

PLAN OF COOPERSTOWN



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PREPARED BY
THE UNIVERSITY OF NOTRE DAME
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A study commissioned by the Cooperstown , New York Board of Trustees and
executed by the University of Notre Dame Division of Architecture Urban Design
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TEN PRINCIPLES OF GOOD URBAN NEIGHBORHOOD DESIGN*

The moral, economic, and environmental benefits of traditional urban neighborhoods are greatly influenced by certain identifiable physical and organizational characteristics. Good neighborhoods share most or all of the following ten features, which may be viewed as guiding principles for good neighborhood design.

- 1) *A good neighborhood has a discernible center*, usually a public square and/or a main street, typically bordered by civic buildings, shops, and/or residences. A transit stop (usually train and/or bus) should be located in or along this center, connected to other neighborhood centers generally not less than one-half mile nor more than one mile away.
- 2) *A good neighborhood has a more or less discernible edge* where the neighborhood ends and another neighborhood or a public park or a rural landscape or waterscape begins.
- 3) *A good neighborhood is pedestrian friendly*, and accomodates not only automobile drivers but also those who choose to walk or who are unable to drive. Most of the residences in the neighborhood are within a five-to-ten minute (one-quarter to one-half mile) walk of the neighborhood center.
- 4) *A good neighborhood has a variety of dwelling types*. In addition to detached single-family houses, these may also include row-houses, flats, apartment buildings, coach houses, and/or flats-above-stores. The consequence is that the young and the old, singles and families, the poor and the wealthy, can all find places to live. Small ancillary buildings are typically permitted and encouraged within the backyard of each lot. In addition to parking this small building may be used as one rental unit of housing or as a place to work.
- 5) *A good neighborhood has stores and offices located at and/or near its centers*, and along the primary streets that connect neighborhood centers. The stores should be sufficiently varied to supply the weekly needs of a household.
- 6) *A good neighborhood has an elementary school which most young children can walk*. This walking distance should not be greater than one mile. Also, there should be small parks and other recreation facilities dispersed throughout the neighborhood not less than one quarter mile or greater than one mile apart.
- 7) *A good neighborhood has small blocks with a network of through streets*. This network would include major and minor streets, commercial and residential streets, arterial and local streets; but is emphatically *not* a system of feeder roads and dead end cul de sacs. This network provides multiple routes to various city destinations, and *helps disperse traffic congestion*. Streets within the neighborhood have curbs and sidewalks, are relatively narrow, and are lined with trees. This slows down traffic and creates an environment better suited for pedestrians as well as moving and parked cars.
- 8) *A good neighborhood places its buildings close to the street*. This creates a strong sense of the neighborhood's center and streets as places, and of the neighborhood itself as a place.
- 9) *A good neighborhood utilizes its streets for parking*. Parking lots and garages rarely front the streets, and are typically relegated to the rear of buildings, accessed by lanes and/or alleys.
- 10) *A good neighborhood reserves prominent sites for civic buildings and community monuments*. Buildings for education, religion, culture, sport, and government are sited either at the end of important streets vistas or fronting neighborhood squares or greens.

* The ideas that follow are NOT copyrighted, but are common features of traditional villages, town, and neighborhoods, and are also common to the domain of traditional architects and urban designers.

INTRODUCTION

The *Plan of Cooperstown* was commissioned by the Cooperstown, NY Village Board of Trustees, and executed between September and December of 2007 by architecture and urban design students from the University of Notre Dame. The *Plan* represents work undertaken subsequent to an eight-day on-site charrette, and proposes images of and guidelines for present and future development in Cooperstown.

Cooperstown is in many ways a model of traditional American urbanism. Nevertheless, Cooperstown is not immune to the pressures that have caused much of the United States to embrace suburban sprawl development subsequent to World War II. Cooperstown today faces several threats to its historic village character. What follows describes:

- 1) What we think is good about Cooperstown;
- 2) Our assessment of the pressures currently being placed upon Cooperstown from various directions, and some of their long-term implications;
- 3) The *Plan* as a range of proposals---primarily but not limited to physical design proposals---that all together attempt to ameliorate these pressures in both the short and the long term while maintaining, extending, and enhancing what is good about Cooperstown; and
- 4) What we think would be required to implement the *Plan* or something of similar scale and intent.

Positives

Arguably, the best thing about Cooperstown is the character of Cooperstown itself. Major contributors to the unique character of Cooperstown, that are also good things in and of themselves, include:

- Cooperstown's natural setting on Lake Otsego, its mostly clear edges, and the sense of Cooperstown as a distinct and definable place in the context of its natural landscape;
- The beauty of Cooperstown's main commercial street, its residential streets and Pine Boulevard, and the generally high quality of buildings on those streets;
- The quality of Cooperstown's civic institutions, including its library, the county court house, and various churches;
- The quality of Cooperstown's museums and institutions, including most famously the National Baseball Hall of Fame, the nearby Glimmerglass Opera House, the Farmers' Museum, and the Fenimore Art Museum; and not least
- The quality of Cooperstown's recreational and tourist facilities, including the Leatherstocking Golf Club, Doubleday Field, the Otesaga Hotel, other hotels, bed & breakfasts and restaurants, and various portions of the lakefront.

These, of course, are the good things about Cooperstown that tourists easily see and happily explore, some 500,000 per year; which phenomenon---tourism---is also a good thing both for Cooperstown and even, so we believe, about Cooperstown. Far less visible to tourists but also good for both Cooperstown and the region is the presence within the Village of the Mary Imogene Bassett Hospital; as well as the historic multi-generational patronage of the Clark family, who not only helped found many of Cooperstown's signature museums and recreational facilities, but who have also purchased a good deal of land around the Village as a greenbelt. This greenbelt helps to preserve a distinct edge to the Village, and hedges against sprawl development in and around Cooperstown. Losing the distinct character and identity of Cooperstown itself appears to be the primary fear of almost everyone to whom we've spoken about the present and future condition of Cooperstown.

The Pressures on Cooperstown

During our time in Cooperstown, Mayor Carol Waller remarked to us that "Most mayors of small towns would love to have the problems that Cooperstown has. Nevertheless, our problems are real problems." From our own observations, and from charrette and post-charrette discussions with residents, Trustees, and representatives from some but not all of the major private institutions in the Village, threats to the historic character of Cooperstown are being generated from sources that in our view are also correctly understood as essential to Cooperstown's current existence and identity, viz. tourism and Bassett Hospital. The threats most commonly identified by the Cooperstown residents with whom we spoke can be characterized as:

- The short-term irritants of traffic congestion and inadequate parking;
- The more systemic and inter-related problems of declining retail diversity, a declining permanent residential population, and a shortage of affordable housing for hospital employees; and
- The Village's limited taxing authority and consequent inability to raise revenue for needed public works projects essential to maintaining the Village's historic physical character.

To these we would add the following related point:

- The absence of housing and retail opportunities within Cooperstown itself, coupled with the seasonal and daily populations generated by both tourism and Bassett Hospital as well as the absence of coherent zoning in Otsego County, will not only exacerbate all three of the problems identified above, but will also generate (continue to generate) sprawl residential and commercial development at the periphery of Cooperstown's greenbelt, further threatening Cooperstown's historic character by consuming its historic natural and agricultural landscape. This is already happening in Cooperstown and beyond, south of the Great American supermarket on Route 28.

The Plan of Cooperstown

The *Plan* is informed by several facts and reported facts:

- Otsego County is one of the poorest counties in New York State, and has long exhibited neither population nor economic growth;
- The population of Cooperstown peaked at 2900 in the 1930s, and has shrunk from 2180 residents in 1990 to 2032 residents in 2000 to an estimated 1940 residents today;
- Cooperstown attracts some 500,000 tourists each year, including some 350,000 to the Hall of Fame; this is one major source of Cooperstown's traffic congestion and perceived parking shortage, especially between Memorial Day and Labor Day;
- Bassett Hospital (located in a village of less than 2000 residents) employs some 2500 persons, and Bassett Healthcare serves some 500,000 patients per year; this is a second major source of Cooperstown's traffic congestion and perceived parking shortage;
- From late May through August, the Cooperstown [sic] Dreams Park attracts 96 teams of 12 persons (plus their coaches and families) per week, that is, between 3500-4000 persons per week. This has created a seasonal demand for housing in Cooperstown that has exacerbated the decline in year-round Cooperstown residents, and has created a market for absentee landlords who can afford to rent their properties out on a weekly basis during the summer and leave them unoccupied for the balance of the year. This has also hastened the ongoing thirty-year transformation of Cooperstown's Main Street from a small town mixed-use commercial street to a street where the overwhelming majority of commercial activities are baseball-related, and has hastened the relocation of more quotidian commercial activities to the perimeter of Cooperstown and beyond.

We therefore have come to the following conclusions, which have become premises for the *Plan's* various proposals:

- ***Cooperstown is a regional economic center, will be for the foreseeable future, and should recognize and think of itself as such.*** Although there appear to be as many as three (3) Cooperstowns, i.e., the "tourist Cooperstown," the "residential Cooperstown" and the "regional economic power" Cooperstown, there is really only one Cooperstown, and it includes all three of these aspects.
- ***Cooperstown's retail problem is directly related to its housing problem;*** if the housing problem is properly addressed, the retail problem will also begin to be addressed. With respect to housing, Bassett Hospital, as an employer of some 2500 persons, plays a pivotal role. There is no solution to the problem of well-built, comfortable and affordable housing in a desirable place short of small dwelling units and developer subsidy. Recognizing this, our proposal advocates a pro-active role for Bassett Hospital as a *traditional-town* (these two modifiers are essential) real estate developer, working in some capacity-to-be-determined with other local institutions and individuals to help

create housing in Cooperstown that can be afforded by nurses, teachers, tradesmen and women, museum employees, small-business owners and others, in the form of cottages, bungalow courts, row-houses and carriage houses within a mixed-use walkable network of streets and blocks near both Main Street and Bassett Hospital.

- ***Cooperstown’s parking problem is in part related to its housing problem.*** Tourism is an obvious contributor to the Village’s parking congestion, and the *Plan* has a proposal that addresses this issue. But we regard it as axiomatic that the more employees of Cooperstown institutions there are within walking distance of their work, the fewer cars require off-street parking spaces.
- ***Many of the problems we have identified can be addressed at least partially in the short term by a variety of policy and infill development proposals within the historic Village center.*** These are outlined below and in the *Plan*’s depiction of Cooperstown circa 2020; and these interventions will require cooperation between the Village, the major private sector cultural institutions, Bassett Hospital, Otsego County (ideally), and not least the owner/s (who we presume to be the Leatherstocking Foundation) of the parcel of land around Brooklyn Avenue between Bassett Hospital and the Clark Sports Center.
- ***In the event of a significant shortage and concomitant rise in price of gasoline--to, say, \$5.00/gallon--there will be strong pressures to densify Cooperstown well beyond its existing village limits.*** Accommodating this densification, the only alternative to which will be unsustainable and unaffordable sprawl development, is the objective of the *Plan*’s depiction of Cooperstown circa 2050 (which is the vision shown in both the Master Plan and the overall aerial perspective of Cooperstown); and these long term proposals especially will require the willing participation of the Leatherstocking Foundation as the owner of land south of Cooperstown that currently functions as a village greenbelt. The challenge the *Plan* has attempted to meet in the this longer term Master Plan proposal is to describe how Cooperstown can grow significantly without losing its historic village character.

The *Plan* aspires to address both existing short-term and potential long-term challenges facing Cooperstown. With respect to Cooperstown’s existing challenges and its need for immediate responses, the *Plan* proposes the following policies and physical design interventions:

1) ***Celebrate, re-densify and occupy Cooperstown’s historic center; specifically***

- Create a new civic plaza in front of Doubleday Field with through access from Main St. to the north, Chestnut St. from the west, and Pioneer St. to the east, spatially defined in part by new 3-storey mixed-buildings with retail at grade and residences above (*Page 32-37*);
- Demolish the current County Building annex and replace it with a traditional civic building that terminates the axis of Pine Boulevard (*Page 40-41*);
- Promote residential occupancy in the floors above retail uses in existing Main Street Buildings;

- Develop 3-storey mixed-use infill buildings on Main Street from Pine Boulevard to River Street (*Page 23*);
- Densify development along Fair St. and to the lakefront, including a new hotel and retail near the lake (*Page 38-39*);
- Enlarge the existing Lakefront Park, and create a public lakeside pedestrian walkway between the expanded park and the Otesaga Hotel (*Page 38-39*).

2) *Make a beautiful entry into Cooperstown on Route 28 from the south:*

- At the location of the current Blue Parking Lot, reconfigure and enlarge the parking lot and rename it the Templeton Lot (n.b., this proposal preserves the existing Little League field) (*Page 50-51*);
- Locate a modern roundabout on Route 28 at the Templeton Lot, and adjacent to it a new visitor information and welcome center, and a new 1/2-block of mixed-use buildings (*Page 50-51*);
- Redesign the stretch of Route 28 north of the roundabout to Beaver St. as a residential boulevard, with new single-family detached houses on both sides of Route 28 (*Page 52-57*);
- Relocate existing public services on Route 28 to a Public Utilities Special District adjacent to the Templeton Lot (*Page 52-53*);
- Reconfigure the intersection of Route 28 and Beaver St. to create a new triangular public square fronted by a new market building to the east and a new civic building---perhaps a library---to the north; the boulevarded section of Route 28 ends at the southern end of the new public square, and becomes Chestnut St. headed toward the historic center (*Page 56-57*).

3) *Infill development on the west side:*

- Develop a variety of traditional neighborhood infill housing types along the railroad right-of-way on Grove St. from its intersection at Chestnut St. up to Main St (*Page 42-47*);
- Develop a variety of traditional neighborhood infill mixed-use buildings (retail or commercial below / residences above) on Railroad Ave., and on Main St. from Railroad Ave. to Nielsen Ave (*Page 42-47*).;
- Eliminate the existing west side Red Parking Lot and redevelop the site as hillside terrace housing (*Page 46-47*).

4) *Entry into Cooperstown on Route 80 from the north:*

- At the site of the current Yellow Parking Lot, build a new visitor information and welcome center (*Page 48-49*);
- Rename the parking lot---overlooking Lake Otsego---the Glimmerglass Lot.

5) ***New parking garages – Unified trolley system - New parking policy:***

- Eliminate all time-restrictions against on-street parking in Cooperstown, Main St. excepted;
- Build a new 450-car parking garage with street-front retail on Chestnut St. at Doubleday Ct (*Page 36-37*);
- Build a new 300-car parking garage with street-front retail on the site of Bassett Hospital’s patient (surface) parking lot at the corner of River St. and Atwell Rd (*Page 23*);
- Eliminate overlapping trolley / bus systems (Village / Bassett Hospital / Otesaga Hotel) in favor of one timely and efficient trolley system;

See Appendix III: “Notre Dame Proposed Cooperstown Parking Policy” for further parking proposal details (*Page VIII*).

6) ***New mixed-use neighborhood east of Brooklyn Ave.:***

- Develop a new mixed-use settlement just east of Brooklyn Ave. in the Leatherstocking greenbelt, within walking distance of Bassett Hospital, per the proposed Master Plan design. This should be undertaken concurrent with the other infill housing proposals suggested above, and should be targeted especially toward Bassett Hospital employees, with a mix of housing types provided (*Page 58-59*).

7) ***Use “constructed wetlands” to treat waste water in all proposed new developments:***

- This natural technology allows treated waste water to return to the ground as completely purified water, and constructed wetland cells and bio-fields can be developed incrementally as needed. Wetlands and bio-fields shall be located in areas designated in the Master Plan. (See number 12 below.)

8) ***Adopt a new zoning ordinance for Cooperstown:***

- Specifically, adopt a Transect-based and form-based zoning code that supports the specific intentions of the proposed Master Plan. A draft of this code is included in the *Plan* (*Page 101-154*).

9) ***Adopt a combination of financing mechanisms for the common good purposes identified above, the financial burdens of which are shared by everyone who has a stake in the future of Cooperstown. (Incorporate Cooperstown as a city if possible and if required.) Possible revenue sources include:***

- Paid parking for tourists: bring the cost of tourist parking in Cooperstown up to the true market standard (see Appendix III: “Notre Dame Proposed Cooperstown Parking Policy”) (*Page VIII*);
- Property-tax revenue generated by new residential and mixed-use development;

- A “1%-for-Cooperstown” local tax levied against all baseball-product-and-memorabilia related retail businesses located within the Village limits;
- A 50-cent surcharge on every entry ticket sold by the Farmers’ Museum, the Fenimore Art Museum, and the National Baseball Hall of Fame;
- The continuing patronage of Cooperstown’s benefactors, directed specifically toward the coordinated ends of the *Plan*.

With respect to the possible longer-term challenges facing both the Village and Otsego County, the *Plan* proposes several policies and physical design interventions, one possible manifestation of which is shown in the Master Plan drawings depicting Cooperstown circa 2050 (*Page 20-63*). If development pressures on Cooperstown continue beyond what can be accommodated by the short term proposals outlined above, the full implementation of the *Plan’s* Master Plan permits development which would more than double the existing population of Cooperstown, the alternative to which would likely be both the depopulation of Cooperstown and the sprawl ruin of the Susquehanna River Valley to the south of Cooperstown, if not also other parts of Otsego County. The additional features of the Cooperstown-circa-2050 depicted in the Master Plan are as follows:

10) Significant traditional town mixed-use (primarily residential) development with new village centers to both the south and west of Bassett Hospital, and north of Red Creek, to include:

- *Susquehanna Park*: a large new nature preserve and park within and on the Susquehanna River flood plain. The park extends for 82 acres and includes an extensive trail network (*Page 62*);
- *Brooklyn Hill*: a new neighborhood (named after, and up the hill from, existing Brooklyn Ave.), southeast and within pedestrian proximity of Bassett Hospital, located between Brooklyn Ave., Mill St., Estli Ave. and Susquehanna Ave. (*Page 58-59*);
- *Red Creek*: a second new neighborhood, near the Clark Sports Center and located southwest of Susquehanna Ave. between Susquehanna Park to the north and Red Creek to the south (*Page 60-61*).

11) The Brooklyn Hill and Red Creek neighborhoods would themselves define three new public parks:

- *Fenimore Park*: a wedge shaped passive-recreation park encompassing an existing farmhouse complex, extending north from the existing intersection of Brooklyn Ave. and Susquehanna Ave. The 13-acre Fenimore Park will also be the location of about half of the proposed new constructed wetlands and bio-fields (see number 12 below) (*Page 58-59*);
- *Lookout Park*: a 10-acre passive-recreation park at the intersection of Etli Ave. and Rte. 33, featuring a panoramic view over the Village (*Page 58-59*); and
- *Clark Field*: a 15-acre active-recreation (soccer and baseball) park focused upon the entry to the Clark Sports Center to its northeast and defined by the new streets of the Red Creek neighborhood. The creation of Clark Field serves the added purpose of making a clearly defined and suitably scaled place for the annual National Baseball Hall of Fame Induction Ceremonies and the many tourists attracted by that singular annual event (*Page 60-61*).

12) New waste-water treatment and fresh water supply---both existing Village systems being now near capacity---would be accommodated in the following manner:

- *Constructed wetlands:* waste-water treatment for both the Brooklyn Hill and Red Creek neighborhoods can be handled at 100% capacity by constructed wetlands proposed to be located in Prospect Park and in a designated area just southwest of the Red Creek neighborhood. The technology of this natural waste-water treatment method is such that constructed wetlands cells and bio-fields are dry, odorless, work in northern climates, and can be assembled both as visual amenities for human beings and habitat for other animal species. See Appendix II: “Constructed Wetlands” for further details (*Page IV*).
- Fresh water supply would require either the creation of a new treatment plant for drinking water from Lake Otsego, or the location of new fresh water wells to serve the needs of the proposed new neighborhoods.

13) Finally, the Plan offers a schematic proposal for land use and development policy in Otsego County; the substance of this proposal calls for:

- All new development in Otsego County to be located within a 3/8 mile radius at the intersection of existing state and county roads;
- Rural zoning beyond these areas that limit development to one (1) primary dwelling unit and one (1) secondary dwelling unit, plus out-buildings, per 40 acres
- A transfer-of-development-rights program that allows owners of agricultural land beyond the designated development areas to share in their development.

See Appendix I: “Otsego County Growth Proposal” for further information (*Page II*).

Requirements for Implementation of the Plan

The design elements of the *Plan* would require for their implementation four distinct but related legal documents, three of which are primarily graphic, and all of which are included in the *Plan* in draft form. These are:

- *A Master Plan*, with supporting illustrations (*Page 22-62*);
- *A Regulating Plan*, with supporting illustrations (*Page 64-74*);
- *A Zoning Code*, with supporting graphic diagrams and illustrations (*Page 101-130*); and
- *A Zoning Ordinance* (*Page 131-154*).

The Master Plan visually describes Cooperstown as it might look if the *Plan* is adopted and its proposals executed. The Regulating Plan governs land use in support of and accordance with the Master Plan. The Zoning Code is a set of diagrams and illustrations identifying permitted non-civic Building Types and relating them to the different Lot Types found within the different zones of the Regulating Plan. The text of the Zoning Ordinance supports the intention of the other three legal documents. The Regulating Plan, Zoning Code and Zoning Ordinance are all examples of form-based coding generally, and “Transect-based Zoning” in particular---a concept explained more fully in the Code and Ordinance themselves.

