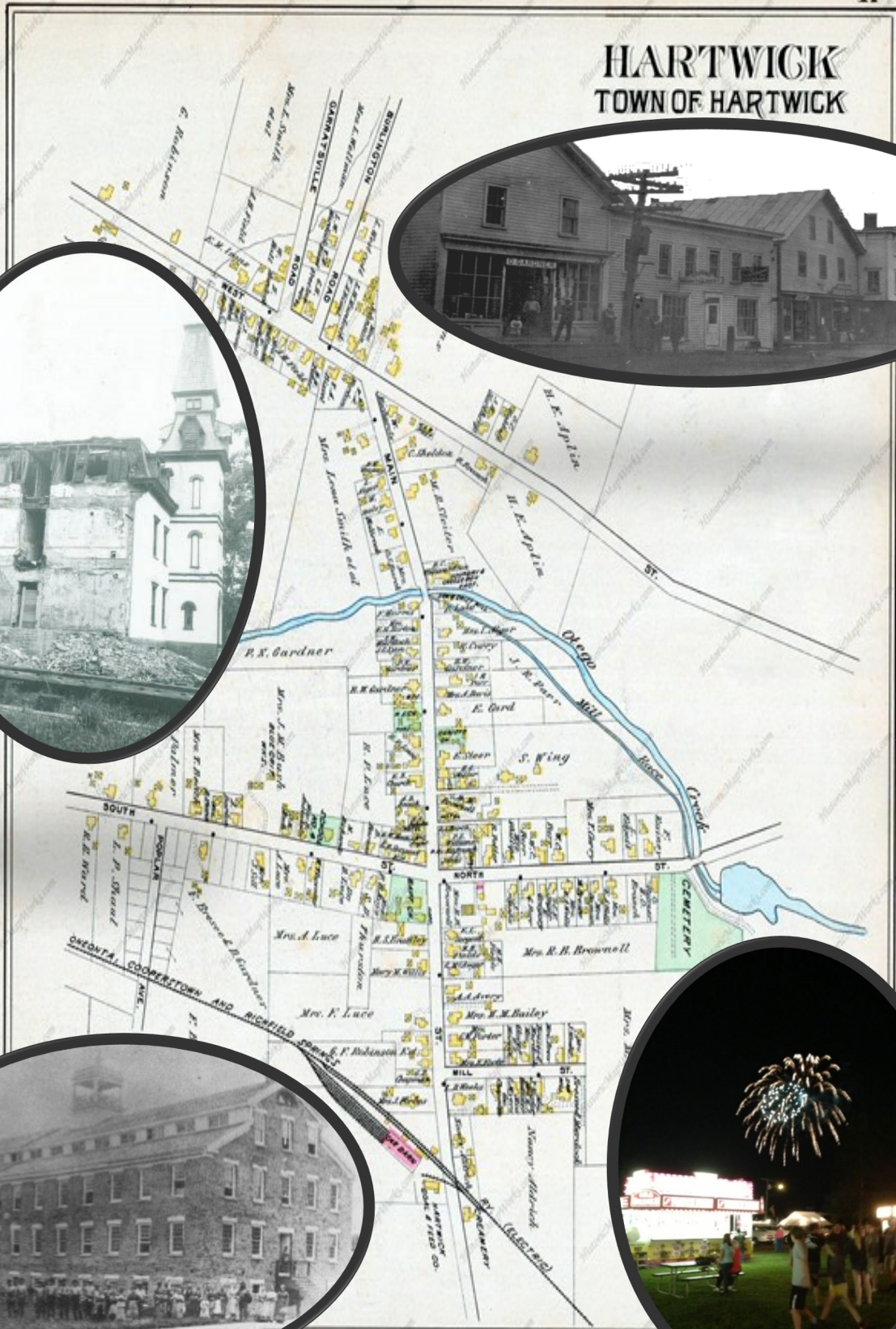


Hartwick 2020:

The Town Comprehensive Plan

HARTWICK TOWN OF HARTWICK



Executive Summary

The year 2020, fraught with uncertainty on many levels, completes a decade since the 2010 Comprehensive Plan was adopted by the Town Board. Despite circumstances beyond our control, the Town must continue to be prepared for the unknown.

While projects like the hamlet of Hartwick sidewalks (as per the 2010 Plan) were completed and many others are on-going, the availability of funding hinders larger projects like sidewalks and lighting on the NYS Route 28 Corridor. Therefore, the Town Board, Staff and various Committees should be ever-vigilant and aggressive about funding mechanisms, both private and public, to ensure that dollars flow to the Town to accomplish the priorities listed in the 2020 Comprehensive Plan.

Update Existing Local Ordinances

Continue reviewing and fine-tuning the suitability of existing and potential Town ordinances to ensure that local laws are clear, comprehensive and up to date to meet current challenges.

Communications Infrastructure

Investigate and amplify the Town's role in coordinating efforts to secure area-wide broadband (high-speed internet) and cell phone services, as well as prepare for future technology.

Toddsville Community Planning Task Force

Create a Planning Task Force, similar to the Hartwick Hamlet Development Plan and Hartwick Seminary Development Plan, to identify Toddsville's assets and plan for growth. It is recommended that the task force should include representatives from both the towns of Hartwick and Otsego.

Special Use Districts

Reorganize Special Use Districts to streamline services such as water and lighting in the hamlet of Hartwick (potential blueprint for a future water and lighting district on the NYS Route 28 Corridor). Continue bench program (privately funded) to promote use of the Hartwick Hamlet sidewalks and parks, which can be expanded throughout other hamlets and suitable areas in the Town.

Hartwick Seminary-Hyde Park Corridor (NYS Route 28)

Continue the ongoing engineering study to assess water, sewer, and waterfront protection for future development viability. Short-term priorities include street lighting, sidewalks, and signs.

Hartwick Hamlet

Target and invest in infrastructure improvements, including in the Town Park and sidewalks. The town should consult the street and sidewalk assessment conducted by the Hartwick Conservation Advisory Committee as part of the New York State Complete Streets Program (Appendix E).

Begin process with Otsego County to change street names back to historical names: South Street and North Street along State Highway 205, and Main Street along County Highway 11, to enhance the character of the hamlet.

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Approved by Committee
January 6, 2021

1

Introduction, Purpose, and Need

Since the 1990s, the Town of Hartwick has experienced an increase in development - especially along the NYS Route 28 corridor that leads north to the Town of Otsego (Cooperstown), and south to the Town and Village of Milford, and beyond. This development has resulted in a variety of new businesses and patterns of growth that differ from the community's historic development patterns, which include rural landscapes interspersed with more tightly developed hamlet centers.

Managing new growth and development is needed to reduce the potential for adverse changes in traffic, pedestrian safety and environmental conditions in the community. Growth and development of small local businesses is vital to the future of Hartwick. This growth must be accompanied by a careful balance that will allow appropriate levels of development in suitable locations while enhancing the Town's quality of life for residents, visitors, property values and existing resources.

Effective regulation of land use can help to manage historic resources, promote economic development, stabilize taxes, minimize traffic hazards and congestion, protect the environment, and ensure necessary services are available to residents, businesses and visitors. We recognize that it is important to balance personal freedoms with a community responsibility that considers the good of the public.

The Town of Hartwick has developed this Comprehensive Plan to, first, determine a vision for the future of the Town, and second, to identify a series of actions and opportunities to help foster this vision. Once adopted, this Comprehensive Plan will replace and serve to update the Town's previous Comprehensive Plans (1988/2000/2010). This updated Comprehensive Plan serves as a guidance document representing a consensus among the Town's administration, residents, merchants, and other stakeholders that were involved throughout its development. This Plan also serves as an important tool that requires Town officials, as well as other government agencies, to utilize in the guidance of decisions about future development and growth. In the event that this plan is not approved then the 2010 plan remains in effect.

According to New York State Town Law Section 272-a, all town land use regulations must be in accordance with a comprehensive plan adopted pursuant to that section of law. To this effect, this Plan provides:

- guidance, essential background information, and justification for creating and/or amending Town land use laws and ordinances;
- guidance to developers and other project sponsors regarding the Town's vision on where and how projects should be developed.
- maps and information that can be used as a tool for various boards and agencies to review future projects for potential conflicts with stated community goals and objectives.

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The Plan, itself, serves as a Generic Environmental Impact Statement (GEIS) as allowed by the NYS Environmental Quality Review Act (SEQRA) and, as such, the planning process considered alternative actions and development options for the Town. The planning process analyzed a variety of development patterns and the ability of each alternative to address significant issues identified by stakeholders. As a result of this analysis, the preferred alternatives and stated strategies are reflective of the most effective way to capitalize on the Town's many assets and opportunities while being consistent with the community's expressed vision for the future.

The preferred alternatives for the Town's future are expressed throughout the Plan as goals, objectives, strategies and recommended actions. Additionally, the Future Land Use Map discussed in Chapter 4 illustrates possible land use patterns from a broad, town wide perspective.

In the most general sense, this Comprehensive Plan is structured and formatted to answer three basic questions:

1. What resources do we have?
2. Where do we want to be in the future?
3. How do we get there?

The question "What Resources Do We Have?" is addressed in Chapter 2 of the plan through the presentation of "Existing Conditions" for the following topics.

- Population Characteristics
- Land Use and Growth Management
- Business and Economic Development
- Natural Resources
- Historic and Cultural Resources
- Housing and Neighborhoods
- Public Infrastructure and Community Facilities
- Transportation
- Community Design and Aesthetics
- Community Involvement

The question "Where Do We Want to be in the Future?" is addressed in Chapter 3 of the plan and includes the overall "Vision Statement" for the Town and the stated "Goals and Objectives" for the same set of topics outlined above.

Chapter 4 and Chapter 5 of the plan address the question, "How Do We Get There?" and present strategies, recommendations and a summary of action items. Chapter 4 presents each strategy in the same order of the topics outlined above.

Project Setting

The Town of Hartwick is located in the heart of Otsego County in the southern portion of the Mohawk Valley Economic Development Region. The Town of Hartwick covers an area of approximately 40 square miles and, as shown in Figure 1-1, is situated in the geographic center of Otsego County. Hartwick is

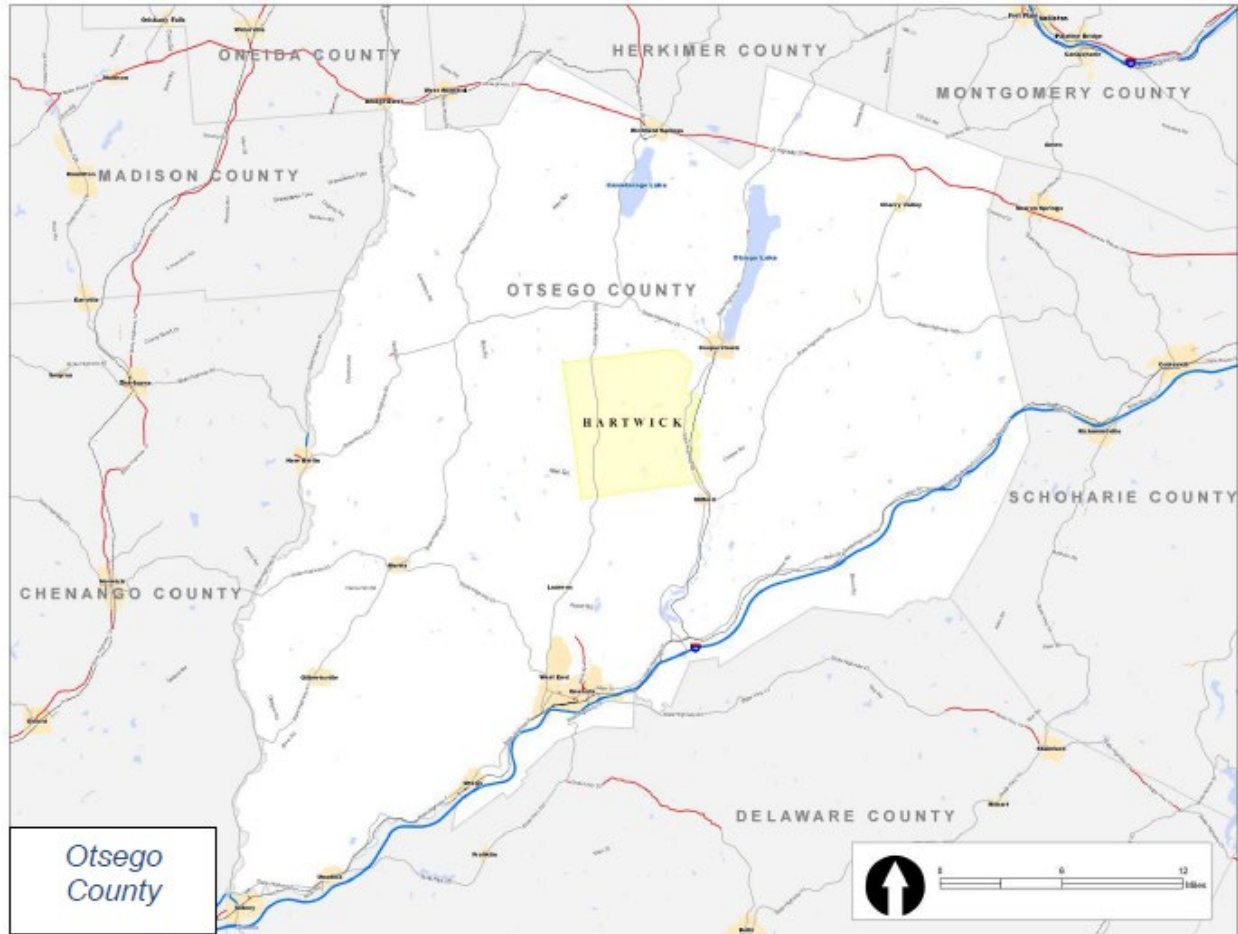


Figure 1-1: Regional Location Map - Town of Hartwick and Otsego County, NY

bordered on the north by the Town of Otsego, on the east by the Town of Middlefield, on the south by the Towns of Milford and Laurens, and on the west by the Towns of New Lisbon and Burlington. The Village of Cooperstown is approximately two miles northeast of the Town. The Village of Milford is approximately a mile south of the Town and the City of Oneonta is approximately 10 miles to the southwest.

As shown in Figure 1-2, the Town of Hartwick is bisected by two primary State Route (SR) highway corridors that are both oriented north-south. These corridors include SR 28 on the eastern edge of the Town and SR 205 on the western edge of the Town.

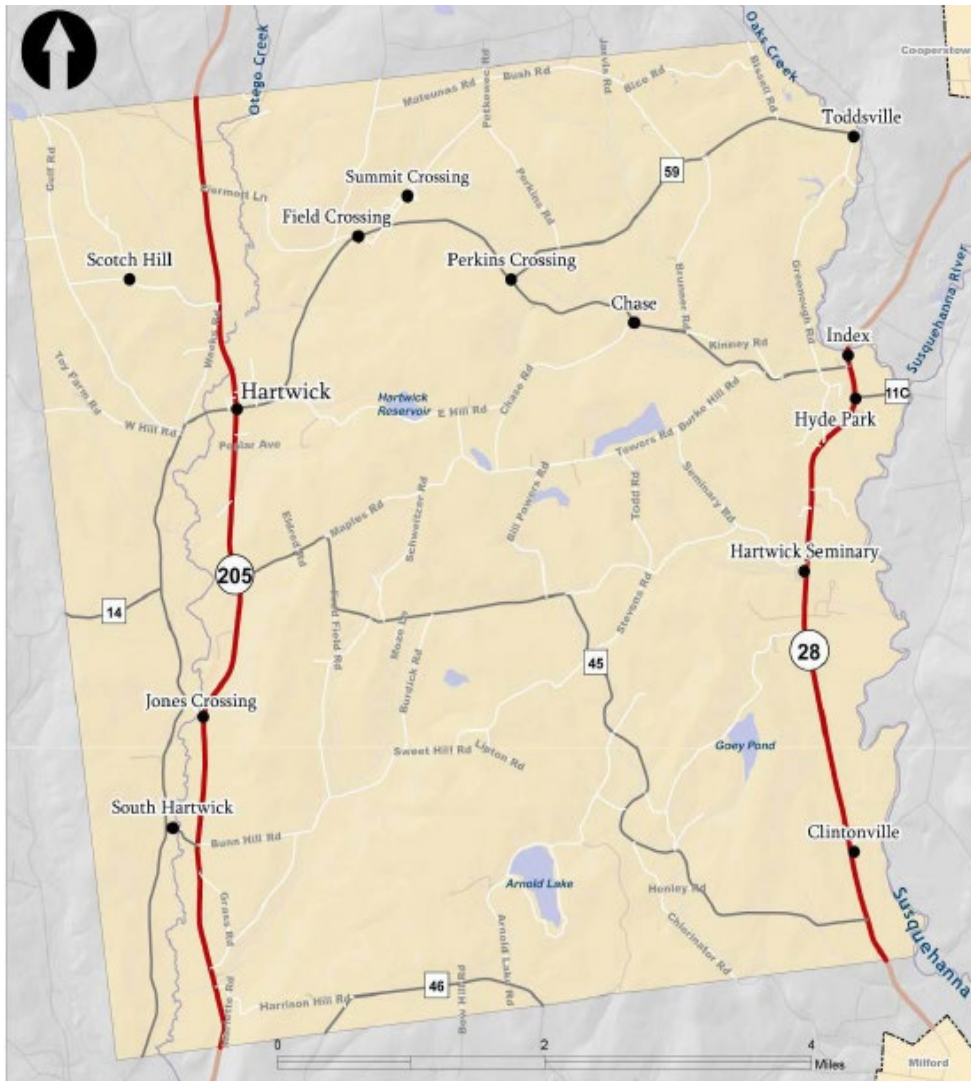


Figure 1-2: Highway Map, Town of Hartwick

Public Participation

The public participation process for the development of this Comprehensive Plan began with the establishment of a Comprehensive Planning Committee (CPC) consisting of a mix of Town officials and members of the public. The CPC was officially established in March 2019 by the Town Board and included eight members representing a broad spectrum of the community - in geographic representation, interests and knowledge.

Members of the CPC and the public attended regularly scheduled meetings, provided guidance, input, and conducted research for the preparation of this Plan. The CPC oversaw the public participation process - ensuring that local residents, business owners, agencies, and organizations had the opportunity to voice opinions. The public participation process involved public informational meetings, community outreach workshops, and two surveys of the general public. The research and planning was interrupted in March 2020 due to the COVID-19 pandemic, with work beginning again in August 2020 with some initial committee members replaced by new members with similar geographical representation and knowledge.

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The public participation process also involved two public meetings via Zoom, one prior to submitting the plan to the Town Board and one prior to the Town Board adopting the plan.

Studies and Local Laws

Local laws and ordinances currently in effect within the Town are listed below and details of each law can be accessed through the Town’s website at <http://townofhartwick.org/content/Laws>. Those local laws and ordinance that relate most directly to the development of this plan are summarized in the following pages - along with selected reports and studies.

Sign Ordinance	Snowmobile Ordinance
Site Plan Review Law	Waiver of Enforcement of Uniform Code
Subdivision Regulations	Bingo Licensing Law
Flood Damage Prevention	Appointment of Sole Assessor
Construction on Seasonal Roads	Clerks Term
Farmers Rights Law	Planning Board Attendance Law
NYS Junkyard Law	Prior Notice Law
Anti-Dumping Law	Reimbursement Law
Waste Disposal Law	Tax Exemption - Veterans
Unsafe Buildings Law	Seasonal Parking Law
Telecommunications Law	Local Override Law
Dog Control Ordinance	Town of Hartwick Water Law
Dog Seizure Law	

In addition, the town has conducted a number of studies over the years upon which this plan builds.

Town of Hartwick Resident Survey 2019

The 2019 Resident Survey was conducted through a combination of door-to-door solicitation and outreach at a community festival. In addition, there was outreach via Facebook. The survey was conducted between September 1 and October 10, 2019, with 130 respondents. The summary of the results can be found in Appendix A, but some highlights include:

- Residents found the condition of sidewalks and playgrounds generally satisfactory, but not trails.
- Residents were extremely dissatisfied with access to cellular phone and high-speed internet.

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- Most residents are satisfied with living in the town, and a smaller percentage encourage their children to stay in the town.
- Residents are slightly dissatisfied with town efforts to retain and development business.
- Residents are slightly dissatisfied with town efforts to protect property values.

Hartwick Seminary Resident and Visitor Survey 2019

As part of the Route 28 corridor water and sewer study, Delaware Engineering conducted an electronic survey of respondents who are full-time residents of the local area (not just in Hartwick) as well as visitors to the area from outside Otsego County. Slightly under 80 percent of the 414 respondents were full time residents, with tourists, area business owners, and customers filling out the remainder of the sample. The full executive summary can be found in Appendix B, but some highlights include:

- The top three classes of businesses respondents ranked as desirable in the corridor were Food & Beverage establishments (32.7 percent), retail stores (24.6 percent), and family entertainment (23.0 percent).
- The top three classes of improvements respondents ranked as desirable in the corridor were Better Lighting (29.1 percent), Public Parks and gathering Spaces (25.2 percent), and Pedestrian Amenities such as sidewalks, crosswalks, and benches (21.6 percent). Over half of respondents ranked better street lighting as either of first or second importance.
- Respondents were generally receptive to growth in the corridor: 64 percent rated growth as very positive or somewhat positive. Most respondents felt positively about residential growth (64 percent) than commercial growth (51 percent). In contrast, only 30 percent felt very or somewhat positive about industrial growth.

Otsego County Strategic Prioritization Plan (2016)

This Plan provides the blueprint for nurturing and sustaining a vibrant economy in Otsego County. In the plan, the County focused on four fundamental themes: **People, Places, Economy and Governance**. Each of the four themes contain a vision of what the County aspires to and the related fundamental strategies needed to achieve that vision.

In particular, the plan emphasizes the importance of the quality and availability of infrastructure as a key component to attracting people and employment opportunities, as well as creating quality places to live, work and play. In addition, the plan encourages compact efficient development and housing options to attract and retain residents employed in the county.

From an economic development perspective as it relates to the Route 28 Corridor, the County embraces its role as a tourist destination and recognizes that tourism is an economic engine that also supports the retail and service sectors. At the same time, there is desire to grow the agricultural economy and provide opportunities for industrial and other emerging uses.

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OTSEGO COUNTY STRATEGIC PLAN: FUNDAMENTAL THEMES			
PEOPLE	PLACES	ECONOMY	GOVERNANCE
<ul style="list-style-type: none"> ▪ Connecting People and Places through transportation and technology ▪ Creating a Culture of Engagement ▪ Supporting a Quality Educational System 	<ul style="list-style-type: none"> ▪ Building Safe Streets and Neighborhoods ▪ Providing Recreational and Cultural Opportunities ▪ Creating Livable, Caring and Affordable Communities. ▪ Building Livable Spaces ▪ Practicing Environmental Stewardship 	<ul style="list-style-type: none"> ▪ Creating a vibrant Economy as a business-friendly community ▪ Maintaining healthy economies through investments in the workforce, jobs, and community infrastructure ▪ Connecting people and places through an efficient transportation network 	<ul style="list-style-type: none"> ▪ Taxes that are Affordable ▪ Maintaining Safe and Caring Communities ▪ Exercising Corporate Stewardship

Otsego Housing Needs Assessment (2017)

The purpose of this study was to analyze the current housing supply and future housing needs in the City of Oneonta and Otsego County in order to focus the County’s housing and development strategy and as supporting documentation for future grant requests. The study concluded that there are three types of housing that are in short supply in the area: good quality low to moderate-income owner-occupied single-family homes, good quality mixed-income family rental housing, and supportive housing for the disabled and homeless. In particular, it was noted that the cash necessary for down payment and closing costs is a significant barrier to homeownership for many families, and there is significant need for both market rate and affordable senior housing.

Town of Hartwick Resident Survey- Summer 2007

The Town of Hartwick Resident Survey was prepared and administered by the SUNY College at Oneonta Center for Economic and Community Development (CECD). The survey was undertaken in 2007 and results were intended to be used in the update to the Town’s comprehensive plan.

According to the report, the Survey’s purpose was to acquire the opinion of a random sample of Town residents on topics such as *Quality of Life, Housing, Property Use, Town Services* and other aspects of the Town that may be impacted by municipal government.

By August 2007, Hartwick residents had returned 272 surveys that represented a 52% response rate. Some of the key findings of the survey include:

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- 89% of respondents indicated that they would like the Town’s population to either “stay the same” or “increase some”
- When asked about the preferred housing types, the majority of those surveyed said they would “not prefer” mobile homes or trailers (70%), or large scale apartment buildings (82%) while 83% of respondents indicate they would prefer single-family detached housing and 60% preferred small retirement facilities.
- If special housing programs or incentives were available in the Town, respondents would prefer to see more housing developed for families with children, mid-income households and seniors over 65, and no or few housing units developed for short term/seasonal uses.
- Nearly every resident respondent (93%) believes that sustaining volunteer emergency services (fire/EMS) is important to their quality of life.
- The top five other quality of life indicators rated highly by the respondents include: proximity to medical care (87% indicating it is “important”), maintaining high water quality (85% indicating it is “important”), high quality school district (85% indicating it is “important”), active operating farms (81% indicating it is “important”), and scenic beauty/landscape (82% indicating it is “important”). In the “other” category, the first five listed responses included: zoning, well-maintained highways, telecommunications, safe roads, and reasonable taxes.
- When asked about the one most important issue facing the Town over the next five years, approximately 30% of respondents indicated that the control of development and land use were the foremost issues.
- Almost 84% of respondents agreed that the Town should provide incentives for small business. Conversely, only 35% agreed that incentives should be provided for year-round tourism.

Comprehensive Plan 2010

The 2010 Comprehensive Plan was commissioned with Clough Harbour & Associates (CHA). The current plan is a simple update of the 2010 plan, utilizing primarily newer available data (e.g., census data) and more recent surveys.

Most of the 2010 plan continues in the 2020 update. The primary changes incorporate more recent plans for the hamlet of Hartwick, as well as for the SR 28 corridor.

The committee recommends that the next update of the comprehensive plan once again involve a professional consulting firm. The next plan is likely to require a more extensive research and planning process than this update.

Master Comprehensive Plan for the Town of Hartwick- 1988/2000

The 1988 Master Comprehensive Plan was developed to “summarize the natural and historical assets of the Town, to recognize and define its essentially rural and agricultural character, to provide guidelines for the commercial growth and for the preservation of the Town’s and hamlets’ natural and historic assets in a manner compatible with orderly economic growth and to provide a basis for detailed Land Use Ordinance to guide the future development of the Town.” The six-page document briefly discusses: pressures on the Town of Hartwick, property values, the importance of hamlets, density and

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stability issues, land use, public space, fire protection, public transportation, congestion, strip development and water supply.

The plan states that, “Without effective regulation of land use through local control, and taking into account its special qualities, growth is likely to occur in an indiscriminate manner, marring the natural beauty, diminishing historical character, straining local resources and polluting the environment. As growth occurs, measures must be taken to maintain air, water and soil quality, to insure proper waste disposal, to minimize traffic hazards and congestion, and to protect historic and aesthetic values.”

Many of these key concepts have been retained and incorporated into the updated Comprehensive Plan.

Town of Hartwick Land Subdivision Regulations- 1986

The Town is authorized and empowered to approve plats showing lots, blocks or sites with or without streets or highways, to approve the development of entirely or partially undeveloped plats, within that part of the Town. It is the policy of the Town’s Planning Board to consider Land Subdivision Plats as part of a plan for the orderly, efficient, and economical development of the Town. This means, among other things, that land to be subdivided shall be of such character that it can be used safely for building purposes; that all proposed lots shall be so laid out and of such size as to be in harmony with the development pattern of neighboring properties; that the proposed streets shall compose a convenient system of conforming traffic to facilitate fire protection and to provide access to firefighting equipment to buildings; and that proper provision shall be made for open spaces for parks and playgrounds.

The regulations establish procedures for submitting a Sketch Plan and for filing Minor Subdivision Plats. Likewise, the regulations outline major subdivision procedures to obtain preliminary and final plat approval. Additionally, the regulations also outline requirements for streets, parks, environmental considerations, performance standards, and cluster developments.

Town of Hartwick Site Plan Review Law- 1993

The Town of Hartwick Site Plan Review Law was developed in 1993 with the intent “*to promote health, safety and general welfare of the Town. A clean, wholesome, attractive environment is declared to be of importance to the health and safety of the inhabitants of the Town and, in addition, such an environment is deemed essential to the maintenance and continued development of the economy of the Town and the general welfare of its inhabitants.*” Additionally, the Site Plan Review Law is intended to ensure the “*optimum overall conversion, protection, preservation, development and use of the natural and man-related resources of the Town, by regulating land use activity within the Town through review and approval of site plans.*” It is also the intent to “*allow all land use activities which will meet the standards set forth in the local law.*”

The Town Board authorized the Town Planning Board to review and approve or disapprove site plans for land uses within the Town. All new land use activity within the Town shall require site plan review and approval before being undertaken, except for construction of one and two-family dwellings, landscaping, ordinary repair and maintenance or interior alterations, nonstructural agricultural and gardening uses, timber harvesting, the sale of agricultural produce, and garage, lawn and porch sales.

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The Site Plan Review Law contains requirements for Sketch Plan Review prior to the formal submission of a formal site plan. The Law also contains specific standards and considerations for proposed land uses that are to be located along a shoreline. The Planning Board may conduct a Public Hearing on the site plan if considered desirable by a majority of its members. The Planning Board shall render a decision within 62 days of receipt of the application for site plan approval.

Otsego County Farmland Protection Plan- 1999

The County Agricultural Protection Board, with assistance from the County Planning Department, developed a plan in 1997 to protect, preserve, and enhance farming in the county. The ultimate goal of this plan is to help preserve farms and farmland and to ensure that Otsego County remains home to productive agriculture in the future. The report notes that agriculture in the county is limited by several environmental constraints, including steep slopes, forested conditions, and poor soils. In the 1990s, the county lost 24% of its farms and 20% of active farmland (i.e., 1.21% of active farmland is taken out of protection each year.) Once farmland is lost, whether by failure to thrive or to development, it is extremely hard and very unlikely that it will ever be returned to agricultural use. Agriculture within the County is dominated by the dairy industry. To protect the County's agricultural industry, major strategies, goals, and objectives of the plan include:

- Prime farmlands, defined by both soils and economic profitability, are protected;
- A critical mass of farmland and its support structures are preserved;
- There is fair treatment and compensation for farmers;
- Comprehensive planning coordinates the implementation of recommended techniques and goals;
- There are both regulatory and non-regulatory options;
- There is significant participation from the farm community;
- There is regional outlook; and
- There is increase in farmland investment and profitability so that land speculation is reduced.

Water Resource Assessment, Route 28 Corridor- August 2008

A water resource assessment of the Route 28 Corridor was conducted to assemble existing information on water sources that can be utilized to address current and future development needs in the study area. The assessment includes a description of the geology, surface water, and the aquifers (surficial and bedrock) of the study area.

None of the surface waters of the study area has a best usage as a source of water for human consumption. Some of the study area, but not all, has a significant surficial and bed rock aquifer potential. Most of the wells within the study area tap a bedrock aquifer and the reported yield of these wells is variable. Low yielding wells and wells with reported water quality problems were reported west of Route 28 in the southern portion of the study area.

A contamination database search identified sites with waste water disposal systems, storage tanks and documented spills in the study area; however, they are not interpreted to pose a significant contamination risk to the local aquifers.

The assessment concluded that it concurs with the New York State Department of Health to investigate the creation of a water district to provide community water services, and recommended that a hydrogeologic investigation be performed to evaluate if a source(s) of ground water of sufficient yield and quality is available for this purpose.

Subsequent to this report, the Town Board has indicated an interest in cost sharing with the Otsego County Conservation Association (OCCA) to develop a Hydrologic Budget Study for this area.

Legislative Authority and Adoption

New York State Town Law Section 272-a grants Towns within New York State the authority to conduct and adopt a comprehensive plan and regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens.

According to NYSTown Law, *“a ‘town comprehensive plan’ means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city.”*

In addition, NYSTown Law also defines a “land use regulation” as *“an ordinance or local law enacted by the town for the regulation of any aspect of land use and community resource protection and includes any zoning, subdivision, special use permit or site plan regulation or any other regulation which prescribes the appropriate use of property or the scale, location and intensity of development.”*

NYSTown Law grants the Town of Hartwick the ability to include the following topics in its comprehensive plan at the level of detail adapted to the special requirements of the town:

- General statements of goals, objectives, principles, policies, and standards upon which proposals for the immediate and long-range enhancement, growth, and development of the town are based.
- Consideration of regional needs and official plans of government units and agencies within the region.
- The existing and proposed location and intensity of land uses.
- Consideration of agricultural uses, historic and cultural resources, coastal and natural resources and sensitive environmental areas.
- Consideration of population, demographic and socio-economic trends, and future projections.
- The location and types of transportation facilities.
- Existing and proposed general location of public and private utilities and infrastructure.
- Existing housing resources and future housing needs, including affordable housing.
- The present and future general location of educational and cultural facilities, historic sites, health facilities, and facilities for emergency services.
- Existing and proposed recreation facilities and parkland.
- The present and potential future general location of commercial and industrial facilities.
- Specific policies and strategies for improving the local economy in coordination with other plan topics.
- Proposed measures, programs, devices, and instruments to implement the goals and objectives of the various topics within the comprehensive plan.
- All or part of the plan of another public agency.
- Any and all other items which are consistent with the orderly growth and development of the town.

Prior to the adoption of the comprehensive plan, the Hartwick Town Board shall refer the proposed plan or any amendment thereto to the Otsego County Planning Board, or agency, or Regional Planning Council, for review and recommendation as required by Section 239-m of the General Municipal Law. In the event the proposed plan or amendments are prepared by the Town Planning Board or a special board (such as the Comprehensive Planning Committee), such board may request comment on the proposed plan or amendment from the Otsego County Planning Board, or agency, or Regional Planning Council.

Given that the Hartwick Town Board has directed a “Special Board” to prepare a proposed Comprehensive plan, the Board preparing the plan shall hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in the preparation of such proposed plan or amendment. The Town Board shall, within ninety days of receiving the Special Board's final recommendations on the proposed plan, and prior to adoption of the proposed plan, hold a public hearing.

Notice of a public hearing shall be published in a newspaper of general circulation in the Town at least ten calendar days in advance of the hearing. The proposed comprehensive plan shall be made available for public review at the office of the Town Clerk and may be made available at any other place, including a public library. The Town Board may adopt by resolution a Town Comprehensive Plan or any amendment thereto.

SEQRA Compliance

A town's Comprehensive Plan, as well as any amendment thereto, is subject to the provisions of the New York State Environmental Quality Review Act (SEQRA) as specified in Article 8 of the NYS Environmental Conservation Law and its implementing regulations (6 NYCRR 617). The adoption of a comprehensive plan is considered a Type 1 action subject to review under SEQRA. Typically, a Type I action often requires the preparation of an Environmental Impact Statement (EIS) to assess potential environmental impacts resulting from the adoption of the plan. However, SEQRA law allows that a comprehensive plan may be designed to serve as, or be accompanied by, a Generic Environmental Impact Statement (GEIS).

A Generic Environmental Impact Statement (GEIS) may be broader, and more general than site or project specific Environmental Impact Statements and should discuss the logic and rationale for the choices advanced. A GEIS may also include an assessment of specific impacts if such details are available or may be based on conceptual information in some cases. The GEIS may identify the important elements of the natural resource base as well as the existing and projected cultural features, patterns and character. It may discuss in general terms the constraints and consequences of any narrowing of future options. The GEIS may present and analyze in general terms a few hypothetical scenarios that could and are likely to occur.

As stated in the SEQRA law, a generic EIS may be used to “assess the environmental impacts of an entire program or plan having wide application or restricting the range of future alternative policies or Projects, including new or significant changes to existing land use plans, development plans, zoning regulations or agency comprehensive resource management plans.” The Town of Hartwick Comprehensive Plan itself serves as a GEIS.

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The SEQR law also provides procedures for the selection of a Lead Agency from a list of agencies who have jurisdiction over an action. Upon its designation, the Lead Agency is responsible for the environmental review of the action, including the possible issuing of public notices, preparing/accepting draft and/or final environmental impact statements (EIS), and if deemed necessary, the coordination and conduct of public hearings on an EIS, including a GEIS. With regard to the adoption of this Comprehensive Plan, the Hartwick Town Board is the logical entity to declare itself as Lead Agency and initiate a coordinated review under SEQR- notifying the following involved and interested agencies:

Involved Agencies

- Town Board

Interested Agencies

- Town Planning Board
- New York State Department of Transportation
- New York State Department of Environmental Conservation - Region 4
- New York State Department of Health
- Otsego County Planning Department
- Otsego County Highway Department
- Otsego County Health Department
- Otsego County Soil and Water Conservation District
- Otsego County Agricultural and Farmland Protection Board

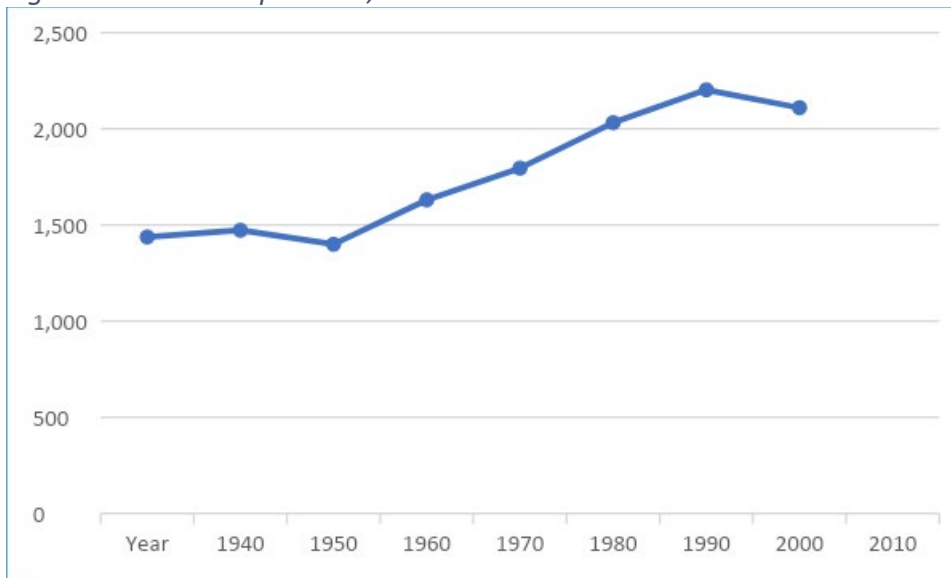
The process further dictates that the Lead Agency will determine the completeness of the GEIS - followed by the filing with the State of a notice of its completion. A public hearing shall be held and public comments solicited for a period of 30 days thereafter. A final Plan/GEIS will respond to substantive public and agency comments and be submitted with a notice of completion to the State. The Lead Agency will then prepare its Findings Statement which will complete the SEQRA process.

2

Hartwick in 2020

According to the U.S. Census, the Town of Hartwick had a population of 2,203 in 2000, but then dropped 4.2 percent to only 2,110 in 2010 (see figure 2-1). We begin this plan with an analysis as to the causes of this population decline, placing it in local context, and then discussing the extent to which this is an augur of the town's overall vitality.

Figure 2-1: Town Population, 1940-2010



The town's population actually peaked early in the nineteenth century, reaching a population of 2,772 in 1830. The population was almost entirely on farms where natural growth rates were high, and the influence of the post-Revolutionary War influx of migrants from New England was evident into the 1820s. Most settlers in the town were from New England, specifically Connecticut, Rhode Island, and Massachusetts, and as the frontier moved west so did a significant part of the population. Throughout the nineteenth and early twentieth centuries birthrates declined significantly in the United States, and throughout rural New York State where new migrants did not settle the result was population decline and an accompanying economic stagnation (Stradling 2010). Hartwick's population decline to only 1,438 in 1940 is typical for the region during that time period, as is the relative stability into the 1970s.

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Table 2-1: Town Population and Percent Change, 1940-2010

	1940	1950	1960	1970	1980	1990	2000	2010
Population	1,438	1,473	1,400	1,631	1,796	2,032	2,203	2,110
Percent Change	n/a	+2.4	-5.0	+16.5	+10.1	+13.1	+8.3	-4.2

Following World War II, a combination of cultural preference and public policy led to explosive growth in suburban communities (Kleniewski & Thomas 2019). In the Greater Cooperstown area of which Hartwick is part, a similar deconcentration of population occurred. The availability of land in Hartwick was informed by larger economic trends which closely resembled those for Otsego County as a whole, especially regarding agricultural production¹. In 1945, there were 3,914 farms in Otsego County. Farms accounted for 79.3 percent of the land in the county; with 78,187 head of cattle, the 1940 human population was outnumbered by more than 32 thousand. Throughout the 1950s and 1960s, the number of farms in the county fell from 3,914 in 1945 to 1,427 in 1969 – a loss of over 100 per year. Some of this drop was due to a concentration of operations onto larger farms owned by fewer operators. During the same period, the average farm in the county grew from 131 acres to 228 acres. Mostly, though, farmers ceased to operate farms. While 79.3 percent of the land was devoted to farming in 1945, by 1969 only 50.2 percent of the land was so utilized. Agriculture declined throughout the 1980s, but was relatively stable through the 1990s: there were 867 farms in 1992 and 865 in 1997. By 1999, the county had less than a quarter of the farms that it did in 1945 (USDA, 1999). Often, farms that ceased operation were sold, in part, in large acreage lots to new residents who in an earlier generation would have lived in the village of Cooperstown or, to a lesser extent, the city of Oneonta.

In the Cooperstown area, the total population for the system as a whole has been rising since 1960. The population increase has been found primarily in the rural hinterlands and generally not in established villages or hamlets. For instance, although the area grew from 6,897 people in 1960 to 8,124 in 2010, Cooperstown’s population dropped from 2,553 in 1960 to 1,852 in 2010 (USBC, 2012). Cooperstown’s share of the area population dropped from 37.0 percent in 1960 to 22.8 percent in 2010. The Town of Hartwick has gained much of its population due to such trends, growing 66.4 percent from 1,400 people in 1960 to 2,110 in 2010, even as retail activity in the village declined during this time period. The recent trend in the township is slight population loss between 2000 and 2010, likely due to a decline in birthrate experienced throughout the nation (a “baby bust”) as well as a possible decline in the number of available housing options as recreational housing has become more prevalent. In addition, out-migration from rural New York is a contributing factor.

The curious aspect about the recent population decline in Hartwick is that it cannot be explained through national pattern of economic stagnation. Another argument that can be made is a generally unfavorable business climate in the town, but the fastest growing townships in New York State can be found in the Hudson Valley, particularly Orange, Dutchess, and Ulster Counties, where tax rates are considerably higher. One particular statistic points to an answer: while the population of the town was declining, the number of housing units *increased* from 1,098 to 1,162 in 2010; this increase in new housing has continued unabated since the last census. This is seemingly a contradiction, but the mechanism for growth in housing units in the midst of population decline can be found in table 2-3.

¹ The following analysis is based on statistics gathered during several Censuses of Agriculture (USBC, 1946; 1977; 1989; 1994; USDA, 1999).

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Table 2-2: Greater Cooperstown Population, 1950-2010

<i>Year</i>	<u>Cooperstown*</u>	<u>Hartwick</u>	<u>Middlefield</u>	<u>Otsego</u>	<i>System Totals</i>
1950	2,727	1,473	1,481	4,304	7,258
1960	2,553	1,400	1,376	4,121	6,897
1970	2,403	1,631	1,457	3,998	7,086
1980	2,342	1,796	1,870	4,012	7,678
1990	2,180	2,031	2,225	3,952	8,208
2000	2,032	2,203	2,249	3,904	8,356
2010	1,852	2,110	2,114	3,900	8,124

Table 2-3: Housing Units, 2000 & 2010

	<u>2000</u>	<u>2010</u>
Population	2,203	2,110
Housing Units	1,098	1,162
Vacant Units	248 (22.6%)	292 (25.1%)
Seasonal	125 (11.4%)	183 (15.7%)

As the number of housing units was increasing, the type of unit and its use was changing, and this is only partially evident from the data. Of the five mobile home communities that existed in the town in 2000, three were located on the route 28 corridor and two along the route 11 corridor. Of three along route 28, one was converted to a *cabin colony*, temporary housing for visitors to the town, one was closed to make room for a hotel, and the third (and smallest) similarly stands in the way of potential redevelopment. Along 11, one remains and the other was converted into a cabin colony. These transitions not only affected the town population but impacted low income residents more than middle- and higher-income residents. The increase in the number of housing units thus includes a *loss* of mobile home parks. The impact of seasonal rentals is understated by the census data. As the number of housing units increased between 2000 and 2010, the vacancy rate also increased as a number of the new units were built to be seasonal. The data does not include individuals who rent their private homes during tourist season, individual rooms in their homes, or specifically commercial ventures such as inns, campgrounds, or hotels.

The influence of the regional tourism economy on Hartwick’s housing stock can also be measured, in part, by searching available rentals, including commercial ventures, which accommodate visitors. Two such studies have done so. In the first conducted in 2007, it was estimated that Hartwick’s population increased from its baseline population to 3,639 during the summer (Thomas et al. 2008). A more recent study (Thomas & Smith 2019) placed a range for the summer population between 4,815 and

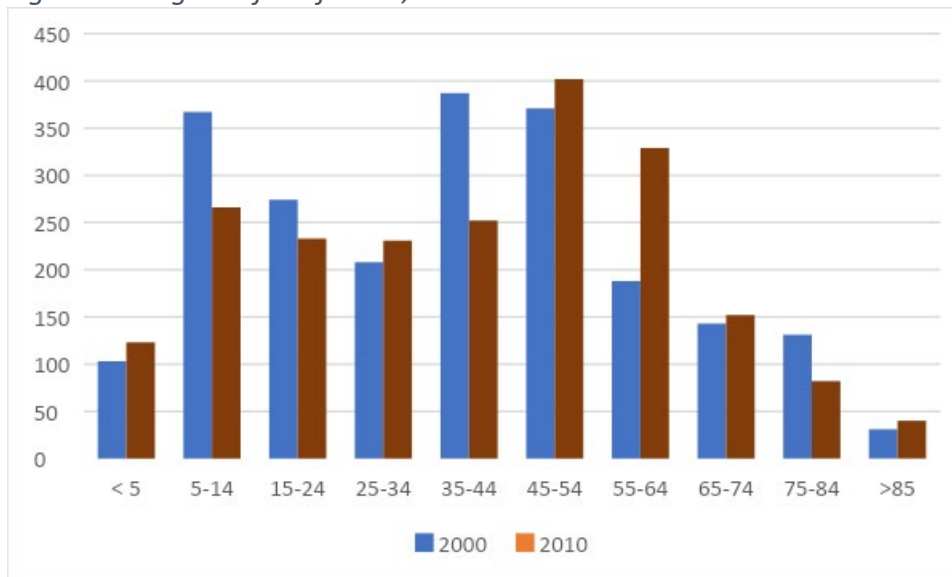
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6,619. The lower figure utilizes an assumption of 60 percent occupancy, similar to the findings from the earlier study; even accounting for differences of methodology, it seems that the summer population of the town has increased dramatically between 2000 and 2020 even as the baseline (census) population has decreased.

