

ADDENDUM TO THE  
TOWN OF CAMPBELL ECONOMIC DEVELOPMENT STRATEGY  
AND THE I-89 / I-99 BLUEPRINT  
AUGUST 2009

The purpose of this addendum is to describe the Campbell planning process into which the Blueprint is incorporated and to provide additional background supporting data that “fleshes out” the analysis conducted in the Town of Campbell Economic Development Strategy and the I-89 / I-99 Blueprint.

**Planning Process.**

The Town of Campbell has been undertaking a comprehensive planning process for the last few years. On May 19, 2003, the Town Board, Planning Board and ZBA explored visions and issues which focused the group on economic development. Southern Tier Central Regional Planning and Development Board conducted a Business Retention and Expansion Survey in June 2005 as part of the Southeast Steuben Success Project funded in part by the Appalachian Regional Commission. Shortly after, STC undertook an Agricultural Retention and Expansion Assistance Program in August/September 2005 which evaluated the future of farming in the town. These efforts resulted in the preparation of the draft Town of Campbell Economic Development Strategy. This plan was under consideration by the Town Board when the I-86 / I-99 Blueprint project got underway in 2008. The Key Parcel Group A and Group B recommendations in the Blueprint focus on parcels near the I-86 interchanges in the Town of Campbell.

The Town of Campbell is a municipality where entrepreneurship is promoted, where the rural quality of life is valued, where natural resources are used sustainably, and where low-intensity development is encouraged. Town goals include:

- 1) Retention / Expansion of local businesses, agricultural community and entrepreneurial development
- 2) Community infrastructure to attract new businesses
- 3) Protection of the local environment and sustainable management of natural resources (sand/gravel, timber, and natural gas) without damaging other local resources
- 4) Development which is consistent with the natural resources, human capital, and physical infrastructure of the Town
- 5) New construction and buildings that respect floodplains and do not contribute to flooding problems in the region; storm water is mitigated on site.

**Additional Data**

Housing. Additional housing units in the Town may be built to accommodate a decreasing household size and approximately stable population figures. The quality of housing in the hamlet should improve, as mobile homes are replaced by permanent construction. Potential population growth can be accommodated with in-fill development in the population centers of the Town. With the endorsement of “cluster subdivisions,” large acreage properties should not be extensively subdivided for residential sprawl.

Population Change. The population of elderly in the Town is rising; however, the elderly residents who chose to remain in the Town are more likely to be in poverty than people still in the work force. Additional services will be needed for elderly individuals and caregivers  
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residing in the Town; cooperation with existing organizations should reduce the Town's cost to provide elder-care services.

Local Business. According to the Campbell Business Directory created in 2005, there are 43 local businesses. Five companies provide automotive/trailer/RV services. The hamlet has a grocery store as well as full-service gas station. Local employees provide a well trained and experienced workforce for Kraft and other manufacturing/light industry/resource harvest companies in the hamlet.

The Campbell Town Economic Development Strategy is based on the physical, social, and human resources in the Town. Providing complementary services to the existing major businesses in the Town will be an area of potentially sustained growth. Businesses targeted for attraction to the Town should be focused on the sustainable extraction of natural resources.

Public Infrastructure. Physical infrastructure in the Town, including roads and municipal facilities, is maintained by Town work-crews. The town plans to build a water treatment facility to provide clean tap water to the residents, the school and businesses. Over time, if the hamlet develops using "smart growth" principles of in-fill and higher density development, the Town should also be able to afford to build a low maintenance, high efficiency sewer system, which utilizes innovative environmental technology to purify the wastewater to 99% free of E-Coli. Wind turbines may be installed for small scale on-site power generation homes & farms.

Transportation. Traffic on I-86 west of Painted Post passes through the Town of Campbell. Increased daily traffic on I-86 (after the completion of I-99) may stimulate additional revenues to the businesses in the hamlet. Additional large-scale, travel-based services are not likely to be located in Campbell so close to a major travel center at the I-86 Savona exit, which serves the needs of truckers and other travelers.