These legal documents, though necessary instruments, are not sufficient to realize the purposes of the *Plan*. Other conditions are also necessary, including the following:

- A Town Architect authorized to interpret the intentions of the Master Plan, who serves at the will of the Village of Cooperstown, however determined. (The point is that the Town Architect must understand the intentions of the Master Plan and have authority to interpret it, but would not be acting solely on his or her own authority);
- A community of skilled traditional designers and builders; some of these may already be present in Cooperstown, and some may be attracted by the opportunity that the *Plan* or some similar proposal represents; also, a pattern book of favored or required building types may be helpful if not necessary;
- Buy-in from the private sector and major institutional players in Cooperstown;
- A local bank or foundation that will invest in the buildings that fulfill the intentions of the Master Plan; and finally
- Either a local development community or a patron that understands and promotes the intentions of the Master Plan.

Conclusion




Cooperstown is at an important moment in its history, and in possession of enviable natural and community assets which currently are threatened by their very popularity. We hope the *Plan of Cooperstown* suggests strategies by means of which both the residents and the leadership of Cooperstown can maintain---can *maintain* by *extending*---the traditional qualities and character of Cooperstown that so many people both within and beyond Cooperstown rightly love. We will be pleased if the *Plan* contributes to this worthy end.

The Notre Dame Graduate Urban Design Studio
December 12, 2007





BOUNDARIES

-  *ACTUAL VILLAGE*
-  *PERCEIVED VILLAGE*
-  *AMBIGUOUS EDGE*





*NATURAL
FEATURES*

*CENTERS OF
ACTIVITY*

*FENIMORE ART MUSEUM
& FARMER'S MUSEUM*

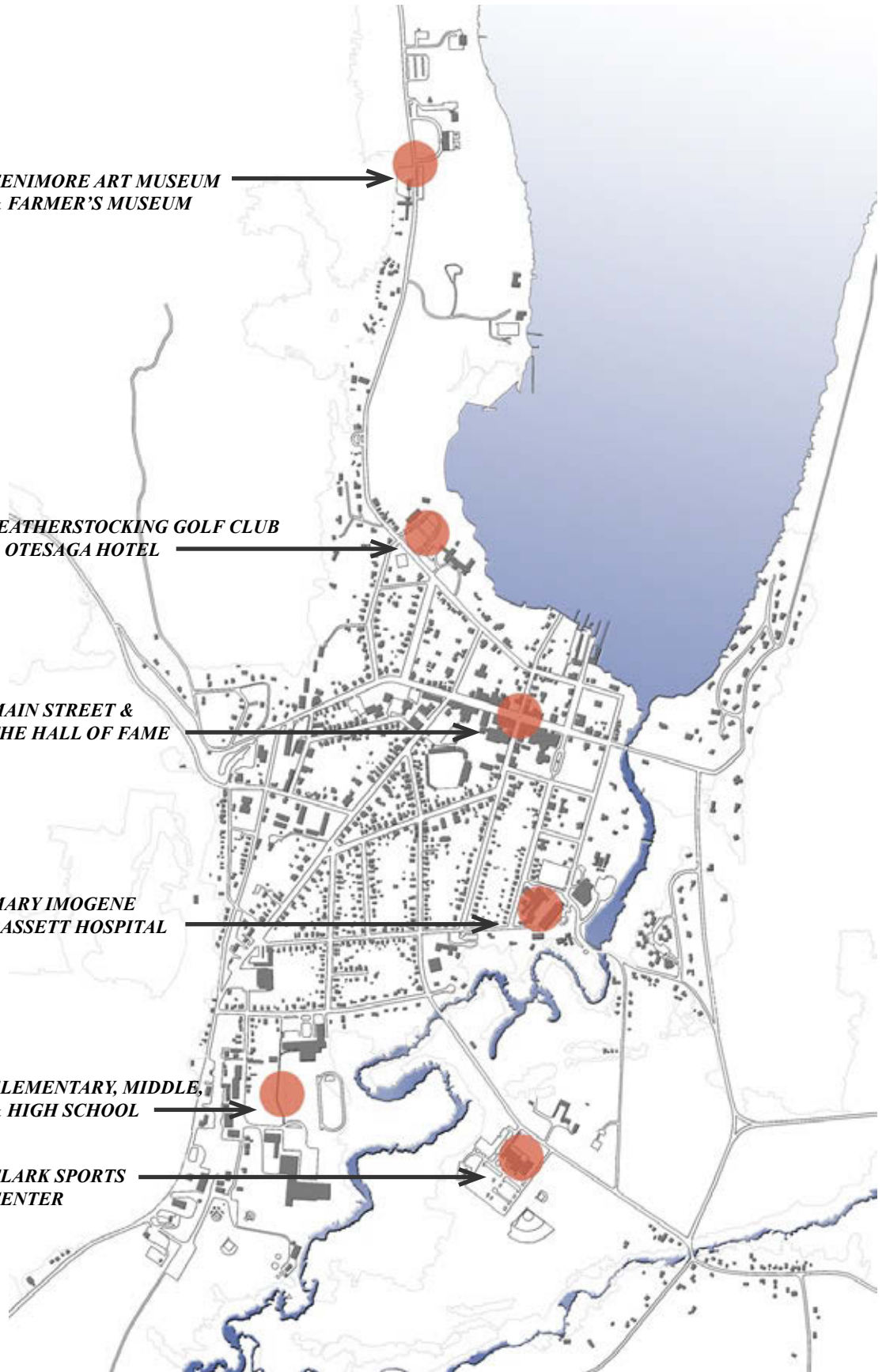
*LEATHERSTOCKING GOLF CLUB
& OTESAGA HOTEL*

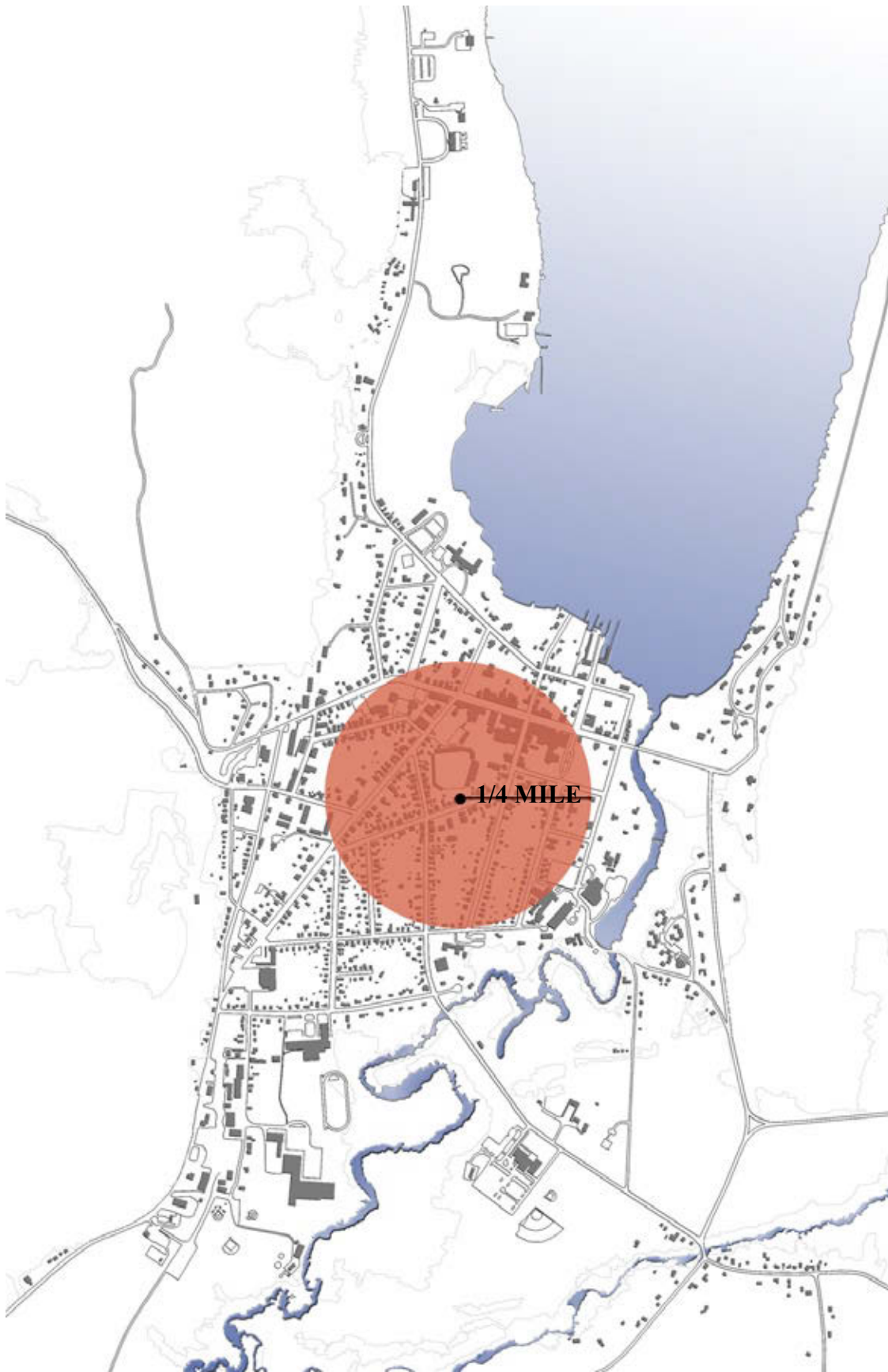
*MAIN STREET &
THE HALL OF FAME*

*MARY IMOGENE
BASSETT HOSPITAL*

*ELEMENTARY, MIDDLE,
& HIGH SCHOOL*

*CLARK SPORTS
CENTER*






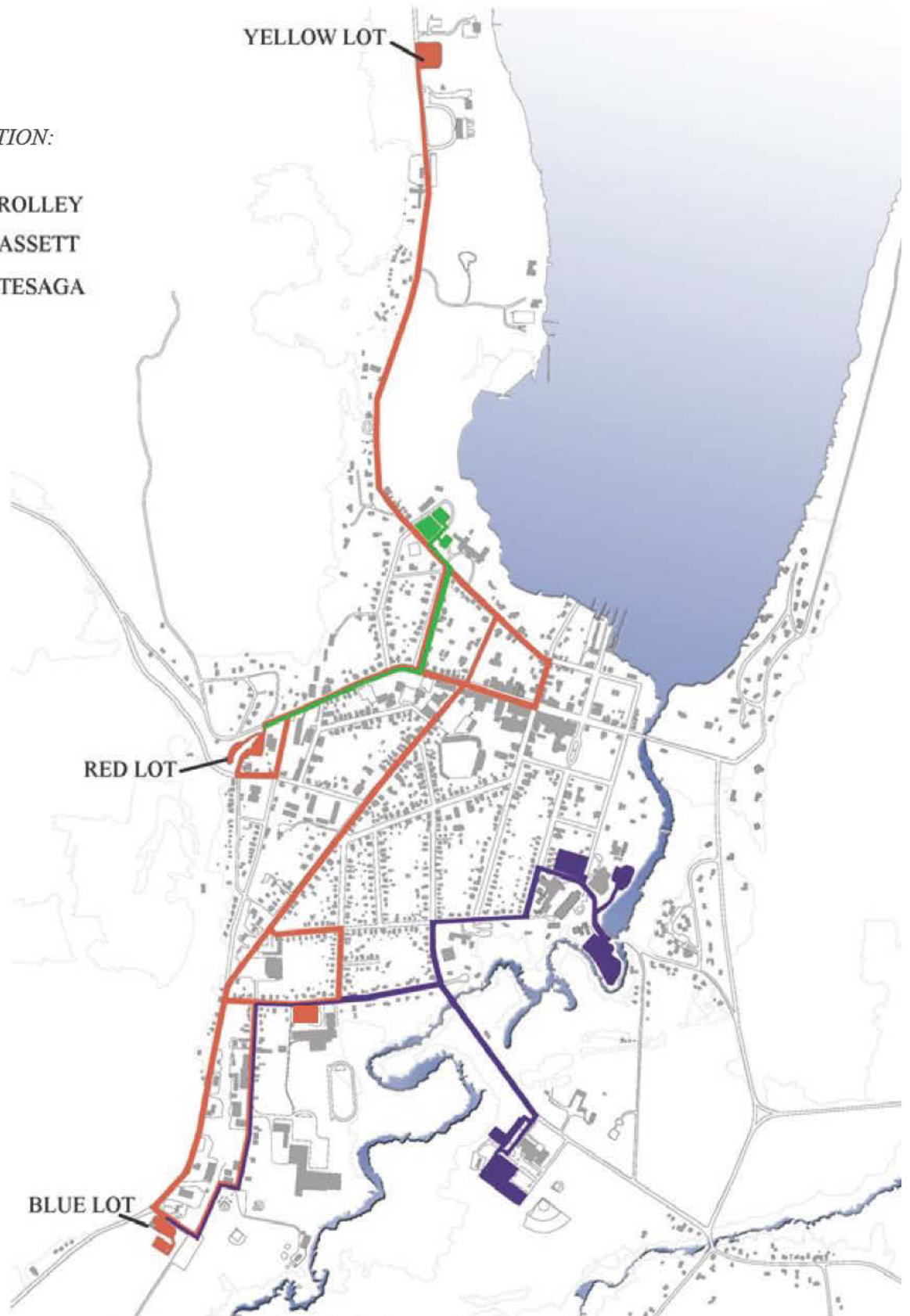


*1/4 MILE
RADIUS
(APPROXIMATELY
5 MINUTE WALK)*

● 1/4 MILE

*TRANSPORTATION:
BUS ROUTES*

-  TROLLEY
-  BASSETT
-  OTESAGA

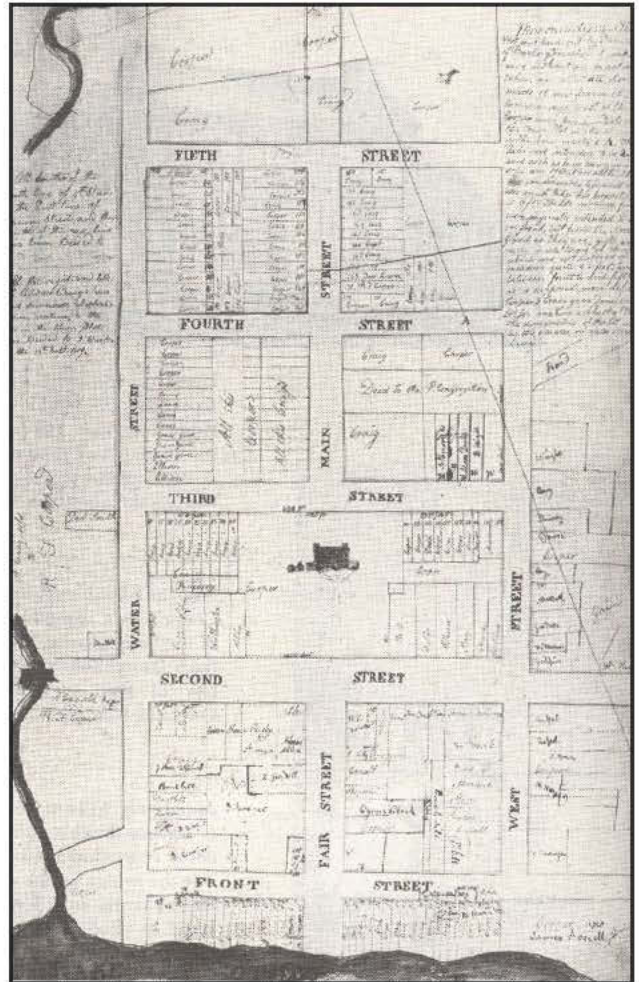




STREET HIERACHY

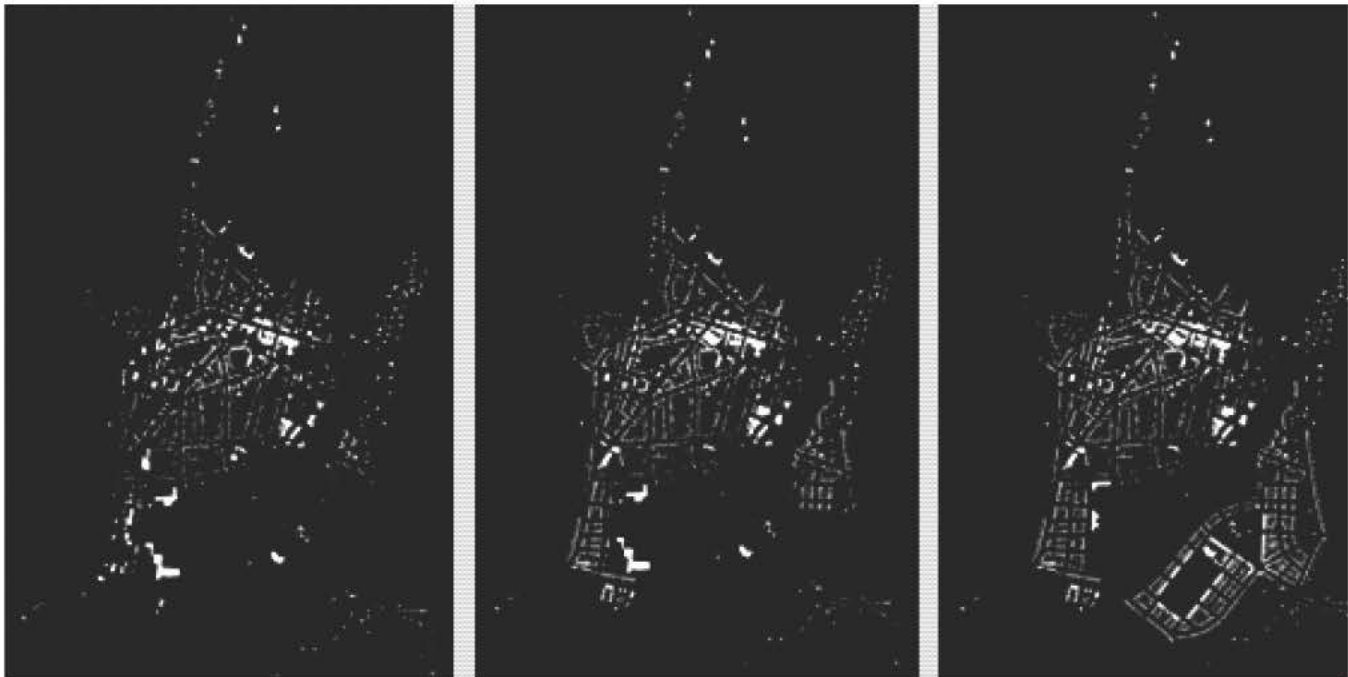
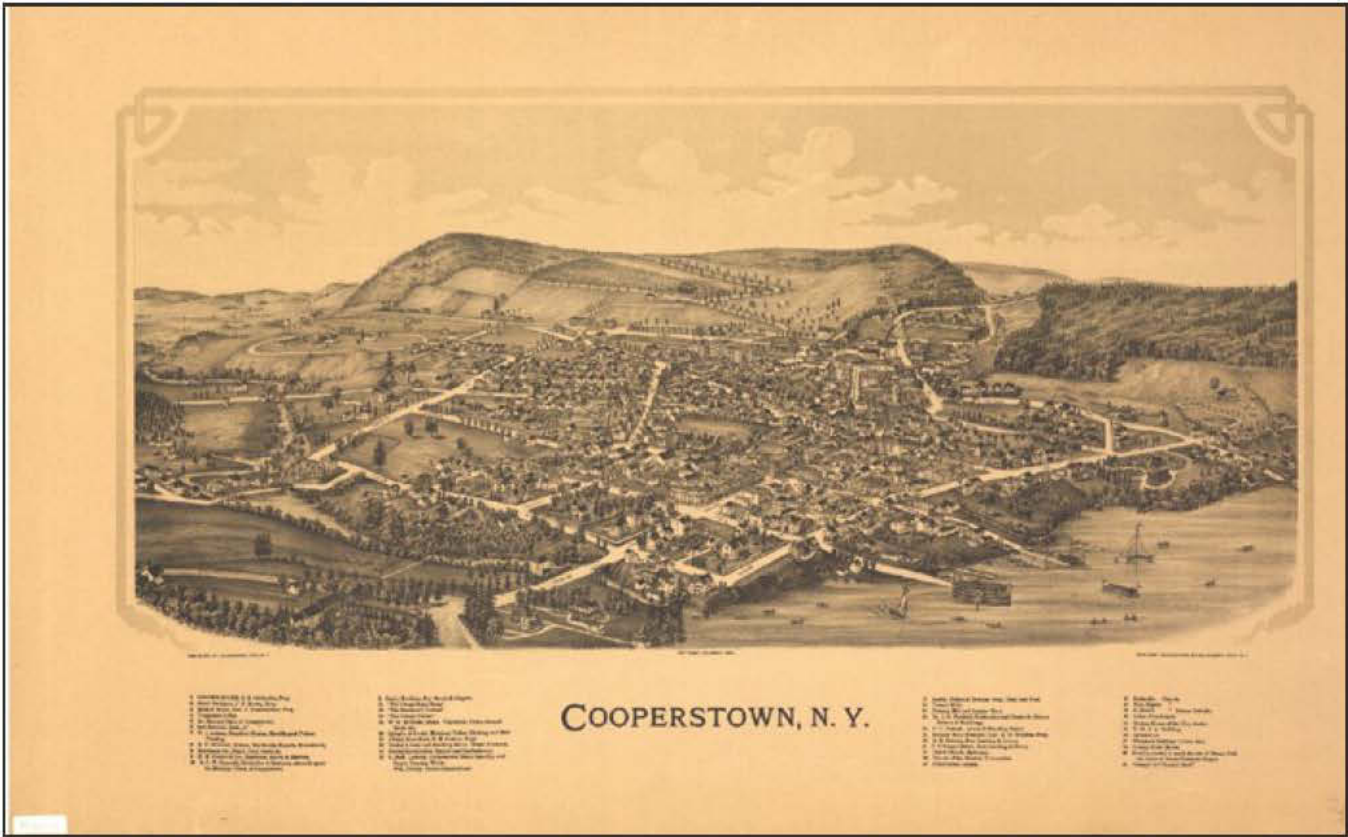
- PRIMARY*
- SECONDARY*

