

***SCENIC AREAS OF STATEWIDE SIGNIFICANCE
FOR
THE TOWN OF RHINEBECK LOCAL WATERFRONT
REVITALIZATION PROGRAM***

***ESTATES DISTRICT
ESOPUS/ LLOYD***

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NEW YORK STATE DEPARTMENT OF STATE

***DIVISION OF COASTAL RESOURCES AND
WATERFRONT REVITALIZATION***

Excerpts from
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Mario M. Cuomo, Governor
Gail S. Shaffer, Secretary of State

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DETERMINATION OF THE SECRETARY OF STATE



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

GAIL S. SHAFER
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 1998

Secretary of State

ACKNOWLEDGEMENTS

The Hudson River scenic area study has been a collaborative effort among the Department of State, the consultants, other State agencies and experts in the field of scenic landscape assessment, and the people of the Hudson River coastal region. The study was funded by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration, with a grant provided under the Coastal Zone Management Act of 1972, as amended.

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.

- Local officials from the Hudson River communities of Claverack, Cold Spring, Esopus, Garrison, Grandview-on-Hudson, Highland, Highland Falls, Kingston, New Paltz, and Rhinebeck.
- The planning departments of Albany County, Greene County, Columbia County, Dutchess County, Orange County, Putnam County, Rensselaer County, Rockland County, Ulster County, and Westchester County.
- The following New York State agencies: Department of Economic Development; Department of Environmental Conservation; Department of Public Service; Department of Transportation; New York Power Authority; Office of General Services; and the Office of Parks, Recreation and Historic Preservation.
- The National Park Service and the Office of Ocean and Coastal Resource Management of the National Oceanic and Atmospheric Administration.
- 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.

Alan Lillyquist and Nancy Rucks of DOS were responsible for study design and project management during the initial inventory and documentation phases, assisted by Kevin Cross and Thomas Hart. DOS staff, Jeff Beach, Fitzroy Collins and Gerald Morrison assisted with the numerous community informational meetings. Kevin Millington managed document production and distribution with the assistance of Mary Ann Butler, Deborah DeLeonardis and Gary Nankey.

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 Collage, 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:

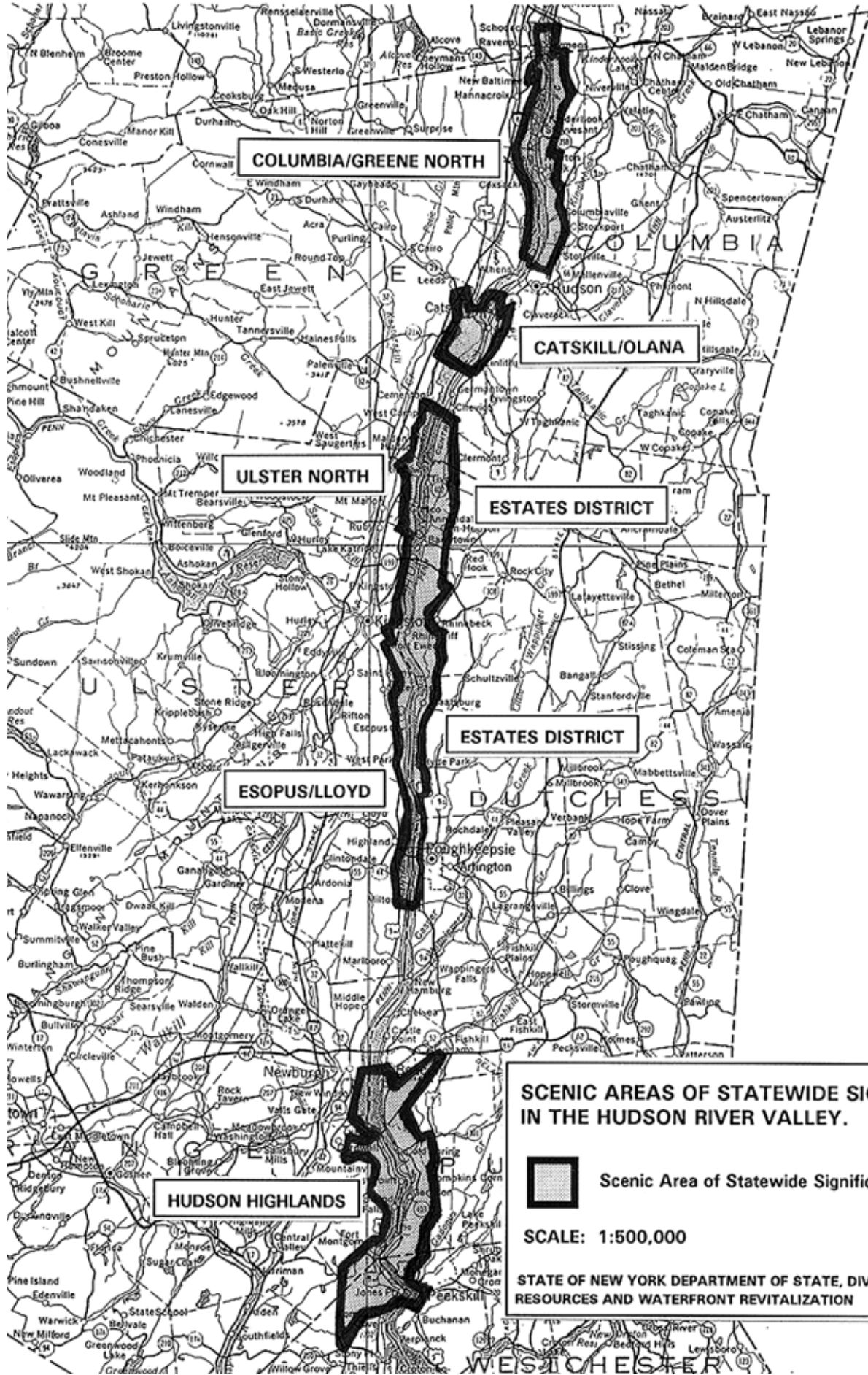
May 23, 1990	Hyde Park Town Board
June 5, 1990	Coxsackie Town and Village Boards
June 11, 1990	Athens Town and Village Boards
June 12, 1990	Philipstown Town Board
June 12, 1990	Cortlandt Town Board
June 26, 1990	Greene County Environmental Management Council
July 3, 1990	Stockport Town Board
July 9, 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.