The town of Hartwick faces the dilemma faced by every seasonal community, including our neighbors in Cooperstown: the summer and winter populations, traffic conditions, economic conditions, and public safety conditions reflect two separate realities. The town must plan for both a community of two thousand residents as well as a community of perhaps five thousand because we are both.

The town also faces the general decline in birthrates that have affected the nation as a whole, a typical demographic pattern in mature economies but one to which the town must adjust. The result is that the age profile of the town (see figure 2-2) has skewed upwards, with the median age increasing from 39.6 in 2000 to 43.3 in 2010. The percent of men and women in the town has remained constant at around 50 percent, the slight variation over the years is not statistically significant. Similarly, the decrease in the percent of the town that is white dropped from 98 percent in 2000 to 96.5 in 2010, which is not statistically significant.

Figure 2-2: Age Profile of Town, 2000 & 2010



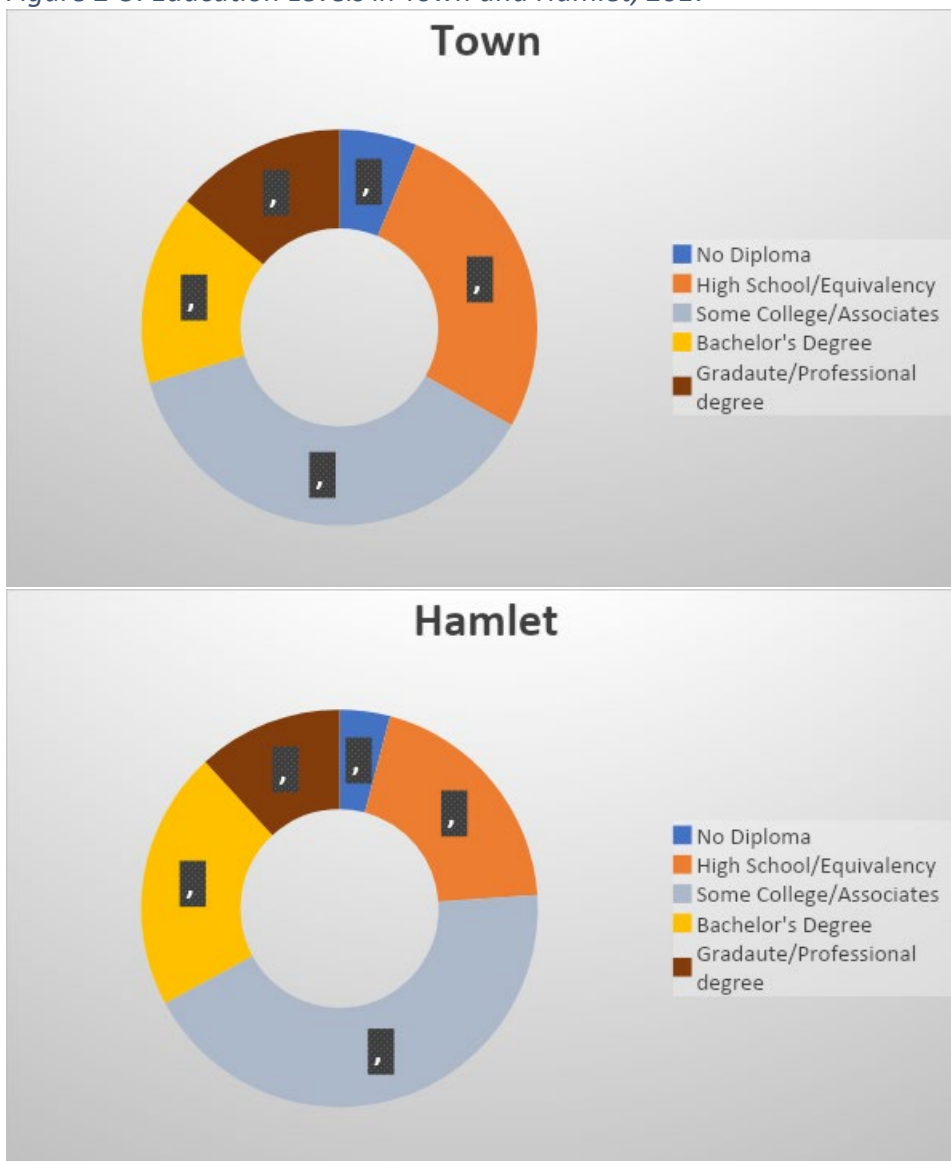
Educational attainment among resident age 25 and over continues regional trends discussed in the last Comprehensive Plan. According to the 2017 ACS data, 95 percent of Hartwick residents have a High School diploma or equivalent. About 30 percent of residents in the town overall hold a bachelor's degree or higher, and in the hamlet the percentage is slightly higher at 33 percent. This is shown in figure 2-3. The education level of the town's population also impacts its income levels, as shown in table 2-4 (below).

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Table 2-4: Median Income by Education Level in Town, 2017

Education Level	Median Income
Less than high school graduate	20,682
High school graduate (includes equivalency)	30,444
Some college or associate's degree	31,637
Bachelor's degree	36,696
Graduate or professional degree	47,708

Figure 2-3: Education Levels in Town and Hamlet, 2017



Existing Conditions

The Town of Hartwick is approximately 40 square miles and includes a mix of hamlets, agricultural land, State forest management land, as well as residential, commercial, recreational, and public lands. Many of the hamlets within the Town are residential in character and are located at key intersections of County and/or State roads. Generally, all of the hamlets are either on the east side or the west side of the Town. Those on the east side include Toddsville, Hyde Park, and Hartwick Seminary. Those on the west side include Hartwick and South Hartwick. These communities consist primarily of single-family residential structures, some of which are eligible for listing on the State/National Register as historic properties. The Town also includes clusters of residential development around key natural features such as Arnold Lake. Please see Figure 2-4 (see full page maps, page 93) for the Existing Land Use Map and reference Chapter 4 for additional land use information.

The majority of land area in Hartwick is classified as agricultural or vacant. This includes 11,800 acres (47 percent) of land dedicated to active agricultural uses and “vacant land” adjacent to agricultural uses. Although the vacant land may not be currently used for agricultural purposes, it provides open space, brush, and woodland habitats and contributes to the rural character of the Town. Residential uses, including those located on large lots adjacent to or containing open space areas, also encompass a significant amount of land within the Town. Approximately 10,100 acres (40 percent) of land in the Town is classified as residential. Higher density residential areas are generally clustered in hamlets, and the areas in between are characterized by large residential lots that, like vacant lots, offer open space that contributes to the town’s rural character. Agricultural uses primarily located in south west corner, north central and eastern edge of the Town.

Land classified as “wild, forested, parks and conservation” also includes significant land area within the Town. Conservation land contributes significantly to Hartwick’s rural character and consists of approximately 2,000 acres (8 percent) of its overall land use. Conservation lands are generally clustered together within the central and south-central parts of the Town. Of the 2,000 acres of conservation land found within Hartwick, 778 acres are part of the Leatherstocking Unit Management Area, which is managed by the New York State Department of Environmental Conservation.

Commercial development is located within primarily along the NYS Route 28 corridor. Scattered commercial uses such as mobile home parks or individual businesses can be found near hamlet areas or along town and County roads. In total, commercial development represents approximately 2 percent of the Town’s total land acreage. Approximately 86 acres (0.3 percent) consist of community and public service uses, which are found primarily in the hamlets of Toddsville and Hartwick. Recreation and entertainment uses such as campgrounds and recreation parks encompass 530 acres (2 percent) of the Town’s total land area. These uses are clustered primarily along NYS Route 28, Burke Hill, and Towers Roads.

The Town of Hartwick has over 6,000 acres of land classified as agricultural. This represents over a quarter of the Town’s total land area. Significant agricultural uses include dairy operations and land dedicated to cultivated crops, hay and pastures for livestock. Agricultural uses are fairly evenly distributed throughout the Town. Exceptions include areas of concentration in the South-West portion, North-Central and Eastern edge of the Town.

In 1971, New York enacted an Agricultural Districts Law (Article 25AA) that authorized the formation of districts to provide protection of farmland and farm businesses. Section 305-a of Article 25-AA contains the following mandate:

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Local governments, when exercising their powers to enact and administer comprehensive plans and local laws, ordinances, rules or regulations, shall exercise these powers in such manner as may realize the policy and goals set forth in this article [Article 25-AA of the Agriculture and Markets Law], and shall not unreasonably restrict or regulate farm operations within agricultural districts in contravention of the purposes of this article unless it can be shown that the public health or safety is threatened.

As shown in Figure 2-5 (see full page maps, page 91), Agricultural Districts cover a total of 6,588 acres (10.3 square miles) within the Town of Hartwick. Much of northeastern Hartwick is located in a NYS Agricultural District, including lands directly north and south of County Routes 59 and 11. This district covers over 3,400 acres (5.3 square miles). In the northwestern portion of the Town, a 132-acre Agricultural District is located along Scotch Hill Road and Gulf Road. Much of the land (1,798 acres) surrounding NYS Route 205 in southwestern Hartwick has been designated an Agricultural District, as has much of the land (902 acres) surrounding NYS Route 28 in eastern Hartwick. An Agricultural District covers 302 acres in the extreme southeastern portion of the Town. It should be noted that not all lands within an Agricultural District are necessarily in active agriculture.

Issues and Trends

The Town is often characterized as a “rural” community. However, it has since the 1990s been experiencing development patterns that are transforming Hartwick from its more rural past into a bedroom community for surrounding communities, particularly Cooperstown and Oneonta. In a traditional bedroom community, people tend to work in one location and live in another, which, in a general sense, describes present day Hartwick where many residents are employed in surrounding communities.

Historically, people settled in Hartwick for a number of reasons, including the ability to work the land. In recent decades, however, working the land has been replaced by other ways of making a living, including earning a living at jobs that provide services. Many residents of the Town are currently employed by Bassett Healthcare, Otsego County government, and other service-based public and private sector employers that are not located within Town borders. Due to its relatively affordable housing and attractive school districts, the Town provides a place to live. But, beyond some small local businesses that meet daily needs of residents, it lacks a wide variety of business activity. The local economy is also limited due to little to no industrial activity within the Town.

Approximately 32% of the total number of parcels in the Town of Hartwick is less than one-acre in size. Another 1/3 of parcels are between one and ten acres in size. The remaining 1/3 of parcels are over 10 acres. Only 3% of the total number of parcels in the Town is 100 acres or more in size. This indicates that, based on the total number of parcels, there is a majority of smaller parcel sizes.

The Town is also experiencing an increase in commercial development along its major roadways primarily NYS Route 28. The Village of Cooperstown has relatively strict zoning and land use regulations that discourages franchise-style development. Hartwick, however, has had limited land use regulations in effect and is experiencing some commercial development along its corridors. Notable locations experiencing such growth include the areas along NYS Route 28 from Hyde Park to the Howard Johnson hotel. The pattern of development in this area requires special attention in order to ensure future water supply, minimize pollution of ground and surface water, and reduce traffic congestion, light, noise, and visual blight.

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Of particular concern is the realization that strip development along the major roadways in the Town of Hartwick creates traffic hazards and congestion and could seriously diminish the overall attractiveness of the Town. Therefore, commercial and multi-unit residential development along the highways must be carefully planned to address concerns such as those related to ingress and egress, parking, impervious surfaces, bike and pedestrian access.

Business and Economic Development

Unlike other similarly sized communities, Hartwick does host a wide variety of businesses. The largest concentration of businesses within the Town exists along NYS Route 28, which serves as a commercial corridor that primarily provides employment opportunities in the retail, local services, hotel, and tourism sectors. A diverse selection of businesses serve the local community as well as the summer tourist community including, but not limited to: medical buildings, financial institutions, insurance companies, veterinarian clinics, seasonal children’s camps, coffee shops, restaurants, churches, car dealerships, fuel companies, gas stations, retail stores, hotels, attractions, SPCA, thrift stores, moving services, rental businesses, party supply stores, grocery stores, furniture builders, cabinet makers, mobile home parks, garden stores, and bedding and floor stores. The Village of Cooperstown and the City of Oneonta also serve as employment centers for Town residents. The average commute time for workers is 17.8 minutes, which suggests that the majority of the residents commute outside of the Town to work.

According to the 2000 Census, Hartwick had approximately 18% of the total working population classified as “self-employed in their own, not incorporated business”. By 2010, this segment of the workforce had shrunk to 11.5 percent, and decreased further to 7.6 percent self-employed in the 2017 five-year estimates, compared to 6.0 percent nationally. Even given the methodological difficulties the American Community Survey has with smaller geographies such as the Town of Hartwick, this is a significant change in the occupational structure of the town. This can also be discerned in table 2-5.

Table 2-5: Town Occupational Structure, 2000-2017

<u>Occupations</u>	<u>2000 (%)</u>	<u>2010 (%)</u>	<u>2017 (%)</u>	<u>U.S. Percent 2017</u>
Management, Professional, & Related	356 (32.6)	493 (38.7)	405 (36.1)	37.4
Service Occupations	259 (23.7)	335 (26.3)	279 (24.8)	18.0
Sales & Office Occupations	215 (19.7)	226 (17.7)	239 (21.3)	23.5
Natural resources, construction, and maintenance	157 (14.4)	130 (10.2)	88 (7.8)	8.9
Production, Transportation, and Moving	104 (9.5)	90 (7.1)	112 (10.0)	12.2
TOTAL EMPLOYED WORKERS	1,091	1,274	1,123	n/a

The largest occupational category is Management, Professional, and Related in all three years, a category that includes those working in education and healthcare. This reflects the town’s proximity to

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hospitals in Oneonta and Cooperstown: according to the Comprehensive Plan Survey, 34.2 percent of respondents reported working in Cooperstown, and another 21.7 percent reported working in the town of Hartwick. Hartwick has a number of stores and a Bassett Healthcare facility so this is not surprising given that 7.6 percent of workers are self-employed. In 2000, 76.0 percent of workers were employed in something other than Natural Resources, Construction, and Maintenance (which includes farming) and Transportation; in 2017, that had risen to 82.2 percent, slightly higher than the national percentage of 78.9 percent.

To encourage growth and investment in business within Otsego County, the Otsego County Economic Development Department has determined “target industry clusters”. As a result, businesses targeted by Otsego County include the following strategic industries as outlined in Table 2-6.

Table 2-6: Targeted Industries for Otsego County

Biomedical/Biotech	Industrial machinery
Wood and lumber manufacturing	Healthcare/technology manufacturing
Back office business services	Information hardware/software
Communications/media service	Materials processing
Ceramics product manufacturing	Optics and imaging
Fashion apparel and textiles	Transportation and equipment
Financial services	Travel and tourism
Food processing	

Source: http://www.otsegoeconomicdevelopment.com/business_climate/Industry.html

Table 2-7: Five Large Employers in Otsego County

Employer	Description	No. of Employees
<i>*Includes locations outside of County</i>		
Bassett Healthcare	Not-For-Profit acute care teaching hospital	2,808*
New York Central Mutual Fire Insurance	Property/casualty Insurance	1,000*
SUNY College at Oneonta	Public four-year college	1181
A.O. Fox Hospital	Not-For-Profit community hospital	1000
County of Otsego	County Government	850

Source: http://www.otsegoeconomicdevelopment.com/business_climate/Industry.html

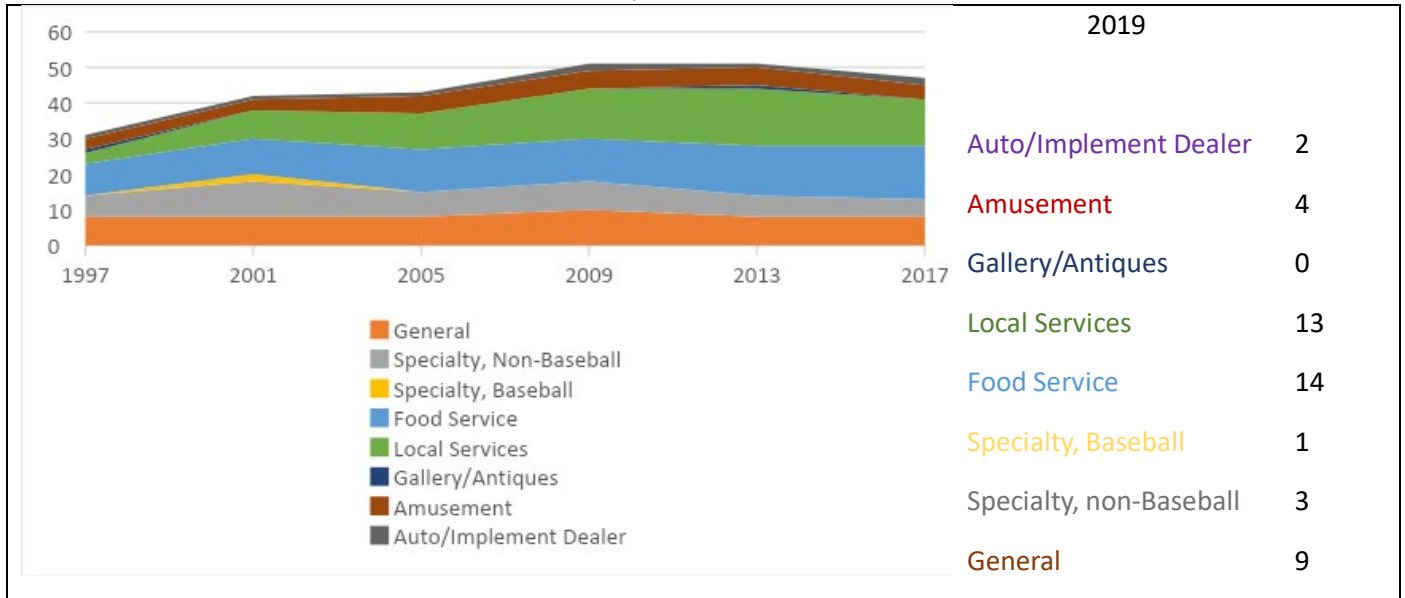
Some of Otsego County’s largest employers are listed in Figure 2-7. The top employers include Bassett Healthcare (based in Cooperstown); NYCM Fire Insurance Company (based in Edmeston); SUNY College at Oneonta and A.O. Fox Hospital (based in Oneonta); and the County of Otsego (based in

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Cooperstown). These are within a 15-minute commute of Hartwick. Other large employers in metropolitan Utica, such as Remington Arms and Herkimer College, are about a half-hour drive. The town also has some large employers, including Cooperstown Dreams Park and ArcOtsego, as well as several restaurants, hotels, and tourism attractions.

Since the 1970s, the commercial center of the township has migrated from downtown Hartwick in the hamlet to the route 28 corridor in Hartwick Seminary and Hyde Park (East Hartwick corridor). Trends in the type of retail are shown in table 2-8. In addition, the corridor is home to the Cooperstown Dreams Park, a number of cabin colonies, and four hotels; a fifth hotel is scheduled to open in 2020.

Table 2-8: Trends in East Hartwick Corridor Retail, 1997-2019

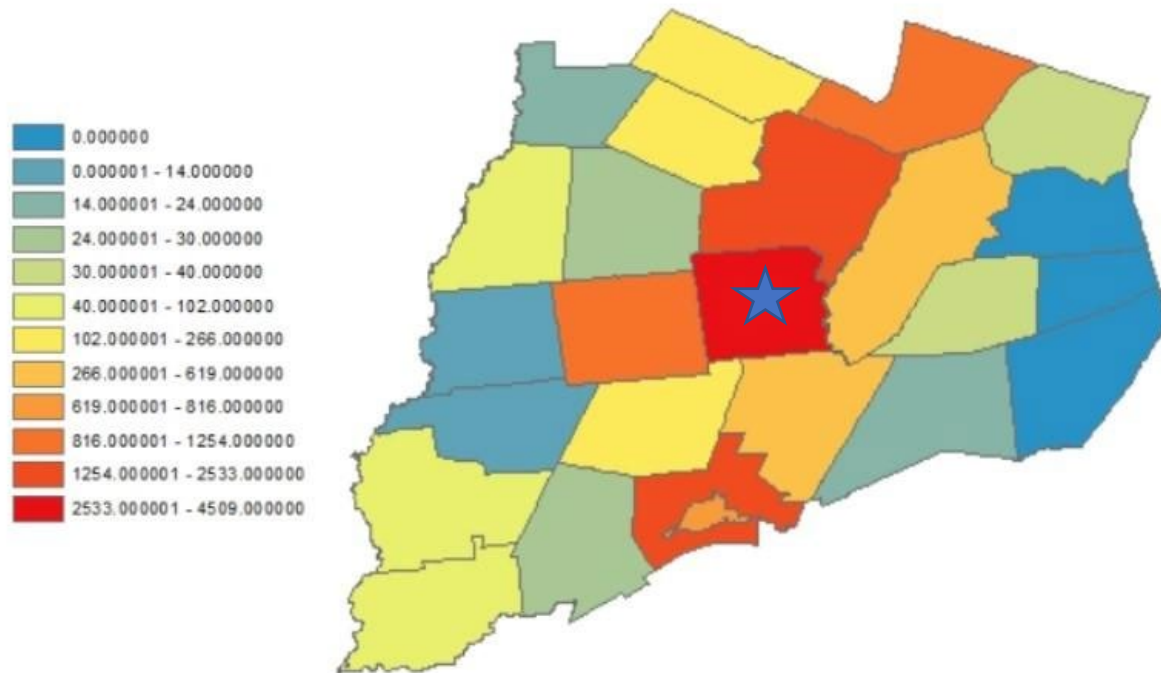


Issues and Trends

There has been a noticeable increase in tourism within the town and region which is likely associated with attractions such as the National Baseball Hall of Fame and the Cooperstown Dreams Park baseball camp. The Baseball Hall of Fame draws an estimated average of 300,000 to 350,000 visitors annually. The peak visitation within the last twenty years was in 1989 when approximately 410,000 visited the Hall of Fame. The Cooperstown Dreams Park welcomes approximately 100 youth baseball teams each week for a 13-week period during the summer months. Parents and other family members typically accompany team players. The distribution of visitors to the county are highly concentrated along the Route 28 corridor, and specifically focused in Hartwick as shown in map 2-3 (see also Thomas & Smith 2019).

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Figure 2-6: Distribution of Visitors in Otsego County, 2019



The central region of Otsego County, stretching along routes 28 and 205 from Oneonta to Richfield Springs, grows considerably during the summer. The opening of a baseball camp in the town of Oneonta has distributed visitors throughout this entire region, with the town of Hartwick now in the center of transportation flow as visitors travel between Cooperstown, both baseball camps, and Oneonta to the south. Baseline and summer populations of the municipalities in this corridor is shown in Table 2-9.

The population of the central corridor of the county increases from 37,455 in winter to 45,498 when at 60 percent capacity, and upwards of 50,859 when at capacity. The authors of the study indicate that these are likely underestimates. The summer population of the town of Hartwick is estimated at between 4,815 and 6,619, reflecting the largest actual and percent increases in the county. This presents the town with substantial issues related to infrastructure, traffic, and safety that are significant throughout the county but even more concentrated in Hartwick.

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Table 2-9: Projected Populations in Central Otsego County Towns and Cities, 2019

<u>Municipality</u>	<u>2010 Population</u>	<u>60% Capacity</u>	<u>Full Capacity</u>	<u>60% Peak Population (% increase)</u>	<u>Fill Peak Population (% increase)</u>
Exeter	987	100	166	1,087 (10.1)	1,153 (16.8)
Hartwick	2,110	2,705	4,509	4,815 (128.2)	6,619 (213.7)
Laurens	2,424	142	236	2,566 (5.8)	2,660 (9.7)
Middlefield	2,114	371	619	2,485 (17.6)	2,733 (29.3)
Milford	3,044	290	484	3,334 (9.5)	3,528 (15.9)
Oneonta (city)	13,901	490	816	14,391 (3.5)	14,717 (5.9)
Oneonta (town)	5,229	1,513	2,521	6,742 (28.9)	7,750 (48.2)
Otsego	3,900	1,520	2,533	5,420 (39.0)	6,433 (64.9)
Richfield	2,388	160	266	2,548 (6.7)	2,654 (11.1)
Springfield	1,358	752	1,254	2,110 (55.4)	2,612 (92.3)
Corridor Total	37,455	8,043	13,404	45,498 (21.5)	50,859 (35.8)
Otsego County Total	62,259			71,312 (14.5)	77,347 (24.2)

Source: Thomas & Smith 2019

Natural Resources

As a rural community, the Town of Hartwick has a wide range of natural resources that contributes to the Town’s character, identity, and economy. Located between the Mohawk Valley and Appalachian Uplands/Catskills, the area is very picturesque. The Town contains an assortment of soils, vegetation, topography, and geology.

Topography and Viewsheds

USGS topographic information indicates significant changes in elevation across much of the Town. Elevations range from approximately 1,300 feet in the lowlands along Otego Creek to approximately 2,000 feet on surrounding hilltops. As shown in Figure 2-7 (see full page maps, page 91), the highest point in the Town is at an elevation of approximately 2,000 feet and is located north of Maples Road. The average elevation is 1,667 feet above sea level. Changes in local topography are randomly dispersed throughout the Town resulting in a mix of hills and valleys in the central portions with two primary valleys on the eastern (Susquehanna River) and western (Otego Creek) edges of the Town.

The Town is known for its rolling hills and scenic beauty. Local residents and community

stakeholders have expressed an interest in protecting the viewshed that can be seen from the NYS Route 28 and NYS Route 205 corridors.

Soils

Soil properties and characteristics play an important role in determining what areas within a community have soils that are suitable for development and uses such as agriculture, forestland, or wildlife habitat. Figure 2-7 (see full page maps, page 91), shows the location of the soils within the Town of Hartwick. Additional soil information is provided in the 2010 plan (Appendix C) and includes a brief textual soil description of the soil (including drainage characteristics), number of acres of each soil as found within the Town of Hartwick, and the percent of total acres in the Town that incorporate each soil. Additional and more detailed soil information can be obtained directly from the Otsego County Soil Survey which is available on-line (see also Figures 2-8 and 2-9 in full page maps, page 91).

Within the Town of Hartwick, the Lordstown soil series and the Mardin soil series are the most prevalent - with each covering approximately 19% of the area within the Town (38% total). As summarized in 2010 plan, the Lordstown and Mardin soils are a moderate to very deep, well-drained soil.

It is important to note that the more detailed information in the Soil Survey provides additional characteristics of these soils regarding limitations for engineering purposes and for planning various land uses related to urban development. All soils are rated for various uses, and the most limiting features are identified. For example, ratings are given for building site development, sanitary facilities, construction materials, and water management. Such information is helpful for land use planning, for evaluating land use alternatives, and for planning site investigations prior to design and construction.

This information can be used to evaluate the potential of areas for residential, commercial, industrial, and recreational uses; make preliminary estimates of construction conditions; evaluate alternative routes for roads, streets, highways, pipelines, and underground cables; evaluate alternative sites for sanitary landfills, septic tank absorption fields, and sewage lagoons; plan detailed onsite investigations of soils and geology; locate potential sources of gravel, sand, earthfill, and topsoil; plan drainage systems, irrigation systems, ponds, terraces, and other structures for soil and water conservation; and predict performance of proposed small structures and pavements by comparing the performance of existing similar structures on the same or similar soils. The information, however, is not site specific and does not eliminate the need for onsite investigation of the soils or for testing and analysis.

Figure 2-9 (see full page maps, page 91) illustrates the soil suitability ratings for septic systems within Hartwick. The ratings are based on the soil properties that affect absorption of the effluent, construction, and maintenance of the system, and public health. Permeability, depth to a water table, ponding, depth to bedrock or a cemented pan, and flooding affect absorption of the effluent. Stones and boulders, ice, and bedrock or a cemented pan interfere with installation. As noted on Figure 2-16, many areas within the Town of Hartwick have soils that are categorized as “very limiting” with regard to their suitability for septic systems.

Farmland Soils

Figure 2-10 (see full page maps, page 91) identifies three soil categories related to agriculture. These include 1) Prime Farmland Soils, 2) Prime Farmland Soils if Drained, and 3) Farmland of

Statewide Importance.

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil qualities, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied.

According to the Otsego County Soil Survey, the County contains about 106,813 acres of prime farmland. That acreage makes up about 16.7 percent of the land area in the county and is located mainly in the northern part of the county and in the larger stream valleys. Within the Town of Hartwick, the areas that are considered prime farmland are shown on Figure 2-10. It should be noted that these areas do not constitute a specific recommendation for a particular land use. In fact, on some soils included, measures that overcome a hazard or limitation, such as flooding, wetness, and droughtiness, are needed. For example, “Prime Farmland Soils if Drained”.

Also shown on Figure 2-10 are areas considered as “Farmland of Statewide Importance.” This farmland can be an important part of the agricultural resource base in the area, but it does not meet the requirements for prime farmland. These areas are seasonally wet, cannot be easily cultivated, are more erodible than prime farmland, or are usually less productive than prime farmland.

Prime farmland soils are typically located in level areas, whether on hilltops or along valley floors. In Hartwick, they are scattered throughout the Town fairly evenly. However, the largest areas of prime farmland soils exist within the hamlets of Hartwick and Hartwick Seminary.

Water Resources

As shown in Figure 2-11 (see full page maps, page 91), the Town of Hartwick has a variety of surface and groundwater resources. The groundwater resources serve as the primary drinking water supply for all Town’s residents. New York State has mapped what are defined as “primary” and “principal” aquifer areas. As shown on Figure 2-11, there are two principal, unconsolidated sand and gravel aquifers mapped within the Town. Both are of alluvial and glacial origin and run north and south along valley floors. These two mapped aquifers are generally located along the NYS Route 28 and 205 corridors.

State data further defines these aquifers based on potential well yields of “less than” or “more than” 100 gallons per minute. For example, as one moves closer to the Susquehanna River, the aquifer defined along the NYS Route 28 corridor generally has a higher potential well yield.

The US Geologic Survey maintains a groundwater monitoring well in the vicinity of "Wild Creek Farm" located northeast of intersection of NYS Route 205 and Kallan Road. The depth to groundwater, measured in feet below the surface, has been monitored at this site since May 1953. The station was temporarily discontinued from September 1995 to January 1997. Specific information and data for this well can be obtained on-line and illustrates general trends in groundwater level. The data does not, however, incorporate any information related to rainfall.

The hamlet of Hartwick has its own water district that uses two wells that are located within the defined principal aquifer in the hamlet. There is an additional municipal well located behind the Fire

Department within the hamlet but it is used only in emergencies. The discussion of “Public Infrastructure and Community Facilities” includes additional detail on the municipal water supply.

Surface water resources are also an important asset to the Town. Streams, ponds, and lakes contribute to aesthetic value and provide recreational opportunities. Arnold Lake serves as a popular recreational attraction. Other large waterbodies include Goey Pond and the Hartwick Reservoir. Hartwick is considered as being located within the headwaters of the Susquehanna River and the Town’s eastern boundary is defined by the river. The Susquehanna River eventually drains into the Chesapeake Bay. The Chesapeake Bay has drawn federal and interstate interest with regard to water quality and is considered a national treasure. The Susquehanna River Basin Commission regulates certain water use and withdrawal in the Susquehanna Basin.

Otego Creek supports a low quality warmwater fishery for walleye, smallmouth bass, and rock bass. From Laurens upstream to Hartwick, the wild trout population in this 14.6 mile reach is supplemented with the stocking of approximately 2,900 yearling and 125 two year old brown trout annually. Many of the tributaries to Otego Creek are dominated by wild brook trout. Additional information can be found here: <https://www.dec.ny.gov/outdoor/23297.html>

Figure 2-12 (see full page maps, page 91) shows the various sub-watersheds for all of the surface water features within the Town of Hartwick. Rain that falls within any of the delineated boundaries will flow to the surface water feature located within that delineated area. Figure 2-12 illustrates the major drainage basins within the Town which include the Oaks Creek Watershed, the Upper Susquehanna Watershed, and the Otego Creek Watershed.

Surface Water Quality

Hartwick has miles of high-quality trout streams. Many of these streams and their tributaries are designated as C(T) for trout being present and C(TS) for trout spawning. Information on these streams can be found at the website of the Department of Environmental Conservation, <https://www.dec.ny.gov/>. Maintaining the water quality and healthy status of these streams and their tributaries is critical to the protection of the Town’s surface waters.

The NYS Department of Environmental Conservation conducts water quality monitoring through the Rotating Integrated Basin Studies (RIBS) program. The objectives of the program are to assess water quality of all waters of the state, including the documentation of good quality waters and the identification of water quality problems. The program identifies long-term water quality trends; characterizes naturally occurring or background conditions; and establishes baseline conditions for use in measuring the effectiveness of site-specific restoration and protection activities. The program is designed so that all major drainage basins in the state are monitored every five years.

The results of the State’s monitoring program for certain waterbodies within the Town of Hartwick show that there is some impairment. Monitoring of the Susquehanna River in Hyde Park (at Route 11C) was conducted in 2004. The report for this segment includes the entire main stem portion of the river from Goodyear Lake in Portlandville to Otsego Lake in Cooperstown.

The report states, “Fish consumption in this portion of the Susquehanna River is thought to be impaired due to a health advisory that recommends restricting the consumption of fish from the river because of elevated mercury levels. Atmospheric deposition is the likely source of the mercury contamination.

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Due to the fish consumption advisory this portion of Susquehanna River was included in the 2006 Section 303(d) List of Impaired Waters, but it is not included on the 2008 List. Though the waterbody remains impaired, it was delisted in 2008 due to the completion of the Northeast Regional Mercury TMDL which was approved in 2007 and provides coverage for this specific waterbody. (DEC/DOW, BWAM, January 2009)

Other Intensive Network sampling typically includes macroinvertebrate community analysis, water column chemistry, sediment and invertebrate tissues analysis and toxicity evaluation. During this sampling the biological (macroinvertebrate) sampling results indicated only slightly impacted water quality conditions, indicating good water quality. Water column sampling revealed no parameters of concern to be present. Sediment screening for acute toxicity indicated slight sediment toxicity but no porewater toxicity was indicated. While sediment sampling revealed some contaminants at low levels, based on sediment quality guidelines developed for freshwater ecosystems, overall sediment quality is not likely to cause chronic toxicity to sediment-dwelling organisms. Macroinvertebrates collected at this site and chemically analyzed for selected metals showed elevated levels of metals that should continue to be monitored. Toxicity testing using water from this location showed no significant mortality or reproductive effects on the test organism. Based on the consensus of these established assessment methods, overall water quality at this site shows some minor impacts but aquatic life is considered to be fully supported in the stream. (DEC/DOW, BWAR/RIBS, August 2009)

The biological assessment of the Susquehanna River in Hyde Park noted above was collected above confluence with Oaks Creek. Sampling results indicated slightly impacted conditions. In such samples the community is slightly altered from natural conditions. Some sensitive species are not present and the overall abundance of macroinvertebrates is lower. However, the effects on the fauna appear to be (relatively) insignificant and water quality is considered to be good. The nutrient biotic index and impact source determination indicate low enrichment in the stream and fauna that is most similar to natural communities. Aquatic life support is considered to be fully supported in the stream, and there are no other apparent water quality impacts to designated uses. (DEC/DOW, BWAM/SBU, January 2009)".

Other stream segments monitored in the RIBS program include Oaks Creek and minor tributaries, and Arnold Lake.

Floodplains

As shown in Figure 2-14 (see full page maps, page 91), the major floodplain areas within Hartwick generally parallel waterways such as the Susquehanna River, Burditt Brook and Otego Creek. The Town has adopted a Flood Damage Prevention Law that applies to all areas designated as Special Flood Hazard Areas as defined by the FEMA Flood Insurance Rate map (11/4/83). These maps have recently been converted to Digital Flood Insurance Rate Maps (D-FIRMS). The Flood Damage Prevention law regulates first floor elevations, utilities, anchoring requirements, filling and flood proofing of structures in floodplain areas. Development in floodplain areas is also regulated by the NYS building code.

Wetlands

Regulatory agencies, environmental groups, and the scientific community define wetlands differently. However, for the purposes of this plan, discussion is limited to those agencies that regulate

wetlands in New York State. They include the N.Y.S. Department of Environmental Conservation (NYSDEC) and the U.S. Army Corps of Engineers (Corps).

The State defines wetlands based primarily on vegetation typically adapted to wet conditions. The State also requires a minimum size of 12.4 acres to be mapped and regulated. Additionally, the State regulates a 100-foot buffer zone, extended upland from the wetland boundary, to protect the wetland from encroaching development and related impacts. Any work occurring within the wetlands or their buffer zones requires a permit from NYSDEC pursuant to Article 24 of the Environmental Conservation Law. Figure 2-15 (see full page maps, page 91) illustrates the location of DEC regulated wetlands as they exist within the Town.

The highest classification of wetlands by the NYS DEC are Class I wetlands that are afforded the highest level of protection. Class I wetlands are considered the most valuable from an ecologic and hydrologic perspective. The lowest classification of State regulated wetlands is Class IV wetlands. As illustrated in Figure 2-15, the Town contains approximately 650 acres of State regulated wetlands. There are 24.5 acres of Class I wetlands, 179.6 acres of Class II wetlands, 429.5 acres of Class III wetlands and 14.9 acres of Class IV wetlands in the Town of Hartwick.

By virtue of their administrative role, the U.S. Army Corp of Engineers has jurisdiction over all waters of the United States, including wetlands. Federal jurisdiction and definition of wetland areas is determined by the identification of three criteria: vegetation adapted to wet conditions, flooding, and hydric soils. Because the U.S. Army Corps of Engineers does not map federally regulated wetlands, further site-specific investigation is necessary to confirm the exact location of federally regulated wetlands.

Certain Federal wetlands are, however, mapped by the U.S. Fish and Wildlife Service. It is important to note that federal jurisdiction may also involve State regulated wetlands, providing the wetlands exhibit the three required criteria. Any work occurring within the wetlands or their buffer zones requires a permit from the U.S. Army Corps of Engineers. As shown on Figure 2-16 (see full page maps, page 91), the Town contains approximately 2,370 acres of federally mapped wetlands.

Wind Resources

The New York State Energy Research Development Agency (NYSERDA) has developed wind speed maps to identify wind speed at various elevations. Where wind speed is sufficient, wind turbines may be proposed for residential, commercial, or industrial purposes. As shown in Figure 2-17 (see full page maps, page 91), at a height of 70 meters, the highest wind speeds within the Town exist near the Hartwick Reservoir. Based on this height, wind speeds here reach mean speeds of 15.7 to 16.8 miles per hour.

Natural Gas

The Town of Hartwick is situated atop of the Marcellus Shale and Utica Shale formations, which exist in Hartwick as deep as 1,000 to 2,000 feet deep below the surface for Marcellus Shale and 3,000 to 4,000 feet deep for the Utica Shale. Natural gas occurs within shale in three ways: 1) within pore spaces of the shale; 2) within vertical fractures (joints) that break through the shale; and, 3) absorbed on mineral grains. Most of the recoverable gas is found in the pore spaces. The formation of the Marcellus Shale is

only 150 to 175 feet thick in Hartwick, and the Utica Shale is 350 to 550 feet thick. In 2015 the State of New York banned hydraulic fracturing for oil and gas. However, safety and noise issues related to transporting compressed natural gas via trucks on State highways through the Town on State Route 205 have been of concern.

Threatened and Endangered Species

Threatened and endangered species may be identified at the State and/or Federal levels and may not be classified in the same way. According to the U.S. Fish and Wildlife Service's Threatened and Endangered Species database, two species are identified as potentially occurring within Otsego County. The first species is the American Bald Eagle, (*Haliaeetus leucocephalus*), which has recently been classified as a delisted species. The Bog turtle (*Clemmys* [=*Glyptemys*] *muhlenbergii*) is identified as a threatened species by U.S. Fish and Wildlife and is endangered in New York State. In addition, the endangered Wood Turtle is found in Otsego County.

The New York Natural Heritage Program lists several other species with a potential range that includes Hartwick. Information is available at <https://guides.nynhp.org/search/>. Animal species include: the Bald eagle, least bittern, Northern harrier, pied-billed grebe, brook floater, Bog turtle, and Timber rattlesnake. Plant species include: Hooker's orchid, Nodding pogonia, Michaux's blue-eyed grass, southern twayblade, Northern bog aster, Largeleaf avens, and Blunt-leaved grape fern.

Bald Eagles have been sighted by many local residents and are commonly seen in the area, near Otsego Lake and the Susquehanna River. The Bog Turtle is a semi-aquatic species that prefers cool, shallow, slow moving water, deep muck soils, and tussock-forming vegetation. They require solar penetration through the forest canopies. Bog Turtles are rarely seen in the northern portions of Otsego County and Town of Hartwick.

State Forests

The 1,321-acre Hartwick State Forest is one of five State forests that comprise the 6,558-acre Leatherstocking Management Unit (Unit). The Hartwick Forest is located on the northern Allegheny Plateau with elevations ranging from approximately 1600 feet to 1980 feet above sea level and is located in portions of the Towns of Edmeston, Hartwick, Plainfield, Richfield, Exeter, Burlington, Otsego and New Lisbon, all of which are in Otsego County. Only a small portion of the Hartwick State Forest (19 acres) is located in the northwest corner of the Town.

The Arnold Lake State Forest is located on large tracts of land along the outskirts of Arnold Lake. There are 779 acres of Arnold Lake State Forest land within Hartwick. In total, the Arnold Lake State Forest comprises 1,248 acres.

Two Otsego County forests are found within the Town of Hartwick- the 338-acre Harry D. Bilderbeck Memorial Forest (Area #2) adjacent to Arnold Lake State Forest, and the 191-acre George L. Buckles Memorial Forest (Area #9) located on Stevens Road. A Forest Management Plan for the Bilderbeck Forest can be found at otsego-soilandwater.com/forestmanagement. This document describes the County Forest Management philosophy as "sustainable timber harvesting, ecosystem health, and recreational opportunity

Issues and Trends

The issues and trends associated with the Town's natural resources are difficult to identify on a general scale because many of these resources are scattered in smaller pockets throughout the Town, as illustrated on many of the accompanying maps. For example, there are relatively few broad areas that can be pinpointed as containing large wetland complexes, soils with severe limitations for certain development, or steep slopes. As illustrated on many of the accompanying maps, these resources are randomly scattered throughout the Town. In another example, while the majority of the soils within Hartwick are considered to be very limited with regard to septic system suitability, the distribution of these soils further exemplifies the need to consider development proposals on a case-by case basis. Figure 2-18 (see full page maps, page 91) is a composite map showing some of the natural resource-based development constraints within the Town of Hartwick.

Many residents agree that viewsheds are important to protect, to retain open space and community character. However, the Comprehensive Planning Committee recognizes that it is difficult to define and/or rank the most important viewsheds. Compounding this difficulty, development appears to be beginning to sprawl into more steeply sloped areas that are more visible from distances and require significant fill and grading. This is especially evident along the Route 28 corridor where prime building lots on the east side have been developed and activity is now moving to the west side that contains steeper slopes and other development limitations. The advancement of new technologies associated with wind turbines, cellular communication towers, and utility distribution networks may also impact aesthetic character and other natural resources. Development along ridgelines is often the preferred location for these developments.

Wind turbines may be used for residential, commercial, or industrial purposes. The Town of Hartwick has relatively few areas along hilltops that contain wind speeds of sufficient velocity that are likely to attract large scale wind development. However, as wind turbine technology continues to develop and becomes more affordable, there may be an increased interest and demand for windmill development for individual residential, commercial, or agricultural uses. The possibility does, however, exist for the development of large-scale windfarms. The highest wind speeds within the Town exist near the Hartwick Reservoir. Wind velocity there reaches mean speeds of 15.7 to 16.8 miles per hour. According to the American Wind Energy Association, average wind speeds of approximately 11 miles per hour are required for grid-connected applications. Annual average wind speeds of 7 to 9 miles per hour may be adequate for non-connected electrical and mechanical applications, such as battery charging and water pumping.

Potential issues associated with windmills include the following. Air flow near the ground and other objects can create turbulent flow, which can introduce issues of vibration, including noise and bearing wear which may increase the maintenance or shorten the service life. Visual and aesthetic impacts are also common complaints associated with windmills, especially large-scale windfarms. Windmills generally exceed building and tree line heights, which allow them to be viewed from great distances. Additionally, windmill development may result in property owners clearing their land of trees and other wind obstructions which could change the aesthetic character of the Town. Impacts to birds and other animals are also common, especially with smaller, faster turning wind turbines. Additional transmission lines are also typically needed to transmit power from the source to the grid.

With regard to issues and trends associated with water resources, the municipal water supply and most of the Town's residents rely solely on groundwater for a drinking water supply. Therefore, the protection of the Town's groundwater quality and quantity is one of the most significant issues facing the Town. With increased residential and commercial development in recent years, new challenges have

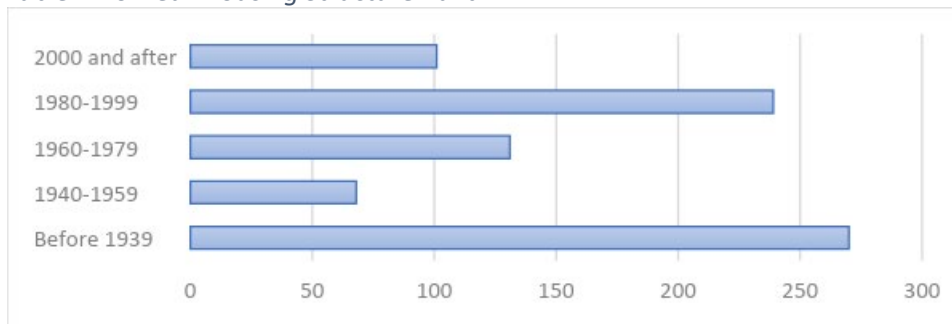
emerged that potentially threaten both the quantity and quality of the Town’s drinking water resources. For example, the development along the NYS Route 28 corridor has significantly increased withdraws from the underlying principal aquifer. There is concern about the rate of withdrawal versus the rate of recharge and whether the aquifer can withstand increased usage. Increased development also increases the risk of surface and groundwater contamination. As development expands into areas that were once considered to be undevelopable, water resources may be threatened by contamination through runoff and/or sensitive area encroachment. For example, vegetated buffers along streams may be reduced thereby reducing the ability to filter contaminants from runoff. Wetlands also provide for aquifer recharge and serve as flood storage areas and wildlife habitat.

The increased development and related impermeable surfaces such as pavement, buildings, roads and parking areas may also cause an increase in the quantity (or amount) of runoff. Flooding is a natural, cyclic occurrence and when a water body overflows its banks, the floodplain area, wetlands and open space areas typically absorb the excess runoff. As development reduces or infringes on those areas both the quantity and velocity of flood waters increases. In June 2006, heavy rains caused major flooding throughout the entire Town. Properties were seriously damaged and impacts of the flooding were most noticeable along roads, bridges and culverts.