COOPERSTOWN IN 1804



HISTORIC GROWTH
OVER TIME: 1800,
1850, 1900, 2007,
PROPOSED 2020,
2050



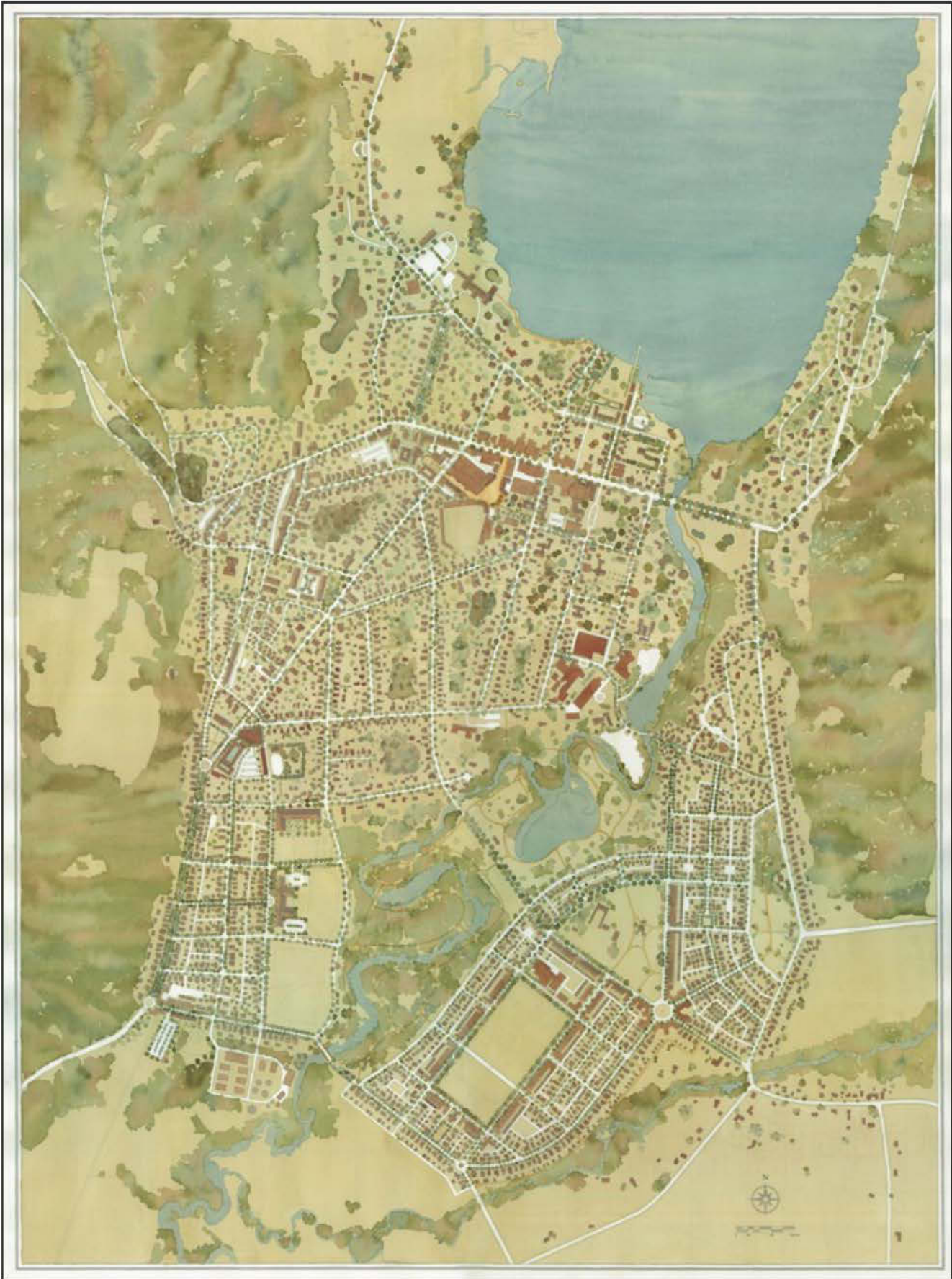


*RIGHT: EXISTING
AERIAL VIEW OF
COOPERSTOWN*

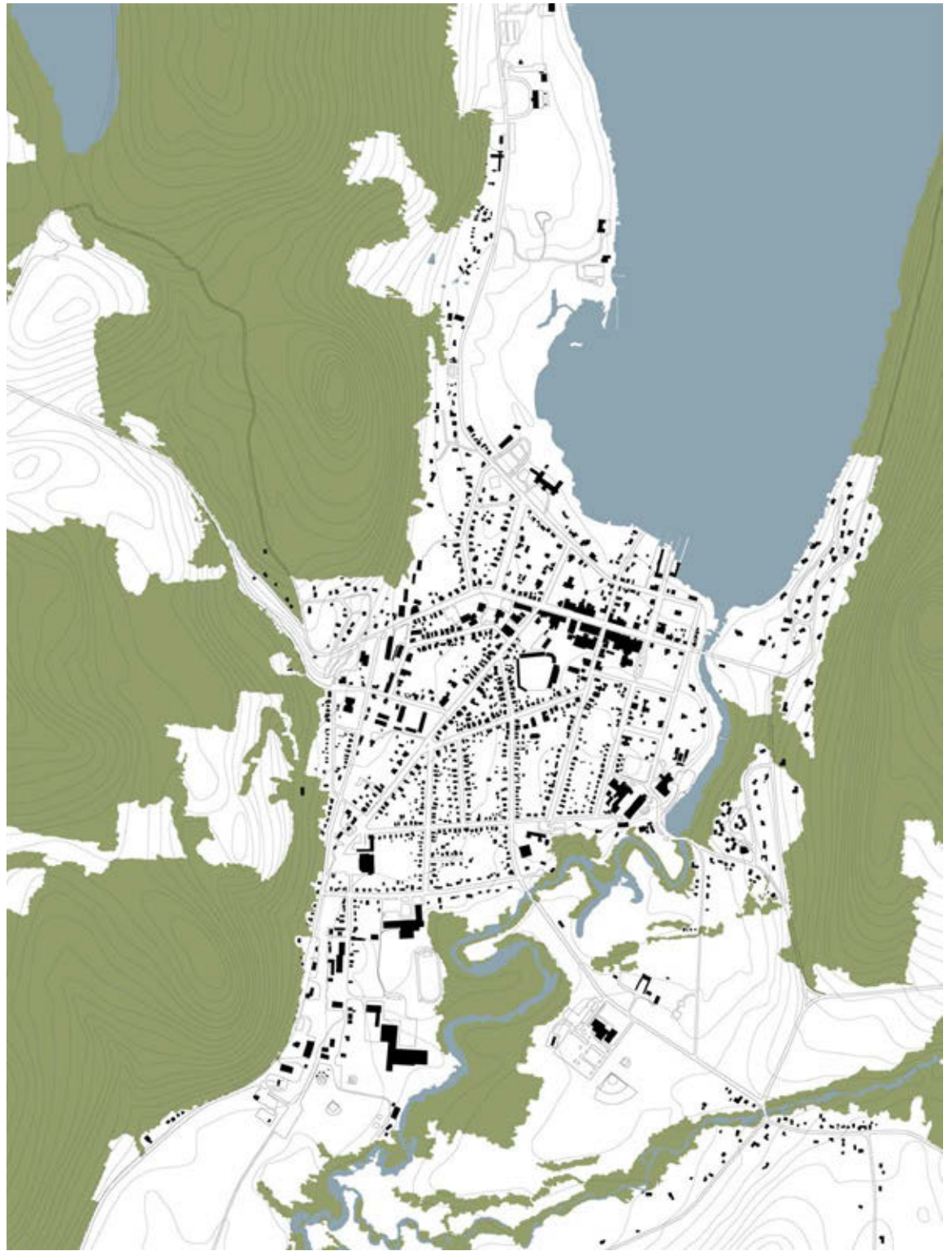
*OPPOSITE:
RENDERED MASTER
PLAN*



The Master Plan visually describes Cooperstown as it might look if the *Plan of Cooperstown* is adopted and its proposals executed. What follows are the various proposals throughout Cooperstown for the Historic Core, Upper Main Street, the Trolley lots, the Southern Gateway, and the proposed neighborhoods of Brooklyn Hill and Red Creek.



