

# **2029 LAND USE AND TRANSPORTATION PLAN STANTON, TENNESSEE**

**Presented to the**

**Stanton Board of Mayor and Aldermen**

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**Stanton Municipal-Regional Planning Commission**

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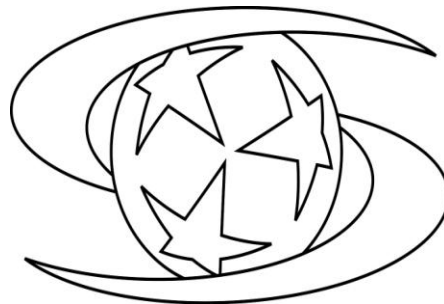
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With the Assistance of the



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Economic and Community Development  
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# CHAPTER 1 INTRODUCTION

## PURPOSE OF PLAN

The purpose of this document is to provide Stanton, Tennessee with a policy plan for the future development of land and transportation facilities. A Land Use Plan is an essential planning instrument for a community with the primary purpose of producing an overall development plan and identifying strategies for implementing the plan. The objective of such a plan, as outlined in Section 13-4-203 of the *Tennessee Code Annotated* is to serve as a guide for "accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, order, convenience, prosperity, and general welfare as well as efficiency and economy in the process of development."

The Stanton Land Use Plan covers a planning period of approximately twenty years from 2009 to 2029. The information presented in this plan should be used as a framework to guide municipal and county officials, community leaders, businessmen, industrialists, and others as they make decisions which affect the future growth and development of Stanton. The plan is not intended to supersede the responsibility or authority of local officials and department heads. Instead, it is designed to give the public and private sectors a basis to constructively use the interdependencies which exist between the various elements and organizations in the community. The development goals, objectives, and policies and the implementation strategies present in this plan should be periodically reviewed, and when necessary, updated to reflect unanticipated occurrences or trends.

## SCOPE OF PLAN

This Land Use Plan is designed to formulate a coordinated, long-term development program for the Town of Stanton and the identified projected growth areas. The preparation of a development program requires gathering and analyzing a vast array of information. The historic events, governmental structure, natural factors, and socio-economic characteristics of Stanton are studied to determine how these have affected and will affect land uses and transportation facilities. Existing land uses and transportation networks are analyzed to identify important characteristics, relationships, patterns and trends. From these analyses, pertinent problems, needs and issues relative to land use and transportation in Stanton are identified. An amalgamation of this information is utilized to produce a Proposed Major Road Plan and a Future Land Use Plan. The Land Use Plan, as presented herein, should consist of two interdependent elements: the first being the identification of development goals and objectives and the establishment of policies for achieving them, and the second being the creation of a development plan concept which visually illustrates the goals, objectives, and policies. To achieve the goals and objectives identified in the development plan, specific strategies or measures are outlined in an implementation schedule. Since no meetings with the Planning Commission have taken place the plans presented in this document represent the best thinking on the part of the Local Planning Assistance Office – West Tennessee Office.

## **CHAPTER 2 BACKGROUND FOR PLANNING**

### **INTRODUCTION**

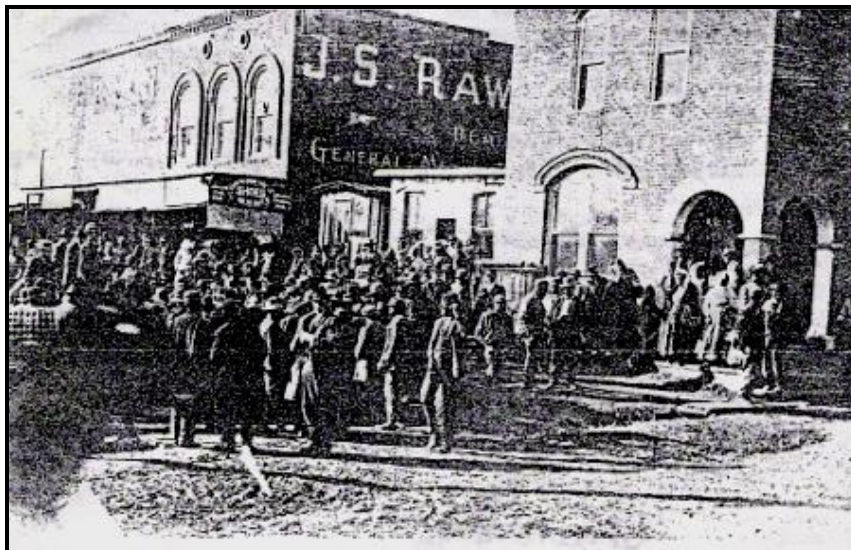
To effectively plan for any community, gathering information concerning its background is necessary. The size and location of a community are important aspects of a community. Information on a municipality's early settlement and events affecting past development assists in planning for its future development. An understanding of the community's political history and governmental structure helps to reveal the atmosphere in which future planning will take place. Background data for the Town of Stanton is presented in this chapter.

### **Location and Size**

Stanton is located in West Tennessee 45.9 miles northeast of Memphis and 170.6 miles southwest of Nashville. It is located 13.1 miles from Brownsville, the county seat. As of now, Stanton is smaller of the incorporated areas within Haywood County, positioned near the southwest corner of the political subdivision. The regional setting for Stanton and Haywood County is shown on Illustration 1.

### **Early Settlement**

Joseph B. Stanton, one of the first settlers, purchased the land in which the present town located 12 miles southwest of Brownsville, the county seat, was started. The town was officially named after him in 1856. Mr. Stanton purchased the property for \$3.50 an acre. He used his land, influence and money to bring rails through his land. Subsequent to the building of the first house and store, Mr. F.W. Chainey served as the town's first merchant and postmaster. Mr. Corydon Spencer was the first depot agent. The depot was a boxcar parked on the siding. After the death of Mr. Stanton, his property was inherited by his daughter, the wife of Colonel Nathan Adams. The Adams family immediately began selling lots in the town. Due to Mrs. Adams being a stalwart prohibitionist, every deed contained a clause prohibiting the sale of whiskey.



**Rawlings Street Scene** – Photo Credit: [http:// freepages.enealogy.rootsweb.com/~stantontnhistory/ oldstantonphotos.htm](http://freepages.enealogy.rootsweb.com/~stantontnhistory/oldstantonphotos.htm)

The Caldwell-Fords-Woods House, one of the earliest homes erected in Stanton was built by Robert Caldwell circa 1859, using yellow poplar and some walnut from trees growing on the farm. This two-story house was home to several generations of the Caldwell family. The house is located 3356 Stanton-Koko Road. Subsequent to the death of the Mrs. Robert Caldwell, family matriarch, the house was sold to Mr. George Ford. The Fords owned the property until Ronald and Mary Harbison Caldwell Woods bought it in 1960. Marry H. Caldwell Woods is the great-granddaughter of Mr. Robert Caldwell. Although the Woods bricked the house and added a connecting garage, the central plan of it is the same as it was originally built.

## Vicinity map



The Spencer-Renfrow House located at 4 North Main Street was built circa 1860. This country farmhouse is said to be the oldest house in Stanton. Situated on three (3) acres, the site includes the old buggy house and cook's residence. The front two rooms of the house are original and contain heart pine flooring. During the Civil War, Union soldiers under General William Haywood Wallace used the front grove of the house as a camp site.

The Martin -Williams House located at 123 Covington Street, was built by Mr. Sterling Neblett in 1861. This Greek revival cottage originally contained three rooms across the front, along with front and side porches.

The Nash-Necaise house "Liberty Hall" was built circa 1870 by Captain H.M. Nash and his wife Frances Ware Nash. It served as the home of four (4) generations of the Nash family. It is a Greek revival two-story white frame house with a portico supported by four (4) octagonal columns. It has a second-story balcony.

The Stanton Masonic Lodge and School were built in 1871 on Covington Street. Before the arrival of public education, the Masons constructed the two-story building as a place to educate the community's young people. The Masons used the second floor for lodge meetings.

In 1874, the Stanton Baptist Church was rebuilt at 107 Covington Street. It was organized in 1829 in the town of Wesley, located a few miles west of Stanton. Mr. J. B. Stanton is noted as being instrumental in having the church moved to Stanton. In the early 1870's a group of trustees bought land for the Stanton Cemetery from Mrs. Eubanks.



**Stanton-Adams Mausoleum** — Photo Credit: <http://freepages.genealogy.rootsweb.com/~stantontnhistory/stantonchurchandmausoleum.htm>

In 1880, "The Homeplace" was built by Mr. Thomas Flem Williams at 114 LaHaywood Street. Williams was the nephew of Captain Flem W. Chaney, who came to Stanton in 1877 and was the town's first merchant. Originally the structure was a single family house with chimneys at each end and a narrower front porch.

The Wellons-Breese-Stuart House was constructed circa 1890 at 101 Maple Street. The two-story structure of elegant simplicity has been owned by the Wellons, Marian Breese, and Rev. David and Patsy Stuart.

In 1896 the Wilkerson-Winberry house was built at 2 North Main. It is located on the other side of the railroad tracks. Also in 1896, an itinerant carpenter built two houses on Stanton Koko Road which had the same floor plans. The Leath and Willis families owned these homes. In 1897, the Tucker - Bickelhaupt-Cleveland House was built on Maple Street. Mr. Charles Tucker built the structure which

exemplified the “gingerbread” style of the late Victorian era. It features a large central hall, which served as a family room and a formal parlor.

In 1905, the Stanley-Morris-Shelton House was built at 4844 Stanton -Koko Road. The house was built by Mr. Harry Hill Stanley built this white frame house. The house was built on a tract of land planted in cotton.

In 1874 and again in 1922, fires destroyed much of the business portion of the town. In 1927, the Town of Stanton became incorporated. Mr. G. N. Albright served as the town’s first Mayor.

## **GOVERNMENTAL STRUCTURE**

Knowledge of the governmental structure of the municipality is an important aspect of planning for its future. A municipality's form of government, financial capability, and Planning Commission status directly affect its ability to plan for growth and development. The purpose of this section is to provide a general examination of the governmental structure of Stanton, to briefly describe its functions, and to assess its potential influence on future development.

Stanton was officially incorporated in 1927. The charter amendment made in 1990, established the present form mayor and aldermanic form of government. It called for the qualified voters of the City to elect a City council consisting of a mayor and four aldermen at large. The municipality operates under a strong mayor form of government with the mayor serving as chief executive officer and presiding member of the Board of Mayor and Aldermen. Since 1990, the citizens of Stanton have elected the mayor and aldermen to two year terms with the terms of the aldermen staggered so that an election for three aldermen is held every two years. The regular meetings of the Board of Mayor and Aldermen are held monthly at the Stanton Municipal Building.

The office of mayor is a part-time position, overseeing much of the day-to-day responsibilities of the City and attending all committee meetings. Although part-time, the mayor’s leadership will significantly influence plans for future development.

The City recorder/clerk also attends all committee meetings and is the primary assistant to the mayor in administering the governmental responsibilities. The Town of Stanton employs three (3) part-time persons who carry out the various municipal functions.

## **CHAPTER 3**

### **NATURAL FACTORS AFFECTING DEVELOPMENT**

#### **INTRODUCTION**

In many communities, the constraints of natural environmental features dictate patterns of development. Developments occurring in areas subject to flooding, earthquakes, earth slides, and periodic high winds are often subject to restrictions on construction and land use designed to protect public health and safety and minimize damage to property. Meanwhile, matters of sanitation, air quality, and water quality affect the health and safety of the public and demand special consideration when planning for potential growth and development. Some areas are unsuitable for development, while others are suitable only for certain types of development. Since the cost of altering the natural environment can be high in monetary as well as aesthetic terms and since natural characteristics often cannot be altered at all, the natural environment should be considered in planning a land use policy.

#### **CLIMATE**

The climate in Stanton, illustrated below with statistics from nearby Memphis (see Table 3A), is moderately wet and temperate. The wettest weather occurs during late fall and early winter. Winters are relatively mild and marked by higher average amounts of precipitation, mainly in the form of rainfall- with little average snowfall. Rainfall amounts continue at an increased rate throughout the springtime, and decline slightly in the summer and early-to-mid fall seasons. Temperatures remain mild throughout the year, allowing for longer growing seasons. A relatively high number of “clear days”, on average 118 per year, creates conditions favorable to outdoor work and activities.

#### **TOPOGRAPHY**

Topography describes the contours and elevations of a geographic region. Elevations within the Town of Stanton range from approximately 300 feet to 450 feet above mean sea elevation, with an average height of approximately 393 feet. There are not any constraints pertaining to future development due to the slope of the Town.

#### **SOILS AND DRAINAGE**

Often overlooked, the soils of a community are among its most valuable of natural resources. Among other things, soils determine the drainage characteristics, fertility, and stability of structures. The features of the soils in a community have a profound effect on the community’s capacity for growth and development.

Soils, which are combinations of finely crushed rocks and organic materials, derive much of their characteristics from rock formations beneath the surface.

The majority of the soil in Haywood County is composed of a mixture of sand, clay and loam known as Memphis-Grenada-Loring association. Memphis-Grenada soils are fertile soils good for cotton and vegetable growth. These soils are favorable to a wide variety of crops. However, due to high production and constant leaching, the use of fertilizers is often necessary.

