolling uplands are broken up by a combination of farmsteads, pastures and meadows, landscaped estates and residential development. The bluffs are heavily wooded. A rich and varied wetland vegetation is found along the shoreline of the Hudson River and its coves and creeks, notably at the confluence of the Esopus Creek and the Hudson River. This is a relatively large, undisturbed area of shallow, freshwater tidal flats. The diversity and abundance of wildlife and the changing patterns, colors and textures

associated with the woodlands, farmlands and tidal flats provide a variety of ephemeral characteristics which enhance the scenic qualities of the SASS.

The land use pattern varies considerably within the SASS. There are a number of dispersed historic estates located on the bluffs above the Hudson River, surrounded by a mix of woodlands, farms, and more recent development. The architectural style of the historic estates varies considerably throughout the SASS. This reflects the tastes of individual landowners, the long history and evolution of estates and the longstanding picturesque movement throughout the Hudson Valley. There is a large variety of traditional 19th century residential development in the built areas of the SASS.

2. Unity

The Ulster North SASS is unified by its topography, most notably by the rolling agricultural uplands and the wooded bluffs that front the Hudson River. The vegetation, dominated by mature, mixed woodland, unifies the various landforms. The presence of the Hudson River is a unifying theme, a common scenic element central to the SASS which shapes the physical topography and influences cultural patterns.

3. Contrast

There are many striking contrasts between the basic scenic elements in the Ulster North SASS. The contrasts in topography and landform are mainly one of contrast in line and form. The open pastures of the upland farmland provides a textural contrast with the woodlands while the small clustered farmsteads contrast with the larger settlements within the SASS. This is particularly noticeable in the form of a sharp edge between the settled areas and the open spaces. The rolling upland contrasts with the steep bluffs. The shoreline configuration of the steep bluffs contrasts with the low-lying banks and flats associated with the mouth of the Esopus Creek and the small coves along the shoreline. The Hudson River varies in width and depth, and its currents create differing patterns, contrasting with the surrounding uplands.

There are many textural and color contrasts within the SASS, mostly associated with vegetation and geology. The wooded areas contrast with the open meadows of the agricultural landscape and the formal landscape estates and open residential spaces. This provides contrasting textures in the landscape composition and rich color contrasts between vegetation types, changing with the season. As the natural form is impacted by geomorphological processes, such as erosion, weathering and deposition, the rock composition varies within the SASS, resulting in many contrasts in surface features, textures and colors. The contrast between the colors and texture of the water surface of the Hudson River and the surrounding vegetation and rock composition creates many and varied contrasting effects.

Certain contrasts of a more ephemeral nature are to be found in the SASS. The dramatic effects of varying weather conditions influences the landscape composition, as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. The speed and pattern of flow of the Hudson River varies with the season and weather conditions, providing contrasts in texture and color. In

particular, the diversity and abundance of wildlife and the changing patterns, colors and textures associated with the tidal flats at the confluence of the Esopus Creek and the Hudson River provide ephemeral characteristics which enhance the scenic qualities of the subunit.

4. Freedom from Discordant Features

The Ulster North SASS is generally well-preserved with a few discordant features. The settlement and transportation patterns are heavily influenced by and respect the topography of the area. The three areas of development at the Village of Saugerties and the hamlets of Glasco and Malden-on-Hudson are tightly clustered within the landscape. In the hamlet of Glasco the blocky structures of the sewage plant, several large parking areas along the river bank, and the waterside storage of construction vehicles and materials are discordant features and detract from the visual quality of the hamlet. The physical and cultural components of the SASS are generally well maintained.

B. Uniqueness

The winding course and steep banks of the Esopus Creek and the marshlands and tidal flats at the confluence with the Hudson River, which has created a point of land protruding into the Hudson River with an historic lighthouse at the end, is a unique feature in the Hudson River. The Saugerties Lighthouse is the oldest standing residential lighthouse on the Hudson River and is a unique maritime feature on the river. Its presence contributes to the scenic value of the subunit.

C. Public Accessibility

The land ownership pattern related to the low density development and large estates scattered throughout the SASS has resulted in few opportunities for public access. Physical access to the shoreline of the Hudson River and the Esopus Creek is limited. Five public parks offer direct physical and visual access to the Hudson River. These are the county park at Ulster Landing, the Town of Saugerties' mini-parks at Glasco and Malden-on-Hudson, and State properties at Eves Point and Turkey Point. These parks offer long and broad views of the river and its surrounding landscape. Limited public access is available to the Saugerties Lighthouse, with the consent of the Saugerties Lighthouse Conservancy.

Seamon Park, operated by the Village of Saugerties, offers spectacular views to the Catskill Mountains. Local roads, the Hudson River and the Esopus Creek provide the opportunity for visual access within the SASS.

Views from within the Ulster North SASS are extensive and significant. From much of the area, long and broad views of the river and its surrounding landscape are available. These views are often full and unobstructed. The Hudson River creates the foreground and middle ground for many of the views east to the Estate District SASS. To the west, the dramatic Catskill Mountains provide a constant backdrop to the changing views of farmland and towns. Views within the SASS are often short and narrow, contained by the extensive woodland coverage and the street and building patterns of the settlements.

Public access to the Hudson River within the SASS will improve when recent purchases by the State and two regional not-for-profit organizations concerned with open space preservation and the promotion of public access are opened to the public. In the northern portion of the SASS, property at Eves Point has recently been purchased by Scenic Hudson and the Open Space Institute. This site includes riverfront access to Eves Point. Management plans include developing public access and linking the property with the adjacent undeveloped Bristol Beach State Park. In the southern portion of the SASS, the State has recently acquired 90 acres of property at Turkey Point for development of public access and a link between the point and Ulster Landing Park has been made possible by a recent land purchase by Scenic Hudson. Park and trail development at these properties would provide physical and visual access to the Hudson River shoreline.

The Ulster North SASS figures prominently in the middle ground of views from the Estate District SASS and the Kingston-Rhinecliff Bridge. Indeed, many of the finest scenic features of the Ulster North SASS are best viewed from the river or the opposite shore. The bluffs of the western shore, with occasional glimpses of waterfront settlement, bluff-top estates and agricultural activity, dominate in views from the Hudson River, the estates, state properties, town parks, and from local roads. The Ulster North SASS is clearly visible to passengers in the trains on the east bank of the Hudson River.

The Catskill Mountains to the west of the SASS provide a dramatic backdrop for the areas's numerous landscape features set among the steep wooded bluffs above the Hudson River and the rolling upland. The composition of the SASS is unified and well balanced with few incongruous features and many positive focal points including the Saugerties Lighthouse, Magdalen and Cruger Island; the architecture of historic structures, farmsteads, and the shoreline settlements; the Kingston-Rhinecliff Bridge; and the estates on the eastern shore. The variety in length of views, composition, background and significant focal points combine to enhance the scenic quality of the views available in the Ulster North SASS.

D. Public Recognition

The scenic and aesthetic quality of the Ulster North SASS has achieved a moderate degree of public recognition. Many of the individual subunits receive moderate, public recognition from local residents. They are recognized as the middleground in views from Montgomery Place, Clermont State Historic Site, the Village of Tivoli, Tivoli Bay State Nature Preserve, the hamlet of Barrytown and Bard College on the eastern shore of the Hudson River. The uplands above the bluffs receive recognition as active farmland located close to the urban area of the City of Kingston and the Village of Saugerties.

The architectural and historic importance of Saugerties Lighthouse has been recognized by inclusion on the State and National Registers of Historic Places.

IV. Impact Assessment

Whether within or outside a designated SASS all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether

the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.

Policy 24 provides that when considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. The determination would involve:

(1) a review of the coastal area map to ascertain if it shows an identified scenic resource which could be affected by the proposed action, and

(2) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource.

Impairment includes:

(i) the irreversible modification of geologic forms; the destruction or removal of vegetation; the modification, destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and

(ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

Policy 24 sets forth certain siting and facility-related guidelines to be used to achieve the policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. The guidelines are set forth below, together with comments regarding their particular applicability to this Scenic Area of Statewide Significance. In applying these guidelines to agricultural land it must be recognized that the overall scenic quality of the landscape is reliant on an active and viable agricultural industry. This requires that farmers be allowed the flexibility to farm the land in an economically viable fashion, incorporating modern techniques, changes in farm operation and resultant changes in farm structures. Policy 24 guidelines include:

SITING STRUCTURES AND OTHER DEVELOPMENT SUCH AS HIGHWAYS, POWER LINES, AND SIGNS, BACK FROM SHORELINES OR IN OTHER INCONSPICUOUS LOCATIONS TO MAINTAIN THE ATTRACTIVE QUALITY OF THE SHORELINE AND TO RETAIN VIEWS TO AND FROM THE SHORE;

COMMENT: For much of the length of the Ulster North SASS, the Hudson River is bounded by steep, undeveloped wooded bluffs that figure prominently in views within the SASS, notably from the Hudson River, and in views of the SASS from the eastern shorelands of the Hudson River, part of the Estates District Scenic Area of Statewide Significance. Siting of structures on the slopes or crests of these bluffs would introduce discordant elements into the landscape and impair the scenic quality of the SASS.

Esopus Creek is a particularly critical scenic component in the northern portion of the SASS. Elimination of the shallow, freshwater tidal flats and the marshy areas around the Esopus Creek and the Hudson River shoreline through dredging, filling or bulkheading would result in a direct impact on the shoreline, changing the character of the relationship between the Hudson River, Esopus Creek and its shorelands and impairing the scenic quality of the SASS.

CLUSTERING OR ORIENTING STRUCTURES TO RETAIN VIEWS, SAVE OPEN SPACE AND PROVIDE VISUAL ORGANIZATION TO A DEVELOPMENT;

COMMENT: The SASS features a low intensity pattern of development that includes a large amount of functional open space. Historic farmsteads and estate houses punctuate, but do not dominate the landscape of rolling upland pastures, landscaped estates and woodland. Recent poorly sited residential development has not respected the traditional patterns of development within the SASS and has disturbed the visual organization that has been established through this traditional development pattern. Further expansion of new development into the open areas of the SASS would replace the varied vegetation types. Consequently, the textures, colors, contrast and expansiveness of the natural landscape character and their interrelationship would be lost, impairing the scenic quality of the SASS. Failure to use the topography and existing vegetation to screen new development and failure to cluster new development would impair the scenic quality of the SASS.

INCORPORATING SOUND, EXISTING STRUCTURES (ESPECIALLY HISTORIC BUILDINGS) INTO THE OVERALL DEVELOPMENT SCHEME;

COMMENT: The SASS is a significant natural and cultural landscape. The loss of historic structures would alter the cultural character of the landscape, remove focal points from views and diminish the level of contrast between the natural landscape and the cultural landscape, thus impairing the scenic quality of the SASS.

REMOVING DETERIORATED AND/OR DEGRADING ELEMENTS;

COMMENT: The SASS is generally free of discordant features, and structures are generally well maintained.

MAINTAINING OR RESTORING THE ORIGINAL LAND FORM, EXCEPT WHEN CHANGES SCREEN UNATTRACTIVE ELEMENTS AND/OR ADD APPROPRIATE INTEREST;

COMMENT: The landform of the SASS is primarily in an undisturbed state and is the unifying factor in the SASS. The contrast in elevation and the juxtaposition of water and land contributes to the scenic quality of the SASS. The failure to maintain existing landforms and their interrelationships would reduce the unity and contrast of the SASS and impair its scenic quality.

MAINTAINING OR ADDING VEGETATION TO PROVIDE INTEREST, ENCOURAGE THE PRESENCE OF WILDLIFE, BLEND STRUCTURES INTO THE SITE, AND OBSCURE UNATTRACTIVE ELEMENTS, EXCEPT WHEN SELECTIVE CLEARING REMOVES UNSIGHTLY, DISEASED OR HAZARDOUS VEGETATION AND WHEN SELECTIVE CLEARING CREATES VIEWS OF COASTAL WATERS;

COMMENT: The variety of vegetation in the SASS makes a significant contribution to the scenic quality of the SASS. The tidal flats at the confluence of the Hudson River and the Esopus Creek, open farm fields, woodlands, and landscaped estates provide variety, unity and contrast to the landscape. The wildlife supported by this vegetation adds ephemeral effects and increases the scenic quality of the SASS. Vegetation helps structures blend into the predominantly natural landscape and plays a critical role in screening facilities and sites which would otherwise be discordant elements and impair the scenic quality of the SASS.

Clear-cutting or removal of vegetation on the wooded bluffs along the Hudson River would change the character of the river corridor and impair its scenic quality. The confluence of the Hudson River and the Esopus Creek is a particularly critical scenic component in the central portion of the SASS. Elimination of the shallow, freshwater tidal flats and the associated vegetation around the Esopus Creek and the Hudson River shoreline through dredging, filling or bulkheading would result in a direct impact on the shoreline, changing the character of the relationship between the Hudson River and its shore lands that would impair the scenic quality of the SASS.

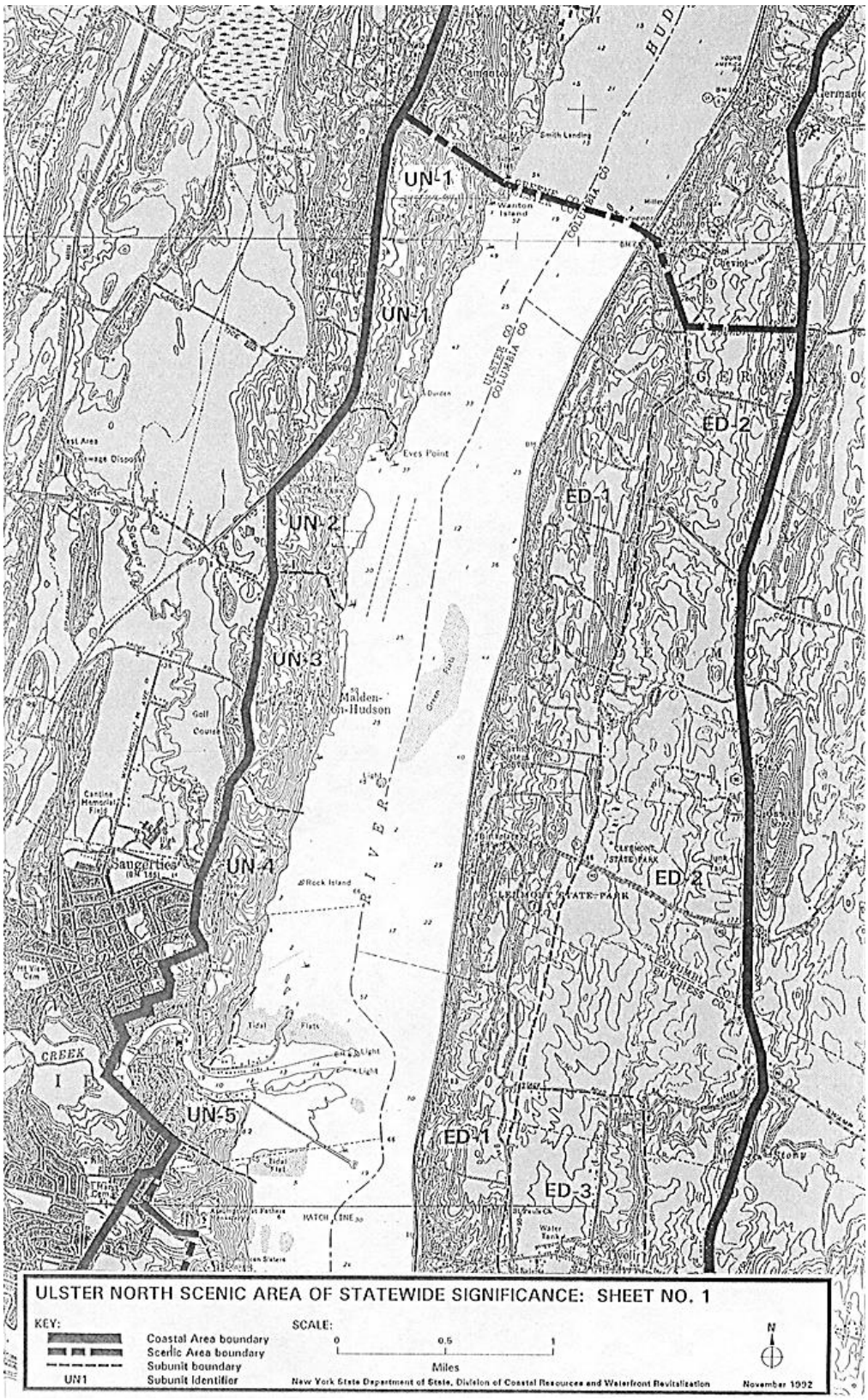
USING APPROPRIATE MATERIALS, IN ADDITION TO VEGETATION, TO SCREEN UNATTRACTIVE ELEMENTS;

COMMENT: The SASS is generally free of discordant elements. The failure to blend new structures into the natural setting, both within the SASS boundaries and in the viewshed of the SASS, would impair the scenic quality of the SASS.

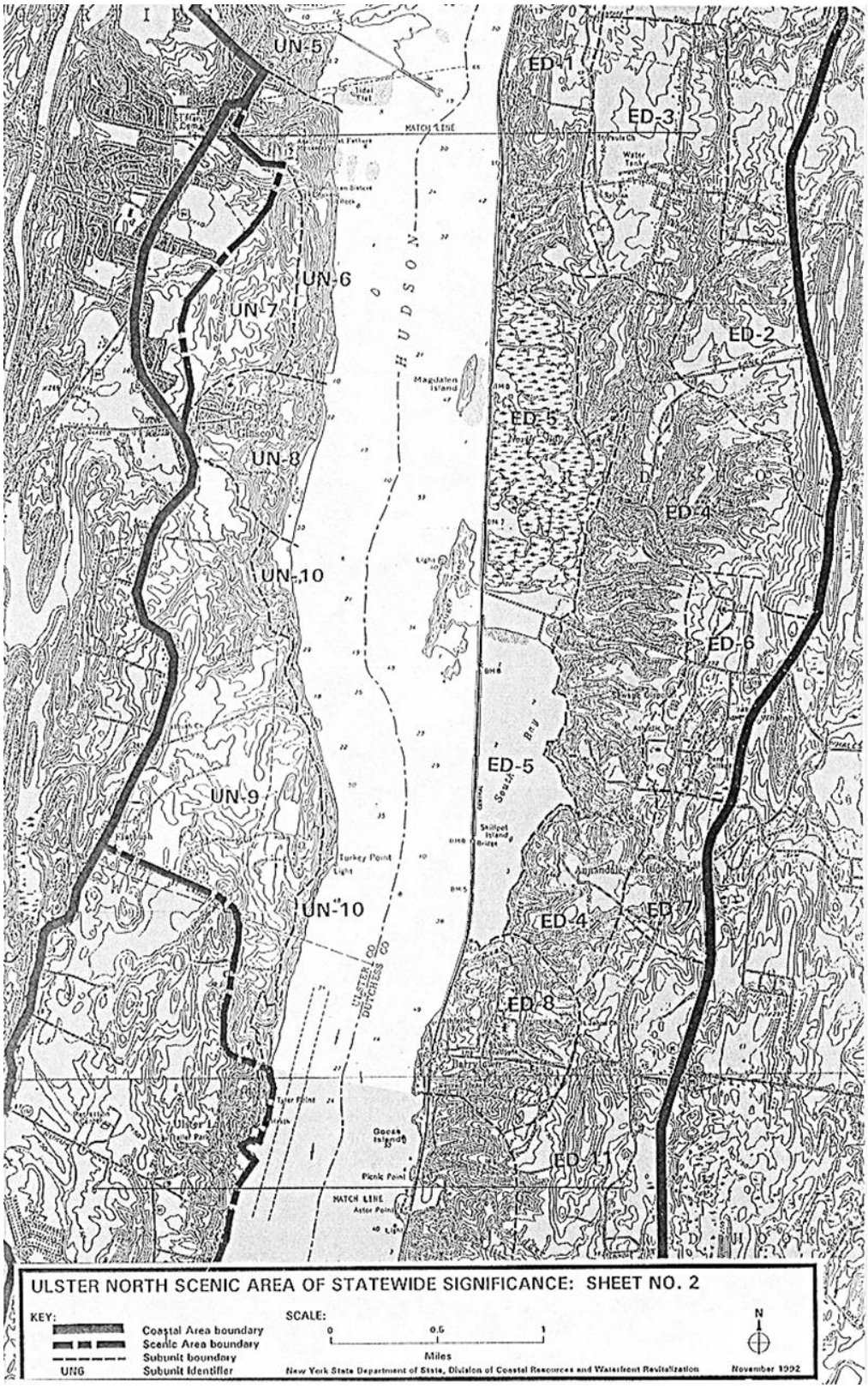
USING APPROPRIATE SCALES, FORMS AND MATERIALS TO ENSURE THAT BUILDINGS AND OTHER STRUCTURES ARE COMPATIBLE WITH AND ADD INTEREST TO THE LANDSCAPE.

COMMENT: The existing structures located within the SASS generally are compatible with and add interest to the landscape because they are of a scale, design and materials that are compatible with the predominantly natural landscape. New development or alterations to existing structures can also be designed to complement the scenic quality of the SASS through use of a scale, form, color and materials which are compatible with the existing land use and architectural styles of the area and can be absorbed into the landscape composition. Failure to construct new buildings which are compatible with the cultural fabric of the SASS as represented in these historic structures would impair the scenic quality of the SASS.

MAP: ULSTER NORTH SHEET 1



MAP: ULSTER NORTH SHEET 2



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UN-1 Eavesport Subunit

I. Location

The Eavesport subunit extends south from the northern boundary of the Ulster North SASS at the Ulster/Greene County line for approximately 1.25 miles to Eves Point, and varies in width from one to two miles. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the coastal area boundary, following the Conrail railroad line. The subunit is located in the Town of Saugerties, Ulster County and the Towns of Germantown and Clermont, Columbia County. Consult the Ulster North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit features a gently rolling upland landscape of woodland and meadows set above a low wooded bluff. Mixed woodlands dominate the subunit. The shoreline of the Hudson River is relatively smooth with several small promontories, including the open, grassy Eves Point at the southern boundary of the subunit.

B. Cultural Character

The subunit exhibits a pastoral character with vernacular residences and farmsteads set in a well maintained landscape of woodlands and meadows. Scattered houses and farmsteads are located along the few local roads in the subunit, sited in most cases to overlook the Hudson River. The ephemeral effects of wildlife enhance the scenic quality of the subunit. There are no visible discordant features.

C. Views

The subunit provides partial views of the Hudson River and the Catskill Mountains. Eves Point offers full views up and down the Hudson River, approximately 8 miles in length, and across the Hudson to the Estates District SASS. Views within the subunit are short and narrow, across small meadows contained by woodlands. Views from the Hudson River and the eastern shorelands are of the low wooded bluff and feature a relatively undisturbed landscape, with glimpses of scattered residential development. The overall composition is unified with no incongruous features, while the mix of meadows and woodlands provide variety and contrast set against the background of the Catskill Mountains. There are no focal points within the subunit, although the numerous estate structures on the opposite shore and the distant Saugerties Lighthouse provide focal points in views from Eves Point.

III. Uniqueness

The Eavesport subunit is not unique. It contains a common mix of woodlands and meadows with scattered residential development set on a low bluff above the Hudson River.

IV. Public Accessibility

The subunit has moderate public visual access. Local roads provide visual access within the subunit. The subunit can be viewed from the opposite shoreline, part of the Estate District SASS, notably from the Town of Germantown park at Cheviot Landing and in distant views from the Clermont Estate, a State historic site. The subunit is highly visible from the passenger trains on the east bank of the Hudson River.

Public access within the subunit will improve when property at Eves Point, recently purchased by Scenic Hudson and the Open Space Institute, two regional not-for-profit organizations concerned with open space preservation and the promotion of public access, is opened to the public. The property includes riverfront access to Eves Point, and management plans include developing public access and linking the property with the undeveloped Bristol Beach State Park in the adjacent Bristol Beach subunit.

V. Public Recognition

Public recognition of the Eavesport subunit is limited to the local population. The subunit is also recognized as the middleground in views to the west from the Clermont Estate on the eastern shore of the Hudson River. The scenic quality of the subunit has been recognized by the recent purchase of Eves Point by Scenic Hudson and the Open Space Institute.

VI. Reason for Inclusion

The Eavesport subunit has high scenic quality. The unifying woodlands dominate among a variety of more open landscape features which include meadows and scattered residential development. These open features provide a moderate contrast of form, texture and color with the woodland cover. The subunit has moderate public visual accessibility and moderate local recognition. It is very important as

the middleground of views to the Catskill Mountains from the Estates District SASS. The subunit is free from discordant features.

UN-2 Bristol Beach Subunit

I. Location

The Bristol Beach Subunit extends about 0.75 miles south from Eves Point to the hamlet of Malden-on-Hudson and is about 1.25 miles wide. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the coastal area boundary, following the Conrail railroad line and NY Route 9W. The subunit is located in the Town of Saugerties, Ulster County and the Town of Clermont, Columbia County. Consult the Ulster North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Bristol Beach subunit is a gently rolling landscape dominated by woodlands, their coverage occasionally broken by scattered meadows. The Hudson River shoreline is relatively smooth and includes a wooded marsh, the cove, and tidal flats enclosed by Eves Point.

B. Cultural Character

The subunit exhibits a pastoral landscape of woodlands, meadows and flats. Within the subunit are a few scattered houses and farmsteads located along NY Route 9W and local roads. There is an abandoned brickworks and clay pit located in the interior of the subunit which was acquired by the State and now forms an undeveloped park known as the Bristol Beach State Park. The cove has local historical significance and value as the site of an early landing. A sunken barge is visible in the cove, and one large derelict industrial structure remains on the waterfront. This structure introduces an element of discordance into an otherwise undisturbed landscape, but this does not impair the overall scenic quality of the subunit, which is relatively well maintained. The ephemeral effects of wildlife enhance the scenic qualities of the subunit.

C. Views

Views from the Bristol Beach subunit include the Catskill Mountains to the west and the Estates District SASS across the Hudson River to the east. The extensive woodlands restrict full views of the Hudson River except from the shoreline. Views within the subunit are short and narrow, across small meadows contained by woodlands. Views from the Hudson River and the eastern shorelands are of the rolling wooded uplands. The overall composition is unified with no incongruous features, while the mix of meadows and woodlands provide a pleasing variety and contrast set against the background of the

Catskill Mountains. There are no positive focal points within the subunit, although the estate structures on the opposite shore and the distant Saugerties Lighthouse provide focal points in views from the shoreline.

III. Uniqueness

The Bristol Beach subunit is not unique. It is a common mix of woodlands and meadows.

IV. Public Accessibility

The subunit has moderate public visual access. Local roads provide visual access within the subunit. The subunit can be viewed from the Hudson River and its eastern shorelands which are part of the Estate District SASS, notably in distant views from Cheviot Landing and the Clermont Estate, a State historic site. The subunit is highly visually accessible from the passenger trains on the east bank of the Hudson River. Public access could be improved within the subunit if the undeveloped Bristol Beach State Park is linked with Eves Point in the adjacent Eavesport subunit, where property has recently been purchased by Scenic Hudson and the Open Space Institute, two regional not-for-profit organizations concerned with open space preservation and the promotion of public access. Park development at these properties would provide physical and visual access to the Hudson River shoreline.

V. Public Recognition

The Bristol Beach subunit is recognized by the State ownership of Bristol Beach State Park and the purchase by regional not-for-profit organizations of Eve's Point for public use. The subunit is also known as the middleground of views from Clermont, a State historic site, and from other locations on the eastern shorelands of the Hudson River. Public recognition is otherwise limited to the local population.

VI. Reason for Inclusion

The Bristol Beach subunit has high scenic quality and features a rolling wooded landscape. The unifying woodlands dominate among a variety of more open landscape features which include meadows, tidal flats, a cove and wooded marshlands. These open features provide a moderate contrast of form, texture and color with the woodland cover. The subunit has moderate public visual accessibility and moderate local recognition. It is very important as the middleground of views to the Catskill Mountains from the Estates District SASS, notably the Clermont State Historic Site. It is free from discordant features.

UN-3 Malden-on-Hudson Subunit

I. Location

The Malden-on-Hudson subunit is centered around the hamlet of Malden-on-Hudson. It is approximately one mile long on the north-south axis and 1.25 miles in width. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the

Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the coastal area boundary, following NY Route 9W. The subunit is located in the Town of Saugerties, Ulster County and the Town of Clermont, Columbia County. Consult the Ulster North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Malden-on-Hudson subunit features a tightly-knit historic hamlet located on the gently rising banks of the Hudson River. Vegetation consists of plantings, lawns and street trees which are important features in the composition of the hamlet. Surrounding Malden-on-Hudson is a rural landscape of meadows and woodlands. The shoreline is fairly straight with a few small points and coves. The natural shoreline has been modified in places by bulkheads associated with the residences located along the river.

B. Cultural Character

The subunit contains the tightly knit historic hamlet of Malden-on-Hudson, which features a residential waterfront, with several large historic homes nestled in the woods at the river's edge. A scattering of more recent residential development exists along local roads leading into the hamlet center. Malden-on-Hudson was founded as Bristol in 1812 by Asa Bigelow, a merchant and the first postmaster at Saugerties. The settlement provided a deepwater port for his merchant fleet. The port became the center of the bluestone trade in Saugerties, a major industry in this part of the Hudson Valley from the mid 1800's until 1917. Much of the curbstone in New York City came from quarries in the Saugerties area while stone from local quarries was shipped all over the world from Malden-on Hudson. The site of the Bigelow bluestone shipping yard is now the Malden-on-Hudson Water Control Plant and waterfront Malden Mini-Park. The hamlet was the birthplace of John Bigelow, Minister to France under Abraham Lincoln. The well-designed and laid out historic hamlet is well maintained and features many intact historic structures. There are no significant discordant features present.

C. Views

Views from the Malden-on-Hudson subunit include the Catskill Mountains to the west and the Estates District SASS across the Hudson River to the east. From many locations in the subunit, views of the river are full and unobstructed. Views within the subunit include the many historic features of the hamlet and the pleasing contrast of the hamlet, woods, farms and the Hudson River. Views from the Hudson River and the eastern shorelands are of the hamlet located on the rising shorelands of the Hudson River. The hamlet center, with a white steepled church, is a prominent focal point in the subunit. The estate structures on the opposite shore and the Saugerties Lighthouse to the south provide focal points in views from the shoreline of the subunit.

III. Uniqueness

The hamlet of Malden-on-Hudson is not unique. However, it exhibits a close relationship between settlement and river that is uncommon in the region.

IV. Public Accessibility

The subunit is accessible from local roads and the Hudson River. Good views of the Hudson River and the Estates District SASS are available from the mini-park located on the Hudson River adjacent to the sewage treatment plant. The subunit can be viewed from the river and its eastern shorelands, part of the Estate District SASS, notably in views from the Clermont Estate, a State historic site, and in distant views from Cheviot Landing. The subunit is also highly visually accessible from the passenger trains on the east bank of the Hudson River.

V. Public Recognition

The Malden-on-Hudson subunit receives moderate public recognition as a historic hamlet on the banks of the Hudson River and as the middleground in views from Clermont, a State historic site.

VI. Reason for Inclusion

The Malden-on-Hudson subunit has high scenic quality and features a tightly-knit historic settlement on the banks of the Hudson River. The subunit features a good variety of scenic components including woodland, meadows, hamlet and river all in a harmonious relationship. The tight street pattern and clustering of the historic settlement provides unity to the development within the subunit, maintaining the contrast of form, texture and color between the built and natural environments. It is physically accessible via local roads and the Hudson River, and is visually accessible from trains on the east shore of the Hudson. The subunit is very important as the middleground of views to the Catskill Mountains from the Estates District SASS, notably the Clermont State Historic Site. There are no significant discordant features.

UN-4 Saugerties Bluffs Subunit

I. Location

The Saugerties Bluffs subunit extends approximately 1.25 miles south from Malden-on-Hudson to the base of the bluffs adjacent to the tidal flats at the confluence of the Esopus Creek and the Hudson River. The subunit is approximately 1.25 miles wide. It includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the coastal area boundary, following NY Route 9W. The subunit is located in the Town of Saugerties, Ulster County; the Town of Clermont, Columbia County and the Town of Red Hook, Dutchess County. Consult the Ulster North SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Saugerties Bluffs subunit is a mix of steep bluffs and rolling upland that rises to over 150 feet above the Hudson River. Mature woodlands dominate the steep bluffs, while the landscaped lawns of several historic estates run down to the Hudson River where the bluffs have less relief. The shoreline of the Hudson River is relatively smooth. The Sawyer Kill flows through the subunit at Seamon Park.

B. Cultural Character

The Saugerties Bluffs subunit features several well-sited, historic landscaped estates situated on the Hudson River. The estates are well maintained and retain their historic integrity. The white painted residential structures contrast with the landscaped open spaces and the surrounding woodland. Mynderse House, located off Mynderse Street, is reputed to be the earliest home in the Saugerties area. The well preserved fieldstone house dates from the 1690's. Inland and adjacent to NY Route 9W is Seamon Park, a gift to the Village of Saugerties from George Seamon in 1925. The landscaped park sits above the road and offers spectacular views over Winston Farm toward the Catskill Mountains. Terwilligers Grist Mill, a historic saw mill on the Sawyer Kill adjacent to Seamon Park, dates from 1752 and is currently being restored. No discordant features are visible in the subunit.

C. Views

Views from the Saugerties Bluff subunit include an impressive panorama of the Catskill Mountains, full and partial views of the Hudson River and views of the Estates District SASS on the eastern shorelands. Within the subunit, views are largely contained by woodlands, although the open landscaped estates provide more expansive views. Views from the Hudson River and the eastern shorelands are of the steep wooded bluffs and the landscaped estates. The overall composition of views is unified with no incongruous features, while the mix of meadows and woodlands provide a pleasing variety and contrast set against the background of the Catskill Mountains. The estate structures and the landscaped lawns provide some focal points in the subunit.

III. Uniqueness

The Saugerties Bluffs subunit is not unique. Its mix of intact estates set among wooded bluffs is a frequently occurring feature in this region of the Hudson River, but is less common in the State.

IV. Public Accessibility

The Saugerties Bluffs subunit is accessible via the Hudson River, NY Route 9W and Seamon Park. There is no public access to the Hudson River. The subunit can be viewed from the opposite shoreline, part of the Estate District SASS, notably in views from the Clermont Estate, a State historic site. The subunit is highly visually accessible from the passenger trains on the east bank of the Hudson River.

V. Public Recognition

The Saugerties Bluffs subunit receives moderate public recognition, notably for the locally known Seamon Park and for its role as the middleground of views from the estates of the Estates District SASS on the eastern shore of the Hudson River.

VI. Reason for Inclusion

The Saugerties Bluffs subunit has high scenic quality and features a variety of scenic components, including steep wooded bluffs with historic landscaped estates set on the rolling upland overlooking the Hudson River. The open landscaped estates provide a contrast of form, texture and color with the unifying mature woodlands. The subunit is very important as the middleground of views to the Catskill Mountains from the Estates District SASS, notably the Clermont State Historic Site. The subunit is accessible via NY Route 9W and Seamon Park and is visible from the Hudson River and trains on the eastern shore. It is generally free of discordant features.

UN-5 Esopus Creek Subunit

I. Location

The Esopus Creek subunit is located southeast of the Village of Saugerties. It is based around the confluence of the Esopus Creek and the Hudson River and extends upstream from the mouth of the Creek for approximately one mile. It is about 0.75 miles long and just under 2 miles wide. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the coastal area boundary, following NY Route 9W. The subunit is located in the Town of Saugerties, Ulster County, and the Town of Red Hook and Village of Tivoli, Dutchess County. Consult the Ulster North SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The Esopus Creek subunit is a dramatic landform of steep creek banks giving way to a delta of extensive tidal flats. The Esopus Creek flows over a dam and through a sinuous horseshoe curve, constrained by steep rocky cliffs, before entering the Hudson River. The Saugerties Lighthouse signifies the entrance to the creek and stands at the end of a dike built by the federal government a century ago to maintain the channel of the Esopus Creek. As a result of deposition, a filled wetland and rich tidal habitat spreads to the north and south of the dike, which extends a half mile from the west shoreline into the center of the Hudson River. The tidal wetlands and flats contain a variety of wetland vegetation including wet meadows, flooded dead trees, flooded shrubs and emergents. In addition to the extensive wetland vegetation the subunit contains a mix of wooded areas, scrubby vacant land, and landscaped lawns.

B. Cultural Character

The subunit exhibits a predominantly urbanized land use and is a mix of residential and waterfront commercial development, interspersed with the ruins and vestiges of a rich industrial heritage.

The subunit has a long history of industrial and commercial activity and a close relationship with the Hudson River both in prehistoric times and the colonial period dating from the early Dutch saw and grist mills along the Esopus Creek in the early Seventeenth Century. Settled by the Dutch around 1710 and later by the Palatines, Saugerties initially experienced limited growth. As late as 1811 the hamlet contained only 21 houses.

In the 1820's Henry Barclay sparked the expansion of the community when he established the Ulster Iron Works and the Barclay Fiber Company. He was responsible for much of the present structure of the subunit. The area around the Esopus Creek and the Hudson River developed an extensive variety of industry and commercial activity including lumbering, white lead, gunpowder, ice and paper industries along with an active port which shipped bluestone from the local quarries.

At the western edge of the subunit is Barclays Dam, constructed in 1825 over the first falls on the Esopus Creek. It rises fifty feet above the tide water of the Hudson River and creates an extensive mill pond behind it. A raceway canal, cut through to solid rock to the east of the dam, diverted water to power the factories below the dam on the banks of the Esopus Creek. These included Barclays Mills, constructed in the early 19th century, the site of the manufacture of the first machine-made paper in America (1826) and the first application of the process of manufacturing purified, high strength iron in America (1828).

The dam and the abandoned raceway still exist along with industrial ruins and one vacant building, "the Bindery" on East Bridge Street. This is all that remains of the once thriving creek-side industrial activity. Two designated archaeological sites are located in the subunit. On the north side of Esopus Creek, close to the sewage treatment plant is a site which contains evidence of prehistoric and 19th century occupation and to the south of the creek are remains of an industrial complex including foundations, a stone tramway and parts of a former iron works.Parts of Saugerties Village are included within the Esopus Creek subunit. The village was laid out as a model village by Henry Barclay in 1827. By 1840 it had become the industrial and population center of Ulster County. The village was originally incorporated in 1832 as the Village of Ulster, but on Barclay's death in 1855 it was renamed Saugerties. The lack of twentieth century growth in the Village has meant that there are few modern developments, and many buildings of historic interest remain intact. As such the Village of Saugerties has scenic and historical value as an excellent example of a 19th century settlement on the Hudson River which reflects many aspects of the broader social and commercial changes that affected the upper Hudson Valley during this period. It offers a wealth of historic associations and an architectural record of a variety of 19th century residential building styles.

The subunit contains the Southside neighborhood, a large residential neighborhood that extends up the slope from the Esopus Creek to the ridge line traversed by NY Route 9W. The neighborhood developed

in association with the waterfront industry of the 19th century and includes a mix of housing types ranging from modest vernacular dwellings on small lots, some of which have been converted to multi-family use, to large mansions along Barclay Street and one remaining vacant industrial structure, the "Bindery". The neighborhood contains many buildings of historic and architectural interest. Along the south banks of the Esopus Creek is located Lynch's Marina, the winter home of the Hudson River Sloop Clearwater, and a boat club. Relatively new residential development, including some subdivisions, has occurred to the north of Esopus Creek around Lighthouse Drive.

The present Saugerties Lighthouse, dating from 1867, is an important cultural feature in the subunit. Built on massive stone foundations to the west of an earlier stone lighthouse constructed in 1838, the lighthouse directed river traffic when Saugerties was a major port on the Hudson River. Originally placed at the confluence of the broad delta of the Esopus Creek with the Hudson River, the structure now stands at the end of a dike built by the federal government a century ago to maintain the channel of the Esopus Creek. Saugerties Lighthouse, the oldest remaining lighthouse on the Hudson River, is listed on the State and National Register of Historic Places. It has been restored to operation by the Saugerties Lighthouse Conservancy. Limited public access is available to the lighthouse, which now contains a museum displaying artifacts of the lighthouse and the thriving period of early commercial activity on the Saugerties waterfront.

The sewage treatment plant on Dock Street and boat storage at the end of Ferry Street provide an element of discordance, but do not detract from the scenic quality of the subunit.

Boating activity on the Esopus Creek, the diversity and abundance of wildlife and the changing patterns, colors and textures associated with the tidal flats provide ephemeral characteristics which enhance the scenic qualities of the Esopus Creek subunit.

C. Views

Views from the Esopus Creek subunit are varied. Full and partial views of the Esopus Creek and the Hudson River and views of the Estates District SASS on the eastern shorelands are available from Rt. 9W and local streets, while to the west are seen the looming and ever present Catskill Mountains. Often views are contained and focused to the banks and curves of the Esopus Creek. From the points at the confluence there are extremely long views up and down the Hudson River. Views from the Hudson River and the eastern shorelands are of the mouth of the Esopus Creek and the Village of Saugerties. The many historic structures, boat traffic, and the landforms provide an unusual contrast and diversity, set against the background of the Catskill Mountains. Focal points include the lighthouse and several historic structures.

III. Uniqueness

The subunit is unique. The winding course and steep banks of the Esopus Creek, the human modification of its confluence with the Hudson River, and the resulting point of land protruding into the Hudson River with an historic lighthouse at the end are unique features in the Hudson River.

IV. Public Accessibility

The Esopus Creek subunit is publicly accessible via local roads, the Esopus Creek, the Hudson River and the Saugerties Lighthouse. There is no publicly-owned land on the waterfront within the subunit, although limited public access is available to the lighthouse with the consent of the Lighthouse Conservancy. The Lighthouse Conservancy has applied for permits to build a walkway across the wetland to the lighthouse which will significantly increase access to the shore. The wetlands at the mouth of the Esopus Creek are owned by New York State, but access to this fragile resource is only available by water. The creek is viewed most often by the large numbers of local boaters. The subunit is highly visually accessible from the passenger trains on the east bank of the Hudson River, which offers views of the tidal flats and confluence. It is visible from the eastern shorelands of the Hudson River, and part of the Estates District SASS, notably in the middle distance in views from the Clermont State Historic Site, Tivoli Landing, Tivoli Bays State Nature Preserve and Cruger Island.

V. Public Recognition

The Esopus Creek subunit receives favorable public recognition, notably from the local population, boaters and as the middleground in views from the estates on the eastern shore of the Hudson River. The architectural and historic importance of Saugerties Lighthouse has been recognized by its inclusion on the National Register of Historic Places.

VI. Reason for Inclusion

The Esopus Creek subunit has high scenic quality and features a positive variety of scenic components. The landform is a dramatic mix of steep slopes, tidal wetlands and flats providing both variety and contrast, unified by the water features of the Esopus Creek and the Hudson River. The low density estate development on the edges of the subunit provide a contrasting built form and pattern of development to the more dense urban character of the surrounding areas. The built development of the subunit features a variety of contrasting designs. The subunit is very important as the middleground of views to the Catskill Mountains from the Estates District SASS, notably the Clermont State Historic Site. The subunit is accessible via local roads and the Esopus Creek and is visible from the Hudson River and trains on the eastern shore. The subunit is well recognized. It is generally free of discordant features.

UN-6 Glasco Bluffs Subunit

I. Location

The Glasco Bluffs subunit begins just south of the tidal flats at the confluence of the Esopus Creek and Hudson River and extends approximately 1.25 miles south to the hamlet of Glasco. The subunit is between 1 and 1.5 miles wide and includes both the Hudson River up to the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River and land to the west of the Hudson River, with its western boundary running from the junction of Route 32 along Barclay Street, Simmons Street and to the end of Spaulding Lane where it

follows the viewshed of the Hudson River south to the hamlet of Glasco. It is located in the Town and Village of Saugerties, Ulster County, and the Town of Red Hook and Village of Tivoli, Dutchess County. Consult the Ulster North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Glasco Bluffs subunit features 150 foot high wooded bluffs. Mature woodlands dominate the steep bluffs, broken only by the landscaped lawns and pastures of several historic estates perched on the tops of the bluffs. Tidal flats are located along the shoreline in the north of the subunit. The wooded Magdalen Island is a feature in the Hudson River close to the eastern shoreline. For more information regarding Magdalen Island, consult the ED-5 Tivoli Bays subunit in the Estates District SASS.

B. Cultural Character

The Glasco Bluffs subunit features several historical landscaped estates, situated above the Hudson River on the top of the bluffs. The estates, now religious properties, are well maintained and retain their historical integrity. The white painted residential structures contrast with the landscaped open spaces and the surrounding woodland. There are no discordant features in the subunit.

C. Views

Some views within the Glasco Bluffs subunit are oriented to the Hudson River and provide full and partial views of the Hudson and of the Estates District SASS on the eastern shorelands. Other views inland are largely contained by woodlands, although the open landscaped estates provide more expansive views. Views from the Hudson River and the eastern shorelands are of the steep wooded bluffs and the landscaped estates. The overall composition of views is unified with no incongruous features, while the mix of meadows and woodlands provide a pleasing variety and contrast set against the background of the Catskill Mountains. The estates provide some focal points in the subunit.

III. Uniqueness

The Glasco Bluffs subunit is not unique. Its mix of intact estates set among wooded bluffs is a frequently occurring feature in this region of the Hudson River, but is less common in the State.

IV. Public Accessibility

The Glasco Bluffs subunit has limited public accessibility. It has moderate visual accessibility from the eastern shorelands, part of the Estate District SASS, notably from Tivoli Landing. The subunit is highly visually accessible from the Hudson River and passenger trains on its east bank, from the Tivoli Bay State Nature Preserve, Bard College and Montgomery Place.

V. Public Recognition

Public recognition of the Glasco Bluffs subunit is limited to local residents. The subunit is also known as the middleground of views from the Estates District SASS on the eastern shore of the Hudson River.

VI. Reason for Inclusion

The Glasco Bluffs subunit has high scenic quality and features a variety of scenic components, including wooded bluffs with historical landscaped estates overlooking the Hudson River. The open estate landscapes provide a contrast of form, texture and color with the mature woodlands. The subunit is physically accessible via local roads, the Hudson River and trains on the east shore of the Hudson. The subunit is very important as the middleground of views to the Catskill Mountains from the Estates District SASS. There are no discordant features in the subunit.

UN-7 Glasco Uplands Subunit

I. Location

The Glasco Uplands subunit is located to the north of the hamlet of Glasco. The viewshed of the Hudson River at the top of the bluffs constitutes the eastern subunit boundary, while the western boundary runs from the end of Spaulding Lane southwest along the western limit of existing farmland to rejoin the coastal area boundary at the cross-roads on Route 32 in Glasco. The subunit is approximately one mile long and one mile wide. The Glasco Uplands subunit is located in the Town of Saugerties, Ulster County. Consult the Ulster North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Glasco Uplands subunit is composed of a mix of farmland and mature and emergent woodland located on the gently undulating uplands adjacent to the bluffs of the Hudson River.

B. Cultural Character

The landscape pattern is a mix of pastures and woodlands. The appearance is of a healthy, thriving farmland on the edge of an urban area. A collection of farm buildings is located on the top of the bluffs, surrounded by open meadows. The farmland is well maintained and is an example of an historical land use in the region. There has been some intrusion of modern single family residential and commercial strip development into the woodland along NY Routes 9W and 32, adjacent to the subunit. This development dominates the western edge of the subunit and adds a discordant element but does not diminish from the overall scenic quality of the subunit.

C. Views

Views from the Glasco Uplands are of moderate length and width. There are partial views of the Hudson River from the open farmland on the eastern edge of the subunit. The Catskill Mountains are featured in views to the west and provide a consistent dramatic background to the subunit. Within the subunit some views are open across large fields, but most are contained by surrounding woodlands. The mix of woodlands, farmland and the collection of farm buildings forms a pleasing composition of scenic components. The farm buildings provide a focal point within the subunit and in glimpses of the subunit from Crugers Island and the Hudson River.

III. Uniqueness

The Glasco Uplands subunit is not unique. However, the existence of an active agricultural landscape on the edge of a built up area is an uncommon landscape feature in the Hudson Valley.

IV. Public Accessibility

The Glasco Uplands subunit is moderately visually accessible from local roads and from upland areas on the eastern shore of the Hudson River, part of the Estates District SASS, most notably Montgomery Place and the Tivoli Bays State Nature Preserve.

V. Public Recognition

Public recognition of the Glasco Uplands subunit is limited to local residents. It is known as the active farmland on the edge of the Village of Saugerties.

VI. Reason for Inclusion

The Glasco Uplands subunit has high scenic quality and features a variety of farmland, woodland and residential development. The survival of active farmland in the presence of urban development pressure has a significant symbolic value as a historical and traditional regional land use and as a significant landscape component. There are no discordant features in the subunit.

UN-8 Glasco Subunit

I. Location

The Glasco subunit is located along the western banks of the Hudson River and includes the hamlet of Glasco. It is approximately 0.75 miles long by 0.75 miles wide. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the coastal area boundary along NY Route 32. The subunit is located in the

Town of Saugerties, Ulster County, and the Town of Red Hook, Dutchess County. Consult the Ulster North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Glasco subunit consists of a flat area alongside the Hudson River and a bluff rising to a flat upland beyond the ridgeline. The developed sections of the bluff feature a series of created terraces which are occupied by residential development. The vegetation is a mix of open recreation fields, landscaping associated with residential development and woodland. The Hudson River is the dominant water feature and exhibits a relatively smooth bulkheaded shoreline. Magdalen and Cruger Islands are features in the Hudson River close to the eastern shoreline. For more information concerning the islands, consult the ED-5 Tivoli Bays subunit in the Estates District SASS.

B. Cultural Character

Land use in the subunit is dominated by urban uses and features a compact hamlet with residential development, active and derelict waterside industry and a sewage treatment plant. The hamlet of Glasco, a historical industrial settlement, was an active company shipping port for a glass company, located inland above Woodstock, during the early 19th century. The hamlet takes its name, "Glasco", from a large sign painted on one of the warehouses. The hamlet has retained a tight village pattern with many older residential structures intact, and the urban landscape is generally well maintained. Some modern structures and adaptations of older buildings are of inconsistent quality and are discordant elements within the built fabric of the subunit. A derelict industrial property on the waterfront adjacent to the Glasco Mini-Park, the blocky structures of the sewage plant, several large parking areas along the river bank, the waterside storage of construction vehicles and materials are discordant features and detract from the visual quality of the Hudson.

C. Views

Views from the Glasco subunit include an impressive panorama of the Catskill Mountains, full and partial views of the Hudson River and views of the Estates District SASS on the eastern shorelands. Within the subunit, views are largely contained by the urban settlement pattern and the ridgeline of the bluff. Views from the Hudson River are of the developed waterfront. The mix of river, hamlet, woodlands and open space provides a pleasing variety and contrast set against the background of the Catskill Mountains. Magdalen and Cruger Islands are dominant focal points in views of the Hudson.

III. Uniqueness

The Glasco subunit is not unique. However, the historic industrial hamlet and its close relationship with the Hudson River is uncommon in the region.

IV. Public Accessibility

The Glasco subunit is accessible via local roads and the Hudson River. The Glasco Mini-Park, adjacent to the sewage treatment plant, provides access to the shoreline and views of the Hudson River and the Estates District SASS. The subunit can be viewed from the Hudson River and the opposite shorelands, part of the Estates District SASS, especially the Tivoli Bays State Nature Preserve and Montgomery Place. The subunit is highly visually accessible from the passenger trains on the east bank of the Hudson River.

V. Public Recognition

Public recognition of the Glasco subunit is generally limited to local residents. The subunit is also known as the middleground of views from the estates on the eastern shore of the Hudson River.

VI. Reason for Inclusion

Although the Glasco subunit has limited variety, unity, and contrast of scenic components, and discordant features are found along the waterfront, the subunit forms an integral part of the bluffs that unify the Ulster North SASS, and it is bounded to the north and south by the distinctive Glasco Bluffs, Glasco Uplands, Glasco Farmlands and Turkey Point subunits.

UN-9 Glasco Farmlands Subunit

I. Location

The Glasco Farmlands subunit is located south of the hamlet of Glasco and extends approximately 3 miles south to Ulster Landing Road, the southern boundary of the Ulster North SASS. The top of the bluffs creates the eastern boundary and the coastal area boundary along NY Route 32 forms the western boundary. The subunit is between 1.5 and 2.75 miles wide. The Glasco Farmlands subunit is located in the Towns of Saugerties and Ulster, Ulster County. Consult the Ulster North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Glasco Farmlands subunit is composed of a series of operating farms located on gently rolling to flat uplands at approximately 150 feet elevation. The vegetation is a mix of pastures and woodlands. Water features are limited to a few small ponds.

B. Cultural Character

The land is a mix of pastures and woodlands and more recent residential development located along NY Route 32 and local roads in the subunit. The cultural character is a healthy, thriving farmland on the edge of an urban area. Several collections of farm buildings are located on the active farmland. The

rubble stone and brick structure of Flatbush Church, built in 1808, is an important feature along NY Route 32.

There has been some intrusion of modern residential development along the edges of the farms, adjacent to highways and into the woodland, mostly on the western edge of the subunit. This adds a discordant element, but does not diminish from the overall scenic quality of the subunit. Farming activity and the presence of wildlife provide a positive ephemeral effect which enhances the scenic quality of the subunit. The farmland is well maintained and represents the survival of an historical land use in the region.

C. Views

Views from the Glasco Farmlands subunit are of moderate length and width. There are partial views of the Hudson River from the open farmland on the eastern edge of the subunit. The Catskill Mountains feature in views to the west and provide a continuous dramatic background to the subunit. Within the subunit the views are open across large fields but are generally contained by surrounding woodlands. The mix of woodlands, farmland and collections of farm buildings forms a pleasing composition of scenic components. The farm buildings provide focal points in views within the subunit.

III. Uniqueness

The subunit is not unique. However, the existence of an active agricultural landscape on the edge of a built up area is an uncommon landscape feature in the Hudson Valley.

IV. Public Accessibility

The Glasco Farmlands subunit is accessible from local roads and is visible from upland areas on the eastern shore of the Hudson River, part of the Estates District SASS. The subunit is a component of views from the upland areas of the Estates District SASS on the eastern shorelands of the Hudson River, especially from Montgomery Place.

V. Public Recognition

Public recognition of the Glasco Farmlands subunit is generally limited to local residents who know it as active farmland located between two urban areas, the City of Kingston and the Village of Saugerties. The subunit is also known as the middleground of views to the west from the Estates District SASS.