HUDSON RIVER SCENIC AREAS MAP



SCENIC AREAS OF STATEWIDE SIGNIFICANCE IN THE HUDSON RIVER VALLEY.

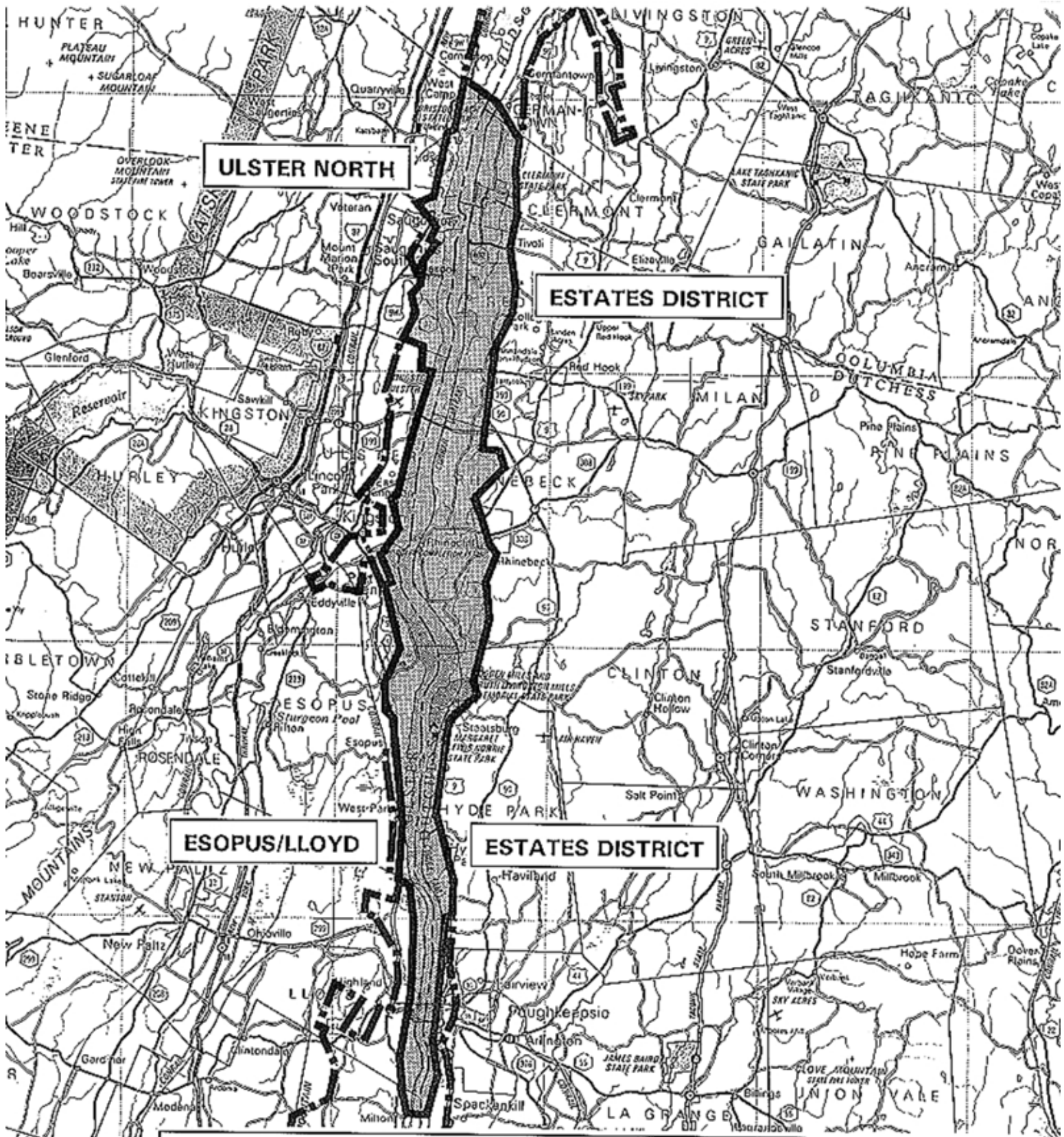
 Scenic Area of Statewide Significance.

SCALE: 1:500,000



STATE OF NEW YORK DEPARTMENT OF STATE, DIVISION OF COASTAL RESOURCES AND WATERFRONT REVITALIZATION NOVEMBER 1992

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE



ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE



Scenic Area

Coastal Area Boundary

SCALE: 1:250,000

STATE OF NEW YORK DEPARTMENT OF STATE
DIVISION OF COASTAL RESOURCES AND WATERFRONT REVITALIZATION



NOVEMBER 1992

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

I. Estates District 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 DePeyster, 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.

Estates District Scenic Area of State Significance

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ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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 an 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 an 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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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 estate'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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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, its 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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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 an 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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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, an 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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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.

ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE

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 an 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.

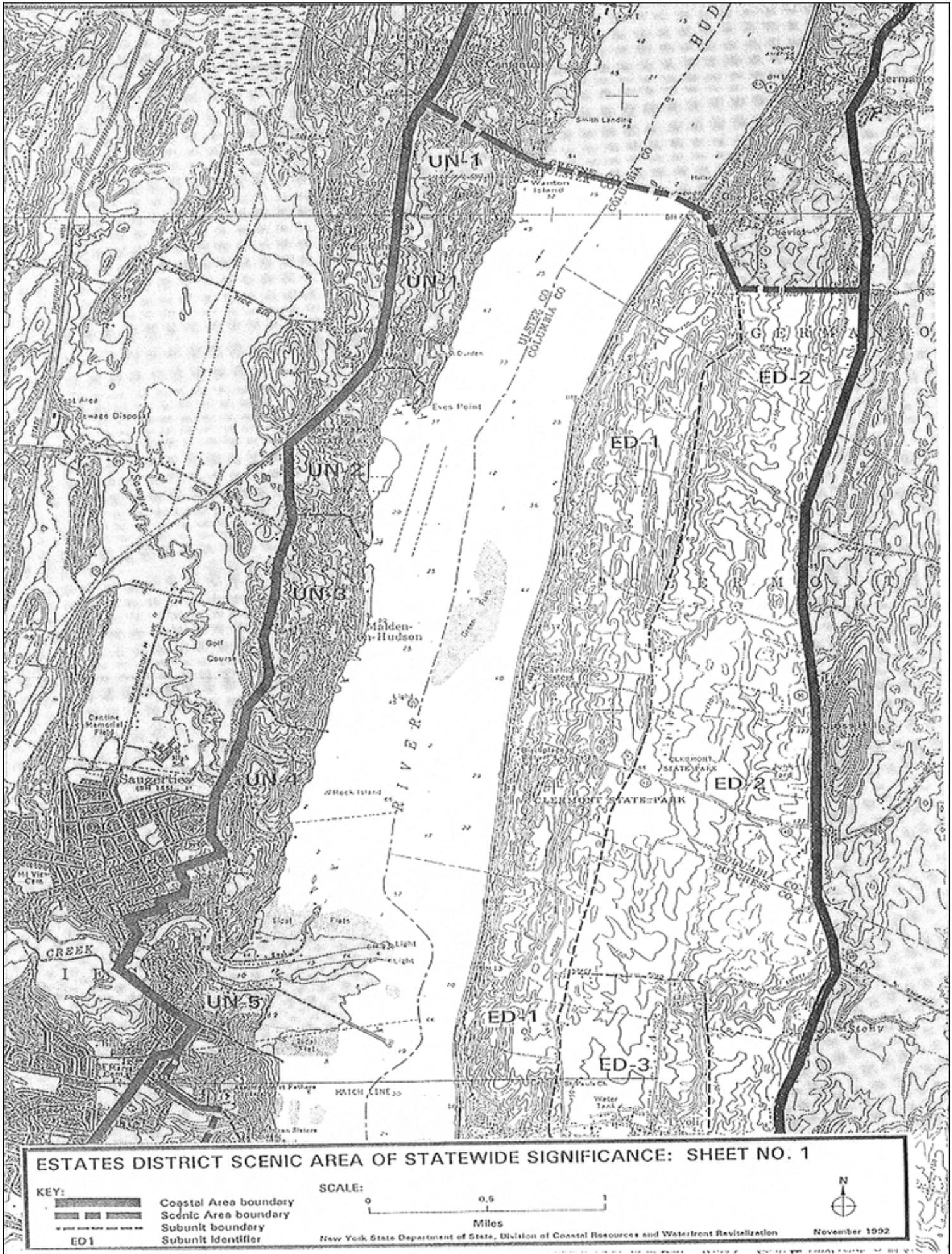
VI. Reason for Inclusion

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.



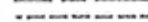

The subunit is accessible via the Hudson River and local roads, although only the edges of the subunit are visible. Public access should increase when restoration of Wilderstein is completed and the estate is open to the public on a regular basis.

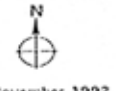
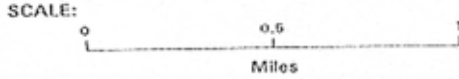
The Vanderburgh Cove subunit is publicly recognized through the designations of the Mid-Hudson Historic Shorelands Scenic District and the South Mill Road Scenic Road under Article 49 of the Environmental Conservation Law. The subunit is also included in the Hudson River National Historic Landmark District 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.