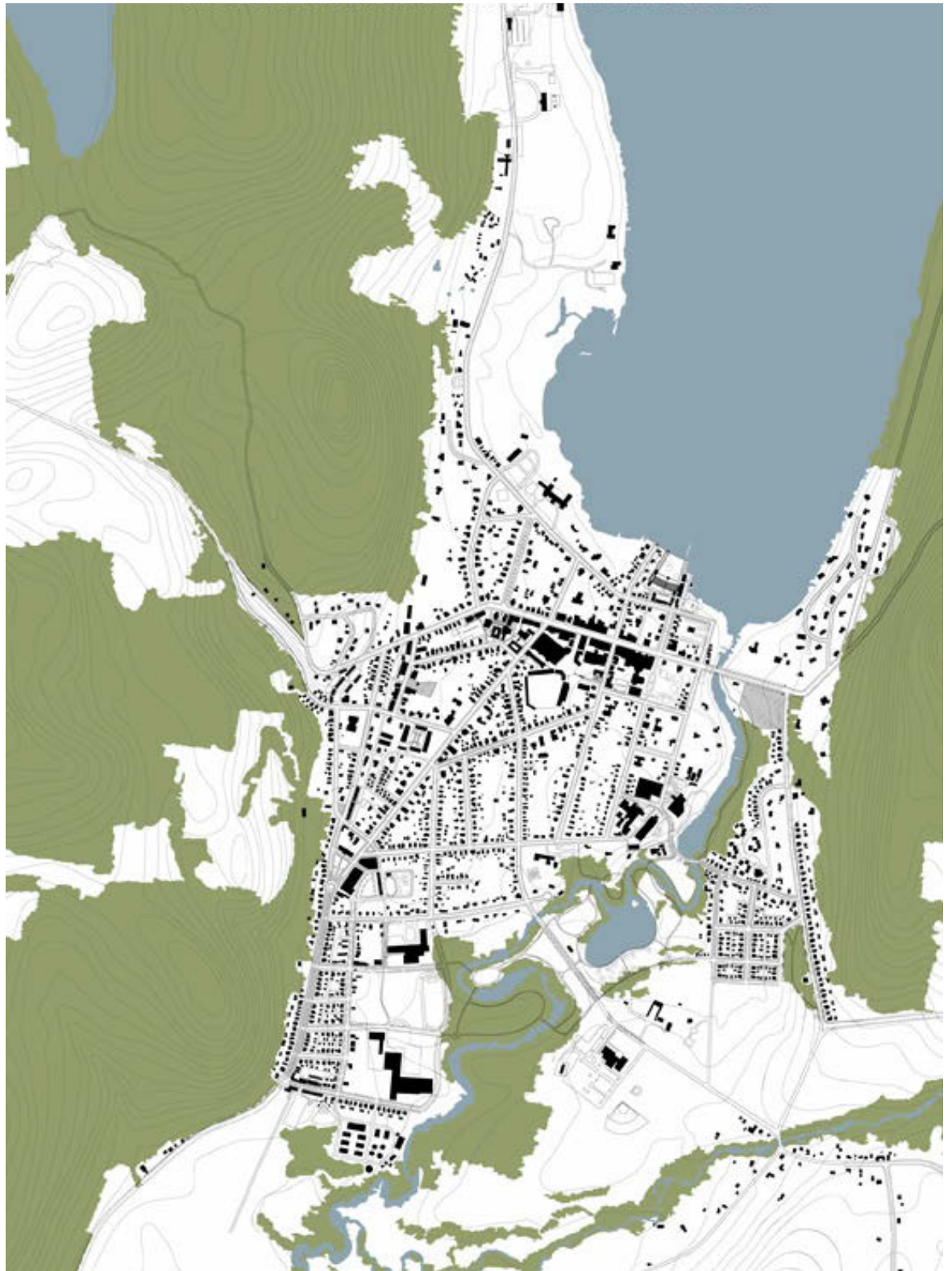
*EXISTING
BUILDINGS*





*PROPOSED
2020 PLAN*

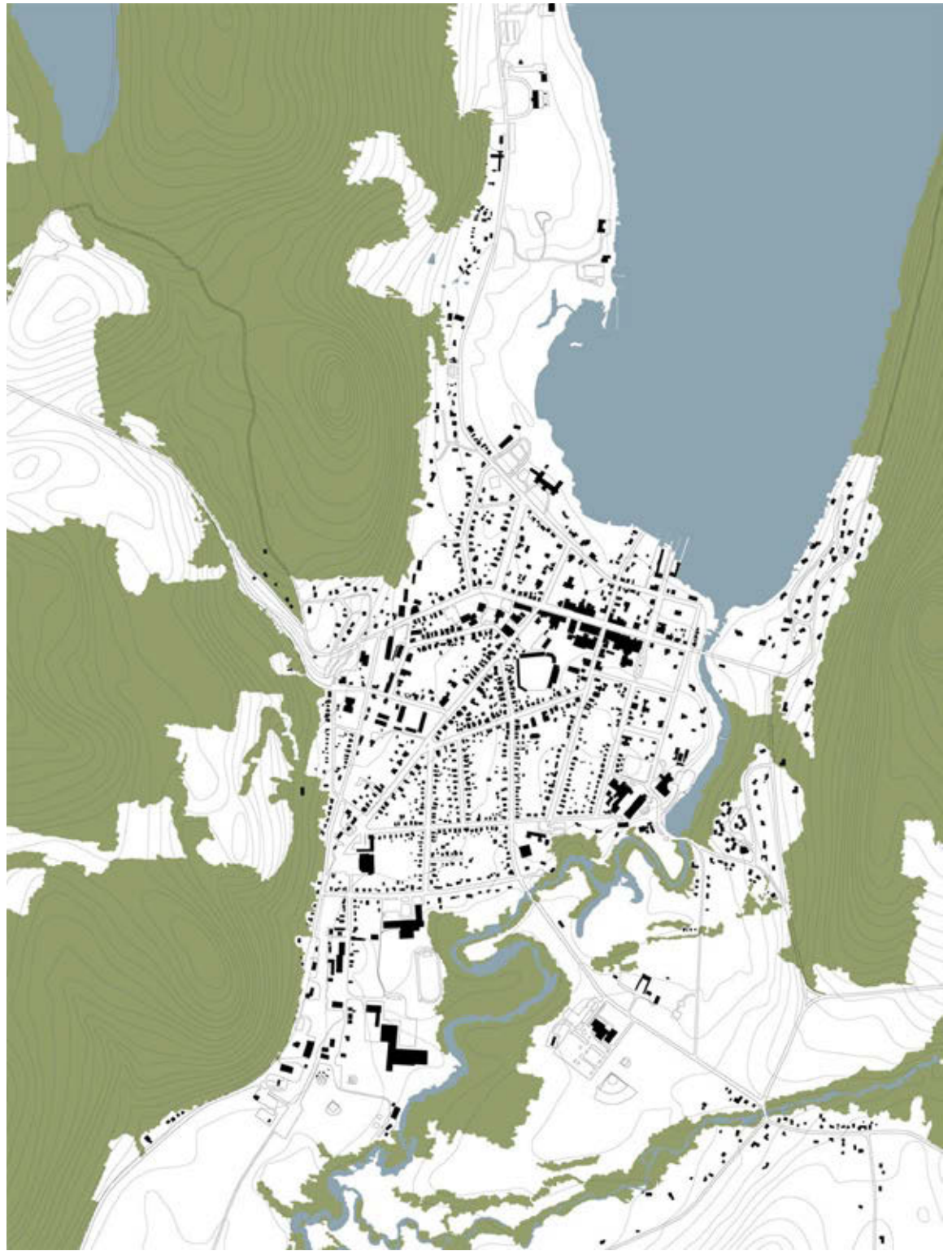
*PROPOSED
2020 PLAN*

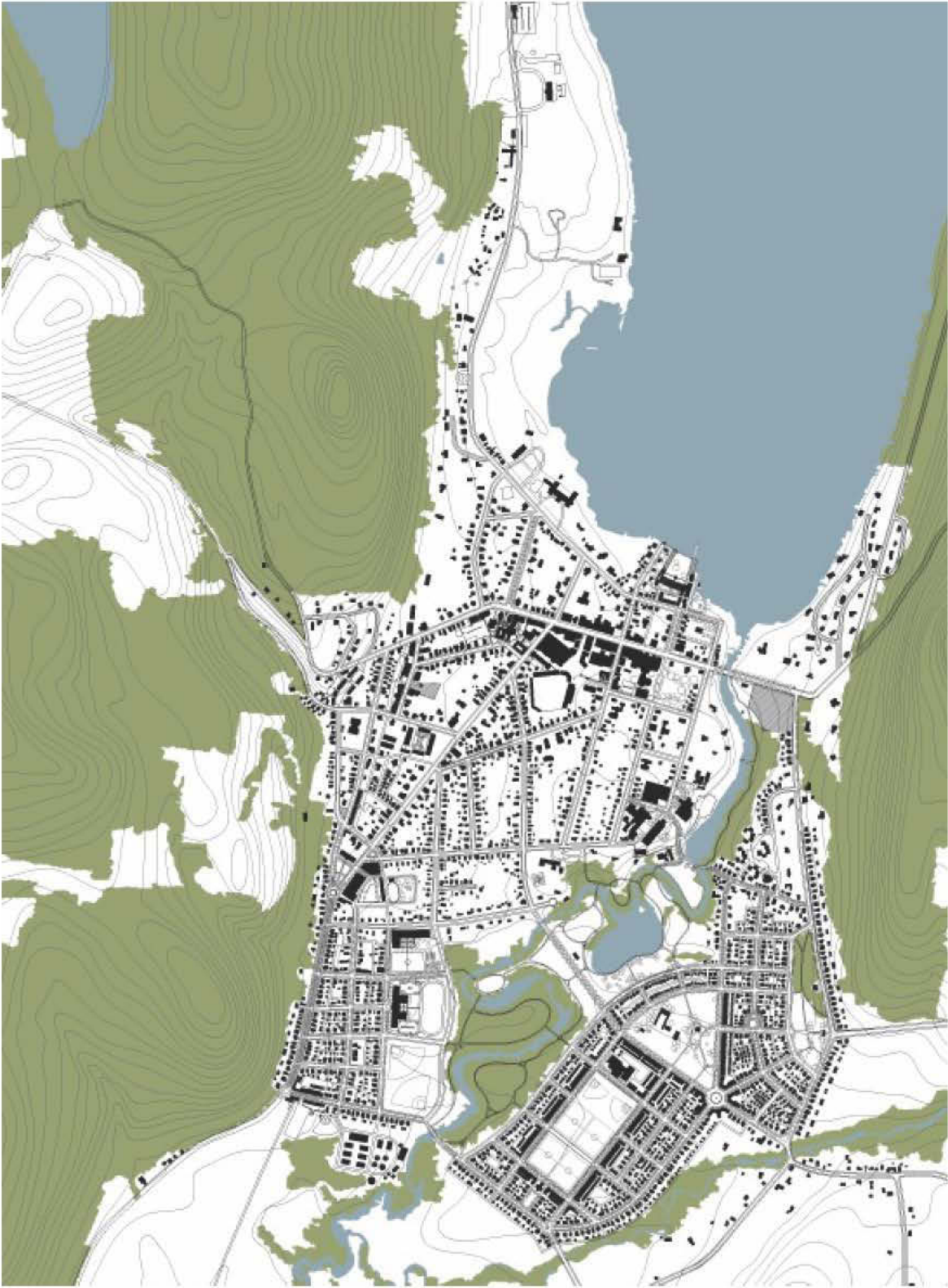




*PROPOSED
2050 PLAN*

*EXISTING
BUILDINGS*

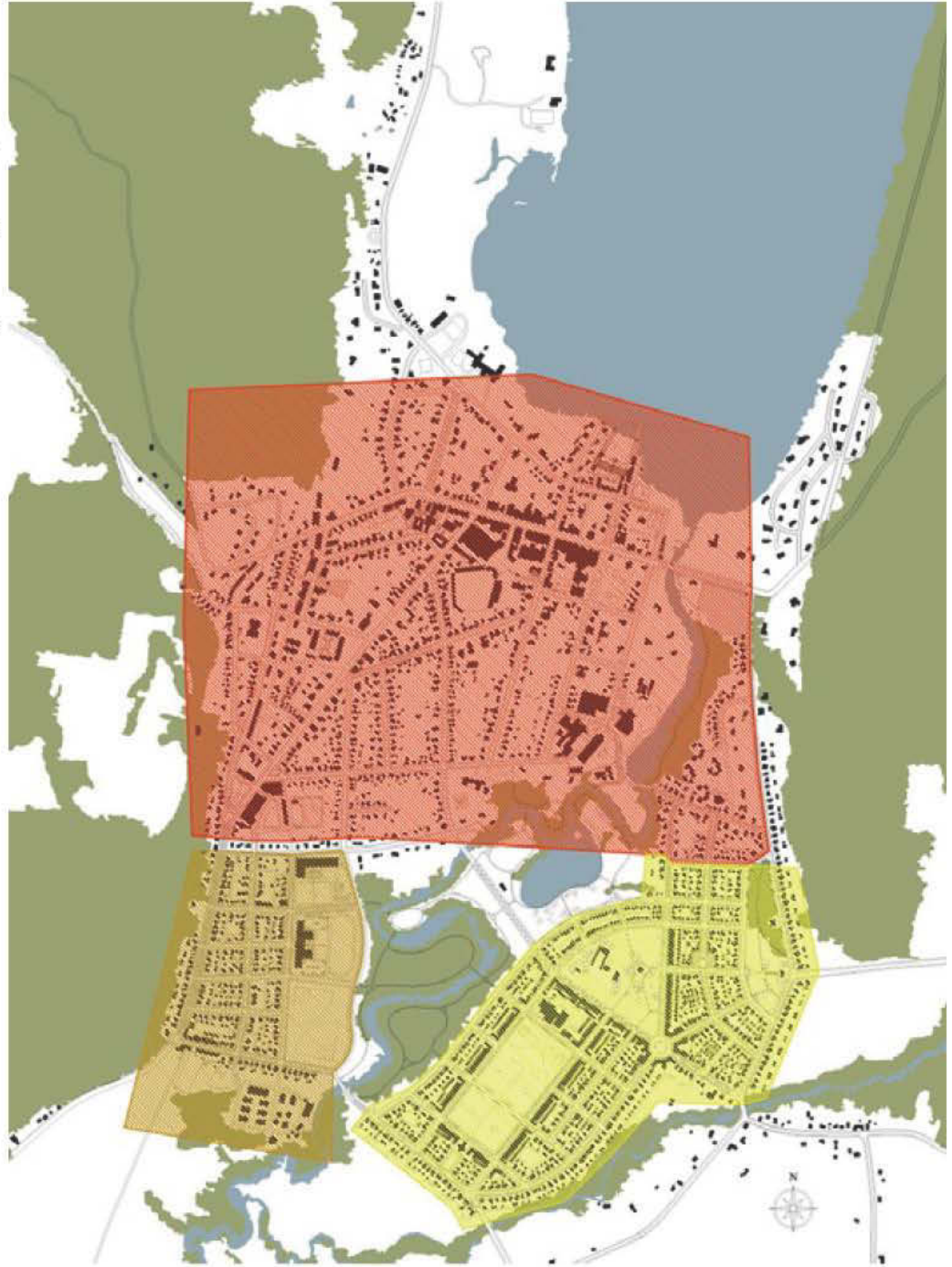




*PROPOSED
2050 PLAN*

*LAND USE:
SEQUENCE OF
DEVELOPMENT*

-  1. URBAN INFILL
-  2. BROWNFIELD DEVELOPMENT
-  3. GREENFIELD DEVELOPMENT

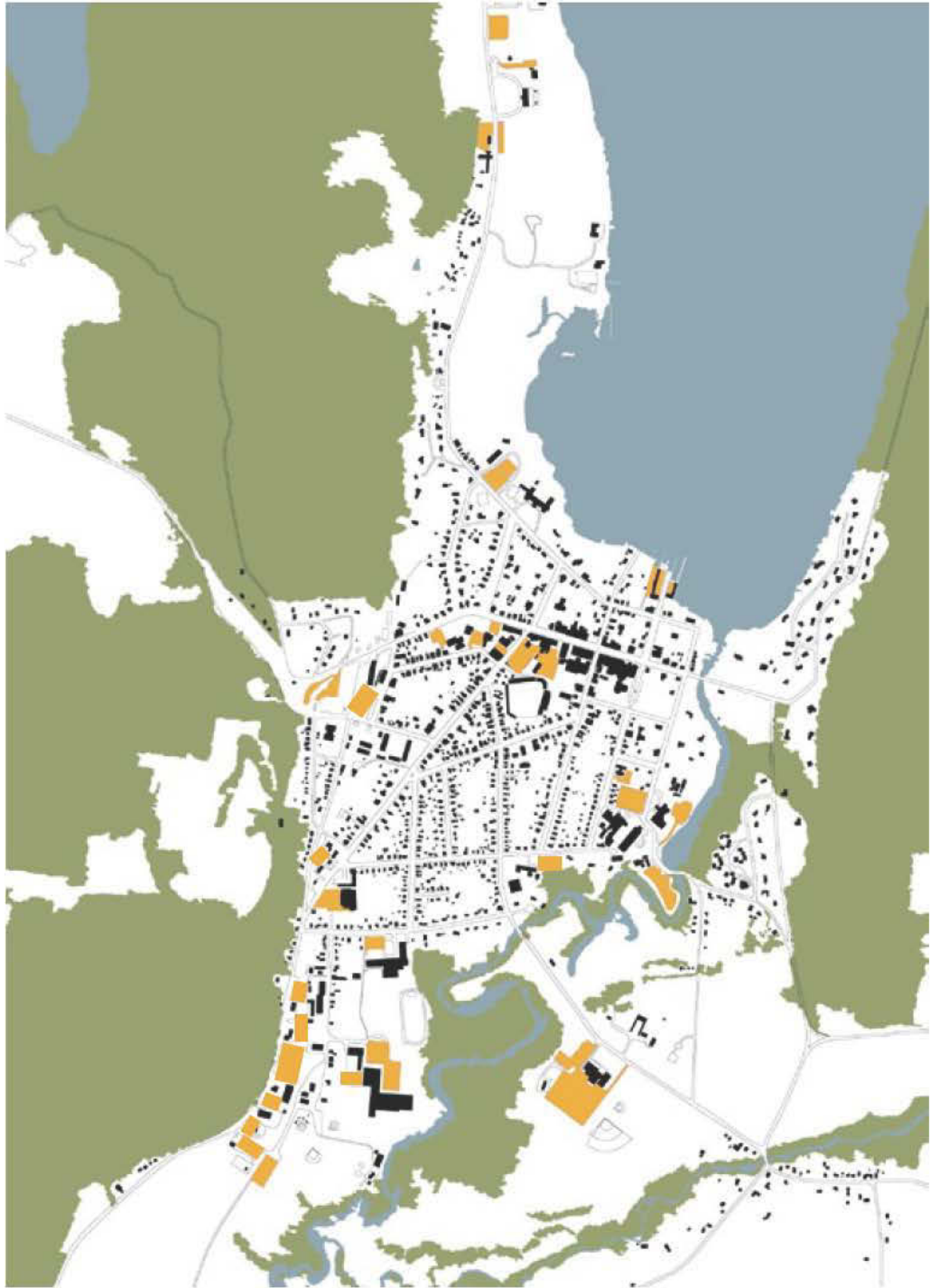




*LAND USE:
FLOOD PLAIN
AVOIDANCE*



*EXISTING
PARKING LOT
LOCATIONS*





*PROPOSED
PARKING LOT
LOCATIONS*

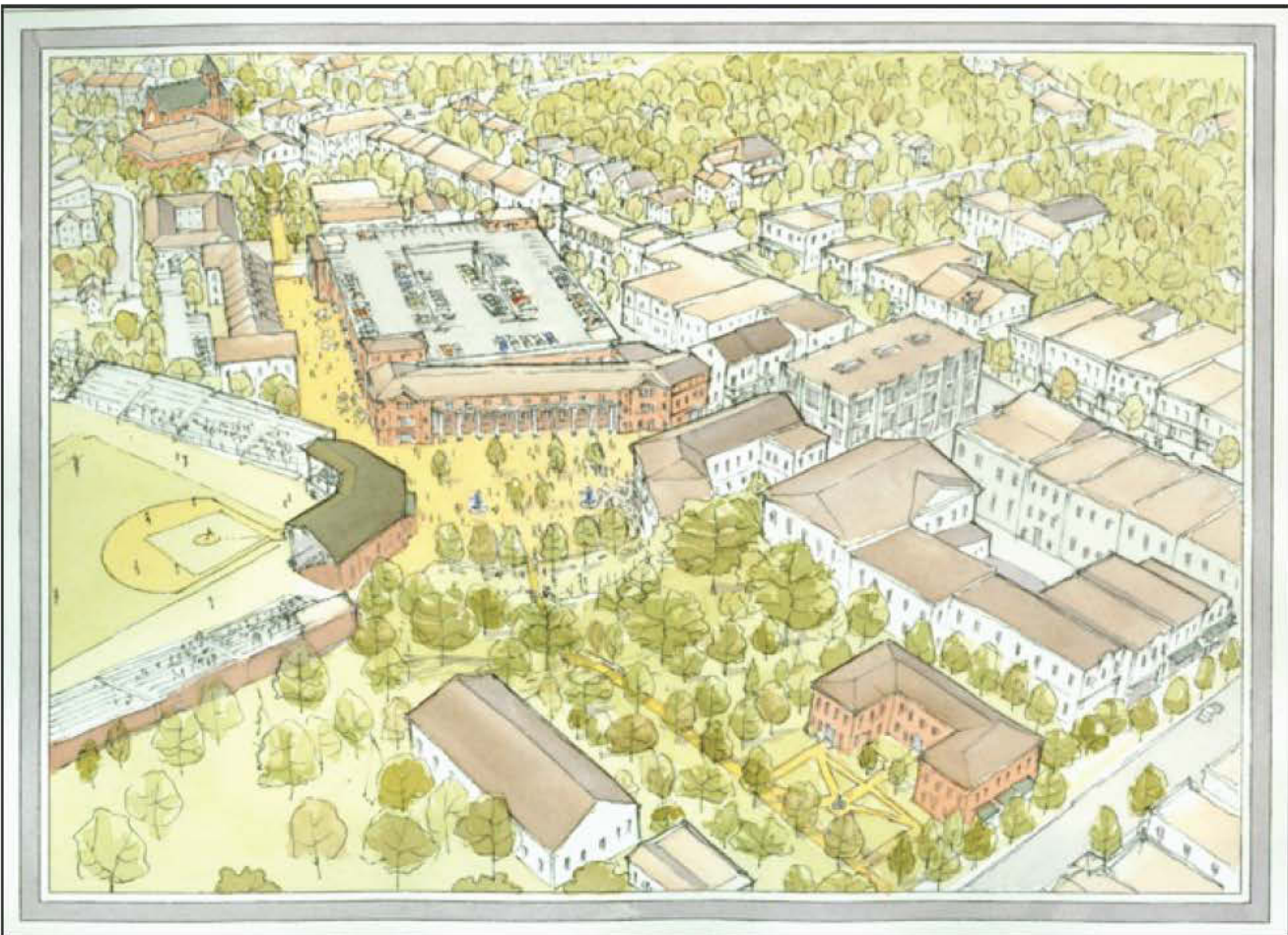
*EXISTING
CONDITIONS AT
DOUBLEDAY FIELD*