Housing and Neighborhoods

According to the 2017 American Community Survey 5-year estimates, there were 1,174 housing units in 2017, up from 1,098 in 2000 and 1,162 in 2010 (see table 2-3). As noted earlier, this is despite a decline in the number of mobile home parks and a general population downturn. This is explained by the rather high vacancy rates, rising from 22.6 percent of housing units in 2000 in 31.1 percent of housing units in 2017. In comparison, the vacancy rate was 24 percent for the county and 11.5 percent statewide in 2017. As noted earlier, the increase between 2000 and 2010 was largely explained by the increase in seasonal units, and the same trend is likely continuing to drive the increase in 2017 (ACS data does not report seasonal units). In 2000, there were 247 mobile homes in the town (22 percent of total), but by 2017 this number had dropped to only 140 (11.9 percent of total).

Table 2-10: Year Housing Structure Built



As noted in table 2-10, about 36 percent of housing units were built prior to 1940 with the greatest rate of growth in the last two decades of the century. The median housing value was \$171,100, and the median monthly costs were \$1,314 for those with a mortgage and \$449 for those without a mortgage. This translates into a favorable quality of life for many residents as 58 percent of owners with a mortgage spend less than twenty percent of their income on housing, whereas 13.8 percent spend more

than 35 percent of income; financial guidelines generally recommend that a household spend less than a third of income on housing. Similarly, median rent was \$792 per month; renters are at a disadvantage in the town as 35.4 percent spend more than 35 percent of their income on housing. This is likely a function of housing conversions to seasonal units and the decline in the number of mobile homes.

Issues and Trends

The previous Comprehensive Plan (page 39) summarized the issues and trends facing the town in this way:

An important housing challenge facing the area. . . is the inability to find affordable homes and apartments which is compounded by the lack of property owners willing to rent for full 12-month periods, likely favoring seasonal rentals instead. The study identifies the economic impact of baseball camps in the area that draw tourists in large numbers each summer thereby creating a substantial market for weekly rentals of housing. According to the study, “This single economic impact has seriously depleted the availability of year-round rental and for-sale properties in a large segment of the county. Many apartments and homes are now dedicated to summer rentals.” The study also indicates that “Absentee property owners are purchasing properties for investment purposes at prices unattainable and unaffordable for most county residents.”

Other housing challenges include the inability to provide affordable quality housing to attract employees to the area as the need for service sector employees, such as health care, exceeds the availability of affordable housing and rental units. The result is that segments of the population that include lower moderate incomes, special needs, the aging, and the disabled may be looking to rural parts of the county to meet their housing needs.

Given that the earlier trends have intensified since 2010, the objectives for the future are unchanged. Primary housing related goals and actions include:

- Encourage second floor housing on “Main Streets” to create mixed-use buildings
- Identify and encourage infill development around population centers
- Review current land use regulations and building codes to allow for mixed use opportunities
- Work with developers to encourage mixed-income rental projects
- Encourage municipalities to issue a Request for Proposals (RFP) for housing development
- Utilize financial incentives available under NYS law to encourage home reinvestment in existing substandard housing
- Encourage major employers to provide homeownership assistance
- Provide land use regulations that allow various housing development for seniors including permitting accessory apartments and elder cottages
- Consider / evaluate the development of a regional water and sewer authority
- Pursue funding opportunities for affordable homeownership and rental development through State and Federal programs

Public Infrastructure and Community Facilities

The Town of Hartwick Highway Department is responsible for maintaining and repairing much of

the municipally owned infrastructure within the Town and its hamlets. Major responsibilities include maintaining the roads, sidewalks, streetlights, street trees, parks, several buildings, and other infrastructure. The municipal water supply is operated by Hartwick Highway Department and a Water Superintendent monitors the water quality. Currently, the Highway Department has the elected superintendent and four to five full-time employees who utilize a variety of equipment to help maintain Town-wide infrastructure. When necessary, the Highway Department will coordinate efforts with State and County agencies to repair infrastructure that services local businesses and residents.

Perhaps the largest concentration of community services and facilities can be found within the hamlet of Hartwick. Examples of facilities and services located in the hamlet include: places of worship, the Kinney Memorial Library, Post Office, municipal building, Fire Company #1, and the recreational and cultural center. Fire Company #2 is located within the hamlet of Hyde Park.

Informal interviews were conducted with representatives from the Police, Fire, Ambulance, Library, and the School District. Representatives were asked about their current status and if they had any major needs or capital improvement projects scheduled for the future. The information received from the interviews is documented in the following paragraphs.

Infrastructure

With the exception of the hamlet of Hartwick, the remainder of the Town depends on individual wells or springs for their drinking water supply. The hamlet of Hartwick has its own water district, which was created in 1896. The District provides approximately 260 service connections and serves about one-fourth of the Town's population. The Water District's source of drinking water consists of two (2) drilled wells located within the hamlet - across County Route 11 from the Town Hall. A State designated principal aquifer is designated in this area and estimates well yields from 10 to 100 gallons per minute. One well is approximately 43 feet deep and the other well is 137 feet deep. A new enclosed reservoir built in 2007 has been developed on East Hill Road; the old enclosed facility has since been abandoned. There is an auxiliary back-up well behind the firehouse that is only available for low flows or emergency situations.

There are no municipal sewage treatment works within the Town and all development within the Town relies on individual septic systems. The County Codes office regulates the installation of the individual septic systems on behalf of the Town.

Municipal gas service is not provided within the Town. Hartwick is, however, serviced by several different vendors who offer liquid petroleum gas.

The Town of Hartwick has limited coverage for cell phone service. The Otsego County Communications 911 center has attempted to convince carriers to invest in better infrastructure, even to the point of offering spaces on existing towers, with no success. The Route 28 corridor has better service, particularly with the addition of a new tower in Hartwick Seminary.

Cable service - including internet and digital phone - is primarily provided by Spectrum Cable but is available only in the more populated areas. Residents may also rely on satellite and/or dial-up services. In regard to both the availability and quality of cellular and high-speed internet service, both the survey and interviews with residents indicate a considerable consternation with service providers.

Electric service is provided by NYSEG and the Otsego Electric Cooperative. The office of Otsego

Electric Cooperative and its maintenance facility (pole and truck storage) is located on County Highway 11 near the hamlet of Hartwick. An electrical substation exists on County Highway 11 near the intersection of Kinney Road. As illustrated on Figure 2-17 (see full page maps, page 91), a 100 kv-161 kv transmission line bisects the town - running north-south from near Bissell Road and paralleling NYS Route 28.

There are relatively few man-made dams in the Town of Hartwick. A small dam exists at Goeyp Pond and was once used to impound water for the Village of Milford Water Supply. This source of drinking water is no longer used by Milford although the Village still owns some property in the vicinity. The Hartwick reservoir dam still exists on East Hill and is privately owned. In 2003, the dam was inspected by the Army Corps of Engineers, which found a crack, but determined that it was of no immediate concern. The DEC has submitted letters to the Town in regard to the structural integrity of the dam. To the Town's knowledge, no action to correct the situation has occurred to date.

School System

Three separate school districts are located within the Town of Hartwick. These include: Cooperstown Central School, Laurens Central School, and Milford Central School. The Cooperstown Central School System consists of an elementary school located at 21 Walnut Street Cooperstown, NY 13326, and a joint middle and high school located at 39 Linden Avenue Cooperstown, NY 13326. The Laurens Central School System consists of a joint elementary, middle, and high school building located at 55 Main Street, Laurens, NY 13796. The Milford Central School System consists of an elementary middle and high school and is located at 42 W. Main Street, Milford, NY 13807.

Police Services

Police protection is provided by both the County and State, both of which patrol the Town on a regular basis. There are two State Police Barracks relatively near the Town: One located in Richfield Springs to the north; the other in Oneonta, south of the Town. There are no police facilities within the Town of Hartwick. The County Sheriffs Headquarters is located closer to Hartwick than the State's barracks in Richfield Springs. No major capital improvements are planned.

For emergency calls, the Otsego County Communications Center handles calls made to 911. In addition, the NY State Police get dispatched from their Sidney, NY call center.

Fire and Emergency Medical Services

The Town of Hartwick receives its fire protection services from two fire stations, Hartwick Company #1 and Hartwick Company #2. Each company within the Hartwick Volunteer Fire Department (HVFD) also provides emergency medical services (EMS). Both offer EMS through New York State certification and ALS Ambulance service coming out of the Company #1, and a BLS First Responder unit from the Company #2.

HVFD is the only Department in the County with four (4) Hazmat Level A trained personnel. In total, the HVFD has just fewer than a 100 firefighters in total. Of these, about ten to fifteen are emergency medical technicians (EMTs) with an additional 10 to 15 are ALS technicians.

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Although there are two separate companies that have their own protection jurisdictions, both serve the Town of Hartwick as a whole when needed. The Hartwick Town Board provides governance and serves as the Board of Fire Commissioners. For emergency calls, the Otsego County Communications Center handles calls made to 911. Each Company is equipped with modern and up-to-date equipment and apparatus.

Hartwick Company #1 consists of seven apparatus, which includes three engines, one tanker, one rescue, one brush fire truck, and one ALS certified ambulance referred to as the Squad. Company #1 is stationed within the hamlet of Hartwick and covers the western portion of the Township, including the corridor of NYS Route 205, and borders the towns of Otsego to the north, Burlington and New Lisbon to the west, and Laurens to the south. Currently, there are approximately 52-54 firefighters out of Company #1.

Hartwick Company #2 consists of four apparatus, which include an engine/rescue truck, a tanker truck, a first responders vehicle (full size bronco), and a small brush fire truck. Company #2, also known as Hartwick Seminary, is stationed in the hamlet of Hyde Park and covers the hamlets (from north to south) of Toddsville, Index, Hyde Park, Hartwick Seminary, and the Clintonville area. The service area is inclusive of the NYS Route 28 Corridor and the eastern portion of the Township. It borders the towns of Otsego to the north, Middlefield to the east and Milford to the south. Currently, there are 46 firefighters out of Company #2.

It is recommended that additional attention be paid to preparing for natural emergencies, including personnel training and facilities to accommodate displaced residents. More detailed information can be found in the Needs Assessment in Appendix E.

Public Parks and Open Space

The Town of Hartwick contains a vast array of privately-owned open space. The hamlet of Hartwick contains publicly owned land over the Town's wellhead area. No public improvements are located on this land, but adjacent town-owned property is home to Cooperstown Youth Baseball and a walking trail. A small playground and ball field exist across from the old school building on Wells Avenue. Other privately-owned recreational areas include 152-acre Dreams Baseball Park and associated fields, and about 300 acres of campground land. The State and County also have forestland within the Town that is discussed under the Natural Resource section. According to the Otsego County GIS database, there is only one piece of property within the Town that is officially classified as a park. It is located on NYS Route 28 and is owned by Hartwick College. The property is one acre in size and is the former location of the Hartwick Seminary.

Potential improvements to parks have been identified in both the 2012 Hamlet Development Plan as well as the 2016 East Hartwick Corridor Plan. The town playground on Wells Avenue was upgraded with new equipment earlier in the decade, and a network of walking trails and benches are planned for both the town-owned fields near Wells Avenue and Hatchery Road in the hamlet as well as in the Hartwick Seminary/Hyde Park area should the opportunity arise.

Issues and Trends

Infrastructure

The water district within the hamlet of Hartwick has undergone recent infrastructure upgrades and improvements. However, there has been no significant expansion of the district's customer base or service area in recent years. The water district has approximately 259 service connections. Based on the 2000 Census information, there are approximately 1,098 housing units within the Town. Therefore, the Hamlet Water District serves approximately 24% of the housing units in the Town. The remaining 76% of housing units obtain drinking water through individual wells and springs.

There are no municipal sewage treatment works within the Town and, therefore, all commercial and residential development relies on individual septic/wastewater treatment systems. In recent years, the Town has experienced a few larger wastewater systems being installed such as for motels, hotels and baseball camps.

Given the characteristics discussed above, and with increased residential and commercial development, both the quantity and quality of the Town's drinking water resources may be threatened. For example, the development along the NYS Route 28 corridor has not only significantly increased withdrawals from the underlying aquifer but has also discharged additional wastewater into the ground. The East Hartwick study identified municipal water and sewer as a priority for the Route 28 corridor, and the town is currently working with Delaware Engineering on a study for future infrastructural needs.

Drainage and drainage infrastructure (ditching and culverts) is also maintained by the Town in some areas - especially within the hamlet of Hartwick and along town roads. The hamlet of Hartwick typically experiences seasonal flooding as a result of spring thaws and high water tables. Recently, there has been the need to complete drainage system improvements within the hamlet. Additionally, many town roads and culverts required repair and replacement as a result of the 2006 flood caused by heavy rain and overbank flooding.

Beaver dams are also recognized to pose a flooding threat in the Town of Hartwick. As their size and capacity increases, the impact of beaver dam failure can be enormous and costly. Flooded roads, road washouts, and blocked culverts are likely to result upon beaver dam failure. Beaver dam failure events in Hartwick include: the repeated failing of a beaver dam on County Route 11, a dam failure on West Hill near the Town line and a failure in the late 1900s on Sweet Hill that washed out Burdick Road. The County Planning Department has initiated a program to map and monitor beaver dams county-wide.

Police Services

The police indicated in the previous comprehensive plan that there has been a noticeable increase in the number of service calls within the Town of Hartwick over the past five to ten years. They attribute the increase to the new commercial development along the NYS Route 28 corridor. The development of the Cooperstown Dreams Ballpark also has increased the need for service calls within the community. The police department has noticed an increase in service calls that include accidents, burglaries, and larcenies, which is not an uncommon trend when a community experiences growth and development along a commercial corridor. The Sheriffs indicated that due to County-wide service needs, that additional police staffing may be required for the future. In addition to more police officers, in the future there may be a need for another K-9 unit as well as snowmobile units as the County continues to grow and develop. The town has not yet examined a possible role in police services.

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Fire and Emergency Medical Services

From the period of 2016 to 2020, Company #1 ran approximately 650 emergency response calls, and Company #2 ran approximately 500 emergency response calls. In total, the department runs approximately 70 to 200 calls per year. Calls for service can be broken down into the following categories: Approximately 10 percent fires/alarm activation; approximately 70 percent motor vehicle accidents (MVAs); and approximately 20 percent classified as other, (e.g., grass fires, smoke and carbon monoxide alarms, etc.) Other trends noticed by the fire department include: More CO alarm activations and more motor vehicle accidents. Not unlike other departments, squad/ambulance requests for Emergency Medical Services (EMS) are increasing and are the majority of the service calls.

The fire district is in need of more dry hydrants Townwide. Because of traffic along NYS Route 28, travel time for volunteers is slowed when responding to calls. Capital improvements and fire district needs include: More room for gear at both houses; Company #2 needs a station that is two to three times the size of the current house, which is currently three truck bays. The departments coordinate with their neighboring Departments as part of a mutual aid agreement. As such, this arrangement is reciprocal. This agreement has met the department's need for this piece of specialized equipment.

Dreams Park currently contracts ambulance service with American Medical Response or AMR.

The Hartwick Ambulance is staffed by a dwindling number of volunteers. Call volumes are constantly on the rise and our Volunteers put forth their very best effort when called upon to respond but nationally it is being proven that volunteer EMS is struggling.

Parks and Public Space

Although the Town contains a vast array of privately-owned open space, there are very few municipal parks that are controlled or operated by the Town. Residents have expressed an interest in improving public park facilities within the Town. The lack of municipal parks in the Town may limit recreational opportunities - especially for non-residents. However, many residents are familiar with and enjoy trails for hiking, skiing, ATV use, and snowmobiling on privately owned property and/or State and County forest lands. Facilities for other active/organized recreational uses such as ice skating, basketball, football, soccer, and tennis could be developed at the Town Park. There is also an interest in identifying sites to be used as festival areas (balloon festival, etc.), picnic areas, and other passive recreational uses. Privately-owned spaces that are valued by residents include three waterfalls (Rainbow, East Hill and White House), habitats that support unusual plants ("Eden" south of the "Fly") north of the hamlet of Hartwick, and some caves and pinnacles located on hillsides south of the hamlet.

As noted, the provision of parks as well as improvements to walkability, particularly in the hamlet, have previously been identified as priorities for improving quality of life and bolstering the appeal of the town to current and potential residents. These plans have focused on the needs of children, improving the playground and sports facilities, and in the future should aim to continue to enhance the parks system for children as well as an aging population.

Transportation

As a bedroom community, Hartwick relies primarily on an automobile network of local, County and State roadways to serve its transportation needs. Rail service is not a primary source of transportation and the nearest international airports are in Albany or Syracuse.

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The Town of Hartwick is bisected by two primary NYS Route highway corridors that are oriented north-south. These corridors include NYS Route 28 on the eastern edge of the town and NYS Route 205 on the western edge of the town. Primary County Routes include County Routes 11, 59, 45, 46, 14, 11-D and 11-C. The Town contains 93.5 miles of County roadways, which represents 4.4 percent of the County's total roadways. The remainder of the Town is served by 57.7 miles of Town Roads that include paved (approximately 32 miles), unpaved (approximately 10 miles), and seasonal roads (approximately 15 miles). Seasonal roads are closed during the winter from November to April. The Town does not maintain a list of roadway infrastructure conditions.

Daily public transportation within the Town of Hartwick is primarily provided by two bus lines and privately operated taxi services. The Oneonta Public Transit (OPT) is owned and operated by the City of Oneonta provides transportation to and from Cooperstown through the Town along the NYS Route 28 Corridor. Otsego Express, operated by Otsego County, offers 12 designated bus routes throughout the County and has a "Demand Response" service in any area with regular service. Otsego Express has three routes—1, 5, and 9—that serve the hamlet. The cost is \$1.00 if picked-up on a designated route (\$0.50 for Seniors) or \$30.00 for a monthly pass. Any route deviation is \$2.00 (\$1.00 for Seniors).

The Leatherstocking Railway also runs an excursion train between Milford and Cooperstown parallel to NYS Route 28. Currently, the only stops or stations within the Town exist at Cooperstown Dreams Park.

One issue with the various options is a general lack of coordination among the services. The town should explore the possibility of improved coordination, including established stops along routes. The town should also explore a transfer station between Otsego Express, Oneonta Public Transportation, and the Cooperstown Trolley in the Hartwick Seminary/Hyde Park area.

Issues and Trends

If suitably maintained and improved, the existing roadway network should be adequate to meet the needs of the Town of Hartwick for the foreseeable future. Spring and summertime is perhaps the busiest time of year for the Town's roadway network as it is the height of the tourist season for the Village of Cooperstown and the Cooperstown Dreams Park.

As previously mentioned, NYS Route 28 within the Town is experiencing commercial development. The development of the Cooperstown Dreams Park along 28 has altered traffic patterns throughout the Town, but most notably along this corridor. As noted in the traffic count data, average daily traffic at the SR-28 and CR-11 intersection has increased by 900 trips over a 9-year period. The Town recognizes the importance of coordinating with the New York State Department of Transportation to address the increased development and resulting traffic impacts in the NYS Route 28 corridor. The State DOT has been working to alleviate congestion points through installation of turning lanes and traffic signals.

During the past few decades, the Village of Cooperstown has been successful at attracting tourist activity to the point that it has had spillover effects in Hartwick relative to traffic and development along corridors such as NYS Route 28. New growth such as franchise establishments, hotels, motels, lodges, seasonal housing, and adaptive reuse of homes and barns to support bed and breakfast establishments and antique stores, (respectively), has occurred and is anticipated to continue, especially since there are few if any regulations managing or restricting such growth within the Town. As such, if left unabated, new development will continue to occur and increase traffic rates.

Each year the Town develops a Transportation Improvement Program (TIP) that identifies how many miles of road is proposed to be paved or reconstructed. Approved TIP projects receive funding from the State. Typically, the Town tries to pave 1.5 to 2 miles of roadway and seal 2 to 3 miles of roadway each year. Paving and maintaining existing roads is often balanced against improving and paving seasonal roads. As a new residence (or multiple residences) is developed along seasonal roads, those property owners often pressure the Town to improve the road by grading, widening and paving. This places additional burden on an already strained Highway budget. Additionally, as part of its capital improvement program, the Highway Department has identified the need for approximately \$265,000 in new equipment, which includes: a sweeper, a sod loader, and a backhoe. A new dump truck is also required. The Town has also identified the need for additional highway workers.

The Town has also recognized and considered relocating the Highway Department's salt storage building that is located near a regulated wetland - thus posing potential environmental threats. A potential new facility must be able to store approximately 100 tons of material and must not impact drinking water supplies or other environmental resources.

Community Design and Aesthetics

Existing Conditions

The overall sense of community design and aesthetics within the Town of Hartwick is primarily defined by the natural landscape including the abundance of rolling hills, forested areas, creeks, open space, small ponds and lakes. These areas are, however, interspersed with residential homes and clusters of commercial development. The style of most of the older residential structures (especially those in the hamlet areas) can generally be characterized as Federal and Victorian architecture. Classic Revival and Italianate styles can also be found within the Town to a lesser degree. Residential buildings are most often constructed of wood. Some brick and stone structures also exist. Clapboard siding (whether constructed of wood or vinyl) appears to be the most common facade - although other types do exist. Additional detail regarding the style of architecture within the Town is discussed within the Historic Resources section of this plan.

The northern portion of NYS Route 28 has evolved as a commercial corridor and has attracted many small to mid-scale retail and commercial businesses. The signage and lighting, the placement of structures relative to streets, the location of parking areas, and the landscape treatments help to define the community design and overall aesthetic character of this commercial corridor. There are a variety of sign styles, building heights, and materials used along this corridor, with very little consistency in design. Additionally, many residential structures in this corridor are being converted to commercial uses. Structures, whether residential or commercial, are generally two-stories or less, although a new Hampton Inn will be four stories. Parking areas are most often located in front of businesses although some businesses do provide side or rear lots. Electric service and similar utilities throughout the Town are generally provided by above-ground wires and poles that parallel roads.

As discussed in the "Natural Resources" section of this plan, there are many viewsheds throughout the community that also help to define the Town's aesthetic character. Views along the NYS Route 28 corridor, however, are primarily to the east and include land use types within, and regulated by, the Town of Middlefield.

Views along the NYS Route 205 corridor are primarily to the east in the northern portion of the

corridor and are generally to the west in the southern portion of the corridor. Local roads throughout the Town provide scenic views of surrounding areas and many residential uses are located along scenic country lanes.

Issues and Trends

During the past twenty years, the Town has experienced substantial growth and development along the NYS Route 28 corridor. Projects such as “The Commons” and the “Cooperstown Dreams Park” have changed the character and aesthetics of the corridor from rural/residential/agriculture to more suburban and commercial in appearance. In addition to changing traffic patterns, this development has brought the need for additional signage, lighting, and large parking areas. The land uses in this area have shifted to accommodate, and have resulted in, increased automobile usage.

While areas like the NYS Route 28 corridor have experienced new growth and development, older hamlet areas such as Hartwick and Toddsville have generally suffered from a lack of development interest. Some areas within the hamlets, including neighborhoods and business districts, might be characterized as being “tired”. Several commercial/retail properties in these areas are underutilized and suffer from neglect. There is also a lack of any consistent streetscape theme in these areas. Hartwick, for instance, has many areas along County Route 11 that lack street trees and grass medians between the road and the sidewalk. Other areas lack public amenities such as benches and ornamental lighting that can add to the aesthetic appeal of an area.

Vacant buildings and poorly maintained properties are a concern. Most properties within the town are well kept. However, there are some exceptions that have caused recent increased concern and code enforcement action by the Town. Some residents within the Town store excessive amounts of materials and/or debris in their yards which detracts from the Town’s overall aesthetic appeal. Some area businesses have also begun to store and/or display materials in front yards.

Hartwick does have junk yard, anti-dumping, and unsafe buildings laws that can help to regulate the community’s character. Additionally, if poorly maintained properties become a public health threat, action can be (and has been) taken by the Town and/or Health Departments. However, the Town has relatively few local laws that specifically regulate community design and aesthetics. Community design techniques are often used to spur revitalization of areas.

Community Involvement

Existing Conditions

Social interaction, volunteerism and philanthropy are important elements that help to make a community a special place to live, work and play. The Town of Hartwick provides many opportunities for community interaction and involvement. For example, the Town has a Memorial Day parade and various festivals. Additionally, before the Pandemic of 2020, the Fire Department hosts monthly Pancake Breakfasts that often serve as benefit events for community members who may have suffered a hardship.

The Town also sponsors a summer recreation program. The Hartwick Library provides a weekly story hour for young children and sponsors a summer reading program that often includes a community children’s concert or event. The Town Community Center is often used for a variety of community

sponsored activities and is also available to various organizations and residents. These activities are on hold during the Pandemic.

Other community-based groups include, but are not limited to: the Hartwick Historical Association, Hartwick Rod and Gun Club, American Legion and Veterans Club, Hartwick Theater League, religious organizations, senior citizens group, etc.

Issues and Trends

Although several opportunities exist for public participation and community involvement, the citizens of Hartwick have identified a few areas that the Town could work to improve. Several Town-owned properties are currently underutilized, including the open fields and wellhead areas across from the Town Hall. Additionally, there has been public interest in developing trail and bike lane networks throughout the community. The old trolley bed right of way has been identified as a potential location for a mixed-use trail network and the major state and county roadways have been identified as being ideal for bike lane networks. Many improvements would be required to roadways and old trolley bed right of way for use as bike or multi-use trails. In some sections of the trolley bed, alternative routes would be necessary. Because the majority of the trolley tracks are under private ownership, permission and trail easements would be required for any trail development.

3

Our Vision, Goals & Objectives

Our vision statement is meant to describe the desired and/or intended future state of the Town. Chapter 2 describes existing conditions in the Town and where we are at the present time. The vision statement answers the question, “Where do we want to be in the future?”- recognizing the “future” may be five to 10 years or longer. The vision helps to create a mental picture of our future. It describes the Town that is desired and serves as the framework for the Town’s strategic planning. Below is our vision for the Town of Hartwick.

“We envision our future based on many of our values evident from the past. The Town of Hartwick, and the surrounding region, is recognized as being a safe, quiet, and scenic location in which to live and work. We strive to maintain these characteristics. The Town’s rich natural resources, fresh air, clean water, scenic hillsides, agriculture, and open space - and its relative proximity to excellent educational resources, medical services, and businesses make it possible for residents of all ages and abilities to thrive. We envision a future that maintains and improves upon these resources.

The Town of Hartwick is home to several generations and local residents who embody a rich understanding and respect for our historic and cultural heritage. We respect our traditions and history and wish to preserve the Town’s historic architecture and character. We encourage new development reflects careful design and consideration of existing community character.

We anticipate continued development and an increased demand for residential housing, lodging and commercial development. We desire carefully managed growth with diverse year-round businesses that serve both residents and visitors. Particular emphasis is placed on the support of local businesses and the revitalization of existing buildings and neighborhoods. We envision housing that is readily available to all income levels and age groups. We envision a variety of well-maintained neighborhoods including revitalized hamlet areas with sidewalks and tree-lined streets and scattered country homes surrounded by larger expanses of open space and forests.

We desire the infrastructure necessary to support development, the quality of life, and well-being of our residents. We envision infrastructure and services that are sustainable and encourage the use of renewable resources. Biking, hiking and walking trails may help to reduce the reliance on automobiles and will promote a healthier lifestyle. The provision of water and sewer service will be a primary consideration in all new development - including the capacity of resources to sustain development and manage the cumulative effects to the surrounding area. Roads must be well-built and maintained

and in harmony with the rural character of the Town. We envision communities maintaining no perceivable increase in traffic volumes.

We envision a Town with a defined identity that is unique to Hartwick. We desire to capitalize on the Town's rich history and surrounding tourism markets while avoiding negative perceptions commonly associated with "tourist traps". We will convey a positive image of the Town of Hartwick to residents and visitors alike."

The vision for the Town of Hartwick as described above, speaks to the present character of the Town and anticipates a future having a highly desirable quality of life for residents, businesses and visitors that is based on community consensus, working partnerships and informed decision-making.

The development of our vision statement began early in the planning process and involved brainstorming ideas that described the community now and how it should appear in the future. The vision evolved over the course of the planning process and will continue to evolve as the Comprehensive Plan is reviewed and updated in the future.

While Hartwick's Vision Statement is intended to create a mental image of the desired future state of the Town, we recognize that those mental images may be vastly different due to one's own experiences, desires, and perspectives. Our vision is intended to be broad-based and reflect a shared view of the future of what Hartwick could become - thereby setting a direction for decision-making, providing a basis for working together toward common goals and objectives, and implementing specific recommendations of the Plan while allowing for flexibility as changes occur and opportunities present themselves.

The goals and objectives that follow are provided as a means, but not the only means to achieve our vision. A goal is a clear, but general statement that identifies an outcome that the community desires and strives to obtain. An objective provides rationale and more detail as to how decisions should be made to achieve the goal's desired outcome.

Goals and Objectives

The following goals and objectives have been formulated to advance the community's vision for the future. The goals have been arranged by the primary topic areas identified previously in this Plan. Each goal is followed by objectives that can be acted upon and, in some cases, measured against in an effort to chart progress towards achieving desired outcomes.

Land Use & Growth Management

The primary considerations that guide the development of the land use and growth management goals and objectives include: identifying appropriate types and scale of commercial development; residential development; open space; recreation and tourism; agriculture; forested lands; and industrial areas.

Goal

It is the goal of the Town to anticipate and effectively manage future changes in land use, growth and development in such a manner that allows development to occur while preventing the loss of irreplaceable natural and cultural resources.

Objectives

The Town encourages:

- the use of sustainable land use management practices (Complete Streets, Smart Growth, Climate Smart and Clean Energy, etc) as a basis of all future land use and development decisions;
- the development of identifiable clusters of community services and business activity located primarily in hamlets and/or along select principal highways within the Town where development currently exists and/or is appropriate, suitable and sustainable;
- development that supports walkable communities including, but not limited to clustered and mixed-use developments, sidewalks and bikeways;
- higher density residential growth located near existing population centers and planned, designed and constructed in a socially, economically, and environmentally responsible and sustainable manner;
- single-family residences on large lots that may be scattered throughout the outlying areas of the Town—only when those lots can adequately support needed individual water and sewage disposal systems without adversely impacting neighboring properties or the availability of such resources to others;
- updating and enforcing regulation of weekly rentals and lodging in a manner that is distinctly different from that of single family, multiple family or seasonal residences;
- conventional and novel agricultural practices in areas having prime soils and/or natural resources that will ensure productivity and competitiveness; and
- preservation of forested and vacant lands to provide for active and passive recreational opportunities, maintain open space, and contribute to the Town's aesthetic character and healthy natural ecosystems.

Business and Economic Development

The primary considerations that helped to guide the development of the economic growth and local business development goal and objectives include: local and regional business development needs and opportunities, regional tourism, rural enterprises, long-term sustainable businesses, and redevelopment of existing developed areas.

Goal

It is the goal of the Town to promote local businesses and increase economic activity to diversify its tax base and provide opportunities for sustainable economic growth and local business development

Objectives

The Town encourages:

- the creation of business development opportunities and a marketable identity that build upon the Town's rich history and capitalizes on surrounding tourism markets and destinations;
- a diverse and sustainable local economy that provides a range of employment opportunities for diverse age and income groups, encourages revitalization and business investment in the community, and supports existing businesses, new enterprises and local entrepreneurship;
- clustered commercial development within areas that provide sufficient infrastructure, encourage walkability, and are near population centers; and
- clustered commercial development to discourage and minimize strip style commercial development and linear sprawl patterns.

Natural Resources

The primary considerations that helped to guide the development of the natural resource goal and objectives include: protection of surface and groundwater quality and quantity; wetlands protection; prevention of floodplain encroachment; protection of steep slopes; and preservation of open space, forested areas, and significant wildlife habitats.

Goal

It is the goal of the Town to protect its natural resources in an effort to assure their sustainability and availability by preventing irreplaceable loss, misuse and/or degradation.

Objectives

The Town encourages:

- the conservation, maintenance and protection of environmentally sensitive areas including aquatic and terrestrial resources that include, but not limited to wetlands, floodplains, surface and groundwater resources, geologic features, prime and unique soils, steep slopes, woodlands, wildlife habitats, air and sound quality, and scenic views;
- activities and practices that avoid and/or minimize excessive: grading and excavation, vegetative removal; clear cutting of forested areas; destruction of natural habitats, energy consumption; and waste generation;
- the equitable use of renewable energy resources such as wind, solar, and hydroelectric that is consistent and appropriate to the protection of public health, safety, aesthetic appeal, and well-being of the community and is at a scale consistent with the goals and objectives in this plan.

Historic and Cultural Resources

The primary considerations that helped to guide the development of the historic and cultural resource goal and objectives include: protection, preservation and as appropriate the adaptive reuse of historic properties; thorough inventories of cultural and historic resources; and determinations of eligibility for listing on the National Register of Historic Places.

Goal

It is the goal of the Town to identify, protect and preserve significant historic, archeological and other cultural resources of importance to the community, state and nation.

Objectives

The Town encourages:

- the identification, study and commemoration of local historic and cultural resources;
- promoting the protection of local historic and cultural resources for the benefit of future generations;
- the creation of events, architectural building design themes, and monuments that reflect positively upon and celebrate the Town's heritage;
- development patterns, site design, and architectural design that respects and complements the area's heritage and historic context; and
- the rehabilitation, restoration and adaptive reuse of historic structures and cemeteries consistent with local, regional, statewide, and national historic preservation goals and guidelines.

Housing and Neighborhoods

The primary considerations that helped to guide the development of the housing and neighborhoods goal and objectives include: diversifying the community's housing stock, creating affordable housing; promoting code enforcement; and encouraging local home ownership.

Goal

It is the goal of the Town to encourage the creation and maintenance of high-quality diversified housing that meets the needs of all age and income groups resulting in neighborhoods that are safe, clean, friendly, and conveniently accessible to community services and public facilities.

Objectives

The Town encourages:

- residential development suitable in scale, density and location that provides a variety of housing types, styles and price ranges;

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- housing development that fosters a sense of community and neighborliness, encourages long-term home ownership, and creates pride in one's property;
- residential development that is sustainable and supported by adequate provision of on-site water supply and wastewater disposal;
- housing development that does not unreasonably or adversely impact the aesthetic, natural, and/or historic character of the Town;
- single-family residences on lots of varying sizes scattered throughout the outlying areas of the Town – in areas that can adequately provide and support long-term water supply needs and sewage disposal systems without adversely impacting neighboring properties or the integrity of resources to others.
- higher density residential growth located near existing population centers (hamlets) and planned in a socially, economically and environmentally sound manner.

Public Infrastructure and Community Facilities

The primary considerations that helped to guide the development of the public infrastructure and community facilities goal and objectives include: provision of long-term water supplies; the adequacy of sewage and wastewater disposal; cost effective stormwater management; provision of safe public roads and bridges; and accessible municipal buildings, services, parks and trails.

Goals

It is the goal of the Town to maintain its investment in municipal infrastructure and provide a level of service that is responsive for the public health, safety and general well-being of the entire community.

Objectives

The Town encourages:

- a cost effective, accessible, well-maintained and high-quality network of municipal infrastructure, public services, communication networks (internet and cellular phone) and community facilities;
- infrastructure that meets the short and long-term needs of the community based on potential future growth and development;
- infrastructure improvements that address current needs such as mitigating chronic drainage and flooding problems, and
- public facilities that meet the service needs of all residents and visitors regardless of age, income and mobility.
- the identification and pursuit of outside funding sources for the creation, operation, maintenance and/or general support of parks and recreational facilities, community-based organizations, and community programs and facilities such as the library and Community Center.

Transportation

The primary considerations that helped to guide the development of the transportation goal and objectives include: identifying the long-term capacities and needs of state, county and local roadways, corridors and transportation networks; enhancing public transit; providing for increased pedestrian access and circulation; accommodating non-motorized means of travel including identifying bikeway and trail development opportunities.

Goal

It is the goal of the Town to maintain a proper balance between the needs of vehicular traffic, while at the same time allowing for safe pedestrian mobility, access to public transit, and the use of non-motorized vehicles and other alternative means of transportation, such as trail development, throughout the Town.

Objectives

The Town encourages:

- an integrated and interconnected transportation network for safe and efficient movement of people and goods in and around the Town through a variety of modes that supports automobiles, cyclists and pedestrians, while promoting the pedestrian-friendly atmosphere of a “walkable” community and creating pedestrian amenities.
- a transportation network that discourages the use of large trucks, heavy vehicles and other similar vehicles on local roads when those vehicles may be detrimental to the public safety, structural conditions and capacities of local roads and infrastructure,
- development that considers and respects existing local roadway capacities and does not require or add to the need to make significant upgrades to local road networks, and
- a cost effective and sustainable local road network that meets the community’s health, safety, business and economic needs.

Community Design and Aesthetics

The primary considerations that helped to guide the development of the community design and aesthetics goal and objectives include: addressing a need for improved signage; increasing code enforcement; developing some form of design and development guidelines; promoting hamlet and neighborhood revitalization; and protecting important scenic views and vistas.

Goal

It is the goal of the Town to promote high quality community design and development that contributes positively to the visual character and identity of the Town.

Objectives

The Town encourages:

- protection, enhancement and management of the visual character and attractiveness of the Town that includes its residential and business areas as well as open spaces,
- stricter code enforcement to address impacts to community aesthetics,
- consideration of creating and implementing design guidelines and development standards for non- residential and non-agricultural land use as part of the Town's land use regulatory responsibilities
- promoting the protection of important scenic views and ridge lines from visually disruptive development patterns that may be created by placement of utilities and other forms of private and public sector land uses.

Community Involvement

The primary considerations that helped to guide the development of the community involvement goal and objectives include: promoting greater awareness of issues and opportunities of importance to the community; increasing public/private partnerships and increasing volunteerism in meeting community needs.

Goal

It is the goal of the Town to foster greater community awareness and involvement in addressing community need, issues and opportunities.

Objectives

The Town encourages:

- opportunities to improve a sense of community by identifying means for increased community involvement via special events, ceremonies, community-based activities, fund raising campaigns and information sharing via the Town's website and other media to foster neighborliness, volunteerism and partnering on important issues and needs,
- working with residents, merchants and local organizations to identify locations and year-round special event opportunities such as fairs, farmer markets, seasonal festivals and other community activities that facilitate local business development and tourism,
- celebration of local heritage as expressed through local architecture, historic sites, educational displays, exhibits and other forms of civic recognition and engagement,
- recognition of local success stories that result from entrepreneurship, volunteering, and community involvement.

4

Strategies and Recommendations

The Town of Hartwick has, throughout the planning process, considered and evaluated various land use and development scenarios as part of refining the community’s vision and goals presented in Chapter 3. The following sections of this Plan present the Town’s strategies and specific recommendations relative to land use, economic growth and business development, natural resources, historic and cultural resources, housing and neighborhoods, infrastructure and community facilities, transportation, community design and aesthetics, and community involvement. This chapter further refines the answer to the question, “Where do we want to be?” and provides strategies on, “How do we get there?”

Land Use Strategy

As stated in Chapter 3, the goal of the Town is to, “anticipate and effectively manage future changes in land use, growth and development in such a manner that allows development to occur while preventing the loss of irreplaceable resources”. As such, our Land Use Strategy strives to create a balance by which people can live, work, visit and recreate in our community. In encouraging this balance, the Land Use Strategy obviously relates closely to the Business and Economic Development Strategy, the Natural Resources Strategy, the Housing and Neighborhoods Strategy, and others.

The Land Use Strategy is largely based on and encourages ‘Smart Growth’ planning principles. Smart Growth is generally defined as a planning theory that concentrates growth in the center of a city, town, or hamlet area in an effort to avoid urban sprawl. It advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhoods, complete streets, and mixed-use development with a range of housing choices. Smart growth emphasizes long-range, regional considerations of sustainability over a short-term focus. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health.

The combined consideration of “Smart Growth” principles, the Town’s existing resources and development constraints (as presented in Chapter 2), and the various land use scenarios that are possible or likely to occur within the town, resulted in the development of a Future Land Use Map (Figure 4-1, page 106). This map represents, on a broad scale, desired locations for various categories of land uses. The map, and the following discussion, should help to guide future land use decisions within the community.

A series of broad land use categories were developed to help describe and support the strategy behind the development of Figure 4-1. These land use categories are based on common groupings typically used in community planning and are described in more detail below.

Agriculture / Rural Residential (ARR) - These areas are devoted primarily to combinations of

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agriculture, open spaces and scattered, low density rural residential uses. This land use category covers much of the Town. Land use patterns in these areas should allow for and emphasize protection of agricultural lands and resources for the continued viability of farming. Large, contiguous parcels should be further identified and preserved for present and future farming based on parcel size, topographic conditions and/or high value soils. Many of the agricultural areas in this category have historically been farmed, may be most suitable for farming, and are likely to continue as productive agriculture in the future. Specific uses in these areas may include livestock and milking operations, croplands, specialty crops, pasturelands, woodlands and forestry products, greenhouses/nurseries and similar agriculturally based land use practices.

These areas should also allow for and emphasize rural forms of residential development of varying lot sizes as currently exists, but typically larger lots than what are found in the Town's hamlet areas. Large lot rural residential uses are located in the interior areas of the Town and often located adjacent to or near agricultural lands beyond hamlet centers and State highway corridors. Agricultural uses may occur alongside residential uses and there may be some limited small-scale home-based businesses. Typically, rural residential uses might include a primary residence(s) with various accessory buildings including garages, sheds, and outdoor work areas. This is the least dense form of all residential use areas in the Town. Uses might be limited to single family and two-family dwellings. However, other uses such as seasonal camps and cabins and some home occupations may also be present. Road access to properties may be by NYS highway, but more likely by County and Town roads. Existing lot sizes may vary from small, one-acre parcels or less to large multi-acre parcels used for agriculture and farmsteads.

Hamlet Residential (HR) - Future land use patterns in these areas should allow for and emphasize small lot residential properties typically one acre or less that are clustered in higher density population centers in existing hamlet areas such as Hartwick, South Hartwick, Hartwick Seminary and Toddsville. These residential areas appear and function in a village-like setting. Structures typically front principal streets and/or highways. Uses in these areas may include single family, two-family and multiple-family dwellings. Also appropriate to these areas are; senior housing, apartments, townhouses and other forms of affordable housing that may create higher development densities based on housing units per acre compared to areas beyond the hamlets. These areas are the most densely developed of the residential use areas and are intended to look and function as traditional, walkable neighborhoods. These higher density uses in existing hamlet areas should continue as important neighborhood living and business centers.

“Main Street” Business (MSB) - Future land use patterns in these areas should allow for and emphasize uses that typically meet the daily needs of people in the community by providing walk-in, specialty, and/or professional public and private sector services. These areas appear and function much like a traditional “Main Street” that are readily accessible by vehicles and pedestrians alike. These areas are a transitional land use between residential uses and more commercially developed areas. These areas are intended to encourage mixed-use development patterns consisting of residential and compatible non-residential (business) uses located alongside one another and/or contained within the same building or property. Buildings could be one, two and perhaps three stories with combinations of commercial space, office space and residential units. These buildings should be appropriately scaled to the proportions of the hamlet. As such they are relatively small in scale and building styles that are compatible with adjacent properties. These areas provide neighborhood services and could include specialty businesses attractive to tourists and visitors to the community.

Highway Business (HB) - Future land use patterns in these areas are typically associated with auto-oriented travel which is very different from the more pedestrian-oriented Main Street Business areas in the hamlets. These highway business uses are typically located along or adjacent to primary roadways within the Town, specifically NYS Route 28 and portions of some adjoining local roads such as County routes 11 and 59. Uses may include a variety of both small and large-scale commercial, retail, and office uses. Specific types of uses may include, but are not limited to: grocery stores, vehicle services, restaurants, drugstores, hotels/motels and specialty retail establishments. Building footprints and parcel sizes may vary greatly. Uses could be further categorized as HB1 for small establishments in the 5,000 to 10,000 square foot building footprint range; HB2 for moderate size businesses with building footprints in the 10,000 to 25,000 square foot range; and HB3 for large-scale uses such as grocery supermarkets with building footprints in the 25,000 to 100,000 square foot range.

Recreation/Entertainment (RE) - Future land use patterns in these areas are typically associated with active and passive forms of recreation and entertainment that may occur in both indoor and outdoor venues. These uses may include campgrounds, public trail networks including those associated with waterfront uses, for example along the Susquehanna River, and other privately or publicly owned and operated recreation and entertainment uses that may be tourist destinations. Uses under this category would include public and private parks, resorts, restaurants and some specialty retail and entertainment venues that largely cater to regional interests and the tourist trade. Consideration under this category should be given to the presence of significant floodplains, wetlands and other natural features in these areas that may limit other more intense types of development, but in themselves may provide some forms of recreational opportunities.

Public Facilities/Community Services (PF) - Future land use patterns in these areas should allow for and emphasize municipal buildings, libraries, post offices, municipal parks and playgrounds, community centers and other public service facilities, such as utilities, public works buildings, and public wellhead/water supply areas. Many of these locations currently exist in the hamlet of Hartwick. These uses may create the framework for enhancing the hamlet as the community's civic activity center. This is an area that meets the needs of local residents and occasional visitors. It is also an area that can support special events, civic-sponsored celebrations, seasonal activities and community festivals.

Conservation Lands, Forest and Public Parks (C) - Future land use patterns in these areas should allow for and emphasize lands and water bodies that have been and/or could be set aside for current and future protection and management of significant ecological features and similarly important open space lands. Typical uses may include State and County forested areas, privately held conservation areas or easements, public parks, critical wildlife habitats and waterfront resources. These are lands that are considered as primarily undeveloped and typically do not contain buildings or significant structures. These areas also provide important natural functions and may include seasonal uses, recreational trails and other outdoor recreational and open space opportunities.

Limited Development (LD) - Future land use patterns in these areas should allow for and emphasize highly managed or controlled land use for limited development with special attention focused on the avoidance of significant natural resources that exist and create constraints to development. The intent of these areas is to encourage clustered development or similar development techniques that integrate development and resource protection needs in a balanced manner in order to promote the conservation of open spaces and the protection of

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environmentally sensitive lands (such as wetlands, floodplains and steep slopes). These areas typically include limitations for development associated with steep slopes, poor drainage and erodible soils, wetlands, and floodplains. Other areas may include woodlands, open space, and stream corridors that contribute to the rural/scenic character and ecosystems of the community.

In addition to these broad, land use categories, more specific land use principles, policies and strategies were developed that could apply to many of these areas. For example, within the Highway Business and Hamlet Residential areas, the Town encourages new growth and redevelopment in and around existing hamlet centers such as Hyde Park and Hartwick. This helps to limit the extent of commercial development occurring linearly along corridors such as NYS Route 28 and NYS Route 205. Also, new forms of higher density residential growth should also be encouraged in and around hamlet centers such as along portions of NYS Route 205 closest to the hamlet of Hartwick. This helps to provide nearby services to residents and creates “walkable” communities.

