

Department of Economic
and Community Development



TENNESSEE

Local Planning Assistance Office

Rachel Jackson Building /6th Floor
320 Sixth Avenue North
Nashville, Tennessee 37243-0405
615-741-2211

May 4, 2000

The Honorable Franklin Smith
County Executive of Haywood County
1 North Washington - Courthouse
Brownsville, Tennessee 38012

Dear Mr. Smith:

The Local Government Planning Advisory Committee at its meeting April 26 approved the Haywood County Growth Plan submitted by the Haywood County Coordinating Committee. Enclosed is one copy of the materials submitted by the Coordinating Committee and a copy of the Local Government Planning Advisory Committee Resolution of Approval.

The Comprehensive Growth Plan law requires that you file your plan with your county register. The Local Government Planning Advisory will also keep a copy of your plan.

If I or the Local Government Planning Advisory Committee may be of additional assistance, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Waller".

Don Waller
Director

DW/jw

Enclosure

**Submittal of County Growth Plan
and
Certificate of Ratification**

Whereas, the Haywood County Coordinating Committee has developed and recommended to the County and municipal legislative bodies of Haywood County a Growth Plan which complies with TCA 6-58-106; and

Whereas, the County and municipal legislative bodies have ratified the Haywood County, City of Brownsville & Town of Stanton Growth Plan as required by TCA 6-58-104; and

Whereas, the Haywood County Coordinating Committee has held the requisite public hearings pursuant to TCA 6-58-104;

Now Therefore, the Haywood County Coordinating Committee submits to the Local Government Planning Advisory Committee the Haywood County Growth Plan for its approval pursuant to TCA 6-58-104.

Walt Banks
Chair, County Coordinating Committee

14 Feb 2000
Date

**Resolution of Approval
By The
Local Government Planning Advisory Committee**

Whereas, the HAYWOOD County Coordinating Committee has submitted a County Growth Plan for HAYWOOD County and its municipalities; and

Whereas, the Coordinating Committee has certified that the plan has been ratified pursuant to TCA 6-58-104;

Now, Therefore **Be It Resolved** by the Local Government Planning Advisory Committee that the HAYWOOD County Growth Plan is hereby approved and becomes effective this date.

Danny Turner
Chair, Local Government Planning Advisory Committee

4-26-2000
Date

**Department of Economic
and Community Development**



Local Planning Assistance Office
West Tennessee Region
Jackson State Office Building, Suite 302-A
Jackson, Tennessee, 38301

TENNESSEE

January 27, 2000

Mayor Web Banks, City of Brownsville
111 North Washington, P.O. Box 375
Brownsville, TN 38012

Dear Mayor Banks:

Enclosed are eight (8) maps prepared by the Local Planning Assistance Office for the purposes of completing the requirements set forth by Public Chapter 1101. Two (2) copies of Brownsville's proposed Urban Growth Boundary (UGB), two (2) copies of Stanton's proposed Urban Growth Boundary, two (2) copies of the Haywood County Planned Growth Area (PGA) and two (2) copies of the Haywood County Growth Plan which depicts each UGB, PGA and Rural Areas (RA) are included.

To complete the process, the Local Government Planning Advisory Committee (LGPAC) prepared a resolution to be signed by the Coordinating Committee Chairman. All eight (8) maps and two (2) copies of the signed resolution are mandatory for approval from the LGPAC. If you do not have a copy of the resolution prepared by the LGPAC please contact the LPAO as soon as possible.

Please send the eight (8) maps and the two (2) signed resolutions to:

Mr. Don Waller
320 North 6th Avenue, Sixth Floor
Nashville, TN 37243

If you have any questions, please don't hesitate to call (901) 423-5650.

Sincerely,

Amye R. King

Community Planner II



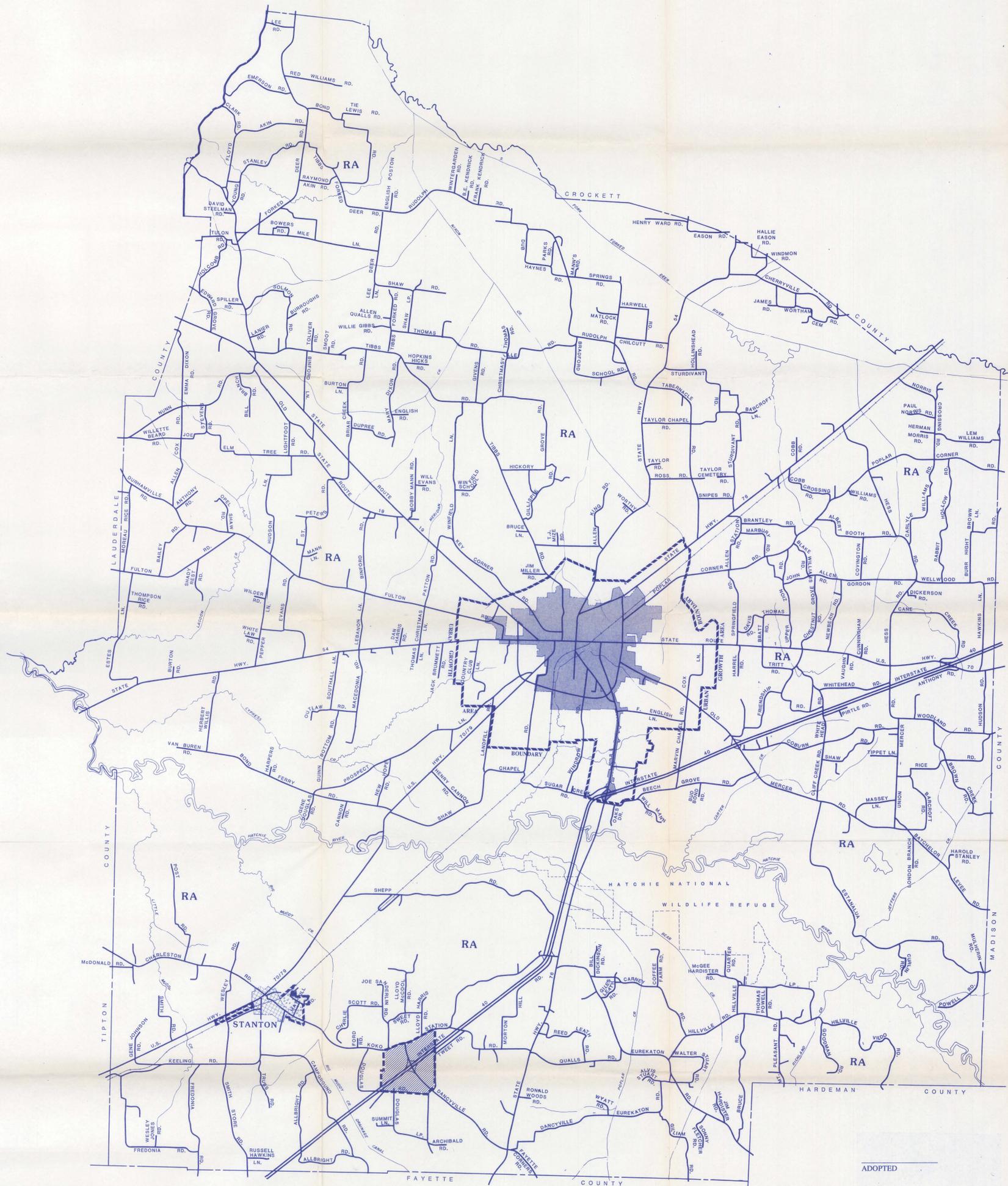
Local Government Planning Advisory Committee
 Date: 11/14/82
 To: Haywood County Growth Plan
 From: Planning Committee

ADOPTED
 HAYWOOD COUNTY COORDINATING
 COMMITTEE CHAIRMAN

**BROWNSVILLE, TENNESSEE
 URBAN GROWTH AREA
 BOUNDARY MAP**

LEGEND
 — URBAN GROWTH AREA
 — BOUNDARY
 - - - BROWNSVILLE CORPORATE LIMITS





Local Government Planning Advisory Committee
 Date: April 26, 2000
 To: Approve Haywood County Growth Plan
Tom Stiner
 Tom Stiner, Chairman

1/25/00
GROWTH PLAN MAP
HAYWOOD COUNTY, TENNESSEE

LEGEND

-  PLANNED GROWTH AREA
-  RURAL AREA
-  STANTON URBAN GROWTH AREA
-  STANTON CORPORATE LIMITS
-  BROWNSVILLE URBAN GROWTH AREA
-  BROWNSVILLE CORPORATE LIMITS

ADOPTED _____

HAYWOOD COUNTY COORDINATING COMMITTEE CHAIRMAN

0 1 2
 SCALE IN MILES

NORTH

**PLANNED GROWTH AREA
BOUNDARY MAP
HAYWOOD COUNTY, TENN**

1/25/00

PLANNED GROWTH AREA
RA RURAL AREA

ADOPTED

HAYWOOD COUNTY COORDINATING
COMMITTEE CHAIRMAN

800 0 800 1600 N O R
PREPARED BY THE TENNESSEE DEPARTMENT OF ECONOMIC AND COMMUNITY
LOCAL PLANNING ASSISTANCE OFFICE
WEST TENNESSEE REGION JACKSON, TENNESSEE
DATE: REVISED:

Local Government Planning Advisory Committee
Date: April 26, 2000
To: Approve Haywood County Growth Plan
Tom Stiner, Chairman





Local Government Planning Advisory Committee
 Date: April 26, 2000
 To: Approve Haywood County Growth Plan
Tom Stiner
 Tom Stiner, Chairman

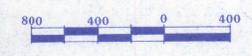
STANTON, TENNESSEE
URBAN GROWTH AREA BOUNDARY
MAP

1/25,000
 LEGEND

- URBAN GROWTH AREA BOUNDARY
- STANTON CORPORATE LIMITS

ADOPTED
 HAYWOOD COUNTY COORDINATING
 COMMITTEE CHAIRMAN

PREPARED BY THE TENNESSEE DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
 LOCAL PLANNING ASSISTANCE OFFICE
 WEST TENNESSEE REGION, JACKSON, TENNESSEE
 DATE: _____ REVISED: _____





State of Tennessee
Department of Economic and Community Development

Local Planning Assistance Office
William Snodgrass/Tennessee Tower Building-10th Floor
312 Roaa L. Parks Avenue
Nashville, Tennessee 37243-0405
615-741-2211

August 2, 2011

The Honorable Franklin Smith
Haywood County Mayor
Haywood County Courthouse
1 North Washington Avenue
Brownsville, TN 38012

Dear Mayor Smith:

The Local Government Planning Advisory Committee approved the amended Growth Plan for Haywood County submitted by the Haywood County Coordinating Committee. Enclosed is a copy of the materials submitted by the Coordinating Committee and a copy of the Local Government Planning Advisory Committee's Resolution of Approval, effective July 27, 2011.

The Comprehensive Growth Plan law requires that you file your plan with your county register. The Local Government Planning Advisory Committee will also keep a copy of your plan.

If I or the Local Government Planning Advisory Committee may be of additional assistance, please contact me.

Sincerely,

Dan Hawk
Director

DH/jw

Enclosures

**Submittal of County Growth Plan
and
Certificate of Ratification**

Whereas, the Haywood County Coordinating Committee has developed and recommended to the County and municipal legislative bodies of Haywood County a Growth Plan which complies with TCA 6-58-106; and

Whereas, the County and municipal legislative bodies have ratified the Haywood County, City of Brownsville & Town of Stanton Growth Plan as required by TCA 6-58-104; and

Whereas, the Haywood County Coordinating Committee has held the requisite public hearings pursuant to TCA 6-58-104;

Now Therefore, the Haywood County Coordinating Committee submits to the Local Government Planning Advisory Committee the Haywood County Growth Plan for its approval pursuant to TCA 6-58-104.

Walt Banks
Chair, County Coordinating Committee

14 Jul 2000
Date

**Resolution of Approval
By The
Local Government Planning Advisory Committee**

Whereas, the HAYWOOD County Coordinating Committee has submitted a County Growth Plan for HAYWOOD County and its municipalities; and

Whereas, the Coordinating Committee has certified that the plan has been ratified pursuant to TCA 6-58-104;

Now, Therefore Be It Resolved by the Local Government Planning Advisory Committee that the HAYWOOD County Growth Plan is hereby approved and becomes effective this date.

Danny Turner
Chair, Local Government Planning Advisory Committee

4-26-2000
Date

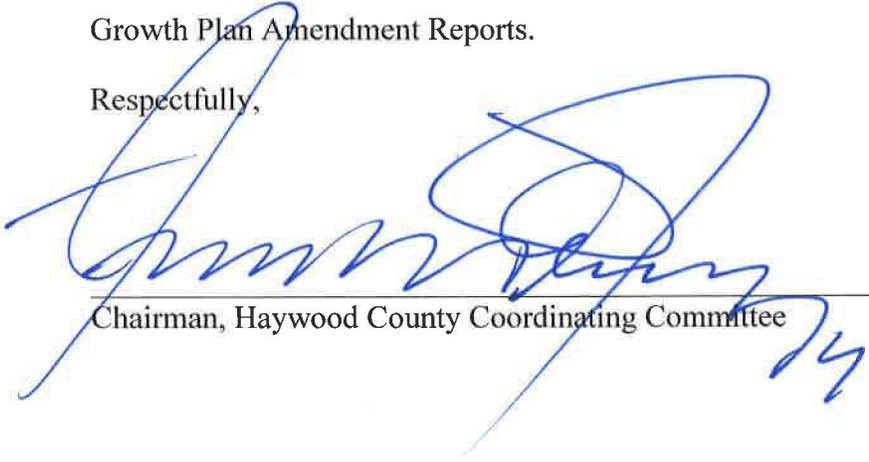
TO: The Local Government Planning Advisory Committee

SUBJECT: Urban Growth Plan for Haywood County

The purpose of this letter is to provide you with the Urban Growth Plan for the county for final disposition to Local Government Planning Advisory Committee (LGPAC).

The Haywood County Coordinating Committee approved the proposed changes to the Hardeman County Growth Plan on 13 June 2011. The Growth Plan consists of the amended urban growth boundary changes (Brownsville and Stanton), additional Planned Growth Areas and the supporting justifications for these changes. Brownsville and Stanton's justification for the Urban Growth Boundary amendment is to be able to control development in the areas where they have utility interests. The proposed West Tennessee Megasite has prompted the towns and the county to seek their amendment in order to be able to better serve and control the areas indicated in the Haywood County Growth Plan Amendment Reports.

Respectfully,



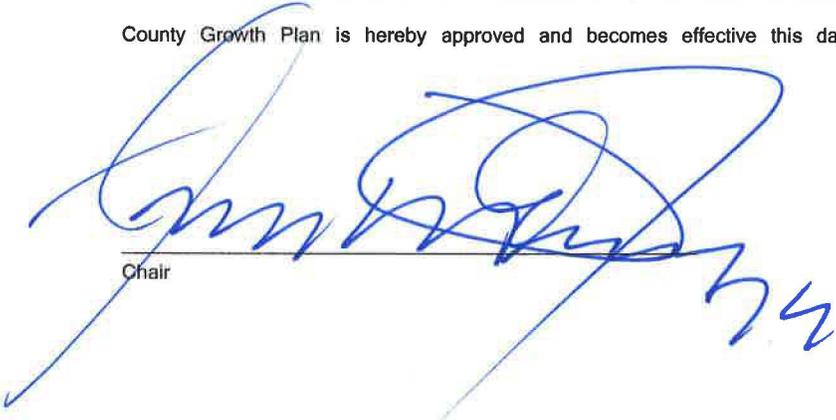
Chairman, Haywood County Coordinating Committee

**RESOLUTION OF APPROVAL
BY THE
LOCAL GOVERNMENT PLANNING ADVISORY COMMITTEE**

WHEREAS, the Haywood County Coordinating Committee has submitted an amendment to the County Growth Plan for Haywood County and its municipalities, and

WHEREAS, the Coordinating Committee has certified that the plan has been ratified pursuant to TCA 6-58-104,

NOW THEREFORE BE IT RESOLVED by the Local Government Planning Advisory Committee that the Haywood County Growth Plan is hereby approved and becomes effective this date.



Chair

6/13/2011

Date

RESOLUTION #6111

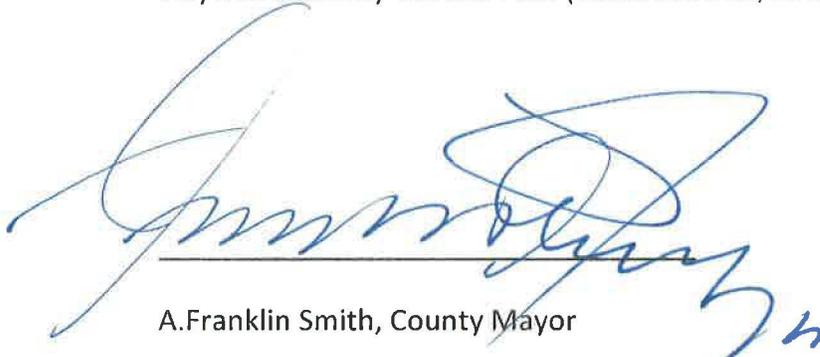
**RESOLUTION BY THE COMMISSIONERS OF HAYWOOD COUNTY
RATIFYING THE AMENDED HAYWOOD COUNTY GROWTH PLAN DATED
JUNE 13, 2011**

WHEREAS, the County Commission of Haywood County voted to certify the amended Urban Growth Boundary and forwarded said amendment to the Haywood County Coordinating Committee; and,

WHEREAS, the Haywood County Coordinating Committee has met the requirements of TCA 6-58-106 holding public hearings on June 6, 2011 at 6:30 PM and June 13, 2011 at 6:30 PM. Both meetings held in the upstairs court room of the Haywood County Courthouse; and,

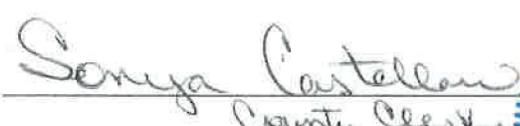
WHEREAS, the Haywood County Coordinating Committee has approved the amended Haywood County Growth plan.

NOW, THEREFORE, BE IT RESOLVED by the County Commission of Haywood County that this body ratifies the amended Growth Plan as shown on the attached map entitled Amended Haywood County Growth Plan (dated June 13, 2011).


A. Franklin Smith, County Mayor

6/20/2011
Date

ATTEST


Sonya Castellaw, County Clerk



6/20/2011
Date

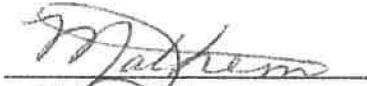
RESOLUTION # 814/06/14/11/#15

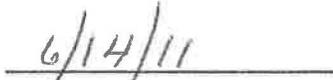
**RESOLUTION BY THE CITY OF BROWNSVILLE RATIFYING THE HAYWOOD COUNTY
GROWTH PLAN DATED JUNE 13, 2011**

WHEREAS, the City of Brownsville Mayor and Board of Aldermen voted to amend their Urban Growth Boundary and forwarded said amendment to the Haywood County Coordinating Committee; and,

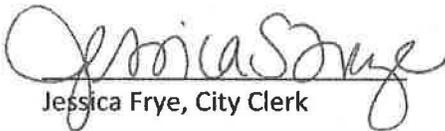
WHEREAS, the Haywood County Coordinating Committee has approved the amended Haywood County Growth plan dated June 13, 2011.

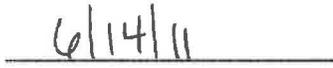
NOW, THEREFORE, BE IT RESOLVED by the Board of Mayor and Aldermen that this body ratifies the amended Growth Plan as shown on the attached map entitled Haywood County Growth Plan (dated June 13, 2011).