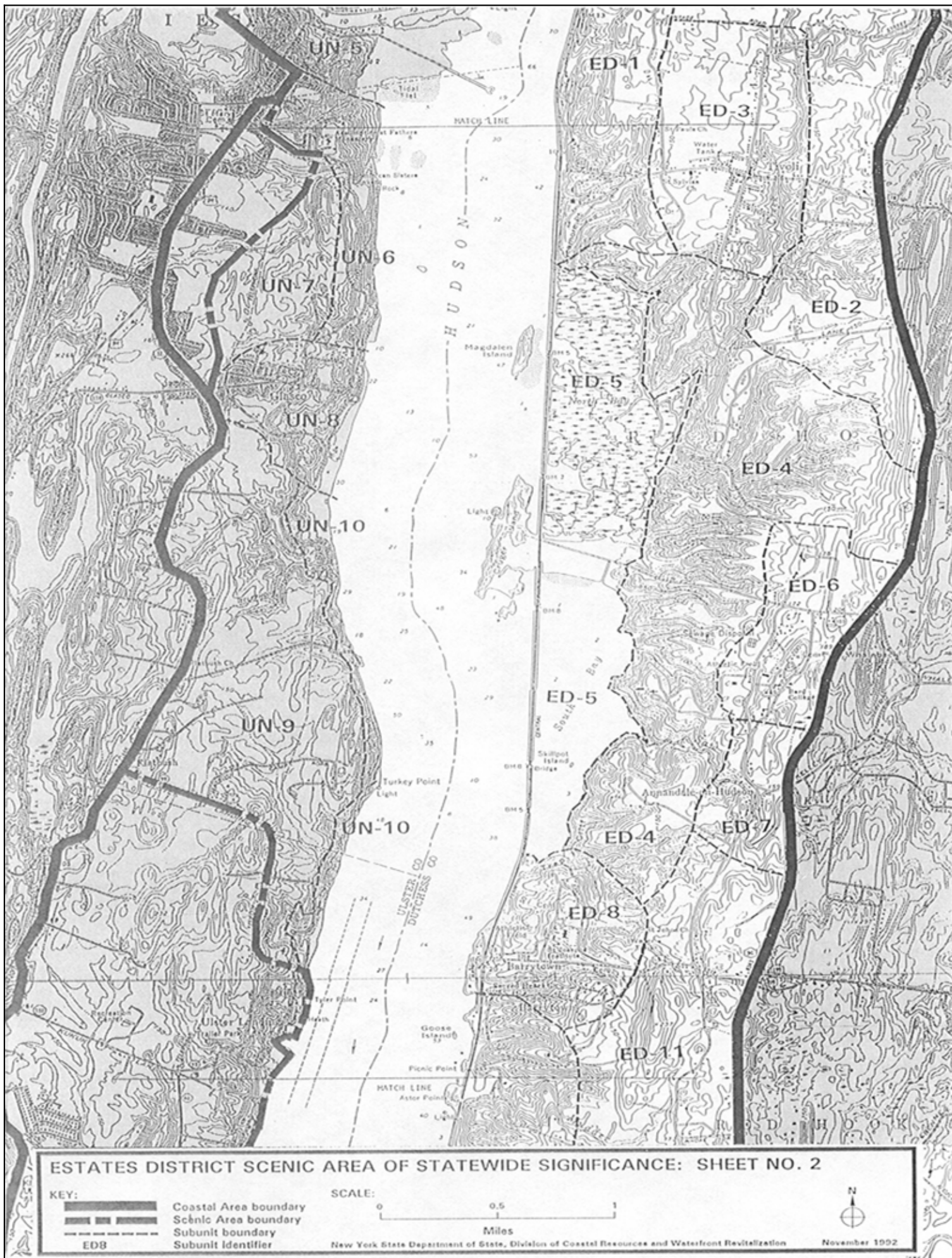
ESTATES DISTRICT SHEET 1



ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 1

- KEY:**
-  Coastal Area boundary
 -  Scenic Area boundary
 -  Subunit boundary
 -  Subunit Identifier



