



Section 10:

IMPLEMENTATION PLAN

Town of Stallings Comprehensive Land Use Plan

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Comprehensive Land Use Plan Implementation

The intent of the Comprehensive Land Use Plan is to enable citizens and decision makers to understand the context of land use in order to develop more informed decisions.

The Stallings Comprehensive Land Use Plan will be implemented through the strategic use of various planning tools such as the Town's official zoning ordinance, subdivision ordinance, and the capital improvements program. This Plan should be used as an essential decision making guide for all land use related decisions made over the next decades. Successful implementation will require a sustained effort by the public and private sectors. It is through the incremental, daily decisions of the Planning Board, Town Council, state and regional institutions, neighboring jurisdictions, private property owners, developers and other interest groups, that the Town's vision will be realized.

Practically every development related decision that the Town makes will have some impact upon the way the land is used, therefore, it is most important that there be an overall plan for coordinated land use development in order to make optimum use of this limited resource.

It is expected that citizens will be able to refer to the Comprehensive Land Use Plan as a single source of information in understanding the nature of development within Stallings and in understanding how their own development plans fit within the context of the Town. A major element of this document includes a series of recommendations for changes and additions to existing land use policies and regulations. As Stallings continues to improve its regulatory framework, an effort should be made to integrate the recommendations set forth within this document.



Comprehensive Land Use Plan Implementation

Guiding Principles Summary

Plan Maintenance

- *A Yearly Action Program*
- *Annual Plan Evaluation*

Goals & Strategies





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In addition, the Town's decision-making bodies should utilize the recommendations set forth within this document to guide their actions and to achieve our stated key guiding principles:

Guiding Principles Summary



Coordinated Growth

The Town values an intentional growth pattern that focuses density at key locations and uses design principles to create a coordinated approach to site and building development. Transportation infrastructure sets the framework for the Town's future land use opportunities and with a finite amount of land available for growth, the Town has placed value on identifying areas where the future development will have a profound impact on Stallings.



Diversified Development

The Town aspires to provide a full range of land uses for employment, services, and residential, at a variety of densities. Creating a diverse portfolio of land uses will require increased densities at select locations, where a mixture of land uses creates a walkable, vibrant environment.



Destination Points

Communities that are intentional about their development, focus on high quality growth at key activity centers, provide a diverse range of land uses, focus on connectivity, walkability, and human scaled development, and make placemaking a priority, become destinations that attract others from outside their borders. Stallings is dedicated to becoming a destination and encouraging development that will attract people to the town.



Placemaking

Placemaking is a people-centered approach to the planning, design, and management of public spaces that enhances community identity, economic and community development, and brings the community together. The Town values the creation of "community" by developing civic and public gathering spaces that foster a sense of identity and connectedness.



Adaptive Community

The Town seeks to be adaptable to changes in demographics and the market by building a Town that can withstand downturns in the economy and has a built environment (buildings and infrastructure) that will have a lifespan

Guiding Principles



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of more than one generation. Being an adaptive community is about using land wisely to prevent future problems, planning for the growth of Stallings and its surrounding communities, and giving thoughtful attention to the location, type, density, and timing of development.



Regional Collaboration

The Town's unique geography and proximity to other communities creates opportunity for local and regional collaboration on issues and topics that transcend one jurisdiction. The desire for multi-jurisdictional and regional collaboration will be a key guide for the Town as it grows and develops over the next decades.

While the recommendations provided will help to improve land planning and development, it is important to understand that implementation will take time. In addition, the changes proposed must also be individually evaluated by the appropriate decision-making bodies and must undergo applicable public

processes. In advancing the objectives of the Comprehensive Land Use Plan, efforts should be taken with an overall focus on continuous and sustained improvement. The recommendations listed in this document provide the overall direction and guidance for staff, citizens, and decision-making bodies.

Plan Maintenance

This plan is not intended to be a static document that holds immutable power over land development. It is a set of guiding principles and policies, based on the current needs of Stallings and its residents. While the recommendations and policies proposed are based on a 25-year look into the future, this plan will be most effective when used as the basis for actions in more nimble, finite increments.

Therefore, the Town should implement an ongoing planning process that uses this plan to develop more detailed year-to-year improvement schedules. Additionally, as industries, development patterns, economies, and public needs change over time, so too must this plan evolve. As such, a part of the ongoing planning process should include an annual evaluation of the plan as it relates to development and infrastructure events of the past year.

A Yearly Action Program

The Town should use the plan to define the annual work programs of policies, actions, and capital investments. Although most of the plans' recommendations are not capital items, this program should be coordinated with the existing capital improvement budgeting process. This annual process should be completed before the beginning of each budget year.

Annual Plan Evaluation

In addition, this process should include an evaluation of the Comprehensive Plan policies and procedures. This evaluation should occur at the end of each calendar year. Ideally, this evaluation should culminate in a written report that:

- Summaries key land use developments and decisions of the past year and relates them to the Comprehensive Plan.
- Reviews actions taken by the Town to implement plan recommendations during the past year.
- Defines any changes that should be made to the Comprehensive Plan.

Plan Maintenance





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Development Policies and Actions

The following table presents a summary of recommendations divided into three key types of efforts:

