



Tuesday, May 26, 2026
 Stallings Government Center
 321 Stallings Road
 Stallings, NC 28104
 704-821-8557
www.stallingsnc.org

Town Council Agenda

	Time	Item	Presenter	Action Requested/Next Step
	7:00 p.m.	Invocation Pledge of Allegiance Call the Meeting to Order	David Scholl, Mayor	NA
	7:05 p.m.	Public Comment	David Scholl, Mayor	NA
1.	7:15 p.m.	Consent Agenda A. Amended Budget Ordinance 13 – Additional TIA Funds B. Police Off-Duty Employment Hourly Rate	David Scholl, Mayor	Approve Consent Agenda
2.	7:20 p.m.	Agenda Approval	David Scholl, Mayor	Approve agenda as written
3.	7:22 p.m.	TX26.01.02 A. Streetscape and Fee in Lieu Addendum Council Vote B. Statement of Consistency and Reasonableness	Brig Sheehy, GIS Planning Tech.	Approve/deny text amendment
4.	7:35 p.m.	Historical Committee Historical Marker	Debbie Wagenhauser, Committee Chair	Approval of new marker
5.	7:45 p.m.	Closed Session Pursuant to NCGS 143- 318.11(a)(6)	David Scholl, Mayor	Recess into closed session
6.	8:00 p.m.	Adjournment	David Scholl, Mayor	Adjournment



MEMO

To: Stallings Town Council
Via: Alex Sewell, Town Manager
From: Jessie Williams, Finance Officer
Date: May 26, 2026
RE: **Amended Budget Ordinance No. 13**

The FY26 budget was adopted with \$10,000 for both the revenue and expenses related to traffic impact analyses. The Town has since received a check totaling \$14,500 to fund an analysis.

Staff is requesting that the additional funds received be recognized in the budget, so they are available to spend.

Requested Action:

Adoption of attached Amended Budget Ordinance 13

AMENDED BUDGET ORDINANCE – NO. 13
TOWN OF STALLINGS, NORTH CAROLINA
FISCAL YEAR 2025-2026

BE IT ORDAINED by the Town Council of the Town of Stallings, North Carolina, that the budget for fiscal year 2025-2026 is hereby amended as set forth below:

Category	Account Number	Net Increase or (Decrease)	Current Budget	Amended Budget
<u>General Fund:</u>				
<u>Revenue Budget</u>				
TIA Revenue - Development Revenue	10-20-3430-400	\$ 4,500	\$ 10,000	\$ 14,500
<u>Expense Budget - Transportation</u>				
TIA Consulting	10-20-4510-070	\$ 4,500	\$ 11,109	\$ 15,609

Explanation: To recognize additional TIA review funds

This Amendment to the Budget Ordinance shall be effective upon adoption.

The said Budget Ordinance, except as amended, shall remain in full force and effect.

ADOPTED this the 26th day of May 2026.

David Scholl, Mayor

Erinn Nichols, Assistant Town Manager/Town Clerk



MEMO



To: Mayor and Council
Via: Alex Sewell, Town Manager
From: Dennis Franks, Chief of Police 
Date: May 6th, 2026
RE: Off-duty employment hourly rate increase

Purpose: In efforts to ensure competitive compensation the Stallings Police Department is recommending an increase in our off-duty employment rate.

Background: The SPD has not increased its off-duty employment rate since 2023 when it went from \$30/hr. to \$35/hr. This increase stemmed from a Stallings vendor who was paying another law enforcement agency more than the SPD for the same detail. As our area continues to see inflated prices the SPD recently assessed what surrounding agencies are charging for off-duty employment. Hourly rates range from \$40/hr. to \$60/hr. A few agencies have a sliding scale depending on the details. The SPD is recommending an off-duty employment rate of \$43/hr.

Next Steps: I respectfully request the Town Council to adopt the SPD off-duty employment rate of \$43/per hour.



MEMO

To: **Mayor and Town Council**
From: Brig Sheehy, GIS Planning Technician
Date: May 26, 2026
Re: **TX26.01.02 – Additional Revisions Since April 27, 2026**

Summary:

This text amendment was previously heard by Town Council on April 27, 2026, and was deferred to May 26, 2026, to allow staff time to address Council questions regarding the placement of street trees within the NCDOT right-of-way and to provide a preliminary cost estimate. Since that meeting, staff has researched additional NCDOT regulations related to street trees, reached out to NCDOT for clarification, and worked with Destination by Design to prepare an updated cost estimate for the proposed streetscape improvements.

Overview:

This purpose of this text amendment is to incorporate updates to the Staff and Board recommended design standards within the Stallings Streetscape Plan. These revisions simplify and clarify the existing standards by reducing the number of design options and variations, helping to create a more cohesive and consistent streetscape character throughout the Town Center District. The updated measurements and design standards were selected through a review of the original Stallings Streetscape designs and a comparison with standards used in nearby municipalities such as Matthews, Waxhaw, and Mint Hill. This comparative analysis helped determine the most appropriate dimensions and design elements to align with regional best practices and the Town's long-term vision for a unified Town Center Streetscape.

In addition, the amendment revises the fee-in-lieu structure for the Streetscape and Greenway plans. The current fee-in-lieu structure may not generate sufficient funding for the Town to construct required Greenway Trails or Streetscape improvements when a developer is unable to install them. This amendment establishes a clear fee-in-lieu structure to allow the Town to fund Greenway and Streetscape projects as an alternative where not practical for the developer.

Planning Board recommended approval of text amendment TX26.01.02 at their March 17th, 2026 meeting.

Background:

The Planning Department has recently processed two conditional zoning applications within the Town Center District. During the review of these developments, staff identified that several of the existing streetscape design standards were difficult to achieve in practice. In particular, required widths were often too large for typical site conditions, and the number of design options created unnecessary complexity during project review and site design.

In addition, staff identified that the current fee-in-lieu structure for required streetscape improvements is not based on actual construction costs and may not generate sufficient funding for the Town to construct the required improvements when a developer is unable to install them. This creates a potential gap between the unintended streetscape improvements and the Town's ability to deliver those improvements in the future.

Based on these reviews, staff has determined that amendments to both the Streetscape Plan and the fee-in-lieu structure are necessary to improve clarity, consistency, and feasibility, while ensuring the Town can adequately fund and implement the adopted streetscape standards.

At the April 27, 2026 Town Council hearing, Council expressed concerns related to street trees and installation costs. As a result, the item was deferred to May 26, 2026.

Post-Hearing Staff Research:

Following the April 27 public hearing, staff conducted additional research regarding NCDOT requirements for street trees located within the public right-of-way. Staff also worked with Destination by Design to prepare updated cost estimates for approximately 100 linear feet of streetscape improvements, including an average greenway section, typical section, and narrow section.

Street Trees in NCDOT Right-of-Way

Staff conducted additional research regarding the placement of street trees within NCDOT right-of-way. Staff reached out to NCDOT for guidance but has not received a response as of the preparation of this memo. Staff also consulted with the Town Engineer regarding NCDOT's Complete Streets program, which allows municipalities to adopt small area plans, policies, and other planning documents that may support designs that differ from standard right-of-way guidelines. However, each project is reviewed by NCDOT on a case-by-case basis, and there is no blanket policy guaranteeing that street trees will be permitted in any specific location. Based on this research, staff recommends adding language to the Streetscape Addendum stating that all proposed street trees are subject to final review and approval by NCDOT and may be modified by NCDOT during the permitting and review process.

