

DRAFT
City of Stanton
COMPREHENSIVE PLAN



2024 – 2034

[This page left blank]



TABLE OF CONTENTS

Chapter I: Introduction 1

 Stanton, Kentucky 1

 Stanton's Planning & Zoning History 1

 Comprehensive Plan 3

 Legal Framework 3

 The Planning Process 4

Chapter II: Base Study 5

 Population 5

Population Trends, Table 2.1 6

Stanton Pop. Last 100 Years, Chart 2.2 7

Population Over the Last Century, Chart 2.3 7

Population Diversity, Chart 2.4 8

Non-White Diversity, Chart 2.5 8

Population by Age, Chart 2.6 9

 Economy 10

Household Income, Chart 2.7 10

Stanton Median Household Income, Chart 2.8 12

Kentucky Median Household Income, Chart 2.9 12

 Employment 13

 Housing 14

Households: Percentage of Own vs. Rent, Chart 2.10 14

Housing Units by Type, Chart 2.11 15

Stanton Housing Types, Chart 2.12 15

Value of Owner-Occupied Homes, Chart 2.13 16

Stanton Value of Owner-Occupied Homes, Chart 2.14 16

DRAFT Comprehensive Plan 2024



Total Occupied Housing Units, Chart 2.15 17

Owner Occupied Units, Chart 2.16 17

Renter Occupied Units, Chart 2.17 18

All Occupied Housing, Year Built, Chart 2.18 18

Owner-Occupied Year Built, 2.19 19

Renter-Occupied Year Built, Chart 2.20 19

Land Use Inventory 20

Existing Land Uses, Chart 2.21 20

General Land Use, Table 2.22 21

Specific Land Use, Table 2.23 21

Non-Vacant Land Use, Table 2.24 21

Non-Vacant Land Use, Chart 2.25 22

Projected Use of Vacant Land, Table 2.26 22

Current Land Uses Within the City, Image 2.27 23

Chapter III: Current Land Use 25

General Land Use, Table 2.22 25

Specific Land Use, Table 2.23 25

Public Land Uses 26

Residential Land Uses 31

Commercial Land Uses 32

Industrial Land Uses 32

Chapter IV: Goals & Objectives 33

 General Goals 33

 Economic Development Goals 34

 Residential Development Goals 35

 Transportation Development Goals 36

DRAFT Comprehensive Plan 2024



Environmental / Open Space Development Goals 37

Community / Civic Resources Goals 37

Chapter V: Future Land Use 39

 Residential Land Uses and Projections 40

 Commercial Land Use and Projections 40

 Industrial Land Uses and Projections 41

 Public Land Uses and Projections 41

 Transportation 43

 Recreation and Open Space 45

 Future Land Use Map 46

Chapter VI: Implementation Strategies..... 47

 Regulation Updates 47

 Urban Service Area 48

 Downtown Overlay District 48

 Development Workflows & Timelines 49

 Transportation Master Plan 49

 Parks and Recreation Master Plan 50

 Capital Improvements Plan 51

Appendices

- Appendix A: Future Land Use Map
- Appendix B: Official Zoning Map
- Appendix C: Downtown Overlay District
- Appendix D: Development Workflows
- Appendix E: Development Timelines
- Appendix F: Transportation Master Plan
- Appendix G: Parks and Recreation Master Plan
- Appendix H: Capital Improvements Plan

[This page left blank]



Chapter I: INTRODUCTION

Stanton, Kentucky

Beaver Pond post office was established on July 7, 1849, near a small body of water created by a beaver dam in the Red River Valley. In 1852 the community was renamed “Stanton” for Richard H. Stanton, a U.S. Senator for the state of Kentucky who served from 1849 to 1855. Most planning in the early days was undertaken by the Kentucky Union Railroad company and other corporations associated with the logging industry in the Red River Valley as they developed lands for their businesses and employees’ housing.

In the late 1800s and early 1900s a logging boom in the area was centered around Stanton and nearby Clay City which were both connected by the Kentucky Union Railroad which ran from the Lexington & Big Sandy Railroad in Clark County southeast into the Cumberland Plateau as far as Jackson. The K.U. Railroad has since been dismantled and abandoned and currently there are no active rail lines in Powell County.

Stanton is currently a small town of roughly three thousand people situated in the Red River Valley where the Bluegrass region blends with the western edge of the Cumberland Plateau. It is the seat of Powell County. The County high school and middle school and one of the three elementary schools are in Stanton. The school system is one of the major employers in the city and county.

The City is the gateway to the globally renowned Red River Gorge, and most of the tourist traffic passes through Stanton on the Mountain Parkway to access the recreational opportunities in the Gorge region. Many of the tourists travel back to Stanton for amenities such as groceries, gas, information, auto parts, medicine, and increasingly for lodging. In recent years, the Gorge region has seen an influx of people from out of the region moving into the area to be closer to the abundant outdoor recreational opportunities which include rock climbing, hiking, backpacking, paddling, cycling, arch viewing, photography, hunting, fishing, off-roading, and much more.

Stanton’s Planning & Zoning History

Formal land use planning in Stanton goes back to at least 1976 when Bluegrass Area Development District prepared a Comprehensive Plan document including three maps and a summary. Since that time Planning & Zoning has had ups and downs in implementation and effectiveness.

DRAFT Comprehensive Plan 2024



On July 5, 1990, representatives of the Bluegrass Area Development District made a presentation to the Stanton City Council regarding the adoption of planning & zoning.

The first meeting of the City of Stanton Planning & Zoning Commission was on November 5, 1991. Those in attendance were: Carl Wells, Jr., Jeff Brewer, Kenneth Kirkpatrick, Louise Ashley (commission members), Kent Aness, Shelly McConkey and Jack Rose of Bluegrass Area Development District.

Zoning Administrative/Enforcement Officers through the years include:

<i>Greg Conner</i>	<i>Ted Lacy</i>	<i>Brinton Epperson</i>	<i>Joyce Bradshaw</i>
<i>Gardie Smith</i>	<i>Arthur Lacy</i>	<i>Charlie Crabtree</i>	<i>Donovan Crabtree</i>
<i>Robert Matthews</i>	<i>Ed Hash</i>	<i>Dan Thorpe</i>	<i>Ann Kell (Snowden)</i>

Other Planning Commission and Board of Adjustment members over the years:

<i>Chris Allen</i>	<i>Myers Arnett</i>	<i>Louise Ashley</i>	<i>Hybert Atkinson</i>
<i>Earl Baker</i>	<i>Joyce Bradshaw</i>	<i>Jeff Brewer</i>	<i>Frank Carter</i>
<i>Margaret Chenault</i>	<i>Vanessa Crowe</i>	<i>Robert Cunningham</i>	<i>David Davis</i>
<i>Ed Drake</i>	<i>Susie Fig</i>	<i>Ron Harold</i>	<i>Ed Hash</i>
<i>Patty Howell</i>	<i>Kenneth Kirkpatrick</i>	<i>Paul Mallory</i>	<i>Gary Meadows</i>
<i>Alcolumn Neal</i>	<i>Lawrence Pelfrey</i>	<i>Jim Potts</i>	<i>James Roberts</i>
<i>Tim Rogers</i>	<i>Don Ross</i>	<i>Patty Smith</i>	<i>Pete Thomas</i>
<i>Carl Wells, Jr.</i>	<i>Steven Whitehead</i>	<i>Justin Wickline</i>	

In 2024, the Mayor is Willie Means. The City Council Members are: Jenell Brewer, Tara Gilbert-Wells, Dixie Lockard, Tommy Mays, Mark Merriman and Rhonda Roe.

The Board of Adjustment is: Eric Broom, Tom DeFilippo, Ruth Jones. Kevin Morton, and Lynn Smith

The Planning Commission is: Margarita Arnett, Arthur Ashley, Randy Bowen, Kevin Morton, and Tony Story

The Current Zoning Administrator is Chris Chaney.

At the July 20, 2023 regular meeting of the Stanton Planning Commission an Update Committee was established to guide the much needed Comprehensive Plan, Zoning Ordinance, Subdivision Regulations, Zoning Map and Future Land Use Map updates. The Update Committee is made up of current Board of Adjustment members and the Zoning Administrator.



Comprehensive Plan

A Comprehensive Plan is a document prepared to help guide the future growth and development of a community. Such a plan should be:

- **Comprehensive**—covering all geographic parts of a community and all activities that affect physical development,
- **General**—summarizing policies and proposals, rather than attempting to eliminate future change, and
- **Long Range**—presenting a vision for the future of the community. While a plan can address short-term issues and problems, its main function is to look beyond current conditions to an idealized future for the area.

This plan is designed as a tool to be used by all decision makers, both public and private. It reflects the expressed desires of the community, serves as a guide to making decisions (i.e. requests for zone changes and capital improvements) and outlines governmental strategies that can be employed to accomplish the various components of this plan.

In order to be effective, a Comprehensive Plan must be evaluated at least every five years to ensure that it still guides the community in the most appropriate direction. This plan is the result of the Stanton Planning Commission making the decision to re-evaluate and update the Stanton Comprehensive Plan, enabling Stanton to continue to legally participate in the planning and zoning process. It will be imperative to periodically review, revise, and update to ensure its continued relevance to the community.

Legal Framework

The Kentucky Revised Statutes, Chapter 100 (otherwise known as KRS 100) provides the enabling legislation for planning and plan implementation (zoning ordinances, subdivision regulations, official maps, and capital improvement programming) to local governments. Several parts of KRS 100 are related to the preparation and use of comprehensive plans. These include:

100.183 Comprehensive Plan Required—This section requires each planning commission to prepare a plan “which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships.”

100.187 Contents of Comprehensive Plan—The required components of the Plan are a statement of goals and objectives, land use plan, transportation plan, and a community facilities plan. Other topics, like historic and natural resources, may also be included.

100.191 Research Requirements for Comprehensive Plan—This section sets forth the basic research that must be done during the preparation of the plan. Three categories of research are needed: population, economic survey and analysis, and adequacy of allocated land uses and existing facilities for future community needs.



100.193 Statement of Objectives—A planning commission must prepare and adopt the statement of goals and objectives to act as a guide for preparing the rest of the plan. In addition, this section also directs a commission to present this statement for consideration, amendment, and adoption by the legislative body within its area of jurisdiction.

100.197 Adoption and Amendment—This section outlines the processes for the adoption and amendment of the plan. It specifically states that the plan elements must be reviewed and amended, if necessary, at least once every five years.

These provisions of KRS 100 have been followed in preparation of this update. How the plan develops into this final document is best understood through a description of the planning process.

The Planning Process

The general planning process occurs in three stages. These stages include base studies analysis, plan development and plan implementation. Contained in each stage are a number of steps that facilitate a community's evolution over time. Since change and development occur regardless of the planning process, implementation of these steps can only be viewed as a vehicle to improve and guide a community's growth.

The first step in the development of a Plan for a community is the assessment of the community's needs. Even though a great deal may already be known regarding the direction the community should take, planning has historically been based on democratic principles. Provisions for citizen input are maximized through a formalized public participation process to explore community issues and needs. Other studies that have been conducted for the community are also examined at this time and the issues they identify are incorporated into this process. Following identification of community needs, a look at existing data serves to confirm the issues identified and may also reveal unforeseen problem areas.

Issues analysis is the next step in the process of integrating community needs and perceptions with the facts and figures from the data. Goals and objectives naturally develop once the issues have been fully developed. From these, the planning recommendations and action plans are conceptualized. Following plan adoption, implementation of the plan returns the process full circle. With each revolution of the cycle, the community ideally becomes more sophisticated in its evolution, attaining higher standards of urban and rural living.

The first two steps in the process, identification of community needs and the data analysis are detailed in Chapter II of this plan. The remaining chapters cover the other components of the planning process. Chapter III details existing land use. Chapter IV presents the goals and objectives as recommended by the Stanton Planning Commission and adopted by the Stanton City Council.

Chapter V presents planning recommendations for land use, transportation and community facilities. These recommendations take the form of both text and a map. The final chapter presents governmental strategies for further implementing development components.



Chapter II: BASE STUDY

Population

In one hundred years of data collection Stanton has grown in population (Table 2.1). The population exploded between the 1960 and 1970 Census and continued to grow steadily until the 2000 Census. There are at least two factors which contributed to the accelerated growth Stanton experienced in this decade: the construction of the Mountain Parkway, which was completed in 1963 and a boom in the Big Sinking Oil Field in Lee County. Regarding the Big Sinking Field, Brandon C. Nuttall reports in *Historic Oil Fields of Eastern Kentucky and Big Andy Ridge* (2001): “Annual production [of crude oil] reached a low of 600,000 barrels in 1950 then increased to 2.9 million barrels produced in 1965. These 15 years were the halcyon days of waterflooding in Big Sinking...”

The overall population seems to have plateaued around 2,700 to 3,000 people over the last forty years (Charts 2.2 & 2.3).

The current population is 3,115. The City is 2.3 square miles in size with a population density of 1,368.5 people per square mile. The population is 51% female and 49% male. The overall population distribution and diversity has not changed much over time (Charts 2.4 & 2.5).