Other, specific land use principles, policies and strategies include:

1. Limiting linear commercial development along road corridors and encouraging deeper parcel development in lieu of development of existing highway frontage. A key principle of this Plan is to limit the extent of commercial development in the Town to suitable areas primarily along the Route 28 corridor. Emphasis is placed on deeper parcel development that utilize shared driveways and parking areas with connecting service roads to get some local destination traffic off of NYS Route 28, similar to the existing Commons area. This form of access management is an important alternative to continuation of the linear commercial development of highway frontage. This is key to creating better functionality for traffic movement and a more attractive highway corridor that provides for increased pedestrian use and vehicular safety.
2. Consolidating driveways and entranceways to businesses to the greatest extent possible and utilizing service roads, cross access agreements and shared parking areas wherever practical.
3. Increasing pedestrian activity and safety using interconnected networks of sidewalks and off-street trails with pedestrian-scale signage, well-delineated crosswalks and pedestrian amenities, such as pedestrian scaled lighting and streetscaping, including street trees, in business areas.
4. Respecting and preserving existing patterns of land use in hamlets and rural areas - especially those that exist in the western and central portions of the Town. This will not only support the Town’s desire to protect its rural and natural character but will also enhance and promote these same characteristics identified as being important to the quality of life in the community.
5. Considering limiting factors to development, such as soil characteristics and topographic/slope conditions in order to properly manage development-related issues of drainage, erosion, water supply, sewage and waste disposal, and year-round road accessibility.
6. Enhancing aesthetics along public roads with streetscaping, street trees, pedestrian lighting and other pedestrian amenities, such as benches, trash receptacles, flower boxes and planters located in key business (“Main Street”) areas. Empower local volunteer groups to be part of the solution.
7. Creating street frontage business opportunities as “Main Street Business” areas in hamlets that encourages closely spaced buildings that front along the main street, with sidewalks, landscaping, improved signage, allowance for two story buildings, parking to the sides and/or rear of buildings, and architectural styles that are suitable to the area based on traditional village scale and styles, building forms and rural themes.

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8. Encouraging the development of diverse and affordable housing styles including apartments, townhouses and senior housing within walkable distances to “Main Street Business” areas and to other commercial, civic and open space destinations.
9. Managing signage and visual clutter to limit sign size, number allowed per business, design, placement and maintenance.
10. Promoting the protection of open space and scenic areas found along many local roads and highway corridors - especially in western and central areas of the Town along NYS Route 205, and County routes 11, 45 and 59.
11. Discouraging development with high impervious surface ratios (greater than 10% of the total site), and development that could use water in excess of 20,000 gallons per day (more than 45 gallons per minute pumping capacity from public or private wells). Development that poses a potentially significant threat to groundwater resources, Town wellhead protection areas, aquifer recharge zones or threats to public health and safety is discouraged.
12. Encouraging new development that provides underground utilities and “green infrastructure” for stormwater management to reduce aesthetic “clutter”.
13. Directing new development and promote the redevelopment of existing developed sites and populated areas that already provide some public infrastructure and services as a first priority over developing undeveloped or “greenfield” sites with access to options for different modes of public transit.
14. Identifying and implementing programs to protect viable farmland in the community. Regulate land use in a way to reduce development pressure and provide necessary infrastructure to support viable agriculture A Town-based Farmland Protection Plan, consistent with the County’s Farmland Protection Plan may assist local farmers to keep viable farming in existence in the Town. The County’s Plan recommends that zoning and local land use regulations allow farm-related buildings and temporary employee housing as well as new uses that are compatible with agriculture.
15. Updating and enforcing local regulations consistent with smart growth and sound planning principles.

Land Use Strategy Recommendations

Consistent with our future land use strategy described above and the stated goals and objectives presented in Chapter 3, the following are some additional recommendations specific to land use in the Town of Hartwick.

LU 1 - Update existing Town land use regulations including the Site Plan Review Law and Subdivision Regulations as well as existing sign ordinances and other local enforcement mechanisms as necessary to reflect the land use goals and strategies expressed in this Plan.

LU 2 - Develop and implement new land use regulations to better manage development and redevelopment of areas. Consider, for example, the specific types of uses desired in commercial/business areas, hamlet business areas, and residential areas and encourage development only in those specific locations that are suitable for such growth. Regulations should be enacted to manage property use, the size and setbacks of building footprints, establish lot and impervious surface coverage limits, require natural buffers and screening, and provide some sense of desired building architecture and styles in non-

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agricultural and non-residential areas.

LU 3 - Undertake a “Main Street Revitalization” funding program and seek funds for projects (such as drainage, façade and streetscape improvements) within the hamlet of Hartwick and create a citizen-based task force to lead the effort.

LU 4 - Implement land use and natural resource best management techniques and practices that are based on Smart Growth, Low Impact Development (LID) and other sustainable land use development principles. For example, emphasis should be placed on long-term protection and set aside of sensitive land and water resource areas and significant open spaces.

LU 5 - Create incentives for development that will encourage and strengthen identifiable civic and community areas, public facilities and similar uses within the hamlet of Hartwick and along NYS Route 28 between the Town boundary at Index and Hyde Park. These areas should concentrate walkable destinations that promote pedestrian access to services, community facilities and public spaces. Uses should not be duplicative and may include some Town functions or services provided by other municipalities/governments, emergency services, medical facilities, public safety, libraries, postal services, museums, senior housing, indoor/outdoor markets, and festival locations. Buildings and grounds in these civic and community use areas should have consistent appearance in building materials and building design themes, especially as older facilities are replaced or redeveloped.

LU 6 - Identify appropriate areas for industrial/business park types of development within the eastern area along the NYS Route 28 corridor. Possible locations might include the south eastern and western side of Route 28 - south of the Hartwick Seminary area. Consideration should be given, however, to the potential for development and accessibility to future public infrastructure (if it is desired) such as public water and community sewer/septic systems. Absent of public infrastructure, the feasibility of on-site systems must be considered, encouraged and/or required to limit demands on the community’s fiscal and environmental assets.

LU 7 - Concentrate higher density residential and mixed-use commercial/office/residential development in and adjacent to existing development in the hamlet of Hartwick and promote revitalization opportunities along the traditional “main street” area of the hamlet, particularly at the crossroads of State Route 205 and County Route 11. In these areas, it is important to protect historic structures of local, regional and national significance and encourage the adaptive reuse and renovation of these sites rather than demolition. The hamlet should be enhanced as the Town’s primary civic area.

LU 8 - Seek grant assistance to prepare a Town Farmland Protection Plan to identify and preserve key farmlands based on areas actively farmed and grazed, those containing prime agricultural soils and resources, and those that are most economically viable for farming in the future. The plan may also consider discouraging the establishment of industrial/corporate style farming and large-scale feedlots (CAFOS) in Town.

LU 9 - Maintain and promote - through marketing campaigns and development incentives – local agricultural-based, and economically viable and sustainable business opportunities that provide local goods and materials such as: specialty farms, organic farming, honey production, alpaca, sheep and goat farms, natural foods, cheese production, fruit and berry orchards, etc.

LU 10 - Investigate the need for establishing “Critical Environmental Areas” within the Town in accordance with the State Environmental Quality Review Act (SEQRA) to protect important environmental areas from undesirable forms of land use. The designation of a CEA requires in- depth environmental review of projects that could adversely affect the integrity of these resources. Such areas

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may include: significant wetlands, the Hartwick Reservoir, Goey Pond, Arnold Lake, and sections of Otego Creek and the Susquehanna River.

LU 11 - Establish a list of Town Type I Actions (as allowed under SEQRA) that will require certain development proposals to prepare an environmental impact statement (EIS) that considers the potential short-term, long-term, secondary and cumulative environmental impacts of proposed actions as part of the Town's standard environmental review processes. The cost for providing outside consultants to assist the Town in its SEQRA review of private sector projects can be passed on to the applicant. Projects that might require a heightened level of scrutiny by the Town contingent on established laws, may include natural gas exploration and drilling; solid waste management facilities; large-scale utility projects such as wind farms; transmission lines; and large-scale commercial and/or industrial projects, all of which have the potential to adversely impact the community, its resources and the public infrastructure of the Town such as its roads, bridges and drainage culverts.

LU 12 - Coordinate with the NYS Department of Transportation (NYSDOT) to complete a detailed traffic and land use corridor study to consider the potential impacts of future development and continuing increases in traffic along the NYS Route 28 corridor especially along the developing portions of the corridor from the Town boundary at Index to just south of Hartwick Seminary. The study should determine short and long-term effects and mitigation measures to consider regarding enhanced safety, vehicular and pedestrian circulation through the corridor and on adjoining local roads as new development is proposed. The study should identify traffic capacities along the corridor, particularly within Hartwick, and establish level of service limits that should be considered by the Town, State and County during proposed project review and approval processes. This information will help identify future modifications that may be needed to be included on Transportation Improvements Program (TIP) lists by the State. The study might also address the need to protect future highway rights-of-way so that adequate space can be set aside now, rather than acquiring, relocating and demolishing buildings in the future. This may be especially significant when considering historic structures in the area.

LU 13 - Develop guidelines, standards and/or improve existing regulations to provide for the safety and reliability of the community's water supply. Consider existing public wellhead locations and groundwater zones of contribution to assist with land use decisions near the Town's public wells and consider extending buffer zones near wellheads beyond the current 200 feet to perhaps as far as one mile. This initiative could prove critical in protecting future water supplies from undesirable land uses. Future wellhead locations should also be identified for protection.

LU 14 - Complete a water budget study within the Route 28 corridor to determine appropriate levels of water supply withdraw based on aquifer recharge rates. Determine if areas of proposed and/or desired land uses can be sustained by existing water supplies or whether an expanded public system will be necessary. Similarly, consider wastewater treatment and whether a community septic and/or sewer systems may be warranted for the level of desired or anticipated land use. While the development of community systems adds an additional municipal expense, the investment in such infrastructure could provide an incentive to attracting desirable forms of development and private sector investment.

LU 15 - Implement land use controls that specifically maintain and preserve the key open space areas and the critically important viewsheds (as identified in this Plan) that significantly contribute to the character and attractiveness of the Town.

LU 16 - Provide incentives to developers and property owners to encourage more diversified small retail/commercial establishments. These incentives might include a local listing of various types of projects that could result in an expedited project approval process. Other incentives may include tax

credits, or relaxation of parking or other site plan and/or subdivision requirements. These incentives should also respond to the changing demographics of the Town's residential and tourist population and encourage projects that consider the area's changing age, income, mobility, and service needs.

LU 17 - Promote the enhancement of civic features, buildings, streetscaping and landscaping on the east side of the hamlet of Hartwick and promote this area as the Town's primary civic area where such facilities already exist.

LU 18 - Undertake a recreational development and reuse plan for Kallan Field within the hamlet of Hartwick and create a citizen-based task force to lead the effort to seek funds for projects.

Economic Development Strategy

It is important that the Town establishes a unique and identifiable business development strategy that enhances local business opportunities and taps into the existing supply of visitors to the area. It is also important that, as a bedroom community, services and business serve local residents.

Many tourism support services have already been established within the Town that focus on (but are not limited to): recreation, entertainment, lodging, groceries and supplies, and restaurants. An important part of our strategy is to attract visitors to the community on a year-round basis rather than a 12-week period in the summer.

Important opportunities may exist for establishing Hartwick as its own unique destination. Certainly restaurants, lodging and retail and sports-based facilities can draw from visitors already coming to the area to visit the Baseball Hall of Fame, Cooperstown Dream's Park, and/or other such facilities. Consideration should also be given to visitors who pass through the area - perhaps at different times of the year - on the way to other destinations such as the Adirondacks, Catskills and New York City. Business opportunities can be enhanced by drawing people from the major interstates and highways through marketing and advertising campaigns. Seasonal events such as harvest festivals, winter carnivals, music festivals and other types of celebrations that coincide with other events in the region could be beneficial to the Town's business economy. The Hamlet Development East Hartwick Corridor Plans later in this section addresses such concerns.

Specific Recommendations

The following provides some additional recommendations regarding business and economic development. Residents, officials and prospective developers should routinely reference this Comprehensive Plan and future additional guidance documents (voluntary design documents, other non-binding suggestions in accordance with the Comprehensive Plan) when making decisions about where to encourage commercial and other types of business development and public infrastructure in the Town. Such additional guidance documents could include voluntary design guidelines and other non-binding efforts in accord with the Comprehensive Plan.

ED 1 - Further develop and anticipate a variety of "what if" scenarios in an effort to be able to react quickly and decisively to potential projects, such as a business park, as they are identified.

ED 2 - Develop and implement new land use regulations to manage commercial development in clusters along Route 28. Consideration must be given to avoiding potential issues created by strip development

and sprawl including traffic congestion, parking, and visual impacts.

ED 3 - Develop a strategy that encourages small to medium scale services, businesses and commercial uses that complement, rather than compete with, the businesses and commercial/industrial uses in surrounding towns and nearby communities.

ED 4 - Create and utilize incentives, such as State and Federal tax credit and reinvestment programs to market and redevelop vacant and underutilized properties, brownfields, grayfields, commercial buildings, and historic properties.

ED 5 - The Town must aggressively seek funding opportunities such as the “NYS Main Street” funding program (see Chapter 5) to encourage renovation and enhancement of hamlet business and residential areas. Funding programs and mechanisms are constantly changing, and the Town should designate a position (or a portion of a position) who is responsible for identifying and seeking funding sources for projects including (but not limited to): business development, infrastructure improvements, planning, utilities, streetscaping, emergency services, etc.

ED 6 - Facilitate the establishment of businesses that: encourage local entrepreneurship; are based on the manufacturing, marketing and sale of local products, goods and services; and complement targeted industry clusters in Otsego County. Identifying locations and making space available for small business start-ups at low cost rents could provide incentive for local entrepreneurs and risk taking.

ED 7 - Work with local, County and State agencies and organizations to provide business development incentives (including financial assistance, “incubator” sites, and supportive infrastructure such as high speed internet and cellular access) to businesses that focus on the Town’s historic, cultural and recreational assets as well as its aesthetic setting.

Natural Resources Strategy

As land use changes over time, the cumulative effects on the natural environment can be both adverse and significant if land use is not managed properly. Development within sensitive environmental areas of the Town such as wetlands, floodplains, stream channels and steep slopes can harm the natural functions of these valuable resources, as well as the health and safety of residents and property values. Increased flooding, drainage problems, erosion and sedimentation of soils and contamination of water sources may be incremental and not very noticeable over a relatively short period. However, as more and more land use changes occur, the adverse effects become more pronounced and recognizable. By that time, it may be too late to properly plan for or prevent the adverse impacts.

The cost of unwise land use development decisions and practices can also result in increased municipal costs to taxpayers for: improvements to stormwater management systems; the rebuilding of roads and bridges; and other indirect impacts to the community such as a perception as a less than environmentally friendly community.

The Town of Hartwick is in a very good position to be proactive and act as a good steward of the area’s natural resources. That stewardship is directly related to land use management. It is important for the Town of Hartwick to strictly enforce existing regulations and, as a standard operating procedure, consider the potential adverse impact of its land use decisions on the environment as part of the site plan and subdivision review process. It is equally important to the environment that the Town fully utilize its land use regulatory powers as provided under NYS Municipal Law and SEQRA.

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The Town recognizes that it is prudent to regulate land use in sensitive environments, rather than encumbering the costs of long-term capital improvements to properly maintain land uses in locations where they should not have occurred in the first place. It is often more cost-effective to restrict land uses in flood prone areas, rather than investing in buy-out programs after damage and loss have occurred (2006 flood).

The Town of Hartwick should take a leading role to protect, manage and maintain its key natural resources and environment so that they may be properly used and enjoyed by all its citizens. Residents and visitors have the right to expect a clean and safe environment in which to live, work and play. While the cost of preventing and remediating pollution should be borne by the businesses, institution or individuals responsible for the activity, the identification of suitable land uses and proper locations is the responsibility of the Town on behalf of its residents. The most effective manner for protecting the environment and natural resources is through regulations that are both clear in their objectives and enforceable.

Regulations, ordinances and other best management techniques are typically developed and applied at two levels based on perceived resource sensitivity, area of impact, and value. For example, primary resources may include wetlands, floodplains and steep slopes (typically in excess of 20 or 25 percent). These are resources that may be regulated by federal and state governments because of their recognized value and extreme sensitivity to development. Secondary level resources are more typically regulated by localities because they more directly affect communities. These may include sensitive viewsheds, woodlands, historic sites and buildings, prime farmlands and so forth.

The Town should consider establishing land use controls to manage development on slopes that exceed 20 percent. Land use controls that address slope can also be expanded to address protection of scenic viewsheds, hillsides and ridgelines. Consideration should be given to potential impacts from erosion, excessive clearing, visibility of structures, and vegetation removal.

Similarly, water resources also need to be protected. Minimum development setbacks should be established and applied to various streams and surface water bodies based on their functional classification, the quality and quantity of water involved. Development setbacks may range from as little as 50 feet to in excess of 500 or 600 feet depending on local factors and stream function. However, many setback requirements fall within the range of 100 to 300 feet and are focused on the protection of stream functions, including water quality, water temperature and aquatic and terrestrial habitat. It is recognized that different streams in the Town may have differing setbacks relative to one another and functions may also vary within sections of the same stream as conditions vary.

A brief discussion of strategies relating to wind, natural gas and other alternative energy sources is included in the Infrastructure and Community Facilities strategy.

Specific Recommendations

The following provides some additional recommendations to protect and maintain the integrity of our key natural resources and environment.

NR 1 - Inventory and identify specific natural resources and areas that are of particular concern, in need of protection, and/or significantly contribute to the Town's character, ecological health and economy.

NR 2 - Use existing soils information to complete an analysis of soils and their limitations for various

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land use development alternatives such as, but not limited to: buildings with basements, septic systems, road construction, etc.

NR 3 - In accordance with the goals and objectives of this Plan, develop a local natural resource protection ordinance that addresses protection standards for riparian (stream and river), lakes, steep slope, wetland, floodplain (update existing regulations), and other locally significant resources as identified in this Plan.

NR 4 - Identify specific areas for enhanced public access along the Susquehanna riverfront, Otego Creek and other significant surface water features in the Town.

NR 5 - Delineate appropriate riparian buffers and develop land use controls and development setbacks to protect those areas.

NR 6 - Enforce strict septic system regulations and siting requirements - especially in waterfront locations - to protect water quality, and aquatic and terrestrial habitats.

NR 7 - Identify, establish and implement actions to maintain significant natural corridors as intact open space and undeveloped areas. These areas serve as contiguous greenways (land based) and blueways (water based) for use as recreation, food sources and migration routes for wildlife, and community aesthetics.

NR 8 - Develop a program to encourage reforestation and sustainable forest management practices - especially in areas with previously degraded woodlands, on ridgelines, and within steep slope areas. Prohibit excessive clear-cutting of areas for large-scale residential and commercial uses. Encourage re-establishment of vegetation in sensitive environments by identifying incentives and funding mechanisms such as through the U.S. Forest Service, Susquehanna River Basin Commission and Chesapeake Bay watershed organizations.

NR 9 - Link important open space areas, natural resources, and local destinations via trail networks to provide for: alternative modes of transportation to various destinations; the protection of natural resources, educational opportunities; nature study, and recreational opportunities.

NR 10 - Undertake a program to determine the feasibility, including potential acquisition, design and construction costs, of integrating the former trolley lines into a Townwide trail system that could link important greenway corridors. Consider possible connections beyond Town boundaries to Cooperstown, Oneonta, and Milford. Such a trail network might also serve to connect the western, eastern and central portions of the Town and be a multi-use/ multi-purpose system for year-round use and enjoyment.

NR 11 - Specifically identify key viewsheds and ridgetops that help preserve aesthetic character and work with local landowners and organization such as, but not limited to, the Otsego Land Trust to promote conservation easements and other open space management and conservation techniques. (For example, the Otsego Land Trust purchased property on the Susquehanna River on County Highway 11C just east of the Hartwick town boundary and currently provides public access for boating and fishing.

Historic and Cultural Resources

The history and culture of a community are vital to its future. Historic sites such as homes, barns, burial grounds, institutions and commercial buildings give a community its character. Protecting important places and weaving them into a plan for the community's future helps the Town remain

distinctive and desirable and links the past to the future.

The Town recognizes that, not unlike natural resources, our historic and cultural resources are prone to loss due to changes in land use - as well as misuse and neglect. It is important for the community to, not only identify its cultural assets, but to protect them from such deterioration and loss. Perhaps one of the most important steps to protecting significant cultural and historic resources involves the National and State Registers of Historic Places. The process of nominating, and perhaps listing eligible sites to the registers, can afford some level of protection.

It is also important that residents and visitors are knowledgeable about the heritage of the Town and its cultural assets. Publicly available educational materials and visual displays/signage can have significant positive effects in protecting the resources and creating a sense of pride in the resource. The Town's history and cultural resources can also be used as a component of, or theme to, community festivals and fund-raising efforts. Historic buildings lend value to community character, embellish identity and may also provide a framework for the design and development of new uses in keeping with the past. Additional discussion regarding the relationship of historic and cultural resources to the community design and aesthetics can be found within the Community Design and Aesthetics Strategy.

Specific Recommendations

The following provides some additional recommendations regarding the protection and preservation of historic and cultural resources within the Town.

HC 1 - Regularly monitor and update as needed the existing inventory of historic buildings and sites in the Town. Develop an electronic database of key features that can be analyzed and mapped. Include elements such as present condition, status for listing on the National and/or State Register, and their significance in history.

HC 2 - Consider nominating identified key historic buildings and sites as potentially eligible properties for listing to the National Register of Historic Places.

HC 3 - Prioritize historic and cultural resource protection needs based on the level of deterioration, location, age, and condition of sites and buildings.

HC 4 - Seek financing from government agencies and the private sector, including local fund-raising initiatives, to help in protection efforts. Also seek grant funds to safely archive the existing inventory including digitizing photographs of cultural assets.

HC 5 - Promote local history and knowledge through public educational materials, visual displays, monuments, markers and signage.

HC 6 - Consult with the NYS Office of Parks, Recreation and Historic Preservation and encourage the use of State and Federal grants and funding mechanisms that provide tax credits and other incentives for restoration, maintenance and adaptive reuse of historic buildings and structures.

HC 7 - Develop design guidelines to encourage new developments to complement and incorporate appropriate historic attributes and features into the design and renovation of buildings and sites.

HC 8 - Develop historic preservation districts within the Town where the presence of historic or cultural resources may be concentrated.

Housing and Neighborhoods Strategy

As a bedroom community to surrounding areas, the Town will likely need to continue to accommodate increased housing demand. Our Land Use Strategy discusses recommendations concerning the general densities and locations for some forms of residential use and housing. This strategy focuses more on the overall safety, affordability and aesthetic character that is desired in our neighborhoods.

Code enforcement is key to maintaining and improving the overall safety and aesthetics of our neighborhoods and housing stock - particularly in the older more populated areas of the Town such as around the hamlets of Hartwick and Hyde Park. The Town will encourage property maintenance through volunteer programs (Clean Sweep), Recycling Programs, County initiatives, application of state and county codes, and property maintenance and preservation grant programs. The Town must also recognize, and be able to respond in a timely manner, to the unique issues often associated with weekly rental properties and the potential for adverse impacts on neighborhoods from increased traffic, parking, general commotion and noise.

Particular emphasis should be placed on identifying sources of funds to facilitate implementation of hamlet revitalization strategies that focus on addressing several important issues such as:

- Encouraging housing rehabilitation of existing structures and improvements to houses in disrepair
- Discouraging parking on front lawns and areas not designed for parking.
- Discouraging the excessive storage of materials and unregistered vehicles.
- Establishing volunteer programs to assist seniors and others in the community that may not be physically or financially able to properly care for their property
- Working with local lending institutions and banks to facilitate low interest loans to qualified property owners for upkeep and renovation
- Providing affordable housing options that meet the changing needs of ownership and renting by seniors and low to moderate income earners
- Creating walkable neighborhoods with access to community facilities and services as well as professional services provided by doctors, eye care specialists, dentists, etc.
- Providing for diversified neighborhoods including senior housing and/or assisted living facilities available at different levels of affordability.

Specific Recommendations

The following provides some additional recommendations regarding housing and neighborhoods.

HN 1 - Encourage housing development in areas best suited to such development. This includes existing hamlet centers that have proximity to neighborhood services and avoidance of those areas that may contain steep slopes, poor soils for septic use, high water tables, poor drainage areas, wetlands and floodplains.

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HN 2 - Reference this Comprehensive Plan as a guide when making decisions about where to encourage residential development in the Town.

HN 3 - Develop and implement enhanced land use regulations to manage the density of residential development and promote mixed-use residential development in hamlet areas.

HN 4 - Develop a stormwater management program to address groundwater and drainage issues in residential areas - especially in those areas that are, or may be, prone to basement flooding.

HN 5 - Develop programs and incentives to reduce property code violations and encourage pride in one's property by acknowledging efforts to maintain and enhance attractive properties.

HN 6 - Promote use of cluster development options and conservation subdivisions that promote the protection and preservation of open spaces.

HN 7 - Ensure that neighborhoods provide individuals of all ages, incomes and mobility with access to parks and other community facilities through safe streets, and where appropriate, a sidewalk network with proper lighting and year-round maintenance. Enhance the coverage of lighting in lighting districts in line with recommended standards.

HN 8 - Encourage neighborhoods that provide opportunities for affordable starter homes for young adults, new families and empty nesters.

HN 9 - Work to establish a revolving loan fund(s) with local and regional financial institutions to encourage homeownership, property improvements, and regular property maintenance.

HN 10 - Identify and apply for various funding to develop and enhance community parks, playgrounds and indoor/outdoor recreation facilities considering both summertime and wintertime activities.

HN 11 - Identify and provide incentives to encourage the development of a more diversified housing stock and affordable housing opportunities with emphasis on housing and mixed-use buildings that respond to the changing demographics and needs of Town residents related to their age, income, mobility, and services.

HN 12 - Identify public/private sector partnerships with lenders and corporate foundations to provide possible financial and other incentives (e.g. advertising) to commercial/business owners who desire to better maintain and enhance their buildings, properties, and facilities consistent with the desirable character and history of the Town.

Infrastructure and Community Facilities Strategy

Public infrastructure and community facilities include our town roads, bridges and drainage systems as well as water supply, emergency services, schools, parks and municipal buildings. It is recognized that the provision of public infrastructure and community facilities are important contributors to the quality of life in any community. However, while Hartwick is a relatively large municipality in geographic size, its population is relatively small. As such, the investment necessary to develop and maintain public infrastructure and community facilities is substantial on a cost per person basis.

The Town must address some difficult issues in the near future regarding the continued availability of water and sewer in portions of the Town. The provision of (or lack of) adequate water and sewer service in a municipality has a direct influence on natural resource protection and on the rate of

residential and commercial development. Perhaps the biggest decision is whether it is economically feasible and desirable to pursue large centralized water and wastewater treatment systems versus more decentralized, locally based community, neighborhood or individual wastewater systems. Consideration should be given to: the associated municipal costs to taxpayers for planning, design and construction of centralized systems; the future availability of State and/or Federal assistance; costs to users for both the service and debt payments; and the continued operation, maintenance and upgrading of such systems.

As previously discussed, the management of wastewater may also influence the availability and quality of drinking water. The protection of the Town's groundwater quality and quantity is one of the most significant issues facing the Town. Water supplies need to be protected - not only from potential contamination resulting from deteriorating or unmanaged septic systems - but also from potential impacts from stormwater, certain natural gas extraction processes, some forms of land development, some agricultural practices, and the misuse of chemicals, pesticides and herbicides.

Similarly, groundwater quality can be degraded during flooding events due to cross-contamination with septic systems. The Town discourages development within areas prone to flooding and high groundwater levels. In addition, those areas that are already developed and subject to high water tables and inundation (such as in the hamlet of Hartwick) should be further examined to determine the feasibility and cost of improvements and protective measures to correct existing drainage problems and related concerns with wastewater treatment and water supply systems. Solutions may require a combination of traditional engineering measures, such as piping and drainage channels (gray infrastructure) and green infrastructure techniques that rely on more sustainable natural systems to manage drainage. High water tables in the area complicate the solution to the ongoing problems and may require a significant effort to solve the problem. Funding may be available from Federal and/or State agencies such as USDA Rural Development (see Chapter 5 for more information).

Water withdrawal from private wells may also place added strain on the quantity and availability of groundwater sources - especially as development occurs and populations grow.

With regard to the review of proposed development, the Town should exercise its full authority as provided under both New York Municipal Law and SEQRA to ensure adequate water and wastewater treatment is provided without impacts to the surrounding properties or substantial cost to taxpayers.

Alternative sources of energy must also be considered as part of our infrastructure and community facilities strategy. The Town has expressed an interest in examining alternative sources of energy - especially for municipal facilities. Similarly, infrastructure that is supportive of local businesses, such as cellular phone access, high speed internet, etc. should be encouraged.

Specific Recommendations

The following provides some additional recommendations regarding our infrastructure and community facilities.

ICF 1 - Create an inventory and an up-to-date GIS database and maps of Town-owned and maintained roads, bridges, drainage culverts, drainageways (ditches), signage, buildings (Town Hall, Community Center, Library, Highway Garage, etc.) and grounds (wellhead locations, parks, etc.) to document existing facilities by location, age, condition, capacities, deficiencies and scheduled maintenance/upgrades. This will facilitate the prioritization of capital improvements, establishment of budgets, identification of funding opportunities, and replacement costs in the event of emergencies, damage or scheduled

maintenance.

ICF 2 - Develop and implement a systematic prioritization and capital improvement program for the construction, upgrade, and replacement of important public infrastructure and facilities including roads, bridges and drainage systems. The Town should also consider replacing undersized bridges and culverts on public roadways and property that may inadvertently contribute to damages caused by stormwater runoff and flooding events.

ICF 3 - Determine future intervals for infrastructure construction, replacement and upgrades of all infrastructure and proactively budget Town funds accordingly.

ICF 4 - Maintain and/or improve the Town's bond rating and aggressively seek State and Federal financial assistance to inventory, study and upgrade infrastructure and facilities.

ICF 5 - Coordinate road and public infrastructure improvements with Otsego County, the NYSDOT and adjacent communities and seek joint project planning and capital improvement funding opportunities.

ICF 6 - Consult and collaborate with the NYSDOT to implement necessary safety and pedestrian improvements to the NYS Route 28 and NYS Route 205 corridors. Ensure desired projects are listed on the State's Traffic Improvement Program (TIP) summary. Potential projects may include: sidewalks in hamlet and corridor business/commercial areas, ornamental street lighting, street trees and landscaping, ADA accessible curbing, drainage improvements, signage, crosswalks, bike routes/lanes and designated bikeways to promote pedestrian and non-motorized activity.

ICF 7 - Work with the NYSDOT and Otsego County on access management issues and prepare enforceable access (driveway) standards and traffic calming measures for non-residential development along higher volume State and County roads in the Town, particularly where pedestrian activity occurs and/or is being encouraged.

ICF 8 - Work with jurisdictional agencies to consider Smart Growth alternatives to reconstructing and widening roads that result in increased capacity, but often result in increased speeds and adverse effects on residential and business areas.

ICF 9 - Investigate the engineering and cost feasibility of funding and installing a community septic system(s) and stormwater management system within the Town's wellhead protection areas to prevent potential contamination issues of the public water supply and to help mitigate seasonal flooding of homes in the hamlet of Hartwick area.

ICF 10 - Implement Low Impact Development (LID) stormwater management techniques whenever practicable as properties develop or redevelop. Encourage the use of green infrastructure (vegetated swales, porous pavements, rain gardens, etc.) as an alternative to more costly and traditionally engineered approaches to stormwater management.

ICF 11 - Consider developing "fitness workout stations" and ADA accessible trails and pedestrian pathways connecting public grounds and destinations to encourage community health and fitness.

ICF 12 - Investigate the engineering and cost feasibility with the property owner and promote the reuse of the former school building on the east side of Wells Ave. as an appropriate mix of community uses for use by various age groups such as senior housing, library, museum, learning center, etc.

ICF 13 - Support upgrades and development of public safety facilities including police, fire and emergency response buildings and consider this Plan in the siting of new facilities in the Town.

Transportation Strategy

Because the Town's transportation system is primarily comprised of a network of State, County and Town roadways, providing only limited options for alternative forms of transportation. Smart Growth principles encourage diverse choices in modes of transit and the Town recognizes the need to proactively encourage the creation of public and private sector alternatives to automotive travel. This includes proper planning, design, implementation and seeking funding from private and public sector sources for interconnected sidewalks, bikeways, trails and public transportation - all with linkages to local and regional destinations.

As improvements to the transportation system within the Town are contemplated, it is critically important to coordinate with jurisdictional agencies so that they fully understand the vision, goals and objectives of the community. The following recommendations are also part of the general transportation strategy for the Town of Hartwick, acknowledging that current and future transportation needs will be met not only through the actions of the Town, but in coordination, consultation and partnering with other levels of government and the private sector who provide transportation services.

The Town recognizes that many Town roads are steep and are not designed to handle the traffic flow associated with intensive development. Therefore, the most intensive and dense development should be encouraged on State or County highways designed for a higher volume of traffic than can be accommodated on local roads. The Town also recognizes the goals and objectives to maintain the flow of traffic on State routes and prevent an excessive number of driveways and curb cuts that can affect traffic flow, increase congestion and create safety issues caused by numerous turning movements and stoppage in traffic flow. This is an ongoing concern along NYS Route 28. The prevention of sprawl along the NYS Route 205 corridor is also a key concern to eliminate the potential for the same type of issues from occurring along the 205 corridor.

The creation of private roads and further enhancements to Town roads for residential development purposes should be discouraged - especially in areas of steep slopes and where private roads are not designed to public standards. Often private roads eventually become public roads and need to be reconstructed to public standards. Additional standards should be enforced for both public and private road construction on steep slopes and terrain with mature wooded hillsides, deep stream channels, and where significant grading or earth removal is required. Roads in such areas require significant drainage improvements and typically result in long-term costs to the municipality for upgrades and maintenance as use increases. Low population densities should be maintained and encouraged in areas served by these roads to minimize adverse environmental impacts, prevent seasonally hazardous driving conditions and limit public costs for maintenance.

The Town of Hartwick should consider discussing partnering opportunities for alternative modes of transportation in the area, for example, by investigating the feasibility of using the Leatherstocking Railway route which passes through the Town. Opportunities may exist to establish platform stops that could be supportive of business, tourism, biking, recreation and residents' needs in Hartwick and adjoining communities. The enhanced use of the railway or other forms of transit could reduce traffic levels on Route 28 during peak tourist season.

Opportunities may also exist for enhancing non-motorized travel and pedestrian activity through designating bike routes, establishing interconnected trail networks, and creating public transit options - especially with service providers in nearby communities. Consideration should be given to: designating bike lanes, where feasible, as roads are improved or newly designed; encouraging pedestrian-friendly developments that are designed as "walkable" communities; and enhancing regularly scheduled shuttle

services and/or trolley services during peak tourist season.

Specific Recommendations

The following provides some additional recommendations to further enhance transportation networks and options for the movement of people and goods within the Town of Hartwick.

T 1 - Work with the NYS Department of Transportation and Otsego County to implement strict access management measures along NYS Routes 28 and 205 by reducing the number of curb cuts allowed along each highway and encourage shared access points, shared parking and the use of connecting service roads between access points, where possible.

T 2 - Modify existing site plan approval and project review procedures to include a thorough assessment of circulation patterns and require design details that emphasize limited access points and less-visible parking areas in business districts and along commercial corridors.

T 3 - Encourage the long-term development of a continuous, well-maintained sidewalk and pedestrian/bike trail network along the NYS Route 28 commercial corridor. Provide linkages to the Route 205 corridor and residential areas, as well as development of trail networks along the old trolley line right-of-way, with additional linkage to trails in public forest lands and Susquehanna riverfront locations.

T 4 - Implement programs that require adequate buffering and vegetative screens in transition areas between residential uses and commercial areas and along highway corridors in order to reduce the effects of traffic noise, address pedestrian safety issues from vehicular traffic, and improve aesthetics.

T 5 - Further investigate and consider alternative solutions to issues associated with infrastructure maintenance, increased speed, noise, traffic, dirt and dust caused by large trucks traveling through the Town. Consider restrictions of heavy vehicles on Town roads where such use is not necessary for local farming, or the delivery of materials in support of local businesses. Work with local, County and State transportation officials on ways to reduce the amount of heavy truck traffic between interstates as well as improve vehicle composition and traffic flow on major roadways in the Town.

T 6 - Develop and maintain a continuous, Town-wide network of sidewalks, pathways, and multi-use trails that interconnect residential neighborhoods with local businesses, recreation areas and public spaces. This will also foster a greater sense of community by linking neighborhoods.

T 7 - Work with service providers to enhance public transit and improve accessibility to seniors and low-income residents, thereby reducing reliance on personal vehicles.

T 8 - Explore strategies to reduce vehicular speed along primary roadways to improve pedestrian and bike safety. Consideration should be given to: improved signage; designated crosswalks; and designated bike lanes, where feasible.

T 9 - Explore the possibility of using State and Federal funding programs (such as SAFETEA-LU) to promote the addition of pedestrian amenities and streetscaping in hamlet business areas.

T 10 -Reduce sign clutter to remove distractions and improve traffic safety, pedestrian safety and aesthetics.

T 11-The town should adopt a Complete Streets policy for the hamlet and townwide.

Community Design and Aesthetics Strategy

Community aesthetics and character are important contributors to quality of life and are important factors used in determining where to live, visit or locate a business. People often do not remember the non-distinct areas they visit that are replete with franchise style fast food restaurants, gas stations and big box retailers. They do, however, remember and return to areas that are unique and distinct in appearance. The physical setting of the Town of Hartwick - among the hills of Otsego County - give it a sense of serenity and rural solitude that is quite different from the nearby areas that are more developed or the metropolitan areas Downstate. The Town must be proactive in protecting, maintaining and enhancing its local character and identity.

As development and redevelopment is proposed, the Town must recognize that not all development is necessarily good development. Development that is proposed and approved in Hartwick should be of high quality. However, high quality development does not necessarily mean high cost to developers. Such development should be designed to be consistent with the vision, goals and objectives of this Plan. Prospective developers should be provided guidance and have a clear understanding of the Town's expectation.

To accomplish this, the Town should consider the establishment of a specific design review process and incorporate that process into appropriate land use controls such as site plan and subdivision approvals. The Town should consider developing a design guidance document that specifically communicates its expectations to developers. This document, which could be in the form of a design handbook should clearly state design objectives with graphic illustrations of what are desirable and acceptable designs. Consideration should also be given to creating incentives for suitable and responsive design such as providing for relaxed parking requirements, increased density allowance, or tax credits.

As discussed in the Historic and Cultural Resources sections of this plan, special consideration should be given to the design of historic and cultural resources being improved, rehabilitated and/or reconstructed. Original building elements should be retained as much as possible.

Specific Recommendations

The following provides more specific recommendations regarding community design and aesthetics.

CDA 1 - Manage the conversion of residences into business uses when such uses change the building façade, traffic or parking patterns or otherwise degrade neighborhood character or may impact adjacent property values.

CDA 2 - Review and modify existing sign regulations to effectively address the number of signs allowed per use, sign placement, size and maintenance. This will help address sign clutter. Require specific maintenance, design and materials standards to prevent and/or eliminate unsightly signs through existing and enhanced code enforcement procedures.

CDA 3 - Create various design guidelines (non-regulatory) and/or standards (regulatory) for business districts that address design and development issues including building location and orientation, parking areas, building and parking setbacks, color schemes, building design, building materials, building façades, signage, vehicular and pedestrian circulation, and landscaping.

CDA 4 - Establish minimum design standards within the Town that address long-term property maintenance.

CDA 5 - Consider aesthetics, landscaping, quality of signage and maintenance when establishing physical gateway features in the Town along NYS Routes 28 and 205.

CDA 6 - Promote traditional forms of architecture and building design features that may emphasize orientation to the street, use of traditional materials and colors, and construction at a suitable scale in proportion to surrounding uses.

CDA 7 - Promote “green infrastructure” principles and practices that contribute to the aesthetics of the community as well as the interconnectedness of open space, waterways, recreation, wildlife areas, and working farmlands. These practices also provide sustainable benefits for stormwater management.

CDA 8 - Promote efforts that protect important scenic resources including hilltops, ridgelines and significant viewsheds and discourage inappropriate land use practices that degrade the visual resources of an area.

Community Involvement Strategy

It is important for the Town to promote community interaction through volunteerism, community festivals and similar initiatives in an effort to form a greater sense of community. Specific activities might include: bike, garden, or library clubs; various Town-sponsored or supported volunteer committees, softball leagues and other organized sports, wintertime festivals and venues for activities such as ice skating, a farmer’s market, balloon festivals and/or arts and crafts festivals. The Town should develop clear policy and be supportive of allowing the use of Town properties for such activities and special events as appropriate, considering for example, liability issues.

While the use of the Town property (Kallan field) in the hamlet of Hartwick may be a logical site for special events, consideration must be given to the proper protection of the wellhead areas supplying public water. Activities should be limited to those that do not pose threats to the wellheads or adversely impact the site or surrounding neighborhoods. The wellhead areas should not encourage or provide for the use or parking of vehicles or other potential sources of contamination.

The Town should encourage and support the formation of a seasonal event committee and other committees (such as a Town beautification committee) that organizes events, identifies sponsors, advertises the event both within and outside the region, and takes responsibility for logistics associated with planning and clean-up for each event. Fund raising in support of events and activities also serves to unify the community. The key may be to start slowly in forming these committees and organizing events until positive results can be realized rather than trying to do too much too soon.

Specific Recommendations

The following provides specific recommendations regarding the community involvement strategy.

CI 1 - Identify special event opportunities and schedules to attract both residents and visitors into the Town to continue to support seasonal events like Community Harvest (2019; Covid-cancelled in 2020) and Halloween Husky Trail (October 2020). Additional themes might include winter carnivals and outdoor activities, spring gardening events, summertime farmers markets, craft fairs, music festivals, balloon festivals and fall harvest festivals.

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CI 2 - Use volunteer groups, committees and organizations to: maintain and enhance neighborhoods and sidewalks; provide aesthetic amenities like flower boxes, plant and maintain street trees and community gardens; and build community trails, playgrounds and recreation facilities. Encourage residents to form various clubs, civic organizations and committees that consist of volunteers willing to help maintain public parks, roadsides, town flower pots, and other community facilities

CI 3 - Identify potential partnerships and funding sources for community improvements, including corporate sponsors for projects that may include new sidewalks and curbing, drainage improvements, establishment of ornamental lighting, planting/replacement of street trees, landscaping, benches, public transit stops, and/or trash receptacles.

CI 4 - Provide for enhanced pedestrian awareness and activity. Utilize voluntary efforts to create safe, interconnected, and well-maintained sidewalks, trails and pathways.

CI 5 - Work in partnership with real estate professionals, chambers of commerce and others to develop programs that create incentives for maintenance and enhancement of the community's housing stock and local businesses.

CI 6 - Encourage the formation of neighborhood associations and organize seasonal neighborhood property maintenance/clean-up events. Utilize volunteers, youth organizations, local businesses and faith-based groups to help seniors, low income property owners and others who may not be able to properly maintain their properties.

Specific Neighborhood Plans

Since the adoption of the previous Comprehensive Plan, the Town has adopted more detailed plans focused on future development in specific neighborhoods: the hamlet and the Hartwick Seminary/Hyde Park area (East Hartwick Plan). These plans are presented here and updated as appropriate. As the following plans are currently in various states of implementation, we update them but do not include the specific recommendations that is the norm in the remainder of this document. The committee recommends that the towns of Hartwick and Otsego create a two-municipality task force to create a similar development plan for the hamlet of Toddsville.

Hartwick Hamlet

The 2010 Comprehensive Plan called for the creation of the Comprehensive Plan Implementation Committee (CPIC) in order to review and propose ordinances and develop plans necessary for the implementation of the comprehensive plan (chapter 5). This committee was formed in 2012, and on August 12, 2013 the Hamlet Revitalization Plan was adopted by the Town Board (see Appendix C). This section updates the original plan.

Goals and Objectives

The Comprehensive Plan Implementation Committee believes that the revitalization of the hamlet is one step in securing a positive future for the town's current and future residents. To that end, the task force has identified three goals for the revitalization of the hamlet: 1) building community pride; 2)

aesthetic charm; and 3) walkability.



Figure 4-2: Urban Decay in Downtown Hartwick. This picture is from the same location in 1907 and 2012.

Communities that are healthy exhibit a degree of community pride, and Hartwick is no different. Community pride can be encouraged through a variety of mechanisms such as festivals and aesthetic appeal, and both of these play a role in this plan. Hartwick's unique history is also a potential source of

pride, and as such certain actions can be taken to build on Hartwick's unique history and build toward the future. The Hartwick Patent was purchased by John Christopher Hartwick, a Lutheran preacher, in 1761 with the intent of becoming a "New Jerusalem." While this lofty goal was not realized, the first Lutheran seminary in the United States was constructed in Hartwick Seminary, although the seminary closed in the 1920s, but survives through Hartwick College in nearby Oneonta. As noted in "Historic Hartwick: New Jerusalem Past, Present, Future," a report prepared for the planning board in 2012, this unique history—a forerunner of upstate New York's famed "Burnt Over District" of spiritual revivalism and religious experimentation in the nineteenth century—could be used to frame development and tourism activities in the future.

The aesthetic charm of the hamlet is classic "small town America." Hartwick maintains a "village charm" of tightly nucleated housing surrounding a small but substantially degraded central business district (see figure 1). There is some degree of lower density sprawl in the surrounding rural lands, particularly acute between the village and Cooperstown eight miles away. A curious contrast to Hartwick sprawl pattern is found in the town Richfield, 15 miles north, has approximately the same population but the village of Richfield Springs is about double the hamlet of Hartwick. The result is a more vibrant retail base in Richfield Springs due to increased economies of scale and the maintenance of central place functions; in contrast, Hartwick has largely lost both its retail base and central place functions in a regional economy where much of the tourism base is in downtown Cooperstown and the regional retail base is in a suburban strip in the eastern portion of the town of Hartwick. The result is significant deterioration in Hartwick hamlet, particularly downtown where five empty lots have replaced commercial buildings and low density "suburban style" buildings have taken the place of an additional four buildings. In addition, the rebuilding of the village's Main Street (County Route 11), according to guidelines for a rural highway by Otsego County resulted in poor drainage and a generally ugly streetscape that drew the ire of local residents and must be fixed.

