



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





Land Use Values



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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

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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



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◆ 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

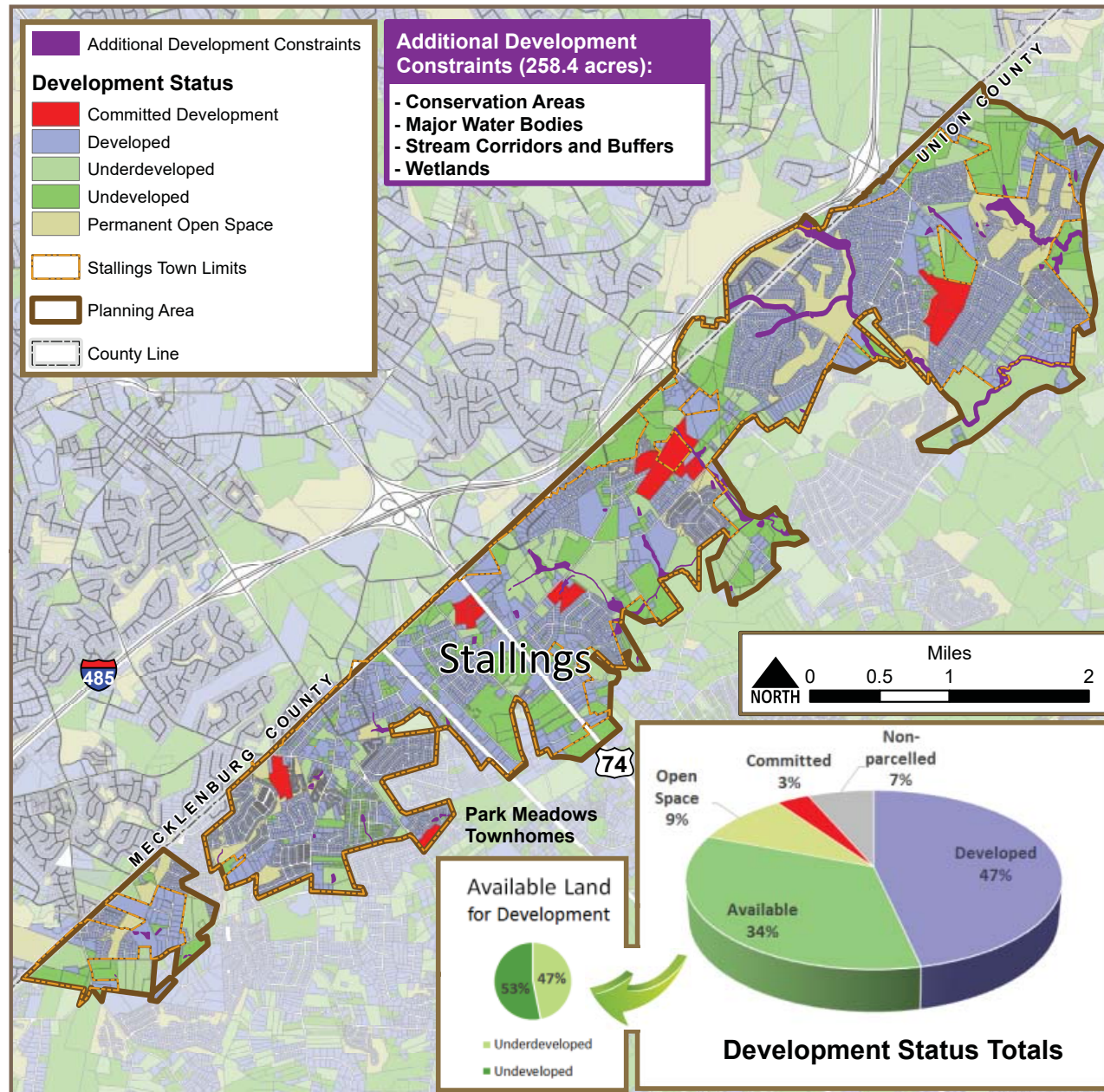
and are consistent with Town growth principles. Through the activities of the Town's elected and appointed officials, Stallings will continue to foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit.