Jo Matherne, Mayor


Date

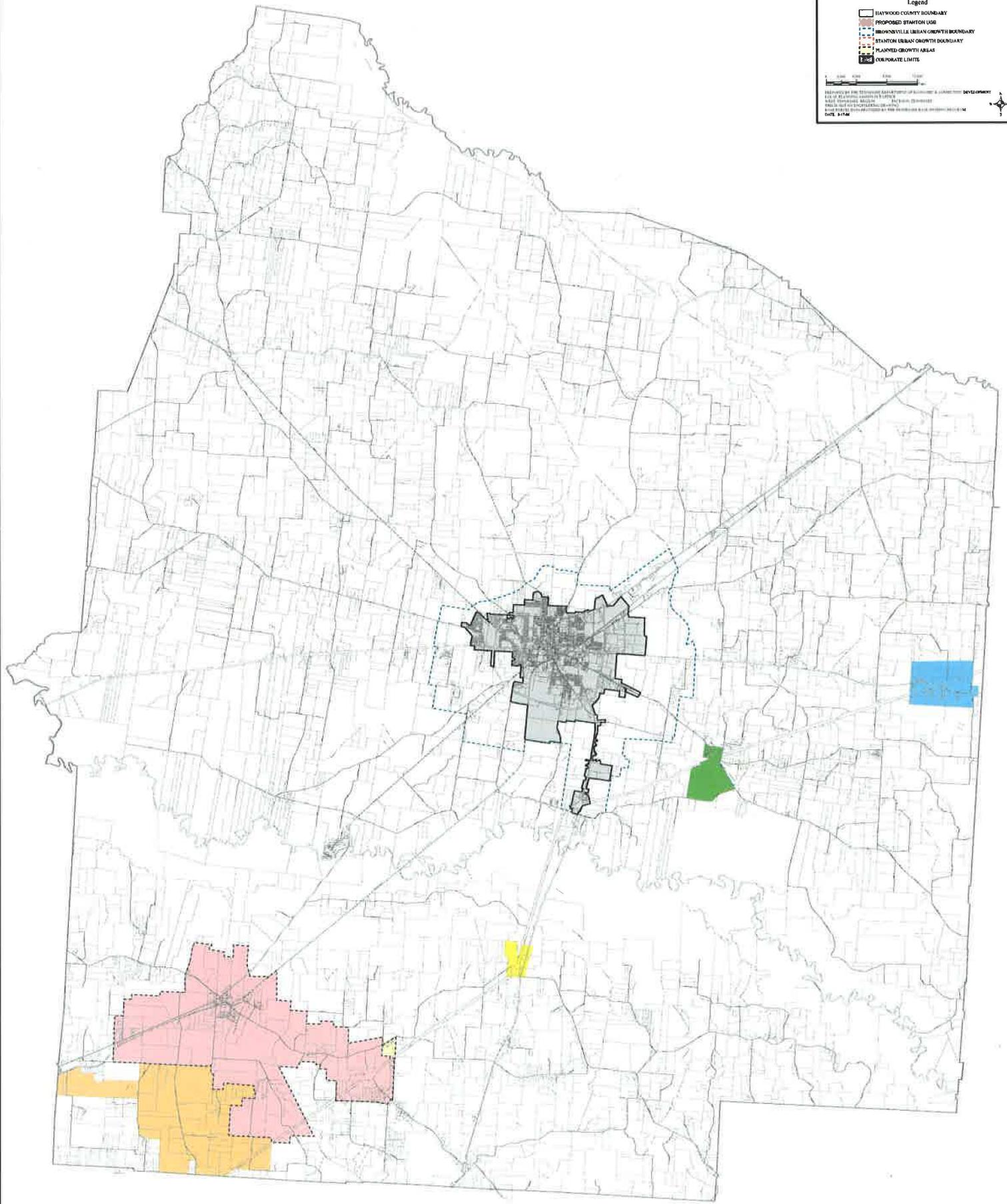
ATTEST:

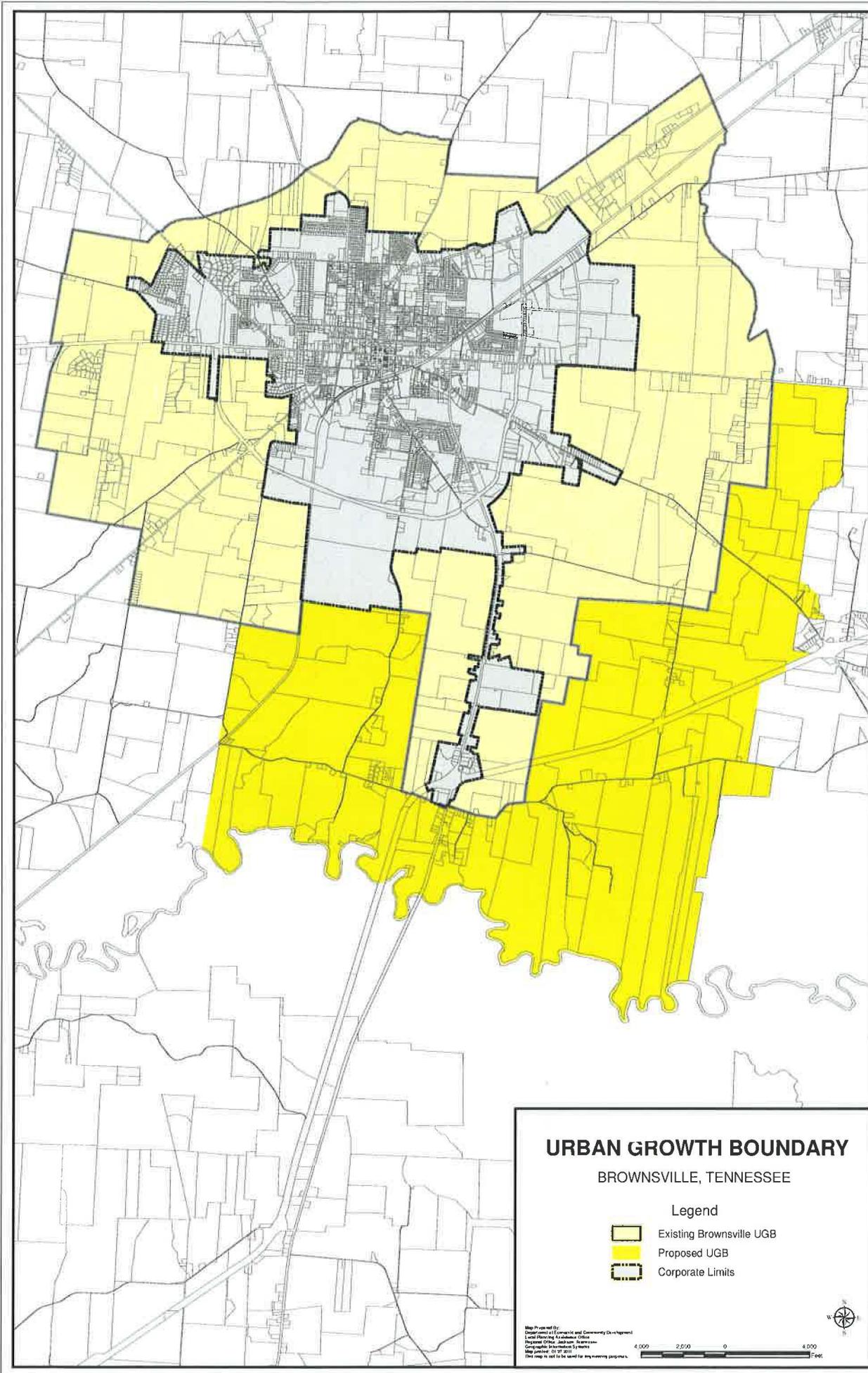

Jessica Frye, City Clerk


Date

GROWTH PLAN MAP HAYWOOD COUNTY, TENNESSEE

- Legend
- HAYWOOD COUNTY BOUNDARY
 - PROPOSED ZAVATON USE
 - SPRINGVILLE URBAN GROWTH BOUNDARY
 - STANTON URBAN GROWTH BOUNDARY
 - PLANNED GROWTH AREAS
 - CORPORATE LIMITS





URBAN GROWTH BOUNDARY

BROWNSVILLE, TENNESSEE

Legend

-  Existing Brownsville UGB
-  Proposed UGB
-  Corporate Limits

Map Prepared By:
Department of Economic and Community Development
Local Planning & Administration Office
Regional Office, Jackson, Tennessee
Geographic Information Systems
Map number: 01-07-001
(This map is not to be used for any revenue purposes.)



URBAN GROWTH BOUNDARY

STANTON, TENNESSEE

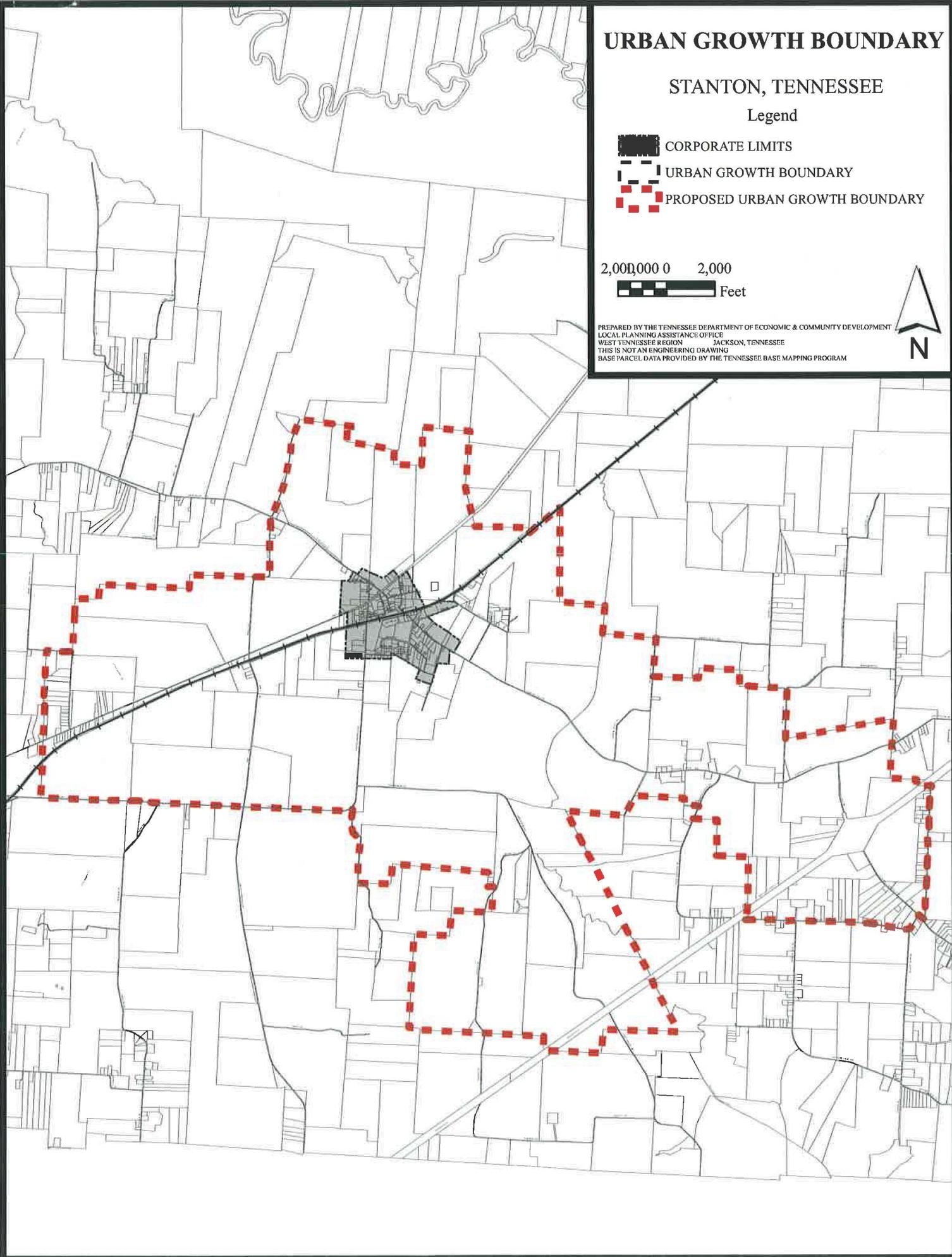
Legend

-  CORPORATE LIMITS
-  URBAN GROWTH BOUNDARY
-  PROPOSED URBAN GROWTH BOUNDARY

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PREPARED BY THE TENNESSEE DEPARTMENT OF ECONOMIC & COMMUNITY DEVELOPMENT
LOCAL PLANNING ASSISTANCE OFFICE
WEST TENNESSEE REGION JACKSON, TENNESSEE
THIS IS NOT AN ENGINEERING DRAWING
BASE PARCEL DATA PROVIDED BY THE TENNESSEE BASE MAPPING PROGRAM



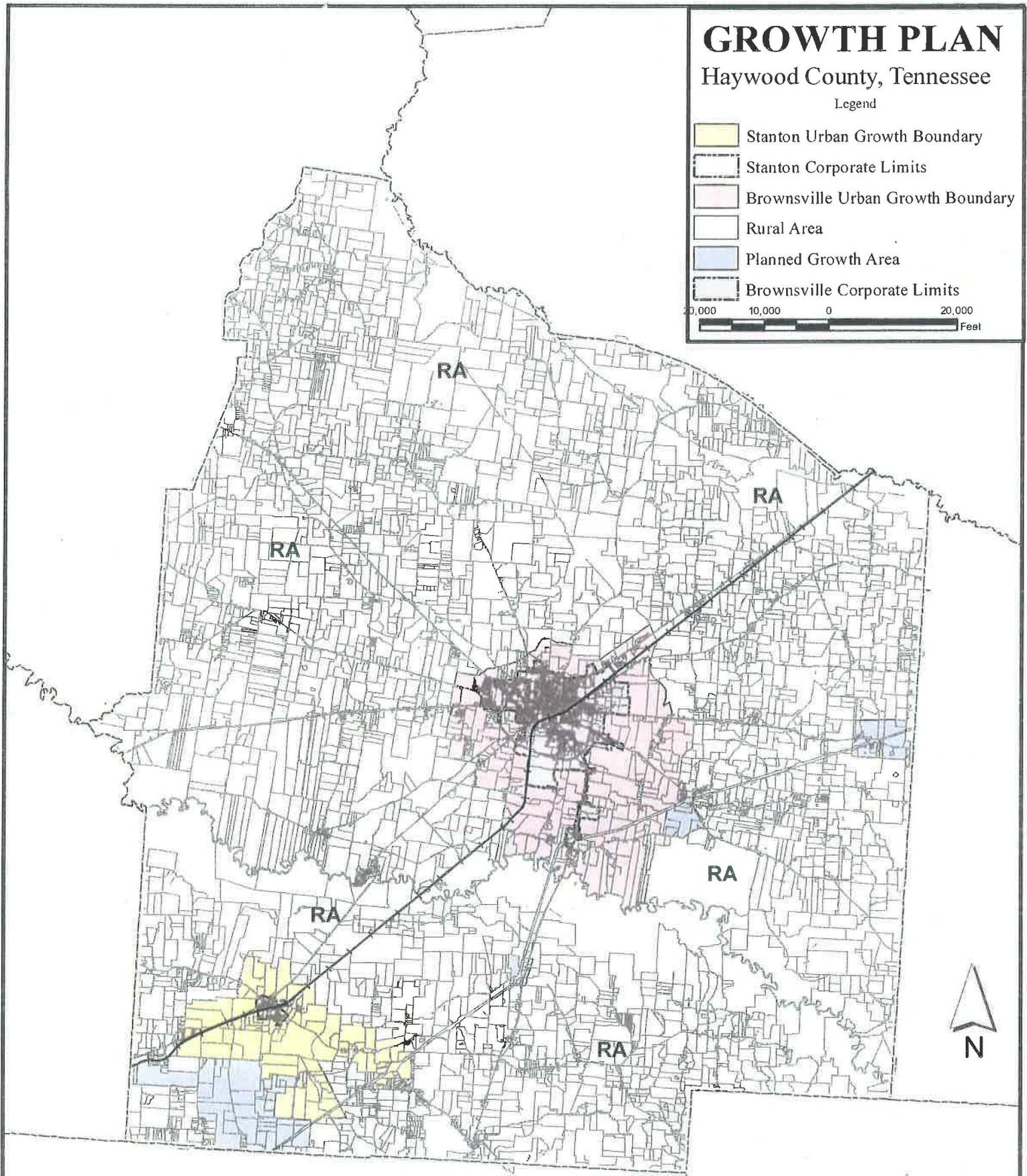
GROWTH PLAN

Haywood County, Tennessee

Legend

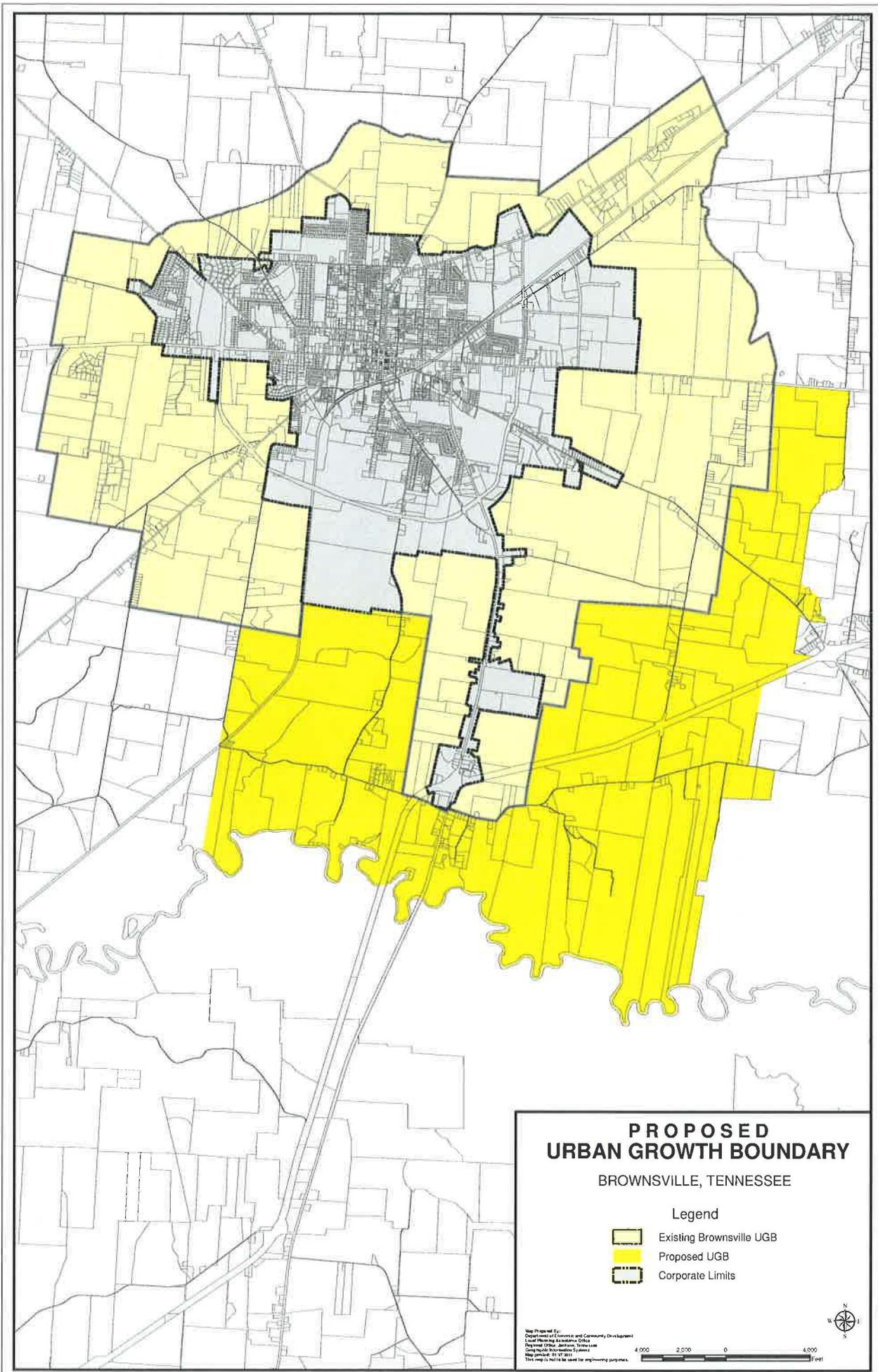
-  Stanton Urban Growth Boundary
-  Stanton Corporate Limits
-  Brownsville Urban Growth Boundary
-  Rural Area
-  Planned Growth Area
-  Brownsville Corporate Limits

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Map prepared by:
Tennessee Department of Economic and Community Development
Local Planning Assistance Office
Jackson, Tennessee
Geographic Information Systems

Map Printed 5/3/11
This map is not to be used for engineering purposes.



PROPOSED URBAN GROWTH BOUNDARY

BROWNSVILLE, TENNESSEE

Legend

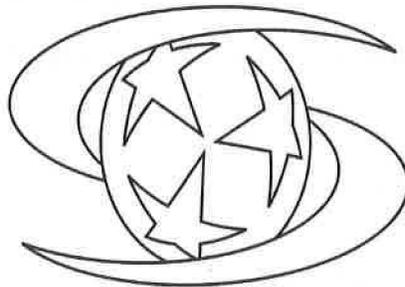
- Existing Brownsville UGB
- Proposed UGB
- Corporate Limits

Map Prepared by:
Department of Economic and Community Development
Local Planning & Zoning Office
Regional Office, Jackson, Tennessee
City of Brownsville, Tennessee
Map prepared: 01/17/2011
This map is not to be used for engineering purposes.