To have a thorough understanding of a community, an examination of the population structure, distribution, and growth must be performed. The structure, or age and sex composition, of a given population may indicate the type of demand that will be placed upon the community’s facilities and services. The population’s distribution points out where and what type of community services and facilities are needed. Once these structural and spatial characteristics and needs are identified, a temporal, or growth assessment must be conducted. By looking at the rate of growth in view of the two characteristics, and on an individual basis, one can note past and projected population trends. These projections are the basis for planning for the future land use needs of a community.

Although estimating the number of future people is a necessity, the results are never totally accurate, except by chance; the further into the future one predicts, the greater the chance of inaccuracy. One is quite fortunate if a five, ten, or twenty year prediction is in error less than ten percent of the actual population.

The uncertainty emphasizes the need to consider planning as an ongoing, dynamic process that requires constant attention to readjust community plans in accordance with unforeseen happenings. For this plan, the population will be addressed according to past population trends, population background, and population projections. Analysis of the population information will provide direction for the development of the master land use plan for the City of Stanton.

DRAFT Comprehensive Plan 2024



Population Trends 1920-2020						
Year	Stanton	% change	Clay City	% change	Powell County	% change
1920	311				6,745	
1930	423	36.0%			5,800	-14.0%
1940	625	47.8%			7,671	32.3%
1950	635	1.6%			6,812	-11.2%
1960	753	18.6%	764		6,674	-2.0%
1970	2,037	170.5%	983	28.7%	7,704	15.4%
1980	2,691	32.1%	1,276	29.8%	11,101	44.1%
1990	2,795	3.9%	1,258	-1.4%	11,686	5.3%
2000	3,029	8.4%	1,303	3.6%	13,237	13.3%
2010	2,733	-9.8%	1,077	-17.3%	12,613	-4.7%
2020	3,251	19.0%	1,031	-4.2%	13,129	4.0%

Table 2.1, U.S. Census Bureau



Powell County Parade, 2013

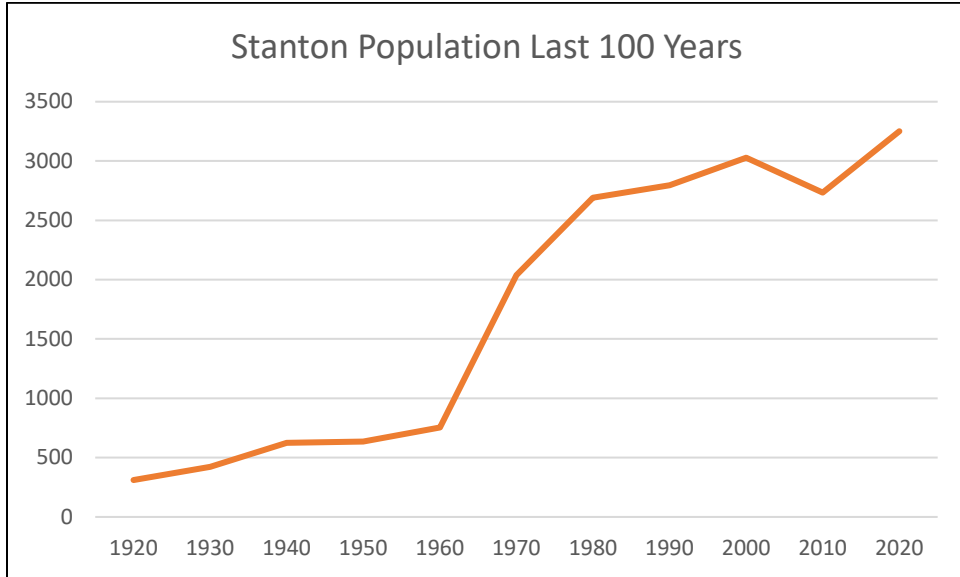


Chart 2.2, U.S. Census Bureau

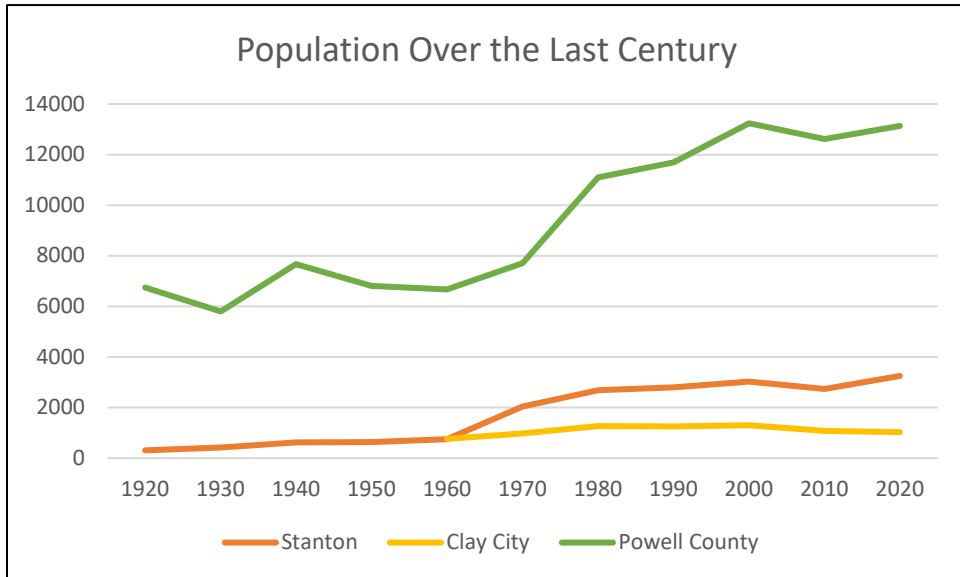


Chart 2.3, U.S. Census Bureau

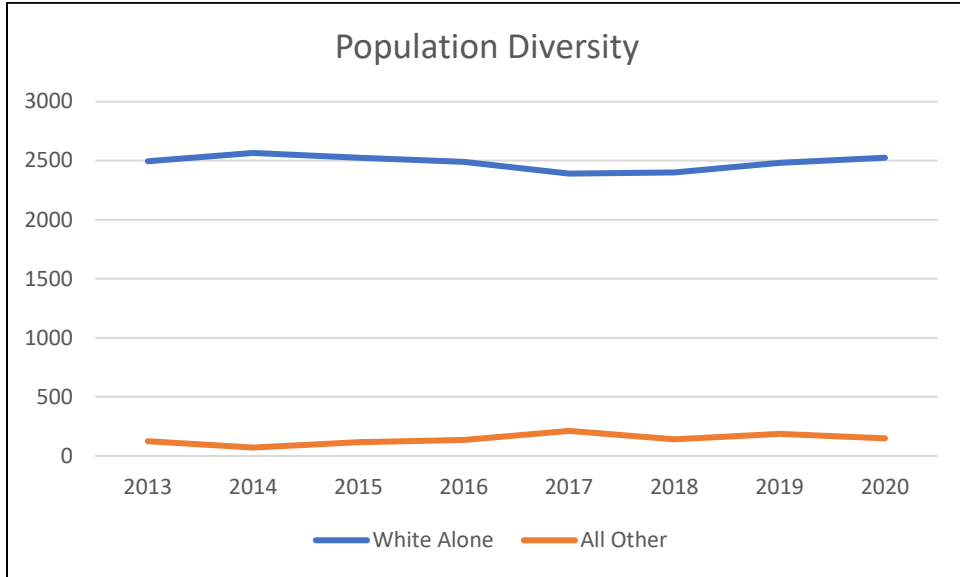


Chart 2.4, U.S. Census Bureau

There are no racial or ethnic groups which make up more than 2% of the overall population. Currently, the largest non-white Census group in the City is Asian Alone. (Chart 2.4)

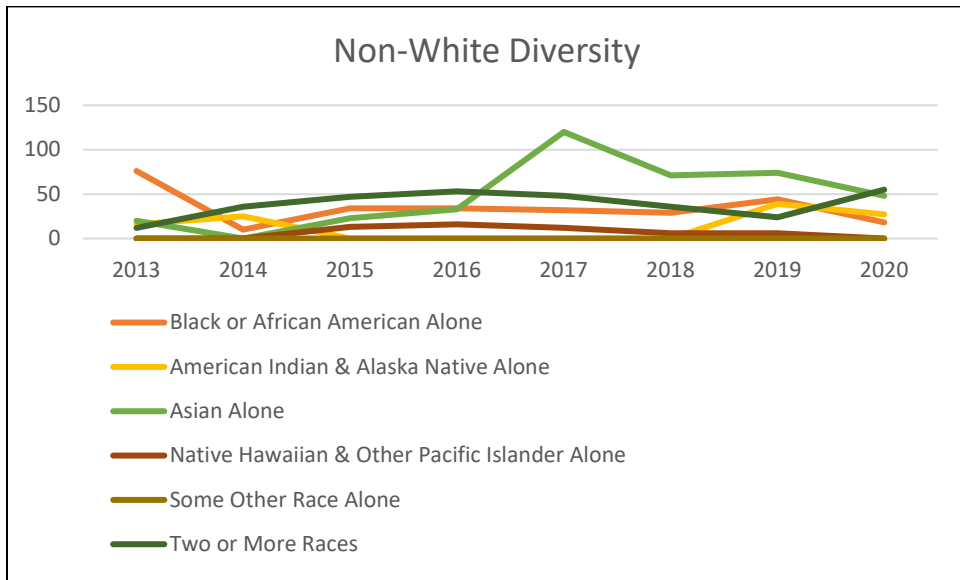


Chart 2.5, U.S. Census Bureau

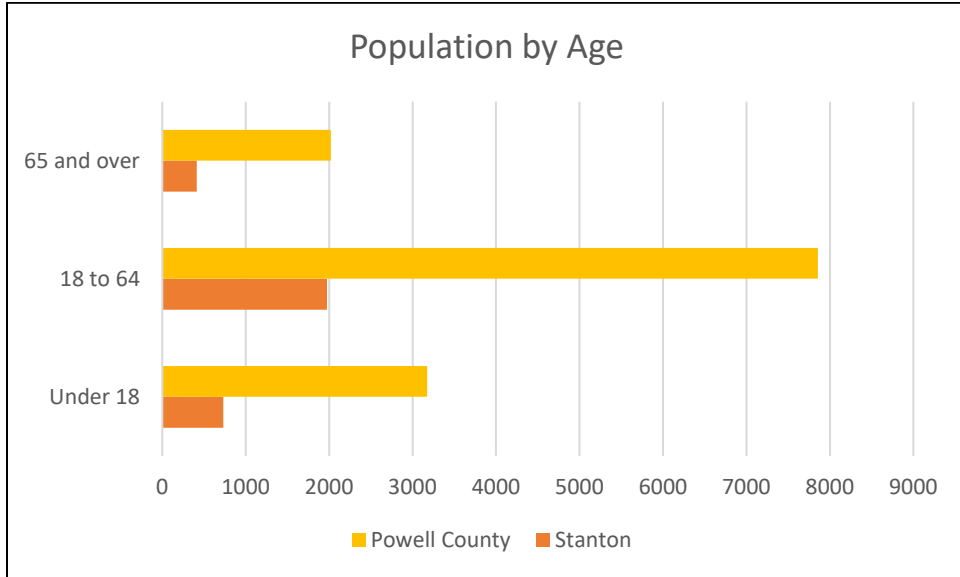


Chart 2.6, U.S. Census Bureau



Powell County High School, Class of 2022



Economy

In 2011 the per capita income for residents in Stanton was \$13,539 which is 60% of the Kentucky per capita income of \$22,300. In 2016, the per capita incomes of Stanton and Kentucky were respectively \$17,041 and \$26,046 with Stanton per capita being 65% of the state amount. In 2021 the percentage dropped to 53% with Stanton's per capita being reported as \$16,373 and Kentucky being \$30,728.

The total number of households in the City is 953 with an average of 3 persons per household. There are a total of 4,665 households in Powell County. The median household income in Stanton is \$32,313. The per capita income is \$16,423. According to the ACS 2021 5 year estimates (Poverty Status in the Past 12 Months) 25.6% of children below the age of 18 within the City of Stanton are below poverty, 11.3% of children below age 5 are below poverty, and 32.2% of children aged 5 to 17 are below poverty.

Additionally, of people aged 18 to 64 21.7% are below poverty. And 22.1% of people over age 65 are below poverty. 31% of females are below poverty while only 13.5% of males are.

Of people over the age of 25 who have less than a high school education 25.6% are below poverty. Those below poverty with a high school diploma or equivalent are 24.9% of the total. Of those with some college or an associate's degree 9.2% are below poverty. And 0.5% of people with a bachelor's degree or higher are below poverty. The poverty rate in Stanton is about 25% higher than the rate in Powell County.