◆ 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.

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Development Constraints



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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.

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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.





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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

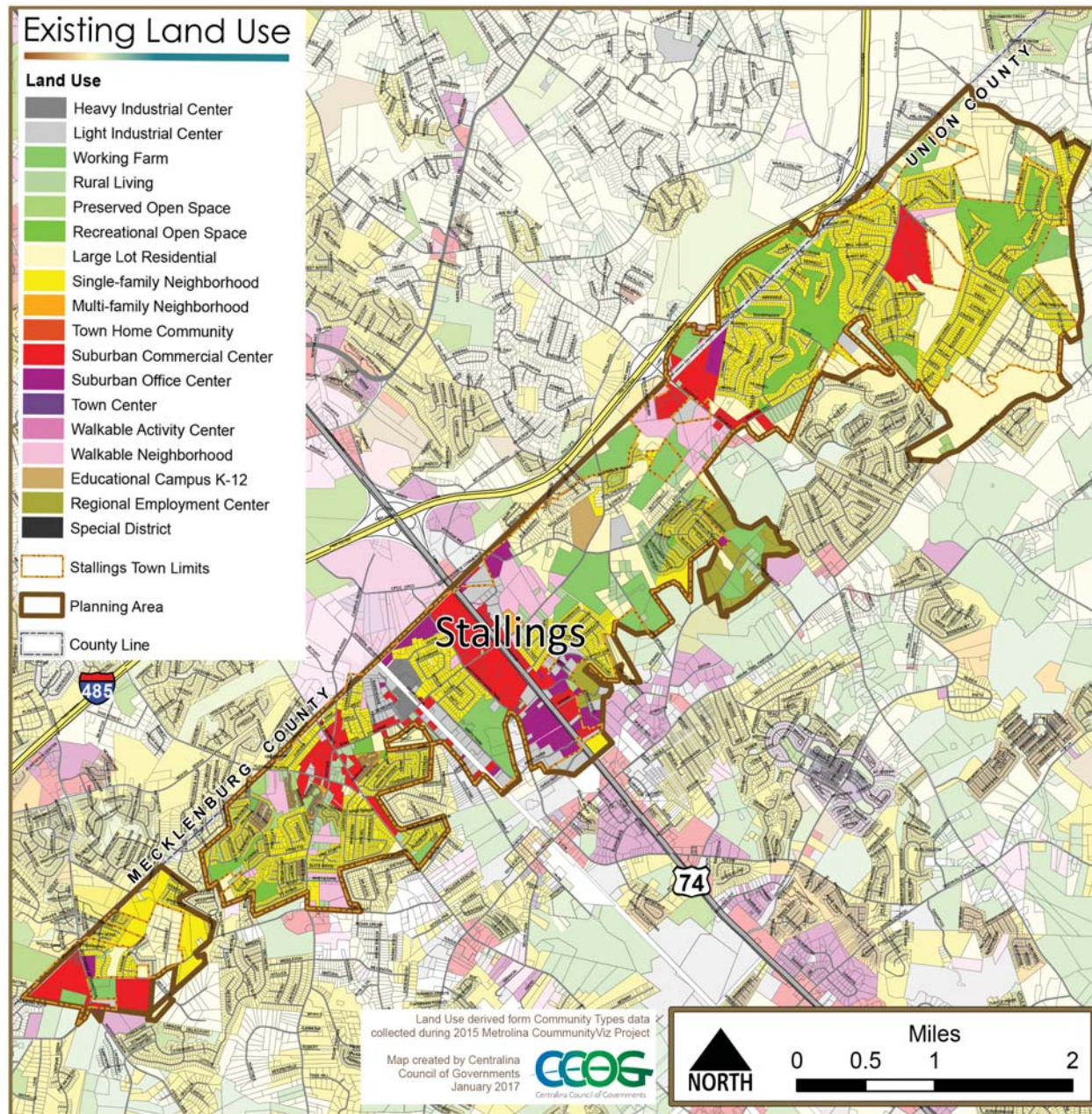
will be consistent with the surrounding neighborhood.