Cost Estimate

Staff worked with Destination by Design to prepare updated cost estimates for approximately 100 linear feet of streetscape improvements for Greenway, Typical, and Narrow sections. Destination by Design recommended applying a 4% annual compounded increase to the previously developed cost estimates for street trees and tree grates to account for inflation and current market conditions. For sidewalk and stamped concrete costs, staff coordinated with the Town Engineer and used unit prices from a recent Town bid for sidewalk construction to develop updated concrete cost estimates. These revised estimates provide a more current and realistic representation of the anticipated construction costs associated with each streetscape section.

- Average Greenway Section – Total Cost per 100 Linear Feet: \$15,063.54
 - 10-foot sidewalk: 1,000 SF * \$5.66/SF = \$5,660.00
 - 10-foot stamped concrete: 1,000 SF * \$5.66/SF = \$5,660.00
 - Street trees/tree grates: 2 * \$1,871.77 each = \$3,743.54

- Average Typical Section – Total Cost per 100 Linear Feet: \$12,799.54
 - 8-foot sidewalk: 800 SF * \$5.66/SF = \$4,528.00
 - 8-foot stamped concrete: 800 SF * \$5.66/SF = \$4,528.00
 - Street trees/tree grates: 2 * \$1,871.77 each = \$3,743.54

- Average Narrow Section – Total Cost per 100 Linear Feet: \$9,403.54
 - 6-foot sidewalk: 600 SF * \$5.66/SF = \$3,396.00
 - 4-foot stamped concrete: 400 SF * \$5.66/SF = \$2,264.00
 - Street trees/tree grates: 2 * \$1,871.77 each = \$3,743.54

Summary of Proposed Streetscape Addendum:

Greenway Section

1. Remove 4 current Greenway sub-plan types.
2. Add 3 new main plan types with new width standards:
 - a. Greenway Against Building
 - i. Stamped Concrete Strip: 6'-8'
 - ii. Multi-Use Path: 10'-14'
 - iii. Additional Pedestrian Zones: 0'-4'
 - b. Greenway Not Against Building
 - i. Stamped Concrete Strip: 6'-8'
 - ii. Multi-Use Path: 10'-14'
 - c. Greenway Landscape Form
 - i. Landscape Strip: 3'
 - ii. Stamped Concrete Strip: 5'
 - iii. Multi-Use Path: 10'-14'
 - iv. Additional Pedestrian Zone: 0'-4'

Typical Section

1. Remove 4 current Typical sub-plan types.
2. Add 3 new main plan types with new width standards:
 - a. Typical Against Building
 - i. Stamped Concrete Strip: 6'-8'
 - ii. Multi-Use Path: 8'-10'
 - iii. Additional Pedestrian Zones: 0'-4'
 - b. Typical Not Against Building
 - i. Stamped Concrete Strip: 6'-8'
 - ii. Multi-Use Path: 8'-10'
 - c. Typical Landscape Form
 - i. Landscape Strip: 3'
 - ii. Stamped Concrete Strip: 5'
 - iii. Multi-Use Path: 8'-10'
 - iv. Additional Pedestrian Zone: 0'-4'

Narrow Section

1. Remove 4 current Narrow sub-plan types.
2. Add 3 new main plan types with new width standards:
 - a. Narrow Against Building
 - i. Stamped Concrete Strip: 2'-4'
 - ii. Multi-Use Path: 6'-8'
 - iii. Additional Pedestrian Zones: 0'-2'
 - b. Narrow Not Against Building
 - i. Stamped Concrete Strip: 2'-4'
 - ii. Multi-Use Path: 6'-8'
 - c. Narrow Landscape Form
 - i. Landscape Strip: 2'
 - ii. Stamped Concrete Strip: 2'
 - iii. Multi-Use Path: 6'-8'
 - iv. Additional Pedestrian Zone: 0'-2'

Proposed Text Amendments:

21.3 Fee-in-Lieu.

All developments requiring major site plan review within the Town shall provide the improvements identified in the ~~Stallings Parks, Recreation and Greenway Master Plan~~ following plans when those improvements are located on property involved with the proposed development.

- (A.) ~~Stallings Recreation and Greenway Master Plan, and~~
- (B.) ~~Stallings Streetscape Design Standards and Details Plan~~

The Development Administrator will identify the suitable trail type ~~or streetscape plan type~~ based on the plan. ~~(Amended October 28, 2024)~~

When ~~no~~ improvements as identified by the ~~Stallings Parks, Recreation and Greenway Master Plan~~ ~~Stallings Recreation and Greenway Master Plan~~ and/or the ~~Stallings Streetscape Design Standards and Details Plan~~ are associated with a proposed project, the developer shall be required to install improvements per the plan or follow the fee-in-lieu structure if improvements are not feasible or practical as determined by staff, ~~pay a fee in lieu thereof~~, in accordance with this section along with dedicating an easement and alignment to the Town of Stallings for future installations of improvements. ~~This fee shall be calculated as follows:~~ The fee-in-lieu structure is as follows:

- (A.) The required easement and/or Right of Way size to be dedicated to the town will be based on identified suitable trail type or streetscape type by the Development Administrator.
- (B.) The Town shall require the developer to prepare and submit a detailed cost estimate for the construction of the required Greenway Trail or Streetscape improvements.
- (C.) The fee-in-lieu amount shall be equal to the approved cost estimate for the required Greenway Trail or Streetscape improvements, as reviewed and approved by the Town Engineer or his designee, plus a twenty percent (20%) contingency.
- (D.) Use of Funds. Any fee-in-lieu collected for Streetscape improvements shall be used solely for Streetscape improvements. Any fee-in-lieu collected for Greenway Trail improvements shall be used solely for Greenway Trail improvements. Funds shall not be transferred or applied to a different improvement category than that for which they were collected. Where an improvement serves both Streetscape and Greenway Trail functions, fee-in-lieu funds may be applied only to the proportional share of the improvement attributable to the category for which the fee was collected, as determined by the Town Engineer or his designee.