VI. Reason for Inclusion

The Glasco Uplands subunit has high scenic quality and features a mix of farmland, woodland and residential development. The survival of active farmland in the presence of urban development pressure has a significant symbolic value as a historical and traditional regional land use and continuance of a once significant landscape component. Variety exists between the cultivated agricultural land and the woodland vegetative cover, which are unified by the dominant agricultural land use. The mix of

woodland and pasture provides a positive contrast. The subunit is moderately accessible from local roads and it is recognized as the middleground in views from the Estates District SASS. It is generally free of discordant features.

UN-10 Turkey Point Subunit

I. Location

The Turkey Point subunit stretches south from the hamlet of Glasco to Ulster Landing Park, the southern boundary of the Ulster North SASS. It is about 2 miles long and is approximately 0.25 miles in width. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the viewshed line of the Hudson River. It is located in the Towns of Saugerties and Ulster, Ulster County, and the Town of Red Hook, Dutchess County. Consult the Ulster North SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Turkey Point subunit features an uninterrupted stretch of 150 foot high bluffs rising above the Hudson River. Mature woodlands dominate the steep bluffs. The subunit is one of the last uninterrupted wooded bluffs of any length in the Mid-Hudson Valley. The shoreline of the Hudson is relatively smooth with a few points, the most prominent being Turkey Point which marks a curve in the Hudson River. A beach area is present at Ulster Landing Park in the southernmost portion of the subunit. The wooded Cruger Island is a feature in the Hudson River close to the eastern shoreline. For more detail regarding Cruger Island, consult the ED-5 Tivoli Bays subunit in the Estates District SASS.

B. Cultural Character

There are few cultural features within this essentially natural subunit. A beach and associated recreational facilities are located in Ulster Landing Park. Two residences, neither of which interrupts the bluffs or the woodlands, are sited in the subunit. Both structures are of modern design and recent construction and represent only minor discordant features, with minimal impact on the scenic quality of the subunit. The changing colors of the trees provide an ephemeral characteristic which enhances scenic values of the subunit.

C. Views

Full and partial views of the Hudson River and the Estates District SASS on the eastern shorelands are available from the steep wooded bluffs. Views within the subunit are largely contained by woodlands. Views from the Hudson River are of the wooded bluffs. The woodlands dominate the composition of views of the subunit, which is set against the background of the Catskill Mountains. Turkey Point and the

two modern structures are minor focal points within the subunit while Magdalen and Cruger Islands are dominant focal points in views of the Hudson River.

III. Uniqueness

The subunit is not unique. However, the existence of such a length of wooded bluffs almost entirely uninterrupted by development is an uncommon occurrence in the Mid-Hudson Valley.

IV. Public Accessibility

At present the Turkey Point subunit has moderate visual accessibility from county-owned Ulster Landing Park. The subunit is also visible from the opposite shoreline, part of the Estate District SASS, notably from the passenger trains on the east bank of the Hudson River and from Cruger Island and Montgomery Place, both of which are open to the public on a limited basis. The State has recently acquired 90 acres of property at Turkey Point for development of public access and a link between the point and Ulster Landing Park has been made possible by a recent land purchase by Scenic Hudson. Future park and trail development at these properties would provide physical and visual access to the Hudson River shoreline.

V. Public Recognition

The Turkey Point subunit receives generally positive recognition from local residents and as the middleground of views from the estates on the eastern shore of the Hudson River. Turkey Point is a landmark for travellers on the Hudson River. The scenic quality of the subunit has been recognized in the State's recent purchase of 90 acres of land at Turkey Point for public access and the purchase of land linking Turkey Point and Ulster Landing Park by Scenic Hudson.

VI. Reason for Inclusion

The Turkey Point subunit has high scenic quality and features a steep, undisturbed section of wooded bluffs set against the dominant background of the Catskill Mountains. The topography, woodlands and the river provide a variety of landscape components unified by the woodland coverage. The subunit is physically accessible via local roads, Ulster Landing Park, the Hudson River and trains on the east shore of the Hudson. The subunit is very important as the middleground of views from the Estates District SASS. The subunit is generally free of discordant features.

ESOPUS - LLOYD SCENIC AREA OF STATEWIDE SIGNIFICANCE

I. LOCATION

The Esopus/Lloyd SASS encompasses a seventeen mile stretch of the Hudson River and its shorelands and varies significantly in width from 0.75 to 2 miles. The SASS extends from its northern boundary, which runs from Riverview Cemetery on NY Route 9W to the Hudson River, south of the hamlet of Port Ewen, to its southern boundary on Church Road in the hamlet of Milton. The SASS includes the Hudson River from the mean high tide line on the eastern shore, for much of its length sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River.

The western boundary of the SASS follows the coastal area boundary south from Riverview Cemetery to the hamlet of Esopus, where it runs five hundred (500) feet to the east of the center line of Main Street, joining NY Route 9W to the south of the hamlet of Esopus, where it runs south along NY Route 9W to the boundary of the Towns of Esopus and Lloyd, where it follows the viewshed of the Hudson River to the junction of Red Top and Bellevue Roads, where it follows Bellevue Road to the hamlet of Highland Landing, where it follows the viewshed of the Hudson River to the intersection with the telephone lines which it follows to the intersection with NY Route 9W, then along NY Route 9W to the junction of NY Route 9W and Milton Road, where it follows Milton Road to the southern boundary of the SASS at the junction of Milton Road and Church Road, in the hamlet of Milton.

The Esopus/Lloyd SASS is located within the Towns of Esopus, Lloyd and Marlborough, Ulster County and the City of Poughkeepsie and the Towns of Rhinebeck, Hyde Park and Poughkeepsie in Dutchess County.

It is comprised of 6 subunits:

> EL-1 Big Rock and Hemlock Points; EL-2 Esopus Uplands; EL-3 Esopus Bluffs; EL-4 Lloyd Bluffs; EL-5 Highland Bluffs; EL-6 Blue Point.

Consult the Esopus/Lloyd SASS map for the SASS boundary.

II. DESCRIPTION

The Esopus/Lloyd SASS is a highly scenic and valued region of the Hudson River Valley, rich in natural beauty, cultural and historical features.

It is characterized by highly varied topography with steep slopes, thin rocky soils and much exposed bedrock. For its whole length the landform rises steeply from the Hudson River for 100-300 feet to an upland area. Bedrock escarpments are common along the length of the waterfront. Above the bluffs the landscape is dominated by a series of knolls, ridges, and low hills that have irregular or rolling relief, with

occasional flat depressions containing surface water features, including ponds and wetlands. Rising up abruptly beyond the SASS are a series of ridges stretching in a north-south direction, a northern extension of the Marlborough chain of the Appalachians. These quartzite ridges include Hussey Hill, Shaupeneak Mountain, and Illinois Mountain which provide an imposing backdrop that frames the SASS.

The entire SASS is underlain by the Ordovician-aged Austin Glen Graywacke. Deposited approximately 430 to 470 million years ago, Graywacke is an extremely hard sedimentary rock characterized by the presence of angular mineral and rock fragments in a dark claylike matrix. This formation has been highly folded and faulted causing the Austin Glen formation to become fairly erodible and permeable. The ridges to the west of the SASS are Quassaic Quartzite outcrops. These were folded at the same time as the Austin Glen Graywacke, but the quartzite is harder and less erodible than the bedrock of the SASS and the ridges remain above the landscape of the SASS. The Pleistocene glaciation covered the area with glacial sediments filling pre-glacial valleys, modifying the drainage system and leaving the current topography of the SASS.

The most abundant soils in the SASS are those developed on glacial till and stratified drift. These are commonly used for orchards, meadow crops and pasture. In places the hilly topography and rock outcrops are limitations to cultivation. The other soil type was developed on lake bed sediments. These soils are generally poorly drained, with a seasonably high water table. Most of the wetlands scattered throughout the SASS occur on these types of soils.

Most of the natural shoreline of the Hudson River is steep, rocky and, although quite stable, susceptible to erosion due to the very steep slopes, lack of vegetation, thin soils and exposed rock faces. The shoreline configuration is relatively smooth with a few small points and coves while the River makes two gentle turns at Esopus Meadows Point and the Crum Elbow.

Most of the streams that drain the area flow northeasterly, following trends imposed by bedrock topography, and eventually draining into the Hudson River which flows to the south. Black Creek, whose main branch flows north from the Town of Lloyd, drains much of the central part of the SASS. The Twaalfskill Creek is the main drainage system in the Lloyd waterfront, discharging to the Hudson River at Highland Landing. Numerous unnamed streams drain to the Hudson River off the bluff areas.

The rolling upland above the Hudson River is covered with a combination of mixed woodlands and clearings comprised of farms, open pasture and meadows, orchards and vineyards and landscaped estates with formal gardens and sweeping lawns. Scattered development is situated throughout the upland above the bluffs, nestling into the woodland coverage and surrounded by the agricultural landscape. Wooded bluffs and cliffs dominate the Hudson River shoreline, except in the northern portion of the SASS where the relatively large, undisturbed area of shallow, freshwater tidal flat and associated vegetation known as Esopus Meadows spreads out into the Hudson River. Once a meadow where cows grazed, the tidal wetland has become an extremely rare and valuable fish and wildlife habitat.

Land use in the Esopus/Lloyd SASS reflects the historic settlement pattern based around large estates that developed along the Hudson River. A rural pattern of development prevails with a mixture of orchards, fields, estates, religious institutions and seasonal resorts occupying large parcels of land, especially along the steep rugged bluffs and shoreline of the Hudson River. North of Esopus Meadows Point, River Road follows the shoreline. Intermittent residential development is sited along the shoreline and the road frontage. South of Esopus Meadows Point the steep slopes have precluded any shoreline development until the historic waterfront of Highland Landing, where the Twaalfskill Creek breaks the bluffs. The Town of Esopus is fortunate in that it is the first community north of Rockland County in which the railroad tracks move inland and do not impose a physical or visual barrier at the water's edge.

The Hudson River Valley has long been significant in the culture and history of both the State of New York and the United States. The region at the confluence of the Rondout Creek and the Hudson River is known to be an important archaeological area. It has been inhabited at least since the Woodland Period (100 B.C. - 1600 A.D.) and probably since Paleo-Indian times (c. 10,000 B.C.). Although the main concentration of archaeological sites is located north of the SASS, sites have been reported along the banks of the Hudson River, notably along River Road and in sheltered shoreline coves. Indians settled along the Hudson River long before European discovery of the New World. In this area the river Indians were known as the Esopus Indians, a division of the Munsee. The name Esopus is a Dutch word with origins in the Indian language. It means "land of flowing waters and high banks" and is an appropriate description of the Esopus/Lloyd SASS.

The Hudson River came to prominence when Henry Hudson explored the region in 1609. The ship's log describes the spectacular landscape. Hudson named this stretch of the Hudson River "Lange Rack", or Long Reach. Recent settlement of the Esopus/Lloyd area began in the second half of the 17th century and was concentrated around the Rondout Creek. As more settlers moved in, development spread south to Black Creek, known then as the Klyne Esopus Creek. Land grants in the Esopus Colony were given in the name of the Dutch ruler of the era.

The English took control of the Dutch Colony of New Netherlands in 1664, and the area south from the Rondout Creek to Black Creek, known as Klyne Esopus, became part of Ulster County under the jurisdiction of the Town of Kingston. All land in the area had to be reclaimed from the Kingston Commons. The English encouraged further settlement of the area, and land was cleared for agriculture and houses built. In 1811 the Town of Esopus was organized. Land in the southern part of the SASS was part of the Paltz Patent issued by Governor Andros in September 1677, the original Huguenot land grant that reached from the Hudson to the Shawangunks. This tract was sold off in the mid-18th century as small parcels and cottage lots when it became a burden to the owners.

In 1754 Anthony Yelverton came over the Hudson from Poughkeepsie, built the first house in the area now known as Highland Landing, set up a sawmill (1765) and operated the first ferry crossing (1777). His house still stands and is the oldest frame house in Ulster County. For a time this part of the hamlet of Highland was known as "Yelvertons Landing". Around this time other settlements and landings were established along the narrow shoreline of the Hudson River. Scattered development extended south

through the Lewisburg settlement, the area now below the western end of the Mid-Hudson Bridge, to Blue Point, and north to Crum Elbow, where there were docks on the river serving the small bluestone quarrying activities in the immediate vicinity. Settlers subsequently moved inland above the bluffs along the early roadways. By 1793 Noah Elting was running a ferry to Poughkeepsie from the base of River Road. This area became known as Eltings Landing, the hub of riverside activity and a populous place. Various docks and landings in the area took the names of their owners, although the riverfront area as a whole was known as New Paltz Landing. Finally, it was called Highland Landing following the formation of the hamlet.

The riverfront and inland settlements continued to grow, with residential and commercial growth accompanied by industrial development based around mills on the many streams in the waterfront area. Orchards were first established around 1774 and spread throughout the area, along with a diversification of the agricultural base to include raspberries, currents, peaches, strawberries and grapes. This part of the Hudson Valley became world famous for its agriculture, reaping natural benefits of soil, situation and climate. The Hudson River provided the main means of transportation of the produce to the metropolitan area of New York City and beyond.

Warehouses, storage for lumber and farm produce, stores, ice houses, factories, iron works, brickyards, stone cutting quarries, mechanic shops, woodworking mills, and coal yards sprang up along the waterfront to accommodate produce and manufactured goods for shipping. The development of commercial activity in the area was influenced by the ease of transportation offered by the Hudson River. Sloops sailed from the area to New York City daily. A thriving waterfront community developed at Highland Landing. Away from the commercial settlements, wealthy families built spacious homes set in landscaped estates of lawns, farmland and orchards, contributing much to the scenic quality of the area.

The development of the West Shore Railroad reduced river traffic and promoted inland development. The railroad changed the character of the waterfront. The narrow strip of land at the base of the steep bluffs was used for the tracks, displacing the waterfront industrial, commercial and shipping activity. Fruit growing became the main economic activity, with the railroad offering fast distribution of produce to a wider market, replacing the Hudson River as the main distribution route. Although active orchards still survive today, the industry is of a much smaller scale, and once active farmland and orchards have become woodland or built development.

Rowing, racing and regattas were a big sport on the Hudson River along the Lloyd waterfront from 1839 to 1950. The best remembered are the Intercollegiate Regattas which began in 1895 and continued until 1950. Crews came from all over the East and spent several weeks in the area. Columbia University's boathouse, built on the site of the old Knickerbocker Ice House midway between Highland Landing and Crum Elbow, is a reminder of this era, although the facility has fallen into disrepair. Painted school emblems, faded with age, can still be seen on the rock escarpments above the Hudson River.

The physical character and cultural and historical development of the Esopus/Lloyd SASS, outlined above, has resulted in the current settlement and land use patterns and led to the present day

landscape and architectural character. This includes several historic estates, monasteries and religious schools. These structures, located at the top of the bluffs, establish an historic architectural accent to the natural landscape. The stately lawns of the estates sweep toward the Hudson River. Views afforded from these vantage points are extensive. Most of the recent development has been carefully sited out of the major viewshed of the river, leaving the large historic estates as focal points. The rolling upland hills beyond the bluffs are a patchwork of open spaces, largely maintained as woodlands and farmlands.

The working waterfront at Highland Landing; the well preserved historic estates with their distinctive individual architectural styles; and the active farms, orchards and vineyards represent a remnant of a traditional land use in the Mid-Hudson region. The long history of the evolution of the estates along the Hudson River with their many different owners, all with their own story to tell, gives a sense of continuity and meaning to the landscape. This helps to provide the Esopus/Lloyd SASS with a symbolic link to its historic past.

The association of the Esopus/Lloyd SASS with the author John Burroughs, who lived at Riverby, has symbolic value and meaning for the area. He published his first significant nature essay in the Atlantic Monthly in 1865 and produced numerous articles and books about the natural world until his death in 1921. Burroughs is credited with creating a receptive environment for conservation legislation and establishing the nature essay as a literary form.

III. Aesthetic Significance

The Esopus/Lloyd SASS is of statewide aesthetic significance by virtue of the combined aesthetic values of landscape character, uniqueness, public accessibility and public recognition.

There exists in the SASS an unusual variety of major components, a unity of major components; striking contrasts between scenic elements and a general lack of discordant features. The SASS is both visually and physically accessible to the general public, and its scenic quality is well recognized by the public. The scenic quality of the Esopus/Lloyd SASS is significant based on the existence of the following physical and cultural characteristics.

A. Landscape Character

1. Variety

The Esopus/Lloyd SASS exhibits an unusual variety of major components. The main variety lies in the topography. The SASS is dominated by a long stretch of bluffs along the Hudson River shorelands. While this is by far the most striking of topographical features, there are also extensive areas of rolling upland behind the bluffs, exposed rock faces along the bluffs and tidal flats and shallows along the base of the bluffs.

Variety also exists in vegetation coverage. Dense and mature mixed woodlands on the rolling uplands are interrupted by a combination of farmsteads, pastures and meadows, orchards and vineyards, and landscaped estates, residences and religious institutions. The bluffs are heavily wooded. A rich and varied wetland vegetation is found along the shoreline of the Hudson River and its coves and creeks, notably at Esopus Meadows. This is a relatively large, undisturbed area of shallow, freshwater tidal flats. The diversity and abundance of wildlife and the changing patterns, colors and textures associated with the tidal flats provide a variety of ephemeral characteristics which enhance the scenic qualities of the SASS.

The land use pattern varies considerably within the SASS. There are a number of dispersed historic estates located on the bluffs above the Hudson River, surrounded by a mix of woodlands, farms, and more recent development. The architectural style of the historic estates and buildings varies considerably throughout the scenic area. This reflects the tastes of individual landowners, the long history and evolution of estates in the SASS and the long standing picturesque movement throughout the Hudson Valley.

2. Unity

The Esopus/Lloyd SASS is unified by its topography, dominated by the bluffs that front the Hudson River. While internally the individual landform components vary, the SASS is a coherent geological feature. The vegetation, dominated by mature, mixed woodland, unifies the various landforms. The presence of the Hudson River is a unifying theme, shaping the topography, influencing cultural patterns and providing a common scenic element central to the SASS.

3. Contrast

There are many striking contrasts between the basic scenic elements in the Esopus/Lloyd SASS. The contrasts in topography and landform are mainly one of contrast in line and form. The rolling uplands contrast with the steep bluffs. The shoreline configuration of these bluffs contrasts with the tidal flats of Esopus Meadows, the mouth of Black Creek and the numerous small points and coves. The Hudson River varies in width and depth; and its currents create varying patterns, contrasting with the surrounding uplands.

There are many textural and color contrasts within the SASS, mostly associated with vegetation and geology. The wooded areas contrast with the open meadows and orchards of the agricultural landscape and the formal landscape estates and open residential spaces. This provides contrasting textures in the landscape composition and rich color contrasts between vegetation types which change with the season. The rock composition varies within the SASS, resulting in many contrasts in surface features, textures and colors, as the natural form is impacted by geomorphological processes such as erosion and weathering, and deposition. The contrast between the colors and texture of the water surface of the Hudson River and the surrounding vegetation and rock composition creates many and varied effects.

Certain contrasts of a more ephemeral nature are to be found in the SASS. The dramatic effects of varying weather conditions enhance the aesthetic feel of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. The speed and pattern of flow of the Hudson vary with the season and weather conditions, providing contrasts in texture and color. The spring colors of apple blossom contrast with the fresh greens of new leaves. In particular, the diversity and abundance of wildlife occurring in the Esopus Meadows area and the changing patterns, colors and textures associated with the tidal flats provide ephemeral characteristics which enhance the scenic qualities of the SASS.

4. Freedom from Discordant Features

The Esopus/Lloyd SASS is generally well-preserved and free from discordant features. The main concentration of discordant features is to be found in the Highland Bluffs subunit, which historically has featured a working waterfront. Recent residential and commercial development has taken place throughout the SASS through subdivision of farmsteads and estates and along major highways. This has occurred with less respect for the topography of the area than was exhibited in the early settlement of the area, resulting in a dispersed settlement pattern and an increasing feel of suburbanization. The physical and cultural components of the SASS are generally well maintained.

B. Uniqueness

The historic estates of the Esopus/Lloyd SASS form part of a series of estates on both sides of the Hudson River throughout the Mid-Hudson Region that is unique in the State. Each estate is unique in its own right with a distinctive individual architectural style and history. Many of the estates have been maintained in their historic form. The well-preserved estates form a unique grouping of historic landscaped estates and religious buildings. Unlike other parts of the Hudson River Valley, most have direct access to the shore of the Hudson River, unrestricted by the railroad. In addition to the estates, the landscape of the SASS is comprised of farms, orchards and vineyards and represents a unique remnant of a traditional land use of the Mid-Hudson Region.

The broad expanse of tidal flats of Esopus Meadows is a unique landform in the Hudson River, and tidal flats of a comparative size are rare in other coastal regions of New York State. Their presence contributes to the scenic value of the subunit. At the border between shallow and deep water stands the only wooden lighthouse on the Hudson River, the Esopus Meadows Lighthouse, a unique maritime feature in the region.

C. Public Accessibility

The land ownership pattern related to the low density development and large land holdings scattered throughout the Esopus/Lloyd SASS has resulted in few opportunities for public access. Public

accessibility is mostly limited to local roads which run through the SASS. Physical access to the shoreline of the Hudson River is limited, both from the upland and from the Hudson River itself.

In the Town of Lloyd the upland parts of the SASS are separated from the waterfront by the West Shore Railroad, limiting physical access to the Hudson River. The Town of Esopus, however, is fortunate in that it is the first community north of Rockland County in which the railroad tracks move inland and do not impose a physical or visual barrier at the water's edge. This increases the opportunity for physical access to the Hudson River in the northern half of the SASS.

The vehicle pull-in off River Road, to the south of Hemlock Point, provides opportunities for public access to the Hudson River shoreline. A small park with river trails, owned by Scenic Hudson, Inc. and managed by the Town of Esopus, is located off River Road at Esopus Meadows Point. Known as Lighthouse Park, it provides access to the Hudson River shoreline. Scenic Hudson also owns waterfront land to the south of the park and has plans to develop an environmental education facility on the property. Scenic Hudson has recently completed the purchase of 142 acres of riverfront land at the mouth of Black Creek. Future plans see the site developed for passive public recreation, improving public accessibility to the subunit.

Views from within the Esopus/Lloyd SASS are extensive and significant. From much of the area, long and broad views of the river and its surrounding landscape are available. Views from the Hudson River include the historic estates, wooded bluffs, orchards, the Esopus Meadows Lighthouse and beyond the SASS to the Catskill Mountains. These views are often enclosed by the steep bluffs along the river corridor. Cross river views from the upland and shoreline of the Esopus/Lloyd SASS include the Hudson River and the Estates District SASS on the eastern shore. These views are often full and unobstructed.

River Road runs along the bluff top before dropping down to the shoreline and offers extensive views of the Hudson River and the Estates District SASS on the eastern shore. NY Route 9W provides some vistas of the Hudson River and the Estate District SASS. Unfortunately, there are no opportunities to pull off the road to take advantage of this scenery, and the speed and volume of traffic on the road makes it extremely hazardous to view while driving. The Hudson River can be seen from spots along Bellevue Road, notably in the late fall and winter when the leaves have fallen.

The most expansive views from the southern portion of the SASS are available from Highland Landing which provides exceptional views of the Mid-Hudson Bridge, the Railroad Bridge (an engineering landmark listed on the National Register of Historic Places and now under consideration for adaptation as a pedestrian promenade) and the Town and City of Poughkeepsie. The Johnson Iorio Memorial Park is located at the end of Haviland Road, adjacent to the western edge of the Mid-Hudson Bridge and set into the bluffs above Highland Landing. The park has no access to the Hudson River and only limited views due to vegetation, although views of the Mid-Hudson Bridge are spectacular. Views are available to the west and northwest from the pedestrian walkway on the Mid-Hudson Bridge.

The Regent Champagne Cellar, formerly the Hudson Valley Winery, is open to the public for wine tours, special events and functions. The access road, Blue Point Road, winds through the historic vineyard

landscape to the main building complex which is set on the bluffs overlooking the Hudson River, the Mid-Hudson Bridge and the City of Poughkeepsie. Trails on the estate lead to Blue Point, which offers expansive views south down the Hudson Valley.

The Esopus/Lloyd SASS figures prominently in the middleground of views from the Estates District SASS. Indeed, many of the finest scenic features of the Esopus/Lloyd SASS are best viewed from the river or the opposite shore. From the Hudson River, the estates and state parks and from local roads the rugged bluffs of the western shore dominate the views, with occasional glimpses of waterfront settlement, bluff top estates and agricultural activity. Views of the western shorelands are significant from the Mills-Norrie State Park and the Vanderbilt Mansion and Franklin D. Roosevelt Home National Historic Sites. The Esopus/Lloyd SASS is clearly visible to passengers in the trains on the east bank of the Hudson River. The recent completion of the Hyde Park Trail on the eastern shore linking the Franklin D. Roosevelt and Vanderbilt Mansion National Historic Sites, with plans to continue to the Mills-Norrie State Park, will provide greater public visual access to SASS. The SASS is also dominant as the middleground in views to the west from the City of Poughkeepsie, which has extensive park areas and public land along the River.

The distant Catskill Mountains and the ridges of Hussey Hill, Shaupeneak Mountain, and Illinois Mountain, immediately beyond the Esopus/Lloyd SASS, provide a dramatic backdrop to the many estates and monasteries gracing the landscape. The steep wooded bluffs above the Hudson River and the rolling upland provide a dramatic setting for the numerous landscape features. The composition of the SASS is well balanced with many positive focal points including the Poughkeepsie Railroad Bridge, the Mid-Hudson Bridge, the architecture of historic structures, the Esopus Meadows Lighthouse and the estates on the eastern shore. The variety of lengths of views, compositions, backgrounds and significant focal points combines to enhance the scenic quality of the views available in the Esopus/Lloyd SASS.

D. Public Recognition

The scenic and aesthetic quality of the Esopus/Lloyd SASS has achieved a high degree of public recognition. It receives strong public recognition as the view from River Road, a designated Scenic Road under Article 49 of the Environmental Conservation Law. The SASS is well recognized as the middleground of views to the west from the Estates District SASS on the eastern shore of the Hudson River. The numerous estates include Wilderstein, the Franklin D. Roosevelt and Vanderbilt Mansion National Historic Sites and the Mills-Norrie State Park, all of which are visited by large numbers of the general public. The SASS is also recognized as the middleground of views to the west from the City and Town of Poughkeepsie and the Mid-Hudson Bridge, also a designated Scenic Road, and from Locust Grove and the Hudson River State Hospital both National Historic Landmarks.

There are four properties and structures in the Esopus/Lloyd SASS listed on the State and National Registers of Historic Places, receiving public recognition for their historical and architectural significance. These are the Esopus Meadows Lighthouse, Riverby, the Anthony Yelverton House and the Poughkeepsie Railroad Bridge.

The scenic and aesthetic quality of the SASS has received public recognition through the action of the State and environmental not-for-profit organizations which have sought to protect individual parcels of land within the SASS from development. Land has been purchased at Esopus Meadows and Black Creek, while the scenic qualities of the Regent Champagne Cellar have been identified in the State's recent Open Space Plan.

IV. Impact Assessment

Whether within or outside a designated SASS all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.

Policy 24 provides that when considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. The determination would involve:

(1) a review of the coastal area map to ascertain if it shows an identified scenic resource which could be affected by the proposed action, and

(2) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource.

Impairment includes:

(i) the irreversible modification of geologic forms; the destruction or removal of vegetation; the modification, destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and

(ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

Policy 24 sets forth certain siting and facility-related guidelines to be used to achieve the policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. The guidelines are set forth below, together with comments regarding their particular applicability to this Scenic Area of Statewide Significance. In applying these guidelines to agricultural land it must be recognized that the overall scenic quality of the landscape is reliant on an active and viable agricultural industry. This requires that farmers be allowed the flexibility to farm the land in an economically viable fashion, incorporating modern techniques, changes in farm operation and resultant changes in farm structures. Policy 24 guidelines include:

SITING STRUCTURES AND OTHER DEVELOPMENT SUCH AS HIGHWAYS, POWER LINES, AND SIGNS, BACK FROM SHORELINES OR IN OTHER INCONSPICUOUS LOCATIONS TO MAINTAIN THE ATTRACTIVE QUALITY OF THE SHORELINE AND TO RETAIN VIEWS TO AND FROM THE SHORE;

COMMENT: For much of the length of the Esopus/Lloyd SASS, the Hudson River is bounded by steep undeveloped wooded bluffs that figure prominently in views within the SASS, notably from the Hudson River, and in views of the SASS from the eastern shorelands of the Hudson River, part of the Estates District SASS. Siting of structures on the slopes or crests of these bluffs would introduce discordant elements into the landscape and impair the scenic quality of the SASS.

Esopus Meadows is a particularly critical scenic component in the northern portion of the SASS. Elimination of the shallow, freshwater tidal flats of Esopus Meadows and the marshy areas adjacent to the Hudson River shoreline through dredging, filling or bulkheading would result in a direct impact on the shoreline, the vegetation of the Esopus Meadows, and the setting of the Esopus Meadows Lighthouse, changing the character of the relationship between the Hudson River and its shorelands that would impair the scenic quality of the SASS.

CLUSTERING OR ORIENTING STRUCTURES TO RETAIN VIEWS, SAVE OPEN SPACE AND PROVIDE VISUAL ORGANIZATION TO A DEVELOPMENT;

COMMENT: The Esopus/Lloyd SASS features a low intensity pattern of development that includes a large amount of functional open space. Historic farmsteads and estate houses punctuate, but do not dominate the landscape of rolling upland pastures, orchards, vineyards, landscaped estates and woodland. Recent, poorly sited residential development has not respected the traditional patterns of development within the SASS and has disturbed the visual organization that has been established through this traditional development pattern. Further expansion of new development into the open areas of the SASS would replace the varied vegetation types, causing the textures, colors, contrast and expansiveness of the natural landscape character and their interrelationship to be lost, thus impairing the scenic quality of the SASS. The use of topography and existing vegetation and the clustering of new development can assist in maintaining scenic quality.

INCORPORATING SOUND, EXISTING STRUCTURES (ESPECIALLY HISTORIC BUILDINGS) INTO THE OVERALL DEVELOPMENT SCHEME;

COMMENT: The SASS is a unique natural and cultural landscape. The loss of historic structures would alter the cultural character of the landscape, remove focal points from views and diminish the level of contrast between the natural landscape and the cultural landscape, thus impairing the scenic quality of the SASS.

REMOVING DETERIORATED AND/OR DEGRADING ELEMENTS;

COMMENT: The SASS is generally free of discordant features, and structures are generally well maintained.

MAINTAINING OR RESTORING THE ORIGINAL LAND FORM, EXCEPT WHEN CHANGES SCREEN UNATTRACTIVE ELEMENTS AND/OR ADD APPROPRIATE INTEREST;

COMMENT: The landform of the SASS is primarily in an undisturbed state and is the unifying factor in the SASS. The contrast in elevation and the juxtaposition of water and land contribute to the scenic quality of the SASS. The failure to maintain existing landforms and their interrelationships would reduce the unity and contrast of the SASS and impair its scenic quality.

MAINTAINING OR ADDING VEGETATION TO PROVIDE INTEREST, ENCOURAGE THE PRESENCE OF WILDLIFE, BLEND STRUCTURES INTO THE SITE, AND OBSCURE UNATTRACTIVE ELEMENTS, EXCEPT WHEN SELECTIVE CLEARING REMOVES UNSIGHTLY, DISEASED OR HAZARDOUS VEGETATION AND WHEN SELECTIVE CLEARING CREATES VIEWS OF COASTAL WATERS;

COMMENT: The variety of vegetation in the SASS makes a significant contribution to the scenic quality of the SASS. The tidal flats of Esopus Meadows, open farm fields, orchards, vineyards, woodlands, and landscaped estates provide variety, unity and contrast to the landscape. The wildlife supported by this vegetation adds ephemeral effects and increases the scenic quality of the SASS. Vegetation helps structures blend into the predominantly natural landscape and plays a critical role in screening facilities and sites which would otherwise be discordant elements and impair the scenic quality of the SASS.

Clearcutting or removal of vegetation on the wooded bluffs along the Hudson River would change the character of the river corridor and impair its scenic quality. Esopus Meadows is a particularly critical scenic component in the northern portion of the SASS. Elimination of the shallow, freshwater tidal flats and the associated vegetation of Esopus Meadows and the marshy areas adjacent to the Hudson River shoreline through dredging, filling or bulkheading would result in a direct impact on the shoreline, the vegetation of the Esopus Meadows, and the setting of the Esopus Meadows Lighthouse, changing the character of the relationship between the Hudson River and its shorelands and impairing the scenic quality of the SASS.

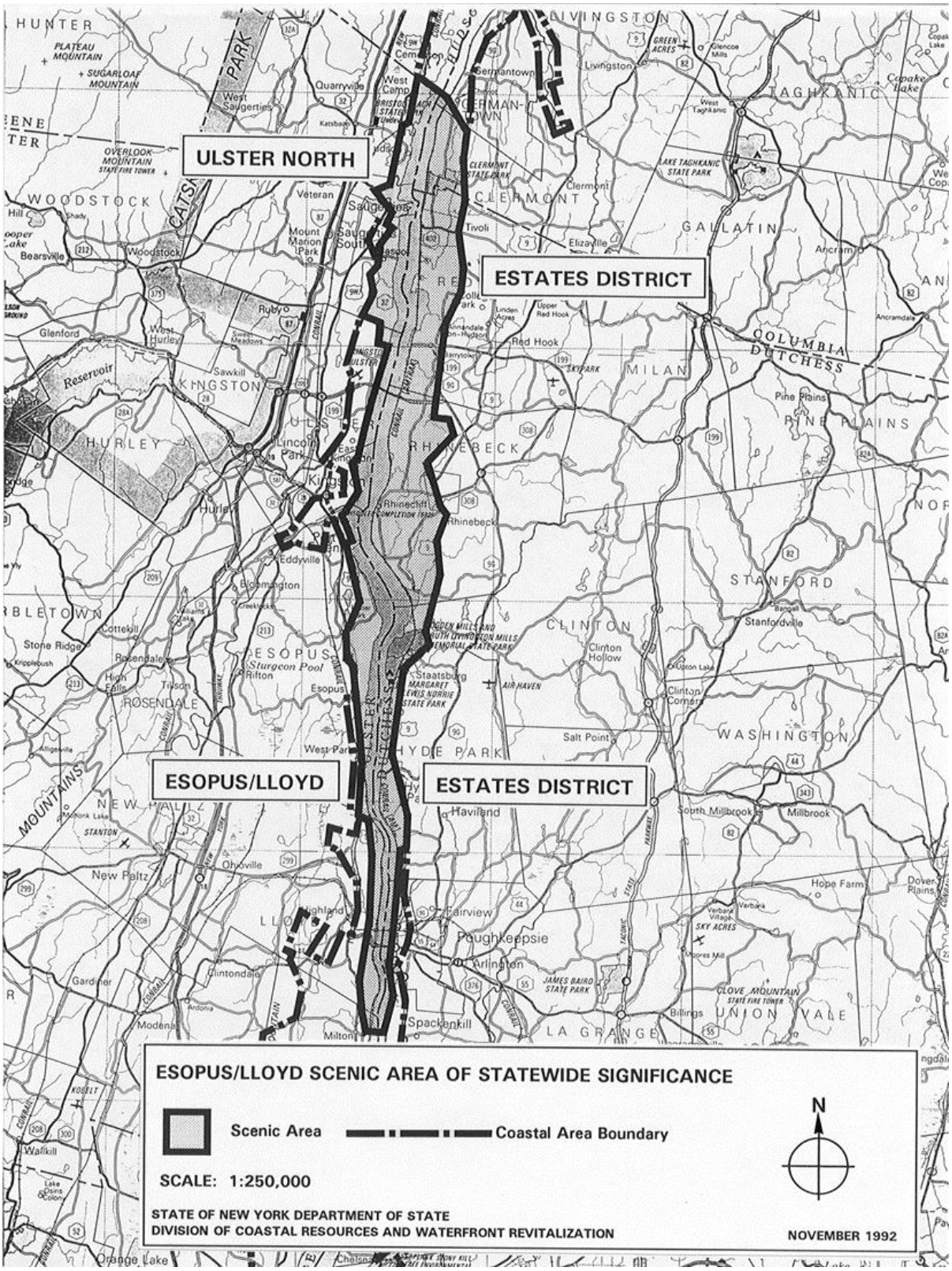
USING APPROPRIATE MATERIALS, IN ADDITION TO VEGETATION, TO SCREEN UNATTRACTIVE ELEMENTS;

COMMENT: The SASS is generally free of discordant elements. Existing development generally respects and is compatible with the landscape. The failure to blend new structures into the natural setting, both within the SASS boundaries and in the viewshed of the SASS, would impair the scenic quality of the SASS.

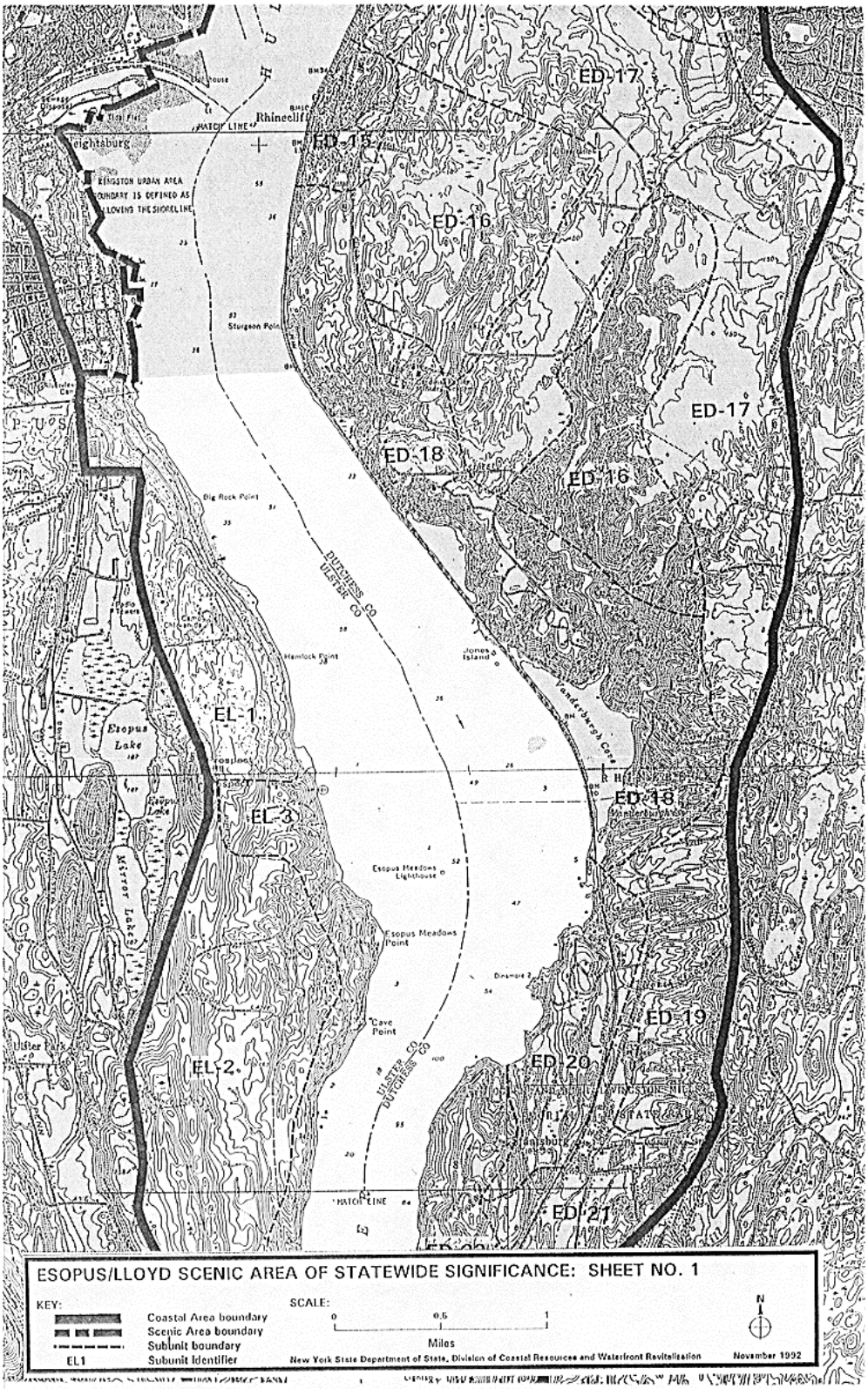
USING APPROPRIATE SCALES, FORMS AND MATERIALS TO ENSURE THAT BUILDINGS AND OTHER STRUCTURES ARE COMPATIBLE WITH AND ADD INTEREST TO THE LANDSCAPE.

COMMENT: The existing structures located within the SASS generally are compatible with and add interest to the landscape because they are of a scale, design and materials that are compatible with the predominantly natural landscape. Failure to design new development or alterations to existing structures in a form that complements the scenic quality of the SASS would adversely impact the SASS. Inappropriate scale, form, color and materials which are incompatible with the existing land use and architectural styles of the area and cannot be absorbed into the landscape composition would impair the scenic quality of the SASS. Failure to construct new buildings which are compatible with the cultural fabric of the SASS as represented in these historic structures would impair the scenic quality of the SASS.

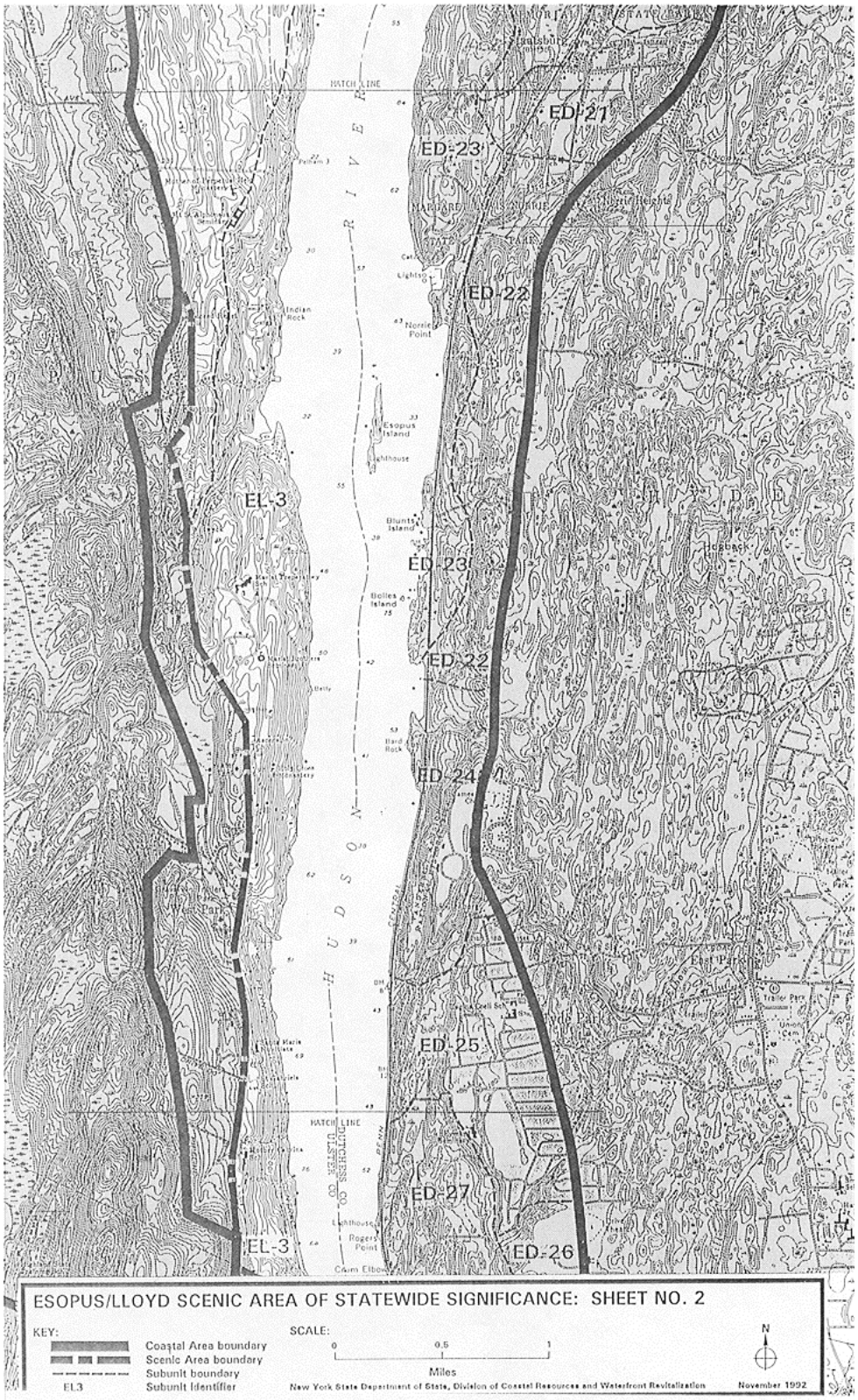
MAP: ESOPUS-LLOYD SCENIC AREA OF STATEWIDE SIGNIFICANCE



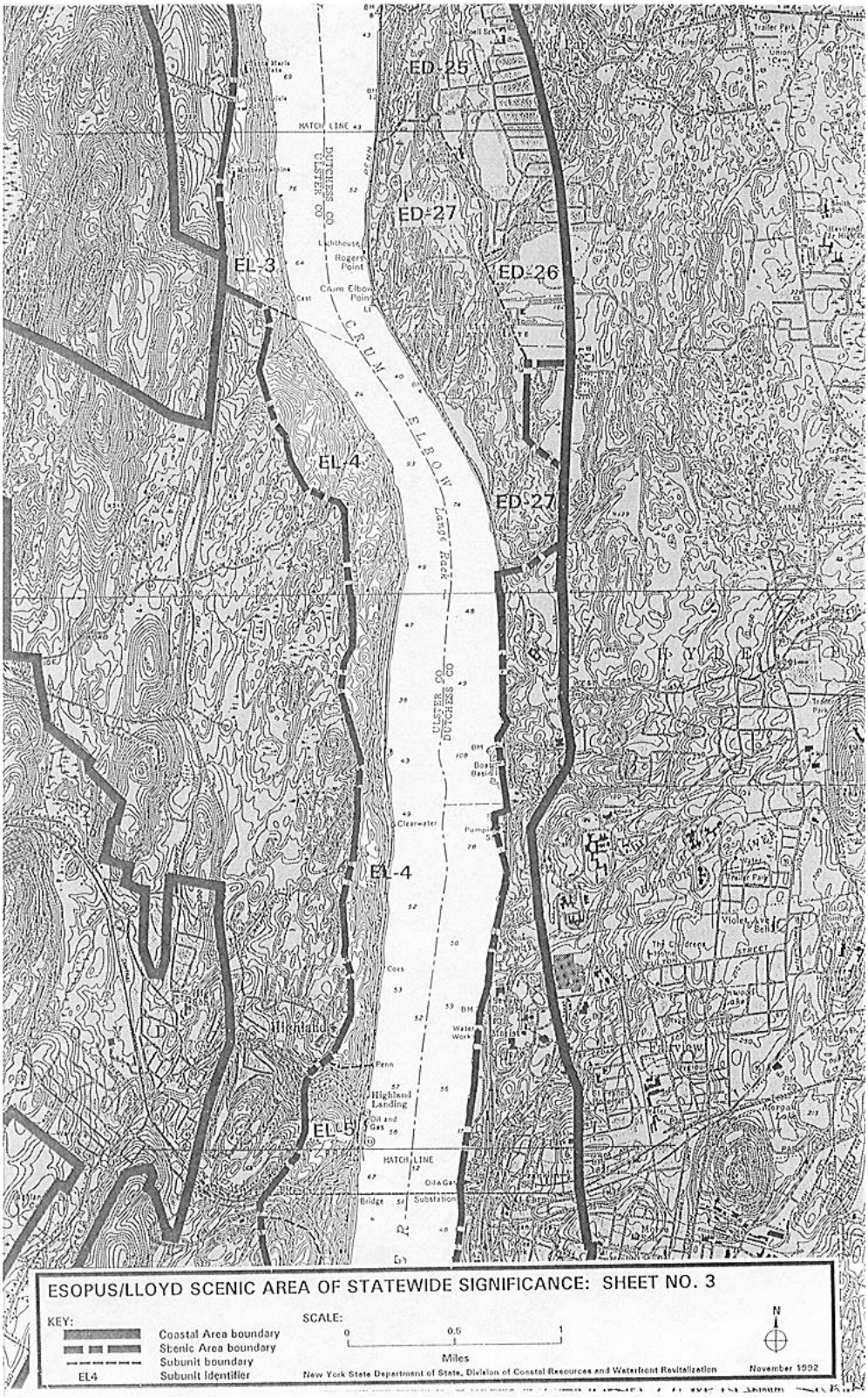
MAP: ESOPUS-LLOYD SHEET 1



MAP: ESOPUS-LLOYD SHEET 2



MAP: ESOPUS-LLOYD SHEET 3



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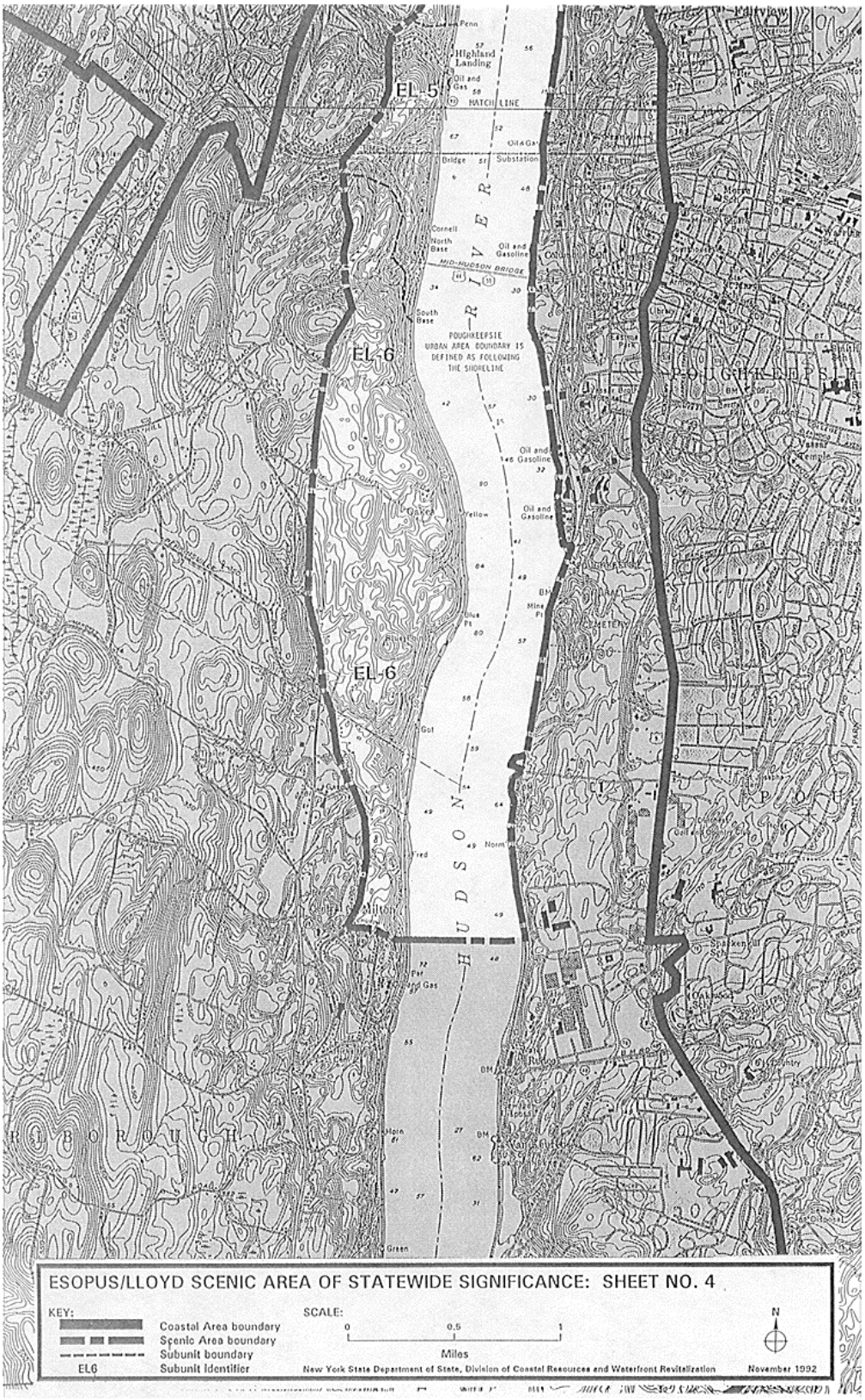

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EL-1 Big Rock and Hemlock Points Subunit

I. Location

The Big Rock and Hemlock Points subunit is the most northerly subunit of the SASS, and its northern boundary is the same as the northern boundary of the Esopus/Lloyd SASS, which runs from Riverview Cemetery on NY Route 9W to the Hudson River. The subunit extends south for approximately 2 miles to the vicinity of Prospect Hill, south of the hamlet of Port Ewen, and varies in width from one to two miles. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary being the coastal boundary. It is located in the Town of Esopus, Ulster County and the Town of Rhinebeck, Dutchess County. Consult the Esopus/Lloyd SASS map sheet number 1 for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform of this subunit is dominated by steep wooded bluffs averaging 200 to 250 feet in elevation and the rolling upland atop the bluffs. Vegetation consists of mature woodland, open meadows, secondary and scrub growth and landscaped lawns. The shoreline exhibits a gentle curve and contains small coves and points, including Big Rock and Hemlock Points. The Hudson River is over a mile wide, with marshes and shallows at its edge. Esopus Meadows stretches south along the shoreline from Hemlock Point. This important landscape feature is a relatively large, undisturbed area of shallow, freshwater tidal flat.

B. Cultural Character

The subunit has scattered residential development, although recent subdivisions and the replacement of summer camps with permanent residential structures have led to the spread of residential development in the subunit. River Road runs dramatically along the blufftop in the northern part of the subunit and alongside the Hudson River in the southern section.

Hemlock Point is an Indian burial site, discovered when River Road was widened. To the south of Hemlock Point is another point in the Hudson River. This is the site of the old Schleede Brickyards, which

closed in the 1930's, the last of three brickyards in the Town of Esopus to remain in operation. Remains of old kilns and foundations can be seen amongst the vegetation, and broken brick still lies in the small bay, known as Brickyard Cove.

The subunit contains several historic houses and estates located along River Road. At the corner of River Road and Broadway is a wood and stone house built in 1767 and restored in 1941. This was the Van Vliet homestead, one of the early settlers in the area. The house was known as the "Jug Tavern" during Revolutionary times, and George Washington was reputed to have stopped there. Inland from the old Schleede Brickworks is the site of the stone house built in the early 18th century by James Niese on a land grant from Queen Anne. This now is the site of a more modern home. Several of the historic estate structures are intact, set in a well-maintained estate landscape of sweeping lawns. Well-maintained stone walls are an important landscape feature. Some of the estates are being developed, and suburban houses now dominate these properties creating a discordant feature on the landscape.