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.

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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.

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.

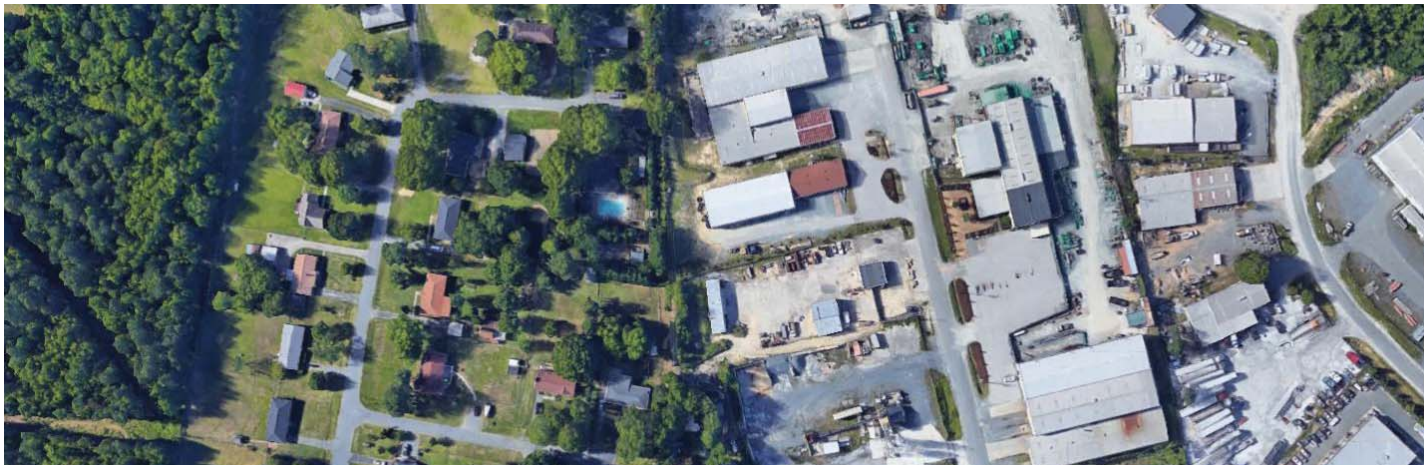
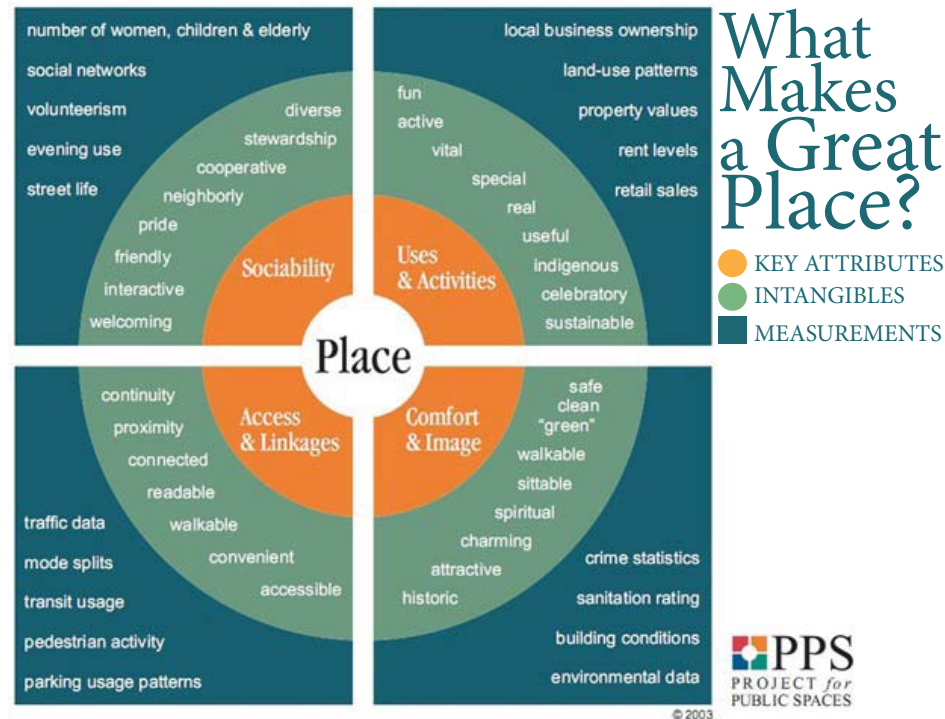
Urban design considerations and the

