

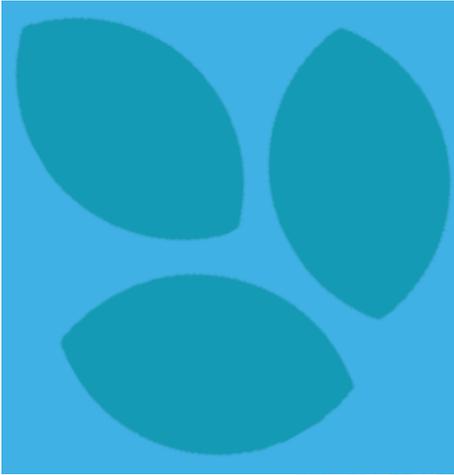
An aerial photograph of a town, likely Stallings, North Carolina, showing residential areas, commercial buildings, a school, and a water tower. The image is slightly hazy, suggesting a bright day. Overlaid on the top left is the title 'Stallings' in a large, stylized font. Below it is the subtitle 'for the next 25 years' with a decorative '25' in a blue floral pattern.

# Stallings

for the next **25** years

## Comprehensive Land Use Plan

Adopted November 27, 2017



# Town of Stallings Comprehensive Land Use Plan

Adopted November 27, 2017

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Section 1:

# PLAN PURPOSE AND PROCESS OVERVIEW



# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW



### *Introduction*

### *Purpose and Scope*

### *What is a Comprehensive Plan?*

### *How Will the Plan be Used?*

### *The Planning Area*

### *Key Guiding Principles*

- *Coordinated Growth*
- *Diversified Development*
- *Placemaking*
- *Destination Points*
- *Adaptive Community*
- *Regional Collaboration*

### *Plan Structure*

### *Community Values and Vision*

### *Planning Process*

### *Community Involvement and Engagement*

### *Project Team*

### *Project Web Page*

## Introduction

Located in Union County within the Charlotte metropolitan area and in close proximity to other important regional cities and other job centers, Stallings is on track to become a thriving part of the growth and energy surrounding the Charlotte region. In an effort to meet the community's future needs, Stallings coordinated the efforts of citizens, elected officials, professional leaders, and property owners to create a community vision for the future that will be guided by the *Town of Stallings 2040 Comprehensive Land Use Plan*.

## Purpose and Scope

The Stallings Comprehensive Land Use Plan is the culmination of a process where community and business leaders, developers, and residents identified solutions for a variety of growth

challenges. The plan represents the community vision, goals, policies, primary issues, and opportunities that the community has chosen to address and a plan of action for implementation. In addition, it outlines desired development patterns and supporting land uses designed to guide development in a manner that will help Stallings grow and prosper without losing what residents value and love about the area. This intentional approach to development will help Stallings grow jobs and the economy, improve and sustain quality of life, and reduce the cost of providing services.

## What is a Comprehensive Plan?

Comprehensive planning is an important management tool for promoting a strong, healthy community. A

### The Stallings Comprehensive Land Use Plan Addresses:

- Rapid growth
- Limited land availability for development
- Extensive transportation improvements
- Creation of a unique Town identity
- Improving livability
- Increased non-residential development
- Provision of jobs and services for residents

## The Stallings Comprehensive Land Use Plan is designed to:

- Articulate the Town's land use and growth vision.
- Provide recommendations and steps towards fulfilling the Town's vision.
- Aid in communicating the Town's growth vision and policies to the development community.
- Serve as a guide that elected officials, appointed officials, and Town staff can use to address challenges and leverage opportunities related to growth and development.





# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

### Who Uses the Comprehensive Plan?

- Potential Investors
- Site Selection Consultants
- Land Developers
- Elected Officials
- Planning Board
- Town Staff
- Residents



comprehensive plan provides a vision, clearly stated and shared by all, that describes the future of the community. It protects private property rights and encourages and supports economic development. The plan can be used to promote orderly and rational development so the town can remain physically attractive and economically viable while preserving important natural resources.

The Comprehensive Plan provides the basis to become more certain about where development will occur, what it will be like, when it will happen, and how the costs of development patterns will be met. It provides a tool for the community to achieve the development pattern it desires, addressing factors such as traditional neighborhoods, infill development, creating a sense of place, providing transportation alternatives, permitting mixed uses, protecting natural resources, and encouraging economic development.

The plan includes text and maps that set forth goals and objectives for guiding future land use and development in the Town. The goals define the vision of the Town and the strategies provide a way to achieve the vision.

### How Will the Plan be Used?

Planning helps the Town invest its money wisely in infrastructure such as roads, water and sewer service, parks and green space and other facilities to maintain and improve the quality of life for its residents.

Town officials and staff will use the information included within the plan to define how land throughout the Town should be developed and identify areas prime for capital investments, infrastructure improvements, and conservation efforts. The plan also includes suggestions of how the community should look, and discusses the importance of how a building is sited, the inclusion of streetscaping and gathering spaces, and the relationship between appearance and community pride.

Unlike a zoning ordinance, the plan does not impose any special regulations on any person or their property. It is a tool that will shape the growth and development of Stallings, serve as a guide for consistent decision-making, and provide important information to residents, business owners, and developers regarding where to live, work, and make property investments. Having an adopted plan also communicates to the region that the Town of Stallings

has a vision, focus, and plan of action to reach its goals.

Town Boards and staff will use the plan to guide work plans and budget decisions, and to inform decisions and discussions about the growth of Stallings. Developers will use the plan to better understand goals and desired development patterns. Residents will use the plan to make property purchasing decisions and to stay informed and involved in the decision making process.

### The Planning Area

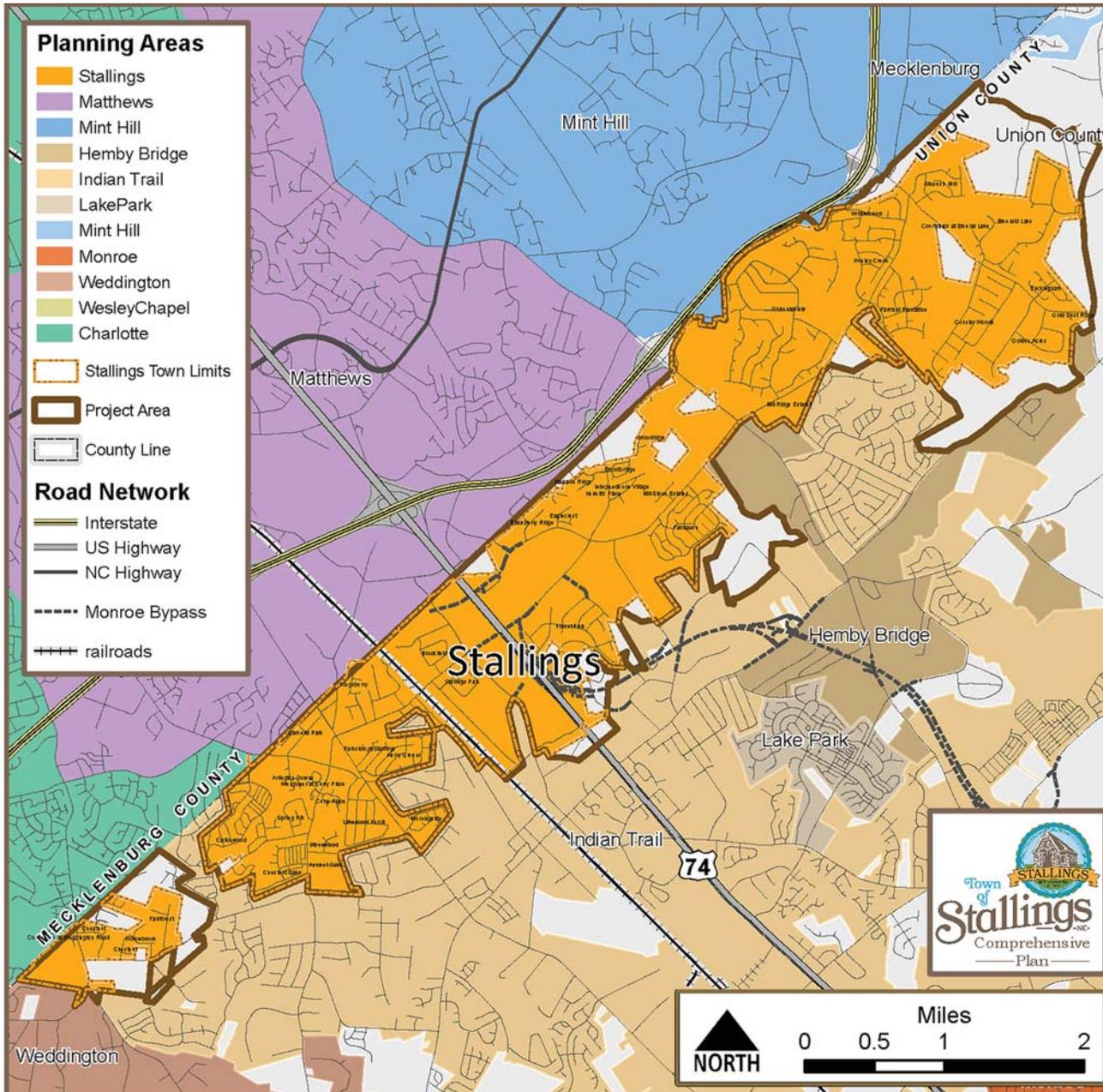
The Stallings Comprehensive Land Use Plan study area encompasses 10.54 square miles. The planning area was determined by expanding Town limits - which consisted of 5,342.69 acres - to include portions of unincorporated Union County. Not included within the planning jurisdiction of nearby towns such as Indian Trail, Matthews, or Hemby Bridge. This expansion added 1,400.57 acres to the planning area that could potentially be annexed into Town limits.

Planning Area - Stallings and Surrounding Jurisdictions



# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW



# WHY DO WE PLAN?

- To have a guide for making land use decisions
- To manage the Town's future wisely
- To balance the broad array of community needs, objectives and realities



# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

### Key Guiding Principles:

- Coordinated Growth
- Diversified Development
- Placemaking
- Destination Points
- Adaptive Community
- Regional Collaboration

### Key Guiding Principles

While the vision statements in the succeeding chapters define specific components of the community to concentrate on (such as housing, transportation, economy, recreation, etc.), the key guiding principles provide an overarching framework of what we hope to accomplish in Stallings.

The key guiding principles represent concepts that permeate the Comprehensive Land Use Plan and show up in multiple chapters. Guiding principles can be used on an ongoing basis as a yardstick for measuring progress and a primary filter for determining what is appropriate. Together with the vision statements, the guiding principles become the critical tools for ongoing measurement and assessment of initiatives and results. These principles include:

- Coordinated Growth
- Diversified Development
- Placemaking
- Destination Points

- Adaptive Community
- Regional Collaboration



### 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. The Town's geography is such that key street intersections with Stallings Road (such as Idlewild, U.S. 74 and Old Monroe) form important activity nodes where the land uses have a strong imprint on the Town's future. Development in these areas, in addition to land near the I-485 interchange, and identified redevelopment areas, will define the identity, functionality, aesthetics, and even the future tax base for the Town.

Land use policies are used to *identify these areas and help protect the land from one-off, uncoordinated development* that would be detrimental to the long-term goals of the Town and diminish the Town's revenue base for years to come. In addition, it is important that *consistent aesthetic, site design, public realm, and landscaping standards work to unify the Town's visual identity, from end-to-end, for a coordinated approach to development* that will not happen without Town vision and guidance.



# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW



### Diversified Development

The Town aspires to provide a full range of land uses, from employment and services to residential, at a variety of densities. Historically, the Town's residential growth has been in the form of low density, single-family housing. The limited number of commercial outlets in Stallings have either spread along U.S. 74 or located off Stallings Road, in strip shopping centers or neighborhood centers featuring a grocery store. However, with the exception of retail and small offices, new employment centers have located elsewhere in the county or region.

This land use pattern has contributed to increased traffic congestion, with residents driving out of Stallings for most employment and non-daily retail trips, and spending dollars in nearby com-

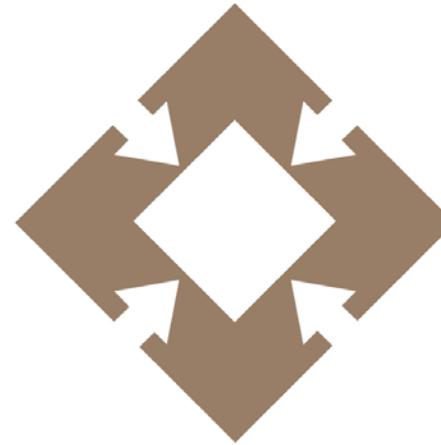
munities. Low-density growth has also used up much of the available land, leaving very few greenfield development sites.

With a primarily residential land use palate and tax base, the Town will need to diversify land uses to add stability and longevity to the Town's finances and to create a vibrant, livable community that provides jobs and services close to home.

Having a *diversified housing stock* can accommodate residents of all stages of life (single professional, young family, empty nesters, and retirees) and allow people to age within their community. It also provides affordable housing for government employees such as police officers and teachers allowing them to live in the community in which they work, and provide quicker responses in case of emergency.

*Having nearby employment and retail opportunities* enhances personal prosperity by leaving more time to spend in the Town and with family. But prosperity is about more than job growth. Business growth is influenced by the quality of life and a development pattern that produces the types of places where people want to spend time and money. Creating places and destinations will require *increased densities at select locations, where a mixture of*

*land uses creates a walkable, vibrant environment.*



### Placemaking

Placemaking is a people-centered approach to the planning, design, and management of public spaces that enhances community identity, encourages social interaction, and facilitates economic development. *Successful "places" are connected to their surroundings through multiple access points, are comfortable, safe, and clean, have activities and reasons for people to visit, and provide areas for people to interact.*

The Town values the creation of "community" by developing civic and public gathering spaces that foster a sense of identity and connectedness. Historical growth in Stallings has included single use development that is disconnected





# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

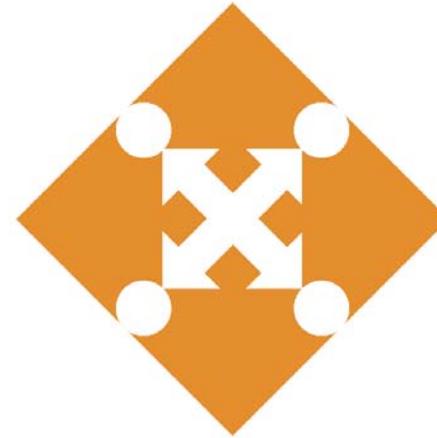
### Qualities of *Destination Communities:*

- high quality growth at key activity centers
- diverse range of land uses
- connectivity
- walkability
- human scaled development

from other uses, and while this land use pattern is common, it is not conducive to creating a sense of community. The Town will focus on providing opportunities for residents to gather, play, recreate, and enjoy nature, culture, and each other.

*The Town can go a long way to developing “places” through site and building designs that focus on people.* Elements such as front porches, streetscape landscaping and sidewalks, door and window placement, and parking lot design can have a major impact on placemaking. Walkability and connected land uses are another important element to creating a place. *Developing a network of safe, accessible, and attractive streets, trails, parks, and open spaces helps to create a sense of community.* This network complements higher density, mixed-use activity centers and provides connections to residential areas, increasing opportunities for physical activity and community building.

Stallings is at a cross-roads, literally, with a multitude of transportation network and land use changes being designed and constructed in the next two decades. The key principle of placemaking will help guide decisions about infrastructure and neighborhood, non-residential, and park development.



### 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. These communities *become destinations* that attract others from outside their borders. But, how can Stallings work towards this goal and capitalize on the results?

For Stallings, becoming such a community begins with understanding *what uses and design features will make Stallings unique and attractive to its existing residents and to others outside the community.* *Keeping an eye on regional trends and markets will be key.* Would medical offices and facilities be a draw for non-residents? Would class

A office space fill a niche that is not available in surrounding communities? What recreational facilities are in demand, but not available nearby? What mix of uses and design creates a space where people want to spend their free time? What events and park programming will attract patrons from outside Stallings?

In addition to the physical design and land uses, other person-based infrastructure elements that are needed to develop destinations include:

- Programming and event planning that will create activity in these “places”;
- Community advocates and volunteers that support and promote Stallings;
- Communication channels to let those outside Stallings know about the great community events and venues available in Stallings; and,
- Logistics coordination to handle the groundswell of non-residents that will want to be part of Stallings, for the day or week.

New public and private development proposals should be able to address the question, “Will this project help create



# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

our community identity, offer benefits to residents, and attract non-residents?” If the answer is yes, site design features should reflect how the site will address these elements.



### Adaptive Community

Change will inevitably occur. That is the fundamental bedrock on which all long-range community planning is based. Stallings is taking a proactive approach by embracing the change in order to create a future for the Town that is intentional and meets the needs of both current and future residents and businesses. The Town seeks to adapt to changing demographics and market conditions by establishing a community that can withstand downturns in the economy, with buildings and infrastructure designed to last beyond the lifespan of a single generation. Being

an adaptive community is about using land wisely to prevent future problems, planning ahead for the growth of Stallings and its surrounding communities, and giving thoughtful attention to the location, type, density, and timing of development. Adapting the community to change will include:

- Redeveloping existing commercial properties;
- Adding new, denser development at key, planned locations where services already exist and new infrastructure can be planned;
- Demanding high quality site design and building materials that will last for generations (regardless of land use);
- Expanding parks and greenways;
- Partnering with regional agencies to provide transit opportunities;
- Protecting water and air quality; and,
- Providing housing and services that meet changing population needs.

These actions will allow the Town to efficiently serve a larger population in the future and respond to changes that are outside of the Town's control.



### Regional Collaboration

The Town's unique geography and proximity to other communities create opportunities for local and regional collaboration on issues and topics that transcend one jurisdiction. Many of the challenges facing Stallings are regional in nature -- transportation, housing, employment, work force, environment -- and decisions made by other jurisdictions can impact Stallings, and vice versa. Regional collaboration has become essential to providing efficient infrastructure and services to residents and businesses within Stallings.

Collaborating with neighboring communities on complex issues can have multiple benefits including savings on procurement, new funding opportunities, and generally greater efficiency.

Many growth issues are **regional** in nature, and do not stop at political boundaries.

**Regional collaboration** is key to planning for:

- local streets
- highways
- transit
- affordable housing
- environmental protection
- employment and workforce development
- water and sewer provision





# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

### Plan Structure:

1. Planning  
**Process**  
Overview
2. Growth and Demographic  
**Trends**
3. Identity  
and Involvement
4. Utilities and  
**Services**
5. **Economy**,  
Business and Workforce

cies with limited dollars. Cooperative relationships among nearby local governments and agencies can have a profound impact on the political influence exerted in the transportation planning process. In addition, funders and institutions are increasingly realizing the importance of addressing complex economic and social issues through greater collaboration, and show preference towards communities that have solid working relationships with their neighbors. Components of collaboration will include identifying an issue, determining partners, seeking consensus, developing an action plan, and evaluating outcomes.

The desire for multi-jurisdictional and regional collaboration will be a key guide for the Town as it grows and develops in the coming decades.

### Plan Structure

The Plan is organized into the following main sections:

#### Section 1: Planning Process Overview

This section introduces the purpose of the plan and sets the context for why a comprehensive plan is needed, what it does, and how it is to be used. It introduces the segments of the plan, talks

about why we plan, the need to update the plan, and how it relates to other plans. It lays out the plan structure, the planning area, the planning process, and community involvement. It captures the values of Stallings and how these values were developed into broad vision statements, which form the foundation of the plan. This section also includes a set of guiding principles that will flow throughout the plan as key elements that transcend individual chapters.

#### Section 2: Growth and Demographic Trends

This section outlines the population and demographic trends in the area and highlights trends that will inform future land use, growth, and development, including challenges and opportunities. National, regional, and local trends include discussion on our aging population, and the growth of the millennial generation and their lifestyle, housing, workforce, and travel preferences. This section also covers the historic growth of Stallings and future population projections.

#### Section 3: Identity and Involvement

This section begins with an introduction of identity and involvement, including what it means, why it is important, and how many features combine to make up community culture. This section maps key areas for Town identification elements, such as signage and landscaping, and includes a discussion of community culture, in terms of events, programming, and activities.

#### Section 4: Utilities and Services

This section begins with an introduction of community utilities and services. The section outlines public utilities (including sewer, water, electric and gas), general availability, and planned expansions. It will also touch on community services, such as police, fire service, EMS, libraries, farmers markets, and schools. Both utilities and services are discussed in terms of existing conditions, issues, and future challenges and needs. This section also discusses multi-jurisdictional coordination as part of service delivery.

#### Section 5: Economy, Business and Workforce

This section begins with an introduction to the existing economy in Stallings.



# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW



It further outlines key market trends in the region, and explores the issues and opportunities of the economic environment. Organizations tasked with providing workforce training, and bringing jobs and services to Stallings, are also described, along with promising opportunities for economic growth and employment, commuting patterns, the use of technology, and the development of medical facilities.

### Section 6: Transportation

This section addresses the transportation challenges that are typical in a growing region, including developing a multi-modal transportation system, congestion, connectivity, and funding. This section outlines the elements of the transportation network (existing and planned), discusses complete streets, and the impact of transportation on land use and vice versa.

### Section 7: Neighborhoods and Housing

This section outlines the elements of a livable neighborhood, housing trends, existing housing, and future housing needs. This section also provides an overview of the importance of

neighborhoods to Stallings (which is primarily known for its residential resources), and describes the existing housing stock, household makeup, and housing costs.

### Section 8: Open Space, Recreation and Environment

This section focuses on open space, recreation and natural resources, and the economic benefits and health benefits of these elements. This section also touches on creating opportunities for active living and healthy eating. This section explores existing park and open space facilities and programming, and outlines elements of healthy, safe environments, including clean water, clean air, adequate drainage, wildlife habitats, flood mitigation, tree canopy, and drought resistance.

### Section 9: Existing and Future Land Use

This section will cover topics related to current and future land use including the amount of land available for development and existing land uses. This section will provide an overview of the future land use categories, called place types, which specify use, form,

and context. The future land use map will illustrate the Town's vision for where specific types of development should be located. Community Growth areas were identified through the process as unique planning areas. For each profile area the plan will outline issues specific to that area, the vision for future development, and recommended development strategies to achieve the vision. This section will end with the identification of overarching goals in this subject area and strategies that the Town can employ to meet these goals.

### Section 10: Implementation Plan

Many components of a land use plan are interrelated. To help identify these connections, the implementation plan includes a matrix of goals and strategies. The matrix illustrates how strategies can work together to meet common goals, and thereby identifies how the Town can most effectively prioritize actions for funding, quicker implementation and partnership development. The matrix makes clear how the guiding principles transcend the individual concerns of each chapter.

## Plan Structure:

6. Transportation
7. Neighborhoods and Housing
8. Open Space, Recreation and Environment
9. Existing and Future Land Use
10. Implementation





# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

### Values and Vision:

Active  
COOPERATION  
Inclusive  
efficient  
Sustainable  
*Supportive of Growth*  
Safety  
*Thriving Town Center*  
Broad Tax Base  
Destinations  
*Transportation Options*  
CONNECTED  
People Oriented  
Housing Choices  
*Walkable*  
AGE IN PLACE  
CONSERVATION

### Community Values and Vision

The following community values and vision statements were developed through multiple conversations with the Steering Committee and incorporate insights and feedback from the community captured during the first and second Open House. These vision statements can be found at the beginning of Sections 3 through 8 and are the foundation of the plan.



#### Identity and Involvement

**Values:**  
*Active Community, Cooperation, Inclusive*

**Vision Statement:**  
*Stallings is a community with a small-town spirit that works together towards its future. The town values quality community design and signature elements that make Stallings unique and identifiable. Community culture is supportive and demonstrated through community events and citizens participate, volunteer, and cooperate for the greater good of the community.*



#### Utilities and Services

**Values:**  
*Efficient, Sustainable, Supportive of Growth, Safety*

**Vision Statement:**  
*Stallings is intentional about providing utilities and services that meet the current and future needs of residents and businesses. Stallings works with private agencies, the state, county, and surrounding municipalities to ensure that services are delivered efficiently and that infrastructure is expanded and maintained to accommodate expected growth.*



#### Economy, Business and Workforce

**Values:**  
*Thriving Town Center, Broad Tax Base, Destinations*

**Vision Statement:**  
*Stallings' business friendly culture and skilled workforce attracts private investments and supports businesses that add jobs and services to the local economy. Stallings is a vibrant destination for office, small business, service, and retail development.*



Town of Stallings Comprehensive Land Use Plan  
Section 1: PLAN PURPOSE AND PROCESS OVERVIEW



### Transportation

*Values: Transportation Options, Connectivity, Safety, People-Oriented*

**Vision Statement:**

*Stallings has a transportation system designed to move vehicles and people quickly and safely, through connected, well designed streets, as well as a series of regional bike and walking facilities. Opportunities for future transit connections are made possible through intentional, directed growth, and regional transportation partnerships.*



### Neighborhoods and Housing

*Values: Housing Choices, Connected, Walkable, Age in Place*

**Vision Statement:**

*Stallings provides housing options for people of all ages and stages of life. The Town's connected, diverse neighborhoods allow residents to enjoy a high quality of life and to age in place.*



### Open Space, Recreation and Environment

*Values:*

*Connected, Active and Passive Recreation, Conservation*

**Vision Statement:**

*With its connected system of open space, parks, greenway trails, and abundant recreational opportunities, Stallings is recognized as one of the most livable communities in the greater Charlotte region. The environment and natural resources are examined and thoughtfully considered as part of the Town's growth strategy.*



# Values and Vision





# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

### Planning Process

The planning process took a year to complete, starting in Summer 2016 and finishing with the presentation of the Comprehensive Land Use Plan to the Town Council in Fall 2017. The process consisted of three open houses, monthly meetings of the steering committee, and biweekly conversations with planning staff. Through these meetings, existing conditions were examined, issues and opportunities were assessed, and the draft plan was presented and revised.

### Community Involvement and Engagement

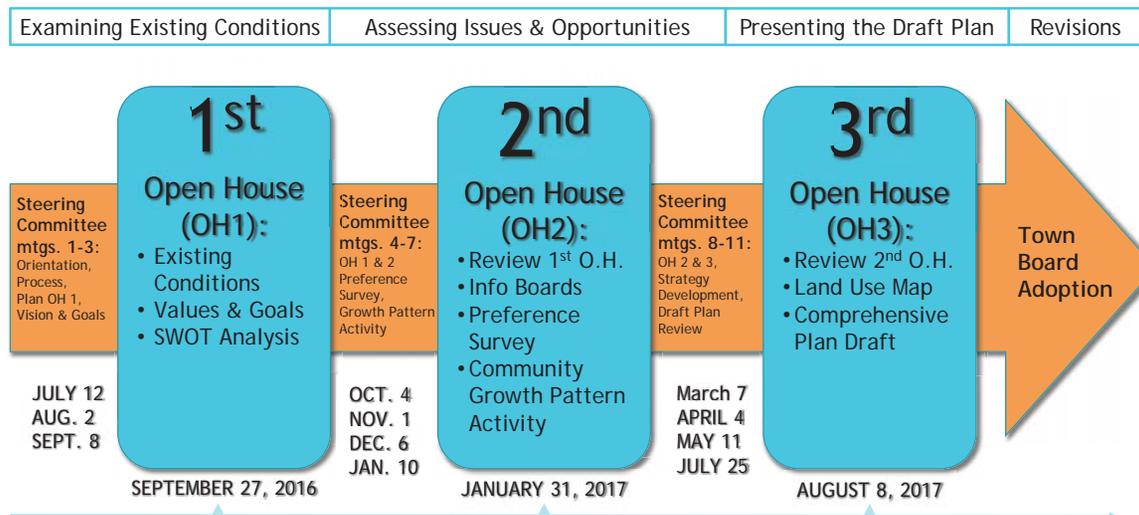
Public engagement is the hallmark of this project and provides the foundation for successful plan implementation. Building strong relationships within the community is critical to making long-term change on an issue as complex and multi-faceted as community growth. However, educating residents and stakeholders about existing conditions and future needs is not enough to change a community's direction related to growth and devel-

opment policy. This overarching people-first approach enabled residents to be active members of their Town and develop a land use vision for current and future residents.

Through this approach, stakeholders gained insight into development barriers and a better understanding of how to connect into local planning processes to shape and direct real change. In addition, the public engagement outcomes will provide guidance to staff and elected leaders, creating support for policy shifts and funding allocations needed to accommodate growth and development in Stallings.



### Planning Process Map



# Town of Stallings Comprehensive Land Use Plan

## Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

Ultimately, through open house events, presentations, and surveys, residents, community and business leaders were engaged in the planning process. Efforts towards engaging residents that mirrored the demographics of Stallings included:

- Three Open House events aimed at all segments of the Town's population.
- A 15-member Steering Committee representing various public and private organizations to guide the project.

### Steering Committee

The Stallings Comprehensive Land Use Plan was guided by a multi-agency Steering Committee representing public and private sector organizations interested in growth and development in the Stallings area. The project's Steering Committee, charged with guiding the process, represented a true cross-section of land use, real estate, housing, economic development, and quality of life stakeholders in the community.

The Steering Committee met monthly throughout the project to provide guidance on the process and local information. This group was instrumental in bringing other residents and stakeholders to the Open House events

and communicating with their respective organizations about the project, process, and results. A list of Steering Committee members is included in the Acknowledgements page. The meeting schedule, and meeting agendas are included in the Appendix.

### Open Houses

The Open House events were designed to: afford community members an opportunity to see the direction of the Plan and its preliminary findings; to offer perspective and commentary about the direction and outcome of the Comprehensive Land Use Plan; and to engage with Town staff, elected officials, and Steering Committee members. They were structured to present early findings and allow attendees to comment on what was presented. Participant feedback was used to build the information presented at each subsequent Open House.

During the first Open House participants completed a survey consisting of six questions asking them to identify their favorite places in Stallings, desired transportation features, the biggest challenges in Stallings, and how they would describe Stallings. Favorite places included parks and places to recreate, neighborhoods, schools, and shopping opportunities. Desired trans-

portation features included improved roads, greater street connectivity, and sidewalks and trails. The biggest challenges identified included traffic congestion, lack of office and employment opportunities, rapid residential growth, and the lack of restaurants or commercial spaces. Safe, friendly, and community were some of the most used words to describe Stallings in 25 years.

### Community Preference Survey Findings

During the second Open House, participants completed a survey responding to 37 images of residential, non-residential, and blended/mixed use developments.

Survey results indicate that residents prefer attached housing that looks like a single-family house (duplexes or triplexes), that are well designed, and surround community amenities like parks or playgrounds. Large lot houses, patio homes, bungalows, and traditional 2-story houses are popular single-family housing types. For commercial developments, participants chose community-oriented commercial centers (i.e. anchored by a grocery store) and shopping malls with outdoor pedestrian plazas. Well-planned mixed-use centers offering retail, entertainment, and second-story residential uses were also preferred.





# Community Involvement



## Town of Stallings Comprehensive Land Use Plan Section 1: PLAN PURPOSE AND PROCESS OVERVIEW

These surveys, survey results, and a summary of responses from each of the three Open House events, are included in the Appendix.

### Project Team

The Project Team was comprised of Town and Centralina Council of Governments staff. This group met on a regular basis from April 2016 to October 2017. The Project Team met to determine project direction (incorporating input from the Steering Committee) to provide regular project status updates, and to exchange technical information.

### Project Web Page

Early in the project, the Town set up a project web page at:

[http://www.stallingsnc.org/planning\\_department.php?Planning-Zoning-Department-Comprehensive-Land-Use-Plan-120](http://www.stallingsnc.org/planning_department.php?Planning-Zoning-Department-Comprehensive-Land-Use-Plan-120).

This web page contains project information for anyone to access, including: project maps, open house boards, the values and community preference surveys, the project vision statements, and other related documents.



### Comprehensive Land Use Plan

What is a Comprehensive Plan?  
The purpose of a comprehensive plan is to: determine the vision and goals for a town's future; develop a land use map to better achieve these goals; and work with the community to create strategies for reaching these goals and desired land use patterns. The Town of Stallings is embarking on a comprehensive planning process to create a plan that will reflect land use patterns, infrastructure availability, and economic development strategies as well as establish future land use goals. The process will offer multiple opportunities for citizen involvement and input. A key-goal is to develop a user-friendly plan that is well organized and easy to access by staff, appointed and elected boards, the development community, and the public.

Click [here](#) to take the Comprehensive Land Use survey!

Also, click [here](#) to see the Comprehensive Land Use board displays.

PLANNING & ZONING DEPARTMENT
COMPREHENSIVE LAND USE PLAN
ECONOMIC DEVELOPMENT
MAPS AND ZONING
PEDESTRIAN PLANNING
TOWN ORDINANCES
UNIFIED DEVELOPMENT ORDINANCE
ZONING CASES
ZONING FORMS









Section 2:

# GROWTH & DEMOGRAPHIC TRENDS



# Town of Stallings Comprehensive Land Use Plan

## Section 2: GROWTH & DEMOGRAPHIC TRENDS

### *Introduction*

### *Historic Population Growth*

### *Characteristics of the Current Population*

- *Age*
- *Race and Ethnicity*
- *Educational Attainment*
- *Income*
- *Household*

### *Population Projections*

- *How Are They Created*
- *What Determines Population Projections*

## Introduction

This chapter provides a summary of the growth and demographic trends impacting the Town of Stallings. The existing condition information and trend analysis serve as the foundational data source for the plan; shaping the vision and goals of the plan and providing critical information about the expected population growth for Stallings and Union County over the next 25 years. In future years, when the plan is updated, these existing conditions and trends will serve as a point of comparison for determining whether or not plan implementation has been achieved. Additional maps supporting this section of the plan can be found in the Appendix.

## Historic Population Growth

Stallings, like Union County, has grown tremendously since its incorporation in 1975. What began as a farming community in 1912 quickly became a key connection between Union and Mecklenburg Counties with the completion of U.S. Route 74 in the 1950s. With the Charlotte Area steadily increasing, Stallings has also grown from a population of 2,200 in 1995 to its current population of 15,213. From 2005 to 2010, Stallings experienced rapid growth due in part to a large number of annex-

ations. However, between 2000 and 2010, Union County as a whole experienced an extremely rapid growth rate of over 63%, ranking it as the 16th fastest growing county by percentage in the U.S. during that period. Since 2010, the population growth has slowed to under 2%, but Union County remains among the top ten fastest growing counties in North Carolina (2015 Community Profile, Union County, NC). The Total Population Trend chart highlights the Town's change in population.

## Characteristics of the Current Population

Much can be derived about a municipality from an examination of its demographic data and the characteristics of its current population. It will be critical to take into consideration the needs of current and future residents as they enter various stages of life and as the population as a whole becomes more diversified. Different age cohorts, races, and ethnicities have varying needs, preferences, and cultures. Providing housing, transportation, recreational, and employment opportunities for a wide variety of targeted population groups will be key to successful growth in Stallings.

### Age

The official 2015 U.S. Census popula-



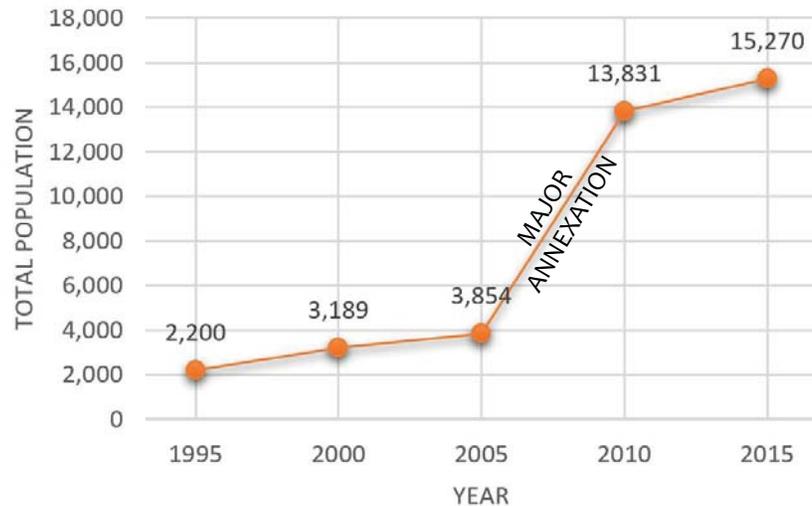
# Town of Stallings Comprehensive Land Use Plan

## Section 2: GROWTH & DEMOGRAPHIC TRENDS

Americans are living longer and staying active longer, but as they get older they may not be able to safely drive and could become dependent on other means of transportation to get around.



### Stallings Historic Population Trend



### Total Population Trend (US Census)

tion estimate for the Town of Stallings was 15,270. The median age for Stallings is 40 years of age and similar to national trends, Stallings' population is getting older. In 2010, those between the ages of 35 to 44 made up the largest portion. By 2015, the percentage of those between 45 and 54 had grown to

18.6%, making them the largest cohort. In terms of total numbers, the portion of the population between 45 and 54 years of age jumped from 378 residents to 2,700 within that 15-year timespan: a 614% increase. The percentage of all residents 45 and over has also been steadily rising.

While the total number of retiring-age and elderly residents currently make up a relatively small portion of the Town's population (about 12% as of 2015), the rate of growth for this age group has also been on the rise. While Stallings gained nearly 300 individuals between the ages of 75 and 84 during the 2000 - 2010 decade, another 200 arrived in half that time by 2015, making this age group the second fastest growing in percentage since 2010.

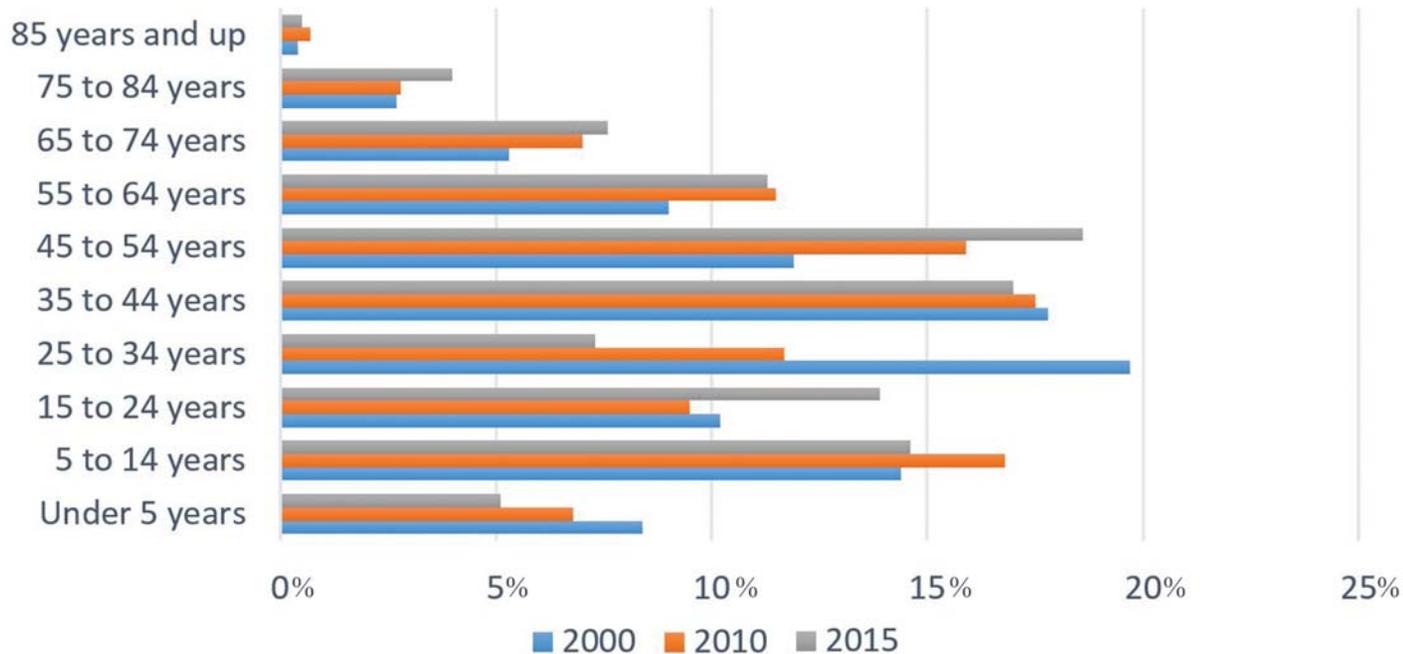
This is important because unlike the previous generation, this growing population of retirees does not necessarily want to live in a traditional retirement community. Some seniors seek to down-size from their large suburban homes to more convenient, easy to care for townhouses, apartments, or condos, while others need quality, affordable housing that will not break their fixed budget. Many retirees would like to move close to, but not live with, their children and grandchildren, creating a demand for mixed-income, mixed-housing type neighborhoods.

2016 Estimates (ESRI)	Stallings, NC	Union County, NC	Charlotte-Concord-Gastonia, NC-SC Metropolitan Statistical Area	North Carolina*	United States*
2016 Total Population	15,213	224,868	2,443,403	10,042,802	321,418,820
2010-2016 Population Growth	8%	12%	10%	5.05%	3.94%
2016 Median Household Income	\$77,032	\$67,264	\$53,665	\$46,868	\$53,889
2016 Average Household Income	\$94,096	\$90,480	\$76,302	\$77,040	\$75,558
2016 Median Age	40	36.8	37.1	38.0	37.6
2016 Average Household Size	2.73	2.97	2.6	2.66	2.75

\*2015 US Census data

Town of Stallings Comprehensive Land Use Plan  
Section 2: GROWTH & DEMOGRAPHIC TRENDS

### Comparison of Age Brackets by Percentage of Total Population 2000, 2010 & 2015



Stallings Residents Total Population Age Bracket Comparison for 2000, 2010, 2015

Americans are living longer and staying active longer, but as they get older they may not be able to safely drive and could become dependent on other means of transportation to get around. Having multiple transportation options and opportunities within convenient distances of senior housing will be key to their independence, health, and well-being.

In conjunction with the trend of an aging population, Stallings families are also maturing. While the overall number of children under the age of 5 increased over 250% from 2000 to 2010, that growth slowed considerably by 2015 to 176%, and their relative proportion of the population decreased. Within that same period, the number

of teens and young adults, 15 to 24 years old, grew by a staggering 522%, increasing their share of the population in Town from about 1 in 10 to almost 1 in 7. This increase could indicate that many who relocated to Stallings, during its period of dramatic growth between 2000 and 2010, were young families who came to Stallings and then stayed

In Stallings, the population of residents age

**65**

and over increased by

**433%**

between 2000 and 2010, according to the U.S. Census.

Rising from 8.5% to 10.4% of the Town's total population.



## Town of Stallings Comprehensive Land Use Plan

### Section 2: GROWTH & DEMOGRAPHIC TRENDS



More and more, consumers are choosing smaller homes within walking distance of entertainment, services and work.

A growing demand for a walkable lifestyle has the potential to transform sprawling suburbs into walkable communities.

Source: National Association of Realtors, National Community Preference Survey, October 2013



to raise their children. Now these families are becoming empty nesters as their children leave to pursue higher education or their own careers.

One of the most striking trends is the loss of population between the ages of 25 and 45, the cohorts representing younger professionals and younger families (Millennials and Generation X). These demographics are attracted to the greater Charlotte region, in search of jobs, education, entertainment, recreation, and culture; however, they are not choosing to reside in Stallings. The Town's desired identity and growth depend on these younger cohorts to provide a customer base for businesses, activity in park and recreation facilities, and vibrancy in Town activity centers. The Town will need an influx of younger generations for long-term commu-

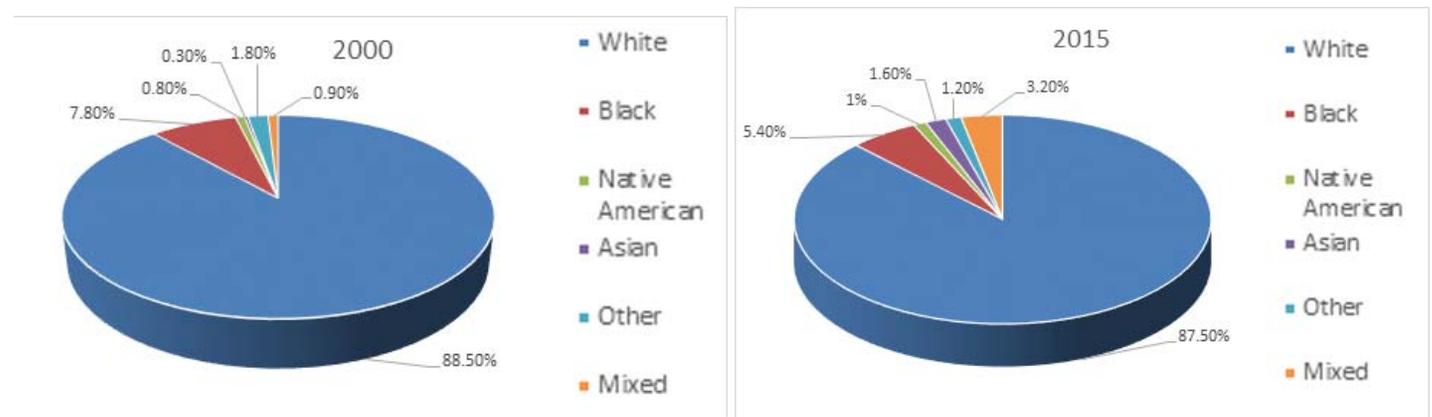
nity survival and could capture some in-migration of this younger adult cohort from Mecklenburg County. Expanding opportunities for this cohort will become crucial in the next 25 years.

#### Race and Ethnicity

The Town's population remains predominantly white with its minority population accounting for approximately 11.5% of the total population in 2000, and growing an additional 1% by 2015. However, in that time, the make-up of that minority population shifted with the percentage of African Americans decreasing from 7.8% to 5.4%, while the percentage of Asians rose from 0.3% in 2000 to 1.6% by 2015. The percentage of people of mixed race has also grown from 0.9% in 2000 to 3.2% in 2015.

To address the nation's growing diversity, the 2000 U.S. Census allowed respondents to identify themselves as belonging to more than one race and to indicate their ethnicity as: 1) Hispanic or Latino or 2) Not Hispanic or Latino. Since the year 2000, the Hispanic population in both Union County and Stallings has seen substantial growth. The 2000 U.S. Census reported the Hispanic percentage of the County's total population at 6.2%, and Stallings at 3.7%. That percentage grew to 10.4% by 2010 in the County overall, and to 5.8% in Stallings. The percentage grew by roughly 0.4% in both jurisdictions by 2015.

This trend is very important in determining resources that will be required to meet the needs and issues facing the growing Hispanic population within Stallings, Union County, and the Char-



Population Percentages by Race for 2000 & 2015 (US Census)

# Town of Stallings Comprehensive Land Use Plan

## Section 2: GROWTH & DEMOGRAPHIC TRENDS

lotte region, including housing and housing related services, bilingual services, school curriculum and programs, and cultural, social, and employment services.

### Educational Attainment

A population's level of educational attainment can be used as an indicator of employment readiness, likely income ranges, values, and requested amenities (quality schools, libraries, cultural events). Stallings has a highly-educated population with over 93% of the population having a high school diploma/equivalency or higher and 42% having a bachelor's degree or higher. Median annual earnings for those with a bachelor's degree is significantly higher than those with less than a high school diploma (\$56,250 compared to \$23,472). The imbalance of educational attainment and employment opportunities within Stallings is explored further in Section 5: Economy, Business, and Workforce.

### Income

The median household income for Stallings in 2015 inflation-adjusted dollars is \$78,891 and the per capita income is \$33,431. There are 4,115 families in the Town and their median family income is \$89,890 compared to the nonfamily household (1,126 households) which has a median income of \$41,429. The

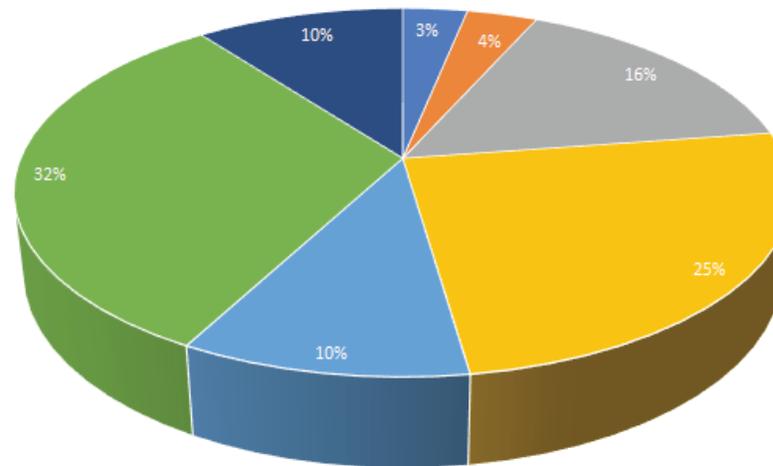
majority of families have both parents in the workforce with 62% of families with young children (under 6 years old) and 75% of families with older children (ages 6 to 17) having all parents in the labor force. There are 7,942 individuals within the labor force and 95% of them are currently employed. The mean social security income is \$20,441 with 1,332 recipients and the mean retirement income is \$22,335 with 985 recipients.

The distribution of income among all nonfamily and family households is shown in the **Distribution of Household Income** chart.

### Household

According to 2015 American Community Survey housing estimates, there are 5,461 housing units in Stallings. In 2010, the average household size was 2.71 and

Educational Attainment for Populations 25 Years and Over



- Less than 9th grade
- 9th to 12th grade, no diploma
- High school graduate (includes equivalency)
- Some college, no degree
- Associate's degree
- Bachelor's degree
- Graduate or professional degree

Educational Attainment, Town of Stallings



**Stallings has a highly-educated population.**

Over **93%** have a high school diploma/equivalency or higher while **42%** have a bachelor's degree or higher.

Median annual earnings for those with a bachelor's degree is significantly higher than those with less than a high school diploma,  
**\$56,250**  
 compared to **\$23,472.**



## Town of Stallings Comprehensive Land Use Plan Section 2: GROWTH & DEMOGRAPHIC TRENDS

One striking demographic trend in Stallings is the **loss of population between the ages of**

**25 to 45**

(Millennials and Generation X). These age groups include younger professionals and younger families attracted to the Charlotte region,

in search of

**jobs, education, entertainment, recreation, and culture;**

however, they are

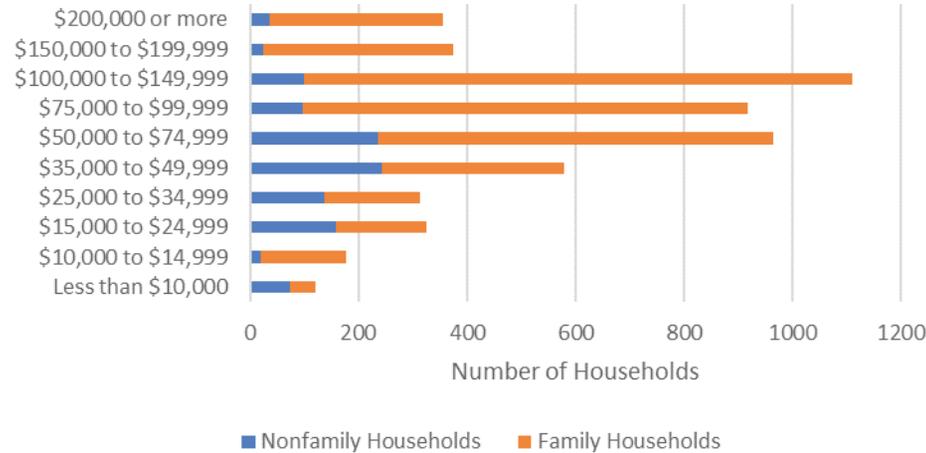
**not** choosing to reside in

**Stallings.**



**Stallings**  
for the next **25** years

Distribution of Household Income



Distribution of Household Income, Town of Stallings

the average family size was 3.09. Of family households, 52% have children with 10% of these families only having children under the age of 6, 9% having children under 6 and between the ages of 6 and 17, and 30% having only children over the age of 6. The distribution of household size is shown in the chart below.

### Population Projections

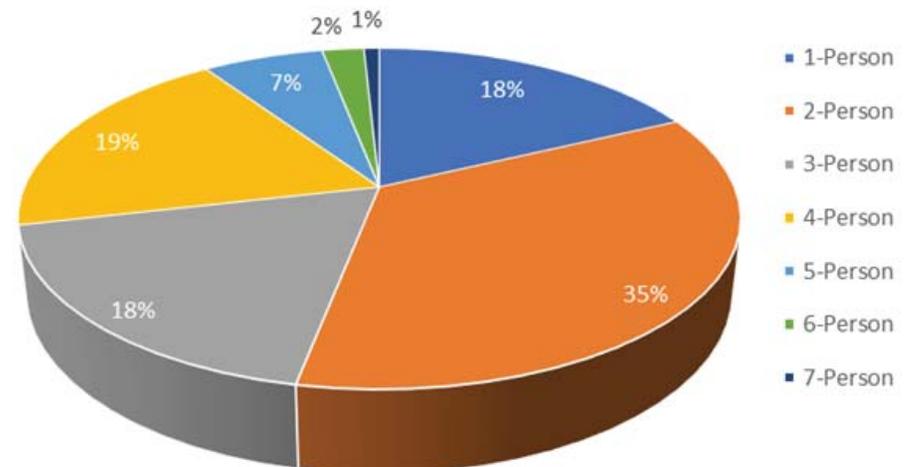
#### How Are They Created?

Population projections for Stallings and the 2040 planning area were obtained using a “step-down/step up” method. This process uses population projec-

tions available for the larger region and allocates that population to smaller geographic areas within it. These results are then used to take known population data at the smallest geographic levels and work upward to derive more refined projections.

The population projections used in this plan were created as a first step in developing the Regional Travel Demand Model (RTDM), created as a tool to help confront regional air quality issues. These projections are based on the geography known as traffic analysis zones (TAZ). TAZs are primarily used to project future traffic levels and

2010 Household Size for Stallings, NC



Household Size, Town of Stallings

## Town of Stallings Comprehensive Land Use Plan Section 2: GROWTH & DEMOGRAPHIC TRENDS

flows (vehicle miles traveled) to determine both future transportation needs (roads, transit, etc.) and future air pollution from motor vehicles. Because these projections will be subject to scrutiny by governmental agencies, environmental groups, the development community, and the public, considerable effort went into making sure the projections are as accurate as possible.

### What Determines Population Projections?

Any population projection is a prediction of the future based upon what we know now. Projections are subject to a number of variables.

Population growth can be enhanced through concentrated effort and investment, such as through the extension of water and sewer lines, road improvements, the location of major employers, and community marketing. Conversely, a major downturn in the economy or local decisions that create missed opportunities, can depress the rate of growth. The key to population projections is to make an educated prediction, based on trends in the municipality, county, region, and nation, while taking into account the possibility of a departure from those trends.

For example, in 2013, the Union Coun-

ty Growth Factors Technical Report was undertaken by the North Carolina Turnpike Authority (NCTA) to evaluate growth conditions around the Monroe Connector/Bypass. The study drew from a detailed analysis and regional forecasting process completed by Dr. Thomas Hammer for the Charlotte Department of Transportation in 2003. According to Dr. Hammer's findings, factors that caused Union County to experience higher growth than any other county in the Greater Charlotte Region since 1990 are still in place and are likely to continue to result in higher than average growth. These factors include land availability, income, housing affordability, school quality, and commute time.

Two key questions arose during the Monroe Expressway study:

1. Why has Union County grown so quickly in the past even without major transportation improvements like the Monroe Expressway?
2. Why, if the socioeconomic forecasts are to be accepted, is Union County likely to continue to grow at an above average rate for the next 30 years with or without major transportation improvements like the Monroe Expressway?

According to the NCTA report, Union County witnessed a 46.9% population increase (39,466) from 1990 to 2000 and a 62.8% increase (77,615) from 2000 to 2010. This high rate of growth does not mean, however, that Union County captured most of the growth in the Greater Charlotte Region covered in the Report. From 1990 to 2010, Mecklenburg County captured 45.3% of the regional population growth. However, its growth rate was lower because it was growing from a much larger population base. Union County captured the second largest share of regional population growth, with 13% while York captured 10.5% and Cabarrus 7.4%. According to the NCTA Report, this historic trend suggests that Mecklenburg, Union, York, Cabarrus and Iredell Counties would capture most of the regional growth over the succeeding 20 to 30 years.

While the particular dynamics that encouraged this high growth rate in Union County, may or may not continue to exist, the Hammer Report indicates that the major factor driving higher than trend line growth is land availability. Other significant factors include: income, housing affordability, school quality, and commute time.

