

APPENDIX A
HUDSON HIGHLANDS SASS

HH-10 Hessian Lake Subunit

1. 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 U.S. 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 (see Exhibit II-F).

2. 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 wildlands. 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 U.S. 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.

3. 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.

4. 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, U.S. 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.

5. Public Recognition

The Hessian Lake subunit receives a very positive public recognition, notably for its historic and recreational value. The Bear Mountain Bridge and U.S. 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.

6. 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, U.S. Route 9W and U.S. 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

1. 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 U.S. 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 U.S. 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 (see Exhibits II-F and II-G).

2. 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 wild land 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.

3. **Uniqueness**

The Bear Mountain State Park subunit consists of a large area of public and undisturbed wildlands in a coastal highlands setting that is unique in the State.

4. **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. U.S. 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.

5. 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. U.S. 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.

6. 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 U.S. 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

1. 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 (see Exhibit II-F).

2. 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 U.S. 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.

3. **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.

4. **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, U.S. Route 9W and the Bear Mountain Bridge Road. The marsh is particularly visible from the upland sections of surrounding subunits.

5. **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.

6. 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

1. 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 (see Exhibit II-F).

2. 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.

3. Uniqueness

The subunit is not unique, although the existence of such a large island in the Hudson River is rare.

4. 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, U.S. 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.

5. 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.

6. 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

1. 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 U.S. 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 (see Exhibit II-G).

2. 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 more narrow, 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 U.S. 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.

3. **Uniqueness**

The Jones Point subunit is part of Dunderberg Mountain, a unique landform that creates a sharp bend in the Hudson River.

4. **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.

5. **Public Recognition**

The Jones Point subunit receives positive public recognition as part of the southern gateway to the Highlands and is a landmark for travellers on the Hudson.

6. **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 travellers.