Elsewhere, in the lower drainage basins of the county, such as the Hatchie River basins near Stanton, the soils of Haywood County are poorly drained and of a type known as Waverly-Falaya-Collins association. These soils make up the majority of soils within the County’s Floodplain. They are suitable for some crops, when they are well drained; however, these soil types are less likely to be turned to crop production due to their location in floodable areas.

Both soil types belong to an association made up primarily of silt and clay. Soils of this type are subject to erosion when disturbed. Thus as development occurs, disturbances, such as changes in slope or the removal of vegetative matter, should be closely monitored in order to preserve soil stability.

The major developmental restriction imposed by soil in Stanton is their low suitability for septic systems. The ability of the Town to provide sewer service to its residents is, therefore, one of the primary determinants of growth potential in Stanton.

**Table 3a: Average Climate, Memphis, TN (Degrees Fahrenheit)**

	<b>Average High</b>	<b>Average Low</b>	<b>Average</b>	<b>Precipitation</b>	<b>Snowfall</b>
January	48.6	31.3	39.9	4.24	2.2
February	54.4	35.5	44.9	4.31	1.9
March	63.3	43.7	53.5	5.58	0.3
April	72.4	51.9	62.1	5.79	T
May	80.4	60.8	70.6	5.15	0
June	88.5	68.8	78.7	5.15	0
July	92.1	72.9	82.5	4.30	0
August	91.2	71.2	81.2	4.22	0
September	85.3	64.3	74.8	3.00	0
October	75.1	52.5	63.5	3.31	0
November	62.1	42.6	52.3	5.76	0.1
December	52.2	34.5	43.3	5.68	0.1
<b>Annual</b>	<b>72.1</b>	<b>52.5</b>	<b>62.3</b>	<b>54.65</b>	<b>4.6</b>

Source: Memphis Weather Index

## **HYDROLOGY AND FLOODING**

Haywood County is generally well-drained, with tributary streams flowing generally westward as part of the Mississippi River watershed. The Wolf River and Nonconnah Creek watersheds drain much of southern Haywood County. The Hatchie River basin provides drainage for the northeastern

portions of the county. Central and northwestern Haywood County, including the Town of Stanton, is drained by streams and tributaries of the Hatchie River.

The Hatchie and one of its tributary streams form the primary drainage system in Stanton. The Hatchie River is the largest of these, meandering northwest near Stanton. It forms a major geographic boundary on the northeast side of town. This floodplain is a deterrent to Stanton's northeastern expansion. Stanton's floodplains surround the creek create some of the major hydrological features of interest in Stanton.

The floodplains of these streams are perhaps the greatest geographic challenge to development in Stanton. Approximately ten (9.8) acres of land are within areas recognized by the National Flood Insurance Agency as areas of special flood hazard. These areas are unsuitable for certain types of structures and land uses subject to higher loss of life and property during flood events.

## **AIR AND WATER QUALITY**

Air and water quality in Stanton are generally good. Air quality measures of ozone levels and pollutants are seldom above safe levels and are much better than those found in more urbanized areas. Water quality is also good.

Air and water quality issues may arise in the future, however, as increased development creates additional environmental pressures on these resources. Stormwater runoff, in particular, may become an issue as additional impervious surfaces are put in place, potentially increasing the volume and velocity of runoff and causing increased erosion, siltation, and pollution in local water sources. Effectively addressing these issues will be of concern if the Town is to maintain a safe and healthy environment and maintain those characteristics that establish its rural and small-town appeal.

## **SUMMARY OF FINDINGS**

The Town of Stanton is favored for growth by numerous natural features such as climate, topography, air quality and water quality. The most severe limitations on development in Stanton are the potential for flooding associated with flood hazard areas and the suitability of soils for building development. To maintain a pleasant and healthy environment, the Town's policies should preserve favorable natural features and add to the quality of the natural environment through development practices such as erosion control, storm water management, and landscaping. Meanwhile, proper floodplain management, site development standards, and infrastructure extension policies will assist in overcoming the major impediments to growth and development.

## Flood Hazard Area

## **CHAPTER 4 SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT**

### **INTRODUCTION**

In 2000, according to the US Census Bureau, the population of Stanton, TN was 615. Land area is approximately .52 square miles. Using trend decennial data, the Tennessee Advisory Commission on Intergovernmental Relations and the University of Tennessee Center for Business and Economic Research projected the Town of Stanton's 2030 population to be 622.

This short chapter will present a summary of the population and employment data pertinent to the preparation of this land use plan. Strategies for community development, projections of land use needs, discussions of land use issues, and the relevance of the land use plan to future planning documents, should reflect the findings of the population and employment data. These findings provide future trend projections, which can be affected, but the trends must be understood to be of planning significance.

### **SUMMARY OF TRENDS**

For the purposes of this plan the past changes in population and employment were examined for their implications for development within the Town of Stanton.

### **POPULATION**

The population of Stanton has vacillated up and down from 1960 to 2000. Declines in 1970 and 1990 have been offset by decennial population increases in 1980 and 2000. Haywood County's population has also vacillated. The Town of Brownsville, however, has experienced continued growth.

A Population Projections table is not presented in this report given the fact that the Town's population is projected to grow by eighteen (18) persons during the next twenty years.

**TABLE 4a: POPULATION OF AND PERCENT CHANGE INCORPORATED PLACES  
1960 TO 1990**

<b>Incorporated Place/County</b>	<b>1960</b>	<b>Percent Change 1960-70</b>	<b>1970</b>	<b>Percent Change 1970-80</b>	<b>1980</b>	<b>Percent Change 1980-90</b>	<b>1990</b>	<b>Percent Change 1990- 2000</b>	<b>2000</b>
Stanton	458	-19%	372	45%	540	-10%	487	26%	615
Brownsville	5,424	29%	7,011	33%	9,307	8%	10,019	7%	10,748
Total Incorporated	7,842	19%	9,353	26%	11,827	6%	12,496	7%	13,363
Haywood County	23,393	-16%	19,596	4%	20,318	-4%	19,437	2%	19,797
Tennessee		10%	3,926,018	17%	4,591,021	6%	4,877,185	17%	5,689,283

Tennessee Statistical Abstract (1991) Note: Population is as counted in each Decennial Census year. No provision has been made for comparable land areas. Growth by annexation and new incorporation is reflected in the data.



### Age Distribution

Table 4b further explains the changing demographics of Haywood County. Insight into the stagnant population growth is gained by significant gains in youth population categories, the loss of older adults and the elderly. The fifteen to sixteen percent increase in young adults reflects the emergence of either educational or employment opportunities. The loss of elderly populations reflects persons retiring to communities with better medical facilities or recreational opportunities.

### Racial/Ethnic Composition

Due to the increases in the African-American and Hispanic populations (Table 4c), Haywood County is now a “minority majority” county. This trend will influence birth rate, median age and other socio-economic and demographic indicators in the years to come. This will also influence the social and political climate of Haywood County and will influence future land use decisions by staff planners.

### Households

Changes in Household statistics reported in Table 6 between 1980 and 2000 parallel the changes in population statistics reported in Table 4d and offer a prelude to the data reported in Table 4e (Average Household Size). Recent population gains have been eclipsed by increases in the number of households. Therefore, average household size is decreasing. In other words, more people are more apt to live alone, have fewer children or less likely to be living in extended family arrangements.

### Housing

Table 4f shows the 1990 and 2000 Housing Unit counts for the State of Tennessee, Haywood County and Stanton. Housing count trends for the State, County and Town parallel Household trends reported in Table 4d. Housing unit growth can be attributed to the growth in Households especially given the reductions in average household size experienced since 1980.

Between 1990 and 2000, rental housing units and multi-family increased at a more significant rate than owned housing units (Table 4g). This statistic is very revealing of the County’s and Town’s precarious demographic and economic condition.

### Household Income

State, County and Town’s Median Household Income outpaced the Consumer Price Index when adjusted to 1990. However, the state and county’s 1990 and 2000 median income levels remain a fraction of the national median income levels. The state and county median income levels are catching up having outpaced the national increases since 1990.

### Labor Force Participation Rate

The Labor Force Participation Rate (LFPR) is computed by adding the number of Employed plus the number of Unemployed and divided this product by the number of Persons 16 years and over. The following calculations indicate that the LFPR in Tennessee lags somewhat behind 1990 and 2000 US

statistics. LFPR in Haywood County and Stanton lags significantly behind both 1990 and 2000 state and national benchmarks.

Table 4I, on the following page, details the labor force profile for the State County and Town. The percentage of workers in civilian jobs has increased from 1990 to 2000 and the State, County and Town have somewhat more of their work force in civilian jobs in both years.

**TABLE 4b: AGE CATEGORY IN 1990 AND 2000 FOR TENNESSEE AND HAYWOOD COUNTY**

Tennessee	1990	Percent of Total	2000	Percent of Total	Percentage Increase
Under 5 years	332,442	6.8%	374,88	6.59%	12.8%
5 to 19 years	1,043,090	21.4%	1,186,1	20.85%	13.7%
20 to 34 years	1,180,045	24.2%	1,202,2	21.13%	1.9%
35 to 50 years	1,026,252	21.0%	1,315,2	23.12%	28.2%
50 to 64 years	676,985	13.9%	907,46	15.95%	34.0%
65 years and over	618,371	12.7%	703,31	12.36%	13.7%
<b>Haywood County</b>					
Under 5 years	1,367	7.0%	1,424	7.19%	4.2%
5 to 19 years	4,849	24.9%	4,555	23.01%	-6.1%
20 to 34 years	4,142	21.3%	3,844	19.42%	-7.2%
35 to 50 years	3,594	18.5%	4,425	22.35%	23.1%
50 to 64 years	2,479	12.8%	2,814	14.21%	13.5%
65 years and over	3,006	15.5%	2,735	13.82%	-9.0%
<b>Stanton</b>					
Under 5 years	40	8.21%	64	10.4%	26.67%
5 to 19 years	125	25.67%	153	24.9%	-3.00%
20 to 34 years	90	18.48%	131	21.3%	15.26%
35 to 50 years	85	17.45%	125	20.3%	16.33%
50 to 64 years	64	13.14%	66	10.7%	-18.57%
65 years and over	83	17.04%	74	12.0%	-29.58%
Source: U.S. Census Bureau, Decennial Census of 1990 Summary Tape File 1 (STF1) and 2000 Summary File 1 (SF1)					

**TABLE 4c: PERCENT BY CATEGORY IN 1990 AND 2000 FOR THE UNITED STATES (US), TENNESSEE (TN) AND HAYWOOD COUNTY (HC)**

Category	1990 TN	1990 HC	1990 Stanton	2000 TN	2000 HC	2000 Stanton
White	83.0%	49.7%	39.7%	80.2%	46.7%	31.9%
Black or African American	15.9%	49.5%	70.3%	16.4%	51.0%	67.8%
American Indian and Alaska Native	0.3%	0.2%	0.0%	0.3%	0.1%	0.2%
Asian	0.6%	0.0%	0.0%	1.0%	0.1%	0.0%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%
Other Race	0.2%	0.6%	0.0%	1.0%	1.4%	0.0%
Two or more races	0.0%	0.0%	0.0%	1.1%	0.6%	0.0%
Hispanic or Latino	0.6%	1.1%	0.0%	2.2%	2.6%	0.5%
Source: U.S. Census Bureau, Decennial Census of 1990 Summary Tape File 1 (STF1) and 2000 Summary File 1 (SF1)						

**TABLE 4d: TOTAL HOUSEHOLDS (1980 TO 2000) TENNESSE, HAYWOOD COUNTY AND TOWN OF STANTON**

	1980	1990	2000	Numerical Change		Percent Change	
				1980 to 1990	1990 to 2000	1980 to 1990	1990 to 2000
Tennessee	1,618,5	1,853,7	2,232,90	235,220	379,18	14.5%	20.5%
Haywood Co.	6,532	7,073	7,558	541	485	8.3%	6.9%
Stanton	226	118	254	-108	146	-47.8%	123.7%

Source: U.S. Census Bureau, Decennial Census of 1980, 1990 Summary Tape File 1 (STF1) and 2000 Summary File 1 (SF1)

**TABLE 4e: AVERAGE HOUSEHOLD SIZE (1980 TO 2000), TENNESSE, HAYWOOD COUNTY . TOWN OF STANTON**

	1980	1990	2000	1980 to 1990	1990 to 2000
Tennessee	2.77	2.56	2.48	-7.6%	-3.1%
Haywood County	3.10	2.74	2.59	-11.6%	-5.5%
Stanton	2.90	2.59	2.42	-10.7%	-6.6%

Source: U.S. Census Bureau – Decennial Census of 1980 1990 & 2000

**TABLE 4f: HOUSING UNITS 1990 TO 2000) TENNESSE, HAYWOOD COUNTY AND TOWN OF STANTON**

Housing Units	1990	2000	Numerical Change		Percent Change	
			1990-2000		1990-2000	
Tennessee	2,026,067	2,439,443	413,376		20.4%	
Haywood County	7,475	8,086	611		8.2%	
Stanton	210	283	73		34.8%	