**STANTON, TENNESSEE
URBAN GROWTH BOUNDARY
AMENDMENT REPORT**

**PREPARED FOR
THE TOWN OF STANTON, TENNESSEE**



**STATE OF TENNESSEE
DEPARTMENT OF ECONOMIC & COMMUNITY DEVELOPMENT
LOCAL PLANNING ASSISTANCE OFFICE
WEST TENNESSEE REGION
LOWELL THOMAS BUILDING, SUITE 420
225 MARTIN LUTHER KING DRIVE
JACKSON, TENNESSEE 38301**

SHELTON I. MERRELL, COMMUNITY PRINCIPAL PLANNER

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INTRODUCTION

The passage of Public Chapter 1101, Tennessee Code Annotated 6-58-101 through 6-58-115, on May 19, 1998 created the need for cities and counties to evaluate their potential growth during the next twenty years. Evaluation included: defining their responsibility to manage growth, ensure efficient use of land and provide appropriate public service standards. The law requires each county to prepare a growth plan that places parameters on growth within the county. These parameters are described as urban growth boundaries, planned growth areas and rural areas. County and municipal governments within the county are required to participate in the process by proposing these boundaries based on land needs and public service capabilities. The anticipated result should be a tool for efficient and effective growth within each county.

PURPOSE

Tennessee Code Annotated (TCA) 6-58-106 defines the conditions that must be met in determining urban growth boundaries, planned growth areas and rural areas. As part of the process of defining these three territories, each municipality and county must prepare a report that includes: (1) population projections, (2) costs and projected costs of core infrastructure, urban services, and public facilities necessary to accommodate anticipated growth and (3) the land management requirements of future growth. The purpose of this amendment report is to provide the required information supporting the Town of Stanton's urban growth boundary proposal.

DEFINITIONS

Commercial - Land on which retail or wholesale trades activities and or services occur. Land on which an array of private firms which provides special services are located. This category includes banks, professional offices, personal services, etc., and vacant floor space.

Density - This term is not well defined by Public Chapter 1101, but as it relates to land development, refers to the number of persons, structures, or housing units of a specified area. Highest densities would most often be found in urban areas and lower densities would be found in rural areas. The Bureau of the Census defines rural density as 1,000 or fewer persons per square mile, which equates roughly to one unit per two acres. Stanton however has approximately 615 persons residing on approximately 0.51 square miles (327.5 - acres) resulting in a density of approximately 0.53 persons per acre.

Flooding - a general and temporary condition of partial or complete inundation of normally dry land areas from the unusual and rapid accumulation or runoff of surface waters from any source.

Floodplain/Flood Hazard Area - Any land area susceptible to being inundated by water from any source. (See flooding).

Multi-family - Land on which more than one dwelling units are located. This includes public housing, duplexes and multi-family residences.

Public / Semi-Public - Land on which educational facilities and all federal, state, and governmental uses are located. Land on which museums, libraries, parks and similar uses are located.

Single-family - Land on which one dwelling unit is located. This includes all single-family and single family mobile homes.

Transportation - Land on which municipal streets, county roads, and state and federal highways are located, including rights-of-way. Also included in this category are railroad rights-of-way.

Unimproved Developable Land - Vacant unimproved land (see definition below) without natural or other constraints, which is suitable, with the necessary infrastructure, to accommodate future high-density residential, commercial, or industrial development.

Urban Growth Boundary - The Town of Stanton and contiguous territory where high-density residential, commercial, and industrial growth is expected, or where the municipality is better able than other municipalities to provide urban services.

Utilities - Land on which utility structures or uses are located.

Vacant Land - Land which either has not been developed or can not be developed. Vacant land can be into three 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, which currently have adequate water and sewer infrastructure available to support development such as vacant subdivision lots.

METHODOLOGY

As a prerequisite to preparing the proposed expanded urban growth boundary, a survey and analysis of the existing land use and transportation patterns and characteristics are required. An existing land use inventory was conducted and categorized using Haywood assessment information and a field survey to identify current land use and development patterns. An analysis of the land use identifies the amount of developable, available and unrestricted vacant land. Physical development restrictions have been identified and removed from the vacant land total through a review of regulatory flood plains.

An analysis of the land use and physical land restrictions identifies the available unrestricted vacant land for future development. Public services have been identified and costs associated with expansion within and outside of the Town have been determined through the Town's Capital Improvements Program. Population projections in 5-year increments have been determined through University of Tennessee and are used in this report.

EXISTING MUNICIPAL INVENTORY AND LAND USE ANALYSIS

This land use inventory identified and analyzed the various uses by categories and the amounts of land devoted to each within the current corporate limits of Stanton. Table 1 depicts the various land uses in the Town of Stanton as determined by a recent land use survey completed by the Local Planning Assistance Office.

Table1: Existing Stanton Land Use Inventory

Town of Stanton	2010 population:		604
Land Use Designations	Gross Land Acres	Constrained Land Acres	Percent of Total
Total City land area	327.5		100%
Physically Constrained land			
-Floodplain	26.99	26.99	8.2%
-Other constraints	0	0	0
Residential	110.74	6.01	33.8%
-Single family	82.75	6.01	25.3%
-Mobile home	17.23	-	5.3%
-Multi-family	10.76	0	3.3%
Commercial	4.25	0	1.3%
Industrial	6.77	0.78	2.0%
Public/Semi-public utilities	10.49	4.53	3.2%
Transportation	50.56	3.06	15.4%
Improved Vacant land	0		
Total developed land	172.5		52.7%
Net Constrained Land (not in use)		12.01	
Total vacant land	154	12.01	47.3%

LAND USE INVENTORY

RESIDENTIAL

Single-family

Single-family comprises 82.75 acres, or 25.3 percent (25.3%) of the total acreage in the current corporate limits of Stanton. However, single-family comprises of approximately 48 percent (48%) of the total developed land. Densities of developed residential land based on current population, is 5.7 persons per acre. The national average of persons per household is 2.7, consequently inferring that there are approximately 228 dwelling units in Stanton.

The majority of single-family residential development occurring is located in areas directly adjacent to the current corporate limits of Stanton. Demand for single-family development is projected to continue to increase as industrial expansion continues.

Mobile Homes

Mobile homes comprise 5.3% or 17.23 acres of the total land within the current Stanton corporate limits. Mobile homes comprise ten percent (10%) of the total developed land. A significant majority of mobile homes in Stanton are in substandard condition. Single mobile homes are dispersed throughout Stanton.

The Stanton Municipal Regional Planning Commission is currently planning for areas suitable for mobile home parks in order to provide for the increasing low-moderate income population.

Multi-family

Multi-family comprises 10.76 acres or 3.3 percent (3.3%) of the total land in Stanton. Multi-family land use occupies 6.2 percent (6.2%) of the total developed land. The majority of multi-family use in Stanton is focused toward low income citizens.

COMMERCIAL

Land uses classified under the commercial category are primarily trade and service oriented. Commercial land use occupies 4.25 acres, or approximately 1.3 percent (1.3%) of total land area. However, commercial use comprises 2.4 percent (2.4%) of the total developed land in the City. The majority of commercial use is located downtown, and along State Route 1 (U.S. Routes 70 & 79). The Planning Commission has reported that the current development trends demonstrate a shift from downtown redevelopment to highway oriented development along U.S. Route 79.

INDUSTRIAL

Total industrial land use in Stanton comprises 6.77 acres, or 1.3 percent (3.3%) of the total land area. Industry accounts for approximately four percent (4%) of developed land within the corporate limits.

PUBLIC / SEMI-PUBLIC

Stanton currently has 10.49 acres dedicated to public / semi public use. Public/semi-public comprises of 11.8 percent (11.8%) of the total land. Of the total developed land, public/semi-public use accounts for 6.1 percent (6.1%). Public/semi-public use consists of churches, graveyards and civic uses, such as Municipal Buildings.

TRANSPORTATION

Town of Stanton right-of-way comprises 50.56 acres, or 15.4 percent (15.4%) of the total land area and three percent (3%) of the developed land within the current corporate limits. The existing conditions and quantity of roads is adequate for traveling throughout the Town.

IMPROVED VACANT LAND

Stanton currently has approximately 0 acres of vacant land which are approved with sewer, water and road access.

UNIMPROVED VACANT LAND

Total vacant land within the existing corporate limits comprises of 154 acres, or 47.3 percent (47.3%). The majority of the vacant land is attributed to farmland that has not been subdivided.

RE-USE AND REDEVELOPMENT POTENTIAL

The Town of Stanton is encouraging re-use and redevelopment of areas within the current corporate limits. Redevelopment initiatives include demolition of substandard housing and retail structures. The intent is to encourage developers to construct buildings without the expense of demolition. This creates additional vacant land within the corporate limits. However, it also provides an incentive to develop in areas that are already provided with municipal services.

Vacant areas not provided with all municipal services are generally active farmlands. These areas are not expected to develop during the next 5 years, however, population increases and road improvements may expedite demand for development.

EXISTING MUNICIPAL PUBLIC SERVICES ANALYSIS

Inventory and Description of Public Services

Water

There are currently 275 customers served by the Town water department. Stanton has 16 fire hydrants within the Town. The average daily use is 0.100 million gallons per day. Pumping capacity is 1.4 million gallons per day and there are not any limitations on the available source. Water Treatment capacity is 1.4 million gallons per day, and the average percent of unaccounted loss is 15 %. There are also two (2) water storage tanks located within the Town. The Town of Stanton has a large capacity to provide customers water service. Stanton Public Works has also indicated the ability to provide as demand warrants.

Sewer

The Town of Stanton currently serves 255 customers. The sewer treatment plant type is extended aeration and activated sludge. Average daily flow is approximately 0.06 million gallons per day. Total sewer capacity is 0.288 million gallons per day (MGD) with a maximum of 0.288 MGD. Sewer capacity is currently at approximately 20% percent. Stanton has the capability to provide sewer services to areas within and outside the corporate limits as demand warrants.

Electric

Southwest Electric provides electric service to the Town of Stanton. There are not any plans to establish municipal electric systems in the Town of Stanton.

Gas

Brownsville Utilities currently provides gas service to the Town of Stanton. Stanton does not have plans to provide municipal gas service during the next 20 years.

Police

The Town of Stanton does not have its own police department. Haywood County provides sheriff deputies to assistance the Town pertaining to law enforcement.

Fire

Stanton's ISO rating is 3. There are currently 10 volunteer firefighters. Stanton has one (1) fire station, and assists in response inside and outside the current corporate limits.

Solid Waste

Stanton contracts with Allied Waste Services for solid waste services. Cost for solid waste collection is \$12.85 (per home) per month and pick-up is weekly. Stanton is not currently planning to provide municipal solid waste services to its residents. During 2008-2009 fiscal year, \$43,653.00 was collected for waste services. Allied Waste Services utilized \$40,724 for expenditures.

Roads and Streets

Town streets and rail comprise approximately 50.56 acres which accounts for 15.44% of the total land area within the corporate limits of Stanton. The department of public works employs one (1) persons and utilizes one (1) work truck, one (1) grader, one (1) tractor and one (1) backhoe.

Street lighting

Stanton provides streetlights to all of its residents. Monthly maintenance is provided as it is required. Fiscal year 2008-2009 budgeted funds total \$ 19,188.00 pertaining to street lighting. The Town of Stanton actually spent \$11,539.00 for expenditures.

Parks and Recreation

There are not any parks within the Town of Stanton currently.

LAND USE CODES AND MUNICIPAL CODES

The Town of Stanton has not adopted a zoning ordinance or subdivision regulations. However, once adopted, these regulations will reflect the municipality's desire to manage and control development of town resources. By establishing an amendment to the urban growth boundary, The Town of Stanton will also seek to manage and control outside growth outside the current corporate limits, while taking into account the impact to the wetlands, wildlife and recreational areas.

Inner town redevelopment policies have been recently reviewed in an attempt to begin incentives for re-use and redevelopment of the dense urban areas.

PROJECTED GROWTH NEEDS FOR LAND AND PUBLIC SERVICES

Projected 20-Year Growth

University of Tennessee's Center for Economic and Business Research has projected a population growth of 18 persons from the 2010 count of 604 to 622 persons in the year 2030.

The following table is based on the University of Tennessee Population Projections for Tennessee Counties and Municipalities 2010-2030 and is provided to demonstrate University of Tennessee's population projections.

Stanton

2000	2010	2015	2020	2025	2030
615	604	602	606	614	622

Special Land Management Concerns

The Town of Stanton has not included large amounts wetlands or other fragile ecological areas in the urban growth boundary amendment in an effort to discourage growth. Other municipalities can not easily provide services to these areas, therefore it is safe to assume that wildlife and wetlands will be preserved from development outside of Stanton. By not including such areas in the urban growth boundary, Stanton has committed to not providing city services. By not providing town services, development is not anticipated.

Projected Land Needs Outside Corporate Limit Boundary

Projected population, need, and ability to provide municipal services determine land needs outside the corporate boundary. Due to the large amount of active farmlands

within the Town of Stanton, much of the land within the current limits is vacant, therefore limiting the amount of land needed outside the corporate limits.

Over 50% percent of Stanton's area within the corporate limits has potential for development. Based on current growth rates and a 0.97% percent increase in population, Stanton will only need to maintain its current urban growth boundary. However, if the proposed Interstate 40 Advantage Auto Park develops (Haywood County Mega Site) completely develops, there will possibly be a need for approximately 327.5 additional acres of land within its corporate limits during the next 20 years, as illustrated in Table 2.

TABLE 2: FUTURE LAND USE NEEDS

Town of Stanton	2010 population	604
Future Land Area Needs	2030 population	622
	1% Increase	
Land Use Designations	Existing land area: Acres	Projected need: Acres
Residential	110.74	221.48
-single-family	99.98	199.96
-multi-family	10.76	0
Commercial	4.25	8.5
Industrial	6.77	0
Public/Semi-public/Utilities	10.49	10.49
Transportation	50.56	0
Future land needed:	0	0

These figures are not intended to be taken literally, but are to demonstrate a need for additional land. However, if the Interstate 40 Advantage Auto Park (Haywood County Mega Site) develops as planned, there will be a need to at least double the existing land use designations.

PROPOSED URBAN GROWTH BOUNDARY AMENDMENT AREA

Stanton's County Urban Growth Boundary amendment area is composed of areas that have been studied and reviewed by the Planning Commission. The proposed boundary is able to be served by the Planning Commission. The proposed amendment area is able to be served with sewer services which are estimated to cost approximately \$2,136,204 dollars, and water provision is anticipated to cost \$1,755,828 dollars. The total land proposed as an Urban Growth Boundary amendment area comprises of 10,198.57 acres or 15.9 square miles.

Amendment Area Defined

Beginning at a point, said point being the intersection of parcel 001.00, also being the northwesternmost corner of said parcel, also being the southwesternmost corner of parcel 002.00, Haywood County tax map 134, dated 2008; thence in a northerly, then easterly, then northerly, then easterly, then northerly and then easterly direction along the northern boundary of said parcel 002.00 to the northeasternmost corner of said parcel 002.00; thence in a easterly direction along a projected straight line of the northern boundary of parcel 2.00 to it's intersection with the centerline of Wesley Road; thence in a northerly direction along the centerline of Wesley Road to it's intersection with the eastern boundary of parcel 003.02, Haywood County tax map 119, dated 2008; thence in a easterly direction along said parcel boundary and continuing in a easterly direction to the northwesternmost corner of parcel 004.00, Haywood County tax map 119; thence in a easterly direction along the northern boundary of parcel 004.00 and continue in a easterly direction along a projected line to the northwesternmost corner of parcel 004.02, Haywood County tax map 119, dated 2008; thence in easterly direction along the northern boundary of said parcel 004.02 to the northeasternmost corner of said parcel 004.02, also being the northwesternmost corner of parcel 005.00, Haywood County tax map, dated 2008; thence in a easterly direction along the northern boundary of said parcel 005.00 to the northeasternmost corner of said parcel 005.00, also located in the western boundary of parcel 006.00, Haywood County tax map 119, dated 2008; thence in a northerly and then easterly direction along the northerly boundary of said parcel 006.00 to the northeasternmost corner of said parcel 006.00, thence in a southerly direction along the eastern boundary of said parcel 006.00 and crossing the right of way of U.S. Highway 70 & 79 to it's intersection with the northern boundary of parcel 021.00, Haywood County tax map 119, dated 2008; thence in a easterly direction along the northern boundary of said parcel 021.00 to the northeasternmost corner of said parcel 021.00; thence in a southerly direction along the eastern boundary of parcel 021.00 and continuing in a southerly direction along a projected straight line to it's intersection with the centerline of the Louisville & Nashville Railroad; thence in a northeasterly direction along the centerline of said railroad to it's intersection with a northerly projected straight line of the western boundary of parcel 010.00, Haywood County tax map 120, dated 2008; thence in a southerly direction along said projected straight line and continuing in a southerly and then easterly direction along the western and southern boundaries of said parcel 010.00 to it's intersection with the western boundary of parcel 002.00, Haywood County tax map 133, dated 2008; thence in a southerly and then easterly direction along the western and southern boundaries of said parcel 002.00 to it's intersection with the western right of way of Charlie Scott Road; thence continuing in a easterly direction along a projected straight line to it's intersection with the eastern right of way of Charlie Scott Road thence in a southerly direction along the eastern right of way of Charlie Scott Road to it's intersection with the northern boundary of parcel 011.00, Haywood County tax map 133, dated 2008; thence in a easterly, then northerly, then easterly, then southerly and then easterly direction along the northern boundaries of said parcel 011.00 to the northeasternmost corner of said parcel, also being the northwesternmost corner of parcel 013.00 Haywood County tax map 133, dated 2008; thence in a easterly direction along the northern boundary of said parcel 013.00 to it's intersection with the western right of

way of Sanderlin Road; thence continuing in a easterly direction along a projected straight line crossing the right of way of Sanderlin Road to it's intersection with the eastern right of way of Sanderlin Road; thence in a southerly direction with the eastern right of way of Sanderlin Road and continuing along a projected straight line of said right of way crossing the right of way of Frank Sweet Road to it's intersection with the eastern right of way of Frank Sweet Road; thence in a southerly direction along the eastern right of way of Frank Sweet Road to it's intersection with the northern boundary of parcel 012.00, Haywood County tax map 132, dated 2008; thence in a easterly direction along the northern boundary of said parcel 012.00 to the northeasternmost corner of said parcel 012.00, also located in the western right of way of Lloyd Harris Road; thence in a southerly direction along the western right of way of Lloyd Harris road to it's intersection with the northern right of way of Stanton – Koko Road; thence continuing in a southerly direction along a projected straight line, crossing the right of way of Stanton – Koko Road to the northeasternmost corner of parcel 005.00, Haywood County tax map 138, dated 2008; thence continuing in a southerly direction along the eastern boundary of said parcel 5.00 to it's intersection with the northern boundary of parcel 002.00, Haywood County tax map 139, dated 2008; thence in a easterly and then southerly direction along the northern and eastern boundaries of said parcel 002.00 to it's intersection with the northern right of way of Interstate Highway 40; thence in a easterly direction along a projected straight line, crossing the right of way of Interstate Highway 40 to a point in the southern right of way of Interstate Highway 40; thence in a northerly direction along said southern right of way to it's intersection with the western right of way of Arch Thweat Road; thence in a southerly direction along the western right of way of Arch Thweat Road to it's intersection with the northern right of way of Stanton – Dancyville Road; thence in a northwesterly direction along the northern right of way of Stanton – Dancyville Road to it's intersection with a northeasterly projected straight line of the northern right of way of Douglas School Road; thence in a southwesterly direction along said projected line and continuing in a southwesterly and then westerly direction along the northern right of way of Douglas School Road to it's intersection with the southern right of way of Interstate Highway 40; thence in a northeasterly direction along said southern right of way to it's intersection with a southerly projected straight line of the western boundary of parcel 009.03, Haywood County tax map 138, dated 2008; thence in a northerly direction along said projected straight line and continuing in a northerly direction along the western boundary of said parcel 009.03 to it' s intersection with the southern boundary of parcel 019.00 Haywood County tax map 133, dated 2008; thence in a westerly and then northerly and then westerly direction along the western boundary of said parcel 019.00 to it's intersection with the eastern right of way Douglas School Road; thence in westerly direction along a projected straight line crossing the right of way of Douglas School Road to it's intersection with the western right of way of Douglas School Road; thence in a northerly direction along said western right of way to it's intersection with the southern boundary of parcel 004.01, Haywood County tax map 138, dated 2008; thence in westerly direction along the southern boundaries of said parcel 004.01 and continuing in a westerly and then northerly direction along the southern and western boundaries of parcel 020.01, Haywood County tax map 133,dated 2008 to it's intersection with the northern boundary of parcel 002.01, Haywood County tax map 138, dated 2008; thence in a westerly and then southerly direction along the northern and