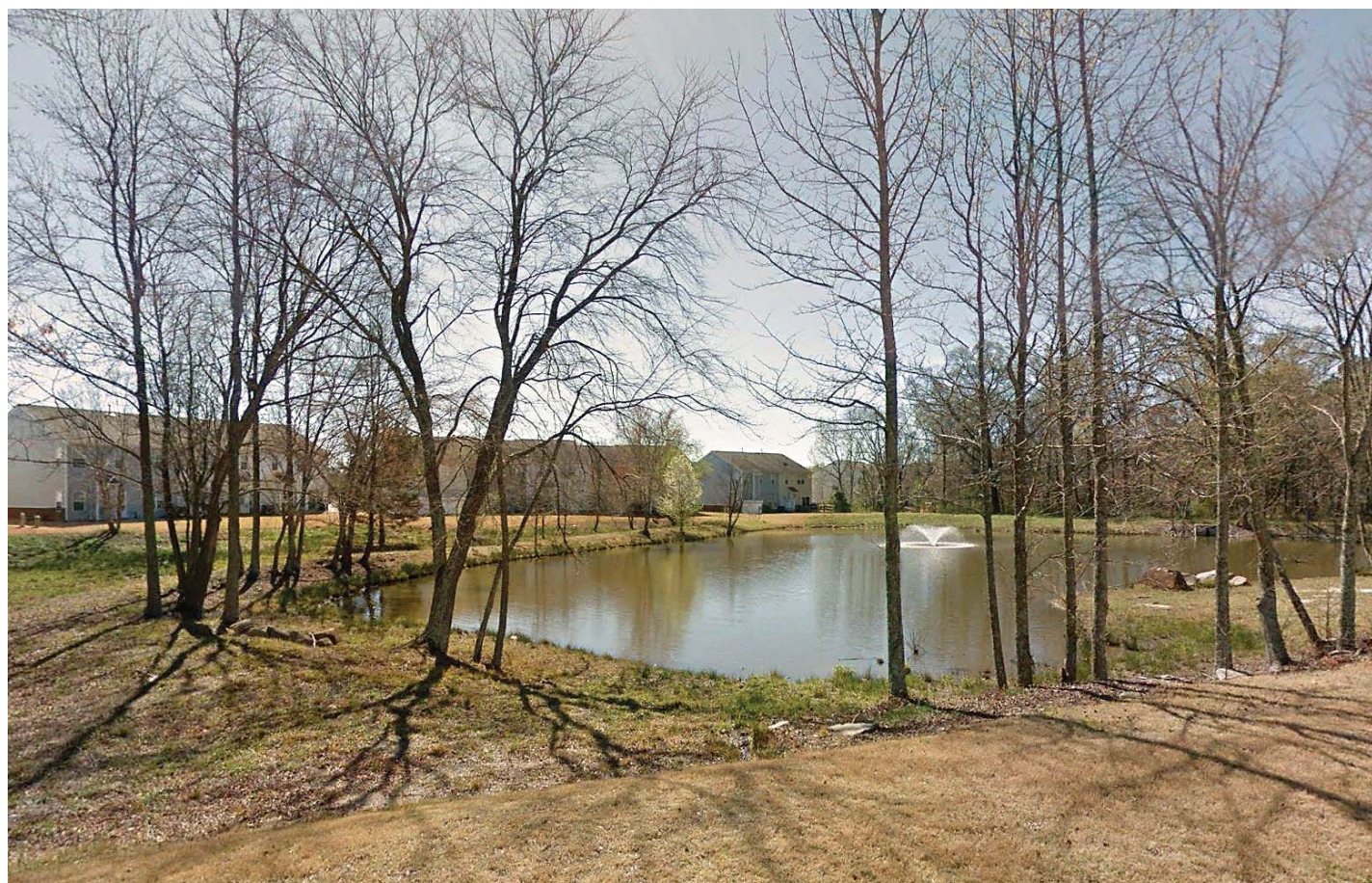
- Policies. These are continuing

efforts over a long period of time. In some cases, they might include specific administrative or regulatory actions.

- Action Items. These include specific efforts or accomplishments by the Town. They generally

can be accomplished within the Town's operating budget.

- Capital Investments. These are more significant projects that will require an outlay of funds from the Stallings Capital Improvement Budget.



Pond on Azteca Drive, Stallings

Photo: Google

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SECTION	GOAL	STRATEGY	GOAL	TYPE	COORDINATED GROWTH	DIVERSIFIED DEVELOPMENT	PLACEMAKING	DESTINATION POINTS	ADAPTIVE COMMUNITY	REGIONAL COLLABORATION
3. Identity & Involvement	I-1	Develop organizational structure for Town beautification and community involvement.								
		I-1.1	Promote the many benefits of good community appearance and the importance of aesthetics to quality of life and economic development by developing a standard for landscape, streetscape and architecture.	ACTION						
		I-1.2	Create an entity responsible for beautification and community identity, such as a "Keep Stallings Beautiful" committee that has staff support.	ACTION						
		I-1.3	Create a citizens' academy to teach future volunteers and board members local government functions and processes.	ACTION						
		I-1.4	Develop a comprehensive list of volunteer opportunities and share with citizens at least annually.	ACTION						
	I-2	Enhance community pride and identity by improving the public realm.								
		I-2.1	Develop a streetscape cross-section for primary corridors and subdivision streets to ensure consistent median plantings, street trees, and setbacks. Development of the planting plan should be done in coordination with utility providers and agreed upon cross-sections should be incorporated into the zoning ordinance to ensure that private development adheres to the identified streetscape.	ACTION/ POLICY						
		I-2.2	Develop consistent community furniture theming for community identification and incorporate elements into both public and private development projects.	ACTION/ POLICY						
		I-2.3	Require developers to design streetscaping oriented to the pedestrian, such as sidewalks, lighting, street furniture and trees.	POLICY						
		I-2.4	Develop a comprehensive wayfinding signage program that directs residents and visitors to public facilities, parks, and other important community facilities.	ACTION						
		I-2.5	Work with NCDOT to ensure that new traffic signal mast arms are consistent in design. Develop a phasing plan to incorporate mast arms at key intersections.	ACTION/ POLICY						
	I-3	Community gateways should incorporate design elements that greet and direct the public and evoke a sense of place.								
		I-3.1	Incorporate approved welcome signage and landscaping at primary gateways.	ACTION						
		I-3.2	Incorporate street furniture (benches, banners, etc.) and landscaping at secondary gateways.	ACTION						
		I-3.3	Encourage development adjacent to community gateways to use similar design elements that reflect the character of the Town.	POLICY						
	I-4	Coordinated, thoughtful design should be incorporated in all projects to enhance community image, connectedness, and identity.								
		I-4.1	Encourage continuity of significant site and/or design elements (architecture, scale, landscaping) when considering a proposed development in relation to the community and neighboring properties.	POLICY						
		I-4.2	Connect existing neighborhoods to each other and to places of interest with greenways, sidewalks, or walking paths.	POLICY						
		I-4.3	Promote the concept of individually planned developments, but maintain a sense of connection and belonging to Stallings through signage, landscaping, street furniture, etc.	POLICY						