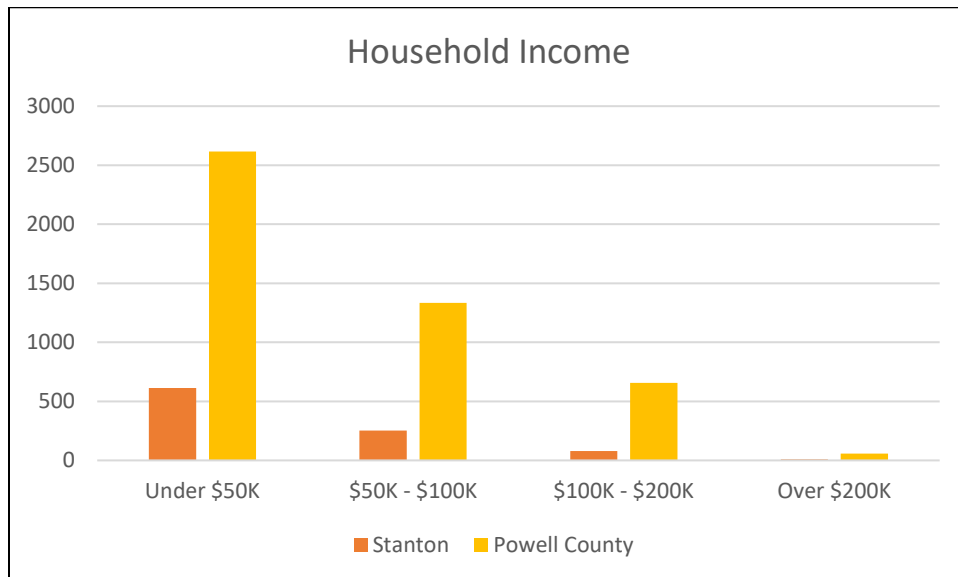


Chart 2.7, U.S. Census Bureau

DRAFT Comprehensive Plan 2024



Median per capita income in 2021:

Stanton: \$16,423

Kentucky: \$30,728

Change in median per capita income between 2000 and 2021:

Stanton: +21.5%

Kentucky: +69.8%

Median household income in 2021:

Stanton: \$32,382

Kentucky: \$55,573

Change in median household income between 2000 and 2021:

Stanton: +25.8%

Kentucky: +65.0%

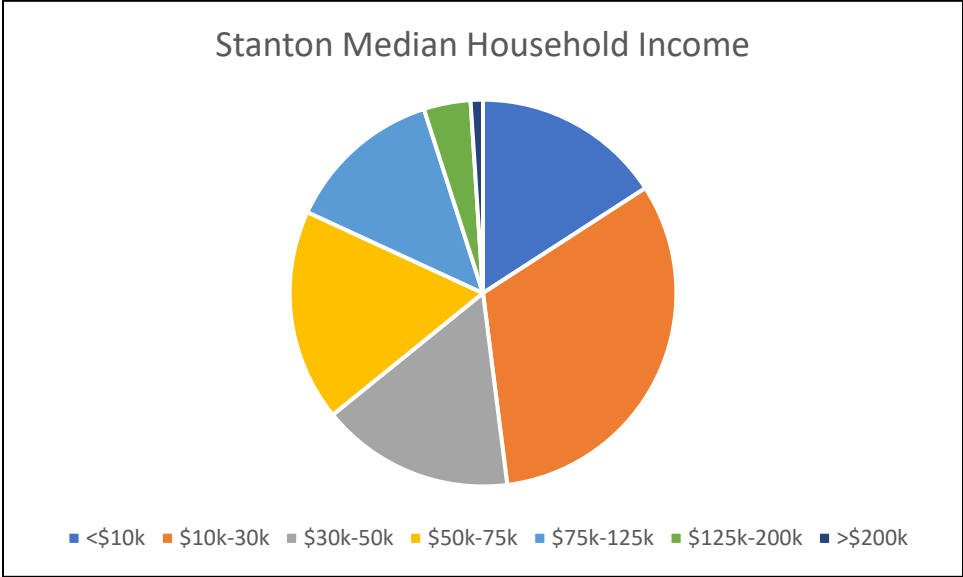


Chart 2.8, U.S. Census Bureau

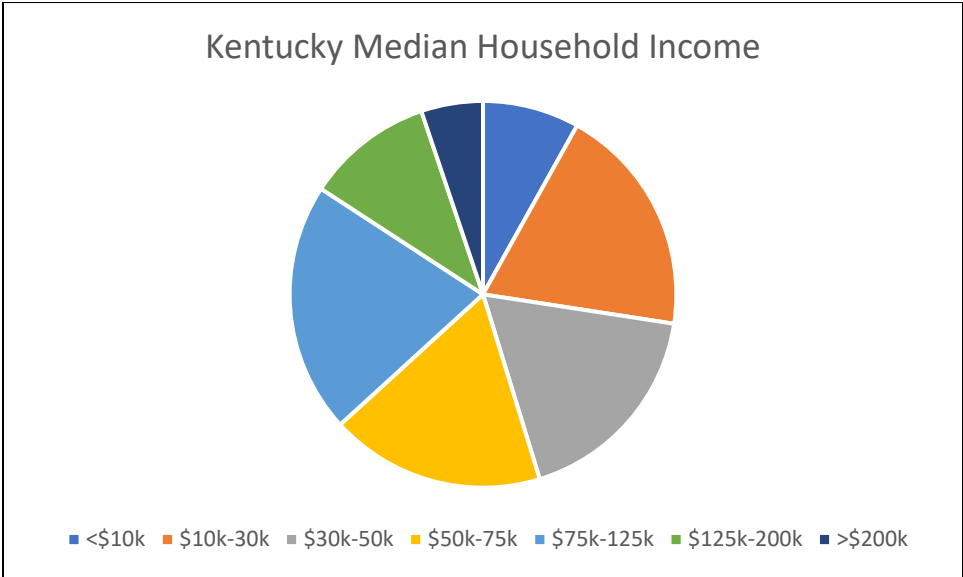


Chart 2.9, U.S. Census Bureau



Employment

From 2019 to 2020, employment in Stanton, KY grew at a rate of 4.22%, from 854 employees to 890 employees.

The most common job groups, by number of people living in Stanton, KY, are Office & Administrative Support Occupations (114 people), Production Occupations (107 people), and Food Preparation & Serving Related Occupations (93 people).

The most common employment sectors for those who live in Stanton, KY, are Manufacturing (152 people), Retail Trade (145 people), and Accommodation & Food Services (103 people). This chart shows the share breakdown of the primary industries for residents of Stanton, KY, though some of these residents may live in Stanton and work somewhere else. Census data is tagged to a residential address, not a work address. <https://datausa.io/profile/geo/stanton-ky/>

According to the Kentucky Center for Statistics the workforce participation rate in Powell County is 51.8%. The total working age population is 7,856. The civilian labor force in 2022 was 5,226 and in 2023 is 5,266. The unemployment rate in March 2022 was 4.3% and March 2023 was 4.2%. The percent of working age people in Powell County with no high school diploma is 13%. With some college 42%. And with an Associate degree or better is 24%.

The City of Stanton has a record of 416 entities which pay business licenses. 184 of those are locally owned, while 232 are owned by individuals from outside of Powell County. There are 30 health-related businesses, 35 contractors, 11 restaurants, and 54 property management or realty businesses. Additionally, there are 3 groceries, 2 pharmacies, 19 distribution businesses, and 9 businesses related to finance.



Housing



Along Washington Street

Roughly half of households are owner occupied versus rentals. Of married households 65.5% own versus 34.5% that rent. The percentage of females that are homeowners is greater than the percentage of males (Chart 2.10).

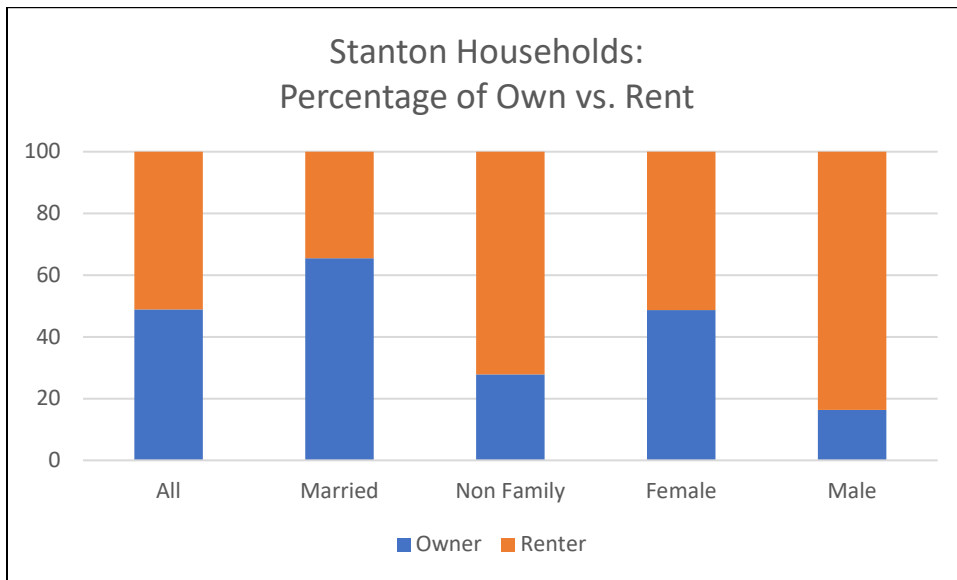


Chart 2.10, U.S. Census Bureau



The total number of housing units in the City is 1,197. 80% are occupied and 20% are vacant.

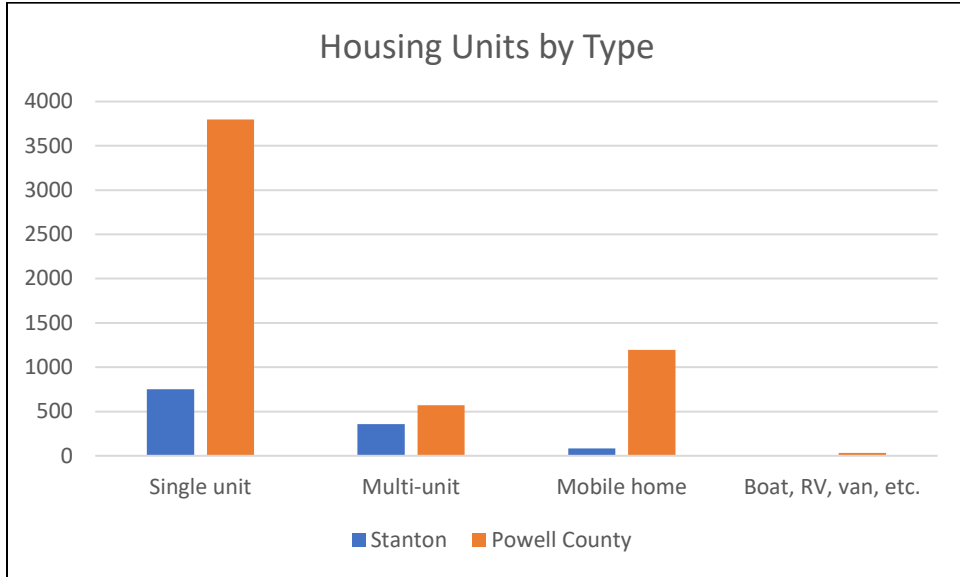


Chart 2.11, U.S. Census Bureau

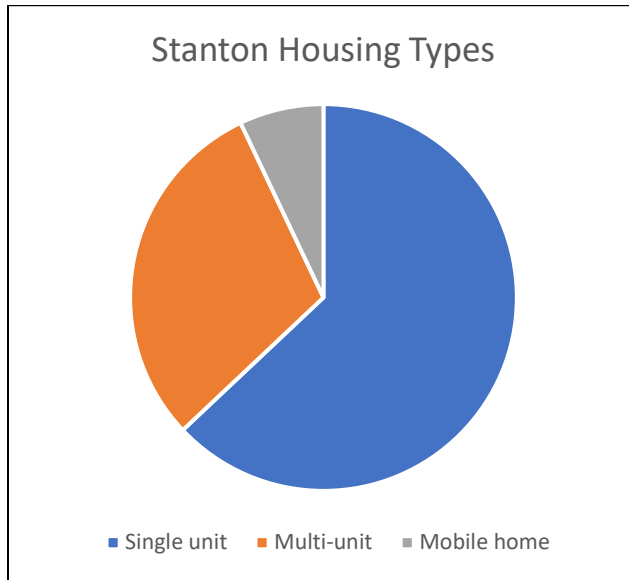


Chart 2.12, U.S. Census Bureau

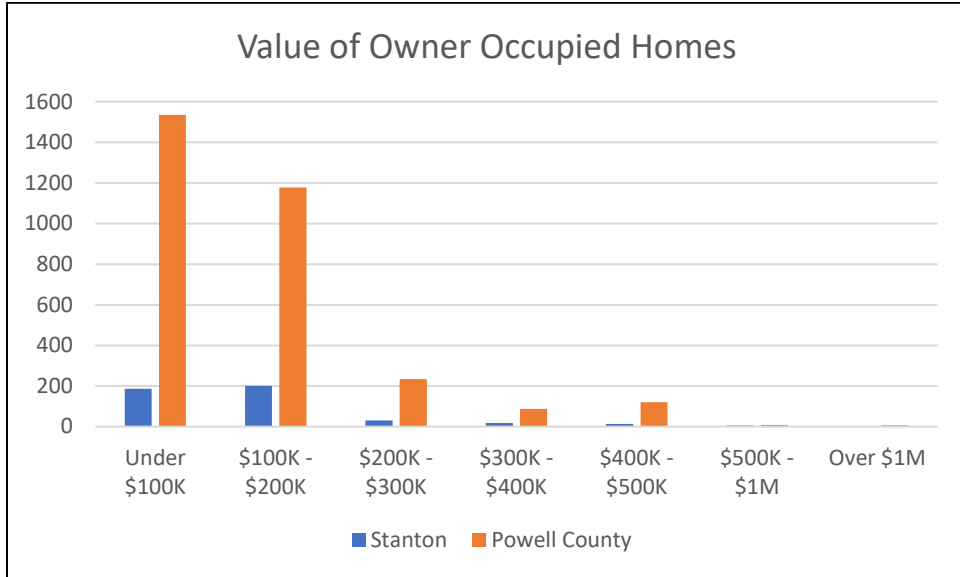


Chart 2.13, U.S. Census Bureau

Median value of owner-occupied housing units is \$112,900 which is about 10% higher than Powell County.