western boundaries of said parcel 002.01 to its intersection with a easterly projected straight line of the northern boundary of parcel 001.01 Haywood County tax map 138, dated 2008; thence in a westerly direction along said projected straight line and continuing in a westerly direction along the northern boundary of said parcel 001.01 to the northwesternmost corner of said parcel, also located in the centerline of Big Muddy Creek; thence in a southeasterly direction along the centerline of Big Muddy Creek to it's intersection with the northern boundary of parcel 002.01, Haywood County tax map 149, dated 2008; thence in a westerly direction along the northern boundary of said parcel 002.01 and crossing the right of way of Campground Road and then in a southerly direction along the western boundary of parcel 002.01 to the southwesternmost corner of parcel 002.01, also being the southeasternmost corner of parcel 002.00, Haywood County tax map 149, dated 2008; thence in a westerly direction along the southern boundary of said parcel 002.00 and continuing along a westerly projected straight line, crossing the right of way of Interstate Highway 40 to the southeasternmost corner of parcel 003.00, Haywood County tax map 150, dated 2008; thence in a northerly and then westerly direction along the eastern and northern boundaries of said parcel 003.00 to the northwesternmost corner of said parcel; thence continuing in a westerly direction along a projected straight line and crossing the right of way of Albright Lane to the northeasternmost corner of parcel 003.01, Haywood County tax map 150, dated 2008; thence in a westerly direction along the northern boundary of said parcel 003.01 to the northwesternmost corner of said parcel, also located in the eastern boundary of parcel 004.00, Haywood County tax map 150, dated 2008; thence in a northerly and then westerly direction along the eastern and northern boundaries of said parcel 004.00 to it's intersection with the western boundary of parcel 010.00, Haywood County tax map 137, dated 2008; thence in a northerly, then easterly, then northerly and then easterly direction along the western and northern boundaries of said parcel 10.00 to it's intersection with the eastern boundary of parcel 009.00, Haywood County tax map 137, dated 2008; thence in a northerly, then westerly and then northerly direction along the eastern boundary of said parcel 009.00 to the northeasternmost corner of said parcel, also located in the southern boundary of parcel 004.00, Haywood County tax map 137, dated 2008; thence in a westerly, then southerly and then westerly direction along the southern boundary of said parcel 004.00 and continuing along a projected straight line, crossing the right of way of Truss Road to a point in the western right of way of Truss Road; thence in a northerly direction along the western right of way of Truss Road to it's intersection with the southern right of way of Keeling Road; thence in a westerly direction along the southern right of way of Keeling Road and continuing in a westerly direction along a projected straight line crossing the right of way of Muex Road to a point in the western right of way of Muex Road; Said point also being the southeasternmost corner of parcel 027.01, Haywood County tax map 135, dated 2008 and the northern right of way boundary of Keeling Road, thence in a westerly direction following the northern right of way boundary of Keeling Road, also being the southern boundary of parcel 027.01 and 027.00 to a point, said point being the southwesternmost corner of parcel 027.00 , thence; in a northerly direction following the western boundary of parcel 027.00, Haywood County tax map 135, dated 2008, to a point, said point being the southeastern boundary of the Louisville & Nashville Railroad, thence; crossing the Louisville & Nashville Railroad boundary to a point, said point being located in the northwestern boundary and

also being the southwesternmost corner of parcel 020.00, Haywood County tax map 135, dated 2008, thence; in northerly direction following the western boundary of parcel 020.00, Haywood County tax map 135 to a point, said point being the northwesternmost corner of parcel 020.00, Haywood County tax map 135, also said point being located in the southeastern boundary of State Route 1, thence; in a northerly direction crossing the boundaries of State Route 1 to a point, said point being the intersecting point of the southwesternmost corner of parcel 019.01 and the southeasternmost corner of parcel 006.05, Haywood County tax map 135, dated 2008. thence; in a northerly direction following the western boundary of parcel 019.01 of said tax map, to a point, said point being the northeasternmost corner of parcel 019.01, Haywood County tax map 135, dated 2008, thence; in a westerly direction following the northern boundary of parcel 006.02, Haywood County tax map 135 to a point, said point being the southwesternmost corner of parcel 006.07, Haywood County tax map 135, dated 2008, thence; in a northerly direction following the western boundary of parcels 006.07, 006.09, 006.06, 006.10, 006.12, 006.08, Haywood County tax map 135, dated 2008, to a point, said point being the northwesternmost corner of parcel 006.08, said point being located in the southern right of way boundary of Gener Johnson Road and also being the northeasternmost corner of parcel 006.00, Haywood County tax map 135, dated 2008, thence; in a easterly direction following the southern right of way boundary of Gener Johnson Road, also being the northern boundary of parcel 006.08, Haywood County tax map 135, dated 2008, to a point, said point being the northeasternmost corner of parcel 006.08 and the northwesternmost corner of parcel 006.11, Haywood County tax map 135, dated 2008, thence; continuing in a easterly direction following the southern boundary of Gener Johnson Road, also being the northern boundary of parcel 006.11 and continuing in a easterly direction from an imaginary projected line off the said boundary crossing Gener Johnson Road right of way boundary till the intersection with the western boundary of parcel 001.00, Haywood County tax map 134, also being the eastern right of way boundary of Gener Johnson Road, thence; in a northerly direction following the western boundary of parcel 001.00, Haywood County tax map 134 to a point, said point being the intersection of parcel 001.00. also being the northwesternmost corner of said parcel, also being the southwesternmost corner of parcel 002.00, Haywood County tax map 134, dated 2008, said point also being the point of beginning.

TABLE 3: Stanton UGB Amendment Area Calculations

PROPOSED STANTON URBAN GROWTH BOUNDARY AMENDMENT CALCULATIONS		
LAND USE DESIGNATIONS	GROSS LAND AREA ACREAGE	PERCENT OF TOTAL
Total Acres of Proposed UGB	10,198.57	100%
Residential	-	-
-single family	464.00	5%
-mobile home	110.80	1%
Commercial	23.14	0.2%
Public / Semi Public	39.5	0.4%
Industrial	0	0%
Transportation	855.25	8%
Agricultural	5,949.85	58%
Timber Tract	2,116.92	21%
Unimproved Vacant Land	636.25 (<i>435.47 acres of total are unclassified</i>)	6%
Total Land In Designated Uses	10,198.57	100%
Net Vacant Constrained Land	1,766.8	17%
Total Vacant Developable Land	2,753.17 acres <i>(excluding Agricultural land)</i>	27%

(Based upon the full development of the Interstate 40 Advantage Auto Park and existing utilities)

(Illustration)

PROJECTED PUBLIC SERVICES ANALYSIS FOR URBAN GROWTH BOUNDARY AMENDMENT AREA

Police Protection

Staff does not envision the need for any additional police officers for this area.

Fire Protection

At the present time, there is not a need for another fire station to become built to serve this area. It is currently being served by the Haywood County / Brownsville Fire Department.

Water Service

A total cost of \$1,967,028.00 has been estimated for water upgrades and line extensions to the proposed area. This cost includes \$211,200.00 for 176 fire hydrants. The cost for solely water line extension is \$1,755,828.00. This sum was calculated based upon water lines costing \$20 per linear feet. The proposal calls for an extension of 87,791.4 feet. Based upon the linear footage of 87,791.4 feet for needed water line extension, the need for 176 fire hydrants was determined. The amount of needed fire hydrants was calculated based upon them being located every 500 feet within 87,791.4 linear feet. Fire hydrant assemblies on average cost from \$1,200.00 to \$1,500.00. Utilizing the cost of \$1,200.00 per hydrant, the cost of installation for 176 hydrant assemblies will be \$211,200.00.

Sanitary Sewer

A total cost of \$2,136,204.00 has been estimated for sewer line extensions to the proposed urban growth boundary amendment area. This amount does not include the cost for possible lift stations. Lift stations cost within a range from \$75,000.00 to \$100,000.00 depending upon the needed size. This report does not include the number of needed lift stations.

CONCLUSIONS

A large portion of land in the Town of Stanton is vacant. The vacant properties within the Town account for 47.3% of the land in Stanton. However, if the Interstate 40 Advantage Auto Park develops, not only will the Town of Stanton need to utilize its vacant land within its corporate boundary, it will also need additional land outside of its existing boundary. The area within Haywood County proposed for amendment would be better served by the services of the Town of Stanton due to their proximity. All future annexations within this area will be made on a logical time-frame basis based upon the ability to deliver municipal services where there are none currently present.

HAYWOOD COUNTY, TENNESSEE AMENDED COUNTY GROWTH PLAN REPORT (2011)

INTRODUCTION

Purpose

This plan and accompanying maps have been prepared for the purpose of meeting the statutory requirements of Tennessee Code Annotated, Section 6-58-106, to establish plan growth areas and to amend urban growth boundaries within the political subdivision known as Haywood County Tennessee. In preparing this document, an existing land use analysis, population projections, and locally discussed factors were used for the purpose of evaluating present and future needs of the citizenry of Haywood County as a whole. The plan's scope includes but is not limited to amending the configurations of the urban growth boundary (UGB) of the Town of Stanton as well as establishing a plan growth area for an unincorporated area of Haywood County. The City of Brownsville has opted not to amend their Urban Growth Boundary.

In developing the proposed urban growth boundary amendment for Haywood County, the Officials of Haywood County were guided by the following criteria:

- Areas that are reasonably likely to experience growth over the next 20 years based upon the projected impact that the proposed West Tennessee Megasite will have on the County.
- Areas which are reasonably likely to experience growth over the next 20 years, based upon history, economic and population trends, and topographical characteristics.

Goals and Objectives

- 1) To provide a unified physical design for the development of Haywood County, Tennessee.
- 2) Encourage a pattern of compact and contiguous high-density development to be guided into urban growth areas and planned growth areas.
- 3) Establish an acceptable and consistent level of public services and community facilities and ensure timely provision of those services and facilities.
- 4) Promote the adequate provision of employment opportunities and the economic health of the region.
- 5) Conserve features of significant statewide or regional architectural, cultural, historical, or archaeological interest.
- 6) Protect life and property from the effects of natural hazards, such as flooding, winds, and wildfires.
- 7) Take into consideration such other matters that may be logically related to or form an integral part of a plan for the coordinated, efficient and orderly development of Haywood County.
- 8) Provide for a variety of housing choices and assure affordable housing for future population growth.

Definitions

Included in this report are terms that have been defined as follows:

Planned Growth Area - territory outside municipalities where high or moderated density commercial, industrial, and residential growth is projected.

Rural Area - territory not in a UGB or a PGA and that is to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial, or residential development.

Urban Growth Boundary - The towns of Ridgely and Tiptonville and contiguous territory where high-density residential, commercial, and industrial growth is expected, or where the municipalities are better able than other municipalities or entities to provide urban services.

Commercial - Land on which retail or wholesale trade activities and or services occur. Land on which arrays of private firms provide special services is located. This category includes banks, professional offices, personal services, etc., and vacant floor space.

Flooding – A general and temporary condition of partial or complete inundation of normally dry land areas from the unusual and rapid accumulation or runoff of surface waters from any source.

Floodplain/Flood Hazard Area – Any land area susceptible to being inundated by water from any source (see flooding).

Public/Semi-Public - Land on which educational facilities, utilities, and all federal, state, and governmental uses are located and land on which museums, libraries, parks, and similar uses are located.

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.

Transportation – Land on which municipal streets, county roads, and state and federal highways are located, including rights-of way. Also included in this category are railroad rights-of-way.

Unimproved Developable Land – Vacant unimproved land (see definition below) without natural or other constraints, which is suitable, with the necessary infrastructure, to accommodate future high-density residential, commercial, or industrial development

Vacant Land – Land which either has not been developed or can not be developed. Vacant land can be divided into three 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, which currently have adequate water and sewer infrastructure available to support development such as vacant subdivision lots and areas adjacent to water or sewer main.

METHODOLOGY AND ASSUMPTIONS FOR THE UNINCORPORATED AREAS OF HAYWOOD COUNTY, TENNESSEE

As a prerequisite to preparing the Planned Growth Area amendment document and establishing planned growth areas within Haywood County, a survey and analysis of the existing land uses

were completed. As required under Tennessee Code Annotated, Section 6-58-106, the existing land uses within the areas referred to have been identified using Property Assessor's data followed by a field survey.

The area identified within the amendment report was methodically studied by the Haywood County Regional Planning Commission and County Officials with the assistance of the Tennessee Department of Economic and Community Development Local Planning Assistance Office. The following discusses areas identified as the Existing Planned Growth Area, Rural Areas (RA) and Planned Growth Areas (PGA).

Existing Planned Growth Area (Exit 47)

The 1,000± acre area surrounding Exit 47 was designated as a Planned Growth Area in 1999 when Public Chapter 1101 mandated all counties establish a twenty year growth plan. This area, just east of the Fayette County line on Interstate 40 was foreseen as having growth potential given the economic trends of late 1990's. Development has been limited in recent years due to a slowing of both the Memphis and United States economy. With the TVA certification of the West Tennessee Megasite and the State of Tennessee's purchase of both the Megasite property and the Solar Farm property, it is anticipated that this area will again see new economic activity.

The Town of Stanton also has faith in this area's economic revival and has designated the majority of this area as part of their proposed Urban Growth Boundary.

Table 1 details the land uses in this existing PGA. One will note that the majority (53%) of the land still remains 'unimproved' agricultural land, thus making the potential for development a reality. Data from Brownsville utilities notes that the area is serviced by public water, sanitary sewer and natural gas. Thus, with all utilities in place, all types of development potential exists for this PGA.

Rural Areas

Rural Areas are defined as property outside the Urban Growth Boundary of the City of Brownsville and the Proposed Urban Growth Boundary of the Town of Stanton. It also excludes the existing PGA at exit 47 and the proposed PGA at Exits at 52, 60 and 66.

The amended Growth Plan (as illustrated in the Proposed Haywood County Growth Plan – 2010) identifies rural areas that are not within urban growth boundaries; identifies rural areas that are not within a planned growth area; identifies rural areas that, over the next twenty (20) years, is to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial or residential development.

Along with the proposed Future Land Use Plan adopted by the Haywood County Regional Planning Commission and the Haywood County Commission, this map will assist the county in its duty to manage growth and natural resources in a manner that reasonably minimizes detrimental impact to agricultural lands, forests, recreational areas and wildlife management areas.

Table 2 details the land uses in the Rural Areas. Nearly one-half (48%) or 147,161.9 acres of the Rural Areas for Haywood County is classified as 'vacant' agricultural land. And another 14% (43,213.5 acres) is classified as Timber Forest. Collectively these land uses constitute 63% of the total RA land use.

GROWTH PLAN

Haywood County, Tennessee

6/13/2011

Legend

-  Stanton Urban Growth Boundary
-  Stanton Corporate Limits
-  Brownsville Urban Growth Boundary
-  Rural Area
-  Planned Growth Area
-  Brownsville Corporate Limits

4,000 2,000 0 4,000 8,000
Feet

Map prepared by:
Tennessee Department of Economic and Community Development
Local Planning Assistance Office
Jackson, Tennessee
Geographic Information Systems

Map Printed: 5/3/11
This map is not to be used for engineering purposes.



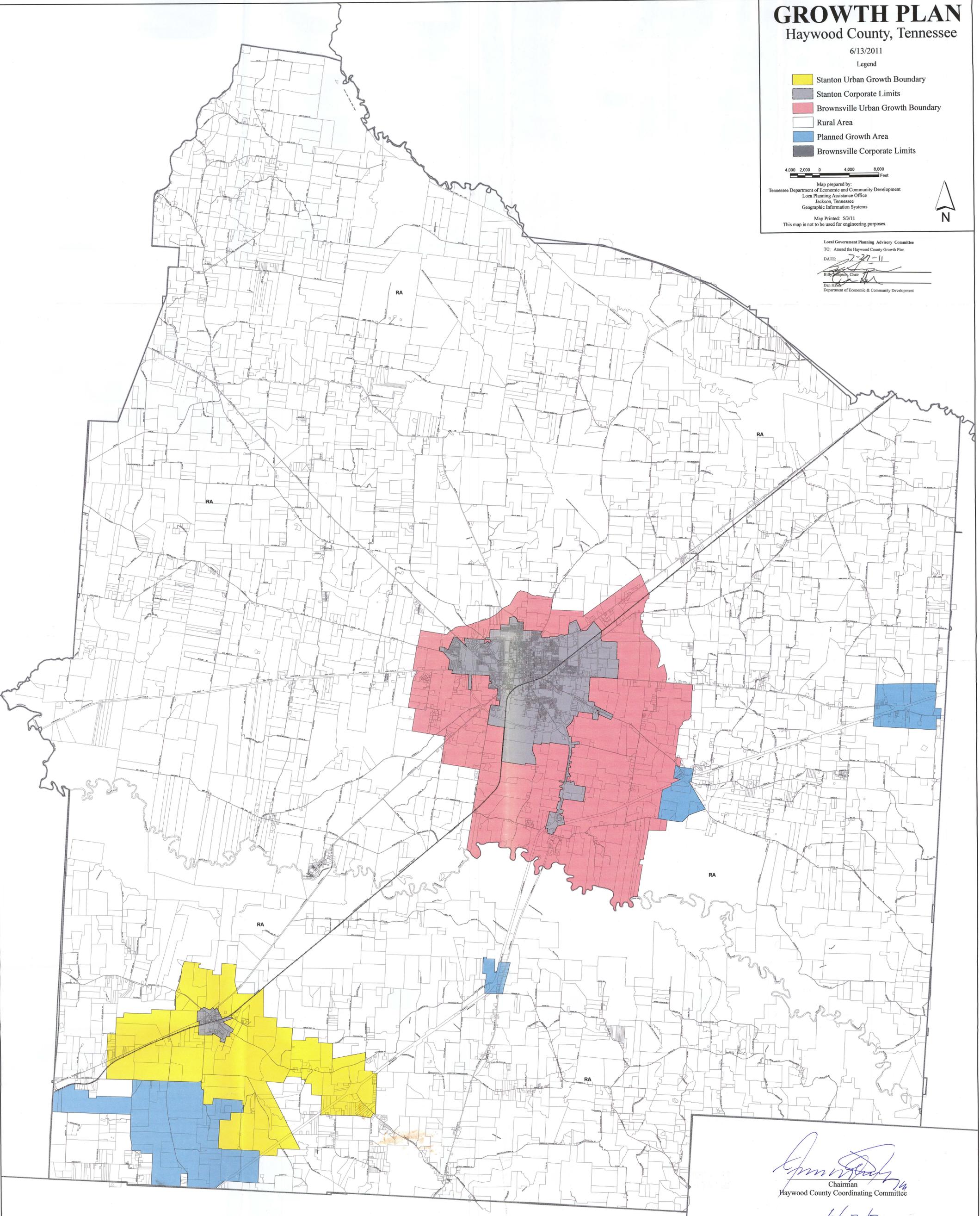
Local Government Planning Advisory Committee

TO: Amend the Haywood County Growth Plan

DATE: 7-27-11


Billy Campbell, Chair

Dan York
Department of Economic & Community Development




Chairman
Haywood County Coordinating Committee

6/13/2011
Date Approved

Table 1: Existing Planned Growth Area (I-40 at Hwy 179 – Exit 47)

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
00 Residential				60 Agriculture			
01 SF<5 Acres	16	26.9	3%	61 Unimproved	11	548.0	53%
02 SF>5 Acres	2	16.9	2%	62 w/SF	2	109.9	11%
03 Duplex	0	0	0%	63 W/Mobile Home	0	0	0%
04 Multi-Family	0	0	0%	64 w/ SF & MH	2	61.5	6%
05 Mobile Home	16	41.5	4%	65 W/Multi-Family	0	0	0%
06 Mobile Home Park	0	0	0%	70 Timber Forest			
07 Resort	0	0	0%	71 Unimproved	1	49.4	5%
96 UC Structure <\$30K	0	0	0%	72 w/SF	0	0	0%
97 UC Structure >\$30K	0	0	0%	73 W/Mobile Home	0	0	0%
10 Commercial				74 w/ SF & MH	0	0	0%
11 General	1	10.4	1%	75 W/Multi-Family	0	0	0%
12 Office	0	0	0%	80 Water			
13 Motel/Hotel	0	0	0%	81 River	0	0	0%
14 Commercial/Residential	0	0	0%	82 Lake or Pond	0	0	0%
15 Golf Course	0	0	0%	90 Transportation			
16 Nursing Home	0	0	0%	91 Highway/road ROW	2	8.9	1%
19 Verify Commercial	0	0	0%	92 Railroad	0	0	0%
20 Industrial				93 Airport	0	0	0%
21 LT IND/Warehousing	0	0	0%	98 Unclassified	0	0	0%
22 Heavy Industrial	0	0	0%	99 Unclassified	0	0	0%
30 Public/Semi-Public				Total	81	1,038.2	100%
31 Public	2	5	0%	Unclassified	0	0	0%
32 Semi-Public	2	25.9	2%				
40 Utilities							
41 Utilities	0	0	0%				
50 Vacant							
51 Vacant<5 Acres	11	16.7	2%				
52 Vacant>5 Acres	14	116.8	11%				
53 Vacant – Resort	0	0	0%				

Abbreviations
 *SF – Single Family
 *UC – Unclassified
 *MH – Mobile Home
 *LT – Light
 *IND – Industrial

Data Source: This land-use data was derived by associating the Computer Assisted Appraisal System (CAAS) property assessment data with digital parcel boundaries. The CAAS data is maintained by the State of Tennessee's Comptroller of the Treasury as reported by local county assessors. The parcel data originates with the local assessor and the digital product is provided through the Tennessee Base Mapping Program.