~~1/35 of an acre per lot X tax value of the property (per acre):~~

~~Example:~~

~~100-lot subdivision with a per acre tax value of \$10,000:~~

~~(1/35) * 100 [acres in property] = 2.85714286~~

~~2.85714286 * \$10,000 [per acre value] =~~

~~\$28,571.43~~

- ~~(1.) At least one thirty-fifth (1/35) of an acre shall be dedicated for each dwelling unit planned or proposed in the subdivision plan or development.~~

- ~~(2.) The payment of fees, in lieu of the dedication of land under subsection above shall be made to the Town of Stallings after having received a recommendation from the Planning Board and having evaluated the proposed dedication and the relationship the dedication would have with the town's Parks, Recreation and Greenway Master Plan.~~
- ~~(3.) The fees in lieu of dedication shall be paid prior to final plat approval.~~
- ~~(4.) The amount of the payment shall be the product of:~~
- ~~(a.) The number of acres to be dedicated, as required by subsection, above;~~
 - ~~(b.) The assessed value for property tax purposes of the land being subdivided, adjusted to reflect its current fair market value at the time the payment is due to be paid.~~
- ~~(Amended May 10, 2021)~~

21.4 Streetscape

- 21.4-1 Purpose. This ordinance establishes streetscape requirements identified in the Stallings Streetscape Design Standards and Details Plan
- 21.4-2 Applicability. This ordinance applies to all new developments identified in the Stallings Streetscape Design Standards and Details Plan area and Town Center (TC) zoning. For purposes of this requirement, "developments" shall mean any development requiring a Major Site Development Plan Review. The Development Administrator will identify the suitable Streetscape Plan type based on the plan and corridor location according to the Town Center Streetscape map. ~~(Amended October 28, 2024)~~
- 21.4-3 Exemptions. The following developments are exempt from Article 21.4:
- (A) Developments that are owned and operated by a government agency
 - (B) Developments that do not require a Major Site Development Plan Review.
- 21.4-4 Timing of Improvements. All improvements shall be completed or guaranteed with adequate surety prior to issuance of any permits past 60% Certificate of Occupancy or 60% completion for the entire development or project. *(Amended March 25, 2024)*
- 21.4-5 Fee-in-Lieu. When the improvements as identified by the Stallings Streetscape Design Standards and Details Plan are associated with a proposed project are not included in a proposed development, the developer shall be required to follow the fee-in-lieu structure, in accordance with section 21.3.

Staff Recommendation:

Staff recommends approval of TX26.01.02, with the addition of language to the Streetscape Addendum stating that all proposed street trees are subject to final review and approval by NCDOT and may be modified by NCDOT during the permitting and review process. The proposed amendment updates the streetscape design standards and establishes a fee-in-lieu structure for required streetscape and greenway improvements, providing clarity within the ordinance while maintaining consistency with the intent of the Stallings Development Ordinance and the Town's adopted transportation and greenway plans.



Text Amendment TX26.01.02 Streetscape Addendum & Amendment

05-26-2026

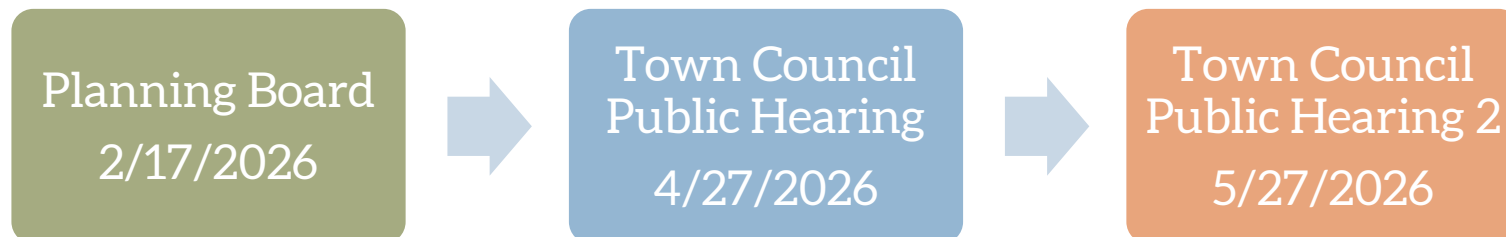
Staff Report | Town Council



Request

□ Request

Update the Staff and Board recommended design standards within the Stallings Streetscape Plan to simplify options, improve clarity, and create a more cohesive Town Center character consistent with regional best practices. It also revises the fee-in-lieu structure for Streetscape and Greenway improvements to ensure adequate funding when construction by a developer is not practical.



History



- ▣ Recent CZ applications in the Town Center district have highlighted challenges with the current Streetscape standards.
- ▣ Required widths were often impractical for typical sites, and too many design options created unnecessary complexity.
- ▣ The existing fee-in-lieu structure is not based on actual construction costs and may not generate sufficient funding.
- ▣ Staff determined that amendments are needed to improve clarity, feasibility, and long-term implementation of streetscape improvements.

Amendment & Addendum Overview

- This Text Amendment:
 - ▣ **REDUCES** the required widths within the Town's streetscape design standards.
 - ▣ **LOWERS** the cost associated with constructing required streetscape improvements through changes to material requirements and reduced section widths.
 - ▣ Simplifies and clarifies the existing standards to improve feasibility and ease of implementation.
 - ▣ Establishes a more realistic fee-in-lieu structure when construction of required streetscape or greenway improvements is not feasible.

Cost Estimate

Greenway	Item (per 100')	Unit Quantity	Unit Price	Total Cost	Total Estimated Price: \$15,063.54
	10' sidewalk	1,000 SF	\$5.66	\$5,660.00	
	10' stamped concrete	1,000 SF	\$5.66	\$5,660.00	
	Tree Grates/Trees	2	\$1,871.77	\$3,743.54	

Typical	Item (per 100')	Unit Quantity	Unit Price	Total Cost	Total Estimated Price: \$12,799.54
	8' sidewalk	800 SF	\$5.66	\$4,528.00	
	8' stamped concrete	800 SF	\$5.66	\$4,528.00	
	Tree Grates/Trees	2	\$1,871.77	\$3,743.54	

Narrow	Item (per 100')	Unit Quantity	Unit Price	Total Cost	Total Estimated Price: \$9,403.54
	6' sidewalk	600 SF	\$5.66	\$3,396.00	
	4' stamped concrete	400 SF	\$5.66	\$2,264.00	
	Tree Grates/Trees	2	\$1,871.77	\$3,743.54	

NCDOT Street Trees

- NCDOT's Complete Streets policy allows municipalities to adopt small area plans, policies, and other planning documents that may support designs that differ from standard right-of-way guidelines.
- Each project is reviewed on a case-by-case basis, there is no blanket policy guaranteeing that street trees will be permitted in a specific location.
- Staff recommends adding language to the Streetscape Addendum stating that all proposed street trees are subject to final review and approval by NCDOT and may be modified by NCDOT during the permitting and review process.

Streetscape Addendum

Greenway Section

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Streetscape Addendum

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 - iii. Multi-Use Path: 6'-8'
 - iv. Additional Pedestrian Zone: 0'-2'



Staff & Board Recommendation

- ▣ Planning Board recommended approval on February 17, 2026.
- ▣ Staff recommends approval of TX26.01.02 with the addition of language to the Streetscape Addendum stating that all proposed street trees are subject to final review and approval by NCDOT and may be modified by NCDOT during the permitting and review process.
- ▣ The proposed amendment updates the streetscape design standards and establishes a fee-in-lieu structure for required streetscape and greenway improvements, providing clarity within the ordinance while maintaining consistency with the intent of the Stallings Development Ordinance and the Town's adopted transportation and greenway plans.

Vote and Statement of Consistency & Reasonableness



□ Step 1 - Motion

- Motion for [Approval/Denial](#) for TX26.01.02.

□ Step 2 - Statement of Consistency and Reasonableness

- With a statement of consistency that the proposal is [Consistent/Inconsistent](#) and [Reasonable/Not Reasonable](#) with the Comprehensive Land Use Plan.