Source: U.S. Census Bureau, Decennial Census of 1980, 1990 Summary Tape File 1 (STF1) and 2000 Summary File 1 (SF1)

**TABLE 4g: HOUSING TENURE (OWN VS RENT) 1990 TO 2000) TENNESSE, HAYWOOD COUNTY AND TOWN OF STANTON**

Housing Tenure:	1990	2000	Numerical Change		Percent Change	
			1990-2000		1990-2000	
<b>Own</b>						
Tennessee	1,261,118	1,561,363	300,245		23.8%	
Haywood County	4,659	4,984	325		7.0%	
Stanton	95	111	16		16.8%	
<b>Rent</b>						
Tennessee	592,607	671,542	78,935		13.3%	
Haywood County	2,355	2,574	219		9.3%	
Stanton	93	143	50		53.8%	

Source: U.S. Census Bureau, Decennial Census of 1980, 1990 Summary Tape File 1 (STF1) and 2000 Summary File 1 (SF1)

**TABLE 4h: DWELLING TYPE (SINGLE VS MULT-FAMILY) 1990 TO 2000) TENNESSEE, HAYWOOD COUNTY AND TOWN OF STANTON**

					Numerical Change		Percent Change
Dwelling Type:		1990	2000		1990-2000		1990-2000
<b>Single Family</b>							
Tennessee		1,617,029	1,752,892		135,863		8.4%
Haywood County		6,658	6,855		197		2.96%
Stanton		117	157		40		34.2%
<b>Multi-Family</b>							
Tennessee		409,038	455,533		46,495		11.4%
Haywood County		817	1,231		414		50.7%
Stanton		36	103		67		186.1%

Source: U.S. Census Bureau, Decennial Census of 1980, 1990 Summary Tape File 1 (STF1) and 2000 Summary File 1 (SF1)

**TABLE 4i: 1990 AND 2000 MEDIAN HOUSEHOLD INCOME AND CPI ADJUSTED (1990-2000=131.75)  
MEDIAN HOUSEHOLD INCOME FOR TENNESSEE (TN), HAYWOOD COUNTY (HC) AND THE  
TOWN OF STANTON (TS)**

				# Change		% Change
	1990		2000	1990 - 2000		1990 - 2000
TN Median Household income	\$24,807		\$36,360	\$11,553		46.6%
<i>CPI Adjustment to 1900</i>	\$24,807		\$32,683	n/a		n/a
HC Median Household income	\$17,376		\$27,671	\$10,295		59.2%
<i>CPI Adjustment to 1900</i>	\$17,376		\$22,893	n/a		n/a
TS Median Household income	\$6,915		\$17,422	\$10,507		151.9%
<i>CPI Adjustment to 1900</i>	\$6,915		\$9,110	n/a		n/a

Source: U.S. Census Bureau, Census 2000 Summary File 3 and 1990 Summary Tape File 3

**Table 4j : 1990 AND 2000 INCOME CATEGORIES MEDIAN HOUSEHOLD AND MEDIAN FAMILY INCOME (1990-2000) FOR TENNESSEE, HAYWOOD COUNTY AND THE TOWN OF STANTON**

				Numerical Change		Percent Change
<b>Tennessee</b>	<b>1990</b>	<b>2000</b>		<b>1990-2000</b>		<b>1990-2000</b>
Less than \$10,000	370,869	267,405		-103,464		-27.9%
\$10,000 to \$14,999	194,266	161,773		-32,493		-16.7%
\$15,000 to \$24,999	367,768	326,134		-41,634		-11.3%
\$25,000 to \$34,999	304,021	319,921		15,900		5.2%
\$35,000 to \$49,999	300,979	388,095		87,116		28.9%
\$50,000 to \$74,999	210,928	405,364		194,436		92.2%
\$75,000 to \$99,999	56,341	179,559		123,218		218.7%
\$100,000 to \$149,999	28,769	116,779		88,010		305.9%
\$150,000 or more	19,574	69,199		49,625		253.5%
Median Household income	\$24,807	\$36,360		\$11,553		46.6%
Median Family Income	\$29,546	\$43,517		\$13,971		47.3%
<b>Haywood County</b>						
Less than \$10,000	1,363	1,357		-6		-0.4%
\$10,000 to \$14,999	931	707		-224		-24.1%
\$15,000 to \$24,999	1,401	646		-755		-53.9%
\$25,000 to \$34,999	925	1,191		266		28.8%
\$35,000 to \$49,999	908	1,086		178		19.6%
\$50,000 to \$74,999	531	1,171		640		120.5%
\$75,000 to \$99,999	65	342		277		426.2%
\$100,000 to \$149,999	54	212		158		292.6%
\$150,000 or more	44	126		82		186.4%
Median Household income	\$17,376	\$27,671		\$10,295		59.2%
Median Family Income	\$22,081	\$32,597		\$10,516		47.6%
<b>Stanton</b>						
Less than \$10,000	95	62		-33		-34.7%
\$10,000 to \$14,999	28	49		21		75.0%
\$15,000 to \$24,999	39	45		6		15.4%
\$25,000 to \$34,999	21	24		3		14.3%
\$35,000 to \$49,999	4	27		23		575.0%
\$50,000 to \$74,999	9	31		22		244.4%
\$75,000 to \$99,999	3	3		0		0.0%
\$100,000 to \$149,999	0	4		4		
\$150,000 or more	0	8		8		
Median Household income	\$10,703	\$17,422		\$6,719		62.8%
Median Family Income	\$13,594	\$18,229		\$4,635		34.1%

Source: U.S. Census Bureau, Census 2000 Summary File 3 and 1990 Summary Tape File 3

**TABLE 4k: 1990 AND 2000 LABOR FORCE PARTICIPATION RATES FOR TENNESSEE (TN), HAYWOOD COUNTY (HC) AND THE TOWN OF STANTON (TS)**

1990	2000
TN LFPR = 2,250,842 + 154,235 / 3,799,725 TN LFPR = 2,405,077 / 3,799,725 <b>TN LFPR = 63.29</b>	TN LFPR = 2,651,638 + 153,596 / 4,445,909 TN LFPR = 2,805,234 / 4,445,909 <b>TN LFPR=63.09</b>
HC LFPR = 7,725 + 740 / 14,458 HC LFPR = 8,465 / 14,458 <b>HC LFPR = 58.54</b>	TN LFPR = 8,473 + 622 / 14,982 TN LFPR = 9,095 / 14,982 <b>TN LFPR = 60.07</b>
TS LFPR = 169 + 38 / 388 TS LFPR = 207 / 388 <b>TS LFPR = 53.35</b>	TS LFPR=223 + 19 / 428 TS LFPR= 242 / 388 <b>TS LFPR = 56.54</b>

**TABLE 4l: 1990 AND 2000 LABOR FORCE DATA FOR THE TENNESSEE, HAYWOOD COUNTY AND TOWN OF STANTON**

	1990	Percent of Total	2000	Percent of Total	Numerical Change 1990-2000	Percent Change 1990-2000
<b>Tennessee</b>						
Persons 16 years and over	3,799,725		4,445,909		646,184	17.0%
In labor force	2,432,337		2,822,908		390,571	16.1%
Civilian labor force	2,405,077		2,805,234		400,157	16.6%
Employed	2,250,842		2,651,638		400,796	17.8%
Unemployed	154,235		153,596		-639	-0.4%
Armed Forces	27,260		17,674		-9,586	-35.2%
Not in labor force	1,367,388		1,623,001		255,613	18.7%
<b>Haywood County</b>						
Persons 16 years and over	14,458		14,982		524	3.60%
In labor force	8,481	58.66%	9,103	58.70%	622	7.30%
Civilian labor force	8,465	58.55%	9,095	58.50%	630	7.40%
Employed	7,725	53.43%	8,473	53.40%	748	9.70%
Unemployed	740	5.12%	622	5.10%	-118	-15.90%
Armed Forces	16	0.11%	8	0.10%	-8	-50.00%
Not in labor force	5,977	41.34%	5,879	41.30%	-98	-1.60%
<b>Stanton</b>						
Persons 16 years and over	388		428		40	10.31%
In labor force	207	53.35%	242	62.37%	35	16.91%
Civilian labor force	207	53.35%	242	62.37%	35	16.91%
Employed	169	43.56%	223	57.47%	54	31.95%
Unemployed	38	9.79%	19	4.90%	-19	-50.00%
Armed Forces	0	0.00%	0	0.00%	0	0.00%
Not in labor force	181	46.65%	186	47.94%	5	2.76%
Source: U.S. Census Bureau, Census 2000 Summary File 3 and 1990 Summary Tape File 3						

**TABLE 4m: 1990 AND 2000 EDUCATIONAL ATTAINMENT FOR TENNESSEE, HAYWOOD COUNTY TOWN OF STANTON**

	1990	2000	1990-2000 Percent Change
<b>Percent High School Graduate</b>			
Tennessee	67.1%	75.9%	13.1%
Haywood County	53.0%	65.6%	23.8%
Stanton	34.9%	58.8%	13.1%
<b>Percent College Graduate</b>			
Tennessee	20.3%	24.4%	20.2%
Haywood County	16.0%	19.6%	22.5%
Stanton	1.5%	2.8%	86.7%

Source: U.S. Census Bureau, Census 2000 Summary File 3 and 1990 Summary Tape File 3

**TABLE 4n: 2000 MIGRATION DATA (1995) FOR THE TENNESSEE, HAYWOOD COUNTY AND TOWN OF STANTON**

	Tennessee	Haywood County	Stanton
<b>RESIDENCE IN 1995</b>			
Population 5 years and over	5,315,920	18,384	530
Same house in 1995	2,865,547	11,132	329
Percentage of Population >5 yrs	53.9%	60.6%	86.2%
Different house in the US in 1995	2,372,401	7,103	199
Percentage of Population >5 yrs	44.6%	38.6%	32.4%
Same county	1,340,667	4,708	102
Percentage of Population >5 yrs	25.2%	25.6%	16.5%
Different county	1,031,734	2,395	97
Percentage of Population >5 yrs	19.4%	13.0%	15.8%
Same state	463,768	1,437	73
Percentage of Population >5 yrs	8.7%	7.8%	11.9%
Different state	567,966	958	24
Percentage of Population >5 yrs	10.7%	5.2%	3.9%
Elsewhere in 1995	77,972	149	2
Percentage of Population >5 yrs	1.5%	0.8%	0.3%

Source: U.S. Census Bureau, Census 2000 Summary File 3

### Educational Attainment

Social science literature is filled with studies linking the correlation between education and income. As earlier noted in this report income levels in the State, County and Town lag behind national statistics. While household income is definitely influenced by the total number of persons within the household working, the connection between the two measures is telling. Educational Attainment (Table 4m) parallels Median Household data reflecting that the State, County and Town again trail the national statistics for high school and college graduates. This places Stanton at a disadvantage when competing



for new industries. These new industrial prospects often require a more educated workforce than in the past.

### Migration

The data in Table 4n shows that neither the County nor the Town are not a destination sites for people moving to Tennessee or people moving within the State. The town's population characteristics (elderly, low median household income and low educational attainment) all combine to limit both out and in-migration trends.

**Conclusions.** The projected population decline for Stanton is supported by the decline in the out migration, educational or job opportunities, the decrease in household size, and the growing numbers of elderly. These parallel trends have significant implications for planning within the Town of Stanton, in both land use and the delivery and types of services required by the resulting population. As a result, housing, education and recreational demands will be impacted with little pressure on growth.

The following summary reflects data cited above and current year data cited by DemographicsNow on their website:

The current year population estimate for Stanton is 615. The 2000 Census revealed a population of 615, and in 1990 it was 575 representing a 7.0% change. It is estimated that the population in this area will be 613 in 2011, representing a change of -0.3% from 2006. The current population is 47.4% male and 52.6% female. In 2006, the median age of the population in this area was 34.8, compared to the US median age which was 36.5. The population density in your area is 1,191.3 people per square mile.

There are currently 255 households in Stanton. The Census revealed household counts of 254 in 2000, up from 221 in 1990, representing a change of 14.9%. It is estimated that the number of households in Stanton will be 255 in 2011, representing a change of 0.0% from the current year. For the current year, the average household size in this area is 2.41 persons.

In 2006, the median number of years in residence in Stanton population is 3.47. The average household size was 2.41 people and the average family size was 2.99 people. The average number of vehicles per household in this geography was 1.6.

In 2006, the median household income in Stanton was \$22,969, compared to the US median which was \$48,271. The Census revealed median household incomes of \$19,948 in 2000 and \$14,102 in 1990 representing a change of 41.5%. It is estimated that the median household income in this area will be \$23,976 in 2011, which would represent a change of 4.4% from the current year.

In 2006, the per capita income in this area was \$15,101, compared to the \$US per capita, which was \$24,529. The 2006 average household income for this area was \$38,287, compared to the US average which was \$63,629.