CAAS Parcel Attributes Data - Source Date: 12/2/2009

BMP Parcel Geography - Source Date: 8/27/2009

Prepared by: Department of Economic and Community Development

Local Planning Assistance Office – Jackson, TN

Table 2: Detailed Land Use - Haywood County Growth Plan/Rural Area

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
00 Residential				60 Agriculture			
01 SF<5 Acres	1,369	2,210.0	1%	61 Unimproved	1,519	147,161.9	48%
02 SF>5 Acres	212	1,761.9	1%	62 w/SF	470	50,840.2	17%
03 Duplex	13	30.1	0%	63 W/Mobile Home	75	7,049.1	2%
04 Multi-Family	1	83	0%	64 w/ SF & MH	77	7,875.9	3%
05 Mobile Home	548	1,478.5	0%	65 W/Multi-Family	0	0	0%
06 Mobile Home Park	5	22.0	0%				
07 Resort	0	0	0%	70 Timber Forest			
				71 Unimproved	327	43,213.5	14%
96 UC Structure <\$30K	39	125.7	0%	72 w/SF	79	18,234.5	6%
97 UC Structure >\$30K	22	90.7	0%	73 W/Mobile Home	20	1,775.6	1%
				74 w/ SF & MH	6	1,049.7	0%
10 Commercial				75 W/Multi-Family	0	0	0%
11 General	13	61.8	0%				
12 Office	1	5.7	0%	80 Water			
13 Motel/Hotel	0	0	0%	81 River	35	881.9	0%
14 Commercial/Residential	3	6.6	0%	82 Lake or Pond	0	0	0%
15 Golf Course	0	0	0%				
16 Nursing Home	0	0	0%	90 Transportation			
				Highway/road	218	3,276.5	1%
19 Verify Commercial	1	2.9	0%	91 ROW			
				92 Railroad	4	231.6	0%
20 Industrial				93 Airport			0%
21 LT IND/Warehousing	17	117.8	0%				
22 Heavy Industrial	0	0	0%	98 Unclassified	20	593.8	0%
				99 Unclassified	19	700.4	0%
30 Public/Semi-Public							
31 Public	53	13,431.2	4%	Total	6155	306,838.7	100%
32 Semi-Public	128	447	0%	Unclassified	100	1,510.6	0%
40 Utilities				Abbreviations			
41 Utilities	8	33.1	0%	*SF – Single Family			
				*UC – Unclassified			
50 Vacant				*MH – Mobile Home			
51 Vacant<5 Acres	507	928.6	0%	*LT – Light			
52 Vacant>5 Acres	345	3,117.3	1%	*IND – Industrial			
53 Vacant - Resort	0	0	0%				

Data Source: This land-use data was derived by associating the Computer Assisted Appraisal System (CAAS) property assessment data with digital parcel boundaries. The CAAS data is maintained by the State of Tennessee's Comptroller of the Treasury as reported by local county assessors. The parcel data originates with the local assessor and the digital product is provided through the Tennessee Base Mapping Program.

CAAS Parcel Attributes Data - Source Date: 12/2/2009

BMP Parcel Geography - Source Date: 8/27/2009

Prepared by: Department of Economic and Community Development
Local Planning Assistance Office – Jackson, TN

Proposed Planned Growth Areas – Boundary Descriptions

The areas proposed to become a PGA or Planned Growth Area are described as follows:

Area 1 (West Tennessee Megasite)

Beginning at a point, said point being the southwesternmost corner of parcel 19.00, Haywood County tax map 136, 2009; thence in a northerly direction along the western boundary of said parcel 19.00 to it's intersection with southern right of way of the CSXT Railroad; thence in a northeasterly direction along said railroad right of way to the northwesternmost corner of parcel 13.12, Haywood County tax map 136, 2009, also being a common corner with parcel 17.00, Haywood County tax map 136, 2009; thence in a southerly, then easterly, then southerly and then easterly direction along the boundaries of said parcel 17.00 to the northeasternmost corner of said parcel and located in the western right of way of Fredonia Road; thence in a northerly direction along the western right of way of Fredonia Road to it's intersection with the western boundary of parcel 15.00, Haywood County tax map 136, 2009; thence in a northerly direction along said parcel boundary to it's intersection with the southern right of way of Keeling Road; thence in a easterly direction along said right of way to it's intersection with the western right of way of Truss Road; thence in a southerly direction along said right of way of Truss Road to it's intersection with the northern boundary of parcel 7.00, Haywood County tax map 137, 2009; thence in a easterly, then northerly and then easterly direction along the boundaries of said parcel 7.00 to the northeasternmost corner of said parcel; thence continuing in a easterly direction along the northern boundary of parcels 11.00 and 9.00, Haywood County tax map 137, 2009 to the northeasternmost corner of parcel 9.00; thence in a southerly, then easterly, then southerly and then westerly direction along the boundaries of said parcel 9.00 to a common corner with parcel 10.00, Haywood County tax map 137, 2009; thence in a southerly, then westerly and then easterly direction along the boundaries of said parcel 10.00 and continuing in a easterly direction along the southern boundary of parcel 3.02, Haywood County tax map 150, 2009 to it's intersection with the western right of way of Albright Road; thence in a easterly direction crossing the right of way of Albright Road and continuing with the southern boundary of parcel 10.00, Haywood County tax map 137, 2009 to the southeasternmost corner of said parcel 10.00, also being a common corner with parcel 1.00, Haywood County tax map 149, 2009; thence in a easterly and then southerly direction along the boundaries of said parcel 1.00 to the southernmost corner of said parcel, also located in the northern right of way Interstate 40; thence continuing in a southerly direction along a projected straight line crossing the right of way of Interstate 40 to the northeasternmost corner of parcel 13.00, Haywood County tax map 150, 2009; thence in a southerly direction along the eastern boundary of said parcel 13.00 and continuing in a southerly direction along a projected straight line of said parcel boundary and crossing the right of way of Albright Road to a point in the southern right of way of Albright Road; thence in a westerly direction along said right of way and continuing with the southern boundary of said parcel 13.00 and a projected straight line of said parcel boundary to it's intersection with the centerline of Interstate 40; thence in a westerly direction along said centerline to it's intersection with the Haywood/Fayette County boundary line; thence in a westerly direction along said county boundary line to it's intersection with the western right of way of Stanton-Somerville Road; thence in a northerly direction along said right of way to the northeasternmost corner of parcel 9.01, Haywood County tax map 150, 2009; thence in a westerly direction along the northern boundary of said parcel 9.01 to it's intersection with the eastern boundary of parcel 8.00, Haywood County tax map 150, 2009; thence in a southerly, then westerly and then northerly direction along the boundaries of said parcel 8.00 to it's intersection with the southern boundary of parcel 8.00, Haywood County tax map 151, 2009; thence in a westerly, then northerly and then westerly direction along the boundaries of said parcel 8.00 to it's intersection with the eastern right of way of Fredonia Road; thence in a northerly direction along the eastern right of way of Fredonia Road to it's intersection with a easterly projected straight line of the southern boundary of parcel 17.00, Haywood County tax map 136, 2009; thence in a westerly direction along said projected straight line and continuing along the southern boundary of said parcel 17.00 to the southwesternmost corner of said parcel 17.00; thence in a westerly direction along a projected straight line crossing Fredonia Loop Road to the southeasternmost corner of parcel 12.00, Haywood County tax

map 136, 2009 thence in a westerly direction along the southern boundaries of parcels 12.00 and 19.00, Haywood County tax map 136, 2009 to the point of beginning.

Land Use within Area 1

Table 11: Detailed Land Use – Area 1 West Tennessee Mega Site

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
00 Residential				60 Agriculture			
01 SF<5 Acres	1	2	0%	61 Unimproved	24	3,146.3	70%
02 SF>5 Acres	0	0	0%	62 w/SF	2	607.2	14%
03 Duplex	0	0	0%	63 W/Mobile Home	0	0	0%
04 Multi-Family	0	0	0%	64 w/ SF & MH	0	0	0%
05 Mobile Home	0	0	0%	65 W/Multi-Family	1	599.8	13%
06 Mobile Home Park	0	0	0%	70 Timber Forest			
07 Resort	0	0	0%	71 Unimproved	1	21.8	0%
96 UC Structure <\$30K	0	0	0%	72 w/SF	0	0	0%
97 UC Structure >\$30K	0	0	0%	73 W/Mobile Home	0	0	0%
10 Commercial				74 w/ SF & MH	0	0	0%
11 General	0	0	0%	75 W/Multi-Family	0	0	0%
12 Office	0	0	0%	80 Water			
13 Motel/Hotel	0	0	0%	81 River	0	0	0%
14 Commercial/Residential	0	0	0%	82 Lake or Pond	0	0	0%
15 Golf Course	0	0	0%	90 Transportation			
16 Nursing Home	0	0	0%	Highway/road			
19 Verify Commercial	0	0	0%	91 ROW	6	76.4	2%
20 Industrial				92 Railroad	0	0	0%
21 LT IND/Warehousing	0	0	0%	93 Airport	0	0	0%
22 Heavy Industrial	0	0	0%	98 Unclassified	0	0	0%
30 Public/Semi-Public				99 Unclassified	0	0	0%
31 Public	0	0	0%	Total	37	4,470.8	100%
32 Semi-Public	0	0	0%	Unclassified	0	0	0%
40 Utilities				Abbreviations:			
41 Utilities	0	0	0%	*SF – Single Family			
50 Vacant				*UC – Unclassified			
51 Vacant<5 Acres	1	3	0%	*MH – Mobile Home			
52 Vacant>5 Acres	1	14.4	0%	*LT – Light Industrial			
53 Vacant - Resort	0	0	0%	*IND – Industrial			

Data Source: This land-use data was derived by associating the Computer Assisted Appraisal System (CAAS) property assessment data with digital parcel boundaries. The CAAS data is maintained by the State of Tennessee's Comptroller of the Treasury as reported by local county assessors. The parcel data originates with the local assessor and the digital product is provided through the Tennessee Base Mapping Program.

CAAS Parcel Attributes Data - Source Date: 12/2/2009

BMP Parcel Geography - Source Date: 8/27/2009

Prepared by: Department of Economic and Community Development

Local Planning Assistance Office – Jackson, TN

Area 2 (I-40 and Hwy 70 (Jackson Hwy))

Beginning at a point, said point being the southwesternmost corner of parcel 2.00, Haywood County tax map 90, 2009; thence in a northerly direction along the western boundary of said parcel 2.00 to the southwesternmost corner of parcel 2.01, Haywood County tax map 90, 2009; thence in a northerly direction along the western boundary of said parcel 2.01 to the northwesternmost corner of said parcel, also located in the southern right of way of Interstate 40; thence in a northerly direction along a projected straight line crossing the right of way of Interstate 40 to the southeasternmost corner of parcel 12.01, Haywood County tax map 89, 2009; thence in a northerly direction along the eastern boundary of said parcel 12.01 to the northeasternmost corner of said parcel, also located in the southern right of way of U.S. Highway 70; thence in a northerly direction along a projected straight line and crossing the right of way of U.S. Highway 70 to the southeasternmost corner of parcel 10.03, Haywood County tax map 72, 2009; thence in a northerly direction along the eastern boundary of said parcel 10.03 to the northeasternmost corner of said parcel; thence in a easterly direction along a projected straight line to the southwesternmost corner of parcel 10.00, Haywood County tax map 71, 2009; thence in a easterly direction along the southern boundary of said parcel 10.00 to the southeasternmost corner of said parcel 10.00, also located in the western right of way of Hawkins Lane; thence in a easterly direction along a projected straight line crossing the right of way of Hawkins Lane to a point in the eastern right of way of Hawkins Lane; thence in a southerly direction along the eastern right of way of Hawkins Lane and crossing the right of way of Interstate 40 to the northwesternmost corner of parcel 26.00, Haywood County tax map 71, 2009; thence in a easterly direction along the northern boundary of said parcel 26.00 to the northeasternmost corner of said parcel; thence in a southerly direction along the eastern boundary of said parcel 26.00 to the southeasternmost corner of said parcel; thence in a southerly direction along a projected straight line crossing the right of way of U.S. Highway 70 to the northeasternmost corner of parcel 10.01, Haywood County tax map 90, 2009; thence in a southerly and then westerly direction along the eastern and southern boundaries of said parcel 1.01 to the southwesternmost corner of said parcel 10.01, also located in the eastern right of way of Hawkins Lane; thence in a southerly direction along the eastern right of way of Hawkins Lane to it's intersection with a easterly projected straight line of the southern boundary of parcel 10.00, Haywood County tax map 90, 2009; thence in a westerly direction along said projected line and continuing in a westerly direction along the southern boundaries of parcels 10.00, 9.00, 6.00, 3.00 and 2.00, Haywood County tax map 90, 2009 to the point of beginning.

Land Use within Area 2

Table 10: Detailed Land Use –(I-40 at Hwy 70 (Brownsville Highway) – Exit 56)

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
00 Residential				60 Agriculture			
01 SF<5 Acres	17	23.8	2%	61 Unimproved	8	632.3	55%
02 SF>5 Acres	0	0	0%	62 w/SF	4	252.4	22%
03 Duplex	0	0	0%	63 W/Mobile Home	0	0	0%
04 Multi-Family	0	0	0%	64 w/ SF & MH	2	37.1	3%
05 Mobile Home	4	50	4%	65 W/Multi-Family	0	0	0%
06 Mobile Home Park	0	0	0%	70 Timber Forest			
07 Resort	0	0	0%	71 Unimproved	0	0	0%
96 UC Structure <\$30K	0	0	0%	72 w/SF	0	0	0%
97 UC Structure >\$30K	0	0	0%	73 W/Mobile Home	1	22.4	2%
				74 w/ SF & MH	0	0	0%
10 Commercial				75 W/Multi-Family	0	0	0%
11 General	3	20.6	2%	80 Water			
12 Office	0	0	0%	81 River	0	0	0%
13 Motel/Hotel	1	2.8	0%	82 Lake or Pond	0	0	0%
14 Commercial/Residential	0	0	0%	90 Transportation			
15 Golf Course	0	0	0%	Highway/road			
16 Nursing Home	0	0	0%	91 ROW	3	94.9	8%
19 Verify Commercial	0	0	0%	92 Railroad	0	0	0%
				93 Airport	0	0	0%
20 Industrial				98 Unclassified	0	0	0%
21 LT IND/Warehousing	0	0	0%	99 Unclassified	0	0	0%
22 Heavy Industrial	0	0	0%	Total	56	1,142.8	100%
				Unclassified	0	0	0%
30 Public/Semi-Public				Abbreviations:			
31 Public	0	0	0%	*SF – Single Family			
32 Semi-Public	0	0	0%	*UC – Unclassified			
				*MH – Mobile Home			
40 Utilities				*LT – Light Industrial			
41 Utilities	0	0	0%	*IND – Industrial			
50 Vacant							
51 Vacant<5 Acres	9	17.5	2%				
52 Vacant>5 Acres	4	33.8	3%				
53 Vacant - Resort	0	0	0%				

Data Source: This land-use data was derived by associating the Computer Assisted Appraisal System (CAAS) property assessment data with digital parcel boundaries. The CAAS data is maintained by the State of Tennessee's Comptroller of the Treasury as reported by local county assessors. The parcel data originates with the local assessor and the digital product is provided through the Tennessee Base Mapping Program.

CAAS Parcel Attributes Data - Source Date: 12/2/2009
 BMP Parcel Geography - Source Date: 8/27/2009

Prepared by: Department of Economic and Community Development
 Local Planning Assistance Office – Jackson, TN

Area 3 (I-40 and Hwy 19 (Mercer Road))

Beginning at a point, said point being the intersection of the centerline of Mercer Road and the centerline of Beech Grove Church Road; thence in a southwesterly direction along the centerline

of Beech Grove Church Road to its intersection with a southerly projected straight line of the western boundary of parcel 27.01, Haywood County tax map 93, 2009; thence in a northerly direction along said projected straight line and continuing in a northerly direction along the western boundary of said parcel 27.01 to the northwesternmost corner of said parcel; thence in a northerly direction along a projected straight line of the western boundary of said parcel 27.01 to its intersection with the southern right of way of Interstate 40; thence in a easterly direction along the southern right of way of Interstate 40 to its intersection with the western boundary of parcel 25.00, Haywood County tax map 93, 2009; thence in a northerly direction crossing the right of way of Interstate 40 to a point in the northern right of way of Interstate 40, said point being the southwesternmost corner of parcel 30.02, Haywood County tax map 88, 2009; thence in a easterly direction along the northern right of way of Interstate 40 to its intersection with the southern boundary of parcel 1.06, Haywood County tax map 93, 2009; thence in a westerly direction along the southern boundaries of parcels 1.06 and 1.05, Haywood County tax map 93, 2009 to the southwesternmost corner of said parcel 1.05, also being an interior corner of parcel 30.02, Haywood County tax map 93, 2009; thence in a northerly and then easterly direction along the boundaries of said parcel 30.02 to its intersection with the western right of way of Mercer Road; thence in a southeasterly direction along a projected straight line crossing the right of way of Mercer Road to the northwesternmost corner of parcel 33.10, Haywood County tax map 88, 2009; thence in a easterly, then northerly and then easterly direction along the northern boundary of parcel 33.10, Haywood County tax map 88, 2009 and continuing in a easterly direction along the northern boundary of parcel 34.00, Haywood County tax map 88, 2009 and a projected straight line of the northern boundary of said parcel 34.00 to its intersection with the centerline of Friendship Road; thence in a southerly direction along the centerline of Friendship Road and crossing the right of way of Interstate 40 to the northernmost corner of parcel 17.00, Haywood County tax map 93, 2009; thence in a southerly direction along the eastern boundaries of parcels 17.00 and 20.00, Haywood County tax map 93, 2009 and continuing along a projected straight line of said parcel boundary to its intersection with the centerline of Coburn Road; thence in a westerly direction along the centerline of Coburn Road to its intersection with centerline of Mercer Road; thence in a southerly direction along the centerline of Mercer Road to the point of beginning.

Land Use with Area 3 (I-40 and Hwy 19 (Mercer Road))

Table 3: Detailed Land Use – (I-40 at Hwy 19 (Mercer Rd) – Exit 60)

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
00 Residential				60 Agriculture			
01 SF<5 Acres	14	19.3	3%	61 Unimproved	2	283.6	44%
02 SF>5 Acres	1	8.3	1%	62 w/SF	2	72.3	11%
03 Duplex	0	0	0%	63 W/Mobile Home	0	0	0%
04 Multi-Family	0	0	0%	64 w/ SF & MH	0	0	0%
05 Mobile Home	1	0.6	0%	65 W/Multi-Family	0	0	0%
06 Mobile Home Park	0	0	0%				
07 Resort	0	0	0%	70 Timber Forest			
				71 Unimproved	0	0	0%
96 UC Structure <\$30K	0	0	0%	72 w/SF	0	0	0%
97 UC Structure >\$30K	1	3.6	1%	73 W/Mobile Home	0	0	0%
				74 w/ SF & MH	0	0	0%
				75 W/Multi-Family	0	0	0%

Table 3: Detailed Land Use – (I-40 at Hwy 19 (Mercer Rd) – Exit 60) – Continued

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
10 Commercial							
11 General	1	2.1	0%	80 Water			
12 Office	0	0	0%	81 River	0	0	0%
13 Motel/Hotel	0	0	0%	82 Lake or Pond	0	0	0%
14 Commercial/Residential	0	0	0%	90 Transportation			
15 Golf Course	0	0	0%	Highway/road			
16 Nursing Home	0	0	0%	91 ROW	5	38.3	6%
19 Verify Commercial	0	0	0%	92 Railroad	0	0	0%
20 Industrial				93 Airport	0	0	0%
21 LT IND/Warehousing	1	51.5	8%	98 Unclassified	0	0	0%
22 Heavy Industrial	0	0	0%	99 Unclassified	0	0	0%
30 Public/Semi-Public				Total	37	643	100%
31 Public	1	131.7	20%	Unclassified	1	3.6	1%
32 Semi-Public	1	1.3	0%				
40 Utilities				Abbreviations			
41 Utilities	0	0	0%	*SF – Single Family			
50 Vacant				*UC – Unclassified			
51 Vacant<5 Acres	5	14.9	2%	*MH – Mobile Home			
52 Vacant>5 Acres	2	15.5	2%	*LT – Light Industrial			
53 Vacant - Resort	0	0	0%	*IND – Industrial			

Data Source: This land-use data was derived by associating the Computer Assisted Appraisal System (CAAS) property assessment data with digital parcel boundaries. The CAAS data is maintained by the State of Tennessee's Comptroller of the Treasury as reported by local county assessors. The parcel data originates with the local assessor and the digital product is provided through the Tennessee Base Mapping Program.