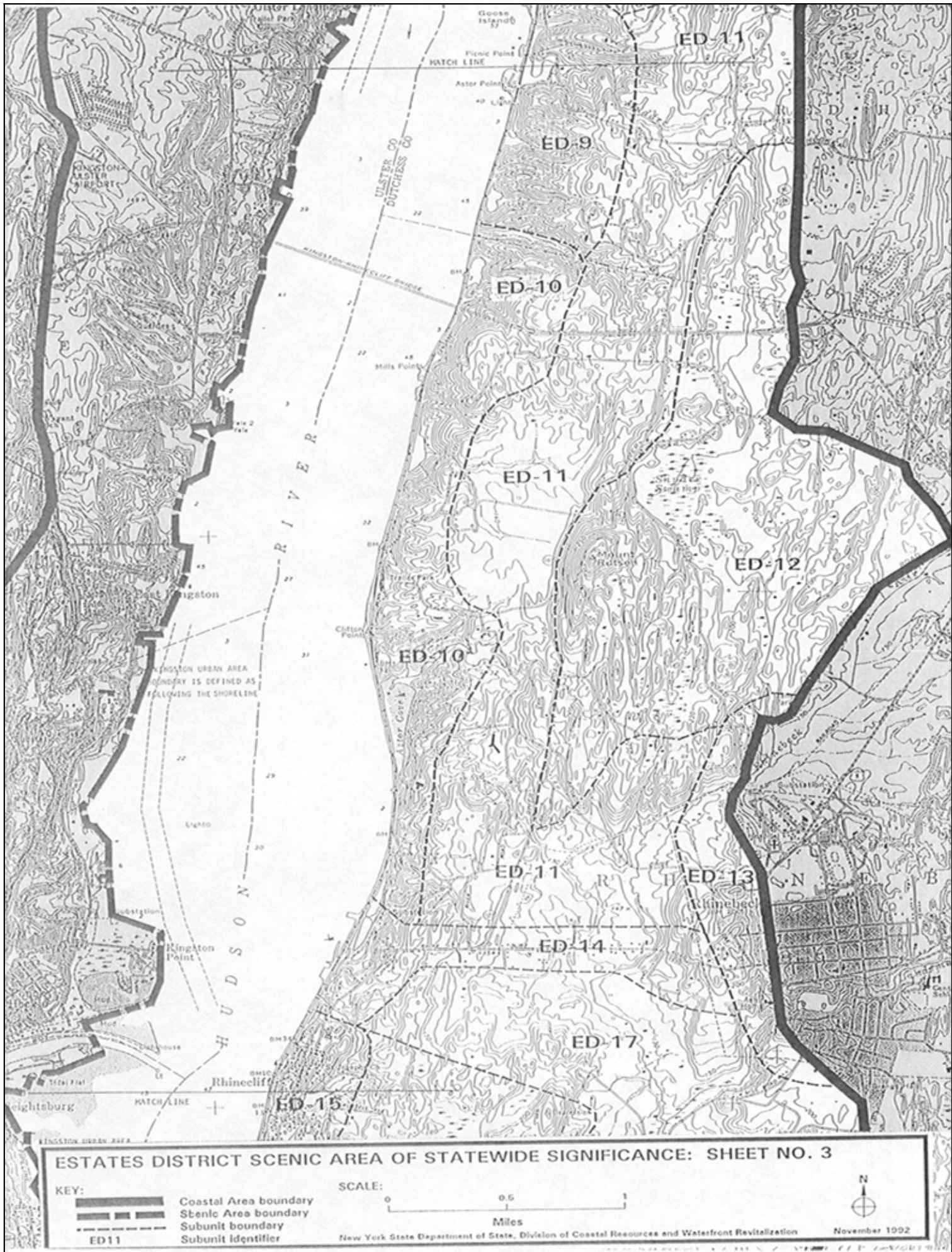


ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 2

KEY:
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 [Dashed line] Scenic Area boundary
 [Thin solid line] Subunit boundary
 [Text] Subunit Identifier
 EDB

SCALE:
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 Miles



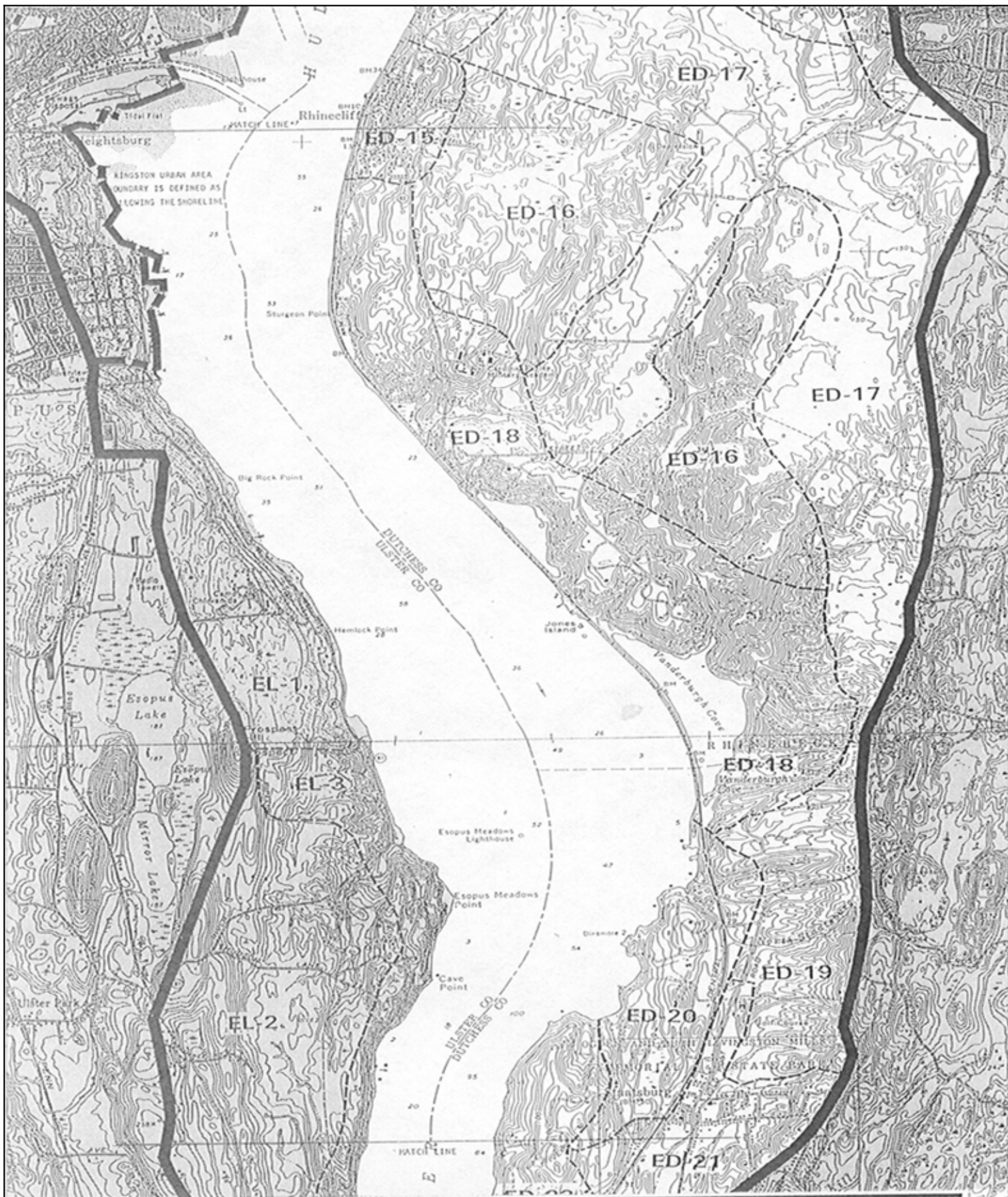


ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 3

KEY:
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 [Thin dashed line with letters] Subunit Identifier