In 2006, the racial makeup of Stanton was as follows: 34.2% White; 64.8% Black; 0.1% Native American; 0.2% Asian/Pacific Islander; and 0.6% Other. Compared to the US racial makeup which was: 75.9% White, 12.1% Black, 0.7% Native American, 4.5% Asian/Pacific Islander and 4.5% Other.

People of Hispanic ethnicity are counted independently of race. People of Hispanic origin make up 1.2% of Stanton's current year population. Compare this to the US makeup of 14.9%. Changes in

the population within each race and ethnicity category from the 1990 Census to the 2000 Census are as follows: -2.3% Black and White +25.8%.

The median housing value in Stanton was \$32,215 in 1990 compared to the US median of \$78,382 for the same year. The 2000 Census median housing value was \$54,921, which is a 70.5% change from 1990. In 1990, there were 134 owner occupied housing units in this area versus 150 in 2000. Also in 1990, there were 87 renter occupied housing units in this area versus 104 in 2000. The average rent in 1990 was \$92 vs. \$216 in 2000.

In 2006, there were 273 people over the age of 16 in the labor force in Stanton. Of these 83.3% were employed, 16.7% were unemployed, 41.5% were not in the labor force and 0.0% were in the Armed Forces. In 1990, unemployment in this area was 12.1% and in 2000 it was 11.0%.

In 2006, there were 5 employees in Stanton's daytime population and there were 4 establishments.

For this area in 1990, 22.1% of employees were employed in white-collar occupations and 77.9% were employed in blue-collar occupations. In 2000, white collar workers made up 30.0% of the population, and those employed in blue collar occupations made up 70.0%. In 1990, the average time traveled to work was 13 minutes and in 2000 it was 30 minutes. In a ten (10) year period, the average traveled time to work increased by 17 minutes. If there is not any significant population growth due to new job creation in Haywood County, then there will not be a need for new residential subdivisions to be developed.

## **CHAPTER 5**

### **EXISTING LAND USE AND TRANSPORTATION ANALYSIS**

#### **INTRODUCTION**

As a prerequisite to preparing a plan for future land use and transportation, a survey and analysis of the existing land use, utility and transportation patterns and characteristics must be completed. The data from this Chapter's existing analysis when integrated with information pertaining to natural factors affecting development, the population, economic factors, and transportation facilities is vital in determining what areas are best suited for the various land uses and transportation facilities over a planning period.

Due to the relative small size of the Town of Stanton and its projected growth area, neighborhood or sub-area planning units will not be established or analyzed.

#### **EXISTING LAND USE AND TRANSPORTATION**

Before a municipality can determine its future land use requirements, it is necessary that an inventory and analysis of existing land uses be completed. This land use inventory identifies and analyzes the various uses by categories and the amounts of land devoted to each.

The map on the following page depicts the various land uses in the Town of Stanton as determined by a land use survey completed by the Local Planning Assistance Office in March of 2007. The land uses are grouped into the following categories:

**Residential:** Land on which one or more dwelling units are located. This includes all single-family and multi-family residences, mobile homes, and public housing.

**Commercial/Private Services:** Land on which retail and wholesale trade activities and/or services occur. This category includes hospitals, churches, banks, cemeteries, professional offices, personal services, repair services, etc. and vacant floor space.

**Industrial:** Land on which activities of processing or fabricating raw materials, or producing commodities takes place, including industrial uses.

**Public Services/Cultural and Recreational:** Land on which educational facilities, and all federal, state, and local governmental uses are located or land on which museums, libraries, parks, and similar uses are located.

**Utilities:** Land on which utility structures or facilities are located.

**Transportation:** Land on which municipal streets, county roads and state highways are located, including the right-of-ways.

**Vacant Land:** Land which either has not been or cannot be developed. Vacant land can be divided into two general categories:

1. Vacant Unimproved. Land that currently lies idle or is used for agricultural, or open space purposes and lacks the infrastructure necessary for development.
2. Vacant Improved. Land located along streets currently accessible to City services such as vacant subdivision lots.

Existing land use

## LAND USE ANALYSIS

As the previous illustration depicts, land use in Stanton has developed along traditional designs reflective of the grid pattern in the older portions of the municipality and the curvilinear pattern in the more recently developed areas. The portions of the potential growth area that have developed have either developed in a strip fashion along Highway 70/79, Hwy 179 and Hwy 222 or in the traditional grid pattern. Natural factors, which are discussed in depth in Chapter 3, have significantly affected the location of land use in both the municipality and its potential growth area. Conflicting land uses are generally well separated from each other in the municipality and it is not yet a significant problem in the projected growth area. As a small community, most residents have easy access to the necessary public and private facilities and services.

Within the corporate limits of Stanton there are approximately 327.5 acres, or .51 square miles of land. Of this total land area, an estimated 52.7 percent, or 172.5 acres are developed. Residential land comprises 96 acres or 29.4 percent of the total developed land. Commercial property comprises 4.89 acres or 1.5 percent. Industrial land occupies 4.12 acres, or 1.3 percent of the developed land area. Approximately 51.5 acres or 15.7 percent is used for transportation. The remaining 38.8 acres or 11.8 percent is for public/cultural and recreational, and utility facilities (Table 5a).

The majority of the total land area, approximately 154 acres or 47.3 percent is vacant land. A large percentage of this land is undeveloped, lacking the infrastructure necessary for development. Furthermore, a portion of the vacant land is either susceptible to flooding and/or has significant soils limitations. The natural factors which shaped the developed lands and limit the development potential of this vacant unimproved land, also similarly affect much of the vacant improved land.

The projected future growth area is naturally defined due to the physical growth limitations around Stanton. Those limitations result in the only real growth area being to the northeast, south and southwest.

The vast majority of the land in the projected growth areas is vacant land. Similarly to that within the corporate limits, a significant amount of the vacant land in the projected growth areas is either undeveloped or susceptible to flooding or has excessive slope or unsuitable soils. However; the percentage restricted for development because of natural factors is less in the projected growth area than within the current corporate limits.

While in both Stanton and the projected growth area, vacant land is the dominate land use category. Most is either marginally developable or developable. The dominate land use proposed for the Town is in the form of residential uses. A detailed analysis of each land use category follows.

**TABLE 5a: Existing Municipal Land Use**

Land Use Designations	2000 population: 615	
	Gross Land Area (acres)	Percent of Total (SUBTOTAL)
Stanton Land Area	<b>327.5</b>	100.00%
Residential	<b>96.15</b>	29.4%
Single Family	77.71	23.7% (80.8%)
Multi-Family	12.62	3.9% (13.1%)
Mobile Homes	5.82	1.8% (6.1%)
Commercial	<b>4.89</b>	1.5%
Industrial	<b>4.12</b>	1.3%
Public / Semi-public / Utilities/	<b>38.73</b>	11.8%
Transportation	<b>51.49</b>	15.7%
Railroad	8.40	2.6% (16.3%)
Highways	4.36	1.3% (8.5%)
Local Streets	38.73	11.8% (75.2%)
Total land in designated uses <sup>1</sup>	<b>172.51</b>	52.7%
Vacant / Open Space	<b>154.99</b>	47.3%

<sup>1</sup>Residential, Commercial, Industrial, Public/Semi-Public/Utilities and Transportation

<sup>2</sup>Vacant land minus Physically Constraint Land (Floodplain)

Source: State of Tennessee CAAS Data

### **Residential**

The residential land use category, like in most communities, occupies the largest portion of developed land in Stanton. Also, like most communities, the traditional single-family detached dwelling unit is the predominant form of residential land use in both areas. Natural factors, however; have had a more significant affect on residential development in Stanton and its growth area than they do in most communities.

Residential development in Stanton is primarily located on traditional grid pattern streets branching east and west from Highway 222 and 179 and the downtown area. The oldest neighborhoods are located closest to the downtown area on lands with few physical constraints to development.

Unfortunately, all of the mobile home lots are located near an identified flood hazard area. Multi-family housing units, including both public and private units, represent approximately 3.9 percent of the land use in Stanton.

Housing Conditions map

Structure conditions



Preservation of housing stock is as important as the development of new residential areas. This is especially true in Stanton because of some of the natural factors which severely restrict new development. There are many older homes in Stanton which have been well maintained and/or renovated. For this report, the structural condition standards were those formulated in CAAS as follows:

**Good** (Sound: indicates the structure would need no repairs or Needs minor repairs: indicates the structure would need minor repairs.)

**Fair** (Needs extensive repairs: indicates the structure would be fit for human habitation on a conditional basis.)

**Poor** (Unsound: indicates the structure would be in minimum or below average condition and unfit for human habitation.)

**TABLE 5b: Principal Structure Condition**

<b>Condition</b>	<b>Number of Units</b>	<b>Percent of Total Units</b>
Housing		
Poor	7	5.4%
Fair	33	25.4%
Good	90	69.2%
Other Principal Structures*		
Poor	12	46.2%
Fair	3	11.5%
Good	11	42.3%

\*(Not Residential)

Source: Field Survey Conducted by the Local Planning Assistance Office

**Conclusions.** Table 5b documents the 156 principal structures in the Town of Stanton. The map on the previous page shows the locations of all structures assessed.

Although the majority (64.7%) of all structures is in “Good” condition, over one-third of the structures are in need of some or numerous repairs. Of the structures in “Poor” condition, twelve of the nineteen are non-residential structures - another indication of the depressed economy of the Town.

There are relatively few areas in Stanton available for residential developments that do not have some physical or infrastructure limitations. This is of particular concern since if there is ever a demand for developable lots, multi-family housing units, and mobile home park spaces. Informal surveys indicate a very strong local community demand for low to moderately priced single-family housing and for multi-family housing units to serve the young moderate income first-time households. The physical limitations have restricted new subdivision development thereby resulting in an older housing stock in the community. It has been approximately 30 years since any new subdivisions have been developed in Stanton.

Despite a relatively older housing stock, housing in Stanton is generally in good condition. Basically, all residential properties have good access to community goods and services. There are only a limited number of vacant improved lots available and many of these are located in the designated flood hazard area which requires costly fill and/or elevation in order to comply with local ordinance requirements. Due to the lack of available lots for residential development in Stanton, there has been substantial residential development in the projected growth areas.

Unfortunately, all existing mobile home parks and public multi-family housing units are located near the flood hazard area. This results in the higher density housing areas assuming a higher risk of property loss and threat to personal safety. These are, also, the same areas which in general contain the lower income families.

### **Commercial/Private Services**

Historically, Stanton's Town Center (STC) the core area of the community has been its traditional economic center. The transition from a pedestrian oriented society to a vehicular oriented society has had its impacts on Stanton. The STC, like many, does not remain viable; largely due to its location off of Hwy 70/77. For planning purposes the STC consists of a three block area bordered by the railroad tract, Hwy 179 and Hwy 222. Like other communities, however; strip commercial development along a state highway has shifted Stanton's commercial/private service center from the STC to an area along Highway 70/79. Recent weekend activities involving special events, the Farmer's Market and the Cannery have begun to refocus the commercial activity back on the STC.

As a retail trade and service center for Haywood County only 1.5 percent, or 5 acres of the total developed land within Stanton, is commercial/private service use oriented. Commercial retail sale establishments are primarily located along the Highway 70/79 and in the STC area. Medical facilities such as the clinic are located in the medical area northeast of town.

As previously noted in Table 5b and mentioned above, the Town and the STC struggles. There is plenty of vacant floor space in the downtown and some vacant land available for infill development. The STC growth is limited to retrofitting and reuse of some of the oldest structures in the community or to demolition and new construction. This is further restricted due to limited parking capacities. The absence of off-street loading space also limits the retail commercial expansion potential of this area. The STC could consider a slow transition from first story retail use and second story office use surrounding the Courthouse, to first story private service office use, and a mix of second story office and multi-family residential uses.

The commercial/private service area on Highway 70/79 is primarily devoted to retail trade uses. This area has developed in both a strip development pattern and a shopping center development pattern.

**Conclusions.** The commercial/private service areas of Stanton are primarily located in the STC and a corridor that extends along Highway 70/79. The commercial areas of Stanton have shifted from the downtown area to a strip commercial/shopping center area along Highway 70/79 but are shifting back to the STC. The STC is dominated by private service uses with the exception of City Hall. In general, the commercial/private service sector of Stanton is struggling as evidenced by the very high vacant floor space available. There are some traffic safety and congestion problems in the STC given the railroad's right-of-way that fronts the STC. Areas for further expansion of commercial and private service uses are very limited in the municipality.

## **Industrial**

The industrial land uses in Stanton currently occupy 4.12 acres, or approximately 1.3 percent of the developed land area. This area is occupied by a gin located on the south side of the railroad track. There is some talk of abandoning the gin in favor of commercial development.

The absence of existing sites in Stanton, with industrial capable infrastructure, is a main factor for the lack of growth in this land use category. For this reason it has also resulted in the development of the Mega-Site (I-40 Advantage Auto Park).

The presence of rail service within Stanton and its defined growth area, positively impacts the community's ability to develop industrially.

In the recent past, emphasis in Stanton has been to maintain and occupy existing facilities and sites rather than develop additional ones. Currently there are no industrial sites available for development in Stanton. Due to significant limitations of land available for large scale industrial development, it is anticipated that the majority of future industrial expansion in Haywood County will continue to locate outside of Stanton.