CAAS Parcel Attributes Data - Source Date: 12/2/2009

BMP Parcel Geography - Source Date: 8/27/2009

Prepared by: Department of Economic and Community Development

Local Planning Assistance Office – Jackson, TN

Area 4 (Stanton – Koko Rd and I-40)

Beginning at a point, said point being the southwesternmost corner of parcel 21.00, Haywood County tax map 122, 2009; thence in a northerly direction along the western boundary of said parcel 21.00 to the southeasternmost corner of parcel 21.02, Haywood County tax map 122, 2009; thence in a westerly and then northerly direction along the southern and western boundaries of said parcel 21.02 and continuing in a northerly direction along a projected straight line of the western boundary of said parcel 21.02 crossing the right of way of Stanton – Koko Road to a point in the northern right of way of Stanton – Koko Road; thence in a easterly direction along said right of way to the southwesternmost corner of parcel 3.00, Haywood County tax map 122, 2009; thence in a northerly, then easterly, then southerly and then easterly direction along the boundaries of parcel 3.00 and continuing in a easterly direction along the northern boundary of parcel 3.01, Haywood County tax map 122, 2009 to it's intersection with the northern right of way of Interstate 40; thence in a northerly direction along said Interstate 40 right of way to it's intersection with a projected straight line of the northern boundary of parcel 5.03, Haywood County tax map 122, 2009; thence in a easterly direction along said projected

straight line and continuing in a easterly direction along the northern boundary of said parcel 5.03 and then continuing in a easterly direction along a projected straight line of the northern boundary of said parcel to a point, said point being 500 feet east of the eastern right of way of State Route 76; thence in a southerly direction along a projected line, maintaining a distance of 500 feet east of and parallel to the eastern right of way of State Route 76 to it's intersection with a easterly projected straight line of the southern boundary of parcel 26.01, Haywood County tax map 122, 2009; thence in a westerly direction along said projected straight line and continuing in a westerly direction along the southern boundaries of parcels 26.01 and 22.00, Haywood County tax map 122, 2009 and continuing in a westerly direction along a projected straight line of the southern boundary of said parcel 22.00 crossing the right of way of Interstate 40 to the point of beginning.

Land Use with Area 4 (Stanton – Koko Rd and I-40)

Table 4: Detailed Land Use – (I-40 at Stanton Koko Road – Exit 52)

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
Residential				Agriculture			
SF<5 Acres	5	10.8	4%	Unimproved	2	125.4	44%
SF>5 Acres	1	5.8	2%	w/SF	2	23.4	8%
Duplex	0	0	0%	W/Mobile Home	0	0	0%
Multi-Family	0	0	0%	w/ SF & MH	1	14.4	5%
Mobile Home	2	6.4	2%	W/Multi-Family	0	0	0%
Mobile Home Park	0	0	0%				
Resort	0	0	0%	Timber Forest			
				Unimproved	0	0	0%
UC Structure <\$30K	0	0	0%	w/SF	0	0	0%
UC Structure >\$30K	0	0	0%	W/Mobile Home	0	0	0%
				w/ SF & MH	0	0	0%
Commercial				W/Multi-Family	0	0	0%
General	2	2.5	1%				
Office	0	0	0%	Water			
Motel/Hotel	0	0	0%	River	0	0	0%
Commercial/Residential	0	0	0%	Lake or Pond	0	0	0%
Golf Course	0	0	0%				

1				
6	Nursing Home	0	0	0%
1				
9	Verify Commercial	0	0	0%
2				
0	Industrial			
2				
1	LT IND/Warehousing	1	9.2	3%
2				
2	Heavy Industrial	0	0	0%
3				
0	Public/Semi-Public			
3				
1	Public	0	0	0%
3				
2	Semi-Public	0	0	0%

9				
0	Transportation			
9	Highway/road			
1	ROW	1	55.7	20%
9				
2	Railroad	0	0	0%
9				
3	Airport	0	0	0%
9				
8	Unclassified	0	0	0%
9				
9	Unclassified	2	0.6	0%
	Total	24	284.6	100%
	Unclassified	2	0.6	0%

Table 4: Detailed Land Use – (I-40 at Stanton Koko Road – Exit 52) – Continued

Classification	Parcels	Acres	%	Classification	Parcels	Acres	%
40 Utilities							
41 Utilities	0	0	0%				
50 Vacant							
51 Vacant<5 Acres	2	1.7	1%				
52 Vacant>5 Acres	3	28.5	10%				
53 Vacant - Resort	0	0	0%				

Abbreviations

*SF – Single Family

*UC – Unclassified

*MH – Mobile Home

*LT – Light Industrial

*IND – Industrial

Data Source: This land-use data was derived by associating the Computer Assisted Appraisal System (CAAS) property assessment data with digital parcel boundaries. The CAAS data is maintained by the State of Tennessee's Comptroller of the Treasury as reported by local county assessors. The parcel data originates with the local assessor and the digital product is provided through the Tennessee Base Mapping Program.

CAAS Parcel Attributes Data - Source Date: 12/2/2009

BMP Parcel Geography - Source Date: 8/27/2009

Prepared by: Department of Economic and Community Development

Local Planning Assistance Office – Jackson, TN

CONCLUSION

The Haywood County proposed Planned Growth Areas are currently served by a number of different authorities. Each reserves the water and sewer rights within the respective areas. There are no plans to upgrade the existing water and sewer lines along the roads that are reflected in any of these areas.

According to the University of Tennessee Department of Business and Economic Research, Haywood County's, 2000 population was 19,797 persons. The population projections prepared by this group reflect a 2030 population of 18,161. Therefore, the designations of the proposed Haywood County Planned Growth Areas have been designated to accommodate higher density residential uses due to the West Tennessee Megasite.

CITY OF BROWNSVILLE, TENNESSEE URBAN GROWTH BOUNDARY REPORT

INTRODUCTION

Public Chapter 1101, effective May 29, 1998, mandated that municipalities and counties evaluate their potential growth for a twenty year period, defining responsibility to manage growth, ensure efficient use of land, and provide appropriate public service standards. The act creates a coordinating committee in each county. Each coordinating committee must prepare a growth plan that places parameters on growth within the county identified as municipal urban growth boundaries, county planed growth areas, and rural areas. Each municipality is required to submit proposal for urban growth boundaries base on the need for additional land to accommodate projected development and the ability of the municipality to provide urban services needed in unincorporated areas.

Purpose

This plan and accompanying maps have been prepared for the purpose of meeting the statutory requirements of Chapter 1101, Public Acts 1998, to establish an urban growth boundary. Section 6-58-106 of the Tennessee Code Annotated outlines the conditions that must be met in determining urban growth boundaries, planed growth areas, and rural areas. As a part of this process each municipality must prepare a report that includes the following:

1. Population projections;
2. Projected cost of providing urban services and public facilities and infrastructure necessary to accommodate growth; and,
3. The land management requirements of future growth.

In developing its urban growth boundary, and in conjunction land use and community facilities data, the City of Brownsville was guided by the criteria of defining an area:

- which was reasonably compact but large enough to accommodate 20 years of growth;
- which was contiguous to the current municipal boundaries;
- that was reasonably likely to experience growth over the next 20 years, based upon history, economic and population trends, and topographical characteristics;
- where the City of Brownsville is better able any other municipality to efficiently and effectively provide urban services; and,
- that reflects the City of Brownsville's duty to fully develop the area within its current boundaries, while controlling and managing growth in its urban growth boundary, taking into account the impact on agriculture, forests, recreation, and wildlife.

Definitions

Included in this report are a number of terms that have been used in the collection and analysis of data to meet the requirements of Section 7, Public Chapter 1101. For the purposes of this report have been defined as follows:

Urban Growth Boundary – A line that encompasses The City of Brownsville and contiguous territory where high-density residential, commercial, and industrial growth is expected, or where the municipality is better able than other municipalities to provide urban services; that meets the requirements of TCA 6-58-106.

Unimproved Developable Land – Vacant unimproved land (see definition below) without natural or other constraints, which is suitable, with the necessary infrastructure, to accommodate future high-density residential, commercial, or industrial development

Vacant Land – Land which either has not been developed or can not be developed. Vacant land can be divided into three 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, which currently have adequate water and sewer infrastructure available to support development such as vacant subdivision lots.

Methodology and Assumptions

Methodology

Projected population growth, land use, and provision of public services were used to develop a proposed urban growth boundary for the City of Brownsville. An existing land use inventory was compiled based on Haywood County property assessment data and a field survey by the Local Planning Assistance Office. Using this data, the total land area of the city was computed and categorized according to land use, improved vacant land and developable vacant land and constrained vacant land. Physical development constraints were identified and excluded from the vacant land total through a review of regulatory flood plains. An analysis of land use and physical constraints on land made it possible to identify unconstrained vacant land available for development. Population projections through the year 2020 were provided by the University of Tennessee. Public services and associated cost of expansion to serve the existing city limits and the unincorporated portion of the proposed urban growth boundary were provided by the city staff.

For the purpose of this report the following assumptions have been made:

Assumptions

1. Future land area projections are derived from existing population ratios (persons per acre) with the assumption existing densities are at optimum levels under the categories indicated;

2. Barring major recessions and economic downturns, the rate of residential, commercial and industrial growth will continue at its present level;
3. Planned developments will proceed to fruition and will slightly impact population growth and the demand for municipal services;
4. In-fill and land reuse developments will be encouraged to make efficient use of current infrastructure and services;
5. The City will continue to provide services at their current level unless policy decisions are made to increase those levels;
6. Sewer line extension policies and capital budgeting will be used to direct the location and timing of new development; and,
7. Zoning and subdivision regulations will be used in regulating growth areas thereby making the provision of services in those areas more efficient.

EXISTING MUNICIPAL LAND USE ANALYSIS

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.

Table 1 and figure 1 depict the various land uses in the City of Brownsville as determined by a recent land use survey completed by the Local Planning Assistance Office. This survey and analysis was prepared in compliance with Section 7 of Public Chapter 1101.

Land Use Inventory

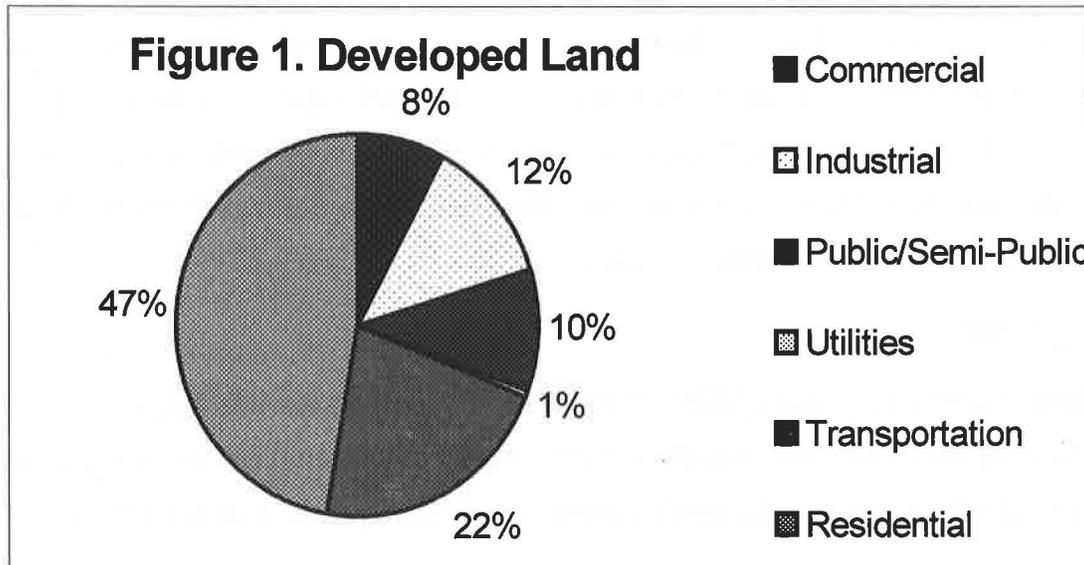


Table 1. Developed Land

Land Use	Acres
Commercial	261
Industrial	408
Public/Semi-Public	336
Utilities	18
Transportation	721
Residential	1,555
single family	1,385
duplex	32
multi-family	104
mobile homes	33

Land with Physical Constraints

Flood Plain – Designated flood hazard area make up 10 percent (450 acres) of the total area of the City. A total of 166 acres of designated flood hazard area has already been developed. Therefore only 6% (284 acres) of the City's total area is included as constrained land due to flooding. The primary sources of flooding are Little Nixon Creek and its tributaries in the north of Brownsville and Sugar Creek and its tributaries in south Brownsville.

Residential

In Brownsville 24 percent (1,586 acres) of the total land area has been developed as residential. Residential land uses have been broken down into the following categories: single family, duplex, multi-family, and mobile homes.

Single-family

Single family residential uses are 15% (1,596 acres) total land use. Early residential development started around the fringes of the commercial development on the court square and spread to the north east south and west.

Multi-family

Multi-family residential uses are 1.8 percent (152 acres). There are no high concentrations of multifamily development. Multifamily development is scattered through out the central and eastern parts of the City

Commercial

Commercial land use makes up 9 percent (763 acres) of the total land area in the City. The heaviest concentration is in the Central Business District and along Main Street east and west of the CBD. This area has potential for in-fill development. Another Major concentration is at the I-40 / Highway 76 interchange. There is sufficient land for the expansion of commercial activity in the area. There is considerable commercial development scattered along the Highway 54 north and east of the CBD. This area also has potential for in-fill development.

Industrial

Industrial development makes up 6.6 percent (556 acres) of the total land area in the City. There is a large concentration of industrial land use in the northeast part of town around the intersection of popular Corner Road and Dupree Street. There is ample room for future industrial development in this area. Other industrial land uses are scattered through the south central part of town in close proximity to the railroad.

Public/Semi-Public - Analysis

Public/semi-public includes all municipal buildings and uses, utilities, churches and cemeteries, and schools. They comprise 7 percent of the total area and are evenly spread through town.

Transportation System – Analysis

Transportation comprises 14 percent of the city's total area. All street and railroad ROW are included in this figure. There are 44 miles (13 acres) of City streets. There are 20 miles (6 acres) of State and Federal Highways. There are 3 miles (2 acres) of railroads in the City. There are a total of 64 miles of Highways and streets in Brownsville. Brownsville is served by I-40, US Route 70, US Route 79, State Route 76, State Route 87, State Route 19, and State Route 54. US Route 70 and State Route 76 were the principle arterials until the completion of the Bypass. These routes and State Route 54 intersected at the Court Square. Most of Brownsville's development occurred in the CBD which evolved at this highway junction and in a radial pattern along these arterials. The by-pass now directs most though traffic around the outskirts of the city and serves as the principal arterial, relegating the old routes through the City to the status of minor arterials. The city has annexed the area around the interchange of I-40 and State Route 76. Several fast food restaurants, service stations and motels have located in this area serving both local and interstate traffic.

Improved Vacant Land

Improved vacant land is limited to scattered lots in new subdivisions. . Improved vacant land comprises 25 acres or 1 percent of the total area of the City.

Unimproved Vacant Land

There are 296 acres of undeveloped residential properties on both sides of the by pass between Shaw Chapel Road and Anderson Road. An additional 55 acres of vacant residential land is located near the junction of Highway 19 and Highway 76. Twenty acres of vacant residential land is located at the intersection of Howell and Powel Streets. Another sixty acres of vacant residential is located north of Thomas Street and west of McLamore Street. East of Hatchie Street and South Cooper Street is another 30 acres of vacant residential land. There is another 46 acres of vacant residential land south of Haywood Street.

There is ten acres of vacant commercial land located between Highway 19 and Highway 76 near the junction of these two highways. There ore 70 acres of vacant commercial land west of Dupree between Highway 70 and Anderson Street. At the Junction of Dupree and Anderson Street there is an additional 100 acres of vacant commercial land. Another ten acres of vacant commercial land is located at the junction of Highway 54 and 76 north of the Central Business District.

Although there are no vacant industrial sites of more than five acres in Brownsville, it would be possible to further subdivide some of the larger parcels which are presently being used for industrial purposes.

EXISTING MUNICIPAL PUBLIC SERVICES ANALYSIS

In the process of identifying an urban growth boundary, Section 7 of Public Chapter 1101 requires that the City prepare an inventory and analysis services currently provided within the municipality. In addition, the City must identify the current costs and projected costs of urban services to accommodate complete

development within the municipality, as well as development throughout any area proposed for inclusion in its urban growth boundary

In order to carry out sound fiscal policy and planning, municipal leaders must have a firm knowledge and understanding the capital expenditures required provide, improve and maintain public services over the next 20 years. This section of the report will provide an analysis of those services that are currently provided by the City. Where data is available, cost projections of the continuation or expansion of these services over the planning period will be provided.

Utilities

City officials estimate the cost of providing additional public utility services within the existing corporate limits and the proposed UGB to be approximately \$3,865,000. This includes water, electrical, gas, and sanitary sewer.

Water Service

The city has 5,521 water customers Water is supplied to Brownsville by the Brownsville Utility Department. The system had two 180 feet deep eight inch well and three 260 feet deep twelve inch wells. The pumping capacity of the system is 4,000,000 gallons per day and daily consumption is 2,700,000 gallons. Two additional wells and an additional water treatment plat are expected to go on line within the next year, adding another 3,000,000 gallons of water per day.

The city has a 243,000 gallon underground reservoir; one 100,000 gallon elevated storage tank; and, three 500,000 gallon elevated storage tanks.

Sewer Service

The city has 5,500 sewer customers. Sewage trunk lines range from twelve to twenty four inches in diameter. The sewage treatment plant is a trickle filter facility has a pumping capacity of 2,800,000 gallons per day and a maximum daily consumption of 1,800,000 gallons. The city also has a 25 acre lagoon to add extra capacity to the system.

Electric Service

Electric Power is distributed by the City of Brownsville Electric Department, which purchases power from the TVA. Two 50,000 kW capacity substations serve the city and the surrounding area.

Gas Service

The city has 5,500 Natural Gas customers. Natural gas is distributed by the Brownsville Utility Department. Gas is purchased from the Texas Gas Transmission Corporation, and supplied through a six inch high pressure transmission line.

Public Safety

Police Protection

The Brownsville Police Department has 33 full-time officers, four part time officers and four auxiliary officers. The city has 33 cruisers and five other police vehicles in service. Dispatching is handled through the BPD. The International Association of Policemen recommends 2.1 patrol officers per 1,000 of population for communities under 30,000. Using this standard, Brownsville currently employs enough full-time officers to serve a city of 15,714 persons. The city projects the annual cost of providing police service to increase by \$78,000. Capitol improvements are projected to be \$27,600.

Fire Protection

Brownsville has an ISO rating of 3. There are 19 full-time firefighters and 11 volunteers. There are currently 2 fire stations in the city. The City responds to fire calls within a five mile radius of the corporate limits on a subscription basis. The city has 1 750 GPM pumper truck, two 1000 GPM pumper trucks, one 1250 GPM pumper truck, and one 75 foot aerial ladder truck. The international City Managers Association recommends 2.1 firefighters per 1000 persons. Using this standard, Brownsville currently employs enough full-time firefighters to serve a population of 9,047 persons. This is an indication that the City needs to look at expanding its fire fighting force to meet the current needs and the projected

growth over twenty years. The city projects the annual cost of providing fire service to increase by \$33,200 plus an additional, \$250,000 for fire stations and \$365,000 for equipment.

Ambulance/Rescue

Ambulance service is provided by the Haywood County Ambulance service.

Solid Waste

The city provide for residential pick up twice weekly and commercial six days a week. Residents are charged \$13 per month for garbage pickup. The subsidized annual cost is \$594,000 with another 249,000 coming from fees. The Sanitation department has 19 employees and 6 vehicles. The city projects the increase cost of solid waste collection to include \$72,000 for annual labor and \$18,500 for equipment.

Roads and Streets

City officials estimate the cost of providing road and street construction and repair within the existing corporate limits and the proposed UGB to be approximately \$10,000,000.

Parks and Recreation

The additional cost for operation and maintenance of city parks and recreational facilities are estimated to be \$75,000.

Land Use Controls and Municipal Codes

Brownsville enforces a Municipal Zoning Ordinance and Subdivision Regulations, with the assistance of the Brownsville Municipal Planning Commission. The City has also adopted the International Building Code.

PROJECTED GROWTH NEEDS FOR LAND AND PUBLIC SERVICES

Projected 20 year Population Growth

The University of Tennessee's Center for Business and Economic Research has published population projections for Brownsville through the year 2020. The

projections along with the historic population from the US Census for 1950 to 1990 are illustrated in Figure 3 and Table 3. Brownsville's population for 2000 is projected to be 10,801. Projections for 2020 call for the population to increase to 11307, a 5 percent increase. Table 3 also shows the percentage increase for each decade.