DOUBLEDAY



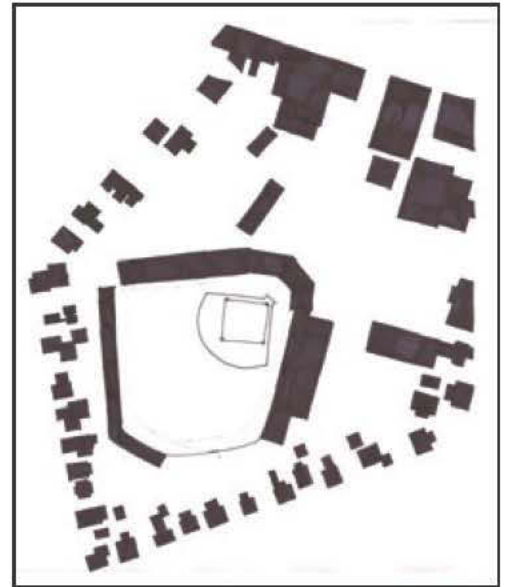
*PROPOSED
DESIGN FOR
DOUBLEDAY FIELD*



*THE ENTRANCE TO
DOUBLEDAY FIELD*



*EXISTING PLAN OF
DOUBLEDAY FIELD*



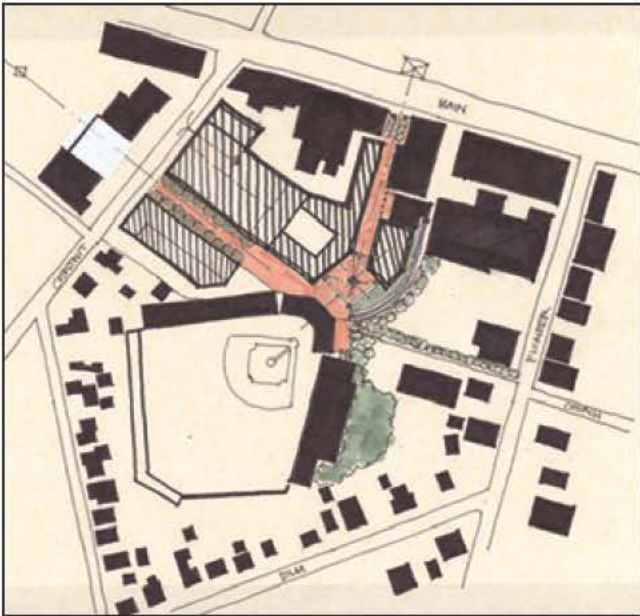
*EXISTING VIEW
TOWARDS
DOUBLEDAY FIELD*



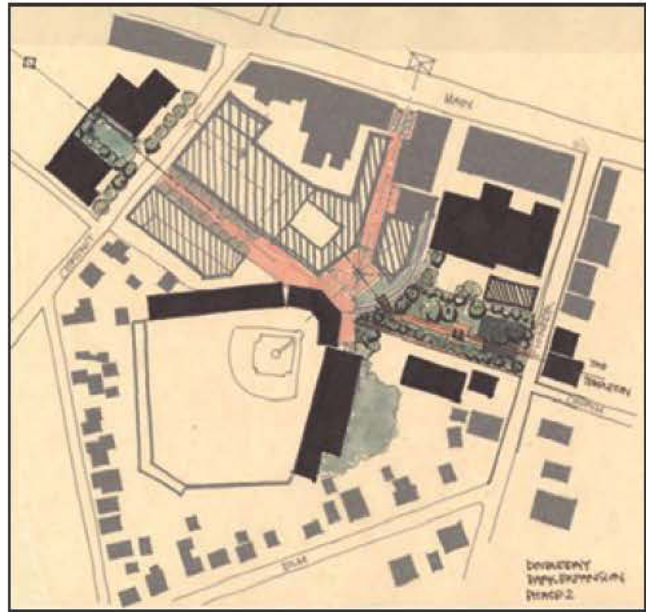
*PROPOSED VIEW
TOWARDS
DOUBLEDAY FIELD*



*OPPOSITE LEFT:
PROPOSED PHASE I*



*OPPOSITE RIGHT:
PROPOSED PHASE II*



*EXISTING VIEW
TOWARDS
COURTHOUSE*



*PROPOSED VIEW
TOWARDS
COURTHOUSE*



*THE DOUBLEDAY
DECK*

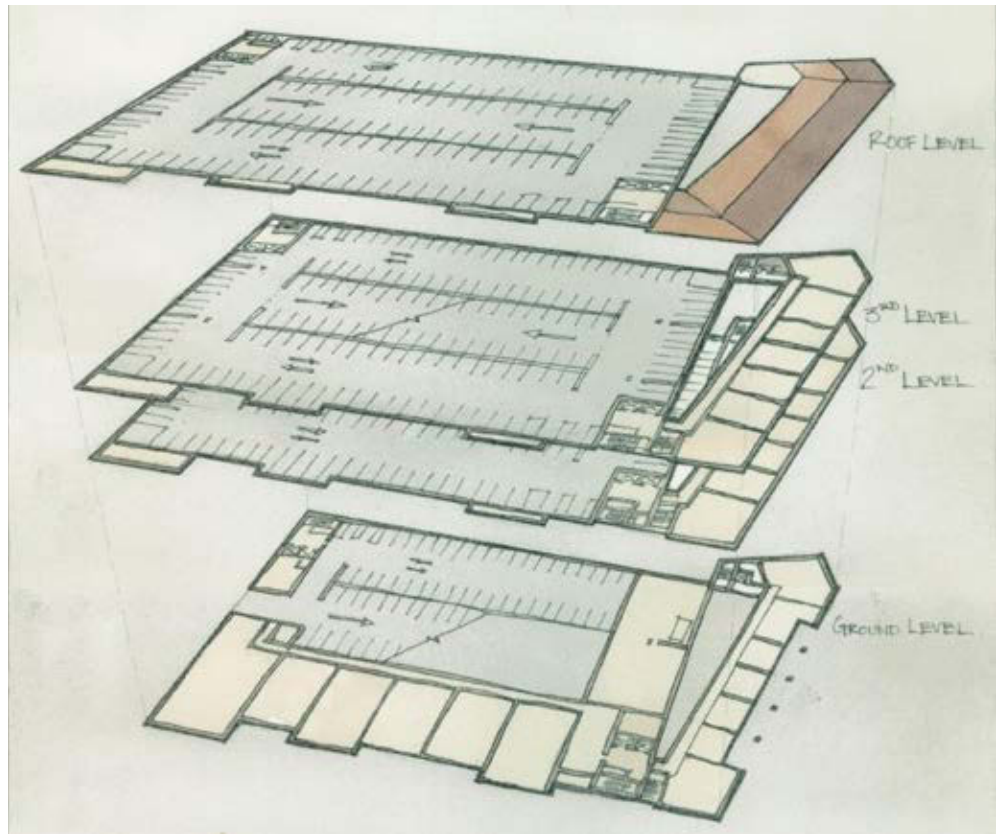
*RIGHT: PROPOSED
FLOOR PLANS*

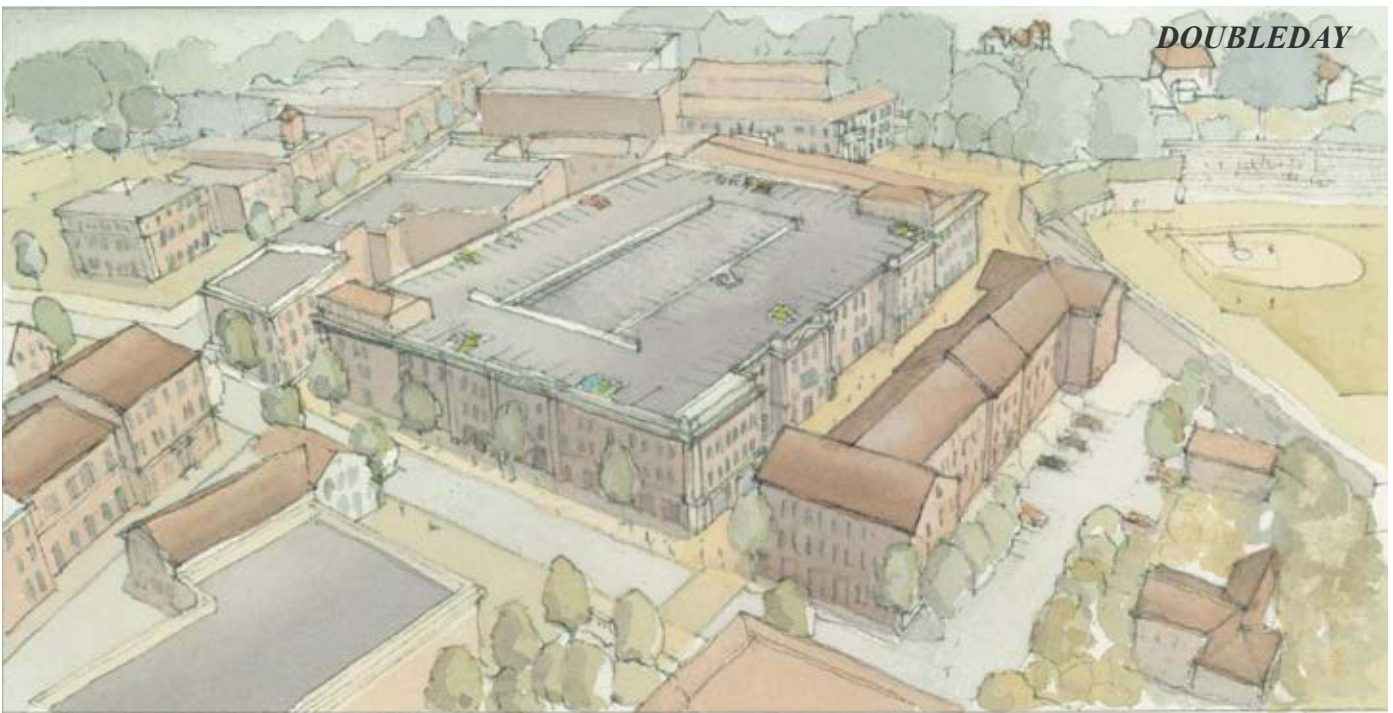
*BELOW:
PROPOSED FACADE
(DETAIL)*

*OPPOSITE TOP:
PROPOSED AERIAL
VIEW FROM SOUTH
EAST*

*OPPOSITE MIDDLE:
PROPOSED STREET
PERSPECTIVE FROM
CHESTNUT STREET*

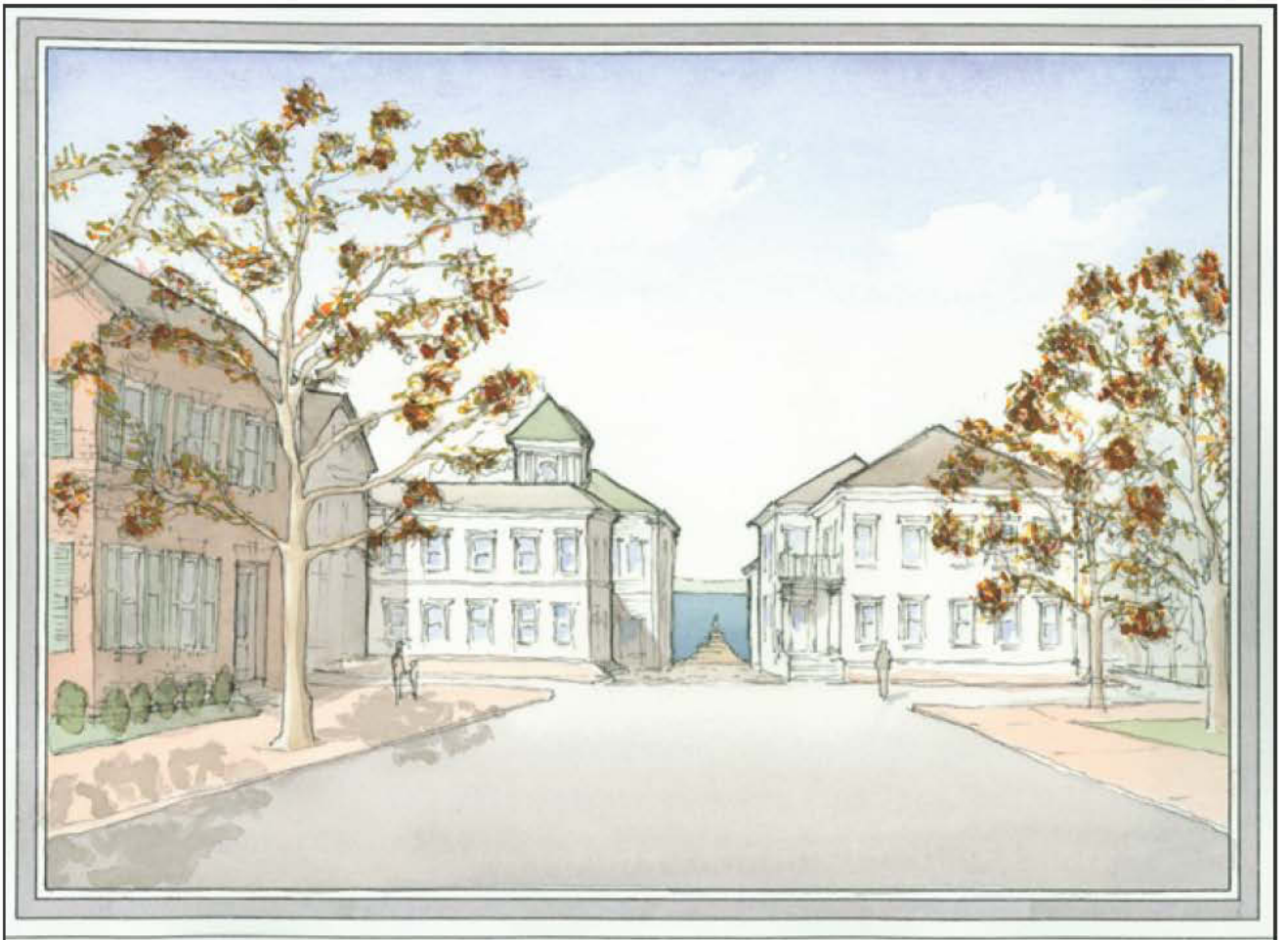
*OPPOSITE BOTTOM:
PROPOSED FACADE*





*EXISTING CONDITIONS
AT THE LAKERONT*

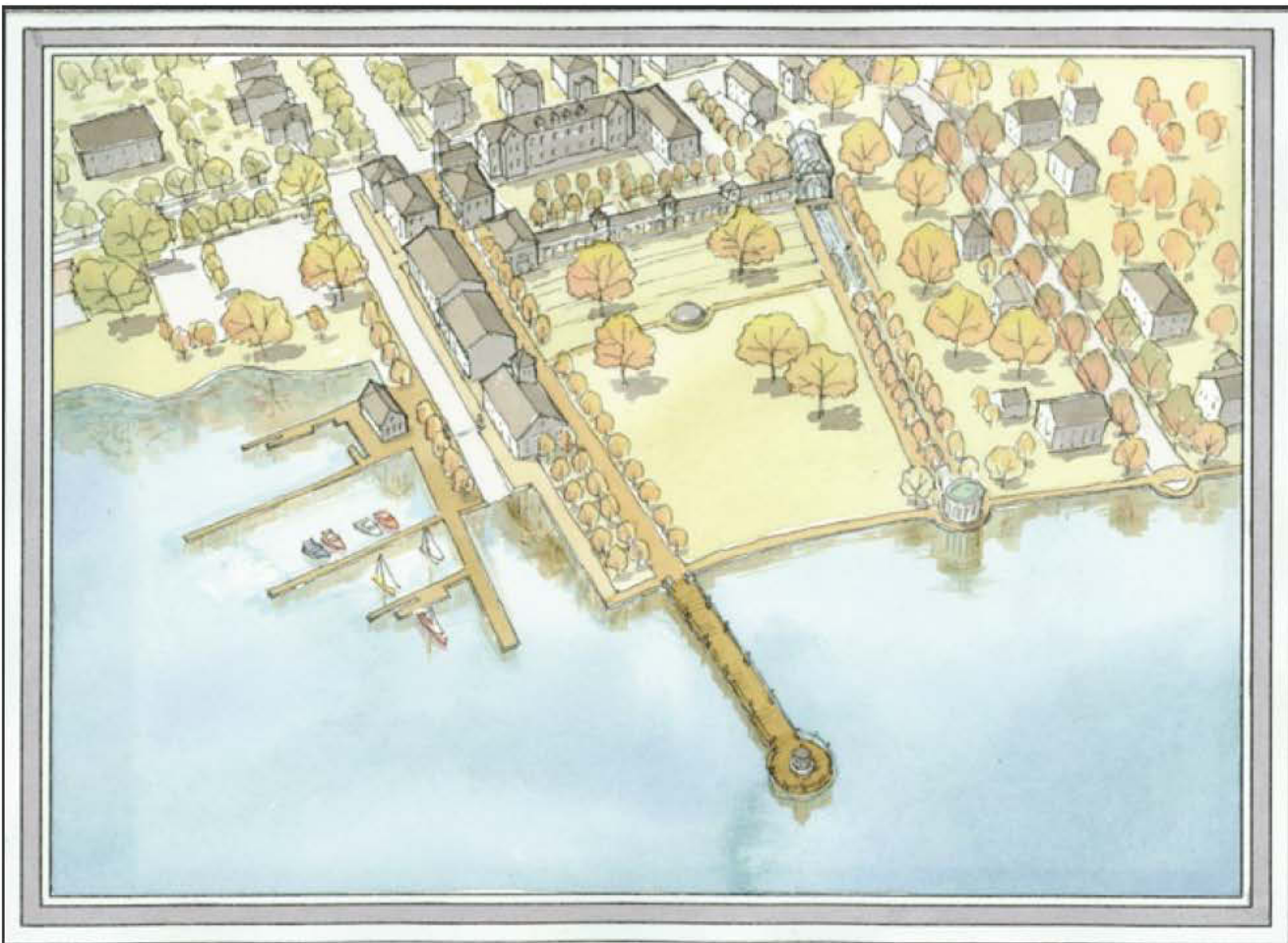
*BELOW: VIEW NORTH
ON FAIR STREET*



LAKEFRONT



*PROPOSED DESIGN
FOR THE
LAKEFRONT*



*EXISTING PLAN OF
THE OTSEGO
COUNTY COMPLEX*



*THE HISTORIC
OTSEGO COUNTY
COURTHOUSE*



COUNTY CIVIC PLAZA



*PROPOSED DESIGN
FOR THE COUNTY
CIVIC PLAZA*



*EXISTING PLAN OF
RAILROAD AVENUE,
GROVE STREET, AND
HILL STREET*



WEST NEIGHBORHOOD

*PROPOSED PLAN OF
RAILROAD AVENUE,
GROVE STREET, AND
HILL STREET*



*RIGHT:
RAILROAD AVENUE
ADVERTISED AS A
BUSINESS DISTRICT*

*OPPOSITE:
THE PEDESTRIAN
APPROACH TO THE
RED LOT*



*THE CORNER OF
RAILROAD AVENUE AND
LEATHERSTOCKING
STREET*

*VIEW OF PROPOSED
CORNER INFILL AT
RAILROAD AND
LEATHERSTOCKING*



WEST NEIGHBORHOOD



*EXISTING VIEW DOWN MAIN STREET
TO RAILROAD AVENUE*

*PROPOSED VIEW DOWN MAIN STREET
TO RAILROAD AVENUE*



*RIGHT:
EXISTING VIEW OF
THE ENTRANCE TO
THE RED LOT*

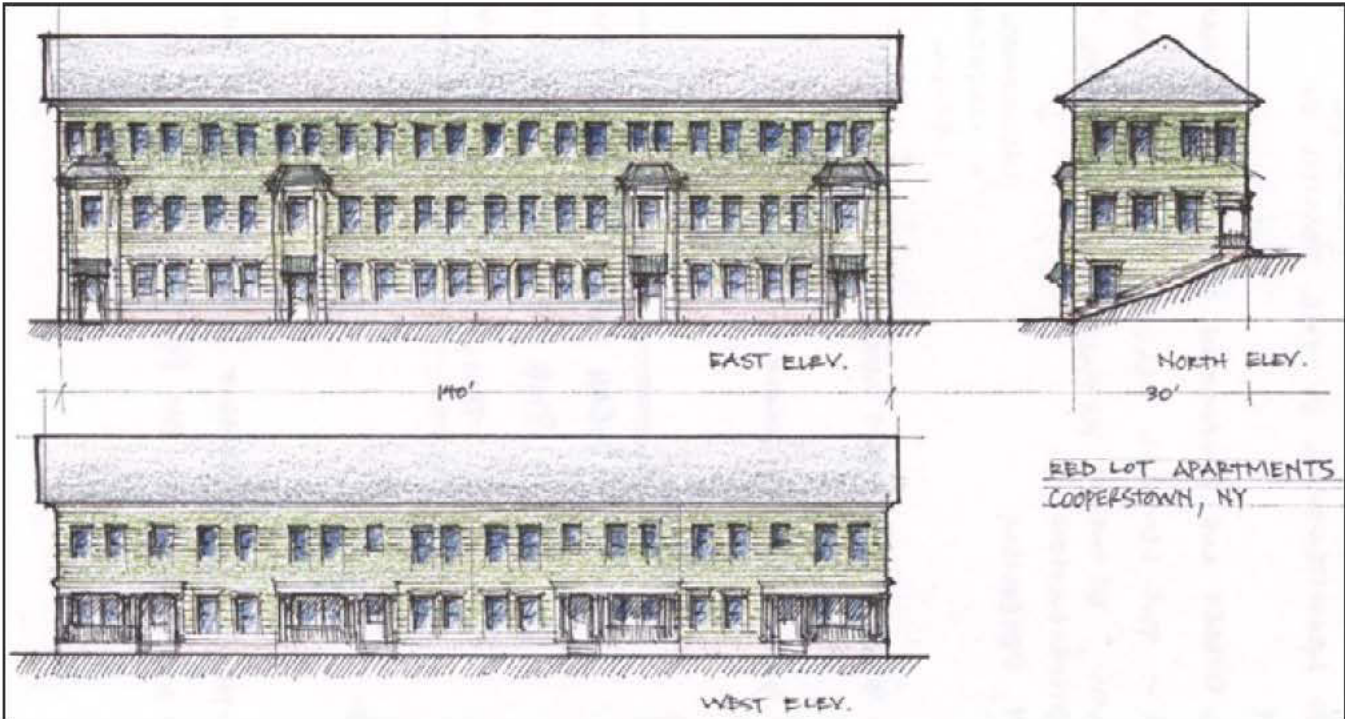


*OPPOSITE:
HOUSING PROPOSED
ON THE SITE OF THE
RED LOT*

*EXISTING VIEW OF
THE RED LOT*



WEST NEIGHBORHOOD



*EXISTING FACILITIES
AT THE YELLOW LOT*

*BELOW:
THE APPROACH TO
THE YELLOW LOT
FROM THE NORTH*



WELCOME CENTERS AND TROLLEY LOTS



*BELOW: PROPOSED
WELCOME CENTER
AT THE
NEWLY NAMED
GLIMMERGLASS LOT*



*EXISTING CONDITIONS
AT THE BLUE LOT*



WELCOME CENTERS AND TROLLEY LOTS



*PROPOSED DESIGN
OF THE WELCOME
CENTER AT THE
NEWLY NAMED
TEMPLETON LOT*



*EXISTING PLAN OF
THE SOUTHERN
GATEWAY*



SOUTHERN GATEWAY

*PROPOSED PLAN
OF THE SOUTHERN
GATEWAY*



*RIGHT:
EXISTING VIEW OF
THE ELEMENTARY
SCHOOL*



*BELOW:
THE SCHOOL LOT
USED AS A TROLLEY
LOT*



SOUTHERN GATEWAY



*PROPOSED DESIGN
OF THE
VILLAGE SCHOOLS*



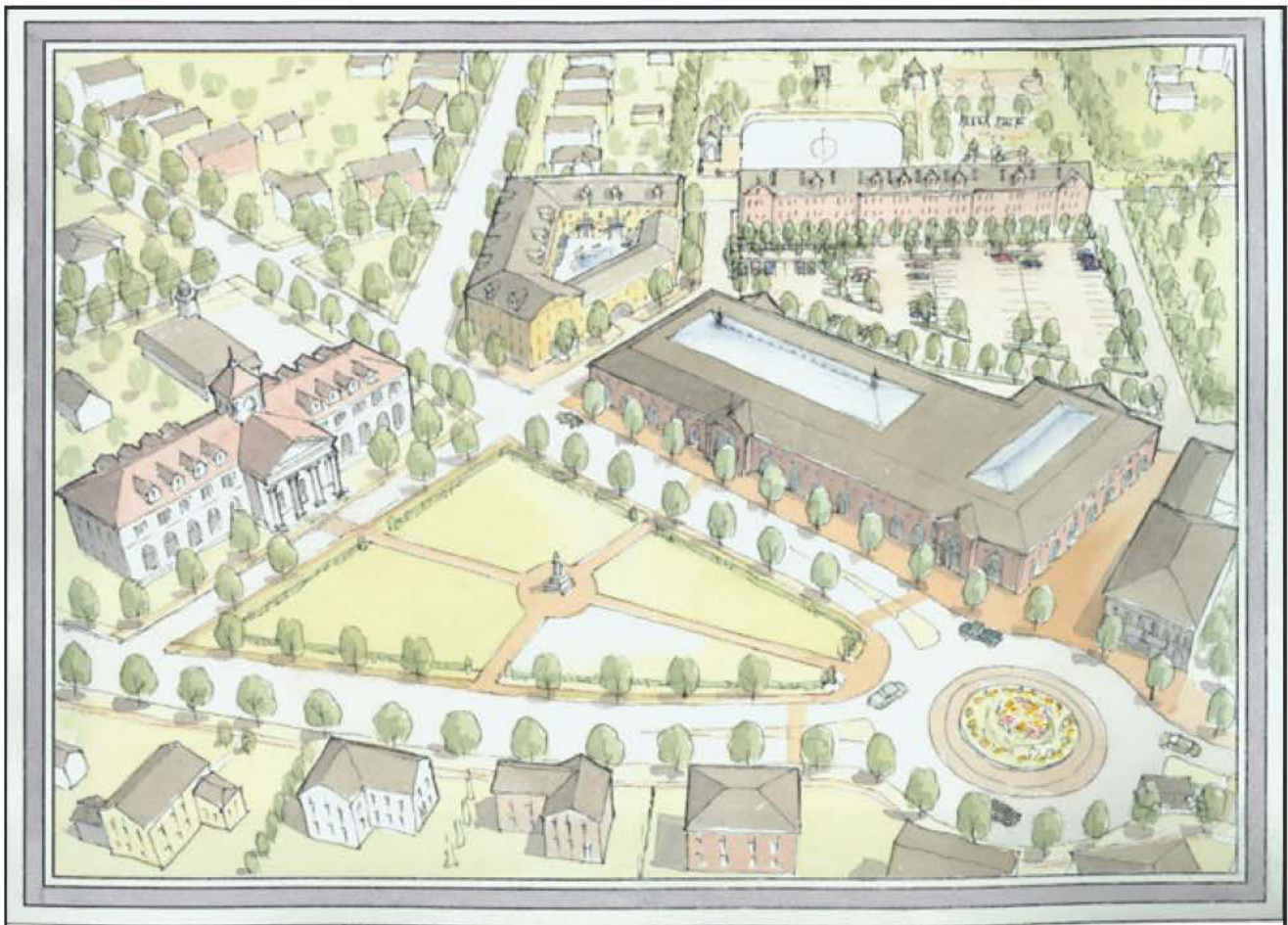
*EXISTING
CONDITIONS
AROUND THE
GREAT AMERICAN
SUPERMARKET*



SOUTHERN GATEWAY



*PROPOSED DESIGN
FOR THE
CHESTNUT MARKET*



*RIGHT:
EXISTING AREA
NEAR BASSETT
HOSPITAL*



*BELOW:
VIEW OF THE
PROPOSED
BROOKLYN HILL
NEIGHBORHOOD*



PROPOSED NEIGHBORHOODS



*LEFT:
PROPOSED PLAN OF
THE BROOKLYN HILL
NEIGHBORHOOD
ADJACENT TO
BASSETT HOSPITAL*

*BELOW:
PROPOSED RESIDENTIAL
SQUARE IN THE
BROOKLYN HILL
NEIGHBORHOOD*

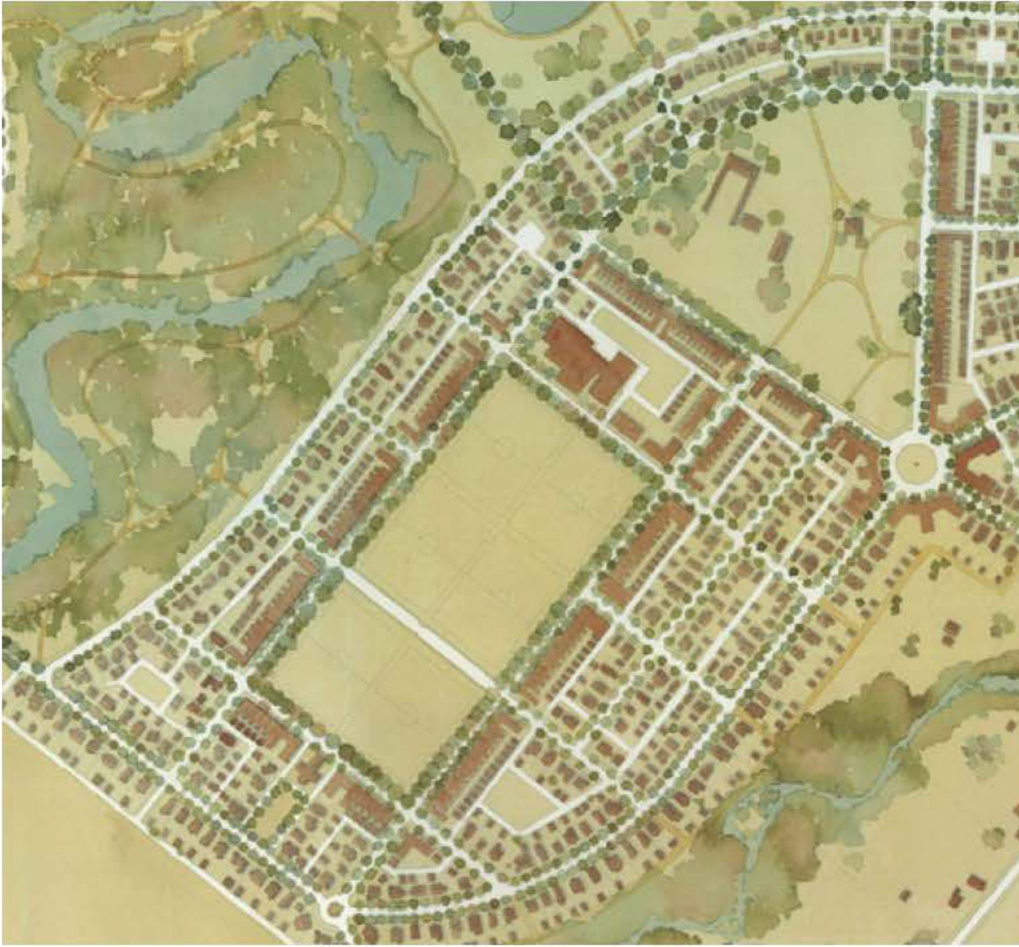


*RIGHT:
EXISTING AREA NEAR
THE CLARK SPORTS
CENTER*

*BELOW:
A COTTAGE COURT*



PROPOSED NEIGHBORHOODS



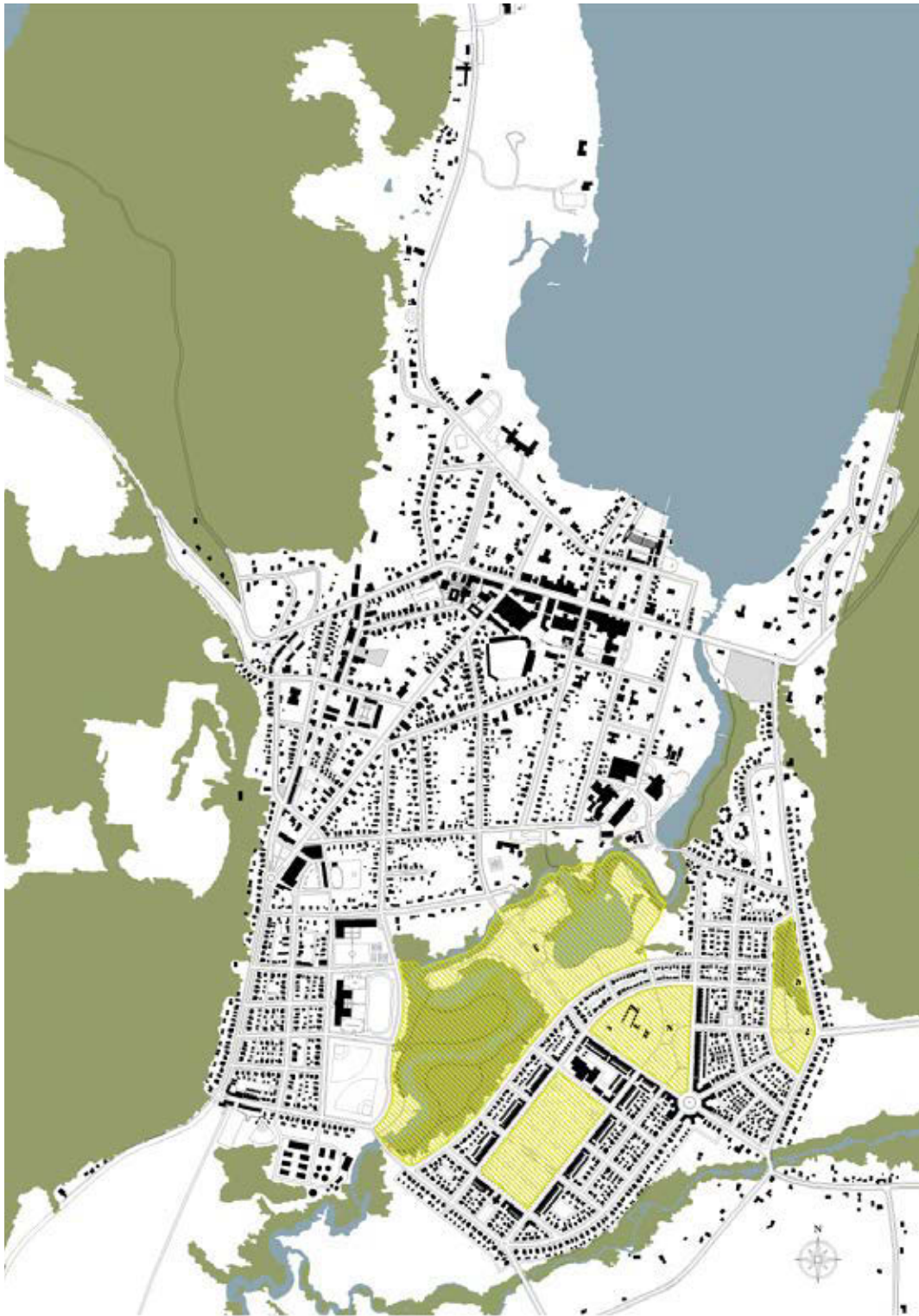
*PROPOSED DESIGN
OF THE RED CREEK
NEIGHBORHOOD
ADJACENT TO THE
SUSQUEHANNA PARK
AND FENIMORE
PARK*



*DESIGN FOR
SUSQUEHANNA PARK
AND PRESERVE*



SUSQUEHANNA PARK AND OTHER PARKS

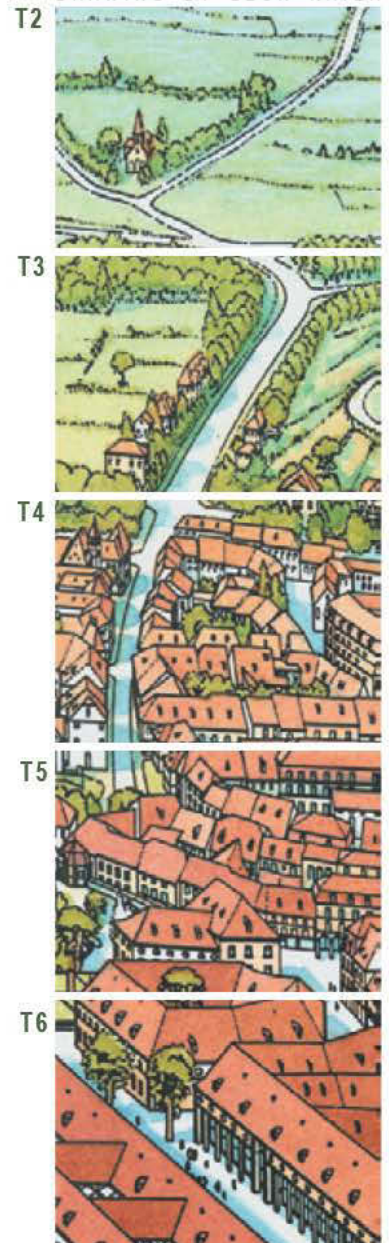


*HEALTH AND
AIR QUALITY:
PUBLIC
PARKS AND
RECREATION
AREAS*

BELOW AND TO THE RIGHT ARE DIAGRAMS OF THE TRADITIONAL TRANSECT AS PORTRAYED BY ANDRES DUANY AND LEON KRIER