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		I-4.4	Provide a connected Town transportation framework through automobile, pedestrian, and bicycle linkages between residential developments, business areas, and recreational activity centers.	POLICY						
		I-5	Utilize existing and planned public spaces, facilities, and projects to create community anchors that highlight "place," community appearance, and identity.		◆		◆	◆		
		I-5.1	Encourage the development of civic spaces and community anchors, such as a library, park space, civic space, etc. as part of private development proposals.	POLICY						
		I-5.2	Create additional public gathering spaces and park facilities, especially north of I-74. Blair Mill Park should be further developed to provide additional amenities and programs and be connected by greenways and sidewalks to surrounding neighborhoods.	ACTION/ CAPITAL						
		I-5.3	Promote the development of a mixed-use, walkable town center, with community gathering spaces.	POLICY						
		I-5.4	Encourage medical and health services and businesses to locate in proximity to one another to create a medical anchor.	POLICY						
		I-5.5	Connect community facilities to each other and to neighborhoods through sidewalks, trails, and/or bike paths.	POLICY/ CAPITAL						
		I-5.6	Promote the creation of town anchors through small area planning.	POLICY/ CAPITAL						
		I-6	Foster a sense of community by promoting the importance of community heritage and a mix of cultural opportunities.					◆	◆	◆
		I-6.1	Encourage community oriented events and festivals to celebrate the history of Stallings and foster tourism.	ACTION						
		I-6.2	Promote community education and awareness of the heritage of western Union County and Stallings.	ACTION						
		I-6.3	Increase access to the arts (music, literature, visual and performing arts, etc.) in Stallings through partnerships with public and private organizations and agencies.	ACTION/ CAPITAL						
		I-7	Ensure that Town codes allow the high-quality development that is expected and desired.		◆	◆			◆	
		I-7.1	Amend Town codes to allow and encourage planned, mixed-use developments with density levels to support business activity.	POLICY						
		I-7.2	Strengthen non-residential landscaping requirements for both streetscapes and buffering.	POLICY						
		I-7.3	Adjust Town codes to provide density bonuses for projects that incorporate a designated community anchor within their project. Community anchors will be further defined in the code.	POLICY						
		I-7.4	Develop a checklist of site improvements required based on a threshold of redevelopment or change of use. Incorporate requirements into the Town code.	POLICY						
		U-1	Work with utility and service providers throughout the region to plan, supply, and upgrade to modern and competitive facilities within the Town.		◆				◆	◆
		U-1.1	Ensure that long-range plans for Union County water and sewer and the Town of Stallings' land use are consistent.	POLICY						
		U-1.2	Identify areas needing initial water, sewer, and electricity and work with regional providers to develop this infrastructure in anticipation of future growth.	ACTION/ CAPITAL						

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Utilities & Services		U-1.3	Coordinate with property owners and County officials to expand water and sewer lines to underserved areas or areas served by private water and sewer systems and incentivize development where growth is encouraged.	POLICY/CAPITAL						
		U-1.4	Partner with Union County to construct new wastewater facilities, such as outfalls, pump stations and treatment facilities that will service the future growth of Stallings.	ACTION/CAPITAL						
		U-1.5	Work with providers to identify areas where infrastructure will soon "age out" and plan for modernization.	ACTION						
		U-1.6	Encourage utility planning that: contributes to a high quality of life by ensuring safe and efficient service delivery, considers Town aesthetics, and considers environmental impacts.	POLICY						
		U-1.7	Research and implement alternative funding sources to maintain and expand services and utilities.	ACTION/CAPITAL						
	U-2	Make adjustments to the zoning code and other planning policies to encourage new development that takes advantage of existing infrastructure or contributes to the construction of new infrastructure and increased access to services.			◆	◆			◆	
		U-2.1	Promote new development that uses innovative building and site elements to minimize impacts and work with existing utility infrastructure. This could include infill development, incorporating energy-efficient or energy-generating technology, and on-site water reclamation and treatment.	POLICY						
		U-2.2	Require new development to make equitable contributions commensurate with project impacts towards infrastructure, including: requiring traffic impact assessments and improvements, dedication or reservation of infrastructure or facility rights-of-way and other lands, and revisiting fees periodically.	POLICY						
	U-3	Work with property owners to renovate existing neighborhoods and commercial centers to best utilize existing infrastructure, maintain the housing stock, promote infill development, and sustain property values.				◆	◆		◆	
		U-3.1	Coordinate with the code enforcement officer to identify properties in need of assistance to maintain the housing stock and work with property owners to make improvements.	ACTION						
		U-3.2	Develop small area plans that increase density and provide a pedestrian friendly experience in commercial centers that are likely to be changed as transportation improvements are made in adjacent corridors.	POLICY						
		U-3.3	Incentivize infill development that takes advantage of existing infrastructure, reuses buildings, or modernizes current infrastructure to meet its needs.	POLICY						
	U-4	Ensure that Town facilities and services, such as emergency services, places to learn, and recreational opportunities, grow with the population and are easily available to all citizens.			◆	◆			◆	◆
		U-4.1	Explore ways to strategically provide services such as fire and police to new outlying development including satellite offices.	ACTION/CAPITAL						
		U-4.2	Consider locating complimentary facilities adjacent to each other such as public meeting space, libraries, parks, and/or schools within a single complex.	ACTION/CAPITAL						
		U-4.3	Coordinate delivery or shuttle services with area libraries (Union West Regional Library or Charlotte Mecklenburg Library in Matthews) to check out books or transport residents to nearby libraries. Consider starting a small library or information center as part of the new Community Recreational	ACTION/CAPITAL						