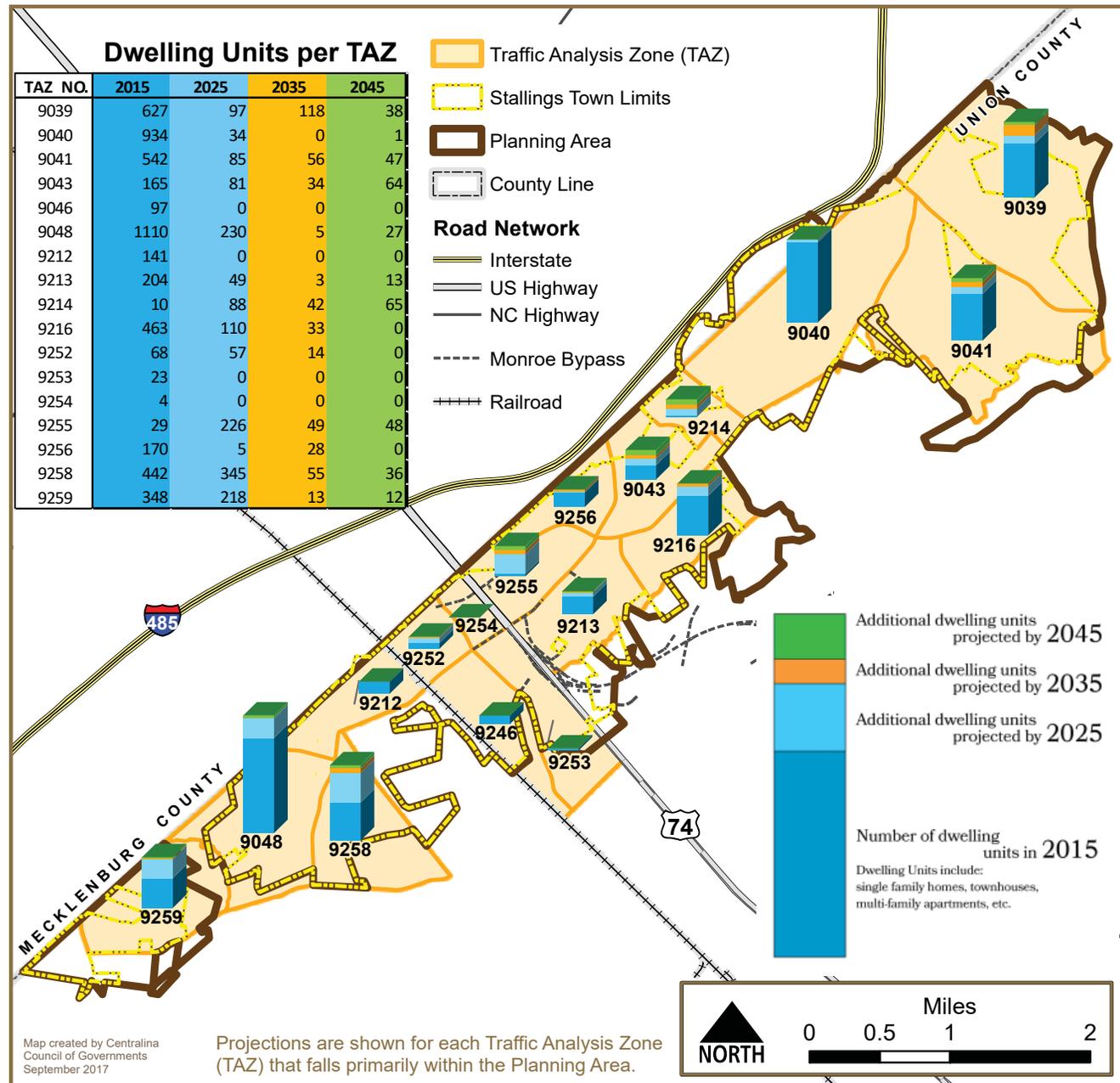
# Population Projections



# Town of Stallings Comprehensive Land Use Plan

## Section 2: GROWTH & DEMOGRAPHIC TRENDS

In Stallings,  
additional  
residential  
growth  
is expected to  
occur, not  
surprisingly,  
where  
vacant  
land  
exists.



Town of Stallings Comprehensive Land Use Plan  
Section 2: GROWTH & DEMOGRAPHIC TRENDS







Section 3:

# IDENTITY & INVOLVEMENT

Values:

Active Community, Cooperation, Inclusive

Vision Statement:

Stallings is a community with a small-town spirit that works together towards its future. The town values quality community design and signature elements that make Stallings unique and identifiable. Community culture is supportive and demonstrated through community events and citizens participate, volunteer, and cooperate for the greater good of the community.



Town of Stallings Comprehensive Land Use Plan  
Section 3: IDENTITY & INVOLVEMENT



*Introduction*

*Identity and Involvement  
Issues*

*Elements of Identity and  
Involvement*

*Key Image Focus  
Areas/Corridors*

*Quality Community Design*

*Community Culture*

*Goals*

*Strategies*

### Introduction

A community's identity and culture make it a unique place in the world. Community identity coalesces from a combination of the buildings, land uses, gathering spaces, and aesthetic features. A community's culture is characterized by the people, the sense of community, and the opportunities for gathering, volunteering, and working together. These community traits influence the choice of residents to live and remain in Stallings, entice businesses to locate in the area, and invite visitors to spend time in the community.

Stallings' strives to define, preserve, and enhance its "quality of place" by planning to be successful in identity and culture, and developing specific strategies and tools to attract and retain residents and desirable businesses. The strategies and tools outlined here in this plan will guide future development and transform existing areas, creating functional, aesthetically appealing, cohesive and people-oriented places that foster civic pride.

### Identity and Involvement Issues:

- There are few distinguishing features to let one know they are within the Town of Stallings, and the Town's geography makes it seem that Stallings is a place that one should travel through, rather than stop to enjoy.
- There are minimal community gathering spaces, especially north of U.S. 74.
- Extensive transportation improvements planned for the next decade could positively impact the Town's identity if enhancements (such as unique bridge treatments, streetscape elements, signage, etc.) are planned and implemented.
- Vacant and underutilized commercial buildings and sites do not contribute to the economy or the visual attractiveness of the community.
- There is no identifiable town center.
- There are no coordinated community, site, or building design elements that tie projects together across the community.
- There are very few coordinat-





## Town of Stallings Comprehensive Land Use Plan Section 3: IDENTITY & INVOLVEMENT

# STALLINGS



### Elements of Identity and Involvement

Various elements combine to form community identity, from landscaping to building design, to streetscapes, to events and festivals. In using the Comprehensive Plan as a tool to enhance identity, it is important to consider the issues that shape Stallings' image. The following questions help to frame planning as related to image:

- ed streetscape and hardscape features in the Town that serve to identify the community from surrounding areas.
- Zoning ordinance site design controls are not in place to allow diversified development, specifically mixed-use development and variations in density, that would positively impact the Town's identity.
- There are minimal opportunities for community involvement, advocacy, and leadership.
- Stallings' history and cultural amenities are not celebrated as a community.
- Access to visual, literary, and performing arts are available regionally, but limited within Stallings. Regional partnerships and marketing efforts are needed to promote what is accessible and encourage visits to Stallings and the surrounding communities.
- U.S. 74 bisects Stallings, creating a mental and physical barrier between the north and south sides of Town.
- How do you know that you are in Stallings?
- Can the primary corridors be improved visually?
- How can the entrances, or gateways, to Stallings be more clearly identified?
- How can the sense of "place" and pride be enhanced?
- What can be done to enhance the marketability and desirability of Stallings?
- What can be done to give residents a shared sense of pride and belonging?
- How can Stallings enhance opportunities for public engagement, involvement, and volunteerism?



## Town of Stallings Comprehensive Land Use Plan Section 3: IDENTITY & INVOLVEMENT

The answers to these questions will help to guide public actions related to community identity and involvement.

### Open House and Community Preference Survey Results

During two public Open House events, Stallings residents, property and business owners were asked about their favorite places within Stallings, and the biggest challenges and opportunities facing the Town. Community prefer-



ence surveys assessed what participants thought about the appearance of their community and the types of development and public facilities that they valued. The results revealed strong and consistent preferences among the participants. Favorite aspects of the Town included parks and recreation facilities, neighborhoods, schools, and shopping areas. The most frequently cited assets for the community included community safety, small-town feel, a friendly community, easily accessible, quality of schools, and green and open space. Major concerns included the rapid pace of growth and traffic congestion.

Also, participants expressed concern for the following:

- Lack of street connectivity
- Lack of office and employment opportunities
- Lack of restaurants
- Lack of business landscaping
- The need for sidewalks and trails

As part of the community preference survey, participants also showed preferences for:

- Well-designed, walkable mixed-use centers, with green space, gathering areas, adequate parking, and good lighting (to add to the tax base and appeal to mixed-generations)



# Elements





## Town of Stallings Comprehensive Land Use Plan Section 3: IDENTITY & INVOLVEMENT

- Mid-rise office and retail employment centers
- Larger lot residential development
- Single-story, smaller housing choices for seniors and young professionals
- Attached housing that looks like single family detached, with green space, privacy, and amenities



These sentiments or preferences help to define the community's values regarding design. They provide the basis for creating policies that will be supported and embraced by the community to help develop a sense of place and community pride.

### The Public Realm

Much of the Town's image and identity depends on the character of the public realm. The public realm includes the Town's streets, sidewalks and trails, parks, and other outdoor spaces. It comprises a large portion of Stallings land and represents a substantial public investment. The design of the public realm plays a major role in defining the character, identity and aesthetic quality of the Town and individual neighborhoods. Features within the public realm serve a variety of

important functions: transportation, passive and active recreation, gathering places, opportunities to connect to nature and each other, and mitigation of urban heat island effects (urban areas that are hotter than surrounding rural areas due to the loss of tree canopy and changes made to the surface such as poured asphalt or concrete).

Coordinating the individual elements within the public realm can have a unifying affect and serve to identify the Town of Stallings as a separate and distinct entity, enhance corridors, and boldly proclaim that you have arrived in Stallings. The appearance of these components has a great impact on the impression that visitors and residents have of the Town. A synchronized approach to community furniture, signage, lighting, etc. can be implemented through public and private development. Through the continued improvement and enhancement of the public realm, the Town's desire to create a positive identity will continue to develop.

### Street Trees and Landscaping

Streetscape landscaping can play an important role in forming the visual image of Stallings, and is an important element in forming the Town's identity. Just as streets, sidewalks,

and recreational facilities are a part of a community's infrastructure, so are publicly owned trees and landscaping. They enhance the street environment by providing shade and reducing the pavement temperature in the summer. They also serve to reduce glare, provide a buffer between cars and pedestrians and enhance views.

Streetscaping can impart a unifying look and feel that will help define the Town, especially when applied to primary corridors, such as Stallings Road and Stevens Mill Road. Street trees and landscaping in the public right-of-way must be planned carefully to maintain safety for all users, reduce conflicts with overhead and underground utilities, and mitigate excess debris on sidewalks and within the roadway. A consistent planting plan for medians and street side landscaping within the public right-of-way is critical to reducing future conflicts.

### Street Signage

Distinctive street signage should be used along major streets to show visitors that they have arrived in Stallings. A distinctive signage template should be developed that would incorporate the Stallings logo or other branding elements. These would be used for new street signs and updating existing street



# Town of Stallings Comprehensive Land Use Plan

## Section 3: IDENTITY & INVOLVEMENT

signs as resources allow, to unify the appearance along the major streets. In addition to street signs, a uniform post should be identified that would be used for street signs and traffic control signs. Alternatively, the Stallings logo could be used as a marker at major intersections.



### Street Furniture

All street furniture and fixtures - benches, trash receptacles, lighting, bollards, bike racks, planters, and tree grates - should be a consistent color and style to provide a harmonized appearance. These fixtures should be located along sidewalks, major streets, at public facilities, such as parks, and public gathering spaces within larger private developments (such as mixed-use and town center projects). Street furniture should be incorporated into site plans and new development as it occurs. Community banners also

provide a unifying affect and can be changed seasonally.

### Wayfinding

As the Town continues to grow and provide additional public facilities, the need for directional signage will increase. To enhance the visual appearance of the Town, a “wayfinding” signage master plan should be created. Wayfinding signs will unify street signage and serve as a positive identifying feature for the Town. The master plan should create a standard sign style for all public signage, including size, lettering, colors, symbols, and logos.



### Traffic Signals

Decorative mast arm monocurve traffic signals with mounted street name signs should be used where feasible to unify this important traffic element. Developing a list of prioritized intersections approved by the Town will as-

sist in working with NCDOT on new installations.

### Town Gateways

The enhancement of the gateways, or entrance points, to the Town of Stallings will quickly accomplish the objective to enhance the Town’s identity. Through the development of gateway features, visitors, shoppers, and residents will be able to immediately recognize that they are entering the Town and get a sense of the Town’s character. Gateways should be designed with distinctive features such as decorative signs, landscaping, lighting, or other features that set the tone for the Town’s commitment to high-quality development.

Both Primary and Secondary Gateways have been established and mapped for Stallings, through the work of the Steering Committee. The Primary Gateways include Town entry points along major streets and/or intersections. These areas should include a major identification sign with distinctive landscaping welcoming people to the Town.

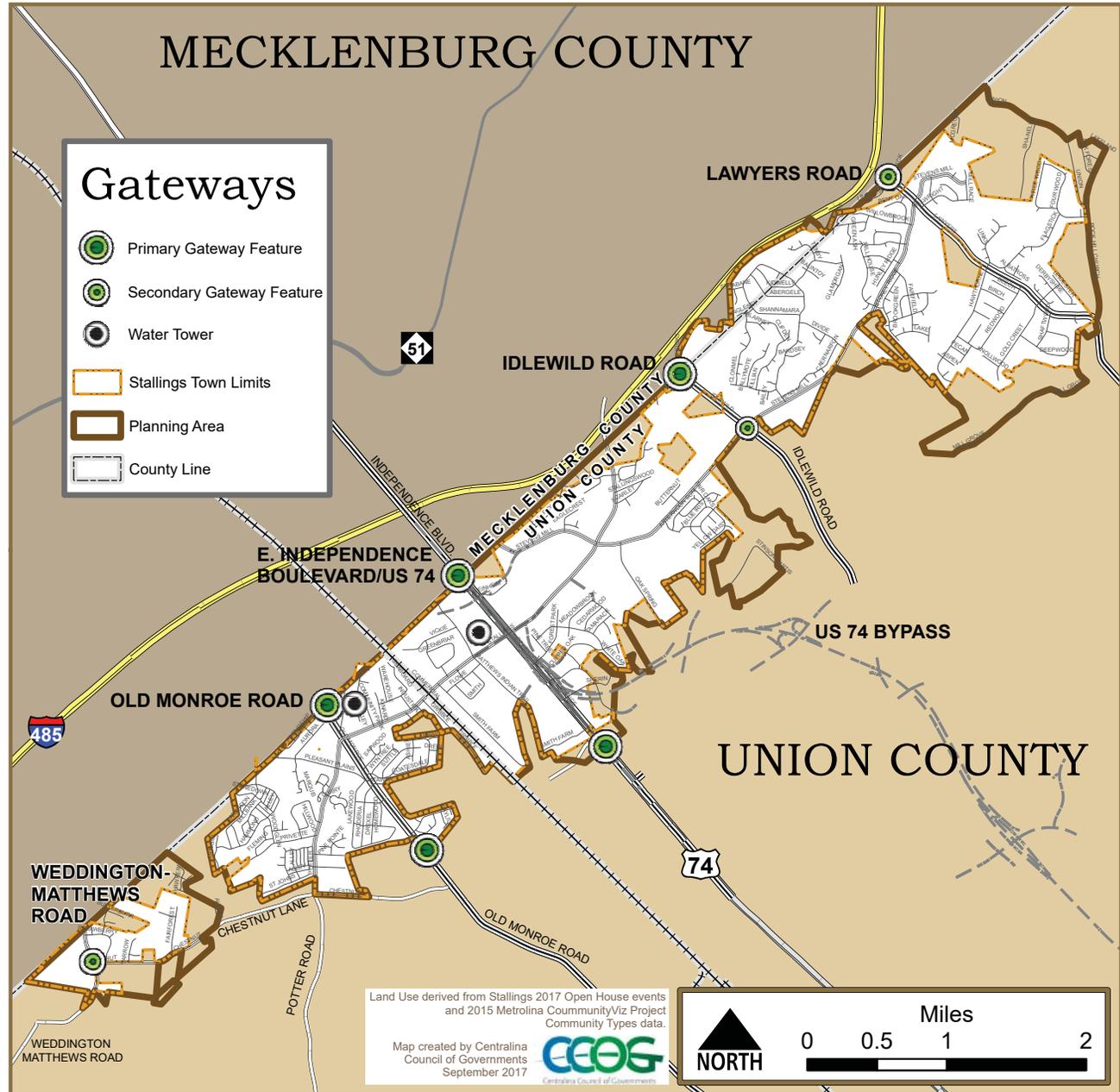
Secondary Gateways are generally the point(s) along a minor street where the official corporate limits of Stallings begin. By marking these locations with decorative landscaping, lighting, banners, etc., the Town can make a more





Town of Stallings Comprehensive Land Use Plan  
Section 3: IDENTITY & INVOLVEMENT

# Land Use



## Town of Stallings Comprehensive Land Use Plan Section 3: IDENTITY & INVOLVEMENT



subtle statement regarding the goal to create a distinctive Town image.

In addition, water towers present an opportunity for branding and town identity. The Town's new branding elements (colors, logo, etc.) can be used on the water towers to coordinate with other Town signage and banners.

### Community Landscaping

Landscaping is one of the key elements of a quality built environment and the creation of a desired place. In combination with good design, landscaping can mitigate impacts of incompatible land uses and reduce visual differences between developments with varying levels of density.

The difference that good landscaping makes cannot be overstated. Trees and other landscape features can enhance businesses by improving front door image and presentation.

Strong landscaping requirements for residential and non-residential development signify community pride and the desire to create desirable places. Through enhanced landscaping codes, the community, over time, will develop an enhanced tree canopy which projects a positive community image.

### Quality Site Design

Quality site design is another community standard that improves the quality of the built environment and coordinates development features throughout the Town. The size and placement of buildings, the location of parking areas, the planting of trees and the design and placement of signs all have an effect on the perceived impact of new development. Good site design for multi-family and attached housing can reduce the perceived density of those developments and encourage greater community-wide acceptance. A well thought out site design is essential to mixed use and higher density developments, especially when situated in proximity to traditional single-family neighborhoods. Good site and building design allows limited land to be used more ef-

ficiently, without degrading the character of the new or adjacent development. Mixed-use and higher density developments without quality site and building design will not create the results that Stallings desires, and will negatively impact community image. To achieve desired results, Stallings must have a higher level of expectation for high quality site planning and design.

Enhancing site design when properties are already developed creates additional challenges. In order to achieve momentum in this area, strategies for addressing existing development will be needed, ranging from code enforcement priorities to clearly defining site elements that must be upgraded when sites change use or when buildings expand.

### Community Anchors

Community anchors are institutions, places, and developments that identify a community and work together to provide an external community image. Currently, it could be argued that Stallings has several community anchors, including the elementary school, Stallings Park, Blair Mill Park, and the Town Hall. Adding identifiable community anchors as Stallings grows will be important to its culture and identity.

## Potential Future Community Anchors:

- Walkable Town Center
- Major Park
- Satellite Library
- Civic Center
- Medical Center





## Town of Stallings Comprehensive Land Use Plan

### Section 3: IDENTITY & INVOLVEMENT

# Community & Culture



Potential, future community anchors for Stallings include:

- A defined town center or “down-town” with walkable streets, gathering spaces, and day and evening activities to serve as a popular destination for visitors and residents.
- A major park facility (fully realized vision for Blair Mill Park) north of U.S. 74.
- A satellite library facility to serve as a community resource for children and adults, including providing gathering space, access to job information, and providing computers for homework and/or communicating with family.
- A civic center for public engagement, a meeting space for local clubs, and/or a venue for community events, weddings, and private parties.

- A professional, small-scale medical center, where public health and medical services and related businesses are grouped.

These community spaces, will work in concert to improve the marketability, sense of place, and belonging for the Town and its residents.

### Community Culture

Stallings is an active community and offers multiple community events throughout the year, such as bike rodeos, food truck rallies, and festivals in the Town park, which draw residents from adjoining counties and beyond. The Parks and Recreation Department offers seasonal programming for sports, courses that introduce children to nature, summer camps, and more general environmental education.

Volunteerism is a critical backbone of any successful community and in Stallings, volunteers serve on community

planning and park boards and commissions and the Town Board. Volunteer opportunities are also available to residents through a program called “the Power of One”, which highlights the power that one person or one family can make on their community through one hour a year of their time. Through this program, residents have the option of volunteering to teach community courses on science, history, outdoor skills, art, and other various topics. This unique program allows neighbors to share their knowledge and give back to their own community.

Building a large and diverse group of community advocates and volunteers who understand local government and Stallings’ assets is another way to build on the Town’s success. Creating a citizen’s academy or other program to introduce residents to Town government would be beneficial and could grow the volunteer pool for municipal boards.



# Goals and Strategies

## Goal I-1

Develop organizational structure for Town beautification and community involvement.



### Strategy 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.

### Strategy I-1.2

Create an entity responsible for beautification and community identity, such as a “Keep Stallings Beautiful” committee that has staff support.

### Strategy I-1.3

Create a citizens’ academy to teach future volunteers and board members local government functions and processes.

### Strategy I-1.4

Develop a comprehensive list of volunteer opportunities and share with citizens at least annually.

## Goal I-2

Enhance community pride and identity by improving the public realm.



### Strategy 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.

### Strategy I-2.2

Develop consistent community furniture theming for community identification and incorporate elements into both public and private development projects.

### Strategy I-2.3

Require developers to design streetscaping oriented to the pedestrian, such as sidewalks, lighting, street furniture and trees.

### Strategy I-2.5

Develop a comprehensive wayfinding signage program that directs residents and visitors to public facilities, parks, and other important community facilities.

### Strategy I-2.6

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.

# Goals & Strategies

# Goals and Strategies

# Goals & Strategies

## Goal I-3

Community gateways should incorporate design elements that greet and direct the public and evoke a sense of place.



### Strategy I-3.1

Incorporate approved welcome signage and landscaping at primary gateways.

### Strategy I-3.2

Incorporate street furniture (benches, banners, etc.) and landscaping at secondary gateways.

### Strategy I-3.3

Encourage developments adjacent to community gateways to use similar design elements that reflect the character of the Town.

## Goal I-4

Coordinated, thoughtful design should be incorporated in all projects to enhance community image, connectedness, and identity.



### Strategy 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.

## Strategy I-4.2

Connect existing neighborhoods to each other and to places of interest with greenways, sidewalks, or walking paths.

## Strategy 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.

## Strategy I-4.4

Provide a connected Town transportation framework through automobile, pedestrian, and bicycle linkages between residential developments, business areas, and recreational activity centers.

## Goal I-5

Utilize existing and planned public spaces, facilities, and projects to create community anchors that highlight “place”, community appearance, and identity.



## Strategy 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.

# Goals and Strategies

## Strategy 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.

## Strategy I-5.3

Promote the development of a mixed-use, walkable town center, with community gathering spaces.

## Strategy I-5.4

Encourage medical and health services and businesses to locate in proximity to one another to create a medical anchor.

## Strategy I-5.5

Connect community facilities to each other and to neighborhoods through sidewalks, trails, and/or bike paths.

## Strategy I-5.6

Promote the creation of town anchors through small area planning.

## Goal I-6

Foster a sense of community by promoting the importance of community heritage and a mix of cultural opportunities.



## Strategy I-6.1

Encourage community oriented events and festivals to celebrate the history of Stallings and foster tourism.

## Strategy I-6.2

Promote community education and awareness of the heritage of western Union County and Stallings.

## Strategy 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.

## Goal I-7

Ensure that Town codes allow the high-quality development that is expected and desired.



## Strategy I-7.1

Amend Town codes to allow and encourage planned, mixed-use developments with density levels to support business activity.

## Strategy I-7.2

Strengthen non-residential landscaping requirements for both streetscapes and buffering.

## Strategy 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.

## Strategy 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.

# Goals & Strategies





Section 4:

# UTILITIES & SERVICES

Values:

Efficient, Sustainable, Supportive of Growth, Safety

Vision Statement:

Stallings is intentional about providing utilities and services that meet the current and future needs of residents and businesses. Stallings works with private agencies, the state, county, and surrounding municipalities to ensure that services are delivered efficiently and that infrastructure is expanded and maintained to accommodate expected growth.



# Town of Stallings Comprehensive Land Use Plan

## Section 4: UTILITIES & SERVICES



### *Introduction*

### *Issues*

### *Public Utilities*

- *Water & Sewer*
- *Gas & Electric*

### *Community Services*

- *Police*
- *Fire*
- *EMS*
- *Schools*
- *Library*
- *Farmers Market*

### *Goals & Strategies*

## Introduction

Population growth and future development in Stallings will be shaped by the availability of water and sewer to undeveloped lands, the availability of private utilities such as gas and electric, and the provision and quality of community services. Due to its location on the border between Mecklenburg County and Union County, residents of Stallings have convenient access to services in both counties, making coordination imperative.

Community utilities and services are an essential component to the community's quality of life. As such, the Town will need to maintain and expand utilities and services as its population and geographic extents expand.

Several websites and regional reports share important information for painting a comprehensive overview of the utilities and services offered in Stallings and Union County. These documents are referenced when needed and further refined to focus on the Town of Stallings' planning area. Referenced documents include:

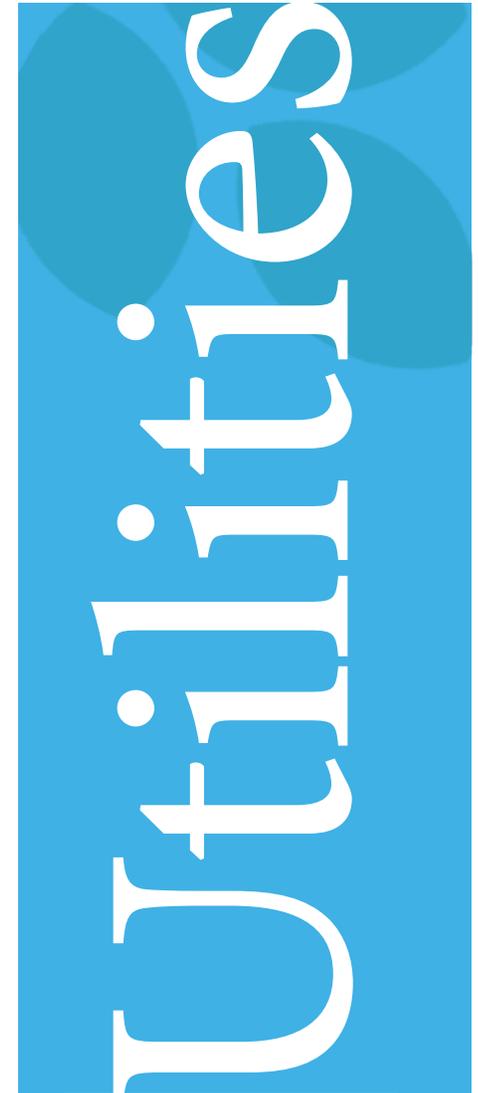
- Union County Comprehensive Plan, Land Design, 2014
- Websites on Utility Providers including Piedmont Natural Gas,

Duke Energy, and the Union Power Cooperative

- Websites on Stallings Elementary, Police Department, and Fire Department
- Websites on Union County Library System and Charlotte Mecklenburg Library System
- Websites on the Matthews Farmer's Market and the Providence Produce Stand

## Utilities and Services Issues

- Dependency on Union County and private agencies to provide utilities. Stallings depends on Union County and other agencies to provide a full range of services and utilities; therefore, regional coordination on growth issues is essential.
- Stallings is currently dependent on Union County to make necessary repairs and upgrades to the water and sewer system. As public water and sewer systems age and fail, the Town will need a plan of action for providing alternative utilities.
- Increased development will lead to increased storm water runoff, threatening the water quality of





# Water & Sewer



## Town of Stallings Comprehensive Land Use Plan Section 4: UTILITIES & SERVICES

the Town's creeks and increasing the risk of flooding.

- Increased growth and development may necessitate more staff, facilities, and services including: police officers, planning staff, code enforcers, and administrative staff.
- Properties that have been identified in this plan as important for commercial or planned mixed-use development will require the extension of water and sewer services to attract potential development.

### Public Utilities

#### Water and Sewer

Through 70 miles of pipe, 5,400 water connections, and 4,200 sewer connections, Union County provides water and sewer services to the majority of the Town of Stallings. In addition, there are two neighborhoods that have private water systems managed by Aquateck, Emerald Lake, and Country Woods East.

Stallings is part of the Upper Pee Dee river basin and Union County collects water from surface streams, lakes/reservoirs, and ground water from the Catawba River, the Rocky River (which flows into the Yadkin Pee Dee), Cane

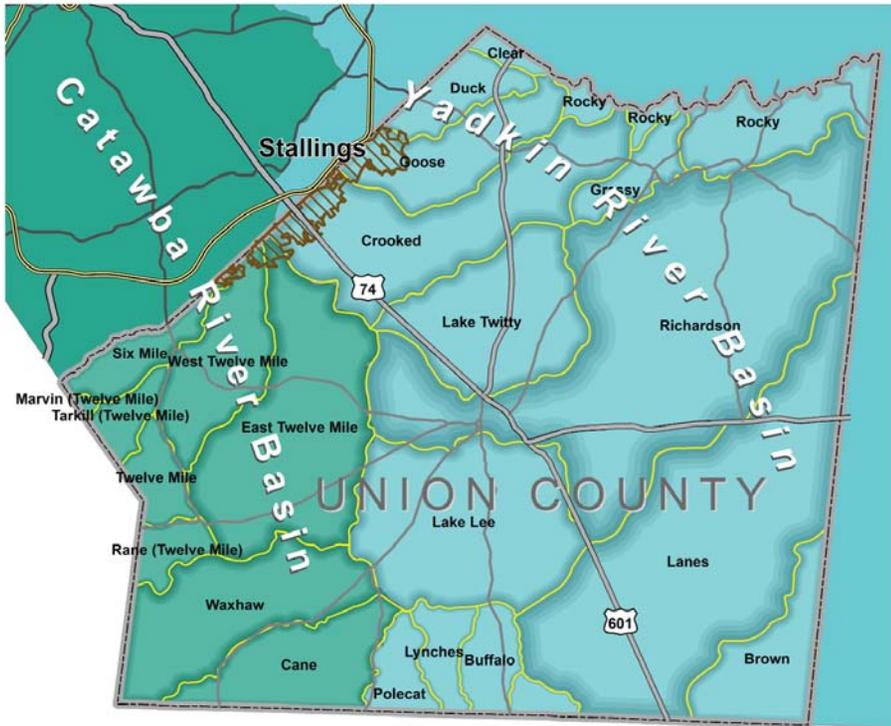
Creek Lake, and the Yadkin Pee Dee River. The 2017 Annual Drinking Water Quality Report prepared by Union County Public Works notes that both the Catawba River and the Yadkin Pee Dee River are moderately susceptible to potential contaminant sources.

Union County owns five wastewater treatment plants (WWTP), including two water reclamation facilities (WRF): Twelve Mile Creek WRF, Crooked Creek WRF, Olde Sycamore WWTP, Tallwood Estates WWTP, and Grassy Branch WWTP. Four of the five facilities discharge treated effluent into the Yadkin Pee Dee River and have the joint maximum capacity of 2.15 million gallons a day (MGD). The Twelve Mile Creek WRF is the largest with a maximum capacity of 6.0 MGD and discharges to the Catawba River .

Supplying water and treating wastewater to accommodate the anticipated growth within Union County in accordance with existing inter-basin transfer regulations is a major issue for the County. Union County has already entered into agreements with Charlotte Mecklenburg Utilities, the City of Monroe, and the Town of Norwood in Anson County to increase its capacity and construct additional facilities.



## Town of Stallings Comprehensive Land Use Plan Section 4: UTILITIES & SERVICES



opment - especially commercial, high density residential, and industrial - will take place.

### Gas and Electric

Piedmont Natural Gas Company provides natural gas services to Stallings with nearby offices located in Monroe and Charlotte and all of Union County falling within PNG's North Carolina service territory.

In Stallings, electricity is provided by either Duke Energy or the Union Power Cooperative. Duke Energy is one of the largest electric power holding companies in the United States, with two offices near Stallings.

The Union Power Cooperative is headquartered in Monroe and serves more than 73,000 members in Union, Stanly, Cabarrus, Mecklenburg, and Rowan counties. The Cooperative was incorporated as a not-for-profit organization in 1939 and has more than 6,000 miles of energized distribution and transmission lines, 24 substations, and 3 breaker stations.

# Union County

wastewater treatment plants and water reclamation facilities:

- Twelve Mile Creek water reclamation facility
- Crooked Creek water reclamation facility
- Olde Sycamore wastewater treatment plant
- Tallwood Estates wastewater treatment plant
- Grassy Branch wastewater treatment plant

### Union County River Basins

Dependence on Union County to maintain and expand this system puts Stallings at a disadvantage when trying to guide growth or annex additional lands. Coordination with Union County in terms of planning, updating, and

expanding the water and sewer network will be paramount to guiding growth in Stallings.

The placement of water and sewer lines significantly influences where devel-

## COMPARATIVE ELECTRICAL RATES

Average Electricity Rates	Stallings	North Carolina	United States
Residential	10.90¢/kWh	10.91¢/kWh	11.88¢/kWh
Commercial	8.87¢/kWh	8.66¢/kWh	10.09¢/kWh
Industrial	6.24¢/kWh	6.42¢/kWh	6.67¢/kWh



## Town of Stallings Comprehensive Land Use Plan Section 4: UTILITIES & SERVICES

  
**CRIME RATES**  
in Stallings are  
**significantly lower**  
than state and  
national averages  
with Stallings  
being safer than  
**92%**  
of North Carolina  
cities and  
**80%**  
of U.S. cities



With Piedmont Natural Gas providing services and lower industrial and residential electricity rates and comparable commercial electricity rates to other cities within North Carolina, Stallings is in a good position to be competitive for growth.

### Community Services

#### Police

The Town of Stallings is served by its own 23-person police department including a Chief of Police, Captain, Sergeant Community Resource Officer, Lieutenant, Police Administrative Services Manager, Crime Scene Investigator, Police Records Administrator, and Sergeant Detectives.

The mission of the department is to

*“provide an exemplary level of service and protection to the residents and businesses of the Town of Stallings and to all those who may visit, work in, or travel through our community. We will serve the community through professional conduct at all times and the enforcement of criminal and traffic laws without prejudice or bias, with respect for the rights of all people, to assure a safe and secure environment for all.”*



In addition to the typical police services, the Stallings Police Department offers fingerprinting services, medicine drop locations, a community watch program, extra patrol and residential security checks, a home or business security assessment, educational tours, and a forensic science program. The police department has also expressed an interest in being trained in Crime Prevention through Environmental Design to design the community to promote public safety.

Crime rates in Stallings are significantly lower than state and national averages, with Stallings being safer than 92% of North Carolina cities and 80% of U.S. cities. The total number of daily crimes is 2.75 times less than the North Carolina average and 2.54 times less than the national average.

**Crimes in total for  
Stallings decreased  
by 18% between  
2014 and 2015.**



#### Fire

Stallings is also served by a volunteer fire department consisting of 8 paid staff (Fire Chief, Deputy Fire Chief, Assistant Fire Chief, Rescue Captain, Building Maintenance Captain, Medical Officer, Safety Officer, and Administrative Assistant) and close to 40 volunteers. The fire department was one of the first in Union County and was organized in 1954. The mission of the Stallings Fire Department is to:

*“provide continuous medical, fire and rescue services to protect the lives and property of those that live, work or invest in the communities we serve and protect.”*

The north side of Stallings is also served by the Hemby Bridge Fire Department, which was formed in 1969 and consists of over 45 personnel and volunteers.

In order to maintain and improve insurance ratings and insurance costs for residents, fire service will need to expand to keep pace with population growth.

## Town of Stallings Comprehensive Land Use Plan Section 4: UTILITIES & SERVICES



### EMS

Union Emergency Medical Services (EMS) provides emergency medical services in Stallings. The mission of Union EMS is to

*“provide emergency medical care and medically necessary ambulance transportation in Union County, delivered by competent and caring professionals who demonstrate excellence in patient care, customer service, and community education.”*

Union EMS works in conjunction with Carolinas HealthCare System Union and is located in between Andrew Jackson Highway and Dove Street in Monroe.

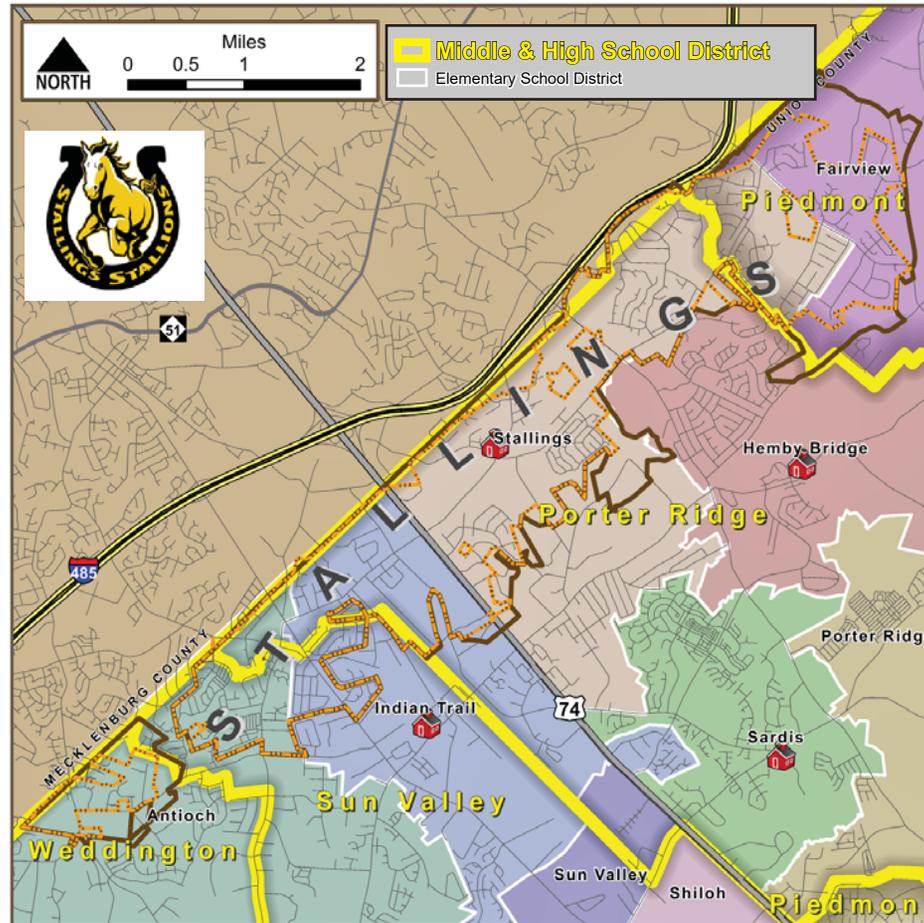
As Stallings continues to grow in a linear fashion, inter-departmental agreements with fire, police, and medical teams in surrounding communities and the development of satellite stations will become increasingly important. Implementing Crime Prevention through Environmental Design strategies will also assist by developing a community in a manner less conducive to crime.

### Schools

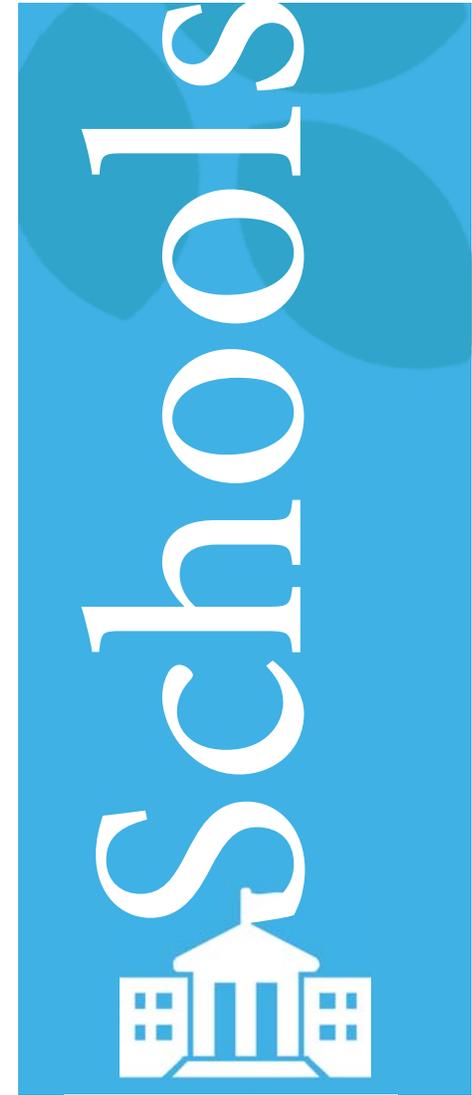
Stallings is part of the Union County School System and Charlotte Mecklenburg School System which consists of 53 facilities including high schools, middle

schools, elementary schools, magnet schools, college prep, and other facilities to meet the needs of the community.

Stallings is a part of Union and Mecklenburg Counties.



Area School Zones





## Town of Stallings Comprehensive Land Use Plan Section 4: UTILITIES & SERVICES

# School Enrollment



Currently, Stallings residents feed into seven elementary schools:

- Antioch
- Indian Trail
- Sardis
- Hemby Bridge
- Stallings
- Bain
- Fairview

Feeder middle schools include:

- Weddington
- Sun Valley
- Porter Ridge
- Mint Hill
- Piedmont



There are seven high schools serving the student population of Stallings including:

- Piedmont
- Porter Ridge
- Sun Valley
- Weddington
- Independence
- Central Academy of Technology and Arts
- Union County Early College

There are also seven private schools in Union County including:

- Fellowship Christian
- First Assembly Christian
- Metrolina Christian
- Monroe Christian Academy
- Shining Light Christian
- Sunset Park Christian
- Tabernacle Christian
- Union Academy Lower
- Union Academy Middle School
- Village Park Traditional

Charter Schools are now part of the educational system in North Carolina and Union County, and this trend will likely grow as parents look for alternative choices in education.



Stallings Elementary Photo: Google

# Town of Stallings Comprehensive Land Use Plan

## Section 4: UTILITIES & SERVICES



The Union County student population has increased every year since the 2002-2003 school year, challenging the county in terms of enrollment and capacity. Ten of the 53 schools exceed 110% capacity, including 4 of the 9 middle schools. Twenty-three percent of elementary schools, 50% of middle schools, and 18% of high schools exceed 100% capacity. This will continue to be a challenge facing Union County and the Town of Stallings.

### Library

The Union County Library System consists of four regional libraries including the Union West Regional Library in Indian Trail, Waxhaw Branch Library, Lois Morgan Edwards Memorial Library in Marshville, and the Monroe Main Library. The library system operates with the assistance of a Board of Trustees appointed by the Board of County Commissioners and relies on public support of the Friends of the



Library program. The Union West Regional Library in Indian Trail is the closest Union County Library and is located at 123 Unionville-Indian Trail Road.

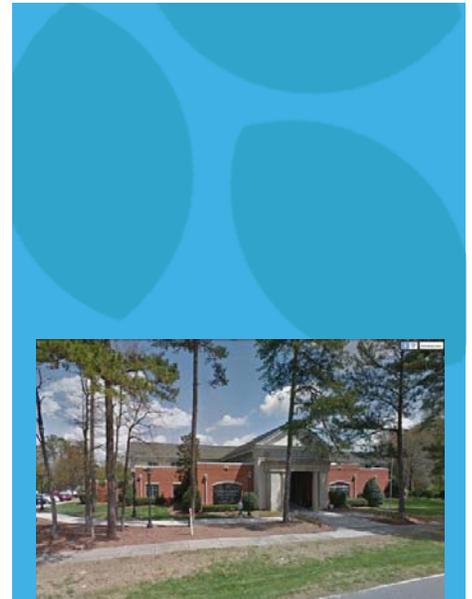
The Matthews Branch of the Charlotte Mecklenburg Library located at 230 Matthews Station St. can also serve residents of Stallings. Because these two libraries are in close proximity to Stallings, coordinating a book delivery system or transit shuttle to these libraries would increase access to their resources especially for residents who cannot drive. Including an information center in the new community/recreation center next door to Town Hall would also serve this need and provide a small satellite library for residents.



Stallings Elementary

### Sanitation

Garbage collection is a service provided by the Town. Weekly pick up of trash and recycling, fall leaf pick up, as well as once a year curbside bulk item pick up, is contracted out to a waste provider.



Union West Regional Library  
Photo: Google



Matthews Branch Charlotte-Mecklenburg Library



# Goals and Strategies

## Goal U-1

Work with utility and service providers throughout the region to plan, supply, and upgrade to modern and competitive facilities within the Town.



### Strategy U-1.1

Ensure that long-range plans for Union County water and sewer and the Town of Stallings' land use are consistent.

### Strategy 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.

### Strategy 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.

### Strategy 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.

### Strategy U-1.5

Work with providers to identify areas where infrastructure will soon "age out" and plan for modernization.

### Strategy 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.

## Strategy U-1.7

Research and implement alternative funding sources to maintain and expand services and utilities.

## Goal 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.



### Strategy 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.

### Strategy U-2.2

Require new development to make equitable contributions commensurate with project impacts towards infrastructure, including required traffic impact assessments and improvements, dedication or reservation of infrastructure or facility rights-of-way and other lands, and revisiting fees periodically.

# Goals & Strategies



# Goals and Strategies

## Goal 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.



### Strategy 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.

### Strategy 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.

### Strategy U-3.3

Incentivize infill development that takes advantage of existing infrastructure, reuses buildings, or modernizes current infrastructure to meet its needs.

## Goal 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.



### Strategy U-4.1

Explore ways to strategically provide services such as fire and police to new outlying development including satellite offices.

### Strategy 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.

### Strategy 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 Center.

### Strategy 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.

# Goals & Strategies



## Goals and Strategies

### Strategy 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.

### Goal U-5

Use Crime Prevention through Environmental Design (CPTED) strategies to plan for a safe community.



### Strategy U-5.1

Encourage the police, recreation, and planning departments to receive training in Crime Prevention through Environmental Design.

### Strategy U-5.2

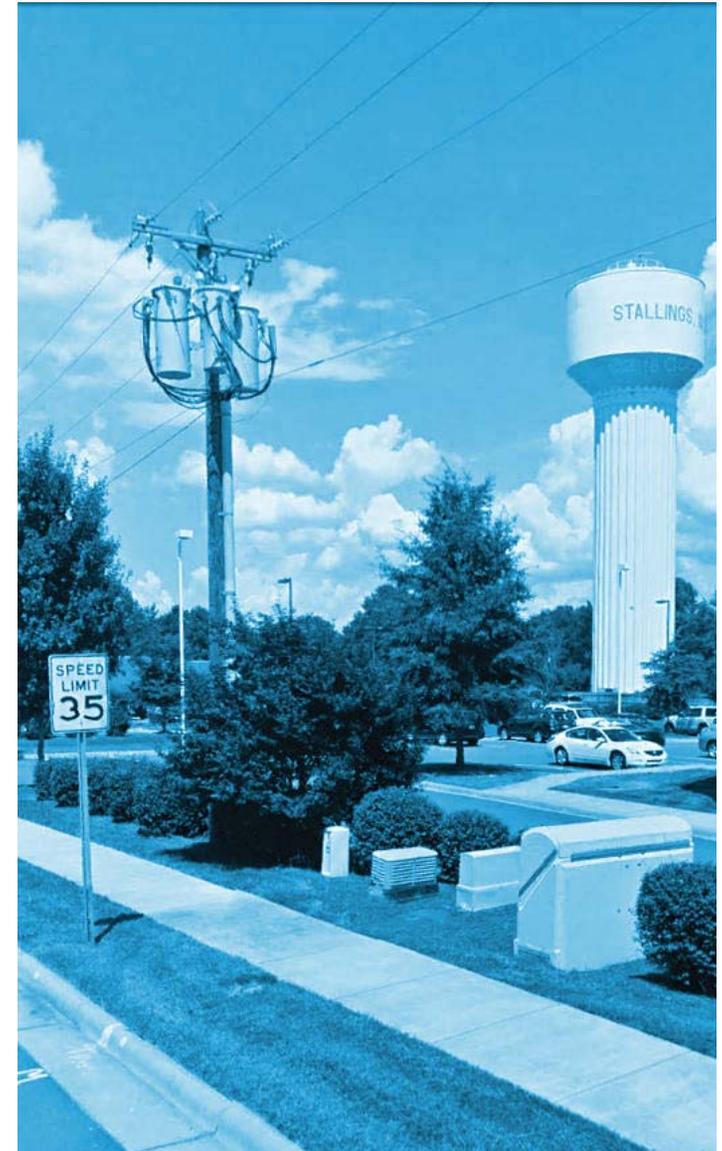
Implement CPTED strategies in the small area planning for public buildings, parks, streetscapes, parking lots, schools, etc.

### Strategy U-5.3

Consider CPTED when examining site designs and meeting with potential developers.

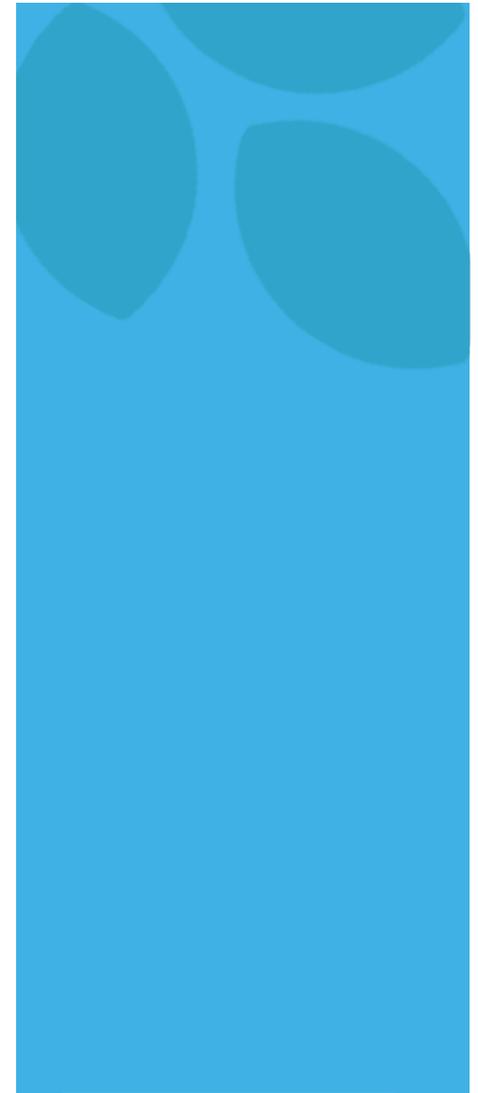
### Strategy U-5.4

Develop brief educational materials for property owners, developers, and business owners to incorporate CPTED strategies in their designs/store layouts.

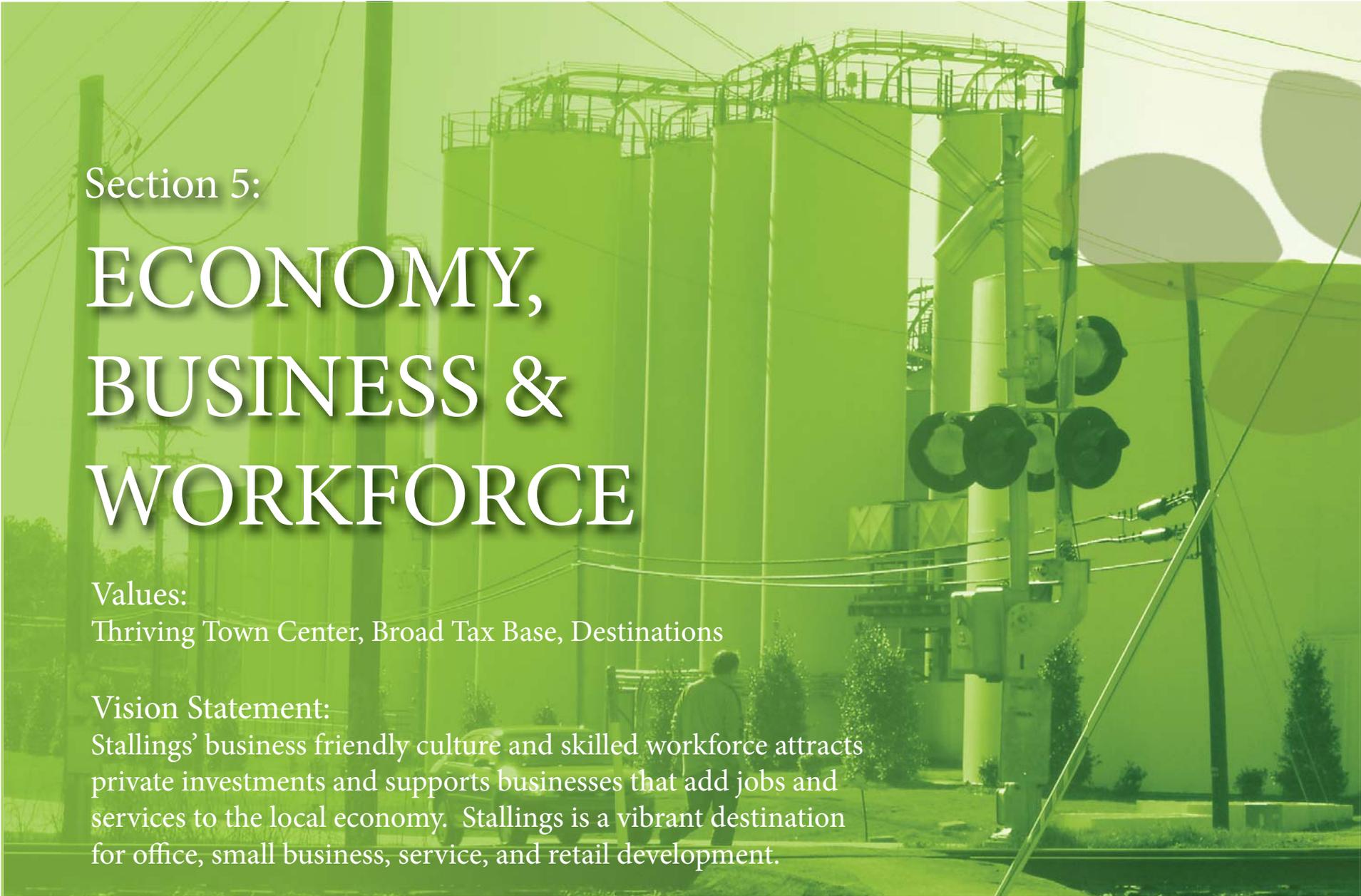


# Goals & Strategies

Town of Stallings Comprehensive Land Use Plan  
Section 4: UTILITIES & SERVICES







Section 5:

# ECONOMY, BUSINESS & WORKFORCE

Values:

Thriving Town Center, Broad Tax Base, Destinations

Vision Statement:

Stallings' business friendly culture and skilled workforce attracts private investments and supports businesses that add jobs and services to the local economy. Stallings is a vibrant destination for office, small business, service, and retail development.



# Town of Stallings Comprehensive Land Use Plan

## Section 5: ECONOMY, BUSINESS & WORKFORCE



### Introduction

#### Economy, Business & Workforce Issues

#### Regional Economic Context

- *Regional Partners for Economic Growth*
- *Business & Industry*
- *Job Growth*
- *Real Estate Market and Land Use*

#### Stallings Economic Outlook

- *Business & Industry*
- *Real Estate Market and Land Use*

#### Workforce

- *Employment Type*
- *Educational Attainment*
- *Workforce Training Opportunities*
- *Commuting Patterns*

#### Economic Growth Opportunities

#### Goals & Strategies



### Introduction

Economic opportunities, including employment and access to services and retail, are vital to residents and the long-term sustainability of the Stallings tax base. Currently the Town's tax base is 80% residential and 20% commercial. In order to maintain a high quality of life in Stallings, residential growth needs to be offset with non-residential development at key locations. Many white-collar professionals living in Stallings travel elsewhere to work, as the major in-town employers are manufacturing-based industries. Partnering with organizations dedicated to bringing economic opportunities and workforce development to the region, will become crucial as available real estate for large scale developments become scarce and employment trends towards high-tech and medical services continue to increase. Planning for the

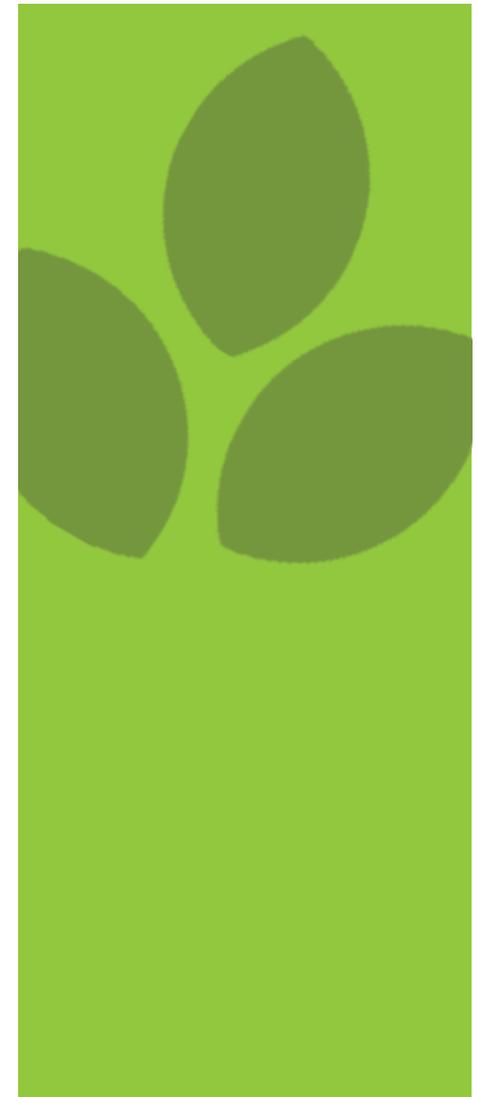
land use and programmatic needs of growing a more diverse and robust economic environment will help ensure a resilient Stallings in the future.