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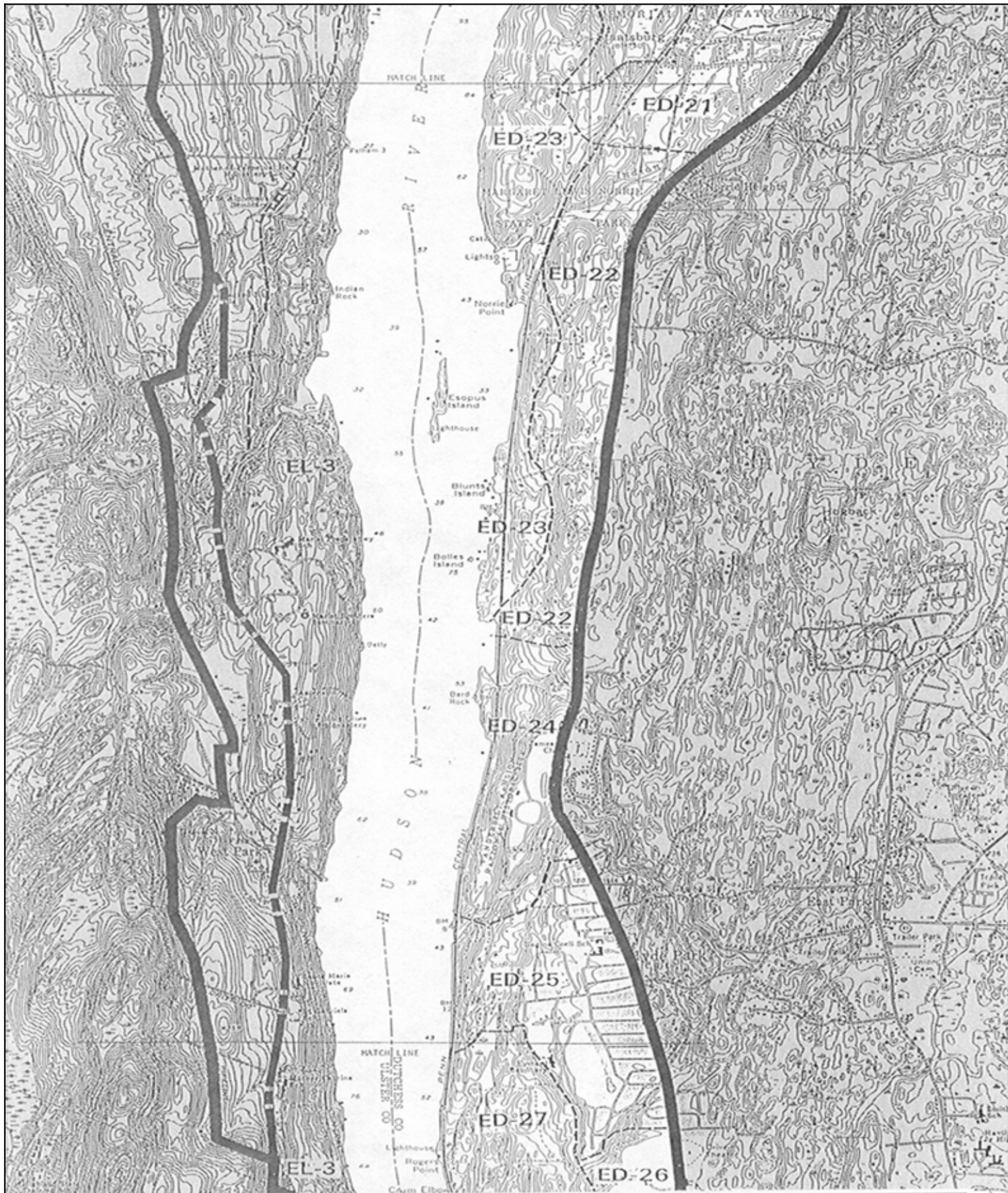


ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 4





KEY:
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 ED18 Subunit Identifier

