

**Town Plan – 2030**  
**Land Use & Comprehensive Master Plan**  
**Revision 3**  
**April 11, 2017**



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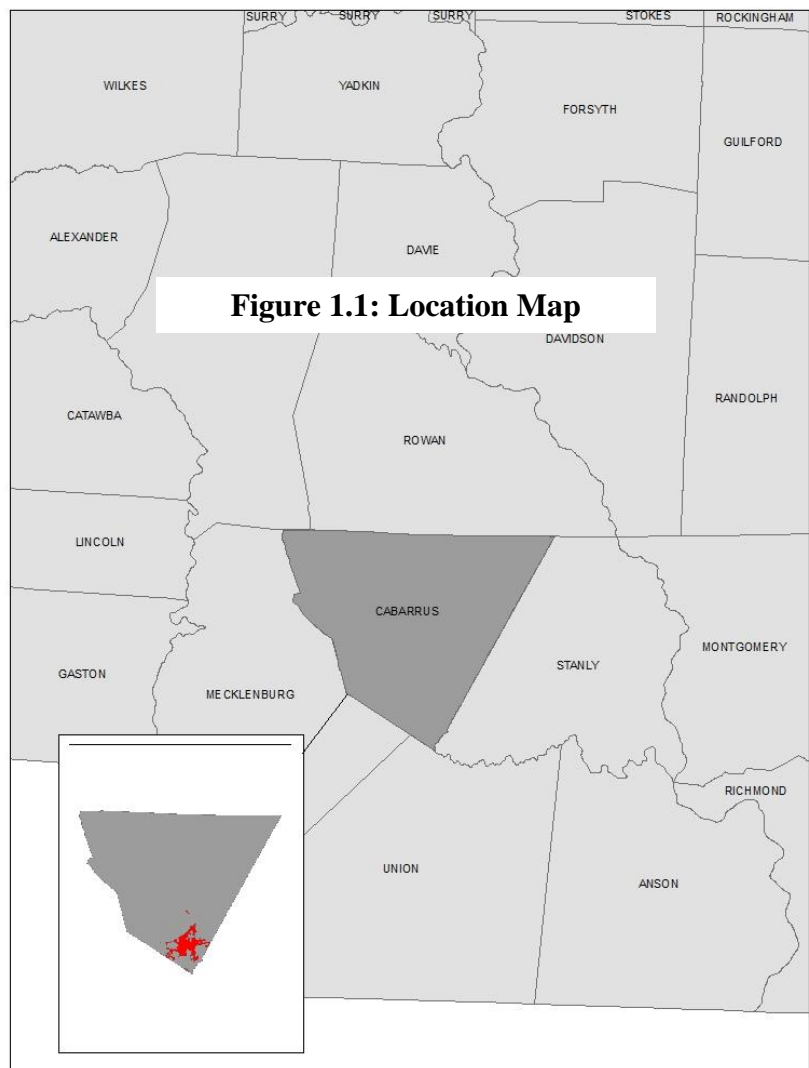
## SECTION ONE: INTRODUCTION

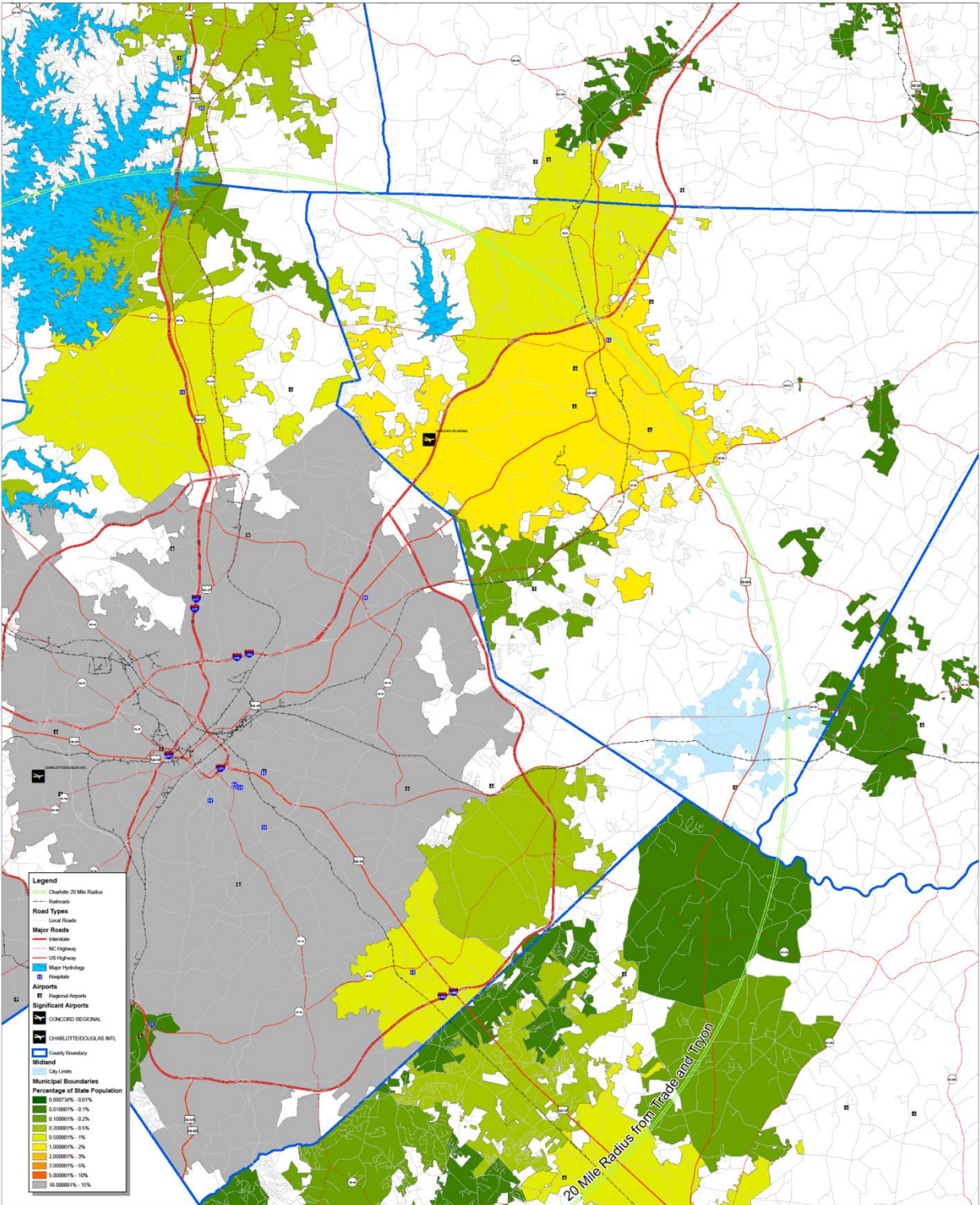
### I. Purpose and Function

The purpose of the **Town Plan - 2030 Land Use & Comprehensive Master Plan** is to plan for orderly growth in a manner that encourages economic development, while at the same time maintaining Midland's small town atmosphere. The policy statements contained in the Town Plan serve as the basis for future development decisions and have been designed for regular use in making public and private decisions. The Town Plan shall serve as the adopted plan pursuant to §N.C.G.S. 160A-383 in the planning and regulation of development.

### II. Location

The Town of Midland is located in southern Cabarrus County. The name of the town was derived from its location approximately halfway between Charlotte and Oakboro on the railroad line through the town. Although the Midland community has been in existence since the early 1900's, the Town did not formally incorporate until 2000.





Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

### Midland Regional Map

April 5, 2011



TOWN OF MIDLAND

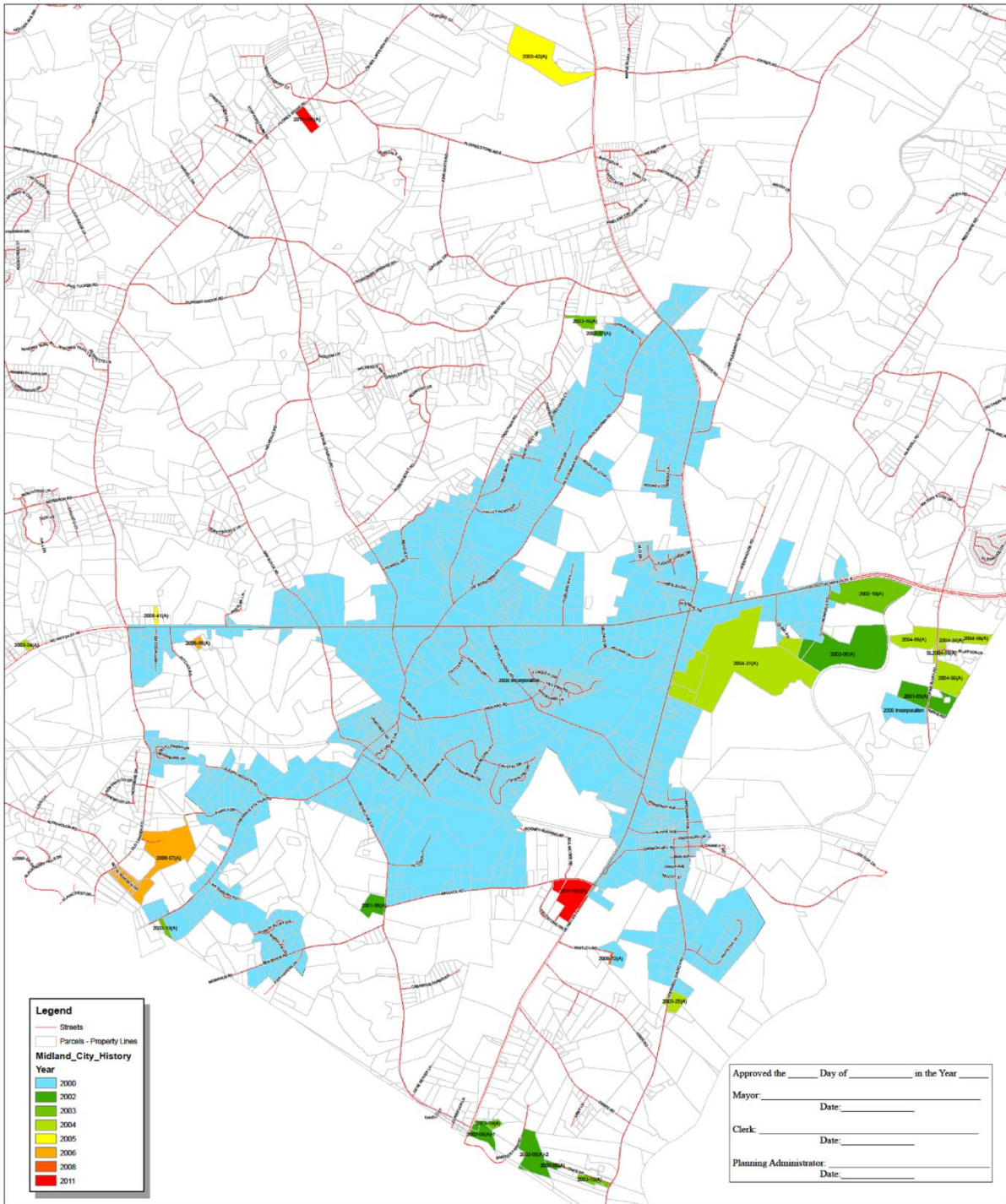
### III. History

Prior to the establishment of Midland as a railroad village in 1913, a community named Garmon existed in the area, first documented as a settlement on an 1864 map of North Carolina. The community likely took its name from the Garmon Mill, which was built by Michael Garmon in the late 1700's. The Garmon Mill Post Office, located in the mill house of Garmon Mill, was opened in 1847 and serviced the area until 1906. Other notable structures in the community at this time were the Pine Bluff School, a one-room schoolhouse that local children attended for four (4) months out of the year and the Hunter-Turner Mill. John S. Turner bought the old Hunter Mill in 1870 and added a store and sawmill to the property. Both the Hunter-Turner Mill and Garmon's Mill were destroyed by a flood in 1908. Garmon's Mill was subsequently rebuilt on higher ground, where it continued to operate until 1933 under the name of Green Mill. The Green family acquired full stock of the mill in 1912.

When a Norfolk Southern railway station was opened in the area in 1913, the community of Midland was established. This burgeoning new community featured a telephone exchange, doctor's office, and drug store. Old downtown Midland contained a number of retail and industrial establishments, including a blacksmith shop, cotton gin, mercantile store, hardware and general notions store, barber shop, and a restaurant. A hosiery mill was later built in the downtown district and operated for a short time. Two (2) grocery stores and a feed mill were also once located in the area. The Black Hosiery Mill, opened by Sam L. Black in 1935, thrived in the area until the late 1940's. The A.P. Widenhouse lumber yard and saw mill was also successful in its earlier years but ceased operation in the 1930's. John R. Beatty ran a successful Ford dealership in the mid-1930's at the crossroads of Highways 24/27 and 601.

Midland area churches have a long history. The Ebenezer A.M.E. Zion church had humble beginnings as a rough log arbor covered in brush in 1883. The first building was built in 1905 and served the congregation until 1980 when construction on a building was completed. The Ebenezer A.M.E. Zion Church is believed to be the oldest African American church in Cabarrus County. The First Baptist Church was organized in 1891; the original building was demolished and replaced in 2001. Bethel Church was established as a branch of the Methodist Society in the early 1780's but an actual church building, made out of hand hewn timbers and held together with wooden pegs, was not erected until the 1840's. This arbor still stands and is listed on the National Register of Historic Places.

*Source: James Eudy, History of Midland*



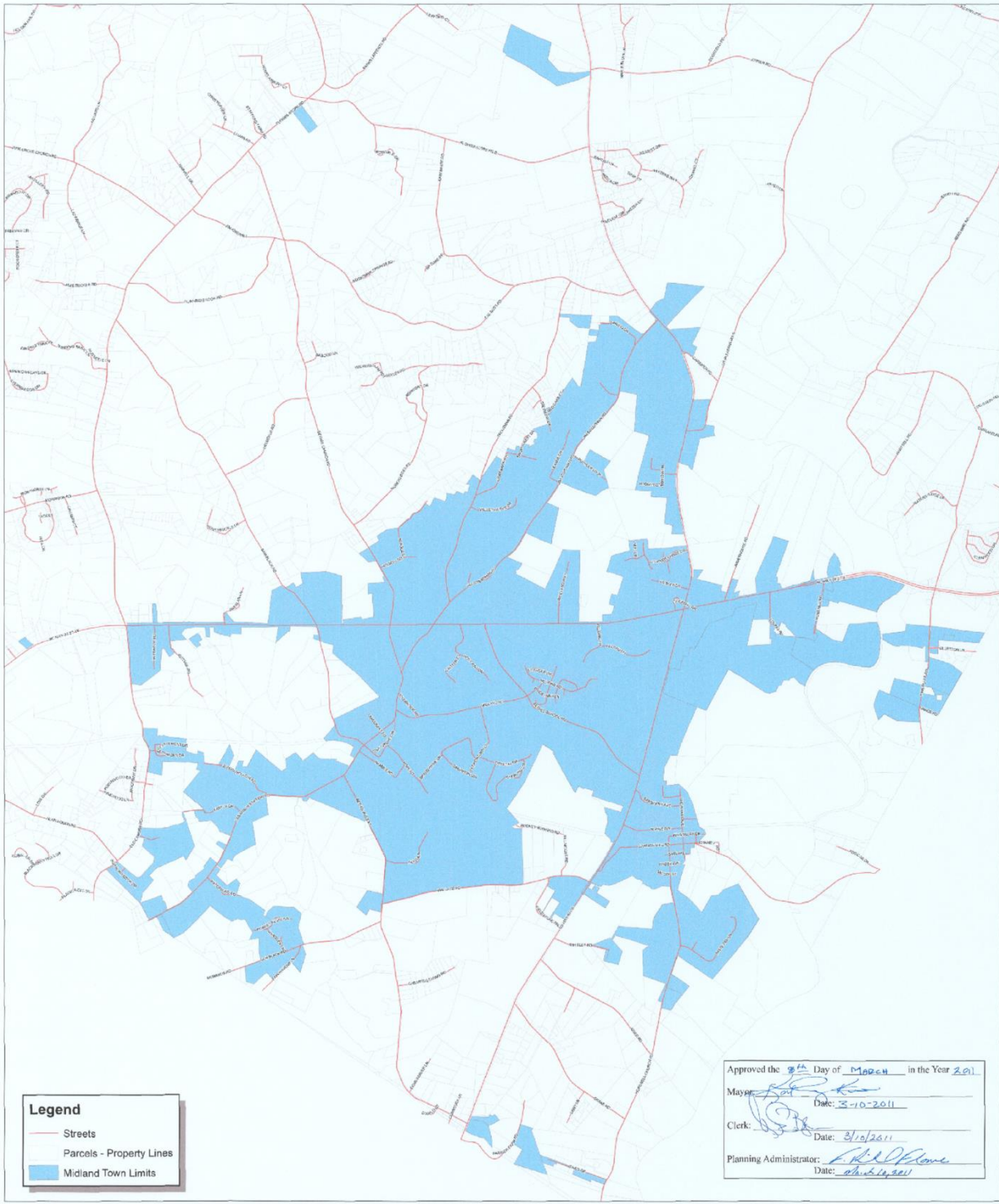
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### Midland Boundary History Map

March 8, 2011

0 1,250 2,500 5,000 7,500 10,000 Feet





**Legend**

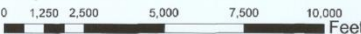
- Streets
- Parcels - Property Lines
- Midland Town Limits

Approved the 08<sup>th</sup> Day of March in the Year 2011  
 Mayor: [Signature] Date: 3-10-2011  
 Clerk: [Signature] Date: 3/10/2011  
 Planning Administrator: [Signature] Date: March 14, 2011

Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

**Midland Official Map**

March 8, 2011





## SECTION TWO: MIDLAND COMMUNITY PROFILE

The development of a Town Plan first requires that analysis of certain key growth factors be performed. The intent of the analysis is to ensure that policies contained in the Plan address current problems, trends, and issues facing the planning area. The key growth factors included for analysis are discussed in several subject areas within the Town Plan. Collectively, these key growth factors summarize past and present conditions, while providing the essential yardsticks for estimating future conditions in the planning area.