Several documents and regional reports share important information for painting a comprehensive overview of the economy, business environment, and workforce in Stallings and Union County. Rather than reiterating the information, these documents are referenced when needed and further refined to focus on the Town of Stallings' planning area. Referenced documents include:

- *Technical Memorandum Market Analysis & Economic Development Strategy, Rose Associates, 2016*
- *Labor Market Overview, Centralina Workforce Development Board, December 2016*
- *Monroe-Union County Economic Development Work Plan 2015-2018, 2015*

### Economy, Business & Workforce Issues

- The tax base for Stallings is weighted towards residential uses (80%) versus commercial uses (20%), which could create financial issues in the future as





## Town of Stallings Comprehensive Land Use Plan

### Section 5: ECONOMY, BUSINESS & WORKFORCE

# Stallings Real Property Tax Allocation Fiscal Year 2015:



**RESIDENTIAL**  
**80%**  
\$2,931,922



**COMMERCIAL**  
**20%**  
\$732,980



- homes age and values decrease.
- The amount of land available for economic development is very limited and shrinking every day.
- The portion of the community south of U.S. 74 lacks a geographic center for shopping, dining, and recreation.
- The separation of residential areas from employment centers means that Stallings residents travel outside of Town for employment, which has created longer commutes, congestion, and less free time for commuters.
- Sprawling, unchecked development along Highway 74 and Stallings Road could diminish the Town's identity and economic competitiveness.
- The Town lacks shopping and entertainment space that would lend itself to mixed use, mid-rise walkable development, and attract customers from within and outside Stallings.
- Auto-oriented development will not create the sense of "place" and walkability desired by employers, millennials, seniors, and many families.
- Societal changes and the changing economy create the need for additional professional offices, medical office, and research space.
- The demand for local retail and food/drink operators is greater than the current supply in most areas of town.
- The Town lacks potential employment sites that are equipped with the appropriate physical infrastructure (e.g. sewer and water, road improvements, etc.). Many large swaths of land are instead being developed as residential developments, resulting in a potential shortage of land for office and industrial/flex purposes.
- Land and/or buildings that have become obsolete for industrial use present opportunities for adaptive reuse.
- Union County has a growing percentage of female led households, making daycare an important component of the local economy.
- Opportunities for economic diversity and economic acceleration are prevalent in Stallings based on its unique location and access to major road networks (U.S. 74, I-485, Monroe Expressway, etc.).
- Because the Town doesn't have its own economic development department, the Town has partnered with agencies with a countywide focus to conduct economic development activities and must ensure that its interests are fully represented within these partnerships.
- Providing support to existing businesses and local home-grown businesses and industries is important to the success of Stallings.

## Regional Economic Context

### Regional Partners for Economic Growth

Multiple governmental agencies and non-profits are working in tandem within the county, the Centralina region (consisting of the nine counties of Anson, Cabarrus, Iredell, Gaston, Lincoln, Mecklenburg, Rowan, Stanly, and Union), and state to increase economic growth and ensure a workforce that is capable of competing in a global economy.

# Town of Stallings Comprehensive Land Use Plan

## Section 5: ECONOMY, BUSINESS & WORKFORCE



### Monroe-Union County Economic Development (MUCED)

is the agency that manages recruitment and retention of businesses for Union County. MUCED maintains a media center including news releases, resource library, maps, and social media files targeted for use by their constituents and prospective businesses interested in locating offices in Union County.



### Union County Chamber of Commerce

is dedicated to providing leadership to enhance business growth and the quality of life in Union County. Its mission is to advocate for its members by providing opportunities for leadership, networking, community involvement,

and value -added programs that support the growth of their businesses.



### Centralina Workforce Development Board

invests in the counties of Union, Anson, Stanly, Cabarrus, Rowan, Iredell, and Lincoln by partnering with economic development, education, and businesses to create innovative strategies to serve career seekers and businesses. Its vision is to make sure that every one of our region's businesses can compete in the global economy with an exceptional workforce.



### NC Division of Workforce Solutions

has the mission of helping people in North Carolina find jobs. To accomplish this, they administer a statewide system of workforce programs that prepare citizens for employment. They assist a wide variety of job seekers including adults, veterans, and youth

in learning a new industry through NCWorks Apprenticeships and finding employment opportunities through NCWorks Online. Workforce Solutions also assist businesses in finding qualified talent and supports the work of the NCWorks Commission (a 33-member commission that recommends policies and strategies that enable the state's workforce and businesses to compete in the global economy).

### Business & Industry

Based upon employment and population growth over the past three years, the greater Charlotte metropolitan area (MSA), the Centralina Region (excluding Mecklenburg County, which is served by Charlotte Works and Gaston County, which is served by the Gaston County Workforce Development Board), and Union County have recovered substantially from the recent recession. The overall labor market is improving, due in part to small business startups and company expansions. Regional employment is up to 430,177 with 14,969 more people working in October 2016 than October 2015. Charlotte has another 1,149,500 jobs with an increase of 27,900 jobs during the same timeframe.

Within the Centralina Region, the largest business sectors based on number



Town of Stallings Comprehensive Land Use Plan  
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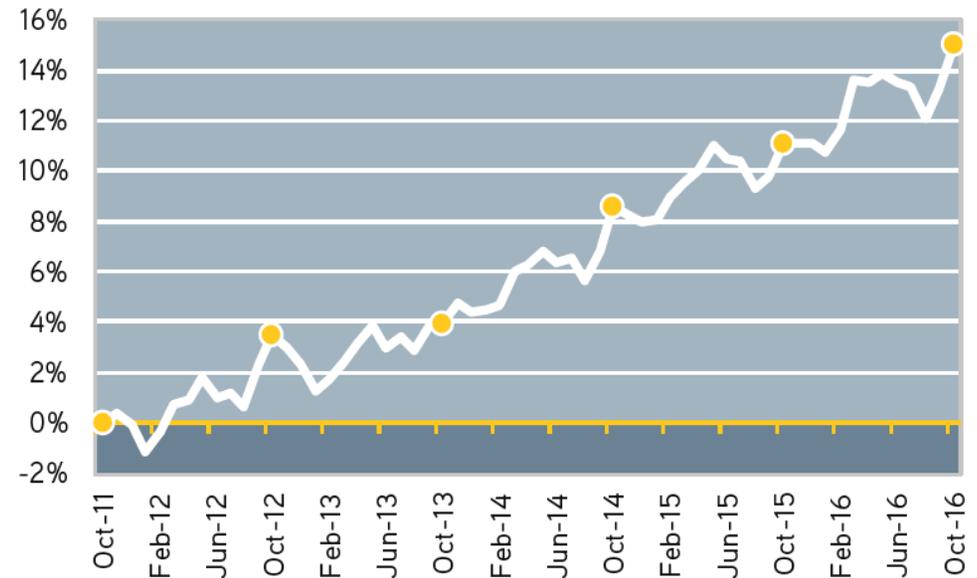
# Job Growth

## 5-Year Percent Change in Number Employed\*

\* October 2016 data is preliminary. All other data has undergone annual revision.

### Centralina Region

Source: LAUS, Labor & Economic Analysis, NC Dept. of Commerce



### Labor Market Overview, Centralina Workforce Development Board

of establishments and average employment are: trade, transportation and utilities; professional and business services; education and health services; and leisure and hospitality services.

#### Job Growth

Over 3,400 people were added to the Union County labor force from October 2015 to October 2016, bringing the total labor force up to 16,152 people in 2016. Of those, 11,454 were employed

and 4,698 were unemployed. The unemployment rate has decreased from 4.6% in 2015 to 4.0% in 2016 and Union County's rate of unemployment is lower than the Centralina Region, the state average, and the national average.

Job growth drives population growth. The increased demand for real estate with every job created has a multiplier effect on additional supporting jobs being created and an increased need for residential and commercial real estate.

For example, if a company locates a new headquarters within a municipality, additional jobs in construction will be generated by the demand for new homes and office space for company employees to live in and work. Service industries such as restaurants and dry cleaners will also experience a boost in customers.

The employment location quotient (LQ) identifies which sectors contribute to the greatest local job and economic growth



# Town of Stallings Comprehensive Land Use Plan

## Section 5: ECONOMY, BUSINESS & WORKFORCE



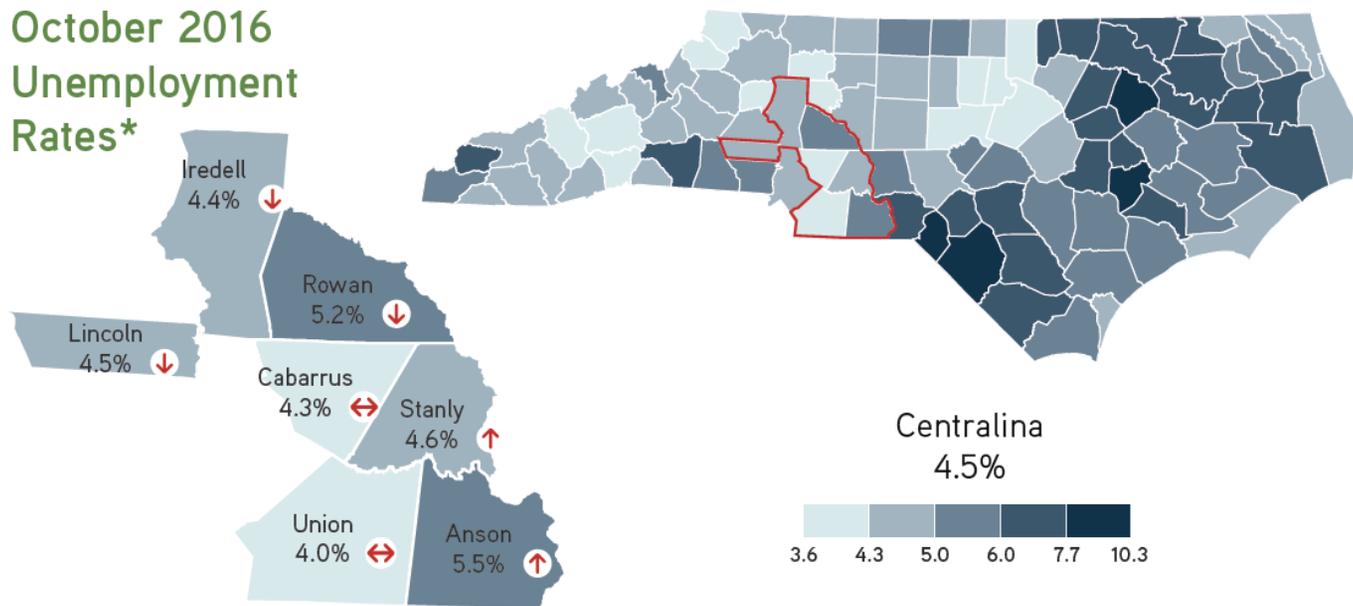
### Employment & Wages by Supersector 2nd Quarter 2016

	Establishments	Avg. Employment	Avg. Weekly Wage
Natural Resources & Mining	118	946	\$631.48
Construction	1,363	8,938	\$786.91
Manufacturing	349	9,386	\$1,318.00
Trade, Transportation, & Utilities	2,807	34,051	\$703.02
Information	192	3,475	\$1,136.08
Financial Activities	1,406	7,219	\$1,055.60
Professional & Business Services	2,485	19,614	\$932.41
Education & Health Services	1,500	40,164	\$796.77
Leisure & Hospitality Services	1,447	23,650	\$290.95
Other Services	997	4,438	\$495.01
Public Administration	140	10,091	\$833.21



Labor Market Overview, Centralina Workforce Development Board

### October 2016 Unemployment Rates\*



Labor Market Overview, Centralina Workforce Development Board, 2016





## Town of Stallings Comprehensive Land Use Plan Section 5: ECONOMY, BUSINESS & WORKFORCE

### TOP LOCAL SECTORS



**Manufacturing**



**Retail**



**Construction**



### 2016 Location Quotient (LQ) and Percent Employment by Economic Sector in Mecklenburg and Union County

Economic Sector	Mecklenburg Co.		Union Co.	
	LQ*	% Employment	LQ*	% Employment
Agricultural			<b>1.34</b>	2.2%
Auto/Auto-related	0.75	1.3%	<b>1.14</b>	1.9%
Chemical	0.87	0.8%	<b>2.95</b>	3.0%
Coal/Oil/Power			0.7	0.5%
Construction	0.99	5.7%	<b>2.15</b>	13.2%
Consumer Svc.	<b>1.08</b>	16.7%	0.8	13.3%
Education	0.66	6.8%	<b>1.17</b>	13.2%
Electric/Electronics Mfg.			1	1.2%
Financial Svc.	<b>2.13</b>	8.7%		
Food Mfg.	0.57	0.6%	<b>3.33</b>	4.1%
Freight Tran.	<b>1.14</b>	3.0%	0.89	2.5%
Health	0.78	11.2%		
Machinery Mfg.	0.57	1.1%	<b>1.57</b>	3.2%
Media	<b>1.08</b>	1.7%		
Metal & Product Mfg.	0.54	0.4%	<b>3.97</b>	3.2%
Pharmaceutical	0.71	0.1%		
Professional Svc.	<b>1.53</b>	23.8%	0.74	12.4%
Public Admin.	0.52	2.5%	0.73	3.8%
Retail	<b>1.02</b>	15.3%	<b>1.15</b>	18.6%
Textile/Leather	0.55	0.2%	<b>3.55</b>	0.9%
Utilities			<b>1.42</b>	0.7%
Wood/Paper			<b>2.62</b>	2.2%

Indicates LQ > 1

and serves as a ratio of the region's percentage of employment as compared to the U.S. employment. The sectors with a LQ greater than 1.00 demonstrate higher than U.S. averages, contributing to the local economic base and driving overall job growth. For Union County in 2016, these sectors were construction, manufacturing (food, machinery, metal & product, chemical), retail trade, education, textile and leather production, auto and auto-related businesses, wood and paper production, agricultural, and utilities. Neighboring Mecklenburg County has additional high impact sectors in white collar employment opportunities including media, professional, financial, and consumer services, which employs a significant number of Stallings' residents.

### Real Estate Market and Land Use

The *Monroe Union County Economic Development Work Plan (2015-2018)* identified four areas of focus for real estate and future land use strategies based on: the local economy and job growth; transportation; land entitlements and infrastructure; and quality of life. These focus areas include precision manufacturing, agri-business, logistics, and commercial.

**Precision manufacturing** involves the combined use of a trained workforce and newer technologies to

# Town of Stallings Comprehensive Land Use Plan

## Section 5: ECONOMY, BUSINESS & WORKFORCE



### precision mfg

manufacturing is still the cornerstone of the local economy for the county. It represents a significant portion of our workforce and is responsible for the significant increase in the overall earnings our citizens have enjoyed over the last decade. Prospects from this area remain the primary targets for new investment for the next few years.

### agri-business

agri-business is a critical component of Union County's economic fabric. It literally touches every corner of the county. The county ranks as one of the top agriculture areas not only in NC, but the entire United States. Union County is also blessed with a huge basket of timber for processing and the NC's largest equine population.

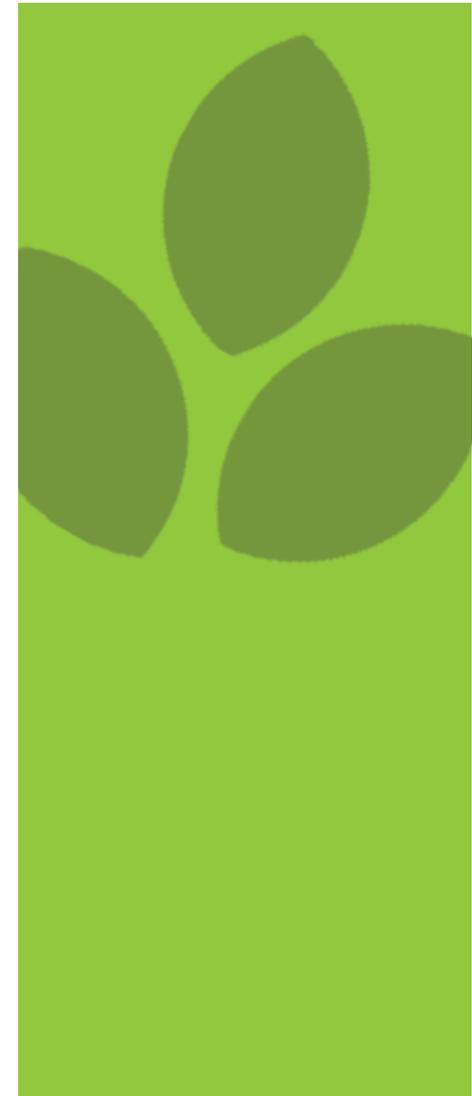


logistics allows for the capitalization of Union County's location and abilities in the movement of materials, information, and processed goods to the world marketplace. Capacities in all utilities, the future Expressway to I-485 and an international executive airport provide strong advantages over the Regional competition.

### logistics

commercial is based in the location of the county and its proximity to assets throughout the South, creating a demand for this non-traditional economic development activity. Union County is adjacent to I-485, providing many opportunities to develop office parks, entertainment areas and a stronger retail presence in the Region.

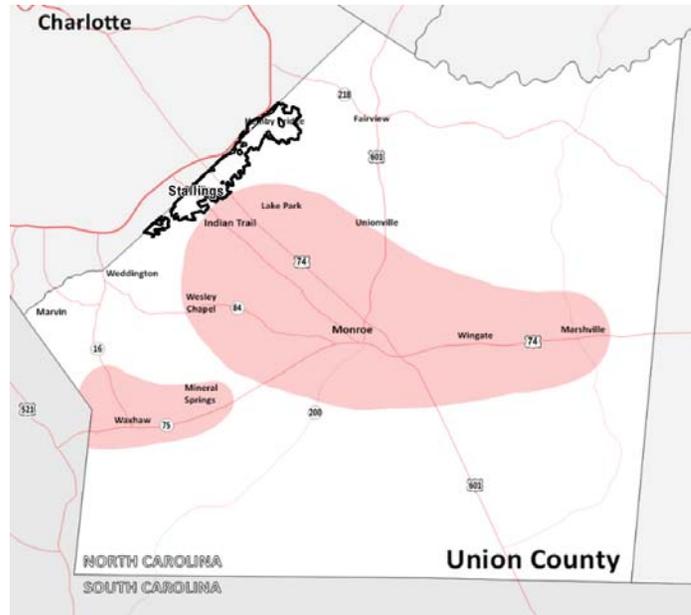
### commercial





Town of Stallings Comprehensive Land Use Plan  
 Section 5: ECONOMY, BUSINESS & WORKFORCE

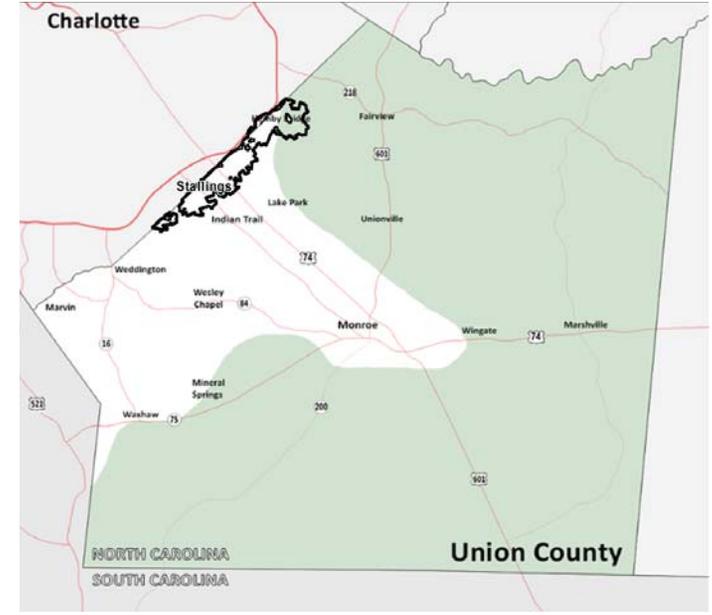
Precision Manufacturing, Agri-business



Precision Manufacturing Area of Focus for Union County

create highly defined products with strict tolerances that comprise high inputs of intellectual property. This advanced manner of manufacturing centers upon improving the industrial performance through the “innovative” application of technologies, processes, and methods starting at product design through production. Union County has a long history of precision manufacturing and is home to the highest geographic concentration of aerospace companies in the Carolinas. *Focusing on opportunities for precision manufacturing has been recommended for Stallings due in part to existing industrial sites and easy access to major transportation corridors including I- 485 and U.S. 74.*

**Agri-business** is a generic term applied to the businesses of agriculturally-related production. It encompasses every-

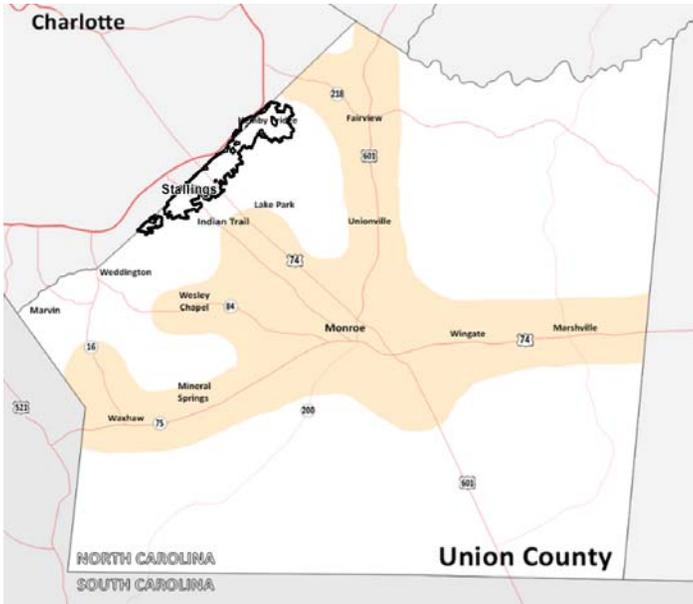


Agri-business Area of Focus for Union County

thing from crop production, timber, seed, agri-chemicals, farm machinery and implements, agri-processing, wholesale and distribution of crops, to their marketing and retail sale. Agri-business is a critical component of Union County’s economy, consisting of timber and horses, spanning over every corner of the county and establishing it as one of the top agricultural areas in NC and the U.S. *Although growing agri-business opportunities is not recommended for Stallings, taking advantage of surrounding agri-business production such as hosting a farmers’ market, promoting horse related tourism/events, or taking advantage of the large amount of timber production to support other industries and local artists is recommended.*

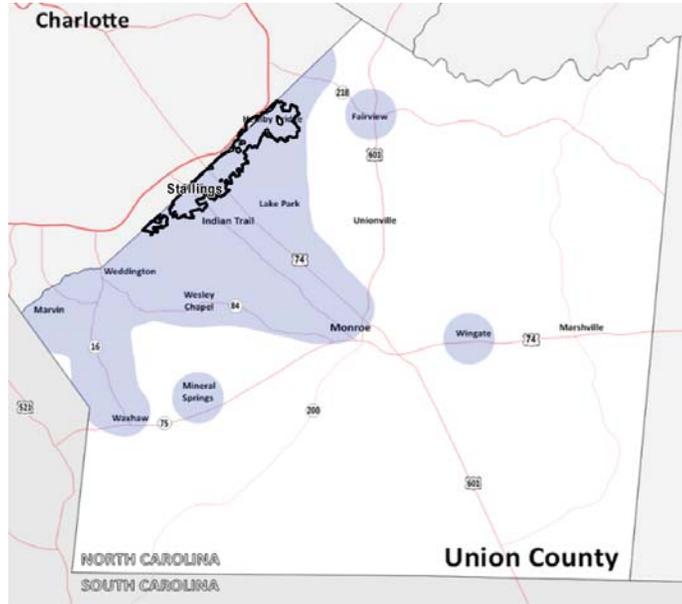


## Town of Stallings Comprehensive Land Use Plan Section 5: ECONOMY, BUSINESS & WORKFORCE



Logistics Area of Focus for Union County

**Logistics** is simply the management of the flow of resources between two points. But it is the resources managed in logistics that define this area of focus for Union County. Physical items, such as food, materials, equipment, liquids, and people, as well as the more abstract items, such as time, data, information, and energy can find a home in this community. While Union County is addressing improvements in transportation and other infrastructure needs, the production base and road, rail, and port systems already exist. Two major centers of attention will be the development of rail served sites along the major transportation corridors and the continued encouragement of the Monroe Expressway project. *Logistics is another focus area not recommended for Stallings; however, Stallings can take advantage of surrounding logistic centers to store and transport resources from precision manufacturing industries.*



Commercial Area of Focus for Union County

**Commercial** involves providing numerous opportunities to develop sports/entertainment areas, office parks, and a stronger retail presence in the region. While retail is simply the sale of goods and services from a business to an individual, it remains a vital part of the overall economy. This area of focus is more aligned with increasing the commercial tax base within Union County and enhancing the overall quality of life for citizens and businesses. Union County remains one of the fastest growing communities in the United States and has a relatively young population with high levels of disposable income that is currently leaving the community. Although not a traditional economic segment for Union County, increasing commercial development will have a significant impact and office development along the Interstate 485 communities, or “gateway” corridor, will be critical. *It has been recommended that Stallings focuses on increasing commercial development opportunities particular-*

# Logistics, Commercial





## Town of Stallings Comprehensive Land Use Plan

### Section 5: ECONOMY, BUSINESS & WORKFORCE

ly local entertainment and dining opportunities and regional shopping destinations.

The location decisions of businesses are driven by rent maximizing forces, meaning providers of goods and services will locate where they believe they can attract employees and/or maximize profits. This suggests that certain locations are more “desirable” than others, primarily those that are already attracting employees or customers and creating planned, central places with synergy.

According to the *Monroe-Union County Economic Development Work Plan (2015-2018)*,

*“Office Development is a logical course of action due to: a) the county is adjacent to both Interstate 485 and the metropolitan hub of the region, and b) the population density is along the western edge of the county with nearly 50,000 people commuting into Mecklenburg County for work daily. Union County has a strong competitive advantage in securing the development of corporate office parks and professional office corridors along its ‘gateway’ communities. These types of businesses have high wage rates, valuable real property investments, and will create an increase in retail and other ancillary commercial growth.”*

Since Stallings is one of these ‘gateway’ communities located along the county line and with four I-485 interchanges, it is particularly well geographically positioned to take advantage of office development.



### Stallings Economic Outlook

#### Business and Industry

There are 495 businesses operating in Stallings and employing approximately 3,746 employees. The two major employers include Berry Plastics, a plastic fabrication company with 340+ employees and CEM Corporation, a biotechnology company with 250+ employees. The top local industries include manufacturing, retail trade, and construction.



### Real Estate Market and Land Use

The goal of most municipalities is to maintain a balanced tax base of residential and commercial properties. Business and commercial land uses utilize fewer resources of local government, particularly in terms of school provision and public safety. The targeted ratios range from 20-30% for commercial property tax base and 70-80% for residential property tax base. Stallings currently falls within this range of a reasonable balance; however, future land use decisions and policies will have a great influence on this balance if additional residential properties are built on the limited vacant property available within Stallings.

#### Stallings Real Property Tax Allocation – Fiscal Year 2015:

Residential	80%	\$2,931,922
Commercial	20%	\$ 732,980

Stallings is well positioned along the southeastern border of Interstate 485 with four interchanges. These interchanges are prime for employment centers and commercial growth. Precision



# Town of Stallings Comprehensive Land Use Plan

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manufacturing and commercial development are areas of focus identified for Stallings by the *Monroe-Union County Economic Development Work Plan (2015-2018)*. As the work environment continues to change, providing flexible office and industrial space that fosters collaboration and multiple uses of limited space will be critical in recruiting manufacturing and office jobs.

### Office Space

Future office space demand can be calculated based upon annual county job growth and an estimated capture rate for Stallings. Given its location within the region, to include key interchanges along I-485, the new Monroe Expressway, and Union County's limited existing office space offerings, a conservative capture rate of 35% of new county job growth is anticipated. Based upon

current estimates of space demand per employee, this results in an estimated annual office space demand of approximately 16,196 square feet. Therefore, over a 10-year period, this would equal potential demand for approximately 154,679 square feet of office space in Stallings. Currently there is very limited office space available in Stallings with only 1,101 square feet of office space being recorded in a building for sale on Potter Road. Given the scarce inventory in Union County, it is expected that office demand for Stallings would be readily absorbed with an opportunity to create business parks along the I-485 corridor, specifically in the existing gap between Ballantyne and the University City Area. Office inventory, driven by medical and professional office uses should be considered with preferred locations having good

visibility and transportation access.

### Industrial Space

Future demand for industrial space would include two product types, warehouses and flex space. Access to major transportation infrastructure is critical to warehouse success and Stallings is well positioned with access to U.S. 74, I-485 and the new Monroe Expressway. It is also currently serviced by rail freight, which is utilized by some existing industry. Warehouse space generally has limited employment opportunities as the floor ratio of building to employee continues to grow with automated technology. Flex space, on the other hand, provides greater opportunity for job and economic growth. Over the past decade flex space has evolved into a more complex mix of uses to include clean-tech, light assembly, and



## Town of Stallings Comprehensive Land Use Plan

### Section 5: ECONOMY, BUSINESS & WORKFORCE

# Industrial Space



precision or advanced manufacturing space. Often this includes a higher ratio of office space, with companies that might include a variety of industries, jobs and required skills more aligned with the current educational attainment and white collar employed residents found in Stallings. Considering these factors, flex space is considered as the most appropriate product type for the Stallings market.

Assuming stable county employment growth consistent with that seen over the past five years, annual space demand totals approximately 90,775 square feet per year, based on a conservative 10% capture rate in Stallings. A 10-year plan could ultimately support flex-light industrial space of approximately 337,000 sq. ft. in appropriate locations for new emerging clusters or those that would complement existing industries in areas with strong transportation connections, such as U.S. 74 and I-485.

In Stallings, the current inventory of available industrial space includes four buildings totaling 49,000 square feet located on Cupped Oak Drive off Highway 74. There is limited availability of vacant industrial zoned sites in Stallings. Therefore, when comparing to the market rates for flex versus warehouse space, currently averaging

\$6.17 per square foot for the submarket, this makes warehouse space in Stallings a challenging option due to its location and land costs. Due to the limited availability of large, separated lots, increasing heavy industry is not recommended for Stallings; however light, high-tech industry or offices supporting research and development that could be incorporated into higher density, mixed use developments could be an option for future economic growth.

#### Retail Space

The demand for retail space differs from office or industrial uses, as demand is generated by population, household, and income growth. Residents of Stallings have voiced their request for expanded options for shopping, recreation, and entertainment centers within mixed-use and Main Street formats. Given the suburban nature of Stallings, the trade areas for retail are defined within both 5 and 10-minute drive times. While there is substantial available inventory within Union County (278,638 square feet) and the surrounding East submarket of the Charlotte region (730,638), only 3,255 square feet of retail space is available in Stallings.

With the large supply of retail space surrounding Stallings within a reasonable driving distance, there are few gaps for

large scale regional shopping opportunities. The gaps within the 5-minute drive time suggest there is opportunity for unique and locally/regionally owned retail, grocery, restaurants and entertainment to be clustered together particularly in both the SW Weddington, NE Idlewild Road, and NE Lawyers Road areas, where existing retail momentum already exists. The specific areas demonstrating a retail gap for local/regional operators include:

- Furniture & Home Furnishings Stores
- Building Materials, Garden & Supply Stores
- Food & Beverage Stores
- Health & Personal Care Stores
- Clothing & Accessories Stores
- Food Services & Drinking Places

These retailers could differentiate the experience in Stallings from the larger national chain stores prevalent along the U.S. 74 corridor and in surrounding areas, with more desirable mixed-use formats. Much of the success of future retail in Stallings will be dependent upon the continued momentum of existing retail in these areas and their ultimate build out. Locating new retail opportunities next to transporta-

# Town of Stallings Comprehensive Land Use Plan

## Section 5: ECONOMY, BUSINESS & WORKFORCE

tion corridors and demand generators such as medical, major employment, or entertainment venues would create a synergy between residents, employees, and visitors.

turing and construction or the service industry (16.7%).

of residents have some college but no degree. There are six high schools serving the student population of Stallings including Piedmont, Porter Ridge, Sun Valley, Weddington, Central Academy of Technology and Arts and the Union County Early College.



### Workforce

#### Employment Type

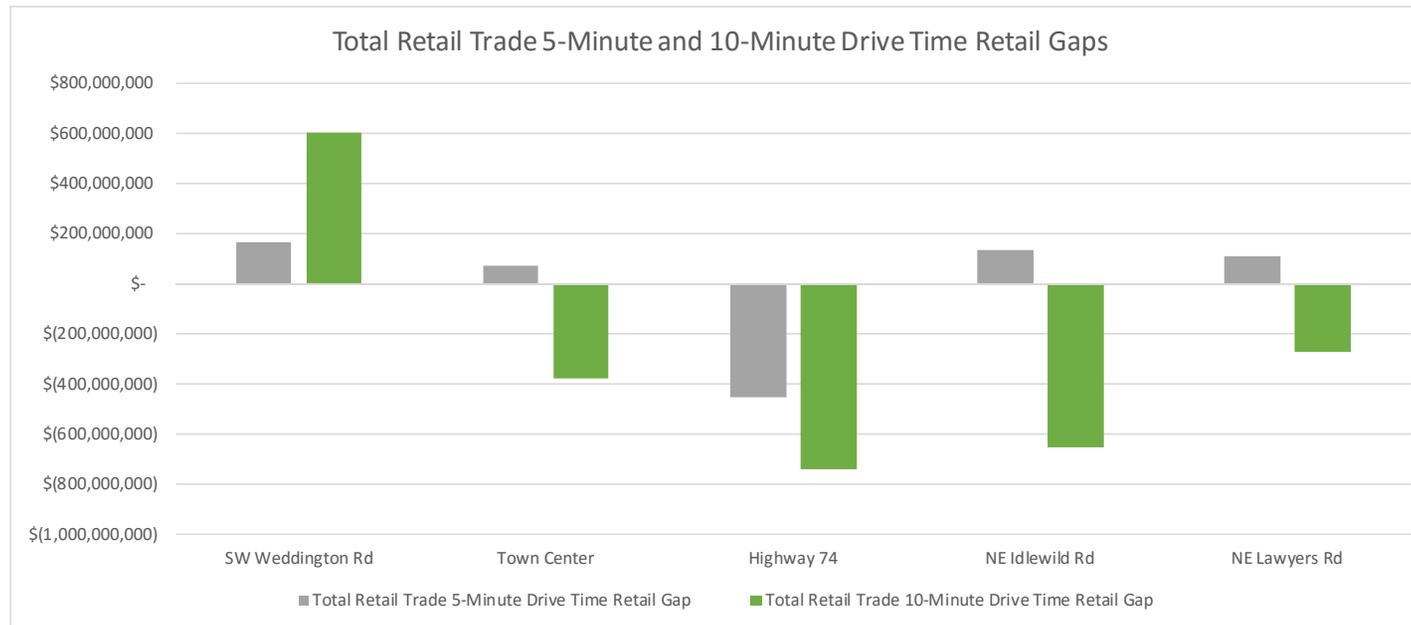
The majority of the 2015 employed population (16+ years old) in Stallings are employed in white collar jobs (66.5%) including management, business, finance, professional, sales and administrative support positions. The remainder of the workforce are in blue collar jobs (16.8%) such as manufac-

#### Educational Attainment

Educational attainment determines the readiness of the local workforce and the correlation between education, employment and income has been well documented. According to the *2011-2015 American Community Survey 5-Year Estimates*, 42.1% of Stallings residents who are 25 years and older have a bachelors degree of higher. 25%

#### Workforce Training Opportunities

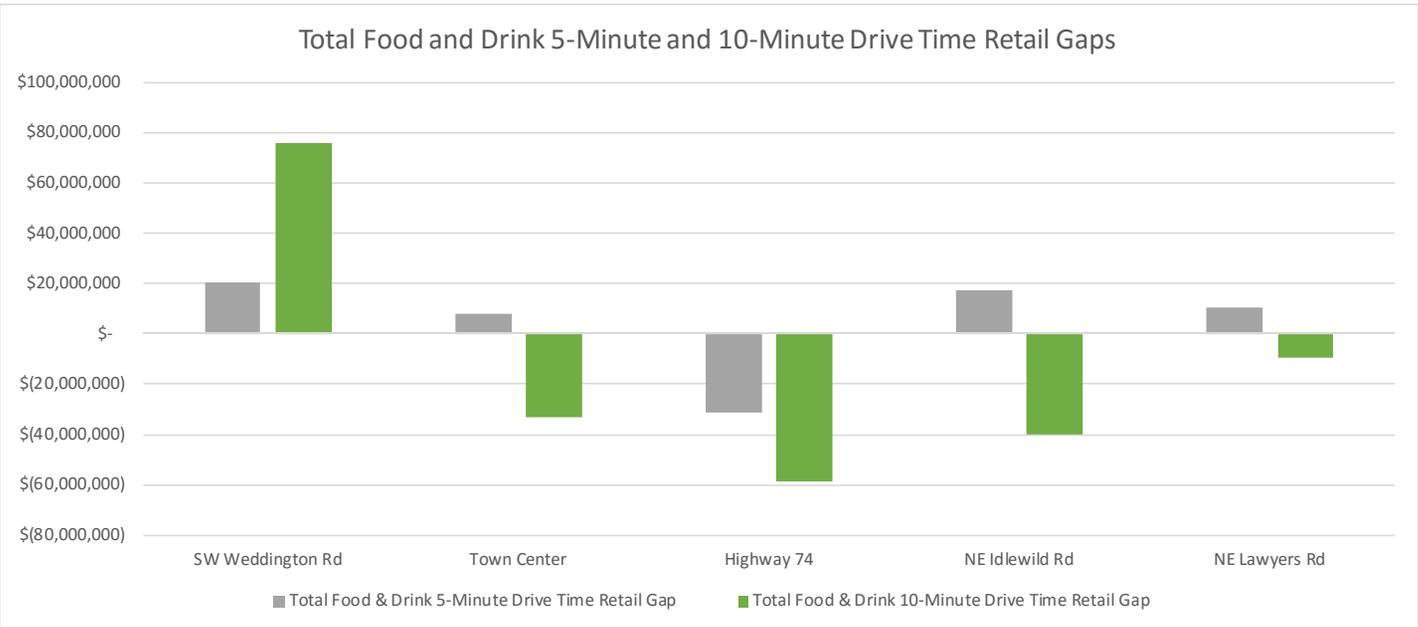
Institutes of higher education offering convenient workforce training opportunities to residents of Stallings and Union County include Central Piedmont Community College, South Piedmont Community College, and Win-gate University.





## Town of Stallings Comprehensive Land Use Plan Section 5: ECONOMY, BUSINESS & WORKFORCE

# Workforce



The Levine Campus of Central Piedmont Community College located in Matthews offers college preparatory, GED and college transfer classes, as well as corporate and continuing education classes and job and career enhancement resources. Curriculum programs of interest include Business Administration, Management, and Operations as well as Computer Technology Integration.

South Piedmont Community College located in Monroe, is dedicated to offering a full complement of general education, transfer pre-majors, career and technical education and workforce

and economic development programming. Continuing education programs in medical office administration, technology, business administration, and education in particular offer workforce training opportunities that could help shape the future population and business growth of Stallings.

With 35 majors, 34 minors, 12 career concentrations, and 9 graduate programs, Wingate University also offers a wide variety of programs to meet the needs of its students particularly in the fields of education, business, social, physical, and political sciences, communication, and healthcare.

### Commuting Patterns

Because the majority of Stallings workforce is employed in white collar jobs (66.5%) and the top local industries are manufacturing, retail trade and construction, the typical worker living in Stallings commutes outside of town to work. This is reflected in the employment to resident population ratio of 0.25:1 meaning for each employment opportunity in Stallings there are 4 residents. Commute times in Stallings average 29 minutes according to the 2011-2015 American Community Survey 5-Year Estimates, which is higher than both the state and national averages. Of those traveling to work, 84%



Town of Stallings Comprehensive Land Use Plan  
Section 5: ECONOMY, BUSINESS & WORKFORCE

drove alone to work instead of carpooling or taking transit, causing congestion at peak commuting times.

### Economic Growth Opportunities

Stallings could benefit from offering competitive business opportunities in key targeted areas. Traditional industry clusters — healthcare, manufacturing, transportation and logistics, and finance — are transforming, offering new opportunities for developing new prospects. As these industries grow, business leaders are demanding advanced workforce skills, infrastructure, and support services in their location and operation decisions. Professional and medical office and flex industrial uses clustered around key transportation corridors and demand generators are recommended to grow and diversify business establishment types, stages, and employment sectors. These should be located in key areas suggested to be the focus areas for employment: the NE Idlewild Road area and along the Highway 74 corridor. Stallings could emerge as a desirable and viable business location, by adding new Class A office and flex space within campus environments and mixed-use developments.



Economic  
Growth



# Goals and Strategies

## Goal 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.

### Strategy E-1.1

Identify and facilitate the development of employment centers, commercial development, and precision manufacturing where infrastructure currently exists.

### Strategy E-1.2

Incentivize land for professional offices, research facilities, and medical offices at key intersections.

### Strategy E-1.3

Modify zoning to align with plan recommendations for economic development.

### Strategy 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.

### Strategy 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.



## Goal E-2

Promote the redevelopment of existing commercial corridors and industrial sites to attract new shopping and entertainment opportunities and precision manufacturing.

### Strategy 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.

### Strategy E-2.2

Redevelop key business sites to increase density and improve land use coordination with transportation infrastructure.

### Strategy E-2.3

Rehabilitate industrial buildings to support precision manufacturing or incubators for small business development.

### Strategy E-2.4

Work with Union County to provide incentives for the redevelopment of commercial corridors and industrial sites.

### Strategy E-2.5

Redevelop underutilized commercial properties in the Potters/Pleasant Plains area and implement the downtown master plan.



# Goals & Strategies

# Goals and Strategies

## Strategy E-2.6

Encourage additional private investments by investing in capital improvement projects and infrastructure in coordination with the downtown master plan.

## Goal E-3

Complete small area plans in key areas to: coordinate land use development with transportation infrastructure, encourage mixed-use, and create destinations.



## Strategy 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.

## Strategy 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.

## Strategy E-3.3

Focus office park development, including medical offices, research space and professional offices, around the Highway 74 and I-485 interchanges where additional traffic can be accommodated.

## Strategy E-3.4

Work with stakeholders (including private and public investors) to create small area plans and to incentivize the development of these plans.

## Goal 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.



## Strategy 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.

## Strategy E-4.2

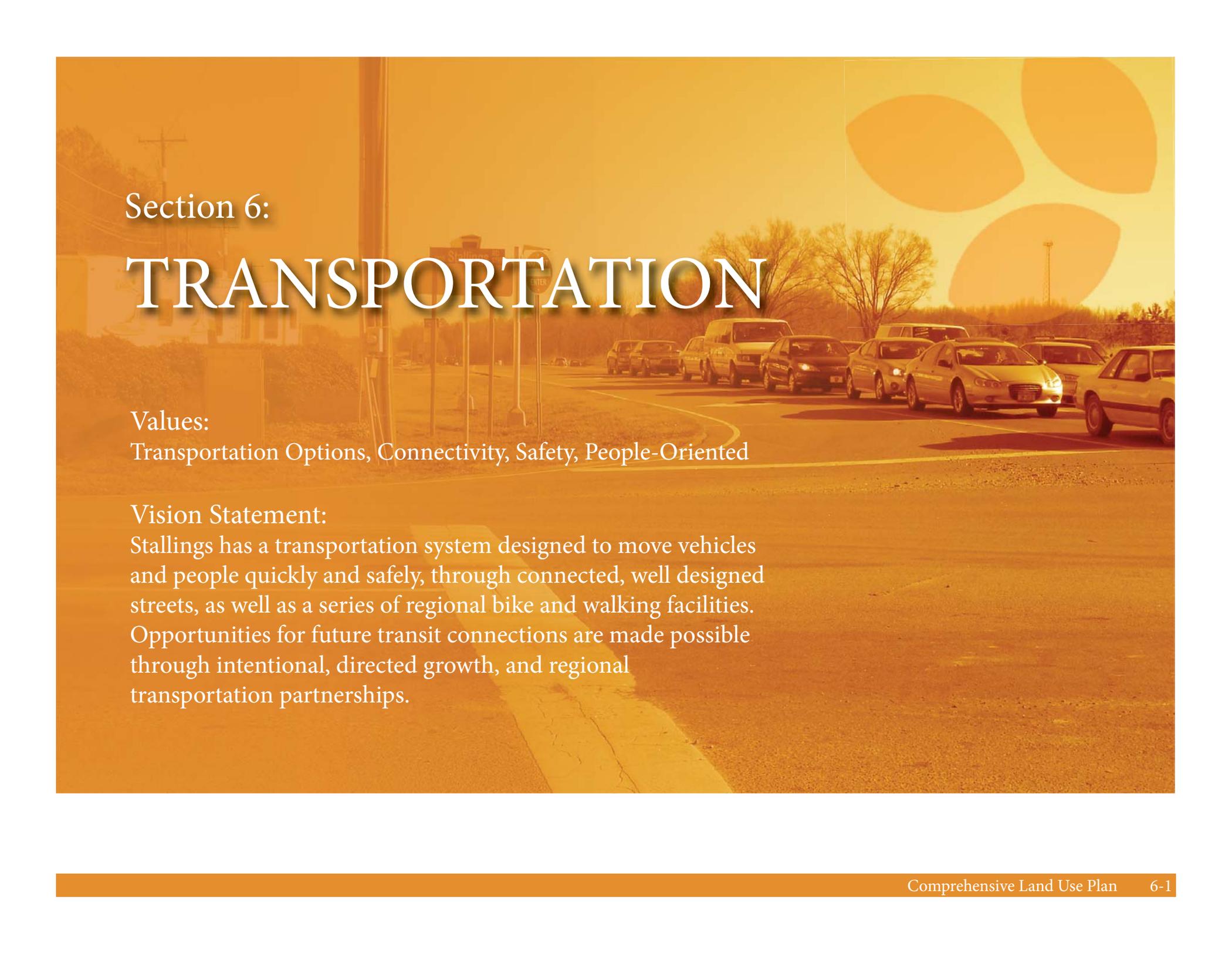
Market courses offered at Central Piedmont Community College, South Piedmont Community College, and Wingate University to Stallings' citizens, employers and employees. Marketing opportunities include posting information on the Town's website, hosting an education fair, and including course catalogs at Town Hall.

## Strategy 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.

# Goals & Strategies





Section 6:

# TRANSPORTATION

Values:

Transportation Options, Connectivity, Safety, People-Oriented

Vision Statement:

Stallings has a transportation system designed to move vehicles and people quickly and safely, through connected, well designed streets, as well as a series of regional bike and walking facilities. Opportunities for future transit connections are made possible through intentional, directed growth, and regional transportation partnerships.



# Town of Stallings Comprehensive Land Use Plan

## Section 6: TRANSPORTATION



### Introduction

### Transportation Issues

### Transportation Challenges

- Regional Context
- Congestion
- Choice
- TDM
- Connectivity
- Funding

### Transportation Network

- Streets/Highways
- Air
- Bike/Pedestrian
- Public Transportation

### Complete Streets

### Transportation/Land Use Connection

### Regional Cooperation

### Goals

### Strategies



### Introduction

Transportation represents the lifeblood of a community. When transportation choices are available, practical and accessible to residents, and the capacity of the transportation system is meeting the needs of both locals and through commuters, then the community's transportation network is an asset. But if the needs of either group of users exceeds the system's capacity at any point, then the entire transportation framework can suffer and the system can be seen as detracting from a community. Stallings, like most towns, has a limited amount of control over the broader network and timing of transportation improvements, however, many transportation elements do lie within the Town's influence.

Developing a connected network of options, a complete system with multiple modes of travel, creates a "safety-valve" when one choice is not operating at full efficiency. The transportation network in Stallings offers great opportunity for the Town in terms of regional connectivity and access to jobs and services, as well as local quality of life elements that can be achieved through walking and biking facilities.

Several existing plans and reports hold essential information for painting a comprehensive transportation overview of Stallings. These plans are referenced as needed to focus on the Town's planning area. Referenced plans include:

- *Union County Multimodal Transportation Plan, 2016*
- *Charlotte Regional Transportation Planning Organization, 2045 Metropolitan Transportation Plan, 2012*
- *Town of Stallings Pedestrian Plan, 2008*
- *Western Union County Local Area Regional Transportation Plan, 2009*



# Town of Stallings Comprehensive Land Use Plan

## Section 6: TRANSPORTATION



# ISSUES



### Transportation Issues

- Union County's expansive growth between 2000 and 2010 has created pressure on many two-lane roads originally intended for local use, that now serve as major connections between state and federal highways.
- Enhanced connectivity and the provision of multiple access points/routes to major destinations are becoming more crucial. Opportunities for increased connectivity are identified as new collector street alignments in the *Union County 2040 Roadway Improvement Plan*.
- Context-sensitive design principles are called for to develop transportation facilities that fit their physical settings and preserve scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility.
- Strategic and coordinated land use decisions are critical for meeting the increasing demand on transportation infrastructure posed by continued development.
- Rapid growth on the western side of Union County has created congestion issues that must be addressed through a variety of coordinated approaches.
- The number of major transportation improvement projects occurring in Stallings will temporarily increase congestion and travel delays.
- A regional, integrated network of greenways, open space, trails and sidewalks for non-motorized traffic connecting residential, commercial, mixed use and recreational areas is needed to provide transportation options.
- Most households in Stallings spend more than 25% of their income on transportation expenses. Expanding transportation options can reduce transportation costs and increase prosperity.
- Walkable connections are needed between neighborhoods and community destinations.
- As the senior population grows, local and flexible public transportation options will be needed.
- Existing corridors do not have a consistent streetscape pattern that includes multi-modal

options (sidewalks, bike lanes, trees, medians, etc.).

- As congestion impacts surrounding communities, regional coordination of transportation issues is critical to Stallings' growth.
- The development of a regional light rail/ public transportation system is needed to provide alternative transportation options to Mecklenburg County.
- Projected transportation funding is not sufficient to construct all the projects that the Town may want. Stallings faces a challenge to provide the highest level of service possible using the limited amount of funding likely to be available.

### Transportation Challenges

#### Regional Context

Transportation planning is a regional issue. The expansive interstate and state road network, including improvements to U.S. 74 and the completion of Interstate 485, has provided opportunities for Stallings residents to travel greater distances from home to employment and leisure activities. This has resulted in the expansion of housing markets

# Town of Stallings Comprehensive Land Use Plan

## Section 6: TRANSPORTATION

away from the surrounding urban areas of Charlotte and Monroe. As daily travel movements became more regional in nature and less localized, the need for coordinated transportation planning has become apparent. Due to the Town's linear orientation along the Mecklenburg County border, Stallings' transportation network is profoundly affected by traffic generated from outside of the Town's boundaries. This volume of cut-through traffic presents a significant challenge to infill development and maintaining a compact suburban, livable community. Local transportation planning must therefore take place in coordination with greater regional efforts.

### Congestion

Congestion occurs when the number of cars on the road exceeds the capacity of that road. Not only does congestion cause delay and personal frustration, but also reduces the efficiency of moving people and goods, resulting in excess greenhouse gas emissions, and increased stress on critical infrastructure. Regional economies are affected by these household and business-specific impacts which diminishes cost competitiveness and market growth opportunities, reducing the ability to maintain, develop, and draw businesses. To compensate for congestion, motor

carriers may need to add vehicles and drivers and extend their hours of operation, eventually passing these extra costs along to shippers and consumers. Congestion also impacts individuals and families financially through increased travel expenses and the value of their time expended on the road.

While rapid growth has contributed to long rush-hour commutes, much of the increase in traffic stems from an overwhelming reliance upon single occupancy vehicles. Current data suggest that Daily Vehicle Miles Traveled (VMT) continues to outpace population growth. Projected increases in population and employment for the Charlotte MSA area will bring with it an increased demand on the existing transportation network.

### Choice

As Union County continues to grow, providing more travel choices will become increasingly important. Census data indicates that nearly 84% of workers 16 years of age or older living within the Town of Stallings commute to work alone in a car, truck or van. This means that less than 16% use some other means of transportation to get to their place of employment. The advantages of the personal automobile - with its instant availability, point-to-point

travel, and high speed capability - has made it an integral part of daily life for generations throughout the country. Automobile dependency has deeply influenced people's lifestyles and subsequently, the physical landscape of communities.

A transportation network should include walkable, connected neighborhoods, off-road greenway trails, a connected sidewalk system, and/or bike paths connected to major community destination points. It should also include multiple forms of transit, paratransit, and ride sharing options. While one alternative mode will not necessarily mitigate congestion, a multimodal transportation network can offer choices that, over time, will improve transportation efficiency. Options may also provide personal cost savings, increased comfort and safety, improved health, reduced need for a single-occupancy vehicle, and greater opportunity for travel for those who are unable to drive or afford a vehicle.

A multimodal transportation system includes choices for transporting people and goods throughout the community and emphasizes the importance of places and connecting people to these places. A multimodal system is the most effective solution to provide a sustainable network for all users at any scale,



## Town of Stallings Comprehensive Land Use Plan Section 6: TRANSPORTATION

**Connectivity is about linking road, walking and cycling networks, within the Town and externally, that will support an integrated and sustainable transportation system long term.**



from the site plan level to cross community transportation. However, creating this system will require education on all levels, including elected officials, citizens, business owners, etc. This will require innovative ways to inform and educate people on the impacts of the current transportation system and the benefits of a system centered on providing users of all travel modes more options for mode and connectivity. As needs and travel behaviors change over time, having a multi-modal, multi-user system is essential for developing a sustainable, economically viable Town for future generations to enjoy.

### Transportation Demand Management

Transportation Demand Management (TDM) covers a broad range of coordinated efforts to reduce single-occupant vehicle travel and increase efficiency of the transportation system. The specific objectives of TDM are to reduce traffic congestion, increase safety, improve mobility for nondrivers, enhance non-motorized travel, conserve energy, and reduce emissions.

Strategies for Transportation Demand Management primarily focus on peak travel times, when trips are made at the same time by large numbers of people and are, therefore, easier to replace

with alternative modes of travel. An effective TDM program maximizes the existing transportation system, thereby offsetting the need for costly system expansion.

As noted previously, travel demand can be served more efficiently by strengthening alternative modes of transportation including walking, bicycling, and public transportation. As a comprehensive TDM approach, regional and local strategies should include:

- Establishing performance measures for pedestrian and bicycle facilities;
- Identifying opportunities to make strategic sidewalk and bike lane improvements and linkages to enhance the effectiveness of transit;
- Evaluating and prioritizing project alternatives based on benefits for transit and non-motorized transportation; and,
- Reducing the number and length of trips through effective land use planning (i.e. increasing densities, mixing land uses, promoting infill).

### Connectivity

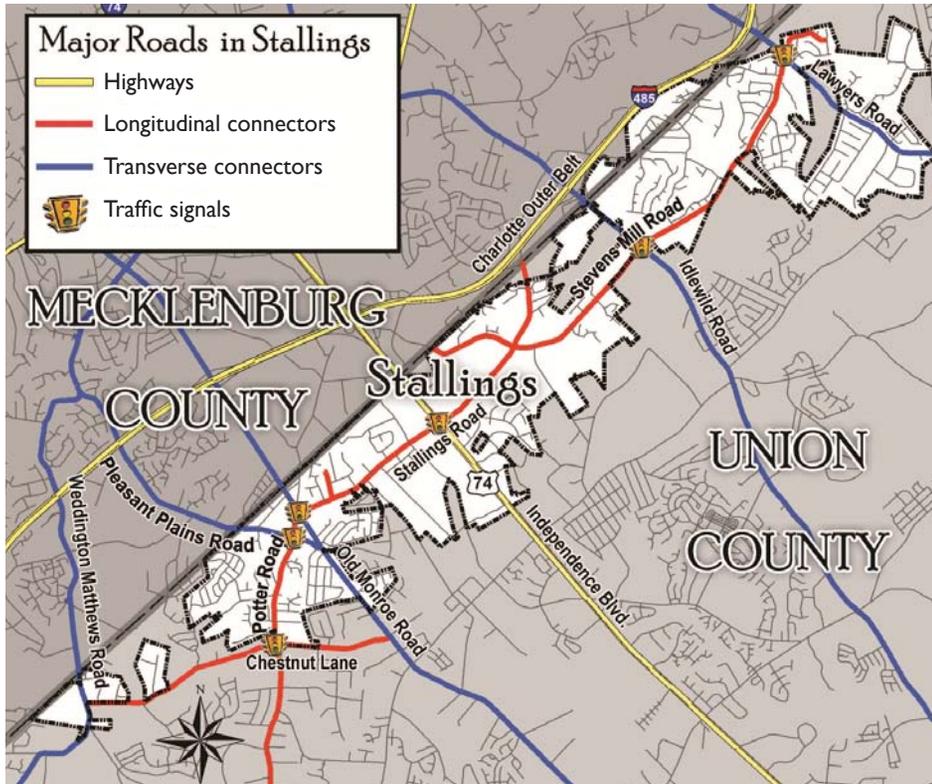
Connectivity is about linking road, walking and cycling networks, within

the Town and externally, to support an integrated and sustainable transportation system long term. The street system in Stallings is anchored by Stallings Road (north/south) and major arterials that cross Stallings Road, including Old Monroe Road, U.S. 74, Idlewild Road, and Lawyers Road. Other than U.S. 74, the system emerged from a framework of farm-to-market roads and residential connectors.

Historically, residential neighborhoods were constructed with minimal connections to the adjacent collector street system, creating pinch points along the network. Additional transportation connections can enhance choices for travel within and through Stallings; neighborhood to neighborhood, business to business, and all uses to adjacent streets. Connections can be made locally or regionally and take the form of actual street connections, curb cuts and/or stub outs for future development or non-vehicular connections such as biking or walking trails.

The Charlotte Regional Transportation Planning Organization (CRTPO) and NCDOT have developed programs and projects that enhance the development, integration, and connectivity of a multimodal transportation system. For example, the Monroe Expressway will improve cross-county travel be-

## Town of Stallings Comprehensive Land Use Plan Section 6: TRANSPORTATION



Cross town connections in Stallings

tween Stallings and Marshville. This connector will also provide another link for movement of goods between rail, highway, and air. Future transit plans in Charlotte-Mecklenburg will provide many opportunities for the region's population to enjoy a more effective system to access the entire region. Park-and-ride lots will provide auto commuters an opportunity to access the current bus system, and will be available for the planned rapid transit

system. Bike racks on buses also allow people the flexibility to access bus stops by bike, improving the overall efficiency of the system.

### Funding

In today's economic climate, transportation infrastructure dollars are scarce, making local project decisions challenging. Road building traditionally has been a state function, however,

Stallings and other growing towns have assumed a greater role in recent years as transportation needs statewide have far outstripped the state's ability to fund them. The N.C. Department of Transportation is in the driver's seat when it comes to most major road projects in Stallings, however the Town has helped steer millions of dollars in state and federal funds by helping to pay for projects and navigating them through planning and preliminary engineering. These actions have put much-needed road improvements into motion, which could have otherwise idled for years.

Currently, transportation projects within the Town are funded in one of two ways:

- NCDOT funds a project based on prioritization through the State Transportation Improvement Program (STIP); or,
- NCDOT and Stallings co-fund a project, which helps raise that project's priority.