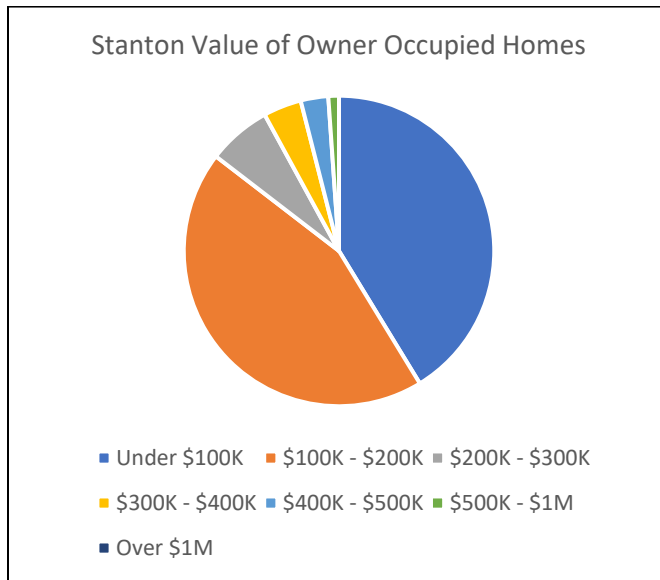
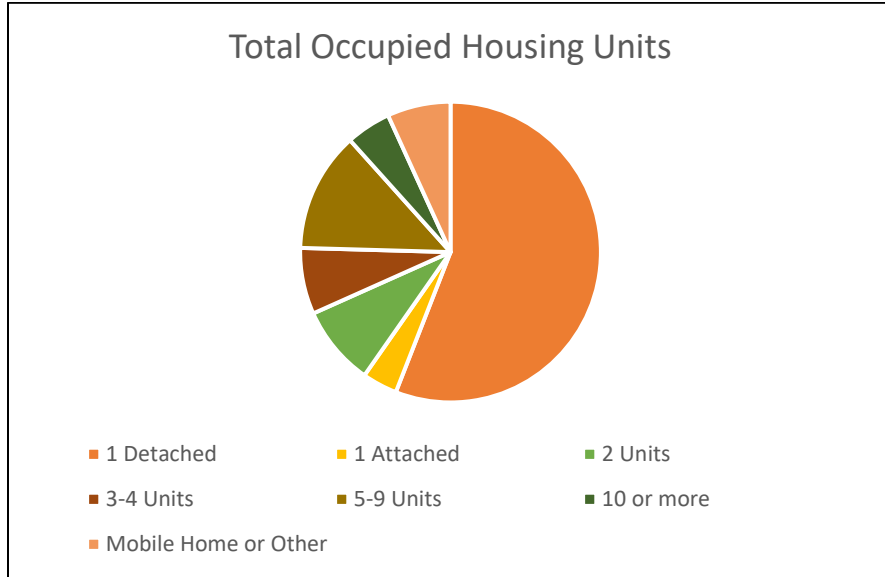
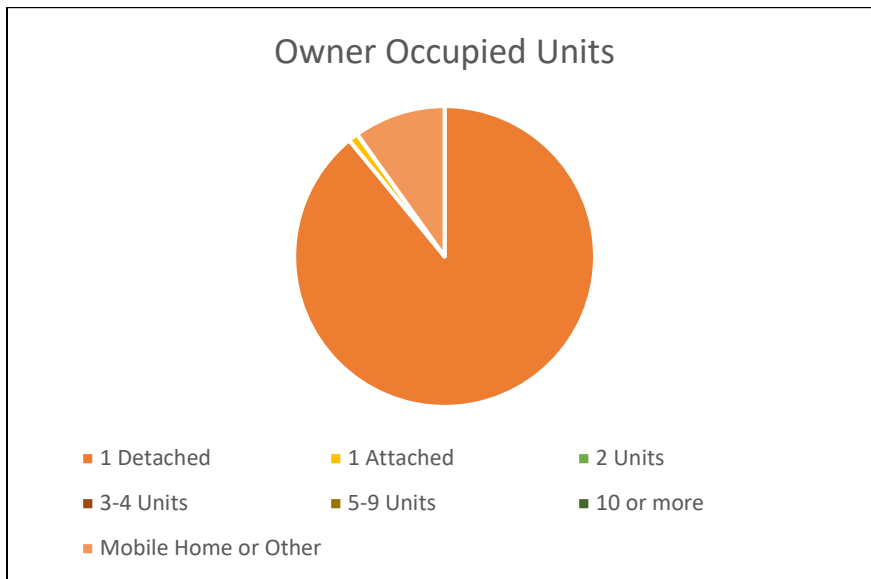


Chart 2.14, U.S. Census Bureau



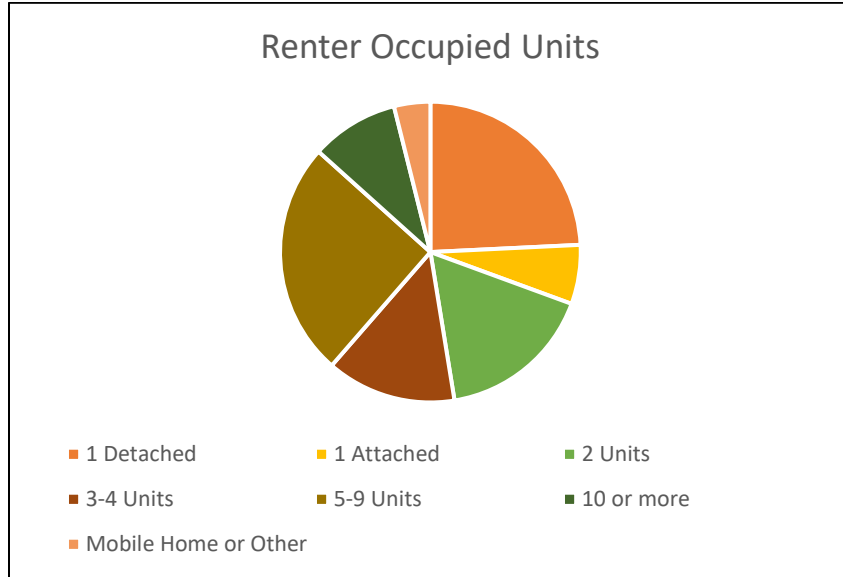
Total	1 Detached	1 Attached	2 Units	3-4 Units	5-9 Units	10 or more	Mobile Home or Other
953	533	36	82	68	123	46	65

Chart 2.15, U.S. Census Bureau



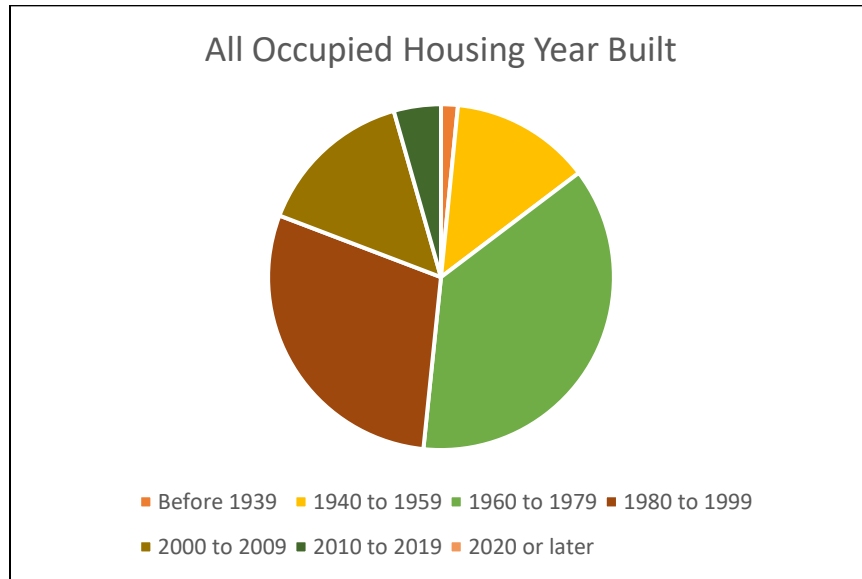
Total	1 Detached	1 Attached	2 Units	3-4 Units	5-9 Units	10 or more	Mobile Home or Other
466	415	5	0	0	0	0	46

Chart 2.16, U.S. Census Bureau



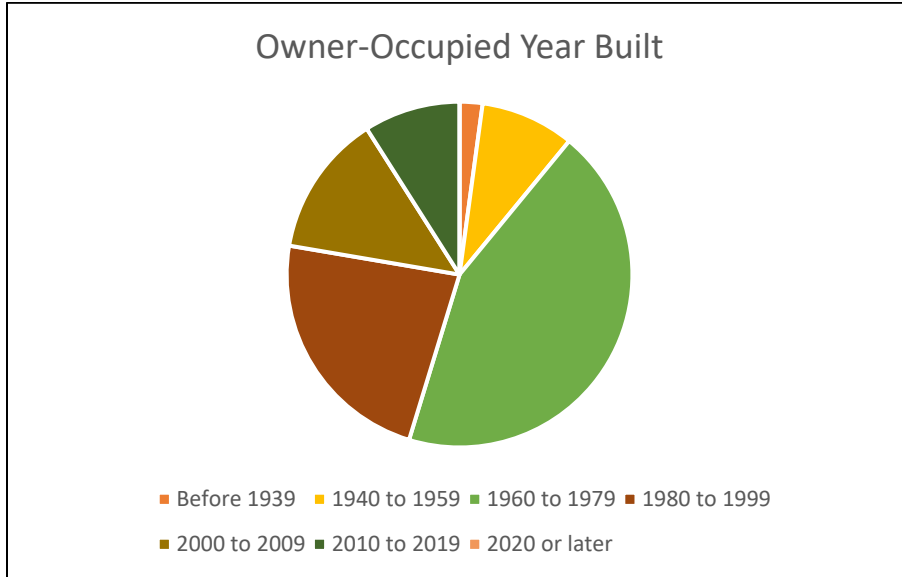
Total	1 Detached	1 Attached	2 Units	3-4 Units	5-9 Units	10 or more	Mobile Home or Other
487	118	31	82	68	123	46	19

Chart 2.17, U.S. Census Bureau



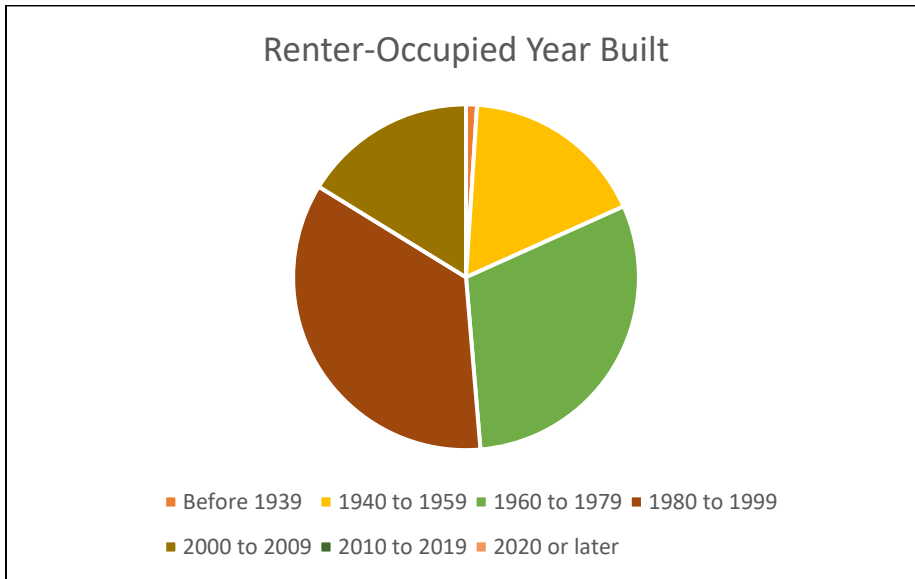
Before 1939	1940 to 1959	1960 to 1979	1980 to 1999	2000 to 2009	2010 to 2019	2020 or later
15	125	352	278	141	42	0

Chart 2.18, U.S. Census Bureau



Before 1939	1940 to 1959	1960 to 1979	1980 to 1999	2000 to 2009	2010 to 2019	2020 or later
10	41	204	107	62	42	0

Chart 2.19, U.S. Census Bureau



Before 1939	1940 to 1959	1960 to 1979	1980 to 1999	2000 to 2009	2010 to 2019	2020 or later
5	84	148	171	79	0	0

Chart 2.20, U.S. Census Bureau



Land Use Inventory

A land use inventory was completed using Google Earth and local knowledge of existing uses. Some ground-truthing was made to verify use and spatial organization of uses. A KML file was generated differentiating between types of uses and then measured using the tools within Google Earth (Image 2.27). In general, property lines were not used, and vacant land was measured based on actual use, not potential or perceived uses. For example, if a residential property was comprised of multiple buildable lots but maintained as one “yard” the undeveloped areas were classified as vacant for their potential future development.