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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

Stallings
for the next 25 years



Place Types



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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

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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
Typical Lot Coverage
Residential Density
Non-Residential Intensity
Prevailing Building Height
Average Dwelling Unit Size
Avg. Non-Resid. Building Size
Transportation Choices
Typical Block Length
Open Space Elements
Street Pattern
Street Connectivity
Parking Provisions
Typical Street Cross Section

Separate Uses
50 – 75%
1.0 – 6.0 DU/ac
N/A
1 - 2 Stories
1,500 – 5,000 SF
varies
Auto
800 – 1,500 LF
Greenway/Natural Areas
Curvilinear
Low/Medium
Private Driveway
Rural/Suburban/Urban

PlaceTypes





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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

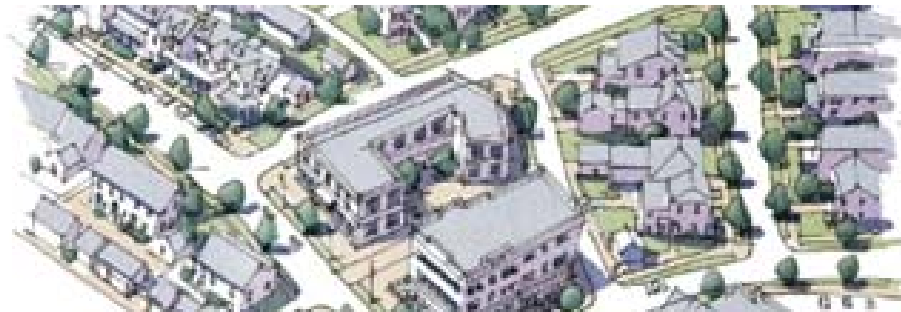
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Walkable Neighborhood

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





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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	

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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
 Typical Lot Coverage
 Residential Density
 Non-Residential Intensity
 Prevailing Building Height
 Average Dwelling Unit Size
 Avg. Non-Resid. Building Size
 Transportation Choices
 Typical Block Length
 Open Space Elements
 Street Pattern
 Street Connectivity
 Parking Provisions
 Typical Street Cross Section

Separate Uses
 20 – 40%
 N/A
 0.20 - 1.0 FAR
 1 - 3 Stories
 N/A
 10,000 – 200,000 SF
 Auto
 800 – 1,200 LF
 Pocket Parks/Landscape Buffers
 Curvilinear
 Low
 Surface Lot
 Suburban

PlaceTypes





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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

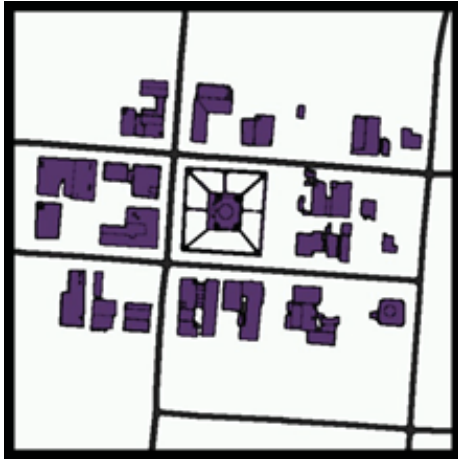


FORM & PARAMETERS

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

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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





Place Types



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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



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.