### I. Population

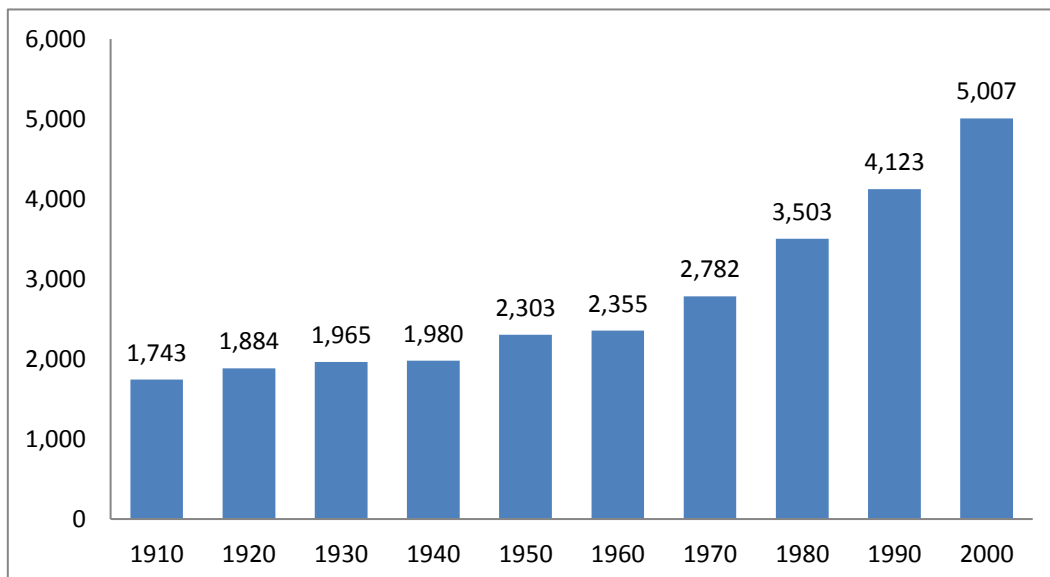
#### A. Population Growth

Although Midland was not created as a political entity until 2000, the Midland township closely approximates the land use planning area and thus township level data from historic United States Censuses can be utilized to track population changes over the years. Prior to 1970, the Midland township was documented as the Bethel Church township, named after a prominent community church. For the 1970 United States Census, many of the township names in Cabarrus County were changed, although the boundaries remained the same.

The historic population data shows continual steady growth throughout the last century, with the most notable increases occurring after 1960, likely in response to the influence of the Charlotte metropolitan area growing further outward.

*Source: US Census Bureau*

**Figure 2.1: Midland Township Population (1910-2000)**



Source: US Census Bureau

Population data for the Town of Midland was first compiled in 2000 and updated in 2007; the data shows that the Town’s population has also steadily increased. Municipal population estimates from the North Carolina Office of State Budget and Management in 2000 listed 2,375 people in the Town of Midland; by 2008, that number had risen to 3,255, an increase of 27%. With Midland covering a land area of approximately 9.10 square miles, this translates to approximately 358 people per square miles, a relatively low population density, in keeping with the Town’s rural development pattern.

Source: North Carolina Office of State Budget and Management

## B. Population Projections

In order to provide an estimate of the future population of the planning area, it is necessary to compare the population of the Midland Township to the total population of Cabarrus County throughout the last century and determine the approximate percentage of the total population the Midland township comprises. This percentage remained fairly steady throughout the period, averaging to 4.3% over the entire period.

**Table 2.1: Midland Township to Cabarrus County Population Comparison**

Year	Midland Township Population	Cabarrus County Population	Midland Township’s Pop. as % of Cabarrus County’s Pop.
1910	1,743	26,240	6.6%
1920	1,884	33,730	5.6%
1930	1,965	44,331	4.4%
1940	1,980	59,393	3.3%
1950	2,303	63,783	3.3%
1960	2,355	68,137	3.5%
1970	2,782	74,629	3.7%
1980	3,503	85,895	4.1%
1990	4,123	98,935	4.2%
2000	5,007	131,063	3.8%

Source: US Census Bureau

It is difficult to project the population of any planning area due to the unpredictability of potential annexations. However, three (3) projection methods will be utilized, taking into account the percentages derived from the comparison between Midland township’s population and Cabarrus County’s total population, as well as the individual percentage and population increases and decreases between decades from 1950 to 2000.

The first projection, utilizing the **constant share method**, assumes that the township’s population will remain a constant percentage of the County’s overall population. The base percentage of this estimate was derived from dividing the 2000 population of the Midland township by the 2000 population of Cabarrus County.

The second projection was made utilizing the **geometric projection method**. This projection method is based on previous percentage increases in population from prior censuses. The base percentage increase for this projection was derived by adding the percentage increases or decreases together for each census between 1950 and 2000 and dividing the resulting by 5 (the number of data points). The resulting number was then used to estimate the 2010, 2020, and 2030 populations.

The third projection was made utilizing the **arithmetic projection method**. This projection method utilizes the average total number increase in population over a given time period to estimate future population. The base number used in this projection was derived by adding the total increase or decrease in population from each census between 1950 and 2000 and dividing the resulting number by 5 (the number of data points). The resulting number was then used to estimate the 2010, 2020, and 2030 populations.

**Table 2.2: Midland Township Population Projections (2010-2030)**

<b>Year</b>	<b>Constant Share Projection</b>	<b>Geometric Projection</b>	<b>Arithmetic Projection</b>	<b>Projected County Population</b>
2000 (Actual)	5,007	5,007	5,007	131,063
2010	6,816	5,718	5,548	179,365
2020	8,786	6,530	6,089	231,218
2030	10,930	7,457	6,630	287,631
<b>Growth Total</b>	<b>5,923</b>	<b>2,450</b>	<b>1,623</b>	<b>156,568</b>

*Source: US Census Bureau, North Carolina Office of State Budget and Management*

These estimates are merely projections, based on past trends, and vary greatly due to dependent factors. The Constant Share Projection method is based on the growth of the County, which is expected continue its trend of large population increases, due in part to the continual growth of the Charlotte metropolitan area. If the Midland township continues to retain its 4% average percentage of Cabarrus County’s total population, it is possible that the township will see a significant population increase, in excess of 5,000 people, in the next 20 years. The Geometric Projection and Arithmetic Projection methods are independent of the County’s population projections. These methods are based entirely on past trends in the Midland township’s population growth, measured in percentages and actual number of people. These methods show much more conservative population growth levels, which are likely to occur if current development restrictions, including utility extension issues and unsuitable soils, cannot be overcome. In reality, the actual population of the Midland township may vary from these projections based on numerous dependent factors such as annexation, job creation or loss, and development policy decisions.

## C. Population Characteristics

### 1. Diversity

Figures from the 2000 United States Census show that the vast majority of citizens (99.5%) in the Midland area reported origins in only one race; the majority of these citizens (91.9%) are Caucasian (White). Regarding citizens of other races, the majority (6.1%) are African American. The percentages of citizens of American Indian, Asian, or other ancestry were all under 1%. People of Hispanic or Latino origin are reported in these numbers as well and total 1.3% of the population.

**Table 2.3: Midland Township Population by Race**

<b>Race</b>	<b>Percentage of Total Population</b>
Caucasian (White)	91.9
African American	6.1
American Indian and Alaska Native	0.7
Asian	0.2
Some Other Race	0.6
Two or More Races	0.5

*Source: US Census Bureau*

### 2. Age Groups

Midland's population is spread out fairly proportionately among the different age groups. Those age groups with the largest percentages are the 25-34, 35-44, and 45-54 ranges, typical prime working age.

Median age is defined by the United States Census Bureau as the measure that divides the age distribution into two equal parts: one-half of the cases falling below the median value and one-half of the cases falling above the median value. As of the 2000 Census, the median age in the Midland township was 37.8 years.

**Table 2.4: Midland Township Population by Age**

<b>Age</b>	<b>Population</b>	<b>Percentage of Total Population</b>
<5	255	5.1
5-9	433	8.6
10-14	383	7.6
15-19	355	7.1
20-24	223	4.5
25-34	604	12.1
35-44	954	19.1
45-54	710	14.2
55-59	302	6.0
60-64	233	4.7

65-74	327	6.5
75-84	196	3.9
>85	32	0.6

Source: US Census Bureau

## II. Housing

### A. Homeownership

When compared with Cabarrus County as a whole and the State of North Carolina, the Midland township has a higher percentage of owner occupied housing units and a higher median home value, illustrating a high standard of living in the area.

**Table 2.5: Homeownership Rates and Housing Values Comparison**

Jurisdiction	% of Owner Occupied Units	Median Home Value
Midland Township	87.5%	\$120,200
Cabarrus County	74.7%	\$118,200
State of NC	69.4%	\$108,300

Source: US Census Bureau

A closer look at home values in the Midland township show the majority (36.5%) fall within the \$50,000-\$99,999 range, a standard home cost for middle-income families. However, there are also significant percentages (22.8% and 23%) of homes in the \$100,000-\$149,999 and \$150,000-\$199,999 ranges.

**Table 2.6: Midland Township Housing Values**

House Value	Number of Structures	% of Total Structures
<\$50,000	43	4.2
\$50,000-\$99,999	370	36.5
\$100,000-\$149,999	231	22.8
\$150,000-\$199,999	233	23.0
\$200,000-\$299,999	89	8.8
\$300,000-\$499,999	47	4.6
\$500,000-\$999,999	0	0
\$1,000,000 or more	0	0

\*Value calculated for owner-occupied structures only

Source: US Census Bureau

### B. Housing Stock

Although there are many historical homes in the Midland township, only one-fourth (25.7%) of home structures in the area are over 50 years old. Housing construction began to increase in the 1980's when many of the area's subdivisions were platted. A high of

27.9% of the township’s total structures were built during the 1990’s as subdivisions began to proliferate throughout the area, characterized by smaller lot sizes of one acre or more. This type of development largely replaced the traditional housing pattern of homes on large lots with significant spacing from adjacent neighbors.

**Table 2.7: Midland Township Housing Structures by Age**

<b>Year Built</b>	<b>Number of Structures</b>	<b>% of Total Structures Built</b>
1999 –March 2000	82	4.3
1995-1998	255	13.5
1990-1994	230	12.2
1980-1989	382	20.2
1970-1979	261	13.8
1960-1969	191	10.1
1940-1959	378	20.0
1939 or earlier	108	5.7

Source: US Census Bureau

The majority of the Midland township’s housing stock (76.1%) is single family units. The area does have a large percentage (22.4%) of manufactured housing, but very little multi-family housing.