The NCDOT State Transportation Improvement Program (STIP), which improves safety, and sets highway and bridge priorities consistent with environmental policy, is the primary source of construction funding for new transportation projects. Committed STIP projects, presently in various stages of

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# Town of Stallings Comprehensive Land Use Plan

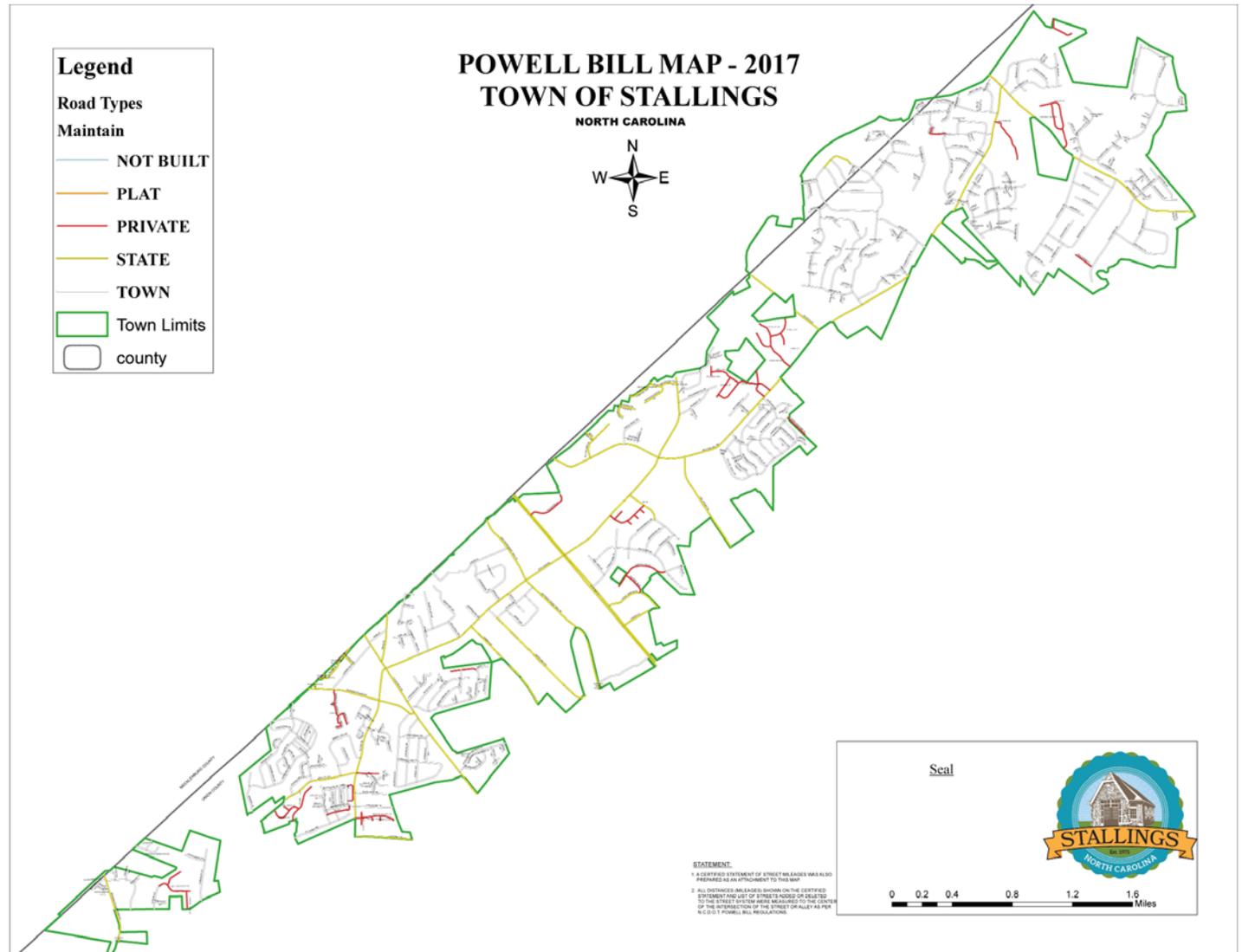
## Section 6: TRANSPORTATION

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## Town of Stallings Comprehensive Land Use Plan Section 6: TRANSPORTATION

development such as planning, design, land acquisition, and construction, will help meet local travel demand for future growth.

An additional funding source for road projects is mandated through the State Street-Aid Allocation Law, or the Powell Bill. Annually, Powell Bill allocations are made to incorporated municipalities that establish their eligibility and qualify as provided by the NC General Statutes. Powell Bill funds can be expended only for the purposes of maintaining, repairing, constructing, reconstructing or widening local streets that are the responsibility of the municipalities, or for the planning, construction, and maintenance of bike-ways or sidewalks along public streets and highways.

Regular maintenance of aging infrastructure is just as critical as new projects. Within Stallings there are numerous substandard NCDOT maintained streets, with many of these roads having only nine to ten foot lanes. New residential development is occurring rapidly on these substandard roads and the lack of lane width contributes to crashes. The substandard roads also provide no accommodation for a pedestrian or cyclist.

Options for transportation funding in

Stallings rely on regional coordination and pre-purchasing portions of the transportation construction process as a way to move a project forward. For example, the Town of Stallings can develop preliminary designs, pay for construction plans, or secure right-of-way for proposed projects.

### Transportation Network

The transportation system is a network of structures – streets/highways, rural roads, rail, trails, sidewalks, etc. At the same time, it is also a system that links land uses, population centers, and economic opportunities.

To provide adequate facilities, Stallings

must prepare to meet future demand. Population projections, land use plans, and traffic patterns suggest that the Town will need to upgrade or expand some of its facilities, in addition to maintaining the current transportation network. Since funding is limited, the Town must prioritize the proposed improvements. Practical criteria for those choices could include traffic flow; safety; mobility; transit usage and the number of bicyclists and pedestrians; and access to other modes of transport.

### Streets and Highways

Streets and highways make up the primary transportation network in Stallings. There are numerous transporta-

### TAX INCREMENT FINANCING

Tax increment financing is a public finance mechanism by which local governments use bond proceeds to make public improvements that are necessary to spur private investment in a designated area. The new private investment is expected to raise property values within the designated area, which, in turn, increases property tax revenue. The increased tax revenue or “increment” is set aside to amortize the bonds that were used to pay for the public improvements. A TIF project begins when a local government designates an area as a TIF district, generally after finding that it needs to be developed or redeveloped. After choosing the TIF area, the relevant government unit creates a development plan, which in North Carolina and a few other states is sent to a statewide commission for final approval. If the plan is approved, the value of all the property in the district is measured in order to establish a “base valuation” on which to levy property taxes during the term of the TIF district, which in North Carolina can be up to 30 years. During that time, the sponsoring local government dedicates the new tax revenue arising from any increases in assessed property values in the district to servicing the bond debt.

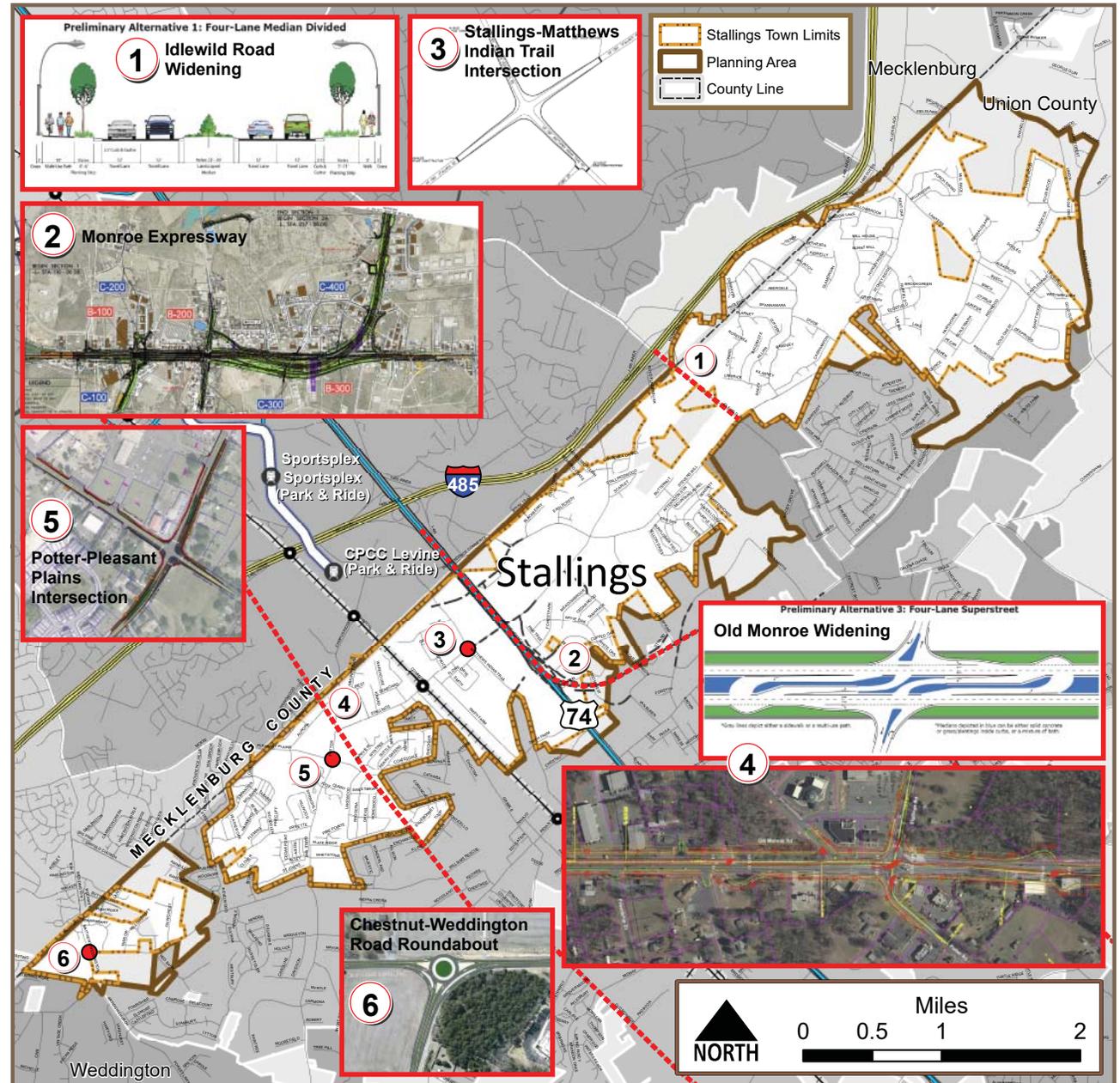
Town of Stallings Comprehensive Land Use Plan  
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# Options

for transportation funding in Stallings rely on regional coordination and pre-purchasing portions of the transportation construction process as a way to move a project forward.

For example, the Town of Stallings can

- develop preliminary designs,
- pay for construction plans, or
- secure *right-of-way* for proposed projects.



# Town of Stallings Comprehensive Land Use Plan

## Section 6: TRANSPORTATION



### Transportation Scheduled Projects

	Project	Schedule
①	Idlewild Rd. Widening (U-4913)	R/W - 2020 Construct - 2021
②	Monroe Expressway (R-3329/R-2559)	Completion 2018 (tentative)
③	Stallings-Matthews Indian Trail Intersection (W-52100)	June 27 - December 2
④	Old Monroe Widening (U-4714B)	R/W - 2020 Construct - 2022
⑤	Potter-Pleasant Plains Intersection (C-5112/W-5502)	2 <sup>nd</sup> Qtr. 2017
⑥	Chestnut-Weddington Rd. Roundabout (TIP-N/A)	Est. 2017-2018

- Road Projects - Spot Improvements
  - Road Projects - Alignments
  - Monroe Bypass
  - LYNX SilverLine Stations
  - LYNX SilverLine
  - CATS Bus Routes
- Existing Road Network**
- Interstate
  - US Highway
  - NC Highway
  - Local Streets
  - +++ Railroad
  - Railroad Crossing

tion projects currently planned within the Town’s planning area over the next decade. This section outlines each major street and the improvements that are planned.

The adjacent map depicts the primary street network, the existing and proposed cross sections or improvements, and the status of those improvements. Additional information about the existing conditions and proposed improvements to the transportation network are also noted.

#### Monroe Expressway - U.S. 74 East

This corridor is the most complex and heavily traveled in Union County and provides the most direct route into Charlotte from the center of the county. Roughly 30% of Union County’s employment falls within a one mile buffer of U.S. 74. This corridor is important to Stallings in providing retail, employment, and commercial development. While the median aids in the control of access from adjoining land uses, frequent driveways have been permitted throughout its length, contributing to both recurring and non-recurring traffic congestion (e.g., from accidents).

Within the town limits of Stallings, the U.S. 74 corridor is limited to vehicular access only, with no sidewalk or bicycle

access. There are almost no provisions for pedestrian crossing along or across the corridor either. This corridor also experiences the highest number of crashes in Union County.

Major changes are underway for U.S. 74 with the construction of the Monroe Expressway (R-3329 & R-2559), scheduled for completion in late 2018. Related improvements will extend the entire length of U.S. 74 in Stallings. The Monroe Expressway will extend nearly 20 miles from U.S. 74 near Interstate 485 in Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Once complete, the Expressway will be operated by the North Carolina Turnpike Authority.



#### Monroe Expressway - U.S. 74 East / Stallings Road Interchange

Planned improvements call for U.S. 74 to cross over Stallings Road, with a toll facility located just east of the Stallings Road bridge, and an off-ramp that will permit local traffic to exit at toll zone 1-1. The toll road will then separate from U.S. 74 and continue northeast to



# Transportation Network



## Town of Stallings Comprehensive Land Use Plan

### Section 6: TRANSPORTATION

# Transportation Network

the eastern edge of Stallings. The project cross section included highlights the Stallings Road/U.S. 74 intersection. This construction will have a profound impact on Stallings, with new traffic patterns, land use potential, and conflicts with pedestrian and bicycle connectivity.

#### East John Street / Old Monroe Road (SR 1009)

Running parallel to the south of U.S. 74, this corridor is another heavily traveled roadway providing local access to businesses, and serving as a commuting route between Union County and Charlotte. Many local businesses are located within this corridor, with residential areas also directly accessible. This road is typically two to three lanes and has little to no control of access to adjacent residential and industrial properties. Sidewalks can be found only sporadically along this roadway and pedestrian crossing facilities and bicycle infrastructure is almost non-existent.

Planning and development are underway to widen approximately 6.5 miles of East John Street and Old Monroe Road – from Trade Street in Matthews, through Stallings, to Wesley Chapel-Stouts Road in Indian Trail. Proposed work would improve traffic flow, reduce travel delays and allow

for more vehicles to travel in the area. However, while NCDOT's project description maintains that bicyclists and pedestrians will be accommodated, the proposed Super Street - shown in Old Monroe Widening inset of the *Transportation Scheduled Projects* map - will have significant impact on the Town Center area.

Work would be divided into three sections:

- Trade Street to I-485 in Matthews
- I-485 to Waxhaw-Indian Trail Road in Stallings
- Waxhaw-Indian Trail Road to Wesley Chapel-Stouts Road in Indian Trail

#### Stallings Road - Potter Road (SR1365 - SR1357)

Stallings Road emerges from Mecklenburg County heading southward to enter the Town of Stallings and run essentially parallel to the Mecklenburg County line. It crosses U.S. 74 and East John Street / Old Monroe Road, where the roadway changes names to Potter Road. At the intersection, the road transitions from a two-lane, undivided street to a three-lane street (center two-way, left-turn lane) to allow turning onto Old Monroe Road and entrance to the Potter Square shopping center. Upon

reaching Chestnut Lane, it reverts back to a two-lane cross-section. The average and posted speeds drop between U.S. 74 and Old Monroe Road. This section is the most urbanized part of Potter Road, with numerous commercial driveways serving small, stand-alone retail shops to larger distribution facilities. Pedestrian facilities are needed to link the Town Center area, Stallings Park, and other amenities to nearby residential developments. Potter Road takes on a more rural character south of Chestnut Lane, losing sidewalks but still maintaining fairly high levels of traffic (8,000 vpd). This segment has no paved shoulders and no cycling facilities.

Stallings Road from the Mecklenburg County border to U.S. 74 is proposed for widening from a 2-lane to 3-lane section. South of U.S. 74, Stallings/Potter Road is proposed for improvement through access management strategies, including driveway consolidation. Both sections include the proposed improvements of 5' sidewalks and 5' shoulders.

In addition to bicycle and pedestrian improvements, there is a need to review the intersection of Stallings Road and Stevens Mill Road for future signalization. Currently, this intersection operates as a 4-way stop, however, as traffic counts increase, the need for a signal will become more pressing.

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### Lawyers Road (SR 1004)

Lawyers Road is the northern-most primary entrance into Stallings. It is currently a 2-lane facility from the Mecklenburg County line through the Town of Stallings. While the 2025 *Union County Multimodal Transportation Plan* calls for a widening to a 4-lane cross section from I-485 to Stevens Mill Road, this project is not on the NC-DOT scheduled project list. The 2025 *Union County Multimodal Transportation Plan* calls for a 4-lane divided cross section for this facility.

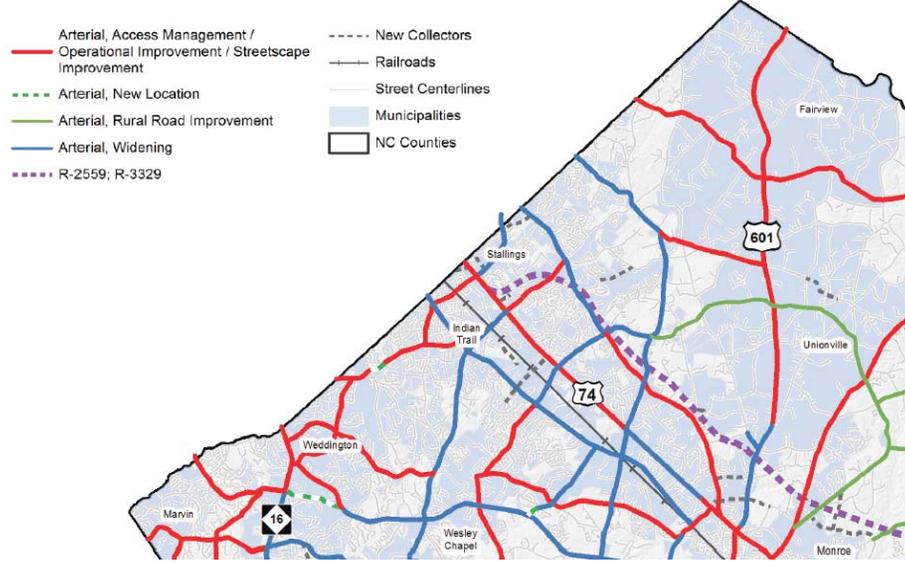
### Idlewild Road (SR 1501)

Idlewild Road serves as another primary entrance into the northern half of Stallings. It is presently a 2-lane facility from the Mecklenburg County line through the Town, but is scheduled to be widened to a 4-lane median divided cross section from I-485 to Stallings Road (NCDOT Project U-4913) in concordance with the 2025 *Union County Multimodal Transportation Plan*.

### Stevens Mill Road (SR 1524)

Stevens Mill Road begins in the Stevens Mill Neighborhood and crosses Lawyers Road as a 2-lane facility with median turn lanes. It continues as a 2-lane road southwest to run longitu-

### Union County 2040 Roadway Improvement Plan



Union County Multimodal Transportation Plan, 2014

dinally through much of the northern side of Stallings. It crosses Idlewild Road, to Stallings Road where it bends west towards I-485 before crossing the county line and exiting Stallings. Sidewalks are intermittent along this road, primarily occurring adjacent to newer developments. Connecting these sidewalks to create additional connectivity will be needed. Striped crosswalks have been installed on two sides of the intersection with Stallings Road to serve the adjacent school.

### Pleasant Plains Road (SR 1364)

Pleasant Plains Road begins at the historic Rock Store on Old Monroe Road and turns west to cross Potter Road and continue until the Mecklenburg County line. Pleasant Plains Road defines the southern edge of a tight triangle of roads (along with Old Monroe and Potter Roads) at the center of the Town where prominent businesses, food establishments and cultural landmarks are located. Sidewalks and a planting strip run the entire northern length of Pleasant Plains Road, continuing past I-485 in Mecklenburg County, where



# Transportation Network



# Complete Streets



## Town of Stallings Comprehensive Land Use Plan Section 6: TRANSPORTATION

the road merges with South Trade Street.

Improvements are planned at the intersection of Potter and Pleasant Plains (C-5112/W5502) and will involve a widening of both roads and the intersection.

### Collector Streets

In addition to the main network, additional collector streets are proposed to be constructed in Stallings with new development on an as-needed basis. Collector streets to be considered are outlined on the following map from the *Union County 2040 Roadway Improvement Plan*.

### Complete Streets

There has been a shift in the United States from traditional automobile-dominated roadway design to the

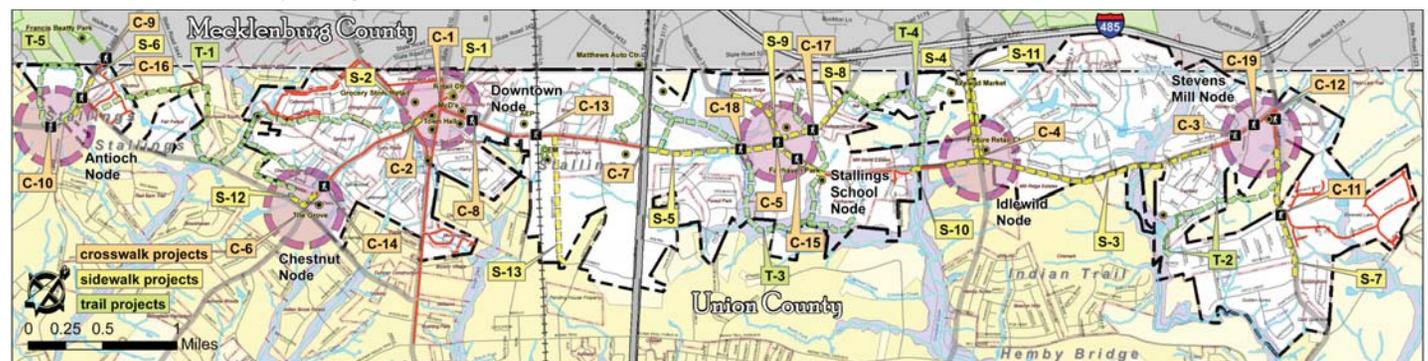
idea of “completing” streets. “Complete Streets” incorporate infrastructure into roadway design that provides for multiple modes of transportation, including not only cars, but also, walking, bicycling and public transportation. Complete Streets provide real transportation choice, and transform vehicle-dominated thoroughfares to community-oriented streets with safe, accessible and convenient accommodations for all modes of travel.

For improved multimodal connectivity and to enhance the identity and image of Stallings, safe pedestrian (and in some places, bike connections) are proposed throughout the Town to create a network of active transportation through complete streets. The primary routes of the network will consist of the following streets:

- Lawyers Road
- Idlewild Road
- Stevens Mill Road
- Stallings Road / Potter Road

As these streets are considered for improvement, bike and pedestrian paths should be prioritized during the design phases. When adjacent properties are developed, improvements should be built or alternative corridors for bike and pedestrian movement should be identified and constructed. Major intersections along these routes will include welcome and/or gateway landscaping features. These intersections include:

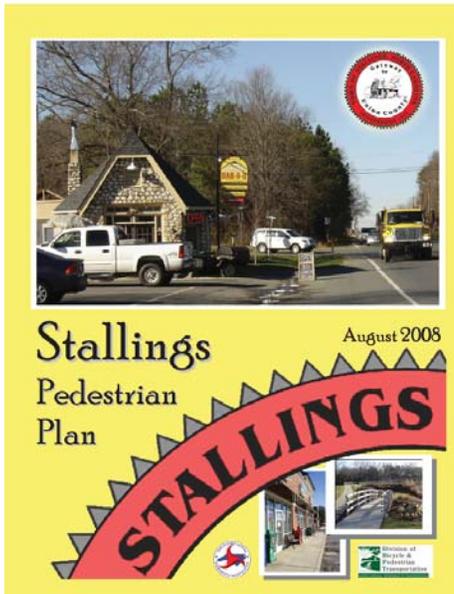
- Stallings Road/Stevens Mill Road intersection
- U.S. 74 intersections
- Pleasant Plains Road/Potter Road Intersection



Comprehensive System Plan, Stallings Pedestrian Plan, 2008

# Town of Stallings Comprehensive Land Use Plan

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### Bike and Pedestrian Facilities

The *Stallings Pedestrian Plan* (2008) documents sidewalks throughout the Town that exist along many of its primary streets and within newer subdivisions. The Plan also recommends where key connected sidewalks are needed, and a series of greenway trails.

Key components of the Pedestrian Plan:

- The downtown overlay district requires 12' sidewalks.
- Greenways in an adopted plan may be counted against open space requirements.

- The Plan calls for an adoption of mixed-use nodes to attract future development into areas that are walkable and bikeable.
- Trails are recommended along Twelve-Mile Creek, Goose Creek, Crooked Creek, North Fork, and a connection to Francis Beatty Park along Matthews-Weddington Road.

The highest ranked sidewalk, crosswalk and greenway projects in the Pedestrian Plan are all centered on the “Downtown Node” and Downtown Overlay District (DOD). These include critical sidewalk connections (Projects S-1 and S-2), improvement of pedestrian crossing conditions on Stallings Road at Old Monroe Road (C-1), and at the intersection of Potter Road and Pleasant Plains Road (C-2), as well as the establishment of a greenway connection (T-1) from the Downtown Node south to the Antioch Node. Additional opportunities for greenway connections to the other mixed-use nodes (Chestnut, Stallings School, Idlewild and Stevens Mill) are also identified in the Pedestrian Plan (Projects T-2, T-3, T-4, & T-5).

### Public Transportation

Because Union County is considered an air quality maintenance area for the 8-Hour Ozone (2008) standard, the

# Stallings Pedestrian Plan

TOP RANKED PROJECTS BY CATEGORY

### CROSSWALKS

- C-1** Stallings Road - Old Monroe Road - Potter Road
- C-2** Potter Road - Pleasant Plains Road
- C-3** Stevens Mill Road - Mill House Lane
- C-4** Idlewild Road - Stevens Mill Road
- C-5** Stallings Road - Stevens Mill Road

### SIDEWALKS

- S-1** Ridge Road
- S-2** Pleasant Plains Road
- S-3** Stevens Mill Road
- S-4** Idlewild Road south
- S-5** Stallings Road

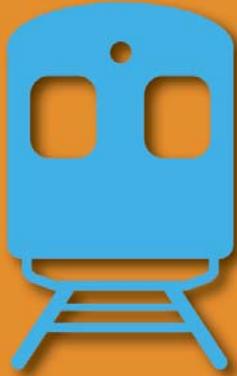
### TRAILS

- T-1** Twelve-Mile Creek Trail
- T-2** Goose Creek Trail
- T-3** North Fork Trail
- T-4** Crooked Creek Trail
- T-5** Francis Beatty Trail



## Town of Stallings Comprehensive Land Use Plan

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#### The Silver Line

will connect Center City Charlotte to the CPCC Levine Campus. The Silver Line alignment will run alongside Independence Boulevard to the Village Lake Drive area and switch to a median-running line on Monroe Road, crossing over I-485 and terminating on the campus.



Illustration by Toole Design Group

County is required to determine solutions to mitigate air pollution. This means that in addition to spending transportation dollars on roads and highways, investments must be made for other modes of transportation to help improve/reduce emissions.

Currently, the only fixed-route transit service operating in Union County is the 74X Regional Express operated by the Charlotte Area Transit Service (CATS). Service is limited to weekdays, and only during peak morning and afternoon periods running on 20- to 30-minute intervals. The base fare is \$3.50 per one-way trip, and the trip length from the K-Mart in Monroe to the Charlotte Transportation Center in Uptown Charlotte is approximately 50 minutes (about 17 minutes longer than using a private automobile).

The Metropolitan Transit Commission (MTC), the governing body for CATS, has also recommended a light-rail service in the Southeast Corridor known as the Silver Line. This line will con-

nect Center City Charlotte to the CPCC Levine Campus. The Silver Line alignment will run alongside Independence Boulevard to the Village Lake Drive area and switch to a median-running line on Monroe Road, crossing over I-485 and terminating on the campus. The light rail line will be 13 to 15 miles long, have 13 stations including 8 to 10 park and ride locations, and have a 34-minute average travel time. Having a light rail line so close to the Union/Mecklenburg County line is an asset for the Town of Stallings and brings opportunities for regional connections.

Union County also operates human service (paratransit) transportation for trips within and outside the county, at fares ranging from \$2 to \$10. A two-day advance notification is required for rides. Each participant must also prove that he or she is a senior citizen (at least 60 years of age); a developmentally disabled adult; Medicaid client; a veteran eligible for medical treatment at a VA hospital or clinic; or a person with physical disabilities.

#### Rail

Passenger rail service is currently available through the Charlotte Amtrak station located on North Tryon Street, about 1.5 miles to the northeast of downtown Charlotte. It is the southern

terminus for the Carolinian and Piedmont lines, as well as an intermediate stop on the Crescent. It is Amtrak's third-busiest station in the Southeast United States. Plans are underway to replace this station with the Gateway Station multimodal transit station in Uptown Charlotte.

#### Air

The closest major airport to Stallings is the Charlotte Douglas International Airport, located in Mecklenburg County, 30 miles west of Stallings, and easily assessable via I-485. Charlotte Douglas provides passenger service by ten major airlines, and includes an intermodal center, which is a hub of economic activity for the region.

#### Transportation/Land Use Connection

The way land is developed directly affects the need for transportation infrastructure and improvements. Conversely, the availability of transportation can influence adjacent land development. This two-way relationship must be considered in both land use and transportation planning. For the most part, land use and associated traffic volumes dictate the type of roadway necessary. The Town's transportation system should improve ac-

# Town of Stallings Comprehensive Land Use Plan

## Section 6: TRANSPORTATION

cessibility to housing, jobs, goods and services, shopping, and recreation. The transportation component of this Plan establishes a relationship between land use and the transportation facilities and services needed to support growth. This Plan is intended to make the Town's transportation network more multi-modal and give those using the network more travel options. This is achieved, in part, by adopting land use policies that reduce the need for automotive travel. The following land use principles relate to the transportation policies, demands, financing, and strategies recommended in this Plan:

- Providing opportunities for greater residential densities close to employment and transit routes;
- Promoting compatible infill in established neighborhoods;
- Encouraging a mix of land uses

in commercial and surrounding areas; and,

- Facilitating many transportation modes by planning for and reviewing such modes in a comprehensive manner for the entire Town and region.

### Regional Cooperation

Intergovernmental coordination among county, city, state, transit agencies, and the Town is needed to effectively address the cross-jurisdictional impacts of land use and transportation plans. Intergovernmental agreements and a general framework for effective coordination among government agencies should be established with the following strategies:

- Jointly plan, prioritize, and finance transportation improvements with Federal, state, regional, and local facilities and

services.

- Promote inter-modal connectivity and consistent designs.
- Encourage sharing the improvement and costs for transportation facilities, services, and maintenance.
- Encourage joint development and plan review teams for major projects having impacts across jurisdictional boundaries.
- Define procedures and standards for mitigating traffic impacts.
- Allow sharing of development impact mitigation where a project's impacts extend across jurisdictional boundaries.
- Establish consistent rules and procedures for environmental mitigation.



# Regional Cooperation



# Goals and Strategies

## Goal T-1

Increase transportation choices by integrating multimodal options (walking, biking, public transportation, driving, etc.) into existing and new facilities.



### Strategy T-1.1

Complete high priority 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,
- sidewalks connecting neighborhoods to commercial nodes

### Strategy T-1.2

Map high priority transportation projects (greenway trails, sidewalk projects, and bike lanes) and incorporate projects into the Town's capital improvement plan.

### Strategy T-1.3

Coordinate active transportation planning and project construction with projects in nearby communities in Union and Mecklenburg counties.

### Strategy T-1.4

Require construction of new greenway trails, sidewalks, and bike lanes as part of private development proposals.

### Strategy T-1.5

Implement highway mobility, multimodal, and complete streets recommendations from the *Union County 2025 Multimodal Transportation Plan*.

### Strategy 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.

### Strategy T-1.7

Create a townwide greenway plan connecting Stallings to adjacent jurisdictions.

## Goal T-2

Improve highway and local road connectivity through collector street design standards, right-of-way purchases and connectivity requirements.



### Strategy T-2.1

Pursue the inclusion of the new collector streets -- as outlined in the *2025 Union County Multimodal Transportation Plan* -- onto official project maps and ultimately in the Transportation Improvement Program.

### Strategy T-2.2

Require that right-of-way be preserved as new development occurs (location and amount of right-of-way per NCDOT or Town of Stallings).

# Goals & Strategies



# Goals and Strategies

## Strategy T-2.3

Consider purchasing right-of-way for new collector streets as property comes up for sale.

## Strategy 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.

## Goal T-3

Creatively expand transportation funding levels to maintain and improve the transportation system.



## Strategy 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.

## Strategy T-3.2

Strengthen zoning codes to require transportation improvements with development and redevelopment activities to achieve maximum benefit with limited available public funds.

## Strategy T-3.3

Coordinate transportation facilities (highway and trails) regionally to maximize benefits.

## Strategy 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.

## Strategy T-3.5

Support regional, state and federal transportation initiatives to increase transportation funding.

## Goal T-4

Apply context sensitive design principles (i.e. proposed cross sections) to new or expanded infrastructure projects.



## Strategy T-4.1

Incorporate the streetscape cross sections identified in the Union County 2025 Multimodal Transportation Plan into public and private development proposals and small area plans.

## Strategy 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.

## Strategy 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.

# Goals & Strategies



# Goals and Strategies

# Goals & Strategies

## Strategy 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.

## Strategy 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.

## Strategy 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.

## Strategy 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.

## Goal T-5

Increase local and regional transit system options.

## Strategy 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.

## Strategy 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.

## Strategy T-5.3

Develop a corridor plan for the Silver Line connection that would identify future transit stops.

## Strategy T-5.4

Develop and establish minimum land use densities along the proposed transit corridor consistent with the corridor plan.

## Strategy T-5.5

Work with Monroe/Union County on possible transit service expansion into Stallings.

## Strategy 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.

## Strategy 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.

## Strategy T-5.8

Participate in regional transit conversations related to service analysis and future corridors.



# Goals and Strategies

## Strategy T-5.9

Market existing transit options to Stallings' residents and employers.

## Goal T-6

Ensure that transportation improvements are made concurrent with land use development.



## Strategy 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.

## Strategy T-6.2

Develop minimum street and trail connectivity policies for new development and redevelopment.

## Strategy T-6.3

Base development approvals upon adequate system capabilities at acceptable levels of service. Phase development approvals based on completion of connectivity and other transportation improvements.

## Strategy T-6.4

Concentrate higher density development at key intersections as identified in the small area plans and along future transit corridors.

## Strategy T-6.5

Coordinate transportation improvement projects with water and sewer extensions and the growth this Plan anticipates.

## Strategy T-6.6

Ensure that road improvements and new road construction are designed to minimize the negative impacts to established neighborhoods.

## Strategy 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.

## Goal T-7

Coordinate with regional partners to ensure that Stallings' transportation needs are heard and proactively addressed.



## Strategy T-7.1

Develop a transportation alliance to enhance transportation planning and project coordination with adjacent towns in Union and Mecklenburg counties.

## Strategy 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.

## Strategy T-7.3

Develop organizational capacity at the staff and elected official levels to advocate for transportation planning and infrastructure dollars.

# Goals & Strategies



Section 7:

# NEIGHBORHOODS & HOUSING

Values:

Housing Choices, Connected, Walkable, Age in Place

Vision Statement:

Stallings will provide housing options for people of all ages and stages of life. Connected, diverse neighborhoods allow residents to enjoy a high quality of life and to age in place.



# Town of Stallings Comprehensive Land Use Plan

## Section 7: NEIGHBORHOODS & HOUSING



### Introduction

### Issues

### What Makes a Livable Community?

- *Retrofitting Suburbia*
- *Connectivity*

### Existing Neighborhoods

### Housing

- *Housing Trends*
- *Existing Housing Stock*
- *Special Housing Needs*
- *Future Housing Gaps and Mixed Use*

### Goals & Strategies

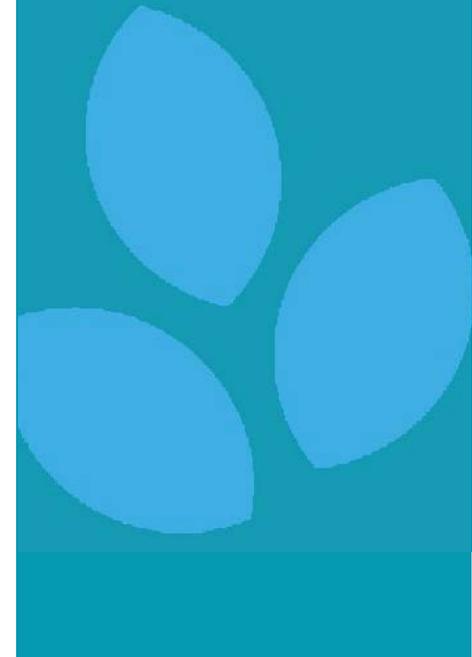
## Introduction

Neighborhoods are the building blocks of overall community development. They are diverse, dynamic, social, and economic entities with unique characteristics, which are recognized by residents of both the neighborhood and the community-at-large. A healthy, sustainable neighborhood is one that has physical, social, and economic sustaining elements that meet the needs of the present without compromising the ability of future generations to meet their own needs.

Housing and neighborhoods are an important part of Stallings land use and economy. Historically, commercial development generally follows roof tops, making the type, location, availability, affordability, and quality of housing a determining factor in establishing the development pattern of Stallings in future years. As Stallings' housing stock ages and as the population shifts to more baby boomers and millennials, additional housing diversity, housing affordability, redevelopment opportunities, and aging in place will become important issues for Stallings to address.

## Neighborhood & Housing Issues

- The number of families with school aged children that can afford to live in Stallings is limited. This is an issue because the target demographic for the Town's existing housing stock is families with school aged children. Diversification, including the provision of attached homes, is needed to attract families currently being priced out, as well as millennials and seniors.
- More housing choices are needed (in addition to detached single-family dwellings) to accommodate the demand of shifting demographics (growing millennial and baby boomer cohorts).
- Higher density and multi-family housing options in Stallings are limited. New developments should be thoughtfully designed, located at key locations, and coordinated with transportation infrastructure in a small area plan.
- The majority of the neighborhoods in Stallings are not connected to one another or to popular destinations, and they



## Town of Stallings Comprehensive Land Use Plan

### Section 7: NEIGHBORHOODS & HOUSING

# What Makes a Livable Community?



Stallings  
for the next 25 years

often have only one entrance. Neighborhood connectivity, via street, sidewalk, or greenway, is desirable for existing and future neighborhoods to connect to one another and to destinations such as schools, parks, shops, etc.

- Stallings' housing stock is aging with nearly 20% being built prior to 1990. Housing code and rehabilitation issues will need to be addressed as these homes age.
- Some older established neighborhoods are seeing encroachment of nonresidential development and new roadway construction. Development design standards are needed to help mitigate the ill-effects to neighborhoods of these non-residential developments.
- A creative variety of housing styles is needed to provide distinct character and to achieve a balanced and mix of dwelling types, styles, sizes, and prices to meet the diverse needs of the community.
- To provide for and encourage economic development in identified areas of Town, a higher density of both single and multi-family housing is necessary.

- Issues specific to rental properties in existing neighborhoods, including certain code violations, absentee property owners, and short-term leasing need to be addressed.
- There is a lack of local policies and programs addressing housing needs, such as affordability, aging housing stock, code enforcement, aging in place, diversification, etc.

### What Makes a Livable Community?

A liveable community is one that is safe and secure, has affordable and appropriate housing and transportation options, and offers supportive community features and services. This can be achieved through providing or facilitating:

- Housing that works for every age, every life stage, and every budget.
- Quality housing that includes new construction and especially revitalizing older, existing housing to preserve the Town's history and for utility efficiency.
- A vibrant town center that includes residential development,

and helps make surrounding neighborhoods more livable.

- Walkable neighborhoods that provide safe connections between destinations and access to transportation, services, and jobs.
- Parks and gathering spaces that are easily accessed within and near neighborhoods.
- Businesses and services that are accessible from neighborhoods via sidewalks, trails, and/or bike paths.

Stallings is proactively preparing for continued population growth and considering the type of housing needed for its current and future residents. Implementing Stallings' Comprehensive Land Use Plan helps to ensure residents enjoy a thriving neighborhood as part of a livable community.

### Retrofitting Suburbia

A generation ago, cities struggled to implement the revitalization of downtowns and urban neighborhoods. Now, the urban redevelopment challenge has shifted to the suburbs where under-utilized parking lots, abandoned strip malls, and foreclosures have created opportunities for rethinking development patterns to create new walkable

## Town of Stallings Comprehensive Land Use Plan Section 7: NEIGHBORHOODS & HOUSING

neighborhoods and communities.

The Urban Land Institute's 2012 report *What's Next at the Local Level* showed that there is a growing demand to reshape conventional suburbs into walkable communities with transportation access and a variety of housing choices. This demand generates prospects for building more compact walkable suburban centers, reviving valuable park space, and updating infrastructure to provide sustainable communities. Multi-unit housing is expected to concentrate and grow around suburban activity centers that are transitioning from single-use strips into mixed-use corridors.

Due to Stallings' suburban development patterns, it is well positioned to take advantage of this desire to retro-

fit suburbia. Through small area planning, strategies to redevelop existing strip malls into mixed-use centers and to position multi-unit housing around activity centers could be designed.

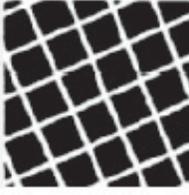
### Connectivity

Great neighborhoods are ones that are well connected. They are walkable, drivable, and bike-able and offer transit access. Most neighborhoods in Stallings are adjacent to other neighborhoods, but very few are connected to one another by side streets or greenways. The street network within many of Stallings' neighborhoods follow a "loops and lollipops" pattern, common to suburban development and consisting of cul-de-sacs along winding roads. This design limits connectivity within and external to the neighbor-

hood reducing town cohesiveness and character. It also increases travel distances within the neighborhood, limits the variety of walkable routes, and increases traffic by reducing the number of neighborhood entrance and exit points.

Constructing pathways or greenways to connect cul-de-sacs within the neighborhood and with adjacent neighborhoods and destinations would greatly enhance the ability to make short walking or cycling trips, especially for children, seniors, and others who are unable to drive. Requiring new residential development to have multiple entrances, have a more grid-like street network, connect with existing neighborhoods, and build roads to eventually connect with future development would increase connectivity in the fu-

**Figure 2: Evolution of street patterns since 1900 showing gradual adaptation to the car (M. Southworth, 1997).**

	Gridiron (c. 1900)	Fragmented parallel (c. 1950)	Warped parallel (c. 1960)	Loops and lollipops (c. 1970)	Lollipops on a stick (c. 1980)
Street patterns					



Opportunities  
for rethinking  
development  
patterns...

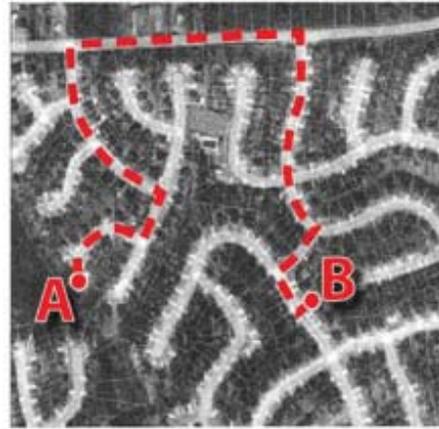
...a growing  
demand to  
reshape  
conventional  
suburbs





# Neighborhoods

## Town of Stallings Comprehensive Land Use Plan Section 7: NEIGHBORHOODS & HOUSING



### Existing Neighborhoods

Stallings is a town of many neighborhoods divided into two regions by U.S. 74. The majority of newer and larger neighborhoods with prominent single-family homes can be found north of U.S. 74. South of U.S. 74, neighborhoods tend to be smaller and older with more organically occurring development with homes from multiple decades being found within the same neighborhood.

There are 48 distinct neighborhoods in Stallings. The earliest one developed was Lakewood Knolls which was developed over multiple decades starting in the 1940s. The most recent neighborhoods constructed in Stallings include Chestnut Place, Courtyards at Emerald Lake, Lismore, Old Blairs Mill, Park

Meadow Townhomes, Pleasant Plains, Potters Point, Sterling Manor, Vickery, and Willowcroft which all had construction in 2017.

### Housing

#### Housing Trends

In 2010, an estimated 5,310 housing units (residence such as a house, apartment, etc.) in Stallings held an estimated 5,096 households. The average household size in Stallings is 2.73 persons, which is smaller than the Union County average of 2.97. How-

ever, the average household size in Stallings is higher than those in the Charlotte-Concord-Gastonia Metropolitan Statistical Area, which averages 2.6 persons within the household. As the accompanying graph shows, 53% of households in Stallings were occupied by only 1 or 2 person(s). The majority of these individuals and couples purchased homes in Stallings during the housing boom in the 1990s and 2000s, raised their families, and are now empty nesters. A supply of smaller, more affordable housing options suitable for seniors wanting to downsize and young

Neighborhood	Year(s) Constructed	Units
Arlington Downs	2002	108
Blackberry Ridge	2004	24
Brookfield	1992	63
Buckingham	1995-1999	117
Callonwood	2003	472
Camelia Park	1960s-1990s	33
Chestnut	2003	43
Chestnut Oaks	2000	189
Chestnut Place	2014-2017	59
Country Woods	1991	255
Courtyards at Emerald Lake	2016-2017	79
Courtyards at Weddington Road	2013	33
Creekside		
Curry Place	2003	57
Eaglecrest	1997	33
Eastwood Forest		
Emerald Lake	2004	266



Town of Stallings Comprehensive Land Use Plan  
Section 7: NEIGHBORHOODS & HOUSING

Neighborhood	Year(s) Constructed	Units
Fairfield Plantation	1979	231
Fairforest	1977	25
Fairhaven	2006	550
Forest Park	1962	222
Franklin Meadows	2013	41
Golden Acres	1976	67
Hunley Creek	1990	165
Independence Village	1984	33
Kerry Greens	1997	245
Kingsberry	1970s	33
Lakewood Knolls	1940s-2010s	60
Lismore	2017	2
Madison Ridge	2000	72
Millstone Estates	1996	39
Morningside	1999	87
Old Blairs Mill	2017	59
Parkside	2000	112
Park Meadow Townhomes	2017	95
Pleasant Plains	2017	40
Potters Point	2017	13
Shannamara	1996	700
Spring Hill	1960s-1970s	120
Stallings Park	1971	96
Sterling Manor	2017	48
Stevens Mill	1994	155
Stonewood	1998	73
Vickery	2016-2017	55
Wendover at Curry Place	2006	99
Willowbrook	1991	144
Willowcroft	2016-2017	54
Woodbridge	2006	91

professionals wanting to move into the area, but waiting to have a family, is needed to meet the needs of these 1 and 2 person(s) households

From 2000 to 2010, the number of households in Stallings more than quadrupled, from 1,180 households to 5,096. Some household sizes also grew much more quickly than others. Six and four person households grew the fastest, 442.9% and 411.1% respectively. One person households also exceeded the Town average for growth. Although the total percentage of those needing housing to meet the needs of six people is still relatively small, the growth in this household size may be indicative of extended family members (grandparents, grown children, grandchildren, etc.) living together, or larger families moving to Stallings. This will have significant impact on school growth and the need for other services, such as recreation, library, and senior centers, etc.

Most households in Stallings consist of families (78%) with male householders (61%). Of the 1,119 nonfamily households, 297 householders are male and living alone and 618 are female and living alone. There are 3,977 family households with the majority having related children under the age of 18 (2,082 or 52%), with most between the



# Town of Stallings Comprehensive Land Use Plan

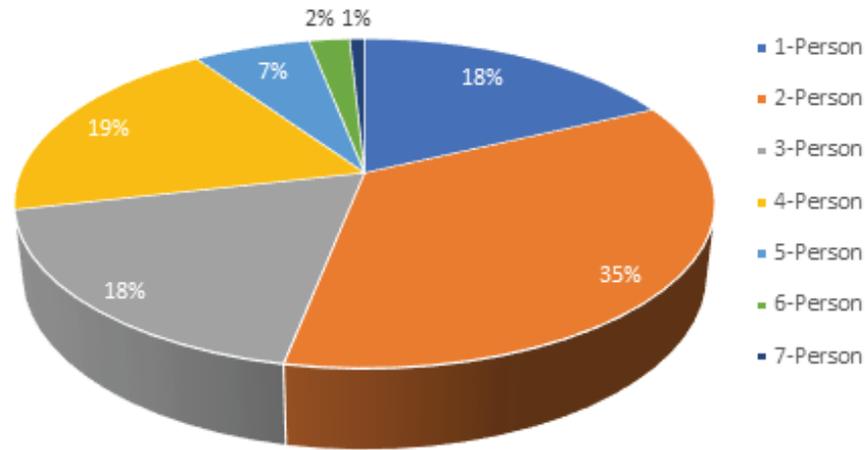
## Section 7: NEIGHBORHOODS & HOUSING



# Trends



2010 Household Size for Stallings, NC



ages of 6 to 17 years of age (1,207 or 30%). There are also 448 family households in Town with a female householder, with 68% of these households having related children under the age of 18. With the majority of households having school-aged children, planning for school growth will be key to maintaining a high quality of life and attracting new families to Stallings. Providing small business opportunities for child care, especially for single-parent families or families with both parents in the workforce, is also a high priority for attracting families.

### Existing Housing Stock

In 2010, there were an estimated 5,310 total housing units in Stallings. By the end of 2016, that estimate had grown to 5,729 housing units. The majority of the Town's housing stock is relatively new, with nearly 200 acres of previously vacant land developed between 2014-2016 and approximately 45% of the housing stock built since 2000. However, the 2,002 houses that were built between 1990 and 1999, 37% of the housing stock, will soon need major repairs and could potentially be renovated or retrofitted to meet the needs of the growing senior and young professional populations (i.e. splitting up larger homes into duplexes, incorporating universal design features, improving energy efficiency, etc.).

### Changing Household (HH) Sizes

Size	2000 Census HH	% of Total	2010 Census HH	% of Total	% Change 2000-2010
One Person	196	16.6%	915	18.0%	366.8%
Two Persons	443	37.5%	1790	35.1%	304.1%
Three Persons	234	19.8%	935	18.3%	299.6%
Four Persons	190	16.1%	971	19.1%	411.1%
Five Persons	83	7.0%	329	6.5%	296.4%
Six Persons	21	1.8%	114	2.2%	442.9%
Seven or more	13	1.1%	42	0.8%	223.1%
<b>Total</b>	<b>1,180</b>	<b>100.0%</b>	<b>5,096</b>	<b>100.0%</b>	<b>331.9%</b>

Source: Tenure, Household Size, and Age of Housholder: 2000, 2000 Census Summary File 1 & Tenure, Household Size, and Age of Housholder: 2010, 2010 Census Summary File 1

## Town of Stallings Comprehensive Land Use Plan Section 7: NEIGHBORHOODS & HOUSING

### Housing Occupancy, Vacancy, and Costs

Of the 5,461 housing units in Stallings projected within the *2011-2015 American Community Survey 5-Year Estimates*, 5,241 units (96%) were occupied and 220 were vacant. The vast majority of housing units are single

family detached homes (4,897 or 90%), with another 7% (or 399 units) being single-unit attached homes (townhomes). Due to the limited number of apartment buildings within Stallings, it will be difficult to attract young professionals who prefer to rent in more urbanized areas and walkable communities. Millennials are waiting longer

to have children and purchase homes; therefore, the current housing stock is insufficient to attract this age cohort.

Of Stallings' 5,241 occupied housing units, 86.4% are owner occupied and 13.6% are renter occupied. There are 220 vacant housing units. The homeowner vacancy rate is 0.9, while the rental vacancy rate is 6.2. The median gross rent of rentals over the time period of 2011-2015 was \$1,174.00 per month. For those with a mortgage, the monthly owner costs averaged \$1,436 over the same period. Of the 3,757 homeowners with a mortgage, 49% spent less than 20 percent of their income on housing costs. On the other hand, of the 600 renters in Stallings, 47% spent 35 percent or more of their income on housing costs. The median home value of the owner-occupied homes in Stallings over the 2011-2015 period was \$215,700. Another measure of the value of homes is the average sales price of homes sold, which was approximately \$285,000 in 2014. Vacancy rates in Stallings are very low with houses being sold or rented quickly. While housing costs do not appear to be a burden for homeowners, renters in Stallings are experiencing a housing shortage and more of a burden (as they spend 35% or more of their income on housing).

### Family Type and Presence of Related and Own Children, 2010

	Number	Percent
<b>Families</b>	<b>3,977</b>	<b>100.0%</b>
With related children under 18 years	2,082	52.4%
With own children under 18 years	1,983	49.9%
Under 6 years only	422	10.6%
Under 6 years and 6 to 17 years	354	8.9%
6 to 17 years only	1,207	30.3%
<b>Husband-Wife Families</b>	<b>3,347</b>	<b>100.0%</b>
With related children under 18 years	1,663	49.7%
With own children under 18 years	1,612	48.2%
Under 6 years only	361	10.8%
Under 6 years and 6 to 17 years	301	9.0%
6 to 17 years only	950	28.4%
<b>Female Householder</b>	<b>448</b>	<b>100.0%</b>
<b>No Husband Present Families</b>		
With related children under 18 years	306	68.3%
With own children under 18 years	264	58.9%
Under 6 years only	34	7.6%
Under 6 years and 6 to 17 years	36	8.0%
6 to 17 years only	194	43.3%

Source: Households and Families: 2010 Census Summary File 1



Town of Stallings Comprehensive Land Use Plan  
 Section 7: NEIGHBORHOODS & HOUSING



# Housing Units



## Housing Units by Year Structure was Built

	2011-2015 ACS Estimate	Percent
Built 2010 or later**	519	8.8%
Built 2000 to 2009	2,387	40.3%
Built 1990 to 1999	2,002	33.8%
Built 1980 to 1989	240	4.1%
Built 1970 to 1979	493	8.3%
Built 1960 to 1969	198	3.3%
Built 1950 to 1959	77	1.3%
Built 1940 to 1949	8	0.1%
Built 1939 or earlier	0	0.0%
<b>Total</b>	<b>5,924</b>	<b>100.0%</b>

\* Source: Selected Housing Characteristics, 2011-15 American Community Survey 5-Year Estimates

\*\*Built 2010 and later, total and percentages revised with information from Stallings Planning Dept.

## Units in Structure

	2011-2015 ACS Estimate	Percent
1-unit, detached	4,897	89.7%
1-unit, attached	399	7.3%
2 units	33	0.6%
3 or 4 units	26	0.5%
5 to 9 units	24	0.4%
10 or more units	0	0.0%
Mobile home	82	1.5%

Source: Selected Housing Characteristics, 2011-15 American Community Survey 5-Year Estimates

## Special Housing Needs

### Aging in Place

Baby Boomers nearing retirement are seeking communities which offer an attractive quality of life and access to healthcare, cultural arts, and other amenities. The migration of retirees to the Southeast, and Stallings' position within the Charlotte region, make this community an attractive choice. Stallings already has a significant number of older adults (those over the age of 65 make up more than 10% of the population) and that percentage doubles if those 55 to 64 are included.

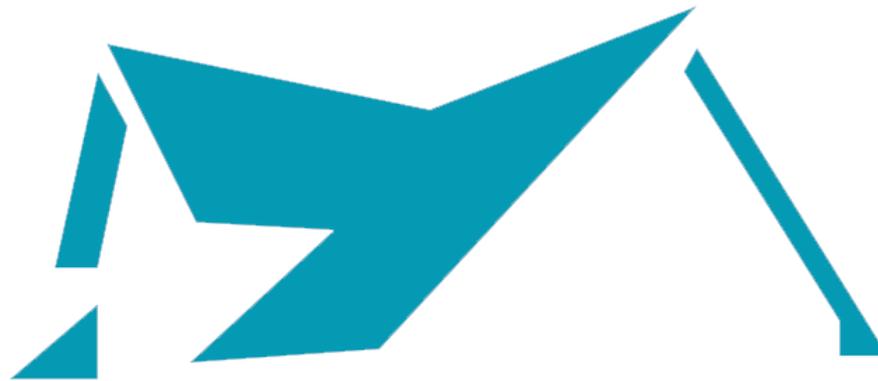
So far, the Town is addressing the need for senior housing with two 55 and older communities and a senior apartment complex. However, many seniors continue to reside in the houses in which they raised their children. Additional townhomes and patio homes would provide additional housing options as the senior population continues to age and large single family homes no longer meet their needs. This type of housing works best when located adjacent to a town or neighborhood center where some services are available.

After people find a place to live that suits their needs, they become strong advocates for "aging in place". This term is more often associated with older adult

## Town of Stallings Comprehensive Land Use Plan Section 7: NEIGHBORHOODS & HOUSING

populations than younger, but the concept has meaning for any population group. The strength of this concept has led to a growing demand for intergenerational housing. This is happening in the housing market across the country but not so much in Stallings or Union County. Mixing town homes, patio homes, and small apartment complexes within the context of a traditional subdivision development on modest-sized lots is becoming more popular. The Baxter community in Fort Mill, Antiquity in Cornelius, and Highland Creek in Northeast Mecklenburg County and Cabarrus County are three examples of very successful intergenerational neighborhoods. These three communities also contain substantial business and service opportunities.

Around Stallings, three intergenerational neighborhoods are being planned and implemented on Providence Road just north of Weddington. For the baby boomers who prefer to live near other boomers, Epcon has recently completed and sold a neighborhood catering to those 55 and older in the SE Weddington Road area of Stallings. On the northeast side of Town on Lawyers Road, a second Epcon project has been constructed that includes 93 housing units with pricing starting at \$350,000.