□ Step 3 - Reasoning

- Example reasoning:

- Improve clarity, consistency, and feasibility in design standards for the Stallings Streetscape Design Standards and Details Plan.
- Ensure designs that remain consistent with the character of the Town Center District.
- Create and improve the fee-in-lieu structure when design standards are unable to be met



**PLANNING
& ZONING**
TOWN of STALLINGS

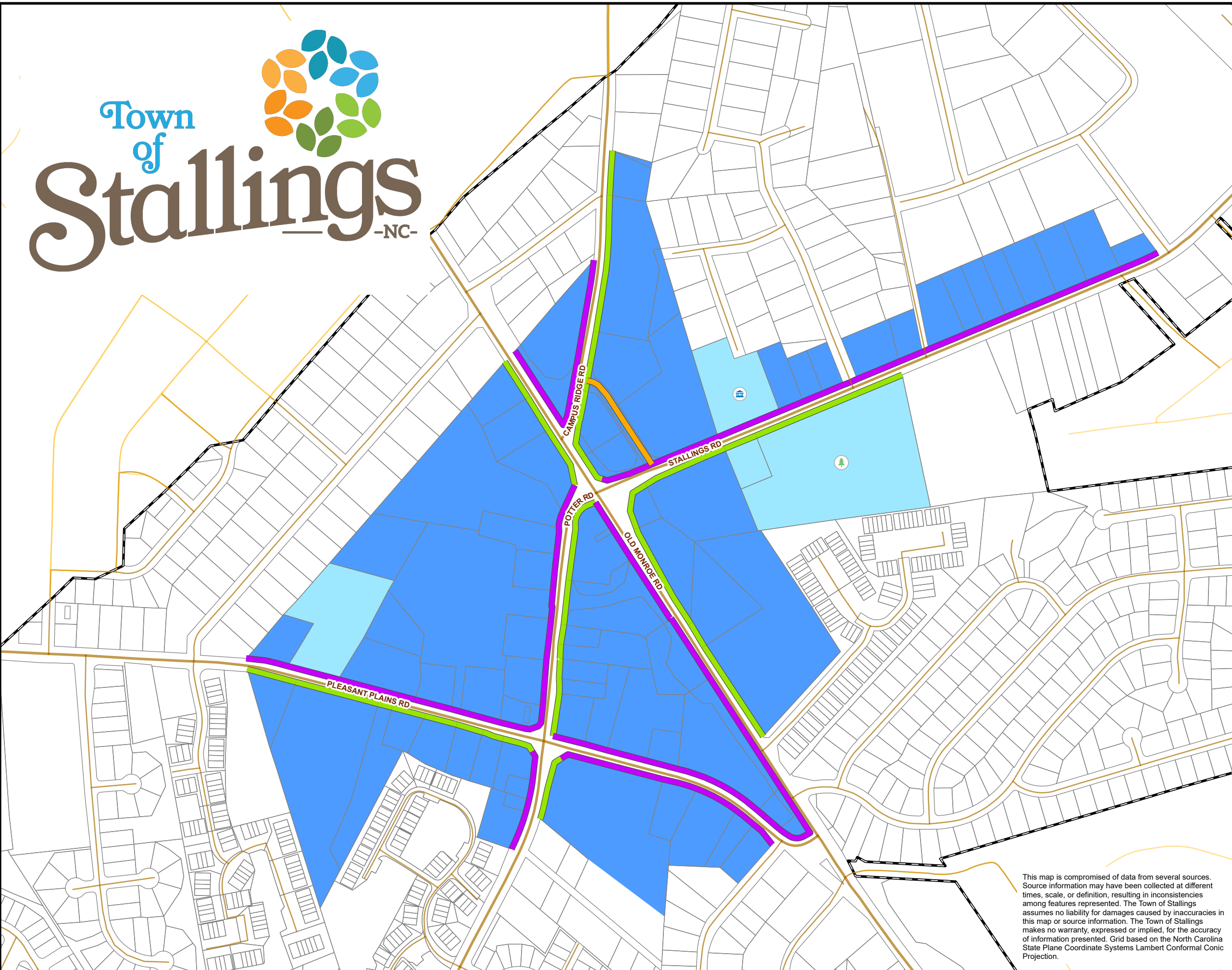
Questions?

ADDENDUM

THIS ADDENDUM ESTABLISHES THE REVISED RECOMMENDED DESIGN STANDARDS FOR THE STALLINGS STREETScape PLAN.

CONTENTS

ADD 1	MAP OVERVIEW
ADD 2-5	NEW STREETScape TYPES



Town Center Streetscape

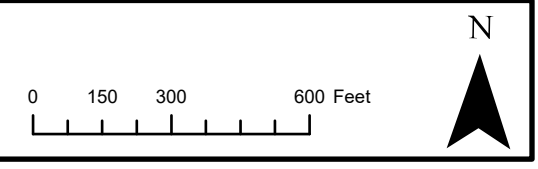
**Effective Date:
October 1, 2025**

Legend

- Town Hall
- Stallings Park
- Roads
- Town of Stallings
- Streetscape Corridors**
- Greenway
- Typical
- Narrow
- Town Center Area**
- Town Center (TC)
- Civic (CIV)

21.1-1 Applicability. Where applicable, the addition of active open space shall adhere to the Stallings Recreation and Greenway Master Plan. The standards set forth below establish regulations for open space. (Amended May 10, 2021) (Amended December 9, 2024)

21.4-2 Applicability. This ordinance applies to all new developments identified in the Stallings Streetscape Design Standards and Details Plan area and Town Center (TC) zoning. For purposes of this requirement, "developments" shall mean any development requiring a Major Site Development Plan Review. The Development Administrator will identify the suitable Streetscape Plan type based on the plan. (Amended October 28, 2024)



This map is comprised of data from several sources. Source information may have been collected at different times, scale, or definition, resulting in inconsistencies among features represented. The Town of Stallings assumes no liability for damages caused by inaccuracies in this map or source information. The Town of Stallings makes no warranty, expressed or implied, for the accuracy of information presented. Grid based on the North Carolina State Plane Coordinate Systems Lambert Conformal Conic Projection.

Streetscape type areas are identified by the Development Administrator. **ADD-1**