Campbell officials should be part of the transportation planning which is beginning for potential passenger rail/freight connections to NYC- via Scranton, PA. The Town can benefit from a variety of multi-modal transportation options made possible along this important transportation corridor. Because of this good planning, vehicle trips per day on local roads should remain within the limits of the existing road infrastructure. I-86 will continue to absorb most of the increases traffic volume.

Agriculture. Farming in the Town should become more profitable by shifting to higher value commodities, like U-Pick, fruits, vegetables and organic livestock/dairy operations. Growing water constraints in the rest of the country should make the agricultural products of Campbell more valuable, in the long term. Some loss of agricultural land to development may occur but good planning should confine the lost acreage to the least productive areas. Mining activities, if focused on hillside resources, will not consume much, if any, additional farmland in the Town. A Purchase of Development Rights program should protect agricultural land not destined for mining or development.

Education. The quality of the education provided in the Campbell-Savona School District is being improved by greater communication between stakeholders. Career training for local employment opportunities should be utilized to allow young people to find employment in the Town.

Planning and Development. An update to the current zoning law can explore language to assist the Town in protecting Campbell's sense of place and rural quality of life. Town zoning should also be adjusted to satisfy the concerns of residential landowners, while allowing sustainable economic development.

The current multi-step development application approval process is unwieldy. At this time, the Planning Board, CEO and staff review the proposed plans, then send them to the Town Board for action where often a duplicate review process takes place. Time is lost for businesses trying to expand or locate in Campbell. By making the permitting and approval process in the Town the responsibility of the CEO and the Planning Board, the process is streamlined. Permitting the approval of Special Use Permits, in certain cases, would provide the Town with greater oversight of development and assist in guiding development to appropriate locations.

**I-86/ I-99 Blueprint review**

The Key Parcel Site Groupings A, B, and the adjacent areas identified as a part of the I-86 I-99 Blueprint development strategy should be the site of most in-town development in the next 50 years. These parcels are extremely valuable for the long term development of the Town; both as a stand-alone unit of government and as an integral part of the I-86/ I-99 interchange. The developable green fields in the Town are a limited resource; the value of these undeveloped areas must be protected by the Town planning process, through adherence to the intent of the zoning law and subdivision ordinance as well as through future Purchase of Development Rights programs or open space protection plans. The STC Rural Design Workbook also has alternative design suggestions for land located in the development corridor. In addition, these areas are routinely flooded. Recent powerful floods severely impacted the area in 1996 and 2004. Development in the floodplain is highly constrained by the costly engineering required to meet flood standards on these sites.

Overall, the Town should only permit/promote flood proof/flood-resistant developments in the Group A parcels. Prevent non-agricultural development in the prime farmland south of Curtis Hollow Road and the Gravel Mines, at the Campbell Erwin Town line (which is technically in the Corridor).

- A-1 The current land use is exceptionally compatible with the site. Because of the location in the floodplain and the history of repeated high water encroaching on the site, the marina's boats are easy to relocate. Propose expansion of existing business.
- A-2 This is a good choice for housing expansion of the adjacent neighborhood. Care should be taken to maximize the number of homes that will fit on the parcel and integrate into the existing road system.
- A-3/4 This is an acceptable location for a hotel complex. However, there are drainage/storm water issues worsened by the nearby residential development. An areawide drainage system may need to be part of the new development.
- A-5/6/7 Recommending development here is acceptable; although, again, attention must be paid to floodplain issues.
- A- 8/9/10 This area is has been flooded by water backing up by the obstruction of the highway and railroad and is recommended to stay vacant.

- B-1/2/8 Concur with Blueprint recommendations.
- B-3/4/5/7 Concur with Blueprint recommendations.
- B-6 There are concerns that the parcel contains wetlands, is small, and is too close to the on-ramp. However, a creative site layout may make this developable.
- B-9 Recommend locally compatible businesses, which would satisfy local demand. A business on that parcel should not draw highway traffic down residential streets.