There is considerable research that demonstrates the link between a community's "walkability" and general vitality (see Campoli 2012; Daniels 2007; Soderstrom 2009; Speck 2012). Besides well-established health benefits for individuals, walkable communities typically have lower crime rates, higher levels of economic activity, and more stable real estate values. The ability for families and children to utilize pedestrian services such as sidewalks and parks is frequently cited as key determinants in the desirability of a new home for young families. This is an important point as Hartwick is in one of the area's best school districts, and as such a walkable community with a distinct "neighborhood" feel is a key in stabilizing the local real estate market in the wake of the bubble of the 2000's. A walkable community would also help economically revitalize the village, aiding both its desirability for families and the aesthetic charm of the hamlet.

Smaller Projects

The original report recommended a number of projects that were relatively small, but could lay the foundation for future work.

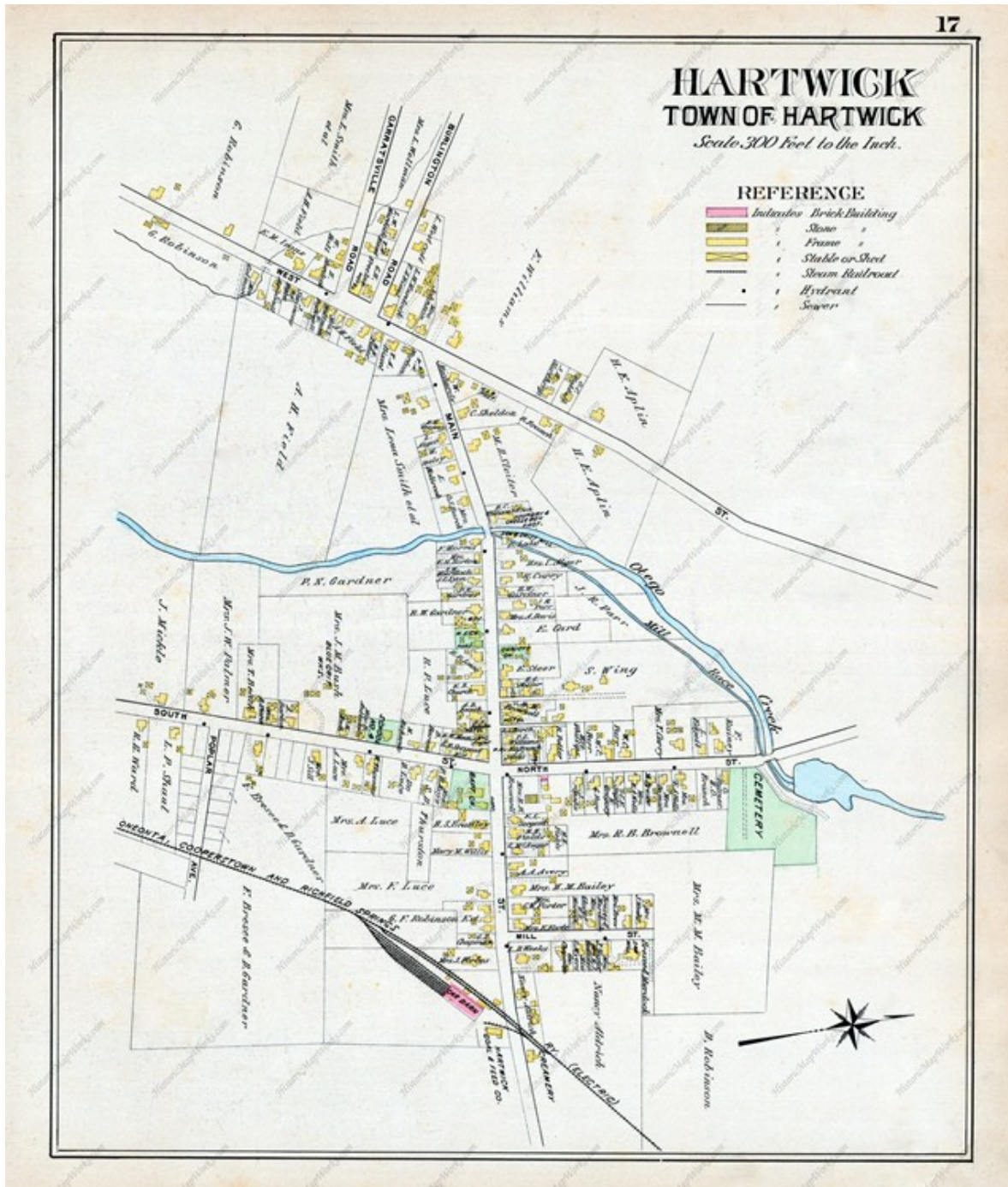


Figure 4-3: Hartwick in 1903 with former street names.

1) Reclaim the village’s historic street names for routes 11 and 205. The arrival of Emergency 911 numbers brought with it the renaming of the county and state highways running through the village (see figure 3). In a relatively short period of time, the historic names are being lost among some villagers either through disuse or misnaming state highway 205 “Main Street.” As such, an initial step would involve renaming the streets according to a two-line address scheme that would allow the use of the historic names as follows:

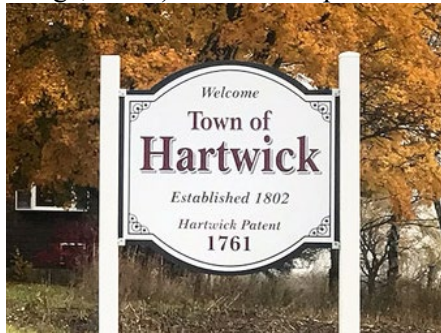
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John Doe 3554 South Street State Highway 205 Hartwick, N. Y. 13348	Jane Doe 2083 Main Street County Highway 11 Hartwick, N. Y. 13348
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The street numbers would not be changed. County highway 11 would be renamed Main Street from 2969 to 3236 (Dismal Inn Sugar Company), State Highway 205 from 3487 (formerly Larry’s Custom Meats) to 3603 (Four Corners) would be renamed South Street, and from 3613 to the North Street bridge (3664) would be North Street. The Comprehensive Plan Committee recommends implementation of this project. Street signs should be erected within the village that utilizes the renamed county and state highways.

2) *Sign for Recreation Area.* The Recreation Area (see below) located at the former Kalann Field should have a sign in the near future. The Committee recommends the town solicit feedback as to an appropriate name for the town park.

3) *Welcome to Hartwick Signs.* Signs welcoming travelers to the hamlet should be erected at three gateways to the hamlet: 1) South Street by the diner; 2) North Street just north of the bridge; and 3) Main Street prior to the recreation area sign.



The signs should read, “Welcome to Hartwick” on the first line (perhaps with “welcome to” in

smaller type above Hartwick), “A National Historic District” if so designated, and “Patent Granted 1761” on the bottom line.

Through a partnership between the Town and the Hartwick Historical Society these were installed in 2019 (left).



Figure 4-4: Entrance to Hartwick Recreation Area at Main Street and Hatchery Road.

4) *Town Information Sign.* The town should examine options for aesthetically pleasing changeable type information signs in the hamlet and in the Hyde Park/Hartwick Seminary area, e.g. LED embedded in stone.

5) *Communications.* Investigate the feasibility of improving the communications infrastructure in the hamlet, including but not limited to cellular service and high-speed internet.

Project: Walkable Village

As healthy communities tend to be “walkable” communities, an effort to utilize public infrastructure to encourage pedestrian traffic should be encouraged. The recreation area (see below) is part of this plan, but other areas in the hamlet are to be included. This section notes projects outside the recreation area and central business district. The town should adopt a Complete Streets policy for the hamlet as well as the entire town.

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1) *Update and expand sidewalk system in hamlet.* The town invested in new sidewalks over the past ten years, and this has been met with new pedestrian traffic. The town has been given commitments by the state Department of Transportation for new crosswalks at 205 and 11 (completed 2019) and 205 and Poplar. The town should further examine other areas of the hamlet not currently served by sidewalks, such as a loop along 11 to East Hill and Hatchery Roads, south along 205 toward the Hartwick Restaurant, and north to the Vly Fishing Area north of the hamlet (see # 2 below).

2) *Focal Points.* Focal points are important points of attraction and rest in pedestrian oriented neighborhoods, and the current implementation plan includes the recreation area and central business district as major focal points in the village. In addition, development of “The Vly” as a fishing area and recreation area should include extending the North Street sidewalk past the cemetery to the area—it already exists in the bridge. In addition, the South Street sidewalk should be extended to the Hartwick Diner.



3) *Bike Lane along 205 North.* A substantial number of walkers and bikers utilize the loop created by taking Main Street west from the Four Corners to Weeks Road, Weeks Road to Route 205, and then walking or biking 205 south back into the village. Due to the traffic along 205, it is recommended that a bike lane be added to the northbound lane that extends the “pedestrian zone” of the sidewalk along North Street as it itself is extended to the Vly fishing area. The committee believes that this lane could be added by simply relining the highway.

4) *Trolley Line Bike/Walk trail.* The creation of a trail along the former “trolley” right of way should be explored. Within the hamlet, such a trail could connect the recreation area to the diner on South Street. The line extends south to Oneonta and is snowmobile trail for much of the route, and as such the full trail potential should be explored with neighboring municipalities as well. This might require bike lanes on existing highways.

5) Additional “Pocket Parks.” These would be located at the Schoolhouse Park (South Street, Rte. 205) and a new Veteran’s Square (see below). They would be marked and designed to be pedestrian friendly.

Project: Main Street Reconstruction

The reconstruction of Main Street (County highway 11) in 2010-11 resulted in the loss of parking lanes and inferior drainage in the central business district (see figure 4). In response to this situation, the Planning Board passed a resolution in July 2011 that read, in part:

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The Board decided that it should be on record that the Planning Board does not support or endorse either the original project, or the subsequent “fix” and the “dumb-ass” responsible should be held accountable for the inferior drainage of the roadway. Further, the Planning Board protests the County initiated action that proceeded without any regard to the Planning Board’s recommendation and without any apparent regard for the Town’s general health, safety, or welfare.

An Important goal of the implementation plan should be to rebuild Main Street according to standard urban street standards for drainage and safety. This project aims to create an aesthetically pleasing business district with adequate parking, drainage, and pedestrian safety features. This should be accomplished in part through application to the Main Streets grant program and stress the following goals:

- 1) *Aesthetically pleasing streetscape.* A central goal of the project is to create an attractive streetscape. This goal should be backed up through design standards applicable to the central business district that bring buildings to the historic building line and reflect the commercial nature of the area. The rebuilding of Main Street should at minimum include the areas from the Baptist Church to the Methodist Church on both sides of route 205, and perhaps county highway 11 as far east as the community center.
- 2) *Pedestrian Safety.* Crosswalks across 205 and 11 should be established at various sites in the hamlet.
- 3) *Repurposing of Fire Department Building.* In line with the recreation area plan, the fire department could be relocated to Hatchery Road and the current building be repurposed. The façade of the building should be brought to the building line in Greek Revival style to match the bank and stately home on either side.
- 4) *Parking.* Bays for street parking similar to those along Main Street in Oneonta, complete with attractive brickwork between the street and sidewalk, should be on both sides of Main Street from the area in front of the Baptist Church to the area of the Methodist Church. A similar bay could be constructed on the east side of South Street (205) adjoining the Baptist Church property.



Figure 4-5: Main Street after county reconstruction. Notice the water pooling on sidewalks, inadequate parking strip, and generally ugly appearance.



Figure 4-6: Portion of Main Street for proposed reconstruction project.

Project: Recreation Area

The recreation area in the northeast of the village can become a hallmark of the hamlet's revitalization. The town bought the property several years ago, and since then a variety of ideas has been discussed. The Comprehensive plan Implementation Committee recommends the creation of a committee

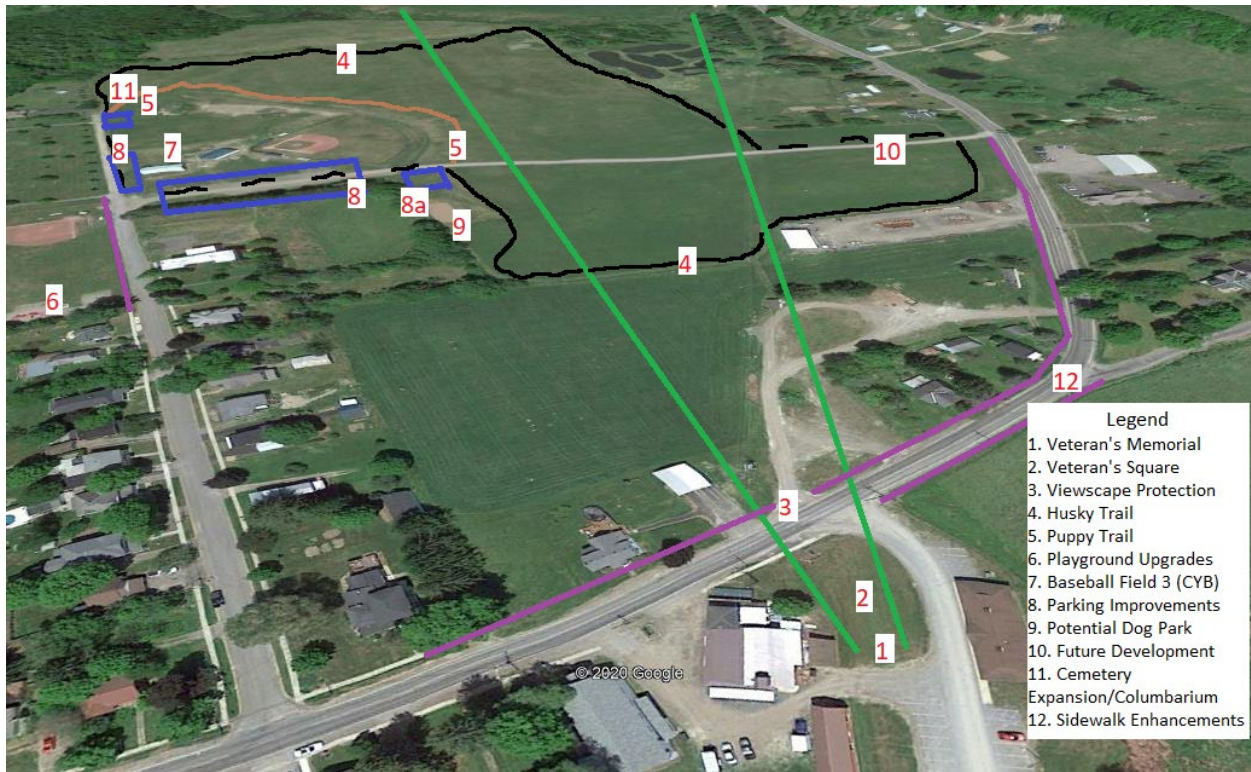


Figure 4-7: Updated Town Plan for the Town Park. The plan is centered on viewscape protection (3) and enhancing the facility to serve the needs of children, adults, and seniors alike.

to oversee the design and construction of the town park. Some initial ideas follow (see figure 4-6).

1. *Veteran's Memorial*. The town and associated organizations have discussed the need for a new Veteran's Memorial for about a decade, and the earlier hamlet plan made room at the corner of Hatchery Road and Wells Avenue. Subsequent use of the site for town events has proven the site inadequate, but the Comprehensive Plan Update Committee believes a better site is available. The yards across Town Drive from Town Hall by necessity needs to stay a grassy area and lies along 11 (Main Street). A memorial at the south end of the lot, simply a flagpole with a low brick wall encircling it, and a plaque could serve as an elegant memorial. The site would be appropriate for the solemnity of the Memorial Day ceremony. The town should work with local Veteran's organizations for as final plan, and where possible utilize local educational institutions (e.g., Job Corps) for the construction of the brick wall.

2. *Veteran's Square*. The lot associated with the Veteran's Memorial should be converted into a small park. Located across from Town Hall, it would have park benches (see below) and potentially a historical display highlighting the history of Hartwick and/or a display on adjacent property (owned by Cooperstown Bat Company) highlighting the sustainable heating system in place.



Figure 4-7: View from Main Street (County Highway 11) looking north, the focus of viewscape protection from the Veteran’s Memorial and Main Street.

3. *Viewscape Protection.* The Park Plan is centered on resident’s expressed desire to maintain rural character and protect viewscales when the town has the ability to do so. In the case of the Town Park, such an opportunity does exist (see figure 7). By maintaining the central portion of the Kalann Field area free of buildings, the view of the field and hills beyond remains unimpeded. The town should not construct new buildings in the zone, but the use of athletic fields that would not impede the view would be acceptable.

4. *Husky Trail* (black line). The Husky Trail already exists, but fitness stations and park benches along its length could be a fine addition in the future should funding become available.

5. *Puppy Trail* (brown line). A proposed “Puppy Trail,” as a smaller version of the Husky Trail, would be designed around the needs of all age groups. The trail would proceed from a (new) small parking area at the end of Wells Avenue where the Husky Trail begins. It would cross over a “bridge” constructed of gravel or dirt over a drainage ditch, and the proceed south along the ditch. Utilizing local community groups and knowledge of native plants, the ditch will be converted into a rain garden. The Puppy Path will follow the ditch to Hatchery Road. The path itself should be at least six-feet wide and either paved or treated with Item 4 to create a hard but permeable service. Trees will be planted along its route, preferably those that flower during baseball season as they will be in view from the stands of both CYB fields. A series of park benches (see below) will be stationed along



the route. The proposed trees are all outside of the viewscape protection area.

6. *Playground upgrades.* Many have noted that the upgrades to the town playground have enlivened the hamlet. A committee should be established to examine the potential impact and cost of improvements to the playground, including potentially new equipment (e.g., climbing wall) or a foam surface in place of

the stones currently there. This is also an area that could benefit from new park benches and sidewalk improvements.

7. *CYB Field 3*. There is reference, In its site plan for the Cooperstown Youth Baseball complex in the park, to a third baseball field. This plan accounts for this field and encourages the town to aid CYB in their plans.

8. *Parking improvements and additions*. Improvements to existing parking areas with signage, curbing, pavement, etc., are encouraged. In addition, this plan calls for a new lot at the end of Wells Avenue (discussed previously) and a new lot on the south side of Hatchery Road adjoining the Green Waste area (8a). The town should investigate the feasibility of placing the Recycling Bins next to the Green Waste area, thereby freeing up parking at Town Hall. The parking area and recycling area should be kept out of the viewscape protection area.

9. *Dog Park*. Since the building of CYB Ainslie Field, some residents have taken their dogs into the field as it is a fenced in area. In some cases, pet owners have not cleaned up after their dogs. A potential remedy would be to construct a fenced in dog park on the south side of the Green Waste area. It should be kept out of the viewscape protection area.

10. *Future Development*. The original hamlet development plan called for construction of a new fire department/community center complex at the corner of Route 11 (Main Street) and Hatchery Road (across from REA) facing Hatchery Road. This complex would be kept out of the viewscape protection area. This plan would repurpose the old fire department building into a new library, developing a small square with park benches facing Main Street and display windows for the library and historical society. The original plan saw this as an avenue for downtown redevelopment as well as a way to give the library a brand-new facility. Whether this plan or another, the town should reserve the lot south of Hatchery Road for town use provided development will not infringe on the view scape protection area. On the north side,



the town could potentially sell two-to-three residential lots in order to finance other parks improvements provided water district service is included.

11. *Potential Cemetery Expansion/Columbarium*. The Cemetery Association is running out of space on its current grounds, and this plans proposes that the area north of the Puppy Trail surrounding the northern basin of the drainage basin (future rain garden) in the northwest corner of the Kalann Field would be a good space for an expanded cemetery and columbarium. In principle, by

maintain the rain garden from the park into the cemetery expansion it would continue a visual continuation of one into the other, the proposed “bridge” that would serve as a boundary between the two. An individual standing on the “bridge” would be able to look in both direction and see similar foliage design, but on the north side a columbarium designed around the natural topography of the rain garden on the bottom with terraces of burial sites for cremains processing up the hill. The remaining area atop the

basin could be utilized for more traditional burials. The town could work with the Cemetery Association if they are interested.

12. *Sidewalk Improvements.* As noted earlier, sidewalk improvements throughout the hamlet could add to the vitality of the hamlet.

13. *Park Benches.* The committee recommends that the town continue a program of town-themed memorial benches to a) help populate parks and other areas of the town with recognizable sitting areas, and b) enable town residents to honor a loved one by contributing a bench in their memory. A town committee should be tasked with locating a recognizable and durable park bench that can be affixed with a memorial plaque and permanently secured to a given site. A town committee examining the future direction of parks should locate available sites that currently exist or will with the construction of other town facilities (e.g., Puppy Trail). To the extent possible given the stated constraints, the cost to families should be reasonable.

14. The northeast corner of the Kalann Field could be developed as an amphitheater provided it does not intrude upon the goals of the viewscape protection area within which it is located. The area can also be used as a “sledding” hill during the winter.

15. *Former Hartwick High School.* The earlier Hamlet Development Plan, point 8, reads:

The recreation area is also home to the former Hartwick High School and the Hartwick Cemetery. The town should work with the appropriate property owners to mitigate traffic and safety concerns and develop the area in a desirable way.

This committee also makes this recommendation.

Hartwick Seminary/ Hyde Park

The East Hartwick Development Plan in Appendix D. The town has made considerable progress toward implementing aspects of this plan. Currently, the town is working with Delaware Engineering to examine future economic development and water/sewer improvements in the area. In connection with this, a survey was conducted asking both residents and visitors to the area about their impressions, and poor pedestrian safety and lighting were also cited as significant areas of concern (see Appendix B). Significantly, the original plan foresaw these issues as well as resident’s, traveler’s, and business owner’s desires for more green space and river access. We do not repeat the entirety of the original report here, but will make suggestions as new information has become available.

Opportunities and Limitations

The East Hartwick Corridor has the advantage of proximity to a major tourism center along an important corridor between Oneonta to the south and metropolitan Utica to the north. The population of counties located within a two-hour drive is over four million, and three of the ten largest metropolitan areas in the United States are located within four hours (New York, Philadelphia, and Boston). In addition to sports tourism, the area is home to several museums, performing arts companies, and nationally important historic sites and historic districts. The growth of Bassett Healthcare into the county’s largest employer is also a potential opportunity. Much of the corridor is in the Cooperstown zip code and the potential for specialty businesses that could benefit from such an address is not currently well marketed; as an example, the Cooperstown Bat Company, a manufacturer of baseball bats, is actually located in

Hartwick.

Issues that need to be addressed include: the corridor has no public water or sewer services, severely limiting commercial and residential development on the western side of route 28 necessitating and very large private septic fields at key facilities; the typical septic field for a hotel often has a larger footprint than for the hotel building itself. The result is low-density development that not only has the potential to spawn similar development many miles, but also fails to generate the economies of scale necessary to sustain a thriving retail and food service economy.

The corridor has few side streets, thereby funneling all traffic onto route 28 and creating significant traffic issues during tourist season. The highway has no sidewalks or bike paths, no street lighting, and only three turn lanes for the entire three-mile strip. Combined with drivers who frequently are unfamiliar with the area—the town’s population easily doubles and at times likely comes close to tripling in summer—the road conditions can be perilous no matter what mode of transportation is chosen.

In the midst of this growth and traffic is the historic campus of Hartwick Seminary, one of the most important sites in the history of the American Lutheran Church and the town of Hartwick’s best claim for national significance.

Potential Actions

Future development in the corridor should take place in a way that encourages economic activity, enhances public safety, and protects historical and environmental resources. The committee recommends further investigation and implementation of the following.

- 1) Develop infrastructure appropriate to the needs of the corridor and adjoining areas.

Current conditions in the corridor reflect the fairly undeveloped nature of the area in the 1980s and is no longer appropriate to public safety and commerce. A Special Use District should be established for the entire corridor from the town line in Index south to Goey Pond Road, and from the Susquehanna River west to a logical boundary. The Special Use District should implement the following public services:

- A. Street lighting: Street lights should be installed along routes 11, 11c, 28, and other roads within the district in order to enhance public safety.
- B. Sidewalks: Sidewalks should be installed in portions of the district, particularly in the area of the former Hartwick Seminary complex.
- C. Water: Working with Delaware Engineering, develop a working plan for water district.
- D. Sewer: It is common for the site plan of a commercial site to contain as much or more land area for septic fields as the buildings themselves. In order to free up developable real estate,

Hartwick 2020: The Town Comprehensive Plan

- protect public health and the Susquehanna River, a sewer district should be established throughout the corridor.
- 2) Increase the density of the existing geographic area by developing new corridors for development. The research literature on community planning is clear: density of development creates healthier commercial districts by increasing economies of scale in an area while also containing sprawl. The town should work with state and county authorities on a plan to focus development in a smaller footprint that enhances the economies of scale in the area in order to stabilize the current local economy and protect the rural character of areas adjacent to the corridor.
 - A. One potential project is to work with local property owners, county and state authorities, and other interested parties to locate a parkway behind The Common Shopping Center and area hotels, thereby enabling former drainage fields to be redeveloped into commercial and/or other facilities. Part of the plan would enable a riverside trail system to protect the river and potentially expand the recreational facilities, particularly a sidewalk and river access, along the river. Businesses located along this trailway, particularly hotels, could market access to the trail as a perk of doing business there.
 - 3) Develop a plan to protect and market historical and natural resources. The East Hartwick Corridor contains two significant yet threatened resources: the former site of Hartwick Seminary and the Susquehanna River and its tributaries, significantly Oaks Creek. The potential of future action by federal authorities to protect the Susquehanna, via the Chesapeake Bay Commission, is quite real. It is prudent to address potential concerns early. This could best be handled by treating both resources as opportunities for future cooperative development rather than as potential sources of future meddling by higher levels of government.
 - A. Susquehanna River and Oaks Creek: As noted above, development of a buffer zone on both sides of the river and creek with adjoining trail systems could function as an attraction for both residents and visitors alike. Unlike such economic competitors as Lake Placid and Lake George, the area does not have significant free recreational facilities and it is unlikely to be

Hartwick 2020: The Town Comprehensive Plan

- competitive on this basis. Nevertheless, a Susquehanna/Oaks Creek trail could serve as such a facility while also protecting the natural environment along the waterfront. Combined with the Trolley Trail along the former tracks of the Oneonta, Cooperstown, and Richfield Springs Railroad, a loop could be created south along the Susquehanna to Oneonta, north along the Otego Creek Valley, and east to corridor once again—approximately a fifty mile bike ride, hike, or snowmobile route.
- B. Hartwick Seminary: Although the region is best known for sports tourism, a significant number of visitors arrive in search of history and the arts. No such facility exists in Hartwick, despite the township's role in the establishment of the Lutheran Church and the early Industrial Revolution. The various buildings in Hartwick Seminary associated with that institution, particularly the residential structures and the monument, could be protected and marketed to historically minded tourists. This could involve the construction of sidewalks and signage along the west side of route 28 and the development of a tourist information center at the site of the monument itself (now maintained by Hartwick College).

Conclusions for East Hartwick Area

In line with the vision of the 2010 Comprehensive Plan, these proposals will require additional effort to form the necessary governmental apparatus to implement such plans, develop the specific enabling projects, engineer the new infrastructure, and secure funding. State and County funds may be available, but additional and greater funds may be available through the U. S. Department of Agriculture, the Chesapeake Bay Commission, and the Appalachian Regional Commission.

Future Plans

It is recommended that a similar plan be developed and adopted for the Toddsville neighborhood in conjunction with the Town of Otsego.

5

Implementation

The Town of Hartwick Comprehensive Plan serves as a key guidance and reference document for future decisions made by Town officials, developers, and the community regarding land use development, economic growth, protection of important resources, and prioritization of community facilities and services. Implementation not only involves undertaking the defined recommendations and action items, but it also involves the adoption, monitoring and update of the Plan.

The “No Action” Alternative

The consideration of this plan and the recommendations contained within it includes the possibility of taking no action. The “No Action” alternative includes the lack of acceptance and/or adoption of this Plan as an update to the Town’s previous Comprehensive Plan. The No Action alternative would create a scenario by which the Town of Hartwick continues on its present course of land use development without the benefit of what has been learned from this most recent planning process. In this instance the current (2010) plan remains in effect.

The Plan provides up-to-date sources of information on important topics of the day and identification of opportunities for positive changes to enhance quality of life in the community. Inaction in implementing this Plan will, in all likelihood, result in status quo conditions. For example, important challenges that should be addressed by the Town in the near future (within 2 years) might include, but are not limited to:

- Acting to prevent the potential long-term loss of existing, desirable land use characteristics and natural resources that people in the Hartwick community enjoy. The Town faces the potential loss of some of its character and resources caused by potential development pressure on sensitive resources. Recent development in the Town along NYS Route 28 is likely to continue. If this growth is not properly managed to the satisfaction of the Town and its residents the resulting increased traffic on local roads, noise, air and light pollution, aesthetic clutter, threatened water supplies and impacts on natural habitats could significantly and adversely affect community character. This concern should not be construed as antidevelopment, but rather a proactive stance by the community to maintain a high quality of life. The town should continue on its current course of study and act on the recommendations of the engineering study currently underway.
- Working together as a community to address the need for enhancing a more identifiable character that could be created through community design by: Better-defined centers of activity in the hamlets; safe, interconnected and walkable neighborhoods; and noticeable protective measures of natural resources that significantly contribute to the quality of life to the overall community. These qualities include scenic landscapes comprised of diverse natural features and working farmsteads that enrich the community and give it a sense of serenity and peacefulness. The Town should follow principles of “complete streets” and the study currently underway.

- Addressing the challenge of providing services, encouraging business opportunities and economic growth, and diversifying the Town's tax base at a time of limited tax revenues and economic uncertainties. These issues should be addressed to protect the community against rapid adverse changes in market conditions and economic downturns that often result in increased local tax burdens and the need for more, not fewer, public services.

Not acting on these and other issues and challenges may result in a change in local community character and lifestyles that are inconsistent with the vision and goals of the Town. Therefore, the no action alternative is considered to be an unacceptable alternative.

Priority Projects and Action Items

While the Committee considers all of the recommendations in this report important, the upcoming 10 years present constraints to implementing all. As such, the Town should be prepared for future events and funding opportunities that may arise by adopting prioritized projects for the Town as a whole, as well as individual areas throughout the Town. As funding becomes available, projects will be undertaken. Projects should be undertaken as opportunities for funding are presented. The Town should be aware of, and participate in, county and state programs (i.e. county Payment In Lieu of Taxes program) granted by outside authorities for projects within or outside the Town of Hartwick.

While the Committee considers the Report's recommendations important, the next 10 years present constraints to complete implementation.

Updating Existing Local Ordinances

The Town has been reviewing the suitability of existing and potential Town ordinances, which should continue to ensure that local laws are clear, comprehensive, and up to date for current challenges.

Toddsville Community Planning Task Force

The Town should explore creating a Planning Task Force for the hamlet of Toddsville to undertake the development a plan similar to the Hamlet Development Plan and the Hartwick Seminary Development Plan. Because Toddsville spans two townships, Hartwick and Otsego, the task force should involve representation from both.

Special Use Districts

The Town should consider reorganizing Special Use Districts to improve efficiency and flexibility. In the hamlet, this would include merging the lighting and water districts into one district. In the eastern part of the Town this might include a similar approach to infrastructure improvements (see below).

Themed Park Benches

Develop a program to produce town-themed park benches that can be purchased by members of the public and located at Town facilities and private businesses. This work has been undertaken by the Hamlet Revitalization Committee.

Hartwick Seminary-Hyde Park Corridor

The Town is currently conducting an engineering study for a water and sewer district along the NYS Route 28 Corridor in the eastern portion of the Town. This work should continue so as to ensure adequate water supplies in the eastern portion of the Town, limiting sprawl by allowing for more concentrated development, and enhancing public safety for area residents and visitors. Although the water and sewer district is likely to be in the medium-range, there are some opportunities for infrastructure improvements in the shorter term. Because the NYS Route 28 Corridor is the gateway to Cooperstown, aesthetic and infrastructural improvements are not simply of townwide concern, but of wider regional concern as well. The engineering study is examining water and sewer, as well as the potential of waterfront protection. In addition, these near-term priorities should also be considered by agencies external to the Town for funding and PILOT (Payment in Lieu of Taxes) offsets.

East Hartwick Lighting District: Preliminary research in the engineering study has revealed that the absence of streetlights is considered to be problematic if not outright dangerous, for both residents and visitors. This should be addressed as soon as practicable by the creation of a Lighting District that will include NYS Route 28 from the Hartwick Seminary Line in the south (just south of Cooperstown Dreams Park) northward to the Hartwick Town line. In addition, several side streets should be considered, including portions of Seminary Road, Greenough Road, County Routes 11 and 11c. The district should include the latest technologies to minimize cost of operation and light pollution.

Sidewalks: Similar to streetlights, residents have expressed concern about the lack of sidewalks in this same area. The need for sidewalks is particularly acute along NYS Route 28; the Town should work with the NYS Department of Transportation (NYSDOT) to develop a plan. The plan should be implemented as funds become available and as part of PILOT and other remediations to planned development.

Business Development: Work with Otsego County officials (e.g., OtsegoNOW) and local residents to develop a business development plan for the NYS Route 28 Corridor.

Signage: Consider “welcome” signs for Hyde Park to re-emphasize the hamlet’s former existence as a community not directly urbanized with Hartwick Seminary.

Hartwick Hamlet

The Committee also believes that improvements for the hamlet can enhance the town’s overall quality of life and serve as a basis for retaining and attracting new residents. As noted, there is some evidence to suggest that sidewalk and park improvements have been successful as residents have noted more pedestrians in the hamlet, as well as a number of families who have purchased homes. In part, due to walkability and the playground. The committee recommends building on these past successes.

Walkable Hartwick: Following Complete Streets guidelines, extend existing sidewalks to the Diner on the south and to The Vly on the north side of town. Working with Otsego County, as funds become available, extend sidewalks along the south (and east) side of County Route 11 to Hatchery Road and paint a crosswalk. Similarly, extend the sidewalk along the west side of Wells Avenue to the cemetery. As funds are available, consider building sidewalks along other side streets.

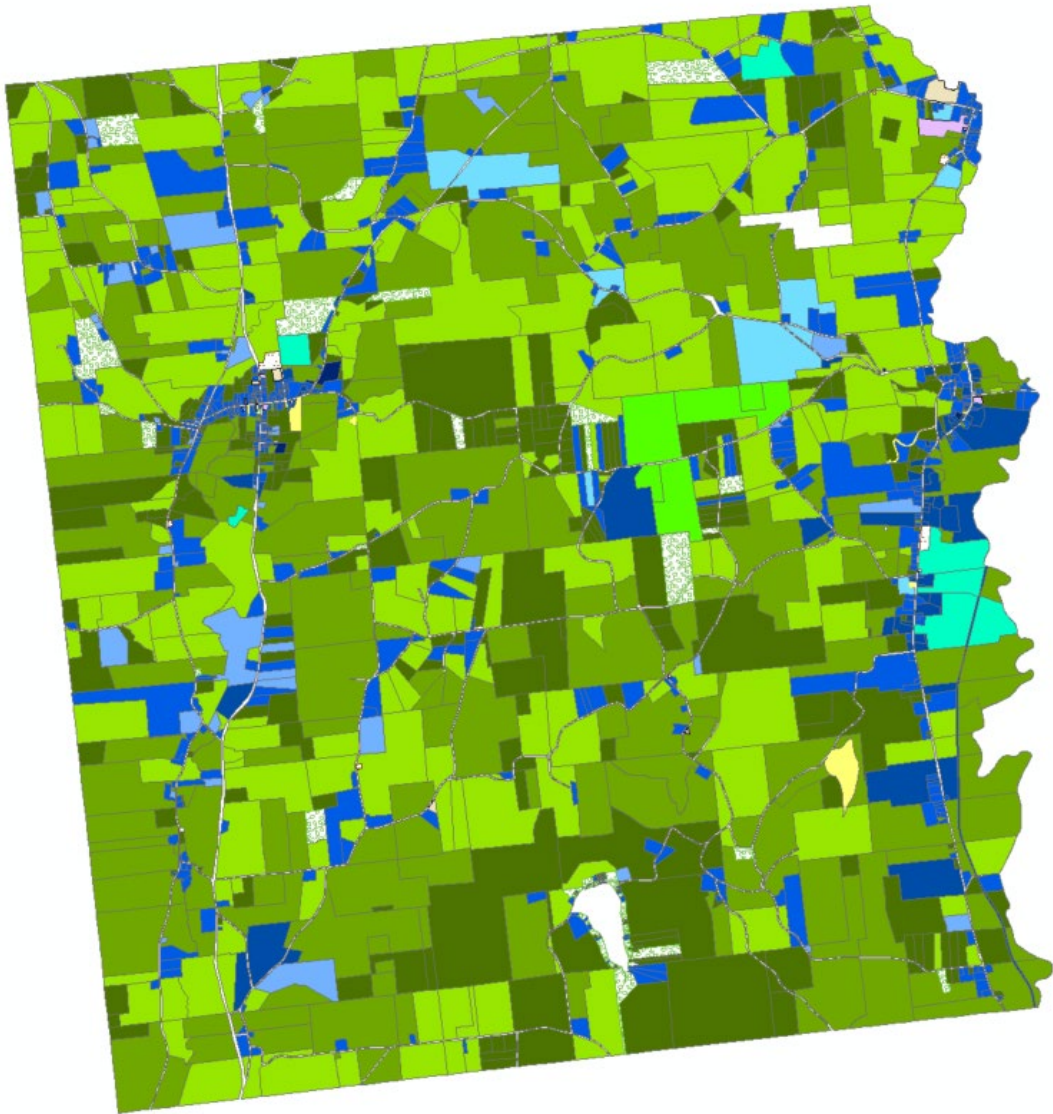
Town Park: Adopt a general park plan by passing a resolution endorsing the plan in this document. Task appropriate committees with more detailed aspects of the plan such as playground improvements, park benches, and planting. Designate the viewscape protection area in the park to ensure no buildings in the

Hartwick 2020: The Town Comprehensive Plan

zone. Construct the Puppy Path, along with shade trees along its path. Explore ways of routing the Huskie and Puppy Paths so that a more permanent solution to path maintenance (e.g., pavement versus grass mowing). To the extent practicable, work with educational facilities such as the Job Corps to improve the park infrastructure.

Village Character: Change the street names (but not numbers) along routes 11 (Main Street) and 205 (North and South Streets) as noted earlier in this plan. Erect new street signs that emphasize the “villageness” of the hamlet and help direct visitors to their destination. Ensure that only one street sign refers to the same street, e.g., Wells Avenue and School Street. Work with state and county officials to build crosswalks at each qualifying intersection (e.g., Park Avenue and 205) as well as repaint crosswalks with a “ladder” design. Work with street residents along “Back Alley” to see if they would prefer a name change (it was at one time Parr Avenue).

Full Page Maps

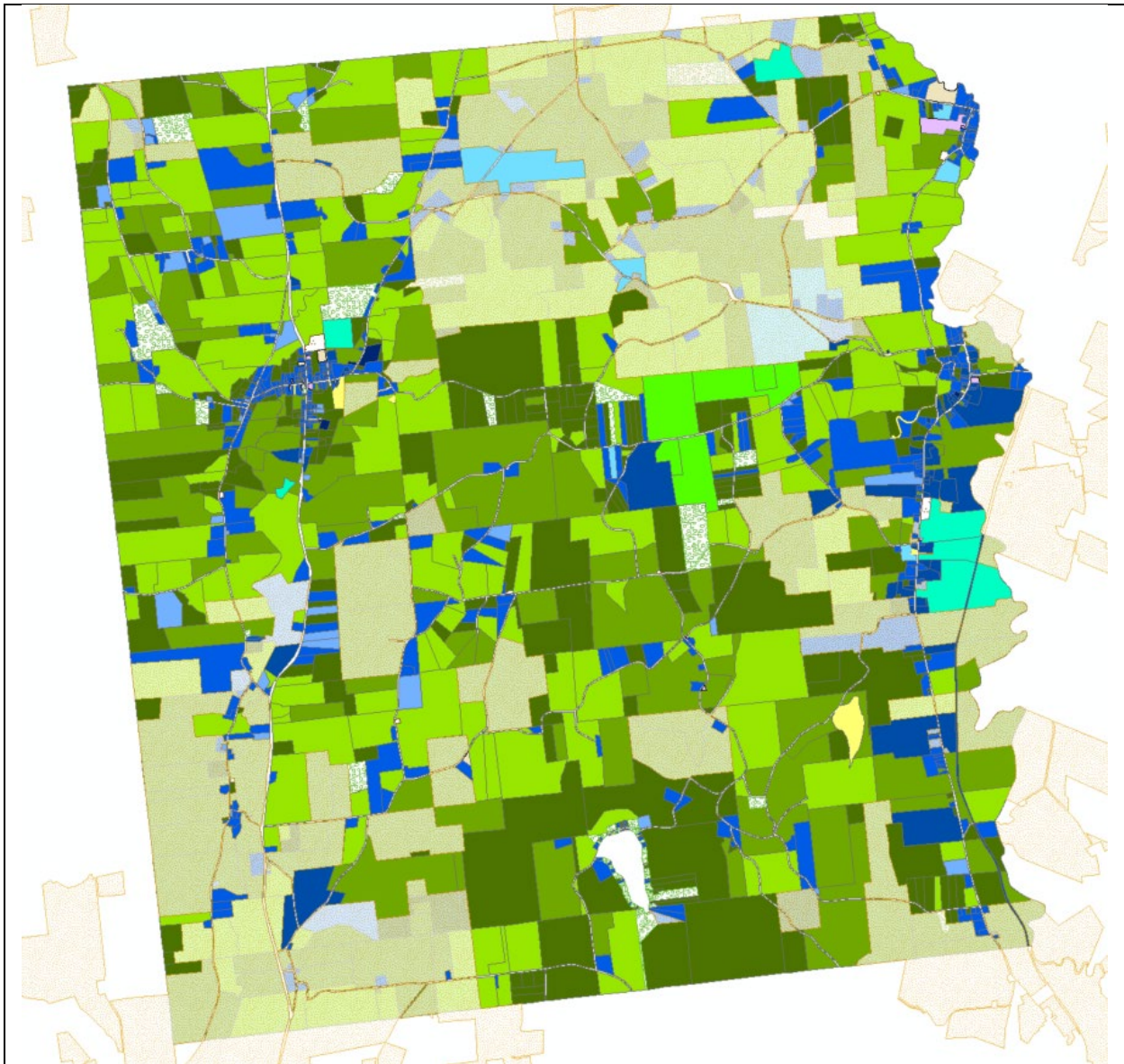


Legend

- Forest, Undeveloped
- Agriculture, Improved Vacant
- Rural Residential
- Campground, Camp
- Resort, Club
- Manufactured Housing Park, Cabin Colony
- Manufactured Housing
- Seasonal
- Residential
- Commercial
- Industrial
- Cemetery
- Government
- Religious, Benevolent
- Education

Figure 2-4:
Existing Land Use, 2019

Town of Hartwick



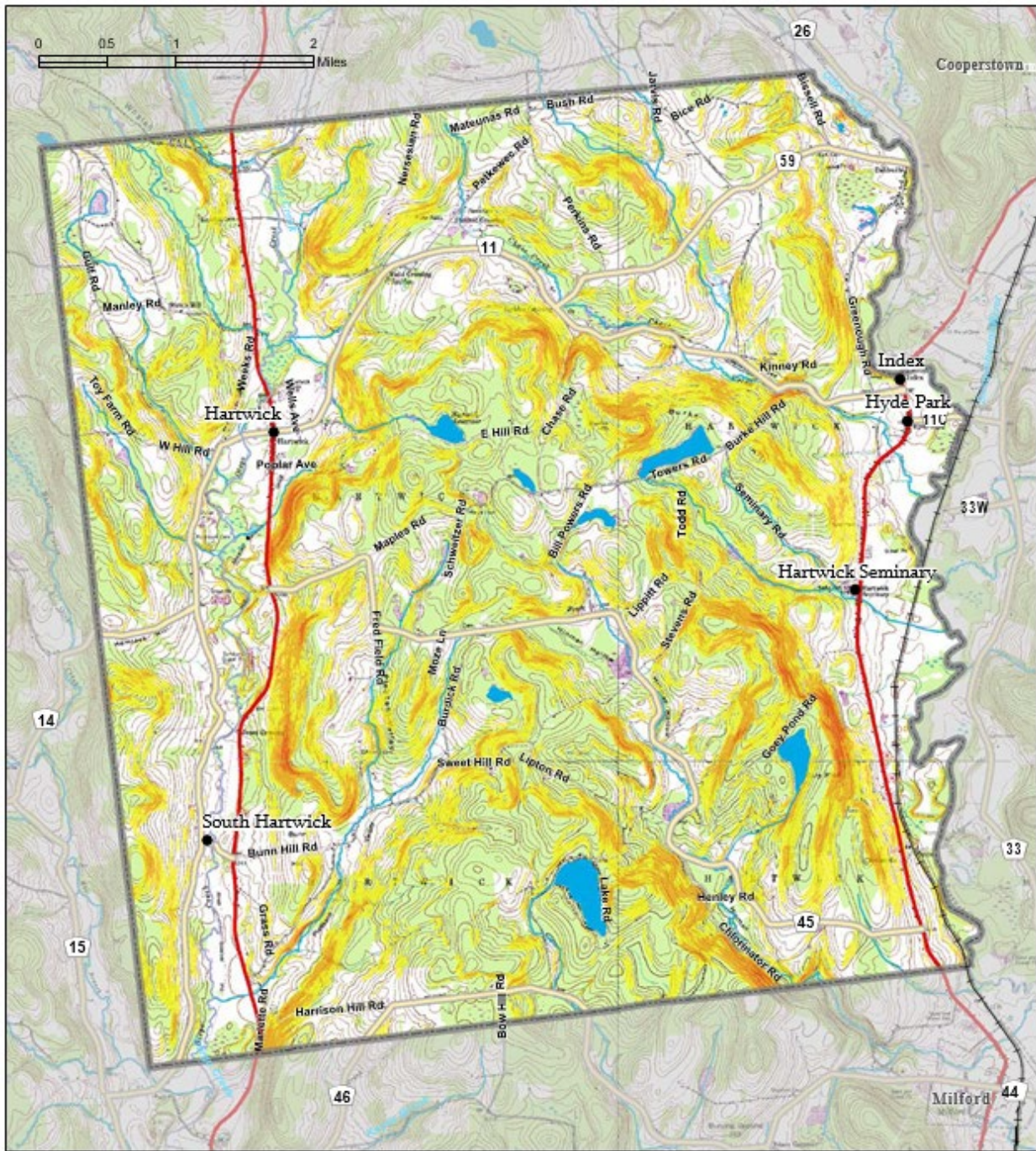
Legend

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- Agriculture, Improved Vacant
- Rural Residential
- Campground, Camp
- Resort, Club
- Manufactured Housing Park, Cabin Colony
- Manufactured Housing
- Seasonal
- Residential
- Commercial
- Industrial
- Cemetery
- Government
- Religious, Benevolent
- Education