SECTIONS

OVERVIEW

GREENWAY

- PRIMARY CORRIDOR WITH PEDESTRIAN AND GREENWAY SPINE FACILITIES

TYPICAL

- PRIMARY CORRIDOR WITH PEDESTRIAN-ONLY FACILITIES

NARROW

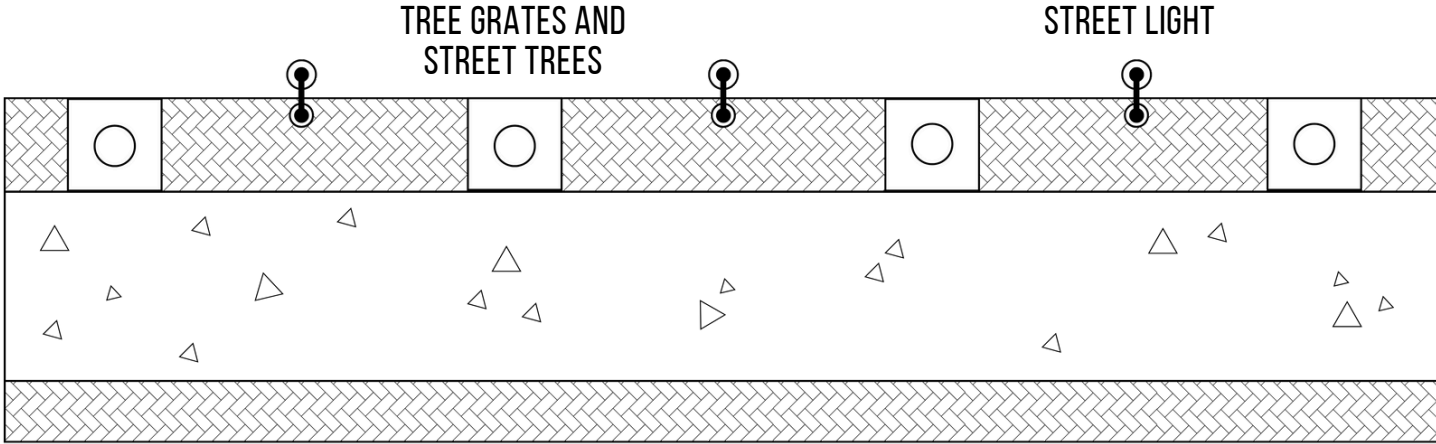
- SECONDARY OR INTERIOR ROADS WITH PEDESTRIAN-ONLY FACILITIES

EACH STREETScape TYPE OUTLINES DESIGN STANDARDS FOR AGAINST BUILDING, NOT AGAINST BUILDING, AND LANDSCAPE FORM.

NOTE: THE DESIGN STANDARDS HAVE BEEN UPDATED TO REPLACE THE PREVIOUSLY REQUIRED PAVER STRIP WITH A STAMPED CONCRETE STRIP.