Many of the summer camps that clustered along the shore of the Hudson River, located on the narrow strip of land below River Road, have been converted into residences. On the wooded bluff and the open meadows of the rolling upland are the numerous deteriorated structures associated with Camp Chi-Wan-Da, a former boys-camp. A number of interesting modern designs blend in well with the landscape, respecting the contours, existing vegetation and views from River Road. Despite these examples of good design, the recent spread of residential development in the subunit overpowers the historic settlement pattern and adds an element of discordance to the scenic quality of the subunit. Ongoing construction at the Port Ewen Water Treatment Works alongside the Hudson River just north of Hemlock Point provides a further discordant element. The diversity and abundance of wildlife occurring in the Esopus Meadows area and the changing patterns, colors and textures associated with the tidal flats provides ephemeral characteristics which enhance the scenic qualities of the area.

C. Views

Views from the subunit provide full and unobstructed views of the Hudson River and its eastern bank, part of the Estates District SASS. The views are up to 20 miles long and are very wide to the northwest and southeast. The historic Esopus Meadows Lighthouse is a focal point in the views to the southeast and is important in views from the shorelands and the Hudson River. From the top of the bluff, the Catskill Mountains to the west provide a dramatic backdrop to the rolling woodlands and farmlands that border the western edge of the subunit. The composition of the views is of distinctive quality, with a good balance of foreground, middleground and background components. Views within the subunit are wide and long from the Hudson River, featuring the bluffs on both sides of the river, but are limited and constrained by the woodlands and steep slopes on the upland areas.

III. Uniqueness

The broad expanse of tidal flats at Esopus Meadows is a unique landform in the Hudson River, and tidal flats of a comparative size are rare in other coastal regions of New York State.

IV. Public Accessibility

The land ownership pattern related to the low density development scattered throughout the subunit has resulted in few opportunities for public access, although the subunit is highly accessible from the Hudson River and from River Road, which runs close to the Hudson River throughout the subunit. A parking area located to the south of Hemlock Point provides opportunities for direct public access to the Hudson River shoreline. The subunit can be viewed from the eastern shoreline, part of the Estate District SASS, and is highly visible from the passenger trains on the east bank of the Hudson River and from Wilderstein. Scenic Hudson, Inc. recently prepared detailed, comprehensive viewshed analyses for the Mills-Hoyt State Historic Site and for Wilderstein. This subunit was a focus of this work.

V. Public Recognition

The Big Rock and Hemlock Points subunit is recognized by the public as the view from the scenic River Road and as the middleground of views from the estates on the eastern shore of the Hudson River, especially Wilderstein. River Road, which passes along the shore in the southern half of the subunit and rises to the top of the bluff in the northern half, is a designated Scenic Road under Article 49 of the Environmental Conservation Law.

VI. Reason for Inclusion

The Big Rock and Hemlock Points subunit has high scenic quality and is both physically and visually accessible to the public. It features historic estates located on a long and steep bluff overlooking a wide section of the Hudson River. The landscape composition features a variety of scenic components. A moderate contrast exists between the historic houses in a landscaped setting and the natural wooded areas and between the steep bluffs and the tidal flats of Esopus Meadows. The recent subdivision of the estates has resulted in the spread of residential development, contributing an element of discordance which detracts from the scenic quality of the subunit.

EL-2 Esopus Uplands Subunit

I. Location

The Esopus Uplands subunit is located inland on the western side of the Hudson River. It stretches south along the coastal boundary from River Road to the hamlet of Esopus and continues south along NY Route 9W to Winding Brook Lane. It is nearly six miles in length and up to one mile in width. The crest of the steep bluffs of the Hudson River shoreline creates the eastern boundary, and the western boundary follows the coastal boundary and NY Route 9W. The subunit is located in the Town of Esopus, Ulster County Consult the Esopus/Lloyd SASS map sheets, numbers 1 and 2, for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform of this subunit is the gently rolling upland plateau behind the Hudson River bluffs. The subunit exhibits generally moderate topographic relief at elevations of 100 to 225 feet and features Prospect Hill rising to over 350 feet. The varied vegetation creates a diverse tapestry of mature woodlands, meadows, orchards and landscaped lawns. Water features are not prominent in the landscape.

B. Cultural Character

The land use in the subunit is a mix of farms, orchards, historic and modern residences and religious properties. The landscape and structures of the subunit are generally well-maintained. Stone walls are an important landscape feature and provide a link to the historic landscape pattern of the subunit. Off River Road, just before it turns north to follow the Hudson River, is located the old Terpening Cemetery. This is where many of the original settlers of the area were buried in the 18th and 19th centuries. The cemetery is now maintained by the Town of Esopus. At the end of Hermance Road, running through the site of the historic Hermance Farm, is an old stone and wood tavern built in 1807. It was remodeled in 1902 and is now a residence. An 1818 stone house, located on NY Route 9W to the south of the Three Brothers Egg Farm, has an interesting history, having served as an underground railroad for runaway slaves prior to and during the Civil War. Just south on NY Route 9W is an 1837 frame house. Recent residential development mixes with these historic residential structures scattered along NY Route 9W and the few local roads passing through the subunit.

The historic landscape features are generally well maintained in open settings of landscaped lawn surrounded by farmland and woodland. The landscaped setting of the Mount Saint Alphonsus Seminary, built on the historic Pell Estate, dominates the central part of the subunit. Stone walls and trees front NY Route 9W, and long, tree lined driveways lead to the seminary buildings which are located in the adjacent Esopus Bluffs subunit. The face of an old gravel pit, now weathered into the landscape, and a restaurant along NY Route 9W are minor discordant features, but have no significant impact on the scenic quality of the subunit. The farming activities provide an important ephemeral element to the subunit.

C. Views

The Esopus Uplands subunit has limited direct views of the Hudson River. Where these exist, the views from the subunit generally extend in varying directions for up to 2 to 3 miles in length and 90 to 180 degrees in width, although longer and wider views are available in all directions from Prospect Hill. Views within the subunit are across large fields and are contained by the surrounding woodlands and hedgerows which are set against the background of the Catskill Mountains to the west and the distant rolling hills to the east of the Hudson River. The composition of the landscape comprises many positive scenic components including architecturally significant structures, orchards, fields and woods. The

scattered farmsteads and neighboring monasteries punctuate the landscape composition, creating strong focal points.

III. Uniqueness

The subunit is not unique. The continued existence of large religious properties within a large estate setting is uncommon in the State.

IV. Public Accessibility

The land ownership pattern of large land holdings and low density development scattered throughout the subunit has resulted in few opportunities for public access. Public accessibility in the subunit is limited to N.Y. Route 9W and local roads. The area around Prospect Hill is visible from the Hudson River and the eastern shore, part of the Estates District SASS. Scenic Hudson, Inc. recently prepared detailed, comprehensive viewshed analyses for the Mills-Hoyt State Historic Site and for Wilderstein. This subunit was a focus of this work.

V. Public Recognition

Public recognition is limited primarily to local and regional knowledge of the subunit.

VI. Reason for Inclusion

The Esopus Uplands subunit has a rich variety of scenic components including woodlands, hedgerows, open fields, orchards and architecture. The components provide contrast, yet are unified because they blend into the landscape. The subunit is moderately accessible to the public and is generally free from discordant features.

EL-3 Esopus Bluffs Subunit

I. Location

The Esopus Bluffs subunit is located on the western shore of the Hudson River extending from the base of Prospect Hill in the north to the Cast benchmark at Crum Elbow in the south. The subunit is relatively long, comprising a 7.5 mile stretch of steep bluffs, and narrow, ranging from one to two miles in width. The subunit includes the Hudson River from the mean high tide line on the eastern shore, sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary following the viewshed of the Hudson River from River Road south to Winding Brook Lane and south along NY Route 9W to the Esopus/Lloyd Town line. The subunit is located in the Town of Esopus, Ulster County and the Towns of Rhinebeck and Hyde Park, Dutchess County. Consult the Esopus/Lloyd SASS map sheets, numbers 1, 2 and 3, for subunit boundaries.

II. Scenic Components

A. Physical Character

The landform of this subunit consists primarily of steep wooded bluffs overlooking the Hudson River. The shoreline of the Hudson River is curving with numerous small coves and points. The wooded Esopus Meadows Point marks a significant curve in the Hudson River. Off the point lies Esopus Meadows, a relatively large, undisturbed area of shallow, freshwater tidal flats. This area was once a meadow where cattle grazed but rises in the river level have covered this feature. Further south the heavily wooded course of Black Creek winds through the center of the subunit and enters the Hudson River at a small cove with accompanying tidal flats. Black Creek is named for the black coloration of the creek's bottom due to tannic acid from the hemlocks which abound along the banks. Out in the Hudson River adjacent to the confluence with Black Creek is Esopus Island, located in the Estates District SASS. Vegetation in the subunit is varied with good contrast between mature woodland, meadows and landscaped lawns and estates.

B. Cultural Character

The land use in the subunit is a mix of religious institutions, historic estates and residences, and contemporary residential development. The West Shore railroad runs along the shore in the southern part of the subunit before moving inland at West Park.

The subunit is rich in historic mansions carefully sited on the bluffs with sweeping lawns and landscaped woodlands running down to the Hudson River. Many of these structures date back to the late 19th century, although the history of estate development in the subunit goes back to the early settlements and the first Patents. Many of the main houses have been converted for institutional use by religious organizations and continue to be well-maintained today, allowing the traditional estate landscape that has evolved from the early 18th century to continue in a modern day form.

Historic stone and brick walls and gatehouses mark the western boundary of the southern section of the subunit along NY Route 9W. Throughout the subunit stone walls and hedgerows are important scenic features, defining estate boundaries, edging clearings and separating fields, orchards and woodlands. They are constructed mostly of local fieldstone, although there are some more ornate cobblestone boundary walls. The stone walls are generally well maintained.

The historic and religious structures include Esopus Meadows Lighthouse, Mount Saint Alphonsus Seminary, the former Alton B. Parker estate, the former Marist Preparatory School, the former Oliver Payne estate, Ascension Church, Riverby, Holy Cross Monastery, Santa Maria Novitiate, and Mother Cabrini School.

During the 1800's, when the Hudson River was the main traffic artery from upstate to New York City, the United States Lighthouse Service constructed a series of lighthouses along the River to warn traffic away from dangerous shallows. Over time the lighthouses were modernized and automated. Located off

Esopus Meadows Point is the Esopus Meadows Lighthouse, warning vessels to stay away from Esopus Meadows shallows. Construction of the original structure began in 1838. Damage by ice floes brought the structure to ruin within 30 years. A new structure was built in 1871 on an artificial island. It is the only Hudson River lighthouse to be built with a woodframe and sheathed in clapboard. The lighthouse-keeper was replaced with an automated navigational aid when the Coast Guard acquired the lighthouse service in 1965. Accessible only by water, the lighthouse is in a slightly deteriorated condition, although there are plans to restore the structure since the Coast Guard has leased the lighthouse to the "Save Esopus Lighthouse Commission." The lighthouse is listed on the State and National Registers of Historic Places and is a reminder that the Hudson River has been an important navigation way for centuries.

Mount Saint Alphonsus Seminary is a massive grey stone building that stands out in the center of the subunit overlooking the Hudson River. This religious property is located on the site of the Cliffwood Estate of Robert L. Pell, Esq. To the north of the present Seminary is Pelham Dock, a reminder of the prosperous days of agriculture in the area when Pell ran his expansive model orchard and fruit farm. He had over 25,000 trees in his orchard and also produced large quantities of grapes, currants and small fruit. In his time he was one of the largest fruit shippers in the world. The Pell estate, with its Tuscan Revival Roman Villa set in a landscaped setting, was one of the finest country seats in the region.

The Civil War blockade proved disastrous for overseas trade, and Pell was forced to mortgage his farm. It was acquired by his son-in-law in 1869, and in 1904 the 235 acre Pell estate was sold to the Redemptionist Fathers, who razed the mansion and built their House of Studies and Convent dedicated to their founder Saint Alphonsus. Completed in 1907, the four and a half story granite building is 444 feet long with two wings and a 90 foot high tower. The structure has 200 dwelling rooms and a chapel seating 250. It is located 200 feet above the Hudson River and dominates the blufftop in views from the Hudson River, Norrie Point State Park and the Vanderbilt Mansion National Historic Site. In 1963 a convent was added to the property.

South of the seminary is Indian Rock, the site of the Walter P. Seaman House, a two story clapboard building constructed in 1870. Indian Rock is so named because it once held a clearly visible carving of an Indian. This so-called "petroglyph" is located on the Hudson River shore across from Esopus Island, where Indian Councils were held. Indian artifacts have been found throughout the area.

Adjacent to Indian Rock is Rosemont, the former home of Judge Alton B. Parker, the presidential candidate who lost to Theodore Roosevelt in 1904. This is the site of an old tavern visited by some of the men from General Vaughn's fleet on the night before they attacked Kingston in October 1777. Rosemont and its gatehouse are situated on Parker Avenue, which winds through orchards and woodland to the Hudson River at the old Esopus or Elmores Landing, located on Rosemont's property. At its height Rosemont was a farm of about 200 acres comprising orchard, vineyards, dairy and livestock and landscaped gardens. Rosemont has been renamed Lamont Landing and is being restored to its former estate use.

South of Black Creek lies the site of the historic Payne Estate, focused on the Payne Mansion built in 1905. The massive Mediterranean palazzo with an open central court is located on a 500 acre estate in a formal landscaped setting with barn complexes, greenhouses, a gatehouse and dock. The main building is constructed of steel reinforced concrete faced with soft imported Italian limestone, which has not weathered well in the climate of the region. Other features of the mansion are a red terracotta tile roof and classic detailing, including balustrades, balconies, columns, and piazza. Oliver Hazard Payne, a leading financier who had been a founder of the Standard Oil Company, commissioned Carrere and Hastings, best known for the Main Branch of the New York Public Library on Fifth Avenue, to design the mansion, the last and arguably the most luxurious millionaire's house built on the Hudson River.

The mansion stands on the site of two previous historic estates, themselves located on the site of part of the Pell's large landholding in the area. These were the estates of Colonel George Watson Pratt and Colonel John Jacob Astor, grandson of the famous Astor. Astor built an imposing brick and stone mansion named Waldorf, which was later sold a couple of times, modified and the estate expanded and extensively landscaped prior to being purchased by Payne. Waldorf was razed in 1910, and the only remnants of the earliest era of the estate's development are a stone reservoir, driveways and garden paths, and some old specimen trees.

Payne died in 1917, and the estate went to one of his nephews. In 1933 it was turned over to the City Mission Society of the Protestant Episcopal Diocese of New York. In 1942 the Marist Brothers bought all of the estate that lay between NY Route 9W and the Hudson River. The property was used as a preparatory school, utilizing Payne's buildings, including the mansion, with new structures added. In 1963 the school moved to Cold Spring, and this property was used over time for a multitude of purposes. Today it is a retreat center and summer camp. The Marist Brothers have maintained the buildings and grounds. More recently the Payne Mansion and the boathouse were sold, and the house has been faithfully restored to its former glory as a private residence.

South of the Marist Brothers Seminary is the historic Ascension Church and Rectory. The fieldstone church was consecrated in 1842, and the rectory was built in 1859. This Episcopal church was attended by many of the descendants of the original settlers in the area and the rich estate owners, who over the years funded improvement works in the church.

The Holy Cross Monastery, located on portions of the former riverfront farm and estate of John Mulford, a prominent figure in the ice house business, and before him by Major General Daniel Butterfield, was established at the turn of the 20th Century by Father John Huntington, founder of the Episcopal Order of the Holy Cross. Father Huntington established the monastery, dedicated in 1904, which has remained the Mother House of the Order and a considerable influence throughout the Anglican world.

South of the Holy Cross Monastery is Riverby, the estate of the writer John Burroughs. In 1873 Burroughs purchased a nine acre fruit farm, including an old Dutch farmhouse and barn. Here he constructed a three story stone house that was to remain his permanent residence for the rest of his

life. In his early days at Riverby, Burroughs did his writing in the main house. However, in 1881 he constructed a separate building to act as his study.

John Burroughs' study at Riverby is a small one story frame building with a shingled hip roof, located below the main house and above the riverbank, looking east across the Hudson River. The interior consists of a single room which still contains Burroughs' original furnishings and many of his mementos. The exterior and interior appear basically the same as in Burroughs' day. He later added a further 9 acres from the estate of John Mulford. The study at Riverby is listed on the National Register of Historic Places.

John Burroughs published his first significant nature essay in the Atlantic Monthly in 1865. He produced numerous articles and books about the natural world until his death in 1921. Burroughs is credited with creating a receptive environment for conservation legislation and establishing the nature essay as a literary form. Burroughs entertained many famous people at Riverby including Theodore Roosevelt, Oscar Wilde, Henry Ford, Thomas Edison and John Muir.

There is a cluster of historic homes around the junction of NY Route 9W and Floyd Ackert Road running down to the Hudson River. These are close to the site of early farms in the area which stretched along the route of the predecessor of NY Route 9W. Heartsease, although remodelled and enlarged, is in fact based on one of the original West Park farmhouses. This property was owned by Hilda Smith, a significant national figure in the field of education of industrial workers. She opened the Vineyard Shore School on the site in 1929. This closed in 1932, and seven years later the Bryn Mawr Summer School, a summer school for women in industry, relocated to these building and became the Hudson Shore Labor School. The school remained here until 1952 when it became part of the Labor Management Program at Rutgers University.

South of Heartsease is Vinecroft, another site of an old farmhouse. It is a small estate encompassing a late 19th century stone mansion. Lawns now sweep down to the Hudson River where once there was farmland and vineyards. South of Vinecroft, located on the east side of NY Route 9W near the junction of Floyd Ackert Road, is a Greek Revival residence believed to have been designed by Alexander Jackson Davis and built in 1835. It is one of the best examples of this architectural style in Ulster County. The large house has five bays and a portico with Ionic columns overlooking the Hudson River. Later named "Aberdeen", the property was once part of Hilda Smith's Labor Schools, but is once again a residence. There is a stone house down by the dock on the Hudson River. Originally a dock-keeper's home, this building is now a residence. The building resembles the plan of the Ascension Church rectory.

Another large estate was once located in this part of the scenic area. The first deed recording a sale of this property was dated 1729 when the property was bought by Abraham Deyo from the early Patentees. In 1798 it was acquired by John Dumont after passing through the hands of Michael Devoe. The Dumont Estate amounted to over 700 acres around the turn of the 19th century. After further changes in ownership this property became a much smaller riverfront estate of 101 landscaped acres, owned by a Dr. Gill beginning in 1863. The West Shore Railroad split Dr. Gill's property in the 1880's,

separating the waterfront parcel from his upland farm. Gill's residence on the property appeared to be one building but was in fact three older historic structures joined together. The house was modified further by the next owner, Frank Seely, "the Soda Water King". Following further changes in ownership, including a spell as a hotel, the property is once again a residence.

South of the original Dumont property lies what were once three estates. The site of Grace Hill, the estate of New York businessman John U. Brookman, lies just to the west of the SASS. Opposite Grace Hill, between NY Route 9W and the Hudson River, is the site of the Glyn Albyn estate. This featured a Gothic Revival residence, an architectural style popular in the mid-19th century, in a landscaped garden setting of 25 acres. This brick house has an asymmetrical plan and features a tower, clustered chimneys, gables, balconies and ornate detailing. Glyn Albyn was once part of the estate to the south which featured a brick building, Malvern Hall, overlooking the Hudson River. This latter estate features the cobblestone wall that fronts NY Route 9W.

Between 1921 and World War II the three estates of Grace Hill, Glen Albyn and Malvern Hall were acquired by the Congregation of Christian Brothers. The gothic house at Glen Albyn was modified and became their Novitiate while Malvern Hall was used for classes. In the early 1970's the order sold about 800 acres of land to a development company, and shortly thereafter the former Malvern Hall on the property was destroyed by fire.

The religious property at the southern end of the scenic area is the Mother Cabrini School. Once again the site of an early estate, this property was purchased in 1890 by Mother Cabrini, founder of the Missionary Sisters of the Sacred Heart. She purchased the property from a Jesuit group which had established a Novitiate on the site in 1873. The Sacred Heart Orphanage which was founded here has grown throughout the years, and the facilities expanded.

Esopus Meadows is a relatively large, undisturbed area of shallow, freshwater tidal flats. The diversity and abundance of wildlife occurring in the Esopus Meadows area and the changing patterns, colors and textures associated with the tidal flats provide ephemeral characteristics which enhance the scenic qualities of the subunit. The area has historically been a rich fishing ground and a popular location for duck hunting. The duck blinds that dot the flats add visual interest.

There are few discordant features in the subunit. The historic relationship of stately mansions with sweeping lawns overlooking the Hudson River, surrounded by woodlands, is largely intact with very few inappropriate structures or clearings. The subunit is very well maintained.

C. Views

The subunit offers full, unobstructed views of the Hudson River, while the Catskill Mountains provide a strong and dramatic backdrop. The many and varied mansions and monasteries set in large well-maintained lawns amid landscaped estates provide striking focal points and contribute to the predominantly pristine character of the river corridor throughout the subunit. River Road offers sweeping views of the river and eastern shore, part of the Estate District. The Esopus Meadows

Lighthouse is a prominent focal point in the view across Esopus Meadows, both from the shorelands and the Hudson River. The massive House of Studies at Mount Saint Alphonsus, located 200 feet above the Hudson River, dominates the bluff top in views from NY Route 9W, the Hudson River, Norrie State Park and the Vanderbilt Mansion National Historic Site and is a prominent focal point in the northern half of the subunit. The Vanderbilt Mansion National Historic Site, Esopus Island, Norrie Point, the Hoyt property, Mills Mansion, the Locusts and Wilderstein are focal points on the eastern shore which feature in views from the subunit.

III. Uniqueness

The well preserved estates form a unique grouping of historic landscaped estates and religious buildings, and unlike other parts of the Hudson River Valley, most have direct access to the shore of the Hudson River, unrestricted by the railroad. As the only wooden lighthouse on the Hudson River, the Esopus Meadows Lighthouse is a unique maritime feature in the region. The broad expanse of tidal flats at Esopus Meadows is a unique landform in the Hudson River, and tidal flats of a comparative size are rare in other coastal regions of New York State.

IV. Public Accessibility

The land ownership pattern of large land holdings and low density development scattered throughout the subunit has resulted in few opportunities for public access. Accessibility is provided by local roads, limited to the designated scenic River Road in the north and NY Route 9W in the south. The subunit is highly visible from the Hudson River within the subunit, the passenger trains that run on the east bank of the Hudson River and from the eastern shorelands which are part of the Estate District SASS. Several public parks and sites, located on the eastern shore, provide visual access to the subunit. These include the heavily visited Vanderbilt Mansion National Historic Site, Franklin D. Roosevelt Home National Historic Site, Norrie State Park, Mills Memorial State Park, and Wilderstein. Scenic Hudson, Inc. recently prepared detailed, comprehensive viewshed analyses for the Mills-Hoyt State Historic Site and for Wilderstein. This subunit was a focus of this work. The recent completion of the Hyde Park Trail on the eastern shore between the FDR Home and Hyde Park, with plans to continue to the Mills-Norrie State Park, will provide greater public visual access to this subunit. Consult the Estates District SASS, subunits ED-23, ED-24, and ED-27 for the location of viewing areas.

A small park with river trails, owned by Scenic Hudson, Inc., and managed by the Town of Esopus, is located off River Road at Esopus Meadows Point. The "Lighthouse Park" offers public access to the Hudson River, and views from the park include the historic Esopus Meadows Lighthouse and estates on the eastern shore as focal points. Scenic Hudson also owns waterfront land to the south of the park and plans to develop an environmental education facility on the property. Scenic Hudson has recently completed the purchase of 142 acres of riverfront land at the mouth of Black Creek. Future plans see the site developed for passive public recreation, improving public accessibility to the subunit.

V. Public Recognition

The Esopus Bluffs subunit is well recognized as the middleground of views to the west from the Franklin D. Roosevelt and Vanderbilt Mansion National Historic Sites and the Mills-Norrie State Park, all of which are visited by large numbers of the general public. River Road in the northern portion of the subunit is known for its views of the Hudson River and is a designated Scenic Road under Article 49 of the Environmental Conservation Law. Riverby and the Esopus Meadows Lighthouse are listed on the State and National Registers of Historic Places, receiving public recognition for their architectural and historic significance.

The scenic and aesthetic quality of the subunit has received public recognition through the action of Scenic Hudson, Inc., an environmental not-for-profit organization which has sought to protect views and provide access in the vicinity of Esopus Meadows Point and Black Creek. This evidences the importance of the subunit in views from the eastern shorelands, part of the Estates District SASS, and in particular from the Ogden Mills and Ruth Livingston Mills Memorial State Park and the Wilderstein Estate. Consult the Estates District SASS, subunits ED-20 and ED-18 for the location of viewing areas.

VI. Reason for Inclusion

The Esopus Bluffs subunit exhibits a variety of landscape components unified by the landform. Vegetation is varied with good contrast between fields, landscaped estates, mature woodland and the wetland vegetation of Esopus Meadows. There is a striking contrast between the architectural form and the landscaped setting of the historic estates and the texture of the wooded bluffs, and between the steep bluffs and the tidal flats of Esopus Meadows. The subunit is an integral part of views to the west from the Estate District SASS on the eastern shore of the Hudson and forms the middleground of views from several significant National Historic Sites and State Parks.

The subunit is recognized by the public through the designation of River Road as a scenic road under Article 49 of the Environmental Conservation Law, and the listing of Riverby and the Esopus Meadows Lighthouse on the National and State Registers of Historic Places. The significant land purchases by Scenic Hudson, Inc. for public access also recognizes the importance of the subunit both as a scenic landscape in itself and as the middleground of views from the eastern shore of the Hudson River. The eastern shorelands are a designated Scenic Area under Article 49 of the Environmental Conservation Law and are included in the Estates District SASS, partially because of the views to the western shores.

The subunit is accessible via the Hudson River, NY Route 9W and local roads and is visible from the railroad trains and estates on the eastern shore of the Hudson, including Vanderbilt Mansion National Historic Site, Franklin D. Roosevelt Home National Historic Site, Norrie State Park, Mills Memorial State Park and Wilderstein. The subunit is also visible from the Hyde Park Trail.

EL-4 Lloyd Bluffs Subunit

I. Location

The Lloyd Bluffs subunit is located along Crum Elbow and the western shore of the Hudson River, extending south from the Cast benchmark to the Penn benchmark. The subunit includes the Hudson River from the mean high tide line on the eastern shore, for some of its length sharing a common boundary with the Estates District SASS on the eastern shorelands of the Hudson River, and land to the west of the Hudson River, with its western boundary running south along the viewshed of the Hudson River from the Esopus/Lloyd Town line to the junction of Red Top and Bellevue Roads, where it follows Bellevue Road to the hamlet of Highland Landing. The subunit extends approximately 3 miles along the river and is approximately one mile wide, including the Hudson River and its western viewshed. It is located in the Town of Lloyd, Ulster County and the Towns of Hyde Park and Poughkeepsie, Dutchess County. Consult the Esopus/Lloyd SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Lloyd Bluffs subunit consists of steep wooded bluffs rising 200 to 250 feet above the Hudson River and the rolling uplands that flank the bluffs to the west. Vegetation is varied comprising mature woodland, open fields, and landscaped estates and residences. The shoreline of the Hudson River, which is about 1800 feet wide in this area, is curving with small coves and points. The long gentle curve of Crum Elbow shapes the Hudson River as it flows past the subunit. Several small ponds and wetlands are present in the upland areas.

B. Cultural Character

Land use in the subunit consists of an interesting mixture of well-sited historic estates, scattered residential development and open space. These estates and modern residential developments are mostly situated in a well-maintained landscaped setting of woodlands and sweeping lawns within openings in the woodland that stretches toward the Hudson River. Stone walls are an important landscape feature in the subunit. Located on the curve of the river at Crum Elbow was Father Divine's 600 acre estate known as Negro Heaven. Acquired from Howland Spencer in 1938, it was operated as a communal farming project.

The railroad tracks along the Hudson River accent the smooth curve of the shoreline. In many places, the natural rock faces of the steep bluffs have been modified to allow just enough room for the ribbon of track to fit on the narrow band of flat land along the shoreline of the Hudson River. The resulting landscape is a dramatic play of human and natural features.

The bluffs in this subunit are known as the Lange Rack cliffs, referring to the "Long Reach" of the Hudson River identified by Henry Hudson. Rowing, racing and regattas were a big sport on the Hudson River

along the Lloyd waterfront. The best remembered are the Intercollegiate Regattas which continued from 1895 until 1950. Crews came from all over the East and spent several weeks in the area. Columbia University's boathouse, built on the site of the Old Knickerbocker Ice House, is a reminder of this era, although the facility has fallen into disrepair. Painted school emblems, faded with age, can still be seen on the rock escarpments above the Hudson River.

Throughout the subunit, recent residential development has taken place on the ridgeline of the bluffs and even on the bluffs themselves, often accompanied by clearcutting. This style of development has a negative impact on scenic quality. In spite of this recent trend there are no apparent discordant features.

C. Views

The subunit offers full, unobstructed views of the Hudson River of five miles or more in length and broader than 180 degrees, taking advantage of the Crum Elbow bend in the Hudson River. The composition of views from the subunit involves a satisfactory balance of fore, middle and background. Visible from the Hudson River are the bluffs and the Crum Elbow bend of the River. To the west the Catskill Mountains are visible and provide a dramatic distant backdrop. Views from and across the Hudson River include parts of the Estate District SASS and the Town of Poughkeepsie. The Franklin D. Roosevelt Home National Historic Site, the Culinary Institute of America, the Hudson River State Hospital (a National Historic Landmark) and the historic Poughkeepsie railroad bridge (National Register) provide significant focal points in views to the east and south.

III. Uniqueness

The subunit is not unique.

IV. Public Accessibility

The land ownership pattern of large land holdings and low density development scattered throughout the subunit has resulted in few opportunities for public access. Local roads offer only limited accessibility to the upland of the subunit, with no access to the bluffs and with views enclosed by woodland and topography. The subunit is highly visible from the Hudson River, the passenger trains that run on the east bank of the Hudson River and the eastern shorelands of the river which are part of the Estate District SASS and includes the heavily visited Franklin D. Roosevelt Home National Historic Site. The recent completion of the Hyde Park Trail on the eastern shore between the FDR Home and the Vanderbilt Mansion National Historic Site also provides public visual access to this subunit, as does the Hudson River State Hospital. Consult the Estate District SASS, subunit ED-27, for information regarding viewing locations.

V. Public Recognition

Public recognition of the subunit is limited to the local population. The subunit is also recognized by the general public as the middleground of views from the Franklin D. Roosevelt Home National Historic Site on the east bank of the Hudson River.

VI. Reason for Inclusion

The Lloyd Bluffs subunit has a variety of positive scenic components including wooded bluffs, rolling uplands and scattered estates. The wooded landscape provides unity among the components, while the cultural elements are well sited within the landscape and do not dominate the landscape. The landscaped estate openings within the wooded areas provide a moderate degree of contrast. The subunit is accessible from the Hudson River, the passenger trains that run on the east bank of the Hudson River and the eastern shorelands of the river which are part of the Estate District SASS. The subunit is recognized by the public as the important middleground views from the Franklin D. Roosevelt Home National Historic Site on the east bank of the Hudson River. There are no apparent discordant features in the subunit.

EL-5 Highland Bluffs Subunit

I. Location

The Highland Bluffs subunit is located along the western shore of the Hudson River. The subunit includes the Hudson River from the mean high tide line on the eastern shore. It extends from the Penn benchmark to its southern boundary at the South Base benchmark. The subunit is approximately 1.5 miles long and 1 mile wide. The subunit is located in the Town of Lloyd, Ulster County and the Town and City of Poughkeepsie, Dutchess County. Consult the Esopus/Lloyd SASS map sheets, numbers 3 and 4, for subunit boundaries.

II. Scenic Components

A. Physical Character

The Highland Bluffs subunit consists of steep wooded bluffs that rise 150 feet above the Hudson River. A few rock cliffs and the rock cuts for the railroad tracks accentuate the steepness. The shoreline is accented by the thin hard line of the railroad tracks. The subunit includes a small section of rolling upland above the bluffs in the vicinity of the Poughkeepsie Railroad Bridge as well as the access road to the Mid-Hudson Road Bridge, which approaches the bridge through a rock cutting. Vegetation consists of dense woodland, disturbed by clearing for residential lots. The Hudson River is approximately 2,000 feet wide along the subunit; and its shoreline is straight, broken only by the mouth of the Twaalfskill Creek, which emerges from a steep but narrow valley.

B. Cultural Character

Land use is a mix of scattered residential development and a cluster of industrial and commercial uses at Highland Landing.

In 1754 Anthony Yelverton crossed the Hudson River from Poughkeepsie, built the first house in the area now known as Highland Landing, set up a sawmill (1765), and operated the first ferry crossing (1777). Yelverton capitalized on river trade and transportation and harnessed water power. His house still stands and is the oldest frame house in Ulster County, embodying the distinctive form and proportions of 18th century vernacular.

The Yelverton House is located on Maple Avenue, situated on a hillside a few hundred feet from the Hudson River. It is a one and a half story three bay frame structure constructed into the hillside, with a shallow horizontal orientation typical of settlement era houses in this part of the Hudson Valley. Its 18th century fabric is largely disguised by a series of 19th and 20th century improvements. These include elements from the Federal and Victorian periods and provide a unique insight into the evolution of the vernacular house over time and the local interpretation of new architectural styles. Despite the additions and alteration, the original frame of the structure is still intact, and it retains important characteristics of its type, form and period of construction.

The Yelverton House is significant as the oldest surviving remnant of this part of the hamlet of Highland, which was known as "Yelverton's Landing" and developed into an important Hudson River landing. By 1793 Noah Elting was running a ferry to Poughkeepsie from the base of River Road. This area then took the name of Eltings Landing and became the hub of riverside activity and a populous place. Various docks and landings in the area took the names of their owners, although the riverfront area as a whole became known as New Paltz Landing. The area was called Highland Landing following formation of the hamlet.

The riverfront and inland settlements continued to grow, with residential and commercial growth being accompanied by industrial development. Warehouses, lumber and farm produce storage, stores, ice houses, factories, iron works, brickyards, stone cutting quarries, mechanic shops, woodworking mills and coal yards sprang up along the waterfront to accommodate produce and manufactured goods for shipping. The development of commercial activity in the area was influenced by the ease of transportation offered by the Hudson River. Sloops sailed from the area to New York City daily. A thriving waterfront community developed at Highland Landing.

The development of the West Shore Railroad reduced river traffic and promoted inland development. The railroad's impact meant that the character of the waterfront changed. The narrow strip of land at the base of the steep bluffs was used for the tracks, displacing the waterfront industrial, commercial and shipping activity. Over the years the growing industrial economy of inland villages was also detrimental to the competitiveness of the landing. The decline of Highland Landing was completed in 1882 when fire destroyed much of the waterfront and was further sealed with the opening of the Mid-Hudson Bridge which saw the ferry close and the landing removed from transportation routes. During his Presidency,

Franklin D. Roosevelt customarily used the Highland Railroad Station when traveling between Hyde Park and Washington.

Today only a few older buildings remain of the once active 18th and 19th century commercial waterfront. Now large oil and gas tanks are clustered along the shoreline at Highland Landing. There are also a marina and restaurant on the waterfront, and small residential yards carved out of the woods disrupt the continuity of the wooded bluffs. Though generally well-maintained, the industrial shoreline development, scattered exurban residential development and marinas create considerable visual clutter.

The Poughkeepsie Railroad Bridge, built in 1888, is an important historic feature on the landscape but is a visually ponderous and rigid structure. Work on the bridge was completed in 1889. The length of the bridge is 12,608 feet with a main span of 2,260 feet. The track is 212 feet above the Hudson River. The bridge has not been in use since the first of two fires in 1974 and is currently unsafe due to lack of maintenance and fire damage. It is a landmark of American civil engineering and is listed on the National Register. The bridge is presently under consideration for adaptation as a pedestrian promenade.

The Mid-Hudson Bridge is a dominating built structure within the subunit. It was opened to the public in 1930. The suspension bridge has an overall length of 3000 feet, with a main span of 1500 feet. It carries two vehicle lanes and two pedestrian walkways. The bridge was designed by Ralph Modjeski.

Discordant features include recent suburban residential development within the historic landscape, the billboards on the approach road to the Mid-Hudson Bridge, the Highland Wastewater Treatment Plant, tank farms and residential development along the shoreline of the Hudson River to the south of the Mid-Hudson Bridge and intrusions into views from the subunit, namely a tank farm and recent residential development on the east bank.

C. Views

The subunit offers full unobstructed views of the Hudson River, although the length of the views up and down the River is constrained by the presence of the Poughkeepsie Railroad Bridge and the Mid-Hudson Bridge. The composition of views both from the shorelands and the Hudson River is linear, influenced by the straightness of the shoreline, the presence of the railroad tracks and the dominance within the views of the two bridges. Views from the pedestrian walkway on the Mid-Hudson Bridge to the north extend to Crum Elbow and are framed by the Poughkeepsie Railroad Bridge. The composition of views lacks foreground and middleground components. The City and Town of Poughkeepsie are visible across the river. This urban skyline, along with the bridges, provides focal points and provides the backdrop to Hudson River views.

III. Uniqueness

The Highland Bluffs subunit is not unique. However, the presence of the Poughkeepsie Railroad Bridge and the Mid-Hudson Bridge, significant transportation structures in the Hudson Valley, set it apart from other reaches of the Hudson.

IV. Public Accessibility

The Highland Bluffs subunit is accessible via the Hudson River and local roads running through the subunit which provide visual access to the interior. Views of the shoreline, the Hudson River and the opposite shore are available from Highland Landing and the river. There are also some trails along the bluffs which are used by local residents, although they are located on private property and are not officially open to the public. The Johnson Iorio Memorial Park is located at the end of Haviland Road, adjacent to the western edge of the Mid-Hudson Bridge, and is set into the bluffs above the Hudson River. The park has no access to the River and only limited views due to vegetation, although views of the Mid-Hudson Bridge are spectacular. The subunit is visible as the middleground in views from the Hudson River, the passenger trains that run on the east bank of the Hudson River and from the City of Poughkeepsie, which has extensive park areas and public land along the River. It is also visible in views to the west and northwest from the pedestrian walkway on the Mid-Hudson Bridge, a designated Scenic Road.

V. Public Recognition

The steep bluffs of the Highland Bluffs subunit are well known locally and are recognized as the middleground of views to the west from the City and Town of Poughkeepsie and the Mid-Hudson Bridge. The Mid-Hudson Bridge is a designated Scenic Road under Article 49 of the Environmental Conservation Law. The Poughkeepsie Railroad Bridge and the Anthony Yelverton House are listed on the State and National Registers of Historic Places, receiving public recognition for their architectural and historic significance.

VI. Reason for Inclusion

The Highland Bluffs subunit has moderate scenic quality. The graceful Mid-Hudson Bridge is an important feature in the Hudson Valley and contributes to the scenic value of the subunit. It provides a dramatic contrast to the wooded bluffs that surround it. Although the subunit has limited variety, unity, and contrast of scenic components and the presence of discordant features along the waterfront at Highland Landing, it forms an integral part of the bluffs that unify the Esopus/Lloyd SASS from Port Ewen to Milton. It is bounded to the north and south by the Lloyd Bluffs and Blue Point subunits, which are distinctive.

EL-6 Blue Point Subunit

I. Location

The Blue Point subunit is located on the western shore of the Hudson River. The subunit includes the Hudson River from the mean high tide line on the eastern shore. The western boundary follows the viewshed of the Hudson River south from the Mid-Hudson Bridge access road to the telephone lines, follows the telephone lines to their intersection with NY Route 9W, then along NY Route 9W to the junction of NY Route 9W and Milton Road, where it follows Milton Road to the southern boundary of the SASS at Church Road in the hamlet of Milton. The subunit extends approximately two miles along the Hudson River and is approximately one mile wide. It is located in the Towns of Lloyd and Marlborough, Ulster County and the City and Town of Poughkeepsie, Dutchess County. Consult the Esopus/Lloyd SASS map sheet number 4 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is comprised of tall, dramatic, curving wooded bluffs and gently rolling uplands. The bluffs rise to heights of 200 to 300 feet, and the hills reach an elevation of 350 feet in some areas. Vegetation consists primarily of dense woodland on the steep bluffs and a mix of woodland and cultivated fields, vineyards and orchards on the rolling uplands. The shoreline configuration of the Hudson River is a gentle curve that enhances the bluffs. The hard line of the railroad tracks at the River's edge accentuate the graceful curve of the shoreline. The Hudson River is about 1,800 feet wide in this area and is a very prominent feature in the subunit.

B. Cultural Character

Land use in the area is a mix of historic agriculture, recent suburban residential development and woodland. The subunit consists of an important historic cultivated rural landscape once widespread in the Mid-Hudson region. Several elegant mansions, estates and large farm complexes line the Hudson River and the rolling uplands beyond the bluffs. The surviving mix of vineyards and orchards, originally inspired by landscape architect Andrew Jackson Downing, covers the rolling upland and extends down to the Hudson River in the southern portions of the subunit. The farmland is generally well maintained, although the fields of vines off Blue Point Road around Oakes are currently overgrown and untended. The vineyard complex at Oakes is that of the famous Hudson Valley Winery, now known as the Regent Champagne Center. This 410 acre estate has developed since 1907 and features a complex of Italianate buildings. The urban structures of the City and Town of Poughkeepsie provide an element of discordance to the subunit, but do not impair the overall scenic quality of the subunit.

C. Views

The subunit provides broad, full views of the Hudson River enhanced by the open vineyard landscape. There are long views downriver from the bluffs, but the Mid-Hudson Bridge and the Poughkeepsie Railroad Bridge block views up the river corridor. The composition of views in the subunit includes a rich foreground of rolling cultivated land, set against the urban background of the Poughkeepsie skyline. The high bluffs are important in views from the Hudson River corridor, the urban character of which stands in stark contrast to the rural nature of the subunit and is a negative element in views from the subunit, particularly from the Hudson River. The Mid-Hudson Bridge provides a positive focal point.

III. Uniqueness

The Blue Point subunit is a unique historic landscape comprised of cultivated farms and vineyards which constitutes a unique remnant of 19th century land use in the Mid-Hudson region.

IV. Public Accessibility:

The Blue Point subunit is accessible via local roads in the subunit and the Hudson River and is visible from the passenger trains that run on the east bank of the Hudson River, the Mid-Hudson Bridge and the City and Town of Poughkeepsie. The Regent Champagne Cellar, formerly the Hudson Valley Winery, is open to the public for wine tours, special events and functions. The vineyard's access road, Blue Point Road, winds through the historic vineyard landscape to the main building complex which is set on the bluffs overlooking the Hudson River, the Mid-Hudson Bridge and the City of Poughkeepsie. Trails on the estate lead to Blue Point which offers expansive views south down the Hudson Valley. The bluffs form a backdrop in views of the Hudson River from the City and Town of Poughkeepsie, and Blue Point is particularly prominent in the views from the city's waterfront parks, Poughkeepsie Rural Cemetery and Locust Grove, a historic site listed on the National Register and open to the public.

V. Public Recognition

The subunit is well-known in the region. The vineyards and their associated wineries are promoted as tourist attractions. The scenic qualities of the Regent Champagne Cellar has been identified in the State's recent Open Space Plan.

VI. Reason for Inclusion

The Blue Point subunit has a high variety of positive scenic components including historic estates, vineyards and orchards which are unified by the landform. The contrast between the wooded bluffs and the open cultivated landscape of vineyards and orchards is marked and dominates the subunit. The historic landscape of the Blue Point Subunit is comprised of cultivated farms and vineyards and is a unique remnant of 19th century land use in the Mid-Hudson region. The subunit is generally free of discordant features and is accessible to the public via the Hudson River and local roads. It figures prominently in views from the Mid-Hudson Bridge, a designated Scenic Road under Article 42 of the

Environmental Conservation Law. The subunit is also recognized as the backdrop of views to the west from the City of Poughkeepsie and its parks.

HUDSON HIGHLANDS SCENIC AREA OF STATEWIDE SIGNIFICANCE

I. LOCATION

The Hudson Highlands Scenic Area of Statewide Significance (SASS) encompasses a twenty mile stretch of the Hudson River and its shorelands and varies in width from approximately 1 to 6 miles. The SASS includes the Hudson River and its east and west shorelands. It extends from its northern boundary, which runs from the northern tip of Scofield Ridge, Denning Point and the base of Storm King Mountain to its southern boundary at Roa Hook and the southern limits of the Bear Mountain State Park. At the SASS's northern and southern extremes, the SASS extends across the Hudson River to the mean high tide line on the opposite shoreline.

The Hudson Highlands SASS is located within the City of Newburgh, the Town of New Windsor, the Town of Cornwall, the Town of Highlands, the Village of Cornwall-on-the-Hudson and the Village of Highland Falls, Orange County; the Town of Stony Point, Rockland County; the City of Peekskill, the Town of Cortlandt and the Village of Buchanan, Westchester County; the Town of Philipstown, the Village of Nelsonville and the Village of Cold Spring, Putnam County; and the Town of Fishkill and the City of Beacon, Dutchess County.

The Hudson Highlands SASS is comprised of 28 subunits:

> HH-1 Cornwall Hillside Estates; HH-2 Storm King; HH-3 Contemporary West Point Military Academy; HH-4 West Point Military Academy; HH-5 Highlands; HH-6 Highland Falls; HH-7 Con Hook; HH-8 Fort Montgomery; HH-9 Brooks Lake; HH-10 Hessian Lake; HH-11 Bear Mountain State Park; HH-12 Iona Island Marsh; HH-13 Iona Island; HH-14 Jones Point; HH-15 Wallace Pond; HH-16 Anthony's Nose; HH-17 Manitou; HH-18 Manitou Marsh; HH-19 Garrison Landing; HH-20 Garrison Four Corners; HH-21 Fort Hill; HH-22 Nelson Corners; HH-23 Constitution Marsh; HH-24 Constitution Island; HH-25 Cold Spring; HH-26 Hudson Highlands State Park; HH-27 Dutchess Junction; HH-28 Pollepel Island.

Refer to the Hudson Highlands SASS Map for the SASS boundary.

II. DESCRIPTION

The Hudson Highlands SASS is a highly scenic and valued region of the Hudson River Valley, rich in natural beauty, cultural and historical features.

The Hudson Highlands are part of the Reading Prong of the New England Upland, a division of the Appalachian Highlands. This is composed almost entirely of Precambrian igneous and metamorphic rocks and forms a low, rugged mountain range, underlain by some of the oldest rocks in the eastern United States, over one billion years old. The area exhibits a very complex geological record, with several cycles of crustal movement, metamorphism, igneous intrusion, folding and faulting, sedimentation and erosion.

The highest elevation and the most spectacular relief in the SASS occurs at the northern gateway to the Hudson Highlands. This comprises Storm King and Crow's Nest to the west and Breakneck Ridge, the Beacons and Bull Hill to the east. The southern gateway is formed by the peaks of the Bear Mountain State Park to the west, including Dunderberg and Bear Mountain, and Manitou Mountain and Anthony's Nose to the east.

The Hudson River has carved a spectacular gorge through the Hudson Highlands. The river seems to have followed three distinct fault lines, exploited structurally weak zones and the general north-east trend of the rock formations and has been modified by glacial action to arrive at its current course, one that shows a high degree of integration into the geological structure of the area.

Between Storm King and Breakneck Ridge, where the high peaks drop straight to the water, the Hudson River corridor is a fjord, deepened by glacial action and filled by the rising sea as the ice melted. This landscape feature is unique in New York State and very rare in the eastern United States. Off Gees Point at West Point, the Hudson River is 202 feet deep. This part of the Hudson is known as World's End and is the deepest point on the river.

The present shoreline configuration includes steep cliffs, bluffs, and gently sloping banks. Several promontories jut into the Hudson, forming bends in the river which mirror the underlying topography. The original channel of the Hudson River, following a fault zone, was established east of Constitution Island and west of Iona Island. Later, glacial ice, unable to follow the sharp turns, carved new channels, leaving the two islands as topographic features in the river. There are a number of coves and tributaries where streams such as Indian Brook, Doodletown Brook, Popolopen Brook and the Fishkill Creek converge with the Hudson River. At these locations the shoreline features an estuary rich in wetlands, tidal mudflats and shallows.

Variations in bedrock composition exist between the east and west shorelands of the SASS, resulting in differential erosion, varying weathering patterns and discoloration of the rock surface. The roundness of many of the Highland summits is due to erosion. The flanks of the mountains are buried beneath sedimentary deposits, while the clefts and valleys have been filled with glacial till. The rolling upland valleys contain numerous wetlands, mountain streams, ponds and lakes, such as Wallace Pond, Lake Alice, the Melzingah and Beacon Reservoirs and Gordons Brook.

An extensive vegetative cover of mature woodlands of mixed deciduous and coniferous trees dominates all but the steepest of mountain slopes. On the lower slopes and lowland plateaus the dense woodland coverage gives way to a combination of mixed woodlands and clearings comprised of farmsteads, open

pasture and meadows and landscaped estates with formal gardens and sweeping lawns. Small hamlets and villages are situated in the lowland valleys and plateaus, nestling into the woodlands and featuring mature street landscaping. The shoreline vegetation includes wooded banks, bluffs and cliffs and the wetland vegetation of Constitution Marsh, Manitou Marsh and Iona Marsh.

The settlement and transportation patterns of the Highlands are heavily influenced by the area's topography, respecting the natural features in their layout and location. Settlements are limited to the lowland plateaus and lower hillsides and appear tightly clustered within the landscape. Large historic estates are located throughout the SASS, taking advantage of the spectacular views from the hillsides above the hamlets. More recent residential and commercial development shows less respect for the topography of the area. Subdivision of farmsteads and estates and commercial strip development along major highways has resulted in a dispersal of the settlement pattern, leading to an increasing suburbanization of the Hudson Highlands.

Railroads hug the shoreline of the Hudson River and roads follow the hillside contours and inland valleys. There are two military sites within the SASS, the undeveloped parts of the Camp Smith Military Reservation and the United States Military Academy at West Point, both with extensive areas of open space. The present-day land use pattern of the Hudson Highlands is dominated by State parkland, preserving much of the open space of the SASS for its aesthetic, recreational and natural resource values. This has resulted in a land use pattern of formal and informal recreational facilities, nature reserves and "wilderness".

The Hudson Highlands have long been significant in the culture and history of both the State of New York and the United States. The area came to prominence when Henry Hudson explored the region in 1609, and the ship's log describes the spectacular landscape. Since that time the area has been perceived as a unique environment with outstanding scenic, cultural and historic resources. The present day landscape of the Hudson Highlands SASS owes a great deal to its cultural and historical development since the 17th century. This is particularly evident in the land use and settlement pattern and in the development of the State park system in the area.

Early settlement and economic development of the Hudson Valley during the pre-Revolutionary War period bypassed the rugged mountainous landscape of the Hudson Highlands for the more attractive and easily developable fertile land located to the north and west. During this period the development of settlements in the Highlands was affected by the political and administrative system of Dutch and English colonial government, the series of manorial grants and patents, difficulties in transportation and the rugged, forested topography and narrow marsh-bounded shoreline. These factors combined to hold in check the spread of small settlements and occupation of land by all but a few lords of the manor and hardy yeoman farmers.

By the time of the Revolutionary War there were some family farms in the uplands and small settlements based around sawmill operations at Highland Falls and Cornwall. Development of military facilities led to a clearing of the woodlands. The decision to fortify the Hudson Highlands, taken in 1775,

resulted in the eventual construction of forts on Constitution Island, at Fort Montgomery and Fort Clinton on either side of the Popolopen Creek and at Fort Putnam above West Point; numerous roundouts; chains and chevaux-de-frises across the Hudson River; and improved transportation and communication facilities.

The strategic value of the Hudson Highlands was the main reason for the development of the military facilities and its key role as a theater of battle during the Revolutionary War. The landscape offered natural opportunities for protection of the increasingly important commercial use of the Hudson River as a transportation corridor to the interior of the north- eastern United States. Two major campaigns for control of the Hudson River were centered on the Hudson Highlands during the war.

The American Revolution and the immediate succeeding years provided a stimulus to settlement and trade in the Highlands. Gradually a pattern of rural activity was established, based around the expansion of the United States Military Academy at West Point, quarrying, shipbuilding and iron manufacturing. The lowlands alongside the Hudson proved viable for farming, and clearing of the landscape continued. Growth concentrated on the lower plains, associated with road connections and ferry crossings, while the uplands remained free of settlement. Cold Spring grew around the West Point Foundry into a thriving industrial village.

By the mid-19th century transportation improvements opened up more of the Hudson Valley through steamboat, railroad and improved turnpikes. With increased accessibility the Highlands became attractive to the wealthy, and opulent estates and large hotels and resorts were developed on the hillsides overlooking the Hudson River. Agricultural land became more a part of a designed landscape than a working landscape as "gentlemen farmers" moved in, while the pastoral landscape provided a backdrop for recreation to both the rich and the urban masses. Recreational facilities varied from picnic grounds, public beaches and pleasure grounds for day-trippers to hotels and resorts for the wealthy. These trends capitalized on the taste for picturesque environments which ran through the 19th century.

As development pressure intensified at the turn of the 20th century, a preservation movement became established in the lower Hudson Valley. Starting with the concern over the impacts of quarrying on the Palisades, this movement culminated with the establishment of the Palisades Interstate Park Commission (PIPC) in 1900 and the designation and acquisition of much of the western shore of the lower Hudson for recreation.

In 1909 the Highlands west of the Hudson were brought into the jurisdiction of the PIPC. Their inclusion came about as a result of a move by the New York State Prison Authority to develop facilities near Bear Mountain and the accompanying public outcry at the inappropriateness of such a use in a scenic area with great recreational potential. At this time the State received a gift of 10,000 acres of land from the Harrimans, who owned the southwestern part of the Hudson Highlands, with the condition that the prison proposal be abandoned and that the area between the Harriman property and the Hudson River be secured for park land. In 1910 the prison proposal was abandoned, and over the next decades further

acquisition by the State filled in the gaps of the Harriman and Bear Mountain State Parks and moved northward to Storm King.

Further action by conservation groups, again opposed to the impact of quarrying, led to the protection of the eastern Highlands through the creation of the Hudson Highlands State Park. More recently the Hudson Highlands became a landmark of the environmental movement of the late 1960's when Storm King became the proposed site for a pump storage electric generation station. This was defeated after a long battle because of potential impacts on the scenic and ecological values of the area, resulting in the proposed 500 acre site being donated for park use as the Storm King State Park.