Figure 2-5:
Agricultural Districts, 2019

Town of Hartwick





Percent Slope

- 10-15%
- 15-25%
- >25%

**SLOPES AND TOPOGRAPHY
TOWN OF HARTWICK**

Figure 2-7

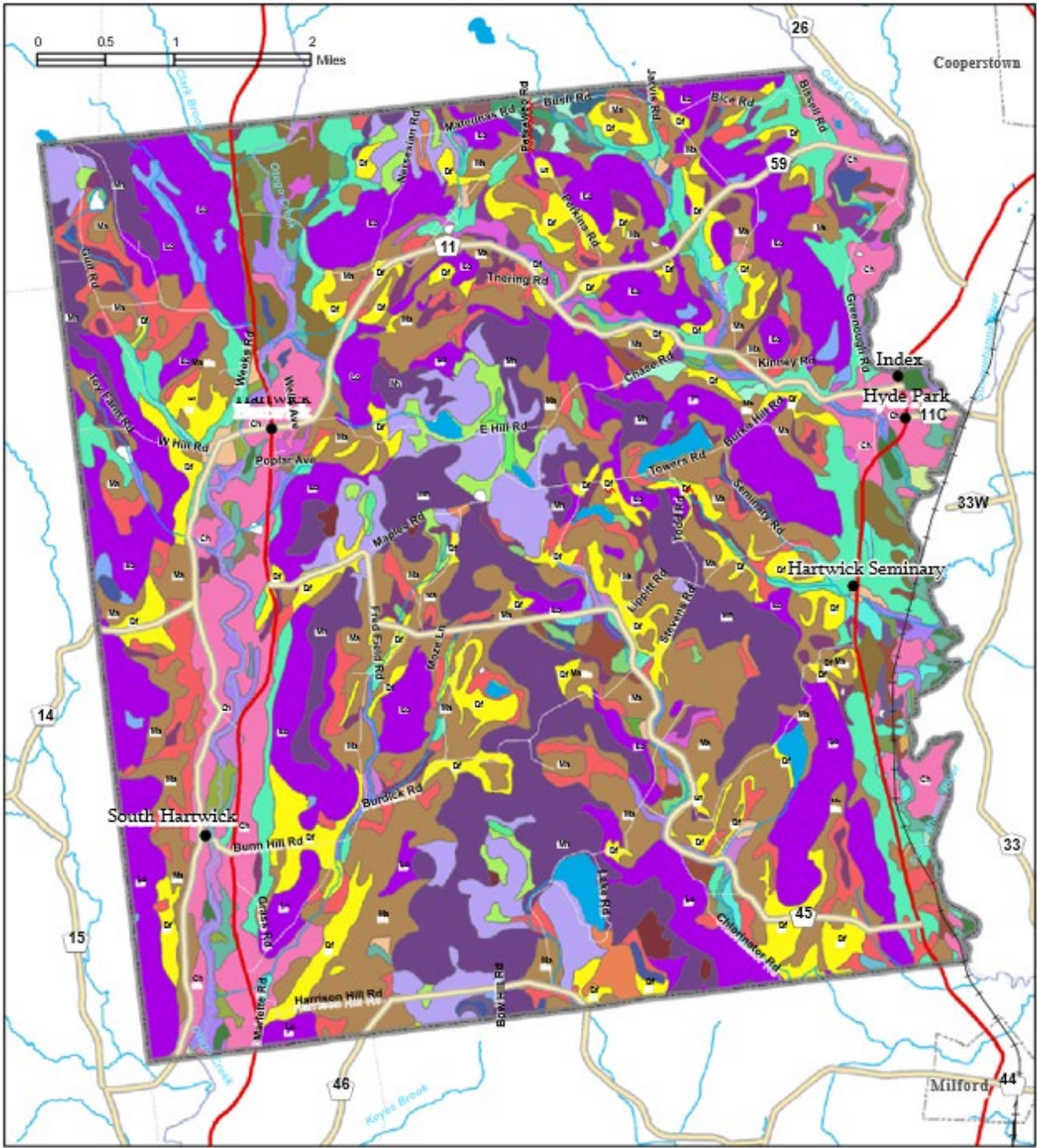


CIA

**TOWN OF HARTWICK
COMPREHENSIVE PLAN**

Prepared By: *ix*

Date: September 2009




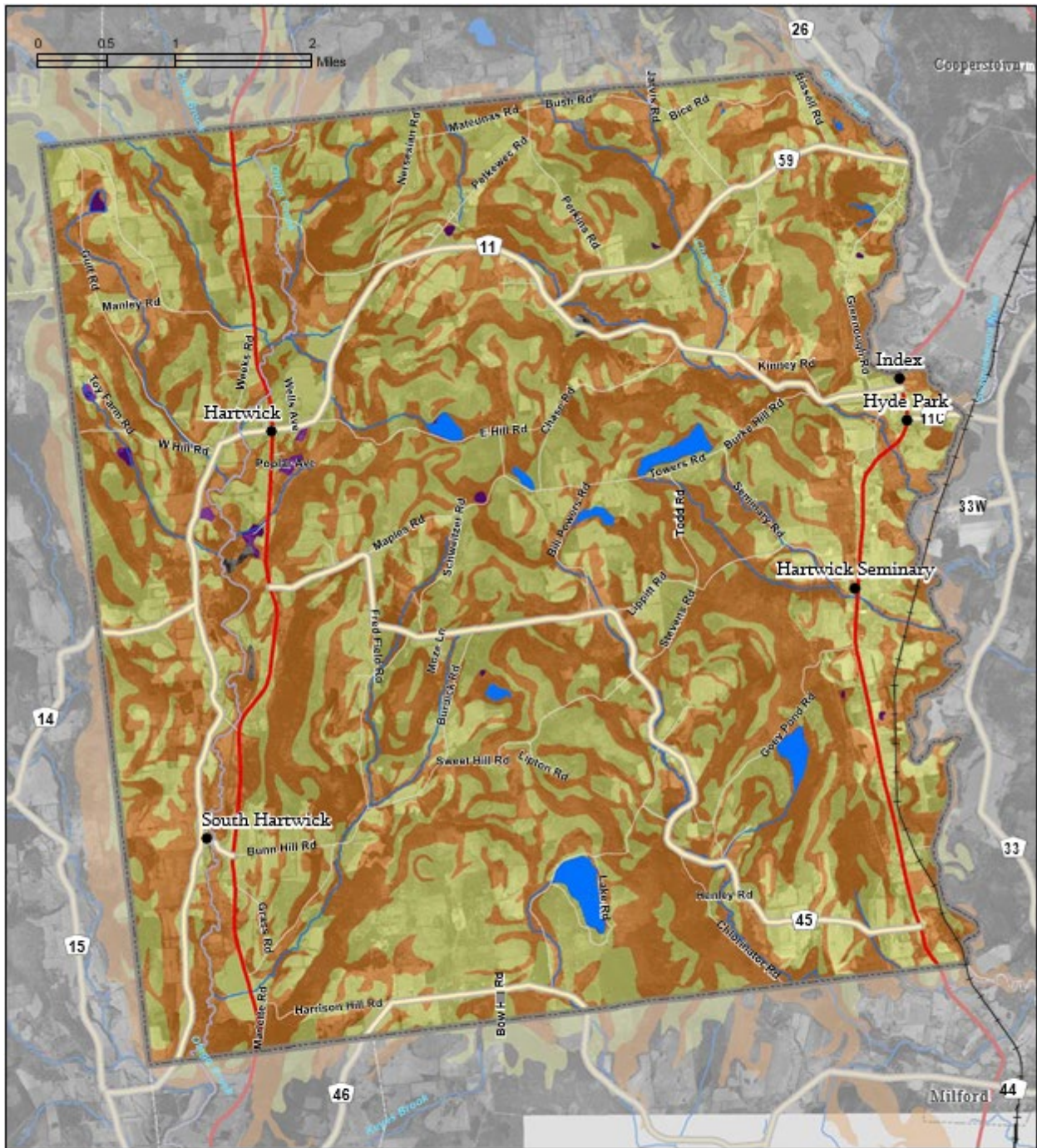
Soil Series

Alden	Chippewa	Lansing	Colusa	Fresno
Atherton	Conesas	Lepidolite	Ctego	Udonterite
Bath (Bf)	Fluvioglets	Lepidolite (Lo)	Pts. gravel or silty	Unadilla
Canandagua	Fonda	Lions	Rayburn	Valsa
Carbondale	Greene	Warham	Red Hook	Valsa
Carlisle	Greene (M)	Warham (Ma)	Riverhead, loamy substratum	Wayland
Castile	Herkimer, fa	Warham (Mr)	Scio	Wayland
Chenango (Ch)	Horseshoe	Warham	Scio	Wayland
Chenango, tan	Howard	Warham	Scio	Wayland

SOILS - TOWN OF HARTWICK

Figure 2-8

 <p>Prepared By: <i>JYX</i></p>	<p>TOWN OF HARTWICK COMPREHENSIVE PLAN</p> <p>Date: September 2009</p>
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Septic Suitability Rating

- Not rated
- Somewhat limited
- Very limited

**SEPTIC SUITABILITY
TOWN OF HARTWICK**

Figure 2-9

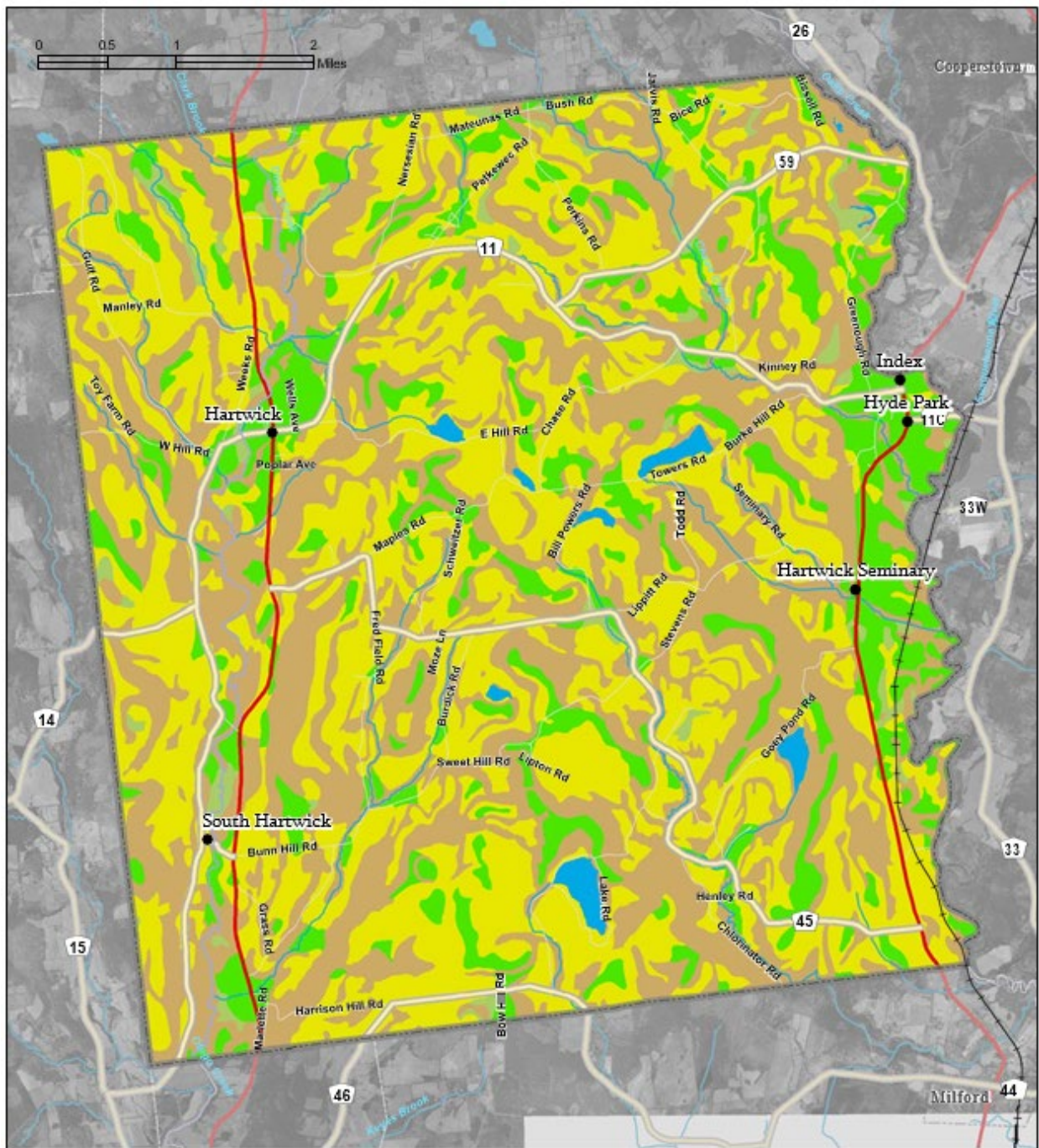


CIA

**TOWN OF HARTWICK
COMPREHENSIVE PLAN**

Prepared By: *JW*

Date: September 2009



Soil Classification

- All areas are prime farmland
- Prime farmland if drained
- Farmland of statewide importance
- Not prime farmland

**FARMLAND SOILS
TOWN OF HARTWICK**

Figure 2-10

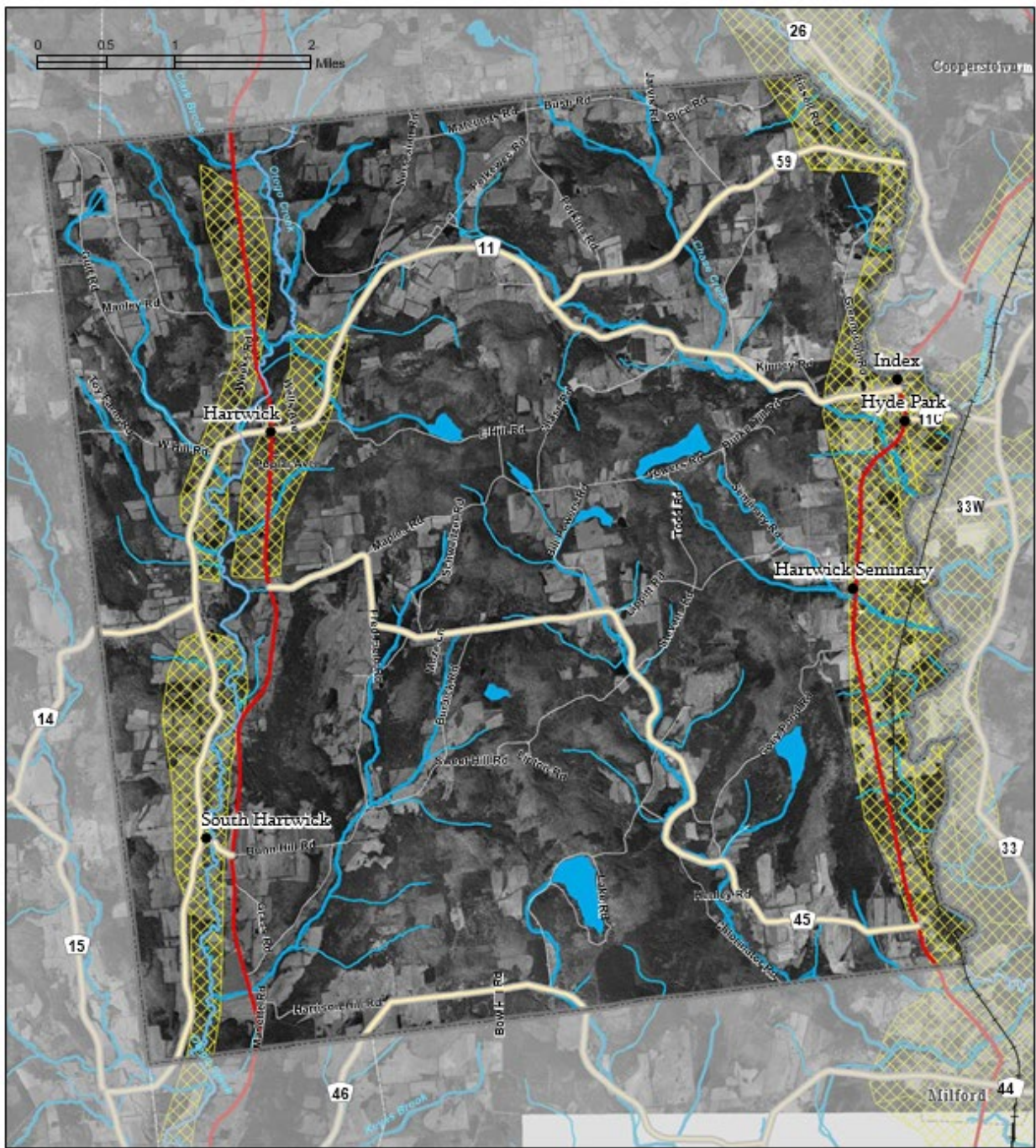


CIA

**TOWN OF HARTWICK
COMPREHENSIVE PLAN**

Prepared By: *ix*

Date: September 2009



Water Resources

- Lakes and Ponds
- Rivers
- Streams
- Aquifers - Unconfined

**WATER RESOURCES
TOWN OF HARTWICK**

Figure 2-11

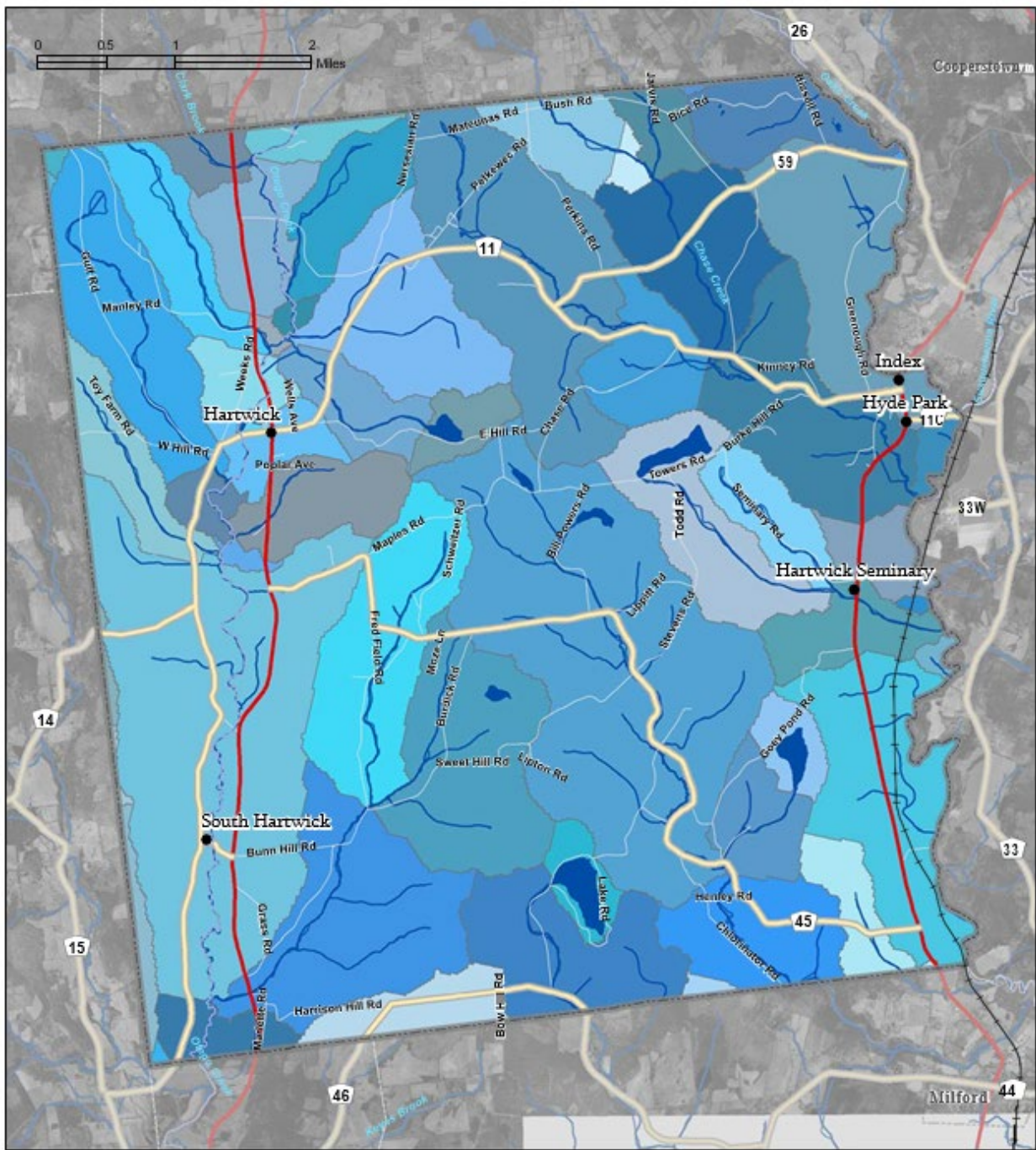


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**TOWN OF HARTWICK
COMPREHENSIVE PLAN**

Prepared By: *ixx*


Date: September 2009

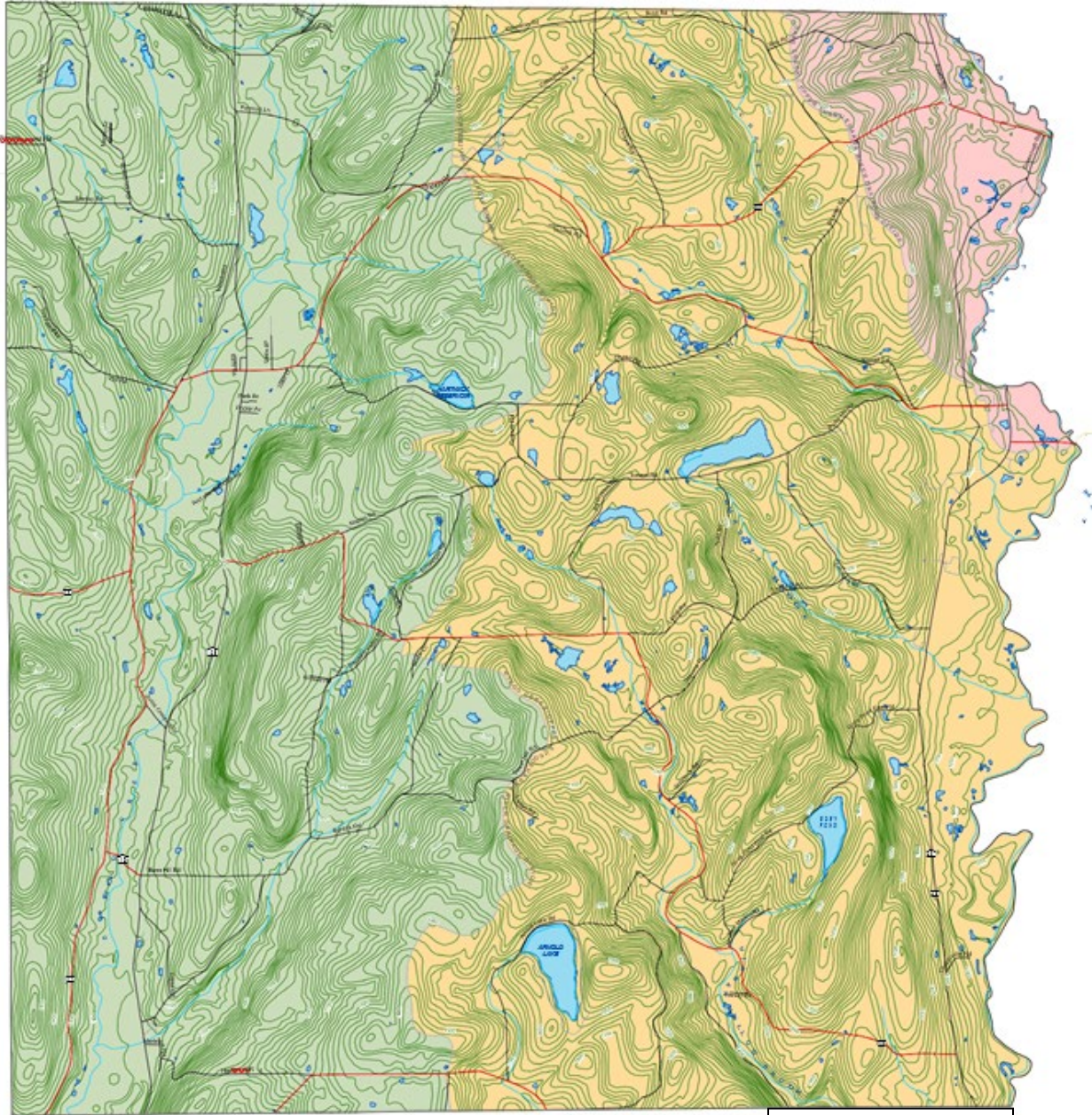


Watersheds throughout the Town of Hartwick are represented by various shades of blue in the figure above. Each watershed is associated with a stream, river or other body of water as identified in the figure. Rainfall within a given watershed drains to this common source.

**WATERSHEDS
TOWN OF HARTWICK**

Figure 2-12

 CIA	TOWN OF HARTWICK COMPREHENSIVE PLAN
Prepared By: <i>jw</i>	Date: September 2009




Legend

-  Streams
-  Contours (100 ft interval)
-  Contours (20 ft interval)
-  Surface Water Bodies
-  Oaks Creek Watershed
-  Upper Susquehanna Watershed
-  Otsego Creek Watershed



Figure 2-13

**WATERSHED BOUNDARIES
AND TOPOGRAPHY**

OTSEGO COUNTY NEW YORK



Prepared by:
**Otsego County
Planning Department**
197 Main Street
Cooperstown, NY
13326

Scale in Feet

SHEET 1 OF 1

Prepared By:	EAB	Date:	April 22, 2008
File Path\Name:	g:\GIS\DATA\municipalities\Herkick\Slope.mxd		
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	g:\GIS\DATA\municipalities\Herkick\Final_Ponds_Herkick.aprx		
	g:\GIS\DATA\municipalities\Herkick\Final_Ponds_Herkick.aprx		

Figure 2-14: Floodplains

Otsego County, New York

Geographic Information System (GIS)



Date Printed: 1/8/2020



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Approximate Scale: 1 inch = 6000 feet



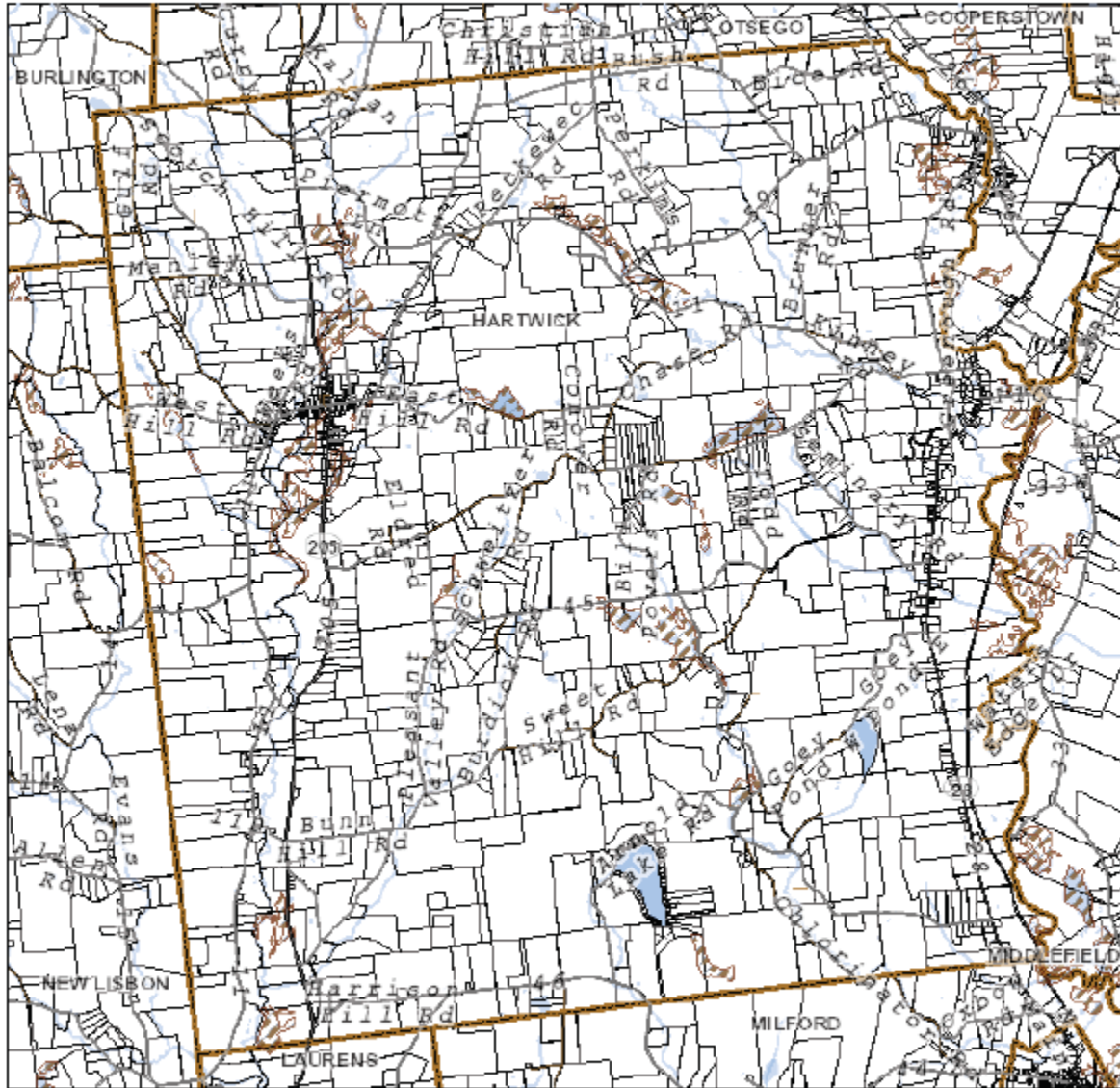
Figure 2-15: DEC wetlands

Otsego County, New York

Geographic Information System (GIS)



Date Printed: 1/8/2020



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Approximate Scale: 1 inch = 6000 feet



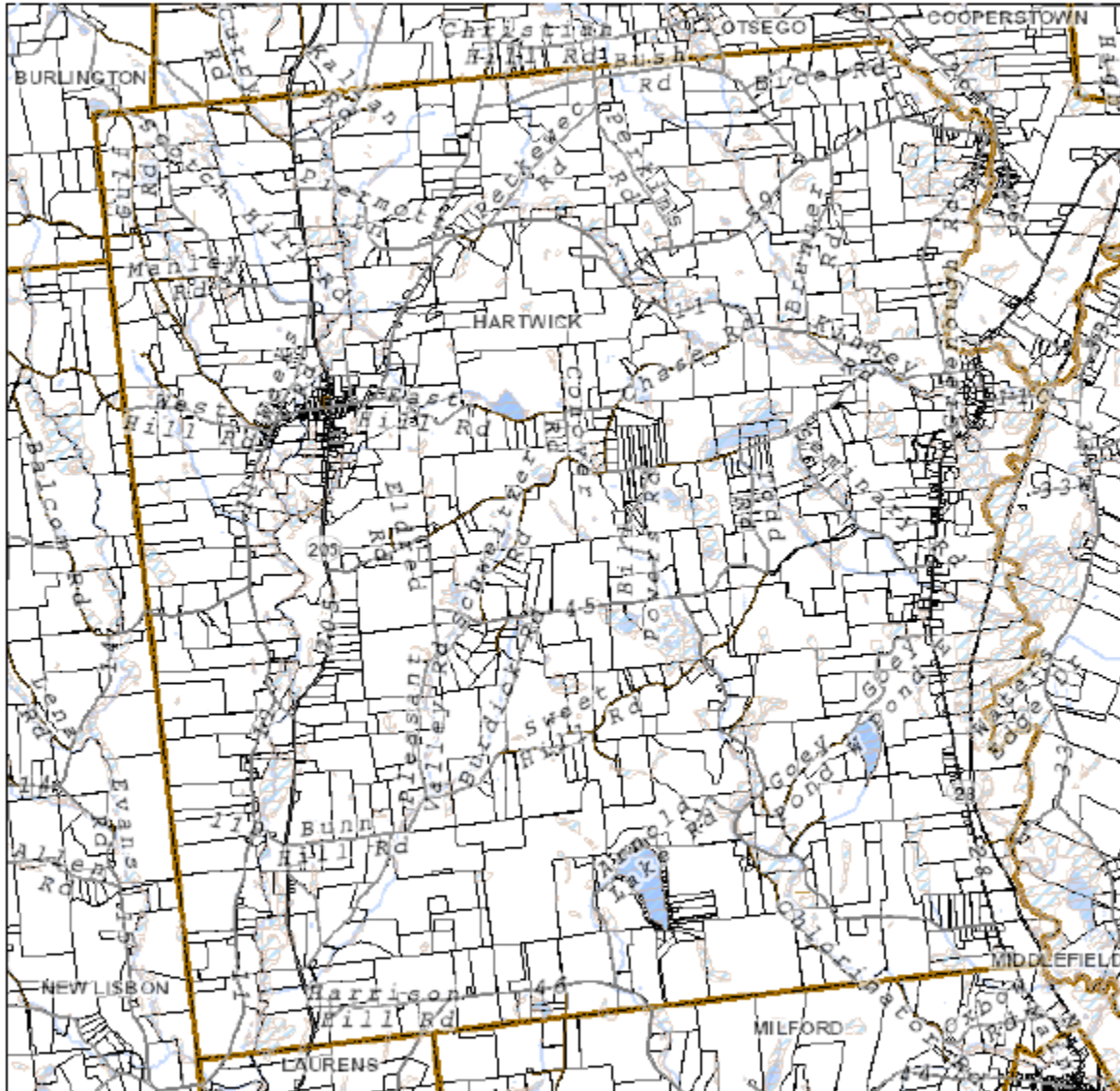
Figure 2-16: Federal wetlands

Otsego County, New York

Geographic Information System (GIS)



Date Printed: 1/8/2020

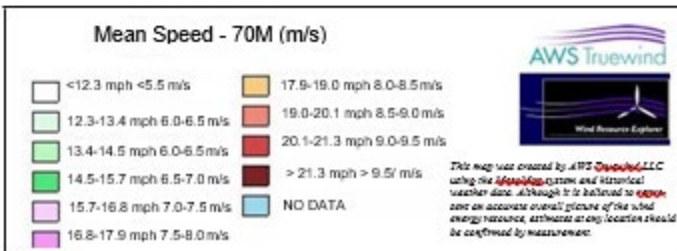
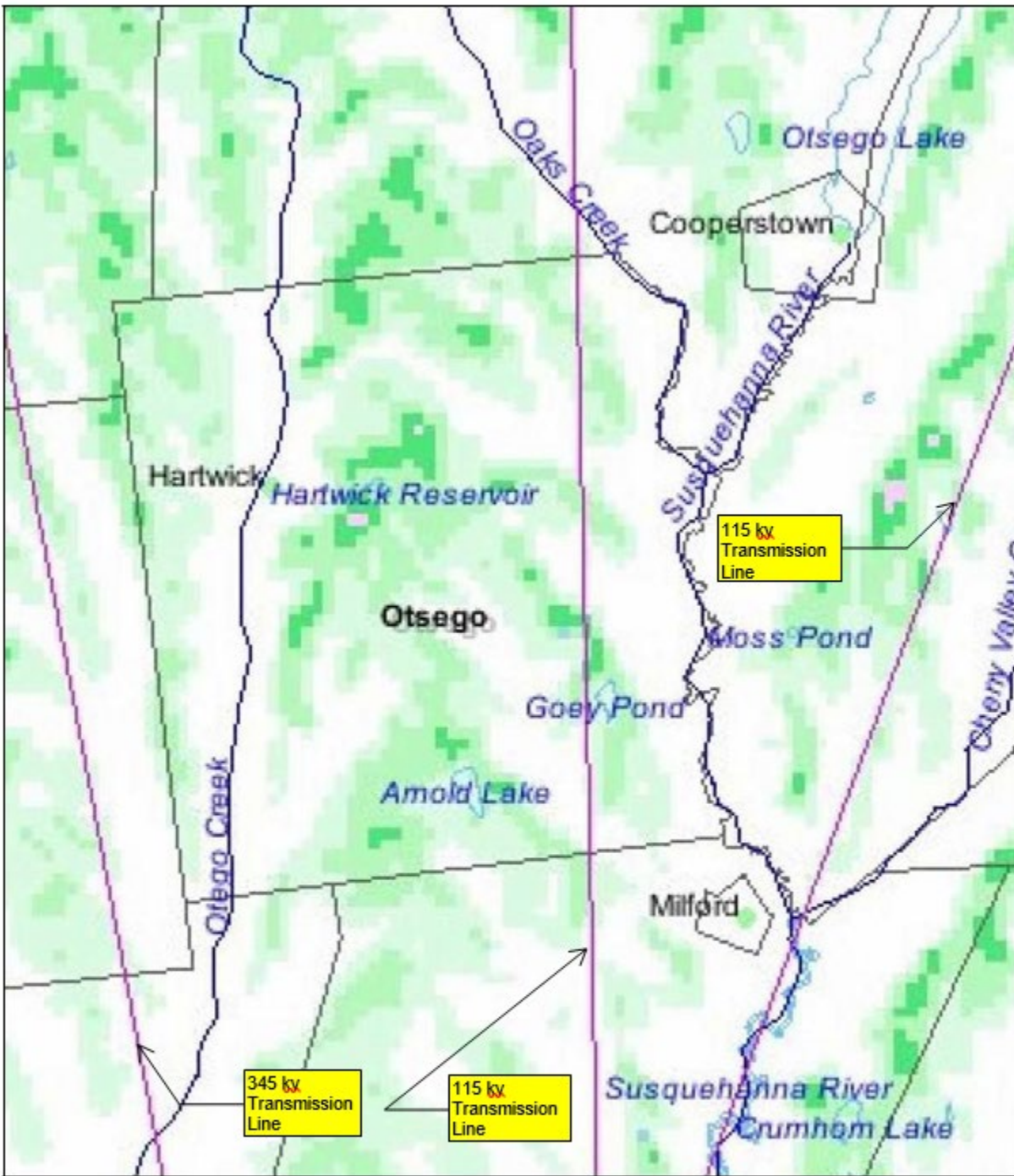


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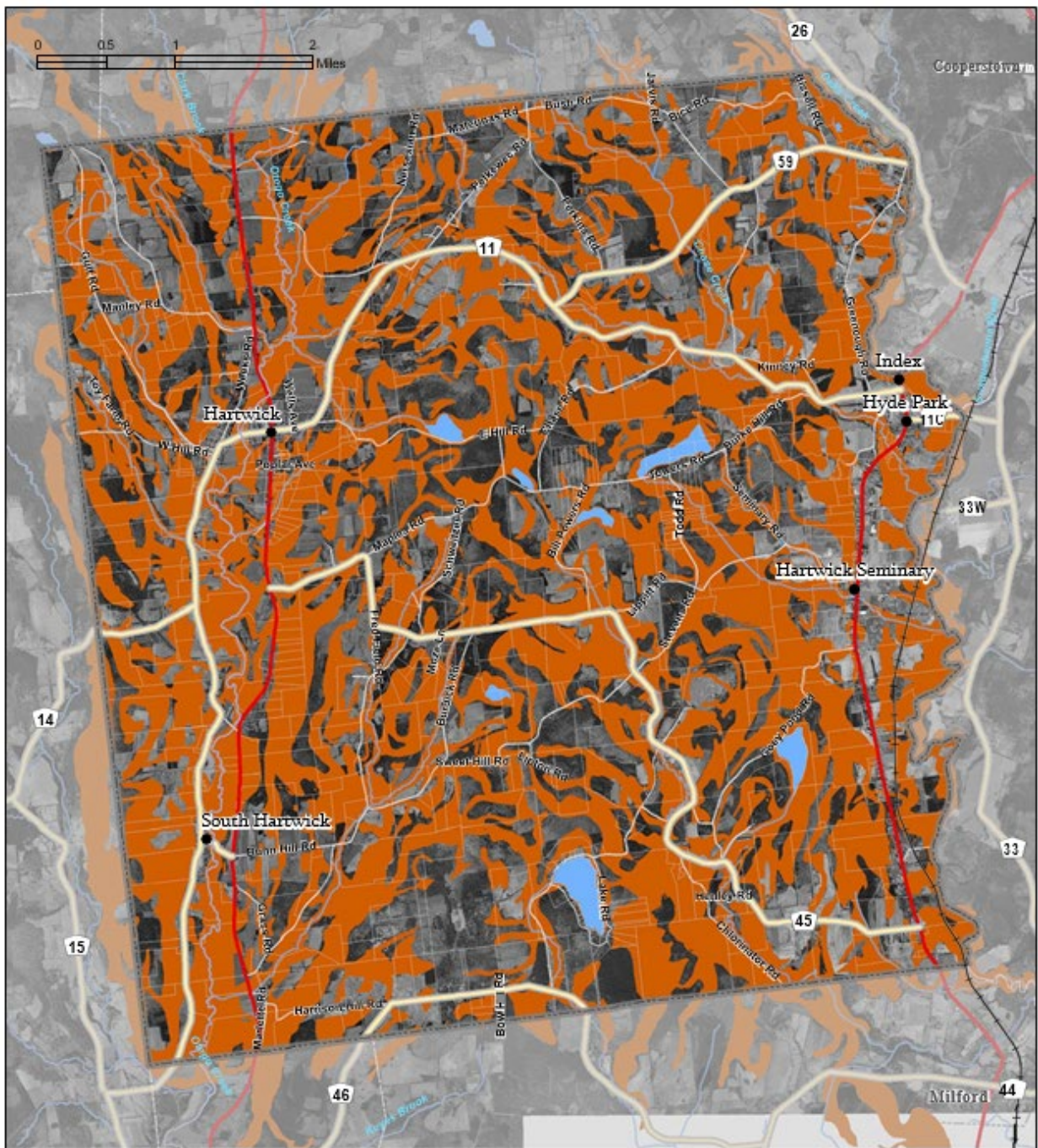


**WIND SPEEDS
TOWN OF HARTWICK**

Figure 2-17

SOURCE: <http://windexplorer.awstruewind.com/NewYork/>

	TOWN OF HARTWICK COMPREHENSIVE PLAN
Date: April 2009	



**Development Constraints
(Wetlands, Floodplains,
Steep Slopes, Septic Constraints)**

**DEVELOPMENT
CONSTRAINTS**

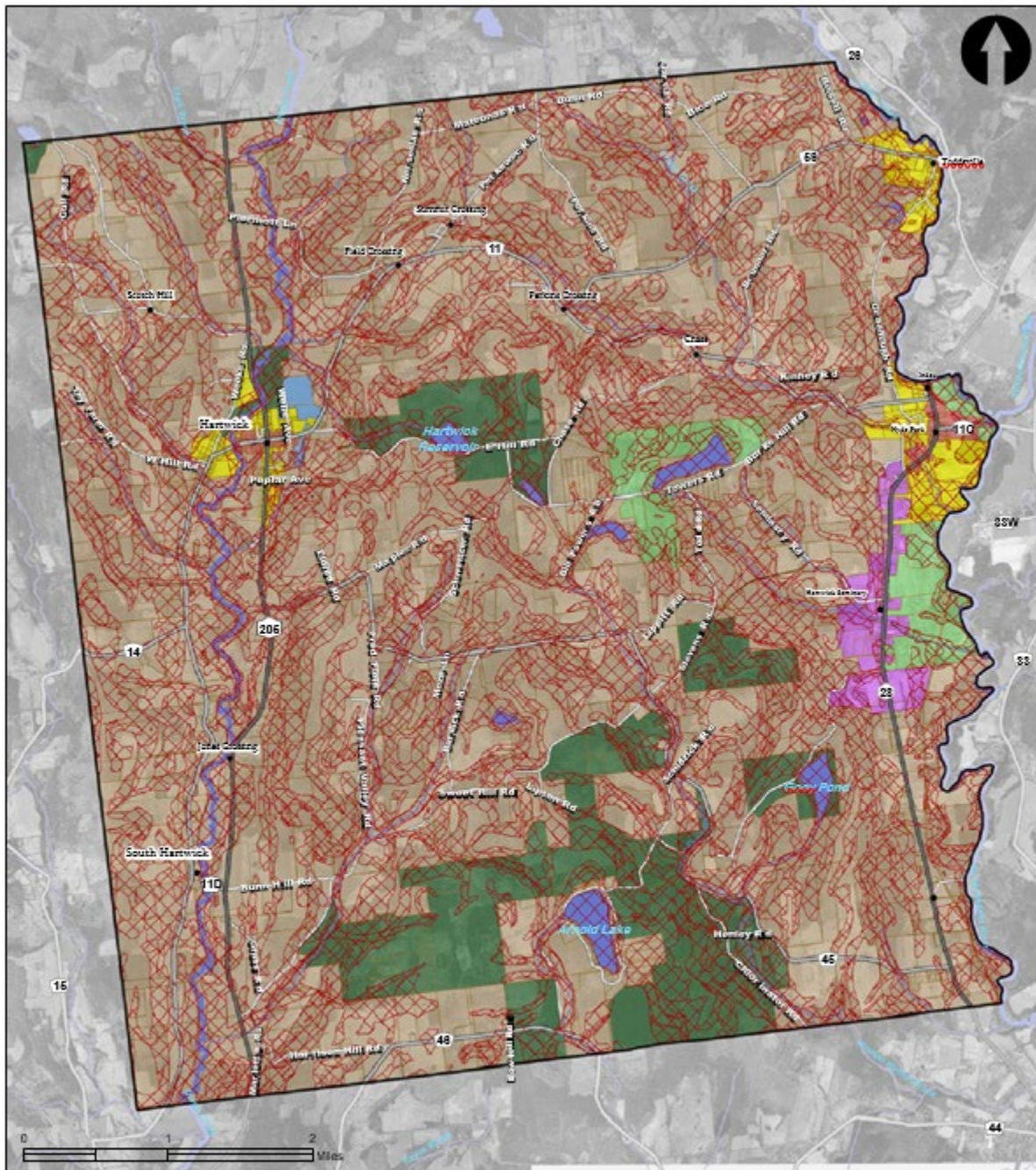
Figure 2-18



**TOWN OF HARTWICK
COMPREHENSIVE PLAN**

Prepared By: *jyx*

Date: September 2009



Future Land Use Designations	
Agricultural/Rural Residential	Limited Development Areas (Hartwick, Franklin, West, South, South-Southwest)
Conservation	
Future Residential	
Highway Business	
Main Street Business	
Public Facilities	
Recreation and Greenmail	

**FUTURE LAND USE
WITH LIMITED DEVELOPMENT AREAS
TOWN OF HARTWICK**
HARTWICK COMPREHENSIVE PLAN

Figure 4-1



Appendix A: Town of Hartwick Resident Survey 2019

Which best describes where you live?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Hamlet of Hartwick	42	29.6	30.0	30.0
	Toddsville	15	10.6	10.7	40.7
	Hinman Hollow area	7	4.9	5.0	45.7
	South Hartwick	8	5.6	5.7	51.4
	Christian Hill area	15	10.6	10.7	62.1
	Hartwick Seminary/Hyde Park/Index	10	7.0	7.1	69.3
	Other area in Town of Hartwick	22	15.5	15.7	85.0
	Do not live in Town of Hartwick	21	14.8	15.0	100.0
	Total	140	98.6	100.0	
	Missing	System	2	1.4	
Total		142	100.0		

Which best describes your employment status?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Own business in Town of Hartwick	18	12.7	13.0	13.0
	Own business in other town	3	2.1	2.2	15.2
	Employed in Healthcare Industry	22	15.5	15.9	31.2
	Employed in Tourism Industry	6	4.2	4.3	35.5
	Employed in Food Service	2	1.4	1.4	37.0
	Employed in Other Industry	40	28.2	29.0	65.9
	Agriculture	3	2.1	2.2	68.1
	Retired	41	28.9	29.7	97.8
	Student/Not in Labor Force	3	2.1	2.2	100.0
	Total	138	97.2	100.0	
Missing	System	4	2.8		
Total		142	100.0		

Where do you work?