Acreage was tallied into a spreadsheet and the land areas and percentages were totaled (Table 2.23). The data was tabulated into twelve categories including Residential (for all single family dwellings), Multifamily (for all two family and multifamily developments), Mobile Home Parks, Commercial (for all business, health related, and other services), Industrial, Civic (for all government land), Utilities, Schools, Parks, Churches, and Vacant. All of these uses together make up 1,307.8 acres. Per the Kentucky Secretary of State the land are of the City of Stanton is 1,440 acres. The remaining 132 acres (approximate) is right-of-way which includes all city streets, state highways, and the Mountain Parkway.

A second table (Table 2.22) was generated which generalizes all uses into Residential, Commercial, Industrial/Utilities, Public (including right-of-way), and Vacant. These percentages were calculated from the total 1,440 acres, not just non-ROW lands.

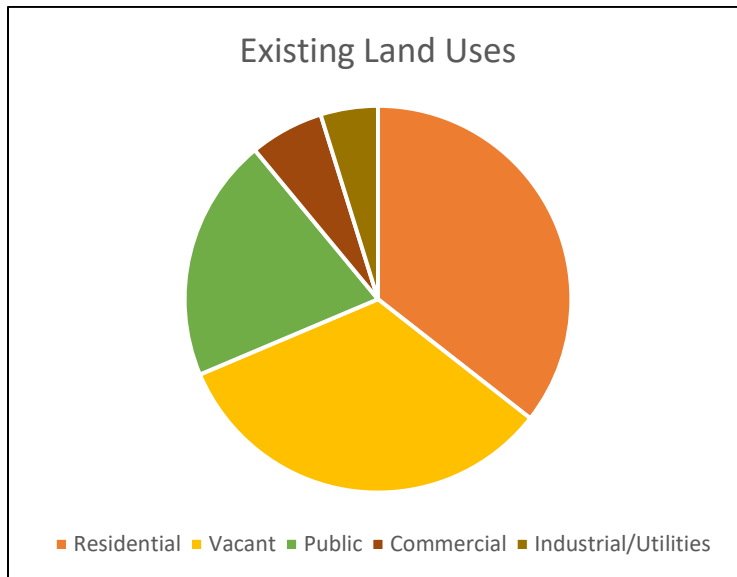


Chart 2.21

DRAFT Comprehensive Plan 2024



<u>General Land Use</u>	<u>Percentage</u>	<u>Acres</u>
Residential	35.6%	512.3
Vacant	33.1%	477.3
Public (including ROW)	20.4%	293.2
Commercial	6.2%	88.8
Industrial/Utilities	4.8%	68.5
Total Acres		1,440

Table 2.22

<u>Specific Land Use</u>	<u>Percentage of Non-ROW</u>	<u>Acres</u>
Vacant	36.5%	477.3
Residential	35.3%	461.6
Commercial	6.8%	88.8
Civic	6.0%	78.5
Industrial	3.4%	44.6
Multifamily	3.0%	39.0
Schools	3.0%	39.7
Utilities	1.8%	23.9
Parks	1.8%	23.0
Church	1.5%	19.8
Mobile Home parks	0.9%	11.7
Non-ROW	90.8%	1,307.8
ROW	9.2%	132.2
Total Acres		1,440

Table 2.23

To roughly determine what our land use needs will be assuming growth focused on infill we first have to look at the percentage of existing non-vacant land uses (Table 2.24).

<u>Non-Vacant Land Use</u>	<u>Percentage</u>	<u>Acres</u>
Residential	53.2%	512.7
Public	30.4%	293.2
Commercial	9.2%	88.8
Industrial/Utilities	7.1%	68.5
Total		963.2

Table 2.24

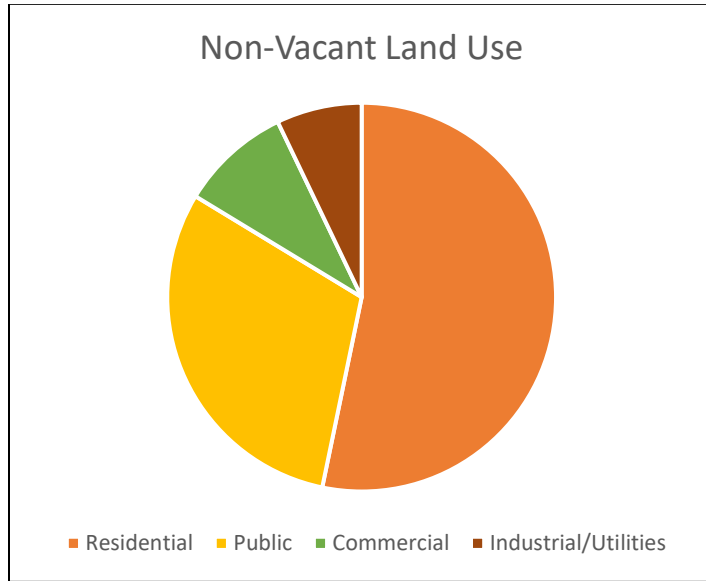


Chart 2.25

If we then take the amount of vacant land within the City and use the same ratios of uses we come up with the following acreages:

<u>Projected Use of Vacant Land</u>	<u>Percentage</u>	<u>Acres</u>
Residential	53.2%	253.9
Public	30.4%	145.1
Commercial	9.2%	43.9
Industrial/Utilities	7.1%	33.9
Total		477.3

Table 2.26

DRAFT Comprehensive Plan 2024



This methodology assumes the current ratios are satisfactory which may not be a valid assumption. However, lacking further analysis it gives us a starting point and a rough guideline for deciding how much land we should allocate for future development.

Another factor that isn't represented in this analysis is the potential for redevelopment of currently used land. There are many older structures which could be repurposed or replaced for better uses. A deeper analysis should be made of potential for redevelopment.

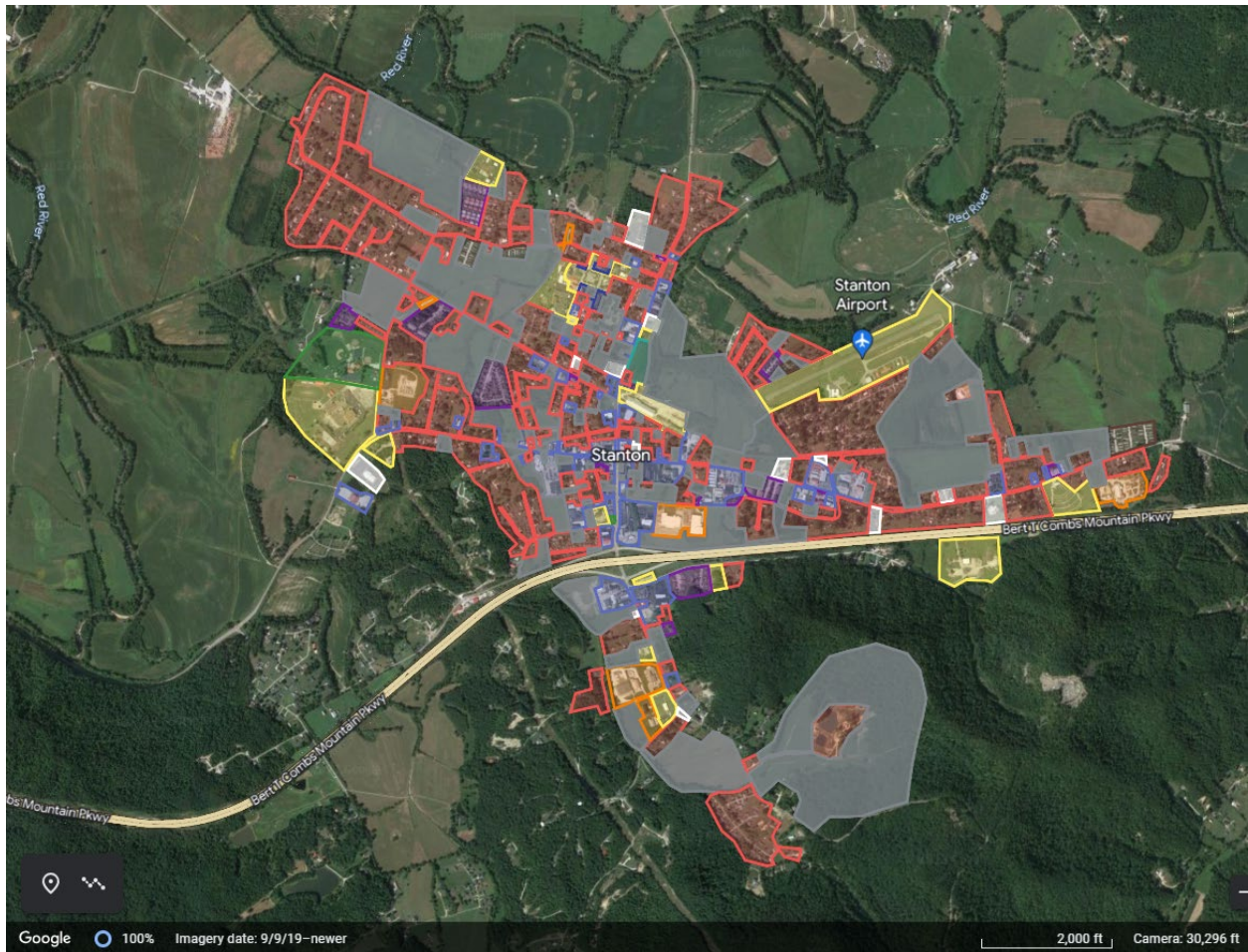


Image 2.27, Screen shot of Google Earth created .kml file representing current land uses within the City.

DRAFT Comprehensive Plan 2024





Chapter III: CURRENT LAND USE

Current Land Use

The current land use inventory is described in Chapter II: Base Study and is summarized below in two tables—a generalized table and a second more fine-grained look at the breakdown of acreages of uses within the City. From the standpoint of assigning zoning designations, the first table (2.22) may be more useful. The second table has a more detailed breakdown within the broader classifications of land uses and can be used for conversations about specific needs within the City.

<u>General Land Use</u>	<u>Percentage</u>	<u>Acres</u>
Residential	35.6%	512.3
Vacant	33.1%	477.3
Public (including ROW)	20.4%	293.2
Commercial	6.2%	88.8
Industrial/Utilities	4.8%	68.5
Total Acres		1,440

Table 2.22

<u>Specific Land Use</u>	<u>Percentage of Non-ROW</u>	<u>Acres</u>
Vacant	36.5%	477.3
Residential	35.3%	461.6
Commercial	6.8%	88.8
Civic	6.0%	78.5
Industrial	3.4%	44.6
Multifamily	3.0%	39.0
Schools	3.0%	39.7
Utilities	1.8%	23.9
Parks	1.8%	23.0
Church	1.5%	19.8
Mobile Home parks	0.9%	11.7
Non-ROW	90.8%	1,307.8
ROW	9.2%	132.2
Total Acres		1,440

Table 2.23



Public Land Uses

Public/civic lands within the City cover 293.2 acres which is roughly 20% of the land. This includes road and other public rights-of-way. As Stanton is the seat of Powell County many county offices and agencies are based in the City.

City Government

City Hall is located at 98 Court Street. The building houses the Mayor, City Clerk, Planning & Zoning, and the Police Department. Most residents refer to City Hall as the “water office” as it is the place where many pay their monthly water bill. City Council, Planning Commission, and the Board of Adjustment regularly meet in the council chambers and other organizations such as the Tourism Commission and other boards occasionally meet there. The property is roughly 0.9 acres in size.

The City maintenance workers also report to City Hall. There are two storage buildings behind the main building which house equipment and supplies. The City has a fleet of vehicles including pickup trucks and a backhoe.

The Planning & Zoning Office is currently comprised of a Zoning Administrator with support from the City Clerk’s office. The City currently does not employ a building inspector, but that is a recognized need. All commercial building permits are inspected by the Kentucky Department of Building, Housing, and Construction. Planning & Zoning has begun a GIS mapping program and curates, compiles, creates, and maintains zoning maps, infrastructure maps, and other related geospatial data.

City Hall has a drive-thru window for bill pay. Parking is often inadequate for public meetings, though it is sufficient for daily activities. Spillover parking frequently occurs at the Stanton Fire Department next door.

The City would greatly benefit from a dedicated maintenance facility to house equipment and as a base of operations for maintenance, and water and sewer operations. If the population grows and daily City operations increase, then more space for City staff will be necessary.