**Conclusions.** The amount of property in Stanton devoted to the industrial category is insignificant. However; the close proximity of the Megasite (I-40 Advantage Auto Park) will more than make up for the lack of industrial land use.

## **Public, Cultural, Recreational**

The Town of Stanton serves as a center for public, cultural and recreational land uses in Haywood County. This very broad category covers numerous uses. The land uses in this classification include the municipal building which houses the City Hall and municipal recreation facilities.

**Conclusions.** Inadequate space is available to meet the current public, cultural, and recreational needs of Stanton. This lack of recreational space may contribute to the out-migration patterns affecting the Town. It is anticipated, based upon future population projections, that a sufficient amount of space is available to meet future needs.

## **Utilities**

The City of Brownsville (Brownsville Utilities) is a principal provider of services in Haywood County. However, the Town of Stanton owns its water and sewer infrastructure facilities which are administratively handled by Brownsville Utilities. Land uses in this category consist of the municipal sewer lagoon, all water and sewer pump stations, water storage tanks, and electrical substations. Public water and sewer service are available to all developed portions of the municipality.

<b>TABLE 5c: Utility Information</b>		
<b>Type and Size</b>	<b>Linear Feet</b>	<b>Description</b>
<b>Sewer</b>		
6"	1,098	Force Main
8"	19,457	Gravity Fed
10"	1,099	Force Main
<b>Water</b>		
2"	12	
4"	3	
6"		Fire Protection
8"	11	Fire Protection
<b>Gas</b>		
	27,961	

Source: Brownsville Utilities

Table 5c and the maps on the next three pages detail the state of Town of Stanton’s utilities. The table paints a picture with some growth potential and a need to upgrade some of the infrastructure in the Town.

Areas of town served by two or four inch water lines do not provide for adequate fire protection. Approximately 6,100 feet of these lines serve the residents, proprietors, and customers of those properties.

## Water System

## Sewer System

## Gas System

**Conclusions.** Adequate land is available in Stanton and its projected growth area for land uses in the utility category. Minimal future land acquisition would be required for those areas where sewer or water pump or electrical substations would be required. It is anticipated that these lands be provided, in conjunction with major developments, in the growth area that necessitates such.

## **TRANSPORTATION ANALYSIS**

A municipality's transportation system is a vital service function which is essential to its growth and development. The transportation system forms the framework upon which a community is built, and adequate traffic circulation is a prerequisite to economic activity and general community development.

Streets and highways occupy a significant percentage of the developed land area. Within Stanton, approximately 43 acres of land are devoted to roads. This represents 13 percent of the developed land. All streets and state highways in Stanton are included in this category of land use.

The numerous streets which traverse the municipality vary in their design, purpose and utilization. To facilitate the analysis of these streets, roads and highways, these thoroughfares have been classified as to their intended use.

Also included in this analysis of the Stanton transportation system is a review of traffic circulation patterns; major impediments to traffic; the major traffic generators; parking; air, rail and pedestrian/non-vehicular circulation.

### **Thoroughfare Classification**

The primary or intended use of a thoroughfare varies from that of providing access to residential and other structures, to providing uninterrupted movement of high speed traffic. To clarify the usage, a classification has been established denoting the function served. These classifications, as shown on the following maps include Arterial, Collector, and local road/minor streets.

**Arterial:** Roadways which link population centers, but often lack controlled access and traffic flow separation. Usually these are numbered U.S. Highways.

**Collector:** Roadways that link arterials and distribute traffic onto minor streets. These links also provide direct access to major traffic generators.

**Local Road/Minor Street:** Roadways that function primarily as the means for accessing individual properties. Most often minor streets are intended for limited capacities, carrying traffic for short distances, and serving residential uses. The majority of Stanton's streets are of this classification.

### **Traffic Circulation Patterns**

The traffic circulation pattern in Stanton relies heavily on Highway 70/79, Highway 179 and Hwy 222. Highway 70/79 is a primary east/west highway in Haywood County and, other than Interstate 40, carries the highest traffic volumes in the county.



The grid pattern of street design dominates the minor/local street layout in Stanton. The curvilinear pattern has been primarily utilized only where topographic constraints have limited the extension of the grid pattern. No significant circulation patterns were identified with the minor local streets in the municipality.

**Conclusions.** The traffic circulation pattern of Stanton and its projected growth area is dominated by Highway 70/79. All collector streets in the municipality branch from this highway. No significant circulation problems were identified in the potential growth area. The following table gives relative information regarding street conditions within the Town of Stanton:

<b>TABLE 5d: Street Information</b>			
	<b>Number of Streets and Miles by Condition</b>		
<b>Type, Number and Width of Street</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>
<b>Gravel (2 Streets)</b>			
Less than 15'		2 .42 mi	
15' to 19'			
More than 19'			
<b>Tar/ Chip - 4 Streets</b>			
Less than 15'	3	1	
15' to 19'			
More than 19'			
<b>Asphalt (58 Streets)</b>			
Less than 15'		8	
15' to 19'	1	12	5
More than 19'		7	25

Source: Field Survey Conducted by the Local Planning Assistance Office

### **Impediments to Traffic**

There are not any major impediments to traffic within the Town of Stanton. There is a need however, to install sidewalks along major and minor roads for pedestrian travel. This is especially true regarding the South Main Street / State Route 179 corridor area. State Route 179 / Stanton Koko Road / South Main Street (within the corporate limits of Stanton) is the main road leading from the Interstate 40 interchange. Children whom live in the public housing facility located on South Main Street are often times found walking along it in order to get to into Town. This poses as a threat to the health, safety and welfare of the citizens of the Town of Stanton.

**Conclusions.** There are not any significant impediments to vehicular traffic flow within the Town of Stanton.

## **Traffic Generators**

There are few major traffic generators in Stanton. These traffic generators are focal points of activity which are the origin and destination of numerous automobile trips during certain times of the day. Having an awareness of the location of these generators is necessary in planning the traffic circulation system and in preparing plans for improvement. The major traffic generators include:

1. Industrial Areas.
2. Concentrated Commercial Areas.
3. Institutional and Professional Areas.

**Conclusions.** The only industrial land use within the Town of Stanton is the existing cotton gin facility. It operates on a seasonal basis. This site does not generate high volumes of traffic. The two concentrated commercial areas of the Town of Stanton are the current downtown which contains several dilapidated structures, the current town hall and cannery.

## **Rail**

The CSX Railroad divides the Town of Stanton in half. It is the only railroad within the corporate limit boundary of the Town. The railroad right-of-way encompasses a segment of the right-of-way for Main Street entirely.

**Conclusions.** The existing Town Hall, Cannery and Activities Center has frontage on that right-of-way. This poses to be a small problem for the Town of Stanton. However, the Town has been able to have an amicable arrangement with the railroad owners of the years. There have been times during different periods of the year when the railroad owners have stored railroad crossties within their right-of-way directly in front of the Town Hall, Cannery and Activities Center which had blocked the view across the railroad tracks.

Surface types

Surface widths

Surface conditions

### **Mass Transit**

Like most rural Tennessee communities, the automobile is the preferred method of transportation. This has limited the need for public transportation facilities in the form of mass transit. There is a senior citizens bus service provided county-wide through the rural transportation program. Public taxi service is provided by one company in Stanton with limited service capacity.

**Conclusions.** Due to the size of Stanton and demand limitations for mass transit, mass transit is not an issue.

### **Pedestrian/Non-Vehicular Circulation**

Sidewalks provide for pedestrian circulation in Stanton. When properly and adequately constructed, sidewalks provide a safe means for the movement of pedestrian traffic. They also serve as a border and buffer between the street and existing development. Sidewalks or other means of pedestrian circulation are especially needed in areas around schools, in downtown commercial areas, and in residential areas.

Although there are certain areas where they have deteriorated, overall, the existing sidewalks in Stanton are in good condition. Sidewalks are present near the public school facilities, in the downtown area, and in many of the older residential areas. Likewise there are no sidewalks or other means of pedestrian circulation are present in the potential growth area. Current municipal and county subdivision regulations do not require the provision of sidewalks in new developments.

Currently, there are no bike paths, greenways, or other linear pathways to provide pedestrian or non-vehicular linkage for an internal municipal system. The same is also true of the growth area.

**Conclusions.** In general the older portions of the municipality have adequate means for pedestrian circulation through the provision of sidewalks. Sidewalks or other means of pedestrian circulation are not available in the more recently developed areas of the municipality or in the potential growth area. This can be attributed to the absence of requirements for sidewalks in the municipal and county subdivision regulations. There is also a need to develop a system of bike paths or routes to serve non-vehicular traffic. If done properly, the addition of new sidewalks and bike paths would help in the redevelopment of downtown Stanton.

## **SUMMARY OF FINDINGS**

The current land use pattern in Stanton and in its projected growth area has been and will continue to be significantly affected by natural factors which limit or restrict areas for development. Nearly all developable areas in Stanton, those with the necessary infrastructure and without severe natural limitations, have been developed. Future development of the majority of the vacant land areas in Stanton will be difficult and expensive due to natural factors and the lack of infrastructure.

Although physical limitations have restricted developable areas in Stanton for all land uses, the demand for uses in all land use categories, except for public service/cultural/recreational and utilities, is weak. This demand is reflected in the high vacancy rates of structures in each land use category.

In order to meet the demand for future land use in each of the land use categories, the Town of Stanton has a few options. Redevelopment of the STC is essential. Annexation of the potential growth area and development along the Highway 70/79 will be essential to accommodate future land use needs. Development of the Megasite (I-40 Advantage Auto Park) will require the extension of water and sewer lines and the construction of access streets. Special care must be taken for development in areas affected by natural factors along the proposed bypass and in the potential growth area.



## **CHAPTER 6**

### **THE DEVELOPMENT PLAN**

#### **INTRODUCTION**

A primary concern for most progressive communities is whether they will be able to guide and provide for their future growth and development. The Stanton Land Use and Transportation Policy Plan, through the Development Plan presented in this chapter, establishes how the municipality can best accommodate spatial growth during the ten year planning period. The Development Plan should serve as a general guide for the Town of Stanton and its projected growth area. It is derived from an analysis made of past from an analysis made of past events affecting development, governmental structure, natural factors, socio-economic factors, existing land use and the existing transportation system. It is also directly based on several major assumptions, factors, issues and trends.

The Development Plan requires the establishment of development goals reflective of the level of the growth desired. Objectives based on the development goals, and policies to achieve these objectives, area presented in this chapter. These goals, objectives, and policies present are further reflected in the Major Thoroughfare Plan and the Development Plan Concept which is intended as a general guide for physical development decisions.

#### **MAJOR ASSUMPTIONS, FACTORS, ISSUES AND TRENDS**

The major assumptions, findings, and trends identified in the preparation of this plan, area presented below. These assumptions represent the findings of the previous chapters, and are the forces for which frame the goals, objectives and policies of this plan. The major assumptions, factors, issues and trends identified in the plan will directly affect the future land use and transportation of the Town of Stanton are as follows:

1. The local government of Stanton will continue to support economic and community development and the municipality will continue to have a strong planning program.
2. The Town of Stanton's fiscal ability is limited. There may possibly be a need for more funding for capital budgeting and the implementation of a public improvement program.
3. The lack of regional planning authority limits Stanton's control over development in its projected growth area.
4. Stagnant population growth has been projected for the Town of Stanton during the planning period.
5. The elderly sector of the municipality's population is expected to increase as a significant percentage of the total population.
6. A significant percentage of the population is expected to continue to have incomes below the poverty level.

7. The Town of Stanton is in desperate need of land use controls such as a zoning ordinance / map as well as subdivision regulations.
8. The municipality has large areas of undeveloped land along Highway 70 / 79 that will be made available for more large scale commercial development.
9. The municipality's water and sewer treatment capacities will be planned to meet the projected demands for future industrial as well as residential development.
10. The extension and upgrading of utility lines and optimal development of sites for elevated tanks will be necessary to accommodate significant growth and development.
11. The municipality's aging water and sewer lines will need to be replaced and upgraded.
12. Annexation into the urban growth boundary is expected to provide some of the lands for future residential and commercial development.

## **DEVELOPMENT GOALS**

To adequately plan and allocate for its future land use, it is necessary that a community establish general developmental goals. In the context of a future land use plan, a goal is a general statement reflecting the objectives in the areas of land development, transportation, and service delivery the community wants to achieve. The overall goal of this plan for Stanton is to provide a quality living and working environment for the residents of the county.

The following goals are general statements that the Stanton Municipal-Regional Planning Commission believes to be the desires of the citizens regarding the future development of the county.

1. To preserve, protect and enhance the quality of life in Stanton while encouraging a more harmonious and higher standard of development.
2. To provide for adequate housing to meet the needs of all residents while ensuring that all residential developments provide pleasant and harmonious living environments, are served by adequate vehicular and pedestrian circulation systems, are served by adequate infrastructure, and are properly related to other county land uses.
3. To provide for an adequate supply of goods and commercial services with varied sites suitable for a variety of outlets.
4. To retain and expand the commercial development base to provide for the essential employment needs of Stanton.