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5. Economy, Workforce & Development		U-4.4	Encourage the development of neighborhood "pocket parks" to increase pedestrian access to recreational opportunities and support the equal distribution of recreational properties and programs throughout Stallings including the completion of Blair Mill Park and the greenway system.	POLICY/ CAPITAL						
		U-4.5	Consider opening or hosting a seasonal Farmer's Market at Stallings Park or Blair Mill Park, offered in conjunction with other activities (music, food trucks, etc.) to garner additional participation.	ACTION/ CAPITAL						
	U-5		Use Crime Prevention through Environmental Design (CPTED) strategies to plan for a safe community.				◆	◆	◆	
		U-5.1	Encourage the police, recreation, and planning departments to receive training in Crime Prevention through Environmental Design.	ACTION						
		U-5.2	Implement CPTED strategies in the small area planning for public buildings, parks, streetscapes, parking lots, schools, etc.	POLICY						
		U-5.3	Consider CPTED when examining site designs and meeting with potential developers.	POLICY						
		U-5.4	Develop brief educational materials for property owners, developers, and business owners to incorporate CPTED strategies in their designs/store layouts.	ACTION/ CAPITAL						
	E-1	Encourage the development of new commercial and office space on currently undeveloped lands located at key intersections and land with high accessibility and visibility from interstates, highways, or major arterial roads.				◆		◆	◆	◆
		E-1.1	Identify and facilitate the development of employment centers, commercial development, and precision manufacturing where infrastructure currently exists.	ACTION						
		E-1.2	Incentivize land for professional offices, research facilities, and medical offices at key intersections.	POLICY						
		E-1.3	Modify zoning to align with plan recommendations for economic development.	POLICY						
		E-1.4	Work with Union County to improve infrastructure to vacant land to support commercial development (pad-ready) and develop an incentive program to encourage commercial development.	POLICY/ CAPITAL						
		E-1.5	Partner with regional economic growth partners to market available land to prospective businesses, and identify and plan for recommended improvements for sites to attract economic development.	ACTION/ CAPITAL						
	E-2	Promote the redevelopment of existing commercial corridors and industrial sites to attract new shopping and entertainment opportunities and precision manufacturing.				◆		◆	◆	◆
		E-2.1	Adjust zoning along Highway 74 and Stallings Road to encourage master planned, coordinated redevelopment in keeping with the recommendations of this comprehensive plan and small area plans.	POLICY						
		E-2.2	Redevelop key business sites to increase density and improve land use coordination with transportation infrastructure.	ACTION/ CAPITAL						
		E-2.3	Rehabilitate industrial buildings to support precision manufacturing or incubators for small business development.	ACTION/ CAPITAL						

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6. Transportation		E-2.4	Work with Union County to provide incentives for the redevelopment of commercial corridors and industrial sites.	POLICY						
		E-2.5	Redevelop underutilized commercial properties in the Potters/Pleasant Plains area and implement the downtown master plan.	ACTION/CAPITAL						
		E-2.6	Encourage additional private investments by investing in capital improvement projects and infrastructure in coordination with the downtown master plan.	CAPITAL						
	E-3 Complete small area plans in key areas to: coordinate land use development with transportation infrastructure, encourage mixed-use, and create destinations.				◆	◆	◆	◆		
		E-3.1	Incorporate a geographic center for shopping, dining, and recreation to increase the supply of retail and restaurants as part of the small area planning process.	POLICY						
		E-3.2	Suggest mixed use development – offering a variety of services and employment opportunities for new, walkable residential and commercial developments that will attract and meet the needs of employers, millennials, seniors and families – in small area plans.	POLICY						
		E-3.3	Focus office park development, including medical offices, research space and professional offices, around the US 74 and I-485 interchanges where additional traffic can be accommodated.	POLICY						
		E-3.4	Work with stakeholders (including private and public investors) to create small area plans and to incentivize the development of these plans.	POLICY						
	E-4 Partner with institutes of higher education and regional economic growth partners to develop and market existing programs that will equip Stallings' workforce for future employment opportunities especially in the fields of medicine and technology.								◆	◆
		E-4.1	Coordinate communication between institutes of higher education and regional economic growth partners to identify existing programs and encourage the development of additional programs to meet the workforce needs of current and future businesses in Stallings.	ACTION						
		E-4.2	Market courses offered at Central Piedmont Community College, South Piedmont Community College, and Wingate University to Stallings' citizens, employers and employees. Marketing opportunities include posting information on the Town's website, hosting an education fair, and including course catalogs at Town Hall.	ACTION						
		E-4.3	Partner with businesses to develop an internship or apprenticeship program at Stallings Town Hall pairing students with various businesses, government agencies, departments, or services.	ACTION						
	T-1 Increase transportation choices by integrating multimodal options (walking, biking, public transportation, driving, etc.) into existing and new facilities.						◆	◆	◆	◆
		T-1.1	Complete high priority, pedestrian connectivity projects including: sidewalks on Stevens Mill Road, sidewalks connecting neighborhoods to Stallings Elementary School and Stallings Park, sidewalks connecting existing and new residential developments, and sidewalks connecting neighborhoods to commercial nodes.	CAPITAL						
		T-1.2	Map high priority active transportation projects (greenway trails, sidewalk projects, and bike lanes) and incorporate projects into the Town's capital improvement plan.	ACTION						
		T-1.3	Coordinate active transportation projects with projects in nearby communities in Union and Mecklenburg counties.	ACTION/POLICY						
		T-1.4	Require construction of new greenway trails, sidewalks, and bike lanes as part of private development proposals.	POLICY						



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		T-1.5	Implement highway mobility, multimodal, and complete streets recommendations from the <i>Union County 2025 Multimodal Transportation Plan</i> .	CAPITAL						
		T-1.6	Develop small area plans at key intersections and incorporate transportation elements that provide additional transportation choices and connectivity to surrounding residential and non-residential land uses.	POLICY						
		T-1.7	Create a townwide greenway plan connecting Stallings to adjacent jurisdictions.	POLICY						
	T-2 Improve highway and local road connectivity through collector street design standards, right-of-way purchases, and connectivity requirements.				◆			◆	◆	
		T-2.1	Pursue the inclusion of the new collectors streets -- as outlined in the <i>Union County 2025 Multimodal Transportation Plan</i> -- onto official project maps and ultimately in the Transportation Improvement Program.	POLICY						
		T-2.2	Require that right-of-way be preserved, where identified in Town policy documents, as new development occurs.	POLICY						
		T-2.3	Consider purchasing right-of-way for new collector streets as property comes up for sale.	CAPITAL						
		T-2.4	Develop collector street design standards and incorporate them into Town codes and site designs for new development and the re-surfacing or re-alignment of collector streets.	POLICY						
	T-3 Creatively expand transportation funding levels to maintain and improve the transportation system.				◆				◆	◆
		T-3.1	Work with county and regional partners to explore the establishment of alternative, local funding sources for roadway construction to help critical projects move forward faster.	ACTION/CAPITAL						
		T-3.2	Strengthen zoning codes to require transportation improvements with development and redevelopment activities to achieve maximum benefit with limited available public funds.	POLICY						
		T-3.3	Coordinate transportation facilities (highway and trails) regionally to maximize benefits.	ACTION						
		T-3.4	Work with regional partners to develop better transportation data to increase the amount of road dollars that come to the Charlotte Regional Transportation Planning Organization area.	ACTION						
		T-3.5	Support regional, state and federal transportation initiatives to increase transportation funding.	ACTION/CAPITAL						
	T-4 Apply context sensitive design principles (i.e. proposed cross sections) to new or expanded infrastructure projects.				◆		◆			◆
		T-4.1	Incorporate the streetscape cross sections identified in the <i>Union County 2025 Multimodal Transportation Plan</i> into public and private development proposals and small area plans.	POLICY						
		T-4.2	Develop a standard street cross section for local residential streets that specify street widths, utility placement, and the provision of bicycle and pedestrian facilities.	POLICY						
		T-4.3	Use designs for transportation projects and facilities that are oriented toward meeting the needs of all users, the communities served, and the natural environment.	ACTION						
		T-4.4	Push for the adoption of transportation project selection criteria for the Comprehensive Transportation Plan (CTP) or Metropolitan Transportation Plan (MTP) that consider local context such as consistency with a land use plan or other land use objectives/criteria.	POLICY						
		T-4.5	During the design of new or expanded road projects, incorporate design features to minimize barriers and reduce visual and noise impacts to neighborhoods.	ACTION						