### Housing Options

Housing options that attract older adults have different characteristics than housing designed for young families. These differences include:

- **Master bedrooms** downstairs (probably the most important factor for older adults)
- **Smaller housing** units (1,000 to 2,000 sq. ft.)
- As **few steps** as possible (one-story homes are very important)
- Bathroom walls that are constructed to support **hand rails**
- **Wider entrance** ways and hallways
- **No yard responsibility**; however, small planting spaces on patios are looked upon favorably
- **Places to walk** (walking is, by far, the primary source of exercise for older adults)
- **Complete streets** (streets, sidewalks and bike paths are combined)
- **Compact neighborhoods** (older adults seek community - the primary threat to older adults is social isolation)
- **Parks, greenways, and open spaces** are important (one's personal yard is replaced with communal yards maintained by others).





Town of Stallings Comprehensive Land Use Plan  
Section 7: NEIGHBORHOODS & HOUSING

# AFFORDABILITY



**Millennials/Young Professionals**

From 2000 to 2015, the percentage of Stalling residents age 25 to 44 has significantly decreased while those 15 to 24 have increased. This suggest that older millennials who are now young professionals are waiting longer to have children and are not attracted to Stalling’s primarily single-family housing stock. Unlike the baby boomer generation whose housing decisions were driven by job relocations, millennials tend to make career decisions based upon their desired lifestyle, then revolve their job search around their chosen community. Many communities have focused on ways that they can attract millennials, ranging in age from 17 to 37 years old, with varied needs and characteristics, from teens to young adults and families.

Millennials are primarily renters; both because they lack the funds to buy a house and, for some, because they are making a lifestyle decision to rent rather than own. They want to live where they can walk to things, where people similar to them live and where arts, culture, restaurants, and clubs are available. Because of these housing desires, millennials are fueling the back-to-the-city movement in this country. Downtowns, and access to vibrant urban and town centers, are what they seek.

In our region, this is viewed as something that happens in Uptown Charlotte, in South End, Plaza-Midwood, and NoDa. Because of the demand for housing in these areas, the cost is becoming prohibitive for many young professionals, and they are looking for other options. Vibrant town centers in smaller towns and cities will likely become the next settlement pattern for this group and Stallings can take advantage of this by diversifying its housing stock to include rentals near the Town center and commercial areas.



**Affordability**

In Stallings, housing affordability presents a major hurdle, especially for first-time homebuyers and renters. There is a limited number of rental opportunities (approximately 600 units or 13% of Stallings’ housing stock). With most renters spending over 35% of their income on housing, prohibitive housing costs may limit the number of the Town’s own employees and community leaders such as teachers, emergency service providers, and nonprofit workers from residing in Stallings. Long commutes for these individuals could mean slower response times and a reduced willingness to work after-hours.

A variety of housing options would provide more rental and first-time homeownership opportunities for young professionals, single-parent families, seniors on a fixed income, and service providers. These options could include studio apartments over commercial spaces in mixed-use developments; garage apartments, 1,2, or 3 bedroom



## Town of Stallings Comprehensive Land Use Plan Section 7: NEIGHBORHOODS & HOUSING

apartments, townhomes, bungalows and small patio homes. Inclusionary zoning and housing assistance programs would also increase the supply of affordable housing options and aide those interested in purchasing their first home. Affordable options can and should be seamlessly added to new residential and mixed use developments. Creative solutions include: triplexes designed to look like single family homes, apartments over commercial properties or garages, and single family homes that look identical to fair market value homes from the outside but have lower-end features within the house (i.e. less expensive countertops, flooring, and appliances etc.). Additional public education on the benefits of offering affordable or lifecycle housing will be needed.

use or commercial destinations (such as within the proposed town center) are surrounded with higher density housing options, such as townhomes or apartments, then step down in density to single family detached homes on smaller lots. This arrangement will encourage pedestrian traffic in the commercial area while buffering existing adjacent neighborhoods. Establishing a program in conjunction with code enforcement and economic develop-

ment partners to identify, retrofit, and rehabilitate older houses and commercial spaces, such as old warehouses or mills, into unique housing options, will help keep the housing stock viable. Developing land use policies for tiny homes, garage apartments, and temporary modular units in addition to a main housing unit should also be considered to meet changing household needs.

Fiscal Year	2015-16	2014-15	2013-14
# of SF Permits	105	112	179



Future Housing Gaps and Mixed Use

To implement the higher density housing mixes recommended for the growing boomer and millennial populations, it is recommended that mixed



# STALLINGS HOUSING GAP





## Town of Stallings Comprehensive Land Use Plan Section 7: NEIGHBORHOODS & HOUSING

Options that were popular within the community preference survey included patio homes and duplexes, townhomes, and mixed use housing options with residential above office or retail opportunities.

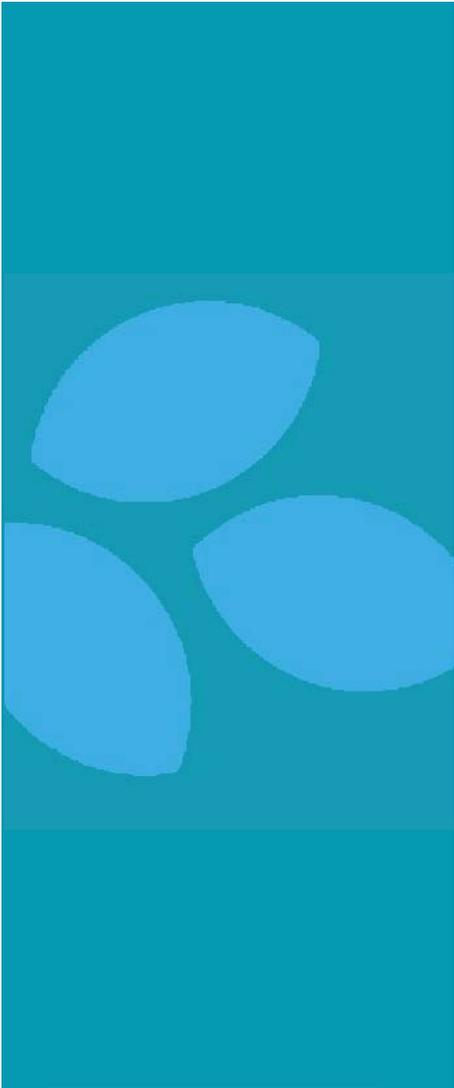
Census data on population growth suggests that Stallings has been adding approximately 400 housing units per year over the last ten years for an annual growth rate of approximately 4%. However, more recent data from the town planning department suggests that the new housing growth was slower in 2015-2016 than in prior years.

Housing sales in Union County have increased from 2015 to 2016 with 16% more listings and 2.7% more closed sales in 2016 than 2015. The median sales price in Union County also increased by 16.3% within that same time frame. It appears to be a sellers' market with more houses being listed and higher values being received. Keeping the existing housing stock in good condition, diversifying housing options, and strategically planning where new housing is built will be critical to maintaining housing values, meeting the changing housing demand, and preserving land for a better balance of commercial and residential use.

### Union County, NC

Key Metrics	December			Year to Date		
	2015	2016	Percent Change	Thru 12-2015	Thru 12-2016	Percent Change
New Listings	206	<b>239</b>	+ 16.0%	4,933	<b>5,203</b>	+ 5.5%
Pending Sales	193	<b>259</b>	+ 34.2%	3,803	<b>4,252</b>	+ 11.8%
Closed Sales	300	<b>308</b>	+ 2.7%	3,776	<b>4,142</b>	+ 9.7%
Median Sales Price*	\$242,000	<b>\$281,500</b>	+ 16.3%	\$235,000	<b>\$257,500</b>	+ 9.6%
Average Sales Price*	\$292,343	<b>\$335,074</b>	+ 14.6%	\$288,883	<b>\$316,816</b>	+ 9.7%
Percent of Original List Price Received*	96.0%	<b>96.7%</b>	+ 0.7%	95.5%	<b>96.9%</b>	+ 1.5%
List to Close	120	<b>118</b>	- 1.7%	118	<b>110</b>	- 6.8%
Days on Market Until Sale	63	<b>61</b>	- 3.2%	65	<b>53</b>	- 18.5%
Cumulative Days on Market Until Sale	77	<b>70</b>	- 9.1%	81	<b>63</b>	- 22.2%
Inventory of Homes for Sale	983	<b>765</b>	- 22.2%	--	--	--
Months Supply of Inventory	3.1	<b>2.2</b>	- 29.0%	--	--	--

\* Does not account for sale concessions and/or downpayment assistance. | Percent changes are calculated using rounded figures and can sometimes look extreme due to small sample size.



# Goals and Strategies

## Goal H-1

Ensure a variety of housing opportunities and choices for all ages and stages of life.



### Strategy H-1.1

Educate the community about the positive aspects of providing a wide mix of housing opportunities and blending housing types within neighborhoods.

### Strategy 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.

### Strategy H-1.3

Encourage developments that allow seniors to age in place.

### Strategy 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.

### Strategy 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.

### Strategy 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.

## Goal H-2

Encourage housing within mixed-use activity centers and key locations.



### Strategy H-2.1

Examine existing plans and construction trends to identify key locations for encouraging mixed-use activity centers/nodes and new residential development.

### Strategy H-2.2

Develop design guidelines for incorporating residential units within mixed-use developments.

### Strategy 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.



# Goals & Strategies

# Goals and Strategies

## Goal H-3

Rehabilitate and redevelop existing housing as it ages.



### Strategy H-3.1

Develop an inventory of older housing units that are currently in need of rehabilitation or redevelopment or will need improvements soon.

### Strategy H-3.2

Work with community partners to develop a rehabilitation assistance program especially for older, low-income, and first-time homeowners.

### Strategy H-3.3

Coordinate with code enforcement to identify and address chronic code violations especially in rental or vacant properties with absent property owners.

## Goal H-4

Protect and enhance established neighborhoods to increase walkability, provide additional public amenities, and increase pedestrian and vehicular connectivity.



### Strategy 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.

### Strategy H-4.2

Construct pocket parks, greenways, and sidewalks in existing neighborhoods to offer additional recreational opportunities and improve pedestrian connectivity

### Strategy H-4.3

Use incentive programs to create new markets for redevelopment in existing, aging neighborhoods.

### Strategy H-4.4

Strengthen code enforcement activities and policies to minimize areas of blight.

### Strategy H-4.5

Be sensitive to provide appropriately scaled developments, particularly with commercial developments or apartment complexes directly adjacent to existing neighborhoods.

# Goals & Strategies

# Goals and Strategies

## Goal 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.



### Strategy H-5.1

Create opportunities for community interaction such as meeting halls, informal gathering spaces, front porches, sidewalks, and recreational areas.

### Strategy H-5.2

Define communities and neighborhoods with signature focal points to help visitors and residents distinguish one area from another.

### Strategy H-5.3

Develop guidelines for streets, buildings, and public areas to function together.

### Strategy H-5.4

Promote pedestrian and vehicular connectivity throughout neighborhoods and between developments.

### Strategy H-5.5

Encourage the inclusion of neighborhood institutions, such as schools and churches, to help define local neighborhoods.



# Goals & Strategies



The background of the slide features a photograph of a park scene where several people are playing with water balloons. The scene is overlaid with a semi-transparent green filter. In the upper left corner, there is a decorative graphic of three stylized green leaves.

Section 8:

# OPEN SPACE, RECREATION & ENVIRONMENT

Values:

Connected, Active and Passive Recreation, Conservation

Vision Statement:

With its connected system of open space, parks, greenway trails, and abundant recreational opportunities, Stallings is recognized as one of the most livable communities in the greater Charlotte region. The environment and natural resources are examined and thoughtfully considered as part of the Town's growth strategy.



# Town of Stallings Comprehensive Land Use Plan

## Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



### *Introduction*

### *Issues*

### *Active Living*

### *Parks and Open Space*

- *Greenways*
- *Economic Benefits of Open Space*
- *Existing Facilities*
- *Programming*
- *Trends*
- *Future Needs*

### *Healthy Environments*

- *Water Quality*
- *Stormwater*
- *Wetlands*
- *Soil Mangement*
- *The Benefits of Trees*
- *Land Assembly*

### *Goals & Strategies*



## Introduction

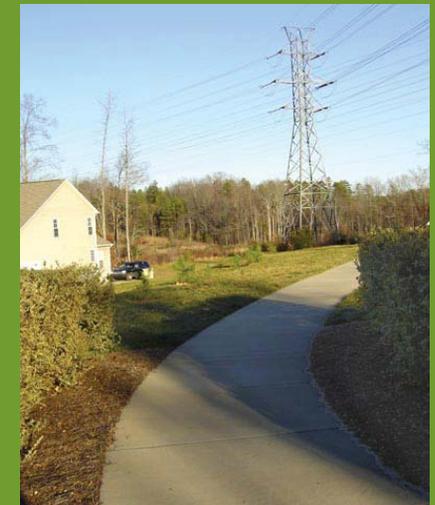
Open Space, recreational opportunities, and environmental conservation play a critical role in the quality of life and health of Stallings' residents. The Town has worked diligently, spending significant staff time and funds, to make Stallings Municipal Park one of the community's favorite attractions and a real asset to civic pride. Additional opportunities for expanding recreational amenities, particularly north of US 74, abound with Blair Mill Park offering 16 acres of useable parkland and another 8 acres of conservation space. Existing and planned greenway and pedestrian amenities offer a wonderful way to connect recreational facilities and promote active transportation throughout the Town and into surrounding municipalities.

As development continues to occur and large tracts of open space are converted to serve residential and non-residential needs, regional coordination, proactive conservation measures, and creative solutions to limited lands and resources will be needed. Open space and the natural environment must be protected to serve important community functions including:

- stormwater management and flood control,
- air and water purification,
- habitat and migration paths for wildlife,
- temperature regulation, and
- opportunities for current and future generations to enjoy nature.

Several sources were used to summarize the importance of open space, recreation, and environmental protection and to create a comprehensive inventory of available parks and recreation opportunities available to Stallings' residents. These include:

- The National Environmental Education Foundation
- 2016 State of the Industry Report for Recreation Management
- U.S. FootGolf Association
- Outdoor Recreation Trends and Futures, USDA Forest Service Southern Research Station





# Active Living



## Town of Stallings Comprehensive Land Use Plan Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

- National Recreation and Park Association
- U.S. Environmental Protection Agency
- Tree Pittsburgh
- Valuation of Landscape Trees, Shrubs, and Other Plants: A guide to the Methods and Procedures for Appraising Amenity Plants, Council of Tree and Landscape Appraisers and the International Society of Arboriculture

### Open Space, Recreation and Environmental Issues

- A need for recreational facilities and programs that will serve an aging population. As the baby boomer generation ages, the proportion of people middle age and older will increase. This age group (57-72 years old in 2017) will have increasing amounts of leisure time and will probably be more active than the previous generation.
- Multi-generational recreational opportunities are needed. Young adult professionals show a preference for pedestrian and cycling trails, as well as other non-traditional recreational activities like skateboarding,

inline skating, BMX, whitewater sports, and mountain cycling.

- School recreational facilities are not fully accessible to the adjacent community as a public resource. The growing societal awareness of the unhealthy habits of Americans and the correlating increase in the emphasis on exercise and fitness, especially for children, may lead to an increased usage of Stallings' formal and informal (schools, places of worship, government buildings, etc.) recreational infrastructure.

- Although a plan exists and an interchangeable 18 hole disc golf course has been built, Blair Mill Park is not developed to its fullest potential.
- Projects within the Stallings pedestrian plan have not been fully developed, and should be prioritized for public investment and for private implementation as development occurs.
- While the need for active recreational fields and facilities continues to grow, Stallings must be ready to accommodate the trend toward increased use of parks and recreation facilities for less organized pursuits, such

as walking and cycling, and children's playground activities.

- As the demand for more flexible open space grows, resources within Stallings for acquiring that space are decreasing. Innovative strategies for providing useable open space for the Town's residents must be sought.

### Active Living

A key component of a healthy life is a physically active life. People who have direct access to parks and active transportation facilities are more likely to have active lifestyles and live healthier lives. Parks and other accessible green spaces form an essential part of a healthy community. The design of a community — including elements like the width of streets; the presence of well-lit sidewalks, parks, community gardens and trails; and the location of schools, shopping and employment centers relative to homes — affect people's ability to live healthier lifestyles. Living close to parks and trails can provide health benefits, as well as many social benefits that positively affect residents and their mental well-being. The bottom line is that physical activity is essential. Children need it to grow to their full potential. Adults need it to stay fit and healthy. Seniors need it to maintain quality of life.

Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

Over the last half century, land development trends in and around Stallings have undermined healthy lifestyles, by inhibiting physical activity. Stallings is a community where land uses tend to be highly segregated, and when destinations are far removed from residential areas, people tend to rely on their vehicles more often — even for short trips — instead of walking or cycling. This can have far-reaching impacts, particularly upon young people. Far fewer children are walking to school than in previous decades, and according to the National Environmental Education Foundation (NEEF), have also witnessed a 50% loss of unstructured outdoor activity for children. Childhood obesity is one of the most urgent threats to the health of children and families in Stallings. Nearly one-third of all children and adolescents in the United States are overweight or obese. Cases of obesity in teens and adults has also reached alarming numbers.

According to the North Carolina Center for Health Statistics :

- 66% of North Carolina adults are overweight or obese.
- 28% of non-Hispanic white adults, 40% of non-Hispanic black adults, and 25% of Hispanic adults in North Carolina are obese.

- 26% of North Carolina high-school students are overweight or obese.

Beyond cosmetic concern and quality of life issues, obesity has been identified as a contributing factor to many chronic diseases and conditions in both adults and children, including hypertension, type-2 diabetes, colon cancer, osteoarthritis, osteoporosis, and coronary heart disease. In addition, the health care costs associated with our sedentary lifestyles, and obesity-related illnesses are on the rise, with costs for treatment estimated at over \$78 billion annually.

The need for recreation and active lifestyles is paramount, and parks have a vital role to play. NEEF has found that children living within a 1/2 mile of a park are more likely to have higher levels of physical activity. Children who spend more time outdoors are less likely to be overweight by 27 - 41%.

While many residents of Stallings can afford physical activity through private membership venues, most of the Town's residents are in need of free-use public facilities for exercise. Free, public recreation within a community is a matter of civic responsibility and promotes the common good for all citizens.

Parks and Open Space

As the population of Stallings continues to expand, the preservation and construction of parks, recreational facilities and open space is becoming even more critical. With the steady growth in residential development and road construction occurring in previously undeveloped areas, particularly in the U.S. 74 and Old Monroe Road corridor, the Town must ensure that significant tracts of land are set aside for open space preservation and future recreational needs. Creating linkages and connections throughout the Town and to neighboring jurisdictions will increase opportunities for recreation and provide viable means of reaching destinations.

Greenways

As Stallings continues to grow, there is a necessary opportunity to preserve and make use of some of the Town's best natural assets. The development of greenways can provide the community with miles of paths for walking, jogging, bicycling and other forms of non-automotive recreation.

The development of greenways has been a trend in cities across the country since the 1970's. The trend emerged both because of a dramatic shift toward the activities for which greenways are best suited, and because of the relative





## Town of Stallings Comprehensive Land Use Plan

### Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

# Economic Benefits

cost-effectiveness of greenway development. Greenways are usually located on land that goes unused for any other purpose. While greenways typically include some type of trail for public or private use, they can also remain completely natural.

Greenways benefit the public through the transportation, environmental, and connectivity functions that they serve. They can potentially connect parks, neighborhoods, schools and other destinations. If a greenway is strategically located, it can function as an alternate transportation system, giving pedestrians and cyclists a safer and more enjoyable route than thoroughfares. Greenways also function to preserve natural habitats, remove critical areas from development, and serve as a buffer between development and streams, providing filtering for stormwater runoff.

Other greenway benefits include:

- Helping to reduce air pollution by lessening the demand for vehicular travel.
- Enhancing urban livability through the protection of stream corridors and offering the opportunity to interact with the natural environment.
- Preserving natural features, and thereby adding aesthetic value to

the overall image and quality of life of our community.

- Protecting wildlife by providing habitat, shelter, and linear movement for the wildlife.
- Providing opportunities for people, particularly children, to have a close-up, live classroom setting of how nature relates to the environment.

Potential greenway land might not be obvious in Stallings because vegetation, buildings, and/or the rise and fall of the land can obscure it. Frequent greenway locations include streams and floodplains, abandoned streets, abandoned railroad beds, and utility rights-of-way.

Greenways help to protect important community scenic and historic sites, and they can connect these places to parks, neighborhoods, and schools. When determining locations for future greenway funding, policy makers should look at making connections between existing and future community facilities such as:

- parks;
- schools and school playgrounds;
- neighborhoods;
- retail centers;
- existing greenways and trails;

- community recreation centers;
- historic sites and tourism sites;
- libraries, offices, employment centers, civic spaces;
- miscellaneous points of interest and visitation; and,
- major tracts of open space.

#### Economic Benefits of Open Space

Evidence abounds of the economic benefits of green space and recreational facilities through increased real estate value based on the property's proximity to these features. In addition, these amenities can lead to a more desirable community, by helping to:

- improve business recruitment;
- increase visitation, and
- retain retirees.

#### Improve Business Recruitment:

In today's knowledge-based economy, businesses are adding quality of life to their list of factors affecting business location. Many location recruiters give high scores to amenities such as entertainment, recreation, parks and open spaces, and cultural events. For Stallings to diversify its economy and attract and retain knowledge-based companies, the Town must strategically invest in these quality of life factors.



## Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

### Increase Visitation:

Parks, greenways, and open spaces can attract visitors from other communities. In addition, many recreation leagues are continuously looking for local facilities for tournaments, 5k walks and runs, bicycle races, and other events. Participants and fans often eat at local restaurants and will shop at local stores.

### Retain Retirees:

The U.S. Census shows that, in terms of per-capita disposable income in the United States, older adults tend to be the wealthiest portion of the population. While many retirees choose to age in place, many others search for a new location that will provide the types of services they will need in their later years. Attracting and retaining what may be the most affluent and activity-oriented group of retirees to Stallings will require an robust mix of recreational and cultural activities.

The provision of adequate parks, open spaces, greenways, and recreational facilities is an important indicator of quality of life, and therefore, will be instrumental in attracting a diversified economy and workforce to Stallings. Parks and open spaces make the community more livable and more competitive. If marketed well, these assets could attract businesses, visitors and new residents.



Stallings Municipal Park Photo: Google

The Stallings of the future should have an abundance of parks and open spaces distributed equitably throughout the community, with connecting greenways that accommodate the variety of recreational needs of a growing and diverse population. The Town has a great start with its variety of current facilities.

### Existing Recreational Facilities

The following is an inventory of recreational facilities in and adjacent to the Town of Stallings. The list includes public, private and school facilities.

## PUBLIC PARKS AND FACILITIES

### Stallings Municipal Park

340 Stallings Road

Area: 9.33 acres, fenced

Parking: 91 spaces

- 4 playgrounds
- 2 multi-purpose fields
- restrooms
- 2 picnic shelters
- 3 picnic pods
- 1 outdoor nature classroom
- covered performance stage
- 2 decorative pavilions with shelters
- 2 tennis/ pickleball courts
- small water park
- .5 mile walking path/boardwalk
- lighting
- crosswalk connection to Town Hall



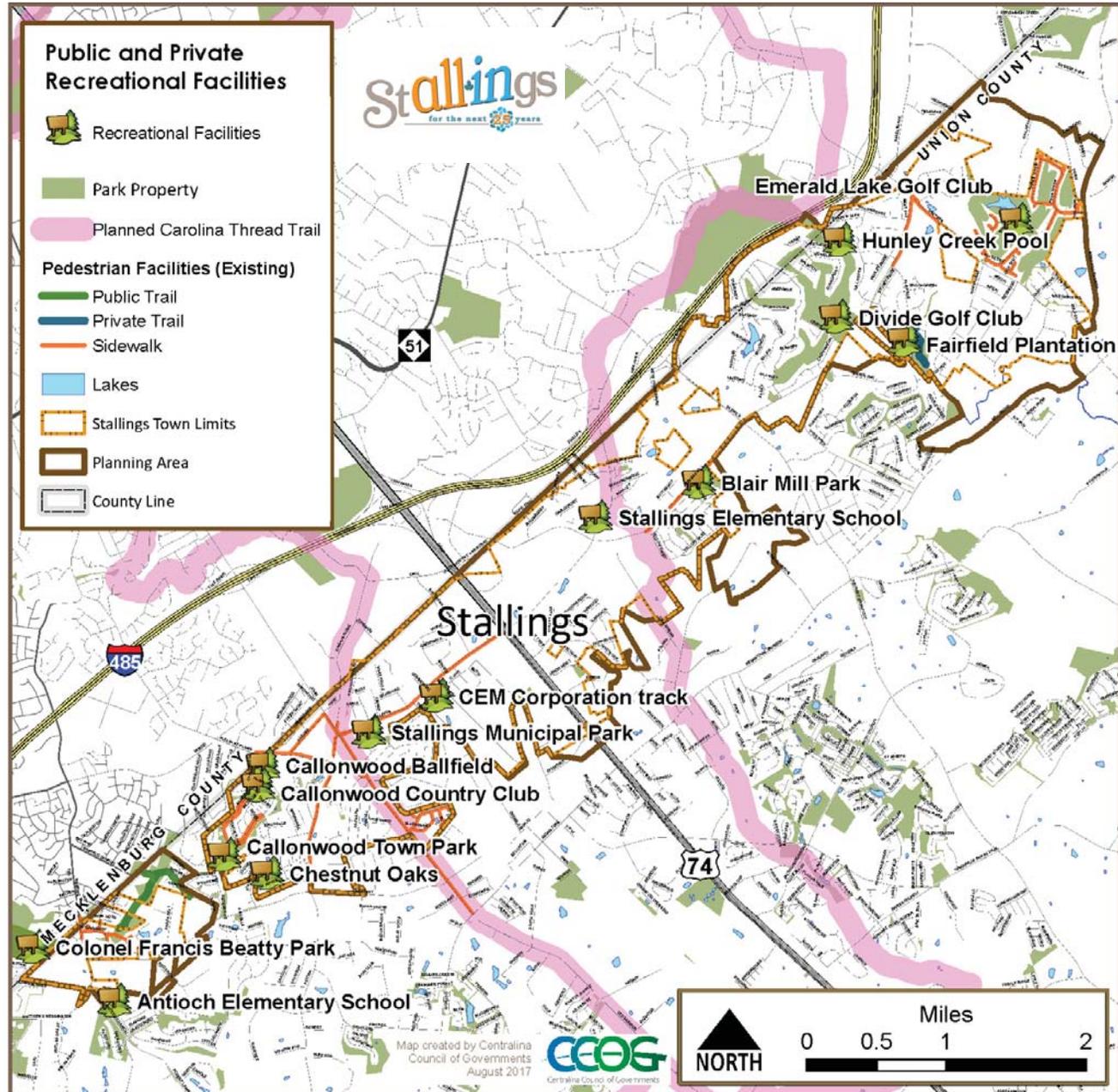
# Public Parks





# Town of Stallings Comprehensive Land Use Plan

## Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



# Town of Stallings Comprehensive Land Use Plan

## Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



Blair Mill Park Photo: Ryan Pitkin/USW

### Blair Mill Park

Fair Oaks Drive

Area: 16 useable acres (24 acres total)

Parking: 40 spaces

- 1 multi-purpose field
- 18 hole disc golf course
- wooded area
- sidewalk along Stevens Mill Road and Fair Oaks Drive



Stallings Elementary School

### Stallings Elementary School

3501 Stallings Road

- fenced youth baseball field
- soccer field
- 2 playgrounds
- running track
- walking path (.1 mi.)



Colonel Francis Beatty Park Photo: Google

### Colonel Francis Beatty Park

(adjacent to town limits)

4330 Weddington Road,

Area: 265 acres

- 2 basketball courts (lighted)
- 6 tennis courts
- 5 lighted soccer fields
- 4 horseshoe pits
- Indoor shelters
- 2 outdoor picnic shelters
- 10 picnic areas with tables and grills
- Walking trails
- 2 playgrounds
- Mountain Biking Trails
- Conference Center
- Rest Rooms
- 2 softball fields
- Lake with kayaking, fishing and canoeing



Antioch Elementary School

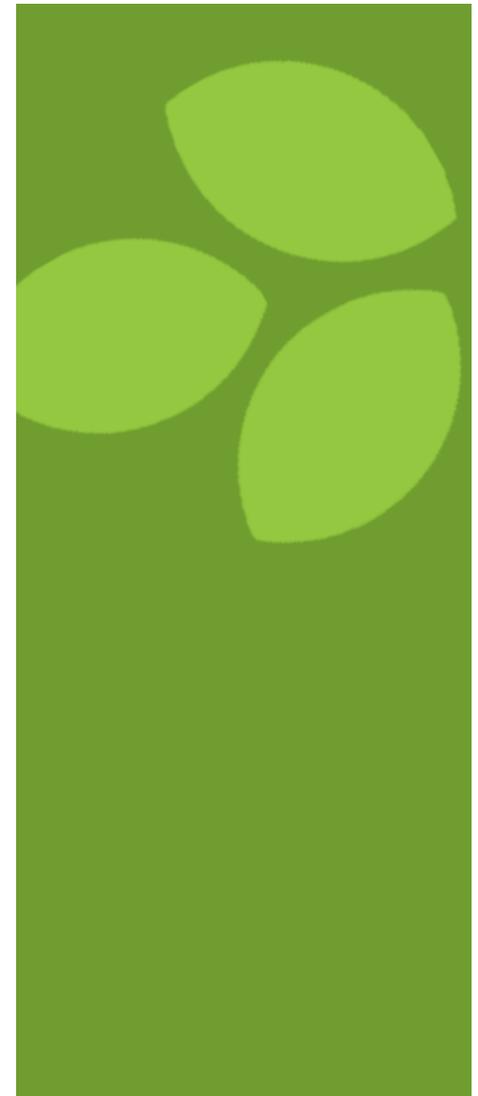
Photo: Google Earth

### Antioch Elementary School

(adjacent to town limits)

3101 Antioch Church Road,

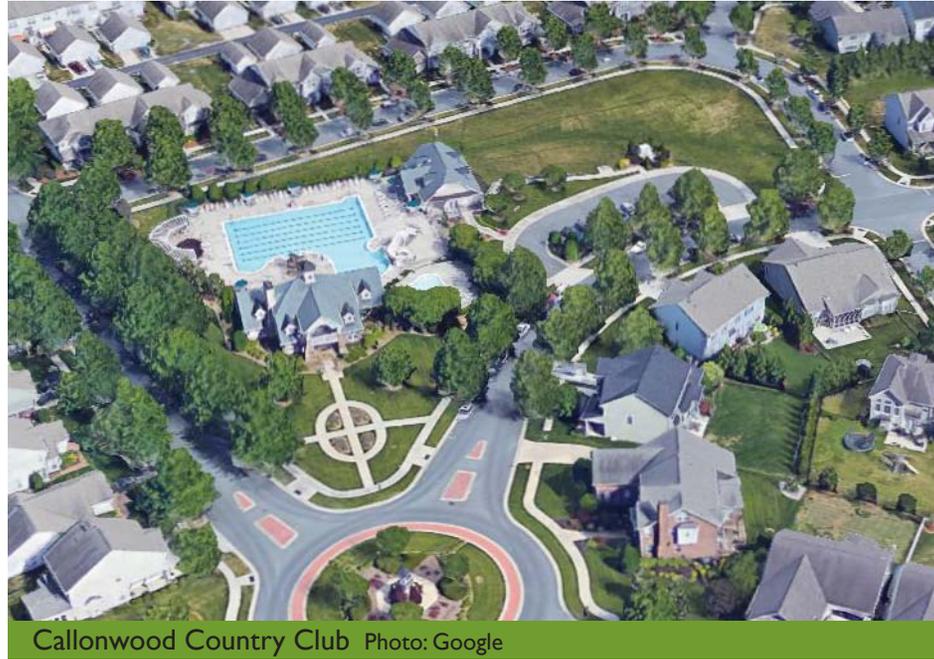
- 2 playgrounds
- running track





# Private Parks

## Town of Stallings Comprehensive Land Use Plan Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



Callonwood Country Club Photo: Google

### PRIVATE PARKS AND FACILITIES

#### Callonwood

Hammond Drive

Area: 2.17 acres

Parking: 9 spaces

- clubhouse
- pool house
- 7-lane swimming pool



Callonwood Town Park  
Photo: Google

#### Callonwood Town Park

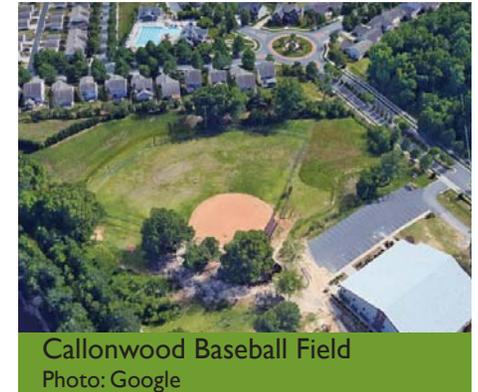
Hammond Drive,

Area: 16.88 acres

Parking: 33 spaces

- picnic shelter
- 2 playgrounds
- fenced baseball field

- soccer field
- 10 picnic tables
- wooded area



Callonwood Baseball Field  
Photo: Google

#### Callonwood Baseball Field

Callonwood Drive

Parking: 44 shared spaces

- fenced
- lighted
- adult size field



Fairfield Plantation

#### Fairfield Plantation

Fieldstone Drive Stoney Ridge Road

Area: 19.3 acres

Parking: 54 spaces



# Town of Stallings Comprehensive Land Use Plan

## Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

- clubhouse
- swimming pool
- picnic shelter
- 2 tennis courts
- playground
- multi-purpose field
- walking trail with boardwalk
- wooded area



**Chestnut Oaks**

### **Chestnut Oaks**

Craftsman Ridge Drive,

Area: 12.1 acres

Parking: 23 spaces

- clubhouse
- 7-lane swimming pool
- pavilion
- basketball (1/2 court)
- multi-purpose field
- playground
- wooded trail



### **Divide Golf Club, Shanamara**

6803 Stevens Mill Road

Area: 161.51 acres

Parking: 164 spaces

18-hole private course

clubhouse



### **Emerald Lake Golf Club**

9750 Tournament Drive

Area: 153 acres

Parking: 135 spaces

- 18-hole private course
- clubhouse
- swimming pool



**Hunley Creek & Willowbrook Pool**

### **Hunley Creek & Willowbrook Pool**

Millhouse Lane at Green Ash Lane

Area: 4.37 acres

Parking: 54 spaces

- clubhouse
- 2 tennis courts
- pool
- playground



### **CEM Corporation Track**

3100 Smith Farm Road

- paved track
- 6 hole disc golf course



### **ADDITIONAL PRIVATE AMENITIES:**

#### **Arlington Downs**

202 Arlington Downs Boulevard

- clubhouse
- pond with fountain

#### **Chestnut Place 2**

5016 Stonehill Lane

- clubhouse
- pool

#### **Courtyards at Emerald Lake**

2365 Avalon Place

- clubhouse
- pool

#### **Courtyards at Weddington Road**

Coltsview Lane

- clubhouse
- pool

#### **Wendover at Curry Place**

101 Azteca Drive

- clubhouse
- pool

#### **Fairhaven**

1115 Tranquil Falls Lane

- clubhouse
- pool

#### **Kerry Greens**

3061 Vivian Court

- clubhouse
- pool





## Town of Stallings Comprehensive Land Use Plan

### Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

# Programming

#### Programming

Various standards have been developed by professional and trade associations that are used throughout the country to determine optimal ratios of population to open space. According to the National Recreation and Park Association (NRPA), a figure of 10 acres per 1,000 population is a commonly accepted standard used by many communities.

The Trust for Public Land (TPL) 2017 *City Park Facts* reviewed park statistics for the 100 most populous U.S. cities in 2016. The cities ranged from high density cities like Arlington, VA (13.53 residents per acre) to low density cities like Charlotte (2.96 residents per acre). While the population of Stallings is much lower than Charlotte's, its density of residents per acre is comparable at approximately 2.81. The TPL study found the median amount of parkland as a percentage of overall land area (excluding airports and railyard areas), for low density municipalities, was 8.1% and 24 acres per 1,000 residents.

The accompanying table shows Level of Service (LOS) standards for park and recreation facilities as recommended by the NRPA (or by the State of North Carolina when there is no national recommendation). The table gives the recommended number of various recreational facilities that a municipality

should have based upon its population. The recommended number of facilities is compared to the number of those facilities within Stallings, as well as the Town's goals for those facilities in the future.

These numbers are not "minimally acceptable standards" of park and recreation facilities; rather they are targets to strive toward for an optimum level of service for the community (totals are rounded).

#### Recreational Facilities - Level of Service

Facility Type	Recommended Standard per Population	Facility Needs (July 1, 2015 pop. 15,270)	Facility Inventory* (2017)
Adult baseball fields (lighted)	1/20,000	1	1
Youth baseball/ adult softball	1/5000	3	3
Ball field (soccer, football)	1/5000	3	6
Basketball courts	1/5000	3	2.5
Tennis courts	1/2000	8	12
Picnic tables	1/125	122	
Picnic shelters	1/2000	8	5
Playgrounds	1/1000	15	14
Trails	0.4 mile/1000	6.1	
Recreation Center w/ gym	1/25,000	1	
Swimming pool	1/20,000	1	5
Golf course (9-hole)	1/25,000	1	2
Golf course (18-hole)	1/50,000	0	2
Open Space/Park Land	16 acres/1000	243	442**
Dog Park*	1/50,000	0	0
Skateboard Park*	1/50,000	0	0

\*Includes both public and private recreational facilities in Stallings and adjacent to Town limits.

#### National Recreation and Park Association



Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

Trends

While parks and recreation agencies across the country often operate on very limited budgets, studies indicate that more Americans are taking advantage of services than ever before. Whether trading in a pricier health club membership to work out at the local rec center, or swapping that beach vacation to splash around in the local waterpark, many citizens are looking for ways to do their own budget cutting, and parks and recreation offers an alternative.

As people progress through the stages of life, their abilities and preferences for physical and leisure activities change. Young adults, particularly single professionals, may look for solo or couple exercise opportunities such as greenways and trails, bicycle paths, and jogging tracks. Families with children are likely to seek out playgrounds, athletic fields, aquatic facilities, and picnic areas. Senior citizens may enjoy greenway trails, but may also want to take advantage of activities offered at recreation centers.

According to a 2016 State of the Industry report of recreation, sports, and fitness professionals by *Recreation Management*, the top 10 amenities included at park and recreation facilities were:

1. Playgrounds
2. Park Shelters
3. Park Restrooms
4. Outdoor sports courts for games like basketball and tennis
5. Community Centers
6. Bike Trails
7. Skateparks
8. Dog Parks
9. Community Gardens
10. Disc Golf Courses

The report shows that these amenities also dominate the plans those surveyed had for improving their facilities, with park structures, trails, and playgrounds being among the top five planned additions. Some notable additions also appearing in the top five were splash play areas and dog parks, with skateparks and disc golf courses following close behind in popularity.



The accompanying Level of Service Table shows that Stallings has a high number of golf facilities for its local population. The National Golf Foundation reports that the traditional golf-

ing industry has been on the decline over the past 8 years. While this trend may pose some degree of hardship on local courses, there is a growing trend in the alternative golf movement. Some communities are taking a creative approach to breathe new life into an old sport, and these variations on the golf theme are attracting participants of all ages. Young people are enjoying Footgolf, played with large holes and soccer balls. Seniors are being drawn to fast play par 3 Short Course golf. And recreational golfers are taking up Hack Golf, which uses 15-inch holes and relaxed rules. Some courses encourage local running clubs to use cart paths early in the morning, before courses open. U.S. FootGolf Association (USFGA) Executive Director Bill Clevenger remarks: “Traditions of the game are changing to fit today’s demographic.”

Research shows that more Americans are participating in outdoor recreation more frequently, and their preferences for outdoor recreation are changing. In a national study by the USDA Forest Service Southern Research Station, *Outdoor Recreation Trends and Futures*, current choices for outdoor recreation differ noticeably from those made by previous generations. Participation in “traditional” activities such as hunting and fishing has flattened or declined while activities that involve viewing





# Future Needs



## Town of Stallings Comprehensive Land Use Plan Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

and photographing nature are becoming more popular. Because of the continued importance of public lands for outdoor recreation, study findings have direct implications for how these lands are managed in the future.

### Future Needs

Acquisition of parklands and open space is a time sensitive priority. Once Stallings has “built-out,” opportunities for open space and parkland preservation will be forever lost. Land for parks, recreational and open space purposes are capital investments that help to secure a sustainable and economically viable future for the Town. These lands are vital for Stallings to be a well-rounded community that is attractive to both new residents and businesses. The establishment of parks and open spaces should be considered an ongoing process as the Town expands.

Just a few of the noteworthy trends identified by the NRPA underscore the need for increased investment in recreational lands:

- Local healthcare providers will increasingly refer patients to evidence-based health activities in parks.
- There will be more cooperation between park and rec agencies and school systems especially in the design and programming of park/school facilities.
- More agencies will develop “Rec2Tech” initiatives in rec centers using technology, 3D printers, maker-training, and other tech-friendly activities to engage hard-to-reach teens.
- Agencies will increasingly use drones as part of their light displays and/or festivals.

### Healthy Environments

A healthy and attractive natural environment is a fundamental component for providing a superior quality of life for residents of Stallings, contributing to both the healthy well-being of its residents and to a healthy business environment. The natural environment significantly defines both the social and economic quality of the community. It directly effects property values, and can potentially attract new development and tourism. Clean air, water and soil are both the products and the prerequisites for a healthy natural environment. The conscientious conservation of the Town's natural resources will help ensure that future residents and businesses have resources necessary for the community's continued vitality.

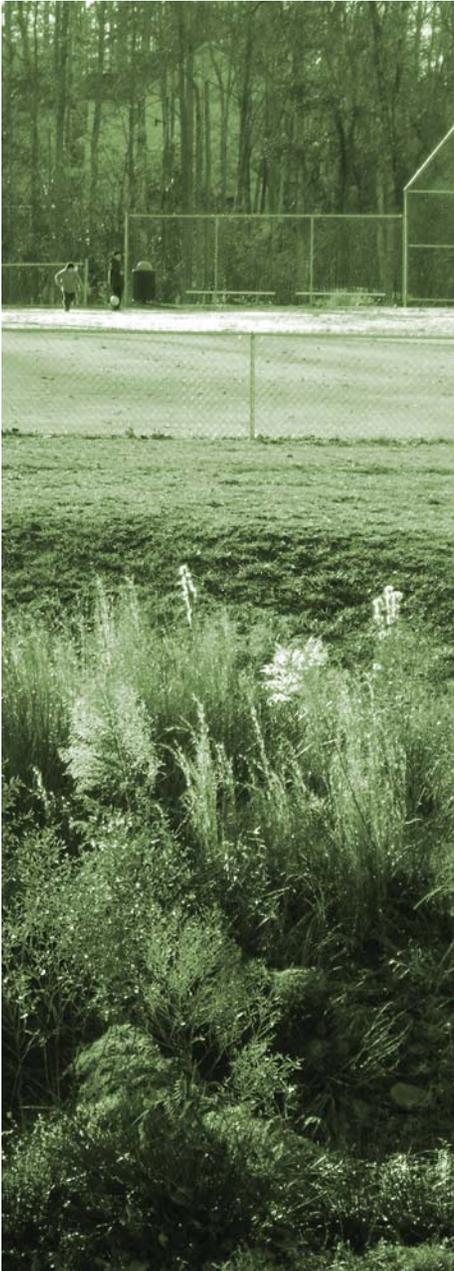
People value undeveloped land. The NRPA has predicted that in 2017, parks will be appreciated for their conservation value as much as their recreation value. With rapidly diminishing amounts of open space available across the U.S., the natural values of every park will be considered one of the more important assets of the community, as places that reduce urban temperatures, provide habitats that protect nature and biodiversity, manage stormwater naturally, and protect and preserve clean air and pure water. Wild natural



Crooked Creek Crossing disc course at Blair Mill Park

## Town of Stallings Comprehensive Land Use Plan

### Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



areas with limited evidence of humans provide a source of inspiration, wonder and escape from busy urban environments. Undeveloped green space also plays an important role in maintaining physical and mental health. Wild areas are necessary for wildlife to thrive, while serving as “living classrooms” that provide important educational opportunities. Out of this growing awareness and appreciation, the NRPA foresees that the public will turn out in ever greater numbers to volunteer for conservation activities in parks.

Land set aside for conservation is not inactive. It is working in multiple and profound ways for the benefit of the Town, and the people who live there. Depending on variables like acreage, land cover, and geologic features, the benefits of preserved open space include: stormwater absorption, air and water purification, microclimate regulation, the reduction of greenhouse gases, carbon sequestration, flood control, erosion control, and the support of habitat for wildlife and native plants.

As Stallings becomes more urbanized, the natural environment will inevitably suffer. Increased impervious surface creates more rapid runoff causing siltation problems in lakes and streams. Increased rooftops, streets and parking lots will also cause a warming effect

on cold-water streams, changing the habitat conditions and hindering the survival of some species. Increasing residential development (particularly single-family residential) will tend to bring with it more lawns, which are often treated with fertilizers, pesticides and herbicides. Fertilizers containing phosphorus wash into wetlands, lakes and streams and foster new forms of vegetative growth hazardous to existing and native plant life. Urban growth creates more noise and air pollution as freeways and roads become more congested and more and more industry is developed. These trends are not unique to Stallings, and are just as much of a regional issue as they are a local issue.

While some of the damage cannot be corrected, making better choices to minimize impacts to the local environment can put Stallings on a path towards becoming a more sustainable community enjoyed by generations to come. Sustainable practices include preserving, conserving, and intensively managing resources to minimize the impact of development on the environment, as well as ensuring that all residents live in areas free from the unhealthy effects of environmental pollution.

The future challenge to Stallings will be to accommodate growth while slowing

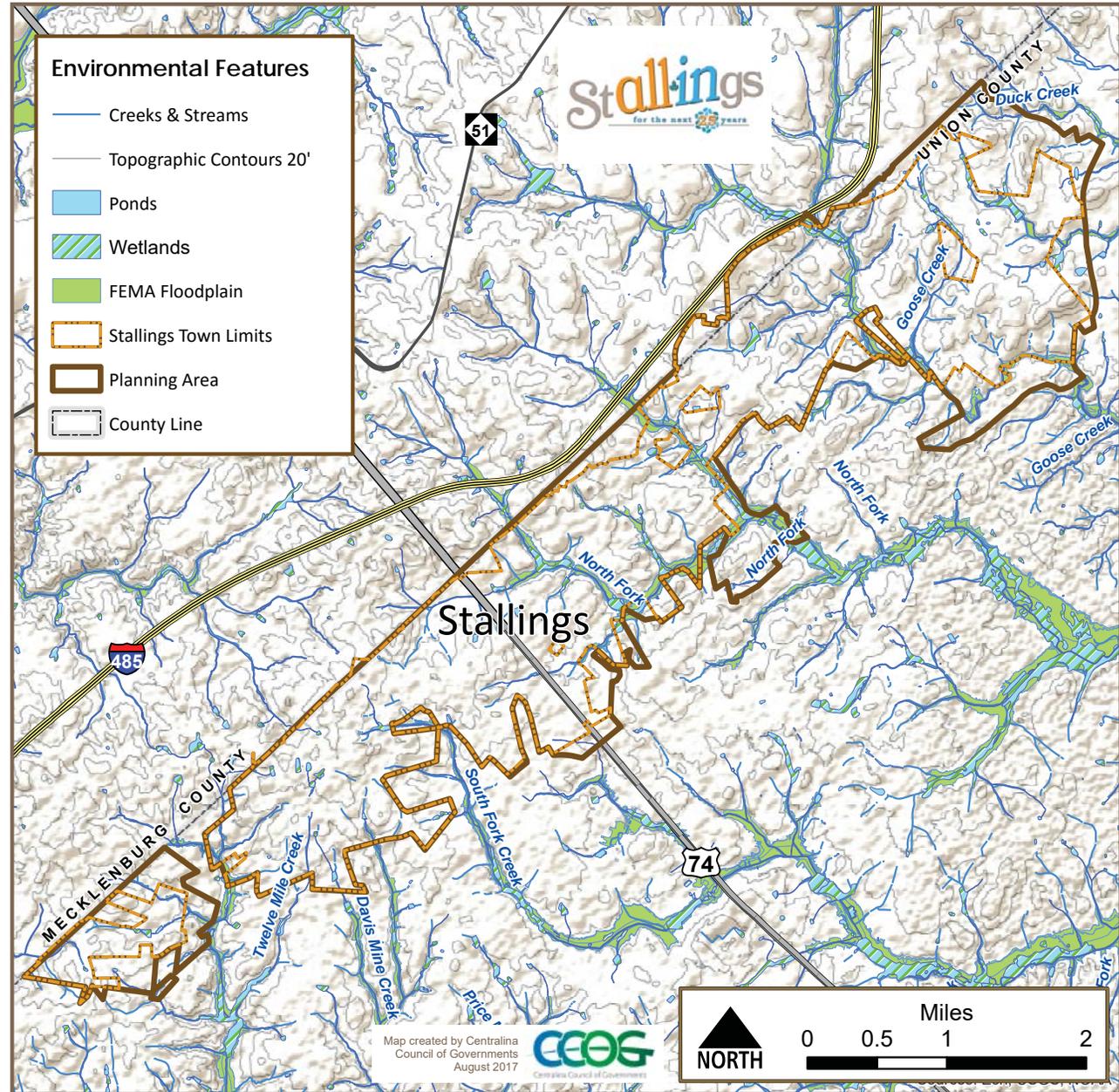
### The benefits of preserved open space include:

- stormwater absorption
- air and water purification
- microclimate regulation
- reduction of greenhouse gases
- carbon sequestration
- flood control
- erosion control
- support of habitat for wildlife and native plants



# Town of Stallings Comprehensive Land Use Plan

## Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



## Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

the loss of land, the consumption of resources, the pollution of waterways, congestion, and environmental stress brought on by sprawling development patterns. Environmental policy must strike a balance, encouraging prudent use of natural resources without compromising the ability of future generations to meet their needs. This path towards sustainability starts with understanding practices that damage the environment and working to develop policies that provide more emphasis on restoring and preserving the natural environment.

### Water Quality

The EPA rates stormwater runoff pollution as the number one water quality problem in the United States. Pollutants that enter waters fall into two categories: point sources and non-point sources. Point sources can be traced directly to sites such as sewage outfall pipes emptying into streams, rivers and lakes. Non-point sources come from dispersed and less identifiable locations such as lawns, golf courses, motor vehicles, parking lots, roof tops, etc. Non-point source pollution occurs when stormwater runoff carries pollutant particles into streams, rivers and lakes. While these sources originate from a broad range of land use activities, factors that affect stormwater runoff and

non-point source pollution are generally development related.

As the population increases within the Stallings planning area, so will the rate of urbanization, and with that, increased amounts of impervious surface that yield increased stormwater runoff. In the future, careful land use planning emphasizing pollution prevention and minimization will be necessary to maintain current water quality and to prevent further degradation.



Creek near Lake Drive,  
Fairfield Plantation, Stallings

### Stormwater

Urban drainage and flood control have traditionally focused on removing the water as quickly as possible through structured systems such as curbs, gutters, pipes and culverts. While such rapid drainage techniques can be efficient, they can also cause flooding and erosion downstream, as the fast delivery of stormwater overwhelms the natural drainage systems when they eventually meet.

Low-Impact Development favors the management of stormwater drainage on-site. Rather than draining away all the water at once during a storm, a significant portion of it is detained on the property for a period, then released slowly to the drainage system. On-site detention strategies provide dual benefits. First, the volume of water released to the stream during the critical period of the storm is reduced. Second, a portion of the water is removed naturally on site by absorption into the soil and evaporation. This effect is facilitated by natural (rather than structural) drainage systems, such as swales and retention ponds, that allow the water to evaporate and percolate into the soil.

The major challenge with drainage systems in Stallings is likely to be maintenance. Drainage structures on public property, such as street rights-of-way





# Water Quality



## Town of Stallings Comprehensive Land Use Plan Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



Stevens Mill Crossing Photo: Google

or easements, are regularly maintained. But most drains, pipes and ditches are located on private property. Broken or blocked pipes and drains can cause regular flooding, sinkholes, erosion, polluted water and unsafe road conditions.

### Wetlands

Wetlands are areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. The ecological parameters for designating wetlands include hydric soils, hydrophytic vegetation, and

hydrological conditions that involve a temporary or permanent source of water to cause soil saturation. Wetlands generally include swamps, marshes, bogs and similar areas. The Environmental Features map of Stallings, included in this section, shows where these areas are concentrated within the 100-year floodplains of the major creeks, particularly the Goose Creek and North Fork branches.

### Soil Management

Soil conditions need to be evaluated and considered in the planning and development process to ensure buildings

and structures are adequately supported and that soil is conserved. Minimizing soil erosion can help control airborne dust as well as sediment deposition in watercourses. Soil depths must also be adequate for water to infiltrate into the ground and maintain groundwater levels in aquifers. Soils host a community of insects, fungi, roots, and bacteria integral to every natural ecosystem. Disturbances to this ecosystem may affect vegetation and decomposition, promote the colonization of invasive species, decrease water quantity, or degrade water quality.

Soils have varying suitability for land development, roads and septic fields. Their capacities for drainage, load bearing, and fertility vary by soil type. Identifying soil characteristics allows for proper evaluation for land development with regard to the physical suitability of the soil.

### The Benefits of Trees

Trees improve the environment by producing oxygen, removing pollutants from the air, buffering noise, providing wildlife habitat, reducing stormwater impacts, and lowering air temperatures during hot summer months. Trees also provide psychological benefits and increase real estate values by as much as 15%, according to the National Association of Home Builders. As Stallings

Section 8: OPEN SPACE, RECREATION & ENVIRONMENT



continues to develop, trees must be integral to that development.

Urban trees often have substantial monetary values. Studies document how real estate agents and home buyers assign between 10 and 23 percent of the value of a residence to the trees on the property. Local governments capture some of this monetary value because enhanced property values increase assessed values and the tax base.

Trees benefit the community by:

- Reducing stormwater runoff;
- Lowering summer air temperatures;
- Reducing air pollution and atmospheric carbon dioxide (CO<sub>2</sub>);
- Reducing heating and cooling costs;
- Enhancing property values;
- Providing wildlife habitat;
- Improving health and wellbeing; and,
- Providing aesthetic benefits.

One very well documented example of a community saving money through trees is Pittsburgh. In 2012, the City approved a master plan for maintaining

and expanding its tree canopy over the next 20 years. The decision came after a nonprofit group called Tree Pittsburgh used i-Tree to determine that the trees planted along sidewalks and medians throughout the city provided \$2.4 million worth of environmental and aesthetic value every year. Since the city spends only \$850,000 a year on street planting, that's quite a return on investment: Pittsburgh gets about \$3 in benefits for every dollar it invests in trees.

Appraisal methods for estimating the monetary value of landscape vegetation, including trees, have been established for use by insurance companies, courts and public agencies, (see *Valuation of Landscape Trees, Shrubs, and Other Plants: A Guide to the Methods and Procedures for Appraising Amenity Plants*, prepared by the Council of Tree and Landscape Appraisers and published by the International Society of Arboriculture). While attaching a dollar value to the benefits of trees can be helpful for budgeting purposes, the overall environmental value to Stallings of trees and the tree canopy actually reaches far beyond this level of assessment.

**Land Assembly and Funding Sources for Parks, Open Spaces, and Greenways**

Investing the resources needed to ac-

quire and properly maintain and protect the parks and open space in Stallings can be monumentally challenging for the local government, but there are many avenues available to the community to accomplish this.

**Private Land Donations**

Private citizens may contribute any land that the Town is willing to accept. The land donor can claim the value of the land donated to a charitable organization as an income tax deduction equal to the land's current fair market value. Land donation will also remove its value from an estate, reducing future estate taxes. Land donations result in an actual transfer of ownership unlike a conservation easement - to be discussed - which relieves the owner of the management and care of the land. Furthermore, North Carolina provides a 25% of value state income tax credit (distributable over 5 years), for land and easements donated for public recreational and conservation purposes.

**Land donations through development process**

As development continues in Stallings, donation of land or payment in lieu of land for greenways or other open spaces can occur. In such instances, during the rezoning process, developers of both residential and non-residential projects agree to dedicate land and

**The benefits of trees include:**

- Reduced stormwater runoff;
- Lowered summer air temperatures;
- Reduced air pollution and atmospheric carbon dioxide (CO<sub>2</sub>);
- Reduced heating and cooling costs;
- Enhanced property values;
- Increased wildlife habitat;
- Improved health and wellbeing; and,
- Aesthetic benefits.





# Stallings



## Town of Stallings Comprehensive Land Use Plan Section 8: OPEN SPACE, RECREATION & ENVIRONMENT

construct portions of the public greenway system. The developer can obtain credit for opens space improvements (residential developments), promote support for the project, and create an amenity for future buyers or users that will reach beyond their own project. Projects outside a greenway plan area can provide sidewalks and connector trails for access to the proposed or existing public trail system.

### Development Code Mandates

Stallings can require a certain amount of land in residential developments to be set aside as open space. For this, the developer is permitted to develop in greater density/intensity on the remaining land and is freed of some lot dimensional and setback requirements. In this process, it is important that the set aside land meet certain standards. It must be more than just a leftover area that is not developable. Such land can sometimes be inaccessible and may have little use for recreational purposes.

### Conservation Easements

Legally binding agreements can be made between a property owner and a governmental body or land trust that restricts the type and amount of development that may take place on the property. A conservation easement ensures a landowner that their land will be protected for future generations. The

ownership of the land does not change hands and does not imply free ingress or egress by the public. For the municipality, conservation easements are a better financial alternative than land donations because the land remains in private ownership and on the tax rolls, unlike publicly owned land. The Town is not responsible for the maintenance of easements.

### Excess purchase by municipality

Utilizing the proximaty principle, the municipality can purchase an excess amount of land for a park project. After developing the park, which increases the value of the surrounding land, the municipality can sell the remaining land at a higher market value. The increased property tax revenue pays for the original investment.