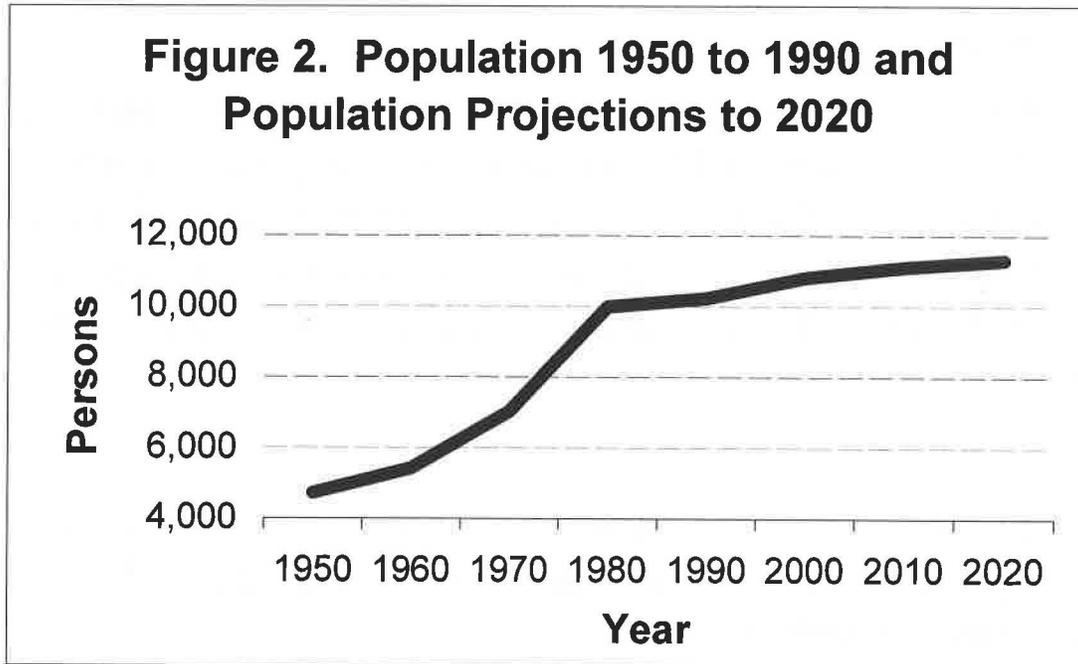


Table 2. Population and Population Projections

Year	Population	Percent Change
1950	4,711	
1960	5,414	15%
1970	7,011	29%
1980	9,983	42%
1990	10,224	2%
2000	10,801	6%
2010	11,105	3%
2020	11,307	2%

Projected economic and Business

Brownsville's economy is based on retail trade and professional service establishments that serve residents of the city and the adjacent population as well as Interstate travel. Retail trade, foodservice, automotive service and professional offices are dominating commercial activities. They tend to relate

Table 2. Population and Land Use Projections for 2020				
	2000 POP:	10,801	2020 POP:	11,307
	Growth Rate	5%		
Land Use	1999 Acres	Percent of Total	Projected additional acres	
Total City land area	4,480	100%		
Constrained Land	450	10%		
Residential	1,554	35%		78
single family	1,418	32%		71
multi-family	136	3%		7
Commercial	261	6%		13
Industrial	408	9%		20
Public/Semi-Public	354	8%		18
Transportation	721	16%		36
Total Developed Land	3,298	74%		243
Improved vacant land	25	1%		
Vacant Land	1,182	26%		
Vacant Constrained Land	284	6%		
Developable Vacant Land	898	20%		

directly to the needs of community. Over night travelers are served by the highway commercial center located at the interchange of I-155 and State Route 76. The businesses in this area are hotels and food service, and automobile service establishments. Brownsville's economy also has a diverse industrial component. Clothing, printing, metal fabrication, electronics, building materials, lawn mowers and steel furniture are the major industrial uses in Brownsville. From 1977 to 1995 retail sales grew by 194 percent from approximately \$47,000,000 to \$138,438,000. Employment grew from 8,140 in 1990 to 8510 in

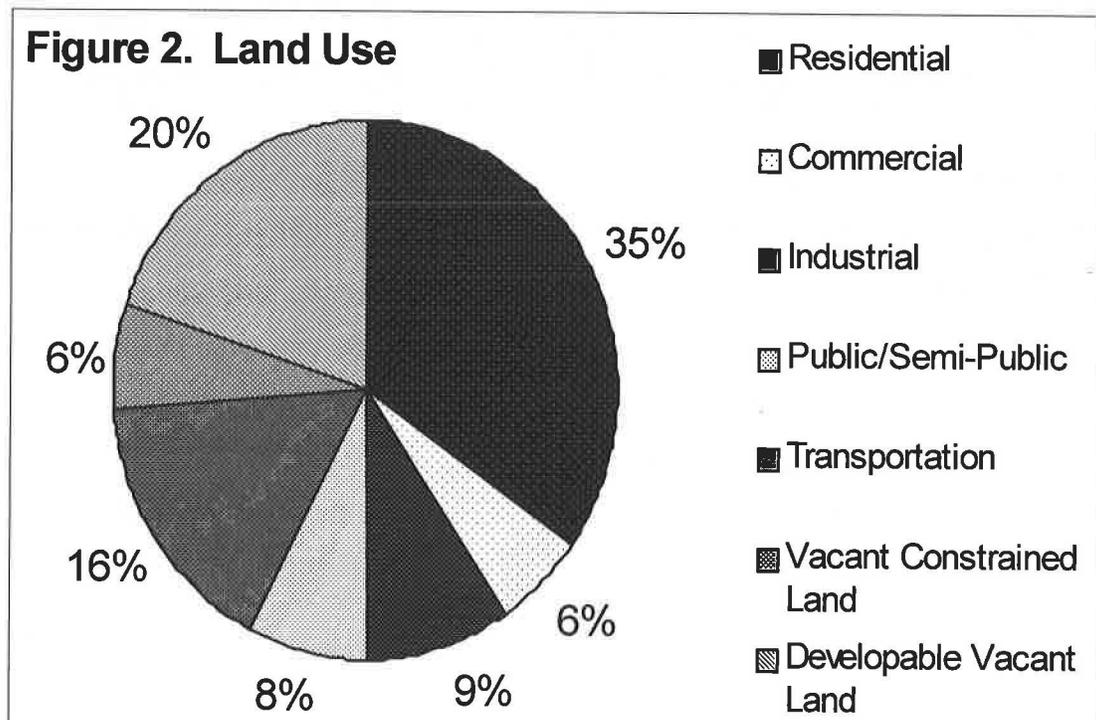
1995. The city expects these trends to continue over the twenty year planning period.

Projected Land Needs outside the Corporate Boundary

Brownsville's population for 2000 is projected to be 10,801. Projections for 2020 call for the population to increase to 11,307, a 5 percent increase. Based on the projected 5 percent increase in population, Future land use needs were projected for each of the categories outlined above. The following table illustrates these projections.

The total incorporated acreage of Brownsville is 4,480 acres. Table 2 shows the breakdown of land use types and vacant land, including areas with natural constraints for development. There are 3,298 acres of developed land in Dyersburg. After subtracting lands with development constraints, 898 acres are available for future development. Figure 2 gives a more graphic illustration of the amount of vacant developable land in relation to the existing development. Land use has been divided into the following categories: residential, commercial, industrial, public/semi public, utilities, transportation.

The total additional land needed for the city to accommodate the projected population is 243 acres. The total developable land in Brownsville is 898 acres.



The difference of 655 acres indicates that there is little need for additional land to accommodate the projected population increase for 2020. This assumes that the City will develop at its current density of 3.27 persons per developed acre.

The City, however, is currently providing water and gas in the proposed Urban Growth area. The Planning Commission has reviewed several subdivision plats and site plans for both residential and commercial development in the proposed Urban Growth area. Residential proposals have been approved northwest of the city on Highway 19. Combined residential and commercial proposals have been approved east of the city on Highway 70. Commercial rezoning request on the north side of Highway 54 have recently been approved by the County Commission. Although no proposals have been approved yet several developers have made inquiries about residential and commercial development on both sides of the Highway 76 corridor south of the City. These proposed developments will need sewer and other urban services which the City of Brownsville is best able to provide. Furthermore, the city feels that there will be a need to control development on the portions of the Bypass that have not already been annexed as traffic counts rise, increasing the demand for commercial development.

IMPACT ON AGRICULTURAL RECREATIONAL AND WILDLIFE MANAGEMENT

Residential, commercial, and industrial growth in Haywood County continues to convert agricultural land to single family subdivisions, commercial centers and industrial parks. There is some agricultural acreage adjacent to the current corporate limits of Brownsville. Most of this is in small tracts lying fallow or used as pasture. Encouraging continued industrial, commercial and residential growth in the already developing area within the proposed UBG would prevent the further encroachment on farm lands outside of the UBG.

PROPOSED URBAN GROWTH BOUNDARY - CONCLUSION

Based on the University of Tennessee's population projections and the availability of vacant land within the City, there is no need for additional land outside of the existing corporate limits for an urban growth boundary.

Based on the city being in the best position to provide urban services to the proposed and expected development within the proposed UGB the planning commission has recommended that the existing planning region be established as the Urban Growth Boundary. As noted above the city is already providing water and gas to this area.

They did NOT report, review or discuss any roadways or other transportation.

The panel(s) of 7 people simply looked at 36" x 36" map(s) and speculated at when the 'new areas' might be developed.

Finally, It is generally assumed that the responsibility for properly convening a Coordinating Committee belongs to the County Mayor. You have likely seen this done properly many times with a due diligence. I suggest that if ever RE-convened, the County Mayor should replace himself with a designated representative, approved by our county commission, so that proper consideration and merits have a chance to prevail. The stewardship of Tennessee's resources and the people of Haywood County demand it.

Sincerely,



Nicholas Thornton Crafton, P.E.
Chemical Engineer



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Sunday, 24 July 2011

Re: proposed changes to Haywood Comprehensive Growth Plan

Dear Mayor Linda Rae Hayes:

There are many reasons why the Local Government Planning Advisory Committee should return, as insufficient, the proposed amendments to Haywood County's Comprehensive Growth Plan... But there are three reasons why LGPAC must have a properly assembled and duly diligent Haywood Coordinating Committee to consider any future proposed amendment.

Firstly, The proposed changes moved by seven panel members assembled on June 13, 2011 at 18:30 are not consistent with the purposes stated in 6-58-102 to closely match timing of development and minimize urban sprawl.

The (20 year) Comprehensive Growth Plan of Haywood County is dated April 26, 2000 and established Rural Area(s) which is "*territory.... to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for other uses other than high density commercial, industrial or residential development.... Reflect(ing) the county's duty to manage growth and natural resources.....*" TCA 6-58-106(c)(1)(C)& (D).

Secondly, for any amendment to an existing Comprehensive Growth Plan, a properly composed Coordinating Committee must be assembled. The appointments for Haywood's June 2011 panel did NOT conform with the definition of a Comprehensive Growth Plan Coordinating Committee found in TCA 6-58-104(a) (1) (A-H).

Within Haywood County there are two municipalities: Brownsville, population 10,000 and Stanton, population 600. There were only 10 people named to the panel which was called to meet twice within 8 days.

Thirdly, On the two occasions that the panel met (18:30 Monday 6 June 2011 and 18:30 Monday 13 June 2011) they did not give, receive or discuss any report(s) on need, projected costs, efficiency, efficacy, short or long-term effects on the budgets of urban expansion or urban services.

They did NOT report, review or discuss the likelihood of any eventual incorporation(s) or the proportion of vacant land within existing boundaries.
They did NOT report, review or discuss anything related to schools.
They did NOT report, review or discuss anything related to fire stations.
They did NOT report, review or discuss anything related to police stations.



Technical Assistance Services for Communities
Contract No.: EP-W-07-059
TASC WA No.: TASC-3-R4
Technical Directive No.: #1 TSU Reg. 4 Rev.

Fredonia, Tennessee
Proposed Development Projects
Community Engagement and Information Session Summary

Site Name: Fredonia (Fayette County), Tennessee
Meeting Location: Bernard Community Center, North Fayette County, Tennessee
Meeting Date: June 14, 2011
Meeting Time: 6:00 p.m. – 8:30 p.m. CDT

SITE BACKGROUND

The State of Tennessee has developed an economic development initiative called “megasites.” The megasites initiative seeks to attract developers, business and industry to purchase large tracts of land in rural communities across Tennessee to establish large-scale new businesses. The historic African-American community of Fredonia in Fayette County, Tennessee has been chosen by the State as one of the locations for a megasite development. Fredonia is a rural community with working farms and agricultural land. A developer has purchased a 1,700-acre (with a 3000-acres option) tract of land in this community for a proposed megasite development. This proposed development did not undergo an environmental review process through the National Environmental Policy Act (NEPA). It also appears as though a community impact assessment was not conducted for this proposed development.

The U.S. Department of Energy (DOE) and the National Energy and Technology proposed that a 1,200-unit solar farm be sited and constructed near Fredonia. A NEPA analysis was conducted on the proposed solar farm. Representatives from the neighboring community requested EPA’s review of the environmental assessment and EPA reviewed and submitted their comments to DOE. Opportunities were also provided to other federal agencies and the public to provide comments on this project proposal.

Residents of Fredonia have requested:

- Engagement and oversight of the proposed projects from U.S. Environmental Protection Agency (EPA) Region 4.

- Additional engagement and transparency with the decision-making process from DOE regarding the proposed solar farm.
- Assistance from EPA Region 4 to become more involved in the local decision-making process, with regard to current proposed megasite development projects as well as any future megasite projects in or near the Fredonia community.
- Information on the relevant environmental assessments that should be undertaken with regards to the megasite development projects including:
 - NEPA. –Environmental Assessments/Environmental Impact Statements.
 - Executive Order on Environmental Justice 12898 impact assessment.
 - Local land use and zoning analyses.
 - Application of relevant environmental laws and statutes.

MEETING SUMMARY

Welcome

Ms. Rita Harris of the Sierra Club in Memphis, Tennessee chapter welcomed attendees to the meeting and introduced Technical Assistance Services for Communities (TASC) Senior Facilitator Vernice Miller-Travis and TASC Associate Tiffany Reed, both of Skeo Solutions, as well as Sheryl Good, Office of Environmental Justice, and Ntale Kajumba, Office of Policy and Management of EPA Region 4. At this point Ms. Harris turned the meeting over to Ms. Miller-Travis as the facilitator.

Ms. Miller-Travis explained that Skeo Solutions, through TASC and other contracts, conducts work for EPA Region 4, which includes the State of Tennessee. She stated that the purpose of the meeting was to hear the community residents' concerns regarding the megasite and solar farm development processes, assist the community in understanding the potential impacts of the development, and help residents prepare themselves to engage in the various decision-making processes. She continued to say that the residents of Fredonia requested this dialogue with EPA Region 4, and EPA Region 4 wanted to attend the meeting in order to open a dialogue with the community to determine the next steps for the community with regards to the proposed development.

Ms. Miller-Travis asked that all in attendance speak openly regarding the proposed development. She stated that the purpose of the meeting was not to discuss pending litigation or other federal or state agencies, but to engage EPA and determine a list of requests and action items. She asked attendees to determine the top 10 concerns they would like to work toward resolving, and specifically what they would like EPA to do to assist with engaging the community residents in the decision-making process for the proposed megasite and solar farm.

At this point Ms. Miller-Travis stated that the ground rules for the meeting would be as follows:

- All attendees will have the opportunity to speak.
- Attendees should be respectful and allow others to finish their statements before beginning their own.

Site History

Ms. Miller-Travis then asked those in attendance to introduce themselves. Following introductions, Ms. Miller-Travis asked Ms. Harris to provide background on the situation. Ms. Harris began by saying that she became involved with the Fredonia area in mid-2006. Initially she was approached by Bullwinkel to assist with the Fredonia situation from an environmental justice perspective. Upon meeting with Bullwinkel she was shown a map of the area that displayed the footprint of the megasite. According to the map the boundary lines ran along Fredonia Road and along the property lines of many of the African American landowners, yet they had not been approached about selling their land or approached to be told of the planned megasite venture. In 2006 many white landowners whose property was inside the "megasite footprint" were asked if they would be willing to sell their land for \$10,000 an acre. Ms. Harris and many in the community felt the map helped to show that although the African American landowners were in very close proximity they were left out of the process completely. At this point Ms. Harris stated she was invited to a community meeting that was held in August of 2006 at Barnard Community Center where over 50 individuals from the community attended and shared their frustration at not knowing about the planned megasite or the offers to some in the area to sell their property. This was the beginning of Fredonia's involvement to oppose the megasite development on the grounds of discrimination and because they did not want sprawl for their area induced by a large industrial facility.

Ms. Harris continued to provide background on the situation, stating that as she understands, the development plan included acquiring the 3,000 acres in order to build a megasite development project, and that she was frustrated that no one involved with the proposed development consulted with the Fredonia community to request their input. She began working with Mr. Bullwinkel by attending meetings, writing letters, and traveling to Nashville, the capitol of Tennessee and location of most state government offices, to speak about the unfair treatment of the Fredonia community with regard to the proposed megasite development. During this time she also requested that EPA Region 4 oversee an EIS to determine the impact of a major development on the nearby Fredonia community. Ms. Harris stated that most of the residents of Fredonia were not interested in a large commercial or industrial development near their homes, and stated their opposition publicly in word and written communication. Ms. Harris added that although the Megasite Authority Board is composed of representatives from surrounding cities and towns, there is not a Fredonia community representative(s) on the Megasite Authority Board, chaired by Mayor Franklin Smith (Haywood County).

At this point Ms. Harris stated that the State is planning to build a new visitor's center close to Fredonia on Interstate-40 that would be powered by the solar farm, and that people in Fredonia were not involved in this decision or in the project design process. She asked EPA and TVA for assistance and approached different agencies to ask that the people of Fredonia be treated fairly. Ms. Harris stated that she and the community are also pursuing a historic designation for the Fredonia community to show that they have been in existence since the 1800s and were established via land grants at the end of the Civil War. She added that due to the current state of the economy in Tennessee, the proposed 3,000-acre megasite development has stalled, which may be an opportunity for the residents of Fredonia to organize and determine what recourse there might be for the community to protect itself against the proposed development and become involved in future discussions about any and all megasite projects planned for their town and county.

At this point Ms. Harris noted that pursuing and receiving a historic designation for Fredonia from the state and/or federal governments would be beneficial to helping to preserve the Fredonia cemetery and other historic structures. She noted that the community needs an aerial view and plot map from the courthouse in order to submit an application for historic designation to the National Registry of Historic Places.

Ms. Miller-Travis then explained that Ms. Reed would be taking notes at the meeting in order to create a formal summary for EPA. She thanked Ms. Harris for providing background for the site. She then added that the current Obama administration has prioritized Environmental Justice issues to the highest level within EPA and the newly-appointed EPA Region 4 Administrator, Gwendolyn Keyes-Fleming, is responsible for overseeing all environmental issues in Region 4.

Ms. Miller-Travis then stated that historically, what is happening in this community with regard to land use and zoning in poor communities and communities of color is not unique to Fredonia. Many environmental justice communities across the country have endured a host of problems after their local zoning designations were changed from rural/agricultural to industrial. The struggle before this community is to determine a strategy to pursue a different path for Fredonia whereby Fredonia receives environmental benefits and not just the environmental burdens that often accompany large-scale industrial development.

EPA Comments

Sheryl Good of EPA then stated that EPA had intended to provide a presentation to the community at the meeting, but due to technical difficulties they will have to return in a month with Dr. David Padgett from TSU to present more information about available agency resources, as well as research that Dr. Padgett conducted at the request of the community. Ms. Good has been at EPA for 13 years and works in the environmental justice program. She used to work for DOE in East Tennessee, and found the work to be unfulfilling. She continued to say that

although working in environmental justice has been challenging, with the new Obama administration, EPA Administrator Lisa Jackson, and Region 4 Administrator Fleming, she has seen an enormous positive change within EPA and the Agency's staff in terms of addressing environmental justice issues across the region.

Ms. Good said that one of the reasons that EPA traveled to Tennessee to attend the meeting is that there is currently an elevated emphasis on environmental justice within the Agency, and that EPA wants to meet with different communities to brainstorm about some possible solutions for their issues and how to increase community engagement. Ms. Good then said that often when EPA works with communities it is the result of a complaint; however, in the case of Fredonia the development has yet to happen, affording the community and EPA an opportunity to become better organized, more informed and more knowledgeable about ways to address their concerns.

At this point Ms. Good provided an example of an environmental justice community in South Carolina featured on one of the EPA handouts at the meeting. She described a young man who had become ill, did not know why, and began to investigate his illness. He spoke with neighbors and found that young people in the area had died of various cancers. He then went to the local government, but they were not responsive. He continued to gather data, and found that a closed facility adjacent to his home was a Superfund site and contained contaminated property. In 1996, this gentleman applied for and received an EPA environmental justice small grant. He then organized community meetings and determined that the community wanted to close a currently operating facility. He was able to leverage funding from EPA, U.S. Department of Housing and Urban Development, U.S. Department of Health and Human Services, etc., for approximately \$115 million over 15 years, and created a master plan for the community to increase their overall quality of life.

Ms. Good stated that many communities during this time were addressing their concerns to the agencies in an adversarial manner, but the community she described used a different approach. They reached out to the agencies that had the authority and power to help, and she gives credit to this community for their innovative collaborative problem-solving and perseverance.

