



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

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

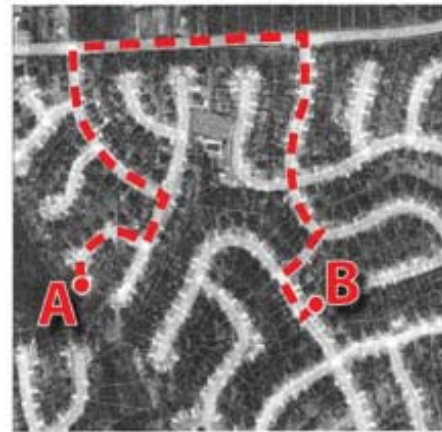




Neighborhoods



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.

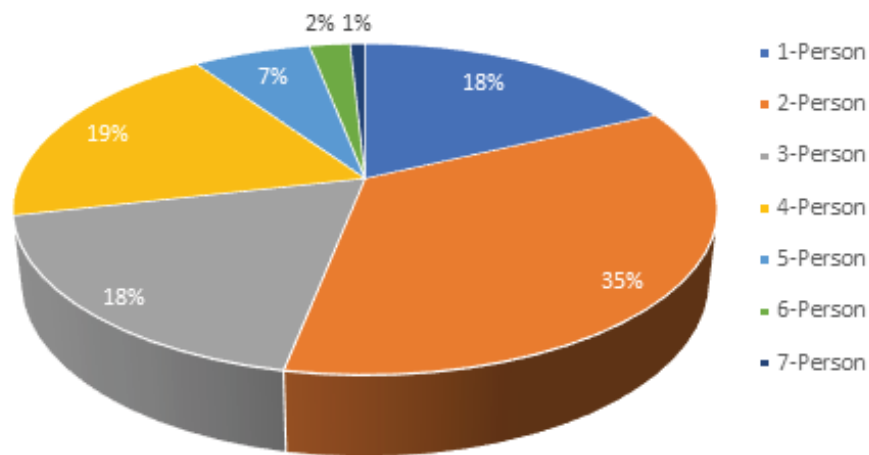
Most households in Stallings consist of families (78%) with male householders (61%). Of the 1,119 nonfamily households, 297 householders are male and living alone and 618 are female and living alone. There are 3,977 family households with the majority having related children under the age of 18 (2,082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



Town of Stallings Comprehensive Land Use Plan

Section 7: NEIGHBORHOODS & HOUSING

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		2010 Census		% Change
	HH	% of Total	HH	% of Total	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%
Total	1,180	100.0%	5,096	100.0%	331.9%

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
Families	3,977	100.0%
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%
Husband-Wife Families	3,347	100.0%
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%
Female Householder	448	100.0%
No Husband Present Families		
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

Occupancy
Vacancy
Costs



Town of Stallings Comprehensive Land Use Plan

Section 7: NEIGHBORHOODS & HOUSING

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%
Total	5,924	100.0%

* 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).





AFFORDABILITY



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



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 suggests 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.



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

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



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