As the 20th century progressed, many of the farms, resorts and estates have succumbed to development pressure and have been abandoned to natural regeneration, replaced with institutional use or developed through subdivision. Much of the development pressure has been related to the proximity of the area to New York City, direct rail access and to the major improvements in road accessibility with the opening of the Bear Mountain Bridge, the Storm King Highway, the Bear Mountain-Beacon Highway, the Bear Mountain Bridge Road and the Palisades Interstate Parkway. These roads also increased the accessibility of the area for recreation visitors.

The physical character and cultural and historical development of the Hudson Highlands has resulted in the current settlement and land use patterns, and led to the present day landscape and architectural character. This includes historic settlements on the low coastal plain, dispersed estates and new development on the hillsides above the coastal plain, and a patchwork of public and private open spaces including agricultural land, forest and woodland, and formal and informal recreation areas at the Hudson Highlands, Bear Mountain, and Storm King State Parks. The New York State Military Reservation, known as Camp Smith, occupies most of the SASS located in Westchester County, generally preserving the wooded landscape character.

In the eastern Highlands the Town of Philipstown contains numerous historic estates, farmsteads, the hamlet of Garrison and the well-preserved historic waterfront of the Village of Cold Spring. On the western side two historic communities, Highland Falls and Fort Montgomery, have generally maintained their historic pattern of tightly clustered structures surrounded by dramatic wooded hillsides. The SASS also includes numerous historic structures including Castle Rock, Eagle's Rest, Dick's Castle, and Boscobel. The Bear Mountain Bridge, Popolopen Bridge, Palisades Parkway, and Storm King Highway are all examples of engineering design which complement the natural formation of the landscape.

At the United States Military Academy at West Point, the landform creates a natural strategic fortress for controlling passage and protecting commercial traffic on the Hudson River, a major water transportation corridor. The granite structures of the military academy appear to grow directly from and reflect the character of the rocky cliffs. The restored remains of the historic Fort Putnam overlook West Point.

The Hudson Highlands SASS is a landscape rich in symbolic value and meaning, resulting from historic events, folklore, art and literature, and influencing public perception of the area. The area was at the

center of the Romantic Movement that began before the Civil War and became a pervasive movement that affected all aspects of art and society in the region, including architecture, literature, painting, recreation and tourism. This has led to a continuum of environmental and scenic appreciation concerned with the Hudson Highlands that runs through the last two centuries.

The history and nostalgia associated with the Revolutionary War and the role of the Hudson Highlands as a central theater of battle has given the area prominence, with many writers documenting the events of the war. Early writers described the development and landscape of the area through historical and geological association, with an overriding romantic and picturesque feel for the scenery of the Highlands. This often created an historical-romantic landscape, drawing on the folklore of the lower Hudson Valley and exaggerating the aesthetic drama of the natural landscape. This romanticism can be seen in the design of many of the remaining historic structures and the formal landscapes of the estates that dot the slopes of the eastern Highlands, taking advantage of views of the dramatic and wild western shore.

The ultimate expression of this romanticism over the Hudson Highlands came through the Hudson River School of landscape painters and the Knickerbocker writers. The area was interpreted for the nation with a sense of wildness balanced with a more subdued pastoral feel by the likes of artists Thomas Cole, Frederic Church, Asher B. Durand and David Johnson and writers Washington Irving, James Fenimore Cooper and N.P. Willis. Storm King Mountain was a favorite subject. The work of these painters and writers instilled a sense of pride and an understanding of the value of landscape aesthetics associated with the features of the entire Hudson Valley, including the Highlands. This appreciation for the scenic value of the Hudson Highlands continues to this day and can be seen in the continued presence of a conservation and recreation ethic in the Hudson Valley.

III. Aesthetic Significance

The Hudson Highlands SASS is of statewide aesthetic significance by virtue of the combined aesthetic values of landscape character, uniqueness, public accessibility and public recognition.

There exists in the SASS unusual variety as well as unity of major components and striking contrasts between scenic elements. The SASS is generally free of discordant features. The scenic quality of the Hudson Highlands SASS is significant based on the existence of the following physical and cultural characteristics.

A. Landscape Character

1. Variety

The Hudson Highlands SASS exhibits an unusual variety of major components. The main variety lies in the topography. The SASS is dominated by a low, rugged mountain range, split by the narrow and deep fjord-like passage of the Hudson River. Within the mountain range are numerous individual peaks of

various heights, separated by rolling, upland valleys which feature mountain lakes, ponds, wetlands and streams. The shoreline configuration in the Highlands varies from steep cliffs and bluffs that plunge from peak to shore to gently sloping banks and low, narrow coastal plains. Coves, creeks, wetlands, tidal flats and shallows found where tributaries converge on the Hudson further shape the shoreline.

Variety also exists in vegetation coverage. Dense and mature mixed woodlands on the uplands give way to a combination of mixed woodlands, farmsteads, pastures and meadows and landscaped estates on the lower slopes and lowlands. A rich and varied wetland vegetation is found along the shoreline of the Hudson River and its coves and creeks.

The land use pattern varies considerably within the SASS. There are a number of compact historic settlements located on the lowland coastal plains, surrounded by a mix of woodlands, farmsteads, landscaped estates and more recent development on the lower slopes. A mixture of private estates, recreation facilities and State and federal military reservations are scattered through the wooded uplands. The architectural style of the many historic estates and buildings varies considerably throughout the scenic area. This reflects the tastes of individual landowners, the long history of development in the region and the longstanding picturesque movement in the Hudson Highlands.

2. Unity

The Hudson Highlands SASS is unified by its topography. While internally the individual landform components vary, the SASS is a coherent geological feature, part of the Reading Prong of the New England Upland, a division of the Appalachian Highlands. This upland landform creates a distinctive low mountain range running northeast-southwest across the coastal area of the Hudson River. The vegetation, dominated by mature, mixed woodland, unifies the various landforms from the mountain peaks, through the lower slopes and lowland plains to the shoreline. The presence of the Hudson River is a unifying theme, shaping the physical topography, influencing cultural patterns and constituting a common scenic element central to the Hudson Highlands.

3. Contrast

There are many striking contrasts among the basic scenic elements in the Hudson Highlands SASS. The contrasts in topography and landform consists mainly of contrast in line and form. The rolling peaks contrast with the steep rugged rock faces of the bluffs and cliffs. The shoreline configuration of these bluffs and cliffs contrasts with the gentle banks and lowland plains and with the creeks and coves. The Hudson River varies in width and depth, and its currents create varying patterns, contrasting with the surrounding uplands.

There are many textural and color contrasts within the SASS, mostly associated with vegetation and geology. The dense wooded areas contrast with the open meadows and the formal landscape estates which in turn contrast with the wetland vegetation of the coves and creeks. This provides contrasting textures in the landscape composition and rich color contrasts both between vegetation types and, over time, color changes within the seasons. The rock composition varies within the SASS, resulting in many

contrasts in surface features, textures and colors, as the natural form is impacted by geomorphological processes such as metamorphism, erosion and weathering and deposition. The contrast between the colors and texture of the water surface of the Hudson River and the surrounding vegetation and rock composition creates many and varied effects.

Certain contrasts of a more ephemeral nature are to be found in the SASS. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. The speed and pattern of flow of the Hudson contrast with the creeks and coves and vary with the seasons and weather conditions, providing contrasts in texture and color.

4. Freedom from Discordant Features

The Hudson Highlands SASS is generally well-preserved and free of discordant features. The settlement and transportation patterns are heavily influenced by and respect the topography of the Highlands. The settlements are limited to the lowland plateaus and lower hillsides and are tightly clustered within the landscape. More recent residential and commercial development has taken place through subdivision of farmsteads and estates and along major highways with less respect for the topography of the area, resulting in a dispersal of the settlement pattern and leading to an increasing suburbanization of the Highlands. Railroads hug the shoreline, and roads follow the contours of the Highlands. The Bear Mountain Bridge, Popolopen Bridge, Palisades Parkway, and Storm King Highway are examples of engineering design which complement the natural formation of the landscape, adding to the value of the landscape rather than being discordant features. The physical and cultural components of the SASS are generally well maintained.

B. Uniqueness

The Hudson Highlands SASS is unique in New York State. The Hudson Highlands are composed of some of the oldest rocks in New York State, dating from the Pre-Cambrian era. Between Storm King and Breakneck Ridge, where the high peaks drop straight to the water, the Hudson River corridor is a fjord, deepened by glacial action and filled by the sea as the ice melted. This low, rugged mountain range split by the Hudson River corridor is a landscape feature not found anywhere else in New York's coastal area and is very rare in the eastern United States. The significant strategic role of the area during the American Revolution gives the Hudson Highlands a unique place in the nation's history.

C. Public Accessibility

The Hudson Highlands SASS has a high degree of public access. Much of the riverside land on the western banks of the Hudson River is in public ownership and provides physical and visual access to the Hudson River, its shoreline and the inland mountain peaks. Public access areas include Storm King State Park, Harriman State Park and Bear Mountain State Park. Public access is available in limited areas of the

United States Military Academy at West Point. Similarly there is a considerable amount of public access on the eastern shore in the Hudson Highlands State Park. This park is a combination of many separate parcels and includes riverfront land and dramatic and undeveloped mountain peaks reaching elevations of 1500 feet.

Three recent purchases in the Hudson Highlands SASS by two regional not-for-profit organizations concerned with open space preservation and the promotion of public access may increase public access in the near future. Scenic Hudson and the Open Space Institute combined to purchase Mystery Point, located in the viewshed of the Bear Mountain Bridge, while the Open Space Institute has purchased land at North Redout and Arden Point in Garrison. Part of the latter site has been acquired from the Open Space Institute by the State of New York and will be added to the Hudson Highlands State Park and opened for passive public recreation.

The land ownership pattern outside the public land is that of low density residential development. This results in few opportunities for public access. In these areas public access is limited to local roads and to views from the Hudson River and the passenger trains that run along the east shore of the Hudson River. Views within the Hudson Highlands SASS are extensive and significant. The many peaks and hillsides offer long and broad views of the Hudson River and its surrounding rugged landscape. Cross-river views include many dramatic peaks, hamlets, mansions and estates and the impressive structures and ramparts of the United States Military Academy at West Point. Viewed from the Hudson River, the wooded shorelands and cliffs of the SASS rise abruptly from the Hudson River to the mountain peaks and ridges. Views are confined in the narrow corridor, only to open at the bends in the Hudson and in views out of the SASS at the north and south gateways of the Hudson Highlands.

The composition of the SASS is well balanced with several positive focal points including the Bear Mountain Bridge, the mansions and hamlets. The steep wooded peaks of the Highlands provide a striking setting for the numerous historic structures. NY Route 9D provides views of the river and the western shore from northern Westchester to southern Dutchess counties. Striking views are available from the railroad, the Hudson River, and many local roads. The variety of length of views, composition, backgrounds and significant focal points combine to enhance the scenic quality of the views available in the Hudson Highlands

D. Public Recognition

The scenic and aesthetic quality of the Hudson Highlands has achieved a high degree of public recognition. Many writers and artists have focused on the area, culminating with the work of the Hudson River School of painters, whose work has brought national and international recognition to the area and its landscape components. The value of the area's scenic and recreational resources has been recognized through the development of the State Parks system and in the involvement of the environmental movement in major land use issues impacting on the Highlands for the purpose of protecting and preserving their scenic character. The successes of the environmental movement have had national significance.

Sections of the Old Storm King Highway, NY Route 9W, NY Route 202, the Bear Mountain Bridge, Bear Mountain Bridge Road, the Bear Mountain-Beacon Highway and local roads within the Bear Mountain State Park are all designated as Scenic Roads under Article 49 of the Environmental Conservation Law.

The historical and architectural significance of the Hudson Highlands is recognized by the large number of structures listed on the State and National Registers of Historic Places. The Hudson Highlands Multiple Resource Area, with boundaries similar to the Hudson Highlands SASS, includes 56 individual properties and three historic districts, at Cold Spring, Garrison Landing and the Bear Mountain State Park. In addition, there are three other listed properties in the Town of Philipstown -- Boscobel, Castle Rock and the deRham Farm. There are also two National Historic Landmarks in the SASS -- Fort Montgomery and the United States Military Academy at West Point.

The scenic and aesthetic quality of the SASS has received long-standing public recognition through the actions of the State and environmental not-for-profit organizations who have sought to protect individual parcels of land from development. This has resulted in the extensive areas of State parkland in the SASS.

IV. Impact Assessment

Whether within or outside a designated SASS all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.

Policy 24 provides that when considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. The determination would involve:

(1) a review of the coastal area map to ascertain if it shows an identified scenic resource which could be affected by the proposed action, and

(2) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource.

Impairment includes:

(i) the irreversible modification of geologic forms; the destruction or removal of vegetation; the modification, destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and

(ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

Policy 24 sets forth certain siting and facility-related guidelines to be used to achieve the policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. The guidelines are set forth below, together with comments regarding their particular applicability to this Scenic Area of Statewide Significance. In applying these guidelines to agricultural land it must be recognized that the overall scenic quality of the landscape is reliant on an active and viable agricultural industry. This requires that farmers be allowed the flexibility to farm the land in an economically viable fashion, incorporating modern techniques, changes in farm operation and resultant changes in farm structures. Policy 24 guidelines include:

SITING STRUCTURES AND OTHER DEVELOPMENT SUCH AS HIGHWAYS, POWER LINES, AND SIGNS, BACK FROM SHORELINES OR IN OTHER INCONSPICUOUS LOCATIONS TO MAINTAIN THE ATTRACTIVE QUALITY OF THE SHORELINE AND TO RETAIN VIEWS TO AND FROM THE SHORE;

> **COMMENT:** For much of the length of the Hudson Highlands SASS, the Hudson River is bounded by steep, undeveloped wooded bluffs that figure prominently in views within the SASS, notably from and across the Hudson River. Siting of structures on the slopes or crests of these bluffs, on the immediate shoreline of the Hudson River or over the water surface of the Hudson River would introduce discordant elements into the landscape and impair the scenic quality of the SASS.
>
> The siting of new residential development has the potential to threaten the future visual quality of the SASS. Areas which afford views, such as ridgelines, hilltops, and hillsides overlooking the Hudson River, are most attractive to new development, but also the most vulnerable to impairment from inappropriate development. The siting of residential development, structures and other discordant features such as large buildings, highways, power lines and signs on ridgelines, hilltops and exposed hillsides and in the direct viewshed of the Hudson River would introduce discordant elements into the landscape and impair the scenic quality of the SASS.
>
> Iona Island Marsh, Manitou Marsh and Constitution Marsh are particularly critical scenic components in the SASS. Activities that would subdivide the large undisturbed appearance of these areas into smaller fragments, introduce structures into the low-lying landscape and eliminate wetland or shallow areas through dredging, filling or bulkheading would result in a direct impact on the shoreline, changing the character of the relationship between the Hudson River and its shorelands, and impairing the scenic quality of the SASS.

CLUSTERING OR ORIENTING STRUCTURES TO RETAIN VIEWS, SAVE OPEN SPACE AND PROVIDE VISUAL ORGANIZATION TO A DEVELOPMENT;

> **COMMENT:** The Hudson Highlands SASS features a low intensity pattern of development that includes a large amount of functional open space. Historic estate houses punctuate the landscape of rolling upland pastures, landscaped estates and woodland. Recent poorly sited residential development has not respected the traditional patterns of development within the SASS and has disturbed the visual organization established through this traditional development

pattern. Further expansion of new development into the open areas of the SASS would replace the varied vegetation types. The textures, colors, contrast and expansiveness of the natural landscape character and their interrelationship would be lost, impairing the scenic quality of the SASS. Failure to use topography, existing vegetation and the clustering of new development to blend new development into the landscape would impair the scenic quality of this SASS. Failure to continue the current pattern of preserved open space through the State Park network and respect the balance between formal recreation areas and wilderness would also impair the scenic quality of the SASS.

INCORPORATING SOUND, EXISTING STRUCTURES (ESPECIALLY HISTORIC BUILDINGS) INTO THE OVERALL DEVELOPMENT SCHEME;

COMMENT: The Hudson Highlands SASS is a unique natural and cultural landscape. The loss of historic structures would alter the cultural character of the landscape, remove focal points from views and diminish the level of contrast between the natural landscape and the cultural landscape, thus impairing the scenic quality of the SASS.

REMOVING DETERIORATED AND/OR DEGRADING ELEMENTS;

COMMENT: The Hudson Highlands SASS is generally free of discordant features, and structures are generally well maintained.

MAINTAINING OR RESTORING THE ORIGINAL LAND FORM, EXCEPT WHEN CHANGES SCREEN UNATTRACTIVE ELEMENTS AND/OR ADD APPROPRIATE INTEREST;

COMMENT: The landform of the Hudson Highlands SASS is primarily in an undisturbed state and is the unifying factor in the SASS. The contrast in elevation and the juxtaposition of water and land contributes to the scenic quality of the SASS. The failure to maintain existing landforms and their interrelationships would reduce the unity and contrast of the SASS and impair its scenic quality.

MAINTAINING OR ADDING VEGETATION TO PROVIDE INTEREST, ENCOURAGE THE PRESENCE OF WILDLIFE, BLEND STRUCTURES INTO THE SITE, AND OBSCURE UNATTRACTIVE ELEMENTS, EXCEPT WHEN SELECTIVE CLEARING REMOVES UNSIGHTLY, DISEASED OR HAZARDOUS VEGETATION AND WHEN SELECTIVE CLEARING CREATES VIEWS OF COASTAL WATERS;

COMMENT: The variety of vegetation and the unifying continuous vegetative cover of the Hudson Highlands SASS make a significant contribution to the scenic quality of the SASS. The tidal marshes of Iona Island Marsh, Manitou Marsh and Constitution Marsh, and pastures, woodlands, and landscaped estates provide variety, unity and contrast to the landscape. The wildlife supported by this vegetation adds ephemeral effects and increases the scenic quality of the SASS. Vegetation helps structures blend into the predominantly natural landscape and plays

a critical role in screening facilities and sites which would otherwise be discordant elements and impair the scenic quality of the SASS.

Clear-cutting or removal of vegetation on the wooded bluffs along the Hudson River and in the upland areas would change the character of the river corridor and impair its scenic quality. Iona Island Marsh, Manitou Marsh and Constitution Marsh are particularly critical scenic components in the SASS. Activities that would subdivide the large undisturbed appearance of these areas into smaller fragments, the introduction of structures into the low-lying landscape and the elimination of wetland or shallow areas through dredging, filling or bulkheading would result in a direct impact on the shoreline, changing the character of the relationship between the Hudson River and its shorelands and impairing the scenic quality of the SASS.

USING APPROPRIATE MATERIALS, IN ADDITION TO VEGETATION, TO SCREEN UNATTRACTIVE ELEMENTS;

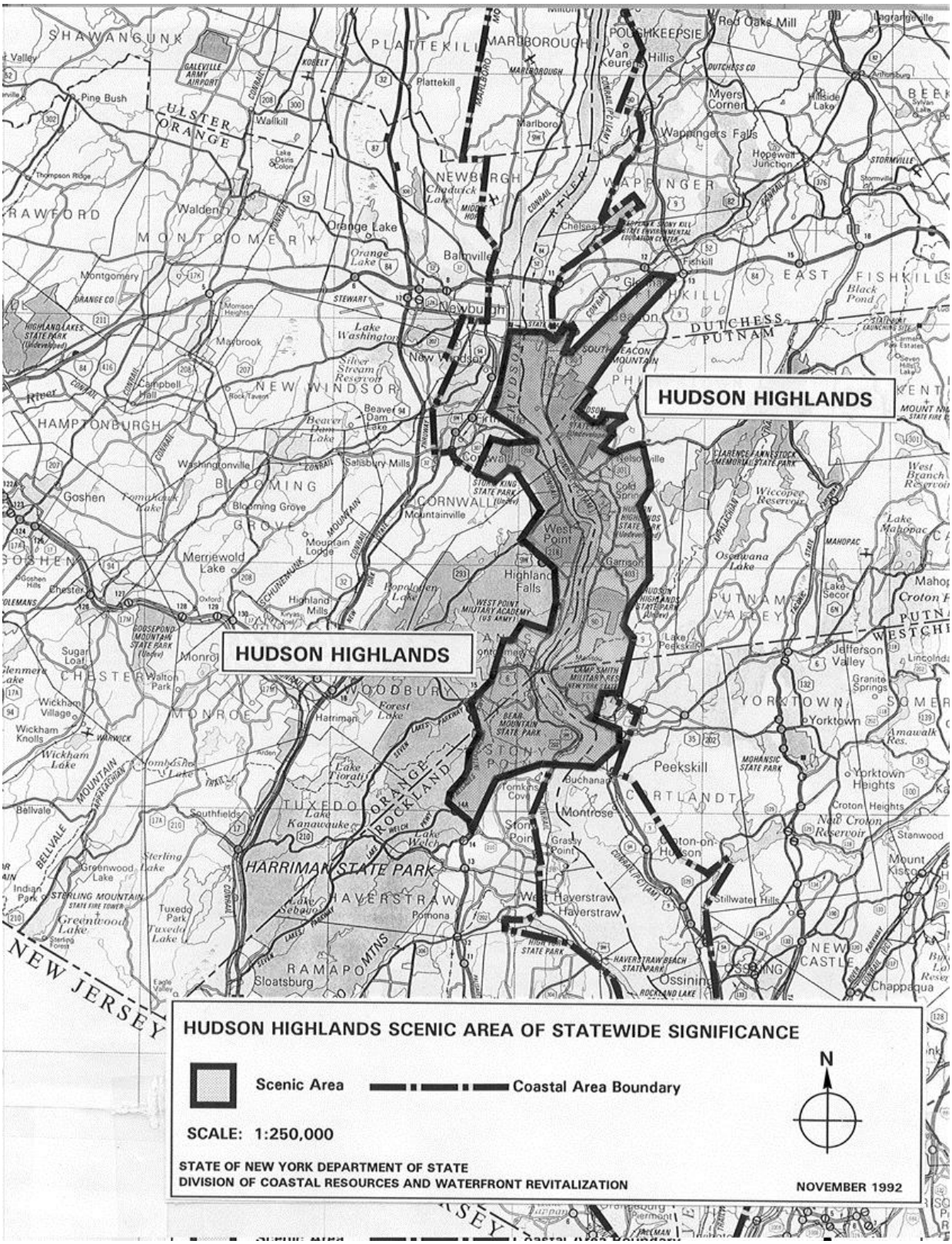
COMMENT: The Hudson Highlands SASS is generally free of discordant elements. The failure to blend new structures into the natural setting, both within the SASS boundaries and in the viewshed of the SASS, would impair the scenic quality of the SASS.

USING APPROPRIATE SCALES, FORMS AND MATERIALS TO ENSURE THAT BUILDINGS AND OTHER STRUCTURES ARE COMPATIBLE WITH AND ADD INTEREST TO THE LANDSCAPE.

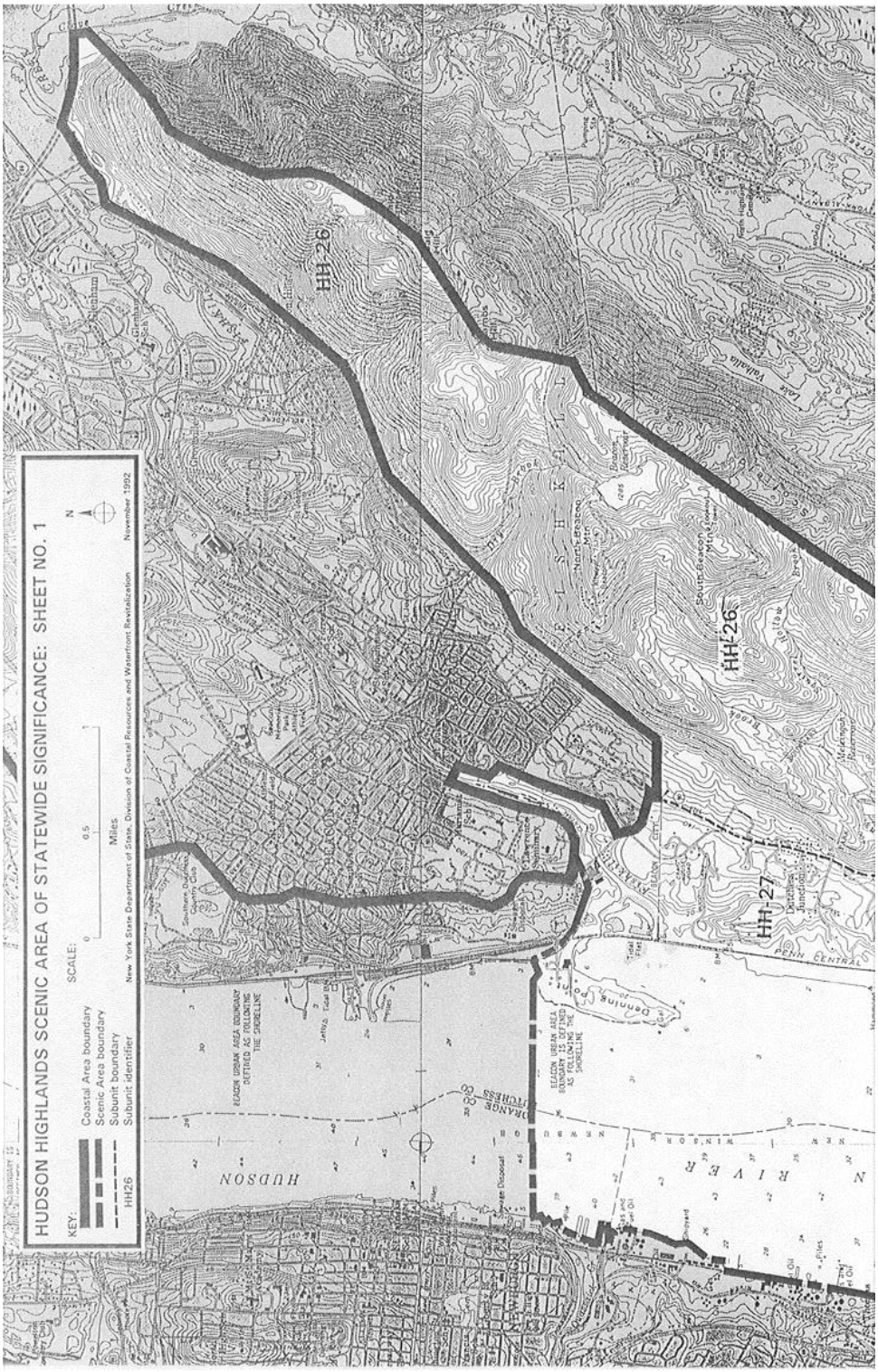
COMMENT: The existing structures located within the Hudson Highlands SASS generally are compatible with and add interest to the landscape because they are of a scale, design and materials that are compatible with the predominantly natural landscape. New development or alterations to existing structures can also be designed to complement the scenic quality of the SASS through use of a scale, form, color and materials which are compatible with the existing land use and architectural styles of the area and can be absorbed into the landscape composition. Failure to construct new buildings which are compatible with the cultural fabric of the SASS as represented in these historic structures would impair the scenic quality of the SASS.

Failure to use appropriate scale, form, and materials to ensure that new development is compatible with the surrounding landscape and does not distract from the landscape composition of a designated area would impair the scenic quality of the SASS. In addition, failure to mitigate the effects associated with development such as lighting, horizontal or vertical interruption of form, incongruous colors, or plume discharge would impair the quality of the landscape and the scenic quality of the SASS.

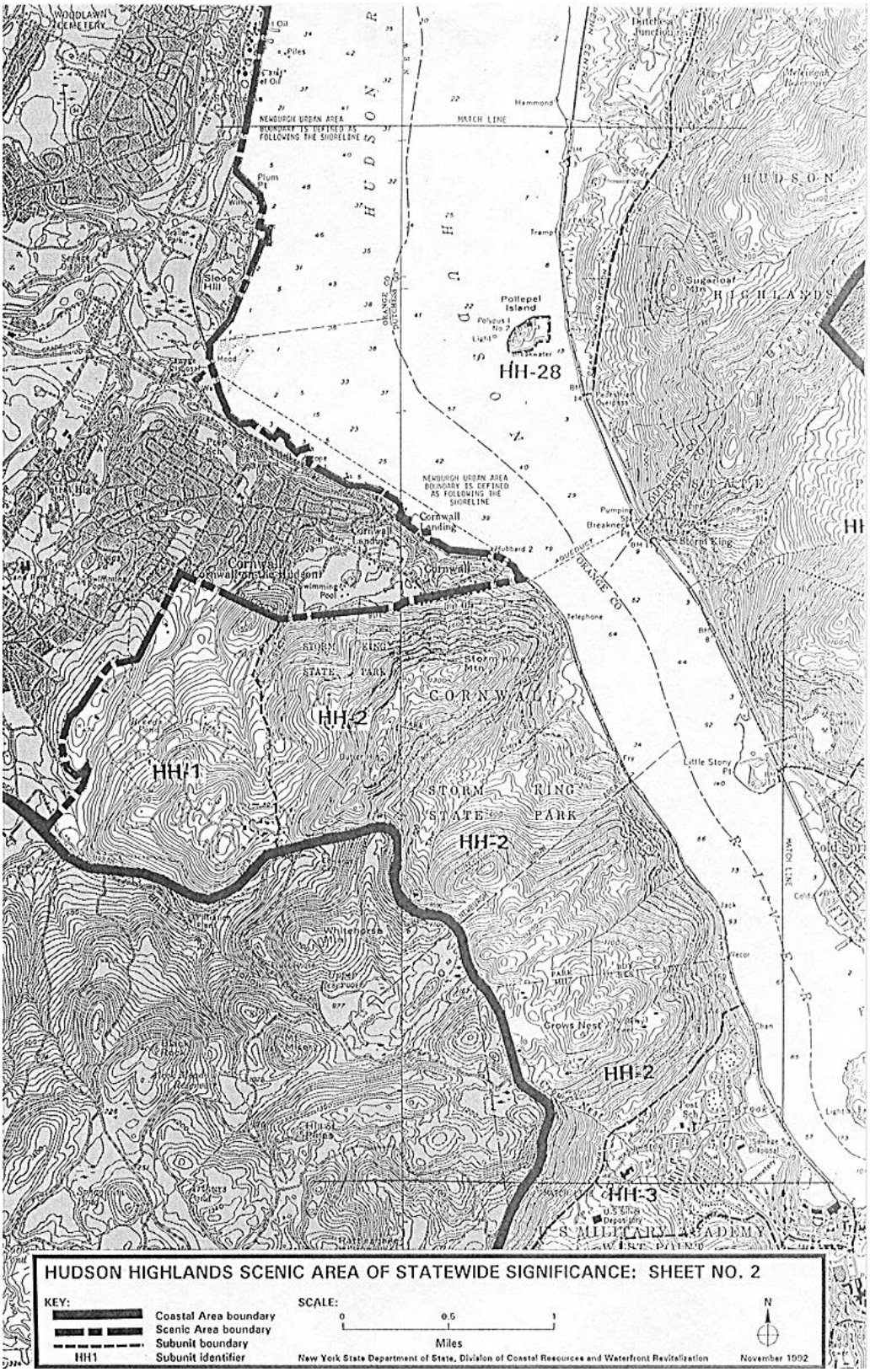
MAP: HUDSON HIGHLANDS SCENIC AREA OF STATEWIDE SIGNIFICANCE



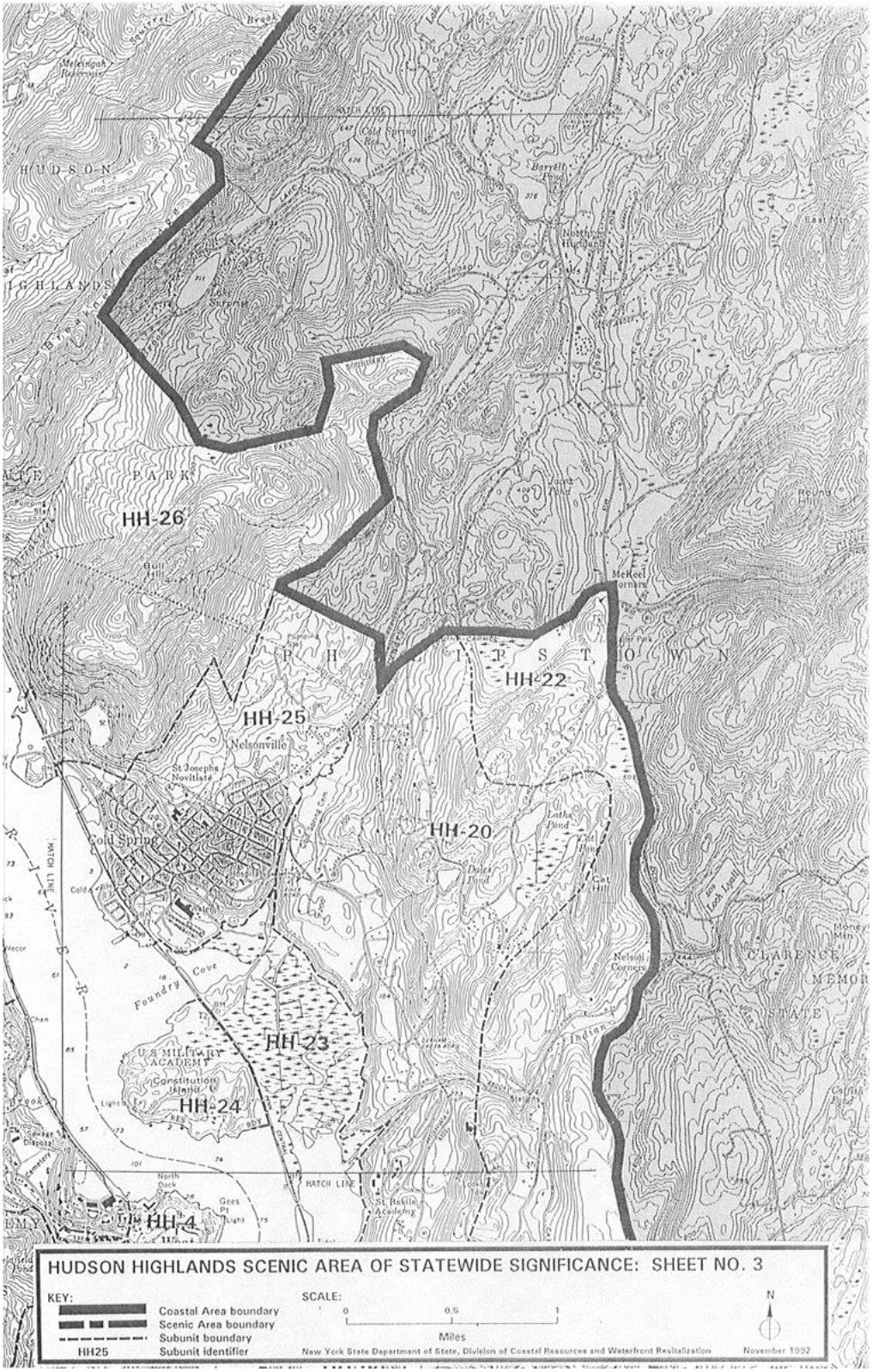
MAP: HUDSON HIGHLANDS SHEET 1



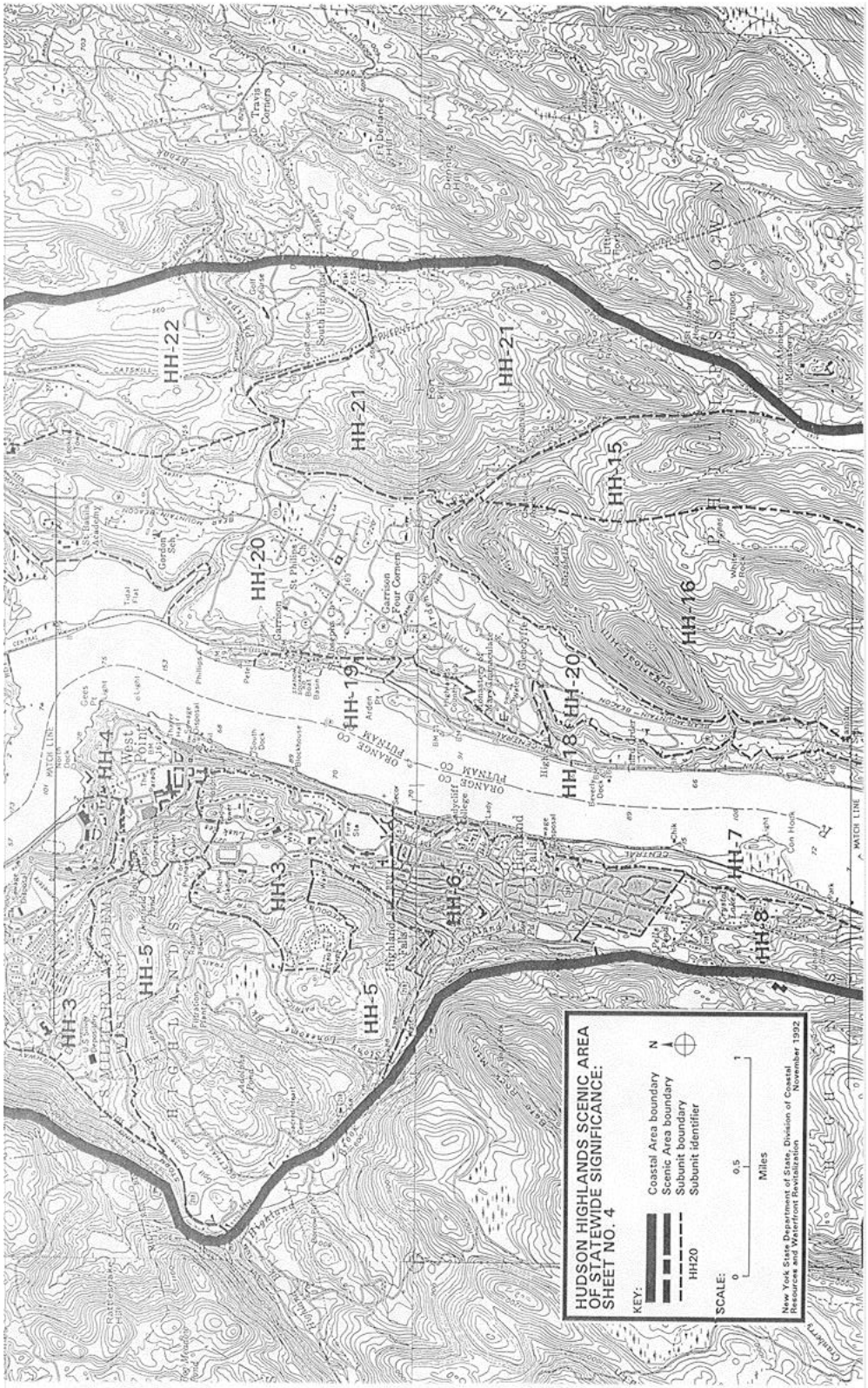
MAP: HUDSON HIGHLANDS SHEET 2



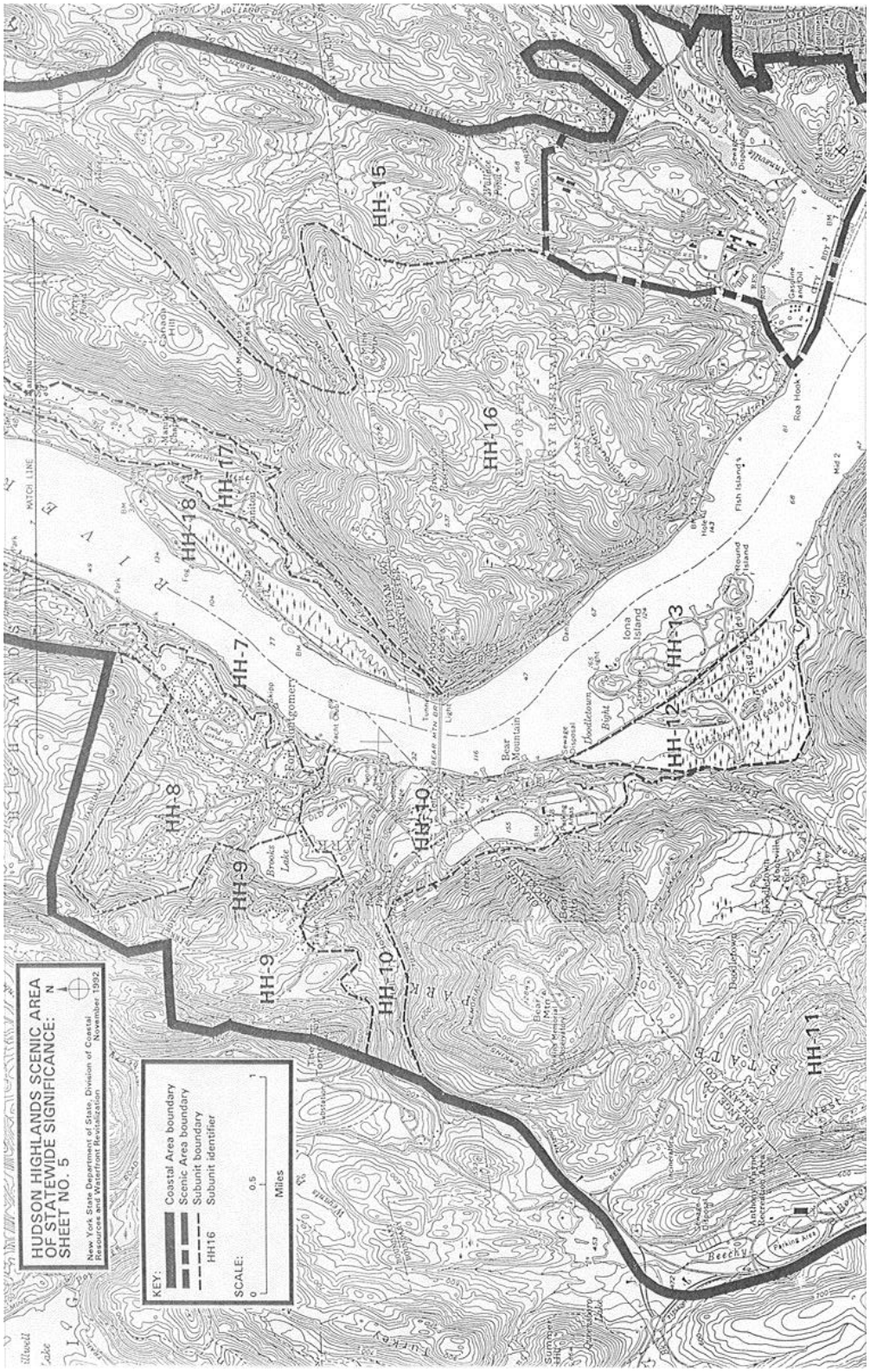
MAP: HUDSON HIGHLANDS SHEET 3



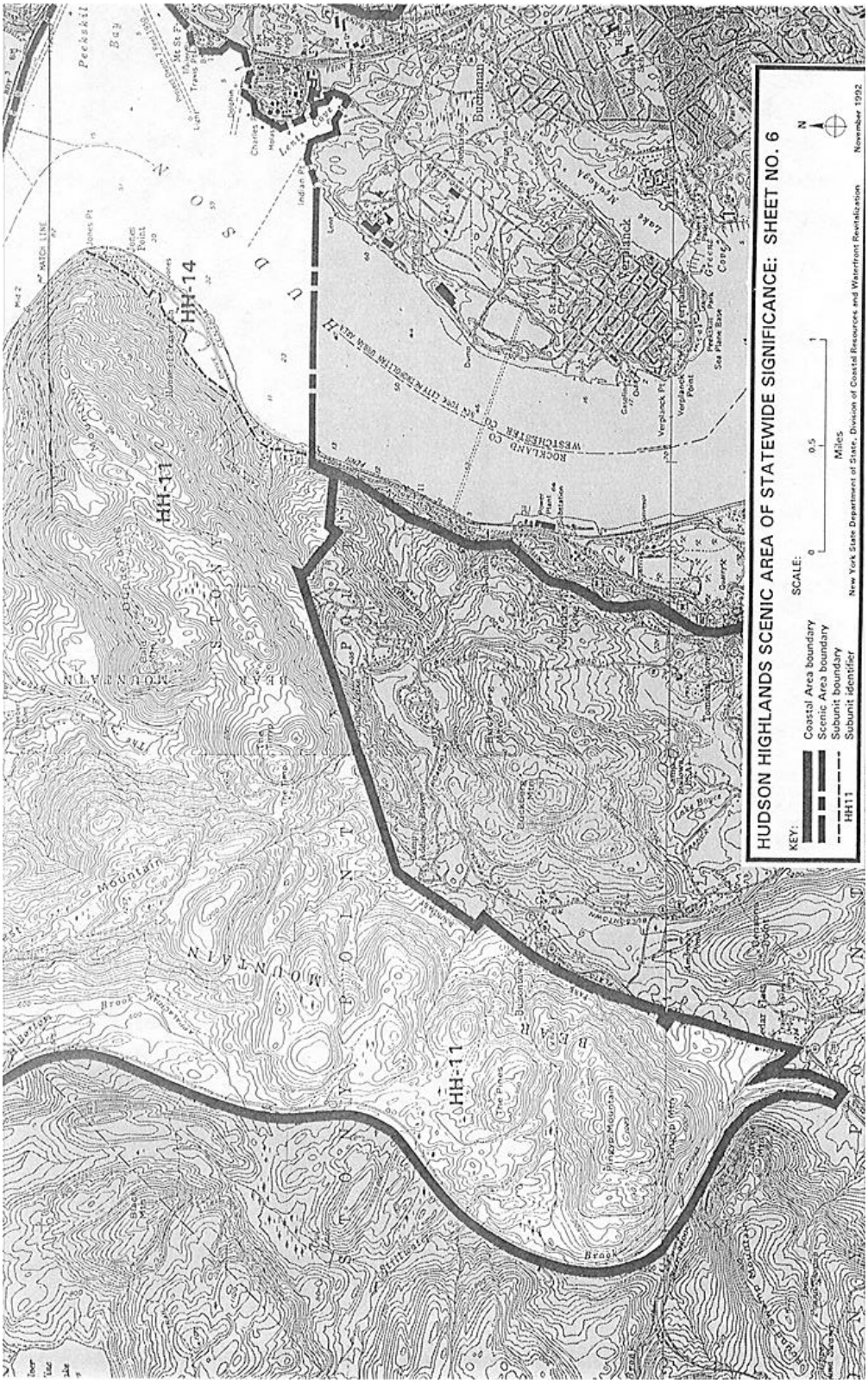
MAP: HUDSON HIGHLANDS SHEET 4



MAP: HUDSON HIGHLANDS SHEET 5



MAP: HUDSON HIGHLANDS SHEET 6


HUDSON HIGHLANDS SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 6
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Coastal Area boundary
Scenic Area boundary
Subunit boundary
HH11
Subunit identifier
SCALE:
0
0.5
1
Miles
N
New York State Department of State, Division of Coastal Resources and Waterfront Revitalization
November 1992
HH-11
HH-14
HH-11
Peekskill
Bay
Buchanan
Verplanck
Lake Meahagh
Verplanck Pt
Verplanck Point
Croton Point Park
Sea Plane Base
Croton Point
Croton Point Park
Charles Point
Lents Cove
Indian Point
Iones Pt
Upper Cove
Tomkins Cove
Quarry
Buckberg Mtn
Lake Bay
Bear Mountain
Dunderberg Mtn
Black Mtn
Pine Mountain
The Pines
Bear Mountain Bridge
Peekskill Hollow
Brook
Mountain
MOUNTAIN
BEAR
MOUNTAIN
WESTCHESTER CO
ROCKLAND CO
NEW YORK CITY WATERSHEDS AREA
MATCH LINE
M-42
M-2
Lent
Cove
Cove
Cove

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HH-1 Cornwall Hillside Estates Subunit

I. Location

The Cornwall Hillside Estates subunit is located on the western slopes of Storm King Mountain, south of the Village of Cornwall-on-the-Hudson. It extends south from the northern boundary of the Hudson Highlands SASS, which runs northeast from the junction of NY Route 9W and Continental Road, following Continental Road to its junction with The Boulevard, along The Boulevard to its junction with Hasbrouck Avenue. It then runs along Hasbrouck Avenue to its junction with Ridge Road, where it follows Ridge Road and Duncan Avenue to the Catskill Aqueduct, which it follows to its junction with Mountain Road. Mountain Road is the subunit's eastern boundary and it forms a common boundary with the HH-2 Storm King subunit. The westerly boundary of the subunit is the coastal boundary, following NY Route 9W southwest to the junction of Mountain Road. The subunit is approximately 1

mile long and 1.5 miles wide. It is located in the Town of Cornwall and the Village of Cornwall-on-the-Hudson, Orange County. Consult the Hudson Highlands SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit exhibits high topographic variety. It is composed of the gently rolling lower slopes and steep hillsides which form the northeastern flank of Storm King Mountain. The subunit forms part of the northern gateway to the Hudson Highlands. The vegetation is a diverse mix of mature woodlands, open pastures, the formal recreational landscaping of a golf course and the landscaped lawns of estates and residential development. Breeds Pond and several streams are located in the subunit, although their impact is limited, as these features are generally hidden from view.

B. Cultural Character

The subunit features a cohesive and historic settlement pattern with many old homes located in a well-designed and maintained landscape. Most of the roads and houses have been built on the hillside overlooking the Town of Cornwall and the Village of Cornwall-on-the-Hudson to the north. The houses are set in a well-maintained landscaped setting of lawns and formal gardens among woodland and pasture. Boundary features including stone walls and gatehouses are significant, although some of the stone walls are in need of repair. Recent residential development is mixed into the historic settlement pattern. The formal open landscape of the historic Storm King School and the Storm King Golf Club contrast with the surrounding woodland coverage.

The significance of several old homes, all visible from public roads, has been recognized by listing on the State and National Registers of Historic Places. The Amelia Barr House on Mountain Road is a two story rambling clapboard residence dating from 1881, a distinctive example of the type of residence that was built on the mountainside in Cornwall. The house is associated with one of its earlier owners, Amelia Barr, an important literary figure of the American Romantic period. Deer Hill on Deerhill Road, built in 1875, is in excellent condition and has retained most of its intricate detailing. It is one of the most significant Italianate and Italian Villa styled residences in the Hudson Highlands. The gatehouse on Deerhill Road is a rare and distinctive example of a castellated gatehouse. Built in the mid 1880's, the one and a half story Norman style stucco residence has a three story cylindrical tower and forms an impressive gatehouse to a mansion that was never built. The LeDoux/Healey House on Deerhill Road, built in 1890, is one of the best shingle style cottages in the Hudson Highlands. The two story building has a broad overhanging roof and retains all of its period detailing. The residence, originally a summer home, overlooks the Hudson River. It is a distinctive example of the style of cottage built by Mead and Taft. Far less pretentious is a "Dwelling on Mountain Road." This simple clapboard building is a rare surviving vernacular late 19th century estate worker dwelling.

Certain contrasts of a more ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. There are no discordant features within the subunit, although distant views include the urban development at Newburgh.

C. Views

Views from the subunit are extensive and varied. The views to the north and northwest are long and extensive and extend over the Village of Cornwall-on-the-Hudson to the Hudson River, the urban clusters of New Windsor and Newburgh and to the Beacon-Newburgh Bridge, although in places this view is narrowed by trees and mountainsides. Views from the Storm King Golf Club are extensive. Views to the west include the summit of Black Rock and the interior peaks and valleys of the Hudson Highlands. The backdrop to the northwest consists of the distant Catskill Mountains and to the east and south are the nearby and dominating Storm King and Whitehorse Mountains. There are no main focal points within the subunit, although the dynamic composition of woodlands, meadows and clusters of landscaped residences provides interest within the subunit.

III. Uniqueness

The subunit is not unique. The blend of landscape components is a good example of the scenic quality of the Hudson Highlands SASS.

IV. Public Accessibility

The land ownership pattern related to the low density development scattered throughout the subunit has resulted in few opportunities for public access in the Cornwall Hillside Estates subunit. Public accessibility is mostly limited to the extensive network of public roads within the subunit. These are generally lightly travelled and offer some spectacular vistas of the Hudson Valley. The Museum of the Hudson Highlands, a regional, non-profit natural history museum, is located on The Boulevard and is open to the public throughout the year. The museum offers exhibits on the natural history of the Hudson Highlands and has a self-guided nature trail through its 40 acre property covering a stream, gorge, mature woodland and pasture. The upland section of the subunit is visible from the Hudson River and its eastern shorelands, from NY Route 9W on the southern boundary of the subunit and from NY Route 32 and the New York State Thruway to the west of the subunit. The subunit forms the foreground of distant views of the Hudson Highlands from areas north of the SASS, including New Windsor, Newburgh and Beacon.

V. Public Recognition

Public recognition of the subunit is limited to the local population and travelers on the New York State Thruway and NY Route 32. The subunit receives wider recognition as part of the northern gateway to the Hudson Highlands. NY Route 9W is a designated Scenic Road under Article 49 of the Environmental

Conservation Law. The historical and architectural significance of five residences within the subunit has been recognized by their inclusion on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Cornwall Hillsides Estates subunit is included in the Hudson Highlands SASS because it is a noteworthy landscape which forms part of the northern gateway to the Hudson Highlands and figures prominently in the views from the distinctive HH-26 Hudson Highlands State Park subunit on the eastern shore of the Hudson River. It exhibits a high topographic variety, with rolling slopes and steep uplands covered with a diverse vegetation of mature woodland, open pastures, and formal landscaped areas. There is a moderate contrast in form, texture and color between rolling meadows and steep woodland, all within a cohesive historic settlement pattern which unifies the composition. The subunit is accessible from local roads and is recognized as part of the northern gateway to the Hudson Highlands, through a Scenic Road designation and by the listing of properties on the State and National Registers of Historic Places. The subunit is free from discordant features.