**Table 2.8: Midland Township Housing Units by Type**

<b>Housing Type</b>	<b>Number of Structures</b>	<b>% of Total Structures Built</b>
Single Family	1436	76.1
Multi-Family	28	1.5
Manufactured Housing	423	22.4

Source: US Census Bureau

### **III. Economy**

#### **A. Income**

##### **1. Type of Income**

The majority of households (84.7%) in the Midland township rely on the regular wages and earnings of the main contributor/contributors. The mean, or average, value of such earnings calculates to \$54,442 per year. A significant number of households (24.4%) rely on social security income as their primary source of subsistence, although the mean value is only \$11,395 per year. Another large number of households (16.8%) draw retirement benefits, which average out to a mean value of \$14,892 per year. A very small number of households (0.9%) are on public assistance.

**Table 3.1: Midland Township Household Income by Type**

<b>Income Type</b>	<b>Number of People</b>	<b>% of Total Population</b>	<b>Mean Value (per year)</b>
Earnings	1,544	84.7	\$54,442
Social Security	536	29.4	\$11,395
Supplemental Security	43	2.4	\$4,560
Public Assistance	17	0.9	\$1,382
Retirement	307	16.8	\$14,892

*Source: US Census Bureau*

## **2. Household Income**

Household income calculations include the income of the main householder and all other individuals aged 15 years and older in the household. Because many households consist of only one (1) person, average household income is usually less than average family income. When analyzing the distribution of household income in the Midland township, most households fall into the \$50,000-\$74,999 range, followed closely by the \$35,000-\$49,999 range.

Median household income divides the income distribution into two parts: one-half of the cases falling below the median and one-half of the case falling above the median. For households, the median income is based on the distribution of the total number of households, including those with no income. The median household income is \$50,533 per year in the Midland township.

**Table 3.2: Midland Township Household Income by Range**

<b>Income Range</b>	<b>Number of People</b>	<b>% of Total Population</b>
<\$10,000	72	3.9
\$10,000-\$14,999	120	6.6
\$15,000-\$24,999	169	9.3
\$25,000-\$34,999	223	12.2
\$35,000-\$49,999	314	17.2
\$50,000-\$74,999	487	26.7
\$75,000-\$99,999	215	11.8
\$100,000-\$149,999	175	9.6
\$150,000-\$199,999	35	1.9
\$200,000 or more	13	0.7

*Source: US Census Bureau*

## **3. Family Income**

In compiling statistics on family income, the incomes of all members aged 15 years and older are summed and treated as a single amount. The figures for family income in the Midland township are very similar to the figures and trends for household income. The majority of families (29.8%) fall into the \$50,000-\$74,999 income range, followed closely by the \$35,000-\$49,999 income range (19.6%).

Median family income divides the income distribution into two parts: one-half of the cases falling below the median and one-half of the case falling above the median. For families, the median income is based on the distribution of the total number of families, including those with no income. The median family income in the Midland township is \$54,558 per year.

**Table 3.3: Midland Township Family Income by Range**

<b>Income Range</b>	<b>Number of People</b>	<b>% of Total Population</b>
<\$10,000	0	0.0
\$10,000-\$14,999	87	6.1
\$15,000-\$24,999	66	4.6
\$25,000-\$34,999	185	12.9
\$35,000-\$49,999	281	19.6
\$50,000-\$74,999	428	29.8
\$75,000-\$99,999	200	13.9
\$100,000-\$149,999	156	10.9
\$150,000-\$199,999	25	1.7
\$200,000 or more	7	0.5

*Source: US Census Bureau*

#### **4. Per Capita Income**

Per capita income is the mean income for every man, woman, and child in a particular group. It is derived by dividing the total income of a particular group by the total population in that group. As compared to Cabarrus County as a whole and the State of North Carolina, the Midland township is within range of the per capita income in Cabarrus County, only trailing it by a mere \$89. Both Midland township and Cabarrus County have a higher per capita income than the State of North Carolina average.

**Table 3.4: Per Capita Income Comparison**

<b>Jurisdiction</b>	<b>Median Household Income</b>	<b>Median Family Income</b>	<b>Per Capita Income</b>
Midland Township	\$50,553	\$54,558	\$21,032
Cabarrus County	\$46,140	\$53,692	\$21,121
State of NC	\$39,184	\$46,335	\$20,307

*Source: US Census Bureau*

## B. Poverty Rates

Poverty rates in the Midland township are fairly low, slightly under the rates for Cabarrus County and well under the rates for the State of North Carolina.

**Table 3.5: Poverty Level Comparison**

<b>Jurisdiction</b>	<b>% of Individuals under Poverty Level</b>	<b>% of Families under Poverty Level</b>
Midland Township	6.2	3.8
Cabarrus County	7.1	4.8
State of NC	12.3	9.0

Source: US Census Bureau

## C. Education

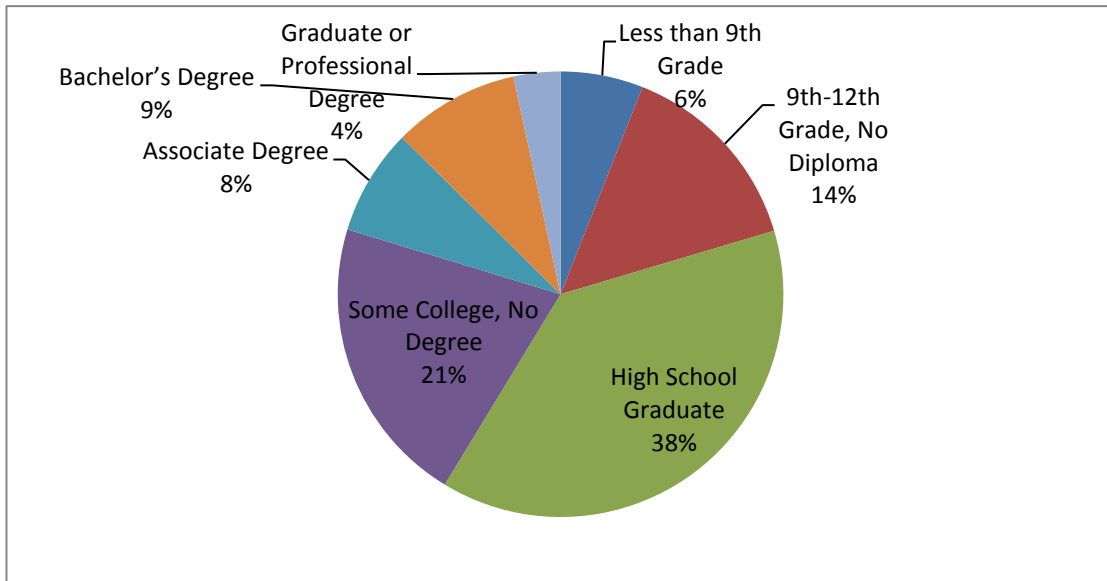
Among citizens that are 25 years old and over, the Midland township is directly in line with Cabarrus County and State of North Carolina averages for residents without a high school diploma but has a higher percentage of citizens who are high school graduates. The Midland township falls slightly below averages for residents with a college degree of any level (Associates, Bachelors, Graduate, Doctorate).

**Table 3.6: Educational Attainment Comparison  
(Population Aged 25 and over)**

<b>Jurisdiction</b>	<b>% Without High School Diploma</b>	<b>% High School Graduate</b>	<b>% With Some College</b>	<b>% With College Degree</b>
Midland Township	21%	38%	21%	20%
Cabarrus County	21.8%	30.1%	21.9%	26.2%
State of NC	21.8%	28.4%	20.5%	29.3%

Source: US Census Bureau

**Figure 3.1: Midland Township Educational Attainment, 2000**



Source: US Census Bureau

#### IV. Workforce

##### A. Employment

The majority of the Midland township’s citizens in the workforce (30.1%) are employed in Sales and Office Occupations, likely due to the town’s proximity to the Charlotte metropolitan area, a regional center for banking in North Carolina. Similarly related to this regional center of commerce, another large percentage (22.8%) of Midland citizens is employed in the Professional Management sector.

**Table 3.7: Midland Township Employment by Sector**

Occupation	Number of People	% of Total Population
Management, Professional	644	22.8
Service Occupations	306	10.8
Sales and Office Occupations	850	30.1
Farming, Fishing, and Forestry Occupations	17	0.6
Construction, Maintenance	492	17.4
Production, Transportation	515	18.2

Source: US Census Bureau

The vast majority (81.9%) of Midland’s citizens in the workforce are private wage and salary workers. Percentages of government workers (9.3%) and self-employed workers (8.8%) are nearly equal.