NEW STREETScape TYPES

ADD-2

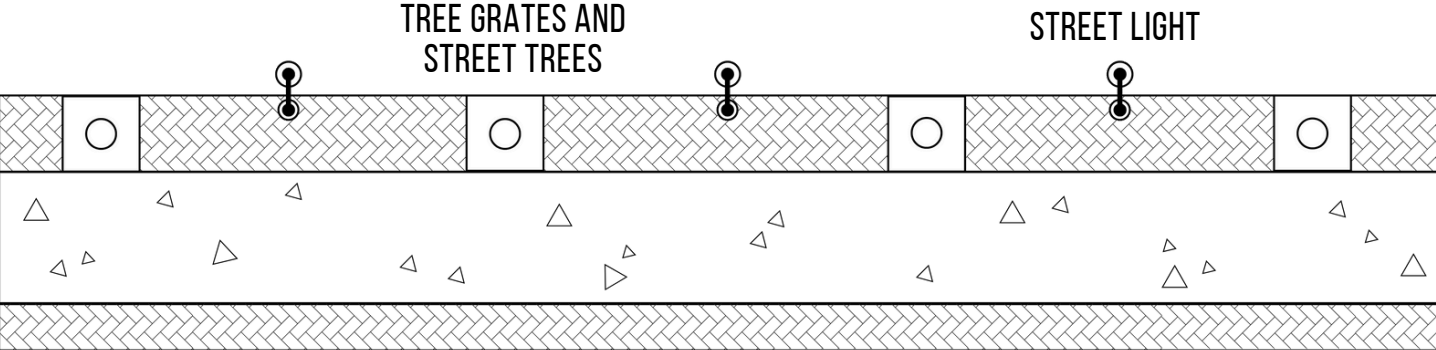


GREENWAY CORRIDOR

STAMPED CONCRETE STRIP

SIDEWALK

ADDITIONAL PEDESTRIAN ZONE

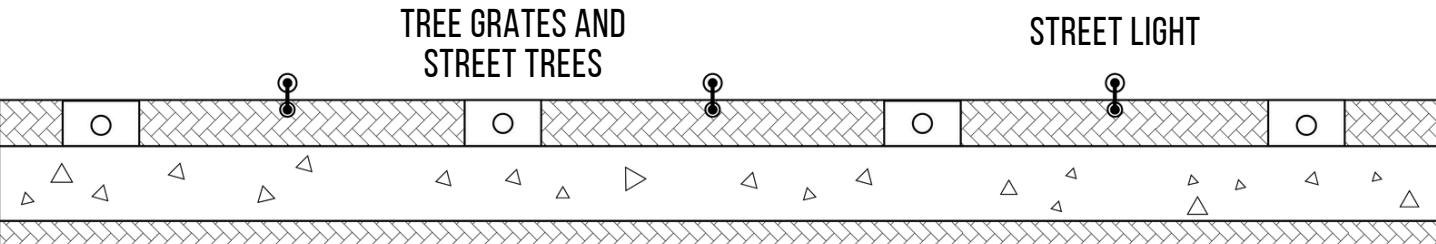


TYPICAL

STAMPED CONCRETE STRIP

SIDEWALK

ADDITIONAL PEDESTRIAN ZONE



NARROW

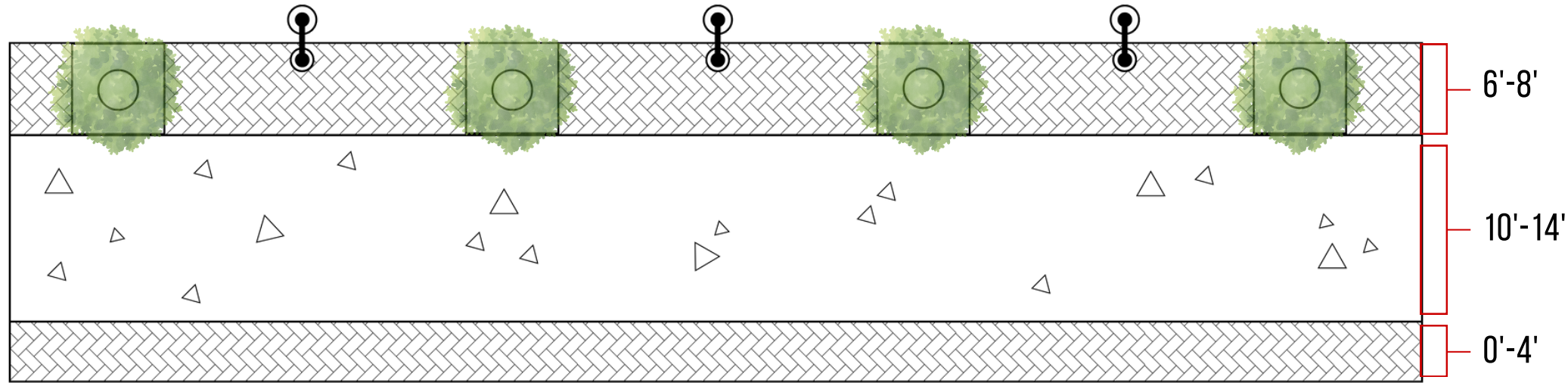
STAMPED CONCRETE STRIP

SIDEWALK

ADDITIONAL PEDESTRIAN ZONE

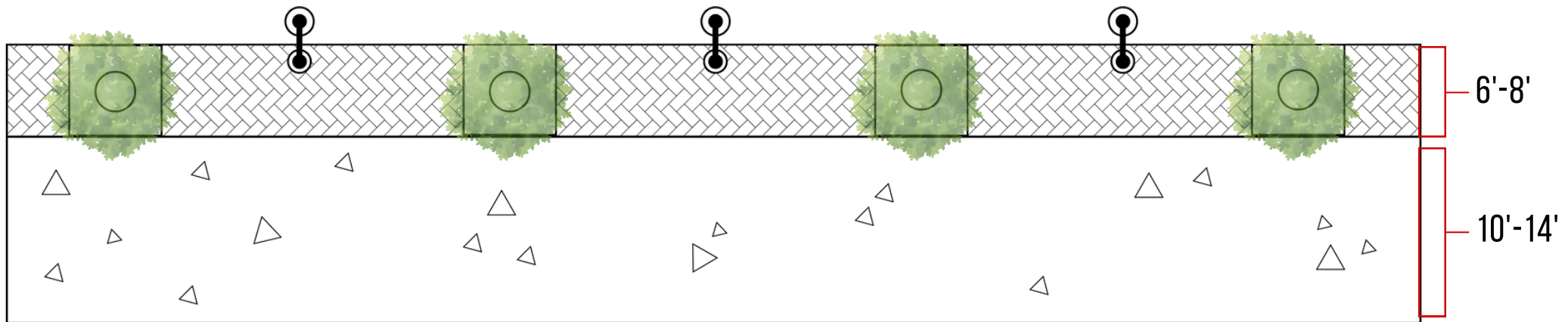
GREENWAY AGAINST BUILDING

STREET



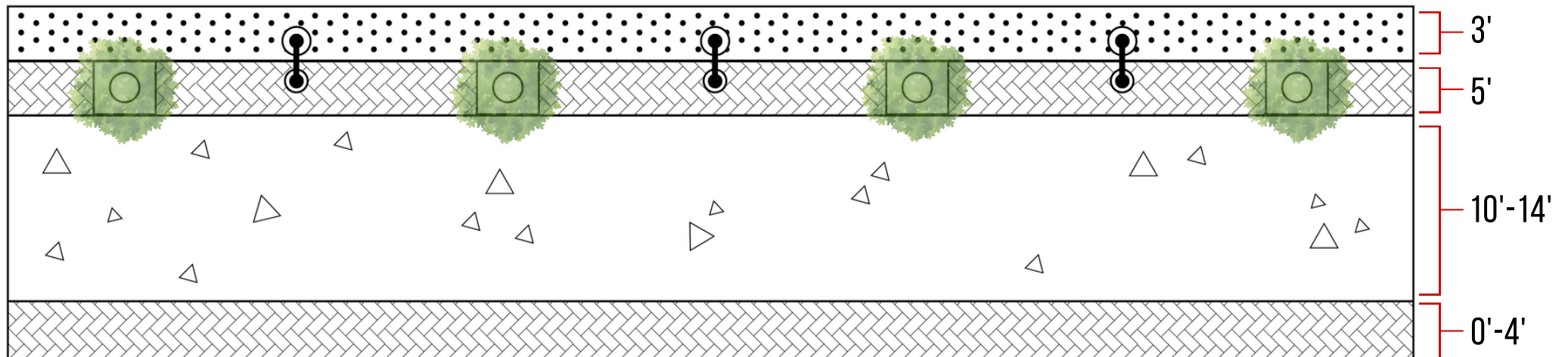
GREENWAY NOT AGAINST BUILDING

STREET



GREENWAY LANDSCAPE FORM

STREET



GREENWAY

- BIKE AND PEDESTRIAN
- PRIMARY CORRIDOR

GREENWAY AGAINST BUILDING

- 6'-8' WIDE STAMPED CONCRETE STRIP
- 10'-14' MULTI-USE PATH
- 0'-4' ADDITIONAL PEDESTRIAN ZONE
- **TOTAL WIDTH: 16'-26'**

GREENWAY NOT AGAINST BUILDING

- 6'-8' WIDE STAMPED CONCRETE STRIP
- 10'-14' MULTI-USE PATH
- **TOTAL WIDTH: 16'-22'**

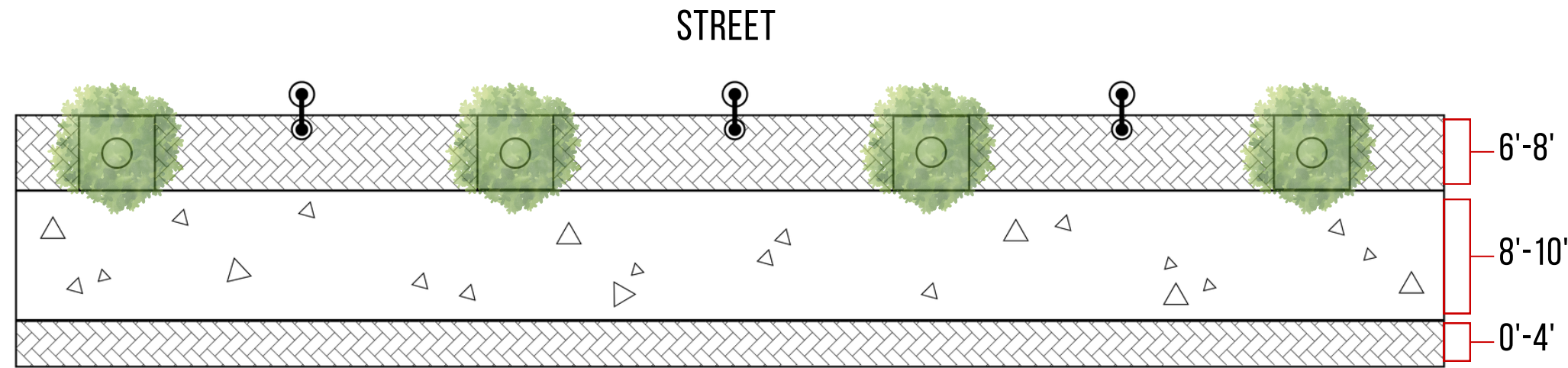
GREENWAY LANDSCAPE FORM

- 3' WIDE LANDSCAPE STRIP
- 5' WIDE STAMPED CONCRETE STRIP
- 10'-14' MULTI-USE PATH
- 0'-4' ADDITIONAL PEDESTRIAN ZONE
- **TOTAL WIDTH: 18'-26'**