### Grants

Money is available at both the state and local level through grants to purchase land for protection purposes.

### General Revenue

Local general tax revenues and voter approved tax levies can support the purchase of property for open space protection.

### Bonds

Another way Stallings can fund capital parks, recreation and open space improvements is through a general obligation bond referendum. Because the full faith and credit of the Town as a taxing authority is pledged, authority for a General Obligation (G.O.) bond issuance must be granted by the electorate.



Crooked Creek Crossing disc course at Blair Mill Park

# Goals and Strategies

## Goal OS-1

Seek to better understand the recreational and open space needs of Stallings' citizens in the context of the surrounding region.



### Strategy 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.

### Strategy 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.

### Strategy OS-1.3

Include community participation in planning for future greenway projects.

## Goal 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.



### Strategy 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.

### Strategy OS-2.2

Balance development with natural resource protection and conservation.

### Strategy OS-2.3

Ensure equitable distribution of park and recreation facilities throughout the Town.

### Strategy OS-2.4

Identify and promote opportunities to connect schools to natural areas using trails.

### Strategy 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.



## Goals and Strategies

### Strategy OS-2.6

Provide recreational facilities and programs that target those over 55 to enhance their quality of life as they age within Stallings.

### Strategy 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.

### Strategy 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

### Goal 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.



### Strategy 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.

### Strategy 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.

### Strategy 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.

### Strategy OS-3.4

Emphasize trails and pedestrian connectivity in small area plans and the UDO.

### Strategy OS-3.5

Create a townwide Greenway Plan connecting town trails to adjacent jurisdictions.

# Goals & Strategies

# Goals and Strategies

## Goal 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.



### Strategy 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.

### Strategy OS-4.2

Evaluate the Town's annual capital improvement plan budget for open space and greenway projects.

### Strategy OS-4.3

Encourage the dedication of properties for recreation through fiscal incentives.

### Strategy 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 Stallings Pedestrian Plan*.

### Strategy 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.

## Strategy 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.

## Strategy OS-4.7

Explore the recommended funding strategies in the *2008 Stallings Pedestrian Plan*, Section 4.2.

## Goal OS-5

Ensure that Town policy enables and encourages actions that engender a natural environment of highest quality.



### Strategy OS-5.1

Require review of all projects, including new construction and additions for commercial and residential uses for stormwater impacts. Require a permit for all projects.

### Strategy 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.

### Strategy OS-5.3

Recruit volunteers from the community to assist with open space maintenance, like invasive plant removal and stream restoration projects.





# Goals and Strategies

# Goals & Strategies

## Goal OS-6

Increase coordination with public agencies and private interests to maximize the efficiency of the Town's park and recreation facilities and programs.



### Strategy OS-6.1

Amend Town ordinances to adjust open space requirements in residential developments to promote useable and connected recreational areas.

### Strategy 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.

### Strategy 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.



Fairfield Plantation private boardwalk



Crooked Creek Crossing disc course at Blair Mill Park



# Goals and Strategies

## Strategy OS-6.4

Approach private communities within Stallings that have significant recreational facilities to determine if a mutually beneficial agreement can be established.

## Goal OS-7

Develop Blair Mill Park as a recreational facility that incorporates optimal park amenities.



### Strategy OS-7.1

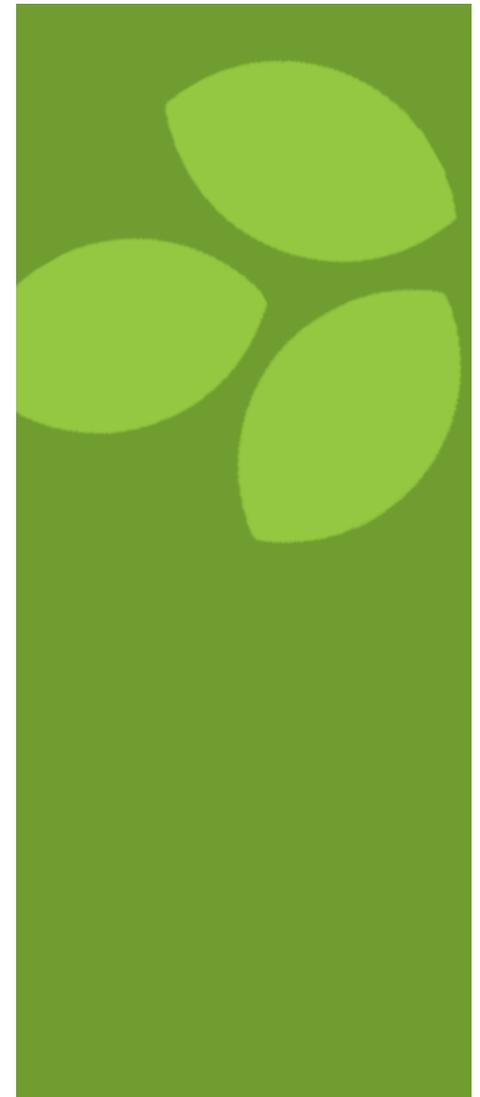
Determine the optimal amenities to incorporate into Blair Mill Park through a system-wide park planning process that includes an inventory of current park facilities, projected future recreational needs, and a robust public engagement process.

### Strategy OS-7.2

Explore various funding options for the development and ongoing maintenance of Blair Mill Park.

### Strategy 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.





An aerial photograph of a campus, likely a university or college, with a blue color scheme. The image shows various buildings, parking lots, and green spaces. There are several semi-transparent blue overlays on the image, including a large circular one in the upper right and a rectangular one in the lower right. The text is overlaid on the left side of the image.

Section 9:

# EXISTING CONDITIONS & FUTURE LAND USE



# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE



### *Introduction*

### *Key Issues*

### *Land Use Values*

### *Existing Conditions*

- *Development Constraints*
- *Development Status*
- *Existing LU (General)*

### *Future Land Use*

- *Place Types*
- *Future Land Use Map*
- *Community Growth Areas*

### *Goals & Strategies*

## Introduction

The Existing Conditions and Future Land Use chapter acknowledges existing land uses and conditions, outlines a desired pattern of development, communicates expectations for growth, and provides a framework for managing new development through 2040.

This land use framework should guide public improvements and public decisions about how and where to build infrastructure, parks, and other public facilities. However, the future land use map is not intended to be a fixed predetermination of land use for the next decades. The map and the policies are fluid and will be amended at regular intervals to accommodate unforeseen circumstances and changing trends, just like other policies in this plan.

Can Stallings coordinate its growth in a way that creates a unique identity? Can enough land be set aside for employment and commercial services to balance the tax base without compromising community character? Can Stallings create a sense of place and key destinations that add to the general livability for residents? Will the Town be poised to adapt to a changing world and address those challenges and opportunities through regional collaboration? These are the questions that the Land Use Plan seeks to answer.

Fortunately, Stallings is in a unique position. By proactively planning for its future, the Town has the opportunity, over the next decades, to lay the framework for future growth and development while retaining and enhancing its unique character.

## Key Issues

- Land use and transportation coordination are important for the region and for Stallings in terms of capitalizing on public investments.
- A fully connected, multimodal transportation system does not exist and is needed to offer the livability and quality of life expected by residents.
- Land use trends indicate that the size of individual households is shrinking. Town zoning and subdivision regulations are not in line with these demographic shifts.
- Limited land is available for greenfield development, therefore, redevelopment will be needed. Existing codes and processes are not set up to incentivize redevelopment.
- Limited employment opportunities within the Town increase





# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE

# Land Use Values



car trips and negatively impact the Town's budget.

- Open space and recreational opportunities are needed throughout the Town to accommodate a growing population.
- To build a unique identity, sense of place, and draw revenues from outside of Stallings, a well-designed, mixed-use Town center development is needed.
- Regional coordination on transportation, school, and other infrastructure investment is needed

### Land Use Values

Stallings seeks to grow and develop in a way that is tied to the Key Guiding Principles outlined early in this plan. The following core land use values provide tangible standards that will move the Town closer to the Key Guiding Principles and can be used to filter future development proposals. These core values also serve as the foundation of the land use policies found within the Comprehensive Plan. Taken as a whole, land use policy should be integrated with and supported by all other Town policies and programs, including facility planning and construction for services. This ensures that the community objectives identified through this plan are attained efficiently.



### Coordinated Growth

- ◆ Encourage Activity Center Development

Strengthen a pattern of community development oriented on key activity or community growth centers. The center-based development pattern is supported in this plan by locating community growth centers at the intersection of major streets. This provides key services to residents immediately adjacent to the activity center and to those traveling through Stallings. These centers can vary in size depending on location.

- ◆ Develop a Consistent Aesthetic

Creating consistency in landscaping, signage, transportation facilities, street furniture, and urban design will work together to create a unique identity for the Town. This plan encourages the development of these elements through new infrastructure and community investment.



### Diversified Development

- ◆ Increase Housing Choices

Encouraging diversity in the housing stock provides more options for people to live closer to work and have options for housing at all stages of life. Young professionals and empty nesters are looking for options that are smaller, require less maintenance, and are closer to services. The Town supports the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types, and encourages the building of homes near jobs, transportation facilities, and where services are available. Partnerships will be key as the Town seeks to expand the availability of affordable housing, particularly affordable rental, multifamily, and smaller single-family homes, in a way that is compatible with a community's character and vision.

- ◆ Increase Transportation Choices

Additional transportation choices are important to residents' quality of life and their health, and transportation

Section 9: EXISTING CONDITIONS & FUTURE LAND USE

choice is inextricably linked to land use and development patterns. In order to properly accommodate all modes of travel, the Town should adopt a Complete Streets policy that implements new approaches to transportation planning, such as better coordination of land use and transportation; creating consistency, resiliency and connectivity within the road networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities. The transportation network must accommodate various modes, and users of all abilities.

◆ Develop a Varied Tax Base

Continue to develop programs and policies to attract non-residential development and increased residential densities (at select locations) to create a vibrant, walkable environment, further balance the tax base, and use limited land resources wisely. Incentivize the type of development desired through an expedited process, the fee schedule, and zoning code requirements.

◆ Make Development Decisions Predictable and Cost-effective

In order to be successful in implementing the Key Guiding Principles, the Town must work with the private sector by collaborating and implement-

ing incentives and policies which help support successful ventures. This plan provides guidance for the private sector that creates predictability in development. If the Town makes consistent infrastructure and regulatory decisions, it will create a fair, predictable and cost-effective process for the private sector.



Place Making

◆ Champion Good Urban Design

Urban design takes into consideration density, street layout, transportation and aesthetics. It is important that we understand the elements that comprise the Town's urban form so that development policies can be drafted to preserve, nurture, and capitalize upon the strengths of the community. This plan supports compact building design as an alternative to conventional, land intense development. Open space should be preserved, and buildings should be constructed in a way that makes more efficient use of land and resources, growing where infrastructure exists to serve the development.

◆ Incorporate Walkability/ Biking

Establishing pedestrian and bike friendly neighborhoods and developments will allow Stallings to maintain a small-town character as it grows and changes. Pedestrian and bike amenities allow residents to have the ability to live within walking distance of a neighborhood center and/or a central civic space, enhancing the sense of place.



Destination Points

◆ Preserve and Protect Green Spaces

As this region grows, green space and natural resources will provide quality of life for existing and future residents and be attractive destinations for those that live outside of Stallings. Community and regional parks, natural habitats, and recreation areas will keep Stallings beautiful and vibrant for future generations. We must continue to alleviate pressure to develop open spaces and farmland by reinvesting in existing neighborhoods and within areas where infrastructure exists.



# Land Use Values





# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE

# Land Use Values

### ◆ Create People Centered Spaces to Meet Market Needs

New and re-developed properties should be people-centered to attract visitors and investment. This approach incorporates human-scale design, walkability, connectedness, gathering spaces, etc. In addition, being mindful of the regional market will help Stallings create destinations attractive to those outside of Stallings. Destinations may be public gathering spaces, with programming and community events, but can also be employment centers that fill a market niche or services that are not available nearby.



### Adaptive Community

### ◆ Think Sustainability

Providing for the needs of today's residents and visitors should be done in a manner that does not jeopardize the quality of life, including the natural environment, of future residents. Careful community design and thoughtful development can serve the community well both now and in the future.

### ◆ Promote Community and Stakeholder Collaboration

Citizen participation can be time-consuming, but encouraging community and stakeholder collaboration can lead to the creative, speedy resolution of development issues and greater community understanding of the importance of good planning and investment in a rapidly changing environment. The Town will work to ensure that residents and stakeholders are an important element in Town decision-making.



### Regional Collaboration

### ◆ Plan Regionally

The Town recognizes that the activities within its corporate boundaries impact other jurisdictions within the region and vice versa. Therefore, the Town is committed to further examining regional planning issues for the Greater Charlotte Region by participating in planning forums and through intergovernmental communication. The Town supports the development and implementation of local, regional, and state plans that have broad public support

and are consistent with Town growth principles. Through the activities of the Town's elected and appointed officials, Stallings will continue to foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit.

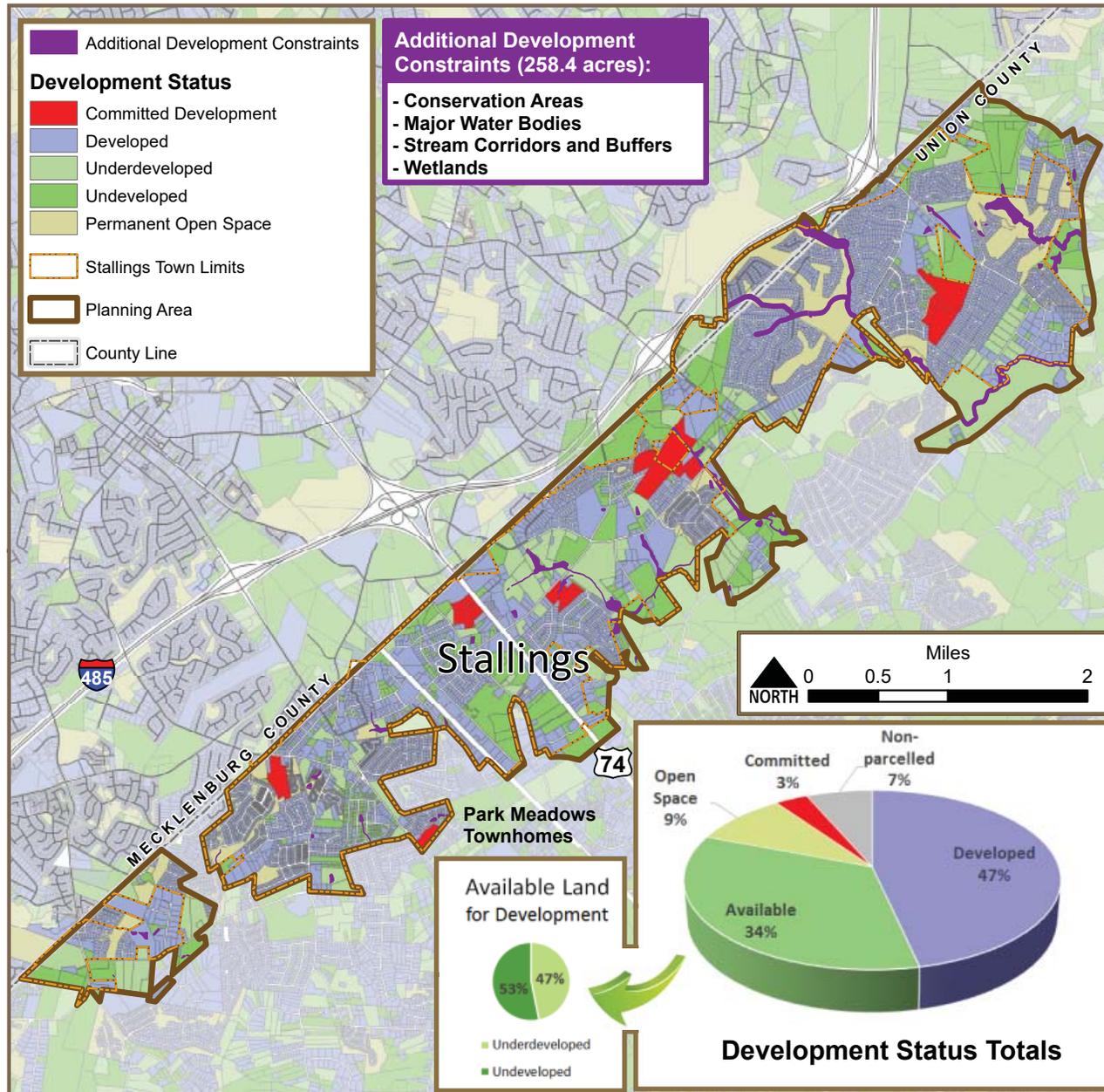
### ◆ Act Regionally

Coordinate with other communities to advocate for policies and projects needed for the Charlotte region or for western Union County. Coordinate future development efforts on a regional basis and balance land use decisions with their potential impact on the regional transportation network. Guide the development of regional commercial areas so that they are contained and their access is managed to protect the character of the remainder of the community and communities nearby.



# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE



# Development Constraints





## Town of Stallings Comprehensive Land Use Plan Section 9: EXISTING CONDITIONS & FUTURE LAND USE

# Development Constraints

### Existing Conditions

#### Development Constraints

Some land within Stallings will never develop because of physical conditions on the site, land ownership, or the existence of state and local policies that prohibit development. These areas — referred to as “highly constrained for development” — are used to identify areas where growth will not occur. Features used in the Stallings Comprehensive Land Use Plan to represent areas highly-constrained for development include:

- Permanent Conservation Areas;
- National Wetlands Inventory;
- Stream Buffer Protection Areas;
- Existing Rights-of-Way; and,
- Water Bodies.



#### Permanent Conservation Areas

**Brief Description:** Areas that are legally held in permanent conservation either through dedicated open space, conservation easements, or otherwise protected from development or encroachment.



#### National Wetlands Inventory

**Brief Description:** The National Wetlands Inventory was established by the U.S. Fish and Wildlife Service to conduct a nationwide inventory of U.S. wetlands to provide biologists and others with information on the distribution and type of wetlands to aid in conservation efforts.

Town of Stallings Comprehensive Land Use Plan  
Section 9: EXISTING CONDITIONS & FUTURE LAND USE



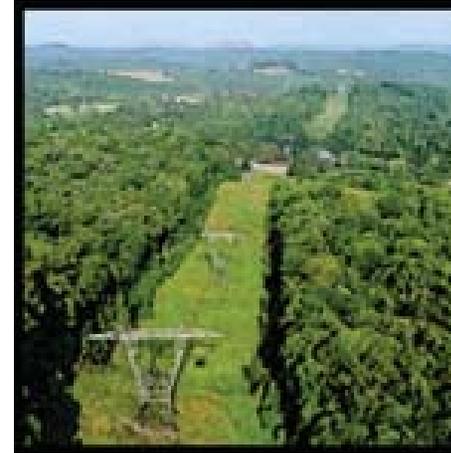
**Stream Buffer Protection Areas**

Brief Description: Areas surrounding a stream that are protected from development or other encroachments through a locally adopted ordinance. Buffer areas may be preserved to protect water quality, to preserve habitat and wildlife corridors, to reduce stream erosion, or to slow water run-off.



**Water Bodies**

Brief Description: Surface water features such as rivers, streams, lakes, and ponds that are part of the National Hydrography Dataset (NHD).



**Existing Rights-of-Way**

Brief Description: Areas that are not available for general development and are reserved for over the land transportation purposes (such as highways, bike paths, or greenways), utilities, railroads, oil or gas pipelines, etc.



# Development Constraints





# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE



### Development Status

Development status (shown on the previous map) provides a current snapshot of the development on a parcel, and estimates a parcel's ability to build out in the future. Development status was assigned to parcels aerial photography, property appraiser data, and topic-specific GIS data sets (e.g., existing land use, farmland or vacant land inventories). The categories used to determine development status included:

- Permanent Open Space;
- Developed;
- Un-developed;
- Under-developed; and,
- Water.

### Existing Land Use

The purpose of the Existing Land Use map is to show the patterns of land use in Stallings and the 2040 Planning Area. The map is used in this plan as a baseline tool for constructing a future land use map.

The existing land use for the planning area is illustrated in the Existing Land Use map. Each parcel within the map was classified into one of 18 land use categories, which describe the primary use of the parcel as it was in 2016. The generalized classifications as listed below:

- Heavy Industrial Center
- Light Industrial Center
- Working Farm
- Rural Living
- Preserved Open Space
- Recreational Open Space
- Large Lot Residential
- Single-family Neighborhood
- Multi-family Neighborhood
- Town Home Community
- Suburban Commercial Center
- Suburban Office Center
- Town Center
- Walkable Activity Center
- Walkable Neighborhood
- Educational Campus K-12
- Regional Employment Center
- Special District

The existing land use map does not show individual lots, except where a single lot and land use would be large enough to be readable at the map scale. In addition, in some areas, which have a single prevailing land use, small exceptions to that land use are ignored. An example of this would be a single-family neighborhood, which contains a park or some vacant lots. Those individual vacant lots are not shown because, first they are too small and/or scattered to contribute to our understanding of Stallings' land use pattern, and second because they are sized and situated so that it can be reasonably assumed that any future development

will be consistent with the surrounding neighborhood.

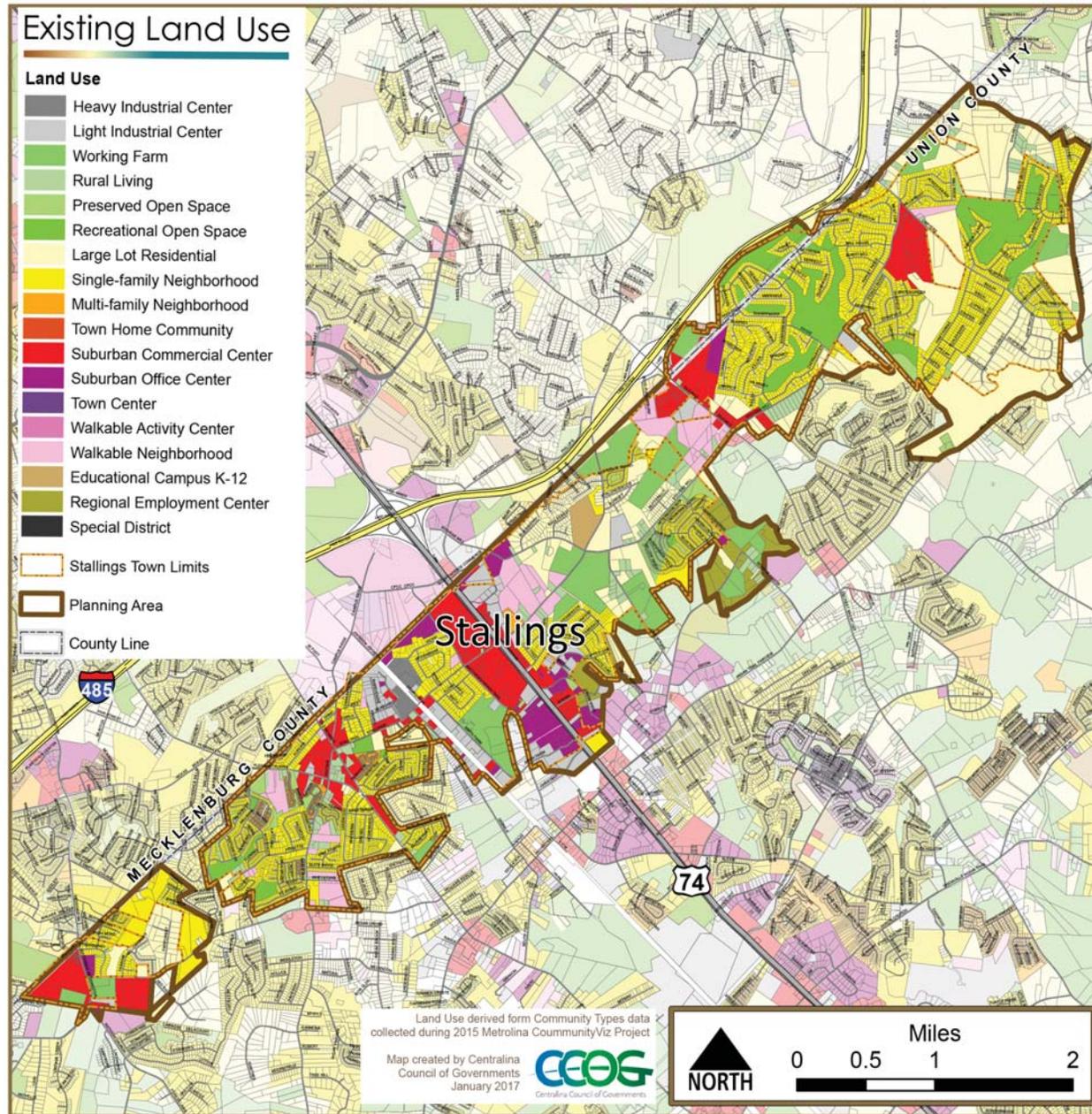
### Future Land Use

The desired land development patterns for Stallings and the 2040 Planning Area are shown on the Future Land Use map. This map builds upon the Town's existing land use patterns and provides a generalized guide for development decisions. The Future Land Use map serves as an integral part of the 2040 plan and both a physical vision of Stallings 2040 and a policy guide for future decision making. The Future Land Use map uses Place Types, a physical description of the built or natural environment, to illustrate Stallings' vision for the future.



# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE





## Town of Stallings Comprehensive Land Use Plan

### Section 9: EXISTING CONDITIONS & FUTURE LAND USE

# Place Types

#### Place Types

Every place leaves an impression. This “sense of place,” is built in our minds from several factors, including:

- the size and scale of the buildings and the spaces between them;
- the uses in the buildings (which may change over time);
- the patterns of activity in the spaces;
- views to and from the buildings and spaces; and.
- special details such as historic structures, attractive landscape elements and public artwork.

All these elements help to define a place in our minds and give it a distinct identity.

Place Types are physical descriptions of various kinds of built or natural environments, such as “mixed-use neighborhood” or “suburban commercial center”. Place Types address the actual physical qualities of places, not just the land use, and combine land use with a description of the unique features that make a place, such as streetscape, setbacks, and density.

Urban design considerations and the

uses of land or buildings are equally important in Place Types. Uses can be temporary, sometimes they change quickly; and it is the design attributes of a place that create memorability, identity, and value. This combination of design and use makes Place Types an especially useful tool to guide future decisions regarding growth and development.

Place Types improve communication by unifying terms and concepts into a common vocabulary that can describe present conditions and future development patterns. In addition, integrating design qualities into planning enables residents and elected officials to understand the long-term visual character and resource implications of future decisions as well as short-term patterns of use. In short, Place types let us forecast future possibilities for places where we live, work and play. They allow Stallings to envision and plan wisely in the face of change, and create an attractive and prosperous long-term future for the Town.

A palette of ten (10) Place Types has been identified as most applicable for the Stallings Comprehensive Land Use Plan. Together they describe the built and natural conditions, including a few that do not currently exist, but which may reasonably be expected to develop as future alternatives.

The Place Types included on the **Future Land Use map** include:

1. **Open Space (OS)**
2. **Suburban Single-Family Neighborhood (SFN)**
3. **Suburban Multi-Family Neighborhood (MFN)**
4. **Walkable Neighborhood (WN)**
5. **Walkable Activity Center (WAC)**
6. **Civic Space (CS)**
7. **Suburban Office Center (SOC)**
8. **Suburban Commercial Center (SCC)**
9. **Town Center (TC)**
10. **Industrial Center (IC)**

These Place Types are outlined in additional detail, including: a general description; typical, primary and secondary land uses; the typical lot coverage, density, square footage, and height; and the typical elements of the transportation network found within the Place Type.

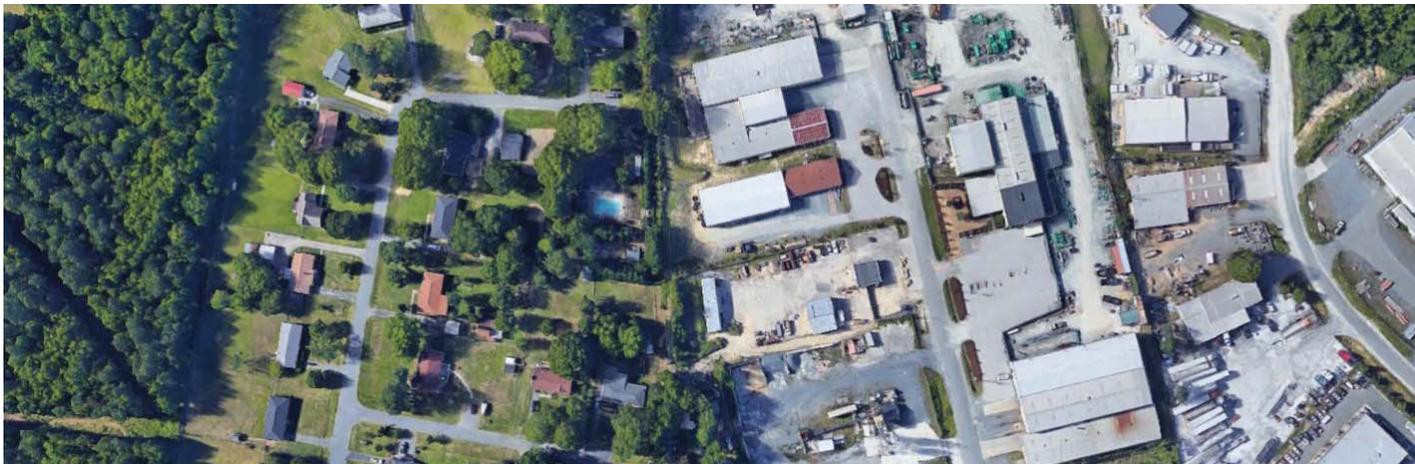
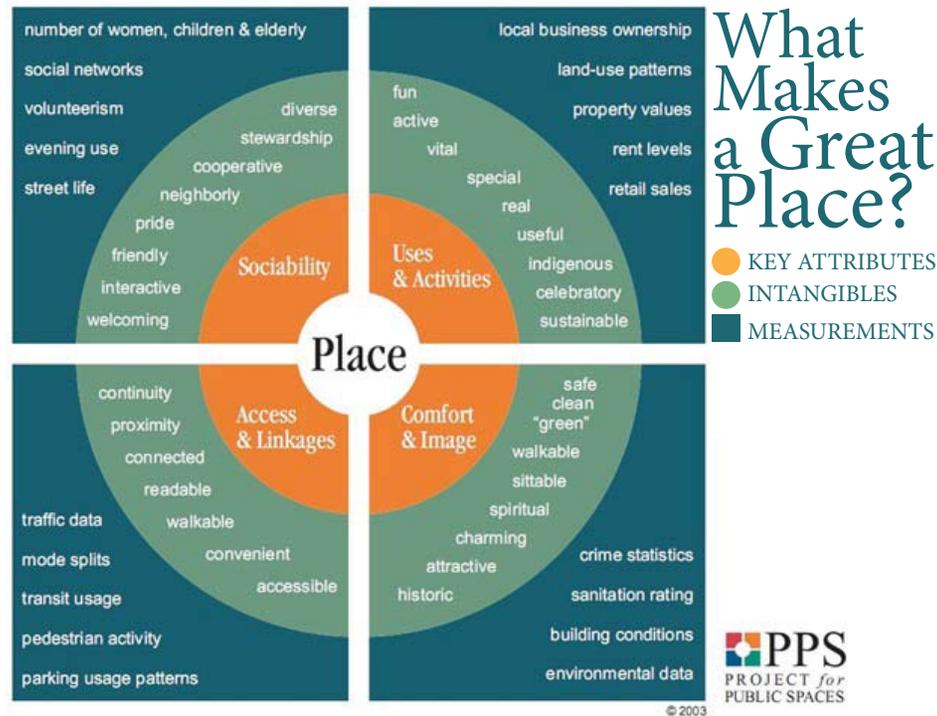


# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE

### WHAT MAKES A GREAT PLACE?

This diagram, adapted from Projects for Public Spaces (2005), illustrates how the concept of place, and the creation of great or memorable places, involves three interrelated realms of attributes and qualities, some of which can be measured easily and others that are more intangible. The Stallings Comprehensive Land Use Plan uses the medium of place types as the means of connecting public sentiment with professional design and planning expertise. Both sources of information and inspiration have important roles to play in managing the Town's future growth in ways that ensure prosperity, environmental stewardship and social equity.



Adjacent land use types in Stallings Photo: Google



# Place Types





# Town of Stallings Comprehensive Land Use Plan Section 9: EXISTING CONDITIONS & FUTURE LAND USE

# Place Types

## Civic & Open Space

Open Space includes both preserved natural open space and recreational open space. Natural Open Space comprises land dedicated for permanent conservation by legal means. These areas may be preserved due to their outstanding natural beauty or serve environmental and wildlife management purposes. These areas are typically undisturbed or undeveloped and have been protected from development by federal, state or local agencies, or by public, private or non-profit organizations. In the region, these areas include state parks, permanent conservation areas, cemeteries, and (at a smaller scale) dedicated open space within residential neighborhoods.

Recreational Open Space comprises land dedicated for active and passive recreational uses. These areas are designated to provide public access. In the region, these areas include municipal and community parks, trails, greenways, open air sports complexes, and athletic fields.



### Primary Land Uses

- Natural Area
- Greenway
- Stormwater Retention/Detention Area
- Cemetery
- Community Park
- Athletic Fields
- Golf Course
- Water Dependent Recreation Activities
- School
- Church



### Suburban Single-Family Neighborhood

Suburban single-family residential neighborhoods are formed as subdivisions or communities, with a relatively uniform housing type and density throughout. They may support a variety of single-family detached residential types, from mobile homes to large-lot, low-density single-family homes to denser formats of smaller single-family detached homes. Homes are oriented interior to the neighborhood and typically buffered from surrounding development by transitional uses or landscaped areas. Suburban single-family neighborhoods are often found in close proximity to suburban commercial, office, and industrial centers, and help provide the consumers needed to support these centers.



#### Primary Land Uses

- Single-Family Detached Home

#### Secondary Land Uses

- Community Park
- Community Center / Pool and Recreational Facilities
- Natural Areas



#### FORM & PARAMETERS

General Development Pattern	Separate Uses
Typical Lot Coverage	50 – 75%
Residential Density	1.0 – 6.0 DU/ac
Non-Residential Intensity	N/A
Prevailing Building Height	1 - 2 Stories
Average Dwelling Unit Size	1,500 – 5,000 SF
Avg. Non-Resid. Building Size	varies
Transportation Choices	Auto
Typical Block Length	800 – 1,500 LF
Open Space Elements	Greenway/Natural Areas
Street Pattern	Curvilinear
Street Connectivity	Low/Medium
Parking Provisions	Private Driveway
Typical Street Cross Section	Rural/Suburban/Urban



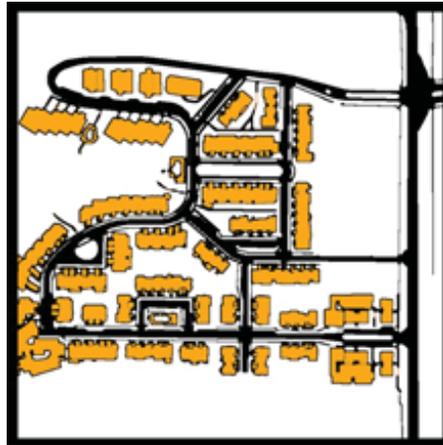
# PlaceTypes





Town of Stallings Comprehensive Land Use Plan  
 Section 9: EXISTING CONDITIONS & FUTURE LAND USE

# Place Types



## Suburban Multifamily Neighborhood

Suburban multifamily residential neighborhoods are generally formed as complexes or communities, with a relatively uniform housing type and density throughout. They support the highest residential density in the suburban landscape, and may support condominiums or apartments. The neighborhoods are found in close proximity to suburban commercial, office and industrial centers, and help provide the consumers needed to support these centers. Buildings are often oriented interior to the site and typically buffered from surrounding development by transitional uses or landscaped areas. Large parking lots and low street connectivity are common in suburban multifamily neighborhoods



### Primary Land Uses

- Apartment
- Condominium
- Senior Housing

### Secondary Land Uses

- Community Center
- Pool and Amenities
- Natural Areas

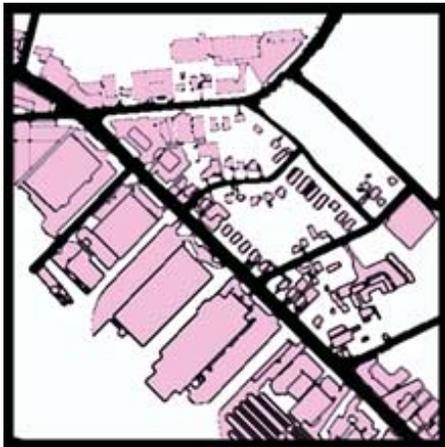


### FORM & PARAMETERS

General Development Pattern	Separate Uses
Typical Lot Coverage	30 – 60%
Residential Density	6.0 – 16.0 DU/ac
Prevailing Building Height	1 - 4 Stories
Average Dwelling Unit Size	800 – 1,500 SF
Avg. Non-Resid. Building Size	N/A
Transportation Choices	Auto/Bus
Typical Block Length	600 – 1,200 LF
Open Space Elements	Greenway/Neighborhood Park
Street Pattern Modified	Grid
Street Connectivity	Medium
Parking Provisions	Surface Lot/On-Street Pkg.
Typical Street Cross Section	Suburban/Urban



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**Walkable Neighborhood**

A walkable neighborhood offers residents the ability to live, play, and often shop and work in one connected community. These neighborhoods include a mixture of housing types and residential densities integrated with goods and services in a walkable community. Goods and services can be within or adjacent to the neighborhood, but connectivity is the key. The design and scale of the development encourages active living through a comprehensive and interconnected network of walkable streets. Walkable neighborhoods support multiple modes of transportation.



**Primary Land Uses**

- Single-Family Detached Home
- Multi-family Housing

**Secondary Land Uses**

- School
- Church
- Community Park
- Community Center / Pool and Recreational Facilities
- Natural Areas



**FORM & PARAMETERS**

General Development Pattern	Mix of Uses/Primarily Residential
Typical Lot Coverage	50 - 75%
Residential Density	6 - 30 DU/ac
Non-Residential Intensity	0.50 - 2.00 FAR
Prevailing Building Height	1 - 5 Stories
Average Dwelling Unit Size	800 - 1,500 SF
Avg. Non-Resid. Building Size	10,000 - 50,000 SF
Transportation Choices	Walking/Bicycle/Auto/Transit
Typical Block Length	250 - 500 LF
Open Space Elements	Neighborhood Parks/Plazas/Pocket Parks
Street Pattern	Modified Grid
Street Connectivity	High
Parking Provisions	Surface Lot/Parking Deck
Typical Street Cross Section	Urban



PlaceTypes

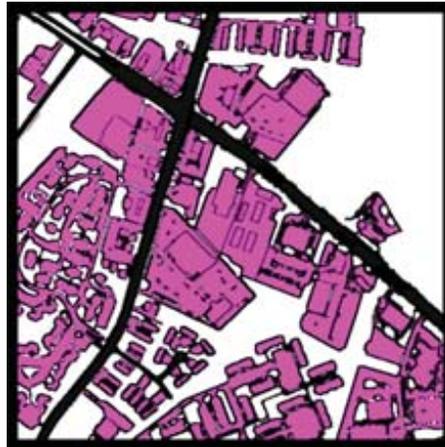




# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE

# Place Types



### Walkable Activity Center

Walkable activity centers serve broader economic, entertainment and community activities as compared to walkable neighborhoods. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activities. Buildings in the core of a walkable activity center may stand three or more stories. Residential units or office space may be found above storefronts. Parking is satisfied by using on- street parking, structured parking and shared rear-lot parking strategies. A large-scale walkable activity center may be surrounded by one or more neighborhoods that encourage active living, with a comprehensive and interconnected network of walkable streets.

### Primary Land Uses

- Sit Down Restaurant
- Community-serving Retail
- Professional Office
- Live/work/shop units
- Townhome
- Condominium
- Apartment
- Public Plaza
- Movie Theater



### Secondary Land Uses

- Farmer's Market
- Church



### FORM & PARAMETERS

General Development Pattern	Mix of Uses
Typical Lot Coverage	50 - 75%
Residential Density	10 - 30 DU/ac
Non-Residential Intensity	0.50 - 2.00 FAR
Prevailing Building Height	1 - 5 Stories
Average Dwelling Unit Size	800 - 1,500 SF
Avg. Non-Resid. Building Size	10,000 - 50,000 SF
Transportation Choices	Walking/Bicycle/Auto/ Transit (Bus, Light Rail)
Typical Block Length	400 - 1,000 LF
Open Space Elements	Neighborhood Parks/ Plazas/Pocket Parks
Street Pattern	Modified Grid
Street Connectivity	High
Parking Provisions	Surface Lot/Parking Deck/ Urban
Typical Street Cross Section	Urban



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**Suburban Office Center**

Suburban office centers provide opportunities to concentrate employment. They include both large-scale isolated buildings with numerous employees as well as areas containing multiple office uses that support and serve one another. They are typically buffered from surrounding development by transitional uses or landscaped areas and are often located in close proximity to major highways or thoroughfares.



**Primary Land Uses**

- Multi-Tenant Professional Office
- Corporate Office
- Medical Office
- Call Center
- Research and Development



**Secondary Land Uses**

- Bank
- Copy and Printing Services
- Restaurants
- Government Services
- Flex Space
- Natural Areas
- Stormwater Retention



**FORM & PARAMETERS**

General Development Pattern	Separate Uses
Typical Lot Coverage	20 – 40%
Residential Density	N/A
Non-Residential Intensity	0.20 - 1.0 FAR
Prevailing Building Height	1 - 3 Stories
Average Dwelling Unit Size	N/A
Avg. Non-Resid. Building Size	10,000 – 200,000 SF
Transportation Choices	Auto
Typical Block Length	800 – 1,200 LF
Open Space Elements	Pocket Parks/Landscape Buffers
Street Pattern	Curvilinear
Street Connectivity	Low
Parking Provisions	Surface Lot
Typical Street Cross Section	Suburban



PlaceTypes





Town of Stallings Comprehensive Land Use Plan  
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# Place Types



## Suburban Commercial Center

Suburban shopping centers serve the daily needs of surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections, and are designed to be accessible primarily by automobile. Buildings are set back from the road, typically behind large surface parking lots, with little connectivity between adjacent businesses. Common types of suburban centers include smaller, multi-tenant strip centers, big box stores, small outparcels with a drive-through, and large shopping malls.



### Primary Land Uses

- General Commercial Services
- Sit down or Fast Food Restaurant
- Multi-tenant Commercial
- Big Box Commercial
- Bank
- Hotel
- Professional Office

### Secondary Land Uses

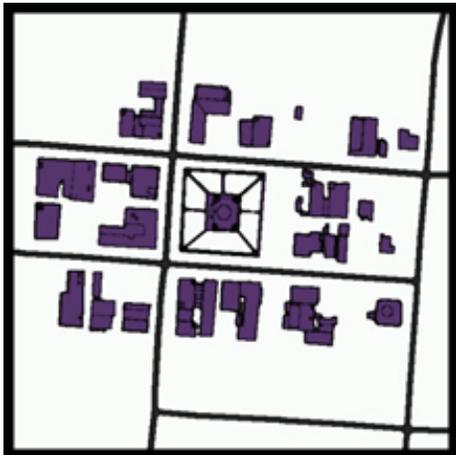
- Fire Station
- Police Station
- Stormwater Retention/
- Detention Area



### FORM & PARAMETERS

General Development Pattern	Separate Uses
Typical Lot Coverage	20 - 40%
Residential Density	N/A
Non-Residential Intensity	0.15 - 0.25 FAR
Prevailing Building Height	1 - 2 Stories
Average Dwelling Unit Size	N/A
Avg. Non-Resid. Building Size	10,000 - 300,000 SF
Transportation Choices	Auto
Typical Block Length	N/A
Open Space Elements	Natural Areas (Storm Water Retention/ Detention Areas)
Street Pattern	N/A
Street Connectivity	N/A
Parking Provisions	Surface Lot
Typical Street Cross Section	Suburban

Town of Stallings Comprehensive Land Use Plan  
 Section 9: EXISTING CONDITIONS & FUTURE LAND USE



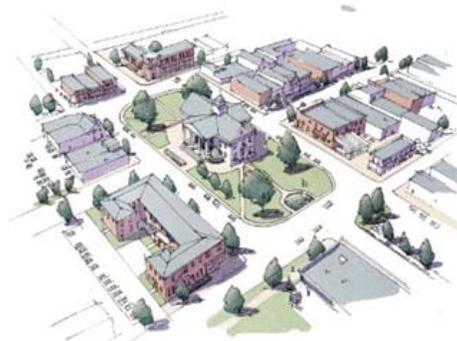
**Town Center**

A town center satisfies daily economic, entertainment and community needs for surrounding neighborhoods. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activity. Buildings in a town center typically stand two or more stories in height with non-residential uses on the ground floor and residential units above storefronts. Surrounding urban neighborhoods are relatively compact and support moderate- to high-density housing options, including small, lot single-family homes, townhomes, condominiums, or apartments.



**Primary Land Uses**

- Municipal Government Buildings
- Community Facilities
- Post Office
- Townhome
- Apartment
- Sit Down Restaurant
- Community-Serving Commercial
- Professional Office
- Live/Work/Shop Units



**Secondary Land Uses**

- Bank
- Farmers Market
- Pocket Park

**FORM & PARAMETERS**

General Development Pattern	Separate Uses
Typical Lot Coverage	20 – 40%
Residential Density	N/A
Non-Residential Intensity	0.20 - 1.0 FAR
Prevailing Building Height	1 - 3 Stories
Average Dwelling Unit Size	N/A
Avg. Non-Resid. Building Size	10,000 – 200,000 SF
Transportation Choices	Auto
Typical Block Length	800 – 1,200 LF
Open Space Elements	Pocket Parks/Landscape Buffers
Street Pattern	Curvilinear
Street Connectivity	Low
Parking Provisions	Surface Lot
Typical Street Cross Section	Suburban



PlaceTypes





Town of Stallings Comprehensive Land Use Plan  
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# Place Types



## Industrial Center

Industrial centers support manufacturing and production uses and provide concentrated areas of employment. Heavy industrial centers support large-scale manufacturing and production uses; including assembly and processing, regional warehousing and distribution, bulk storage and utilities. While light industrial areas might include warehousing, light manufacturing, medical research, and assembly operations. These areas are found near major transportation corridors (i.e., highway or rail) and are generally buffered from surrounding development by transitional uses or landscaped areas. Heavy industrial centers may require larger sites because activities are not confined entirely to buildings. Clusters of uses that support or serve one another are often encouraged to locate in the same industrial center.

### Primary Land Uses

- Water/Sewer treatment and other utilities
- Warehouse/Distribution
- Agricultural Storage and Processing
- Light Manufacturing and Assembly
- Warehouse/Distribution
- Laboratory
- Data Handling
- Storage



### FORM & PARAMETERS

General Development Pattern	Separate Uses
Typical Lot Coverage	20 – 60%
Non-Residential Intensity	0.10-0.20 FAR
Prevailing Building Height	1-2 Stories
Avg. Non-Resid. Building Size	5,000 – 200,000 SF
Transportation Choices	Auto/Trucks/Rail
Open Space Elements	Natural Areas
Street Pattern	Curvilinear
Street Connectivity	Low
Parking Provisions	Surface Lot
Typical Street Cross Section	Suburban

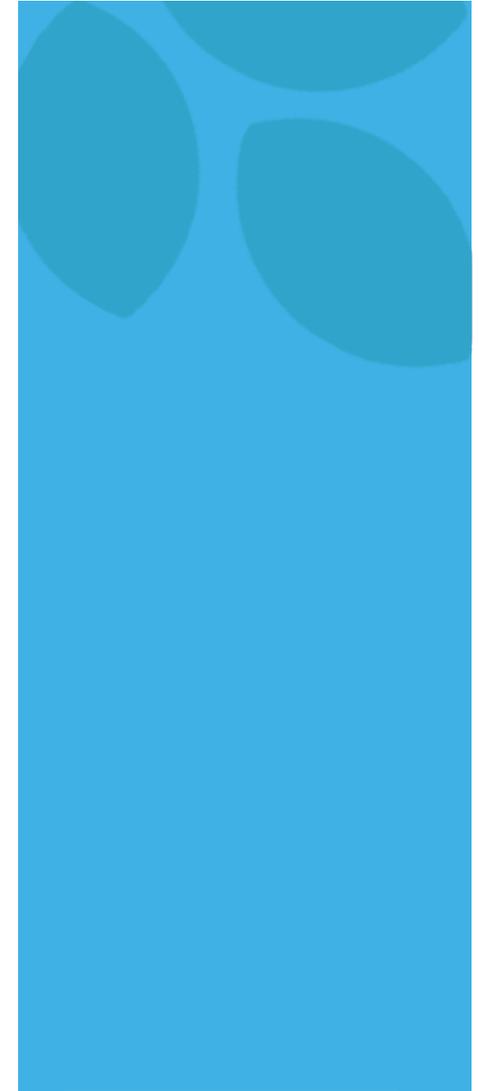
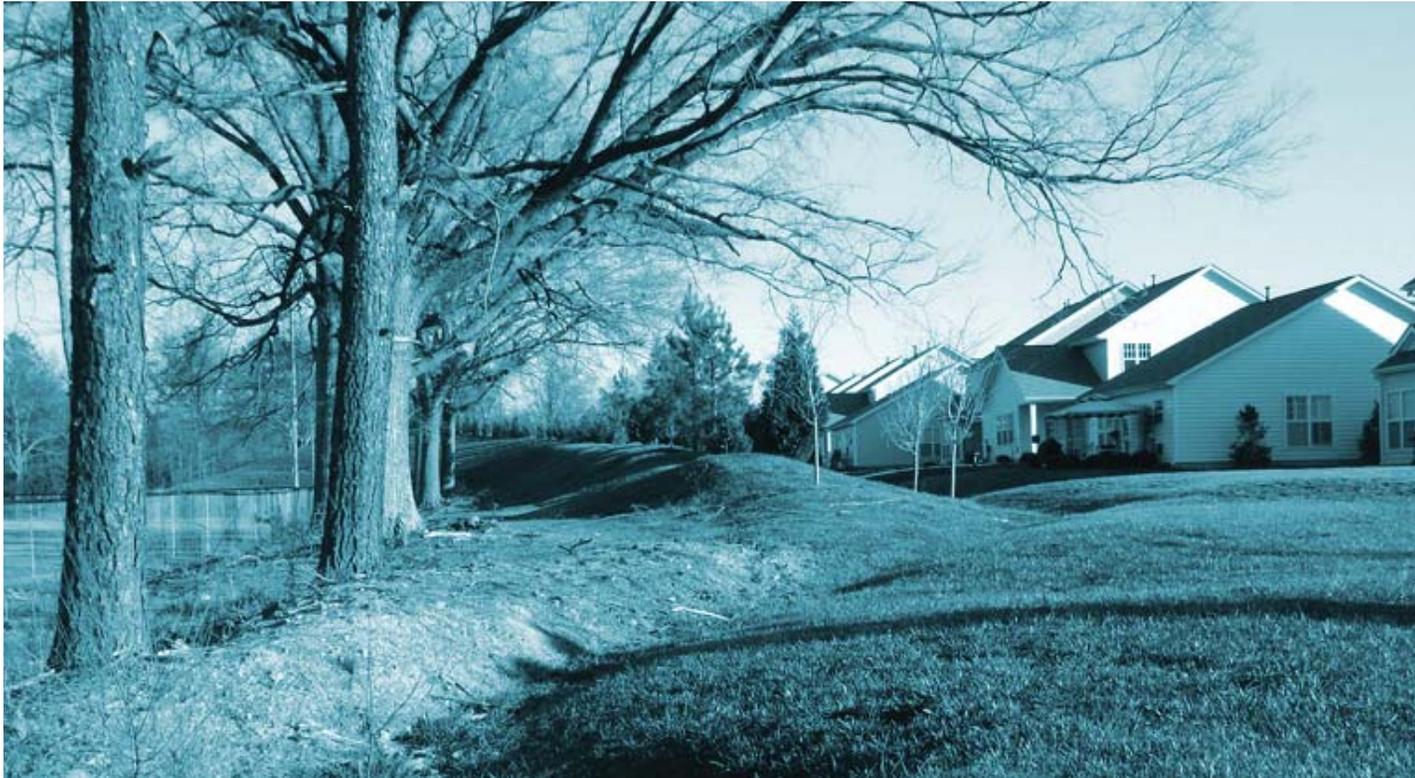
## Section 9: EXISTING CONDITIONS & FUTURE LAND USE

### Future Land Use Map

The Future Land Use map is not intended to be a static document. It will be amended from time to time, keeping up with changing trends and local needs. It will not prescribe land use, as a zoning ordinance does, but rather serve as a guide to rational planning and decision-making. By necessity, the map is drawn in fairly broad strokes, leaving out some of the fine-grained detail that can be developed within small area plans.

The Future Land Use map and strategies will have their greatest impact on vacant land and undeveloped areas. For areas that are already developed or built out, the future land use designation in some cases is the same as the existing land use, in other cases different. As a rule, land with contrasting existing and future land use is envisioned for new uses.

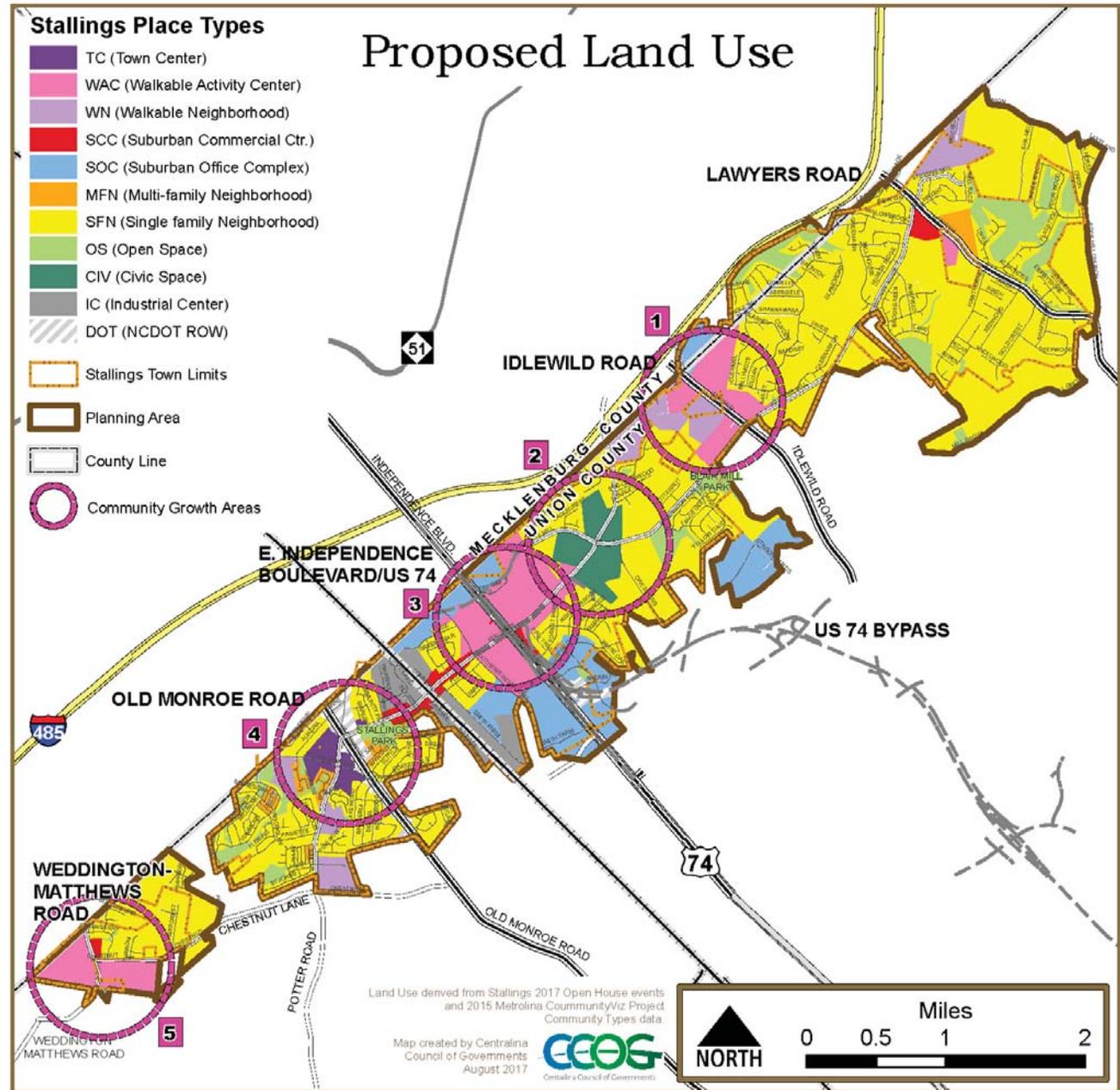
The Future Land Use map is but one of the guidelines provided in this plan for land use. The land use values and the goals and strategies in this chapter give criteria for evaluating the suitability of an area for various types of development, such as business, office or multi-family development. These criteria should be regarded as equally important to decision-making as the future land use designation.





# Town of Stallings Comprehensive Land Use Plan

## Section 9: EXISTING CONDITIONS & FUTURE LAND USE



## Section 9: EXISTING CONDITIONS & FUTURE LAND USE

### Community Growth Areas

Community growth areas have been identified through this planning process as areas which should receive special focus, in the form of a small area plan, or more detailed site planning. These areas were selected due to the potential for redevelopment or increased value to the tax base and are highlighted on the future land use map. Community growth areas include the areas adjacent to the following intersections:

- Lawyers Road / I-485;
- Idlewild/ I-485;
- Stallings Road / Stevens Mill Road; and,
- Stallings Road / U.S. 74.

As small area plans are completed for these areas, they will be incorporated into the Town's planning documents as policy extensions of the Comprehensive Future Land Use Plan.