**Table 3.8: Midland Township Workforce by Type**

<b>Type of Worker</b>	<b>Number of Workers</b>	<b>% of Total Employed</b>
Private Wage and Salary Workers	2,313	81.9
Government Workers	262	9.3
Self-employed Workers in Own Business	249	8.8

*Source: US Census Bureau*

**B. Unemployment**

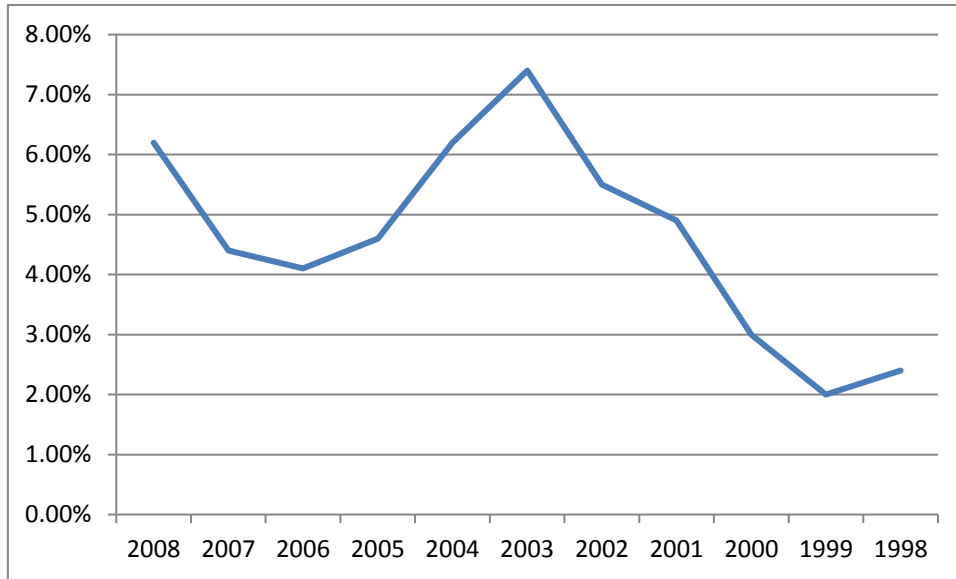
Unemployment figures are not generated for the Town of Midland or the Midland area so data must be inferred from the figures for Cabarrus County. For the last 10 years, unemployment rates in the County have fluctuated between as low as 2% and as high as 7.4%. From 1999, the unemployment rate steadily increased until it reached a high of 7.4% in 2003. The rate then began to decline until the latter half of 2008 when an economic downturn caused another increase. The annual average for 2008 came out to 6.2%. The mean value for the years 1998-2008 is 4.6%. The most recent data, from January 2009, showed the highest unemployment in the County, 10.1%.

**Table 3.9: Unemployment Rate in Cabarrus County, 1998-2008**

<b>Year</b>	<b>Unemployment Rate (Annual Average)</b>
2008	6.2%
2007	4.4%
2006	4.1%
2005	4.6%
2004	6.2%
2003	7.4%
2002	5.5%
2001	4.9%
2000	3.0%
1999	2.0%
1998	2.4%
<b>Mean</b>	<b>4.6%</b>

*Source: North Carolina Employment Security Commission*

**Figure 3.2: Unemployment in Cabarrus County, 1998-2008**



Source: North Carolina Employment Security Commission

### C. Commuting Patterns

Many of the citizens in the Midland area work in the Charlotte metropolitan region, which is a short drive away or in one of the many nearby towns and cities, such as Concord and Harrisburg. Regardless of where they work, the majority of citizens in the workforce in the Midland township (88.9%) drive their personal car to work. A conservative number of these workers (7.4%) carpool with coworkers and neighbors. As there is no public transportation service that extends to the Midland area and most of the citizens' workplaces are not within walking distance, these are not viable options of transportation.

**Table 3.10: Midland Township Method of Transportation**

Transportation Method	% of All Workers
Drive Alone	88.9%
Carpool	7.4%
Public Transportation	0%
Walk	0.6%
Work at Home	2.8%
Other Means	0.3%

Source: US Census Bureau

## V. Financial Outlook

### A. Budget

The Town of Midland operates solely under a General Government Fund, separated into two parts. Schedule A comprises the General Fund, with \$1,148,607 budgeted for the 2008 budget year. Schedule B comprises the Powell Bill Fund for street improvements and maintenance, with \$77,400 budgeted for the 2009 budget year. The largest part of the combined budget (35.4%) is devoted to Town services, which include fire protection, garbage pickup, planning and zoning, and traffic control. Right-of-way acquisition, in the amount of \$250,000, is being funded by the City of Monroe for the extension of a natural gas pipeline. The Town is responsible for paying the individual property owners out of this funding.

**Table 3.11: Town of Midland General Fund Budget, 2009**

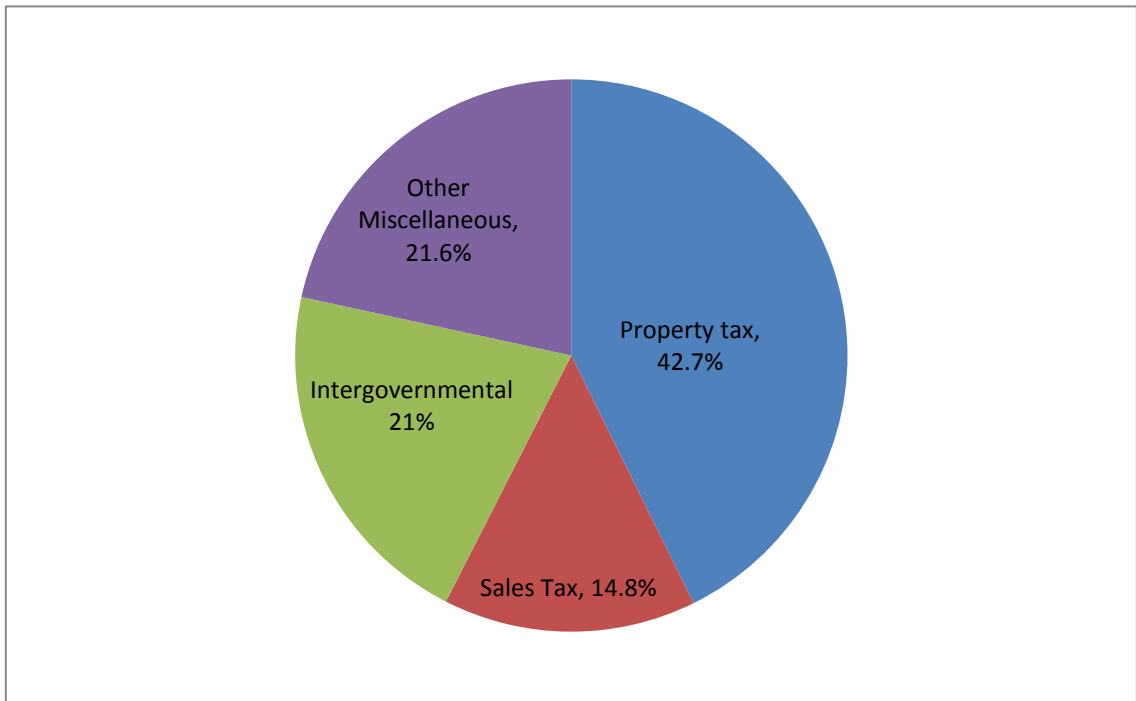
<b>Budget Category</b>	<b>Amount</b>	<b>% of Total Budget</b>
Employment Expenses	\$64,907	5.3%
Dues and Fees	\$108,702	8.9%
Advertising and Supplies	\$20,500	1.7%
Operating Expenses	\$38,624	3.2%
Services	\$434,374	35.4%
Capital Outlay	\$8,500	0.7%
Capital Reserve	\$213,000	17.4%
Right-of-way Acquisition	\$250,000	20.4%
Grants/Contributions	\$10,000	0.8%
Powell Bill	\$77,400	6.2%
<b>Total</b>	<b>\$1,226,007</b>	<b>100%</b>

Source: Town of Midland, 2009

### B. Revenue

According to the North Carolina State Treasurer, the Town of Midland accumulated over \$1.6 million dollars in revenue during 2008. However, \$607,084 of that amount was received from the Town of Monroe for costs associated with extension of a natural gas pipeline from Monroe to Midland. This exact amount was then expended for that purpose; therefore, it is more accurate to report 2008 revenues as just over \$1 million dollars total. When removing this amount, as it was a funding anomaly that is unlikely to be realized in future years, the majority (\$427,592) of Midland's revenue stream comes from property taxes. The second largest category of revenue (\$216,209) comes from sources labeled as 'Miscellaneous', which includes Powell Bill funding, investment income, and various permit fees. Intergovernmental transfers (\$208,970) and sales taxes (\$148,855) made up the remaining sources of revenue for the Town.

**Figure 3.2: Town of Midland Revenues by Source, 2008**

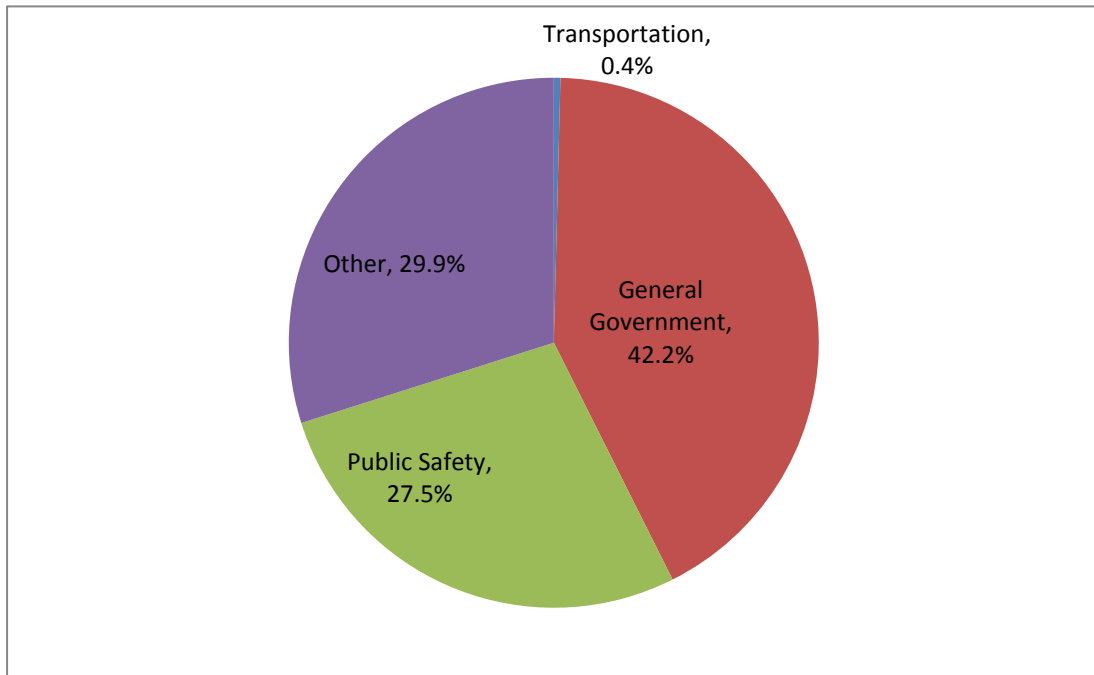


*Source: NC Department of State Treasurer*

### **C. Expenditures**

On the expenditures side, the Town of Midland spent just over \$1 million in 2008. However, as one of the sizable expenditures in the General Government category was the \$607,084 received from the Town of Monroe and immediately expended on costs associated with extension of the natural gas pipeline, this amount has been removed from the category, leaving a total yearly expenditure of \$560,595. Even with this amount removed, the General Government category accounts for the majority (\$236,760) of the Town's expenditures. This category encompasses administration costs for the Town, including employee salaries and benefits. The next largest source of expenditures (\$167,550) is the Other category, which includes costs related to solid waste, planning and zoning, and economic development. Public safety costs (\$153,885) are associated with the Town's Fire Department. A very small percentage of the Town's expenditures (\$2,400) were spent on street and highway maintenance.