FORM & PARAMETERS

General Development Pattern
 Typical Lot Coverage
 Non-Residential Intensity
 Prevailing Building Height
 Avg. Non-Resid. Building Size
 Transportation Choices
 Open Space Elements
 Street Pattern
 Street Connectivity
 Parking Provisions
 Typical Street Cross Section

Separate Uses
 20 – 60%
 0.10-0.20 FAR
 1-2 Stories
 5,000 – 200,000 SF
 Auto/Trucks/Rail
 Natural Areas
 Curvilinear
 Low
 Surface Lot
 Suburban

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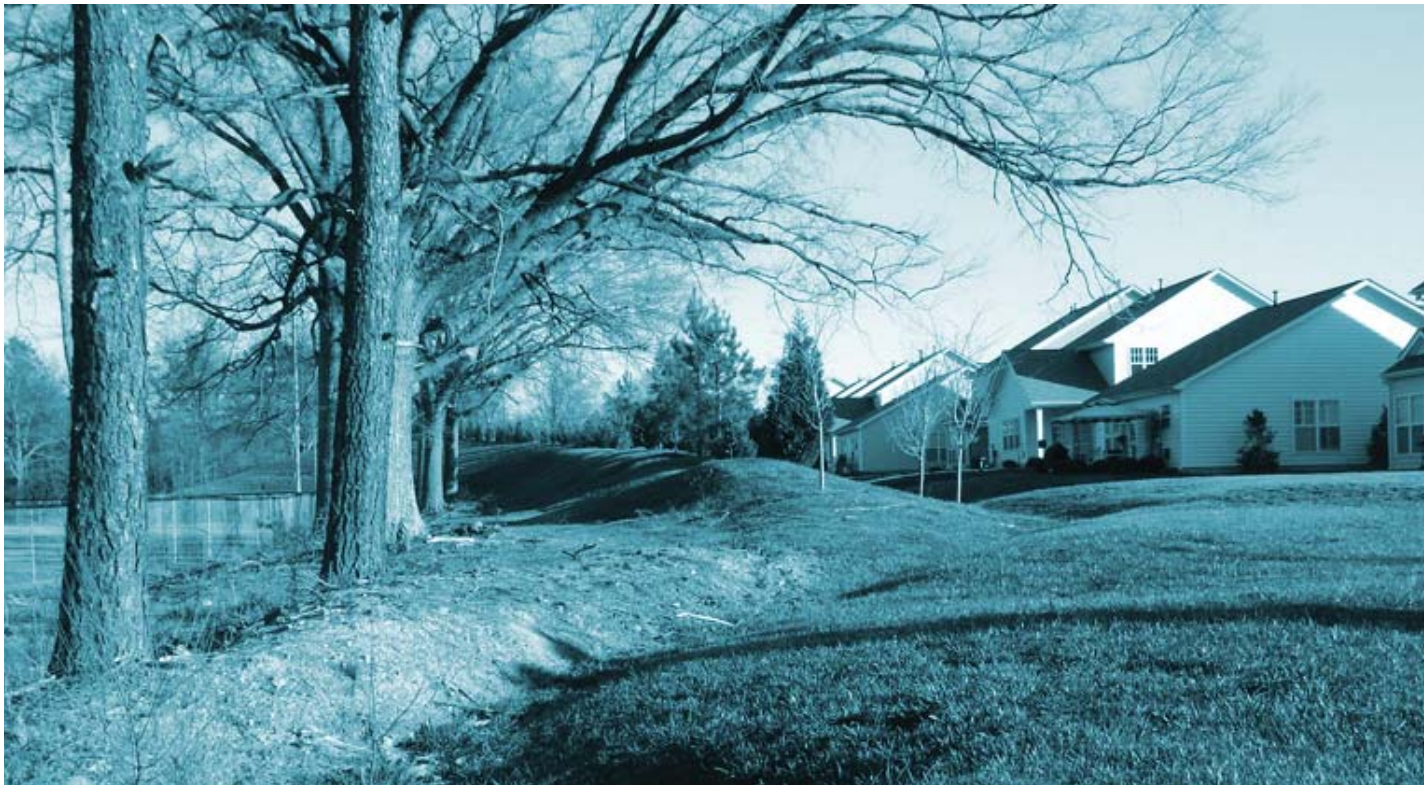
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Future Land Use Map