		Frequency	Percent	Valid Percent	Cumulative Per- cent
Valid	Town of Hartwick	26	18.3	21.7	21.7
	Cooperstown/Town of Otsego	41	28.9	34.2	55.8
	Oneonta area	9	6.3	7.5	63.3
	Edmeston/Burlington area	2	1.4	1.7	65.0
	Utica/Herkimer area	4	2.8	3.3	68.3
	Work at Home/Telecommute	7	4.9	5.8	74.2
	Other New York Communities	12	8.5	10.0	84.2
	Student/Not in Labor Force	19	13.4	15.8	100.0
	Total	120	84.5	100.0	
Missing	System	22	15.5		
Total		142	100.0		

The Town of Hartwick has adequate family activities

		Frequency	Percent	Valid Percent	Cumulative Per- cent
Valid	-2	8	5.6	6.4	6.4
	-1	38	26.8	30.4	36.8
	0	1	.7	.8	37.6
	0	50	35.2	40.0	77.6
	1	24	16.9	19.2	96.8
	2	4	2.8	3.2	100.0
	Total	125	88.0	100.0	
Missing	System	17	12.0		
Total		142	100.0		

The Town of Hartwick has adequate playground and park facilities.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	4	2.8	3.2	3.2
	-1	24	16.9	19.2	22.4
	0	26	18.3	20.8	43.2
	0	1	.7	.8	44.0
	1	62	43.7	49.6	93.6
	2	8	5.6	6.4	100.0
	Total	125	88.0	100.0	
Missing	System	17	12.0		
Total		142	100.0		

The Town of Hartwick has adequate recreational trails and other outdoor facilities.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	17	12.0	13.5	13.5
	-1	49	34.5	38.9	52.4
	0	1	.7	.8	53.2
	0	35	24.6	27.8	81.0
	1	21	14.8	16.7	97.6
	2	3	2.1	2.4	100.0
	Total	126	88.7	100.0	
Missing	System	16	11.3		
Total		142	100.0		

The Town of Hartwick is doing enough to keep me and my family safe.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-1	14	9.9	11.2	11.2
	0	61	43.0	48.8	60.0
	0	1	.7	.8	60.8
	1	40	28.2	32.0	92.8
	2	9	6.3	7.2	100.0
	Total	125	88.0	100.0	
Missing	System	17	12.0		
Total		142	100.0		

The Town of Hartwick is doing enough to ensure I can walk around my neighborhood.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	4	2.8	3.2	3.2
	-1	19	13.4	15.2	18.4
	0	47	33.1	37.6	56.0
	0	1	.7	.8	56.8
	1	44	31.0	35.2	92.0
	2	10	7.0	8.0	100.0
	Total	125	88.0	100.0	
Missing	System	17	12.0		
Total		142	100.0		

The Town of Hartwick has adequate police protection.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	13	9.2	10.4	10.4
	-1	20	14.1	16.0	26.4
	0	1	.7	.8	27.2
	0	55	38.7	44.0	71.2
	1	33	23.2	26.4	97.6
	2	3	2.1	2.4	100.0
	Total	125	88.0	100.0	
Missing	System	17	12.0		
Total		142	100.0		

The Town of Hartwick has adequate fire protection.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	3	2.1	2.4	2.4
	-1	13	9.2	10.3	12.7
	0	24	16.9	19.0	31.7
	1	1	.7	.8	32.5
	1	75	52.8	59.5	92.1
	2	10	7.0	7.9	100.0
	Total	126	88.7	100.0	
Missing	System	16	11.3		
Total		142	100.0		

The Town of Hartwick has adequate ambulance (EMS) service.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	5	3.5	4.0	4.0
	-1	16	11.3	12.7	16.7
	0	29	20.4	23.0	39.7
	0	1	.7	.8	40.5
	1	63	44.4	50.0	90.5
	2	12	8.5	9.5	100.0
	Total	126	88.7	100.0	
Missing	System	16	11.3		
Total		142	100.0		

The Town of Hartwick has adequate roads.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	7	4.9	5.5	5.5
	-1	22	15.5	17.3	22.8
	0	21	14.8	16.5	39.4
	0	1	.7	.8	40.2
	1	71	50.0	55.9	96.1
	2	5	3.5	3.9	100.0
	Total	127	89.4	100.0	
Missing	System	15	10.6		
Total		142	100.0		

The Town of Hartwick has adequate internet access.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	46	32.4	36.5	36.5
	-1	41	28.9	32.5	69.0
	-1	1	.7	.8	69.8
	0	21	14.8	16.7	86.5
	1	14	9.9	11.1	97.6
	2	3	2.1	2.4	100.0
	Total	126	88.7	100.0	
Missing	System	16	11.3		
Total		142	100.0		

The Town of Hartwick has adequate cellular phone coverage.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	75	52.8	60.5	60.5
	-1	1	.7	.8	61.3
	-1	36	25.4	29.0	90.3
	0	7	4.9	5.6	96.0
	1	4	2.8	3.2	99.2
	2	1	.7	.8	100.0
	Total	124	87.3	100.0	
Missing	System	18	12.7		
Total		142	100.0		

The Town of Hartwick is doing enough to attract and retain business.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	24	16.9	19.5	19.5
	-1	46	32.4	37.4	56.9
	-1	1	.7	.8	57.7
	0	37	26.1	30.1	87.8
	1	14	9.9	11.4	99.2
	2	1	.7	.8	100.0
	Total		123	86.6	100.0
Missing	System	19	13.4		
Total		142	100.0		

The Town of Hartwick is doing enough to protect property values.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	19	13.4	15.3	15.3
	-1	38	26.8	30.6	46.0
	0	1	.7	.8	46.8
	0	44	31.0	35.5	82.3
	1	19	13.4	15.3	97.6
	2	3	2.1	2.4	100.0
	Total		124	87.3	100.0
Missing	System	18	12.7		
Total		142	100.0		

The Town of Hartwick has adequate protections for the environment.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	16	11.3	12.8	12.8
	-1	24	16.9	19.2	32.0
	0	1	.7	.8	32.8
	0	50	35.2	40.0	72.8
	1	32	22.5	25.6	98.4
	2	2	1.4	1.6	100.0
	Total		125	88.0	100.0
Missing	System	17	12.0		
Total		142	100.0		

The Town of Hartwick has adequate protection against development I find undesirable.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	29	20.4	23.4	23.4
	-1	24	16.9	19.4	42.7
	0	1	.7	.8	43.5
	0	49	34.5	39.5	83.1
	1	19	13.4	15.3	98.4
	2	2	1.4	1.6	100.0
	Total		124	87.3	100.0
Missing	System	18	12.7		
Total		142	100.0		

The Town of Hartwick has adequate housing choices for sale.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	18	12.7	14.5	14.5
	-1	42	29.6	33.9	48.4
	0	1	.7	.8	49.2
	0	37	26.1	29.8	79.0
	1	24	16.9	19.4	98.4
	2	2	1.4	1.6	100.0
	Total	124	87.3	100.0	
Missing	System	18	12.7		
Total		142	100.0		

The Town of Hartwick has adequate housing choices for rent.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	25	17.6	20.2	20.2
	-1	44	31.0	35.5	55.6
	-1	1	.7	.8	56.5
	0	35	24.6	28.2	84.7
	1	17	12.0	13.7	98.4
	2	2	1.4	1.6	100.0
	Total	124	87.3	100.0	
Missing	System	18	12.7		
Total		142	100.0		

Overall, tourism is good for the Town of Hartwick.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	5	3.5	4.0	4.0
	-1	21	14.8	16.7	20.6
	0	26	18.3	20.6	41.3
	1	1	.7	.8	42.1
	1	52	36.6	41.3	83.3
	2	21	14.8	16.7	100.0
	Total	126	88.7	100.0	
Missing	System	16	11.3		
Total		142	100.0		

I enjoy living in the Town of Hartwick.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	3	2.1	2.4	2.4
	-1	4	2.8	3.2	5.6
	0	32	22.5	25.8	31.5
	1	1	.7	.8	32.3
	1	64	45.1	51.6	83.9
	2	20	14.1	16.1	100.0
	Total	124	87.3	100.0	
Missing	System	18	12.7		
Total		142	100.0		

I would encourage other people to move to my neighborhood.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	7	4.9	5.6	5.6
	-1	11	7.7	8.8	14.4
	0	37	26.1	29.6	44.0
	0	1	.7	.8	44.8
	1	55	38.7	44.0	88.8
	2	14	9.9	11.2	100.0
	Total	125	88.0	100.0	
Missing	System	17	12.0		
Total		142	100.0		

I encourage my children to live in Hartwick when they grow (or grew) up.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-2	17	12.0	13.7	13.7
	-1	18	12.7	14.5	28.2
	0	1	.7	.8	29.0
	0	55	38.7	44.4	73.4
	1	23	16.2	18.5	91.9
	2	10	7.0	8.1	100.0
	Total	124	87.3	100.0	
Missing	System	18	12.7		
Total		142	100.0		

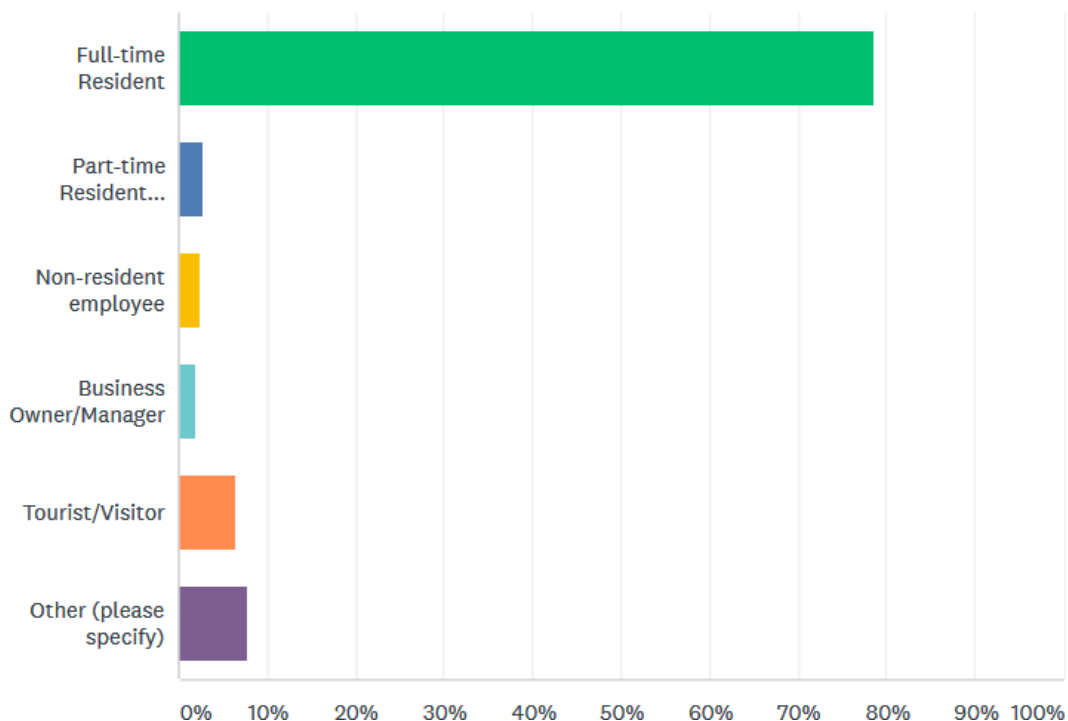
EXECUTIVE SUMMARY OF SURVEY RESULTS

Response Rate & Geographic Distribution

An on-line survey consisting of 10 questions was launched on January 16, 2020 and remained active until February 10, 2020. The primary method of deploying the survey was via social media. Links to complete the survey were shared on the Town of Hartwick Facebook page, as well as various Facebook groups related to Hartwick, Cooperstown and the Cooperstown Dreams Park. In addition, two paid ad sets were created which targeted Hartwick residents and those who had been within a 30-mile radius of the Route 28 Corridor within the past month.

A total of 415 responses were received – 207 through direct Facebook outreach and 208 from the targeted ad campaign. The vast majority of the respondents (78.74%) identified themselves as full-time residents of the Hartwick/Cooperstown area, while 27 responses (6.52%) were from tourists. The tourists were mostly from other areas of New York State, although some responses were received from out-of-state residents living in New Jersey, Maryland, Ohio, Florida, Utah, Illinois and Georgia.

Responses to Question 2: Select the Option that Best Describes You



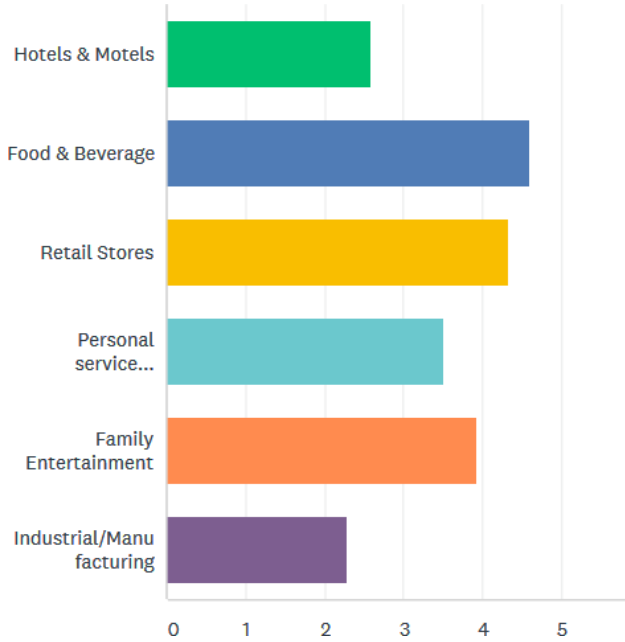
What respondents would like to see in the future

When asked to describe any assets not currently located along the Route 28 corridor that respondents would like to see in the future, the responses were varied but could be grouped into the following general categories:

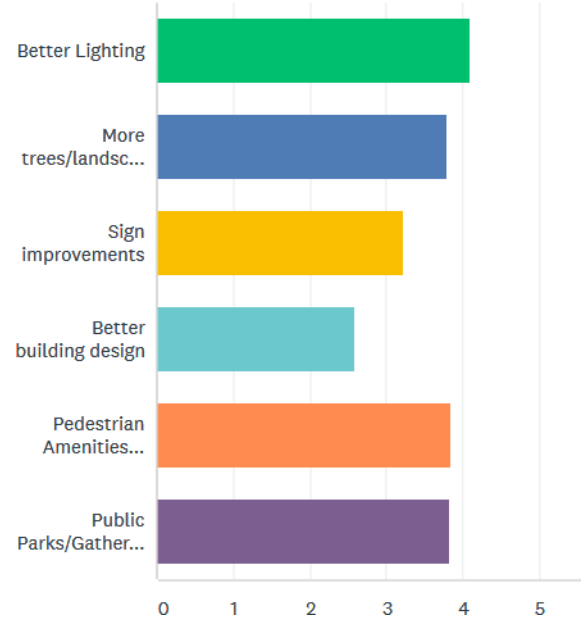
- **Traffic/Safety**
Many of the responses focused on the safety of the Route 28 corridor and the inconvenience associated with increased tourism traffic during the summer months. Specific suggestions included installation of a traffic light where Route 28 intersects with CR 11 and/or CR11C, widening the road to four lanes, and installing dedicated turning lanes at Cooperstown Dreams Park. In addition, many respondents called for the installation of sidewalks and bike lanes along Route 28, particularly in the hamlet of Hartwick Seminary.
- **More Food Choices**
A majority of respondents wanted to see more choices for year-round dining in the area, and advocated for more locally-owned restaurants. Some respondents advocated for a family-style chain restaurant like Golden Corral and/or fast food restaurants other than McDonald's. A drive-thru coffee shop like Dunkin Donuts was mentioned several times, as was Starbucks.
- **Year-Round Shopping**
Many respondents spoke about the need for shops that are open year-round and cater to the local population, rather than just tourists. A better grocery store with specialty food products (like Trader Joe's or Wegman's) was mentioned several times. Several people indicated they would like to see farm stand and a feed store somewhere in the area. Other specific businesses mentioned were a laundromat, car wash, flea market, credit union and year-round entertainment such as a movie theatre or bowling alley.
- **Public Amenities**
Several respondents called for a pull off public park/playground/picnic area that would serve locals as well as tourists. Others suggested a "welcome center" or "rest area" along Route 28. A dog park was also mentioned several times, as was an ice-skating rink for the winter months. Finally, several respondents mentioned the lack of critical infrastructure to support future growth including centralized water and sewer.
- **Residential Housing**
Several respondents spoke about the lack of decent, affordable housing for year-round residents, especially rental apartments. Some mentioned that more and more homes are being converted into short-term rentals and the lack of year-round housing is affecting school enrollment.

Generally speaking, the majority of full-time residents wanted to see more restaurants, retail stores and family entertainment, and not more hotels/motels or industrial uses. As a point of commonality, the visitor/tourist population also wants better dining choices, more public gathering spaces and pedestrian amenities, as well as better lighting.

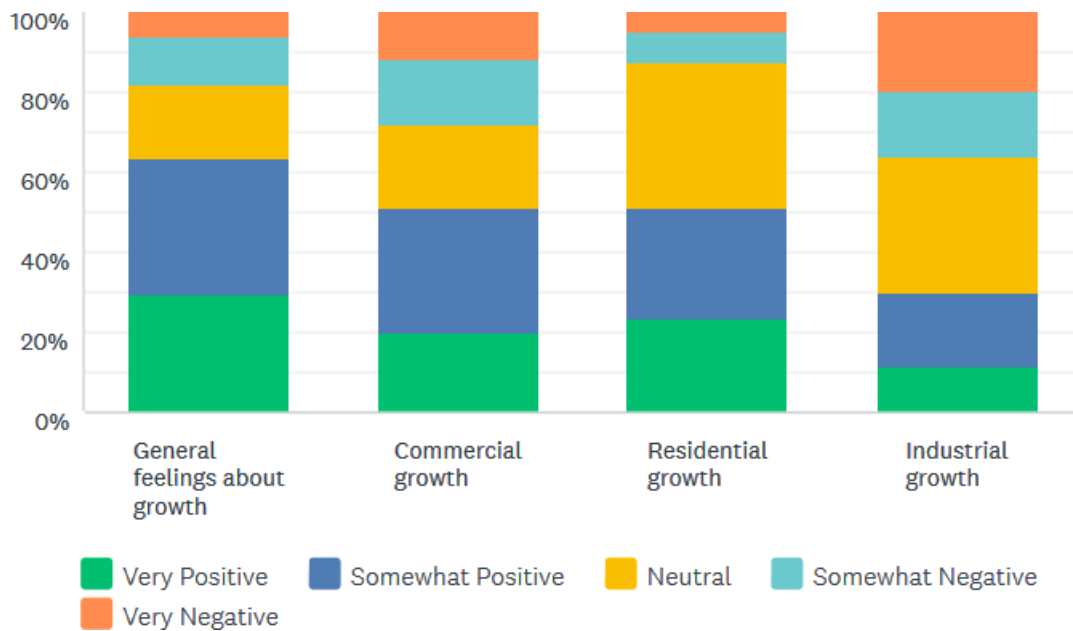
Responses to Question 5: What types of businesses would like to see more of along the Route 28 Corridor? Rank the following choices in order of importance.



Responses to Question 7: What types of aesthetic improvements would like to see along the Route 28 Corridor? Rank the following choices in order of importance.



Responses to Question 8: How do you feel about growth & change along the Route 28 Corridor?



What respondents DON'T want to see in the future

When asked to describe the types of businesses or land uses that don't belong in the Route 28 corridor, several respondents felt the area has reached a saturation point and has all of the traffic and development it can handle. However, approximately 71 out of 302 respondents (23.5%) responded "no" to the question and felt that future growth in any form would be beneficial.

Many of the survey responses indicated that more of the following types of businesses should be discouraged along the Route 28 corridor:

- Heavy Industry/Manufacturing (45 out of 302)
- Hotels/Motels (34 out of 302)
- Baseball and Tourist-Related Businesses (28 out of 302)
- National Chains/Big Box Stores (25 out of 302)
- Strips Clubs/Bars (16 out of 302)

Appendix C: Hartwick Hamlet Development Plan

Comprehensive Plan Implementation for the Hamlet of Hartwick, New York



Town of Hartwick
Comprehensive plan Implementation Committee (CPIC)

Endorsed by Planning Board 6 August 2013
Endorsed by Town Board 12 August 2013

Comprehensive Plan Implementation for the Hamlet of Hartwick, New York



Figure 1: Hartwick village from the south. Notice the agricultural character of the land surrounding the hamlet and the rail right of way running diagonally in the east.

The Town of Hartwick Comprehensive Plan, adopted in 2010, called for the creation of the Comprehensive Plan Implementation Committee (CPIC) in order to review and propose ordinances and develop plans necessary for the implementation of the comprehensive plan (chapter 5). This committee was formed in 2012, and in 2013 began a series of reports designed to aid in the implementation of the plan in specific areas of the town. Since about 40 percent of the town lives in the Hartwick Census Designated Place (CDP, also known as the “village” or “hamlet”), this report is the first task undertaken

by the committee.

The Hamlet of Hartwick is an unincorporated village of 629 residents within the Town of Hartwick (Census Bureau, 2013). The hamlet is the largest urbanized area within a predominantly rural township of 2,110 residents. The town lost population in the last census, dropping from 2,203 residents in 2000, most likely due to increases in the vacancy rate of local real estate. In 2010, 25.1 percent of the town's housing units were vacant; of these vacancies, approximately 60 percent were due to them being seasonal rentals as part of the area's tourism economy. In the hamlet, the vacancy rate is somewhat lower at 16.2 percent of housing units, but due to the concentrated nature of the vacancies the aesthetic impact is more severe. Of these vacancies, however, only about half were seasonal rentals. The retail base of the hamlet declined significantly during the 1960s and 1970s, resulting in a significant number of empty lots and other visible signs of economic decline (Thomas 2003). Due to these factors, this first comprehensive plan implementation program concentrates on the hamlet.

Goals and Objectives of Hamlet Revitalization

The Comprehensive Plan Implementation Committee believes that the revitalization of the hamlet is one step in securing a positive future for the town's current and future residents. To that end, the task force has identified three goals for the revitalization of the hamlet: 1) building community pride; 2) aesthetic charm; and 3) walkability.

Communities that are healthy exhibit a degree of community pride, and Hartwick is no different. Community pride can be encouraged through a variety of mechanisms such as festivals and aesthetic appeal, and both of these play a role in this plan. Hartwick's unique history is also a potential source of pride, and as such certain actions can be taken to build on Hartwick's unique history and build toward the future. The Hartwick Patent was purchased by John Christopher Hartwick, a Lutheran preacher, in 1761 with the intent of becoming a "New Jerusalem." While this lofty goal was not realized, the first Lutheran seminary in the United States was constructed in Hartwick Seminary, although the seminary closed in the 1920s and is survived only by Hartwick College in nearby Oneonta. As noted in "Historic Hartwick: New Jerusalem Past, Present, Future," a report prepared for the planning board in 2012, this unique history—a forerunner of upstate New York's famed "Burnt Over District" of spiritual revivalism and religious experimentation in the nineteenth century—could be used to frame development and tourism activities in the future.

The aesthetic charm of the hamlet is classic "small town America." Hartwick maintains a "village charm" of tightly nucleated housing surrounding a small but substantially degraded central business district (see figure 1). There is some degree of lower density sprawl in the surrounding rural lands, particularly acute between the village and Cooperstown eight miles away. A curious contrast to Hartwick sprawl pattern is found in the town Richfield, 15 miles north, has approximately the same population but the village of Richfield Springs has about double that of Hartwick village. The result is a more vibrant retail base in Richfield Springs due to increased economies of scale and the maintenance of central place functions; in contrast, Hartwick has largely lost both its retail base and central place functions in a regional economy where much of the tourism base is in downtown Cooperstown and the regional retail base is in a suburban strip in the eastern portion of the town of Hartwick. The result is significant deterioration in Hartwick village, particularly downtown where five empty lots have replaced commercial buildings and

low density “suburban style” buildings have taken the place of an additional four buildings. In addition, the rebuilding of the village’s Main Street (County Route 11), according to guidelines for a rural highway by Otsego County resulted in poor drainage and a generally ugly streetscape that drew the ire of local residents and must be fixed.



Figure 2: Urban Decay in Downtown Hartwick. This picture is from the same location in 1907 and 2012.

There is considerable research that demonstrates the link between a community’s “walkability” and general vitality (see Campoli 2012; Daniels 2007; Soderstrom 2009; Speck 2012). Besides well-established health benefits for individuals, walkable communities typically have lower crime rates, higher levels of economic activity, and more stable real estate values. The ability for families and children to utilize pedestrian services such as sidewalks and parks is frequently cited as key determinants in the desirability of a new home for young families. This is an important point as Hartwick is in one of the area’s best school districts, and as such a walkable community with a distinct “neighborhood” feel is a key in stabilizing the local real estate market in the wake of the bubble of the 2000’s. A walkable community would also help economically revitalize the village, aiding both its desirability for families and the aesthetic charm of the hamlet.

Smaller Projects

There are a number of projects that are relatively small that can be concluded within the next year and lay a foundation for future work.

1) *Reclaim the village’s historic street names for routes 11 and 205.* The arrival of Emergency 911 numbers brought with it the renaming of the county and state highways running through the village (see figure 3). In a relatively short period of time, the historic names are being lost among some villagers either through disuse or misnaming state highway 205 “Main Street.” As such, an initial step would involve renaming the streets according to a two-line address scheme that would allow the use of the historic names as follows:


John Doe 3554 South Street State Highway 205 Hartwick, N. Y. 13348	Jane Doe 2083 Main Street County Highway 11 Hartwick, N. Y. 13348
---	--

The street numbers would not be changed. County highway 11 would be renamed Main Street from 2969 to 3236 (Dismal Inn Sugar Company), State Highway 205 from 3487 (Larry’s Custom Meats) to 3603 (Four Corners) would be renamed South Street, and from 3613 to the North Street bridge (3664) would be North Street.

HARTWICK TOWN OF HARTWICK

Scale 300 Feet to the Inch.

REFERENCE

-  Indented Brick Building
-  Stone "
-  Frame "
-  Stable or Shed
-  Steam Railroad
-  Hydrant
-  Sewer

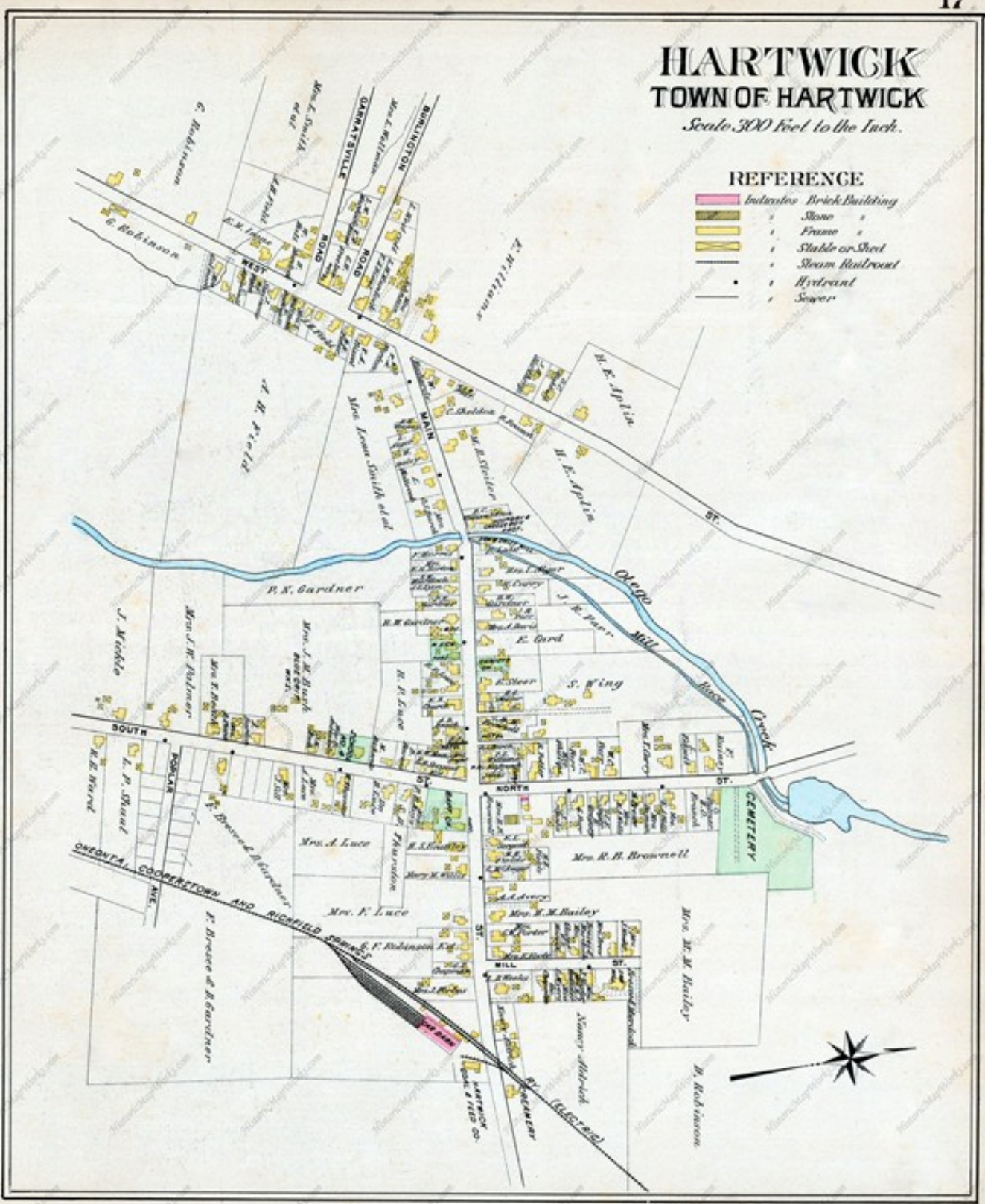


Figure 3: Hartwick in 1903 with former street names.

2) *Sign for Recreation Area.* The Recreation Area (see below) located at the former Kalann Field should have a sign before the end of summer 2013. A 3' high by 4' wide "main sign" should read, "Hartwick Recreation Area" with "Town of Hartwick" in smaller letters at the bottom. A series of smaller secondary signs should hang underneath and read, "Huskie Park" and "Cooperstown Youth Baseball." Plans should be made for future signs that read, "Fairgrounds" and "Community Gardens."



Figure 4: Entrance to Hartwick Recreation Area at Main Street and Hatchery Road.

3) *Welcome to Hartwick Signs.* Signs welcoming travelers to the village should be erected at three gateways to the hamlet:



1) South Street by the diner; 2) North Street just north of the bridge; and 3) Main Street prior to the recreation area sign. The signs should read, "Welcome to Hartwick" on the first line (perhaps with "welcome to" in smaller type above Hartwick), "A National Historic District" if so designated, and "Patent Granted 1761" on the bottom line.

4) *Street Signs.* Over a period of several years street signs should be erected within the village that utilizes the renamed county and state highways. A first sign set should be erected at Hatchery Road and Main Street at the entrance to the recreation area. The parking regulation signs along state highway 205 should be replaced with those of a style appropriate to an urbanized environment.

5) *Town Information Sign.* After the construction of the new memorial as part of the recreation area plan, the current site of the memorial boulder should receive an attractive moveable-type sign for announcements at the "four corners."

6) *Directional Signs.* The advertising sign (blue sign) should be downscaled or removed, and a green sign directing travelers to Cooperstown and Gilbert Lake State Park erected instead. Even though the state had maintained such a directional sign as late as the 1980s, it has been resistant in recent years as the Planning Board has written letters about the issue. Nevertheless, a directional sign is necessary due to the large numbers of tourists in the hamlet.

7) *Parking Signs.* Urge the state to replace parking regulation signs with a style more appropriate to an urban environment.



8) *Communications.* Investigate the feasibility of improving the communications infrastructure in the hamlet, including but not limited to cellular service and high-speed internet.

Project: Walkable Village

As healthy communities tend to be “walkable” communities, an effort to utilize public infrastructure to encourage pedestrian traffic should be encouraged. The recreation area (see below) is part of this plan, but other areas in the village are to be included. This section notes projects outside the recreation area and central business district.

1) *Update sidewalks not updated with the water project.* The new water system several years ago resulted in rebuilt sidewalks through much of the village, but other areas did not receive new sidewalks, particularly the west side of South and North Streets (State Highway 205). These sidewalks should be upgraded over the next three years as funding permits.

2) *Focal Points.* Focal points are important points of attraction and rest in pedestrian oriented neighborhoods, and the current implementation plan includes the recreation area and central business district as major focal points in the village. In addition, development of “The Vly” as a fishing area and recreation area should include extending the North Street sidewalk past the cemetery to the area—it already exists in the bridge. In addition, the South Street sidewalk should be extended to the diner.



3) *Bike Lane along 205 North.* A substantial number of walkers and bikers utilize the loop created by taking Main Street west from the four corners to Weeks Road, Weeks Road to Route 205, and then walking or biking 205 south back into the village. Due to the traffic along 205, it is recommended that a bike lane be added to the northbound lane that extends the “pedestrian zone” of the sidewalk along North Street as it itself is extended to the Fly. The committee believes that this lane could be added by simply relining the highway.

4) *Trolley Line Bike/Walk trail.* The creation of a trail along the former “trolley” right of way should be explored. Within the hamlet, such a trail could connect the recreation area to the diner on South Street. The line extends south to Oneonta and is snowmobile trail for much of the route, and as such the full trail potential should be explored with neighboring municipalities as well.

Project: Main Street Reconstruction

The reconstruction of Main Street (County highway 11) in 2010-11 resulted in the loss of parking lanes and inferior drainage in the central business district (see figure 5). In response to this situation, the Planning Board passed a resolution in July 2011 that read, in part:

The Board decided that it should be on record that the Planning Board does not support or endorse either the original project, or the subsequent “fix” and the “dumb-ass” responsible should be held accountable for the inferior drainage of the roadway. Further, the Planning Board protests the County initiated action that proceeded without any regard to the Planning Board’s recommendation and without any apparent regard for the Town’s general health, safety, or welfare.

An Important goal of the implementation plan should be to rebuild Main Street according to standard urban street standards for drainage and safety. This project aims to create an aesthetically pleasing business district with adequate parking, drainage, and pedestrian safety features. This should be accomplished in part through application to the Main Streets grant program and stress the following goals:

1) *Aesthetically pleasing streetscape.* A central goal of the project is to create an attractive streetscape. This goal should be backed up through design standards applicable to the central business district that bring buildings to the historic building line and reflect the commercial nature of the area. The rebuilding of Main Street should at minimum include the areas from the Baptist Church to the Methodist Church on both sides of route 205, and perhaps county highway 11 as far east as the community center.

2) *Pedestrian Safety.* Crosswalks should be established near the current fire department and at the four corners. A four-way stop should be constructed at the intersection of routes 11 and 205. Additional all-way stops should be urged at 205 and Back Alley (formerly Parr Avenue) and 205 and poplar Avenue.



Figure 5: Main Street after county reconstruction. Notice the water pooling on sidewalks, inadequate parking strip, and generally ugly appearance.



Figure 6: Portion of Main Street for proposed reconstruction project.

3) *Repurposing of Fire Department Building.* In line with the recreation area plan, the fire department should be relocated to Hatchery Road and the current building be repurposed as a new town library. The façade of the building should be brought to the building line in Greek Revival style to match the bank and stately home on either side.

4) *Parking*. Bays for street parking similar to those along Main Street in Oneonta, complete with attractive brickwork between the street and sidewalk, should be on both sides of Main Street from the area in front of the Baptist Church to the area of the Methodist Church. A similar bay should be constructed on the east side of South Street (205) adjoining the Baptist Church property.

Project: Recreation Area

The recreation area in the northeast of the village can become a hallmark of the hamlet's revitalization. The town bought the property several years ago, and since then a variety of ideas has been discussed. The Comprehensive plan Implementation Committee recommends the creation, over time, of 1) Huskie Park; 2) Cooperstown Youth Baseball; 3) Community Gardens; 4) Fairgrounds; 5) a new memorial; and 6) traffic improvements. This is shown in figure 7.

1) *Huskie Park*. Named after the team mascot of Hartwick high School, the former school athletic fields have served for years as a general use park for the village. The first phase of the plan is to replace the aging playground equipment with new equipment; this is complete, although secondary improvement could be made in the future. The second phase is to construct a path through the park, eventually to be paved with asphalt, which connect to the end of the Wells Avenue sidewalk, wraps around the playground and connects to the basketball court, picnic pavilion, and baseball field near the intersection of Wells Avenue and Hatchery Road. Park benches should be placed at regular intervals. A third phase would construct a new picnic pavilion or covered bandstand (gazebo) near the basketball court. Phase 2 could begin later in summer 2013 or spring 2014.

2) *Cooperstown Youth Baseball*. CYB is the area's "little league" baseball and softball organization. In 2012, the town signed a lease with the organization giving them the right to development part of the Kalann Field near Wells Avenue and Hatchery Road as a two-field baseball complex. The town should continue to work with CYB to ensure a high quality recreational facility both for town residents and users of the baseball complex. CYB will also have use of the town field in Huskie Park.

3) *Soccer fields and Community Gardens*. The area immediately east of the former high school has been developed into a community garden. As this plans calls for some of this land to be repurposed (see "traffic improvements" below), the area east of the proposed Garden Street and west of the proposed fire station should be converted into a public garden for residents, including development of berry bushes and other plants to shield the park from local residents who may wish for such development. This plan is also meant to protect the area near the water system wellhead from potentially harmful development. Adjacent to the community gardens, one to two soccer fields should be constructed provided the local soccer organization has a need for them.

4) *Fairgrounds*. The northern half of the Kalann Field will be designated in the future as the new Fireman's Fairgrounds. This will involve the construction of a sizable pavilion capable of hosting events in the summer and possibly an ice skating rink in winter, followed by the relocation of the tractor pull course from Huskie Park. A large field will be maintained for the use of the carnival company and parking. The fairgrounds will be accessed by the construction of "Fair Street" from hatchery Road to the new complex. At the end of the new street, a slight rise in the landscape may be developed as a sledding hill in winter, and if so the new pavilion should be located in close proximity.

5) *New Memorial*. A new memorial will be constructed at the corner of Wells Avenue and Hatchery Road. A set of slate or other natural-looking pavers will run diagonally from the corner (at 45 degrees from each street) to a circular “platform” that accommodates the stone monument currently at the corner of Main and North Streets. Behind this platform will be seven lilac shrubs (they bloom at Memorial Day) arranged in a semi-circle around the memorial. The new memorial will allow for larger services on Memorial Day without disrupting traffic on route 205.

6) *Fitness trail*. A fitness trail will be constructed by creating an entrance at the north cemetery road, encircling the Cooperstown Youth Baseball complex, and end at hatchery Road.



Figure 7: Hartwick Recreation Area with proposed improvements. The playground in Huskie Park and one field for Cooperstown Youth Baseball have been completed.

7) *Traffic improvements*. The scale of the recreation area development has already had some traffic impacts on School Street and Hatchery Road, and this plan addresses such concerns. Hatchery Road will become a paved two-way street from Main Street (route 11) to Wells Avenue. Wells Avenue will continue to be two-way until the corner of Huskie Park. At that corner, a new street—School Street—will be constructed in the place originally intended by builders of the high school and continue to a sharp 90 degree angle turn to the left onto a newly constructed street, The Greenway (named after recently

deceased town attorney Lynn Green). The Greenway will be built approximately where the community garden is now situated, the garden being rebuilt and expanded to the east. The owner of the school will be able to sell individual building lots of at least one-third but no more than one-half acre facing the new streets provided deed restrictions specify stick-built two-story homes to match the neighborhood character. School Street will be one-way heading west and, of course, Garden Street will be one-way heading south from the corner of Hatchery Road. Wells Avenue will be one-way heading north from School Street to Hatchery Road, the left lane being developed as angle parking for Huskie Park. As noted above, Fair Street will connect Hatchery Road to the new fairgrounds. In order to control traffic speed, all-way stops will be established at the following corners: Wells at School; Greenway at Hatchery; Fair at Hatchery; and Wells at Hatchery. Ideally, an all-way stop will also be established at Hatchery Road and Main Street (route 11).

8) *Former School Property/Cemetery Expansion*. The recreation area is also home to the former Hartwick High School and the Hartwick Cemetery. The town should work with the appropriate property owners to mitigate traffic and safety concerns and develop the area in a desirable way. This includes a provision for cemetery expansion, the construction of single family homes along The Greenway, and working on a grant for the construction of elderly housing in the former school.

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Appendix D: Planning Issues and Recommendations for the East Hartwick Corridor

A Guidance Document for Implementing the Comprehensive Plan

Adopted by Town of Hartwick Planning Board, February 7, 2017

Endorsed by Town of Hartwick Board March 20, 2017



Demolition of Hartwick Seminary, 1946

Adopted in 2010, the Comprehensive Plan of the Town of Hartwick², in section 3, called for identification of historic resources, management of sensitive environmental resources, fostering of a diverse and healthy economy, and further study and development of policies and plans appropriate to such goals. Specifically, it is a key goal to “anticipate and effectively manage future changes in land use, growth and development in such a manner that allows development to occur while preventing the loss

² Town of Hartwick. (2010). *Comprehensive Plan*. <http://townofhartwick.org/content/Generic/View/13>.

of irreplaceable resources” (p.3-2). In line with section 5, a Comprehensive Plan Implementation Committee (CPIC) provided further research and developed a plan for the hamlet of Hartwick³ which was later endorsed by the Town Board. CPIC at that time recommended further study of the East Hartwick Corridor. In 2016, the Town Supervisor requested the Hartwick Planning Board to further examine planning issues along the corridor, performing a similar function as the now-defunct CPIC. The present document is the plan developed by the Planning Board during Fall 2016 and Winter 2017.

HISTORY OF AREA

The East Hartwick corridor can trace its modern history to a land grant by the King of England to John Christopher Hartwick in 1761, thereby legitimating an earlier purchase of the territory from the Mohawks of Canajoharie. Hartwick was a German minister who had immigrated to the American colonies in 1746 with the aim of ministering to Palatine German settlers who had settled the Hudson and Mohawk Valleys. Hartwick traveled and preached extensively throughout the northeastern United States, becoming one of the most important figures in the establishment of the Lutheran Church in America.⁴ Over time, he grew critical of the sparsely settled American landscape, convinced that the settlers were losing their piety in the openness of the frontier.⁵ Convinced that a return to a Medieval German-style village would help keep his coreligionists on the “straight and narrow,” he turned his attention to building an appropriate community in the hilly frontier south of the Mohawk Valley. He spent the next 35 years of his life preaching throughout the Northeast and planning his “New Jerusalem,” one of the earliest attempts at a utopian community in upstate New York.⁶

³ CPIC (2013). *Comprehensive Plan Implementation for the Hamlet of Hartwick*, New York. Hartwick, NY: Town of Hartwick.

⁴ Arndt, K. J. R.. 1937. John Christopher Hartwick, German Pioneer of Central New York. *New York History*, 18, 293-303.

⁵ Taylor, A.. 1995. *William Cooper's Town*. New York: Knopf.

⁶ Strobel, P. A.. (ed.). 1867. *Memorial Volume of the Hartwick Synod of the Lutheran Church*. Philadelphia: Lutheran Publication Society.

It was William Cooper, owner and developer of Cooperstown, who did the most to settle the

Northeast Boundary of Hartwick Patent



Source: 1909 Topographic Map, Cooperstown

Hartwick Patent. Hartwick had named him

leasing agent in 1791, but Cooper had actually begun selling the land as early as 1786.

The land by the northern border of the Hartwick Patent had been sold to settlers by

Cooper, who probably thought that the land

was his to sell.⁷ Hartwick and Cooper had differing ideas about how to best develop

the land, but when Hartwick attempted to

remove Cooper as leasing agent Cooper

simply ignored his wishes. Cooper sold the

lands without the stipulations desired by Hartwick, and there was considerable controversy over

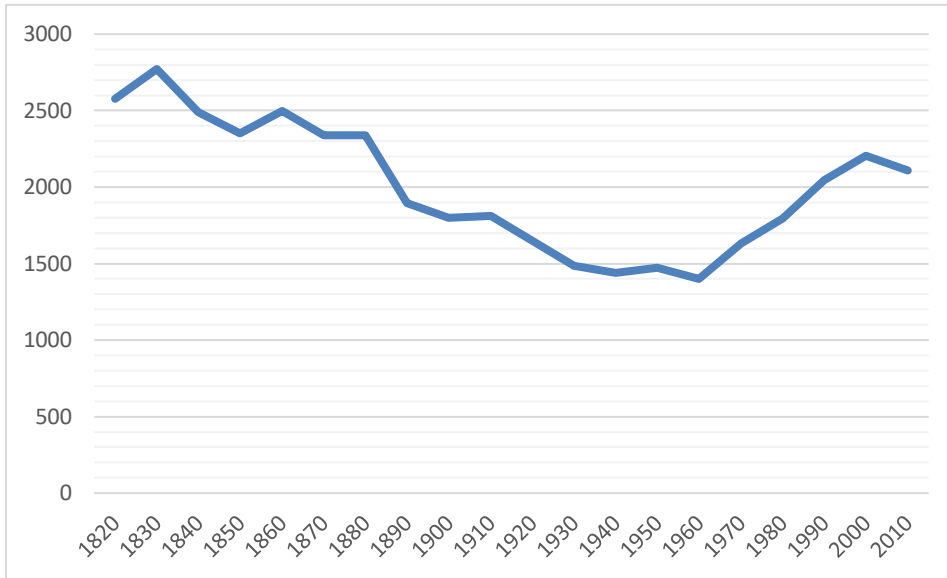
Cooper's practices at the time. In any case, Hartwick would die not only without creating his New Jerusalem, but having witnessed the indiscriminate sale of his lands by Cooper.