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		T-4.6	Seek context sensitive strategies to reduce the impacts of the Monroe Expressway and the Old Monroe Superstreet projects (landscaping, pedestrian and bicycle connectivity, noise reduction, etc.) as they transverse the Town.	ACTION						
		T-4.7	Raise the level of awareness for residents, Stallings' elected and appointed boards, and potential developers, about the connection between land use and transportation and how different design options support each other.	ACTION						
	T-5 Increase local and regional transit system options.					◆		◆	◆	◆
		T-5.1	Work with the Charlotte Area Transit System to develop park and ride lot(s) for the express bus service to Union County.	ACTION/CAPITAL						
		T-5.2	Establish a future transit corridor that would connect Stallings to the Silver Line light rail terminus at the CPCC Levine Campus in Matthews.	POLICY						
		T-5.3	Develop a corridor plan for the Silver Line connection that would identify future transit stops.	POLICY						
		T-5.4	Develop and establish minimum land use densities along the proposed transit corridor consistent with the corridor plan.	POLICY						
		T-5.5	Work with Monroe/Union County on possible transit service expansion into Stallings.	ACTION						
		T-5.6	Work with county and regional agencies to further address the needs of transit-dependent population(s) such as persons with disabilities, seniors, and other special needs groups.	ACTION						
		T-5.7	Explore adding a requirement for transit stops in high use centers and major developments, such as shopping centers and medical facilities, and consider transit vehicle flow when planning such areas.	POLICY						
		T-5.8	Participate in regional transit conversations related to service analysis and future corridors.	ACTION						
		T-5.9	Market existing transit options to Stallings' residents and employers.	ACTION/CAPITAL						
	T-6 Ensure that transportation improvements are made concurrent with land use development.				◆	◆	◆		◆	
		T-6.1	Strengthen the zoning ordinance to require traffic impact studies with developments that meet a given threshold of density, acreage, square footage, and/or units.	POLICY						
		T-6.2	Develop minimum street and trail connectivity policies for new development and redevelopment.	POLICY						
		T-6.3	Base development approvals upon adequate system capabilities at predetermined acceptable levels of service. Phase development approvals based on completion of connectivity and other transportation improvements.	POLICY						
		T-6.4	Concentrate higher density development at key intersections as identified in the small area plans and along future transit corridors.	POLICY						
		T-6.5	Coordinate transportation improvement projects with water and sewer extensions and the growth this Plan anticipates.	ACTION/CAPITAL						
		T-6.6	Ensure that road improvements and new road construction are designed to minimize the negative impacts to established neighborhoods.	ACTION						
		T-6.7	Develop small area plans for key intersections to ensure that transportation and land use are completely coordinated to accommodate increased density at these locations.	POLICY						



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7. Neighborhoods & Housing	T-7 Coordinate with regional partners to ensure that Stallings' transportation needs are heard and proactively addressed.								◆	◆
		T-7.1	Develop a transportation alliance to enhance transportation planning and project coordination with adjacent towns in Union and Mecklenburg counties.	POLICY						
		T-7.2	Work closely with the Charlotte Regional Transportation Planning Organization (CRTPO) to ensure that projects impacting Stallings are included on the Transportation Improvement Plan.	POLICY						
		T-7.3	Develop organizational capacity at the staff and elected official levels to advocate for transportation planning and infrastructure dollars.	ACTION/ CAPITAL						
	H-1 Ensure a variety of housing opportunities and choices for all ages and stages of life.				◆	◆			◆	
		H-1.1	Educate the community about the positive aspects of providing a wide mix of housing opportunities and blending housing types within neighborhoods.	ACTION						
		H-1.2	Continually evaluate current housing values to ensure a mix consistent with similar-sized North Carolina municipalities, and compare housing costs with adjacent communities.	ACTION						
		H-1.3	Encourage developments that allow seniors to age in place.	POLICY						
		H-1.4	Increase the number and variety of rental opportunities within Stallings, especially in mixed-use and higher density areas to attract Millennials and young professionals.	POLICY						
		H-1.5	Provide community development assistance to homeowners and potential first-time homebuyers, and expand the number of housing programs available to defray the costs of housing rehabilitation.	CAPITAL						
		H-1.6	Create quality, higher-density residential development through small area planning and the establishment of zoning language that sets density and design standards that promote quality development while providing the necessary variety of housing types required to sustain diversity.	POLICY						
	H-2 Encourage housing within mixed-use activity centers and key locations.				◆	◆			◆	
		H-2.1	Examine existing plans and construction trends to identify key locations for encouraging mixed-use activity centers/nodes and new residential development.	ACTION/ POLICY						
		H-2.2	Develop design guidelines for incorporating residential units within mixed-use developments.	POLICY						
		H-2.3	Create small area plans for proposed mixed-use activity centers and work with the design team to recruit and coordinate interested commercial and residential developers.	POLICY						
	H-3 Rehabilitate and redevelop existing housing as it ages.					◆			◆	
		H-3.1	Develop an inventory of older housing units that are currently in need of rehabilitation or redevelopment or will need improvements soon.	ACTION						
		H-3.2	Work with community partners to develop a rehabilitation assistance program especially for older, low-income, and first-time homeowners.	ACTION/ CAPITAL						
		H-3.3	Coordinate with code enforcement to identify and address chronic code violations especially in rental or vacant properties with absent property owners.	ACTION						
	H-4 Protect and enhance established neighborhoods to increase walkability, provide additional public amenities, and increase pedestrian and vehicular connectivity.				◆		◆		◆	