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.

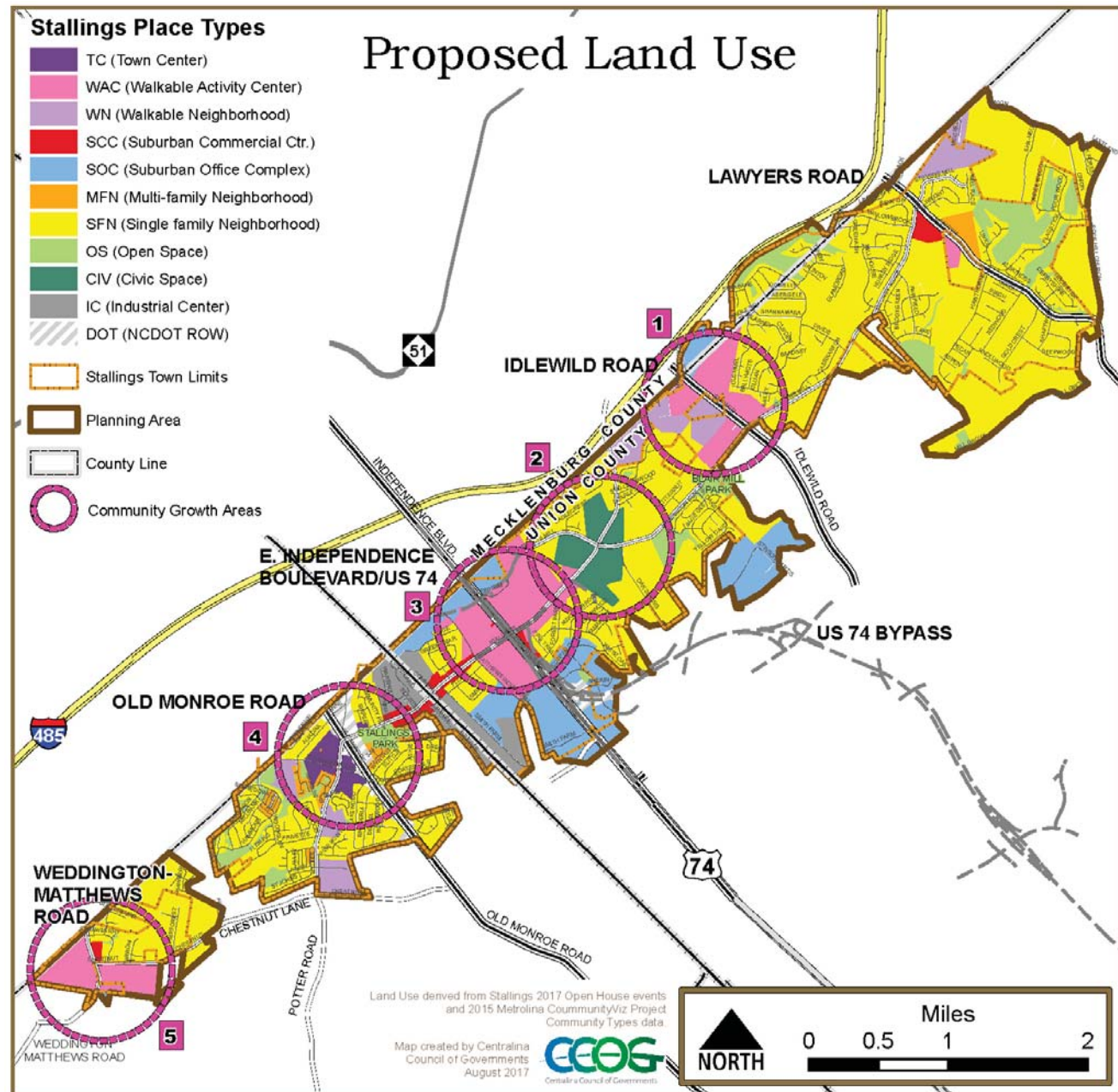
The Future Land Use map is but one of the guidelines provided in this plan for land use. The land use values and the goals and strategies in this chapter give criteria for evaluating the suitability of an area for various types of development, such as business, office or multi-family development. These criteria should be regarded as equally important to decision-making as the future land use designation.