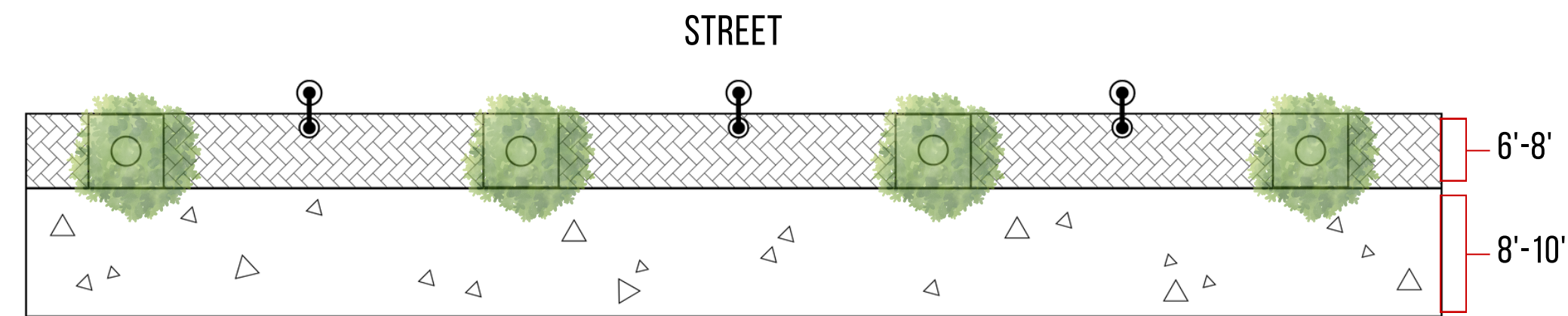
GREENWAY

ADD-3

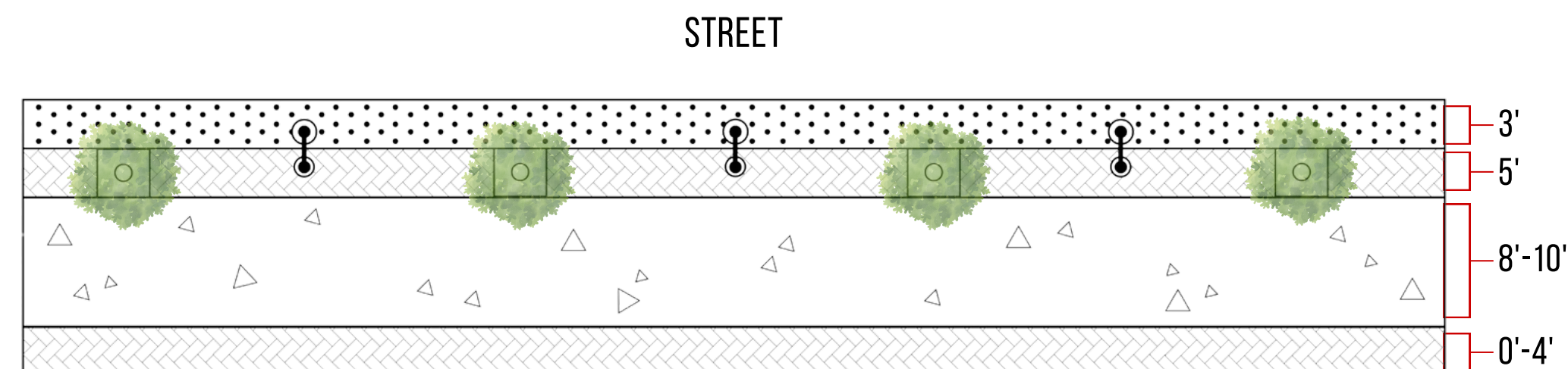
TYPICAL AGAINST BUILDING



TYPICAL NOT AGAINST BUILDING



TYPICAL LANDSCAPE FORM



TYPICAL

- PEDESTRIAN ONLY
- PRIMARY CORRIDOR

TYPICAL AGAINST BUILDING

- 6'-8' WIDE STAMPED CONCRETE STRIP
- 8'-10' MULTI-USE PATH
- 0'-4' ADDITIONAL PEDESTRIAN ZONE
- **TOTAL WIDTH: 14'-22'**

TYPICAL NOT AGAINST BUILDING

- 6'-8' WIDE STAMPED CONCRETE STRIP
- 8'-10' MULTI-USE PATH
- **TOTAL WIDTH: 14'-18'**

TYPICAL LANDSCAPE FORM

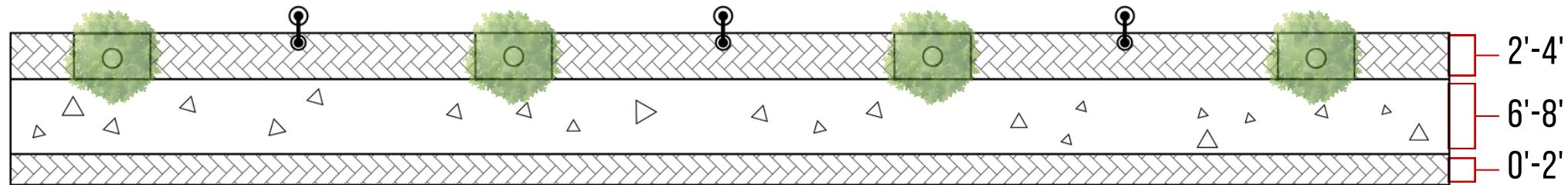
- 3' WIDE LANDSCAPE STRIP
- 5' WIDE STAMPED CONCRETE STRIP
- 8'-10' MULTI-USE PATH
- 0'-4' ADDITIONAL PEDESTRIAN ZONE
- **TOTAL WIDTH: 16'-22'**

TYPICAL

ADD-4

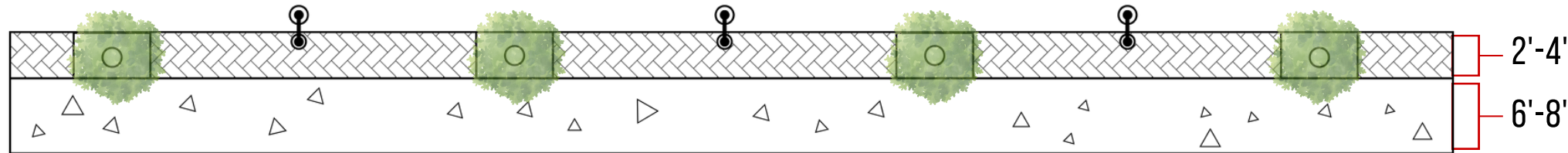
NARROW AGAINST BUILDING

STREET



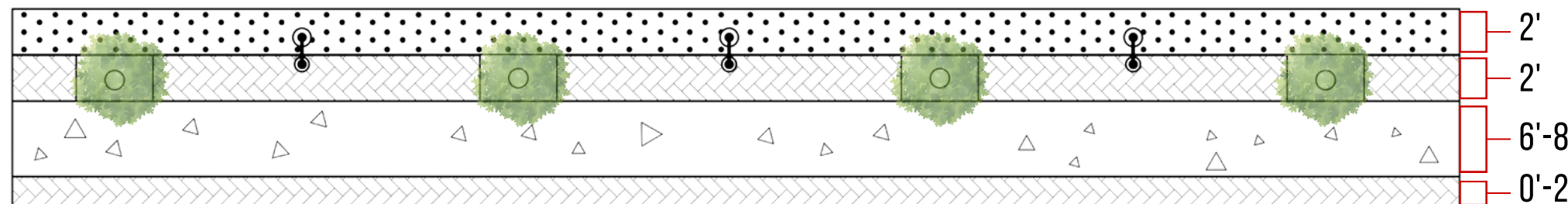
NARROW NOT AGAINST BUILDING

STREET



NARROW LANDSCAPE FORM

STREET



NARROW

- PEDESTRIAN ONLY
- SECONDARY OR INTERIOR ROADS

NARROW AGAINST BUILDING

- 2'-4' WIDE STAMPED CONCRETE STRIP
- 6'-8' MULTI-USE PATH
- 0'-2' ADDITIONAL PEDESTRIAN ZONE
- **TOTAL WIDTH: 8'-14'**

NARROW NOT AGAINST BUILDING

- 2'-4' WIDE STAMPED CONCRETE STRIP
- 6'-8' MULTI-USE PATH
- **TOTAL WIDTH: 8'-12'**

NARROW LANDSCAPE FORM

- 2' WIDE LANDSCAPE STRIP
- 2' WIDE STAMPED CONCRETE STRIP
- 6'-8' MULTI-USE PATH
- 0'-2' ADDITIONAL PEDESTRIAN ZONE
- **TOTAL WIDTH: 10'-14'**

NARROW

ADD-5



Statement of Consistency and Reasonableness

ZONING AMENDMENT: TX26.01.02

REQUEST: Staff requests an addendum to update and clarify design standards in the Stallings Streetscape Design Standards and Details Plan. In addition, a text amendment to create a new fee-in-lieu structure for Greenway and Streetscape Plans in the Stallings Development Ordinance in Articles 21.3 and 21.4.