Ms. Good continued to say that although the facility the community wanted closed is still operating, they have since enacted a pollution prevention program and conducted a cleanup. She noted that EPA's goal is to work toward an agreement between the community and the facilities in question, and to work toward bringing other federal agencies to the discussion. She stated that communities have a voice and the right to be heard, and by using some of the tools suggested by EPA it is possible to move forward toward a productive resolution of their concerns.

Environmental Justice Background

Ms. Miller Travis then provided some background information on environmental justice. She stated that in 1986 and 1987 she worked for the United Church of Christ (UCC) Commission for

Racial Justice with Mr. Charles Lee. During this time the Commission had been receiving requests for assistance from North Carolina and South Carolina local UCC churches that found that their local governments had been making decisions about siting polluting facilities in their communities without engaging or informing the communities of their land use, zoning and industrial development plans. The UCC undertook a research project that studied the relationship between where hazardous waste landfills were located and the racial composition of those living in proximity to the landfills by using residential zip codes. At the close of the study, the UCC produced the report *Toxic Wastes and Race in the United States*, the first report to document the relationship between the location of hazardous waste sites and race. The report stated that race was the most statistically significant indicator for where hazardous waste landfills were located, and most of the recommendations included in the report were directed at EPA. Ms. Miller-Travis continued to say that she felt that the environmental justice movement was an extension of the civil rights movement.

Ms. Miller-Travis added that the young man Ms. Good spoke about earlier is Harold Mitchell, who has since been elected to the South Carolina state legislature, where he authored a bill on environmental justice in his first year and recently had another environmental justice bill passed.

She continued to say that the UCC report was widely distributed and people began mobilizing in their communities to address similar types of issues. Each community looked at their polluting facilities and the high rates of health issues such as asthma, hypertension, diabetes and cancer, many of which could be attributed to environmental exposures. The First National People of Color Environmental Leadership Summit was held in 1991. Over 700 people attended and the 17 principles of environmental justice were created at this conference. The Summit addressed communities being treated fairly, equally and without discrimination, and the fact that all communities should have access to clean drinking water, clean air and non-hazardous conditions near where they lived, worked and played.

Ms. Miller-Travis then stated that this community is fortunate to be in the position that the development has not yet occurred and it is still possible to engage in a discussion with the developers and relevant agencies. She continued to say that most environmental justice communities are fighting battles over facilities in their midst that are the major sources of pollution. Communities frequently call for these facilities to be shut down or relocated, but once millions of dollars have been spent to construct polluting facilities, it is virtually impossible to shut them down or have them relocated away from impacted communities. Therefore, the goal of the meeting is to provide the information the community needs to support Fredonia in beginning a dialogue with the necessary organizations and agencies to pursue a more sustainable and equitable development path while there is still an opportunity to affect the outcome of proposed development plans.

Additional EPA Comments

At this point Ntale Kajumba of EPA addressed the attendees. She stated that federal agencies are required to consider the environmental impacts of development projects on the nearby area and people, when federal permits, federal lands or federal funds are involvement. She added that EPA was involved as a reviewing agency on the solar farm project discussed earlier, per Mr. Bullwinkle's request. She also added that she has been working with Ms. Good on several development projects near environmental justice communities in the Region that required a NEPA review. In Gulfport Mississippi, Ms. Kajumba worked with a community during the planning stages of a proposed new roadway along Turkey Creek. The State Department of Transportation (DOT) wanted to remove wetlands in the area, and when EPA reviewed the project, it determined that removing the wetlands would be removing the last environmental resource in the community that had protected the community from hurricanes. EPA became involved in help to ensure that the wetlands lost by the project were replaced or mitigated for in watershed of the same community. The community along with other stakeholders was then able to negotiate a mitigation deal for preservation of wetlands and floodplains within their community. that involved designating \$16.5 million from DOT to purchase the land in question in order to create greenways. She then stated that since that time the Turkey Creek community has been able to leverage over \$2.5 million, and that EPA and other federal, state and local agencies are working with them to help create a more sustainable community and develop a comprehensive community plan. She then asked the attendees what aspects of their community they would like to see grow or be protected, and how could the state and federal agencies help them to fulfill their vision.

Ms. Kajumba then added that there are tools at EPA that can be discussed such as Geographic Information System (GIS) -based maps and analyses, which will be addressed at the next meeting with Dr. Padgett. Ms. Kajumba, then reference a NEPA information handout that includes information on how communities can participate in the public review process associated with major development projects.

Community Comments

At this point Ms. Miller-Travis opened the meeting to comments from the attendees, asking them to speak freely about concerns they have and things they would like to see happen going forward. Numerous attendees spoke on a variety of questions, comments and concerns, which are summarized below.

Questions from Residents:

- Which families will the development affect specifically?
- Will the historic cemetery be affected?

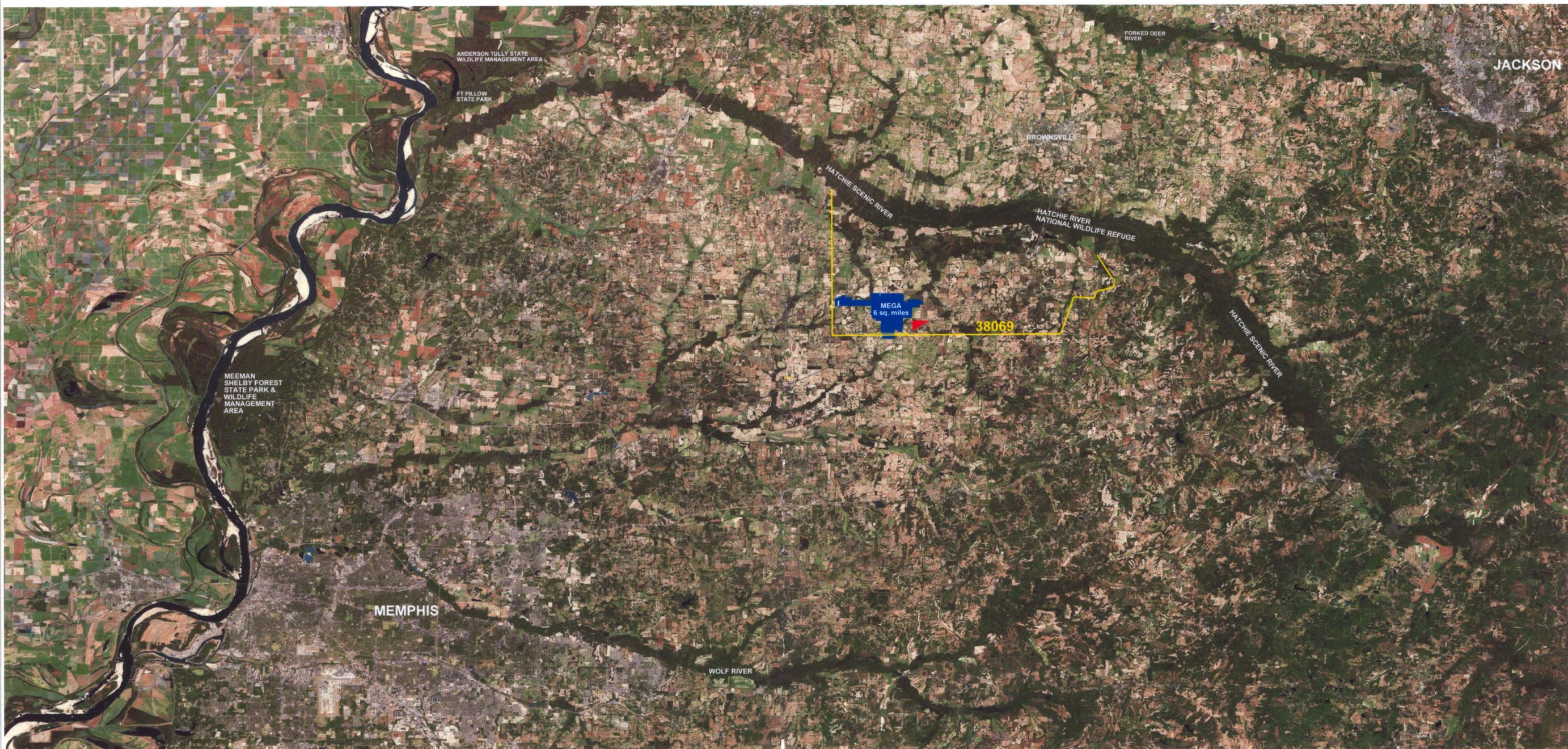
- What are the positive effects of the proposed development such as jobs? Will there be any jobs for community members?
- Why was this community chosen and why was no one consulted in the community prior to this point?
- Why this community? Most people asked for the development not to be located here, why did no one listen to our concerns before this point?
- What is the financial impact of this development? Could the development lessen the required taxes or stickers for property or cars? Will the property taxes change?
- How do you distribute the actual information and not the story the decision-makers would like the community to believe? Thus far no one has addressed the economic impact of the development and cost to citizens of Haywood County that have to make up the taxes from the thousands of acres to be developed.

Several community members asked what the exact steps are that the community should be taking immediately to organize. Ms. Miller-Travis provided the following information on what the community can do immediately to organize:

- Commit to coming together and meeting on a regular basis.
- Gather information by assigning people to research different things.
- Write letters, position papers and petitions.
- Attend meetings on the proposed development.
- Go door-to-door to gather information from individuals unable to attend meetings, and keep them informed about the proposed megasite development.
- Reach out to the elected officials and hold them accountable to their constituents by participating in meetings and attending various functions.
- Contact organizations such as the National Association for the Advancement of Colored People (NAACP), voting groups, student and youth-based groups, as well as Ms. Harris and the Sierra Club.
- Collaborate with churches, as they can be a valuable resource, although some communities have been undermined by their church leaders in the past.
- Come together to record/write down specific community needs.
- The best method for a community to protect itself is to stand united and attend meetings together.

Comments/Concerns Made by Residents:

- Right now the community as a whole does not attend public meetings, make statements or work together to seek information. A committee should be formed in the community to pursue community concerns.



Haywood County, Zip Code **38069** is
125 square miles.
The 2000 US Census Population = 2,523
Over 65, "Retired" and disabled = 819
Unemployed = 81
Tennessee has protected the Smokies and some
Cumberland viewscapes. Will any resources of
WEST TN be safe from URBAN SPRAWL?

- There are already farmers spraying chemicals in this area; people are sick and the development has not yet begun. The community should be more concerned with the possible contaminants in the drinking water.
- A Title VI (of the 1964 Civil Rights Act) complaint has been filed by a resident, which requires the State of Tennessee to address several issues. Specifically, Title VI of the Civil Rights Act provides in Section 601 “that no person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funding.” It is possible that there will be a 30-day public comment period in response to this complaint, at which point it will be crucial for the residents of the Fredonia area to comment on the proposed megasite development.
- Heavy equipment is needed to clear the road and conduct a cleanup at the Fredonia cemetery in order to place a historic marker on the road and better maintain this landmark cemetery that contains headstones dating back to the Reconstruction period.
- A letter should be written to Mayor Franklin Smith addressing the industrial and agricultural zoning and lack of Fredonia residents’ involvement in the decision-making process.
- A letter should be written to Congresswoman Marcia Blackburn to ask her to visit the Fredonia area to discuss the proposed development and to investigate the lack of inclusion of Fredonia residents in the megasite designation process.

Ms. Miller-Travis compiled a list of the primary concerns for EPA to address as discussed by attendees of the meeting as follows:

1. Information/assistance on potential zoning changes; if the area is zoned industrial some people will not be able to pay the revised taxes.
2. If, and how, the proposed industrial development would affect children from the area in the school system.
3. How to get one or two representatives from the community on the megasite planning board.
4. Additional recreational facilities are needed for children in the community and at area schools.
5. A medical facility and monitoring of community residents in the Douglas community and Haywood County is needed.
6. A reduction in the electricity rates for Fredonia, given their location next to the solar panel farm.
7. Increased infrastructure, sewer systems, drinking water delivery systems, etc. in the Fredonia community.

8. Information on the proposed new interstate exit, such as whether or not the traffic will flow into/near Fredonia, and what the potential air quality impacts will be on the community.
9. A cultural center or venue that focuses on the historic Fredonia community, its establishment, 146 year history, and continuous existence to increase tourism at the proposed 3,000-acre megasite, as opposed to an industrial development.

Mr. Bullwinkel stated that there is a document at the meeting for attendees to sign and date with their addresses that declares: "I am concerned with the development happening in Fredonia" for anyone interested in signing. Ms. Miller-Travis then asked for a show of hands of individuals representing different areas. The following numbers of people in attendance were calculated:

- 11 from Haywood County
- 19 from Fredonia Community (Fayette County)
- 2 from Douglas Community (Haywood County)

EPA Closing Remarks

Ms. Sheryl Good then thanked the residents for attending the meeting and stated that she would carry the information of the excellent turnout back to EPA Region 4 in Atlanta. She noted that some of the concerns discussed by residents do not fall under the purview of EPA, and that she would like for the community to create an action plan in writing so that EPA can help determine which additional agencies might also be needed to provide additional assistance. She added that this plan will eventually become part of a community action plan, and that EPA would like to return to Fredonia with Dr. Padgett from TSU in one month's time.

A short discussion followed and it was decided that the next meeting would be held on a weekday evening within 30 days, from 6:00 to 7:30 p.m. This meeting will be a time for Fredonia community residents and other nearby residents to discuss the next steps and prepare for the next meeting with EPA and Dr. Padgett, and begin to organize themselves locally.

Addendum 1: Fredonia, Tennessee June 14, 2011 Sign-in Sheets

	Name	Affiliation	Address	Phone	Email
1	Shirley Smith	Lives in Area	945 Cypress Rd. Mason, TN	901-463-3177	
2	Joanne P. Barbel	Lives in Area	2368 Fredonia Rd. Stanton, TN	731-548-2174	Joannpippins53@gmail.com
3	Shirley B. William	Lives in Area	1250 Thorpe Dr. Mason, TN 38049	901-465-8990	
4	Alvis Bond	Douglas Area	2677 Douglas Rd. Stanton, TN 38069	731-548-6452	
5	Allie Gillison			687-4935	
6	Carey Middlebrook	Lives in Area	2600 Thorpe Dr. Mason, TN	901-490-8065	
7	Forestine Jach	Lives in Community	1020 Thorpe Dr. Mason, TN 38049	901-465-9732	
8	Fred Hall	Lives in Community	Mason, TN 38049	901-465-4088	
9	Hazel Brown	Lives in Community	2700 Thorpe 38049	90-465-9541	
10	Grover C. Harwell	Resident	2036 Fredonia Rd. Stanton, TN 38069	731-548-2271	
11	Flozell T. Harwell	Resident	2036 Fredonia Rd. Stanton, TN 38069	731-548-2271	floharwell@yahoo.com
12	Carolyn Washington	Resident	575 Bernard Rd. Mason, TN	901-387-9433	Clt517@yahoo.com
13	Haley W. Williamson	Resident	575 Bernard Rd. Mason, TN 38049	901-412-0755	haleywilliamson@bellsouth.net
14	Calvin and Regina Davis	Resident	280 Bernard Rd. Mason, TN 38049	901-465-6602	
15	William L. Tibb	Resident	Stanton, TN	731-548-6130	
16	Robert Murry		15161 Hwy. 70 West Stanton, TN	901-848-2812	Viper51252@Netzero.com
17	Conam Charles DBliuer Sr.		6515 Hwy 59	C: 378-1072 H: 465-3181	
18	Femesia Tapplin		875 Old 59 Drive Mason, TN 38049	901-326-2611	Yaspoo02@yahoo.com
19	Willie Tapplin		1080 Thorpe Dr. Mason, TN 38049	901-827-4970	
20	Joyce Taylor		1000 Thorpe Dr. Mason, TN 38049	901-465-8259	Ladyjaytee59@yahoo.com

21	Belinda Springfield		5485 Hwy. 70 Mason, TN 38049	901-594-5223	
22	Gale M. Harwell		2290 Fredonia Rd. Stanton, TN 38069	731-548-2074	
23	Angelieque Harwell		2290 Fredonia Rd. Stanton, TN 38069	731-548-2074	
24	Evans Hall		645 Bernard Rd. Mason, TN 38049	901-465-8129	
25	Lawrence Randle		860 Thorpe Dr. Mason, TN	901-465-3771	
26	Emma T. Herson		2585 Fredonia Loop	731-548-2561	
27	Georgia Wilson		2752 Fredonia Loop	731-548-2209	
28	Edgar Whitmore	Fayette County, Adult Ed.	16210 Hwy. 64 Somerville, TN 38068	901-465-4231	Edgar.whitmore @tennk12.net
29	Ophelia Bell		558 Mohawk Ave. Memphis, TN 38109	901-789-2747	
30	Mary Bowles	Douglas Community	393 Summit Rd. Stanton, TN 38069	731-548-6285	
31	Johnetta Neal	Douglas Community	165 Wise Road Stanton, TN 38069	731-548-6301	
32	Betty Douglas	Douglas Community	1236 Douglas Rd. Stanton, TN 38069	731-548-6301	
33	Rowan Neal	Douglas Community	165 Wise Road Stanton, TN 38069	410-419-1129	
34	Lue Hall	Fredonia Baptist Church, Bernard Community Center Director	90 Bernard Rd. Mason, TN 38049 4845 Old Fifty Nine Dr. Mason, TN 38049	901-465-4088	luehall@aol.co m

6-58-104. Coordinating committee — Recommended growth plan — Hearings — Submission for ratification — Rejection and revision — Final plan. [Amendment effective until July 1, 2012. See the Compiler's Notes.]

(a) (1) Except as otherwise provided pursuant to subdivision (a)(9), effective September 1, 1998, there is created within each county a coordinating committee, which shall be composed of the following members:

(A) The county mayor ¹ or the county mayor's designee, to be confirmed by the county legislative body; provided, that a member of the county legislative body may serve as such designee subject to such confirmation;

(B) The mayor of each municipality or the mayor's designee, to be confirmed by the municipal governing body; ^{2,3}

(C) One (1) member appointed by the governing board of the municipally owned utility system serving the largest number of customers in the county; ⁴

(D) One (1) member appointed by the governing board of the utility system, not municipally owned, serving the largest number of customers in the county; ⁵

(E) One (1) member appointed by the board of directors of the county's soil conservation district, who shall represent agricultural interests; ⁶

(F) One (1) member appointed by the board of the local education agency having the largest student enrollment in the county; ⁷

(G) One (1) member appointed by the largest chamber of commerce, to be appointed after consultation with any other chamber of commerce within the county; and ⁸

(H) Two (2) members appointed by the county mayor and two (2) members appointed by the mayor of the largest municipality, to assure broad representation of environmental, construction and homeowner interests. ^{9,10} ^{11,12}

(2) It is the duty of the coordinating committee to develop a recommended growth plan not later than January 1, 2000, and to submit such plan for ratification by the county legislative body and the governing body of each municipality. The recommended growth plan shall identify urban growth boundaries for each municipality within the county and shall identify planned growth areas and rural areas within the county, all in conformance with the provisions of § 6-58-106. In developing a recommended growth plan, the coordinating committee shall give due consideration to such urban growth boundaries as may be timely proposed and submitted to the coordinating committee by each municipal governing body. The coordinating committee shall also give due consideration to such planned growth areas and rural areas as may be timely proposed and submitted to the coordinating committee by the county legislative body. The coordinating committee is encouraged to utilize planning resources that are available within the county, including municipal or county planning commissions. The coordinating committee is further encouraged to utilize the services of the local planning office of the department of economic and community development, the county technical assistance service, and the municipal technical advisory service.

(3) Prior to finalization of the recommended growth plan, the coordinating committee shall conduct at least two (2) public hearings. The county shall give at least fifteen (15) days advance notice of the time, place and purpose of each public hearing by notice published in a newspaper of general circulation throughout the county.

HAYWOOD COUNTY



TELEPHONE (731) 772-1432

COORDINATING COMMITTEE



OFFICE OF
COUNTY MAYOR

COURTHOUSE

1 NORTH WASHINGTON • BROWNSVILLE, TN 38012

1. Joe Barden IV
120 Cannon Drive
Brownsville, TN 38012(772-3083)
2. Glenn Gallien
416 Key Corner Street
Brownsville, TN 38012(779-9393)
3. Clinton Neal
P.O. Box 605
Brownsville, TN 38012(731-612-0322)
4. The Honorable Jo Matherne
111 N. Washington Avenue
Brownsville, TN 38012(772-1212)
5. The Honorable Allan Sterbinsky
7 Maple Street
Stanton, TN 38069(731-548-2403)
6. Joey Conner
32 Country Lake Circle
Brownsville, TN 38012(780-0863)
7. Linda Baxter
1790 Poplar Corner Road
Brownsville, TN 38012(772-3156)
8. Audrey Blue
6905 Tibbs Road
Brownsville, TN 38012(772-3802)
9. Reggie Castellaw
Brownsville Utility Department
P.O. Box 424
Brownsville, TN 38012(772-8845)
10. The Honorable Franklin Smith
1 N. Washington Ave.
Brownsville, TN 38012(772-1432)



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