Speaking in 1861, Reverend Henry Pohlman alluded to settlers in the township prior to the American Revolution, but there is no other evidence even of squatters (Strobel, 1867, 20-22). Census records only begin in 1820 when the town of Hartwick has 2,579 residents, the majority living on farms and in villages larger than Hartwick Seminary, particularly Hartwick and Toddsville. The town's population peaked in the 1830 census at 2,772 before remaining relatively stable at around 2,300 residents until the 1890 census, with a gradual decline culminating in a population of only 1,400 in 1960. This trend

⁷ Butterfield, R. L.. 1969. In *Old Otsego*. Cooperstown, N. Y.: Freeman's Journal.

can be explained by a combination of demographic trends—farm families were having a smaller number of children after the 1880s—and shifts in the industrial economy and the effects on the demography of

Town Population, 1820-2010



the region.

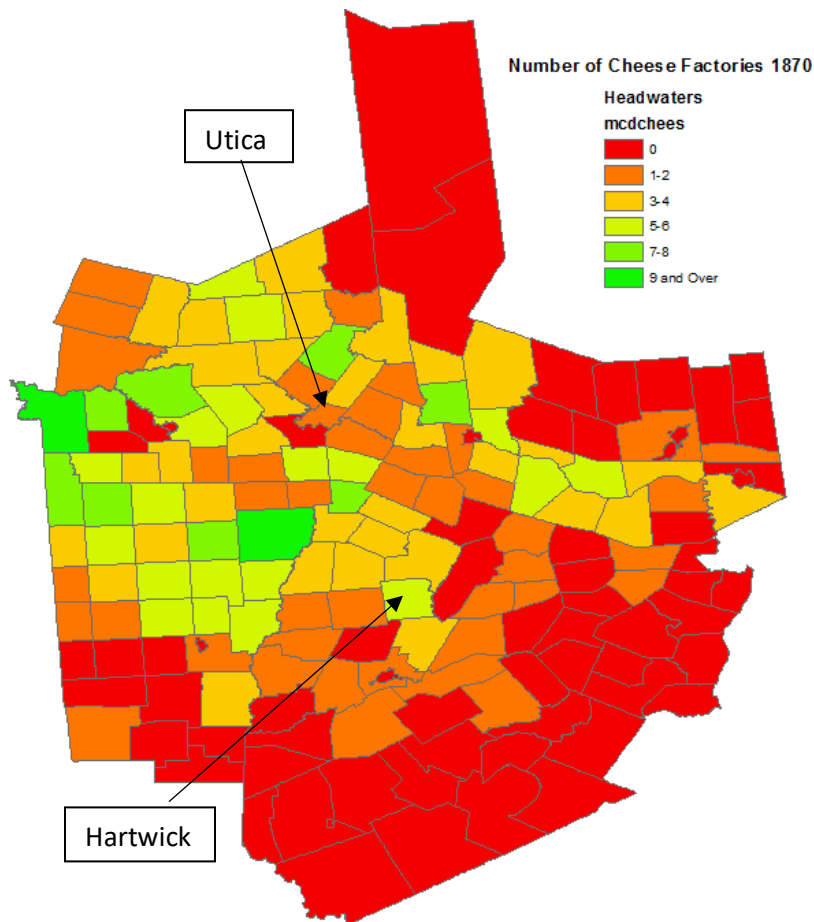
The wider nine-county region west of the Hudson Valley was settled primarily by settlers from New England. In the Blackstone Valley of Rhode Island of Massachusetts—the region

from which many local settlers emigrated—the first stirrings of the American Industrial Revolution had begun in the 1790s in the form of water-powered textile mills. Beginning in England in the mid-eighteenth century, the new technologies spread rapidly after their introduction. The Arkwright System, first developed by Richard Arkwright in 1771 at Cromford, England, was smuggled to the United States by his engineer, Samuel Slater. Slater built the first American water-powered cotton mill at Pawtucket, Rhode Island in 1793. In 1808 one of Slater's engineers, Benjamin Walcott, built the first cotton mill in New York State, aptly named New York Mills. Only a year later, however, a similar mill for wool was opened in Toddsville, a New England-style mill village two miles from Cooperstown⁸. By 1820 the Toddsville mill was processing cotton as were several other local mills.

⁸ This section adapted from Alexander R. Thomas (2015), *Urban and Rural Industrial Sites of Central New York: A Surface Survey*. See also Bohls, C.. 1991. *Industrial Order in Leatherstocking Country: Textile Mills and Mill Workers in Otsego County, New York*. Master's Thesis. Cooperstown Graduate Program/State University of New York College at Oneonta.

The concentration of the textile industry in the region extended in an arch from Greater Cooperstown to Fort Plain on the Mohawk and west to metropolitan Utica. As early as 1810, settlers from New England were building a substantial complex of mills along the Upper Susquehanna River and Oaks Creek. The local industrial systems began as competitors of those in the Utica area, but by mid-century the scale of the Utica mills and the rapid rise in population in that city had relegated the Cooperstown area to an extension of the larger metropolitan-based economy. A tertiary area of intense industrialization was found in the Canajoharie-Fort Plain area as well, and in the triangle created by these communities could be found the full infrastructure of urbanization: settled communities, manufacturing for trade, and an agricultural hinterland producing for both local consumption and export. The region centered on the fast-running streams leading from the “top” of the Appalachian Plateau (near present-day U. S. Route 20). Early in the region’s history—before the building of the Erie Canal and the railroads—Fort Plain functioned as a major river port from which travelers and goods could be moved further up the Mohawk Valley to Utica or up the Otsquago Valley to Otsego Lake and the “Susquehanna Gateway.” Preliminary research indicates that this is the reason for the pattern of industrialization found in the region. By 1870, the region was home to not only textile manufacturing but to a variety of consumer goods as well, and both Utica and Cooperstown functioned as financial centers for these industries.

In addition to the industrial economy, by mid-century the agricultural economy had transitioned from an emphasis on subsistence to one oriented toward export and feeding the growing metropolitan population. The region south of the Mohawk became a major center for Hops production, and even after the collapse of that economy as a result of disease the region continued to export dairy products. In the figure at left, the location of cheese factories is shown in relation to the city of Utica in the center of greatest dairying activity, with more distant communities lacking such facilities due to less integration with the metropolitan economy. The town of Hartwick is near the periphery of metropolitan influence; similar maps for other products demonstrate a similar phenomenon.



After 1880, the sheer scale of manufacturing in the metropolitan area and the transportation advantages conferred by the Erie Canal and several railroads placed local manufacturers at a considerable disadvantage. There were attempts to close the competitiveness gap: the Cooperstown and Charlotte Valley Railroad, originally to have run to the Erie Canal at Fort Plain, was one such plan. But by the late nineteenth century the

Cooperstown-Hartwick area was being eclipsed both by Utica and its suburbs and the recent growth of Oneonta to the south; the last of the textile mills, the Phoenix Mills, closed in 1914.⁹ Today, the remains of the industrial past can be seen in earthworks around the pond at Toddsville, a substantial race system in Clintonville, and even small ponds associated with a cotton oil factory in Hartwick village. In the absence of industry and new farmland, those not in line to inherit a farm or small business often left to find opportunity elsewhere.

After 1960, however, the town's population began to grow again. This was primarily due to the community's location between Cooperstown and Oneonta. This location enabled the town to take advantage of a nationwide pattern of population deconcentration associated with the growth of suburbs in

⁹ Bohls, C.. 1991. *Industrial Order in Leatherstocking Country: Textile Mills and Mill Workers in Otsego County, New York*. Master's Thesis. Cooperstown Graduate Program/State University of New York College at Oneonta.

metropolitan areas but affecting rural villages as well.¹⁰ As Hartwick gained 710 residents between 1960 and 2010, for example, the village of Cooperstown lost 701 residents, from 2,553 in 1960 to 1,852 in 2010. Such demographic patterns came with a price, however: the rise in population was made possible because of the automobile, but the same technology enabled residents to drive elsewhere for goods and services. In Hartwick village, this led to a dramatic decline in the number and type of businesses and the near-total destruction of the central business district. In 1960, a resident could buy major appliances in downtown Hartwick; in 2017, only a bank and a post office remain.¹¹

The other major change in the late twentieth century was the shift in the tourism economy from a focus on the wealthy to mass tourism. Tourism had been an important facet of the regional economy since the nineteenth century when wealthy visitors from major cities would visit Cooperstown to pay homage to James Fenimore Cooper and see some of the sights described in his novels. Partly as a result of better sanitation in cities (thus controlling Cholera and other summer diseases) and the invention of air conditioning, by the 1920s the popularity of leaving the cities for an entire season was beginning to wane. During the 1930s, Cooperstown merchants capitalized on a myth of baseball origins that posited that Abner Doubleday invented the game in 1839 despite its clear similarities to the British game of Rounders.¹² The reputed sacred pasture was turned into a baseball stadium courtesy of the Works Progress Administration and in 1939 a museum was created to celebrate baseball's real and not-so-real past. The result, particularly after World War II, was baseball tourism, and it has not been restricted to Cooperstown. During the 1980s the ability of area residents to drive to suburban communities for goods and services affected downtown Cooperstown in a manner similar to downtown Hartwick a decade earlier, and between 1987 and 1991 a considerable amount of store frontage became dedicated to

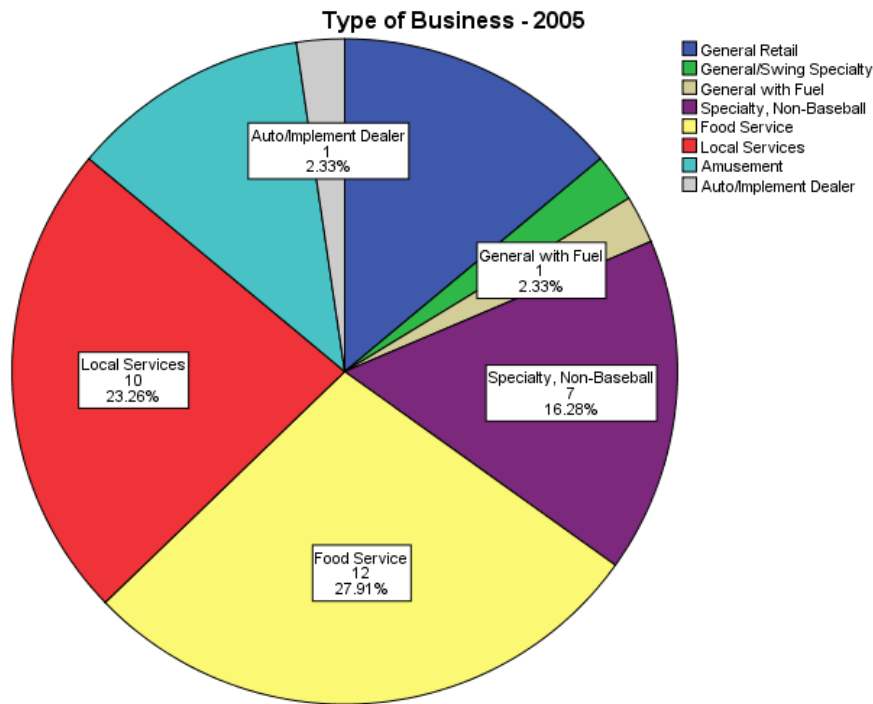
¹⁰ Kleniewski, N. & Thomas, A. R. (2010). *Cities, Change, and Conflict*. 4th Edition. New York: Cengage.

¹¹ Thomas, A. R. (2003). *In Gotham's Shadow: Globalization and Community Change in Central New York*. Albany: SUNY Press.

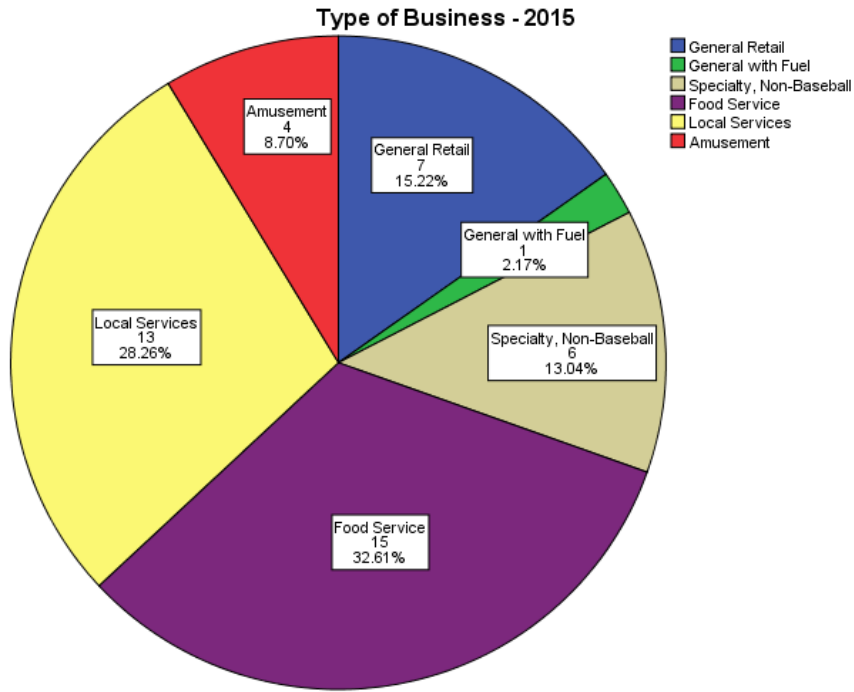
¹² Martin, B. (2013). *Baseball's Creation Myth: Adam Ford, Abner Graves and the Cooperstown Story*. Jefferson, NC: McFarland & Company.

souvenir shops and tourism-oriented restaurants. During the 1990s developers built a new shopping center in Hartwick Seminary, three miles south of Cooperstown, and the integration of the East Hartwick corridor into the Cooperstown tourism economy accelerated. The opening of the Cooperstown Dreams Park in the late 1990s added a new layer of tourism and made the relationship between East Hartwick and Cooperstown virtually inseparable.¹³

After an initial burst of activity in the early 2000s, however, growth in the number of businesses along the East Hartwick corridor increased from 43 in 2005 to 46 in 2015. Nevertheless, it is likely that renewed economic activity will resume in the corridor, and the general lag in activity today can be utilized as an opportunity to identify issues and develop solutions for the future.



¹³ Thomas, A. R. (2003). *In Gotham's Shadow: Globalization and Community Change in Central New York*. Albany: SUNY Press.



OPPORTUNITIES AND LIMITATIONS

The East Hartwick corridor has the advantage of proximity to a major tourism center along an important corridor between Oneonta to the south and metropolitan Utica to the north. The population of counties located within a two hour drive is over four million, and three of the ten largest metropolitan areas in the United States are located within four hours (New York, Philadelphia, and Boston). In addition to sports tourism, the area is home to several museums, performing arts companies, and nationally important historic sites and historic districts. The growth of Bassett Healthcare into the county's largest employer is also a potential opportunity. Much of the corridor is in the Cooperstown zip code and the

potential for specialty businesses that could benefit from such an address is not currently well marketed; as an example, the Cooperstown Bat Company, a manufacturer of baseball bats, is actually located in Hartwick.

There are issues that need to be addressed. The corridor has no public water or sewer services, severely limiting commercial and residential development on the western side of route 28 necessitating and very large private septic fields at key facilities; the typical septic field for a hotel often has a larger footprint than for the hotel building itself. The result is low density development that not only has the potential to sprawl similar development many miles, potentially threatening a viewscape that attracts hundreds of thousands of tourists every year, but also fails to generate the economies of scale necessary to sustain a thriving retail and food service economy.

The corridor has few side streets, thereby funneling all traffic onto route 28 and creating significant traffic issues during tourist season. The highway has no sidewalks or bike paths, no street lighting, and only three turn lanes for the entire three mile strip. Combined with drivers who frequently are unfamiliar with the area—the town’s population easily doubles and at times likely comes close to tripling in summer—the road conditions can be perilous no matter what mode of transportation is chosen.

In the midst of this growth and traffic is the historic campus of Hartwick Seminary, one of the most important sites in the history of the American Lutheran Church and the town of Hartwick’s best claim for national significance.

POTENTIAL ACTIONS

Future development in the corridor should take place in a way that encourages economic activity, enhances public safety, and protects historical and environmental resources. The Planning Board recommends further investigation and implementation of the following.

4) Develop infrastructure appropriate to the needs of the corridor and adjoining areas.

Current conditions in the corridor reflect the fairly undeveloped nature of the area in the 1980s and is no longer appropriate to public safety and commerce. A Special Use District should be established for the entire corridor from the town line in Index south to Goey Pond Road and from the Susquehanna River west to a logical boundary. The Special Use District should implement the following public services:

- E. Street lighting: Street lights should be installed along routes 11, 11c, 28, and other roads within the district in order to enhance public safety.
- F. Sidewalks: Sidewalks should be installed in portions of the district, particularly in the area of the former Hartwick Seminary complex.
- G. Water: Working with the existing Hartwick Water Authority, water lines should be extended from the reservoir on East Hill Road in Hartwick to Maples Road and henceforth to Towers Road. At Seminary Road, the line should split: one line down Burk Hill Road to route 11 and the other down Seminary Road to route 28. At route 28, the entire corridor could be supplied. Water from existing private wells along the route 28 corridor could be used to increase supply.
- H. Sewer: It is common for the site plan of a commercial site to contain as much or more land area for septic fields as the buildings themselves. In order to free up developable real estate, protect public health and the Susquehanna River, a sewer district should be established throughout the corridor starting at some point along the water line from Hartwick village.

5) Increase the density of the existing geographic area by developing new corridors for development. The research literature on community planning is clear: density of development creates healthier commercial districts by increasing economies of scale in an area while also containing sprawl. In order to stabilize the economy and protect the rural character of areas adjacent to the corridor, two business parks should be established. As many tourists visit the region specifically to visit the Baseball Hall of Fame and walk the commercial district in downtown Cooperstown, the emphasis of the parks would be on light manufacturing and commercial activities not amenable to the village of Cooperstown, such as hotels or large scale recreational facilities. Both projects area within the Cooperstown zip code, but could also be developed as one parkway running to the east of route 28.

A. Oaks Valley Park: This park, the smaller of two, would involve extending route 11 past the intersection with route 28 to an intersection with route 11c. Development would be permitted on south side of the new road, but the floodplain on the north (and east) side of the road adjacent to Oaks Creek would be developed with trails capable of withstanding the spring floods. The project would, in effect, extend the existing greenway at the 11c bridge to route 28, creating a substantial yet cost effect park.

Oaks Valley Parkway Project



- B. Doubleday Parkway: The Doubleday Parkway project would extend a road behind The Common Shopping Center and area hotels, thereby enabling former drainage fields to be redeveloped into commercial and/or light manufacturing facilities. Part of the plan would enable a riverside trail system to protect the river and potentially expand the recreational facilities noted above south along the river. Businesses located along this trailway, particularly hotels, could market access to the trail as a perk of doing business there.

Doubleday Parkway Project with new commercial areas outlined in blue.



- 6) Develop a plan to protect and market historical and natural resources. The East Hartwick corridor contains two significant yet threatened resources: the former site of Hartwick Seminary and the Susquehanna River and its tributaries, significantly Oaks Creek. The potential of future action by federal authorities to protect the Susquehanna, via the Chesapeake Bay Commission, is quite real and it is best to address potential concerns early. This could best be handled by treating both resources as opportunities for future development rather than as potential sources of future meddling by higher levels of government.
- C. Susquehanna River and Oaks Creek: As noted above, development of a buffer zone on both sides of the river and creek with adjoining trail systems could function as an attraction for

both residents and visitors alike. Unlike such economic competitors as Lake Placid and Lake George, the area does not have significant free recreational facilities and it is unlikely to be competitive on this basis. Nevertheless, a Susquehanna/Oaks Creek trail could serve as such a facility while also protecting the natural environment along the waterfront. Combined with the Trolley Trail along the former tracks of the Oneonta, Cooperstown, and Richfield Springs Railroad, a loop could be created south along the Susquehanna to Oneonta, north along the Otego Creek Valley, and east to corridor once again—approximately a fifty mile bike ride, hike, or snowmobile route.

- D. Hartwick Seminary: Although the region is best known for sports tourism, a significant number of visitors every year arrive in search of history and the arts. No such facility exists in Hartwick, despite the township's role in the establishment of the Lutheran Church and the early Industrial Revolution. The various buildings in Hartwick Seminary associated with that institution, particularly the residential structures and the monument, could be protected and marketed to historically-minded tourists. This could involve the construction of sidewalks and signage along the west side of route 28 and the development of a tourist information center at the site of the monument itself (now maintained by Hartwick College).

CONCLUSION

In line with the vision of the 2010 Comprehensive Plan, the proposals in this report will require additional effort to form the necessary governmental apparatus to implement such plans, develop the specific enabling projects, engineer the new infrastructure, and secure funding. State and County funds may be available, but additional and greater funds may be available through the U. S. Department of Agriculture, the Chesapeake Bay Commission, and the Appalachian Regional Commission.

Appendix E: Needs Survey Report

Presented Hartwick Fire Commissioners

February 23, 2015

Lyle W. "Butch" Jones, Jr.

Background: This assessment is being conducted at the request of the Hartwick Town Board serving as the Board of Fire Commissioners of the Hartwick Fire District. This writer has agreed to conduct the survey uncompensated and anticipates completing the document by 31 December, 2014. The assessment will include information from the Fire Chiefs, Emergency Squad Captain and First Responder Captain of the four agencies which provide coverage for the district. Information will also be gathered from the members of the Board of Commissioners. This writer has been instructed to work with the commissioners and agency heads only.

Data Collected: Data will include statistical information on Personnel, Facilities, Equipment, Communications, Administration and Future Needs in (1) One, (3) Three, (5) Year increments and Long Range of (15) Fifteen to (20) Twenty Years.

Objective: The completion of this Assessment will document and identify the current status of the agencies. This information will provide a planning tool for short range and long range needs for Budget and activity as well as provide documentation for any grant proposals.

Facilities

The Hartwick Fire District is comprised of two stations and referred to as Hartwick Fire Department Company One and Hartwick Fire Department Company Two. Company One is located at 3088 County Highway 11 in the Hamlet of Hartwick and Company Two is located at 4877 State Highway 28 in the Hamlet of Hartwick Seminary.

Facility

Company One

The Company One station consists of an apparatus bay, kitchen, officers room, boiler room, two half bathrooms and meeting room. The main station is forty six (46) years old and the meeting room is fifteen (15) years old and combined consists of approximately 4,823 square feet.

Usage

The primary function is to house apparatus and equipment and provide a safe environment for members to perform necessary equipment checks, cleaning and prepare to respond for emergencies. It provides an area for record keeping, meeting and member training hosting local, County and State Instruction. The facility hosts fundraising activities and is used as an auxiliary location for community benefit.

Utility Budget (estimate 2015)

Oil Heat	\$6,500.00
Electric	\$3,000.00
L.P.	\$900.00
Telephone	\$900.00
Internet	\$400.00
<u>Water</u>	<u>\$980.00</u>
Total	\$12,680.00

Condition

In general the condition is good. The apparatus bay is very cramped for space which presents safety issues for members simply moving about and particularly when donning and doffing personal protective equipment (PPE). In addition, mounting and dismounting equipment is difficult. Storage space exists by is fully utilized.

Issues

Apparatus Bay Door protective overhang in need of repair.

Main structure shingle roof estimated replacement in 2020

Inadequate electrical service No Citizen Shelter

Carpeted floor in Office and Meeting Room in need of replacement

No designated handicap parking No apparatus bay ventilation system

No Laundry No shower

Facility

Company Two

The Company Two station consists of an apparatus bay, kitchen, office, two half bathrooms and

meeting room. The main station is sixty (60) years old, now the meeting room. The apparatus bay is forty years (40) years old and combined consist of approximately 3,246 square feet.

Usage

The primary function is to house apparatus and equipment and provide a safe environment for members to perform necessary equipment checks, cleaning and prepare to respond for emergencies. It provides an area for record keeping, meeting and member training hosting local, County and State Instruction. The facility hosts fundraising activities and is used as an auxiliary location for community benefit.

Utility Budget (estimate 2015)

Oil Heat	NA
Electric	\$2,000.00
L.P.	\$3,000.00
Telephone	\$800.00
Internet	\$400.00
<u>Water</u>	<u>\$1,000.00</u>
Total	\$7,200.00

Condition

In general the condition is good. The apparatus bay is very cramped for space which presents safety issues for members simply moving about and particularly when donning and doffing personal protective equipment (PPE). In addition, mounting and dismounting equipment is difficult.

Issues

Apparatus Bay roof under repair.

Apparatus Bay floor cracked, vinyl floor kitchen, bath office poor condition

Septic no leach field 500 gal. Tank only

No Citizen Shelter

No handicap restroom

No apparatus bay ventilation system

Laundry in apparatus bay

No shower

Exposed combustible materials apparatus bay area

Pavement Issues around station

Blast protection for filling breathing air in the station

Propane Storage Facility 100 feet

Apparatus

The Hartwick Fire District has a total of eleven (11) pieces of Active Service apparatus and one (1) piece of Antique or out-of service apparatus.

Company One consists of two (2) Pumper Tankers, one (1) Tanker, one (1) Rescue, one (1) Brush/Utility, one (1) utility, one (1) Antique and one (1) Ambulance. Estimated original total

value of equipment \$900,000.

Company Two consists of one (1) Pumper Tanker, one (1) Tanker, one Brush Utility and one (1) Utility. Estimated original value of equipment \$286,000.

The following table looks at the estimated replacement year and estimated cost of the replacement item. If a budget were to be established to purchase the item outright in the estimated replacement year the Colum at the right identifies the amount necessary to do so. Of note: this is only one replacement cycle. Commencing each replacement year per item additional funds would be set in motion for those items next replacement cycle.

Replacement Time Table

Company & Apparatus	Vehicle. Year	Cost New	Replacement Year	Service Age	Estimated Replacement Cost	Save per year to acquire
Co. 1 Ambulance	2013	\$159,000	2020	7	\$191,000	\$38,200
Co. 1 Utility 4X4	2000	\$5,000	2020	20	\$8,000	\$1,600
Co. 2 Tanker	1994	\$125,000	2024	30	\$200,000	\$22,223
Co. 1 Rescue	2000	\$180,000	2025	25	\$250,000	\$25,000
Co. 1 Tanker	1994	\$75,000	2025	31	\$200,000	\$20,000
Co.2 Brush	2000	\$20,000	2025	25	\$30,000	\$3,000
Co.2 Utility	2006	\$16,000	2026	20	\$50,000	\$4,546
Co.1 Brush	2005	\$90,000	2030	25	\$140,000	\$9,334
Co.2 Engine	2008	\$125,000	2030	22	\$500,000	\$33,334
Co.1 Engine	2012	\$331,000	2032	20	\$500,000	\$31,250
Co.1 Engine	1989	\$100,000	2032	43	Surplus	
Co.1 Antique	1946	\$6,500				
TOTAL		\$1,232,500			\$2,069,000	
Reserve until year 2020 start 2016						\$188,487
Update Ambulance and Co.1 Utility 2020						Reduce Reserve by \$39,800
Reserve 2021 to 2024						\$148,687
Update Co. 2 Tanker 2024						Reduce Reserve by \$22,223
Reserve to 2025						\$126,464
Update Co.1 Rescue, Tanker & Co.2 Brush/Utility 2025						Reduce Reserve by \$48,000
Reserve to 2026						\$78,464
Update Co.2 Utility 2026						Reduce Reserve by \$4,546
Reserve to 2030						\$73,918
Update Co.2 Engine Co.1 Brush 2030						Reduce Reserve by \$42,668
Reserve to 2032						\$31,250

Operational Support Equipment

Type	Age	Estimated date Replacement	Estimated Cost
Portable Pump			
Co.2 (3 Total)	25	2015	\$1500
	40	2015	\$1500
	10	2025	
Co.1 (6 Total)	10-30	None	
Portable Generator			
Co. 2 (2 Total)	20-30 +	2015	\$3200
Co. 1 (6 Total)	3-30	None	
Extrication Tool Co.1	10	2020	\$15,000
Extrication Tool Co. 2	15+	2015	\$10,000
Air Bags Co.2	>5	2025	
Co.1	10-20	2016	
Portable Lighting Co.2	20+	2015	\$3000
Co.1	2-4	none	
Power Tools (battery & 110 volt)	Both >5	none	
Co.1 & Co.2			
Safety Rope Co.1 &2	Both >5	none	
Hose Co.2	ALL >5	2018-2034	
Co.1	ALL >10		
Co.1	LDH	2015	\$4,750
Ladders Co.1	All >5	None	
Co.2	Most 8	None	
Co.2	2-20+	2015	
Portable Pond	Co.1 & 2 Good		
Salvage Cover/Tarps	Co.1 & 2 Good		
SCBA Co.1 (12)	15	2019	\$60,000
Co.2 (9)	13		
*** Some if not all			\$??
Bottles may need to be	Replaced as they	Can not be hydro-test	Shelf life

Type EMS	Age	Estimated date Replacement	Estimated Cost
Defibrillator			
Heart Monitor	10	2020	\$35,000
Suction			
Stretcher	6	2020	\$12-15,000
Lift Chair (stair chair)	6	2020	\$2,500
ALL		2015	\$23,950

Personal Protective Equipment (PPE). Helmet, Coat, Pant, Boot, Gloves, and Hood. Received insufficient data to project in this category. PPE has been updated through grant funding. Departments indicate a routine updating process. Due to sizing issues of members/new members PPE presents a challenge to departments. Not all members require this level of protection, however the majority do. The current average cost to outfit one member is approximately \$1500.

Co.1 & Co.2 Total Membership	PPE Value
95 Members	\$142,500

Communications

It is known that the County of Otsego has been engaged for several years in a project to enhance existing communications sites and infrastructure. Further, associated with this project a change in communications frequency will render every piece of communications equipment incompatible with the new system. It is estimated by year 2016 possibly as late as 2017 a complete change-over to this system will be needed. In planning for this significant change it is possible to consider a two (2) to three (3) years phase in period. This section will identify the current capabilities and future needs as well as other associated communications needs.

Item	Quantity	Year acquire	Estimated Cost
Co.1 Pager	17	2015	\$5,967
Co.1 Officer mobile	3	2015	\$1,875.75
Co.1 truck mobile	3	2015	\$4,951.35
Co.1 portables	10	2015	\$5,491.30
Co. 2 Pager	19	2015	\$6669.00
Co. 2 portable	5	2015	\$2,745.65
TOTAL		2015	\$27,700.10

Item	Quantity	Year acquire	Estimated Cost
Co.1 Pager	10	2016	\$8,775.00
Co.1 Officer mobile	3	2016	\$1,875.75
Co.1 truck mobile	3	2016	\$4,951.35

Co.1 portables	11	2016	\$6,040.43
Co.2 pagers	19	2016	\$6669.00
Total		2016	\$23,046.53

Personnel

Member Job Function

Co.1 & Co.2	Interior Firefighters	Scene Support	Fire Police	Equipment Operators	EMS
95	46	26	44	38	18

Member Age Group Co.1 & Co.2

Age 16-30	Age 31-55	Age 55 plus
17	41	35

Personnel Activity Man Hours Co.1 & Co.2

Formal Training OFPC/DOH	Dept Train	Meeting Company County-Other	Emergency Calls	Maintenance Work Details	Public Education	Fund Raise
600	2600	1200	13,000	800	150	2400

Total Man Hours Co.1 & Co.2 20,750

Summary

Facility

Company One and Company Two Stations are both very cramped.

Both stations express member safety concerns and concerns of equipment storage.

Both report off-site storage utilization.

Both report minor improvement needs.

Both report new station needed in the next five (5) to ten (10) years.

Co. 2 reports approval of a bay addition in 2018 per Comprehensive Plan 2008. Land acquired Building Plan obtained.

Apparatus

The ability to maintain and replace the current fleet of eleven (11) pieces of apparatus is a significant challenge. This may be lessened somewhat if a Grant Proposal by Company One is approved combining two (2) pieces and eliminating one (1).

Operational Support Equipment and PPE

Items surveyed have a minimum value of \$1000. Company One and Two report a number of standard items in this category. Of note; portable pumps, generators, lighting and extraction tools are in excess of fifteen (15) years and some instances twenty (20) to forty (40) years old. These items are often overlooked until they fail. Fire Hose and Ladders require routine inspection and testing. The inspection or test may dictate the need for replacement.

Self Contained Breathing Apparatus (SCBA). SCBA is a necessity for interior firefighting, hazardous material operations, some exterior firefighting evolutions and whenever an atmospheric situation warrants. A total of twenty-one (21) SCBA are in the district. All undergo annual maintenance and certification. National Standards for SCBA constantly increase. SCBA may be able to be retrofitted to be in compliance and some may not. Hydrostatic testing of the air bottle is required in either a three or five year increment. Depending on the air bottle, they may only undergo so many tests. SCBA are approximately \$5000 each and bottles range from \$400 to \$1000 each. Co.2 identifies the need to replace several bottles.

Communications: This is a vital area which affects the ability of the departments to be dispatched and operate at emergency scenes. Co.1 and Co.2 have taken steps to address the upgrade to the new County frequency change.

Administration: Company 1, Company 2 and the Emergency Squad utilize computer technology to perform required reporting and other record keeping tasks. Some records require a certain level of security such as response reports EMS and Personnel. Company 1 reports adequate space. Company 2 reports inadequate space for this task as it is shared with storage and other purposes. Some file storage is in a common area.

A tremendous amount of record keeping is required and constantly increases. An individual to assist the departments with these tasks would be very beneficial.

Department Summary

2015

Co.1

Recruit and Retain Volunteers

Increase Certified EMS Volunteers

Motivate volunteers to meet training and operational demand of the department

Maintain and upgrade equipment and apparatus

Co.2

New facility needed

Increase in calls

Recruit and Retain Volunteers

2018

Co.1

All of the above

Aggressive means to recruit and retain volunteers

Will we have volunteer EMS? Evaluate options billing, consolidation, paid or other.

Co.2

New facility needed

Future development in district

2020

Co.1

Budget conditions & constraints

New technology and standards

Will we have volunteer EMS

Co.2

Appendix G: Community Feedback

The majority of comments on the Comprehensive Plan Update draft were recorded at the public hearing conducted via Zoom on December 8, 2020. The video can be viewed here:

<https://drive.google.com/file/d/1uQHPTtTEmKbs5i1IrMSOWMdlxmJsjV/view?usp=sharing>.

In addition, the following communications were submitted by email.

Appendix D: Street & Sidewalk Assessment

Coding Form

Town: _____ Date: _____ Street Name: _____

Segment: _____ To _____ Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- Commercial Residential
 Mixed Undeveloped

2. Is there a sidewalk present on this segment?

- Yes No **** (If No skip to question #11)****

3. Sidewalk Material (check all that are present)

- Concrete Brick
 Asphalt Other _____

4. Condition of sidewalk?

- Good: no surface problems; no obstacles
 Fair: minor surface problems; minor obstacles
 Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- <4' 4'-6' > 6'

6. Do any obstacles block the sidewalk?

- Yes No
Please specify _____

7. Is there a buffer between the sidewalk and street?

- Curb
 Grass/trees/planting strip
 On-street parking lane
 None

8. Are there problems with sidewalk maintenance?

- Vegetation/grass growing over sidewalk
 Water/sand/gravel accumulation
 Snow/ice removal
 None Other _____

9. Are there non-residential driveways on this segment?

- Yes No

10. If yes, how are driveway crossings designated?

- Marked crosswalk
 Sidewalk
 Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- Good: no surface problems, no obstacles
 Fair: minor surface problems, minor obstacles
 Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- Yes No

13. Is the shoulder marked as a designated bike lane?

- Yes No

14. Is the shoulder usable for walking and/or biking?

- Walking Biking
 Both None

15. Is the shoulder used for parking?

- Yes No

16. If yes, are parking spaces marked?

- Yes No

17. Is pedestrian or bike signage provided on this segment?

- Pedestrian Bicycle
 Both None

18. Are mid-block crosswalks provided to destinations on this segment?

- Yes No

19. Condition of mid-block crosswalks?

- Good: no problems with markings/pavement
 Fair: minor problems with markings/pavement
 Poor: major problems with markings/pavement

20 Data Collected August 2020		Surveyor
1819 House		Martha & Jen
Church		Martha & Jen
Farm B&B, Commercial Construction business		Martha & Jen
fishing	Route 59 looks and has a different feel than other roads, bicycling is certain	Martha & Jen
ABM, etc. Asphalt paving just finished, no lines yet		Martha & Jen
Libray, Comm. Ctr, Coop Bat Company, Town building, recycling bins		Janet
Sidewalk abruptly ends.		Janet
Park, Cemetery, Ball Fields		Janet
Park, Cemetery, Ball Fields	Sidewalk should continue along park and to Cemetery	Janet
Housing, eventually leads to Saw Mill.		Jen
Housing only, narrow street		Jen
Cemetery, Housing	sidewalk both sides of Buchannon Rd. , Puddle at Buchanan Rd., asphalt	Paul & Martha
ARC Bus Garage, Kukenberger Mechanic Shop, Saxer Day Care	located in narrow strip bet. sidewalk and roadway, textured sidewalk at Back	Paul & Martha
Housing, back of main st. businesses	overhanging road, puddle at Vets Club Pavillion, extremely narrow-11 ft.	Paul & Martha
		Heather
Post Office, Christian Church, Stores, VFW		Heather
Fire Dept. ARC Otsego , Methodist Church	lot in poor condition along missing sidewalk. Problem for walkers.	Heather
		Heather
Homes		Heather
Same as east side		Alex
Quickway	Curbs, crosswalks at Park and Poplar across 205, green strip (grass), there are some poles on both sides that are more or less in the road. One was hit by car several years ago and replaced as is.	Alex
Quickway & Diner	Sidewalk along east side of road from Quickway to diner; lower speed limit.	Alex
Data Collected August 2020		

From: [MARGO ARMSTRONG](#)
To: [Thomas, Alex](#)
Subject: Town of Hartwick Comprehensive Plan 2020
Date: Wednesday, December 9, 2020 7:51:00 PM

Hi Alex,

I was not able to join the zoom meeting on Tuesday to discuss the newest version of the town comprehensive plan so I am sending you this message to convey my feelings about excessive development along the Route 28 corridor. I have lived in my current residence on Greenough Road for the past 40 years. Over time, of course, I have seen traffic increase on this road as would be expected. In my opinion, any kind of monstrous development in Index or Hartwick Seminary would destroy what little peace and quiet we have left even after we have attempted to adapt to the huge influx of tourists generated by the Dreams Park disaster. Please consider the residents of the town of Hartwick that live near route 28 in your current developmental plan. Don't throw us under the bus just to acquire whatever revenue the town would collect from any more outrageous plans such as the water park that was being considered a few years ago. I've attached copies of letters I wrote concerning that project. My feelings about such projects has not changed. Approving such a development would surely result in the complete devastation of rural life as we know it.

Below is a letter I sent to Senator Seward in March of 2016:

"Many long term residents of Cooperstown and the surrounding area are very concerned about the recent plans to build a water park in Hartwick Seminary on Route 28. We do not want this area invaded by tourists on a year round basis. We do not feel this small town can handle any significant increase in tourism and do not want this town to become a year round "tourist trap." We feel the implementation of such plans will deny local residents the ability to enjoy the quiet rural life we have chosen. There are also many environmental concerns also associated with a water park resort project of this magnitude. Please assist us in protecting our rights to a quiet, safe and environmentally responsible place to call home."

Here is a copy of a letter I sent to the Hartwick Planning Board also dated March of 2016:

I would hope that the Town of Hartwick's planning board has not forgotten the principles and visions set forth in its 2010 Comprehensive Plan. This plan was developed as a guidance document regarding decisions about growth and development within the town. Below are quotes from this plan. I do not see a 150 acre resort destination water park jammed into the small hamlet of Hartwick Seminary upholding any of these visions.

"We envision our future based on many of our values evident from the past. The Town of Hartwick, and the surrounding region, is recognized as being a safe, quiet, and scenic location in which to live and work. We strive to maintain these characteristics. The Town's rich natural resources, fresh air, clean water, scenic hillsides, agriculture, and open space - and its relative proximity to excellent educational resources, medical services, and businesses make it possible for residents of all ages and abilities to thrive. We envision a future that maintains and improves upon these resources."

“We desire carefully managed growth with diverse year-round businesses that serve both residents and visitors. Particular emphasis is placed on the support of local businesses and the revitalization of existing buildings and neighborhoods. We envision housing that is readily available to all income levels and age groups.”

“We envision a variety of well-maintained neighborhoods including revitalized hamlet areas with sidewalks and tree-lined streets and scattered country homes surrounded by larger expanses of open space and forests.”

“The provision of water and sewer service will be a primary consideration in all new development -including the capacity of resources to sustain development and manage the cumulative effects to the surrounding area. Roads must be well built and maintained and in harmony with the rural character of the Town. We envision communities maintaining no perceivable increase in traffic volumes.”

In my opinion, the Town of Hartwick will have a lot of explaining to do should this development be approved.

Thank you for taking the time to consider my feelings about further development along the Route 28 corridor. Please feel free to share this at your next meeting.

Sincerely,
Margo

From: [Croft, Kathryn](#)
To: [Thomas, Alex](#); gregplanningbrd@yahoo.com
Subject: Town of Hartwick Comprehensive Plan Update
Date: Saturday, December 12, 2020 12:33:50 AM

Hi Alex and Greg,

I appreciate the time you and the members of the planning board spent revising the comprehensive plan and explaining the components to those who attended the town meeting Tuesday evening. I think the explanation helped clarify the purpose of the plan including the fact that it is not a law that can be enforced on the residents. You also stated that if items are not included in the plan that may infringe on the residents' quality of life or pose a threat to the town's infrastructure then they cannot be addressed or funded.

I mentioned during the meeting that I believe the portion of the plan regarding Housing & Neighborhood Strategy on page 63 that addresses code enforcement relating to property maintenance issues should remain in the plan. If this section is removed from the plan, then neither the town nor the residents will have any recourse to address these issues if a property owner refuses to cooperate. Not every property maintenance issue can be solved by offers of help. Many people who do not maintain their property feel that it is their right to do so, see no problem with it, and do not want "help" to clean up their property (as was suggested by many people who spoke at the meeting and on Facebook). The reputation of the town and the property value of all the residents is affected when properties are not maintained.

The mention of citations relating to property maintenance issues causes many residents to balk at being told what to do but if the reference to citations is removed from the plan then what recourse will the town have in addressing ongoing issues? Perhaps an explanation could be included as to when and why citations could be imposed? I'm sure this would be used as a last resort measure, but clarification might help.

Also, thank you for including water drainage on Route 205 as an issue that needs to be addressed. This has been a problem for approximately 15-20 years ever since the DOT removed the drainage ditches that ran along the edge of the road and directed water to the drain in front of Stefie Baker's former house. Over the years the road has been resurfaced several times but the water problem never goes away. I contacted the DOT several times about it when it became an issue and at one point they told me they planned to direct the water to the existing drain up the street but that has not happened yet. The amount of water that collects in the road and on the sidewalk has increased and it appears as though the sidewalk is sinking in front of my house. Anything that can be done to get the DOT to direct the water to the existing drain would be very much appreciated.

I have lived on South Street for over 30 years and I have seen many changes to the town over the years. I love the historic nature of our town and I'm always happy to see improvements to homes or to the town that help preserve the quality of life we all want to enjoy.

Thank you for all the work you've done on the plan and hopefully the board will approve it.

Kathy Croft
3590 State Hwy 205
formerly 209 South Street

From: [Bryan LoRusso](#)
To: htownhall@stny.rr.com; tmurphy@townofhartwick.org; bmarkusen@townofhartwick.org; cbriggs@townofhartwick.org; jblaske@townofhartwick.org; gregplanningbrd@yahoo.com; [Thomas, Alex](#)
Subject: December 8, 2020 - TOH Planning Board - Public Hearing - Public Comment on Update to Comp Plan
Date: Tuesday, December 8, 2020 5:49:40 PM
Attachments: [December 8.docx](#)

December 8, 2020

Bryan LoRusso

3532 County Highway 11

Cooperstown, NY 13348

Mr. Robert O'Brien, Town of Hartwick Supervisor and Town Board Members

103 Town Drive

PO Box 275

Hartwick, NY 13348

Dear Supervisor O'Brien and Members of the Hartwick Town Board:

RE: December 8, 2020 – Town of Hartwick Planning Board Public Hearing via Zoom – to hear public comment on proposed update to the Town's Comprehensive Plan.

I would greatly appreciate it noted, based on the verbiage of the proposed edits to the Plan as it relates to property maintenance and potential laws inclusive of punishment – that approximately one year ago (pre-covid) this topic was brought up, and a large number of town's tax payers banded together to voice their strong objections to such laws and or verbiage for our community. This topic was later brought up yet again (during Covid), and the town gathered via Zoom to discuss. Also, of note; if my memory serves, upon vote, there were approximately 21 to 22 nays and 2 yays. At that juncture, the residents spoke, and the proposed property maintenance law was tabled. Now for a third time even after the town's residents already overwhelmingly said no twice, the same language rears its ugly head again in our town's documents.

Unfortunately, this brief history leads me to two conclusions. Conclusion one, the committee

that has recently made the revisions to the Comp Plan is incompetent to be trusted with the Town's business on such a divisive topic as this; or conclusion two, they underhandedly left this language within the Plan to intentionally try and sneak it by the people of Hartwick once again. Either way this does not bode well for the committee or their input in any revisions made to this Comprehensive Plan or can the committee be trusted based on how this punishment verbiage and this property maintenance proposal are still part of our town's documents- still part of the document knowing full well the recent history that has transpired.

I am requesting, and I believe I speak for many, that before the Board takes any action in regards to adopting this pathway forward for our town, the property maintenance verbiage and its punishments be removed in their entirety from the Plan.

On a personal note, I moved to Otsego County over ten years ago leaving lower New York State to its tyrannical zoning and comprehensive plans such as the one on the town's table today. I watched as life-time residents were forced out of their homes due to the creating of elitist communities with documents just like this proposed Plan. It is not that I could not afford to keep up with the elitist plans. It is, however, the fact I chose to live in a freer environment. These rules, regulations, and ambitions will drive people from their homes. It will drive them away because, they are not able to afford to keep up with the master race. The Nazi-like behavior of some must not, cannot be tolerated. If it is tolerated, we will watch lifetime residents fall further into despair and eventually leave. Plans like these create the exact opposite effect you are trying to achieve.

I thank you for your time and consideration with this matter.

Sincerely,

Bryan F. LoRusso

Cc: htownhall@stny.rr.com Robert O'Brien, Town Supervisor,
tmurphy@townofhartwick.org Thomas Murphy, Town Board Member,
jblaske@townofhartwick.org Jason Blaske, Town Board Member,
cbriggs@townofhartwick.org Chris Briggs, Town Board Member,
bmarkusen@townofhartwick.org Bruce Markusen, Town Board Member,
gregplanningbrd@yahoo.com Greg Horth, Co-Chair Planning Board

thomasa@oneonta.edu Dr. Alex Thomas, Co-Chair Planning Board

BFL/sm

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