WHEREAS, The Town of Stallings Town Council, hereafter referred to as the “Town Council”, adopted the Stallings Comprehensive Land Use Plan on November 27, 2017; and

WHEREAS, the Town Council finds it necessary to adopt a new land development ordinance to maintain consistency with the Comprehensive Land Use Plan; and

WHEREAS, the Town Council finds it necessary to revise the Unified Development Ordinance to comply with state law found in NCGS § 160D.

WHEREAS, the Town Council finds it necessary to consider the Planning Board’s recommendations.

THEREFORE, The Town Council approves the proposed text amendment, finding it consistent and reasonable with the Comprehensive Land Use Plan adopted on November 27, 2017, as it supports the goals of promoting quality development and ensuring compliance with state land-use regulations under NCGS § 160D. The Council concludes that the amendment aligns with the key principles, objectives, and goals outlined in the plan, for the following reasons:

- 1) Improve clarity, consistency, and feasibility in design standards for the Stallings Streetscape Design Standards and Details Plan.
- 2) Ensure designs that remain consistent with the character of the Town Center District.
- 3) Create and improve the fee-in-lieu structure when design standards are unable to be met.

Recommended this the __ day of _____, 2026.

Planning Board Chair

Attest:

Town Clerk



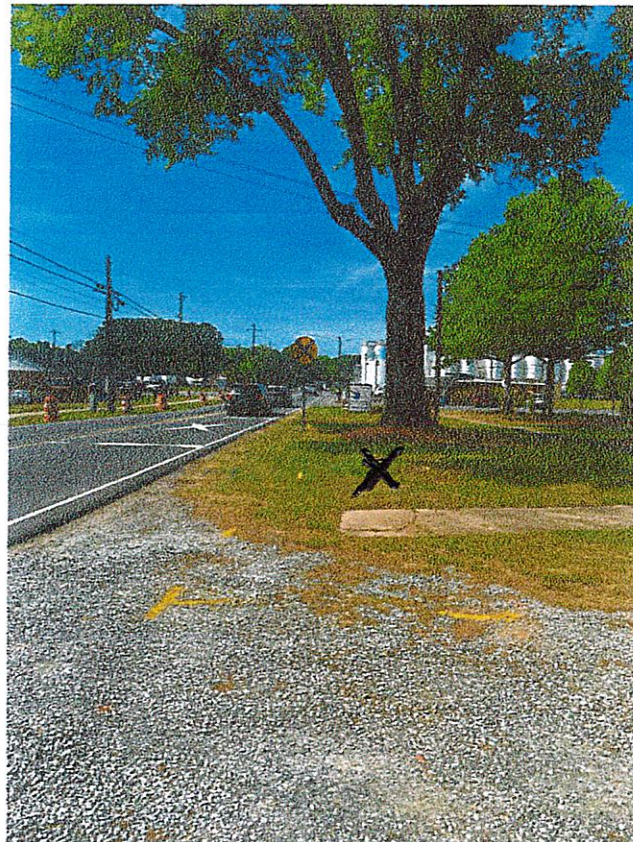
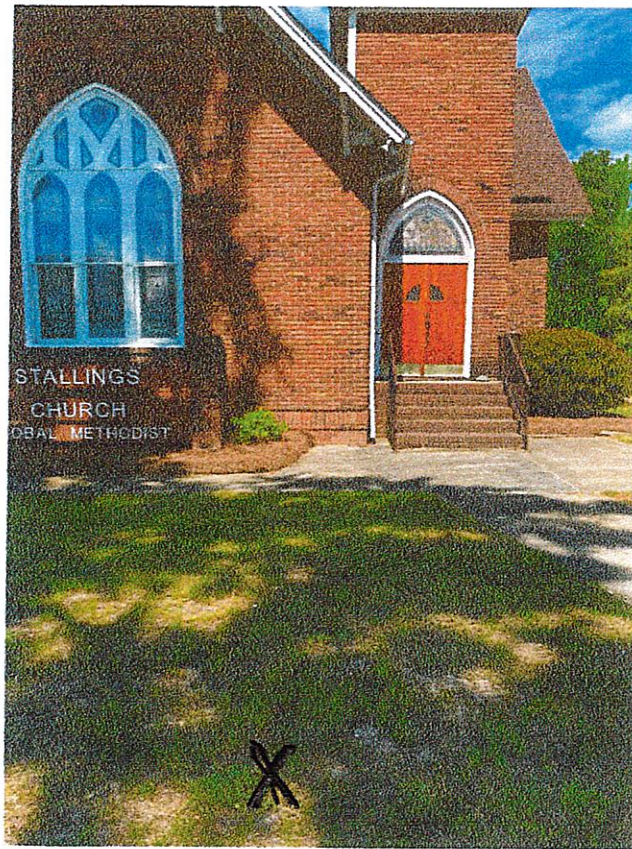
MEMO

To: Mayor and Council Members
From: Debbie Wagenhauser-Historical Committee Chair
Via: Alex Sewell-Town Manager
Date: May 20, 2026
RE: **Stallings Road Marker**

Included in the 2025-2026 Budget are funds for the purchase of additional Road Marker signs throughout Stallings.

The Historical Committee is requesting Council's approval to install a Road Marker at Stallings Methodist Church. Below is the recommended wording for the marker. Attached are a photo of the proposed location for the marker in front of the church, as well as a photo of one of the existing markers in town as a reminder of the Road Marker design and appearance.

Stallings Methodist Church was founded about 1911 meeting in Matthew Stallings' general store building. The first pastor was Rev. J.W. Self. The church built in 1912 was destroyed by lightning in 1919.. A new church was immediately built and remains today. On 08/11/2010, Union County adopted an Ordinance designating this sanctuary as a Historic Landmark Property.





THE TOWN OF STALLINGS FOUNDED IN 1902—INCORPORATED IN 1975

Matthew Thomas Stallings was born in Cabarrus County in 1867. In 1902 he bought 200 acres near the Union Mecklenburg County line, built a home and opened a country store near the Seaboard Railway track. He encouraged enterprise and industry in the area. A few years later his brother Martin Stallings also moved from Cabarrus County and bought another tract of land. The community became known as "Stallingsville" or "Stallings" and in 1975 was incorporated into the Town of Stallings. Carl "Tip" Stallings, the son of Martin, became the first Mayor of the town.