SCALE:
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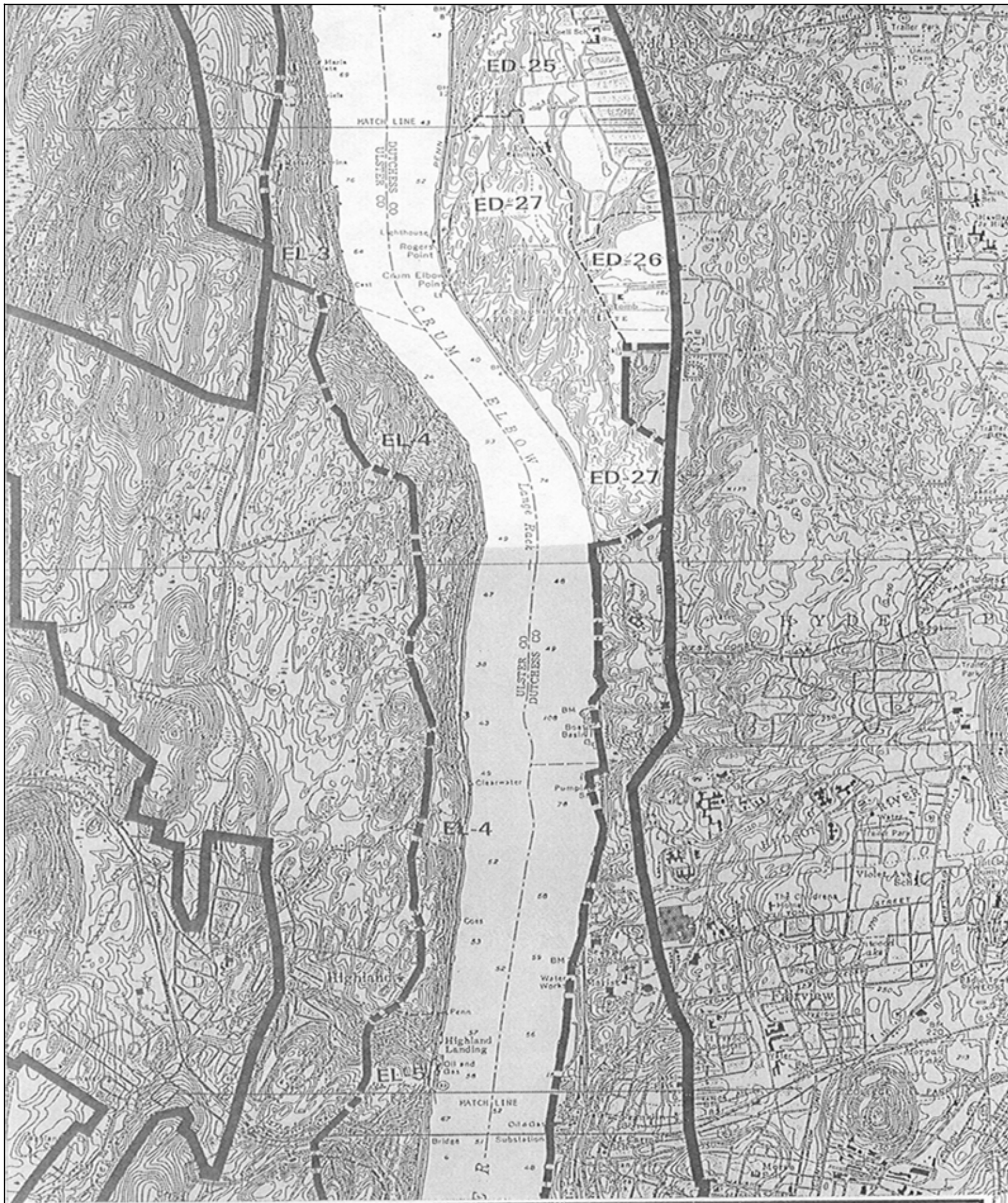








ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 5

- KEY:
-  Coastal Area boundary
 -  Scenic Area boundary
 -  Subunit boundary
 -  Subunit identifier





ESTATES DISTRICT SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 6

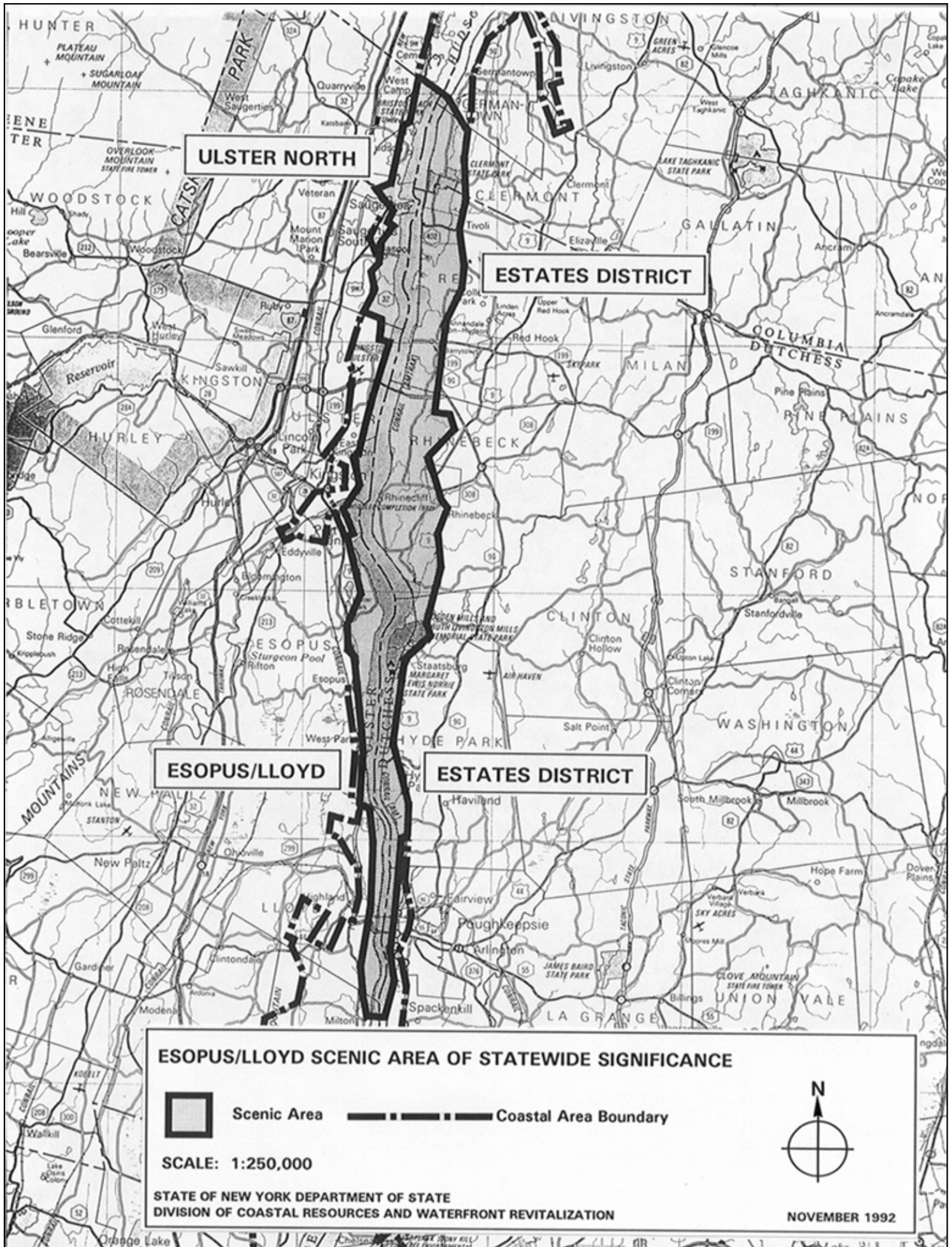
KEY:
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 Scenic Area boundary
 Subunit boundary
 Subunit Identifier
 ED27