HH-2 Storm King Subunit

I. Location

The Storm King subunit is comprised of the Storm King and Crow's Nest Mountains, located south of the Village of Cornwall-on-the-Hudson. It extends south from the northern boundary of the Hudson Highlands SASS, which runs east along the Catskill Aqueduct, from the boundary's junction with Mountain Road to the Hudson River. Mountain Road is the subunit's western boundary, and it forms a common boundary with the HH-1 Cornwall Hillsides Estates subunit. The westerly boundary continues south along the coastal boundary, following NY Route 9W south to its junction with Route 218, which forms the southern boundary of the subunit, a common boundary with the HH-3 Contemporary West Point Military Academy and HH-5 Highlands subunits. The subunit extends across the Hudson River and shares a common boundary with the HH-25 Cold Spring and the HH-26 Hudson Highlands State Park subunits on the eastern shorelands of the Hudson River. The subunit extends approximately 3 miles from north to south and is about 1.75 miles wide. It is located in the Towns of Cornwall and Highlands and the Village of Cornwall-on-the-Hudson, Orange County. Consult the Hudson Highlands SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed entirely of steep wooded bluffs, sheer cliffs and mountains. The subunit forms part of the glacially formed fjord. The peak of Storm King Mountain reaches an elevation of 1340 feet and, with Butter Hill, forms a dramatic semi-circular crest. These two peaks are separated from the summit of Crow's Nest, at over 1400 feet the highest point in the subunit, by The Clove, a mountain stream in a deep wooded valley. This is one of many permanent and seasonal mountain streams and

waterfalls within the subunit. Dense mature woodlands dominate the landscape. This mature woodland coverage hides the scars of quarrying, although early records and accounts of the area show that this was not always the case, as the woodland timber was used for boat building and in local foundries, leaving the rock faces of Storm King Mountain open to view. The shoreline is relatively smooth with a few gently rounded points and a lagoon of tidal flats and marshlands enclosed by the railroad tracks.

B. Cultural Character

The subunit is mostly wilderness composed of the Storm King State Park and part of the landholding of the United States Military Academy at West Point. The subunit has a rich cultural history. It has been the subject of many legends and provided the inspiration for many Hudson River School artists during the 19th century Romantic Movement. The natural beauty of Storm King is enhanced by the ephemeral effects of clouds, mists and sunlight, all of which produce dramatic changes to the landscape. The mountain was originally known as "Butter Hill", named by the early Dutch settlers after its distinctive shape. The Knickerbocker writer N. P. Willis renamed the mountain Storm King.

The most significant built structure in the subunit has become a significant scenic component. The Old Storm King Highway, NY Route 218, is a winding two lane highway that wraps around Storm King Mountain and Crow’s Nest from West Point to Cornwall Landing. Literally carved into the rock face of the mountains, the highway is protected on the river side by a stone wall. It is 21,000 feet long with a maximum height above the Hudson River of about 420 feet and at no point is the grade over 7%.

The highway was built to overcome the serious transportation difficulties between communities in this part of the Hudson Highlands and resulted from local pressure on the State in the early 1900's. After a special appropriation from the Legislature and consideration of complicated survey, design and construction issues, the work started in 1916 and was completed in 1922. The highway shortened the trip between Newburgh and West Point by 22 miles.

The Old Storm King Highway is one of the most picturesque roads in the Hudson Valley, and pulloffs at various locations provide motorists with the opportunity to enjoy spectacular panoramic views of the Hudson Highlands. The roadway and its supporting scenic details, such as the stone walls, are maintained in their original condition and have not been significantly altered since their original construction. In addition to its scenic value, the highway is significant for its engineering achievement and its contribution to the history of transportation in the Hudson Highlands.

The area has wildlife interest and benefits from management as a protected wilderness area. The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

There are few structures within the subunit. They limited to a scattering of residential development on the western flanks of Storm King Mountain along Mountain Road, a television relay tower, NY Route 9W and NY Route 218, the dramatic Old Storm King Highway, NY Route 9W and the railroad which hugs the shoreline. Although these are discordant features, they do not impair the scenic value of the subunit as they respect the topography and are generally not visible.

C. Views

Views from the uplands of the subunit are directed to the river and the opposite bank. While views within the uplands of the subunit are often limited and constrained by the woodland coverage and steep slopes, there are points from which extensive vistas unfold. From the pulloff along NY Route 9W, the pulloffs on NY Route 218, and from the summit of Storm King Mountain, there are extensive views of the Hudson Highlands, the Hudson River and West Point. Longer views from the peaks afford many vistas of the Hudson Valley, while more extensive panoramas include the range of mountains from Schunemunk to the Shawangunks standing out in front of the distant Catskill Mountains. Pollepel Island, Denning Point, the urban clusters of New Windsor and Newburgh and the Newburgh-Beacon Bridge are focal points to the north; Breakneck Ridge, Sugarloaf Mountain and Bull Hill stand out to the east; while Little Stony Point, Cold Spring, West Point, Constitution Island and Marsh and the estates and mansions of the Garrison area are focal points to the south. Views from the Hudson River are dominated by the steep cliffs and towering and rounded wooded peaks of Storm King and Crow’s Nest Mountains. These combine with the peaks on the eastern shorelands of the river to form a narrow corridor which opens out into the broad vistas of Newburgh Bay north of Storm King.

III. Uniqueness

Storm King Mountain, the dominant landform of this subunit, is unique in the coastal area of the State and is one of the State's natural treasures. The Old Storm King Highway, cut into the mountainside, is a unique scenic resource unequalled in the State.

IV. Public Accessibility

The Storm King subunit has a high degree of visual accessibility. The height of Storm King Mountain, Butter Hill and Crow’s Nest makes them highly visible. The subunit can be seen from the Hudson River and from the Village of Cold Spring, NY Route 9D, the Bear Mountain-Beacon Highway and the passenger trains on the east bank of the river. It is also visible from West Point, the Village of Cornwall-on-the-Hudson, New Windsor, Newburgh, the New York State Thruway, NY Routes 9W and 218, and the Old Storm King Highway. Scenic overlooks on these last two roads offer dramatic views of the Hudson Valley and the Hudson Highlands. The subunit includes the Storm King State Park, where trail networks offer public access to the summits. The Stillman Trail, just north of the scenic overlook on NY Route 9W, is a well-known and scenic route to the summits of Butter Hill and Storm King Mountain.

V. Public Recognition

The Storm King subunit is a well-recognized landmark and scenic focal point. The subunit receives very positive public recognition as part of the northern gateway to the Hudson Highlands and is often used as a symbol for the entire Hudson River Valley. The protection of land and the development of the State Park system in the Storm King Mountain area has historical and symbolic significance as an early recognition of the scenic value of the Hudson Highlands.

The importance of Storm King Mountain as an inspiration to, and subject of, the Hudson River School of landscape painters is well recognized. The area has become a landmark of the environmental movement, when in the late 1960's a proposed pump storage electric generation station was defeated because of the potential impacts on the scenic and ecological values of the area.

NY Route 218, The Old Storm King Highway, and NY Route 9W are designated Scenic Roads under Article 49 of the Environmental Conservation Law. The historic and engineering significance of the Old Storm King Highway is recognized by its inclusion in the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Storm King subunit is included in the Hudson Highlands SASS because it is an extraordinarily dramatic landform and has high scenic quality. The subunit exhibits a high topographic variety, with steep cliffs and rolling uplands. There is a moderate contrast in form, texture and color between woodland and bare rock faces. The subunit is unified as a landform through the mature woodland coverage and a common wilderness theme. The subunit is unique in the State. It has a high degree of public accessibility from local roads and the Storm King State Park and receives public recognition as a landmark in the Hudson Valley, as part of the northern gateway to the Hudson Highlands, and through Scenic Road designations and the listing of the Old Storm King Highway on the State and National Registers of Historic Places. The subunit is free from discordant feature.

HH-3 Contemporary West Point Military Academy Subunit

I. Location

The Contemporary West Point Military Academy subunit is composed of two sections to the north and south of the historic HH-4 West Point Military Academy subunit and includes all of the remaining development of the United States Military Academy at West Point. The subunit shares a common boundary with the HH-2 Storm King, HH-4 West Point Military Academy, HH-5 Highlands, HH-6 Highland Falls and HH-9 Con Hook subunits. The subunit extends across the Hudson River and shares a common boundary with the HH-24 Constitution Island, Constitution Marsh, and HH-25 Cold Spring subunits on the eastern shorelands of the Hudson River. The northern section of the subunit is approximately 1.5 miles long by 0.75 miles wide, extending up Washington Valley along NY Route 218. The southern section is approximately one mile long by 0.75 miles wide and reaches up the hillside above the Hudson

River. The subunit is located in the Town of Highlands, Orange County. Consult the Hudson Highlands SASS map sheets, numbers 2 and 4, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of shoreline, valley, hillside and plateau above the Hudson River. The vegetation in the subunit is a mix of street trees, formal landscaping and dense woodland. Lusk Reservoir and Crow's Nest Brook are the main water features present. The Hudson River is deep, narrow and fast flowing adjacent to the northern portion of the subunit, and the shoreline is gently curving.

B. Cultural Character

Located in the subunit are the extensive contemporary living quarters and support structures of the West Point Military Academy. The subunit exhibits a consistent institutional quality. Many of the structures in this well-maintained subunit are well designed and well-sited on tree-lined streets. The layout of the residential areas is particularly attractive with a formal landscape setting of lawns and garden plantings. Athletic fields are located down by the Hudson River. The Cadet Cemetery is an area of considerable historic and architectural significance. Michie Stadium, home of the Army football team, is a dominant and impressive feature located high above historic West Point, and brings visual interest to the subunit on game days when up to 26,000 people attend the games. The day to day activities of the military academy provide many ephemeral characteristics which enhance the scenic qualities of the subunit.

Some contemporary academy structures in this subunit are massive with little articulation or are sprawling with little visual relevance to the military complex and its historic structures in the adjacent HH-4 West Point Military Academy subunit. These structures are discordant features in this subunit and detract from the scenic quality of the adjacent historic subunit. The mature street trees and varied topography help to absorb some of the distracting features.

C. Views

Views of the Hudson River are partial to full, depending on the location within the subunit. Most vistas are internal and linear, following and confined by the street patterns, with occasional views down street corridors to the Hudson River and its east bank. The subunit is framed by the dramatic background of the mountains of the Hudson Highlands. The major structures form focal points within the subunit. Views from the Hudson River are of the wooded uplands and the dominant bulky support buildings and structures.

III. Uniqueness

The settlement pattern and setting of the living quarters for the United States Military Academy at West Point is well planned and forms a pattern unique to the Hudson Highlands SASS and the State.

IV. Public Accessibility

The Contemporary West Point Military Academy subunit has relatively high visual accessibility as part of the tourist route through West Point and on to Storm King and Bear Mountain State Parks. The football games at Michie Stadium attract large numbers of the general public to the subunit on game days. Many of the residential areas are not publicly accessible. The subunit is visible from the Hudson River, surrounding subunits and from the east shore, including Garrison hamlet, the Village of Cold Spring, the estates of Philipstown and the passenger railroad on the eastern banks of the Hudson River.

V. Public Recognition

The Contemporary West Point Military Academy subunit is recognized by the public as part of the United States Military Academy. West Point is a landmark for Hudson River Valley travelers. The architectural and historical significance of the United States Military Academy was recognized in 1960 when it was designated as a National Historic Landmark by the National Park Service. The designation covers an area of approximately 2,500 acres in both the HH-4 West Point Military Academy and HH-3 Contemporary West Point Military Academy subunits. Located within this area are 227 buildings of historic and architectural importance.

VI. Reason for Inclusion

The Contemporary West Point Military Academy subunit is included in the Hudson Highlands SASS because it is surrounded by subunits rated distinctive and has a significant place in the context of the Hudson Highlands SASS, linking the Storm King and West Point. Although the subunit is set within the mountains of the Hudson Highlands, which offer a dramatic background in all directions, it is not distinctive, due to its limited variety of features, common style of buildings and repetitive, ordered landscape. However, the residential layout and setting is unique in the State. The subunit is accessible to the public and receives public recognition as part of the United States Military Academy at West Point. The architectural and historical significance of the United States Military Academy has been recognized by its designation as a National Historic Landmark by the National Park Service.

HH-4 West Point Military Academy Subunit

I. Location

The West Point Military Academy subunit is centered on the historic core of the United States Military Academy, located on the west bank of the Hudson River. The subunit shares a common boundary with the HH-3 Contemporary West Point Military Academy, HH-5 Highlands, HH-6 Highland Falls and HH-7

Con Hook subunits. The subunit extends across the Hudson River and shares a common boundary with the HH-24 Constitution Island, HH-23 Constitution Marsh, HH-20 Garrison Four Corners and HH-19 Garrison Landing subunits on the eastern shorelands of the Hudson River. The subunit extends approximately 1.5 miles along the coast and is 1 mile wide. It is located in the Town of Highlands, Orange County. Consult the Hudson Highlands SASS map sheets, numbers 3 and 4, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is a peninsula jutting out into a narrow section of the Hudson River. Its varied shoreline form, steep banks and bluffs, sharp bends in the river, relatively level plateau and surrounding hills form a natural fortress site of strategic importance. The vegetation in the subunit is a mix of mature street trees, formal landscaping of floral plantings, lawns and parade grounds and dense tree planting. Lusk Reservoir and a number of small ponds are located within the subunit. Off Gees Point is Worlds End, a particularly narrow and fast flowing section of the Hudson River where, at 202 feet, the river is at its deepest. The narrowness and depth of the Hudson as it proceeds through the constricted channel off West Point leads to a very turbid flow.

B. Cultural Character

Taking advantage of the natural strategic advantages of the subunit is the United States Military Academy at West Point, a highly unified institutional complex of dramatic scale and siting. The subunit has historical significance dating back to the American Revolutionary War. In 1775 George Washington and military advisers recommended that the Hudson River be blocked to prevent the British from using the river to strike into the interior of New York. The area around West Point and Constitution Island was identified for fortification. In 1776 Constitution Fort was completed on Constitution Island. After early British successes in the Hudson Highlands, which saw the removal of the chain at Anthony's Nose and the capture and destruction of Fort Constitution, it was decided to fortify West Point. In 1778 Fort Clinton, originally known as Fort Arnold, was completed.

In the same year a large iron chain was stretched across the river from Fort Clinton to Marine Battery and the rebuilt defenses on Constitution Island, successfully halting the British advance inland. The preliminary fortifications were strengthened in 1779 by construction of Fort Putnam on Mount Independence, a rocky crag 451 feet above the Hudson River inland of the early fortifications and designed to provide covering protection to Fort Clinton. Several smaller batteries and redoubts were constructed as part of the group of fortifications designed by the Polish engineer Colonel Thaddeus Kosciusko on this reach of the Hudson River. After these fortifications were complete, it was clear to the British forces that they could not take West Point by force, and only Benedict Arnold's famous plot with Major Andre to pass on plans of the fortifications to the British threatened the defenses in 1780. The American flag has flown over the United States Army at West Point since January 20, 1778, making it the country's oldest continually occupied military post. In 1802 Congress authorized the founding of a

military academy at West Point and this use continues today, standing as an icon of traditional American values.

The central academy buildings, mostly constructed around the turn of the century, are a striking arrangement of monolithic Gothic and Neoclassic structures, expressing the military education function. Prior to their construction, West Point was smaller in scale and featured monuments, military buildings, parade grounds and a hotel, all set in a park-like setting. This was developed in its early stages by Sylvanus Thayer, Superintendent of West Point from 1817 to 1833, who is widely credited with establishing the credibility of the military academy. The physical development of West Point continued with additional funding from Congress. This enabled Superintendent Major Delafield to start the process of altering the appearance of the site through the adoption of Tudor and Gothic styles during his periods as Superintendent of West Point between 1838 and 1864. After a period of architectural experimentation, during which time many different styles and designs were tried, the major period of development at West Point during the early 20th century, saw a return to a consistent Gothic style within a comprehensive plan for the growth of the academy designed by Cram, Goodhue and Ferguson. This reaffirmed the successful style of the mid-19th century development of West Point.

The many structures of the academy are largely well designed and sited to create different functional areas with distinct character in terms of style, scale and massing. The collection of buildings has been constantly changing, as historic structures have in the past been demolished and replaced in order to meet the growing requirements of the modern day military academy. The vast parade ground, the Plain, remains an important historic and scenic feature in the subunit. Its openness contrasts with the surrounding ensemble of the massive granite buildings of the academy. The Battle Monument at Trophy Point, erected in 1894, once the site of Roe's West Point Hotel in the 19th century, commemorates soldiers killed in the Civil War. It consists of a 46 foot high Roman doric column standing atop a circular stairway surrounded by eight pedestals; each supports a sphere flanked by two cannons. Parts of the West Point chain which once stretched across the Hudson River are on display at Trophy Point. The Kosciusko Monument on Cullum Road, erected in 1828 and modified in 1913, is located on the site of the old Fort Clinton. These monuments are landmarks within the military academy.

The day-to-day activities of the military academy provide many ephemeral characteristics which enhance the scenic qualities of the subunit. The maintenance and upkeep of the subunit is impeccable. There are no discordant features within the subunit, although some post World War II construction in the adjacent HH-3 Contemporary West Point Military Academy subunit does not keep with the style or materials of the historic structures of the West Point Military Academy subunit and detracts from its scenic quality.

C. Views

Views from the West Point Military Academy subunit are long and wide, over 5 miles up and down the Hudson River with the Hudson Highlands as a backdrop. The bends in the river, the steep valley sides and mountain peaks frame the many and varied views, creating dramatic compositions. There are

numerous focal points both within the subunit and in the surrounding area, including the many historic buildings, Constitution Island, Pollepel Island and the surrounding Highland peaks. The subunit is particularly important in views from the Hudson River and the eastern shorelands of the SASS. The ensemble of granite buildings in the Gothic style combines to resemble a fortress rising from the cliffs above the Hudson River.

III. Uniqueness

The United States Military Academy at West Point is unique to the State and the Nation. It is the country's oldest continuously-occupied military post and is steeped in history.

IV. Public Accessibility

The West Point Military Academy subunit has a moderate degree of visual accessibility, since much of the complex is open to the public. The historic Thayer Hotel, built in 1924 and recently renovated, is located on the grounds of the military academy. It is open to the public. A visitors center, located just south of Thayer Gate in the Highlands Falls subunit, provides bus tours of the academy grounds, and visitors can walk along the academy roads and on some of the many trails around the military academy to obtain views of the river and eastern shorelands, including Garrison hamlet, the Village of Cold Spring, and the estates of Philipstown. The subunit is visible from these settlements, the Hudson River, local roads and the railroad on the eastern bank.

Fort Putnam, originally built in 1778, was partially restored in the early part of this century and is open to the public, offering spectacular views of the Hudson River. Battle Monument and Kosciusko Monument are accessible to the public and provide interpretative plaques and classic views of the Hudson River and Hudson Highland peaks. Below Trophy Point is a bandshell used for popular outside concerts. Flirtation Walk, presently not accessible to the public, is an historic trail which winds down to the shore of the Hudson River from Cullum Road just north of the Bachelors building around Gees Point and the sharp bend in the Hudson River and back up to Battle Monument. The trail passes several sites of historic interest including the sites of the western end of the chain, the chain battery, the Sheridan Monument and the earthworks of Fort Clinton.

There are two dock areas at West Point. The South Dock is the more developed and provides access for day trip cruises, transient boaters and boat trips to Constitution Island. To the north of the dock area are a series of athletic fields and picnic areas sited on the flat, filled shoreline below the steep bluffs and the impressive buildings of the military academy. The North Dock is reserved for military academy use, and public access is limited. Both dock areas provide water level access to spectacular views of the Hudson River and the surrounding Hudson Highlands.

V. Public Recognition

The West Point Military Academy subunit is known world-wide and has significant symbolic value as an historic fortress and training ground of the United States Army. West Point is a landmark for Hudson

River Valley travelers. The architectural and historical significance of the United States Military Academy was recognized in 1960 when it was designated as a National Historic Landmark by the National Park Service. The designation covers an area of approximately 2,500 acres in both the West Point Military Academy and HH-3 Contemporary West Point Military Academy subunits. Located within this area are 227 buildings of historic and architectural importance.

VI. Reason for Inclusion

The West Point Military Academy subunit is included in the Hudson Highlands SASS because it has very high scenic quality. It is a highly ordered landscape of great historic importance, composed of a highly unified and ordered institutional complex of dramatic scale and siting. There is a large variety of scenic components, including the varied topography and shoreline form and many architectural styles. Much contrast exists between scenic components including the openness of the parade grounds and the enclosure of the built areas. The subunit is unified by the massing of granite buildings in the Gothic style which combine to resemble a fortress rising from the cliffs above the Hudson River. The United States Military Academy at West Point is unique to the State and the nation. The subunit is highly accessible from local roads, trails and the Hudson River within the subunit and from subunits on the eastern shoreline. The West Point Military Academy subunit is known world-wide. It is a landmark for Hudson River Valley travelers. The architectural and historical significance of the United States Military Academy has been recognized by its designation as a National Historic Landmark by the National Park Service. The subunit is free from discordant features.

HH-5 Highlands Subunit

I. Location

The Highlands subunit is located west of the main developed areas of the United States Military Academy at West Point. The westerly boundary of the subunit is the coastal area boundary, following NY Route 9W south from its junction with Route 218 to the boundary of the Village of Highland Falls. The subunit shares a common boundary with the HH-2 Storm King, HH-3 Contemporary West Point Military Academy, HH-4 West Point Military Academy and HH-6 Highland Falls subunits. The subunit is roughly circular in shape with a diameter of 1.5 miles. It is located in the Town of Highlands, Orange County. Consult the Hudson Highlands SASS map sheet number 4 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of one large rounded hill with two twin high peaks reaching above 800 feet in elevation, providing a solid setting for West Point. Mature woodlands dominate the landscape. There are several small streams, including Stony Lonesome Brook, ponds and wetlands.

B. Cultural Character

The subunit is predominantly wooded with clearings containing a small ski slope, sports fields, scattered residential development and a golf course. The subunit is part of the United States Military Academy and forms the backdrop to West Point. It was the setting of historic battles in the Revolutionary War. Wildlife of the wooded habitat and seasonal changes in color and tone provide ephemeral characteristics which enhance the scenic qualities of the subunit. The landscape is generally well maintained. A recent subdivision, a shopping area with an extensive parking lot, a radio tower and water towers are discordant features. These elements are largely screened from the viewshed of the Hudson River by topography and woodlands.

C. Views

Views from the subunit are mostly internal, restricted by woodlands and topography. Some extended views of the Hudson River and the U.S. Military Academy at West Point are available from the eastern hillside. The partial views of these landscape features are again enclosed by the dense woodland. Focal points within the background of dramatic wooded hillsides include the buildings of West Point, Fort Putnam and the Hudson River.

III. Uniqueness

The subunit is not unique. However, the dramatic hill and the blend of landscape components are a good example of the scenic quality of the Hudson Highlands SASS.

IV. Public Accessibility

The Highlands subunit is part of the United States Military Academy at West Point. Access is limited to local roads. As the backdrop to West Point the subunit is moderately visible to West Point visitors and occupants. The upland parts of the subunit are visible from the Hudson River and subunits on the opposite shore.

V. Public Recognition

The Highlands subunit is recognized as part of the United States Military Academy at West Point.

VI. Reason for Inclusion

The Highlands subunit is included in the Hudson Highlands SASS because it is of high scenic quality. The solid, massive hill has a unity of shape, while steep and rolling hillsides and several flat areas provide variety within the topography of the subunit. The dense woodlands, with the varying colors, tones and textures caused by seasonal changes to the vegetative cover, provide a contrasting and soft backdrop to the formal monolithic granite structures of the nearby military academy. The subunit is accessible from local roads and adjacent subunits and is recognized as part of the United States Military Academy at

West Point. Discordant features do exist within the subunit, but these are mostly screened by topography and vegetation.

HH-6 Highland Falls Subunit

I. Location

The Highland Falls subunit is located on the western shorelands of the Hudson River. It extends south from the boundary of the United States Military Academy at West Point for approximately one mile, encompassing the developed area of Highland Falls. The eastern boundary is the top of the bluffs overlooking the Hudson River, a common boundary with the HH-7 Con Hook subunit, and the western boundary is the coastal area boundary, following NY Route 9W. The subunit is located in the Town of Highlands and the Village of Highland Falls, Orange County. Consult the Hudson Highlands SASS map sheet number 4 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is situated above the steep bluffs and cliffs of the Hudson River and is composed of a plateau of low topographic relief surrounded by steep wooded hillsides. Mature street trees are an important feature throughout the village, providing character and landscape interest.

B. Cultural Character

The subunit is comprised of the Village of Highland Falls situated on the cliffs overlooking the Hudson River. Located adjacent to the Thayer Gate entrance to the United States Military Academy at West Point, the historic Village of Highland Falls, formerly called Buttermilk Falls, was once a resort town, but now acts as a service village for the adjacent military academy. It remains tightly clustered in the valley at the base of Bare Rock Mountain. The grid pattern of the village and the many historic structures extend dramatically to the steep cliffs of the Hudson River. These features have been well preserved and provide historic integrity.

A focal point in the village is the United States Military Academy Visitors Center and Museum, which is sited on the bluffs overlooking the Hudson River. The site has had a varied history originating as a resort. It is the location of the historic Cozzens Hotel, originally built in 1849 within the grounds of West Point and rebuilt here in 1861 after a fire. Later it become Cranstons Hotel and Landing, and was acquired in 1900 by a Catholic Order which formed Ladycliff College.

The significance of several old buildings has been recognized through their listing on the State and National Registers of Historic Places. Number 37 Center Street, built in 1850, is a significant example of Greek Revival architecture which is unique to the Hudson Highlands. This two story clapboard residence is part of a grouping of buildings which forms one of the earliest settlement districts in the village of

which number 37 is the most intact, representative example of the early housing stock of Highland Falls. The Highland Falls Village Hall, built in 1894, is the most significant example of 19th century commercial architecture in the village. Pine Terrace, built in 1865, overlooks the Hudson River. The two story brick structure with a three story central pavilion is a significant example of the early Second Empire style and the best example in the Hudson Valley. Number 116 Main Street, built in 1865, is a two story clapboard residence with a three story tower. It is the most significant Italian Villa structure in Highland Falls and embodies the distinctive characteristics of the type, period and method of construction. The Cragston Dependencies, built in 1860, comprised of a residence, barns and supporting structures, is a significant Carpenter Gothic complex with architectural integrity.

The Church of the Holy Innocents, built in 1846, and the associated rectory, built in 1900, are listed properties. The church is a one story building with a two story crenelated tower and steep pitched gable roofs, while the rectory is a two and a half story half-timbered Tudor Revival, together forming a distinctive and early example of English rural Gothic church architecture, a style which spread through the Hudson Valley. The church was designed and paid for by Robert Walter Weir, Professor of Drawing and Painting at the United States Military Academy and important figure in the history of art in the Hudson Valley. He used the money received from his painting "The Embarkation of the Pilgrims", commissioned for the Rotunda of the National Capitol, to pay for the church, which was designed as a memorial to his children. The nearby First Presbyterian Church of Highland Falls, built in 1868, is a fine example of Romanesque architecture and the only example of the work of the noted architect Frederick Clarke Withers in the Hudson Highlands.

The wooded areas of the hillsides offer seasonal changes in color and tone which provide ephemeral characteristics that enhance the scenic qualities of the subunit, while the activity generated by the United States Military Academy Visitor Center provides visual interest. The subunit is not well maintained. Recent commercial sprawl along N.Y Route 218 is a discordant feature, and changes to the facades of buildings and the location and use of signs in the business district have not respected the historic fabric and style of the buildings. These features detract from the overall scenic quality of the subunit.

C. Views

Views from Highland Falls are of the surrounding Hudson Highlands and the Hudson River. Views across the river include the estates of the Garrison area. The views are moderately long, stretching 2-3 miles up and down the Hudson River, although the width of views is generally narrow, constrained by the built form of the subunit. Internal views are linear, following the street lines and influenced by the grid pattern. These views are set against the backdrop of the dramatic Hudson Highlands.

III. Uniqueness

The Highland Falls subunit is not unique.

IV. Public Accessibility

The land ownership pattern related to the developed nature of the subunit has resulted in few opportunities for public access in the Highland Falls subunit. Accessibility is mainly limited to local roads. The most visited and visually accessible section of Highland Falls is along Main Street, NY Route 218, and the United States Military Academy Visitors Center and Museum. The subunit can be viewed from the Hudson River, subunits on the eastern shorelands and the passenger trains that run along the eastern banks of the Hudson River.

V. Public Recognition

The Highland Falls subunit is recognized as the approach to the West Point Military Academy from the south and the location of the West Point Museum and Visitor Center. The historical and architectural significance of seven structures within the subunit has been recognized by their inclusion on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Highland Falls subunit is included in the Hudson Highlands SASS because it is adjacent to subunits rated highly distinctive and has a significant place in the context of the Hudson Highlands SASS, linking Storm King Mountain and the United States Military Academy at West Point in the northern portion of the Hudson Highland to the Bear Mountain State Park in the south. Although the subunit is not distinctive, due to limited variety and contrasts, a need for better maintenance and the presence of discordant features, the subunit is accessible to the public via NY Route 218, Main Street and the United States Military Academy Visitors Center and Museum. The subunit is recognized as the approach to the West Point Military Academy, and the historic significance of several structures in the village is recognized through their listing on the State and National Registers of Historic Places. It contains an intact historic village with tree lined streets and good vernacular architecture, situated dramatically on a plateau above the Hudson River.

HH-7 Con Hook Subunit

I. Location

The Con Hook subunit is situated on the west shore of the Hudson River and stretches south from the southern boundary of the United States Military Academy to Old Mine Dock Road in the hamlet of Fort Montgomery. The western boundary of the subunit is the top of the bluffs overlooking the Hudson River, a common boundary with the HH-6 Highland Falls and HH-8 Fort Montgomery subunits. The subunit extends across the Hudson River and shares a common boundary with the HH-18 Manitou Marsh subunit on the eastern shorelands of the Hudson River. The subunit is approximately 4 miles long and 0.25 miles wide. It is located in the Town of Highlands and the Village of Highland Falls, Orange County. Consult the Hudson Highlands SASS map sheets, numbers 4 and 5, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of the Hudson River shoreline and has a variety of landforms, including gently sloping banks and steep bluffs. The bluffs have elevations up to 100 feet. The shoreline configuration is varied and includes several small promontories. Con Hook, the largest projection into the Hudson River, is a low rocky headland composed of wetlands and mature woodlands jutting out into the channel. This feature pinches the Hudson River into a narrow and deep channel. The remainder of the subunit is largely an undeveloped steep wooded bank. Highland Brook enters the Hudson at the once spectacular Buttermilk Falls. Here the Brook plunges over the steeply sloping and cracked granite rock face, spreading out into a broad sheet of milky white foam. Originally the brook was utilized for waterpower for flour mills at the river's edge. The construction of the west shore railroad meant the removal of the mills and water power facilities and modification of the shoreline and the course of the brook. The brook has been modified upstream for water supply purposes. As a result, Buttermilk Falls are not as spectacular as they once were, except perhaps in times of snow melt and heavy rain.

B. Cultural Character

The subunit contains scattered residences set on the mature wooded bluffs. It includes part of the historic site and structures of the Cozzens Hotel, sited on the bluffs overlooking the Hudson River. The site has had a varied history, originating as a resort. Later it became Cranstons Hotel and Landing and was acquired in 1900 by a Catholic Order which formed Ladycliff College. It is now the United States Military Academy Visitors Center and Museum. The former Cranstons Landing became the Highland Falls Railroad Depot. The landing is now used as a marina and the depot as a residence.

The significance of several old buildings, mostly visible from public roads or the Hudson River, has been recognized by listing on the State and National Registers of Historic Places. The Parry House, a two story clapboard residence built in the 1860's, overlooks the Hudson River. The building is a fine example of a small, frame Second Empire residence, retaining a high level of picturesque detailing. The house was built for one of the Parry brothers, owners of a local flour mill once located at the nearby Buttermilk Falls and reputedly the largest mill between New York City and Albany. The Squirrels was originally a farmhouse, built around 1845, overlooking the Hudson River and Buttermilk Falls. It was bought by John Bigelow, part owner of the New York Evening Post and later an important politician involved in international affairs, national politics and civic improvements in New York City. Bigelow hired Calvert Vaux to design alterations to the original farmhouse and a gatehouse. These were completed in 1856. The association with Bigelow and Vaux makes The Squirrels one of the most significant small estates in the Hudson Valley. The Webb Lane House, built in 1903, overlooks the Hudson River and Buttermilk Falls. It is significant as the only example of a Mission style residence in the Hudson Highlands. The Highland Falls Railroad Depot, built in 1882, is one of the finest surviving train depots in the area and has historical importance relating to its association with the West Shore Railroad. The Depot was converted into a residence in the late 1950's.

The wildlife which occupies the wooded bluffs and wetland habitat and the seasonal changes in color and tone of the vegetation provide ephemeral characteristics which enhance the scenic qualities of the subunit. The subunit is generally well maintained. The railroad, scattered houses, trailer parks and small industrial and institutional buildings are discordant features, although they do not impair the scenic quality of the subunit because they are well screened. Their impact is greater during the winter months when the leaves are off the trees, effectively reducing the vegetative screening.

C. Views

Views from the subunit are extensive and include as focal points the estates and mansions set in the hills of Garrison on the eastern shore of the Hudson River. Views of Anthony's Nose are particularly impressive from Old Mine Dock Road. Views of the Hudson River are both broad and long, stretching from the Bear Mountain Bridge to West Point, and include wide panoramas. Views from the Hudson River are of the steep wooded bluffs and cliffs and feature Buttermilk Falls, Con Hook and the scattered development on the bluffs. The physical features of the subunit provide an important buffer between the river corridor and the developed uplands, giving the impression of a natural and pristine shoreline when viewed from the Hudson River and the eastern shorelands. The Hudson Highlands provide a dramatic wooded backdrop for views in all directions.

III. Uniqueness

The steep bluffs and the wetlands associated with the Con Hook promontory, both located immediately adjacent to the shoreline of the Hudson River, are unique scenic features in the Hudson Highlands.

IV. Public Accessibility

The land ownership pattern related to the low density development scattered throughout the subunit has resulted in few opportunities for public access in the Con Hook subunit. It is visually accessible from the Hudson River, the Bear Mountain Bridge, from subunits on the eastern shorelands and from the passenger trains that run along the eastern banks of the Hudson River.

V. Public Recognition

The Con Hook subunit receives local recognition and is also known as the middleground of views from the Bear Mountain Bridge and in views toward West Point from the Hudson River and the eastern shorelands. The Bear Mountain Bridge is a designated Scenic Road under Article 49 of the Environmental Conservation Law because of views it provides of the Hudson Highlands. The historical and architectural significance of four residences within the subunit have been recognized by their inclusion on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Con Hook subunit is included in the Hudson Highlands SASS because it has high scenic quality featuring a large wetland adjacent to the steep wooded and rocky bluffs which create a varied and

contrasting shoreline to the Hudson River. The physical features of the subunit provide an important buffer between the river corridor and the developed uplands, giving the impression of a natural and pristine shoreline when viewed from the Hudson River and the eastern shorelands. The subunit is unique in the Hudson Highlands. It is accessible from the Hudson River and is visible from local roads in surrounding subunits. It receives recognition from the local population and is also known as the middle ground of views from the Bear Mountain Bridge. The subunit is a significant component of the viewshed of the Bear Mountain Bridge, a designated Scenic Road under Article 49 of the Environmental Conservation Law and an historic structure listed on the State and National Registers of Historic Places.

HH-8 Fort Montgomery Subunit

I. Location

The Fort Montgomery subunit is irregularly shaped, extending south from its common boundary with the HH-6 Highland Falls subunit to Old Mine Dock Road and Mine Road in the hamlet of Fort Montgomery, a common boundary with the HH-10 Hessian Lake subunit. The eastern boundary is the top of the bluffs overlooking the Hudson River, a common boundary with the HH-7 Con Hook subunit. The western boundary is the coastal area boundary, following NY Route 9W to its intersection with the boundary of the Harriman State Park. The boundary then follows the boundary of the State park and the edge of the built area of Fort Montgomery to Brooks Lake, a common boundary with the HH-9 Brooks Lake subunit. The subunit is approximately 2.75 miles long and varies from 0.25 to 1 mile wide. It is located in the Town of Highlands and the Village of Highland Falls, Orange County. Consult the Hudson Highlands SASS map sheets, numbers 4 and 5, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit includes a flat plateau, valley and gently rising hillside above the western banks of the Hudson River. The hillside is covered with mature woodlands which, along with street trees, are dominant vegetative features in the developed areas of the subunit. Pelts Pond, Crystal Lake and Garrison Pond are small but significant water features in the subunit. There are also several small streams in the subunit.

B. Cultural Character

The subunit includes a small hamlet center, residential development off Mine Road and recent residential and commercial development on either side of NY Routes 218 and 9W in the Village of Highland Falls and the hamlet of Fort Montgomery. The historic hamlet center of Fort Montgomery, set against the background of the Hudson Highlands, has retained its tight development pattern.

The significance of two historic buildings has been recognized through their listing on the State and National Registers of Historic Places. St. Mark’s Episcopal Church in Fort Montgomery, built in 1923, is a

relatively simple parish church in the English rural style. Built of local stone, the church embodies the distinctive characteristics of the rustic vernacular architecture of the Hudson Highlands and is a significant 20th century continuation of the 19th century architectural style. Stonihurst, built in 1880, is a unique example of a late Gothic-influenced estate demonstrating the persistence of the picturesque style in the Hudson Highlands. Overlooking the Hudson River, the estate includes a main residence, gatehouse, barn and gazebo, all in the Carpenter Gothic architectural tradition of the Hudson Valley.

The subunit is not well maintained. Recent developments constitute discordant features within the subunit, detracting from the scenic quality of the area such that sprawling patterns have become dominant outside the hamlet, modern housing designs in recent subdivisions conflict with historic houses, and changes to the facades of buildings in the business district have not respected the historic fabric and style of the buildings. Recent development along NY Route 9W is also discordant. The subunit includes several trailer parks, although these are relatively well screened. Their impact is greater during the winter months when the leaves are off the trees, effectively reducing the vegetative screening.

C. Views

The Fort Montgomery subunit offers few views of the Hudson River, although where these do exist they are relatively long in both directions, between 2-3 miles up and down the River. Internal views are contained by the extensive woodlands and settlement pattern. The Hudson Highlands provide a dramatic background to the subunit. Major focal points in views from the subunit include the historic Bear Mountain Bridge, Bear Mountain and the steep, wooded headland of Anthony's Nose located across the Hudson River. The composition of views in the subunit has been compromised by recent sprawling development patterns.

III. Uniqueness

The subunit is not unique. It is an historic settlement that has been impaired by modern development.

IV. Public Accessibility

The land ownership pattern related to the developed nature of the subunit has resulted in few opportunities for public access in the Fort Montgomery subunit. It is accessible from local roads, a small park off NY Route 9W and Mine Road, and is visible from the Bear Mountain Bridge, the Hudson River, from subunits on the eastern shorelands and from the passenger trains that run along the eastern banks of the Hudson River.

V. Public Recognition

Public recognition is generally limited to the local population. The historical and architectural significance of two structures within the subunit has been recognized by their inclusion on the State and National Registers of Historic Places.

VI. Reason for Inclusion

Although the Fort Montgomery subunit is not distinctive, due to the limited variety and contrasts in scenic components, a need for better maintenance and the presence of discordant features, it is included in the Hudson Highlands SASS because it is adjacent to subunits rated highly distinctive and has a significant place in the context of the Hudson Highlands SASS, linking Storm King Mountain and the United States Military Academy at West Point in the northern portion of the Hudson Highland to the Bear Mountain State Park in the south. The subunit is accessible from local roads and NY Route 9W and is visible from the Bear Mountain Bridge, the Hudson River, a small park off Mine Road, subunits on the eastern shorelands and from passenger trains on the eastern side of the Hudson River. Two historic structures in the subunit are listed on the State and National Registers of Historic Places.

HH-9 Brooks Lake Subunit

I. Location

The Brooks Lake subunit surrounds the hamlet of Fort Montgomery. The western boundary is the coastal area boundary, following the boundary of the United States Military Reservation. The eastern boundary of the subunit follows the boundary of the Harriman State Park and the edge of the built area of Fort Montgomery to Brooks Lake, a common boundary with the HH-8 Fort Montgomery subunit, and along Mine Road to its intersection with the coastal area boundary, a common boundary with the HH-10 Hessian Lake subunit. The subunit is irregularly shaped, extends approximately 3.5 miles around the hamlet and is located in the Town of Highlands, Orange County. Consult the Hudson Highlands SASS map sheet number 5 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of a mix of gentle to steep hillsides reaching elevations of 950 feet around the rocky summit of the Torne, the highest peak in the subunit. The hillsides of the subunit are covered with mature mixed woodlands. Brooks Lake is situated at approximately 150 feet elevation. Created during early mining activity, the Lake is a significant water feature in the subunit. Several streams are also located in the subunit.

B. Cultural Character

Land ownership in the subunit is a mix of private and public, including a portion of the Harriman State Park, a natural, undisturbed and well maintained public wild lands donated to the State in 1910 by Mrs. Mary Harriman. For further information regarding Harriman State Park, consult the HH-10 Hessian Lake subunit. A cluster of residential development is located in the south of the subunit along Mine Road. The presence of wildlife provides ephemeral characteristics, and contrasts of an ephemeral nature are also found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic

character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. There are no discordant features visible in the subunit.

C. Views

The elevation of the subunit offers partial to full views of the Hudson River, Anthony's Nose, the Bear Mountain Bridge, Bear Mountain and the surrounding Hudson Highlands. Long views are available from the higher elevations, but views within the subunit are generally constrained by woodlands and topography.

III. Uniqueness

The subunit is not unique. The Hudson Highlands landscape setting is common to the region.

IV. Public Accessibility

The Brooks Lake subunit is accessible from local roads and from the trails within the Harriman State Park. Parts of the subunit are visible from trails and roads in the Bear Mountain State Park, the Palisades Interstate Parkway, the Bear Mountain Bridge, the Hudson River, from subunits on the eastern shorelands and from the passenger trains that run along the eastern banks of the Hudson River.

V. Public Recognition

The Brooks Lake subunit is recognized as part of the State park system in the Hudson Highlands. It is a locally valued section of the State park due to its proximity to the dense residential development of Fort Montgomery. The rocky summit of the Torne is a landmark in the area. The gift of the land to the State by Mrs. Harriman has historical and symbolic significance as an early recognition of the scenic value of the Hudson Highlands.

VI. Reason for Inclusion

The Brooks Lake subunit is included in the Hudson Highlands SASS because it has high scenic quality, featuring the wooded hills of the Harriman State Park. The subunit features a varied topography with gentle slopes, rolling hills and rocky summits, unified by mature woodlands. The wildness of the State park contrasts with the cluster of residential development in the south of the subunit. It is accessible from local roads, trails in the State park and is visible from trails and roads in Bear Mountain State Park, from the Palisades Interstate Parkway, the Bear Mountain Bridge, the Hudson River, from surrounding subunits and from the passenger trains on the eastern shore of the Hudson. The subunit is recognized as an early component of the State park system in the Hudson Highlands, its gift to the State by the Harriman's representing an early recognition of the scenic value of the Hudson Highlands. There are no discordant features visible.

HH-10 Hessian Lake Subunit

I. Location

The Hessian Lake subunit is located on the western banks of the Hudson River at the juncture of the Bear Mountain Bridge crossing and the beginning of the Palisades Parkway. The northern boundary of the subunit follows Old Mine Dock Road and Mine Road from the Hudson River west to the coastal area boundary, a common boundary with the HH-7 Con Hook, HH-8 Fort Montgomery and HH-9 Brooks Lake subunits. The southern and western boundaries of the subunit follow the coastal area boundary south from Mine Road to the Palisades Interstate Parkway, then east along the Palisades Interstate Parkway, and then south along the base of Bear Mountain to Seven Lakes Drive and finally to NY Route 9W, a common boundary with the HH-11 Bear Mountain State Park subunit. The subunit extends across the Hudson River and shares a common boundary with the HH-18 Manitou Marsh and HH-16 Anthony's Nose subunits on the eastern shorelands of the Hudson River. The subunit includes approximately 1.25 miles of the Hudson River shoreline and extends inland for between 0.25 and 1.25 miles. It is located in the Town of Highlands, Orange County, and the Town of Stony Point, Rockland County. Consult the Hudson Highlands SASS map sheet number 5 for subunit boundaries.

II. Scenic Components

A. Physical Character

The Hessian Lake subunit is comprised of steep banks descending to the Hudson River, a level plateau and the Popolopen Gorge. The Hudson River makes a sharp bend through this subunit, directed or contained by the topography. Water features include Doodletown Bight, Hessian Lake and the spectacular Popolopen Brook. The brook exhibits tremendous variety as it flows through the subunit. The confluence with the Hudson River features a broad mouth with slow flowing water contained between steep slopes and two rocky promontories. Less than half a mile from its mouth the brook has the character of a narrow, fast flowing mountain stream with small waterfalls. Immediately above this is a 30 foot dam, with a cascading overflow. The dam, built to send water to a nearby mill, holds back Roe Pond, an extensive mill pond shrouded in hemlocks. Above the pond the gorge narrows into the Hell Hole, where the Brook flows through pools and rapids and over waterfalls. There is a dramatic contrast between the mature mixed woodland which coats the steep banks and slopes and the manicured clearings of public recreation areas located on the plateau around Hessian Lake.

B. Cultural Character

The subunit is dominated by State park lands and features a mix of formal recreation facilities and a natural, undisturbed and well-maintained public wild lands. A cluster of residential development is located in the southern portion of the subunit along Mine Road. A yacht club and wastewater treatment plant are sited on the Hudson River at the end of Old Mine Dock Road.

The Bear Mountain State Park, part of the Palisades Interstate Parks system, was the first developed recreational park in New York State. The creation of the park began in 1910 with a gift of 10,000 acres of land west of the Hudson River from Mrs. Mary Harriman. This and contiguous parcels subsequently acquired constitute the Bear Mountain and Harriman State Parks. Capital for land purchase and development was provided by a $1,000,000 trust fund from Mrs. Harriman and $2,500,000 in bonds issued by the State. Early park planning and development were initiated by the Palisades Interstate Park Commission, and the National Park Service provided design assistance on the many structures and formal layout of the park. The development and preservation of the park is a key part of the American movement in the early 20th century to preserve scenic beauty.

The Hessian Lake subunit has great historic significance. Located on the banks of the Popolopen Brook are the sites of Fort Montgomery to the north and Fort Clinton to the south, two important fortifications in the Revolutionary War. Constructed at the start of the war, they were reinforced by a chain strung across the Hudson River between Fort Montgomery and Anthony's Nose designed to stop British ships from reaching West Point. In October of 1777 Sir Henry Clinton led a British attack on the forts, marching over Dunderberg Mountain to successfully capture and destroy the American defenses after an intense battle. A violent skirmish at Lake Sinnipink, now known as Hessian Lake, led to hundreds of fatal casualties, with the bodies cast into the lake resulting in its nickname as "Bloody Pond". The remains of Fort Clinton are part of the Trailside Museum and include a star redoubt and embankments. The remains of Fort Montgomery, a major military fortification enclosing 20 acres includes three redoubts. The site has been excavated and was designated a National Historic Landmark in 1972.

The Hessian Lake recreation area includes a large lake and sweeping lawn surrounded by wooded hillsides, a hub of human activity in a wild setting. The main buildings of the Bear Mountain State Park are found in this area, a cohesive group of rustic structures closely harmonizing with the physical characteristics of the subunit. The largest structure and focus of activity is the large Bear Mountain Inn, completed in 1915. The inn is a two story structure of rough, uncoursed stone with log timbers and a gable roof. As attendance at the Park increased, additional structures were added through the 1920's and 1930's to aid visitors in the interpretation and enjoyment of the park's physical and cultural character. The increase in attendance was due mainly to the rapid improvements in access to the area through major transportation projects such as the railroad, the Bear Mountain Bridge, Seven Lakes Drive, Storm King Highway and Popolopen Drive. The Palisades Interstate Parkway is a significant transportation feature in the subunit. It improves access to the Park and creates a landscaped transportation corridor which bisects the subunit. The Palisades Interstate Parkway opened in 1951. Although conceived of as a landscaped, scenic drive, it soon became a major commuter artery. In spite of its heavy use, the parkway still retains the design integrity that is associated with the parkways of Robert Moses.

Battered walls of uncoursed stone, simple floor plans and unembellished surfaces distinguish the additional buildings. These address a variety of residential, recreational and support functions and include stone lodges and residences, a dock, boathouse, bath house and swimming pool, garages, storehouses, the administrative building and the Trailside Museum. The design, materials and scale of

the structures conform to the character of their natural surroundings. The resulting organic forms complement the forest growth around each structure and mesh man with the environment.

The Palisades Interstate Park Commission, using plans designed by the National Park Service, engineered and constructed the park structures using labor largely provided by the Civilian Conservation Corps, the Temporary Emergency Relief Administration and the Works Progress Administration. The style and design of the structures were consistent with national park architecture of the 1930's, yet was also consistent with the local landscape. The few modern structures which have been added to the State park have been sensitively designed and located and are not discordant.

The Bear Mountain Bridge, a truly spectacular structure, spans the Hudson River from Anthony's Nose on the east to Popolopen Creek and Fort Clinton on the west. In 1922 the State Legislature authorized a privately owned bridge to be built across the Hudson River at Bear Mountain. The Harriman family, through the Bear Mountain Hudson River Bridge Company, built the bridge at a cost of $6,000,000. Construction began in 1923, and the bridge opened in 1927. At the time of completion it was the longest suspension bridge in the world, the first bridge built with steel cables and the first passenger bridge crossing the Hudson River south of Albany. The bridge spans the Hudson River 153 feet above the water, while the two steel towers rise 355 feet above their foundation piers, set in solid rock on the river banks. These towers hold the 18 inch cables which support the 1,632 feet suspension span. The total length of the bridge is 2,257 feet, and the roadway is 38 feet wide with a 5 foot sidewalk on each side. The sidewalk is now part of the Appalachian Trail. In 1940 the State purchased the bridge for $2,275,000. The Bear Mountain Bridge is a significant historic feature, both for its engineering advances and transportation impact on the Hudson Highlands. The Popolopen Bridge, visible from the Bear Mountain Bridge, is an old arched-truss iron bridge that carries New York Route 9W across the gorge formed by the Popolopen Brook.

The toll house on the west side of the Bear Mountain Bridge is a random-coursed, rustic stone structure. It was completed at the same time as the bridge and is a significant contributing element to the Bear Mountain Bridge. It is also a significant structure in its own right, with the eclectic design containing elements of the Tudor, Elizabethan and English cottage styles, making it the most important structure of its type in the Hudson Highlands.

The area has wildlife interest and benefits from management as a protected wilderness area. The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. The bustling human activity associated with the State park is an important ephemeral characteristic which enhances the scenic quality of the subunit.

The formal and wilderness landscape settings are both well-maintained. There are no discordant features in the subunit, although a trailer park off Mine Road and the wastewater treatment plant and structures at the yacht club off Old Mine Dock Road do impair the scenic quality of the subunit.

C. Views

The sharp bend in the Hudson River at this point provides striking views directed and contained by the topography. Views of Anthony's Nose are particularly impressive from the vicinity of Old Mine Dock Road. Views are composed of a wide variety of natural and manmade landscape components. Long and unobstructed views extend up the Hudson Valley to the north, notably from the Bear Mountain Bridge. Views from the Hudson River include the wooded mouth of the Popolopen Brook, the wooded bluffs, and the Bear Mountain Bridge. The many well-designed structures provide strong manmade focal points complementing the wooded backdrop of mountain peaks.

III. Uniqueness

The Hessian Lake subunit is unique in the State. It includes the first developed recreational park in New York State and features a unique blend of engineered elements, including the Bear Mountain Bridge, the Palisades Interstate Parkway and the collection of park buildings, all set in a natural landscape.

IV. Public Accessibility

Most of the Hessian Lake subunit is in public ownership, and its recreation facilities and trails are accessible to the public. The subunit also has high visual accessibility provided by the Palisades Interstate Parkway, the Bear Mountain Bridge, N.Y Route 9W and 202, the Hudson River and the heavily visited Hessian Lake recreation area and trails within the Bear Mountain State Park. The Bear Mountain State Park is visited by over 2 million people annually. The Bear Mountain Trailside Museum and Zoo are visited annually by over 500,000 people.

The subunit is also visible from subunits on the eastern shorelands and from the passenger trains that run along the eastern banks of the Hudson River. An important public access facility in the subunit is the Bear Mountain State Park Dock, which established the first public access to the park when it was completed in 1910. The dock provides physical and visual access to the Hudson River. This is used during the summer months by a Day Liner excursion vessel which operates from New York City, providing opportunities to the general public for visual access to the Hudson Highlands from the Hudson River.

V. Public Recognition

The Hessian Lake subunit receives a very positive public recognition, notably for its historic and recreational value. The Bear Mountain Bridge and New York Routes 9W and 202 are designated Scenic Roads under Article 49 of the Environmental Conservation Law. The subunit comprises part of the Bear Mountain State Park Historic District, listed on the State and National Registers of Historic Places. The site of Fort Montgomery is a designated National Historic Landmark. The Bear Mountain Bridge is

recognized for its historic and engineering value and is listed on the State and National Registers of Historic Places. The protection of land and the development of the State park system in the Bear Mountain area has historical and symbolic significance as an early recognition of the scenic value of the Hudson Highlands.

VI. Reason for Inclusion

The Hessian Lake subunit is included in the Hudson Highlands SASS because it has high scenic quality. It encompasses a dramatic Hudson Highlands setting with well-sited and well-designed manmade features. There is an extensive variety of landscape features, including a creek mouth, tumbling brook, the Hudson River, a lake, flat plateau and steep bluffs. Contrasts exist between scenic components, emphasizing texture, form and line particularly associated with the graceful bridge structures, the rustic park structures and between the formal recreation areas and the wild, natural areas. The scenic components are unified by the woodland coverage and the common theme of open space protection and public recreation. The public parkland is highly accessible and highly visible from local roads, the trails and recreation facilities in the State park, the Bear Mountain Bridge, the Hudson River and the opposite shoreline. It receives public recognition as part of the Bear Mountain and Harriman State Park. Three designated Scenic Roads, the Bear Mountain Bridge, NY Route 9W and NY. Route 202, are designated under Article 49 of the Environmental Conservation Law. Fort Montgomery is a National Historic Landmark; and the cluster of park buildings are part of the Bear Mountain State Park Historic District listed on the State and National Registers of Historic Places, along with the Bear Mountain Bridge. The subunit is free from discordant features.

HH-11 Bear Mountain State Park Subunit

I. Location

The Bear Mountain State Park subunit is a large subunit located on the western shorelands of the Hudson River. The northern boundary of the subunit extends east from the coastal area boundary along the Palisades Interstate Parkway, and then south along the base of Bear Mountain to Seven Lakes Drive and NY Route 9W, a common boundary with the HH-10 Hessian Lake subunit. The subunit then follows the edge of the marshlands at Salisbury Meadows, a common boundary with the HH-12 Iona Island Marsh subunit, to the Hudson River. Here the subunit extends across the Hudson River to the mean high tide line on the eastern shorelands of the Hudson River, in part a common boundary with the HH-16 Anthony's Nose subunit. The boundary of the subunit moves inland at Jones Point, running along the base of Dunderberg Mountain to NY Route 9W, which it follows to its intersection with the coastal area boundary at the southern boundary of the Bear Mountain State Park. The western boundary of the subunit is the coastal area boundary, running south along the Palisades Interstate Parkway to the junction with Cedar Flats Road. Here the subunit boundary extends north and east to form the southern boundary of the Hudson Highlands SASS, extending along the coastal area boundary and following the southern boundary of the Bear Mountain State Park to the Hudson River. The subunit is approximately 6 miles long and 4 miles wide. It is located in the Town of Highlands, Orange County, the Town of Stony

Point, Rockland County and the City of Peekskill and Town of Cortlandt, Westchester County. Consult the Hudson Highlands SASS map sheets, numbers 5 and 6, for subunit boundaries.