5. To provide utility services which effectively and efficiently meet and anticipate the needs of the Town of Stanton.
6. To encourage the development of vacant land which has less natural restrictions and which has the necessary infrastructure.
7. To provide adequate and efficient public facilities and services, and to provide a diversity of cultural and recreational opportunities.

## **OBJECTIVES AND DEVELOPMENT POLICIES**

Both objectives and policies are utilized to achieve the goals established in this plan. Objectives are more specific, measurable statements of the desired goals. Policies represent rules or courses of action that indicate how the goals and objectives of the plan will be realized.

The objectives and policies contained in this document represent the official public policy guidelines concerning land use and transportation matters for decision-making by Stanton. The policies are presented as guidelines to be followed by developers, builders, neighborhood groups, civic organizations, and other private and public interests engaged in and concerned about growth and development in the community. The policies are also presented so that interested individuals and groups can better anticipate the Town's decisions on future matters.

In the following section general growth management objectives and policies are presented. This section is followed by objectives and policies for each of the specific land use categories.

### **General Development and Growth Management**

Growth has not been viewed as an inherent component of rural settlements. Most communities understand that growth is necessary for long-term viability and most encourage growth to varying extents. However; in more and more cities, the costs and benefits of continued growth have emerged as public issues. There is often hesitation over accommodating further development with its consequences of greater numbers of residents and higher densities, economic expansion, rapid consumption of land, and alteration of the natural environment.

Stanton fully anticipates growth and understands its importance as a part of those forces which beneficially affect the town's quality of life. At the other end of the spectrum, the policy of growth at any cost has long term detrimental impacts and is not supported by the Town. The approach taken by Stanton will be that of managed growth. To guide general growth and development the following objectives and policies are adopted.

- A. Objective –Provide for quality and balanced growth, while maintaining the small town nature of the Town.

## Policies

1. Ensure that areas less suitable for development, due to natural factors, are developed only when appropriate remedial measures are taken.
2. Decisions on development proposals shall be based on an analysis of soils, slope, and location relative to flood prone areas.
3. Where the condition of the land is in doubt, and it appears that an unsuitable condition might exist, the potential developer shall have the responsibility for undertaking the necessary studies to prove feasibility of the land to support the proposed development.
4. All development proposals will be assessed for the appropriateness of engineering design and the installation of all necessary drainage facilities and appurtenances.
5. In each drainage basin, the effect of future development on drainage and flooding should assist in formulating land use decisions within the basin.
6. The Town should not accept the dedication of drainage facilities or appurtenances which have not been designed and installed in accordance with approved standards and these development policies.
7. The Planning Commission shall ensure that the pre-development run-off discharge rate of any site is not increased as a result of development. Proposed future developments should not increase flooding potential, substantially alter drainage patterns, or the degradation of natural water quality.
8. Areas located in a designated floodplain should be developed only in conformance with the National Flood Insurance Program.
9. Major natural drainage ways, which are a part of the natural system of dispersing normal flood run-off in any drainage basin, should only be altered in accordance with the provisions of the Town of Stanton and appropriate state and federal regulations.
10. Ground water shall be protected by restricting the use of septic tanks to appropriate soil types and land formations.
11. Development proposals involving soil disturbance shall be in conformance with appropriate sediment and erosion control measures.
12. Mature vegetation, particularly trees, should be protected and replanting should be required where existing vegetation is removed or disturbed during construction.

13. Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion -control and water quality protection, whenever practical.
14. The City shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.
15. Provide adequate amounts of land for variety of uses, including industrial, commercial, and low density housing. Focus higher density, more intense development towards the existing apropos zoning districts where services are already provided.
16. Develop and maintain partnerships / relationships between Town of Stanton and Haywood County on the provision of services and general growth patterns.
17. Streets and roads should be related to topography and designed to minimize points of traffic conflict, turning movements and increase potential for future uses.

B. Objective - Coordination of the demand for public services with the Town's capacity to supply them.

#### Policies

1. All new development, whether public or private, shall have appropriate infrastructure which shall be properly installed at the expense of the developer.
2. All future expansions or extensions of the Town's services, facilities, or utilities should be in conformance with an adopted phasing plan based on the Community Facilities Plan and Capital Budget.
3. Services provided by the Town should be used as a tool to direct or discourage development in specific directions.
4. Availability and capacity of existing services and utilities should be used as criteria in determining the location of higher intensity uses in the Town and in decisions concerning annexation.
5. To aid developers in determining those areas most conducive to development, status reports on the infrastructure system should be routinely updated.
6. Developments with requirements beyond existing levels of police and fire protection, parks and recreation, and utilities shall only be allowed to develop when such services can be adequately provided and maintained.

7. Inventories of existing public and private recreational facilities and of community needs should be used as input for planning future facilities and prioritizing the upgrading of existing recreational areas.
8. Appropriate infill development should be encouraged to enhance existing development and to make more use of existing services and utilities.

C. Objective - Preservation of the Town's fiscal stability.

Policies

1. Fiscal decisions concerning capital improvements and expenditures shall be based on a Community Facilities Plan and a multi-year Public Improvements Program and Capital Budget. These documents should be reviewed and updated annually by the Planning Commission and Board of Mayor and Aldermen.
2. The Town should establish annexation criteria in a long-range urban fringe study / annexation plan through which it will consider annexation proposals.
3. Urban development proposals which are contiguous with existing development within the Town limits, or consistent with the Town's phasing and annexation plans, should be encouraged through the extension of services.
4. Services provided by the Town should be in conformance with an adopted phasing (annexation) plan and shall not be provided outside the Town.
5. The Town should participate in the establishment of a permanent source of funds to provide financing for economic development.
6. The Town should encourage the preservation of the tax base through the practice of sound land use decisions.

D. Objective - Protection and enhancement of present and future livability.

Policies

1. The Town should establish livability standards or criteria for assessing the impacts of development projects on the continued livability of the community. For growth management these standards or criteria should assess:
  - a. Environmental impacts such as water quality degradation, destruction of wetlands, etc.
  - b. Social impacts such as public safety, availability of community services, etc.

- c. Economical and fiscal impacts such as budget constraints, job creation or loss, etc.
  - d. Impacts to public services and facilities, and transportation, such as water production and treatment capacity, sewer treatment capacity, Average Daily Traffic (ADT) counts on major roads, etc.
2. Land use, site planning, and urban design criteria should be utilized to promote pleasant, functional and understandable relationships between land uses.
  3. The planning for community facilities and services should be based on the principle of maintaining or increasing the current levels of service provision.
  4. Community development should concentrate on ways to encourage young people to remain in Stanton to live and work.

## **Residential**

To ensure the most appropriate development of existing and future residential areas in Stanton and its projected growth area, the following developmental objectives and policies are adopted:

- A. Objective – Provide for a variety of housing types and densities for a wide range of family incomes, sizes and life-styles.

### Policies

1. The Town should promote the new residential developments in environmentally safe and pleasing areas.
2. The Town should allow housing types ranging from single-family structures to multi-family developments, including mobile homes properly located in existing mobile home parks.
3. High density infill developments should be permitted only in locations which are comparable with surrounding residential densities.
4. Land use controls should be used to foster a variety of housing types compatible with the natural landscape.
5. The Town should encourage and concentrate higher housing development in the CBD fringe area and along major traffic corridors with access to retail business, pedestrian amenities, cultural activities, schools and parks.

6. The Town should encourage low-density housing along local streets within proximity to service centers, which are buffered from excessive noise, traffic, and conflicting development.
7. Higher density residential uses should locate in planned unit developments or in close proximity to existing higher density developments.
8. The Town should ensure that the existing housing stock continues to be maintained and that new residential construction is developed to appropriate standards and guidelines.
9. The Town should encourage the rehabilitation of existing residences which can be purchased by low and moderate-income residents.
10. The Town should encourage the preservation and revitalization of older neighborhoods.
11. The Town should encourage sound development in suitable areas by maintaining and improving transportation facilities.
12. New residential development shall not be allowed in those areas where infrastructure is unavailable or is inadequate to support such development.
13. New residential development should be designed to encourage the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets.
14. Transitional land uses or areas (linear greenbelts) or other design elements should be provided between residential neighborhoods and commercial areas in order to enhance the compatibility of land uses.

### **Commercial and Private Services**

The vital commercial areas of the city should be protected and enhanced to help ensure their continued development in a planned environment which will strengthen the economy of the entire city. To guide the continuation and expansion of these essential commercial activities, the following objectives and policies are adopted.

- A. Objective – Take appropriate measures to ensure that the Town of Stanton takes special precautions regarding anticipated commercial and private service land uses along U.S. Route 70 / 79 and State Route 222.



### Policies

1. Future commercial developments and redevelopments shall be in compliance with a comprehensive plan for all commercial growth and development.
2. Future commercial developments along U.S. Route 70 / 79 and State Route 222 shall be accessed via marginal access roads constructed by developers.
3. In conjunction with the Haywood County Chamber of Commerce, the Town should recruit and retain business and service outlets that fulfill local market demands.
4. The Town should encourage and support the expansion of existing commercial areas and those that will result in the consolidation of commercial activities at central locations.

- B. Objective – Ensure that all new commercial development meets appropriate standards and guidelines.

### Policies

1. All commercial developments shall be designed in compliance with appropriate site development standards.
2. Commercial development shall only be approved in those areas where infrastructure is available and adequate to support such development.
3. Commercial development should be designed so as to minimize negative impacts to the existing transportation system.
4. Strip commercial developments should be discouraged in favor of cluster developments with limited entrance and exit points wherever possible.
5. Commercial uses which are high intensity traffic generators shall be located away from the CBD and on major collector or arterial status streets.
6. All new large scale commercial developments shall be provided with frontage or access roads with controlled ingress and egress points, when feasible.
7. All commercial and private service developments shall be provided with an adequate number of off-street parking spaces.
8. Commercial developments should be designed so as to minimize negative impacts to residential developments and to enhance the aesthetics of such developments.

9. To the extent feasible, landscaping or other screening shall be provided between commercial and residential land uses.
10. The downtown commercial area shall contain buildings that are constructed in harmony with existing structures so that the historic appeal may be maintained.

## **Industrial**

To guide the continuation and expansion of these industrial activities, the following objectives and policies are adopted:

Objective - Retain the existing industrial base, and continue, with the support of Haywood County to attract large scale and heavy industrial development within the Haywood County Megasite (I-40 Advantage Auto Park) properties.

### Policies

1. The Board of Mayor and Aldermen should support improvements in the local economy by working in concert with Haywood County by maintaining and improving existing industrial site locations.
2. To provide for additional industrial land and employment in Stanton and provide municipal services to those industrial activities, the municipalities should adopt a policy to annex additional industrial properties where it is determined that such annexations are feasible.
3. Public officials should cooperate with, and actively support, the Haywood County Industrial Development Board, and the Haywood County Chamber of Commerce in their efforts to attract industrial prospects and to retain and promote the expansion of existing industries.
4. Based on locally developed criteria, industrial land uses known or suspected of having harmful impacts on the health, safety, and welfare of people, and those activities and uses which would degrade, retard, or otherwise harm the natural environment, or the economic potential of the community, shall be discouraged from locating in the Town.

## **Public and Semi-Public**

Even though public and semi-public facilities usually only consume a relatively small percent of an area's total development, these facilities are extremely important land uses within a community. These uses should be convenient to the population and enhance the community's appearance, while at the same time creating the least possible conflict with adjacent land uses.

It is imperative that during the site design process for public and semi-public facilities, particular attention should be paid to the following items: the location of buildings in relation to parking and service areas; the relationship of buildings to existing and proposed roads; adjoining land uses; and the natural beauty of surrounding areas. The objectives and policies to be used as guide-lines for public and semi-public uses are as follows:

- A. Objective – Provide adequate and efficient public services and facilities which meet appropriate standards and guidelines.

Policies

1. The Town should prepare a Comprehensive Community Facilities Plan based on local standards and location criteria.
2. Public facilities and services should be improved and expanded in accordance with and adopted Public Improvement Program and Capital Budget.

- B. Objective – Provide a diversity of quality cultural and recreational opportunities.

1. Decisions concerning the provision of recreation facilities shall be guided by a Community Facilities Plan for such facilities, and shall be consistent with the Capital Budget. A special recreation plan may help direct detailed attention of both recreational facilities and programs.
2. The Town should assist Haywood County in development of a mechanism for public acquisition of parks and open space. This should be a key element in the Town's ongoing Public Improvement Plan and Capital Budget.
3. The Town should enhance the opportunities for passive recreation through the creation of a City-wide greenbelt/green-way system which includes hiking and biking trails.
4. Community and neighborhood parks should be developed and appropriately located within the Town
5. The Town should maximize the use of public recreational land through close coordination with federal, state and local officials.
6. The Town should promote efforts to document, preserve and protect historic sites and structures in Stanton and Haywood County.
7. The Town should recognize the cultural contributions of religious, ethnic and educational institutions, and coordinate their efforts with publicly supported cultural institutions, events and performances.