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		H-4.1	Promote and support infill development that uses existing infrastructure, sparks redevelopment, and increases housing variety within older neighborhoods, while maintaining the aesthetic style of the neighborhood.	ACTION/POLICY						
		H-4.2	Construct pocket parks, greenways, and sidewalks in existing neighborhoods to offer additional recreational opportunities and improve pedestrian connectivity.	CAPITAL						
		H-4.3	Use incentive programs to create new markets for redevelopment in existing, aging neighborhoods.	POLICY/CAPITAL						
		H-4.4	Strengthen code enforcement activities and policies to minimize areas of blight.	ACTION/POLICY						
		H-4.5	Be sensitive to provide appropriately scaled developments, particularly with commercial developments or apartment complexes directly adjacent to existing neighborhoods.	POLICY						
	H-5	Encourage well-planned neighborhoods that have a sense of community and offer a variety of housing, public spaces, multiple access points, walkable, connected streets and a variety of landscaping.			◆	◆	◆		◆	
		H-5.1	Create opportunities for community interaction such as meeting halls, informal gathering spaces, front porches, sidewalks, and recreational areas.	POLICY/CAPITAL						
		H-5.2	Define communities and neighborhoods with signature focal points to help visitors and residents distinguish one area from another.	POLICY						
		H-5.3	Develop guidelines for streets, buildings, and public areas to function together.	POLICY						
		H-5.4	Promote pedestrian and vehicular connectivity throughout neighborhoods and between developments.	POLICY						
		H-5.5	Encourage the inclusion of neighborhood institutions, such as schools and churches, to help define local neighborhoods.	POLICY/CAPITAL						
8. Open Space, Recreation & Environment	OS-1	Seek to better understand the recreational and open space needs of Stallings' citizens in the context of the surrounding region.			◆			◆	◆	◆
		OS-1.1	Develop a comprehensive systemwide parks and recreation plan that includes: a descriptive inventory of existing natural and built resources, relevant demographic data, thorough public input opportunities and ongoing involvement plan, project and maintenance cost estimates, and funding strategies.	POLICY						
		OS-1.2	Coordinate with adjacent communities to enhance the quality and extent of Stallings' recreational facilities and produce a multi-jurisdictional, connected system of parks, trails, and bike and pedestrian facilities.	ACTION/CAPITAL						
		OS-1.3	Include community participation in planning for future greenway projects.	ACTION/POLICY						
	OS-2	Provide and maintain an open space system that enhances community character, protects natural habitat areas, enhances quality of life, and links people, neighborhoods, and resources together.			◆		◆	◆	◆	
		OS-2.1	Identify prominent cultural features, commercial and civic centers, and other key existing and planned destinations to help guide future greenway development in Stallings.	ACTION						



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		OS-2.2	Balance development with natural resource protection and conservation.	ACTION/ POLICY						
		OS-2.3	Ensure equitable distribution of park and recreation facilities throughout the Town.	ACTION/ POLICY						
		OS-2.4	Identify and promote opportunities to connect schools to natural areas using trails.	ACTION/ POLICY						
		OS-2.5	Incorporate more recreational facilities favored by young professionals such as pedestrian and cycling trails, mountain bike trails, and facilities for non-traditional recreational activities like skateboarding, inline skating, BMX, and whitewater sports.	CAPITAL						
		OS-2.6	Provide recreational facilities and programs that target those over 55 to enhance their quality of life as they age within Stallings.	CAPITAL						
		OS-2.7	Provide attractive, easy-to-read maps of the developing parks and trails system in Stallings on the Town's website. To provide the full range of recreational benefits to everyone, include information about levels of accessibility and the location of barriers, and the width, surface characteristics and grade of the trails.	ACTION						
		OS-2.8	Develop an Open Space General Management Plan including: a description of park resources and facilities, an analysis of demands and trends, operations and management issues and recommendations with a complete maintenance schedule, capital improvement needs and priorities, and land acquisition needs and priorities.	POLICY						
OS-3		Construct and encourage the development of greenway trails to capitalize on available open space, to provide an alternative mode of transportation, and to connect new and existing neighborhoods.			◆		◆		◆	◆
		OS-3.1	Review the recommended trail projects described in the 2008 Stallings Pedestrian Plan and consider additional easements and other corridor opportunities that may have become available since that Plan's adoption.	ACTION/ POLICY						
		OS-3.2	Review the specific ordinance language modifications recommended in the Pedestrian Plan (p. 54-56) and determine if this language should be incorporated into new zoning ordinances.	POLICY						
		OS-3.3	Develop an ordinance to require pedestrian connectivity (sidewalk extensions, paved or gravel trail construction, or right-of-way dedication) in new developments.	POLICY						
		OS-3.3	Include a review of the Comprehensive System Plan Map within the Pedestrian Plan as part of every development project review. Where proposed trails and developments intersect, work with the developer or property owner to integrate trails into the project.	ACTION/ POLICY						
		OS-3.4	Emphasize trails and pedestrian connectivity in small area plans and the UDO.	ACTION/ POLICY						
		OS-3.5	Create a townwide Greenway Plan connecting town trails to adjacent jurisdictions.	POLICY						
OS-4		Understand existing funding mechanisms for park and recreation facilities and seek creative solutions (such as shared use, partnerships with the land conservancy, multi-use fields, etc.) for stretching resources.			◆		◆		◆	◆
		OS-4.1	Acquire additional recreational lands and corridors for greenways through incentives and requirements in the development process of both public and private lands.	POLICY/ CAPITAL						