II. Scenic Components

A. Physical character

The subunit is composed entirely of State park land, its dramatic and varied topography comprised of steep mountains and deep valleys. The peaks, rising to over 1000 feet, include the extensive, rugged and steep Bear, Bald, and Dunderberg Mountains as well as the lesser West, Pines, and Pingyp Mountains. Extensive mature mixed woodlands cover the landscape. The dominant water features in the subunit are the numerous mountain streams, some seasonal, which tumble through the mountain landscape. These include Bottom Brook, Timp Brook, and Doodletown Brook. The subunit includes a section of the Hudson River shoreline where the steep mountain landscape at Jones Point creates a sharp turn in the river, pinched by adjoining subunits into the glacially formed fjord of the Hudson Highlands.

B. Cultural Character

The Bear Mountain State Park, part of the Palisades Interstate Parks system, was the first developed recreational park in New York State. The creation of the park began in 1910 with a gift of 10,000 acres of land west of the Hudson River from Mrs. Mary Harriman. This and contiguous parcels subsequently acquired constitute the Bear Mountain and Harriman State Park. Capital for land purchase and development was provided by a $1,000,000 trust fund from Mrs. Harriman and $2,500,000 in bonds issued by the State. Early park planning and development was initiated by the Palisades Interstate Park Commission, and the National Park Service provided design assistance for the many structures and formal layout of the park. The development and preservation of the park is a key part of the American movement of the early 20th century to preserve scenic beauty.

In the hollow between Dunderberg, West Mountain and Bear Mountain is the historic settlement of Doodletown. Once a hamlet occupied by woodsmen during the 19th century and later by workers in the Palisades Park system and the Iona Island arsenal, the settlement is now a ghost town.

The extensive trail network throughout the subunit includes the historic route of the 1777 British attack on Fort Montgomery at the mouth of the Popolopen Creek. A feature to be found on the trails over Dunderberg Mountain is the remains of the uncompleted Dunderberg Spiral Railway. This gravity railway was planned to serve a hotel on the summit of the mountain. Although construction on the railway began in 1890, funds soon ran out and the project was never completed. The landscaped corridor of the well-designed, scenic Palisades Interstate Parkway passes along the entire western boundary of the subunit, and the scenic Perkins Memorial Drive serves the Perkins Memorial Tower, a five story stone observation tower on the summit of Bear Mountain. The Appalachian Trail winds through much of the subunit, crossing the summit of Bear Mountain. The idea of Benton Mackay, a U.S. Labor Department policymaker, the Appalachian Trail is a long distance footpath that stretches from Maine to Georgia

along the entire Appalachian Mountain chain. The Bear Mountain section of the Trail, opened in 1923, formed the first section of the 2,025 mile trail, which was finally completed in 1937.

The area has wildlife interest and benefits from management as a protected wilderness area. The presence of wildlife provide ephemeral characteristics, and contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. The bustling human activity associated with the State park is an important ephemeral characteristic which enhances the scenic quality of the subunit.

Few built features have been permitted in this part of the State park. The subunit is a large, generally undisturbed public wildland and is generally well maintained. There are very few discordant features visible in the subunit. These include infrastructure related to the State park, such as extensive parking lots and maintenance depots related to the Anthony Wayne Recreation Area.

C. Views

The peaks and hillsides of the subunit offer extensive panoramic views of the Hudson River Valley, and the surrounding Hudson Highlands, extending north to the mountains around Garrison, Cold Spring and West Point and south to the New York City skyline. Views within the subunit are often contained by the surrounding mountains and woodland. Focal points include the Bear Mountain Bridge, the Torne, Iona Island, Manitou Marsh and Anthony's Nose. The views from the overlooks on the Perkins Memorial Drive, which winds its way around Bear Mountain, and from the summit of Bear Mountain are particularly spectacular. The City of Peekskill, Westchester County's garbage generated power plant and the nuclear power complex at Indian Point, all situated across the Hudson River from Dunderberg Mountain, detract from some of the dramatic Highland views, introducing urban and industrial elements into the natural wildlands of the Bear Mountain State Park and the surrounding Hudson Highlands. However, these features are often screened from view in many of the trailside vistas by woodland and topography. Views from the Hudson River are of the steep wooded bluffs and high mountain peaks.

III. Uniqueness

The Bear Mountain State Park subunit consists of a large area of public and undisturbed wild lands in a coastal highlands setting that is unique in the State.

IV. Public Accessibility

The Bear Mountain State Park subunit has extensive public, physical and visual accessibility. It is highly visible from the Palisades Parkway, the Bear Mountain Bridge, the Hudson River, adjacent subunits, from subunits on the eastern shorelands and from the passenger trains that run along the eastern banks

of the Hudson River. NY Route 9W traverses the eastern portion of the subunit offering views of the Hudson River and the eastern shore. The Anthony Wayne Recreation Area provides public access to the western edge, while the Perkins Memorial Drive and Observatory provides vehicular access to the peak of Bear Mountain. The Appalachian Trail winds through much of the subunit crossing the Bear Mountain peak. This is just one part of an extensive trail network within the subunit.

V. Public Recognition

The Bear Mountain State Park subunit receives strong positive public recognition, notably as a valued State park and the southern gateway to the Hudson Highlands. NY Route 9W is a designated Scenic Road under Article 49 of the Environmental Conservation Law, as are several other stretches of local roads within the park. The subunit comprises part of the Bear Mountain State Park Historic District, listed on the State and National Registers of Historic Places. The protection of land and the development of the State park system in the Bear Mountain area has historical and symbolic significance as an early recognition of the scenic value of the Hudson Highlands.

VI. Reason for Inclusion

The Bear Mountain State Park subunit is included in the Hudson Highlands SASS because it has high scenic quality. There is much variety in the topography of the subunit, with steep mountains, rocky summits and deep valleys, unified in the vegetative coverage. A high degree of contrast is found in texture, form and line, brought about by the abrupt changes in skyline and the meeting of river and mountain. The large area of public and undisturbed wild lands in a coastal highlands setting is unique in the State. As State park land the subunit has excellent accessibility. The subunit is also visible from the Palisades Parkway; the Bear Mountain Bridge; the Hudson River; adjacent subunits, including those on the eastern shore of the Hudson; and from the passenger trains that run along the eastern shore Hudson River. It is recognized as part of the State park system and as the southern gateway to the Hudson Highlands. Scenic resources receive broad public recognition. Several scenic roads designated under Article 49 of the Environmental Conservation Law are located in the subunit, including NY Route 9W. The Bear Mountain State Park Historic District is listed on the State and National Registers of Historic Places, and the Bear Mountain area has historic and symbolic significance as an early recognition of the scenic value of the Hudson Highlands. There are few discordant features in the subunit.

HH-12 Iona Island Marsh Subunit

I. Location

The Iona Island Marsh subunit is located to the south of the Bear Mountain Bridge and west of Iona Island. It is bounded on the northeast by the Conrail railroad tracks, a common boundary with the HH-13 Iona Island subunit, and to the south and west by the steep slopes of Dunderberg and Bear Mountains, a

common boundary with the HH-11 Bear Mountain State Park subunit. The subunit is approximately 1 mile long and 0.5 miles wide. It is located in the Town of Stony Point, Rockland County. Consult the Hudson Highlands SASS map sheet number 5 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is a large, undisturbed marsh dominated by water features and an extensive wetland habitat. The marsh developed as a result of the changing course of the Hudson River, caused when glacial ice, unable to follow the original sharp turns of the river created by fault zones, carved new channels and left the old channel to silt up, forming a deep tidal marsh. The subunit is a cove composed of Salisbury and Ring Meadows, large tidal wetlands separated by the Snake Hole Creek. The Doodletown Brook meanders through the meadows and empties into the Doodletown Bight which reaches far into the subunit. The two creeks form areas of open water. The rocky outcrops on the edge of Iona Island rise abruptly from the marsh, contrasting with the overall flatness of the subunit. Vegetation is dominated by wetland and aquatic plants, with shrubs and hedgerows on the upland area.

B. Cultural Character

The subunit is a designated wildlife refuge and is preserved and maintained as a natural wild landscape. The diversity and abundance of wildlife within the subunit provide ephemeral characteristics which enhance the scenic qualities of the subunit. The colors, tones and texture of the subunit change throughout the day and the seasons, increasing the scenic quality of the subunit with the addition of positive ephemeral characteristics. The access road to Iona Island and the railroad run through the marsh area, separating the wetland areas and forming discordant features that detract from the scenic qualities of the wetland.

C. Views

Low level views from within the Iona Island Marsh subunit are contained by the tall vegetation which, from this perspective, obscures the horizon. Views within the subunit are across the wetlands to the surrounding mountains. Iona Road and NY Route 9W provide sweeping views of the meadows and the surrounding mountains. The view from the access road north to the Bear Mountain Bridge through the tall wetland vegetation is particularly impressive. The steep mountain slopes and the Bear Mountain Bridge provide striking focal points and combine to form a dramatic backdrop to internal views of the subunit and views out from the subunit.

III. Uniqueness

The Iona Island Marsh subunit is a unique marsh and estuary habitat and one of the largest, undeveloped tidal wetlands on the Hudson River.

IV. Public Accessibility

The Iona Island Marsh is part of the Bear Mountain State Park and is owned by the Palisades Interstate Park Commission. Educational use of the marsh is offered through programs run by the Hudson River National Estuarine Research Reserve, providing public access to the marsh. The subunit is highly visible from the Iona Island access road, the Bear Mountain Bridge, NY Route 9W and the Bear Mountain Bridge Road. The marsh is particularly visible from the upland sections of surrounding subunits.

V. Public Recognition

The Iona Island Marsh subunit receives wide public recognition due to its high visual accessibility and is highly valued by the general public as a wildlife refuge. The Marsh is a designated Significant Coastal Fish and Wildlife Habitat, part of the Hudson River National Estuarine Research Reserve, and a registered National Natural Landmark. The protection of land and the development of the State park system in the Bear Mountain area has historical and symbolic significance as an early recognition of the scenic value of the Hudson Highlands. Iona Island Road is a designated Scenic Road under Article 49 of the Environmental Conservation Law.

VI. Reason for Inclusion

The Iona Island Marsh subunit is included in the Hudson Highlands SASS because it is of high scenic quality. There is a high degree of variety and contrast between the water features and vegetation and a varied and interesting coastline configuration. The landform of the subunit contrasts with the steep mountains that surround it. The diversity and abundance of wildlife species in Iona Marsh are unusual in the lower Hudson River and add to the scenic value of the subunit. The changing colors and textures of the marsh vegetation, enhanced by dramatic changes in weather conditions and the contrast between wetlands and open water, add significantly to the scenic qualities of the subunit. Iona Island Marsh is a unique marsh and estuarine habitat, one of the largest, undeveloped tidal wetlands on the Hudson River. The subunit has excellent accessibility and public recognition. Iona Island Road is a designated Scenic Road under Article 49 of the Environmental Conservation Law; and the subunit constitutes the middleground of views from the Bear Mountain Bridge and the Bear Mountain Bridge Road on the eastern shore of the Hudson River, also designated a Scenic Road under Article 49. The marsh's natural resource values are recognized through its Significant Coastal Fish and Wildlife Habitat designation, inclusion in the National Estuarine Research Reserve, and its designation as a National Natural Landmark. The subunit is free from discordant features.

HH-13 Iona Island Subunit

I. Location

The Iona Island subunit is located along the west bank of the Hudson River south of the Bear Mountain Bridge. The Conrail railroad tracks form the western boundary, a common boundary with the HH-12 Iona Island Marsh subunit. The subunit extends across the Hudson River and shares a common boundary

with the HH-16 Anthony's Nose subunit on the eastern shorelands of the Hudson River. The subunit is approximately one mile long and 0.25 miles wide. The subunit is located in the Town of Stony Point, Rockland County. Consult the Hudson Highlands SASS map sheet number 5 for subunit boundaries.

II. Scenic Component

A. Physical Character

The subunit is a rugged and rocky island with many abandoned structures. The island was formed as a result of the changing course of the Hudson River caused when glacial ice, unable to follow the original sharp turns of the river created by fault zones, carved new channels. The extensively cleared landscape is regenerating into second growth scrub and woodlands, but remains a scarred landscape in a very scenic setting in the narrows of the Hudson River, south of the Bear Mountain Bridge. Restoration of the derelict land and some structures is in progress, returning the land to the naturally scenic condition prevalent in the rest of the Bear Mountain State Park. Water features dominant in the subunit are the Hudson River, Ring Meadows and Snake Hole Creek. The island has unique climatic advantages, lying at the northern limits of the mild sea breezes blowing up from the mouth of the Hudson, causing milder winters and earlier springs than in other parts of the Hudson Highlands.

B. Cultural Character

The subunit has an interesting and varied history. Over 3000 years ago, it hosted early Indian settlement, remains of which have been found on the island and are now exhibited in the Trailside History Museum at the Bear Mountain State Park. Plans to fortify the island during the Revolutionary War were never fulfilled, although the island was occupied briefly by British troops. In the mid-19th century the island was the site of horticultural and viticultural experiments, and it became known for its grapevines, peach orchards and seed-propagation houses. Late in the 19th century the ownership of the island continued to change hands. It eventually became a private summer resort, and then a popular excursion playground, featuring picnic grounds, an amusement park and a hotel. In 1899 the navy purchased Iona Island and constructed a military complex, including a large munitions plant and a supply depot. The island was acquired in the 1960s by the Palisades Interstate Park Commission, which began the process of restoration of this much-impacted landscape.

Iona Island is recognized for its wildlife importance, notably as a wintering ground for bald eagles. The diversity and abundance of wildlife within the subunit provides ephemeral characteristics which enhance the scenic qualities of the island.

The abandoned structures set within the disturbed landscape of the Island are discordant features within the subunit, although their negative impact is being reduced as the site undergoes restoration.

C. Views

The subunit projects far into the Hudson River, providing extensive views of the Hudson River. The length of the views extends some 2 to 3 miles to the north and south, although these are somewhat contained by turns in the river around Anthony's Nose and Dunderberg Mountain. Views from the Hudson River are of the low island set against the background of wooded mountains. The mountain peaks and the Bear Mountain Bridge provide dramatic focal points fully visible from the subunit, and the surrounding Hudson Highlands provide a spectacular backdrop.

III. Uniqueness

The subunit is not unique, although the existence of such a large island in the Hudson River is rare.

IV. Public Accessibility

The Iona Island subunit is highly visible. It is prominent in views from the Hudson River, the Perkins Memorial Drive to the summit of Bear Mountain, NY Route 9W, the Bear Mountain Bridge Road, the Bear Mountain Bridge, the railroad on the east shore of the Hudson River and the City of Peekskill. The island is part of the Bear Mountain State Park, but has limited public physical access. The island is closed to the public from December 1 to April 1, during the over-wintering on the island of bald eagles, while in the other months only those with permits from the Bear Mountain State Park are allowed beyond the railroad, limiting access to the subunit. Educational use of the marsh and the island is offered through programs run by the Hudson River National Estuarine Research Reserve. The research reserve has proposed the adaptive reuse of the vacant former marine barracks as a site for a Hudson River Center for Education and Research. This would also include the development of a trail network on the island and result in increased public accessibility to the subunit.

V. Public Recognition

The Iona Island subunit is publicly recognized as a component in the views from the surrounding subunits, notably from the Bear Mountain State Park, the Bear Mountain Bridge and the Bear Mountain Bridge Road. The latter two roads are designated Scenic Roads under Article 49 of the Environmental Conservation Law, in part because of the views they offer of the Bear Mountain State Park, including the Iona Island subunit. It is also recognized and valued by the public as a protected wildlife habitat, part of the Hudson River National Estuarine Research Reserve and as part of the Bear Mountain State Park. The protection of land and inclusion of the subunit in the State park system in the Bear Mountain area represents a public recognition of the scenic value of the subunit.

VI. Reason for Inclusion

The Iona Island subunit is included in the Hudson Highlands SASS because it is of high scenic quality. The coastline configuration provides a variety of landscape features, and there is a dramatic contrast

between the low island, marshlands, creek mouths, the Hudson River and the surrounding mountainous landscape of the Hudson Highlands.

Publicly recognized as a valuable wildlife habitat and as part of the Bear Mountain State Park, the subunit has limited physical access but is an important component in views from surrounding subunits and from two Scenic Roads designated under Article 49 of the Environmental Conservation Law. Several vacant and derelict structures set in the disturbed landscape of the subunit constitute discordant features, although their impact is being reduced through restoration activities.

HH-14 Jones Point Subunit

I. Location

The Jones Point subunit is located on the west bank of the Hudson River at the base of Dunderberg Mountain. The western boundary of the subunit runs inland from Jones Point along the base of Dunderberg Mountain to NY Route 9W, which it follows to its intersection with the coastal area boundary at the southern boundary of the Bear Mountain State Park. The subunit extends across the Hudson River to the mean high tide line on the eastern shorelands of the Hudson River. It extends south approximately 1.5 miles from Jones Point along the Hudson River and averages 500 feet wide. It is located in the Town of Stony Point, Rockland County and the City of Peekskill, Town of Cortlandt and Village of Buchanan, Westchester County. Consult the Hudson Highlands SASS map sheet number 6 for subunit boundaries.

II. Scenic Components

A. Physical Character

This subunit is composed of a narrow, gently rising bank of the Hudson River to the south of Jones Point, adjacent to the steep wooded hillside of Dunderberg Mountain. The Hudson River adjacent to the subunit is nearly one mile wide, although it appears narrower, pinched by adjoining subunits into the glacially formed fjord of the Hudson Highlands. Mature mixed woodlands are interspersed with landscaped clearings along the banks of the Hudson River.

B. Cultural Character

Jones Point is a landmark on the Hudson River and, along with Dunderberg Mountain, forms part of the southern gateway to the Hudson Highlands. The Conrail railroad tracks, Liberty Drive, and NY Route 9W run the length of the narrow subunit. It contains a small settlement whose roots go back to the site of an early ferry crossing to Peekskill, the settlement originally being known as Caldwell's Landing. The scattered housing is served by Liberty Drive, named after the "Liberty Ships", cargo vessels used to supply troops in the European conflict during World War II. These ships were anchored offshore for many years after the war. A monument to the Liberty Ships is located on Route 9W at a point where the broad expanse of the Hudson River which hosted the moored vessels provides a backdrop for the

monument. The picturesque House of Prayer Church is situated on Liberty Drive. Extensive industrial development to the south and east of the subunit, including the Indian Point nuclear plant across the Hudson River, is a discordant feature and detracts significantly from the high scenic quality surrounding the subunit.

C. Views

Views from the subunit are contained by the bends in the Hudson River and are directed across the river to the City of Peekskill and the villages of Buchanan and Verplanck. The incongruent structures of industrial development on the eastern shorelands of the Hudson River dominate the views from the subunit, providing negative focal points. Views from the Hudson River are of the scattered residential development set in landscaped clearings on the low, wooded plateau below the rounded, wooded peak of Dunderberg Mountain.

III. Uniqueness

The Jones Point subunit is part of Dunderberg Mountain, a unique landform that creates a sharp bend in the Hudson River.

IV. Public Accessibility

The pattern of land ownership in the small Jones Point subunit limits public accessibility. It has high visual accessibility from the Hudson River, from settlements on the eastern shorelands and from the passenger trains that run along the eastern banks of the Hudson River.

V. Public Recognition

The Jones Point subunit receives positive public recognition as part of the southern gateway to the Highlands and is a landmark for travelers on the Hudson.

VI. Reason for Inclusion

The Jones Point subunit is included in the Hudson Highlands SASS because it has a variety of positive scenic components, including the broad expanse of the Hudson River, the unique landform of Jones Point, and the picturesque settlement of Liberty Drive with the House of Prayer Church. The broad Hudson River contrasts with the narrow lowland banks. The subunit is highly visible from local roads, the Hudson River and from the eastern shorelands of the Hudson River. It is recognized as part of the southern gateway to the Hudson Highlands, and Jones Point creates a dramatic bend in the Hudson River, a landmark for travelers.

HH-15 Wallace Pond Subunit

I. Location

The Wallace Pond subunit is situated to the east of the Hudson River. The subunit extends north from the southern boundary of the Hudson Highlands SASS, which is the northern boundary of the developed portion of the Camp Smith Military Reservation. The eastern boundary of the subunit is the coastal area boundary, following the New York-Albany Post Road, NY Route 9 north from the northern boundary of Camp Smith to its intersection with Route 403, Cat Rock Road, which it follows to its intersection with the Hudson River viewshed in the hamlet of Forsonville. The western boundary of the subunit is the viewshed of the Hudson River, extending north from Camp Smith to the intersection with Route 403 in the hamlet of Forsonville, a common boundary with the HH-16 Anthony's Nose subunit. The subunit is approximately 4 miles long and between 0.5 and 1.5 miles wide. It is located in the Town of Cortlandt, Westchester County and the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheets, numbers 4 and 5, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit, situated on the eastern flank of the main ridge of the Hudson Highlands, consists of a rolling upland landscape rising to 700 feet, with woods, meadows, streams and ponds. A mix of mature deciduous and coniferous woodlands is predominant in the landscape. Wallace Pond, Lake Alice, and several smaller ponds are tucked into small valleys among the hills.

B. Cultural Character

The surrounding Hudson Highland peaks provide a dramatic setting for the considerable amount of scattered residential development that occurs on the southern edge of the subunit around Manitou Road, South Mountain Pass and Wallace Pond. Unlike much of the Hudson Highlands, the landscape of this subunit is not one of wildness, but a more pastoral mix.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic feel of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

Development is mostly screened by mature woodland and is generally well maintained. Recent residential development, however, has resulted in a more sprawling pattern and reduced the visual quality of the subunit, although the development is not a discordant feature. The central and northern portions of the subunit are relatively undeveloped.

C. Views

Views from the subunit are limited to the surrounding hills due to the enclosing topography and are largely contained by the woodland. The Highland peaks and a nearby monastery and convent, to the east of NY Route 9, are focal points. The subunit is located outside of the main viewshed of the Hudson River and affords only partial views of the Hudson River to the south. There are limited views of internal water bodies.

III. Uniqueness

The Wallace Pond subunit is not unique. It features the rolling topography typical of the upland sections of the Hudson Highlands.

IV. Public Accessibility

The land ownership pattern related to the low density development scattered throughout the subunit has resulted in few opportunities for public access in the Wallace Pond subunit. It is accessible from NY Route 9, the New York-Albany Post Road, local roads, and the Appalachian Trail which runs through its eastern portion. The Castle Rock Unique Area, on the slopes around the Castle Rock estate, and the Osborn Preserve, part of the Hudson Highlands State Park, provide considerable opportunities for public access in the northern part of the subunit.

V. Public Recognition

The Wallace Pond subunit receives public recognition from local residents, travelers on NY Route 9 and hikers on the Appalachian Trail. The inclusion of northern parts of the subunit in the Hudson Highlands State Park system represents a public recognition of the scenic value of the subunit.

VI. Reason for Inclusion

The Wallace Pond subunit is included in the Hudson Highlands SASS because it is of high scenic quality. Although the subunit is not within the viewshed of the Hudson River, it forms an integral part of the Hudson Highlands SASS, forming the eastern flank of the southern gateway to the Hudson Highlands. The rolling landscape creates a varied topography. The dominant woodland coverage unifies the landscape of the subunit, with contrasts provided by scattered landscaped clearings related to residential development, open meadows, and the numerous ponds. The subunit is accessible from local roads, State park land and the Appalachian Trail. It is recognized by local residents, travelers on NY Route 9 and hikers on the Appalachian Trail and through the inclusion of parts of the subunit in the Hudson Highlands State Park. There are no discordant features, although recent residential development has reduced the overall scenic quality of the subunit.

HH-16 Anthony's Nose Subunit

I. Location

The Anthony's Nose subunit is situated on the east bank of the Hudson River. It extends from the southern boundary of the Hudson Highlands SASS at Roa Hook Road to Route 403 and the hamlet of Forsonville in the north, a common boundary with the HH-20 Garrison Four Corners subunit. The eastern boundary of the subunit is the viewshed of the Hudson River, extending north from the intersection of Roa Hook Road and the Bear Mountain Bridge Road to the intersection with Route 403 in the hamlet of Forsonville, a common boundary with the Wallace Pond subunit. The western boundary runs along NY Route 9D, the Bear Mountain-Beacon Highway, to its junction with Manitou Road, and along Manitou Road to the 200 foot contour line at the base of the steeply rising upland, which the boundary follows north to its intersection with Route 403. The subunit extends across the Hudson River and shares a common boundary with the HH-11 Bear Mountain State Park, HH-13 Iona Island and HH-10 Hessian Lake subunits on the western shorelands of the Hudson River. It is located in the Town of Cortlandt, Westchester County and the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheets, numbers 4 and 5, for subunit boundaries.

II. Scenic Components

A. Physical Character

Anthony's Nose is a large subunit composed of steep, wooded mountains, with rolling uplands rising to over 900 feet, encompassing Manitou Mountain, Anthony's Nose, Mine Mountain, Canada Hill, White Rock and Sugarloaf Hill. Anthony's Nose and Manitou Mountain plunge directly to the Hudson River forming very steep bluffs which, along with Dunderberg Mountain, Jones Point and Iona Island constrict the river valley into a dramatic narrow gorge, creating part of the glacially formed fjord. The tip of Anthony's Nose is pierced by a railroad tunnel some 200 feet in length. The gently curving shoreline of the Hudson River exhibits moderate undulation, broken by small points. Fish Island is the smallest named island on the river and is located close to the shore. The water features in the upland area include the Broccy Creek Reservoir, located in a col between Anthony's Nose and Mine Mountain; Curry Pond; Lake Lucretia (misnamed on the map Lake Elizabeth); and several smaller ponds and wetlands and mountain brooks, such as the Broccy Creek. The mature mix of deciduous and coniferous woodland provides a rich upland wildlife habitat.

B. Cultural Character

The Anthony's Nose subunit is a dramatic natural area, broken by only a few designed landscapes and structures. Some scattered houses are located on Manitou Road in the South Mountain Pass and along Cloudbank Road. There are several well-sited estates in the subunit. The Bear Mountain Bridge and the Bear Mountain Bridge Road are significant built structures in the subunit. The railroad hugs the Hudson River shoreline below Anthony's Nose and Manitou Mountain and passes through a short tunnel at the

foot of the Bear Mountain Bridge. The New York State Military Reservation, known generally as Camp Smith, encompasses most that portion of the subunit located in Westchester County.

Castle Rock has historically been a prominent and significant architectural landmark in the Hudson Valley. Completed in 1881, it was designed by J. Morgan Slade for William H. Osborn, President of the Illinois Central Railroad and an important figure in the history of American transportation. The turreted rough-cut stone chateau stands like a European castle on a 630 foot high ridge overlooking the low-lying meadows of the adjacent HH-20 Garrison Four Corners subunit, the Hudson River, West Point and the Hudson Highlands. The Hudson River School artist Frederic Church, a lifelong friend of Osborn's, advised on Castle Rock's siting and landscaping. Clearly visible against the skyline from local roads, the two and a half story residence features a highly irregular arrangement of masses and detailing characteristic of the picturesque ideal of this period, an ideal with which the Hudson Highlands is closely associated. The structure is dominated by a round tower with a conical roof which, along with various porches, dormers and balconies, provides spectacular views of the Hudson Highlands.

Castle Rock was designed as a retirement home for W.H. Osborn. After his death it passed to his son Henry Fairfield Osborn, who enlarged the house through the addition of the north wing and library. Constructed in 1906, the extensions carefully followed the style of the original building. Henry Osborn also commissioned Olmsted Brothers to improve the landscaping and was responsible for some of the other structures on the estate. The estate remains in the ownership of the Osborn heirs. While the house and a modest associated acreage are still privately owned, most of the property comprises the State-owned Castle Rock Unique Area.

The dramatic main building is the focal point of a large estate that originally extended over 2,500 acres but now reaches only to NY Route 9D. Several estate structures are located in the adjacent HH-20 Garrison Four Corners subunit. Lilac Cottage is situated to the south of the main residence. An existing structure on the estate when Osborn purchased the site, it was renovated as a guest cottage. Picturesque dirt roads and trails run throughout the estate. The former Sloan Colt estate is set on another high ridge south of Sugarloaf Mountain (Osborn Preserve) and is oriented dramatically toward the Bear Mountain Bridge.

In the late 1880's William Church Osborn developed Forest Farm, a country seat and a working farm, on Cat Rock Road adjoining the property of his father, William H. Osborn. The younger Osborn was a New York City attorney and philanthropist who served as president of the Metropolitan Museum of Art and was founding president of the Hudson River Conservation Society. The house was built in 1893; it was remodeled and reduced in size in the 1950's.

The Bear Mountain Bridge, a truly spectacular structure, spans the Hudson River from Anthony's Nose on the east to Popolopen Creek and Fort Clinton on the west. In 1922 the State Legislature authorized a privately owned bridge to be built across the Hudson River at Bear Mountain. The Harriman family, through the Bear Mountain Hudson River Bridge Company, built the bridge at a cost of $6,000,000. Construction began in 1923, and the bridge opened in 1927. At the time of completion, it was the

longest suspension bridge in the world, the first bridge built with steel cables and the first non-railroad bridge crossing the Hudson River south of Albany. The bridge spans the Hudson River 153 feet above the water, while the two steel towers rise 355 feet above their foundation piers, set in solid rock on the river banks. These towers hold the 18 inch cables which support the 1632 feet of suspension span. The total length of the bridge is 2257 feet. The roadway is 38 feet wide with a 5 feet sidewalk on each side. The sidewalk is now part of the Appalachian Trail. (The Appalachian Trail is a long distance footpath that stretches from Maine to Georgia for 2,025 miles along the Appalachian Mountain chain. Started in 1923, it was completed in 1937.) In 1940 the State purchased the bridge for $2,275,000. The Bear Mountain Bridge is a significant historic feature, for both its engineering advances and its transportation impact on the Hudson Highlands.

The Bear Mountain Bridge joins NY Route 6 and 202, the two lane Bear Mountain Bridge Road which winds spectacularly for three miles around the contours on the flank of Anthony's Nose and Manitou Mountain, overlooking the Hudson River. By the act passed by the State Legislature enabling the construction of the Bear Mountain Bridge, the Bear Mountain-Hudson River Bridge Company was required to build a road along the south face of Anthony's Nose, over State land, to connect with the Albany Post Road, NY Route 9. The specifications called for the road to rise higher than the Storm King Highway and to offer scenic vistas up and down the Hudson River and of the surrounding Hudson Highlands. As a result, the highway, completed in 1924, is one of the most picturesque in the Hudson Valley. The roadway and supporting scenic detailing, including the stone walls constructed from material excavated during completion of the road and the now unused toll house, are maintained in their original form. The highway is significant in its engineering achievement and its contribution to the history of transportation in the region.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition, as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

The bridge and highway are well-designed engineering landmarks that accentuate and enhance their natural setting while providing for extensive public access to the area. The subunit is well maintained, few structures are located within the subunit, and there are no discordant features visible.

C. Views

Views from the Anthony's Nose subunit are extensive. The peaks of the Hudson Highlands; the Hudson River; the Bear Mountain Bridge; and NY Route 6 and 202, the Bear Mountain Bridge Road, provide for broad vistas and many dramatic vantage points with extensive views up and down the river. There are many positive visual elements and striking focal points in the subunit, notably the majestic Castle Rock and the Bear Mountain Bridge. From the Bear Mountain Bridge Road and its overlook there are good views of Iona Island and Marsh, and Jones Point. The railroad hugs the shoreline, offering good views of

the Hudson River and the western shorelands. Views from the Hudson River are of the Bear Mountain Bridge, the Bear Mountain Bridge Road and the towering wooded peaks that rise from the shores of the Hudson River.

III. Uniqueness

The Anthony's Nose subunit is unique in the State. The subunit features a unique arrangement of a group of mountains whose steep bluffs fall away to the adjacent lowland pastures and the Hudson River. The Bear Mountain Bridge and the Bear Mountain Bridge Highway are a unique scenic resource unequalled in the State. The Castle Rock estate and its ridgeline location is a unique setting for an historic residence.

IV. Public Accessibility

The Anthony's Nose subunit is accessible from the Bear Mountain Bridge, the Bear Mountain Bridge Road, local roads, the Hudson River, the passenger trains that run along the banks of the Hudson River and from subunits on the western shorelands, notably the Bear Mountain State Park. NY Route 9W traverses the eastern portion of the subunit offering views of the Hudson River and the eastern shore. The Appalachian Trail crosses the Bear Mountain Bridge and winds along the northern slope of Anthony's Nose and through South Mountain Pass, between Canada Hill and Mine Mountains. Limited public access to the Military Reservation is currently being negotiated as part of the Greenway Trail system. The Castle Rock Unique Area, on the slopes around the Castle Rock estate, is accessed from adjacent subunits. The Osborn Preserve, part of the Hudson Highlands State Park, and parts of Manitoga provide considerable opportunities for public access in the northern part of the subunit. The Osborn Preserve features a network of carriage paths.

V. Public Recognition

The Anthony's Nose subunit receives positive public recognition as part of the southern gateway to the Hudson Highlands and for the mountain peak landmarks it contains. Anthony's Nose, Manitou Mountain and Sugarloaf Mountain have historically been landmarks to travelers on the Hudson River. The Bear Mountain Bridge, the Bear Mountain-Beacon Highway and the Bear Mountain Bridge Road are designated Scenic Roads under Article 49 of the Environmental Conservation Law. The architectural significance of Castle Rock and the historic and engineering significance of the Bear Mountain Bridge and the Bear Mountain Bridge Road have been recognized by inclusion on the State and National Registers of Historic Places. The protection of land and the development of the State park system in the Anthony's Nose area has significance as a public recognition of the scenic value of the subunit.

VI. Reason for Inclusion

The Anthony's Nose subunit is included in the Hudson Highlands SASS because it has high scenic quality. The subunit features a variety of topography and physical features, including steep slopes, rolling upland and numerous water features. There are contrasts between the natural and manmade landscape

features, which complement each other to form a cohesive landscape unit. The woodland coverage is a unifying component. The subunit is a unique landscape of outstanding natural and cultural character, with unmatched views of the Hudson Highlands. It is accessible from the Bear Mountain Bridge, local roads, the Appalachian Trail and State park land. The Bear Mountain Bridge, the Bear Mountain-Beacon Highway and the Bear Mountain Bridge Road are designated Scenic Roads under Article 49 of the Environmental Conservation Law. The subunit receives public recognition as part of the State park system and as the southern gateway to the Hudson Highlands. The significance of three structures in the subunit are recognized by their inclusion on the State and National Registers of Historic Places. There are no discordant features visible in the subunit.

HH-17 Manitou Subunit

I. Location

The Manitou subunit is located on the eastern shorelands of the Hudson River, on the western flanks of Anthony's Nose and Canada Hill. The eastern boundary runs along NY Route 9D, the Bear Mountain-Beacon Highway, to its junction with Manitou Road, along Manitou Road to the 200 foot contour line at the base of the steeply rising upland, a common boundary with the HH-16 Anthony's Nose subunit, which it follows north to the stream at the base of Sugarloaf Hill, a common boundary with the HH-20 Garrison Four Corners subunit. The western boundary follows the ridge of the bluff of the Hudson River along the 100 foot contour, a common boundary with the HH-18 Manitou Marsh subunit, from the Bear Mountain Bridge north to the stream at the base of Sugarloaf Hill. The subunit is approximately 2.75 miles long and 0.25 miles wide. It is located in the Town of Cortlandt, Westchester County and the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheet number 5 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is comprised of large estates and dense woods situated on the gently rising hillside beyond the bluffs of the Hudson River at the base of Anthony's Nose and Canada Hill. Mature, mixed woodlands cloak the hillside, while clearings of sweeping lawns mark the setting of residences scattered within the woodlands. Copper Mine Brook flows through the subunit, through steep slopes and ravines and over waterfalls.

B. Cultural Character

The subunit features scattered residential development. The well-preserved and maintained estates give the subunit historic value. The estates are set in a formal landscape of spreading lawns and woodlands, while good use is made of manmade landscape and boundary features such as hedgerows, stonewalls, gateways and gatehouses. The subunit includes turn of the century copper mine fields.

The significance of two estates has been recognized through listing on the State and National Registers of Historic Places. Glenfields, a two story clapboard residence with a gable roof and massive granite chimney, was designed and constructed by Mead and Taft for the Kings, a prominent New York family. Completed in 1870, Glenfields was the country seat of Archibald Gracie King, grandson of Rufus King, a leading Federalist and U.S. Senator, and son of James Gore King, banker and Member of Congress. The landholding once totaled thousands of acres. Glenfields, sited overlooking the Hudson River, was easily accessible from a private road and dock on the Hudson River. King and his son were prominent local entrepreneurs with interests in a local granite company, as well as the Highland Copper Company, the Highland Chemical Company and the Highland Land Company. Kings Lane and Kings Dock became important to local traffic and the development of commerce in this part of the Hudson Highlands, providing links to New York City. The house is important for its association with a notable figure in regional commerce and as a distinctive example of the work of Mead and Taft, major builders of middle class houses of this period in the Hudson Highlands.

Located on the hillside above NY Route 9D is Dragon Rock, the home of Russel Wright, the foremost American designer of the mid-20th century. The residence, completed in 1959, is a multi-level structure of natural materials integrated with the landscape and nature of the Hudson Highlands. A rambling combination of Japanese architecture and the style of Frank Lloyd Wright (unrelated), who was consulted on the final design, the house is built into the side of an old quarry. Russel Wright completely restored the 80 acres of the estate, known as Manitoga, and created a landscaped nature sanctuary around his residence, turning a despoiled landscape into a natural forest garden.

Manitoga, the Algonquin term for Place of Great Spirit, was turned over in 1975 to The Nature Conservancy which opened the Manitoga Nature Sanctuary. In 1984, Manitoga, Inc. was established to promote Russel Wright's concept of design with nature, to develop educational programs and to offer public access to Manitoga. Trails cross the hillsides through the woodlands, along brooks and through openings in the woodland cover, providing extensive panoramic views of the Hudson River from Bear Mountain to Breakneck Ridge. Manitoga offers access to the Osborn Preserve, part of the Hudson Highlands State Park, and the Appalachian Trail in adjacent subunits. The distinctive qualities of the design of the building and the nature reserve make this property one of the best examples of an environmentally designed home in the United States and represents a continuum of the picturesque movement in the Hudson Highlands.

The presence of wildlife contributes ephemeral characteristics to the landscape. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition, as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

Recent limited residential development has been absorbed into the well-maintained landscape and has not yet been disruptive of the subunit's scenic quality. An area of filled land adjacent to NY Route 9D

and Copper Mine Brook contains piles of fill, soil and construction equipment. The site is a discordant feature in the subunit and impairs the scenic quality of the NY Route 9D corridor.

C. Views

The Manitou subunit has extensive Hudson River views. Views from the highway and the upland are partially contained by topography and woodlands. The views are composed of complementing scenic components in the adjacent subunits, including river, marsh, mountain and estates, with focal points of Anthony's Nose, surrounding Highland peaks and partial views of the Bear Mountain Bridge set against the background of the Hudson Highlands.

III. Uniqueness

The Manitou subunit is not unique. The topography and vegetation coverage are common in the Hudson Highlands. The Manitoga property feature a unique style of building and landscape design that links man with nature.

IV. Public Accessibility

The land ownership pattern related to the low density development scattered throughout the subunit has resulted in few opportunities for public access in the Manitou subunit. It is accessible from NY Route 9D, the Bear Mountain-Beacon Highway, local roads, the Bear Mountain Bridge, the Hudson River and from subunits on the western shorelands. Public access is available at the Manitoga Nature Preserve off Route 9D via self-guided trails along streams and through woodland. The Manitou Point property at the northern end of the Manitou Marsh subunit, recently purchased by Scenic Hudson, Inc. and the Open Space Institute, includes upland in this subunit. The site includes a network of dirt and gravel roads and a stone bridge over the railroad. Plans for landscape improvements and public access are being developed and will provide improved public access in the subunit.

V. Public Recognition

The Manitou subunit is well recognized by the public. NY Route 9D, the Bear Mountain-Beacon Highway, is a designated Scenic Road under Article 49 of the Environmental Conservation Law. The historical and architectural significance of two residences within the subunit, Glenfields and Dragon Rock, is recognized through their inclusion on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Manitou subunit is included in the Hudson Highlands SASS because it is of high scenic quality. The woods, estates and topography provide a variety of contrasting and positive scenic components set in a landscape unified through the mature woodland coverage. The contrasting features of the subunit can be best seen in the Manitoga Preserve, where Russell Wright's subtle landscape design highlights the contrasts of shape, form and texture. The subunit is usually accessible from local roads, the Hudson River, the Bear Mountain Bridge, and subunits on the western shorelands. It is physically accessible at

Manitoga. The subunit receives positive public recognition. NY Route 9D, the Bear Mountain-Beacon Highway, is a designated Scenic Road under Article 49 of the Environmental Conservation Law. The significance of two residences, Glenfields and Dragon Rock, is recognized through their inclusion on the State and National Registers of Historic Places.

HH-18 Manitou Marsh Subunit

I. Location

The Manitou Marsh subunit is situated on the eastern bank of the Hudson River. It stretches from the southern point of Manitou Marsh to Arden Point in the north. The western boundary of the subunit follows the ridge of the bluff of the Hudson River along the 100 foot contour, a common boundary with the HH-17 Manitou and HH-20 Garrison Four Corners subunits, to the intersection with the stream that flows into the Hudson River at Arden Point, forming the northern boundary of the subunit, a common boundary with the HH-19 Garrison Landing subunit. The subunit extends across the Hudson River and shares a common boundary with the HH-10 Hessian Lake and HH-7 Con Hook subunits on the western shorelands of the Hudson River. The subunit is approximately 4.25 miles long and less than 1000 feet wide. It is located in the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheets, numbers 4 and 5, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit consists of a narrow band of shoreline, marsh, river and low bluffs. The shoreline configuration is fairly smooth with small rocky outcrops, promontories and undulations. The extensive marsh contains several meandering streams, areas of open water and a distinctive pattern of drainage channels. The vegetation is a rich mix of marsh plants and woodlands.

B. Cultural Character

Several cottages are clustered on a small upland promontory of the subunit between the Hudson River and the marshlands. The cluster of development is accompanied by the trimmings of traditional riverside residential development of docks, lawns and gardens in an otherwise natural setting. The tight placement of these generally well maintained and vernacular residential structures reduces their visual impact on the landscape and adds visual interest to this largely undeveloped subunit. The Manitou Point estate includes both a wooded undulating promontory and marsh in the center of the subunit. A restored late 19th century three story brick mansion is situated in a landscaped setting on a wooded point overlooking the Hudson River. The mansion is served by an attractive stone bridge connecting Manitou Point to the upland over the railway tracks. The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in

line, shape, texture and color, enhancing the contrasts to be found in the area. The railroad tracks run through the subunit but are not a discordant feature.

C. Views

The subunit offers extensive Hudson River views, including the Bear Mountain Bridge and West Point, both manmade focal points which dramatically punctuate the natural riverine landscape. The peaks of the Hudson Highlands provide several natural focal points and serve as a backdrop. Anthony's Nose is particularly important to the subunit. The Hudson River, Con Hook, and Constitution Island feature prominently in views from the elevated portions of the subunit and from the two main promontories at Manitou Point and Arden Point. Views from the Hudson River are of the low wooded bluffs and rocky promontories.

III. Uniqueness

The Manitou Marsh subunit contains a cluster of residential development located on upland between the marsh and the river, a unique feature in the Hudson Highlands.

IV. Public Accessibility

The Manitou Marsh subunit is accessible from local roads in the subunit and the Hudson River and is visible from passenger trains, the Bear Mountain Bridge and from subunits on the western shorelands of the Hudson River. The Manitou Point property at the northern end of Manitou Marsh, which includes upland, marshlands, shoreline and a mansion, is owned by Scenic Hudson, Inc. and the Open Space Institute. The site includes a network of dirt and gravel roads and a stone bridge over the railroad. Plans for landscape improvements and public access to the Hudson River and Manitou Marsh are being developed. Thirty four acres of waterfront land at Arden Point, recently purchased by the Open Space Institute, have been acquired by the State and will become part of the Hudson Highlands State Park. There are plans for public access to the Hudson River shoreline, including a trail to the Hudson River and a parking area off Lower Station Road. Both parcels contain upland property in the adjacent Manitou and Garrison Four Corners subunits. There is a railroad station at the end of Manitou Station Road served by Metro North and one in the adjacent HH-19 Garrison Landing subunit.

V. Public Recognition

Manitou Point, Arden Point and Manitou Marsh are recognized by the public as landmarks in the Hudson Highlands. The recent purchases by Scenic Hudson and the Open Space Institute of Manitou Point and Arden Point, the latter acquired by New York State from the Open Space Institute and added to the Hudson Highlands State Park, is public recognition of the scenic value of the subunit.

VI. Reason for Inclusion

The Manitou Marsh subunit is included in the Hudson Highlands SASS because it has high scenic quality. It contains a great variety of positive scenic components including marsh, river, mansion, cottages and

upland woodlands. The combination of these components so close to the river is unique in the Hudson Highlands. The subunit is accessible from local roads, and visible from passenger trains, the Hudson River, the Bear Mountain Bridge and from subunits on the western shorelands of the Hudson River. Public access will increase in the future as public access improvements are made to Arden Point and Manitou Marsh, recently purchased by the Open Space Institute and Scenic Hudson, Inc. The scenic value of the landscape has been recognized by the recent purchase of these properties, and the acquisition of Arden Point from the Open Space Institute by New York State as an addition to the Hudson Highlands State Park. There are no discordant features in the subunit.

HH-19 Garrison Landing Subunit

I. Location

The Garrison Landing subunit is located on the east shore of the Hudson River, centered on the hamlet of Garrison. The southern boundary of the subunit is the stream that flows into the Hudson River at Arden Point, a common boundary with the HH-18 Manitou Marsh subunit. The eastern boundary follows the 100 foot contour to its intersection with County Route 12, and then follows County Route 12 and County Route 14 to the railroad and the limit of northern development in the hamlet, a common boundary with the HH-20 Garrison Four Corners subunit. The subunit extends across the Hudson River and shares a common boundary with the HH-7 Con Hook subunit on the western shorelands of the Hudson River. The subunit is approximately one mile long and 1000 feet wide. It is located in the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheet number 4 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit consists of a river landing nestled into mature woodlands on the gently sloping banks of the Hudson River directly below a steep bluff. The hamlet has a very close relationship with the Hudson River. The shoreline of the Hudson River is gently curving with a few small points. The natural woodland vegetation is complemented with street plantings.

B. Cultural Character

Based around the site of an early Hudson River ferry crossing, the tightly clustered historic structures, dating from the 19th century, create a cohesive village pattern. The old railroad station, dating from 1892 and now occupied by a theater group, small stores and galleries, the waterfront park with gazebo and the marina at Garrison Landing add activity and interest without overwhelming the small scale character of the community. Well-screened vernacular houses are set in the woodlands on the uplands around the hamlet. The hamlet is well maintained, and there are no visible discordant features,

although the cars in the unlandscaped railroad parking lot detract from the visual quality of the subunit. The hamlet is surrounded by an extensive woodland habitat.

The Garrison Landing Historic District, comprised of seventeen structures located between the Hudson River and the railroad, covers most of the hamlet. A majority of the buildings built around the mid-19th century as the landing became a center for commerce focused on river and rail transportation. Four structures dominate the district, the two railroad stations, a frame commercial structure and the Golden Eagle Hotel on Dock Street. The 1892 stone railroad station is a typical example of Hudson Valley railroad architecture. This replaced a mid-19th century frame structure of mixed Italianate and Gothic influence which was relocated to the north of the stone structure. The later station is now used as a theater. Most of the other structures were built as tenant properties for employees of the Garrison and West Point Ferry Company and of the surrounding estates. These are modest structures with simple designs and detailing. The common architectural features which can be found throughout the district result from the community's being designed, built and owned by Henry White Belcher, owner of the ferry company. Larger residences were built at the northern end of the hamlet. The district remains intact, despite minor modern day modifications.

C. Views

The subunit offers extensive views of the Hudson River set against the background of the Hudson Highlands. Views to the south extend over 5 miles toward the Bear Mountain Bridge, while those to the north, limited in length by the bend of the Hudson River, include the impressive site and structures of West Point Military Academy west of the hamlet. Views from the subunit have a very strong composition of many positive scenic components and focal points, in particular, West Point, the surrounding peaks of the Hudson Highlands, upland estates, and the Hudson River. In views from the Hudson River, the tightly clustered landing appears comfortably nestled into the wooded shorelands of the Hudson River.

III. Uniqueness

The situation of the hamlet and its physical and historical relationship with the Hudson River are unique in the Hudson Highlands and on the Hudson River.

IV. Public Accessibility

The Garrison Hamlet subunit is physically and visually accessible from local roads, passenger trains, and the Hudson River. It is also visible from subunits on the western shorelands of the Hudson River, notably from West Point. Metro North trains stop at Garrison Station. The riverfront park provides access to the shore of the Hudson, and transient boats can dock at the marina. The recent acquisition by New York State from the Open Space Institute of property at Arden Point for inclusion in the Hudson Highlands State Park will increase access to the adjacent Manitou Marsh subunit. Parking and trail head facilities will be provided from County Route 12.

V. Public Recognition

The Garrison Hamlet subunit is well-recognized by the public as a picturesque and historic village. The hamlet is a landmark along the Hudson River and constitutes the middleground of views from the United States Military Academy at West Point. The historical and architectural significance of the subunit is recognized by the inclusion of the Garrison Landing Historic District on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Garrison Hamlet subunit is included in the Hudson Highlands SASS because it has high scenic quality. It contains a large number of positive scenic components, with a strong pattern and relationship between the components and the landscape. There is variety and contrast among the structures in the hamlet and between the wooded slopes and bluffs and the formal landscaping of the hamlet. The tight cluster of the hamlet is a strong unifying component within the subunit. The location of an intact historic landing on the shorelands of the Hudson River is unique in the region. The subunit is accessible from local roads, passenger trains, and the Hudson River and is visible from subunits on the western shorelands of the Hudson River. The Garrison Hamlet subunit is a landmark along the Hudson River and constitutes the middleground of views from the United States Military Academy at West Point. The historical and architectural significance of the subunit is recognized by the inclusion of the Garrison Landing Historic District on the State and National Registers of Historic Places. There are no discordant features.

HH-20 Garrison Four Corners Subunit

I. Location

The Garrison Four Corners subunit is an elongated subunit mainly located inland on the eastern shorelands of the Hudson River. The subunit extends north from the stream at the base of Sugarloaf Hill, a common boundary with the HH-17 Manitou subunit. The eastern boundary runs north from the stream, following the 200 foot contour to its intersection with NY Route 403, which it follows to its intersection with the 300 foot contour, a common boundary with the HH-16 Anthony's Nose subunit. The boundary follows the 300 foot contour, a common boundary with the HH-21 Fort Hill subunit, north to its intersection with Philipse Brook Road and the viewshed of the Hudson River, a common boundary with the HH-22 Nelson Corners subunit, which it follows to its intersection with NY Route 301, the Cold Spring-Carmel Road. The western boundary follows the ridge of the bluff of the Hudson River along the 100 foot contour from the stream at the base of Sugarloaf Hill to its intersection with County Route 12, and then follows County Route 12 and County Route 14 to the railroad and the limit of northern development in the hamlet, a common boundary with the HH-18 Manitou Marsh and HH-19 Garrison Landing subunit. North of Garrison Landing, the Garrison Four Corners subunit includes a short stretch of the Hudson River. Here the subunit extends across the Hudson River and shares a common boundary with the West Point Military Academy subunit on the western shorelands of the Hudson River. The

western boundary then moves inland, running along the base of the wooded bluffs that border HH-23 Constitution Marsh, following the 20 foot contour to its intersection with Foundry Brook, a common boundary with the Constitution Marsh subunit. The subunit boundary then runs north along Foundry Brook to NY Route 301, the Cold Spring-Carmel Road, a common boundary with the HH-25 Cold Spring subunit, which it follows to the intersection of the viewshed of the Hudson River. The subunit is approximately 5.75 miles long and between 0.25 and 1.5 miles wide. It is located in the Town of Philipstown and the Village of Nelsonville, Putnam County. Consult the Hudson Highlands SASS map sheets, numbers 3 and 4, for subunit boundaries.

II. Scenic Components

A. Physical Character

This large subunit consists of a dramatic and varied topographic relief, including the Hudson River and adjacent wooded bluffs; a broad plain covered with meadows, pastures and estates; and the steep, wooded hillsides rising to the rolling upland below Cat Hill in the northeast corner of the subunit. The vegetation coverage is a blend of formal landscaped estates and mature woodlands. There are numerous small streams, including Indian Brook, Philipse Brook and Arden Brook, all of which flow through ravines and over waterfalls, notably on Indian Brook. Wetlands and ponds, notably Dales Pond and Lath's Pond, constitute other water features in the subunit.

B. Cultural Character

The subunit consists of a landscape rich in heritage. It is composed of well-preserved historic estates and villas; active farmsteads; a country club and a small crossroad settlement. Several of the large estates are dramatically sited among the mature woodlands of the hillsides, taking advantage of remarkable panoramic views of the Hudson River and the Hudson Highlands. The estates are set in a formal landscape of spreading lawns and woodlands, while good use is made of manmade landscape and boundary features such as hedgerows, stonewalls, gateways and gatehouses.

The significance of numerous old estates, homes, and other buildings, many visible from public roads, has been recognized through their listing on the State and National Registers of Historic Places. The majority of these estates are located adjacent to NY Route 9D, the Bear Mountain-Beacon Highway. The cultural character of each is discussed below.

Boscobel is a Federal style home originally built in 1806 for States Morris Dyckman on a site at Montrose, Westchester County. Its design follows the English examples of a slightly earlier period and is perhaps the most extraordinarily refined surviving example of an Adamesque style residence in America. In 1955 it was threatened with demolition, only to be saved by preservationists and moved the 15 miles to its current 45 acre landscaped site on a bluff overlooking the Hudson River and Constitution Marsh. The grounds have a large variety of formal plantings, including spring bulbs, roses, herbs and orchards. Reconstruction of the residence on the new site relied upon the drawings of the Historic American Building Survey (1934) for guidance. Restored and reconstructed as faithfully to the original as possible,

Boscobel is now open to the public as one of America's most important museums of the decorative arts from the Federal period of American architecture and furniture. The architectural merits of Boscobel lie in the successful manifestation of the neoclassical elements of its design which typifies the urbane and cosmopolitan nature of the residential architecture of the Federal Period and epitomize the expression of the English taste that continued well after the Revolutionary War.