SCALE:

 0 0.5 1
 Miles



ESOPUS/LLOYD SCENIC AREA OF STATEWIDE SIGNIFICANCE



I. Esopus/Lloyd 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 preglacial 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 the 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.

Esopus/Lloyd Scenic Area of Statewide Significance

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ESOPUS/LLOYD SCENIC AREA OF STATEWIDE SIGNIFICANCE

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.

ESOPUS/LLOYD SCENIC AREA OF STATEWIDE SIGNIFICANCE

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 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.

ESOPUS/LLOYD SCENIC AREA OF STATEWIDE SIGNIFICANCE

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 Vincroft, 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 Vincroft, 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 an 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.

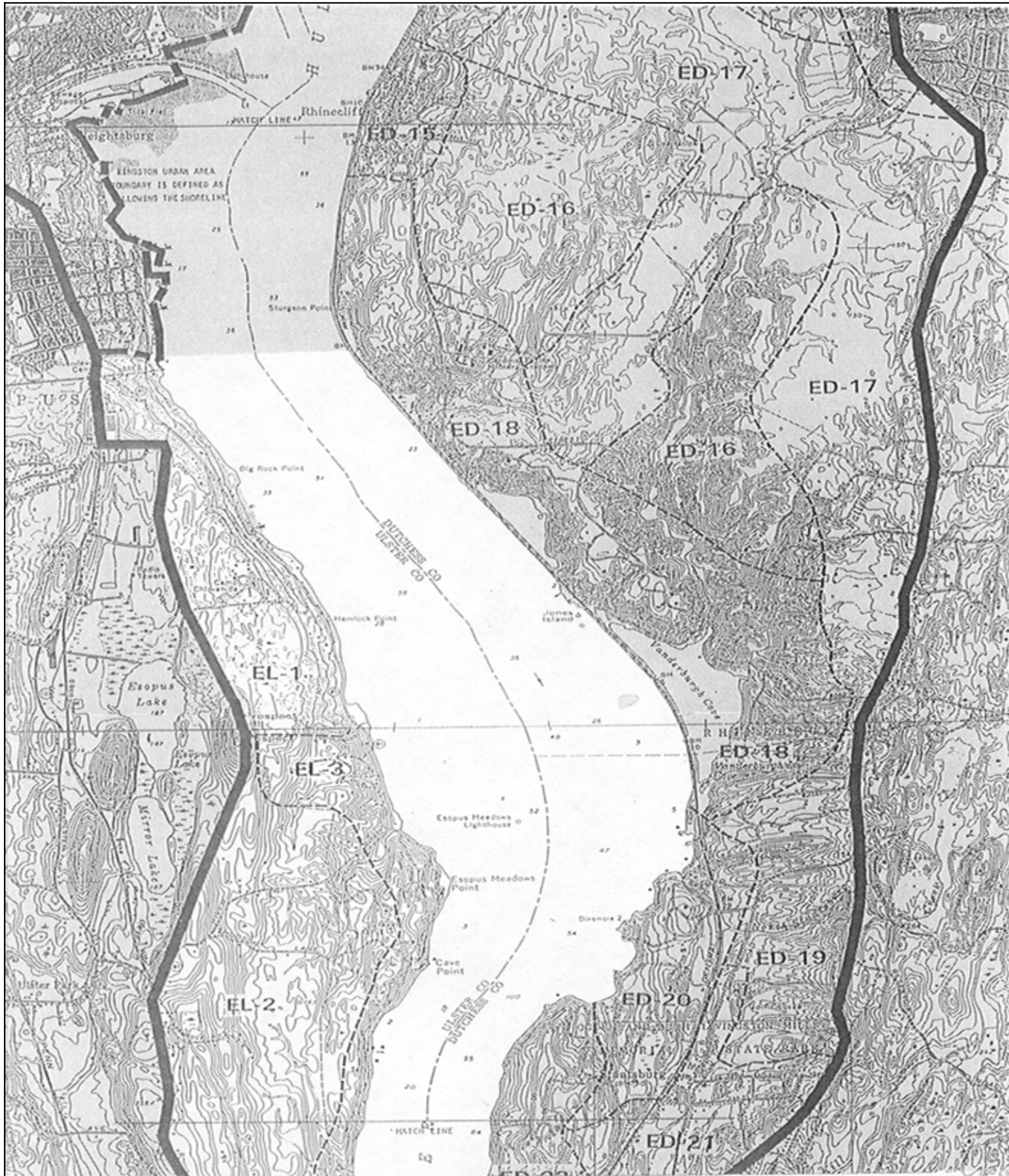
VI. Reason for Inclusion

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.

ESOPUS/LLOYD SHEET 1



ESOPUS/LLOYD SCENIC AREA OF STATEWIDE SIGNIFICANCE: SHEET NO. 1

KEY:

	Coastal Area boundary
	Scenic Area boundary
	Subunit boundary
	Subunit Identifier



ESOPUS/LLOYD SHEET 2