The *Rural-to-Urban Transect* is a diagram of human habitat describing the relationship of the rural environment to traditional urban environments. The Rural Transect proper (zones T1 and T2) designates areas generally not subject to human settlements larger than the family, and differentiates between natural landscapes (both raw and preserved) and cultivated landscapes. The Urban Transect refers in turn to that range of human habitats that support human flourishing, within which human settlements are part of a sustainable ecosystem that includes both natural and cultivated landscapes. This range of human habitats, depicted as “Transect-zones,” progresses from less dense human settlements (T-3) to more dense human settlements (T-6); but each urban Transect-zone denotes a walkable and mixed-use human environment wherein within each Urban T-zone many if not most of the necessities and activities of daily life are within a five-to-ten-minute walk for persons of all ages and economic classes.

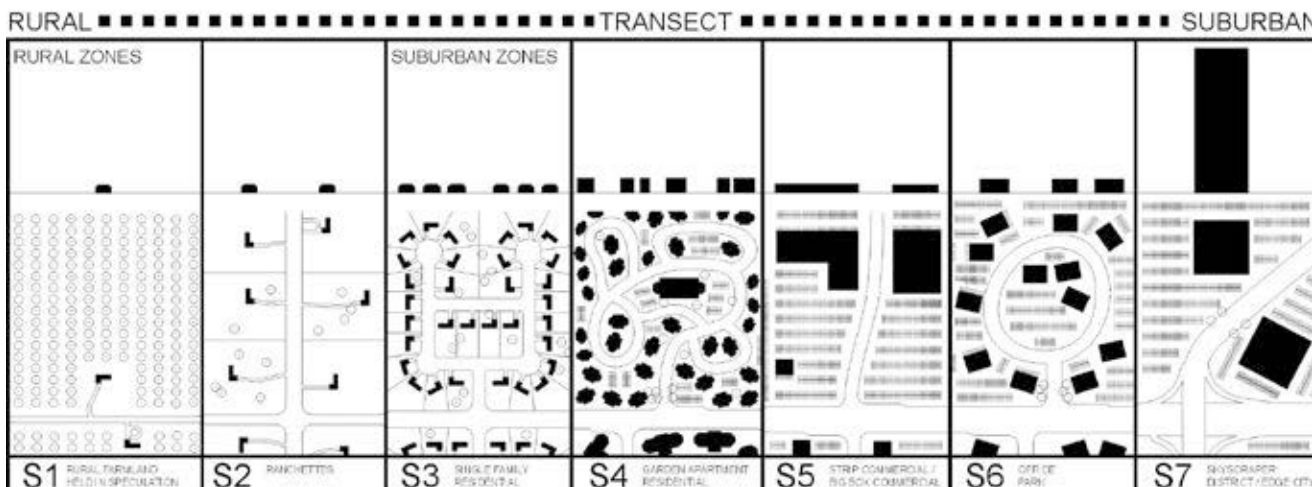
DRAWING BY LEON KRIER



TRANSECT-BASED ZONING

The Transect, as a system of classification deploying the conceptual range rural-to-urban, can be employed to arrange in useful order the typical elements of urbainsm, within which continuum every urban element finds its place. The continuum of the Transect, when subdivided, forms the primary basis of the following zoning categories, listed from most rural/least dense to most urban/moste dense: Natural (T1), Rural (T2), Sub-Urban (T3), General Urban (T4), Urban Center (T5), and Urban Core (T6). These categories zone primarily for density and building type rather than for use, because it is a premise of Transect-based zoning that a mix of uses is desirable and taht uses change over time. All Urban Transect zones therefore allow broadly for adjacent residential, commercial, and light industrial uses, though some of these uses are designated as primary and some secondary to particular building types.

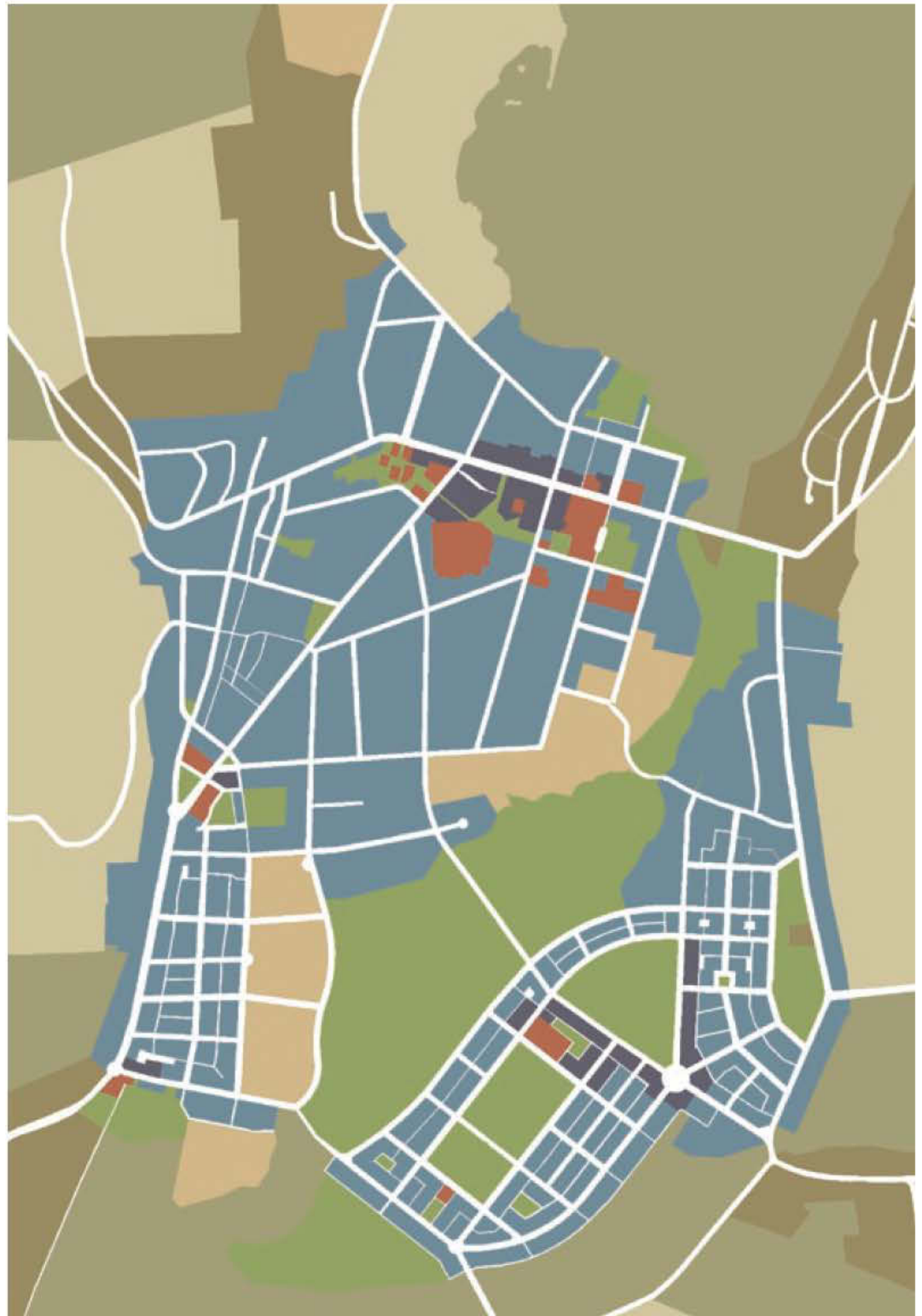
*BELOW IS A
DIAGRAM OF
A SPRAWL
"TRANSECT"*

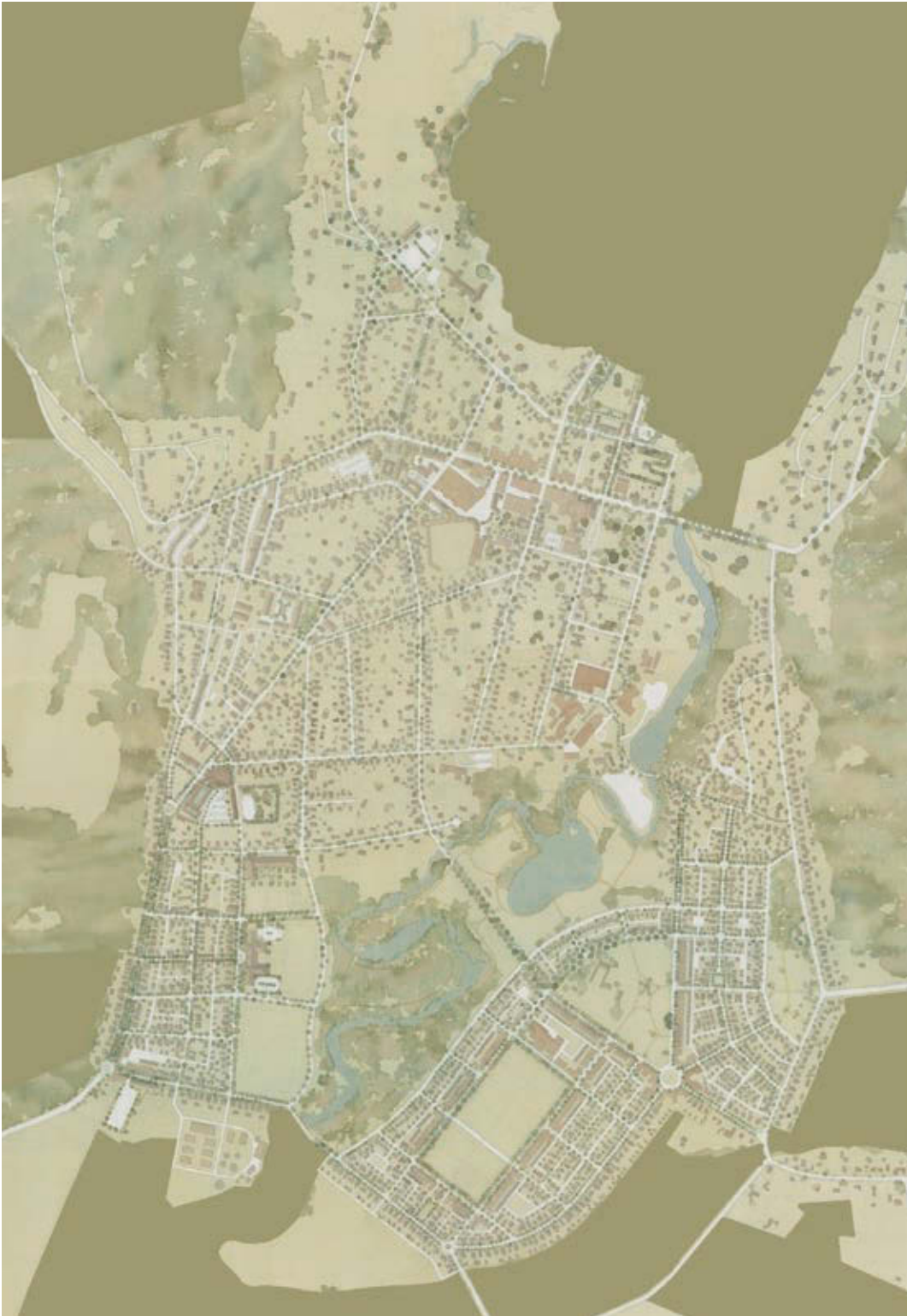


This is non-transect of Conventional Suburban Districts that has been prepared (with malevolent intent) by Dan Zack.
danzack@fresnocog.org

*THE REGULATING
PLAN*

-  T1 NATURAL
-  T2 RURAL
-  T3 SUB-URBAN
-  T4 GENERAL URBAN
-  T5 URBAN CENTER
-  CIVIC USE
-  SPECIAL DISTRICT
-  OPEN LAND





*LAND USE TYPE I:
TI NATURAL*

TI: NATURAL RESERVE



*LAND USE TYPE II:
T2 RURAL*



T2 RURAL








*LAND USE
TYPE III & IV:
T3 SUB-URBAN*

T3: SUB-URBAN



*LAND USE
TYPE V, VI & VII:
T4 GENERAL URBAN*

-  T4: GENERAL URBAN
-  T4.1: GENERAL URBAN COTTAGE
-  T4.2: GENERAL URBAN MIXED RESIDENTIAL



*LAND USE
TYPE VIII & IX:
T5 URBAN CENTER*



-  T5: URBAN CENTER COMMERCIAL
-  T5.1 URBAN CENTER MIXED



*LAND USE TYPE X:
CIVIC USE*





*LAND USE TYPE XI:
SPECIAL DISTRICT*

- SPECIAL DISTRICT: MUSEUM
- SPECIAL DISTRICT: HOSPITAL
- SPECIAL DISTRICT: SCHOOL
- SPECIAL DISTRICT: LIGHT INDUSTRIAL



*LAND USE TYPE XII:
OPEN LAND*

-  PARKS & SQUARES
-  PLAZAS
-  SHARED PARKING
-  CONSTRUCTED WETLANDS & BIOWIELDS



STREET TYPES

STREET HIERARCHY DIAGRAM



-  EXISTING BOULEVARD
-  EXISTING TYPICAL RESIDENTIAL STREET
-  EXISTING MAIN STREET
-  EXISTING LANE
-  TYPICAL BOULEVARD
-  TYPICAL RESIDENTIAL STREET
-  TYPICAL SECONDARY RESIDENTIAL STREET
-  TYPICAL COMMERCIAL AVENUE
-  TYPICAL PARK DRIVE (DETACHED BUILDING TYPES)
-  TYPICAL PARK DRIVE (ATTACHED BUILDING TYPES)
-  TYPICAL STREET AT ATHLETIC FIELDS
-  TYPICAL ALLEY