The Birches, built in 1882 for William H. Osborn, is significant as an intact example of a picturesque Gothic Cottage. Designed by Ralph Adams Cram to a style popularized by Vaux and Withers, the stone and shingle residence, located at Garrison Four Corners at the junction of NY Route 9D and NY Route 403, is unique in the Hudson Highlands.

Part of the Castle Rock estate, the major portion of which is located in the adjacent Anthony's Nose subunit, is included in the Garrison Four Corners subunit. Adjacent to the western stone gate on NY Route 9D is the rambling frame and clapboard residence known as Wing and Wing. This was an expansion of the original dwelling on the estate and for thirty years served as the summer house of the Osborn family until the completion of the castle. Two small barns and a cottage lie to the east of this residence. Located nearby in the meadows along NY Route 9D are a two story residence built during the 1890's and a guest cottage constructed around 1900. Two additional residential properties are located in the meadows, an integral part of the landscaping of the large estate. A stone gatehouse stands at the entrance to the long and winding driveway which ascends to Castle Rock from NY Route 403. Picturesque dirt roads and trails run throughout the estate.

Cold Spring Cemetery Gatehouse, built in 1862, is an early example of Gothic architecture in the area. Constructed in cut granite, the structure is now a residence.

The DeRham Farm, located off Indian Book Road, includes a two and a half story residence, two cottages, a carriage house, orchard house, playhouse shed, well house, barn and greenhouses. The main residence, completed around 1810, was originally in the Federal style; but subsequent alterations and rebuilding have followed both the Greek and Colonial Revival styles. Originally one estate, the property now consists of four separate parcels. The estate has a long history and is significant as it illustrates the historic and social development of the area and represents the design characteristics of a 19th century gentleman's farm as it evolved over time.

The land on which the farm stands was part of the original Highland Patent held by the Philipse family through the 18th century. It was first developed and farmed by a tenant farmer in the early 1700's. The farm passed through the family of the original tenant until the lease expired and was finally sold around 1820. The farm passed through a number of owners, each one improving the estate and its facilities until the farm was purchased by Henry C. DeRham in 1834. He used the estate as a summer home and was responsible for the major 19th century alterations to the estate. It remained in the family until 1949 when the farm was divided into the four current parcels and sold. Although the estate buildings are now in separate ownership and the acreage of the farm is greatly reduced, the location and integrity of the

farm buildings remain as they were in the gentleman farming days of the 19th century. The main house is one of the oldest and most substantial residences in the area.

Dick's Castle, a romantic villa and somewhat of a folly, is significant as one of the small group of monumental houses built in the Hudson Valley and one of three fantasy buildings in the Hudson Highlands. Inspired by an 8th century Moorish castle and exhibiting flavors of Alhambra, this building of cast concrete was begun by Evans R. Dick in 1903 on its site some 400 feet above the Hudson River, offering panoramic vistas of the Hudson Highlands. The castle fronts the river with a high facade and contributes a southern European Renaissance character to the area. After a checkered history, the house stood unfinished for over seventy years, affected by early financial problems. Parts of the building were used as a residence before the Dia Art Foundation purchased the site in the 1980's with plans for a museum of Hudson Valley art. This never materialized, and Dick's Castle is being converted into condominiums. Renovation continues, although the structure remains empty. The structure has been painted a sterile white and has a vivid orange roof. These colors are out of character with the landscape, and the building stands out obtrusively on the hillside, constituting a discordant feature visible from distant Storm King and Bear Mountains.

Eagle's Rest, the Jacob Ruppert estate, focuses around a two story cut granite clad mansion built in the Tudor style and completed in 1929. Located off NY Route 9D, it commands impressive views of the Hudson River, Constitution Island and Marsh and West Point. The main residence is surrounded by 26 related outbuildings, including a large horse and cow barn. The barn complex recreates an English manorial village, complete with stone walls and a landscaped setting. Colonel Jacob Ruppert, the estate's owner, was a leading business figure and notable politician in New York City. He owned the New York Yankees and built Yankee Stadium.

The estate remained empty for a number of years after his death until it was purchased by the Greek Orthodox Archdiocese of North and South America for a religious retreat and educational seminary. The buildings now form the St. Basil's Academy. The main buildings on the estate are used for residence halls, classrooms and offices. The new buildings on the site do not conflict with the integrity of the estate, which remains fully intact. The Eagle's Rest is a notable complex of estate support buildings focused around a distinctive main residence. It is significant for its distinctive architectural qualities and its association with Jacob Ruppert, one of the State's most prominent citizens. The Gothic Revival residence with its siting above the Hudson River is the most significant of its type in the area.

Glencliffe is located to the south of the Highlands Country Club. It was the country seat of Hamilton Fish, a former Governor of New York and U.S. Senator who subsequently served as U.S. Secretary of State. An Italianate brick house was erected in 1861. The house was frequently enlarged, and the landscape grounds improved, by Fish and his son Stuyvesant Fish, president of the Illinois Central Railroad, during the 65 years of Fish family ownership. The property was sold the 1930's to the Capuchin Order, which modified the house to serve as a convent and constructed a large brick monastery within the grounds.

About 1860 Richard Arden constructed a frame grist mill on Arden Brook near the junction of NY Route 9D and Lower Station Road. Associated with it are a miller's house and barn, both probably considerably older. The mill survives with its internal structure and external elements remarkably intact. These three structure now adorn the grounds of the Highlands Country Club.

Fairlawn is a three story brick residence built in 1860 for Thomas P. Rossiter to his own design. Rossiter was a nationally known painter of portraits and religious and historical paintings. The building is one of the most important Italianate residences in the Hudson Highlands, retaining significant classical detailing such as stone decoration and later additions of Greek cornices. The estate, located off NY Route 9D adjacent to the Boscobel Restoration, is sited prominently on the bluffs above Constitution Marsh and overlooks the Hudson River and West Point. It was at one time the home of Judge Robert P. Patterson, Assistant Secretary of War during World War II.

Garrison Union Free School, built in 1908, is a one story rustic stone and timber building. It is significant as a distinctive example of educational architecture in the Hudson Highlands and embodies the characteristics of a type and method of construction typical in the region. The school is also significant for its contribution to the educational history of the area.

The Hurst-Pierrepont Estate, located on a private road off NY Route 9D, focuses around a Gothic Villa designed by Alexander Jackson Davis and completed in 1867. The clapboard residence, barn and carriage house in a landscaped setting is a distinct example of this style. The estate is significant because of its association with a master architect and Edwards Pierrepont, the original owner, whose prominence as a State and national politician in the years after the Civil War (U.S. Attorney General) distinguishes him as one of the most significant individuals to reside in the area. The estate remains a private residence.

Cedar Crest, on lower Snake Road, was the country seat established by John M. Toucey, General Manager of the New York Central Railroad in the late nineteenth century. The house is constructed of stone in a Tudor-revival style. In recent years it has served as a rehabilitation center for young women addicted to drugs and is known as the Walter Hoving home.

Mandeville House, located on Lower Station Road, is one of the oldest residences in the Garrison area. The original house was reputedly built in 1735 on part of the Philipse patent. The location of the residence placed it at the hub of early transportation routes in the Hudson Highlands, a major intersection on King's Highway with easy access to the major overland route between New York City and Albany and with access to river landings and a route inland. In 1852 significant alterations were made in the Gothic style by the architect Richard Upjohn, who lived in the residence for over 25 years. Its many owners over the years changed the style of the structure, and it has evolved from Gothic through Dutch Colonial to its current style of Colonial Revival. The main significance of Mandeville House is the intact nature of its early first story plan and the continuum of style and features. The residence also has historical significance for its association with the architect Richard Upjohn and as a Revolutionary War Headquarters for General Israel Putnam which was visited by George Washington.

Montrest, located above Cold Spring near the junction of Lane Gate Road and Moffet Road, features a farm complex in a landscaped setting, dating from 1868. This includes a clapboard main house, outbuildings, stables and carriage house. The estate was originally designed as a summer residence but was converted into a permanent residence in 1947. It is a distinctive example of a Victorian country estate which has evolved into a comfortable and informal example of its style and type, distinguished from strict interpretations of the picturesque revival. The large and rambling main residence is situated with dramatic views of the Hudson River and Breakneck Mountain.

Moore House, built in 1867, is a rare example of farm worker housing. The modest architecture and simple plan show the distinctive characteristics of the type and period of construction.

Normandy Grange, built in 1903, was originally owned by Evan Dick while the nearby Dick's Castle was being constructed. The estate consists of a stone and stucco residence, with accompanying gatehouse, barn and carriage house in a landscaped setting. The buildings are a significant example of Norman style architecture, retaining their original condition. The unusual form and style were consistent with their builder's eccentric architectural taste, as illustrated in Dick's Castle.

The Sloan Estate, "Oulagisket", comprised of a clapboard and stucco house, carriage house, cottage, shop, stables and barn, was completed between 1864 and 1900. It is a fine example of a large-scale Italianate estate. The wooded hillside setting of the estate overlooks the Hudson River. The estate was the home of Samuel Sloan, who rose from railroad worker to President of the Hudson River Railroad and later, the Lackawanna Railroad. After his death the estate passed through family members to Vassar College, which used it as a horticultural center. The estate was too costly to maintain, however, and it was auctioned off with deed restrictions to protect the integrity of the design and setting of the overall estate. Oulagisket is significant because of its architectural distinction and its association with one of the area's most prominent citizens. The large stone Italianate estate is the most significant example of its type, period and method of construction in the Hudson Highlands.

Plumbush, located off NY Route 9D, is a composite of three distinct units based around Plumbush Farm, now a restaurant. Built for Robert Parker Parrott in 1850, the property is significant as the home of the Superintendent at the West Point Foundry and the inventor of the Parrott Gun, a weapon which changed the nature of warfare and opened the way for large barreled guns and exploding projectiles.

Rock Lawn and its associated Carriage House were built in 1852. The two story brick residence was constructed to a design by Richard Upjohn for Henry White Belcher, owner of the Garrison and West Point Ferry Company which linked Garrison Landing to Highland Falls. In the latter 19th century the residence was owned by Congressman Hamilton Fish, Jr. Set in 12 acres of landscaped grounds, the main residence is classical in form and relates most closely to the Italian Villa style. It is one of the most important estate structures in the Hudson Highlands and one of only three buildings and the only Italian Villa associated with Upjohn in the SASS.

St. Philip's Church in the Highlands and its associated Rectory and Sexton's House are located off NY Route 9D. The current buildings, completed in 1861, are located on the site of an earlier church

destroyed during the Revolutionary War. The present Gothic Revival granite church was designed by Richard Upjohn. The church complex is significant because of its architectural importance and its association with Richard Upjohn, who is buried in the adjoining churchyard.

The Walter Thompson House and its associated carriage house were completed in 1883. The main house is an impressive example of Tudor Revival and provides views of the Hudson River. Originally built for the Reverend Walter Thompson, Minister of St. Philip's Church in the Highlands, the residence is now used as a religious retreat. The building is the most significant Tudor Revival residence in the Hudson Highlands. Its carriage house is also a private residence.

The Wilson House, built in 1854, is a small Gothic cottage style dwelling. The clapboard residence with excellent detailing is the best example of its type in the Hudson Highlands.

Woodlawn, located on NY Route 9D, was designed by Richard Upjohn for William Moore, a New York City businessman. The two story brick residence was completed in 1854 and modified over the years as the estate developed. The building is an important Gothic Revival structure and a fine example of Upjohn's work. Other significant structures on the site are the stable, hay loft and ice house. The estate was a summer residence until 1927 when it was purchased by the Malcolm Gordon School.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition, as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

Recent developments of large homes in the middle of old farm fields have broken with the traditional development pattern of the subunit. This has reduced visual quality, but the resulting developments are not discordant features in this well-preserved and immaculately maintained subunit. There are no other discordant features visible.

C. Views

Views from the subunit vary significantly within the subunit. The hillside estates offer extensive views of the Hudson River, Constitution Marsh and Island, West Point, Highland Falls and the broad meadows and settlements on the lowland. Views from the low-lying land are more constrained and tend to be directed across the meadows and up to the surrounding mansions set against the backdrop of peaks and rolling upland of the Hudson Highlands. Views from the Hudson River are of the wooded bluffs along the shoreline and the steep wooded upland dotted with estates. The historic estates have a strong presence and serve as major focal points in the landscape.

III. Uniqueness

The Garrison Four Corners subunit is unique. The location and arrangement of numerous well-preserved historic estates is unique in the Hudson Highlands and is a feature uncommon in the State and region. The collection of villas of many periods and wide ranging architectural styles is also unique.

IV. Public Accessibility

The land ownership pattern of large holdings and the low density development scattered throughout the subunit restrict public accessibility to the Garrison Four Corners subunit. Public accessibility is mostly limited to NY Route 9D, the Bear Mountain-Beacon Highway, which bisects the subunit, and the extensive network of local roads within the subunit. These are generally lightly-travelled and offer some spectacular vistas of the Hudson Valley. The subunit is also visible from the Hudson River and the passenger trains and forms both the middleground and background in views from subunits on the western shoreland of the Hudson River, notably from West Point.

The waterfall and ravine on Indian Brook are accessible to the public as part of the Constitution Marsh Sanctuary owned by New York State and managed by the National Audubon Society. They can be reached from Indian Brook Road. Parts of the Castle Rock Unique Area on the slopes around the Castle Rock estate as well as the Osborn Preserve portion of the Hudson Highlands State Park around Sugarloaf Hill provide considerable opportunities for public access in the southern part of the subunit. Some of the estates, notably Boscobel, are accessible to the public.

The Arden Point property has been purchased by the Open Space Institute. Thirty four acres of waterfront in this parcel, located in the adjacent HH-18 Manitou Marsh subunit, have been acquired by the State of New York and will be added to the Hudson Highlands State Park. Upland portions of this property are located in this subunit, including the Highlands Country Club which is open to the public.

V. Public Recognition

The Garrison Four Corners subunit receives very positive public recognition within the Hudson Highlands. NY Route 9D, the Bear Mountain-Beacon Highway, is a designated Scenic Road under Article 49 of the Environmental Conservation Law. The historical and architectural significance of the subunit is recognized through the inclusion of twenty major structures and their associated estates on the State and National Registers of Historic Places, most as part of the Hudson Highlands Multiple Resource Area.

VI. Reason for Inclusion

The Garrison Four Corners subunit is included in the Hudson Highlands SASS because it is of high scenic quality. The subunit features an unusual variety of many positive landscape components, notably the many and varied historical structures laid out in a clear and unified pattern, with farms and settlement on the low-lying meadows and estates on the wooded hillsides. The contrast between formal, cultivated and wild landscapes is marked. The subunit is generally free of discordant features. The location and

arrangement of numerous well-preserved historic estates within the subunit is unique in the Hudson Highlands. The subunit is accessible from local roads, the Hudson River, passenger trains, the Constitution Marsh Sanctuary, parts of the Castle Rock Unique Area and the Osborn Preserve, and is visible from subunits on the western shorelands of the Hudson River. The subunit is recognized through the designation of NY Route 9D as a Scenic Road under Article 49 of the Environmental Conservation Law and through the inclusion of twenty structures and their estates on the State and National Registers of Historic Places, most as part of the Hudson Highlands Multiple Resource Area. The subunit is free from discordant features.

HH-21 Fort Hill Subunit

I. Location

The Fort Hill subunit is located on the eastern flanks of the Hudson Highlands, east of Garrison Four Corners. The western boundary of the subunit follows NY Route 403, Cat Rock Road, a common boundary with the HH-15 Wallace Pond subunit, north from its intersection with the New York-Albany Post Road, NY Route 9, which it follows to its intersection with the 300 foot contour and the Hudson River viewshed. The subunit then follows the 300 foot contour, north to its intersection with Philipse Brook Road and the viewshed of the Hudson River, a common boundary with the HH-20 Garrison Four Corners subunit. The eastern boundary is the coastal area boundary, following NY Route 9, the New York-Albany Post Road, running from the junction of NY Route 403, Cat Rock Road, north to the junction with Travis Corners Road. The northern boundary of the subunit follows Travis Corners Road and Philipse Brook Road to its intersection with the 300 foot contour and the Hudson River viewshed, a common boundary with the HH-22 Nelson Corners subunit. The subunit is approximately 2.25 miles long and one mile wide. It is located in the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheet number 4 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of Fort Hill, a massive rounded hill reaching an elevation of 850 feet. The steep western face of Fort Hill provides the backdrop for the NY Route 9D corridor and the meadows and estates of the HH-20 Garrison Four Corners subunit located to the west. Mature woodlands of deciduous and coniferous trees cover this nearly undisturbed hill. The recreational landscape of part of the Garrison Golf Club contrasts with the woodlands. The Philipse and Travis Brooks are water features in the subunit.

B. Cultural Character

Land use in the subunit includes a portion of the Garrison Golf Club, scattered residential development along Cat Rock Road and the Catskill Aqueduct. The subunit provides the backdrop to the historic hamlet of Garrison and its many estates and is an important landmark in the Hudson Highlands.

The significance of the Frederick Osborn House, designed by Hall Pleasants Pennington and completed in 1920, has been recognized by listing on the State and National Registers of Historic Places. It is a two story stone residence with ornate towers, gables and arches. This distinctive example of the rustic revival style features contrasts between the irregular pattern of uncut pink granite and the regular patterns of the buildings' design features. The residence is situated in a woodland landscape and commands a wide south vista overlooking the Hudson River and the United States Military Academy at West Point. The house was built for Frederick Osborn, a grandson of William H. Osborn and a successful businessman and politician who was appointed Brigadier General in charge of morale during World War Two. The rambling eclectic residence incorporates Gothic and Italianate details and it is significant for its architectural contribution to the Hudson Highlands. It is an important part of the group of monumental residences situated on the ridgeline of the Hudson River viewshed.

The Walker House is also listed on the State and National Registers of Historic Places. It is a clapboard chateau which was a summer house on part of the original Sloan Estate. Completed in 1890, the building is now a year-round residence. The residence is significant for its Queen Anne style, rare in the Hudson Highlands.

Fort Hill is the site of the Continental Army's North Redoubt during the Revolutionary Wary. Traces of earthworks survive at this heavily wooded site.

The mature woodlands constitute an extensive wildlife habitat, and the presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are also to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

The subunit is generally well-maintained. A gravel mine located off Travis Corners Road is a discordant feature, but this is not intrusive and does not impair the overall scenic quality of the subunit.

C. Views

Views from the Fort Hill subunit are partially restricted by the topography and woodlands. Where open views are available, they are extensive and have a strong composition of positive features. Focal points include the Hudson River, West Point, Garrison and its estates, and the surrounding peaks of the Hudson Highlands.

III. Uniqueness

The subunit is not unique. The landscape is common to the Hudson Highlands region.

IV. Public Accessibility

The land ownership pattern of large holdings and the low density development scattered throughout the subunit restricts public accessibility in the Fort Hill subunit. Accessibility is limited to local roads

within the subunit. The subunit is visible from adjacent subunits and from subunits on the western shorelands of the Hudson River, notably from the United States Military Academy at West Point. Part of the North Redoubt estate has recently been acquired by the Open Space Institute. This property includes trails which will be opened for public access in the future, increasing the opportunities for public access.

V. Public Recognition

The Fort Hill subunit is recognized by the public as a landmark in the Hudson Highlands and is an important background to the estate landscape of the HH-20 Garrison Four Corners subunit. The recent purchase of part of the North Redoubt estate by the Open Space Institute is a recognition of the scenic and historic quality of the subunit. The historical and architectural significance of the subunit is recognized by the inclusion of two residences on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Fort Hill subunit is included in the Hudson Highlands SASS because it is of high scenic quality. The subunit exhibits a strong composition unified by a massive rounded hill, cloaked in mature woodlands. The hill is an important backdrop of landscape in this section of the Hudson Highlands. The subunit is accessible from local roads and is visible from subunits on the western shorelands of the Hudson River. It is recognized as a landmark in the Hudson Highlands. The historical and architectural significance of the subunit is recognized by the inclusion of two residences on the State and National Register of Historic Places and the recent acquisition of the North Redoubt property by the Open Space Institute.

HH-22 Nelson Corners Subunit

I. Location

The Nelson Corners subunit is located on the eastern flanks of the Hudson Highlands, east of Garrison Four Corners. The southern boundary of the subunit follows Travis Corners Road and Philipse Brook Road from NY Route 9, the New York-Albany Post Road, to its intersection with the 300 foot contour and the Hudson River viewshed, a common boundary with the HH-21 Fort Hill subunit. The western boundary of the subunit follows the viewshed of the Hudson River north from its intersection with Philipse Brook Road to its intersection with NY Route 301, the Cold Spring-Carmel Road, a common boundary with the HH-20 Garrison Four Corners subunit. The eastern boundary is the coastal area boundary, following NY Route 9, the New York-Albany Post Road, running north from the junction with Travis Corners Road to the junction with NY Route 301, the Cold Spring-Carmel Road, at McKeel Corners. The northern boundary of the subunit follows the coastal area boundary along NY Route 301, the Cold Spring-Carmel Road, from McKeel Corners to its intersection with the viewshed of the Hudson River. The subunit is approximately 4 miles long and 0.75 miles wide. It is located in the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheets, numbers 3 and 4, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed of rolling hills with elevations of up to 800 feet. The steep-sided Cat Hill is dominant in a diverse topography with many hilltops and valleys. Wetlands, ponds and streams, including Indian Brook and Philipse Brook, are water features in the subunit. The vegetation is a mix of mature woodlands, wetland species, meadows, the formal recreation landscape of a golf club and landscaped lawns.

B. Cultural Character

The subunit features a wooded landscape. There are scattered clusters of residences along local roads, including some recent development. The numerous structures are mostly screened by the topography and woodlands. The southern part of the subunit is dominated by the extensive recreational landscape of the Garrison Golf Club. The Catskill Aqueduct runs through the subunit. The 18th century narrow, unpaved public roads, flanked by mature trees and boulder stone walls, are maintained in a manner which preserves their historic scenic character.

The presence of wildlife provides ephemeral characteristics, and contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area. The subunit is generally well-maintained. A gravel mine located off Travis Corners Road and the Town Dump located off Lane Gate Road are discordant features, but they are not intrusive and do not impair the scenic quality of the subunit.

C. Views

The subunit is located outside of the Hudson River viewshed, and direct views of the river are unavailable. Views within the subunit are primarily of the surrounding hillsides. The woodland and topography restrict the breadth of these views. Nearby peaks are positive focal points in the dramatic wooded backdrop of the Hudson Highlands.

III. Uniqueness

The subunit is not unique. The landscape is typical of the Hudson Highlands region.

IV. Public Accessibility

The land ownership pattern of large holdings related to the low density development scattered throughout the subunit restricts public accessibility to local roads in the Nelson Corners subunit.

V. Public Recognition

Public recognition of the Nelson Corners subunit is limited to local residents.

VI. Reason for Inclusion

The Nelson Corners subunit is included in the Hudson Highlands SASS because it is of high scenic quality. The subunit features a variety of positive scenic components including rolling uplands; the peak of Cat Hill; streams ponds and wetlands; woodland and meadows. There is a contrast between the woodland coverage which unifies the subunit and the formal open recreational landscape of the Garrison Golf Club. The subunit is publicly accessible via local roads. There are no discordant features visible.

HH-23 Constitution Marsh Subunit

I. Location

The Constitution Marsh subunit is located on the east shore of the Hudson River south of the Village of Cold Spring. The western boundary runs along the base of the wooded bluffs that border Constitution Marsh, following the 20 foot contour to its intersection with Foundry Brook, a common boundary with the HH-20 Garrison Four Corners subunit. The boundary crosses Foundry Brook and continues to follow the 20 foot contour to the northern extent of Foundry Cove, a common boundary with the HH-25 Cold Spring subunit. The railroad tracks form the western boundary, in part a common boundary with the HH-24 Constitution Island subunit. The subunit extends across the Hudson River and shares a common boundary with the HH-4 West Point Military Academy subunit on the western shorelands of the Hudson River. The subunit is approximately 2 miles long and 0.5 miles wide. It is located in the Town of Philipstown and the Village of Cold Spring, Putnam County. Consult the Hudson Highlands SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

This subunit is composed of wetlands, marshes, creeks, coves, tidal flats, and bordering upland areas. The marsh developed as a result of the changing course of the Hudson River caused when glacial ice, unable to follow the original sharp turns of the river created by fault zones, carved new channels and left the old channel to silt up, forming a tidal marsh. Foundry Brook, Indian Brook and Philipse Brook are the main streams which drain into the marsh. The extensive marsh contains several meandering streams, areas of open water, tidal flats and a distinctive pattern of drainage channels. The channels were created by Henry Warner, owner of Constitution Island in the mid 1800's, in his attempt to grow wild rice in the marsh. The vegetation is a rich mix of marsh plants, hedgerow and woodlands. Foundry Cove and Constitution Marsh are separated from the Hudson River by the railroad tracks, which run through the subunit on a causeway. The edges of Foundry Cove form a wetland fringe area.

B. Cultural Character

Constitution Marsh is a much-valued wildlife area with large populations and varieties of fish and wildlife. A large section of the subunit is owned by New York State and managed as a wildlife sanctuary by the National Audubon Society. Few structures exist in the subunit.

Just to the south of the Village of Cold Spring is the site of the West Point Foundry. The historical and architectural value of the site has been recognized through its listing on the National and State Registers of Historic Places. Ideally located for industrial activity, the site had many natural advantages including river transportation, water power, timber and iron ore and proximity to the defenses at West Point. Continuously occupied from 1817 until recently, the site contains a continuum of industrial archaeological remains and exhibits remains of structures and changing industrial processes. In the mid-19th century the site consisted of an iron foundry, a brass foundry, a gun foundry, boring mill, pattern shops, machine shops, boiler shops, a turning shop, coal house, store, pattern houses, fire house, a carpenter shop, a weigh house and furnaces. Several additional industrial buildings were added at the turn of the 20th century.

Little remains of this once-thriving industrial area. The foundry is now an important archaeological site. The dams that provided water power are still visible on Margaret's Brook, and the docks, wagon roads and rail beds are still identifiable. Building foundations and sections of walls are visible, and the remnants of industrial activity, including slag, ashes, rusted metal and old machinery mounts, are present throughout the area. The main remaining intact structure is the large, two story brick office building which is in a badly deteriorated state.

The West Point Foundry Association was among the most significant industrial enterprises in the United States during the 19th century. Considered in the mid-century to be the largest industrial establishment in the nation involved in the manufacture of iron and brass, the foundry produced a wide-ranging variety of products, including steam engines, ship engines, iron building fronts, industrial machinery, sleighs, bells, propeller shafts, garden furniture, and the pipes for the Croton Aqueduct and water mains for New York City, Boston and Chicago. The parts for the first two railroad locomotives produced in the country were manufactured in the foundry and assembled in the finishing shop. The foundry's main fame came from armament manufacture, notably the production of the Parrott gun which revolutionized modern warfare. The foundry plant expanded to meet the increasing demands for armaments around the time of the Civil War, and the foundry's growth was accompanied with a corresponding growth in the village as the work force increased. Employment averaged over 500 people during its eighty years of operation, peaking at over 1000 during the Civil War.

In 1899 the West Point Foundry Association sold the property to the J.B. and J.M. Cornell Iron Company. They ceased operation in 1911, after which time the plant was used by several manufacturing enterprises including a nut and bolt factory, a dye works and a cotton company. The site remains derelict, although there have been plans to redevelop the site as a large marina and hotel complex.

The Marathon Battery factory which operated on nearby Kemble Avenue from 1952-79 has left a harmful environmental legacy in this subunit. Discharges of pollutants from the factory into the cove and marsh, including cadmium, cobalt and nickel, have created a serious hazardous waste site. Much of Foundry Cove is now a Federal Superfund site, and major remediation work will be undertaken.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are also to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

The subunit is generally well-maintained. There are no significant discordant features within the subunit, although the railroad tracks and associated utilities are a prominent landscape feature and detract from the visual quality of the subunit.

C. Views

Views from the subunit are extensive. The views of the Hudson River are somewhat contained by bends in the river. Access into the marsh by canoe and from a boardwalk provides spectacular views of the subunit and surrounding subunits. Views from the Hudson River are of the wooded bluffs along the shoreline and the steep wooded upland dotted with estates. There is a balanced composition of many positive scenic components set against the background of the peaks of the Hudson Highlands. Several very prominent focal points are fully or partially visible. These include the West Point Military Academy, Constitution Island, Dick's Castle, Boscobel, Eagle's Rest, Storm King, and the surrounding peaks of the Hudson Highlands.

III. Uniqueness

The subunit features an extensive tidal wetland. This is a scenic component that is unique in the Hudson Highlands and rare on the Hudson River.

IV. Public Accessibility

Much of the Constitution Marsh subunit is owned by New York State and managed as a wildlife sanctuary by the National Audubon Society, offering public access to the marsh from Indian Brook Road. There is a small interpretative center on the edge of the marsh and a network of trails leading to a boardwalk in the marsh. The National Audubon Society leads guided canoe trips into the marsh and tidal flats. The subunit is also visible from the Hudson River, the passenger trains that run through the subunit, the overlooking estates, some of which are open to the public, and from subunits on the western shoreland of the Hudson River, notably from the United States Military Academy at West Point and local roads.

V. Public Recognition

The Constitution Marsh subunit is widely recognized as a landmark on the Hudson River and is valued as an important scenic and wildlife habitat area. The architectural and historical significance of the old West Point Foundry site is recognized in its listing on the State and National Registers of Historic Places. Ninety three acres of the old West Point Foundry site are now an archaeological site, with the abandoned Victorian office building the major visible landmark.

VI. Reason for Inclusion

The Constitution Marsh subunit is included in the Hudson Highlands SASS because it is of high scenic quality and features an extensive area of tidal marsh and flats surrounded by steep wooded slopes. The variety of scenic components includes open water, streams, marsh and wetland vegetation and a woodland edge. These have distinctive contrasts in form, line and texture. The marsh is a unifying component. Much of the subunit is in public ownership, and a trail system and boardwalk provide access into the marsh. The subunit is also visible from the Hudson River and surrounding subunits. The subunit is a unique and valued landscape feature in the Hudson Highlands, and the marsh is known as the middleground in views from West Point. The foundry site is listed on the State and National Registers of Historic Places. There are no discordant features.

HH-24 Constitution Island Subunit

I. Location

The Constitution Island subunit is located adjacent to the east banks of the Hudson River south of the Village of Cold Spring. The western boundary runs along the railroad tracks, a common boundary with the HH-23 Constitution Marsh subunit. The subunit extends across the Hudson River and shares a common boundary with the HH-4 West Point Military Academy and the HH-3 Contemporary West Point Military Academy subunits on the western shorelands of the Hudson River. The subunit is roughly circular in shape with a diameter of 0.75 miles. It is located in the Town of Philipstown, Putnam County. Consult the Hudson Highlands SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is a rolling, wooded island in the Hudson River. The original channel of the Hudson, following a fault zone, was established east of Constitution Island. Later, glacial ice, unable to follow the sharp turns, carved a new channel to the west of the island, leaving the present landform as a feature in the river. Along with West Point, Constitution Island creates a narrow bend in the river. The island protrudes into the Hudson River and features many small points and coves. It is covered with mature mixed woodlands with occasional clearings.

B. Cultural Character

Constitution Island was granted by the Crown to the Philipse family during the mid-18th century. It was originally known as Martaelaer's Rock and later renamed Constitution Island. The island was historically a strategic site for controlling passage north during the Revolutionary War. In 1777 the British took control of the island and its fort for a three week period. In 1778 the island was further fortified as the location of a chain stretching from West Point to the island to halt the northward progression of the British forces, but the strength of the chain was never tested in warfare. Remains of these fortifications, known as Fort Constitution, are still visible along the rocky shore frontage.

In 1863 Constitution Island was purchased by Henry Warner and became the home of the Warner sisters, two noted authors of the 19th century. The island was given to the government by Margaret Slocum Sage, a noted philanthropist who purchased the island from the Warners. The terms of the gift provided for the maintenance of the island and house "as is forever". The Warner House is preserved as a living museum by the Constitution Island Association along with the Anna B. Warner Memorial Garden.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are also to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

The subunit is part of the United States Military Academy at West Point and is well-maintained. It is used for limited social, educational and recreational activities.. There are few structures on the island, and no discordant features are visible.

C. Views

Views from the subunit are extensive, reaching along the Hudson River and to the surrounding mountains which form a backdrop to the island. Views from the Hudson River are of a low wooded island set against the steep wooded upland, dotted with estates. Many significant focal points are visible in the viewshed including the historic core of the United States Military Academy at West Point, Storm King Mountain, Constitution Marsh, the Village of Cold Spring and numerous estates on the hillside to the east.

III. Uniqueness

The large wooded island is unique in the Hudson Highlands and is a clearly distinguished landform.

IV. Public Accessibility

The Constitution Island subunit is part of the United States Military Academy and has limited public accessibility. Seasonally, the Constitution Island Association offers weekly tours of the Warner home,

the Anna B. Warner Memorial Garden and the Revolutionary War ruins. The subunit is visually accessible from the Hudson River and from the passenger trains that run on the edge of the subunit. It is a prominent focal point in the views from surrounding subunits, notably from local roads, locations at West Point, the Village of Cold Spring, the mansions and estates on the hillsides in the Town of Philipstown and the scenic and heavily visited NY Route 218 on the flanks of Storm King Mountain.

V. Public Recognition

Constitution Island is a National Historic Landmark, listed on the State and National Registers of Historic Places, and is recognized by the public as a landmark on the Hudson River. The island is valued for its role in the Revolutionary War.

VI. Reason for Inclusion

The Constitution Island subunit is included in the Hudson Highlands SASS because it is of high scenic quality. The subunit features a large wooded island adjacent to the eastern shore of the Hudson River, and a varied topography of low rolling upland and a shoreline configuration of small points and coves. The sharp break between woodland and water at the river's edge provides a contrast in line, texture and form. The subunit is unified by its dominant woodland coverage. Such a large wooded island is unique in the Hudson Highlands and is a clearly distinguished landmark. Constitution Island is part of the United States Military Academy, and limited public access is provided to the island through tours of the Warner Home, the Anna B. Warner Memorial Garden and the Revolutionary War ruins. The subunit is recognized by the public for its historical significance dating from the Revolutionary War, the basis for its designation as a National Historic Landmark. There are no discordant features visible in the subunit.

HH-25 Cold Spring Subunit

I. Location

The Cold Spring subunit consists of the Villages of Cold Spring and Nelsonville, located on the east bank of the Hudson River. The southern and eastern boundary of the subunit runs along the 20 foot contour from the northern extent of Foundry Cove to its intersection with Foundry Brook, a common boundary with the Constitution Marsh subunit. It then runs north along Foundry Brook to NY Route 301, the Cold Spring-Carmel Road, a common boundary with the HH-20 Garrison Four Corners subunit, and follows NY Route 301 to the intersection with the coastal area boundary, which it follows to its intersection with the boundary of the HH-26 Hudson Highlands State Park. The northern boundary of the subunit is the southern boundary of the Hudson Highlands State Park, a common boundary with the Hudson Highlands State Park subunit, which it follows from Little Stony Point to its intersection with the coastal area boundary. The subunit extends across the Hudson River and shares a common boundary with the HH-2 Storm King subunit on the western shorelands of the Hudson River. The subunit extends approximately 2 miles northeast from the Hudson River up the Foundry Brook Valley and is between 0.75 and 1 mile

wide. It is located in the Town of Philipstown, Village of Cold Spring and the Village of Nelsonville, Putnam County. Consult the Hudson Highlands SASS map sheet number 3 for subunit boundaries.

II. Scenic Components

A. Physical Character

The topography of the Cold Spring subunit is composed of a flat waterfront area along the shores of the Hudson River, Foundry Cove and a low protrusion into the Hudson River. Beyond this the subunit rises gently to the sloping valley hillsides on the flanks of Bull Hill and along the valley of the Foundry Brook. The vegetation of the subunit is a mix of mature street planting and woodland. The Hudson River is the main water feature in the subunit, and Foundry Brook runs along the southeastern boundary.

B. Cultural Character

The Cold Spring subunit features a tightly-knit settlement with a strong locational and historical relationship with the Hudson River. The Village of Cold Spring occupies the lowland adjacent to the Hudson River and rises up the hillside to the Village of Nelsonville, situated on the southern flanks of Bull Hill.

The Village of Cold Spring is significant in the history of the Hudson Highlands. It was settled in the early 19th century as a small riverfront center built around the major local industrial activities of mining and a large foundry. Early settlement focused on the shoreline and grew around the historic Main Street which today leads through a small valley and the historic village center directly to the river's edge, ending in a small wharf and docks.

An early plan for the village was established by Frederick Phillipse. Lots were sold for the development of the riverfront area, resulting in the orderly development of the community. The existing land-use pattern of commercial and public buildings along Main Street, with residential side streets and larger estates above on the hillsides, is a direct result of the implementation of this plan.

The West Point Foundry, sited mostly in the adjacent HH-23 Constitution Marsh subunit, was established in 1817. By the mid-19th century, it had become the largest foundry in the United States. Cold Spring grew around the foundry into the commercial and industrial center of the Hudson Highlands. The main growth in the village took place between 1830 and 1870 when the basic arrangement of the original plan for the village was developed through infill along the existing streets and new subdivisions. In 1848 the Hudson River railroad was laid, running through the lower portion of the village and separating the upland and waterfront areas. The character of the village changed after several severe fires during the late 1800's. Rebuilding yielded the shop fronts that still characterize the village. In the 1890's many street trees were planted, a public water supply installed and electric street lighting introduced.

Today, Cold Spring is a picturesque village which has maintained and restored many of its historic structures, including the Chapel of Our Lady, built on the shore of the Hudson in 1828. Some large estates have been replaced by public buildings, parkland or residential subdivisions; but Main Street and its adjacent residential areas retain their traditional character, a mix of residential, retail and commercial activities. The village's historic waterfront buildings are especially significant in their visual relationship to the river, and the riverfront park and bandstand provide a focal point against the backdrop of West Point and the western Hudson Highlands.

Cold Springs's greatest assets are the historic character of its constructed elements, the small town character of its life-style and the highly scenic quality of its setting in the natural environment of the Hudson Highlands. The significance of many structures, most visible from public roads, has been recognized through their listing on the State and National Registers of Historic Places as part of the Hudson Highlands Multiple Resource Area. Included in the listing are industrial, commercial and residential properties and two historic districts, the details of which are outlined below.

The Cold Spring Historic District is concentrated along the axis of Main Street, a predominantly commercial street with some municipal, religious and residential structures. Parts of the adjoining residential streets are also included in the district with distinctive examples of the full range of styles, building types and construction methods spanning over a century of growth. The oldest parts of the village are found between the river and the railroad. The early street configuration remains. Although the area is now distinguished by 19th century structures, the character of the landing has been maintained. The commercial core of the village is an eight block section of Main Street. Architecturally, the village is an eclectic mix of frame and brick structures of various scales and styles with many varied features and design details from the many building periods.

At the junction of Main Street, Morris Avenue and NY Route 9D is St. Mary's Episcopal Church and an impressive grouping of Second Empire homes. These wealthy homes exploited the vistas available from the higher elevations above the village. Also in this part of the village is a collection of more middle-class residences. Two other distinctive neighborhood areas can be identified within the historic district. Kemble Avenue, south of Main Street, contains a significant row of duplex workers' housing built for laborers at the West Point Foundry; and adjacent to the railroad is a residential neighborhood which reflects the impact of the railroad on village life. The Cold Spring Historic District contains approximately 225 structures of varying types, periods and methods of construction.

The Cold Spring Historic District is significant for its architectural and historical associations as a planned settlement related to the growth of the adjacent West Point Foundry. The different periods of growth and prosperity of the foundry influenced the accompanying increase in the size of the village. The village also exhibits the legacy of the prosperous and paternalistic society associated with this part of the Hudson Highlands.

The Village of Nelsonville, stretching up the hillside above Cold Spring, has a mix of historic properties. The First Baptist Church of Cold Spring, completed in 1833, is the only frame church of distinction in the

Hudson Highlands. It is the oldest church in the Town of Philipstown and has been in continuous operation within the same structure since its formation. The church retains its original design and is one of the most architecturally significant buildings in the Village of Nelsonville. Other structures listed on the State and National Registers of Historic Places as part of the Hudson Highlands Multiple Resource Area are the Fish and Fur Club, the Hustis House, the Italianate residence at 3 Crown Street, the clapboard residence at 249 Main Street, the H.D. Champlin and Sons Horseshoeing and Wagonmaking shop on Main Street and the elaborately decorated J.Y. Dykman's Flour and Feed Store.

The West Point Foundry, most of which is located in the adjacent Constitution Marsh subunit, is listed on the State and National Registers of Historic Places. The historical significance of the foundry is discussed in more detail in the narrative of the Constitution Marsh subunit.

The Marathon Battery factory which operated on Kemble Avenue from 1952-79 has left a harmful environmental legacy in this subunit. Discharges of pollutants from the factory, including cadmium, cobalt and nickel, entered the Hudson River at an outfall pipe on the Cold Spring pier, creating a serious hazardous waste site. This is now part of a Federal Superfund site, and major remediation works will be undertaken.

Active industrial uses once occupied much of the waterfront in the subunit. Today only two major parcels of the village are used for light industry. The former Marathon Battery plant is now a warehouse and storage yard, and the waterfront pier is partially used for oil storage and distribution.

Contrasts of an ephemeral nature are to be found in the subunit. The bustle of an active village center enhance the scenic quality of the subunit. The dramatic effects of varying weather conditions enhances the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

The subunit is generally well maintained. There are no discordant features visible, although the railroad, the waterfront pier used for oil storage and distribution and some recent commercial development in the eastern portion of the village detract from the overall scenic quality of the subunit.

C. Views

The Villages of Cold Spring and Nelsonville are oriented along an east-west road that rises inland away from the Hudson River and affords many residences a river view. Views down Main Street, framed by the buildings and street trees, are directed to the Hudson River, while the surrounding Hudson Highland peaks provide the backdrop to the village. Storm King Mountain to the north is visible from many locations in the subunit; and the steep slopes of Crow’s Nest, directly across the Hudson River, are dominant in views to the west. Views from the river are of the historic waterfront, including the docks, wharf, residences and the restored Chapel of Our Lady, and of Main Street rising up the wooded hillsides of the subunit. There is a strong composition of many scenic components with many interesting focal points, including the numerous and varied structures located on the estates which dot the wooded

hillsides of the adjacent HH-20 Garrison Four Corners subunit, and the peaks of Storm King and Crow's Nest and the United States Military Academy at West Point on the western shorelands of the Hudson River.

III. Uniqueness

The location of such a large historic village on the shores of the Hudson River is unique. The development of the village as an industrial center rather than the typical Hudson River pattern of development based around a commercial waterfront is unique in the region. The subunit is also unique in combining a very historic and well-preserved riverfront village center with some of the Hudson River's most dramatic topography.

IV. Public Accessibility

The Cold Spring subunit is accessible from the Hudson River, NY Route 9D and many local streets. Passengers on the railroad trains also catch a glimpse of the village. Metro North trains stop at the Cold Spring station. The three acre waterfront park, with its bandstand, small dock and grassy areas, is heavily used by the public and provides spectacular views of the Hudson River and the surrounding uplands of the Hudson Highlands. There are plans for the restoration of the dilapidated municipal dock to once again allow passenger vessels to stop at Cold Spring, increasing public accessibility to the subunit. The park is the focus of public waterfront activity for the region around Cold Spring and is one of the most accessible public spaces on the Hudson River in Putnam County. The subunit is visible from NY Route 218 on the west bank of the Hudson as it hugs Storm King Mountain and from the United States Military Academy at West Point.

V. Public Recognition

The scenic and historic values of the Cold Spring subunit are well recognized. The Village of Cold Spring is known for its collection of shops and restaurants. The architectural and historical significance of the Village of Cold Spring as one of the best preserved 19th century townscapes in the Hudson Region is recognized through the inclusion of the Cold Spring Historic District and the West Point Foundry site in the Hudson Highlands Multiple Resource Area, listed on the State and National Registers of Historic Places. Ninety three acres of the old West Point Foundry site, situated primarily in the Constitution Marsh subunit, are now an archaeological site, with the abandoned Victorian office building the major visible landmark. The Village of Nelsonville has nine properties included in the Hudson Highlands Multiple Resource Area listed on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Cold Spring subunit is included in the Hudson Highlands SASS because it is of high scenic quality. There is much variety in the physical and cultural components of the subunit, including variety in the topography, vegetation and the many building styles. The subunit is unified by the tight, historic pattern of development in the two villages. The built areas of the subunit contrast with the rugged Hudson

Highlands landscape that surrounds the villages, and there is a contrast in line, form and style among the numerous structures. The location of such a large and well preserved historic village on the shores of the Hudson River is unique. The development of the village as an industrial center rather than the typical Hudson River pattern of development based around a commercial waterfront is unique in the region. The subunit is accessible from local roads, the passenger trains, the waterfront park, the Hudson River and from surrounding subunits. It is well recognized as an historic village on the waterfront situated in a dramatic setting. The historical and architectural value of the subunit is recognized by the inclusion of the Cold Spring Historic District, the West Point Foundry, and nine properties in the Village of Nelsonville in the Hudson Highlands Multiple Resource Area listed on the State and National Registers of Historic Places. There are no discordant features in the subunit.

HH-26 Hudson Highlands State Park Subunit

I. Location

The Hudson Highlands State Park subunit is located south and east of the City of Beacon and stretches south to the Villages of Cold Spring and Nelsonville. The southern boundary of the subunit is the southern boundary of the Hudson Highlands State Park, a common boundary with the HH-25 Cold Spring subunit, which it follows from Little Stony Point to its intersection with the coastal area boundary. The eastern boundary of the subunit is the coastal area boundary, which follows the boundary of the Hudson Highlands State Park to its intersection with the Dutchess-Putnam County line, which the subunit boundary then follows along the ridgeline until the county line turns easterly. The subunit boundary then follows the ridgeline to Clove Creek and Interstate 84. The western boundary of the subunit follows NY Route 9D north from benchmark 14 to its intersection with the boundary of the City of Beacon, a common boundary with the HH-27 Dutchess Junction subunit. The subunit boundary then follows the coastal area boundary along the city line to its intersection with the Central Hudson power line which it follows northeasterly to the Fishkill Creek. The boundary then follows the creek to Interstate 84, then follows Interstate 84 easterly to Clove Creek. The subunit extends across the Hudson River to the high water mark on the western shorelands of the Hudson River, in part a common boundary with the HH-2 Storm King subunit. The subunit is approximately 7 miles long and between 1 and 2.5 miles wide. It is located in the Town of Fishkill, Dutchess County, the Town of Philipstown and the Village of Nelsonville, Putnam County and the Town of Cornwall and the Village of Cornwall-on-the-Hudson, Orange County. Consult the Hudson Highlands SASS map sheets, numbers 1 and 3, for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is composed entirely of steep wooded mountains reaching elevations of up to 1600 feet, the highest peaks in the Hudson Highlands. Mountains included in the subunit are Sugarloaf Mountain, Bull Hill (Mount Taurus), South Beacon Mountain, North Beacon Mountain, Bald Hill and Lambs Hill. The

northern slopes of the Scofield Ridge and Breakneck Ridge comprise much of the subunit. The rounded upland summits run together to form a distinctive ridgeline which marks the northern boundary of the Hudson Highlands. In places the mountains plunge down to the shore of the Hudson River and, with surrounding subunits, create part of the glacially-formed fjord of the Hudson Highlands. The subunit includes the Hudson River and the Fishkill Creek. Several streams, including Breakneck Brook, Wades Brook, Gordons Brook, Squirrel Hollow Brook and Dry Brook run through the subunit to meet either the Hudson River or Fishkill Creek. Two reservoirs are located in the subunit. The Beacon Reservoir is located high in the hills between North and South Beacon Mountains, and the Melzingah Reservoir is located north of Sugarloaf Mountain on Gordons Brook. Woodlands dominate these steep mountains with a mix of mature deciduous and coniferous trees. The Hudson River shoreline is generally gently curving, with two small wooded promontories at Little Stony Point and Breakneck Point. There is a sandy beach on the northeastern shore of Little Stony Point. The physical character of the subunit has been much altered through the effects of quarrying, notably on Bull Hill, Breakneck Ridge and Little Stony Point, that lasted from the early 1800's into the 1960's.

B. Cultural Character

The subunit includes the main body of the Hudson Highlands State Park, an extensive woodland habitat managed as public wild lands. It is generally well maintained. There is scattered residential development on the hillsides above Beacon, to the east of NY Route 9D and along the Fishkill Creek. During the Revolution, redoubts were established on the high summits of the subunit and were used as signal posts. Ruins of a large estate can be found on the western flank of Bull Hill. The Catskill Aqueduct, built in the early 1900s to carry water from the Ashokan Dam to New York City, crosses the subunit.

A significant feature in the subunit is the abandoned Mount Beacon Incline Railway. Designed by the Otis Elevator Company of Yonkers in 1902, the railway was built to provide easy access up the west side of North Beacon Mountain, enabling patrons to enjoy the panoramic vistas of the Hudson Highlands. The railway was 2,364 feet long with a 64 degree incline over its rise of 1,540 feet. It was reputed to be the steepest cable railway in the world. A cluster of buildings was developed at the summit of Mount Beacon, including the power house; the Beaconcrest Resort hotel, which was destroyed by fire in 1928; and a casino/club, destroyed by fire in 1981. The power house is the only surviving structure on the summit. The incline railway is significant in the history of engineering and recreation in the Hudson Highlands. As one of the prime amusements capitalizing on the scenic qualities of the Hudson Highlands, the railway, which enjoyed seventy years of successful operation, is also significant for its contribution to the public appreciation of the region. Although the supporting structures have disappeared, the railway retains its essential integrity of location, design, setting, materials and workmanship.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

Quarrying operations were once widespread in this area of the Hudson Highlands, threatening its scenic value before the State acquired the land for the Hudson Highlands State Park. Evidence of abandoned quarrying operations and a pumping station are minor discordant features in the subunit and do not distract from the scenic value of the area.

The Scenic Hudson Land Trust has acquired 926 acres of Fishkill Ridge at the northern gateway to the Hudson Highlands. The property will be managed and made available for limited public use as a unit of the Hudson Highlands State Park.

Radio antennas located on the summit of North Beacon Mountain are discordant features in the subunit.

C. Views

Views from the ridgelines and summits of the subunit are extensive and include both peaks and shoreline, although they are frequently contained by the woodland cover. Long views are afforded up and down the Hudson River Valley and to the east and west, to the City of Beacon below, to Bannermans Castle and across to Storm King, the City of Newburgh, the Town of Cornwall and the Catskills. Views from the Hudson River are of Breakneck Ridge, the sandy beach and wooded promontory at Little Stony Point and of the steeply rising wooded uplands. Several positive focal points are in view including Storm King Mountain, notably as seen from the public beach area at Little Stony Point; Pollepel Island and Bannermans Castle; and the Village of Cold Spring, all set against the backdrop of the Hudson Highlands. Views of distant sprawling development in the Towns of New Windsor, Newburgh, and Fishkill as well as the Cities of Newburgh and Beacon detract somewhat from the overall visual quality of the viewshed.

III. Uniqueness

The collection of wooded peaks and the long undisturbed wooded ridgeline within the subunit are unique in the Hudson Highlands.

IV. Public Accessibility

The Hudson Highlands State Park subunit is accessible from NY Route 9D, local roads, the passenger trains that run along the shore of the Hudson River and from the Hudson River. All along NY Route 9D and on local roads in the subunit, informal parking areas and trail heads serve both the shoreline and mountainous areas, providing access to the Hudson Highlands State Park. These trails include Little Stony Point and its popular beach area, Breakneck Trail, Washburn Trail, Lake Surprise Road and the Catskill Aqueduct Tunnel Path. The Beacon Range in the north of the subunit, although mostly privately owned, is crossed by many trails developed by the New York-New Jersey Trail Conference. Many spectacular views of the Hudson Highlands are available from these trails. The subunit is visually accessible from surrounding subunits and features in views from Constitution Island, the United States Military Academy at West Point, the scenic overlooks on NY Route 9W and NY Route 218 on the flanks

of Storm King Mountain, and from trails in the Storm King State Park. The subunit is significant in views from outside the Hudson Highlands SASS, notably from the Town and Village of Cornwall, Sloop Hill, the Town of New Windsor, The Town and City of Newburgh, the City of Beacon and the Beacon-Newburgh Bridge.

V. Public Recognition

The Hudson Highlands State Park subunit is valued as extensive and undisturbed mountainous wild lands. The subunit forms the eastern portion of the northern gateway to the Hudson Highlands. The historical and engineering significance of the Mount Beacon Incline Railway has been recognized through listing on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Hudson Highlands State Park subunit has high scenic quality. It features a diverse and dramatic topography unified by a long, undisturbed wooded ridgeline, a scenic component that is unique in the Hudson Highlands. The subunit is accessible as part of the Hudson Highlands State Park and is visible from local roads, the Hudson River, the passenger trains and from adjoining subunits. It is recognized as part of the northern gateway to the Hudson Highlands. There are a number of minor discordant features in the subunit, but these do not impair the overall scenic quality of the subunit.

HH-27 Dutchess Junction Subunit

I. Location

The Dutchess Junction subunit is located on the east side of the Hudson River, south of the City of Beacon. The eastern boundary of the subunit follows NY Route 9D north from benchmark 14 to its intersection with Grandview Avenue, for the most part a common boundary with the HH-26 Hudson Highlands State Park subunit. The northern boundary of the subunit runs from the northern shorelands of Denning Point to the Conrail tracks and along the Conrail tracks adjacent to the Fishkill Creek, following the coastal area boundary as amended by the City of Beacon, to the intersection of the tracks with Wolcott Avenue. The boundary then follows Wolcott Avenue to its intersection with Simmons Lane, which it follows to the property line of Lot #6054-13-036494 and onto the Craig House property. The boundary then follows an imaginary line through the Craig House property at a distance of 400 feet from the Fishkill Creek to South Avenue and along South Avenue to Grandview Avenue. The subunit includes the Hudson River, sharing a common boundary with the HH-28 Pollepel Island subunit adjacent to the eastern shorelands and extends across to high water mark on the western shorelands of the Hudson River. The subunit is approximately 3.5 miles long and between 0.25 and 1 mile wide. It is located in the City of Beacon and the Town of Fishkill, Dutchess County and in the City of Newburgh, the Towns of New Windsor and Cornwall and the Village of Cornwall-on-the-Hudson, Orange County. Consult the Hudson Highlands SASS map sheets, numbers 1 and 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

This subunit is comprised of the flat and gently sloping shorelands of the Hudson River which give way to the gently rolling hillside below the steep mountains of the Scofield and Breakneck Ridges in the Hudson Highlands State Park subunit. The vegetation is a mix of wetlands, woodlands, meadows and orchards. The shoreline curves gently with a moderate variety of shoreline indentation and elevation. There is one large cove created by Denning Point, a low, wooded, sand peninsula. The Fishkill Creek, which features a short section of rapids, meets the Hudson River at the cove, creating a rich estuary of marsh, tidal flats, and shallows. Wade Brook and Gordon Brook cross the subunit.