Excerpt from Small Area Plan Report  
Destination by Design



# Goals and Strategies

## Goal LU-1

Protect existing residential neighborhoods from adverse impacts of proposed development and land use changes.



### Strategy 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.

### Strategy 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.

### Strategy 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.

### Strategy 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.

## Goal 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.



### Strategy 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.

### Strategy 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.

### Strategy 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.

# Goals & Strategies

# Goals and Strategies

## Strategy LU-2.4

To strengthen the sense of community, streetscape elements should include sidewalks, street trees, signage, and public street furniture.

## Strategy 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.

## Strategy LU-2.6

Ensure compatibility of new developments with existing 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.

## Strategy 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 aesthetic.

## Goal LU-3

Promote concentrated, connected commercial development that serves residents and strengthens both the local and regional market.



### Strategy LU-3.1

Develop small area plans and/or more detailed site designs for the community growth areas identified in this plan.

### Strategy LU-3.2

Encourage and incentivize the expansion of commercial growth in areas where infrastructure can support the more intense development.

### Strategy LU-3.3

Accommodate commercial land uses that are compatible with the surrounding areas and provide a needed service for the Town.

### Strategy LU-3.4

Revitalize declining commercial areas through building code compliance, incentives, and quality development standards.

### Strategy LU-3.5

Ensure that (re) development of commercial property located along major thoroughfares takes place in accordance with the principles of access management.

# Goals & Strategies

# Goals and Strategies

## Goal LU-4

Encourage the development of new employment centers and the redevelopment and enhancement of existing workplaces in Stallings.



### Strategy 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.

### Strategy 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.

### Strategy 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.

### Strategy 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/develop-

ments and to ensure compatibility of new construction.

### Strategy LU-4.5

Utilize buffer, landscape, lighting and noise and similar performance standards and guidelines to ensure compatibility between uses and buildings.

### Strategy 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.

### Strategy 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.

### Strategy 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.

### Strategy LU-4.9

In employment centers, provide for commercial uses and services that serve workers and residents of adjacent districts.

# Goals & Strategies

# Goals and Strategies

## Goal LU-5

Continue efforts to achieve a more balanced residential and non-residential growth pattern.



### Strategy 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.

### Strategy 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.

### Strategy LU-5.3

Include recruitment of retailers and employers to under-used sites as part of economic development efforts.

### Strategy LU-5.4

Support the redevelopment of existing strip commercial centers and grocery-anchored shopping centers through incentives, marketing, and working with private owners.

## Goal LU-6

Develop objective and rational criteria for subdivision and rezoning requests, and apply when assessing new development.



### Strategy LU-6.1

Require that proposed land use and densities are in conformance with the City's land use plan.

### Strategy LU-6.2

Ensure that public road access be easily provided in the future to the portions of the tract not adjacent to an existing street.

### Strategy LU-6.3

Ensure that public sewer and water be economically and efficiently extended or retrofitted.

### Strategy LU-6.4

Determine whether the use and density is consistent with surrounding properties and work to mitigate and inconsistencies through design.

### Strategy LU-6.5

Ensure that the spacing of driveways and public street intersections conform with the Town's/NCDOT's access management guidelines.

### Strategy LU-6.6

Ensure that scale, height, mass, and design of the structure is appropriate and compatible with both neighborhood and community character.

# Goals & Strategies

# Goals and Strategies

## Strategy LU-6.7

Certain uses that have a potential for adverse effects, such as convenience stores and fast food establishments, should not be located in excessive concentration.

## Strategy LU-6.8

Conform to the Town, County, and State regulations for the protection of wetlands, floodplains, trees, and water quality.

## Goal LU-7

Encourage the development of activity centers and the redevelopment and enhancement of existing workplaces in Stallings.



## Strategy LU-7.1

Encourage pedestrian-oriented “nodes” of commercial development in community growth areas and at other strategic locations along major corridors.

## Strategy LU-7.2

Promote residential and commercial development that is located and designed for multiple transportation modes (auto, walking, biking, transit, etc.).

## Strategy LU-7.3

Develop higher intensity residential and non-residential uses adjacent to major transportation corridors and provide multiple modes of ingress and egress.

## Goal LU-8

Base zoning decisions on the long-range impact on adjoining areas and the Town as a whole.



## Strategy 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.

## Strategy LU-8.2

Make zoning decisions consistent with adopted Small Area plans which should be incorporated into the Land Use Plan and Map.

## Strategy LU-8.3

Evaluate major developments on the expected impact to the transportation system, infrastructure capacity, and the natural and built environment.

## Strategy LU-8.4

Match the current zoning designation in developed and built-out areas to generally reflect the actual use of the land.

## Strategy LU-8.5

Support the Town’s capital improvement and reinvestment strategies through zoning decisions where applicable.

# Goals & Strategies

# Goals and Strategies

## Goal LU-9

Promote planning as a positive and cooperative community function within Stallings and regionally.



### Strategy 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.

### Strategy LU-9.2

Continue to support coordinated planning initiatives with Union County to coordinate land use issues of mutual concern.

### Strategy LU-9.3

Ensure that Planning staff have adequate capacity to meet the needs of the community.

### Strategy 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.



# Goals & Strategies





Section 10:

# IMPLEMENTATION PLAN



# Town of Stallings Comprehensive Land Use Plan

## Section 10: IMPLEMENTATION PLAN



### *Comprehensive Land Use Plan Implementation*

#### *Guiding Principles Summary*

##### *Plan Maintenance*

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

##### *Goals & Strategies*

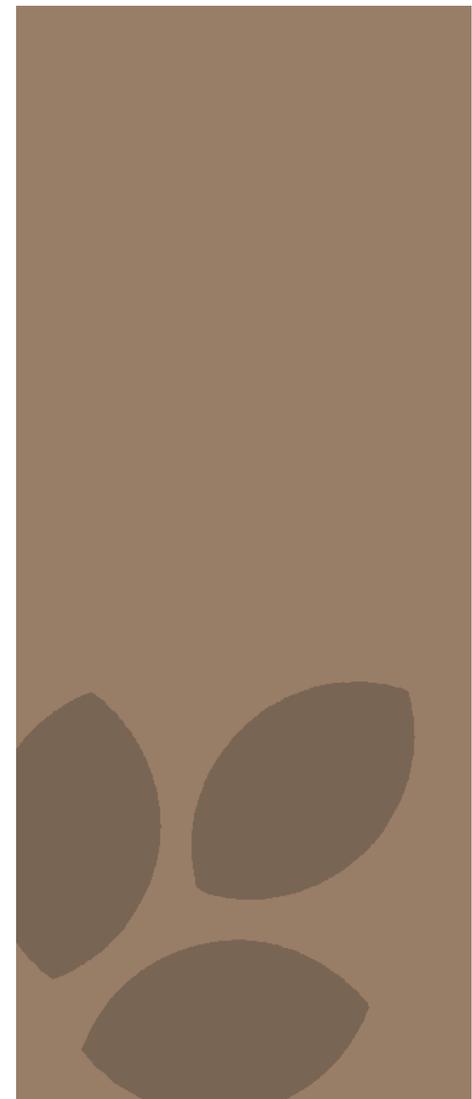
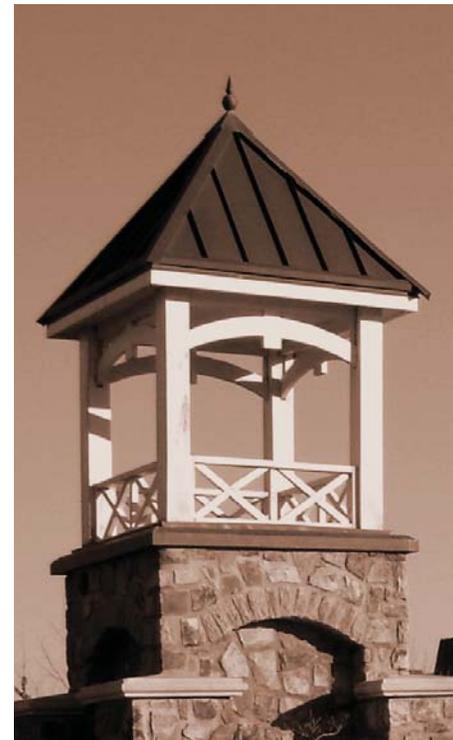
### Comprehensive Land Use Plan Implementation

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.



Town of Stallings Comprehensive Land Use Plan  
Section 10: IMPLEMENTATION PLAN

# Guiding Principles



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

# Town of Stallings Comprehensive Land Use Plan

## Section 10: IMPLEMENTATION PLAN

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





## Town of Stallings Comprehensive Land Use Plan Section 10: IMPLEMENTATION PLAN

### 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

# Town of Stallings Comprehensive Land Use Plan

## Section 10: IMPLEMENTATION PLAN



Goals and Strategies					Key Guiding Principles						
					COORDINATED GROWTH	DIVERSIFIED DEVELOPMENT	PLACEMAKING	DESTINATION POINTS	ADAPTIVE COMMUNITY	REGIONAL COLLABORATION	
SECTION	GOAL	STRATEGY	GOAL	TYPE							
3.	<b>I-1 Develop organizational structure for Town beautification and community involvement.</b>						◆	◆	◆		
		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							
		<b>I-2 Enhance community pride and identity by improving the public realm.</b>				◆		◆	◆		◆
		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							
		<b>I-3 Community gateways should incorporate design elements that greet and direct the public and evoke a sense of place.</b>				◆		◆			
		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							
		<b>I-4 Coordinated, thoughtful design should be incorporated in all projects to enhance community image, connectedness, and identity.</b>				◆		◆	◆		
		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							



# Town of Stallings Comprehensive Land Use Plan

## Section 10: IMPLEMENTATION PLAN

Goals and Strategies					Key Guiding Principles					
					COORDINATED GROWTH	DIVERSIFIED DEVELOPMENT	PLACEMAKING	DESTINATION POINTS	ADAPTIVE COMMUNITY	REGIONAL COLLABORATION
SECTION	GOAL	STRATEGY	GOAL	TYPE						
		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						
		<b>I-5</b>	<b>Utilize existing and planned public spaces, facilities, and projects to create community anchors that highlight "place," community appearance, and identity.</b>		◆		◆	◆		
		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						
		<b>I-6</b>	<b>Foster a sense of community by promoting the importance of community heritage and a mix of cultural opportunities.</b>					◆	◆	◆
		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						
		<b>I-7</b>	<b>Ensure that Town codes allow the high-quality development that is expected and desired.</b>		◆	◆			◆	
		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						
<b>4.</b>		<b>U-1</b>	<b>Work with utility and service providers throughout the region to plan, supply, and upgrade to modern and competitive facilities within the Town.</b>		◆				◆	◆
		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						

# Town of Stallings Comprehensive Land Use Plan

## Section 10: IMPLEMENTATION PLAN



Goals and Strategies					Key Guiding Principles						
					COORDINATED GROWTH	DIVERSIFIED DEVELOPMENT	PLACEMAKING	DESTINATION POINTS	ADAPTIVE COMMUNITY	REGIONAL COLLABORATION	
SECTION	GOAL	STRATEGY	GOAL	TYPE							
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							
		<b>U-2</b>	<b>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.</b>								
			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						
		<b>U-3</b>	<b>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.</b>								
			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						
		<b>U-4</b>	<b>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.</b>								
			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						



# Town of Stallings Comprehensive Land Use Plan

## Section 10: IMPLEMENTATION PLAN

Goals and Strategies					Key Guiding Principles						
					COORDINATED GROWTH	DIVERSIFIED DEVELOPMENT	PLACEMAKING	DESTINATION POINTS	ADAPTIVE COMMUNITY	REGIONAL COLLABORATION	
SECTION	GOAL	STRATEGY	GOAL	TYPE							
		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							
	<b>U-5</b>		<b>Use Crime Prevention through Environmental Design (CPTED) strategies to plan for a safe community.</b>					◆	◆	◆	
		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								
5. Economy, Workforce & Development	<b>E-1</b>	<b>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.</b>				◆		◆	◆	◆	
		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							
	<b>E-2</b>	<b>Promote the redevelopment of existing commercial corridors and industrial sites to attract new shopping and entertainment opportunities and precision manufacturing.</b>				◆		◆	◆	◆	
		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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SECTION	GOAL	STRATEGY	GOAL	TYPE							
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							
		<b>E-3</b>	<b>Complete small area plans in key areas to: coordinate land use development with transportation infrastructure, encourage mixed-use, and create destinations.</b>								
		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							
		<b>E-4</b>	<b>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.</b>								
		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								
	<b>T-1</b>	<b>Increase transportation choices by integrating multimodal options (walking, biking, public transportation, driving, etc.) into existing and new facilities.</b>									
	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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SECTION	GOAL	STRATEGY	GOAL	TYPE							
	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							
	<b>T-2</b>		<b>Improve highway and local road connectivity through collector street design standards, right-of-way purchases, and connectivity requirements.</b>			◆			◆	◆	
		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						
	<b>T-3</b>		<b>Creatively expand transportation funding levels to maintain and improve the transportation system.</b>			◆				◆	◆
		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						
	<b>T-4</b>		<b>Apply context sensitive design principles (i.e. proposed cross sections) to new or expanded infrastructure projects.</b>			◆		◆			◆
		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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SECTION	GOAL	STRATEGY	GOAL	TYPE							
		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							
	<b>T-5 Increase local and regional transit system options.</b>						◆		◆	◆	◆
		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							
	<b>T-6 Ensure that transportation improvements are made concurrent with land use development.</b>					◆	◆	◆		◆	
		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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SECTION	GOAL	STRATEGY	GOAL	TYPE						
7. Neighborhoods & Housing	<b>T-7</b> 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						
	<b>H-1</b> 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							
	<b>H-2</b> 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							
	<b>H-3</b> 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							
	<b>H-4</b> Protect and enhance established neighborhoods to increase walkability, provide additional public amenities, and increase pedestrian and vehicular connectivity.				◆		◆		◆	

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SECTION	GOAL	STRATEGY	GOAL	TYPE							
		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							
		<b>H-5</b>	<b>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.</b>			◆	◆	◆		◆	
			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		<b>OS-1</b>	<b>Seek to better understand the recreational and open space needs of Stallings' citizens in the context of the surrounding region.</b>		◆			◆	◆	◆	
		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							
			<b>OS-2</b>	<b>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.</b>		◆		◆	◆	◆	
		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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SECTION	GOAL	STRATEGY	GOAL	TYPE												
		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	<b>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.</b>													
			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	<b>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.</b>														
	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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SECTION	GOAL	STRATEGY	GOAL	TYPE							
		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							
		<b>OS-5</b>	<b>Ensure that Town policy enables and encourages actions that engender a natural environment of highest quality.</b>								
			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						
		<b>OS-6</b>	<b>Increase coordination with public agencies and private interests to maximize the efficiency of the Town's park and recreation facilities and programs.</b>								
			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						
		<b>OS-7</b>	<b>Develop Blair Mill Park as a recreational facility that incorporates optimal park amenities.</b>								
			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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SECTION	GOAL	STRATEGY	GOAL	TYPE							
		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	<b>LU-1</b> 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							
		<b>LU-2</b> 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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SECTION	GOAL	STRATEGY	GOAL	TYPE						
		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						
		<b>LU-3</b>	<b>Promote concentrated, connected commercial development that serves residents and strengthens both the local and regional market.</b>		◆		◆	◆		◆
		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						
		<b>LU-4</b>	<b>Encourage the development of new employment centers and the redevelopment and enhancement of existing workplaces in Stallings.</b>		◆	◆		◆		◆
		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						



# Town of Stallings Comprehensive Land Use Plan

## Section 10: IMPLEMENTATION PLAN

Goals and Strategies					Key Guiding Principles					
					COORDINATED GROWTH	DIVERSIFIED DEVELOPMENT	PLACEMAKING	DESTINATION POINTS	ADAPTIVE COMMUNITY	REGIONAL COLLABORATION
SECTION	GOAL	STRATEGY	GOAL	TYPE						
		LU-4.9	In employment centers, provide for commercial uses and services that serve workers and residents of adjacent districts.	POLICY						
	<b>LU-5</b>		<b>Continue efforts to achieve a more balanced residential and non-residential growth pattern.</b>		◆	◆			◆	
		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						
	<b>LU-6</b>		<b>Develop objective and rational criteria for subdivision and rezoning requests, and apply when assessing new development.</b>		◆				◆	◆
		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						
	<b>LU-7</b>		<b>Encourage the development of activity centers along major corridors designed for multiple modes of transportation in Stallings.</b>		◆	◆		◆	◆	
		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						
	<b>LU-8</b>		<b>Base zoning decisions on the long-range impact on adjoining areas and the Town as a whole.</b>		◆				◆	

Town of Stallings Comprehensive Land Use Plan  
Section 10: IMPLEMENTATION PLAN



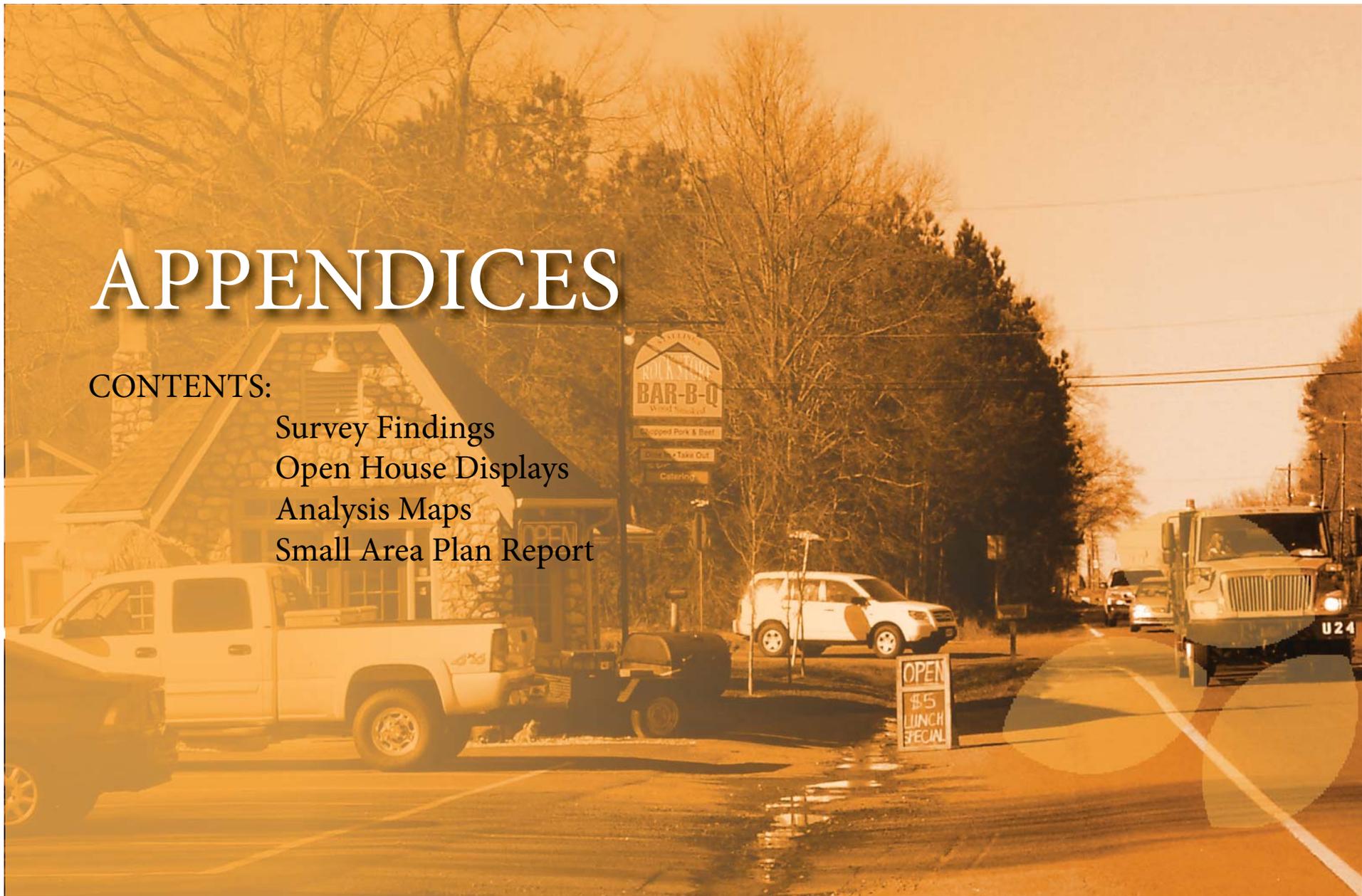
Goals and Strategies					Key Guiding Principles						
					COORDINATED GROWTH	DIVERSIFIED DEVELOPMENT	PLACEMAKING	DESTINATION POINTS	ADAPTIVE COMMUNITY	REGIONAL COLLABORATION	
SECTION	GOAL	STRATEGY	GOAL	TYPE							
		LU-8.1	Amend the Future Land Use Map as appropriate on a regular basis to reflect changing 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							
		<b>LU-9</b>	<b>Promote planning as a positive and cooperative community function within Stallings and regionally.</b>								
		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							



# APPENDICES

## CONTENTS:

- Survey Findings
- Open House Displays
- Analysis Maps
- Small Area Plan Report





## Survey Findings

### Results of First Open House Survey from Stallings Comprehensive Land Use Steering Committee

#### Q1.

Select the top 3 places and features in Stallings that you appreciate the most. (Please select three (3) places or features from the following list placing a one (1) by the most important. You can only use each of the rankings once.)

	1	2	3	Total	Score
Neighborhoods	42.86% 3	28.57% 2	28.57% 2	7	11.14
Parks/Greenways/Recreation	28.57% 2	28.57% 2	42.86% 3	7	10.86
Stores/Shopping Centers	50.00% 2	25.00% 1	25.00% 1	4	11.25
Schools	0.00% 0	100.00% 3	0.00% 0	3	11.00
Industrial Areas	100.00% 1	0.00% 0	0.00% 0	1	12.00
Rivers or Streams	0.00% 0	0.00% 0	100.00% 1	1	10.00
Houses	0.00% 0	100.00% 1	0.00% 0	1	11.00
Golf Courses	100.00% 1	0.00% 0	0.00% 0	1	12.00
Town Hall	0.00% 0	0.00% 0	100.00% 1	1	10.00
Farms	0.00% 0	0.00% 0	0.00% 0	0	0.00
Sports Facilities	0.00% 0	0.00% 0	0.00% 0	0	0.00
Other	0.00% 0	0.00% 0	0.00% 0	0	0.00

Some answer choices have been hidden. [Show](#)

#### Q2.

When you think about transportation for the future of your community, which features listed below are the most important to you? (Please select three (3) options from the following list placing a one (1) by the most important. You can only use each of the rankings once.)

	1	2	3	Total	Score
Improved roads (wider, turn lanes, etc.)	66.67% 6	22.22% 2	11.11% 1	9	7.56
More sidewalks, trails, or other safe places to walks	16.67% 1	33.33% 2	50.00% 3	6	6.67
Better connected streets that provide a choice of routes	20.00% 1	80.00% 4	0.00% 0	5	7.20
Access to inter-city passenger rail services	0.00% 0	25.00% 1	75.00% 3	4	6.25
More new roads	0.00% 0	0.00% 0	100.00% 1	1	6.00
More/new bus or public transit	100.00% 1	0.00% 0	0.00% 0	1	8.00
More bike lanes, paths, or other safe places to bike	0.00% 0	0.00% 0	100.00% 1	1	6.00
Other	0.00% 0	0.00% 0	0.00% 0	0	0.00

# Town of Stallings Comprehensive Land Use Plan

## APPENDICES

### Q3.

What do you think represents the biggest challenges facing Stallings over the next 25 years? (Please select three (3) challenges from the following list placing a one (1) by the biggest challenge. You can only use each of the rankings once.)

	1	2	3	Total	Score
Stores/Shopping Centers/Retail	16.67% 1	66.67% 4	16.67% 1	6	18.00
Offices/places to work	60.00% 3	20.00% 1	20.00% 1	5	18.40
Roads/traffic	50.00% 2	50.00% 2	0.00% 0	4	18.50
Schools/school density	33.33% 1	0.00% 0	66.67% 2	3	17.67
Parks/Greenways/Recreational offerings	50.00% 1	0.00% 0	50.00% 1	2	18.00
Sports facilities	0.00% 0	50.00% 1	50.00% 1	2	17.50
Saving Trees/Landscaping	0.00% 0	50.00% 1	50.00% 1	2	17.50
Arts and community centers	0.00% 0	0.00% 0	100.00% 1	1	17.00
Industrial areas	0.00% 0	0.00% 0	100.00% 1	1	17.00
Insufficient Tax Base	100.00% 1	0.00% 0	0.00% 0	1	19.00
Town Hall/town center	0.00% 0	0.00% 0	0.00% 0	0	0.00
Not enough larger lot housing	0.00% 0	0.00% 0	0.00% 0	0	0.00
Apartments and condominiums	0.00% 0	0.00% 0	0.00% 0	0	0.00
River or stream quality	0.00% 0	0.00% 0	0.00% 0	0	0.00
Streetscape beautification	0.00% 0	0.00% 0	0.00% 0	0	0.00
Neighborhood density	0.00% 0	0.00% 0	0.00% 0	0	0.00
Safety/Crime	0.00% 0	0.00% 0	0.00% 0	0	0.00
Not enough smaller lot housing	0.00% 0	0.00% 0	0.00% 0	0	0.00
Other	0.00% 0	0.00% 0	0.00% 0	0	0.00

Some answer choices have been hidden. [Show](#)

### Q4.

Why are these 3 selected items the largest challenges facing Stallings in the future?

#	Responses	Date
1	Tax base, Infrastructure demand depending on relative residential-commercial development	8/8/2016 11:36 AM
2	It seems that many folks only think about housing and schools	8/8/2016 11:33 AM
3	They are current limiting factors with today's growth. Especially roads and local places to work.	8/8/2016 11:31 AM
4	We need more commercial/recreation but don't need to sacrifice the "green" of the community	8/8/2016 11:26 AM
5	Traffic sucks and we are subject to NCDOT We have very few places to work in Stallings We need a community center and associated events	8/8/2016 11:20 AM
6	Slow growth in past lead to belief of future. This county is growing swiftly and quickly and we are already behind.	8/8/2016 11:16 AM
7	All need improvements and/or changes	8/8/2016 11:14 AM
8	Tax base and job opportunities are limited by available land	8/8/2016 11:11 AM
9	Space to develop and a focus for the community to be known for. Balancing a work and live community.	8/8/2016 11:09 AM

### Q5.

What are 3 words or phrases you would hope to use to describe Stallings in 25 years?

#	Responses	Date
1	safe, friendly community, convenient	8/8/2016 11:37 AM
2	live work play	8/8/2016 11:35 AM
3	suburban, vibrant, green	8/8/2016 11:32 AM
4	I'm going to Stallings tonight...	8/8/2016 11:26 AM
5	vibrant transformed convenient	8/8/2016 11:21 AM
6	Destination Where kids can play	8/8/2016 11:17 AM
7	A great place to live in.	8/8/2016 11:14 AM
8	diversified tax base	8/8/2016 11:12 AM

### Q6.

Is there anything else that is important about Stallings that you want us to know? (If you selected "other" as an answer for any of the previous questions, please list your "other" option(s) here.)

#	Responses	Date
1	we need a strong brand identity so people know where Stallings is located and what it has to offer	8/8/2016 11:37 AM
2	we need a commercial tax base and an area that is like a "downtown"	8/8/2016 11:33 AM
3	Access to 485 and Monroe bypass is a key asset that no other Union County town has	8/8/2016 11:21 AM
4	We are the in between for many items that have happened in the past. One example is the redistricting of the county schools.	8/8/2016 11:17 AM
5	The safest town in North Carolina.	8/8/2016 11:14 AM
6	Stallings is the gateway controlling at least 4 interchanges on I-485	8/8/2016 11:12 AM



# Town of Stallings Comprehensive Land Use Plan APPENDICES

## Open House Displays



### Think about Stallings in 25 years...

What should we do now to make Stallings a place our children and grandchildren would like to call home?

Over the next year, Stallings will be working on its comprehensive plan. A comprehensive plan captures the vision and values of a community and develops a strategy for reaching these goals. The plan will address strategies for growth, development, and community design for the next 25 years.



*"The upcoming Open House is a key opportunity to learn more about Stallings' future and provide input to shape the Town's Vision and Plan in a relaxed and meaningful way."*

*Lynne Hair*

### Join Us...

#### When:

September 27, 2016  
Drop in from --- to ---

#### Where:

Stallings Elementary School  
3501 Stallings Road



For More Information,  
Contact:

**Lynne Hair**  
Town of Stallings  
Town Planning/Zoning Administrator  
[Lhair@admin.stallingsnc.org](mailto:Lhair@admin.stallingsnc.org)  
704-821-0315

Follow Us on Twitter:  
[@TownOfStallings](https://twitter.com/TownOfStallings)



Stallings Comprehensive Land Use Plan

# Welcome!

The purpose of this second Open House is to:

- Provide background information on the Comprehensive Land Use Plan process.
- Update residents and stakeholders about what we heard from the first Open House.
- Preview Stallings' Core Values and Vision Statements.
- Collect input from participants through the Stallings Community Preference Survey.



# Open House Directions

We ask you to:

1. Learn about the Stallings Comprehensive Land Use Plan process by following the path of the boards.
2. Ask the staff questions and share your comments.
3. Complete a Stallings Community Preference Survey.

**Thank you.**

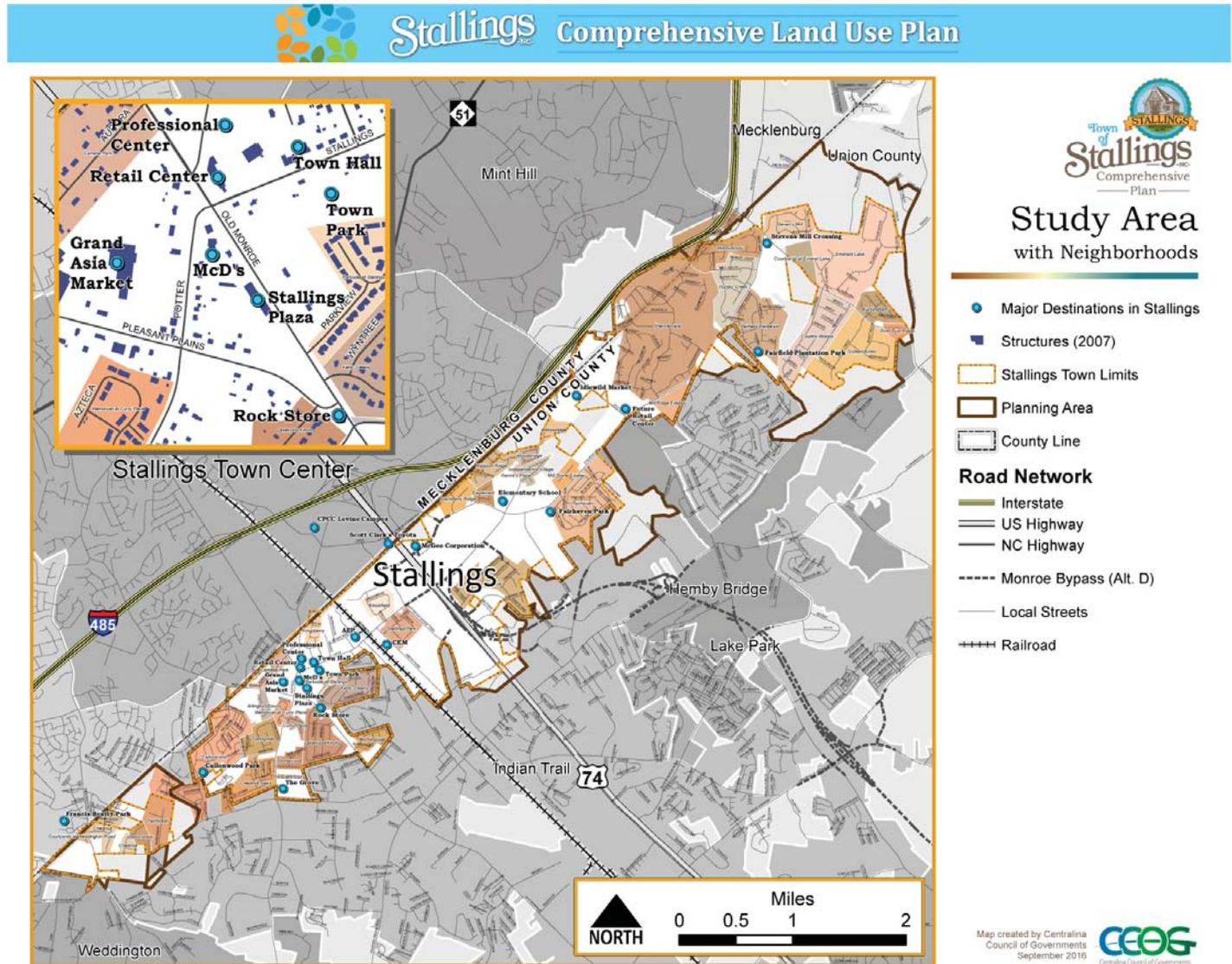
*Your input will help shape the future of Stallings.*



# Background Information

# Town of Stallings Comprehensive Land Use Plan

## APPENDICES



## What is a Comprehensive Land Use Plan?

A comprehensive plan:

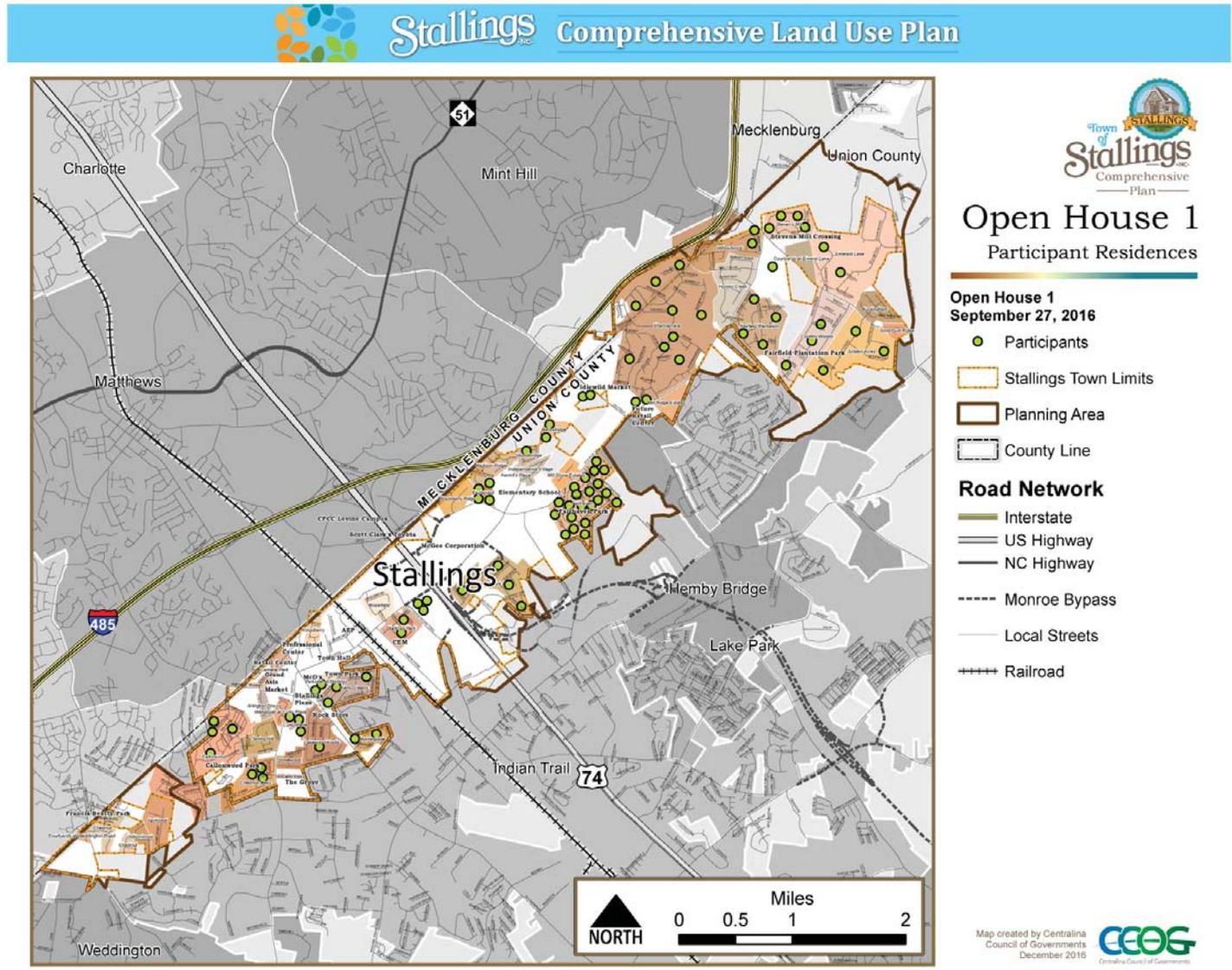
- Documents the vision and goals for a town's future.
- Includes a land use map to better achieve these goals.
- Incorporates community input to create strategies for reaching these goals and desired land-use patterns.



## What We Heard During Open House 1

# Town of Stallings Comprehensive Land Use Plan

## APPENDICES



## What We Heard from the First Open House

### OUR FAVORITE PLACES IN STALLINGS



Parks and Recreation



Neighborhoods



Schools



Shopping Opportunities

### DESIRED TRANSPORTATION FEATURES



Improved Roads  
(wider, turning lanes, etc.)



Greater Street  
Connectivity



Sidewalks/Trails

## What We Heard from the First Open House

### BIGGEST CHALLENGES



Traffic Congestion



Lack of Office and Employment  
Opportunities



Rapid Residential Growth



Lack of Restaurants/Commercial Spaces

### THREE WORDS TO DESCRIBE STALLINGS





# Core Values & Vision Statements



## Core Values and Vision Statements



### IDENTITY AND INVOLVEMENT

**Values:** *Active Community, Cooperation, Inclusive*

Stallings is a community with a small-town spirit that works together towards its future. The town values quality community design and signature elements that make Stallings unique and identifiable. Community culture is supportive and demonstrated through community events and citizens participate, volunteer, and cooperate for the greater good of the community.



### UTILITIES AND SERVICES

**Values:** *Efficient, Sustainable, Supportive of Growth, Safety*

Stallings is intentional about providing utilities and services that meet the current and future needs of residents and businesses. Stallings works with private agencies, the state, county, and surrounding municipalities to ensure that services are delivered efficiently and that infrastructure is expanded and maintained to accommodate expected growth.



### ECONOMY, BUSINESS, AND WORKFORCE

**Values:** *Thriving Town Center, Broad Tax Base, Destinations*

Stallings' business friendly culture and skilled workforce attracts private investments and supports businesses that add jobs and services to the local economy. Stallings is a vibrant destination for office, small business, service, and retail development.

## Core Values and Vision Statements



### TRANSPORTATION

**Values:** *Transportation Options, Connectivity, Safety, People-Oriented*

Stallings has a transportation system designed to move vehicles and people quickly and safely, through connected, well designed streets, as well as a series of regional bike and walking facilities. Opportunities for future transit connections are made possible through intentional, directed growth and regional transportation partnerships.



### NEIGHBORHOODS AND HOUSING

**Values:** *Housing Choices, Connected, Walkable, Age in Place*

Stallings will provide housing options for people of all ages and stages of life. Connected, diverse neighborhoods allow residents to enjoy a high quality of life and to age in place.



### OPEN SPACE, RECREATION AND ENVIRONMENT

**Values:** *Connected, Active and Passive Recreation, Conservation*

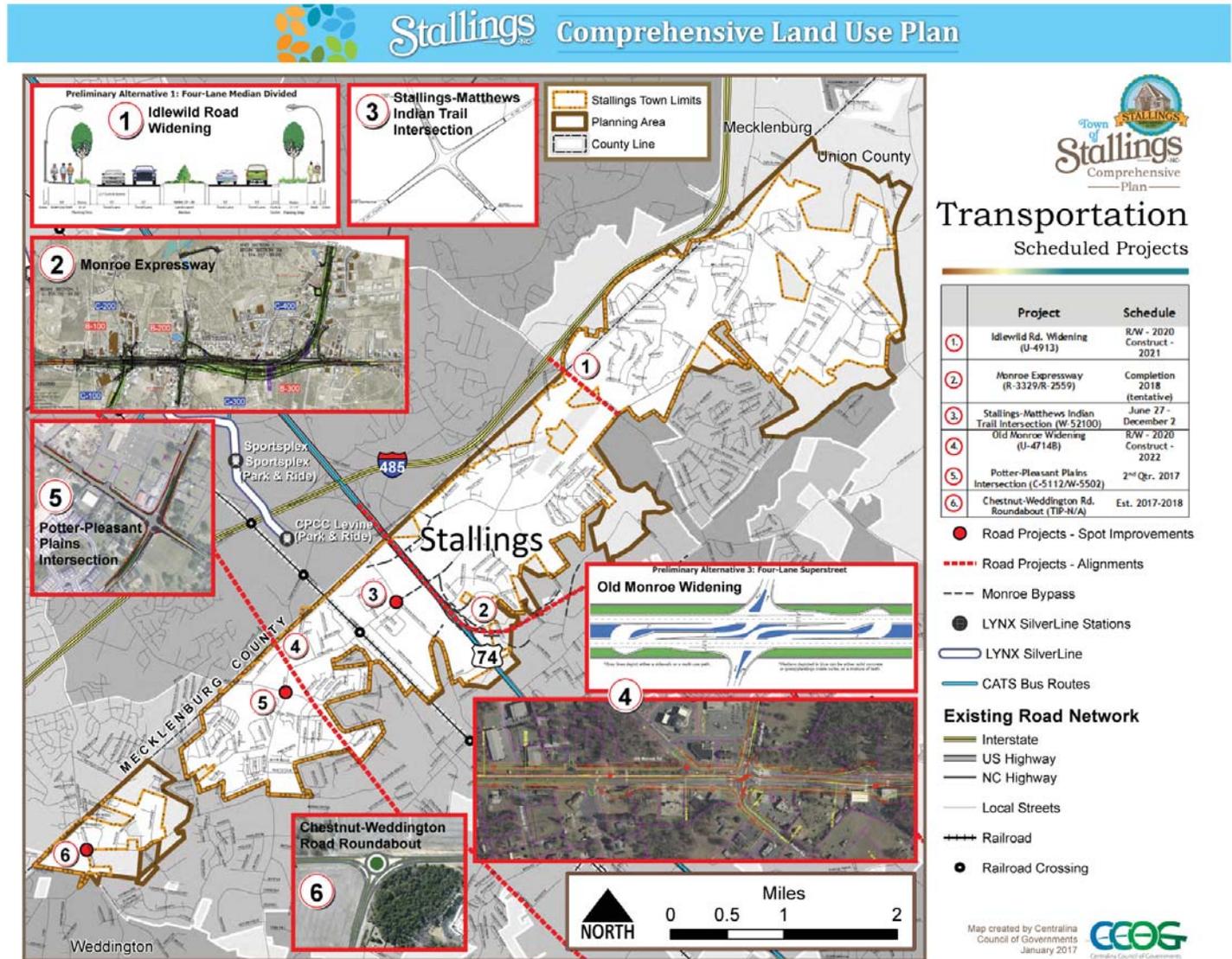
With its connected system of open space, parks, greenway trails, and abundant recreational opportunities, Stallings is recognized as one of the most livable communities in the greater Charlotte region. The environment and natural resources are surveyed and thoughtfully considered as part of the Town's growth strategy.

## Community Preference Survey

The Community Preference Survey is a critical part of the Stallings Comprehensive Land Use Plan.

- You will be asked to rate each image in the Community Preference Survey based on what you think best fits the future needs of Stallings.
- For each image, select the number that best fits your reaction to the image.
- Provide additional comments as needed.

Please take a few minutes to fill out the Stallings Community Preference Survey.





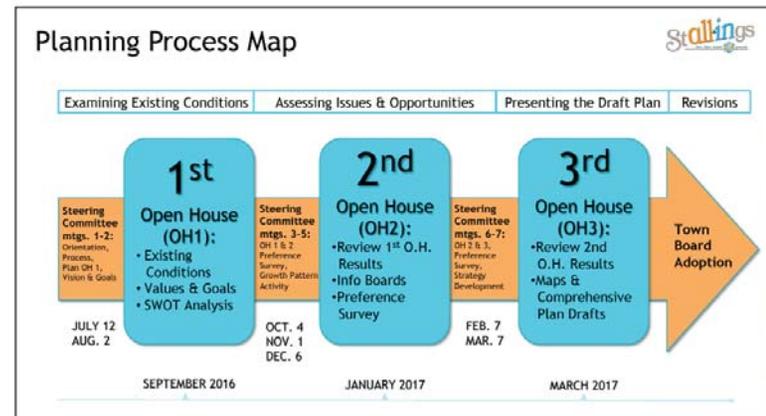
# Next Steps



## What's next in the Comprehensive Land Use Plan Process?

Next steps include:

- Incorporating the feedback we receive from this Open House and meetings with the Steering Committee to finalize the vision, values and goals of the plan and develop the plan's land use strategies;
- Presenting the strategies for accomplishing Stallings' land use goals as well as additional findings from the planning process at a third Open House; and,
- Holding additional meetings with the Steering Committee to consider best practices in land use development and potential growth patterns for Stallings.





## Comments or Questions?

Help us identify what matters most  
for the future of Stallings.

Please complete a Stallings Community Preference  
Survey and tell us your thoughts on various designs for:

- Residential development (attached and detached)
- Non-residential development (commercial and office)
- Mixed/Blended Use development

### Stay Involved & Informed!

The final Open House will be held  
in **March 2017**. Stay tuned for details.

Visit **[www.stallingsnc.org](http://www.stallingsnc.org)**  
for more information on the  
Comprehensive Land Use Plan process.

*Thank you for participating in the Stallings  
Comprehensive Land Use Plan process!*





# IDENTITY & INVOLVEMENT

## GOALS:

1. Develop organizational and community capacity for town beautification and involvement.
2. Enhance community pride and identity by improving the public realm.
3. Community gateways should incorporate design elements that greet and direct the public and evoke a sense of place.
4. Coordinated, thoughtful design should be incorporated in all projects to enhance community image, connectedness, and identity.
5. Utilize existing and planned public spaces, facilities, and projects to create community anchors that highlight “place”, community appearance, and identity.
6. Foster a sense of community by promoting the importance of community heritage and a mix of cultural opportunities.
7. Ensure that town codes allow the high-quality development that is expected and desired.

## KEY GUIDING PRINCIPLES:



### Values:

Active Community, Cooperation, Inclusive

### Vision Statement:

Stallings is a community with a small-town spirit that works together towards its future. The Town values quality community design and signature elements that make Stallings unique and identifiable.

Community culture is supportive and demonstrated through community events and citizens participate, volunteer, and cooperate for the greater good of the community.





# UTILITIES & SERVICES

## GOALS:

1. Work with other utility and service providers throughout the region to plan, supply, and upgrade to modern and competitive facilities within the Town.
2. Make adjustments to the zoning code and other planning policies to encourage new development that takes advantage of existing infrastructure, and contributes to the construction of new infrastructure and increased access to services.
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.
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.
5. Use Crime Prevention through Environmental Design (CPTED) strategies to plan for a safe community.

## KEY GUIDING PRINCIPLES:



*Values:*  
Efficient, Sustainable,  
Supportive of Growth, Safety

*Vision Statement:*  
Stallings is intentional about providing utilities and services that meet the current and future needs of residents and businesses. Stallings works with private agencies, the state, county, and surrounding municipalities to ensure that services are delivered efficiently and that infrastructure is expanded and maintained to accommodate expected growth.





# ECONOMY, BUSINESS & WORKFORCE

## GOALS:

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.
2. Promote the redevelopment of existing commercial corridors and industrial sites to attract new shopping and entertainment opportunities and precision manufacturing.
3. Complete small area plans in key areas to coordinate land use development with transportation infrastructure, encourage mixed-use, and create destinations.
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.

## KEY GUIDING PRINCIPLES:



### Values:

Thriving Town Center, Broad Tax Base, Destinations

### Vision Statement:

Stallings' business friendly culture and skilled workforce attracts private investments and supports businesses that add jobs and services to the local economy. Stallings is a vibrant destination for office, small business, service, and retail development.





# TRANSPORTATION

*Values:*

Transportation Options, Connectivity,  
Safety, People-Oriented

*Vision Statement:*

Stallings has a transportation system designed to move vehicles and people quickly and safely, through connected, well designed streets, as well as a series of regional bike and walking facilities.

Opportunities for future transit connections are made possible through intentional, directed growth and regional transportation partnerships.

## GOALS:

1. Increase transportation choices through multimodal integration (for existing and new facilities).
2. Improve highway and local road connectivity (through collector street design standards and connectivity requirements).
3. Increase local and regional pedestrian connectivity and walkable, destination based development.
4. Creatively expand transportation funding levels to maintain and improve the transportation system.
5. Apply context sensitive design principles (i.e. proposed cross sections) to new or expanded infrastructure projects.
6. Increase local and regional transit system options.
7. Ensure that transportation improvements are made concurrent with land use development.
8. Coordinate with regional partners to ensure that Stallings' transportation needs are heard and proactively addressed.



## KEY GUIDING PRINCIPLES:



# NEIGHBORHOODS & HOUSING

## GOALS:

1. Ensure a variety of housing opportunities and choices for all ages and stages of life.
2. Encourage housing within mixed-use activity centers and key locations.
3. Rehabilitate and redevelop existing housing as it ages.
4. Protect and enhance established neighborhoods to make them more walkable, and increase pedestrian and vehicular connectivity within the neighborhood and with surrounding neighborhoods/destination points.
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.

## KEY GUIDING PRINCIPLES:



## Values:

Housing Choices, Connected, Walkable, Age in Place

## Vision Statement:

Stallings will provide housing options for people of all ages and stages of life. Connected, diverse neighborhoods allow residents to enjoy a high quality of life and to age in place.





# OPEN SPACE, RECREATION & ENVIRONMENT

*Values:*

Connected, Active and Passive Recreation, Conservation

*Vision Statement:*

With its connected system of open space, parks, greenway trails, and abundant recreational opportunities, Stallings is recognized as one of the most livable communities in the greater Charlotte region. The environment and natural resources are examined and thoughtfully considered as part of the Town's growth strategy.

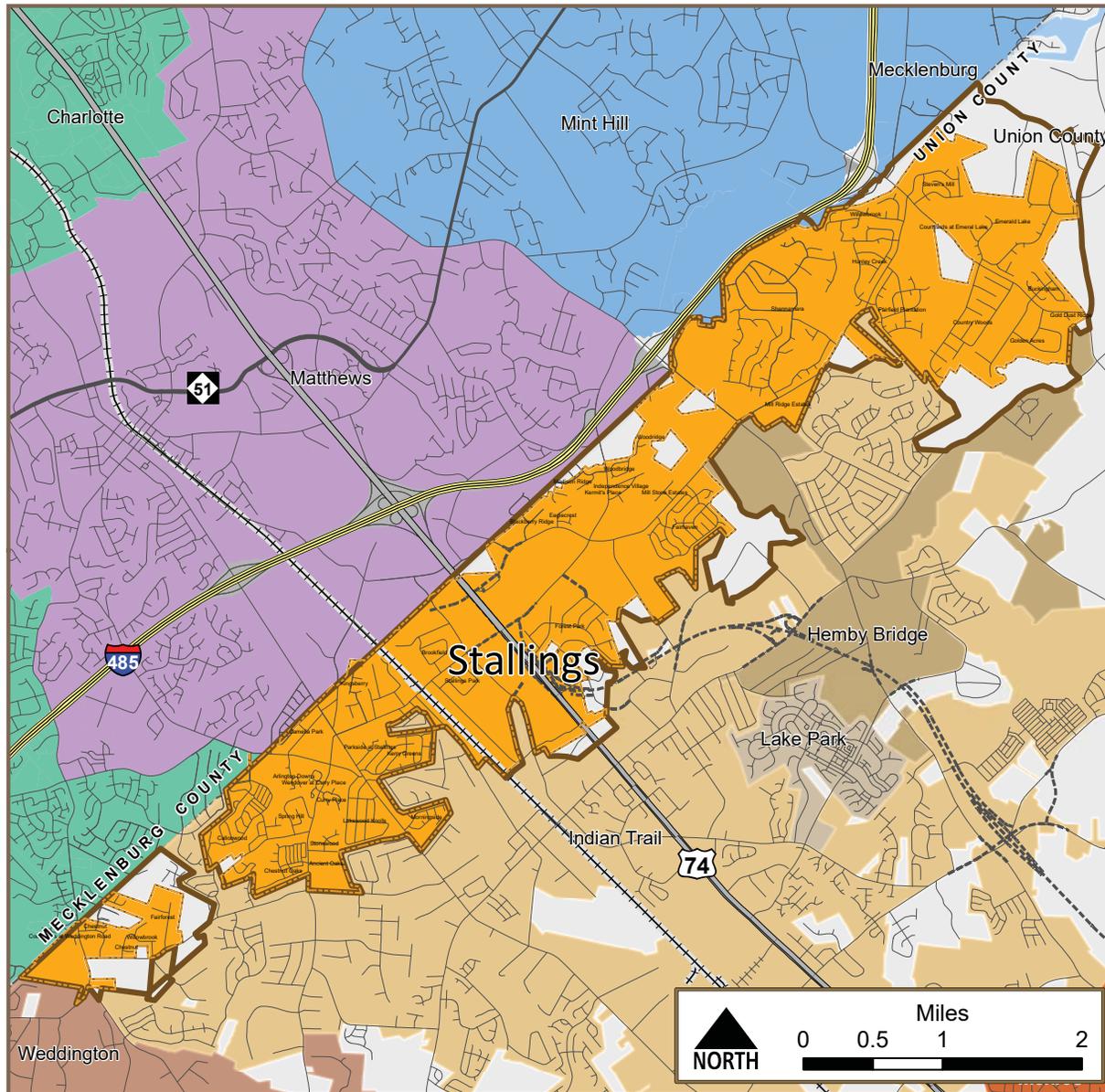
**GOALS:**

1. Seek to better understand the recreational and open space needs of citizens in the context of the surrounding region.
2. Implement the recommendations of the Stallings Pedestrian Plan.
3. Provide and maintain an open space system that enhances community character, protects natural habitat areas, and links neighborhoods, and resources together.
4. Make the most of existing recreational amenities through joint use agreements of public property or facilities.
5. Develop greenway trails with available open space to connect neighborhoods and destinations.
6. Understand existing funding mechanisms for park and recreation facilities and seek creative solutions for stretching resources.
7. Ensure that Town policy enables and encourages actions that engender a natural environment of highest quality.
8. Increase public/private coordination to maximize the efficiency of the Town's park and recreation facilities and programs.
9. Develop Blair Mill Park as a recreational facility that incorporates optimal park amenities.