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	OS-4.2		Evaluate the Town's annual capital improvement plan budget for open space and greenway projects.	CAPITAL						
	OS-4.3		Encourage the dedication of properties for recreation through fiscal incentives.	POLICY/ CAPITAL						
	OS-4.4		Float a bond referendum to finance popular recreational projects that are featured in the Town's adopted plans, including greenway projects from the 2008 Pedestrian Plan.	POLICY/ CAPITAL						
	OS-4.5		Develop a recreation sponsorship program that encourages corporate, non-profit groups and individual volunteers to clear, construct or maintain park and greenway facilities where possible.	ACTION						
	OS-4.6		Ensure that the Parks & Recreation Department has adequate staffing (and volunteer help) to plan and manage the construction of new facilities, grant writing and administration, and master plan implementation. Encourage shared parking areas when appropriate.	ACTION/ CAPITAL						
	OS-4.7		Explore the recommended funding strategies in the 2008 Stallings Pedestrian Plan, Section 4.2.	ACTION						
	OS-5		Ensure that Town policy enables and encourages actions that engender a natural environment of highest quality.		◆		◆		◆	
	OS-5.1		Create a storm water permitting system for small projects, including accessory structures and additions where review for storm water impact is required.	POLICY						
	OS-5.2		Provide education and incentives designed to remind and motivate private property owners to properly maintain drainage structures - including drains, pipes and ditches - located on their property.	ACTION						
	OS-5.3		Recruit volunteers from the community to assist with open space maintenance, like invasive plant removal and stream restoration projects.	ACTION						
	OS-6		Increase coordination with public agencies and private interests to maximize the efficiency of the Town's park and recreation facilities and programs.		◆				◆	◆
	OS-6.1		Amend Town ordinances to adjust open space requirements in residential developments to promote useable and connected recreational areas.	POLICY						
	OS-6.2		Coordinate with and seek technical and resource assistance from the Carolina Thread Trail, Mecklenburg Parks and Recreation, and other adjacent jurisdictions and regional organizations concerned with greenway development in the area.	ACTION						
	OS-6.3		Make the most of existing recreational facilities in and around Stallings through joint use agreements (a formal agreement between two separate government entities – often a school and a municipality – setting forth the terms and conditions for shared use of public property or facilities). For example, establish a joint use agreement with Stallings Elementary School and Antioch Elementary School for public use of school recreational facilities by Town residents during hours not in use by the school.	ACTION/ POLICY						
	OS-6.4		Approach private communities within Stallings that have significant recreational facilities to determine if a mutually beneficial agreement can be established.	ACTION/ POLICY						
	OS-7		Develop Blair Mill Park as a recreational facility that incorporates optimal park amenities.		◆		◆		◆	
	OS-7.1		Determine the optimal amenities to incorporate into Blair Mill Park through a system-wide park planning process that includes an inventory of current park facilities, projected future recreational needs, and a robust public engagement process.	ACTION/ POLICY						



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		OS-7.3	Improve Blair Mill Park and establish a safe connection to Idlewild Market and to Stallings Park via pedestrian connections and the greenways.	CAPITAL						
9. Existing Conditions & Future Land Use	LU-1			Protect existing residential neighborhoods from adverse impacts of proposed development and land use changes.						
		LU-1.1	Ensure that new development is sensitive to and compatible with existing land use, and where necessary, require developers to mitigate nuisances associated with the new developments that conflict with adjacent uses.	POLICY						
		LU-1.2	For transitional areas, develop specific criteria that allow residential and non-residential uses to co-exist and add mitigation elements into the zoning code.	POLICY						
		LU-1.3	Limit industrial uses in close proximity to residential neighborhoods, to mitigate for outdoor storage, fumes, noise, lighting, etc. For the expansion of existing industrial uses, mitigate impacts through landscaping, aesthetic, architectural, lighting, and access controls.	POLICY						
		LU-1.4	When pursuing street connectivity, consider the negative impacts that could occur between residential and non-residential uses as part of the access management review. Limit non-residential traffic in residential areas.	POLICY						
	LU-2			To serve residents' daily needs, encourage mixed-use neighborhoods that include a variety of land uses that are compatible with the scale and character of the neighborhood. The walkable neighborhood and walkable activity center place types encourage such uses.						
		LU-2.1	In walkable neighborhoods and walkable activity centers, allow the integration of shops, services, offices, libraries and churches that serve the neighborhood by locating such uses in neighborhood centers or adjacent to major roads.	POLICY						
		LU-2.2	Ensure that the location, scale, and intensity of non-residential uses, public utilities or services within walkable neighborhoods and activity centers are compatible with the character of that neighborhood.	POLICY						
		LU-2.3	Encourage a hierarchy of connected streets, sidewalks, and greenways that link places to live, work, and shop and accommodate pedestrian, automobile, and bicycle access throughout the neighborhood. Ensure adequate connections to adjacent areas to support the community-serving nature of the non-residential uses in the walkable neighborhoods and activity centers.	POLICY						
		LU-2.4	To strengthen the sense of community, streetscape elements should include sidewalks, street trees, signage, and public street furniture.	POLICY/ CAPITAL						
		LU-2.5	Encourage a variety of open spaces with appropriate maintenance provisions (e.g. playgrounds, parks, plazas, squares or greenways) for public gathering and recreation that are consistent with the form of the neighborhood, meet the needs of residents, and serve as a focal point for development.	POLICY						
		LU-2.6	Ensure compatibility of new construction with existing buildings within the development and abutting uses by high quality design and compatibility of building types. When these measures afford insufficient protection for abutting uses, provide buffering, screening or other techniques to mitigate any nuisance which may reasonably be foreseen from the proposed development or allowed uses.	POLICY						