Law Enforcement

The Stanton Police Department is currently housed in Stanton City Hall with the Water Office, Mayor’s Office, and the Planning & Zoning Office. There are six officers employed by the City.

The City lacks a secure and adequate impound lot which would benefit law enforcement and code enforcement. For law enforcement purposes there is ample parking at City Hall.



Stanton Fire Department

The Stanton Fire Station is located next to City Hall at 120 Court Street. The Stanton Fire Department has on staff Hazmat, Extrication, Rope Rescue, and Swift Water Rescue Technicians. It also has 3 engines, 1 ladder truck, 1 utility truck, 1 squad truck, 1 brush truck, and one swift water rescue boat. There are 25 volunteer firefighters with the Department. There are no onsite training facilities, however, there is a need for such facilities such as a burn house and elevated platform within the City and County. The property is roughly half an acre in size with little room for expansion. Parking is sufficient for daily activities.

The emergency water delivery system (fire hydrants) is critically insufficient for City needs and does not meet minimum requirements for fire suppression. It is imperative that an assessment of the system is conducted. System should be maintained and upgraded as needed.

Water & Sewer

Water services for the City and surrounding areas is provided by the Beechfork Water Commission with the Red River as the main water supply.

Sanitation services are provided by the Red River Wastewater Authority. There is a wastewater treatment plant located at the north end of River Drive on Judy Creek. The site covers 3.5 acres. No public parking is needed at this location and employee parking is sufficient.

Current water rates and capacity

- The current water rates for City of Stanton are:
 - \$19.60 first 2,000 gal. inside city limits, \$6.71 per additional 1,000 gal.
 - \$27.95 first 2,000 gal. outside city limits, \$9.33 per additional 1,000 gal.
- The current capacity of the Beech Fork Water Commission is 1.94 MGD. The 7-year average as percent of present capacity is 58%. There are 2,279 total municipal water customers. (Bluegrass Area Development District Rate Book, December 2021)

Stanton Water has four storage tanks with a total capacity of 1.4 million gallons. The City is currently seeking to repair and eventually replace the Pendleton Street water tank which will increase capacity for current City water customers and future development.

Stanton City Park

The Stanton City Park is located at 139 Halls Lane which is adjacent to Powell County High School. With the recent acquisition of two parcels along the west side of Halls Lane the park is 21.14 acres in size and has a walking trail, playground, splash park, baseball fields, soccer fields, and two covered pavilions. The City is currently seeking funding for a dog park and indoor recreation center and to add an artificial turf soccer field. The park is operated by the Stanton Park & Recreation Board.



Powell County Court House



The Powell County Courthouse is located at 525 Washington Street and is home to the Judge-Executive’s Office, the Circuit Clerk, the County Clerk, the Property Valuation Administrator, the County Sheriff, the County Attorney, and the main county courtroom. The Courthouse is on a parcel that’s slightly under an acre in size. The Fiscal Court owns 11.9 acres of land within the City. Onsite parking is insufficient for daily activities. Adjacent lots fill up and during court sessions parking near the courthouse is difficult.

Emergency Operations Center

The E.O.C. is located at 33 Commerce Drive. It houses the 911 Dispatch Center and the office of the Powell County Emergency Management Director. The property is 2.34 acres of property owned by the Powell County Fiscal Court and includes the operations center and a detached storage building. Parking is generally sufficient for employees and the public.

Powell County Ambulance Service

The Ambulance Service is located at 56 Atkinson Street. The Ambulance Service responds to approximately 3,000 emergency calls per year. The property is 0.5 acres of property owned by the



Powell County Fiscal Court. Parking for employees is sufficient, but parking is often used by people visiting the Courthouse.

Powell County Detention Center

The Powell County Detention Center is a housing and rehabilitation center for incarcerated individuals, lodging both state and local inmates and is located at 755 Breckenridge Street. It houses approximately 300 inmates and has a senior staff of about 15. The detention center and annex are located on three parcels totaling 1.6 acres and is comprised of multiple structures. Parking is generally sufficient, however, there is not much space to expand parking on site.

Powell County Library

The Powell County Library has one branch located at 725 Breckenridge Street. The Powell County Library was built in 1986 across the street from the Courthouse and next to Stanton Elementary School. There are 9 people employed by the library Board of Trustees and the library has 30,000 items which can be checked out. The library is located on a 0.7 acre parcel. Parking is insufficient.

Powell County Health Department

The Powell County Health Department offices are located at 376 N. Main Street. There are 10 employees. The property is 0.6 acres in size. Parking is sufficient for employees and the public.

Powell County Board of Education & Annex

The main Board of Education offices are located at 691 Breckenridge Street & and the Board Annex is at 40 Bruen Street. Stanton Elementary School is next to the main Board office at 691 Breckenridge Street. The high school and middle school are both located on the 700 block of West College Avenue. There is a 44 acre parcel of land immediately southwest of Powell County Middle School which is owned by the Powell County School Board that is intended to be used for future school expansion. The Powell County Board of Education owns a total of 90 acres within the city limits.

Countywide there are approximately 2,100 students. While there are two of the three elementary schools that are not located in Stanton, all middle and high school students in Powell County attend school in Stanton. There are about 100 public school teachers employed in Stanton and approximately 1,500 students attend school within the City.

Powell County Senior Citizens Center

The Senior Citizens Center is located at 551 South Main Street. The property is 0.7 acres of property owned by the Powell County Fiscal Court. Parking is sufficient.



Powell County Extension Office

The University of Kentucky Extension Office in Powell County is located at 169 Maple Street. The property is 0.6 acres of property owned by the Powell County Fiscal Court. Parking is a shared lot and is sufficient but can be insufficient during events and when the Courthouse has excessive visitors.

Department of Community Based Services

Child and Adult Protective Services is located in a unit at 122 North Main Street and the Food Stamps, Welfare and Medical office is located in the same building at 124 North Main Street. Parking is shared with the Dollar General store and is sufficient.

Powell County Industrial Authority

The office of the director of the Powell County Industrial Authority is located at 164 N. Main Street. The Industrial Authority owns 50 acres of land within the City in various locations.

Stanton Airport





The Stanton Airport is located at 310 Airport Road, Powell County Airport Board. It is 39 acres in size. The elevation is 651.1 feet. There is no air traffic control tower at Stanton Airport. The runway is 2,996 feet by 70 feet. There are active plans to extend the runway to the southwest by 300 more feet. In conjunction with this project the northern portion of the neighborhood adjacent to the runway will require a new street connection which is part of the overall project.

KYTC District 10 Highway Garage

The Kentucky Transportation Cabinet District 10 highway garage is located at 1006 East Pendelton Street and has direct access to the Mountain Parkway. It is 14.8 acres in size.

Medical Facilities

Current medical facilities include:

- Raven Rock Health & Wellness, 101 N. Main Street
- Sterling Health Care, 68 Elkins Street
- Red River Healthcare, 321 C East College Avenue
- Stanton Family Clinic, 638 E College Avenue
- Mountain Comprehensive Care, 369 North Main Street
- New Vista, 203 North Main Street
- Kroger Pharmacy, 179 W College Avenue
- Stanton Drugs, 638 A E College Avenue
- Walgreens Pharmacy, 125 North Main Street
- Stanton Nursing & Rehabilitation Center, 31 Derickson Lane

Residential Land Uses

Residential land uses total approximately 512 acres within the City. Of that total roughly 461 acres are for low density residential, or 35% of all non-right-of-way lands within the City, while there are 39 acres of high density housing which is 3% of the total and there are almost 12 acres of land used as manufactured home parks which is slightly less than 1% of all non-right-of-way lands within the city. Residential development has suffered from a narrow focus on single family dwellings, lack of consistency over the years due to a high turnover rate or vacancies in the position of Administrative/Enforcement Officer, and stagnating growth which could drive tighter focus and refinement in the Planning & Zoning program. More emphasis should be placed on adhering to the Subdivision Regulations, the Zoning Ordinance and other Planning documents and City ordinances.

Structures have been permitted to be constructed over lot lines, accessory structures have been permitted as standalone uses on individual lots, and many other permitting decisions have been made which make current and future permitting difficult.

Planning & Zoning reviews should be prioritized for any land use development in the City and open lines of communication between City and County agencies should be fostered and strengthened.



Commercial Land Uses

There is approximately 89 acres of land being used for commercial uses within the City. This is 6.8% of non-right-of-way land in the City.

Much like residential development, commercial development has been disorderly and inconsistently administered through permitting and case review. Much effort should be made to educate the public and encourage business owners to seek approval from Planning & Zoning at the beginning of their planning process when seeking to build new structures and open new businesses.

Every effort should be made to guide commercial development into a cohesive Central Business District through updating and adapting the Zoning Ordinance to favor pedestrian friendly community-oriented businesses where commercial and residential districts blend together. There should also be flexibility in allowing mixed residential and compatible commercial uses. Automobile oriented businesses should be grouped near the Mountain Parkway interchange and along Main Street adjacent to the highway. Autocentric businesses with heavy drive-through traffic should not be allowed throughout the City.

Industrial Land Uses

Including land used for public utilities there are 68.5 acres currently being used for industrial purposes. This is 5.2% of the total non-right-of-way land in the City. The Powell County Industrial Authority has developed one industrial park on Reed Court and there is another property zoned I-2 that is undeveloped south of the Reed Industrial Park which would require improvements to KY 213 (Furnace Road) to be viable. There are three other industrial sites privately owned within the City.

Industrial land uses should not be encouraged adjacent to existing residential districts and every effort should be made to buffer residential uses from industrial with less impactful commercial uses or open space.



Chapter IV: GOALS & OBJECTIVES

Goals & Objectives

One of the most important elements in the preparation of the Stanton Comprehensive Plan is the development of realistic goals and objectives. By using the initial framework of the goals and objectives and developing policy statements that translate broad goals into precise decision guidelines, as well as using the recommendations of the other component elements, a strategy for guiding future growth is developed. For the planning program to be effective the strategy must be followed continuously, and the Plan must be used as the basis for making everyday decisions affecting the future expansion of the entire area.

General Goals

Goal: In all decision-making activities make the health, safety, and welfare of all citizens of Stanton and the local community a priority.

Objectives:

- Consider low- and moderate-income individuals, neighborhoods, and populations in policymaking and daily decision making.
- Focus on the long-term effects of decisions not the short-term benefits.
- Seek proactive ways to improve existing conditions to benefit the entire community.
- Focus on modern or forward-thinking solutions in all policymaking and daily activities.

Goal: Build and retain small town character.

Objectives:

- Designate neighborhood & commercial districts, including a downtown district to address development in specific small areas of the city.
- Develop and administer architectural standards to improve the appeal of the City.
- Create and support initiatives to improve the streetscapes Citywide. Possibly partner with Stanton Tourism Commission and other organizations to fund and implement projects.



Goal: Preserve historic structures in the City.

Objectives:

- Identify and inventory historic properties.
- Partner with Red River Historical Society to create opportunities for adaptive redevelopment.

Economic Development Goals

Goal: Create an environment favorable to commerce which supports the needs and desires of the citizens of the community.

Objectives:

- Evaluate existing regulations to determine if they inhibit or encourage commerce within the City. Revise as needed to support community friendly commercial activity.
- Utilizing the Future Land Use Map, identify the best areas for general businesses, pedestrian-oriented businesses, autocentric businesses, and industrial uses balanced with proximity to residential and open space areas.
- Discourage scattered commercial development throughout the city by designating a Central Business District and carefully review any zone change requests for conformance with this principle.
- Create a GIS (Geographic Information System) map of commercial and industrial properties for public reference which identify potential redevelopment and greenfield sites.
- Develop land use regulations which encourage a more attractive and livable community with focus on meeting not only the basic needs of citizens and local businesses but also improving the quality of development to a higher standard.
 - Draft new sections of the Zoning Ordinance that address landscaping, lighting, fencing and alternate energy sources.
 - Create and designate small area Neighborhood and Commercial Districts with stricter design standards.
 - Review and update all permitted, conditional and accessory uses in the Zoning Ordinance to reflect current community needs and sensibilities.
 - Revise and refine the City's Nuisance Ordinance to better regulate undesirable conditions throughout the City.
- Commit to consistent education and outreach and enforcement of City regulations.
- Create and maintain a list of vacant commercial buildings and properties in Commercial Districts.
- Recommend creation of an economic development director position for the city.



Goal: Identify and plan for opportunities which will increase access to adult education opportunities and occupational training.

Objectives:

- Encourage night programs and GED classes and additional vocational training within Stanton and Powell County.
- Recommend the development of one or more testing centers for GED and professional certification tests.
- Continue to take advantage of federally funded Summer Youth and In-School Youth Programs
- Encourage high school and college graduates to remain in or to return to the county.

Residential Development Goals

Goal: Foster an appealing and healthy environment for daily living within the city.

Objectives:

- Develop land use regulations which encourage a more attractive and livable community with focus on meeting not only the basic needs of citizens and local businesses but also improving the quality of development to a higher standard.
 - Draft new sections of the Zoning Ordinance that address landscaping, lighting, alternative energy, and fencing.
 - Revise and refine the City’s Nuisance Ordinance to better regulate undesirable conditions throughout the City.
- Commit to consistent education and outreach and enforcement of City regulations.