B. Cultural Character

The subunit includes a largely undisturbed bank of the Hudson River, separated from the upland by the railroad. NY Route 9D, or the Bear Mountain-Beacon Highway, runs along the eastern boundary of the subunit. The subunit features several parcels of the Hudson Highlands State Park, a scattering of residential development, a trailer park and one small hamlet center, Dutchess Junction. Located around the hamlet during the mid to late 19th century were a number of active brickworks. Denning Point was the site of successful brickyards, and a derelict industrial building is a reminder of the point's industrial past. The former Hammond Brickyard lies between the railroad and the river, to the south of Denning Point.

The hamlet was once the junction of the Hudson River Railroad with the Dutchess and Columbia Railroad. The hamlet's historic settlement pattern can be seen in the farmland/woodland relationship, although the recent sprawling pattern of residential construction has modified this and detracts from the overall scenic quality of the area.

Dutchess Manor, a residence and carriage house built in 1889 and converted to a restaurant and residence, is listed on the State and National Registers of Historic Places. The two story Second Empire style brick house was part of the estate of Francis Timoney who owned the complex of brickworks in the area. Dutchess Manor is significant for its picturesque details and is one of the most architecturally distinguished residences of its type and period in the Hudson Highlands. Its association with one of the area’s most prominent brick manufacturers, a significant local industry, adds further importance to Dutchess Manor.

Another significant building within the subunit is Tioronda, an impressive Gothic Revival villa. Originally built in 1859 as a residence, the building is now a sanitorium. Tioronda is eligible for listing on the State and National and State Registers of Historic Places. The building is significant for its mid-19th century estate architecture and as an example of the work of Frederick Clarke Withers.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying

level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

The subunit is generally well maintained. Recent urban development and the railroad tracks are minor discordant features, although they are mostly screened within the landscape and do not detract from the scenic quality of the subunit.

C. Views

The subunit offers unobstructed views of the Hudson River and Fishkill Creek. Interior views are limited by vegetation and topography. Views from the Hudson River are of the low, wooded coastal shorelands; the gently rising uplands; Denning Point and the mouth of the Fishkill Creek. These features are set against the dramatic backdrop of the Hudson Highlands, notably the North and South Beacon Mountains, Sugarloaf Mountain and Breakneck Ridge in the adjacent HH-26 Hudson Highlands State Park subunit. Positive focal points include Denning Point, Bannerman's Castle on Pollepel Island, and distant views of the Newburgh-Beacon Bridge and Sugarloaf and Storm King Mountains. Views of the large, sprawling communities of Newburgh, New Windsor and Cornwall detract from the visual quality of views across the Hudson River.

III. Uniqueness

The subunit is not unique.

IV. Public Accessibility

The land ownership pattern of large land holdings and low density development scattered throughout the subunit restricts public accessibility to the Dutchess Junction subunit. The subunit is accessible from NY Route 9D, local roads, and the Hudson River and is visible from the passenger trains that run along the shoreline. The subunit is also visible from the uplands of the adjacent HH-26 Hudson Highlands State Park subunit; the Newburgh-Beacon Bridge to the north; from Newburgh, New Windsor and Cornwall; and from subunits on the western shorelands of the Hudson Highlands SASS, notably from the scenic overlook on NY Route 218, the Old Storm King Highway. Denning Point and the Hammond Brickyard site are part of the Hudson Highlands State Park and offer potential for informal access to the Hudson River.

V. Public Recognition

The Dutchess Junction subunit is recognized by the public as part of the northern gateway to the Hudson Highlands. The historical and architectural value of Dutchess Manor has been recognized through its listing on the State and National Registers of Historic Places. Denning Point has recently been acquired by New York State for its scenic and habitat values.

VI. Reason for Inclusion

The Dutchess Junction subunit has high scenic quality. It features a variety in and contrast between many positive landscape components including rolling wooded upland, a low wooded point, the Fishkill Creek and its confluence with the Hudson River and a mix of vegetative cover. The subunit is unified by topography and woodland coverage. The subunit is accessible from local roads, and the Hudson River and is visible from surrounding subunits on both shores of the Hudson River. The subunit is recognized as part of the northern gateway to the Hudson Highlands SASS. The historical and architectural value of Dutchess Manor has been recognized through listing on the State and National Registers of Historic Places. Denning Point has recently been acquired by New York State in recognition of its access, scenic and habitat values. There are some minor discordant features in the subunit, but these are screened from view and do not impair the scenic quality of the subunit.

HH-28 Pollepel Island Subunit

I. Location

The Pollepel Island subunit is located in the Hudson River near the east shore, just north of Breakneck Point. The subunit includes the Hudson River, sharing a common boundary with the HH-27 Dutchess Junction subunit on the eastern shorelands, and extends across to the high water mark on the western shorelands of the Hudson River. The subunit is small, measuring approximately 800 feet in diameter. It is located in the Town of Fishkill, Dutchess County and in the Towns of New Windsor and Cornwall and the Village of Cornwall-on-the-Hudson, Orange County. Consult the Hudson Highlands SASS map sheet number 2 for subunit boundaries.

II. Scenic Components

A. Physical Character

The subunit is a small, wooded, rocky island in the Hudson River. The Hudson River is 1.5 miles wide at this point, and the island is situated less than 250 yards off the east shore. The island has steep rocky banks and breakwaters.

B. Cultural Character

Pollepel Island has a long history which goes back to the early Dutch farmers and the sea captains who thought the island was haunted by evil spirits, reputed to have caused the great storms that frequent the Highlands. The island played a strategic role in the Revolutionary War as the site for a line of "chevaux-de-frise", ingenious shallow water obstructions designed to disrupt navigation.

Now the island is dominated by a large, Scottish-inspired ruined fortification known as Bannerman's Castle, which lends the island its popular name as Bannerman's Island. The architectural and historical significance of Bannerman's Castle has been recognized through listing on the State and National

Registers of Historic Places. The castle was built at the turn of the century as an arsenal until an explosion in 1920 caused extensive destruction to the building's interior.

The castle continued to be used as a storehouse until 1967 when it was sold to the State to form part of the patchwork of the Hudson Highlands State Park. The building remained intact until a major fire in 1969 left the current ruins. The facade remains standing as a dramatic landmark visible from Storm King Mountain, Hudson Highlands State Park and the Town of Cornwall. It is an impressive structure which dominates its small island setting.

The presence of wildlife provides ephemeral characteristics. Contrasts of an ephemeral nature are to be found in the subunit. The dramatic effects of varying weather conditions enhance the aesthetic character of the landscape composition as storms, cloud formations, snow, mists, fog and the varying level and direction of sunlight all provide contrasts in line, shape, texture and color, enhancing the contrasts to be found in the area.

There are no discordant features in the subunit.

C. Views

Situated at the northern gateway to the Hudson Highlands, the island offers panoramic views of the river in all directions, including such positive focal points as Storm King Mountain, Bull Hill, and United States Military Academy at West Point. Views from the Hudson River are of the rocky wooded island and ruined castle set against the background of the wooded uplands of the Hudson Highlands.

III. Uniqueness

The subunit is unique in the State. It contains the only "castle" on the Hudson River.

IV. Public Accessibility

The Pollepel Island subunit is part of the Hudson Highlands State Park, but public access to the island has not been developed. The subunit is visible from the Hudson River, the passenger trains that run along the eastern shoreline of the Hudson River, NY Route 9D, and the Storm King Highway as it rounds Storm King Mountain. The subunit is also visible from outside the Hudson Highlands SASS, notably from the Town of Cornwall, the Village of Cornwall-on-the-Hudson and the Town of New Windsor.

V. Public Recognition

The Pollepel Island subunit is recognized by the public for its historic and symbolic significance. It constitutes a key feature in the northern gateway to the Hudson Highlands and is a landmark on the Hudson River. The historical and architectural significance of the subunit is recognized by the inclusion of Bannerman's Castle on the State and National Registers of Historic Places.

VI. Reason for Inclusion

The Pollepel Island subunit has high scenic quality. There is a strong contrast between the natural features of the wooded island and the dramatic structure of the ruined castle. The remains of the castle on the rocky island are a unique and contemporary reflection of the "picturesque" quality of melancholy ruins evoked in the paintings of the Hudson River School. The subunit is part of the Hudson Highlands State Park, although public access has not been developed. It is visible from the Hudson River, the passenger trains and from local roads on both sides of the Hudson River. The subunit is recognized by the public as a key feature in the northern gateway to the Hudson Highlands and as a landmark on the Hudson River. The historical and architectural significance of the subunit is recognized by the inclusion of Bannerman's Castle on the State and National Registers of Historic Places. The subunit is free from discordant features.

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APPENDIX A

THE NUMERICAL RATING SYSTEM

Numerical values have been incorporated into the rating system. The numerical value for the "distinctive" category is three (3); the "noteworthy", two (2); and the "common", one (1).

Evaluation of scenic significance is a two-step process. First, the individual landscape elements in each subunit are evaluated and rated as either distinctive, noteworthy or common; and the numerical ratings of the elements are totaled. In subunits where the landscape's geographical and cultural elements have earned a cumulative score 55% or greater of the possible total, the second step in the evaluation process is undertaken. The aesthetic significance of the subunit's landscape composition, the degree of public accessibility to the subunit and the public recognition regarding its scenic quality are evaluated and rated. The corresponding numerical ratings are then added to the initial total. The resulting overall score indicates whether the subunit's landscape is of distinctive, noteworthy or common scenic quality.

In the Hudson River region, the threshold for a distinctive subunit is a score of 50. On average, each of the 24 components on the Regional Table of Scenic Components must be rated at least 2 (noteworthy) and two of the components must earn 3 (distinctive) to reach the threshold of 50 (2 x 24 + 2 = 50). The threshold for a noteworthy landscape is 40. In order for a subunit to merit a noteworthy score of 40, a range of between one-third of the components having a value of 3 (distinctive) to two-thirds of the components having a value of 2 (noteworthy) must be reached. Subunits scoring less than 40 are classified as common.

Consistency of Results

Examination of subunit ratings in the Hudson River region indicates that those with similar landscape elements earn similar ratings under the various scenic components. For example, subunits which contain large estates rank distinctive under uniqueness; quaint village settings surrounded by rural landscapes gain distinctive ratings under cultural character and public recognition; subunits with distinctive topography and/or vegetation receive distinctive ratings under physical character.

The noteworthy subunits have characteristics similar to those of the distinctive subunits but either lack elements of outstanding quality or contain some discordant features which detract from the scenic quality, but not significantly. Subunits ranked as common generally lack components of uncommon or outstanding scenic quality, contain discordant features which dominate the landscape, and/or are marred by land uses considered to be unattractive.

HUDSON RIVER VISUAL EVALUATION FORM

Hudson River Visual Evaluation Form — New York State Coastal Management Program - Jackson & Kihn/Dodson Associates

Date:	12/16/88; 9/12/89	Visual Subunit:	E-26 Clermont (Clermont)
Evaluators:	Flinker/Dodson	USGS Quad Sheet:	Saugerties, N.Y.
Coastal Region:	Hudson	Evaluation Sources:	Site Visit: 8/88 Aerial Photos: 9/88 USGS: 1963
Visual District:	Estates	Weather Conditions:	Site Visit: Hazy Aerial Photos: Hazy

Land Type	Inventory Notes	Rating	Evaluation Notes
Physical Character			
Landform	Steep bluffs (150'), RR cutbank (30')	2	Bluffs provide setting for historic mansions
Vegetation	Woodlands, estate grounds, lawns	3	Forest broken by estate grounds
Shoreline Configuration	Linear, gradually curving	1	RR increases straightness of shoreline
Water Features	Hudson River (2,200')	3	Hudson is visually very prominent though inaccessible
Land Use	State Park, estates, religious inst.	3	Preservation and institutional landuses; RR
Cultural Character			
Ephemeral Characteristics	Park visitors, RR	2	Presence of people enhances setting
Cultural/Historic	Clermont, Rose Hill, Oak Terrace	3	Center of former 162,000-acre Livingston Family tract
Symbolic Value/Meaning	Preservation of Hudson Valley history	3	Three centuries at the center of the nation's history
Design of Structures	Clermont - 1790's Georgian	3	Oak Terrace (2nd Empire), Rose Hill (Tuscan)
Design of Landscapes	Beautifully designed estate grounds	3	Landscapes link mansions with Hudson/Catskill views
State of Upkeep	Very well maintained & restored	3	Some estates suffer from neglect, bulky additions
Discordant Features	RR cutbank, recent religious bldgs.	3	Remarkably few discordant features; RR is hidden
Views:			
Coastal Viewshed	Full views of Hudson River	3	Estate grounds enhance views
Length	Distant views to Catskills	3	20 + mile views
Breadth	Sweeping views up and down river	3	Design of landscapes widens views
Background	Catskills, steep opposite banks	3	Backdrop of river and mountains
Composition	Estate landscapes enhance composition	3	Design frames views of river & Catskills
Focal Points	Mansions, lighthouse, Catskills	3	Several focal points emphasized by landscape design
Landscape Composition			
Variety	Interaction of landscape, mansions	3	
Unity	Unified by design, preservation	3	
Contrast	Lawns, mansions, woodlands, Catskills	3	
Uniqueness	Highly unique historic estates	3	
Public Value			
Public Recognition	Very well-known landmark	3	
Visual Accessibility	Heavily visited state park	3	
Composite Rating:		68	Distinctive (SASS #6: Estate District)

Reason for Designation: The Clermont Estate and several other less well-known mansions line high wooded bluffs with sweeping views of the river, Saugerties, and the Catskills. Pastoral, designed landscapes of old trees, broad lawns and meadows create a setting for some of the Hudson's most historic mansions.

APPENDIX B: TABLE OF SCENIC COMPONENTS

Hudson River Visual Analysis Study
Table of Scenic Components

Revised: June, 1989

Scenic Feature	Class A: Distinctive	Class B: Noteworthy	Class C: Common
1. Physical Character			
1. Landform: The shape and configuration of the land.	*Distinctive:* Dramatic contrasts and changes in topography, unique form and outline of the land, harmonious shape and composition of landforms.	*Noteworthy:* Undulating land, some topographic variety.	*Common:* Little topographic variety.
A) Relative relief: Relative changes in elevation of the land within the subunit. The amount of elevation change within a mile of the point of reference.	*Distinctive:* Relative relief greater than 200'.	*Noteworthy:* Relative relief from 100' to 200'.	*Common:* Relative relief less than 100.
B) Geologic Features: Bedrock, surficial geologic features, fluvial, marine and glacial features.	*Distinctive:* Unique and dramatic geologic formations, bedrock outcrops or glacial features.	*Noteworthy:* Unusual geologic formations, bedrock outcrops or glacial features.	*Common:* Typical formation- or lack of formations.
C) Headlands: Elevated promontories extending into a body of water.	*Distinctive:* Very high, prominent headlands extending dramatically into the water. Presence of surf and other ephemeral effects. Lack of incompatible development.	*Noteworthy:* High headlands with some areas of visual prominence, minor incompatible development.	*Common:* Low, uniform headlands. Major presence of incompatible development.
D) Bluffs: High banks or cliffs lining a body of water.	*Distinctive:* Very high, prominent bluffs with varied configuration, dramatic backdrop and shoreline, lack of incompatible development.	*Noteworthy:* High bluffs with moderately varied configuration, strong backdrop and shoreline, minor incompatible development.	*Common:* Low, uniform bluffs wig monotonous backdrop & shoreline, major presence of incompatible development.

Scenic Feature Page 2	Class A: Distinctive	Class B: Noteworthy	Class C: Common
E) Beaches: The sandy or pebbly shore of a waterbody.	*Distinctive:* Wide, extensive beaches with varied and dynamic shoreline configuration, dramatic backdrop, unique sand or pebble surface, lack of incompatible development. Barrier beaches.	*Noteworthy:* Moderately wide beaches, some shoreline variation, strong backdrop and only minor incompatible development.	*Common:* Small, narrow beaches, lack of shoreline variation, monotonous backdrop, major presence of incompatible development.
2. Vegetation: The diversity, maturity and condition of the vegetation.	*Distinctive:* A variety of open meadows, mature woodlands, specimen trees, unique vegetation, mature well-maintained urban vegetation and street trees planted in cohesive masses.	*Noteworthy:* A variety of vegetation with woodlands dominating.	*Common:* Monotonous second growth woodland and scrub growth.
3. Shoreline Configuration: The complexity, variability and general form of the shoreline.	*Distinctive:* Varied, diverse shoreline form. Numerous coves, islands, inlets and peninsulas.	*Noteworthy:* Moderately varied, undulating shoreline form.	*Common:* Straight, monotonous, featureless shoreline form.
4. Water Features: The role of water features (ocean, estuaries, rivers and streams) in the visual environment	*Distinctive:* Water is dominant feature in the landscape: full views of major rivers, lakes, ocean.	*Noteworthy:* water is present but not dominant. Partial views of major water features or full views of moderate size features.	*Common:* Water is absent or barely noticeable in the landscape. Small ponds and brooks.
A) Ocean, Great Lakes: Bodies of water so large that the opposite shore is out of sight.	*Distinctive:* Complex shoreline form, dramatic topography, extensive bluffs, beaches or other scenic coastal features; strong ephemeral features such as dramatic surf, wildlife, human activity.	*Noteworthy:* Some variation in shoreline form, topography and ephemeral characteristics.	*Common:* Monotonous shoreline form, flat topography, lack of ephemeral features.

Scenic Feature	Class A: Distinctive	Class B: Noteworthy	Class C: Common
Page 3			
B) Estuaries: Tidal embayments at the mouth of rivers.	*Distinctive:* Extensive areas of undisturbed tidelands, marshland. Dramatic confluence of tides and river currents. Strong topographic enclosure.	*Noteworthy:* Significant areas of undisturbed tideland and saltmarsh.	*Common:* Limited tideland or marsh, large areas of marsh disturbance or filling.
C) Lakes & Sounds: Large bodies of water, but opposite shoreline is visible.	*Distinctive:* Varied and dramatic shoreline form, landform, vegetation and ephemeral characteristics. Opposite shoreline provides dramatic backdrop.	*Noteworthy:* Some variety and prominence of shoreline form, landform, vegetation and ephemeral characteristics. Opposite shore contains visual contrast and variety.	*Common:* Monotonous landscape with barely visible or flat opposite shore.
D) Major Rivers: Rivers greater than 20 miles in length or 100′ in breadth.	*Distinctive:* Rivers and streams with no visible pollution. Exceptionally varied streambank configuration, landform, waterflow.	*Noteworthy:* Unpolluted streams with some variation in streambank configuration, landform, waterflow. Inappropriate development does not detract from visual character.	*Common:* Streams suffering from pollution, inappropriate development, lack of visual variety.
E) Streams: Flowing bodies of water of less than 20 miles in length and 100 feet in breadth.	*Distinctive:* Streams with no visible pollution. Exceptionally varied streambank configuration, landform, waterflow.	*Noteworthy:* Unpolluted streams with some variation in streambank configuration, landform, waterflow. Inappropriate development does not detract from visual character.	*Common:* Streams suffering from pollution, inappropriate development; lack of visual variety.
F) Ponds: Small lakes and ponds of less than one square mile.	*Distinctive:* Varied shoreline, vegetation and landform; rich wildlife and ephemeral features; relatively lacking in development.	*Noteworthy:* Some variation in shoreline form, vegetation and ephemeral characteristics; some intruding development.	*Common:* Intruding shoreline development overwhelms the pond; lack of variety in landform, vegetation, ephemeral characteristics.

Scenic Feature Page 4	Class A: Distinctive	Class B: Noteworthy	Class C: Common
G) Wetlands: Swamps, bogs, fresh and saltwater marshes, tidelands.	*Distinctive:* Extensive areas of undisturbed wetlands rich in wildlife habitat, variety and configuration. Wetlands free of intrusive development. Topography, vegetation and cultural features of surrounding uplands provide a diverse backdrop.	*Noteworthy:* Significant areas of undisturbed wetlands, little intrusive development, surrounded by varied upland areas.	*Common:* Wetlands marred by intrusive development or filling, surrounded by monotonous uplands, lack of variety in configuration, wildlife habitat.
5. Landuse: Human use of the land.	*Distinctive:* Use of the land that harmonizes with and/or enhances scenic quality.	*Noteworthy:* Use of the land that blends with complements existing scenic quality.	*Common:* Use of the land that detracts from scenic quality.
A) Wilderness: The lack of visual evidence of past or present human use of the land.	*Distinctive:* Extensive areas of wilderness Strong sense of isolation, integrity of natural systems, peace and quiet. Distinctive natural setting.	*Noteworthy:* Significant areas of wilderness with some sense of isolation, integrity of natural systems, peace and quiet. Noteworthy natural setting.	*Common:* Small, isolated areas of wilderness marred by discordant features, noise and intrusions of development and human activity.
B) Forestry: The use of the land for managed and unmanaged woodlots and forests.	*Distinctive:* Extensive old growth or carefully managed forestland rich in plant variety and wildlife. Variety in forest cover and configuration. Landform and clearings provide views.	*Noteworthy: Some* old growth timber; forest management present in certain areas. A degree of variety in forest type, landform and clearings.	*Common:* Uniform new growth forest; scrub vegetation; unmanaged abandoned land; low quality vegetation.
C) Parks & Open Space: Parks, conservation areas, cemeteries., recreation areas.	*Distinctive:* Exceptionally well planned, designed and maintained parks, open spaces and waterfronts that play a central role in establishing the visual character of the community. and defining and strengthening its physical and social environment.	*Noteworthy:* Generally well planned, designed and maintained parks and open spaces that play a significant role in the visual character of the community, improving its physical and social environment.	*Common:* Few or poorly, designed and maintained urban parks, open spaces and waterfronts.

Scenic Feature Page 5	Class A: Distinctive	Class B: Noteworthy	Class C: Common
D) Farmland: Active working agriculture or farmed estates. Dairy, crop, orchard, nursery or other types of farming.	*Distinctive:* Extensive areas of active farmland, including a variety of farm uses, historic farm structures, variety of vegetation, landform and water features.	*Noteworthy:* Significant areas of active farmland with some variety of uses, historic structures, vegetation, landform and water features.	*Common:* Little farmland, abandoned farmland, farmland damaged by intrusive development, large expanses of uniform farmland. Lack of variety or monotony in farmland structures, vegetation, landform and water features.
E) Estates: Mansions set in extensive grounds. Monasteries and religious retreats.	*Distinctive:* Estates of high historic, design and environmental value in an excellent state of preservation. Excellent layout and design of grounds and structures, historically significant landscapes and architecture, located in a distinctive natural setting, excellent views and vistas, strong relationship to the shoreline.	*Noteworthy:* Estates of moderate historic, design and environmental significance in a generally sound state of preservation. Good layout and design of grounds and structures, some historical significance, noteworthy natural setting with some strong vistas, relationship to the shoreline.	*Common:* Estates of low historic, design and environmental significance in a poor state of preservation or damaged through inappropriate development. Low quality landscape and architectural design, undistinguished natural setting, poor views and vistas marred by visual intrusions.
F) Exurban Development: Recently developed suburban-type growth in rural regions beyond the commuter-shed of metropolitan areas. Both year-round and summer homes.	*Distinctive:* Exurban development blends in with or complements rural landscape.	*Noteworthy:* Exurban development generally compatible with rural landscape.	*Common:* Exurban development detracts from the visual character of the rural landscape.

Scenic Feature Page 6	Class A: Distinctive	Class B: Noteworthy	Class C: Common
G) Recreational Resorts, Hotels Large structures or groups of structures devoted to recreational uses.	*Distinctive:* Structures and facilities harmonize in with and/or dramatically enhance the visual character of their setting through creative siting and architectural design.	*Noteworthy:* Structures and facilities blend in with and/or somewhat improve the visual character of their setting.	*Common:* Structures and facilities detract from the visual character of their setting.
H) Suburbs: Communities of moderate population density surrounding urban areas. Primarily residential communities developed as a result of expanded commuter rail and automobile transportation capability within the last century.	*Distinctive:* High level of site planning and community design Integration of the built environment with the natural and cultural features of the site. High level of historic integrity of the community. High diversity and quality architecture.	*Noteworthy:* Competently planned and designed communities that respect the natural environment, significant historic elements, diversity and quality of architecture.	*Common:* Poorly planned and designed built environment imposes uniform pattern of low quality development across the landscape. Suburban sprawl, strip development, commercial blight. Little or no historic value. Lack of diversity and quality in architecture.
I) Villages: Compact, often traditional groupings of buildings, generally numbering between several dozen to several hundred structures with a mix of residential and small commercial uses.	*Distinctive:* Tightly-knit traditional villages containing a variety of uses and excellent examples of village form, layout, design, historic value and visual relationship to their natural setting.	*Noteworthy:* Villages containing good examples of village form, layout, design, historic value and relationship to their natural setting.	*Common:* Sprawling villages lacking in form with sprawling layout, poor design, little historic value and weak or conflicting relationship to their natural setting.
J) Town Centers: The compact centers of communities of moderate population density (several hundred to several thousand structures). Generally, but not always, the majority of town centers were built before the growth of commuter rail and automobile transportation during the past century.	*Distinctive:* High level of historic integrity, architectural quality, cohesive streets and other public open spaces, sympathetic relationship of built form to the natural setting.	*Noteworthy:* Moderate level of historic integrity, architectural quality and relationship of built form to the natural setting. Occasional inappropriate development does not detract from overall quality of town.	*Common:* Little historic integrity, poor architectural quality, eyesores, sprawl, destruction of historic town fabric through inappropriate demolition and/or development.

Scenic Feature Page 7	Class A: Distinctive	Class B: Noteworthy	Class C: Common
K) Cities: The centers of large metropolitan areas, usually more than ten thousand structures.	*Distinctive:* Vibrant, dramatic, exciting urban areas located in impressive natural settings. Exceptional skyline, compact and imposing urban form, outstanding architecture and urban spaces, high levels of preservation and maintenance.	*Noteworthy:* Dynamic urban areas located in pleasant natural settings with generally high quality skyline, urban form, architecture and urban spaces.	*Common:* Undistinguished or dull urban areas, located in bland natural settings. Poorly defined skyline, sprawling and vague urban form, mediocre architecture and urban spaces, urban stagnation, decay and abandonment.
L) Industry: Industrial uses of all types, including heavy industry, power plants, light industry, assembly, warehousing and construction.	*Distinctive:* Industrial structures or districts of historic value, or newer facilities with a compatible relationship to their environment and visual setting. Facilities that either blend m with their visual surroundings or contain understandable or dynamic sculptural forms that interact creatively with their visual surroundings.	*Noteworthy:* Moderately historic industrial uses or new facilities that blend in with or interact creatively with their surroundings.	*Common:* Polluting, chaotic, sprawling, monotonous or poorly maintained facilities that obliterate the natural setting or introduce discordant elements into the landscape.
M) Mineral Extraction: Mines of all types, including gravel pits, traprock quarries, limestone quarries, and other types of surface mining.	*Distinctive:* Carefully reclaimed mined lands, mines operating with minimal visual and environmental disturbance, mines creating features of historic, artistic or topographic (earth form) interest.	*Noteworthy:* Mines operating with some ongoing reclamation, visual and environmental mitigation and a degree of historic, artistic or topographic interest.	*Common:* Mines creating open, unreclaimed visual and environmental scars on the land

Scenic Feature Page 8	Class A: Distinctive	Class B: Noteworthy	Class C: Common
N) Transportation Networks: Construction relating to automobile, rail and air transportation.	*Distinctive:* Streets, freeways, scenic roads, and rail lines blend in with or complement and enhance the coastal landscape. Designated scenic roads, highways and railways.	*Noteworthy:* Streets, freeways, rail lines that blend in with the waterfront landscape.	*Common:* Streets, freeways, rail lines that mar the waterfront landscape by obliterating shorelines, introduce eyesores, block the city from the water.
O) Bridges, Towers, Lighthouses and Elevated Structures: High engineered structures dominating the visual environment.	*Distinctive:* Dynamic, well-proportioned structures that interact creatively with the waterfront landscape. Historic lighthouses and bridges.	*Noteworthy:* Soundly designed structures that relate well to the waterfront landscape.	*Common:* Poorly designed structures that detract from, overwhelm or destroy the waterfront landscape.
P) Harbors & Waterfronts: The commercial water's edge of city, town and village centers.	*Distinctive:* Intact natural and cultural environment, water-related activity & businesses, abundance of shipping.	*Noteworthy:* Moderate degree of waterfront historic character, activity, revitalization, natural features. Some derelict, abandoned areas. Discordant features do not detract from overall scenic quality.	*Common:* Waterfront cut off from city. Derelict, disjointed uses, abandonment, pollution predominate.
II. Cultural Character			
I. Ephemeral Characteristics: Transitory visual effects produced by local climate, atmosphere, clarity or color of natural light, artificial lighting, human activity, tides, winds, motion of water, fog, etc. that reoccur consistently.	*Distinctive:* Unique quality and quantity of ephemeral characteristics consistently observed in the field or mentioned in public or Advisory Panel testimony.	*Noteworthy:* Some ephemeral effects present.	*Common:* Lack of positive ephemeral effects or presence of negative ephemeral effects (e.g. lurid glare of sodium vapor lights, smog, dismal skies, ill humors, etc.)

Scenic Feature Page 9	Class A: Distinctive	Class B: Noteworthy	Class C: Common
2. Historic Character: The quality, value, state of preservation and authenticity of historic structures, landscapes and districts.	*Distinctive:* Rich historic heritage preserved in a variety of well-maintained historic districts, sites, structures and spaces. Widespread historic integrity: historic districts relatively intact. Strong sense of historic character and continuity expressed in architecture and the landscape. National Register Districts and Sites. Location of major historic events.	*Noteworthy:* Some historic heritage preserved districts, sites, structures and spaces scattered within the city. Some disturbance of historic integrity. Historic integrity of certain districts.	*Common:* Little historic interest in the city with only minor, isolated preserved sites. Historic integrity of urban districts and waterfronts minimal or lacking.
3. Symbolic Value/Meaning: Symbolic characteristics of landscapes or communities that influence the public's perception of their visual quality. Symbolic value can result from historic events, myths and fables, literature, painting, folklore, unique use or activity, association with an historic or popular figure or special cultural significance of the landscape.	*Distinctive:* Strong, positive symbolic value attributed to the landscape as evidenced in public survey, discussions with Project Review Panel, literature review and data collection. Symbolic characteristics have positive effect on public perception of the visual quality of the landscape.	*Noteworthy:* Significant symbolic value of landscape creates enhanced public perception of its visual quality.	*Common:* Lack of symbolic character or presence of negative symbolic character.
4. Architectural Character: The character of the architecture of communities; both vernacular and designed by professionals. Quality of the proportions, massing, materials, fenestration, roof lines and siting of buildings.	*Distinctive:* High quality architectural design expressive of a particular location, architectural style, and historical era.	*Noteworthy:* Consistent quality vernacular or professional architectural planning and design settlement pattern linked to a particular location, architectural style and historical era.	*Common:* Poor quality vernacular or professional architectural planning and design settlement pattern, inconsistent, clashing styles, lack of recognizable connection to a particular location, architectural style or historical era.

Scenic Feature Page 10	Class A: Distinctive	Class B: Noteworthy	Class C: Common
5. Landscape Character: The visual character of the greater landscape, including large-scale patterns of cities, towns, villages and rural areas. The visual quality of open spaces and the buildings and structures included in them. Includes both vernacular and/or professionally designed spaces or a combination of the two.	*Distinctive:* Exceptionally well-planned, designed and maintained landscapes that play a central role in establishing the visual character of the area and in defining and strengthening its relationship to its natural and cultural setting.	*Noteworthy:* Generally well-planned, designed and maintained parks, open spaces and waterfronts that play a significant role in the visual character of the city, linking it to its natural and cultural setting.	*Common:* Few or poorly designed and maintained parks, open spaces and waterfronts with little or negative impact on the visual character of the area.
A) Settlement Pattern: The character of the layout of structures, roads and open spaces on the land.	*Distinctive:* Strongly cohesive, historically significant settlement pattern with harmonious relationship to natural setting, shoreline.	*Noteworthy:* Cohesive, historically significant settlement pattern with relationship to natural setting, shoreline.	*Common:* Sprawling, ill-defined or uniform contemporary settlement pattern with poor relationship to natural setting, shoreline. Lacking in historical value.
B) Skyline: The outline of the built environment as viewed from a variety of mid-range to distant viewpoints.	*Distinctive:* Dramatic, varied skyline containing outstanding architecture, strong focal structures, harmonious relationship to landform and water. Dynamic form of skyline complements surrounding landscape. Varied yet unified skyline produces dramatic contrast with natural setting.	*Noteworthy:* Varied skyline containing quality architecture, focal structures and generally consistent relationship to natural setting. Presence of discordant features occasionally interrupts unity of skyline.	*Common:* Uniform, monotonous or disjointed skyline consisting of undistinguished, ill-proportioned architecture poorly related to natural setting.

Scenic Feature Page 11	Class A: Distinctive	Class B: Noteworthy	Class C: Common
C) Urban Form: The visual characteristics of the physical configuration and appearance of urban districts; the relative success of the relationship between individual components of the urban setting: buildings, streets, open spaces.	*Distinctive:* Outstanding sense of urban character and architecture, consistent relationship between buildings, dynamic interaction between built form, open spaces and waterfront. Strong, cohesive urban form in dramatic contrast or sympathetic relationship to the natural setting.	*Noteworthy:* Good sense of urban character and architecture, some consistency between buildings, interaction between built form, open spaces and waterfront. Consistent urban form occasionally loosing its shape or conflicting with natural setting.	*Common:* Weak sense of urban character, poor quality architecture, lack of relationship between buildings, poor interaction between built form, open spaces and waterfront. Sprawling, shapeless urban form.
D) Designed Landscapes: Landscapes consciously formed, shaped and planted by professional designers. Parks, estate grounds, waterfronts, conservation areas, cemeteries, recreation areas, sculpture gardens.	*Distinctive:* Exceptionally well-planned, designed and maintained parks, open spaces, waterfronts, and art exhibits that play a central role in establishing the visual character of the area and in defining and strengthening its relationship to its natural and cultural setting.	*Noteworthy:* Generally well-planned, designed and maintained parks, open spaces and waterfronts that play a significant role in the visual character of the city, linking it to its natural and cultural setting.	*Common:* Few or poorly designed and maintained parks, open spaces and waterfronts with little or negative impact on the visual character of the area.
6. State of Upkeep: The relative state of maintenance, repair, management and preservation of buildings and the land.	*Distinctive:* Exceptionally well maintained and managed properties. High state of preservation. Historic ruins and picturesque abandoned historic structures.	*Noteworthy:* Generally high level of maintenance and repair. Well managed and preserved properties. Ruins of moderate historic value.	*Common:* Buildings and grounds in disrepair, poorly maintained, neglected and abandoned structures and landscapes.
7. Discordant Features: Features which, due to siting, form, scale, materials or usage visually interrupt the overall scenic quality of the landscape.	*Distinctive:* No discordant features visible.	*Noteworthy:* Occasional discordant features visible but represent a minor element in an otherwise visually intact landscape.	*Common:* Discordant features dominate the landscape.

Scenic Feature	Class A: Distinctive	Class B: Noteworthy	Class C: Common
Page 12			
III. Views			
1. Coastal Viewshed: (Water Views) Land areas visible from the river. Conversely, areas of the coastline providing views of the river.	*Distinctive:* Full, unobstructed views of the water. Located within the primary viewshed of the river (visible areas within 1/4 mile of the shore).	*Noteworthy:* Partial or middleground views of the water. Located within the secondary viewshed of the river (visible areas from 1/4 mile to 1 mile of the shore).	*Common:* No views of the water or very distant, obstructed views. Located within the background viewshed of the river (areas visible at greater than 1 mile from the shore).
2. Length: The average distance of the views available within a subunit.	*Distinctive:* Long views greater than 5 miles to distant mountains or horizon line.	*Noteworthy:* Moderately long views across meadows or water bodies.	*Common:* Short views cut off by trees, hills, or structures.
3. Breadth: Width of views available within a given subunit	*Distinctive:* Widest views, generally greater than 180 degrees.	*Noteworthy:* View widths between 90 and 180 degrees.	*Common:* Narrow views less than 90 degrees.
4. Background: The character of the views of surrounding landscapes or of distant features outside the subunit.	*Distinctive:* Mountains, dramatic skylines or other prominent features clearly visible in the background.	*Noteworthy:* High hills or waterbodies visible in the distance.	*Common:* No background views available. Bland or discordant features visible in background.
5. Composition: The overall quality and quantity of views from specific viewpoints located within the viewshed of the coastline.	*Distinctive:* Dynamic balance of foreground, middleground and background elements. Abundance of site features, landform and other compositional elements that create numerous opportunities for strong visual compositions within the subunit. Elements that frame, outline, punctuate or enclose the views available from a given subunit.	*Noteworthy:* Satisfactory balance of fore, middle and background views. Some elements present to create opportunities for strong compositions.	*Common:* Few site features creating opportunities for strong composition. Lack of a blend of foreground, middle ground and background elements.

Scenic Feature Page 13	Class A: Distinctive	Class B: Noteworthy	Class C: Common
6. Focal Points: Objects which dominate a composition by virtue of size, height, or placement.	*Distinctive:* Striking focal object(s) visible from most places.	*Noteworthy:* some focal objects visible.	*Common:* No focal objects visible.
IV. Landscape Composition			
1. Variety: Degree of variety of major visual components. The diversity of the visual environment. Lack of visual monotony.	*Distinctive:* Unusual variety of positive visual features unified within a consistent visual framework.	*Noteworthy:* Variety of positive visual features.	*Common:* Lack of visual variety, variety of negative visual features or variety without unity.
2. Unity: Degree of visual unity of major visual components. The cohesion, coherency and compositional harmony of the visual landscape.	*Distinctive:* Visual elements forma unified whole. A harmonious and consistent visual theme or framework unifies the area.	*Noteworthy:* Visual elements generally consistent.	*Common:* Clashing, inharmonious contrast of incompatible visual elements or the presence of a bland, themeless quality in the visual environment.
3. Contrast: The degree of contrast between form, line, color and texture in the visual environment. Line: boundary between two elements. Farm: mass or shape of an object. Color: the hue and value of an object. Texture: the visual surface characteristics of an object.	*Distinctive:* High degree of striking contrast between form, line, color and texture in the visual environment. Strong regularity and simplicity of form, consistent continuity and direction of line, rich and harmonious combinations of color, strong clarity and grain of texture present.	*Noteworthy:* Moderate degree of contrast between forms, lines, colors and textures. Regularity and simplicity of form, continuity and direction of line, pleasing contrasts of color, clarity and grain of texture present.	*Common:* Low degree of contrast or harsh contrast between form, line, color and texture. Irregular and chaotic forms, discontinuous and conflicting direction of line, glaring and gaudy contrasts of color, lack of clarity and grain of texture.
4. Uniqueness: The relative scarcity or special quality of an area or visual feature, measured in the context af regional, state and national visual quality.	*Distinctive:* Rare, very few other examples exist to the coastline of the state.	*Noteworthy:* Uncommon, few examples exist within the coastal region.	*Common:* Commonly found in the coastal region.

Scenic Feature Page 14	Class A: Distinctive	Class B: Noteworthy	Class C: Common
1. Public Recognition: The degree to which the area is widely recognized by the general public for its scenic quality as evidenced in publications, paintings, literature, photographs, public testimony, advisory panel recommendations, travel publications, tourism statistics and visitation.	*Distinctive:* Widespread and enthusiastic public recognition as exhibited by the existence of high visitation, historic sites, parks, and tourism.	*Noteworthy:* Generally positive public recognition.	*Common:* Little or no public recognition; negative recognition.
2. Visual Accessibility: The degree to which the area is visually accessible to the general public.	*Distinctive:* High degree of visual and physical access for large numbers of the general public on a very frequent basis. Subunit is clearly visible to more than 1,000 people a day from public property, roads, paths, publicly accessible buildings, waterways.	*Noteworthy:* Subunit is moderately visible to fairly high numbers of the public. The area is partially visible to an average of 250 to 1,000 people a day.	*Common:* Little public access. The area is visible to few people on an infrequent basis. Very limited visibility to less than 250 people a week.
VI. Management Criteria			
1. Visual Sensitivity: A function of the visibility, the frequency of viewing and the relative scenic quality of the landscape.	*High:* High scenic quality and high visibility and frequency of viewing.	*Moderate:* Moderate scenic quality and moderate visibility and/or frequency of viewing.	*Low:* Low scenic quality and low visibility and/or frequency of viewing.
2. Visual Vulnerability: The likelihood of change occurring in the landscape as a function of ownership status, development pressures and development constraints.	*High:* An area which is under imminent threat of development or change in land use due to private ownership, strong development pressures and lack of development constraints.	*Moderate:* An area in which some development may occur.	*Low:* Area is not likely to undergo change due to protected status, lack of development pressures or major physical constraints.

Scenic Feature Page 15	Class A: Distinctive	Class B: Noteworthy	Class C: Common
3. Visual Absorbitiveness: The relative ability of the visual landscape to absorb change without suffering visual degradation. A function of visibility, the availability of existing screening elements (woods, buildings, etc) and relative scenic quality.	*Low:* Open exposed, steeply sloping, highly visible areas. Steep banks sloping up away from the river, ridgelines and summits, historic areas.	*Moderate:* Areas containing some woodland, buildings or other screening elements, rolling land.	*High:* Areas of low visibility containing dense woods or existing buildings, and flat topography, relatively low scenic quality.
4. Replaceability: the ability of an area's visual quality to be restored or enhanced on site or recreated elsewhere.	*Low:* The area contains irreplaceable scenic quality which cannot be enhanced or replaced. Negative effects of new development could be mitigated only with great difficulty. Scenic features could not be reproduced elsewhere due to time or expense.	*Moderate:* The area contains scenic quality that could be restored, enhanced or replaced with difficulty.	*Common:* The area contains low scenic quality that could easily be improved or enhanced on site or the essential visual elements of the site could be recreated elsewhere.

APPENDIX C

POLICY 24

PREVENT IMPAIRMENT OF SCENIC RESOURCES OF STATEWIDE SIGNIFICANCE

Explanation of Policy:

The Coastal Management Program will identify on the coastal area map scenic resources of statewide significance. A list of preliminary identified resources appears in the Appendix (to the NYS Coastal Management Program). The following general criteria will be combined to determine significance:

Quality. The basic elements of design (i.e., two-dimensional line, three-dimensional form, texture and color) combine to create all high quality landscapes. The water, landforms, and man-made components of scenic coastal landscapes exhibit variety of line, form, texture and color. This variety is not, however, so great as to be chaotic. Scenic coastal landscapes also exhibit unity of components. This unity is not, however, so complete as to be monotonous. Example: the Thousand Islands where the mix of water, land, vegetative and man-made components creates interesting variety, while the organization of these same components creates satisfying unity.

Often, high quality landscapes contain striking contrasts between lines, forms, textures and colors. Example: A waterfall where horizontal and vertical lines and smooth and turbulent textures meet in dramatic juxtaposition.

Finally, high quality landscapes are generally free of discordant features, such structures or other elements which are inappropriate in terms of siting, form, scale, and/or materials.

Uniqueness. The uniqueness of high quality landscapes is determined by the frequency of occurrence of similar resources in a region of the State or beyond.

Public Accessibility. A scenic resource of significance must be visually and, where appropriate, physically accessible to the public.

Public Recognition. Widespread recognition of a scenic resource is not a characteristic intrinsic to the resource. It does, however, demonstrate people's appreciation of the resource for its visual, as well as evocative, qualities. Public recognition serves to reinforce analytic conclusions about the significance of a resource.

When considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. This determination would involve: 1.) a review of the coastal

area map to ascertain if it shows an identified scenic resources which could be affected by the proposed action, and 2.) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource. Impairment will include: (i) the irreversible modification of geologic forms; the destruction or removal of vegetation; the modification, destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and (ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

The following siting and facility-related guidelines are to be used to achieve this policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. Guidelines include:

- siting structures and other development such as highways, power lines and signs, back from shoreline or in other inconspicuous locations to maintain the attractive quality of the shoreline and to retain views to and from the shore
- clustering or orienting structures to retain views, save open space and provide visual organization to a development;
- incorporating sound, existing structures (especially historic buildings) into the overall development scheme;
- removing deteriorated and/or degrading elements;
- maintaining or restoring the original land form, except when changes screen unattractive elements and/or add appropriate interest;
- maintaining or adding vegetation to provide interest, blend structures into the site, and obscure unattractive elements, except when selective clearing removes unsightly, diseased or hazardous vegetation and when selective clearing creates views of coastal waters;
- using appropriate materials, in addition to vegetation, to screen unattractive elements; and
- using appropriate scales, forms and materials to ensure that buildings and other structures are compatible with and add interest to the landscape.

POLICY 25

PROTECT, RESTORE OR ENHANCE NATURAL AND MAN-MADE RESOURCES WHICH ARE NOT IDENTIFIED AS BEING OF STATEWIDE SIGNIFICANCE, BUT WHICH CONTRIBUTE TO THE OVERALL SCENIC QUALITY OF THE COASTAL AREA.

Explanation of Policy

When considering a proposed action which would not affect a scenic resource of statewide significance, agencies shall ensure that the action will be undertaken so as to protect, restore or enhance the overall scenic quality of the coastal area. Activities which could impair or further degrade scenic quality are the same as those cited under the previous policy, i.e., modification of natural landforms, removal of vegetation, etc. However, the effects of these activities would not be considered as serious for the general coastal area as for significant scenic areas.

The siting and design guidelines listed in Policy 24 should be considered for proposed actions in the general coastal area. More emphasis may need to be placed on removal of existing elements, especially those which degrade, and on addition of new elements or other changes which enhance. Removal of vegetation at key points to improve visual access to coastal waters is one such change which might be expected to enhance scenic quality.

19 NYCRR PART 602

NYS Department of State
Division of Coastal Resources
and Waterfront Revitalization
162 Washington Avenue
Albany, NY 12231

COASTAL AREA BOUNDARY, SIGNIFICANT FISH AND WILDLIFE HABITATS, IMPORTANT AGRICULTURAL LANDS AND SCENIC RESOURCES OF STATEWIDE SIGNIFICANCE, IDENTIFICATION, MAPPING AND DESIGNATION PROCEDURES

Section 602.1 **Authority, intent and purpose.** This Part is adopted pursuant to sections 913(6) and 914(2) of the Executive Law. Its purpose is to implement the coastal area boundary amendment provisions of the waterfront revitalization and coastal resources act, and to establish the procedures and criteria which the Secretary must follow when making designations of significant habitat, agricultural or scenic areas for purposes of 19 NYCRR Part 600. It includes:

(a) procedural requirements for petitioning the Secretary to amend the coastal area boundary;

(b) criteria for amending the coastal area boundary;

(c) procedural requirements for designation of significant fish and wildlife habitat areas, scenic areas of statewide significance and important agricultural lands; and

(d) criteria for designating significant fish and wildlife habitat areas, scenic areas of statewide significance and important agricultural lands.

602.2 Coastal area boundary amendment procedures.

(a) Any city, town or village may petition the Secretary to amend the coastal area boundary. Said petition shall be in the form of either:

(1) a resolution of the legislative body of the local government within whose geographic jurisdiction the boundary change is located; or

(2) an element of a final LGWRP submitted pursuant to 19 NYCRR Part 601.

(b) Any State agency may petition the Secretary to amend the coastal area boundary. Said petition shall be in the form of a letter from the commissioner or other head of the petitioning State agency.

(c) The Secretary may amend the coastal area boundary on the Secretary's own initiative.

(d) The Secretary shall amend the coastal area boundary whenever the Secretary determines that the criteria of section 602.3 of this Part have been met. The Secretary shall prepare a written determination with findings in support of each boundary amendment.

(e) Whenever petitioned pursuant to subdivision (a)(1) or (b) of this section, or acting pursuant to subdivision (c), public notice shall be provided by the Secretary in the *State Register* and a paper of general circulation in the immediate area to be affected by the proposed boundary change. A public hearing in the vicinity of the proposed boundary change may be held at the Secretary's discretion. The need for a public hearing shall be based upon the likely public interest because of:

(1) the uniqueness of the geographic area affected; or

(2) the potential impact on coastal resources.

(f) Whenever the Secretary is petitioned to amend the coastal area boundary, and that petition qualifies under subdivision (a)(1) or (b) of this section, a determination shall be rendered within 120 days of receipt of said petition. Reasons for the denial of any petition request shall be communicated in writing by the Secretary to petitioners.

(g) Whenever the Secretary determines to amend the coastal area boundary, the Secretary shall make the appropriate changes in the coastal area map and file copies of the amended map with the clerk of each county and local government within whose jurisdiction any of the affected area is located. The Secretary shall also provide a copy of the amended coastal area map to each adjacent local government with any portion of its jurisdiction within the boundaries of the coastal area, and to each appropriate State and Federal agency.

(h) The boundary change shall take effect on the 15th day of the month following the month during which the amended map shall have been filed in the office of the clerk of the situs city, town or village.

602.3 Boundary amendment criteria. The secretary shall amend the coastal area boundary whenever the Secretary finds that:

(a) an amendment would correct an error in the existing boundary; or

(b) an amendment would be in furtherance of the policies and purposes of article 42 of the Executive Law.

602.4 Significant resource area identification, mapping and designation procedures. (a) After consultation with appropriate State agencies, the Secretary shall identify and designate on the coastal area map those significant fish and wildlife habitat areas, scenic areas of statewide significance and important agricultural lands which the Secretary finds satisfy the criteria of section 602.5 of this Part. The Secretary shall prepare a written determination with findings in support of each area to be designated.

(b) Before any significant fish and wildlife habitat area, scenic area of statewide significance or important agricultural land is designated, timely public notice shall be provided and one or more public hearings held. Notice shall appear in a paper of general circulation in the area of site designation at least 10 days prior to the hearing date. Said hearings shall be held at a location convenient to those who are likely to be affected by or have an interest in such designations. Public notice shall include the time and location of the hearing, identify the areas proposed for designation, facilitate public comment by announcing the availability for inspection of the documentation supporting the nomination of any site proposed for designation, and by requesting public comment and participation at the hearing.

(c) A significant fish and wildlife habitat area shall be eligible for designation only if it has been identified and recommended for designation by the New York State Department of Environmental Conservation (DEC). The Secretary shall designate all areas identified and recommended by DEC, unless the Secretary finds, after the public review process:

(1) that there was an error in the evaluation of the area pursuant to the significant fish and wildlife habitat area criteria of section 602.5(a) of this Part; or

(2) that designation would not lead to the achievement of the purposes of the significant habitat policy found at 19 NYCRR section 600.5(b)(1).

(d) Whenever the Secretary, after public notice, hearing and comment pursuant to subdivision (b) of this section, shall determine to designate one or more areas, the Secretary shall

make the appropriate significant area identifications on the coastal area map, and file copies of the amended map with the clerks of each county and local government within whose jurisdictions the identified areas are situated. The Secretary shall also provide a copy of the amended coastal area map to each adjacent local government with any portion of its jurisdiction within the boundaries of the coastal area, and to each appropriate State and Federal agency.

(e) The designation of significant areas shall take effect on the 15th day of the month following the month during which the amended maps are filed in the office of the clerk of the situs city, town or village.

(f) After consultation with appropriate State agencies, the Secretary may repeal or modify an existing significant area designation, but only after repeating the notice procedure for designation found in subdivision (b) of this section, and only upon a finding that:

(1) there has been an irreversible change in the characteristics of the area which originally met the criteria set forth in section 602.5 of this Part, so that the area no longer meets such criteria;

(2) natural processes have changed the characteristics of the area which originally met the criteria set forth in section 602.5, so that the area no longer meets such criteria; or

(3) that designation will no longer lead to the achievement of the purposes of the 19 NYCRR section 600.5(b)(1), significant habitat area policy for which designation was previously effected.

602.5 Significant resource area criteria. (a) *Significant fish and wildlife habitat areas* are those habitat areas which:

(1) exhibit to a substantial degree one or more of the following characteristics:

(i) the habitat is essential to the survival of a large portion of a particular fish or wildlife population (*e.g.*, feeding grounds, nursery areas);

(ii) the habitat supports a species which is either endangered, threatened or of special concern as those terms are defined at 6 NYCRR Part 182;

(iii) the habitat supports fish or wildlife populations having significant commercial, recreational or educational value; or

(iv) the habitat is of a type which is not commonly found in the State or a coastal region of the State; and

(2) are to varying degrees difficult or even impossible to replace in kind.

(b) *Important agricultural lands* shall meet all of the following criteria:

(1) the lands have soils classified by the New York State Department of Agriculture and Markets as being within soil group 1, 2, 3 or 4 of their Land Classification System found at 1 NYCRR 370.8 (section filed February 2, 1981, effective February 2, 1981); are unique farmland as defined by the United States Department of Agriculture, Soil Conservation Service, at 7 CFR 657.5(b) (revised as of January 1, 1983; available from Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402); or are within an agricultural district created pursuant to article 25AA of the Agriculture and Markets Law and actively used for agricultural purposes;

(2) the lands are located outside of any city or the County of Nassau, Westchester, Rockland or Erie;

(3) the lands are part of a parcel of at least 25 acres, or are less than one mile from an area of active farming; and

(4) the lands are located outside of any intensely developed area, as those areas are delineated on New York State Department of Transportation's 7½-minute series quadrangle maps as filed with the New York State Department of State on July 3, 1984.

(c) *Scenic areas of statewide significance* shall be those areas which the Secretary, upon consideration of the following factors, determines to be of statewide aesthetic significance to the coastal area:

(1) the area exhibits, alone or in combination, the following characteristics:

(i) unusual variety of major components;

(ii) unusual unity of major components;

(iii) striking contrasts between lines, forms, textures and colors; or

(iv) an area generally free of discordant features which, due to siting, form, scale or materials, visually interrupt the overall scenic quality of the resource;

(2) the area is unique in the region or the State's coastal area;

(3) the area is visually and physically accessible to the general public; or

(4) the area is widely recognized by the general public for its visual quality.