 *EXISTING BOULEVARD*

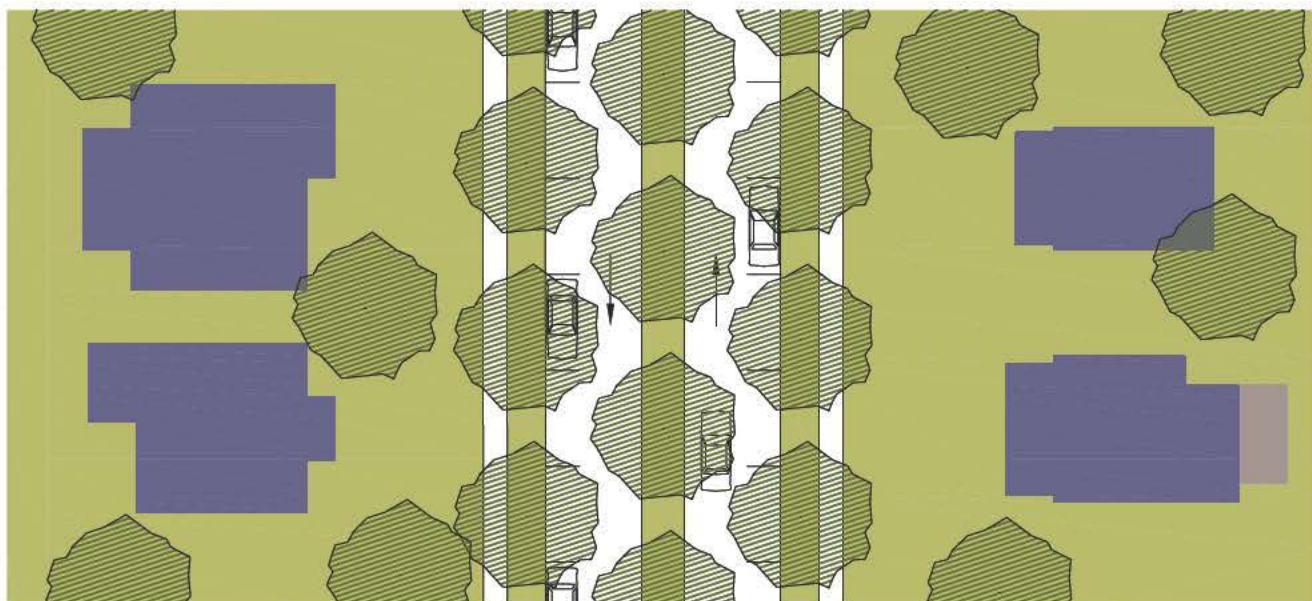
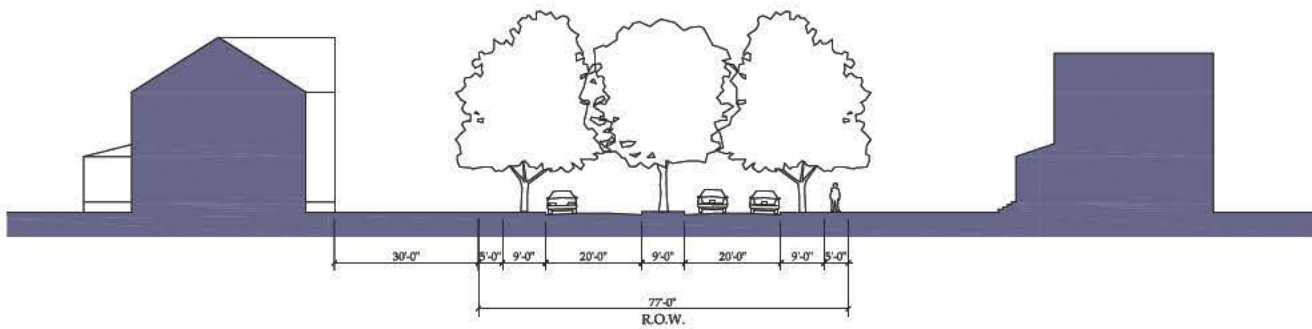


STREET TYPES



*EXISTING
BOULEVARD*

*DESIGN SPEED: 25 MPH
DIRECTIONALITY: TWO WAY
PARKING: BOTH SIDES PARALLEL
PLANTING TYPE: CONTINUOUS
PLANTER STRIP*



 *EXISTING TYPICAL
RESIDENTIAL STREET*

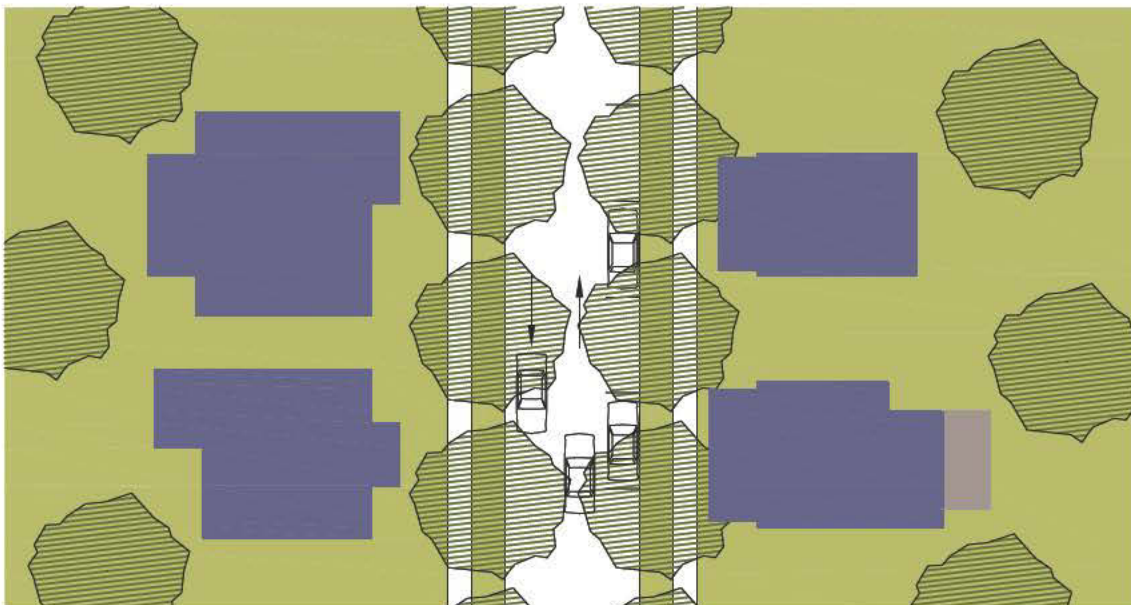
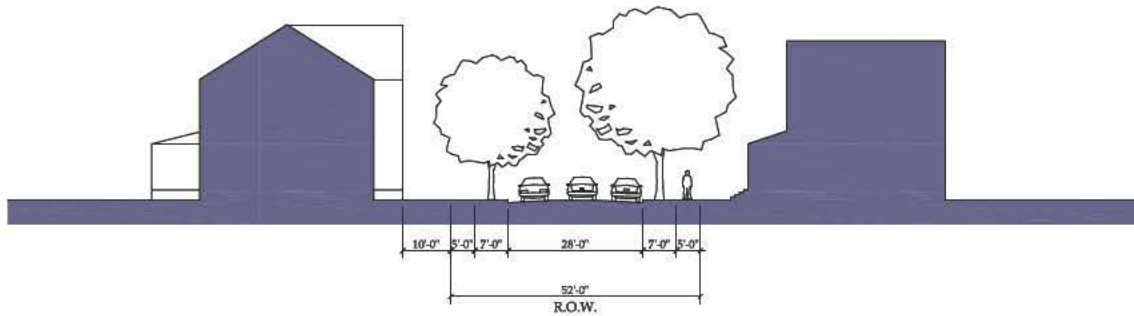


STREET TYPES



*EXISTING TYPICAL
RESIDENTIAL STREET*

*DESIGN SPEED: 25 MPH
DIRECTIONALITY: TWO WAY
PARKING: ONE SIDE PARALELL
PLANTING TYPE: CONTINUOUS
PLANTER STRIP*



■ *EXISTING MAIN STREET*

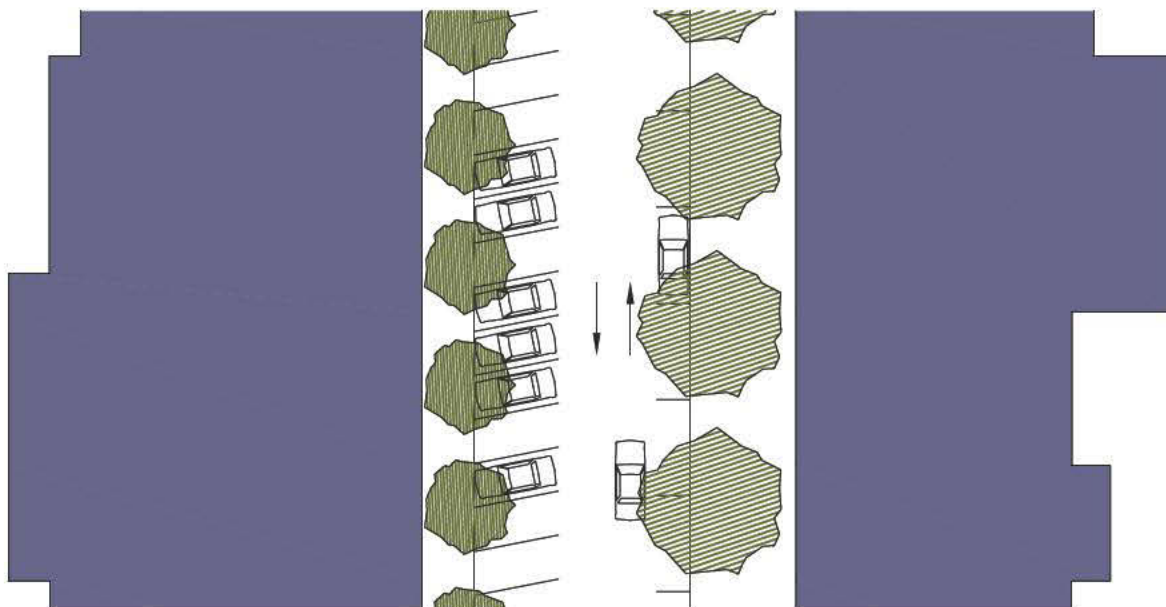
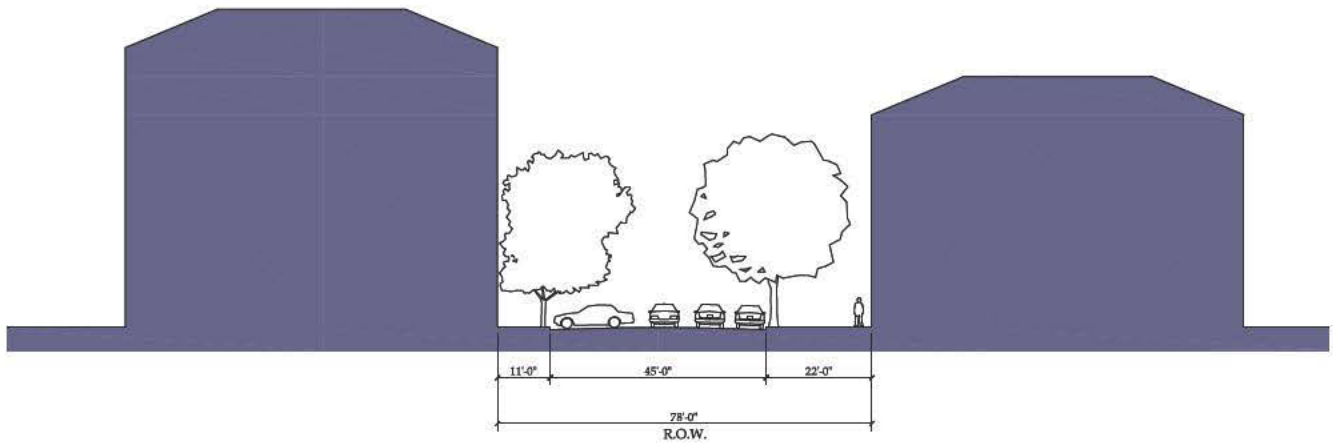


STREET TYPES



*EXISTING
MAIN STREET*

*DESIGN SPEED: 25 MPH
DIRECTIONALITY: TWO WAY
PARKING: BOTH SIDES,
ONE PARALLEL, ONE ANGLED
PLANTING TYPE: 4'X4' TREE WELLS*



EXISTING LANE

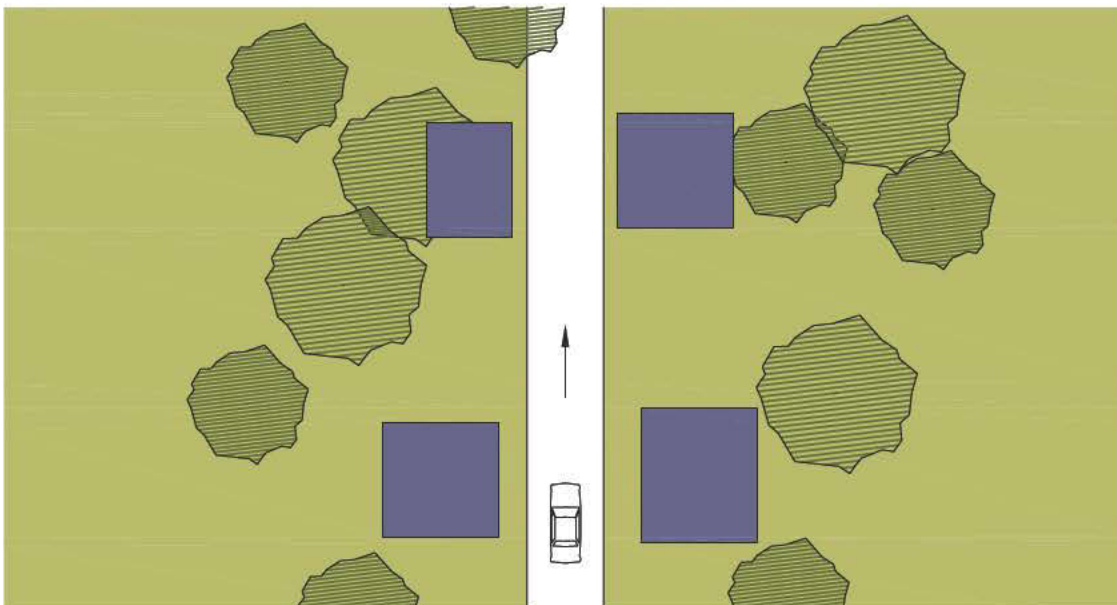
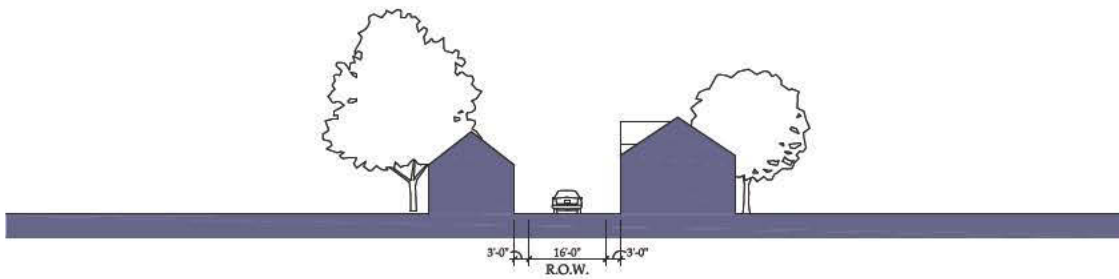


STREET TYPES



EXISTING LANE

*DESIGN SPEED: 15-20 MPH
DIRECTIONALITY: ONE WAY
PARKING: NONE
PLANTING TYPE: NONE*



■ *TYPICAL BOULEVARD*

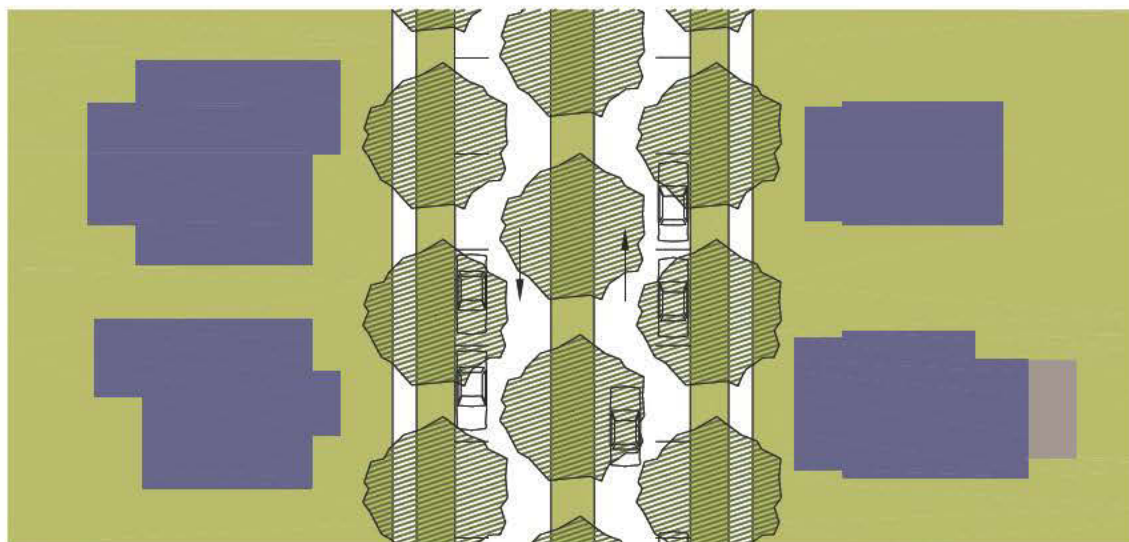
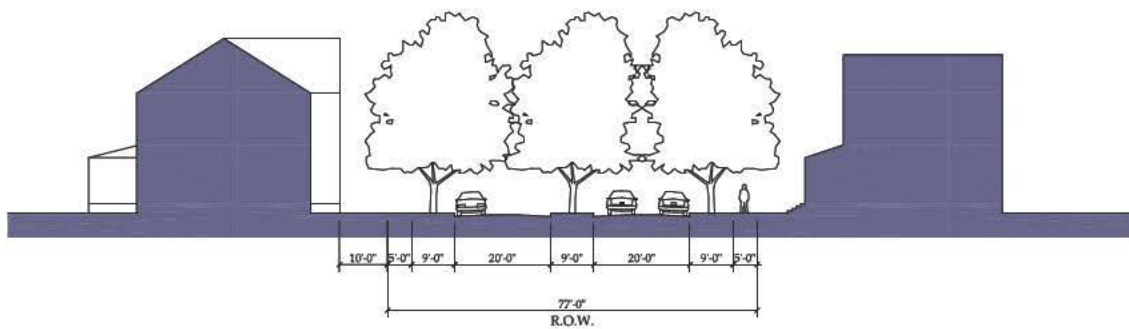


STREET TYPES



*TYPICAL
BOULEVARD*

*DESIGN SPEED: 25-30 MPH
DIRECTIONALITY: TWO WAY
PARKING: BOTH SIDES PARALLEL
PLANTING TYPE: CONTINUOUS
PLANTER STRIP*



 *TYPICAL RESIDENTIAL STREET*

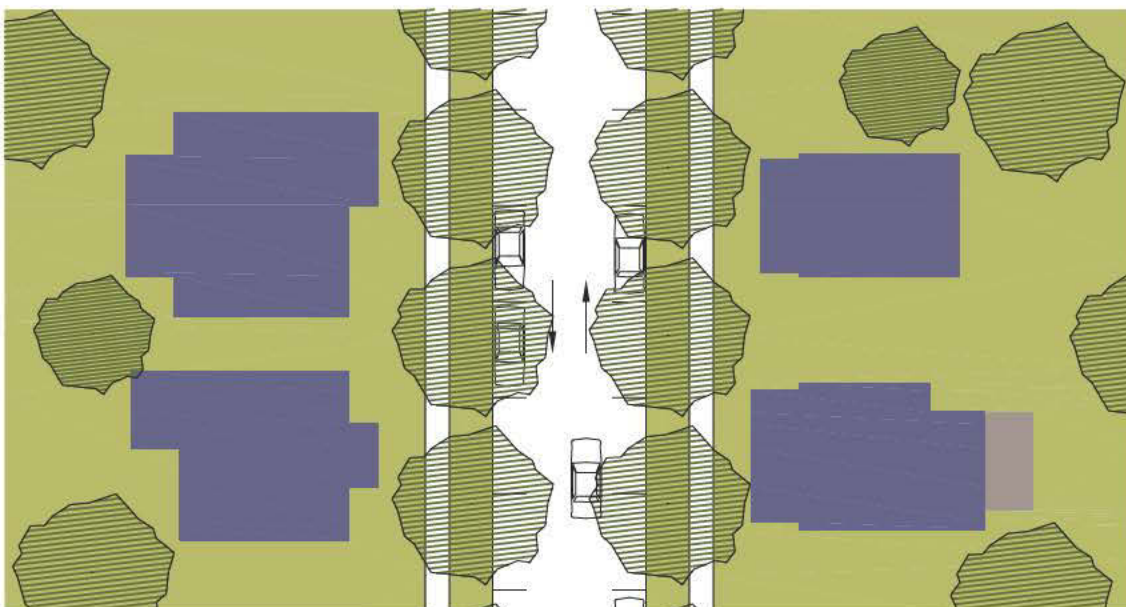
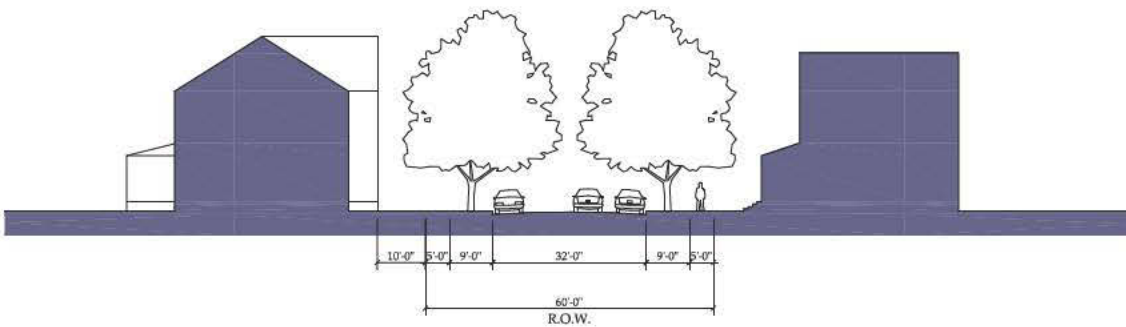