8. The Town should support and encourage cultural festivals as vehicles for bringing the arts to the public at low cost.

## **Utilities**

Land development without the extension of adequate utilities is costly to the general public. In order to achieve proper development and facilitate saving public funds, it is extremely important to coordinate the extension of utilities with the community's development plan. Therefore, the following objectives and policies should be adopted by all agencies responsible for the operation or extension of public utilities:

- A. Objective - Provide adequate and efficient public utility facilities.

### Policies

1. All new development, whether public or private, should have adequate utilities which shall be properly installed at the expense of the developer.
2. The Town should ensure that the municipal water and sewer systems are adequate to meet current and future needs.
3. The health of residents shall be protected through the production of State approved potable water and the safe and efficient collection and treatment of wastewater.
4. Through its capital improvements and budget process, the Town shall plan early for capacity expansions to its water and sewer treatment facilities to meet future needs and provide for future growth.

- B. Objective - Provide appropriate standards and guidelines for utility facility improvements and extensions.

### Policies

1. Adequate utilities should be extended into urbanizing areas on a priority basis with a rate differential between such areas and the municipality. These extensions shall meet health and safety standards.
2. Water and sewer lines of adequate size and location shall be required in all new developments and redevelopments.
3. Underground storm-water drainage systems, where appropriate, shall be required in all new developments and redevelopments.
4. The use of underground electrical utilities should be required wherever feasible.

5. The location of utility structures for storage of equipment, pumps or similar materials should be adequately buffered and landscaped so as not to detract from the surrounding area.
6. The water distribution system should be periodically evaluated to ensure that water lines are of adequate size to provide adequate pressure for fire fighting, and that a suitable number of fire hydrants is present in all developed areas.
7. The Town should require appropriate maintenance and repair of any privately controlled drainage facilities or appurtenances which tie into any portion of the public or other existing natural drainage systems.

### **Vacant Land, Agricultural Uses and Open Space**

To guide for the future development of the vacant lands in Stanton, Tennessee, the following objectives and policies are adopted:

- A. Objective - Ensure that adequate open space is provided in the municipality to enhance its aesthetic quality.

#### Policies

1. Appropriately located public open spaces and general recreational uses should be provided to serve the local residents as well as visitors. These areas should be readily available and designed to serve all age groups.
  2. The Town should ensure that adequate amounts of open space areas are available for future populations.
  3. Open space should be included as a requirement to serve every major development.
  4. Places of rare natural beauty and areas of historic interest should be preserved and maintained.
  5. All publicly-owned land should be examined for its potential open space or recreational use before being sold or disposed of by the Town.
- B. Objective - Ensure that appropriate standards and guidelines are followed for development of vacant land and for the provision of open space.

## Policies

1. Public support and approval of development proposals that result in the conversion of prime farmlands should be reserved for those developments consistent with this plan and required for urban growth and development.
2. Certain areas should be conserved as open space, when possible, if development would cause significant soil and/or water degradation, or where the terrain possesses special scenic or recreational value.
3. Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection.
4. Filling and excavation in floodplains shall only be allowed when consistent with National Flood Insurance Program regulations, and allowed only after careful review of appropriate alternatives.
5. Mature vegetation, especially along stream banks, should be protected from indiscriminate removal in order to enhance the aesthetic value of the landscape as well as to control erosion.
6. Consistent with National Flood Insurance Program regulations, the Town shall prohibit any residential development in areas which have been officially designated as floodways.
7. Within officially designated floodways, the Town should encourage light recreational and open space uses such as greenbelts.
8. The Town shall develop appropriate criteria and measures to ensure the protection and enhancement of environmentally sensitive and other valuable areas.

## Transportation

The future transportation system in Stanton will be affected by a number of factors. These factors include the existing road pattern, major impediments to traffic, location of major traffic generators, parking needs, growth trends, construction of new thoroughfares, and the location preferences of new development. Although the Town cannot control all the factors which will influence its future transportation system, it can provide some direction. The following objectives and policies are presented as a guide to achieving an adequate and efficient future transportation system:

- A. Objective - Provide a transportation system that will adequately meet the future needs for growth and development.

## Policies

1. All new development, whether public or private, should have an adequate transportation system which shall be properly installed at the expense of the developer.
  2. All major streets should be located in a manner that will minimize disruption to neighborhoods, open space-recreational areas, or commercial areas.
  3. All segments of the transportation system should be designed and located to meet future as well as present demands.
  4. Wherever possible, off-street parking shall be required for existing land uses. All new land uses, except for commercial and private services uses in the CBD, shall be required to provide off-street parking facilities.
  5. On-street parking for existing uses shall be permitted only where adequate street widths are available and where such parking will not reduce the current level of service of the street.
  6. Sidewalks should be extended throughout the Town and should also be maintained in good condition.
  7. Sidewalks shall be required in new residential development.
  8. A Town-wide biking system should be developed.
  9. Curbs and gutters shall be required on all streets in new development.
  10. Older streets in the Town should be upgraded or improved through a road improvements program.
  11. U.S. Route 70/ 79 and State Route 222 should be improved in order to accommodate traffic generated from the possible development of the I-40 Advantage Auto Park.
- B. Objective - Provide appropriate standards and guidelines for the construction of new road and other transportation facilities.

## Policies

1. Streets should be related to the topography and designed to minimize the points of traffic conflict and turning movements.
2. All new streets and other public ways shall be designed to incorporate storm water drainage systems which are adequate in size to handle runoff from anticipated developments.

3. All streets and other public ways shall be designed so as to provide the least interference with natural drainage ways.
4. All new roads and other public ways shall be designed and located in a manner which offers the maximum protection from flood and erosion damage.
5. Future roadways should be designed to incorporate appropriate landscaping to heighten the aesthetic and functional appeal both to motorist and surrounding residents.
6. Street signage and other safety features should be required at the time of development.

**TABLE 6a: Future Land Use**

<b>Land Use Designations</b>	<b>2030 population: 622</b>	
	<b>Gross Land Area</b>	<b>Percent of Total</b>
Stanton Land Area	327.5	100.0%
Residential	302.6	92.4%
Commercial	15.1	4.6%
Industrial	5.2	1.6%
Public / Semi-public / Utilities	4.6	1.4%

Source: State of Tennessee CAAS Data



FLU

MRP

# UGB

**PUGB**

## Haywood County Megasite



I-40 Advantage Auto Park - Photo Credit: <http://www.haywoodcountybrownsville.com/MegaSite.aspx>

The Haywood County Megasite referred to as the I-40 Advantage Auto Park contains 1,700 +/- acres and has been certified through the McCallum Sweeney Automotive Mega Site certification process. It is located in southwest Haywood County north of Interstate 40 approximately 20 minutes east of the suburbs of Memphis, Tennessee. This document provides for the development of the existing Town of Stanton corporate limit boundary. It is based upon the current development pattern and population trends of Stanton and Haywood County. However, if the I-40 Advantage Auto Park develops with various industries as planned the Town of Stanton should strongly consider adopting the Regional Strategic Economic Development Plan for Haywood County prepared by Askew Hargraves Harcourt & Associates, Inc. which contains a future land use plan for Stanton.

The Regional Strategic Economic Development Plan for Haywood County prepared by Askew Hargraves Harcourt & Associates, Inc. provides a proposed new lay out of the Town of Stanton located northwest of its current northern corporate limit boundary. This plan depicts a new municipal center along with new streets and subdivision development with different zoning densities. The proposal was based upon an influx of population projected from the possible maximization of the I-40 Advantage Auto Park. It also provides different alternatives pertaining to water, sewer, gas and transportation infrastructure extension and improvement. The plan further details landscaping and street furniture throughout the Town.

**Conclusions.** The Stanton Land Use and Transportation Plan, as stated earlier, is based on the current development trends within the Town of Stanton and Haywood County. It is also based upon the desire for the community to maintain lower density development. The plan's scope has been prepared for 20

years and is very general. This plan will allow for the immediate zoning for the current day Town of Stanton. The Regional Strategic Economic Development Plan for Haywood County however is more detailed based upon an assumption of population growth stemming from the development of the I-40 Advantage Auto Park. If considered for adoption the assumptions and methodologies and data should be revisited periodically. Both plans are harmonized for the most part as they pertain to residential densities within the existing corporate limit boundary of the Town of Stanton. Therefore, both plans could be utilized by the Town of Stanton. As the I-40 Advantage Auto Park becomes developed, needed infrastructure will be extended. This would allow the opportunity for higher density development if needed or desired to take place.

## **CHAPTER 7**

### **PLAN IMPLEMENTATION**

#### **INTRODUCTION**

In this Chapter several methods for implementation of the objectives and policies developed in this plan are reviewed. Many of these methods for implementation are already being utilized by the Town of Stanton. The Planning Commission and the local legislative body may need to examine the effectiveness of current practices or regulations in achieving the stated objectives and policies. Where the identified methods are not currently being used, the municipality should consider taking the appropriate steps to do so.

Also, in this Chapter an Implementation Schedule is presented. It is intended to provide specific strategies for implementing the objectives and policies recommended in this plan. The Implementation Schedule proposes individual strategies for each of the specific land use categories, establishes time frames for completion, and identifies those responsible for implementation.

#### **METHODS FOR IMPLEMENTATION**

There are ten methods of plan implementation identified for Stanton to utilize in the execution of this plan. Each of these methods are been reviewed within this section.

##### **Planning Commission Project Review**

Under Tennessee Code Section 13-4-104, after the adoption of a plan, no public improvement project can be authorized or constructed in the municipality until and unless the location and extent of the project have been submitted to the Planning Commission for its review. This review authority enables the Planning Commission to ensure that all public improvement projects are in compliance with the plan.

The Stanton Municipal-Regional Planning Commission has not consistently been given the opportunity to review major public improvement projects prior to inclusion in the municipal budget. This should be an annual step in the Town's budgetary process and should be complemented by the preparation of a public improvements program. All utility expansion, public works, drainage, and transportation projects should be reviewed by the Stanton Municipal-Regional Planning Commission prior to incorporation into the municipality's Public Improvement Program and Capital Budget.

##### **Zoning**

Zoning is a legal mechanism that can assist the municipality in implementing a land use and transportation plan. A zoning ordinance is designed to regulate the type and intensity of land use. It divides a community into specific districts corresponding to the intended use of the land as guided by the policies of the land use plan. For each district, zoning regulates the location, height, bulk, and size of buildings and other structures, the percentage of the lot that may be occupied, the sizes of yards, courts and other open spaces, and the density of population. Zoning can assure the proper location of residential, commercial, and industrial uses. It can protect

street right-of-ways so that future widening is feasible. It can also prohibit overcrowding of building lots. In addition, zoning can help stabilize property values and can help prevent deterioration of neighborhoods.

### **Subdivision Regulations**

Subdivision regulations, used in a coordinated manner with zoning, are another legal mechanism to carry out the recommendations of the Land Use and Transportation Policy Plan. Like zoning, these regulations control private development. They serve as guidelines for the conversion of raw land into building sites. Subdivision regulations provide the guide by which a Planning Commission can review all proposed plats for subdivision in an equitable manner. These controls are necessary if sound, economical development is to be achieved. Through enforcement of these regulations, the design and quality of subdivisions will be improved, resulting in better living conditions and greater stability of property values for the individual property owner. Such controls over land subdivision ensure the installation of adequate utilities that may be economically serviced and maintained. These controls are also used in providing a coordinated street system and to ensure that sufficient open space for recreation and other public services is provided.

### **Codes Enforcement**

There are various types of codes that municipalities can adopt to ensure that construction standards are sufficient to protect the health and safety of occupants. The housing code is designed to ensure that existing dwellings are safe, sanitary, and fit for human habitation. Other codes, such as building, electrical, fire, and plumbing codes, provide minimum standards for the construction of new buildings and facilities, and the alteration of existing structures and facilities. These codes are uniform in character and are applied to the municipality as a whole.

A system of codes functions only if accompanied by an inspection system. Code enforcement ensures the adequacy of new residential, commercial and industrial structures while also detecting and preventing the deterioration of existing facilities through periodic inspection. By reducing blight, property values become more stable and tax bases protected.

The Town of Stanton has adopted the 2006 International Building Codes for construction. There is a need for a certified building inspector to comply with current Tennessee law. Specific emphasis should be directed toward the enforcement of all existing codes. Consideration should be given to the additional adoption of grading, erosion and sediment control regulations.

### **Utility Extension Policies**

Another significant tool for effective land use planning is the control over the extension of municipally owned and operated utility services. Utility extension policies can be used for controlling the location and timing of development in a rational, coherent and efficient fashion. Since utility services, such as water and sewer, are so important to any major development, the refusal to extend such services into an area generally assures that only limited development can occur.

Within the Town of Stanton, the extension of utilities is generally the responsibility of the developer. There have been occasions in the past where the Stanton Board of Mayor and Alderman has voted to assist in major commercial developments through the extension of water and sewer to the construction sites outside of the Town's corporate limit boundary. Because of



the potential for confusion, a detailed utility extension policy should be developed by the Stanton Board of Mayor and Aldermen in conjunction with the Municipal-Regional Planning Commission.