**KEY GUIDING PRINCIPLES:**



Analysis Maps



Planning Areas  
Town Limits & ETJs

Planning Areas

- Stallings
- Matthews
- Mint Hill
- Hemby Bridge
- Indian Trail
- LakePark
- Mint Hill
- Monroe
- Weddington
- WesleyChapel
- Charlotte

Stallings Town Limits

Project Area

County Line

Road Network

- Interstate
- US Highway
- NC Highway
- Monroe Bypass
- railroads

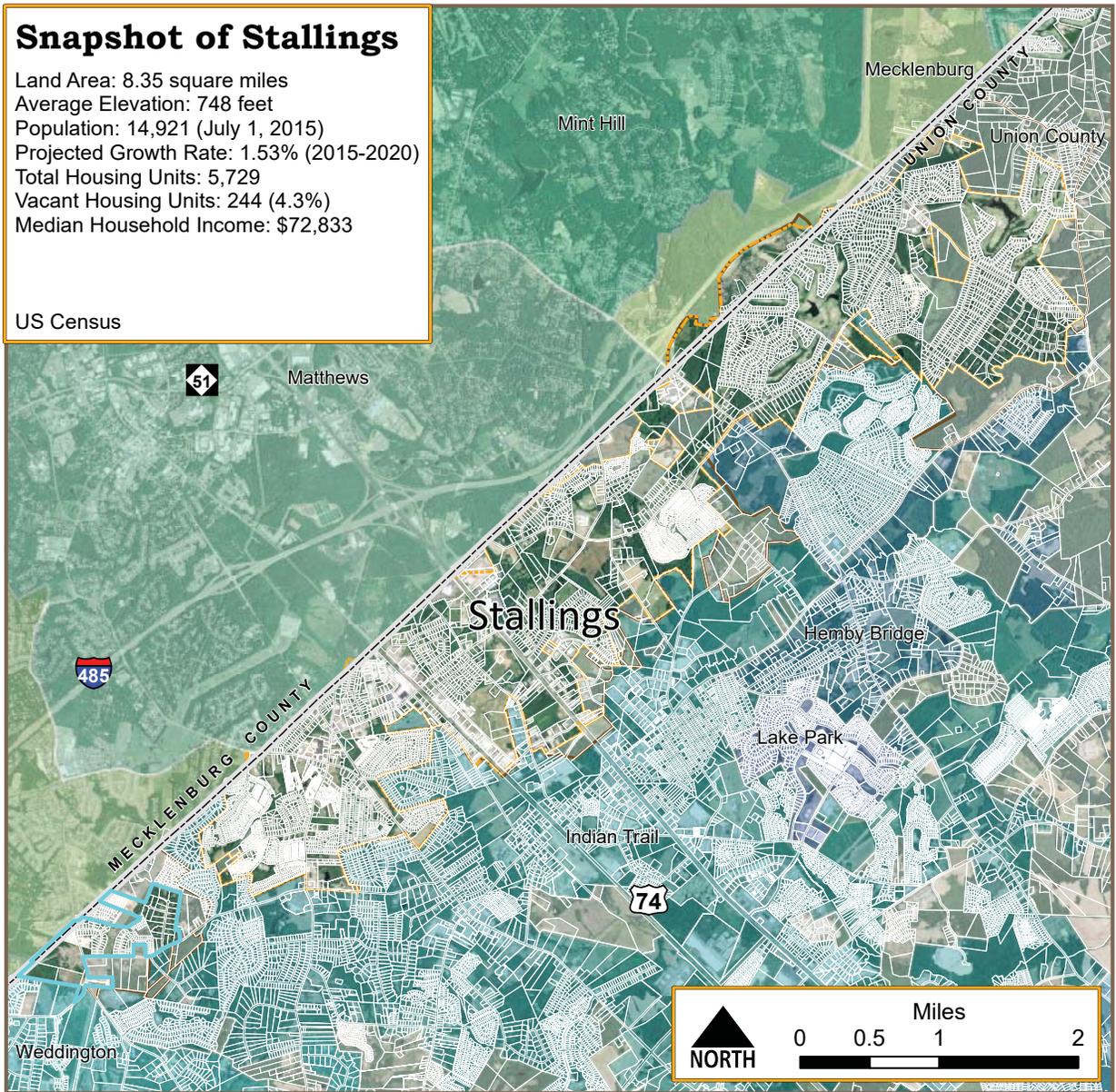


Map created by Centralina Council of Governments  
January 2017



# Town of Stallings Comprehensive Land Use Plan

## APPENDICES



## Aerial Imagery

### 2014 Aerial Data

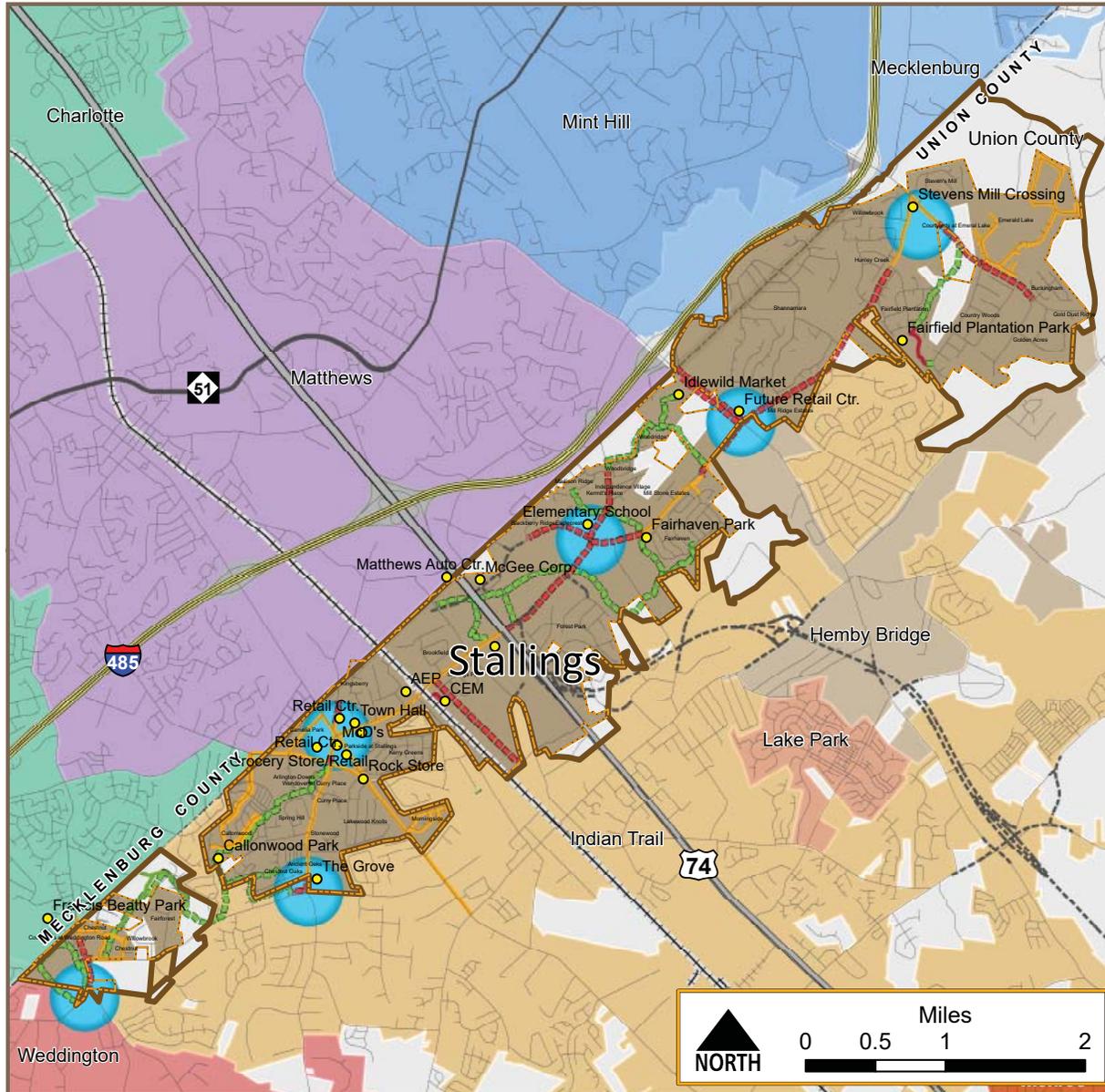
#### Legend

-  Stallings Town Limits
-  Planning Area
-  County Line

Map created by Centralina Council of Governments  
 January 2017



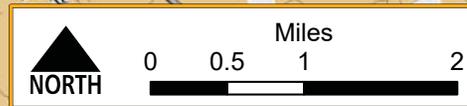
# Town of Stallings Comprehensive Land Use Plan APPENDICES



## Adopted Plans and Planning Areas

- Destinations in Stallings
- Planned Facilities**
  - sidewalk
  - trail
  - Walkable Center
- Existing Facilities**
  - Sidewalk
  - Public Trail
  - Private Trail
  - +—+— railroads
  - - - - Monroe Bypass (Alt. D)
  - Stallings Town Limits
  - Planning Area
  - County Line
- Planning Areas/ETJs**

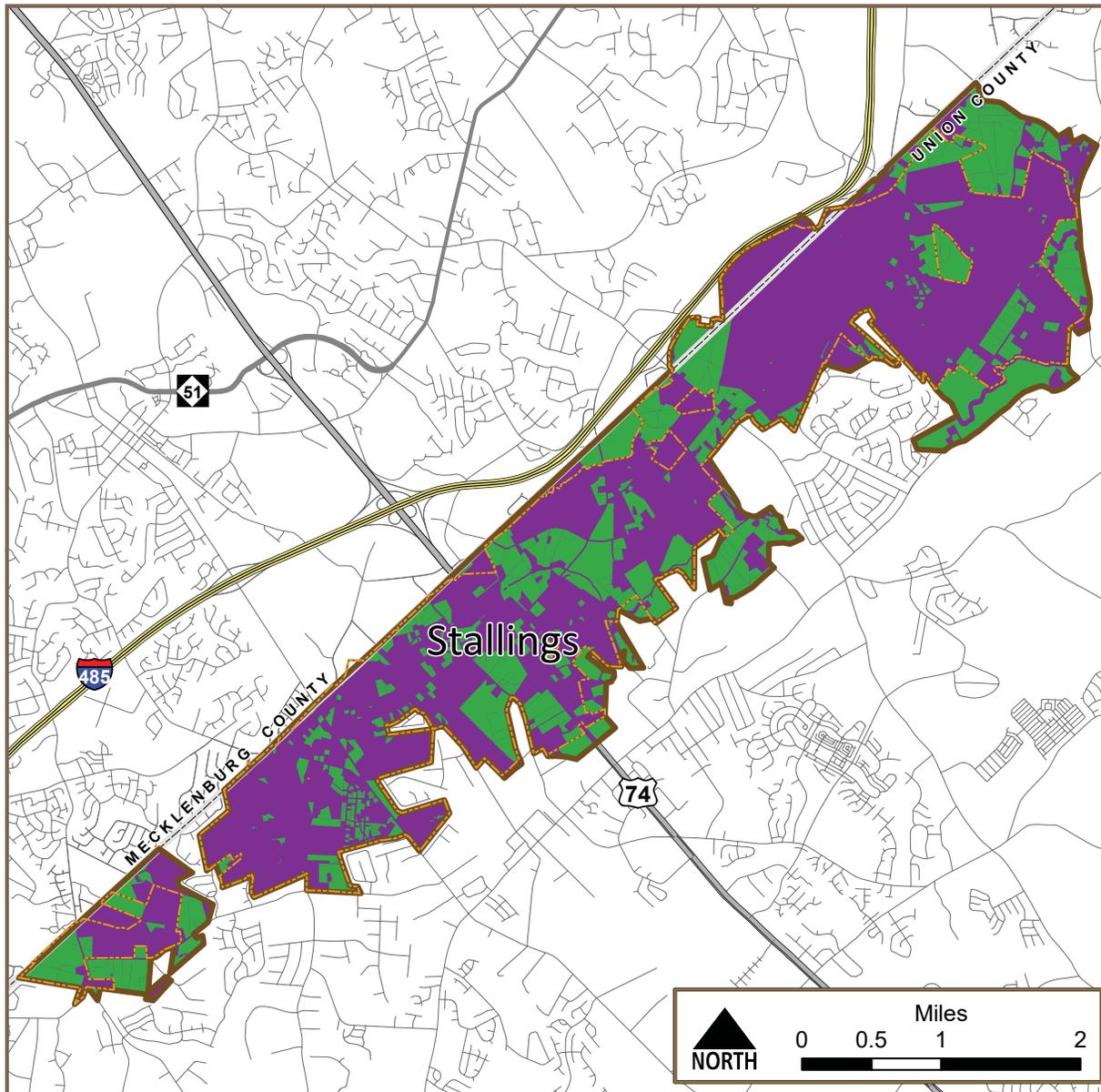
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<span style="background-color: #D2B48C; width: 15px; height: 10px; display: inline-block;"></span> Hemby Bridge	<span style="background-color: #8B4513; width: 15px; height: 10px; display: inline-block;"></span> Stallings
<span style="background-color: #FFD700; width: 15px; height: 10px; display: inline-block;"></span> Indian Trail	<span style="background-color: #9370DB; width: 15px; height: 10px; display: inline-block;"></span> Matthews
<span style="background-color: #FFA07A; width: 15px; height: 10px; display: inline-block;"></span> Lake Park	<span style="background-color: #ADD8E6; width: 15px; height: 10px; display: inline-block;"></span> Mint Hill
<span style="background-color: #ADD8E6; width: 15px; height: 10px; display: inline-block;"></span> Mint Hill	<span style="background-color: #90EE90; width: 15px; height: 10px; display: inline-block;"></span> Charlotte
<span style="background-color: #FF4500; width: 15px; height: 10px; display: inline-block;"></span> Monroe	
<span style="background-color: #FF6347; width: 15px; height: 10px; display: inline-block;"></span> Weddington	
<span style="background-color: #9ACD32; width: 15px; height: 10px; display: inline-block;"></span> Wesley Chapel	



Map created by Centralina Council of Governments June 2016

# Town of Stallings Comprehensive Land Use Plan

## APPENDICES



### Development Capacity

- High Development Capacity
- Low to No Development Capacity
- Stallings Town Limits
- Planning Area (6,743 acres)
- County Line

**High Development Capacity**  
 (2,235 acres / 33%):

- Undeveloped Parcels
- Underdeveloped Parcels

**Low to No Development Capacity**  
 (4,508 acres / 67%):

- Developed Parcels
- Preserved Open Space
- Environmental Constraints
- Public Infrastructure

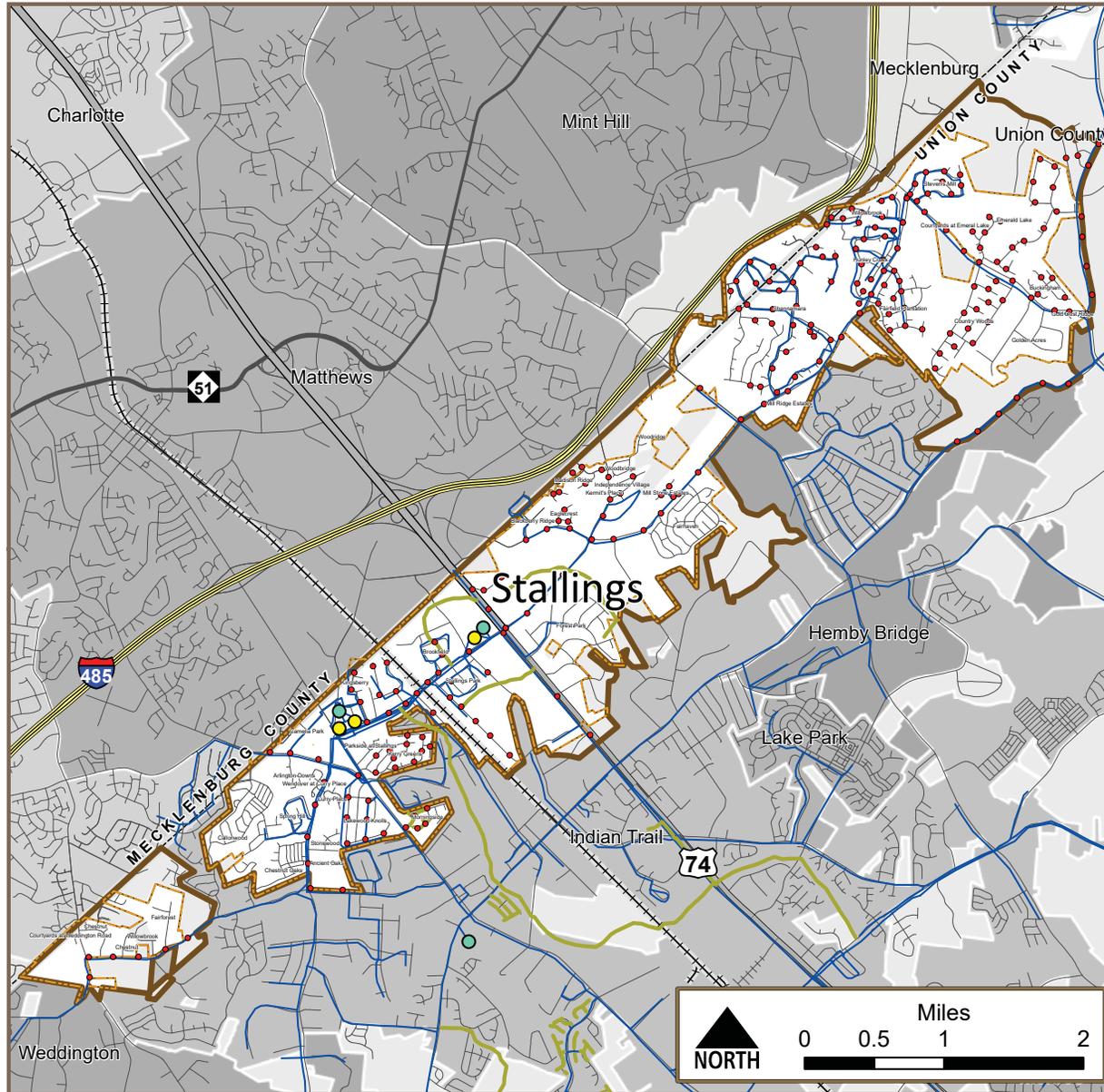
Development Status data collected during 2015 MetroIrina CommunityViz Project and updated with 2016 ground reconnaissance

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 January 2017

# Town of Stallings Comprehensive Land Use Plan APPENDICES



## Infrastructure Water, Sewer



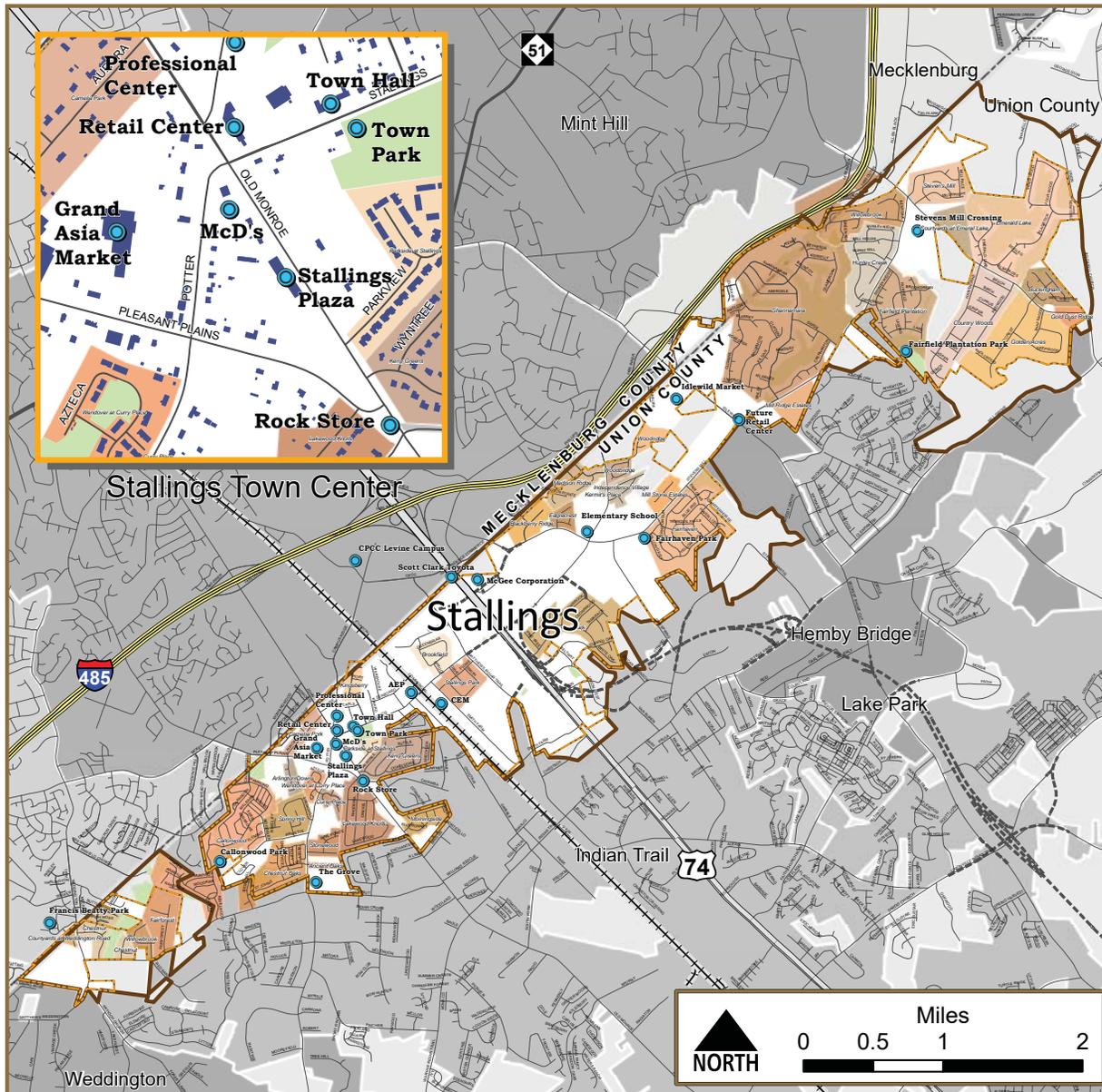
- Hydrants
- Water Tower
- Pump Station
- Water Lines
- Sewer Trunk Lines
- Railroad
- Stallings Town Limits
- Planning Area
- County Line



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January 2017

# Town of Stallings Comprehensive Land Use Plan

## APPENDICES



### Major Destinations and Neighborhoods

- Major Destinations in Stallings
- Structures (2007)
- Open Space
- Stallings Town Limits
- Planning Area
- County Line
- Road Network**
- Interstate
- US Highway
- NC Highway
- Monroe Bypass (Alt. D)
- Local Streets
- + Railroad

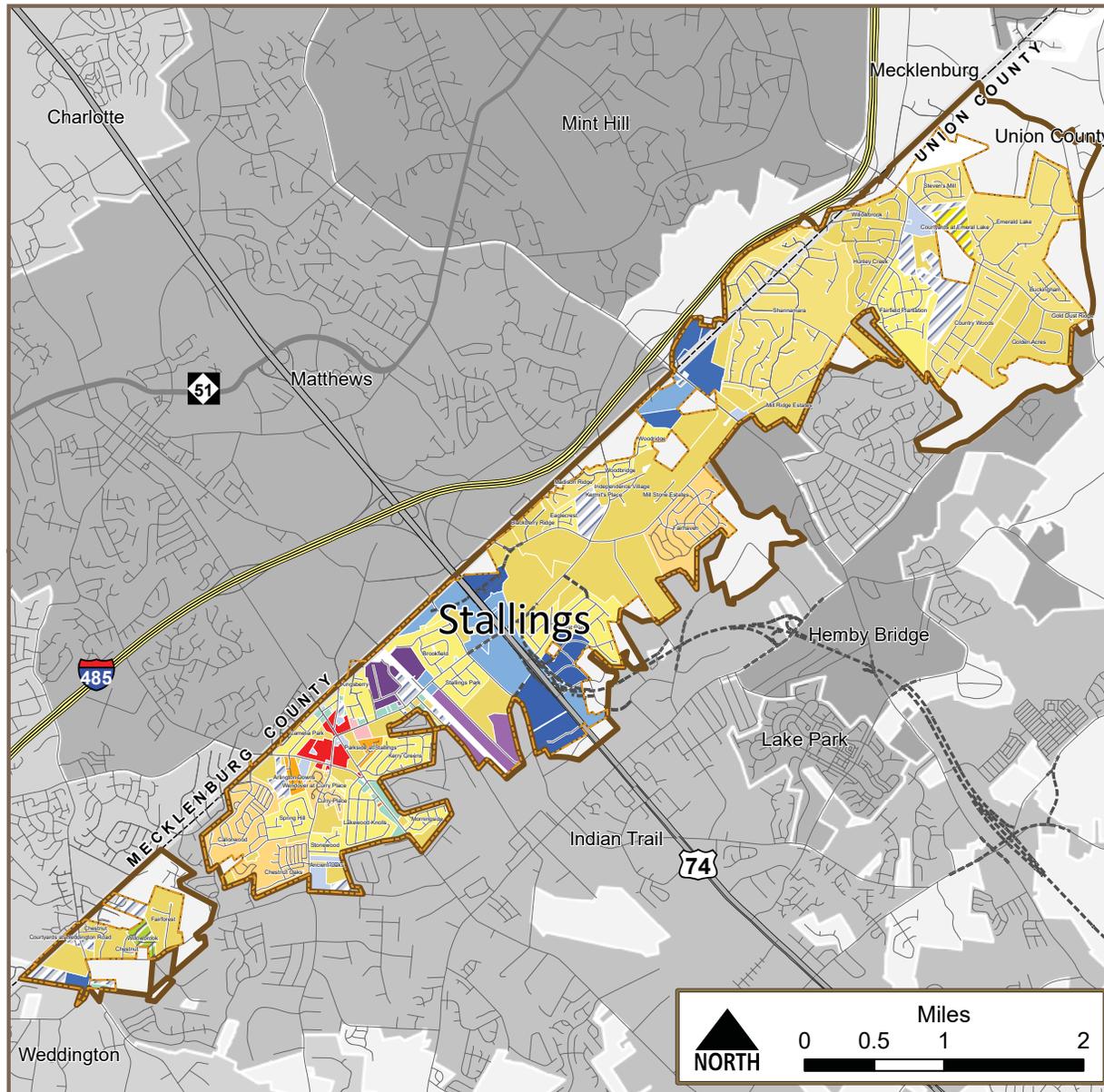
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January 2017

# Town of Stallings Comprehensive Land Use Plan APPENDICES



## Zoning

January 15, 2016



### Zoning Districts

- (BC) Business Center
- (CUGR) General Retail
- (CUNRD) Neighborhood Retail District
- (CUOLR) Office Light Retail
- (CZ) Conditional Zone
- CZ-GR Fork
- CZ-OLR
- CZ-ResEpc
- CZ-ResMer
- (GC) Government Center
- (GR) General Retail
- (HI) Heavy Industrial
- (LI) Light Industrial
- (MFR) Multi-family Residential
- (MR) Mixed Residential
- (NRD) Neighborhood Retail District
- (OLR) Office Light Retail
- (R10) Residential
- (R15) Residential
- (R20) Residential
- (TC) Town Center
- Stallings Town Limits
- County Line



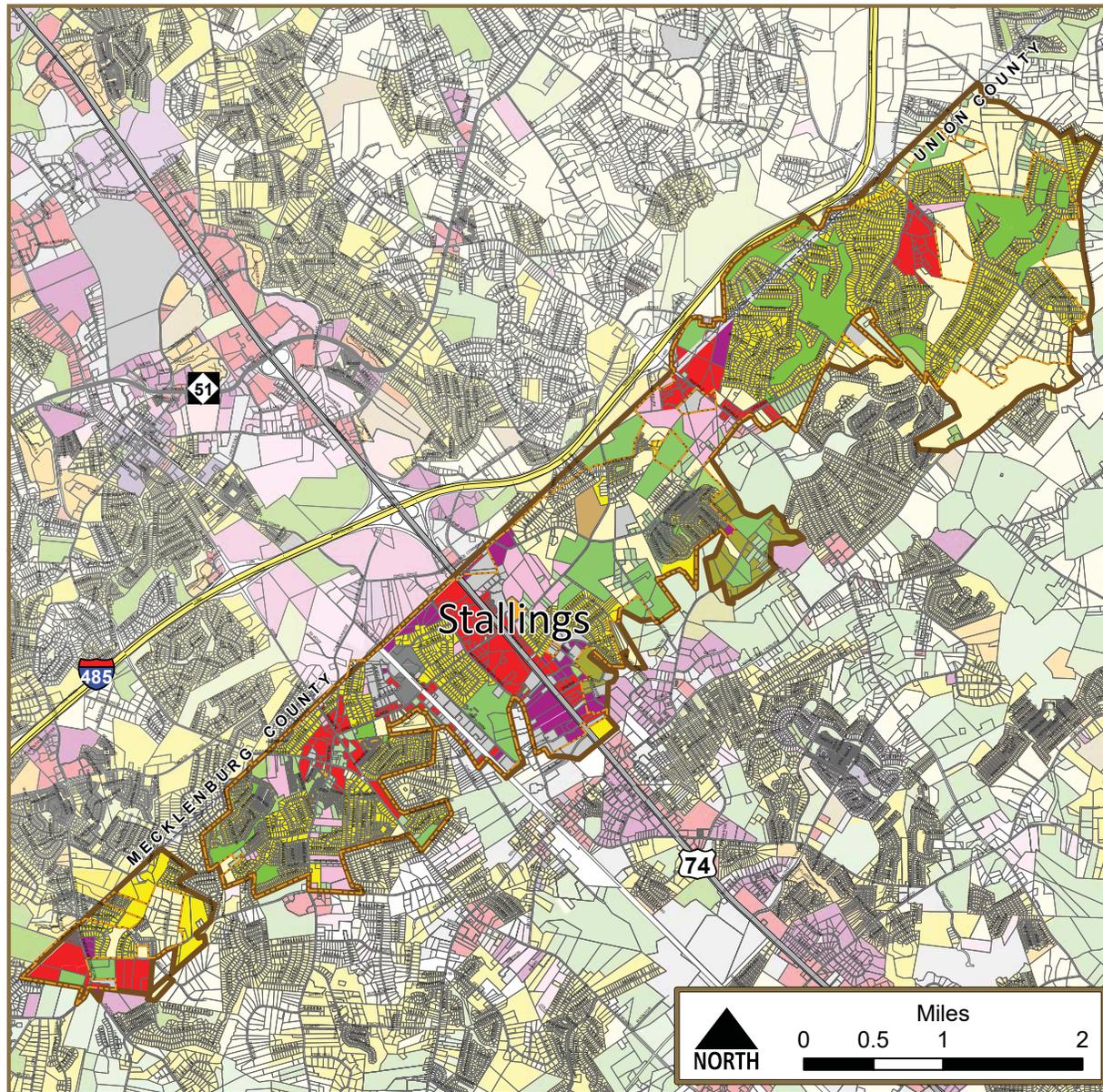
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January 2017

# Town of Stallings Comprehensive Land Use Plan

## APPENDICES



### Existing Land Use



#### Land Use

- Heavy Industrial Center
- Light Industrial Center
- Working Farm
- Rural Living
- Preserved Open Space
- Recreational Open Space
- Large Lot Residential
- Single-family Neighborhood
- Multi-family Neighborhood
- Town Home Community
- Suburban Commercial Center
- Suburban Office Center
- Town Center
- Walkable Activity Center
- Walkable Neighborhood
- Educational Campus K-12
- Regional Employment Center
- Special District
- ▭ Stallings Town Limits
- ▭ Planning Area
- ▭ County Line



Land Use derived from Community Types data collected during 2015 MetroIrina CommunityViz Project  
 Map created by Centralina Council of Governments  
 January 2017



SMALL AREA PLAN REPORT



PRODUCED FOR



PRODUCED BY





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Stallings Elementary School Node .....	6
Idlewild Road Corridor .....	8
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Diagnostic Summary .....	12

# Background

## LET'S GO DEEPER...

The Town of Stallings engaged DbD to develop illustrative small area plans for three key areas within its town limits: 1) Monroe Bypass; 2) Idlewild Road; and 3) Stallings Elementary School Node.

Although Stallings will soon complete its Comprehensive Land Use Plan, there's recognition among town leaders that goals and policies must be visually illustrated in order to be effective.

By developing a 50 year build-out for each of the three small areas, we can envision a pedestrian-oriented urban form that protects existing neighborhoods, while strategically locating multi-family housing and mixed-use densities necessary for establishing sense of place and a strong tax base to support future amenity development.



## PROJECT GOALS

1

### PROTECT AND ENHANCE THE TOWN'S EXISTING NEIGHBORHOODS

*Provide daily needs and amenities close to our neighborhoods, but not too close!*

- » Buffer existing detached single-family neighborhoods from multi-family and commercial development without limiting access to daily needs of existing residents
- » Promote “missing middle housing” to transition between higher density areas and the Town’s existing single family neighborhoods in a fiscally and environmentally sustainable way
- » Weave nature, or access to nature, through all the Town’s neighborhoods

4

### DEVELOP A COMPREHENSIVE OPEN SPACE AND GREENWAY SYSTEM

*This will significantly improve quality of life and increase property values!*

- » Connect all of Stallings via multi-use paths
- » Secure greenway easements within floodplain areas
- » Work with surrounding towns to develop and connect to a regional trail network

2

### PROMOTE A RESILIENT TRANSPORTATION NETWORK THAT ENSURES THE BROADEST LEVEL OF COMMUNITY ACCESS TO THE TOWN'S LIVE, WORK AND PLAY ENVIRONMENT

*Let's not become victims of other town's traffic mistakes #Stallingsgotitright!*

- » Establish a connected network of “complete streets” designed to encourage multiple means of
- » travel and that can adapt over time to new circumstances.

- » Ensure the development of multi-use paths along vehicular roads where necessary to make critical connections and in coordination with a Stallings Greenway Master Plan
- » Develop a unique brand and architectural design theme for the greenway system to further support identity development efforts

3

### CREATE A LOCAL MARKET THAT SUPPORTS TOWN BASED BUSINESSES AND EMPLOYMENT

*The more rooftops within a short commuting or walking distance, the higher quality and variety of development*

- » Strategically locate high-quality, mixed-use development and multi-family housing
  - Housing/ Density will create demand for quality commercial
  - Locate near major roads and future commercial areas not conducive to single family development
  - Help with identity and create a strong tax base

5

### ESTABLISH KEY CENTERS FOR CIVIC LIFE THROUGHOUT STALLINGS

*Where our kids can be free-range.*

- » Create a hub for civic activity
  - YMCA/Community center supporting passive and active recreational needs for Stallings residents
  - Civic Center supporting Town government and formal community events
  - Regional recreational facility bringing in visitors and offering level of amenities that are metropolitan in scale.
- » Establish series of public parks, trails, civic plazas throughout the town

# Monroe Bypass Corridor



VICINITY MAP



PROPOSED LAND USE MAP

The new Monroe Expressway is a regional scaled infrastructure improvement that connects Stallings to Metropolitan Charlotte. The impacts on development and growth along the Corridor centered within this Study Area will be dramatic. Existing developments are mostly low scale rural-highway oriented ranging from show/room business to light industrial. Older residential neighborhoods lie to either side of the Corridor in close proximity. A few newer developments in the form of a multi-level car dealership and hotel hint at the Study Area's proximity to the I-485, Highway 74 Interchange less than 1 mile away. While predominantly undeveloped, there are many historical traces of activity on the ground including mining and spoils pits.

The Concept Plan acknowledges that this Study Area will see the most radical transformation within Stallings. Not only does the new expressway bisect the Town into two halves, but the limited crossings necessitated by the restricted access nature of the expressway will constrict east-west movements to two points, both of which will become highly congested in the years to come. The goal of the Concept Plan for Monroe Rd and Highway 74 is to capture and orient the inevitable development so as to benefit as much as possible the local residents of Stallings. In that regard the Plan is similar to

the intent and goals that make up the vision for Idlewild Rd, however, because of the location along an expressway, major highway and within a mile of a major metropolitan interchange, the level of intensity proposed is much greater because of the regional access offered.

The Concept Plan packages "development" into clusters that are designed to foster an inter-connected network of streets, the ability to mix uses within clusters or integrate with different uses in immediately adjacent clusters, and provide continuation of access to services and amenities for residents by foot or car that do not depend solely on the two exits planned along the expressway. The final disposition of development and street network will depend on property assemblage and market demand, but the mix of uses and intensity of the final outcome as illustrated by the Concept Plan are supported by the regional and local fundamentals. The idealized version is provided in order to establish a high bar for the processing and approvals of projects to come. Because of the importance of this Study Area and the impacts it will have on Stallings as it grows, it is critical to the Town's image, vitality and economic performance that development stay true to the principles that inform urban design.



ILLUSTRATIVE SITE PLAN

## KEY IDEAS

- 1** Allows for expansion of light industrial and flex-space development
- 4** A highly visible gateway art piece will identify Stallings within the regional transportation system
- 6** The “square-back” overpass will be critical for local traffic movement
- 2** An open space network will connect to the other parts of Town
- 5** A mix of hotels offering different price points will attract a broad variety of visitors, businesses and restaurants
- 7** A regional office park will have easy access to I-485 and provide a workplace for Stallings’ residents
- 3** A dense mixed-use core will create a lively commercial hub to access the economic growth and employment of the metropolitan area

# Stallings Elementary School Node



VICINITY MAP

- SINGLE FAMILY (DETACHED)
- SINGLE FAMILY (ATTACHED)
- MULTI-FAMILY
- LARGE RETAIL/ENTERTAINMENT
- COMMERCIAL
- HOTELS
- CIVIC/ COMMUNITY BUILDINGS
- OFFICE
- INDUSTRIAL
- PEDESTRIAN & GREEN CIVIC INFRASTRUCTURE

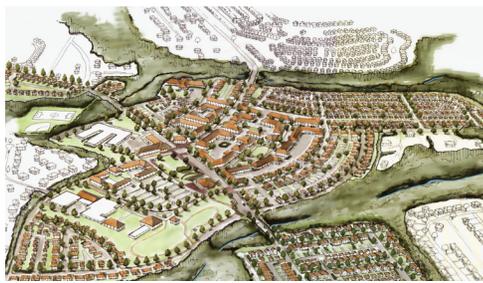


PROPOSED LAND USE MAP

The Stallings Elementary School Study Area lies west of the Idlewild Rd Study Area along Stevens Mill Rd. Development within this area is limited to Stallings Elementary School, a church and older large lot rural homes. Existing new subdivisions ring the periphery of the study area. Significant tracts of undeveloped property dominate the landscape and two creek tributaries frame the central intersection to the east and west. No major infrastructure easements cross the Area.

The Concept Plan envisions a Civic Center for Stallings, focusing on the development of active and passive recreational facilities geared toward local community needs, abutting multi-family and single family housing to complement the surrounding neighborhoods. The Area offers the Town's only opportunity to develop a world-class level public amenity in a single concentrated and central location to a majority of its residents. It is also uniquely situated along North Fork Crooked Creek, providing the "green access" hub for the planned Stallings Greenway System. Uses may include a YMCA, Town Green and Community Center with accompanying recreations fields and lawns. One commercial opportunity in the form of a restaurant would anchor the main intersection.

The Goal of the Concept Plan is to focus the Town's existing plans for development of parks and other recreational and gathering facilities into centers that connect with and support community wide infrastructure goals. Each Center would be programmed based on accessibility and function. The Stallings Elementary School Concept Plan's goal is to concentrate the active and informal recreational needs of the community where opportunities for public private partnerships are most robust.

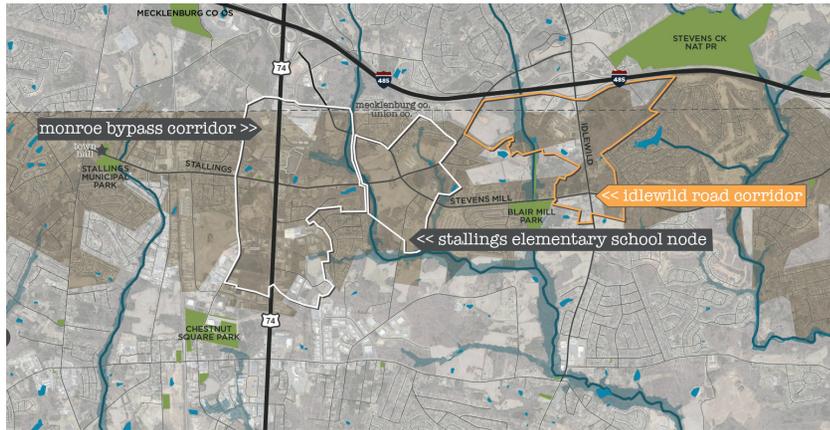


BIRD'S-EYE RENDERING

## KEY IDEAS

- 1 Provide active and passive recreational amenities to the Town
- 2 An open space network will connect to rest of the Town
- 3 Transition from existing neighborhoods using single family housing and open spaces to buffer multifamily development at the center
- 4 Street network permits multiple options for getting around

# Idlewild Road Corridor



VICINITY MAP



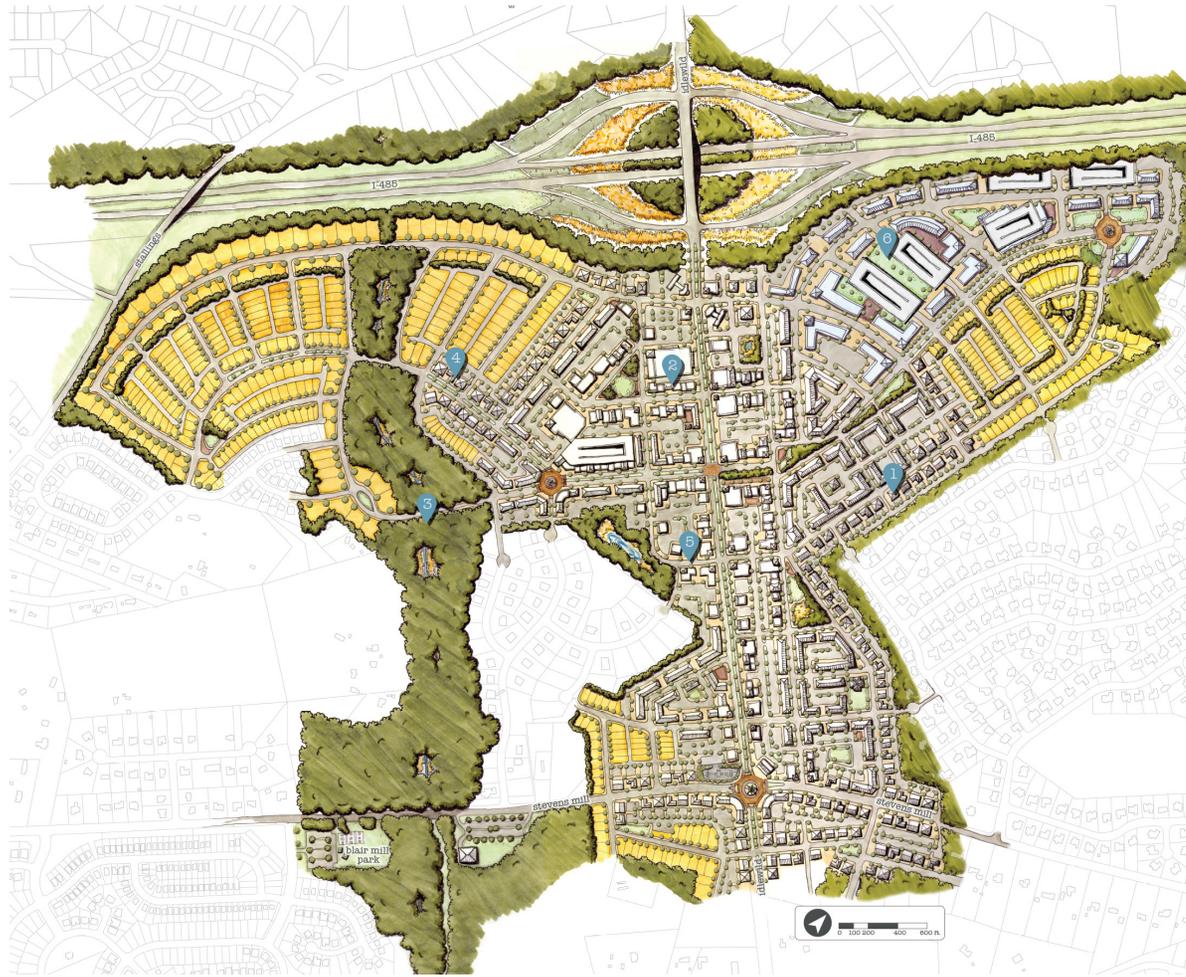
PROPOSED LAND USE MAP

The Idlewild Study Area extends from the I-485 expressway to Stevens Mill Road. Existing development is limited to one commercial shopping center at the interchange of Idlewild Rd and I-485 and adjoining businesses, as well as a handful of older large lot rural homes. Significant tracts of undeveloped property dominate the majority of the Study Area to the east and west of Idlewild Road. These abut new existing single-family subdivisions. The land is predominantly gently rolling with one creek tributary running north-south through undeveloped properties west of Idlewild Rd. connecting to Blair Mill Park. A power line easement is co-located within the flood zone of the creek tributary.

The Concept Plan envisions an integrated development supported by uses that are typical for markets within metropolitan areas having similar accessibility and locational contexts. The intent of the Concept Plan, however, is to capture and orient these uses to support not only regional needs sustained by the auto oriented access provided by I-485, but to also create a critical mass that enables the creation of jobs, fosters a good proportion of retail servicing local needs, and integrates these with appropriate housing options in close proximity. When correctly planned such developments create a

mixed use, walkable and car optional center. The goal of the Concept Plan is to provide this lifestyle to a significant portion of the new residents who will live and work in the future Study Area.

Blair Mill Park offers another lifestyle amenity to the development of the Idlewild Rd. Study Area. The Park's location at Stevens Mill Road and Town ownership of property to its north along the creek tributary serves as a major recreational node and trailhead for a future Stallings greenway network. The Concept Plan extends this future Greenway into planned neighborhoods and commercial areas within the Study Area to offer access to residents.



BIRD'S-EYE RENDERING

## KEY IDEAS

- 1 Open space and lower density housing will buffer and protect existing neighborhoods
- 2 A mixed-use core will create a lively commercial hub
- 3 An open space network will ultimately connect to other areas of Town
- 4 Multi-family housing serves to buffer the commercial development and is located away from existing neighborhoods
- 5 Street network permits multiple options for getting around
- 6 A regional office park will have easy access to I-485 and provide a workplace for Stallings' residents

# A Fiscal Case For Good Planning

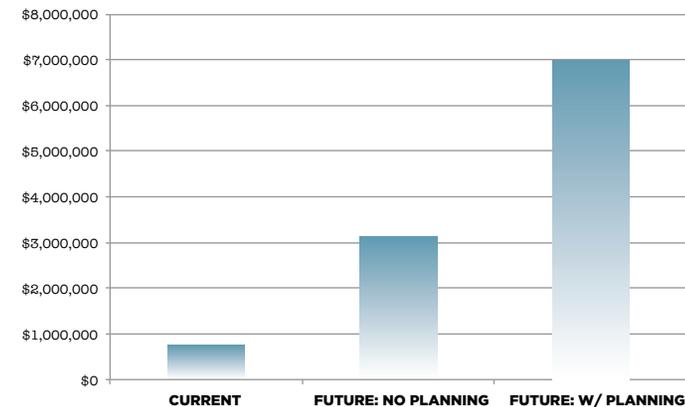
1. The consultant team sampled various existing developments throughout Mecklenburg and Union Counties, acquiring an average tax value per acre according to land use type. These values were then applied to two scenarios: one with no planning and another in accordance with the proposed small area plans.
2. The scenario without planning shows a future Stallings with excessive single-family housing and strip commercial areas indicative of the region.
3. The small area plan scenario supports tax values per acre associated with mixed-use and walkable commercial centers and multi-family housing, all of which are strategically buffered from existing neighborhoods.

## TAX VALUES PER ACRE BY LAND USE



\* The above TVPA values were sampled from ideal developments across Mecklenburg and Union county.

## ANNUAL TAX PRODUCTION

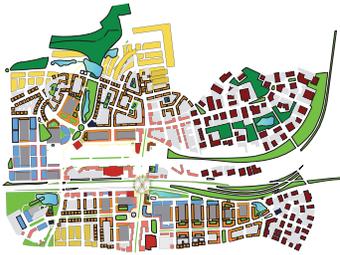


The Town of Stallings currently maintains a tax rate of 21.5 cents per \$100 of land valuation. The three study areas combined currently provide Stallings with approximately \$755,000 in tax revenue.

Using the same tax rate these combined areas will ultimately provide Stallings with a revenue of approximately \$3.1 million projected from the “no plan” model, whereas it could expect approximately \$7 million in annual tax revenues from the “with plan” model.

## TAX VALUES PER ACRE MODELS BY STUDY AREA

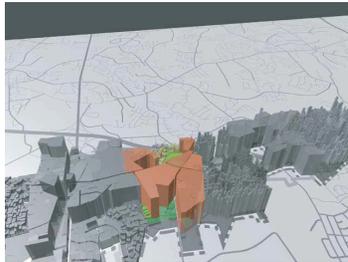
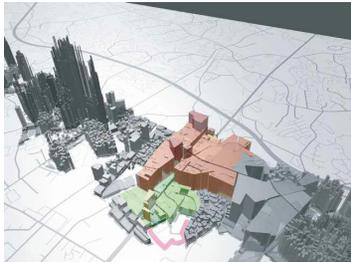
MONROE



STALLINGS  
ELEMENTARY

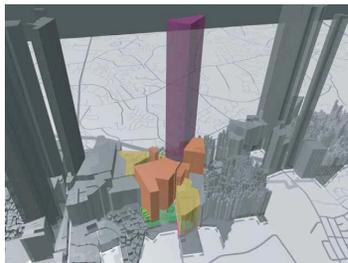
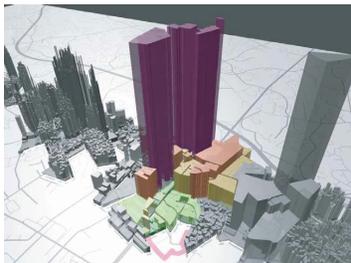


IDLEWILD



### NO VISION

Traditional strip commercial development results in a low tax value per acre when compared to mixed-use and walkable neighborhoods. In addition, without strategically locating multi-family housing, Stallings will maintain a risky dependency on low tax value per acre single-family properties for revenue; this approach guarantees higher taxes in the long run to provide civic and municipal services and recreational amenities.



### VISION

With strategically placed mixed-use centers that are appropriately buffered from existing neighborhoods, Stallings can create high tax value per acre “spikes” to subsidize low tax revenue residential neighborhoods. This approach will mitigate against sharp tax increases to fund and improve quality of life and maintain public resources and amenities.

# Diagnostic Summary

## STALLINGS LAND DEVELOPMENT ORDINANCE

The Design Team reviewed the Stallings Land Development Ordinance (LDO) to assess the existing zoning's regulatory capacity to deliver on the principles and techniques employed to develop the Small Area Plans.

The following Diagnostic Summary identifies key deficiencies, with specific commentary, that need to be addressed in order to implement the urban elements of the Plans as prepared:

1. Auto-centric parking requirements
  - a. inclusion of more robust shared-parking standards
  - b. emphasis on on-street parking in new developments
2. Street/Block provisions based on suburban design requirements
  - a. expansion of street hierarchy to include context-based street classifications
  - b. establish block dimension maximums and decrease intersection spacing requirements in urban conditions
3. Ineffective base zoning districts for mixed use
  - a. introduce new zones to define "use" based on a language of building type rather than exclusively relying on definitions based on occupation and habitation. This is most needed to increase the variety of residential units.
  - b. Refine occupation and habitation standards on intensity levels, i.e.: permitted, limited, restricted.
4. Incomplete Open Space design standards
  - a. introduce additional open space classifications for urban areas, i.e.: squares, plazas, playgrounds.

### 5. Incomplete Storm-water provisions

- a. assess design requirements for infrastructure, i.e.: retention, pervious surface areas, materials permitted, buffer setbacks, minimum and maximum property disturbance allowances so as to insure urban high density developments are not inadvertently treated as "Greenfield" sites.

The Design Team recommends that the Town's LDO be revised so that the physical elements illustrated by the Small Area Plans are "bundled" into Districts based on contextual character as defined by the urban-to-rural Transect and Neighborhood design principles. To successfully accomplish this the Town will need to:

1. Re-think Streets – streets constitute the majority of a community's open space. They should be designed to accommodate both capacity AND character. A street's walkability and/or drivability determine development layout and accessibility. A hierarchy of street types and their assembly into blocks need to be added to the LDO at the scale of the neighborhood, Town and the Region.
2. Re-think Green Infrastructure – stormwater, water quality and flood mitigation play increasingly dominant roles in shaping the urban form of communities. The Town should incorporate provisions within the LDO based on context in order to promote the efficient and affordable development within the Small Area Plans of the density and intensity proposed. This will mean balancing passive and active controls based on specific sites within the Area Plans. Reducing parking minimums and compensating for reduced setbacks and increased impervious coverage can be mitigated through Street Designs (see #1), Building Designs and Civic Open Space layouts.

3. Re-think Housing - most communities consist of two residential building types; single family housing and multifamily. In Stallings' single family detached housing makes up almost all the Town's existing stock. Single family detached housing properly serves between 33 and 45% of a typical population's profile. The rest are made to live in such housing, usually at increased cost and inconvenience. Zoning districts that support the character of the Small Area Plan's residential mix need to be written into the LDO to encourage the development of "Missing Middle Housing". Missing Middle Housing includes duplexes, triplexes, small multi-family mansion flat developments, and carriage houses (accessory dwelling units). Density Bonus incentives should be considered to allow more increases in total units for projects within the Small Area Plans.
4. Re-think Parking - right size parking requirements within the Small Area Plans for retail and residential uses. Increase the opportunity for shared parking programs.
5. Re-think Compatibility - the existing LDO fails to take into account how uses in the various zones are regulated based on location. The Zones do not adequately addresses the scale, placement, massing and design of single family, multi family, or commercial buildings based on location within the Town. Zones should be written to provide a range of provisions for the same building types depending on their physical location within the Town.

## VISION



## NO VISION

### LAND USE



### TRANSPORTATION



### SENSE OF PLACE



### OPEN SPACE NETWORK



### TAX BASE

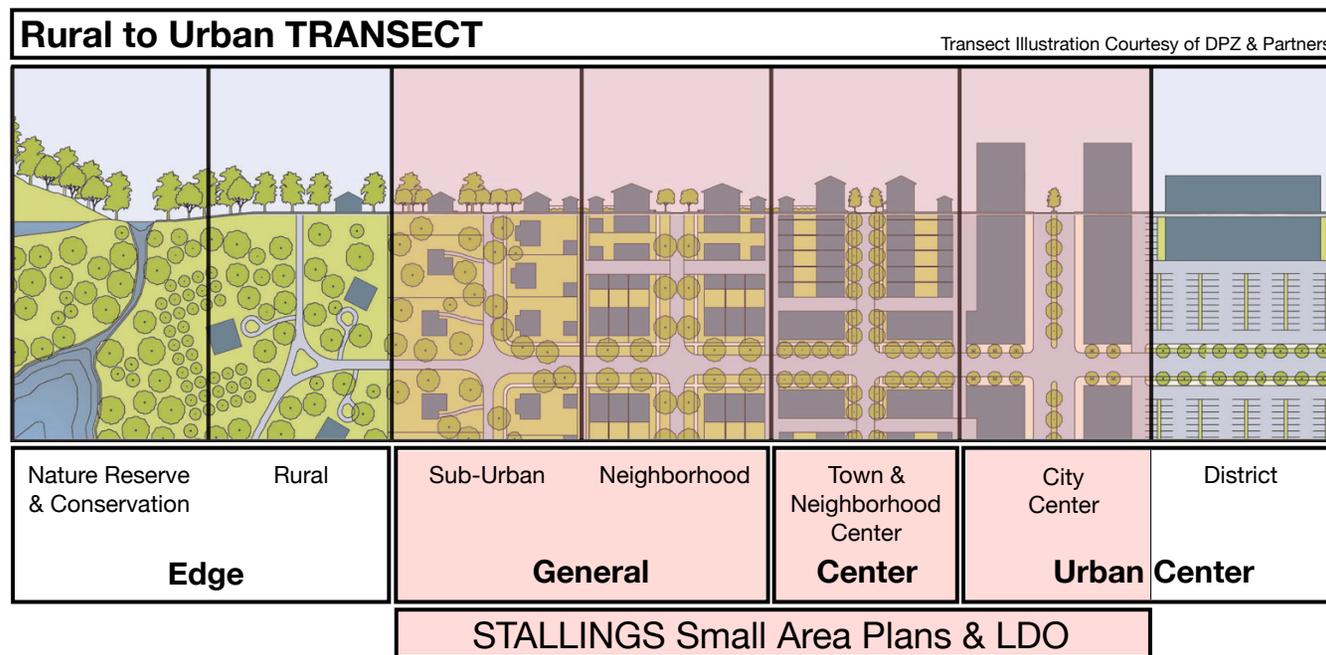


# Diagnostic Summary

## THE TRANSECT

The Transect, as a framework, identifies the range of human settlement patterns from the most natural to the most urban. Its continuum of habitats, when subdivided into districts, lends itself to the creation of zoning categories. These categories include standards that encourage diversity similar to that of organically evolved communities.

The rural-to-urban Transect can be bundled into 4 districts (Edge, General, Center, City Center) for application on comprehensive plans and zoning maps. These districts, or “habitats”, vary by the level and intensity of their physical and social character, providing immersive contexts from rural to urban. Transect based elements are coordinated by these districts at all scales of planning, from the region through the community scale and on down to the individual lot and building.



COURTESY OF DPZ & PARTNERS

## THE NEIGHBORHOOD

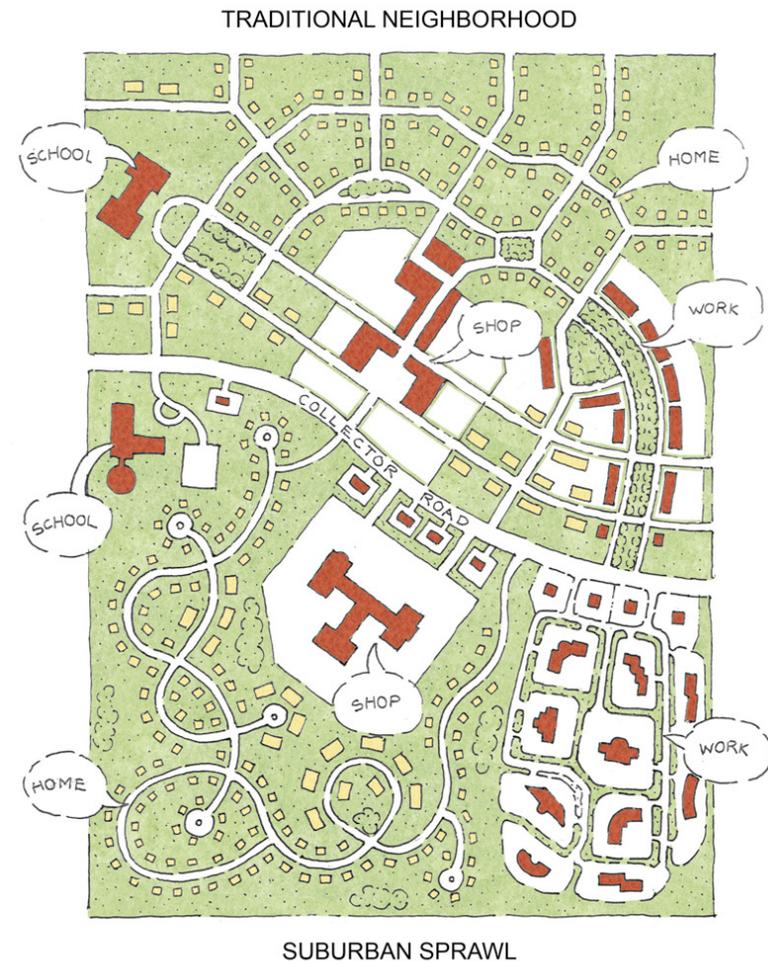
The Neighborhood is the essential element of development and redevelopment in a City. Neighborhoods form identifiable areas within all Districts of a City. They can be highly developed in and around a downtown to mostly rural at the edge of the City.

No matter their physical location, neighborhoods should be compact in area, pedestrian-friendly, and mixed use. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of roads and streets should be designed to encourage walking, reduce the number, and length of automobile trips, and conserve energy.

Within neighborhoods, a range of housing types and price levels can bring people of diverse ages, ethnicities and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community. For more urban neighborhoods appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods. Schools should be sized and located to enable children to walk or bicycle to them. A range of parks, from playgrounds and village greens to recreational fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods.

The economic health and harmonious growth of neighborhoods can be improved through transect based ordinances that serve as predictable guides for change.



Town  
of  
Stallings   
-NC-