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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.



SMALL AREA PLAN REPORT

Excerpt from Small Area Plan
Report
Destination by Design



Stallings
for the next 25 years



Town of Stallings Comprehensive Land Use Plan

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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



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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



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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

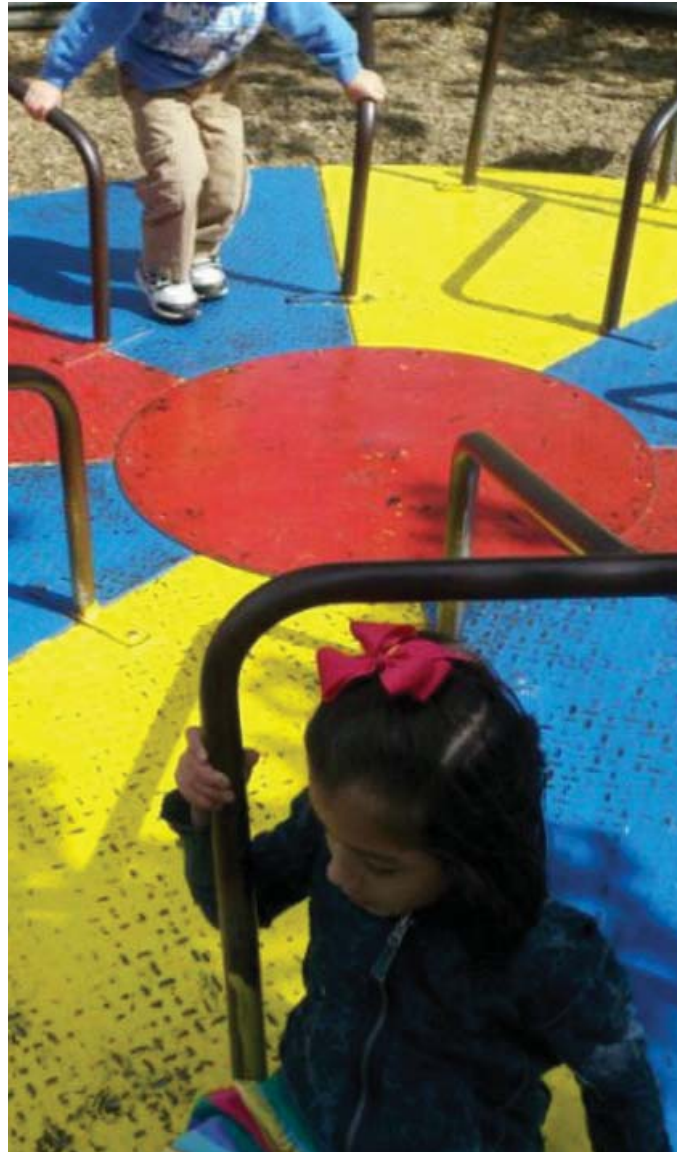
Continue to support coordinated planning initiatives with Union County to coordinate land use issues of mutual concern.

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