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		LU-2.7	Discourage new heavy commercial or industrial uses in walkable neighborhoods and activity centers. Allow compatible civic, neighborhood commercial and office uses, if consistent with the existing development pattern and aesthetics.	POLICY						
		LU-3	Promote concentrated, connected commercial development that serves residents and strengthens both the local and regional market.		◆		◆	◆		◆
		LU-3.1	Develop small area plans and/or more detailed site designs for the community growth areas identified in this plan.	POLICY/ACTION						
		LU-3.2	Encourage and incentivize the expansion of commercial growth in areas where infrastructure can support the more intense development.	POLICY						
		LU-3.3	Accommodate commercial land uses that are compatible with the surrounding areas and provide a needed service for the Town.	POLICY						
		LU-3.4	Revitalize declining commercial areas through building code compliance, incentives, and quality development standards.	POLICY						
		LU-3.5	Ensure that (re) development of commercial property located along major thoroughfares takes place in accordance with the principles of access management.	POLICY						
		LU-4	Encourage the development of new employment centers and the redevelopment and enhancement of existing workplaces in Stallings.		◆	◆		◆		◆
		LU-4.1	Encourage Class A office space, research and development, logistics, light manufacturing, distribution, back office, and public service/utilities to locate in new and revitalized employment areas.	POLICY/CAPITAL						
		LU-4.2	Accommodate a high level of access by all appropriate modes of transportation to employment centers. To accommodate the shipment of materials by truck and rail, major manufacturing centers, warehouses, or industrial developments should be linked to regional transportation networks.	POLICY						
		LU-4.3	Encourage development and redevelopment at a scale and intensity that is compatible with the character of the district. Locate supporting development (restaurants, stores, high density residential, etc.) at the fringe of the employment area to provide a transition with nearby residential uses.	POLICY						
		LU-4.4	Utilize performance standards and design guidelines for such characteristics as building height, setbacks, lot dimensions, parking and building design to establish a specific character for employment centers/developments and to ensure compatibility of new construction.	POLICY						
		LU-4.5	Utilize buffer, landscape, lighting and noise and similar performance standards and guidelines to ensure compatibility between uses and buildings.	POLICY						
		LU-4.6	Ensure that each building site provides for the appropriate location, linkages, quality, and quantity of off-street and on-street parking and loading facilities.	POLICY						
		LU-4.7	Encourage the provision of open space within the pattern and context of planned employment centers and encourage the provision of common elements, such as street trees, signage, street furniture, sidewalks and lighting, consistent with the character of the employment area.	POLICY						
		LU-4.8	Allow heavy industrial uses to locate within employment centers only if such uses are sufficiently buffered from abutting uses so that the reasonable enjoyment of such uses is not disturbed and only if there is access to the regional transportation system without creating truck routes in residential areas.	POLICY						



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		LU-4.9	In employment centers, provide for commercial uses and services that serve workers and residents of adjacent districts.	POLICY						
	LU-5		Continue efforts to achieve a more balanced residential and non-residential growth pattern.		◆	◆			◆	
		LU-5.1	Develop small area plans and/or more detailed site designs for the community growth areas that contain both residential and non-residential land uses.	ACTION/ POLICY						
		LU-5.2	Encourage the development of new housing types, particularly multi-family and smaller single-family homes, in a way that is compatible with the surrounding community character and provides new housing choices for people of all ages and means.	POLICY						
		LU-5.3	Include recruitment of retailers and employers to under-used sites as part of economic development efforts.	ACTION						
		LU-5.4	Support the redevelopment of existing strip commercial centers and grocery-anchored shopping centers through incentives, marketing, and working with private owners.	ACTION/ CAPITAL						
	LU-6		Develop objective and rational criteria for subdivision and rezoning requests, and apply when assessing new development.		◆				◆	◆
		LU-6.1	Require that proposed land use and densities are in conformance with the City's land use plan.	POLICY						
		LU-6.2	Ensure that public road access will be provided in the future to any portions of the land tract not adjacent to an existing street.	POLICY						
		LU-6.3	Ensure that public sewer and water can be economically and efficiently extended or retrofitted.	ACTION						
		LU-6.4	Determine whether the use and density is consistent with surrounding properties and work to mitigate any inconsistencies through design.	ACTION						
		LU-6.5	Ensure that the spacing of driveways and public street intersections conform with the Town's/ NCDOT's access management guidelines.	POLICY/ ACTION						
		LU-6.6	Ensure that the scale, height, mass, and design of the structure is appropriate and compatible with both neighborhood and community character.	POLICY						
		LU-6.7	Certain uses that have a potential for adverse health effects, such as convenience stores, liquor stores, and fast food establishments, should not be located in excessive concentration.	POLICY						
		LU-6.8	Conform to the Town, County, and State regulations for the protection of wetlands, floodplains, trees, and water quality.	POLICY/ ACTION						
	LU-7		Encourage the development of activity centers along major corridors designed for multiple modes of transportation in Stallings.		◆	◆		◆	◆	
		LU-7.1	Encourage and plan for pedestrian-oriented "nodes" of commercial development in community growth areas and at other strategic locations along major corridors.	POLICY/ ACTION						
		LU-7.2	Promote residential and commercial development that is located and designed for multiple transportation modes (auto, walking, biking, transit, etc.).	POLICY						
		LU-7.3	Develop higher intensity residential and non-residential uses adjacent to major transportation corridors and provide multiple modes of ingress and egress.	POLICY						
	LU-8		Base zoning decisions on the long-range impact on adjoining areas and the Town as a whole.		◆				◆	

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		LU-8.1	Amend the Future Land Use Map as appropriate on a regular basis to reflect changing trends and community objectives. Guide zoning decisions in accordance with the updated Future Land Use Map.	POLICY						
		LU-8.2	Make zoning decisions consistent with adopted Small Area plans which should be incorporated into the Land Use Plan and Map.	POLICY						
		LU-8.3	Evaluate major developments on the expected impact to the transportation system, infrastructure capacity, and the natural and built environment.	ACTION/ POLICY						
		LU-8.4	Match the current zoning designation in developed and built-out areas to generally reflect the actual use of the land.	POLICY						
		LU-8.5	Support the Town's capital improvement and reinvestment strategies through zoning decisions where applicable.	POLICY/ CAPITAL						
	LU-9		Promote planning as a positive and cooperative community function within Stallings and regionally.		◆				◆	◆
		LU-9.1	Promote and participate in cooperative planning efforts with Union County and surrounding cities and towns, especially related to issues such as transportation, economic development, and affordable housing.	ACTION						
		LU-9.2	Continue to support coordinated planning initiatives with Union County to coordinate land use issues of mutual concern.	ACTION						
		LU-9.3	Ensure that Planning staff have adequate capacity to meet the needs of the community.	CAPITAL						
		LU-9.4	Review the Comprehensive Plan and assess the relevance of its goals and policies every year. Conduct a full review every five years.	ACTION/ POLICY						