### **Community Facilities Plan**

A community facilities plan will need to be prepared before an in depth analysis can be provided regarding all public structures and infrastructure within the Town of Stanton.

### **Public Improvements Program And Capital Budget**

A public improvements program and capital budget provides the means through which the local government can effectively undertake a properly planned and programmed approach toward utilizing its financial resources in the most efficient way possible to meet the service and facility needs of the community. The public improvements program identifies recommendations for capital improvements, estimates their costs, and identifies possible financing alternatives. The capital budget is a method of developing and scheduling a way to finance the projects identified in the public improvements program. The Town of Stanton should follow a multi-year public improvements program and capital budget. It is necessary that this important planning tool be kept up to date.

### **Infill Development**

Utilization of existing, developable vacant land within a municipality is a much overlooked mechanism to implement a land use plan. In most cases, these areas tend to be served by existing infrastructure such as streets, water, sewer, electric and gas; thereby eliminating normal costs associated with additional development. An abundance of vacant developable land is a costly luxury to a municipality. It results in under utilization of infrastructure due to low density development. Infill development of serviced areas will expand the local tax base while better utilizing the infrastructure system.

Although there are only limited areas where an infill strategy can be fully utilized in the Town of Stanton, it is recommended that a vacant land and resource development study be completed. This study should identify those areas available for immediate development and those needing certain services, facilities, or zoning amendments. A primary purpose of this study should be to promote infill development. Targeting vacant land areas that need services or facilities in the public improvements plan and capital budget will help to accomplish the infill strategy.

### **Annexation**

Historically, as the population of municipalities increased, so has that of the suburban fringe areas that surround them. Residents and businesses are attracted to these fringe areas primarily because they can reap many of the benefits which municipalities provide without having to bear the costs. Serious consequences such as public health hazards, substandard services, wasteful duplication of services, inequitable distribution of tax burdens and benefits, and undesirable development resulting from non-existent or poor planning and zoning controls, can develop from a failure to annex.

Municipalities can best plan for and deliver the urban services required by fringe areas through annexation. If a municipality fails to expand its corporate limits, development will

locate in the urban fringe where it will contribute little to the finances of the municipality, while increasing pressure on the facilities and services provided by the municipality.

Annexation has, in the past, been an underutilized option for the Town of Stanton. This is due primarily to the natural constraints that surround the municipality, and to the lack of a designated planning region. The area designated in this Land Use and Transportation Policy Plan as the projected growth area for Stanton is the only area that the municipality could feasibly annex. It is recommended that a multi-year annexation schedule be prepared by the Municipal Planning Commission and recommended to the Stanton Board of Mayor and Aldermen.

### **Citizen Participation**

Citizen participation is an important factor in determining the success of a land use plan. An informed citizenry that is willing to work to achieve the goals, objectives, and policies set forth in this plan can be a tremendous asset. Citizens can offer support for programs designed to achieve community goals. Successful citizen participation can be achieved through a public education program designed to inform the community of the various purposes and reasons for the actions of both the Planning Commission and the Board of Mayor and Aldermen. Specific efforts should be taken to obtain input from the general public through organizational public meetings, public hearings, and surveys. News articles should also be utilized to educate the public regarding the work activities of the Planning Commission.

The municipality recognizes the need for citizen participation in the planning process. An example of this is the household survey utilized in the preparation of this document. Efforts should be made to ensure continued public participation in all aspects of implementing this plan.

### **Local Leadership**

The Stanton Board of Mayor and Aldermen bears most of the responsibility for the implementation of this land use plan. As the municipality's decision makers, they have the authority to adopt appropriate implementation strategies that will fulfill the goals, objectives and policies developed in this plan. It is important that the legislative body maintain a close working relationship with the Planning Commission so that the planning process is properly coordinated.

## **IMPLEMENTATION SCHEDULE**

The Stanton Land Use and Transportation Policy Plan is an advisory document intended to serve as a guide for the development of the municipality over the next twenty years. Specific strategies for policy implementation are necessary if the goals and objectives of this Plan are to be achieved. The Implementation Schedule provides an outline of the methods for achieving the goals and objectives and implementing the policies established in the Development Plan. It presents individual strategies for each of the specific land use categories, establishes time frames for completion, and identifies those with primary responsibility for plan implementation.

The recommended time frame for the implementation of each of the strategies is indicated by one-two years, three-six years, or seven + years periods. Programs which are continuous in nature have been classified as "on-going".

Many of the tools can be implemented by assigning existing municipal staff, addressing issues with legislation, or continuing existing programming. Only as these program items are

selected from this Implementation Schedule by the Stanton Board of Mayor and Aldermen, in consultation with the Municipal Departments, will a detailed financial analysis and work schedule program be drafted.

Additionally, the Community Facilities Plan and Public Improvements Program will be reviewed every two years and used in the preparation of the Municipality's operational and Capital Budgets. Continuous monitoring of the implementation of the Development Plan will be carried out principally through an annual review of departmental work programs. Funding for specific projects and strategies will be evaluated and updated on a regular basis.

The following implementation strategies are intended as tools to carry out the development policies established in Chapter 6. The municipality should ensure that the specific development policies are addressed in the applicable implementation strategies:

- Stanton Municipal Zoning Ordinance and Map - This should become completed and adopted by July of 2010.
- Stanton Regional Subdivision Regulations - These regulations should become completed and adopted by July of 2010.
- Stanton Community Facilities Plan - This plan should become completed and adopted by June 2011.

# APPENDIX

**APPENDIX A**  
**PROPOSED STANTON HOUSEHOLD SURVEY**

**INTRODUCTION**

The need for obtaining citizen input in the planning process was recognized by the Stanton Municipal Planning Commission during initial discussions regarding the preparation of the comprehensive plan. It was determined that a household survey would be the best method for gathering this input. The form and content of the survey was developed by the planning commission with assistance from the Local Planning Assistance Office. The Stanton Household Survey was designed as a self-administered questionnaire geared to obtaining citizen opinion regarding various aspects related to life in Stanton. The survey addressed issues such as streets, traffic, parking, water, sewer, garbage collection, fire and police protection, recreational facilities, schools and housing. The input gathered from the household survey was to serve as a guide for the preparation of the Stanton Land Use and Transportation Plan.

Through the combined efforts of the Stanton Planning Commission, Board of Mayor and Aldermen and the Local Planning Assistance Office, a survey package was prepared. The package included the 26 question survey form, a letter from the Mayor of Stanton urging the completion and return of the survey form, and a stamped addressed envelope for the return of the survey form. On June 26, 1994, 800 survey packages were either distributed by mail or hand delivered to the residents of Stanton. A total of 365 surveys were returned, giving an excellent return rate of 45.6 percent. Table 3 presents the actual number of responses to each of the questions in the Stanton Household Survey.

PLEASE CHECK ONE RESPONSE TO THE QUESTION BELOW.

1. How would you rate the general quality of life in Stanton?
- Very Satisfactory  
 Satisfactory  
 Unsatisfactory  
 Very unsatisfactory

Below is a list of issues that are problems in some cities. Indicate with a check mark how serious a problem you feel each of the following is to the Town of Stanton. If you have any specific comments concerning a particular issue, please comment in the space provided.

	<u>SERIOUS PROBLEM</u>	<u>MODERATE PROBLEM</u>	<u>NOT A PROBLEM</u>
2. Streets-Dirt & Litter	—	—	—
3. Streets-Holes, Bumps, Paving	—	—	—
4. Sidewalks-Built or Repaired	—	—	—
5. Streets-Drainage	—	—	—
6. Traffic Congestion	—	—	—
7. Sewerage Service	—	—	—
8. Water Service	—	—	—
9. Garbage Collection	—	—	—
10. Fire Protection	—	—	—
11. Police Protection	—	—	—
12. Schools	—	—	—
13. Availability of Day Care Facilities	—	—	—
14. Availability of Recreation Facilities	—	—	—
	SERIOUS	MODERATE	NOT A

- |   | <u>PROBLEM</u> | <u>PROBLEM</u> | <u>PROBLEM</u> |
|---|----------------|----------------|----------------|
| 15. Availability of Housing   | —              | —              | —              |
| 16. Downtown Parking  | —              | —              | —              |
| 17. Library Facilities  | —              | —              | —              |
| 18. Signs & Billboards  | —              | —              | —              |
| 19. FOR THOSE QUESTIONS 2 THROUGH 18 FOR WHICH YOU CHECKED "SERIOUS PROBLEM", WOULD YOU AGREE TO PAY ADDITIONAL TAXES TO CORRECT THE PROBLEM? |                |                |                |

Yes                      No

20. OF THE ISSUES YOU CONSIDER TO BE PROBLEMS FOR THE TOWN OF STANTON, PLEASE RANK THEM IN THE SPACES BELOW WITH NUMBER 1 BEING THE MOST SERIOUS PROBLEM.

CHECK THE MOST APPROPRIATE RESPONSE TO THE FOLLOWING QUESTION.

21. DO YOU FEEL THAT HISTORIC PROPERTIES IN STANTON, SUCH AS THE DOWNTOWN AREA OF STANTON, SHOULD BE PROTECTED THROUGH SPECIAL, PROTECTIVE REGULATIONS?

Yes                      No

22. DO YOU FEEL THAT THE TOWN OF STANTON SHOULD ANNEX ADDITIONAL PROPERTY?

Yes                      No

23. DO YOU FEEL THAT THE TOWN OF STANTON SHOULD ENCOURAGE THE LOCATION OF MORE INDUSTRIES IN THE CITY?

Yes                      No

24. ARE YOU AWARE THAT THE TOWN OF STANTON ENFORCES A ZONING ORDINANCE?

Yes                      No

ENFORCES SUBDIVISION REGULATIONS?

Yes                      No

ENFORCES FLOODPLAIN REGULATIONS?

Yes                      No

REQUIRES BUILDING PERMITS AND ENFORCES A BUILDING CODE?

Yes                      No

25. DO YOU FEEL THAT THESE REGULATIONS ARE ADEQUATELY ENFORCED?

Yes                      No

26. IF YOU HAVE ANY ADDITIONAL COMMENTS OR MATTERS WHICH YOU BELIEVE THE BOARD OF MAYOR AND ALDERMEN AND/OR PLANNING COMMISSION SHOULD ADDRESS, PLEASE USE THE FOLLOWING SPACE.

27. HOW WOULD YOU RATE THE GENERAL QUALITY OF LIFE IN STANTON?

(FOR QUESTIONS 2-18 THE RESPONDENTS WERE ASKED TO INDICATE HOW SERIOUS A PROBLEM THEY FELT A PARTICULAR ISSUE WAS TO THE TOWN OF STANTON)

28. STREETS-DIRT AND LITTER
29. STREETS-HOLES, BUMPS, PAVING
30. SIDEWALKS-NEED TO BE BUILT OR REPAIRED
31. STREETS-DRAINAGE

32. TRAFFIC CONGESTION
33. SEWERAGE SERVICE
34. WATER SERVICE
35. GARBAGE COLLECTION
36. FIRE PROTECTION
37. POLICE PROTECTION
38. SCHOOLS
39. AVAILABILITY OF DAY CARE FACILITIES
40. AVAILABILITY OF RECREATION FACILITIES
41. AVAILABILITY OF HOUSING
42. DOWNTOWN PARKING
43. LIBRARY FACILITIES
44. SIGNS AND BILLBOARDS
45. FOR THOSE QUESTIONS 2 THROUGH 18 FOR WHICH YOU CHECKED "SERIOUS PROBLEM", WOULD YOU AGREE TO PAY ADDITIONAL TAXES TO CORRECT THE PROBLEM?
46. OF THE ISSUES YOU CONSIDER TO BE PROBLEMS FOR THE TOWN OF STANTON, PLEASE RANK THEM IN THE SPACES BELOW WITH NUMBER 1 BEING THE MOST SERIOUS PROBLEM.
47. DO YOU FEEL THAT HISTORIC PROPERTIES IN STANTON, SUCH AS THE DOWNTOWN AREA OF STANTON, SHOULD BE PROTECTED THROUGH SPECIAL, PROTECTIVE REGULATIONS.
48. DO YOU FEEL THAT THE TOWN OF STANTON SHOULD ANNEX ADDITIONAL PROPERTY?
49. DO YOU FEEL THAT THE TOWN OF STANTON SHOULD ENCOURAGE THE LOCATION OF MORE INDUSTRIES IN THE CITY?
50. ARE YOU AWARE THAT THE TOWN OF STANTON ENFORCES A ZONING ORDINANCE?
  51. ENFORCES SUBDIVISION REGULATIONS?
  52. ENFORCES FLOODPLAIN REGULATIONS?
  53. REQUIRES BUILDING PERMITS AND ENFORCES A BUILDING CODE?
54. DO YOU FEEL THAT THESE REGULATIONS ARE ADEQUATELY ENFORCED?
55. IF YOU HAVE ANY ADDITIONAL COMMENTS OR MATTERS WHICH YOU BELIEVE THE BOARD OF MAYOR AND ALDERMEN AND/OR PLANNING COMMISSION SHOULD ADDRESS, PLEASE USE THE FOLLOWING SPACE.

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