Goal: Provide a variety of housing options for the diverse needs of the community.

Objectives:

- Update the Future Land Use Map to identify less Low Density Residential and include a higher percentage of Medium and High Density Residential (identify areas with lot sizes that cannot be developed as low density and consider rezoning to more appropriate districts).
- Revise the Central Business District section of the Zoning Ordinance to allow mixed use housing with specific standards to successfully blend commercial and residential at a high standard.



Transportation Development Goals

Goal: Create more walkable and bikeable spaces in the City.

Objectives:

- Create a map of bicycle and pedestrian connections within the City and identify opportunities to improve connectivity.
- Update Zoning Ordinance and Subdivision Regulations to include language prioritizing bicycle and pedestrian facilities in any subdivisions, new construction, and transportation projects.
- Encourage pedestrian and bicycle specific amenities in all new construction and developments including but not limited to benches, trash cans, lighting, and bike racks.
- Advocate for better pedestrian and bicycle-friendly pavement markings and signage any time there is new road construction or new striping done on existing roadways.

Goal: Improve traffic circulation and connectivity within the City.

Objectives:

- Create an existing and future connectivity map.
- Exercise careful review of any new developments within the City, to identify and mandate new street connections and improve existing roadways.
- Consider implementing traffic impact fees for new commercial and residential construction to offset the cost of constructing and maintaining new roads and lanes needed for growth and development.

Goal: Reduce the focus on auto-centric development to allow for a more diverse transportation network.

Objectives:

- Be receptive to new trends and technologies in transportation and adapt regulations as needed to address new or changing needs.
- Adapt to the needs of all transportation users including human powered and alternate energy sourced vehicles.
- Craft regulations that encourage land use designs which favor a variety of transportation alternatives, not just the automobile.



Environment / Open Space Development Goals

Goal: Preserve natural areas for air and water quality and the physical and mental health of the citizens of the community.

Objectives:

- Identify and prioritize natural spaces through the creation and designation of parks, drainage areas, and preservation areas.
- Include minimum open space requirements in the Subdivision Regulations for residential, commercial, and industrial properties.
- Revise to Subdivision Regulations to include stormwater management policies and principles to reduce adverse effects of excessive stormwater. This could include favoring permeable parking areas and driveways and more curb cuts and natural rain collection areas in commercial districts.
- Require measures to reduce and contain urban run-off and provide for adequate storm water drainage.
- Implement policies to reduce light pollution citywide.

Community / Civic Resources Goals

Goal: Seek sources of revenue related to development to help fund a more robust City maintenance/public works department

Objectives:

- Continued evaluation and maintenance of all existing water and sewer lines, sidewalks, curbs, gutters, street lighting, signage, roads, and bridges.
- Build and maintain an inventory of all city infrastructure including but not limited to water, sewer and storm water systems, streets, roads, bridges and culverts, sidewalks, street lighting, signage, and structures.
- Create a capital improvement plans for maintaining and upgrading of existing facilities.

Goal: To have robust infrastructure that will allow for daily operations of city services including water, sewer, waste management/recycling, streets, parks & recreation, and utilities as well as for future growth.

DRAFT Comprehensive Plan 2024



Objectives:

- Ensure that all proposed new developments will be provided the necessary, desirable, and advantageous community services and facilities in an orderly and efficient manner.
- Coordinate land development decisions with service providing organizations (i.e. schools, utilities, KYTC, Health Department, etc.)
- Continue ongoing efforts to secure financial resources to implement the capital improvement plans.

Goal: To have an environment of cooperation, direct communication, and exchange of information between City, County, State, and Federal agencies.

Objectives:

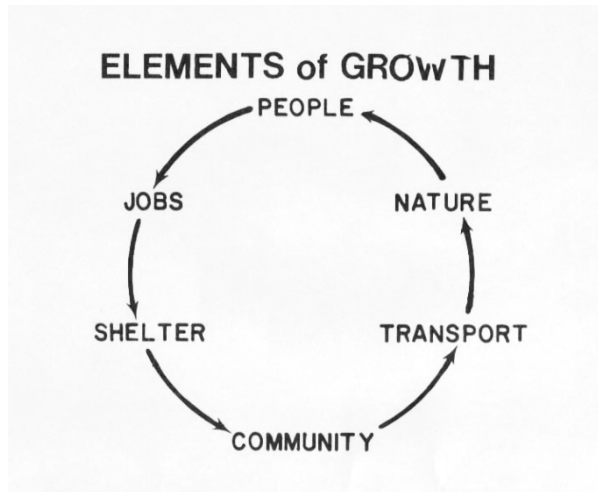
- City personnel will attend meetings of local, state, and federal agencies as they pertain to City operations, Land Use Management, and development.
- City personnel will seek appropriate training as it pertains to various City operations and regulations.



Chapter V: FUTURE LAND USE

The Stanton Comprehensive Plan was prepared for the purpose of understanding and accommodating Stanton's growth. Growth means new jobs and new jobs will often dramatically change a town. But growth in and of itself is not necessarily good. Growth often has a measurable effect on the quality of life and this effect is not always beneficial. It is the job of the Stanton City Council and Planning Commission to manage growth in a way that will improve the quality of life for all the citizens of Stanton.

Growth is a very complex and complicated action that is extremely difficult to understand. It is essential, however, that the basic elements of growth be recognized. Broadly speaking, growth may be described as falling into six major categories: people, jobs, shelter, community, transport, and nature. As is shown in the diagram below, the counterclockwise connecting arrows represent the direction of the growth cycle.



By carefully considering the principles of growth, the Stanton Planning Commission may be better able to accommodate the future needs of its citizens.

All growth begins with people. It is the tendency of people to gather in a society that causes growth. When people congregate in an area, they require many services - services that are reflected in the remaining elements of growth - jobs, shelter, community, transport, and nature. Stated simply, people are the prime generator of growth; all else ultimately flows from this source.

Utilizing the data from the land use inventory in Chapter II we can make projections of what needs Stanton will have going forward. These conclusions are based on current knowledge and don't reflect every potential future change in socio-economic factors. If nothing else, we learned from the COVID pandemic that significant unforeseen changes can happen in our community in a short period of time.



People’s employment and housing needs can drastically change due to unforeseen circumstances. No amount of planning can address every contingency, but what our Comprehensive Planning process can do is allow of flexibility and diversity in land uses while balancing our communities needs with the Goals & Objectives identified in this document.

Residential Land Uses

The projected future residential land use through infill alone would involve the development of 253.9 acres of currently vacant land. The City is currently mostly zoned as low-density residential. Any future development should prioritize a diverse housing stock and favor more medium- and high-density residential developments. Not only was the initial zoning of most of the City’s residential areas as low-density inappropriate, but it also didn’t take into account the need for different housing types for different needs of individuals over time. Low-density residential uses favor the traditional nuclear family but do not meet the needs of those who either by choice or necessity seek medium or high density housing. Many of the residential lots in the central part of the City don’t meet standards for low-density zoning but are zoned R-1 making them difficult to redevelop without rezoning or obtaining variances.

Residential Projections

People need not only jobs; they seek shelter or housing. There are various types of housing - single-family residences, duplexes, apartments, mobile homes, etc. When planning for growth, consideration must be given to the demand and supply for shelter. Future planning requires that consideration be given not only to the location of housing but also to the type of housing offered.

Single family residences accounts for 36.2% of land uses within the City. All residential uses make up 53.2% of all non-vacant land within the City. Residential uses and a robust housing inventory are crucial to the health of any community. Citizens need safe, affordable, and adequate housing. A variety of options of housing types is important to serve people with different housing needs. For Stanton to thrive the community must provide options that are accessible to our existing and projected populations.

To maintain or increase the ratio of residential uses to other uses within the City we need to look at setting aside at least 254 acres of vacant land over time for residential purposes. This would accommodate future needs without redevelopment or annexation.

Another factor to consider in relation to future residential development is how the tourism market centered around the Red River Gorge region affects housing supply and demand within the City. There has been an increase in the purchase of homes and multifamily housing for the purpose of using them as



Short Term Rentals. Some of these are owned and operated by residents of Stanton, but an increasing number are being developed by people who live not only outside Powell County but out of state. While some of this kind of development is good for the economy, there is a danger that too much of the City's housing stock may be converted to Short Term Rentals which will make actual long term housing scarce and drive up the cost of real estate and rental properties making it hard for low to moderate income individuals and families to relocate to or stay in Stanton. Currently there are 26 registered Short Term Rentals within the City. The Zoning Ordinance should be updated to include language which specifies an optimal ratio of Short Term Rentals in the low and medium density housing stock.

In addition to Short Term Rentals there is a small but growing demand for vacation home developments in the area which may encroach into the City as it grows. This could mean much of the residential land is sold as second homes leaving fewer and fewer full-time residents to participate in the community. Gentrification of Stanton is a real concern in the coming years and the effects must be monitored and managed.

It is important to balance future growth with ordinances and policies that preserve the housing stock for all income levels and backgrounds.

Commercial Land Uses

Commercial Projections

People need jobs; they are attracted by jobs; they will move for jobs. Jobs are, therefore, the second crucial factor of growth. The major motivation for in-migration in any community is the opportunity for a better job. The existence of jobs or potential for jobs must be considered when planning for future growth.

Commercial development is encouraged to locate and expand in the central portion of town and along major routes rather than in predominantly residential sections. The phasing out of non-conforming commercial ventures in residential areas can be accomplished through the application of land use controls.

Within the City Limits and along the major road corridors there is sufficient vacant property to accommodate the projected commercial needs without redevelopment. Infill alone along KY 11/15 (College Avenue), KY 213 (Main Street), and KY 2486 (Washington Street) near the Courthouse could handle future commercial growth. There is roughly an equal amount of vacant land along these roadways to the projected percentage of 9.2% of the existing vacant land in the City. If any existing properties are redeveloped there could be additional commercial potential throughout the City for future commercial growth.



It is necessary to update the Future Land Use Map to centralize pedestrian-oriented commercial uses along the main throughfares with nodes in the outlying areas and concentrate the highway commercial uses near the Mountain Parkway interchange. General commercial uses should be clustered farther out from the center of town to make more cohesive and thoughtful development and better mix residential and commercial uses.

The creation of a “downtown” overlay district is necessary to guide development along College Avenue and Main Street. These are the main corridors where a good deal of the business is already located.

An earlier Comprehensive Plan identified a Highway Commercial overlay district. There are benefits to having an overlay district within a certain proximity to the Mountain Parkway interchange at Stanton (Exit 22) including improved appearance, better traffic flow, and more ordered development within the district.

With carefully crafted design guidelines these districts would change the aesthetic character of Stanton and ensure that residents and visitors alike are presented with an attractive and functional experience in visiting the City.

Industrial Land Uses

Industrial Projections

With the proposed Manning Industrial Park south of Caudill Road near the existing Reed Industrial Park there is 60% (19 acres) of the potential development for Industrial uses accounted for. For that development to occur KY 213 (Furnace Road) would need to be improved past Caudill Road approximately 0.1 miles to accommodate more truck traffic and improve the geometry for enhanced safety. There is an additional 4 acres or 12% of the projected Industrial use which could be developed in the Reed Industrial Park.

Public Land Uses

Public Land Projections

After people satisfy their need for jobs and housing, they turn attention to community. Community includes such things as shops and services, schools, and playgrounds, libraries and hospitals, and police and fire services. The sum of urban amenities represents community. It is the duty of Planners and decisions makers to ensure that both governmental and private concerns adequately address all the aspects of community.



No less important to the future of Stanton than residential, commercial, and industrial development is the development of public lands. This includes transportation rights-of-way. It is important to set aside land not only for cars but for the safe movement and enjoyment of pedestrians and cyclists. Stanton is a small enough town that it should be easy to walk anywhere within the City. We must prioritize transportation facilities that allow for the safe passage of individuals and families that can't afford to operate or choose not to use automobiles for local trips.

For any new commercial or residential developments within the City we must carefully consider future street connections and always include sidewalks and multi-use paths where possible. Our major roadways can and should include bike lanes where there is sufficient right-of-way. Improving pedestrian connectivity from residential clusters to public services and commercial areas is important to the quality life of all citizens.

Stanton currently has one public city park which is operated under the oversight of a park and recreation board. There is sufficient vacant land for the construction of additional small parks in various locations around the City. Future large subdivisions should be required to set aside greenspace for air and water quality and take advantage of undevelopable areas like floodplains and small irregular parcels for the enjoyment of the public.

Civic spaces are often located in the same locations for years. However, as the City grows and changes the community must work together to plan for new schools, government buildings, and public services to create more efficient uses of space. We get few opportunities to site new public structures and these opportunities should be carefully thought out to maximize the use of any space dedicated to public use.

Public/civic lands within the City cover 293.2 acres which is roughly 20% of the land. This includes road and other public rights-of-way. As Stanton is the seat of Powell County many county offices and agencies are based in the City.

Transportation

The four elements of growth previously mentioned can only be organized successfully where there is adequate transportation. Without adequate transportation, people cannot get to jobs, and cannot be properly served by shelter or community. Planning for the available means of transporting goods, services and people is, therefore, the fifth element of growth.