STREET TYPES



*TYPICAL
RESIDENTIAL STREET*

*DESIGN SPEED: 20-25 MPH
DIRECTIONALITY: TWO WAY
PARKING: BOTH SIDES PARALLEL
PLANTING TYPE: CONTINUOUS
PLANTER STRIP*



 *TYPICAL SECONDARY
RESIDENTIAL STREET*

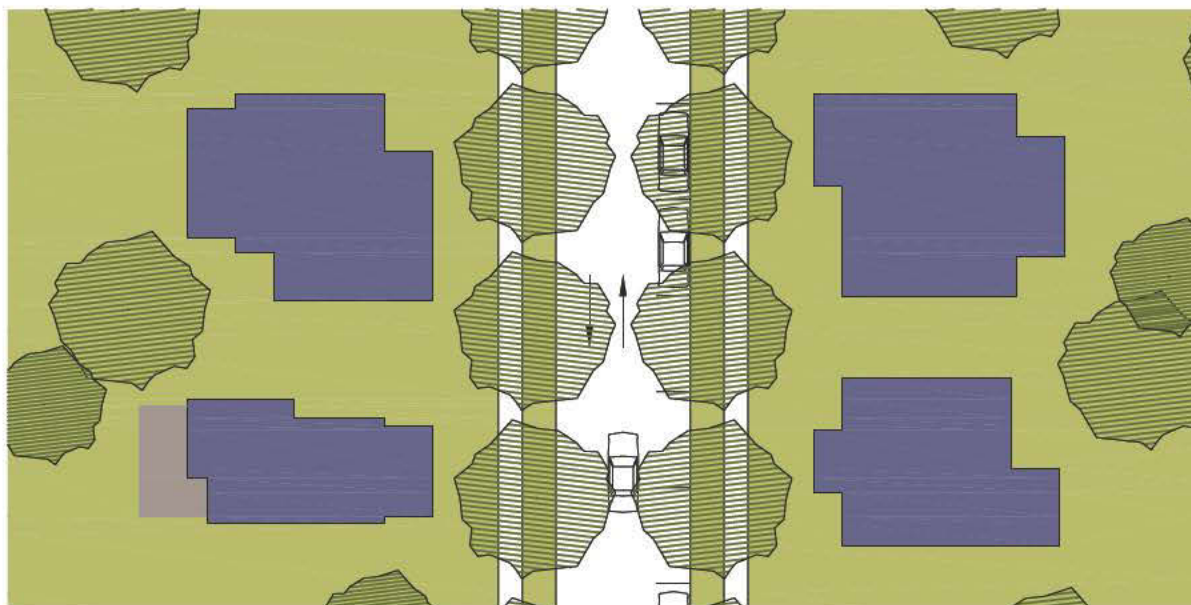
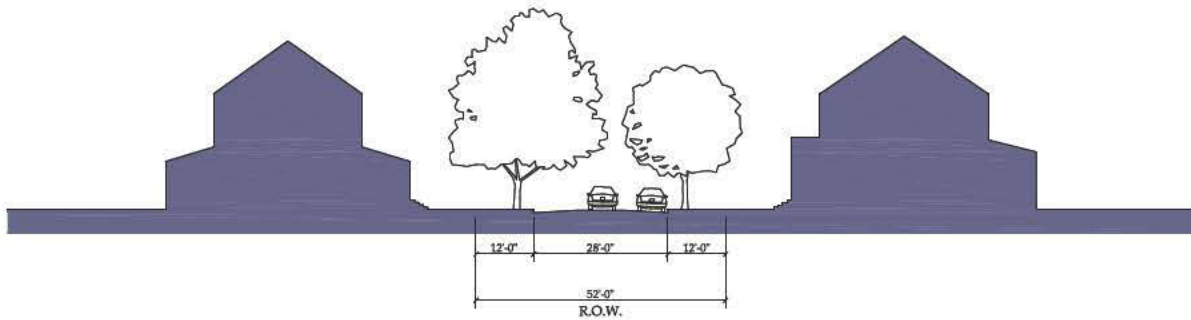


STREET TYPES



*TYPICAL SECONDARY
RESIDENTIAL STREET*

*DESIGN SPEED: 20 MPH
DIRECTIONALITY: TWO WAY
PARKING: ONE SIDE PARALLEL
PLANTING TYPE: CONTINUOUS
PLANTER STRIP*



 *TYPICAL COMMERCIAL AVENUE*

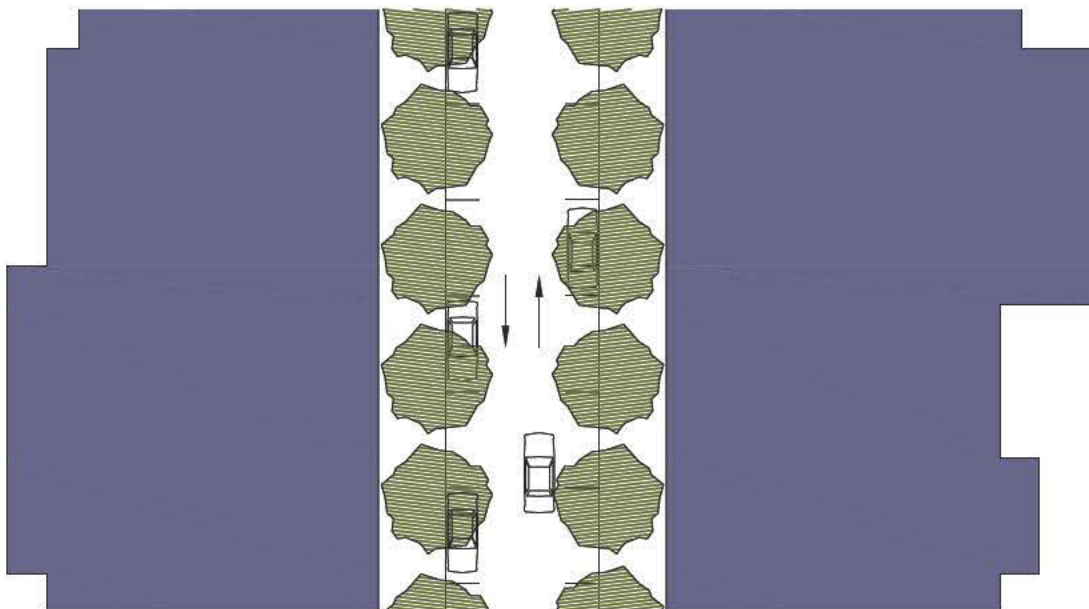
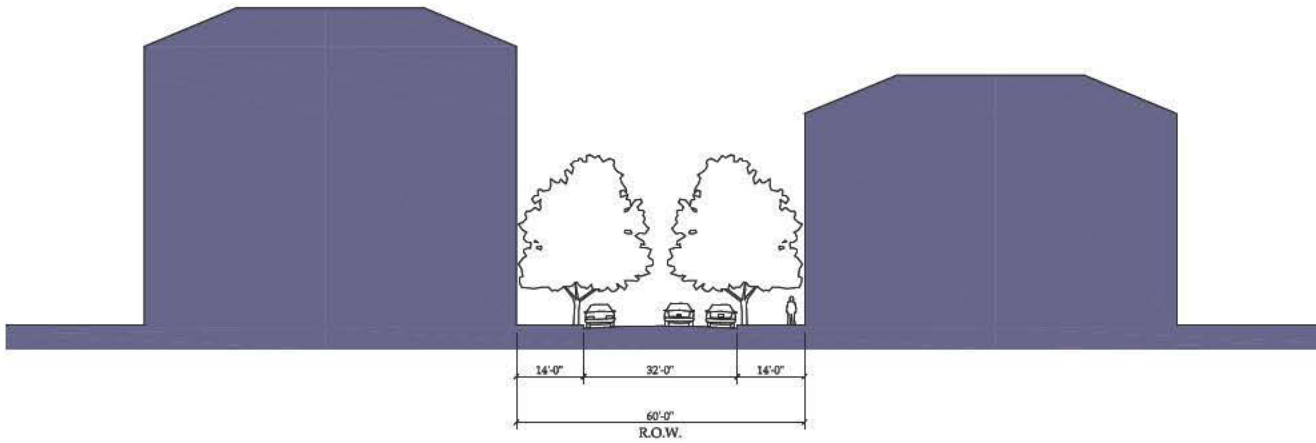


STREET TYPES



*TYPICAL
COMMERCIAL AVENUE*

*DESIGN SPEED: 20-25 MPH
DIRECTIONALITY: TWO WAY
PARKING: BOTH SIDES PARALLEL
PLANTING TYPE: 4'X4' TREE WELLS*



■ *TYPICAL PARK DRIVE
(DETACHED BUILDING
TYPES)*

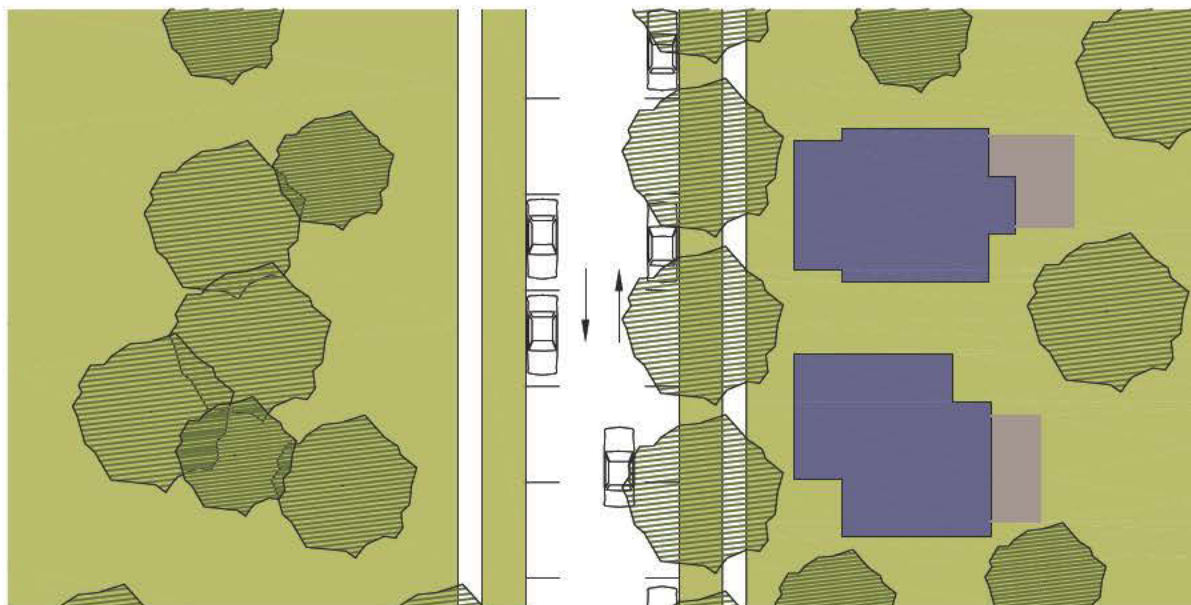
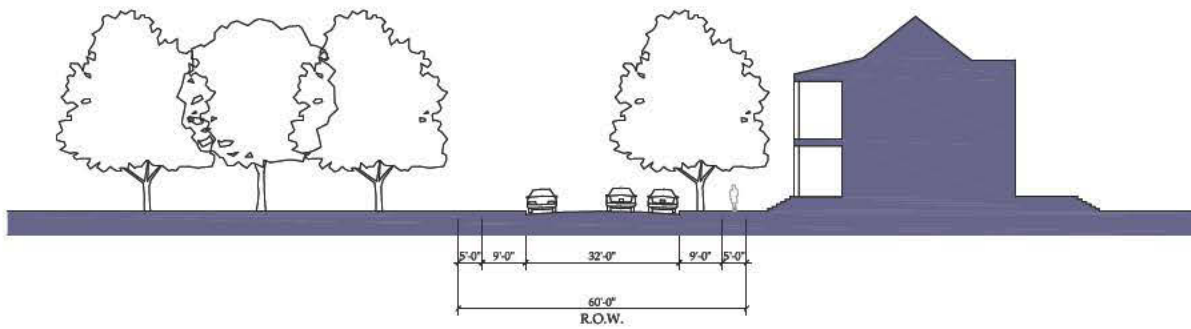


STREET TYPES



*TYPICAL PARK DRIVE
(DETACHED BUILDING
TYPES)*

*DESIGN SPEED: 20-25 MPH
DIRECTIONALITY: TWO WAY
PARKING: BOTH SIDES PARALLEL
PLANTING TYPE: CONTINUOUS
PLANTER STRIP*



■ *TYPICAL PARK DRIVE
(ATTACHED BUILDING
TYPES)*

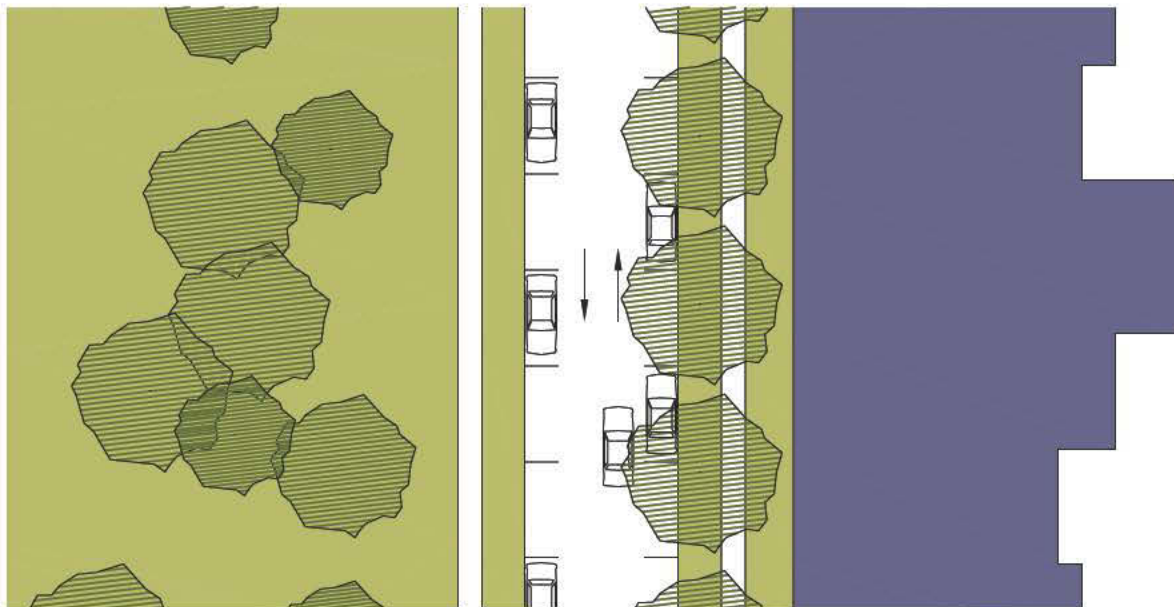
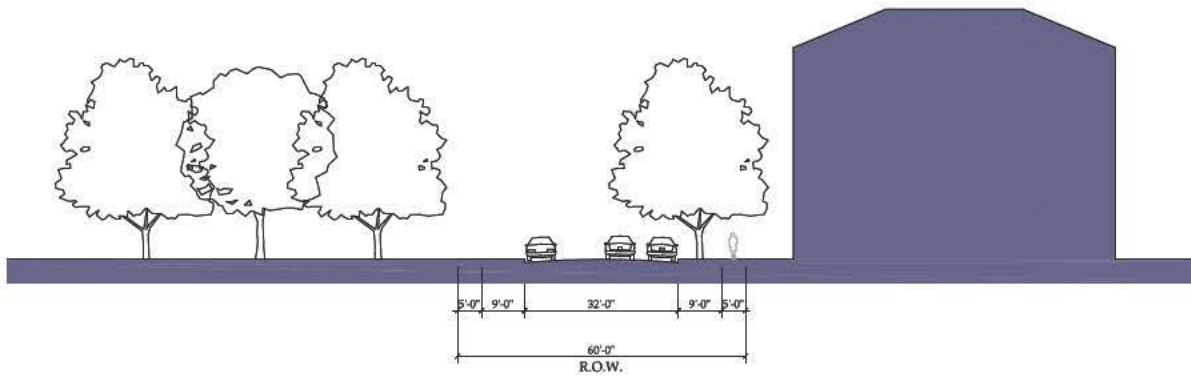


STREET TYPES



*TYPICAL PARK DRIVE
(ATTACHED BUILDING
TYPES)*

*DESIGN SPEED: 20-25 MPH
DIRECTIONALITY: TWO WAY
PARKING: BOTH SIDES PARALLEL
PLANTING TYPE:
4' X 4' TREE WELLS OR
CONTINUOUS PLANTER STRIP*



 *TYPICAL STREET AT
ATHLETIC FIELDS*

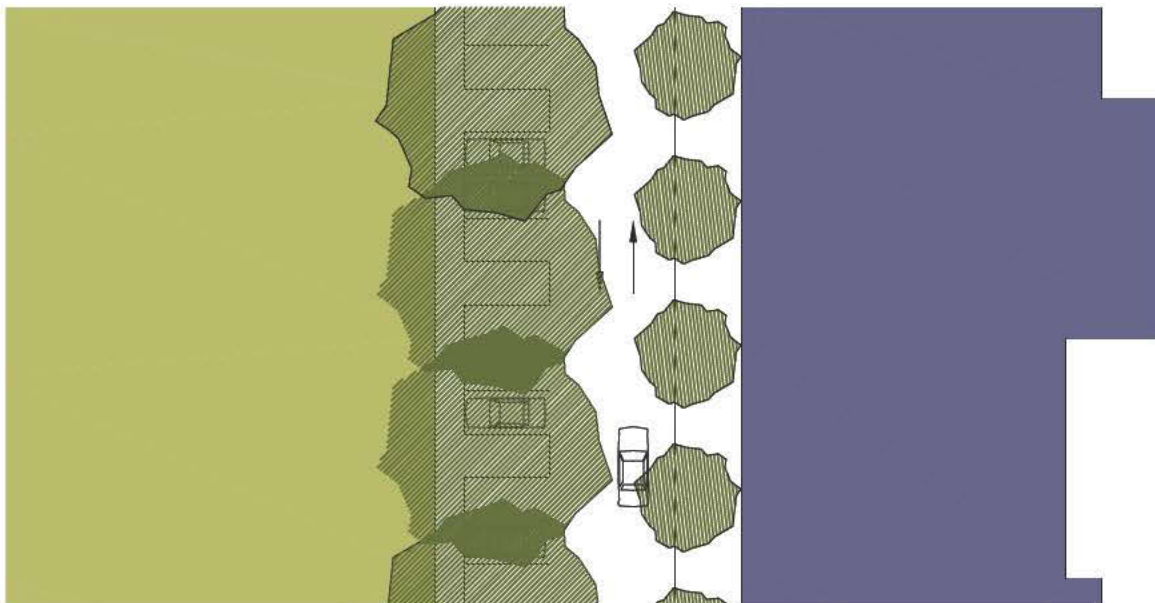
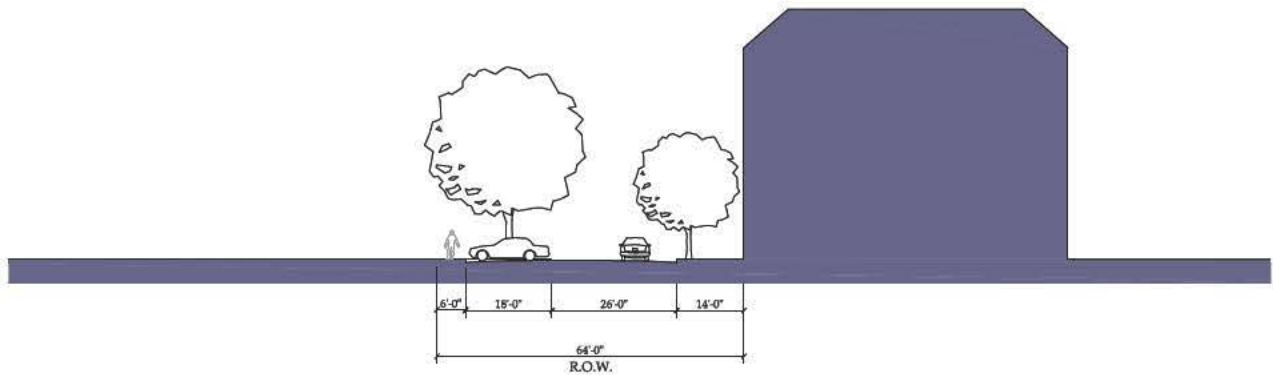


STREET TYPES



*TYPICAL STREET
AT SOCCER FIELDS*

*DESIGN SPEED: 20 MPH
DIRECTIONALITY: TWO WAY
PARKING: ONE SIDE
PERPENDICULAR
PLANTING TYPE: 4' X 4' TREE WELLS*



 *TYPICAL ALLEY*