Considering the small population and basically rural economy, Powell County has a generally adequate highway system of Federal, State, and local roads. Excellent east-west movement within the County is afforded by the Mountain Parkway, which traverses the entire central portion of the County, passing

DRAFT Comprehensive Plan 2024



through both Clay City and Stanton. To the east, the Parkway connects with east-west Interstate 64 and Winchester, and to the west with Wolfe County and other points in Eastern Kentucky.

Additional east-west movement is provided by State Highways 11 and 15 which co-exist through much of the County's midsection, generally paralleling the Mountain Parkway. The two arteries join in Clay City, with Highway 15 connecting with Winchester to the west, while Highway 11 connects Montgomery County to the north.

Travel north and south of the Mountain Parkway is via numerous State and local roads. In the western portion of the County, State Highway 11 connects Clay City with Montgomery County to the north, while State Highway 82 connects Clay City with Estill County to the south. State Highway 213, which traverses the entire central portion of the County, connects Stanton with Montgomery County to the north and Estill County to the south.

Stanton's development has been strongly influenced by the automobile. Most development inside the City has been autocentric with little focus put on pedestrian needs or other types of transportation. Buildings are set back from the street with large parking lots in front. Citywide there is a shortage of sidewalks and most sidewalks beyond Main Street are old and either in disrepair or do not meet modern standards. There are no bike lanes or bike paths in the City and there are few regular utilitarian cyclists in the City. Bike racks are almost non-existent at City businesses and in public spaces.

Stanton's streets tend to be narrower than typical city streets and few have curb and gutter.

There are 132 acres of right-of-way within the city. This accounts for 9.2% of land use in the City.

There are many overlooked potential street connections within the City that if constructed could improve circulation and foster development in currently undeveloped areas of the City.

It should be remembered that one of the main purposes of subdivision regulation is to require a subdivider to properly install the streets necessary for a new subdivision. It is a settled legal principle that a municipality can require a subdivider to dedicate and improve land in his development for streets as a condition to plat approval. Further, a developer may be required to bear costs which are specifically and uniquely attributable to his activity, which would otherwise be paid by the general public. It is reasoned that the subdivider creates the need for streets when he subdivides land and should bear the cost for them. If the City of Stanton wishes to have adequate traffic circulation on major collector and minor streets, it must begin imposing strict regulations for streets in future developments.

There is currently a project in development to expand the runway safety area at the Stanton Airport. This will result in three hundred additional feet of land on the southwest end and will require the relocation of Lisa Lane and the construction of a new street to connect the neighborhood to the northwest of the runway to KY 213 (Main Street) near the intersection of Main and Boone Streets. The



neighborhood that will be cut off by the runway is comprised of homes on Eastview and Westview Drives, Kevin James Lane, Brittany Lane, Lakeview Drive and Karin Drive. This will result in approximately 0.6 miles of new streets and a sidewalk.

There is also funding and a project in development to add a sidewalk along Elkins Street from KY 213 to KY 11/15 (College Avenue) which will improve pedestrian connectivity from the east end of town.

The City is also pursuing the funds to construct a sidewalk along East College Avenue from the end of the existing sidewalk near Roger’s Hardware to almost the corporate boundary near Van Village Trailer Park. This will be a 1.4 mile new section of sidewalk to connect Van Village, Airport Subdivision and the surrounding residential areas to the sidewalks along Main Street and West College Avenue.

Recreation and Open Space

Because residents of Stanton use recreational areas throughout Powell County as well as within the corporate limits, existing facilities were considered in all areas of the County. A partial list of recommendations as follows were first made in the Bluegrass Area Development District Regional Open Space Plan in the 1970s:

RECOMMENDATIONS

1. Formulation of a county park and recreation board.
2. Development of a county master plan for recreation.
3. Development of playlot and vest pocket parks throughout the county with emphasis on the City of Stanton.
4. Development of inclusive facilities compliant with the Americans with Disabilities Act (ADA) and considerate of the usefulness to all age groups.
5. Development of policies consistent with an orderly land use plan.
6. Development of policies consistent with protection of the environment.
7. Development of a variety of open space facilities and areas (including special facilities).
8. Development of park and open space areas in strategic areas to serve all the population.
9. Thoughtful planning for the future population growth to provide adequate public recreation facilities and open space areas.
10. Provision of a year-round recreation program for all ages.

The existing Stanton City Park has been continually expanded and improved and is a focal point in the local community. Additional park areas are needed to serve neighborhoods around the City. The development of a multi-use trail along Judy Creek would connect many areas of town for pedestrians



and would provide a major health benefit to the community as well as providing better access to the stream for maintenance and stormwater management.

The new KY 213 highway project north of town, which replaced the bridge over the Red River has provided an opportunity for public boat access on Red River. There are access points upstream in Rosslyn and downstream in Clay City.

Future Land Use Map

Consideration of the future growth of Stanton represents the best way that the Planning Commission can protect the environment and the community. Zoning decisions and supervision of subdivision development based on principles shown on the Future Land Use Map will help Stanton grow in a manner that is most beneficial to the public. It is through the Future Land Use Map that the Planning Commission guides Stanton's development in the coming years.

The vacant land within Stanton's present corporate limits can easily accommodate future demands. In fact, if the vacant or unused land in Stanton's city limits is fully developed, it could, based on existing people to land use ratios, serve a population twice the present size of Stanton. Realistically, this would never happen, but it is certainly in order to suggest that all future growth may be adequately handled within the City's present boundaries.

Because it is the opinion of the Stanton Planning Commission that the present city limits can easily serve the future needs of Stanton, and that urban amenities such as water and sewer, schools and playgrounds and police and fire protection are best provided within a compact area, it is recommended that all significant growth be encouraged to occur within Stanton's city limits.

For developments outside but adjacent to the City every effort must be made to compel developers to build products which best serve the public at the highest standard, and the City, through regulation, must not allow substandard housing developments, roadways, water and sewer services, stormwater facilities, and access to any other typical accoutrements of daily living. Much thought should go into new developments, because once foundations are poured, and streets are being driven on it is much harder to fix problems than if they are addressed during the planning process.



Chapter VI: Implementation Strategies

This chapter compiles implementation strategies that will help the City of Stanton realize the vision of this Comprehensive Plan. While the substance of the Plan to this point is background information and data, this chapter should act as the toolbox the City uses on a daily basis to effectively manage land use and development.

As the strategies are implemented the resulting plans and maps should be added to this document as appendices. The Table of Contents will reflect each of these proposed documents as placeholders.

Regulation Updates

To be effective in land use management, the City must regularly review and update its regulatory framework to ensure the changing needs of the community are met with thoughtful consideration and not blind adherence to habit or outdated laws.

Our regulatory documents such as the Comprehensive Plan, Zoning Ordinance, and Subdivision Regulations have been pasted from other communities or from earlier documents and have not had a significant overhaul since the early 1990s. This current Comprehensive Plan update is the first step in this implementation strategy.

This Comprehensive Plan should not gather dust on a shelf but should inform all development and land use decisions within the city as well as aid in emergency management, law enforcement, education, public works, and administration. These documents should be consulted daily in review of permits, subdivisions, zone changes, conditional use permits, and other processes, as well as be made available online and in print and promoted to the public for reference in planning and transfers of land.

Specific Strategies

Within the next year update:

- Comprehensive Plan
- Future Land Use Map
- Zoning Ordinance
- Official Zoning Map
- Subdivision Regulations

After adoption of each of the above they should be reviewed annually and updated within five years going forward.



Urban Service Area

Working with the Red River Wastewater Authority, the Beech Fork Water Commission, and the City's public works staff an urban service area (USA) should be identified and mapped. As part of this mapping effort the water, wastewater, and stormwater infrastructure should be identified and mapped for daily use as well as planning activities.

Policies should be written and referred to when selling new water and sewer taps. Updated Subdivision Regulations should include drainage and stormwater requirements for new developments.

Specific Strategies

- Definitively establish corporate limits and update all maps
- Identify and map extent of existing City provided services including water, sewer, and maintenance
- Create written policies and procedures for expansion of City services
- Create workflow for subdivision approval which incorporates those procedures

Downtown Overlay District

The 1976 Stanton Comprehensive Plan stated as a goal: "To understand and accommodate the various levels of commercial needs throughout the city." Two of the objectives of that goal were:

- Discourage strip commercial activities along major traffic arteries unless specifically designated by the Zoning Ordinance or the Land Use Plan.
- Encourage the concentration of commercial activities in a delineated central business district area.

In the subsequent forty-eight years the City of Stanton has not effectively addressed the issue of disordered commercial development. Stanton does not have a cohesive central business district. This can be accomplished with the designation of a Downtown Overlay District.

Specific Strategies

- Based on the best concentration of existing pedestrian-oriented businesses, identify the best area(s) for a Downtown Overlay District



- Update the Future Land Use Map to better delineate between General Business, Pedestrian-Oriented Business, and Highway Business uses
- Establish through the statutory process a Downtown Overlay District which will concentrate pedestrian oriented development

Development Workflows & Timelines

Currently, there is not much information published regarding development timelines and processes. This is a critical gap in the land management of the City. In order to better educate the public, elected and appointed officials, and to facilitate better dialogue and more efficiency in development it is important to create Standard operating Procedures, timelines, uniform application forms and documents, and publish and promote these materials on the City’s website and make available for everyone.

Specific Strategies

Step-by-step charts should outline and clarify the application and approval processes for:

- Zoning Permits (building, fence, sign, floodplain, accessory structures)
- Zoning letters / research
- Minor Subdivisions (create or combine up to three lots or move a lot line between two parcels)
- Subdivision Plats
- Development Plans
- Conditional Use Permits
- Dimensional Variances
- Administrative Appeals
- Zone Change Requests (map and text amendments)

Transportation Master Plan

Stanton’s physical development occurred between the 1960s and 1980s when local and national focus shifted to auto-oriented development. Because of this, there has been little multi-modal considerations made in the planning and construction of Stanton’s streets and infrastructure. Changes in statewide transportation policies have benefitted the City through the KY 213 (Main Street) improvements over



the last decade—which included sidewalks—but the rest of the City suffers from inadequate or non-existent sidewalks.

To better identify the needs and wants of the community it is recommended that the City support and participate in the drafting of a Transportation Master Plan which should address all modes of transportation and satisfy the needs of all citizens regardless of how they choose to travel within the City.

This plan should study the current conditions and demographic data, identify specific transportation needs and resulting projects, prioritize those projects based on needs and feasibility, and identify funding sources and strategies to drive implementation of the Plan.

Specific Strategy

- Draft and adopt Stanton Transportation Master Plan

Parks and Recreation Master Plan

The Stanton City Park is a vibrant and important part of the community. Currently, there is only one park, but there is potential for future parks in other parts of the City, as well as further development potential at the Park. To better guide future recreational development, it is important to draft a Parks & Recreation Master Plan for the City of Stanton.

A Parks & Recreation Master Plan should include an inventory of current facilities, ongoing and upcoming projects in the works, proposed future projects, potential satellite park sites and recreational facilities such as a new river access point at KY 213 and Red River, a potential multi-use path along Judy Creek utilizing the floodplain, and other pocket parks and recreational facilities around the City. Similar to the Transportation Master Plan this plan should include an inventory, demographic data, specific needs and wants, projects, prioritization, funding sources/strategies and an implementation section.

Specific Strategy

- Draft and adopt Stanton Parks and Recreation Master Plan



Capital Improvements Plan

To aid in completing projects and making the City more fiscally resilient, it is important to develop and adopt a Capital Improvements Plan (CIP).

A CIP is critically important and one of the major responsibilities for a government entity because:

- The capital plan helps a community anticipate needs rather than just reacting to problems in the moment.
- Capital planning ahead provides time for leaders to get the necessary resources in place gradually, as opposed to all at once.
- A capital plan provides the proper preparation necessary to determine the most economical means of financing a project.
- When prepared collectively, the CIP helps increase “buy-in” among officials and employees, and helps voters understand its importance.
- The capital plan puts the community in position to quickly take advantage of federal or state grant programs and opportunities.

The capital plan is a working document and should be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities to ensure that the infrastructure exists to advance the community’s strategic and long-term goals and objectives.

Capital improvement planning is essential for communities of all shapes and sizes, from large, sprawling cities to rural farming towns. Used to organize proposed capital improvement projects and public expenditures by priority, schedule, funding and financing availability, and estimated expenses over a multi-year period.

A capital improvement plan typically consists of one or more capital improvement projects, which are financed through a capital budget. CIPs are important tools for local governments, allowing them to plan strategically for community growth and transformation.

A capital improvement project—also called a capital project—is typically a permanent structural change to a property or asset to prolong its life, increase its value, or enhance its capabilities.

A CIP has two parts:

- **A capital budget.** The capital budget is the upcoming year’s spending plan for capital items.
- **A capital program.** The capital program is a plan for capital expenditures that extends typically five to ten years beyond the capital budget.

DRAFT Comprehensive Plan 2024



The CIP provides a working blueprint for sustaining and improving the community's infrastructures. It coordinates strategic planning, financial capacity, and physical development. A CIP stands at the center of a government's Planning, Public Works, and Finance departments.

Specific Strategy

- Develop and adopt a Capital Improvements Plan