**Figure 3.3: Town of Midland Expenditures by Category, 2008**



*Source: NC Department of State Treasurer*

## VI. Land Use

### A. Land Use Categories

The Existing Land Use Map shows generalized land use in the Town of Midland. Land use classifications have been divided into the following categories.

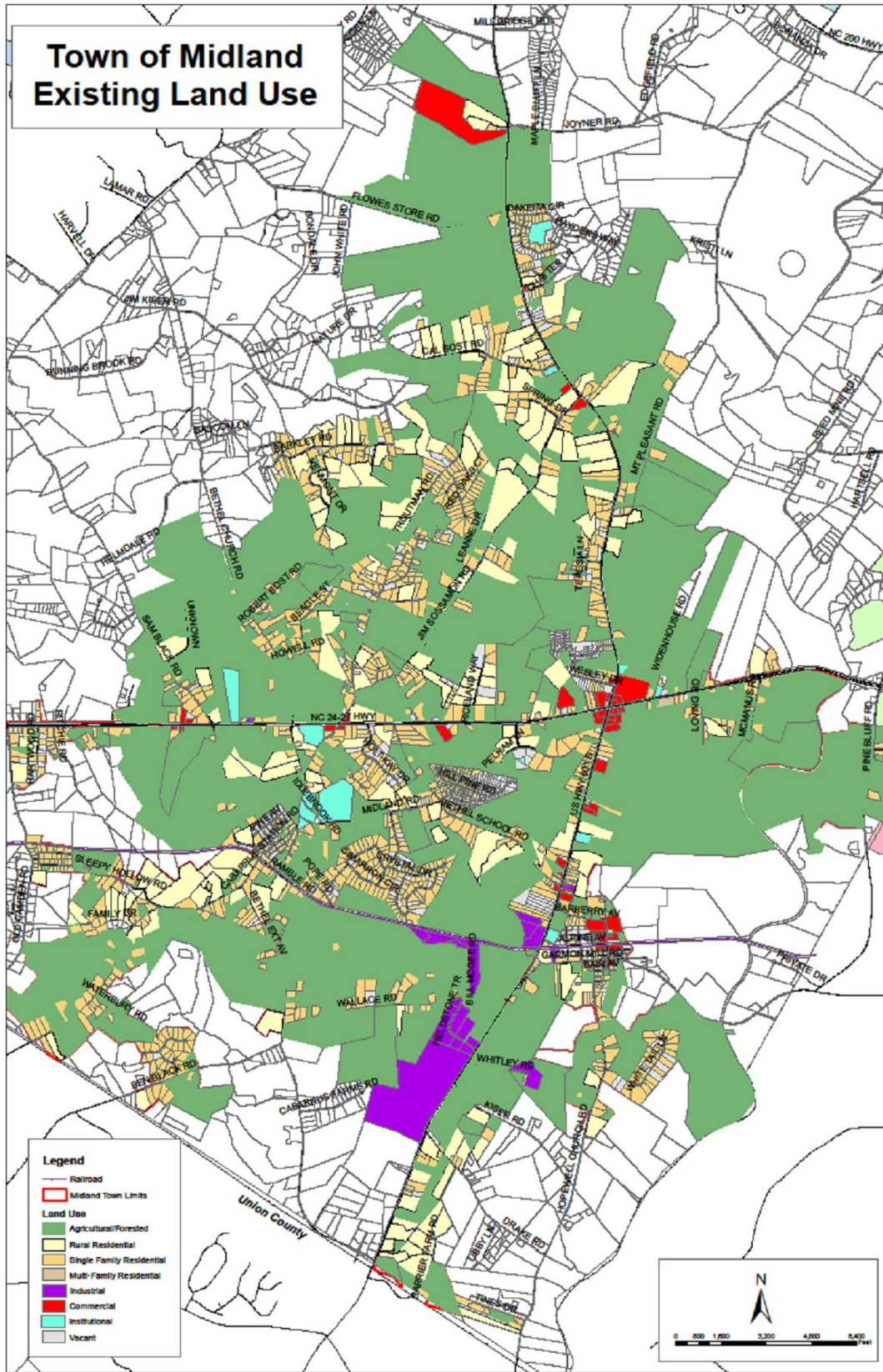
- **Rural Residential:** Property typically designed for placement of a single dwelling to serve one (1) housekeeping unit situated on a large parcel of land of five (5) acres or more. The remainder of the parcel is generally composed of open space or forested but does not contain agricultural uses, other than small personal gardens planted by the property owners.
- **Single Family Residential:** Property typically designed for placement of a single dwelling to serve one (1) housekeeping unit situated on a smaller parcel of land under five (5) acres in size. These parcels are generally one (1) acre or two (2) acres in size.
- **Multi-Family Residential:** Property designed for placement of multiple dwellings, each of which serves a separate housekeeping unit. This category is

typically characterized by several buildings, which contain multiple dwelling units, on one (1) parcel.

- **Commercial:** Property characterized by retail and service oriented development, including the professional service industry.
- **Industrial:** Property containing an industrial use, including but not limited to, forestry, mining, construction, manufacturing, and transportation.
- **Institutional:** Property designed to serve medical, religious, recreational, and governmental needs. This category is characterized by medical facilities, churches, cemeteries, and governmentally owned buildings and facilities, including parks.
- **Agricultural/Forested:** Property consisting of land engaged in active agricultural and forestry use. This category also includes tracts of undisturbed forested land with substantial tree cover and density, regardless of size or active use.
- **Vacant Land:** Parcels of land, generally not exceeding two (2) acres that are not currently being used to support any other land use. This category is often characterized by unsold or undeveloped lots in housing developments, and property which has been divided into smaller parcels but which has not yet been engaged in active use.

## **B. Land Use Patterns**

The majority of land within the corporate limits of Midland and much of the surrounding area is characterized by agricultural and forested land. Areas of rural residential and single-family housing are scattered throughout the area. There are several single-family residential neighborhoods, some of which contain vacant lots that were likely platted as part of the subdivision, but remain unsold or undeveloped. These lots are prime locations for new residential infill development, keeping with the subdivision's original development pattern. There are only a few locations of multi-family residential development, most of which consist of isolated apartment buildings and manufactured home parks. Small pockets of commercial and institutional development are scattered around the Town, most of which is located along or adjacent to major transportation networks. There are larger areas of commercial development located at the intersection of NC Highway 24/27 and US Highway 601 and where the railroad intersects with NC Highway 24/27.





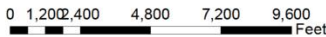
**Legend**

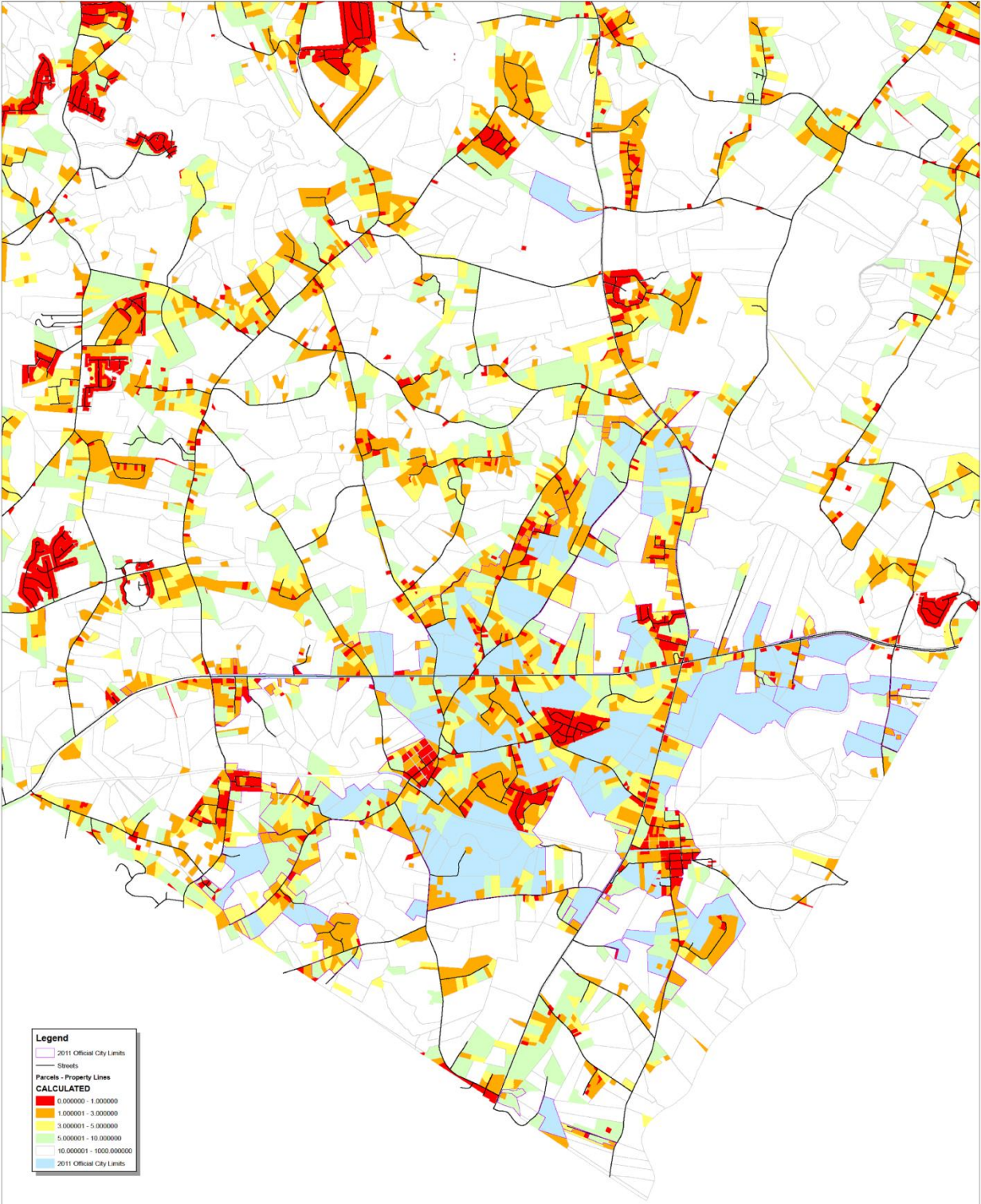
- Streets
- Cabarrus County
- Parcels - Property Lines
- Midland**
- City Limits

Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

## Midland Aerial Map

May 20, 2011





Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

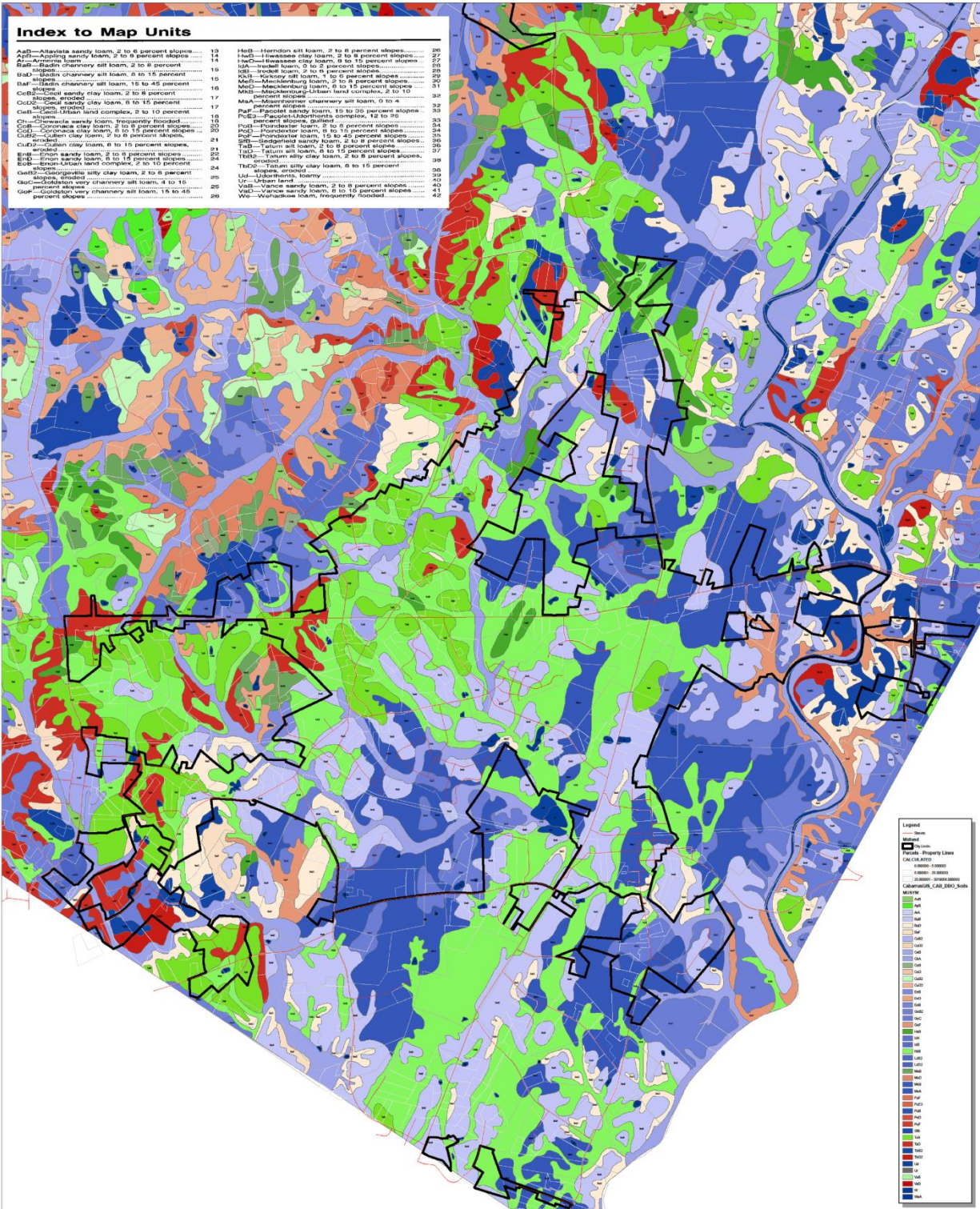
## Midland Parcel Size Map

March 31, 2011

0 1,250 2,500 5,000 7,500 10,000  
 Feet



TOWN OF MIDLAND

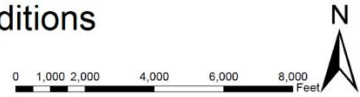


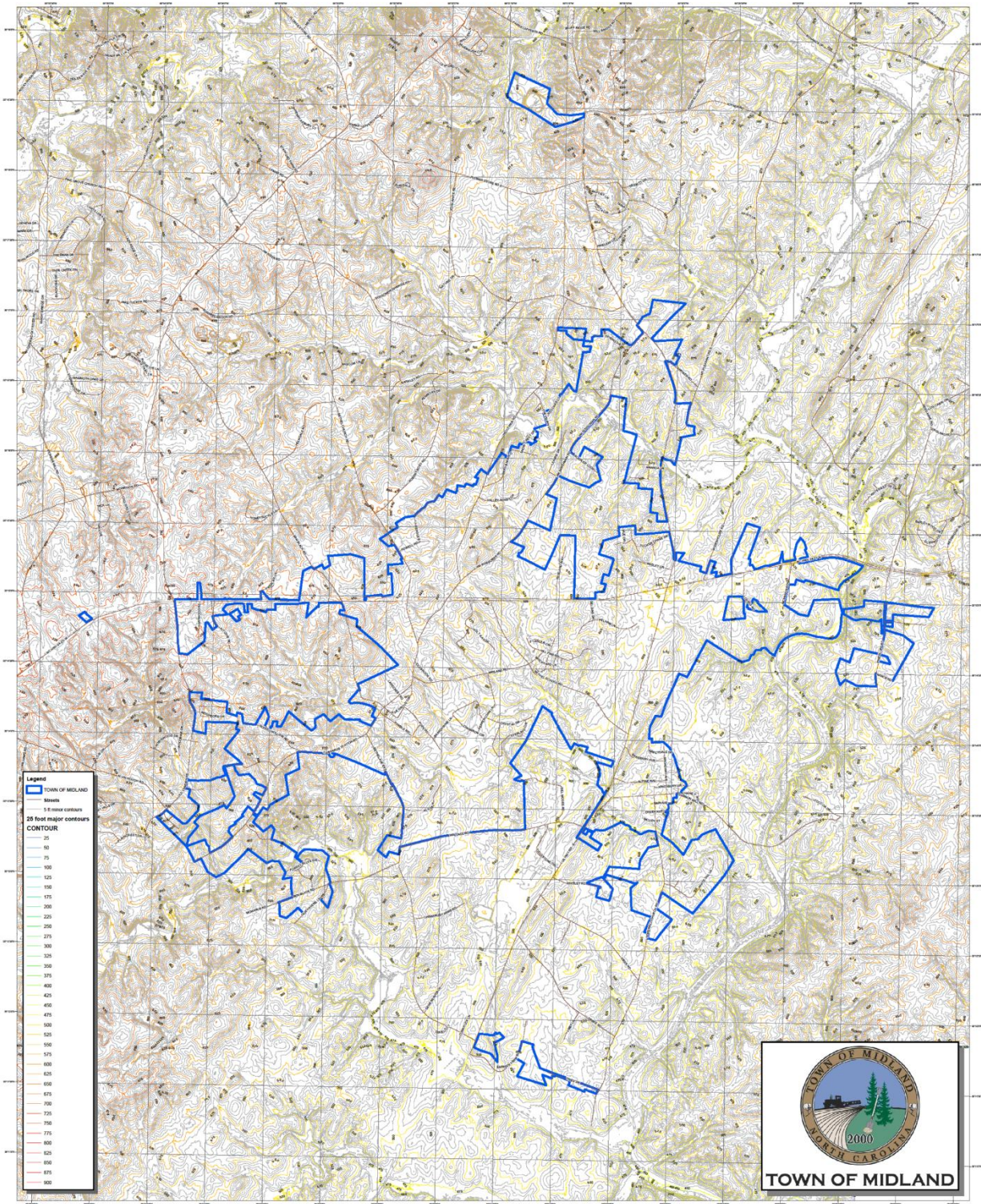
Aa1—Alapaha sandy loam, 2 to 8 percent slopes.....	13	Hs3—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1c—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3c—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1d—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3d—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1e—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3e—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1f—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3f—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1g—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3g—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1h—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3h—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1i—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3i—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1j—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3j—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1k—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3k—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1l—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3l—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1m—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3m—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1n—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3n—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1o—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3o—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1p—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3p—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1q—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3q—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1r—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3r—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1s—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3s—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1t—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3t—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1u—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3u—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1v—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3v—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1w—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3w—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1x—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3x—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1y—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3y—Horton silt loam, 2 to 8 percent slopes.....	29
Aa1z—Alapaha sandy loam, 2 to 8 percent slopes.....	14	Hs3z—Horton silt loam, 2 to 8 percent slopes.....	29

Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
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 Midland, NC 28107

# Midland Soil Conditions

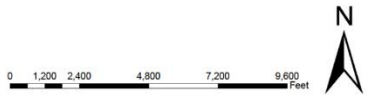
April 12, 2011

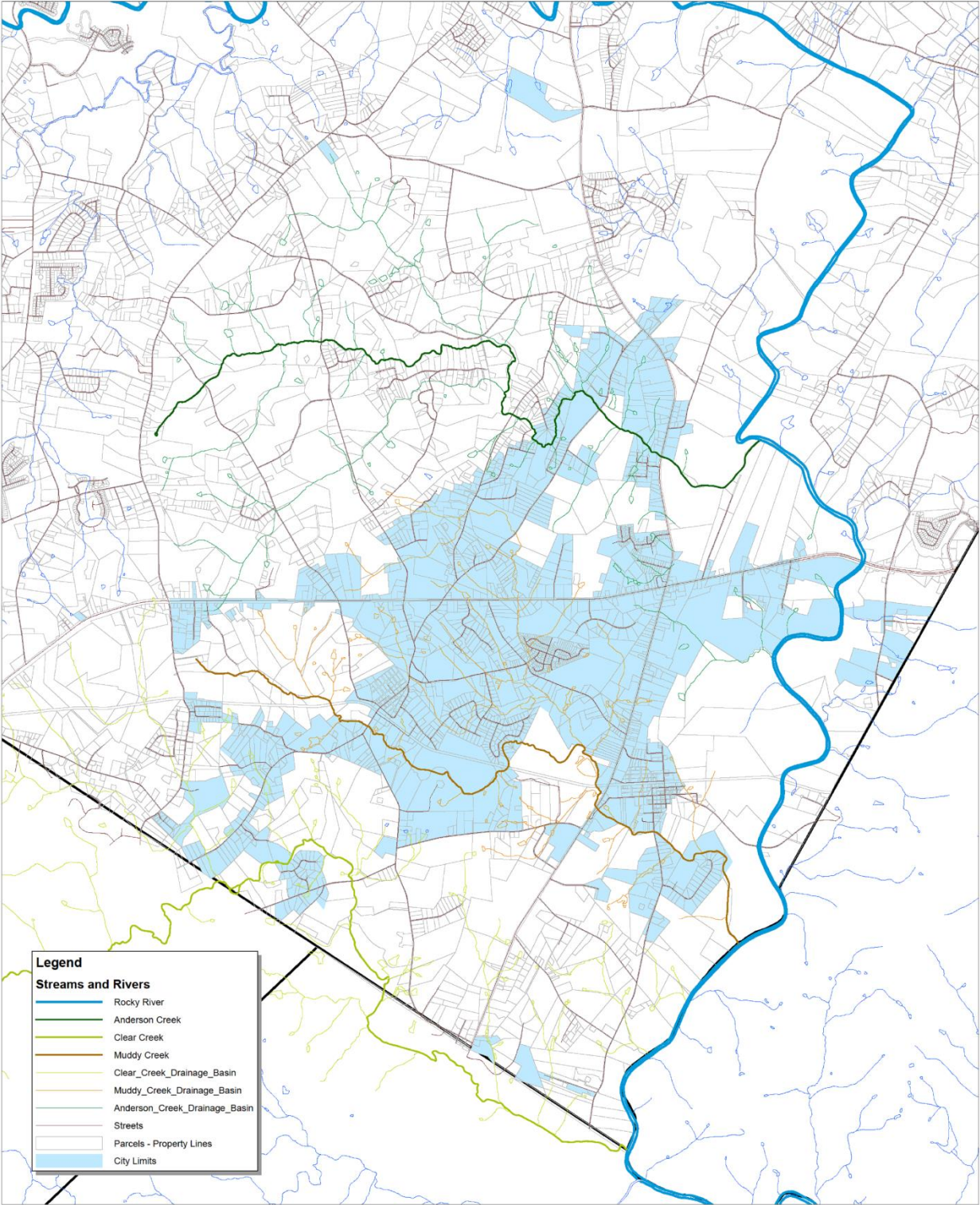




Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

Town of Midland, NC  
 Topographic Map  
 January 11, 2011





**Legend**

**Streams and Rivers**

- Rocky River
- Anderson Creek
- Clear Creek
- Muddy Creek
- Clear\_Creek\_Drainage\_Basin
- Muddy\_Creek\_Drainage\_Basin
- Anderson\_Creek\_Drainage\_Basin
- Streets
- Parcels - Property Lines
- City Limits

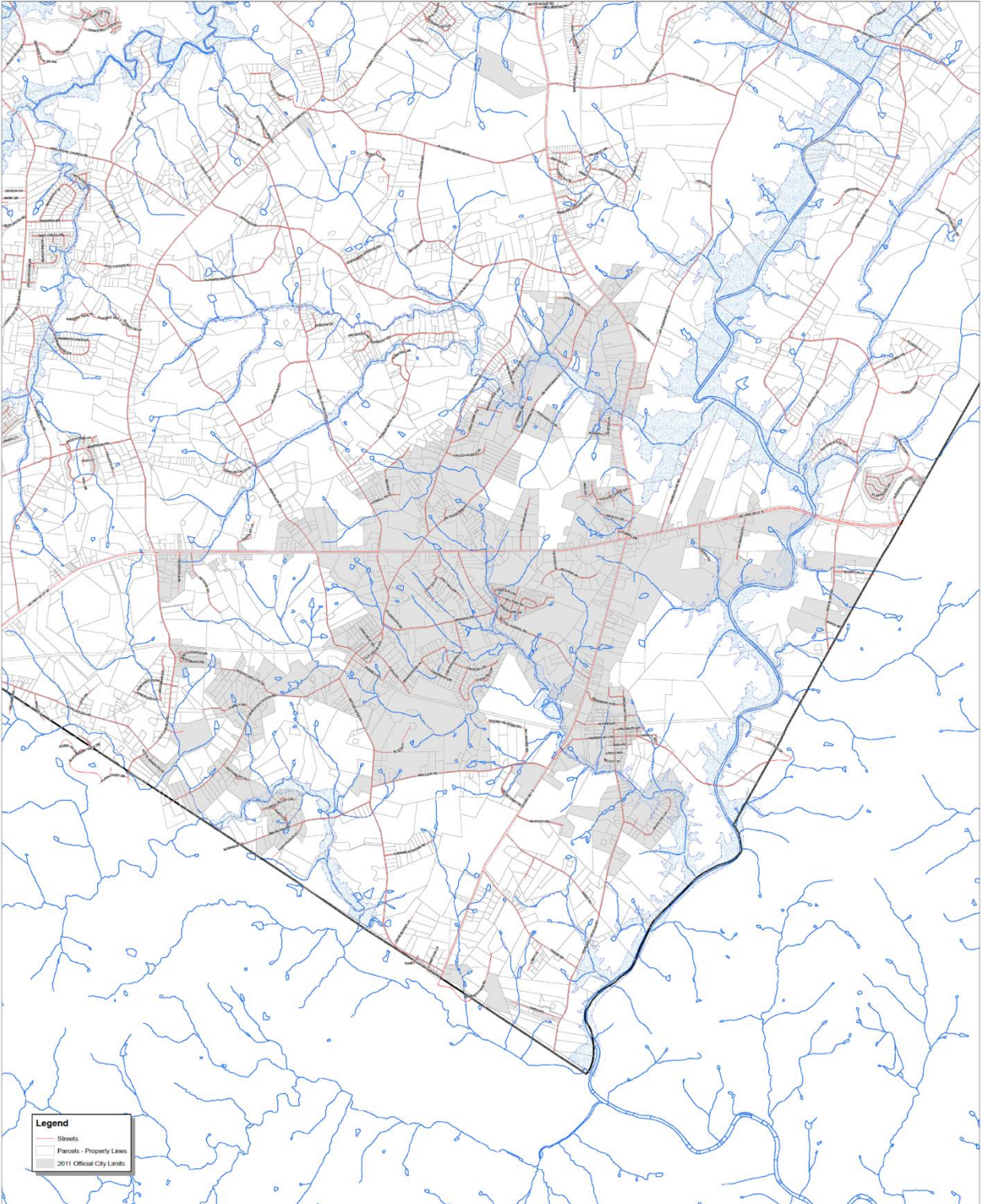
Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

## Creek Drainage Basins

May 27, 2011

0 1,200 2,400 4,800 7,200 9,600 Feet

TOWN OF MIDLAND



**Legend**  
Streets  
Parcels - Property Lines  
2011 Official City Limits

Town of Midland, North Carolina  
Planning Services Department  
4293-B Hwy 24-27 East  
PO Box 589  
Midland, NC 28107

# Midland 100 Year Floodplains

March 31, 2011



TOWN OF MIDLAND

## VII. Infrastructure

### A. Public Utilities

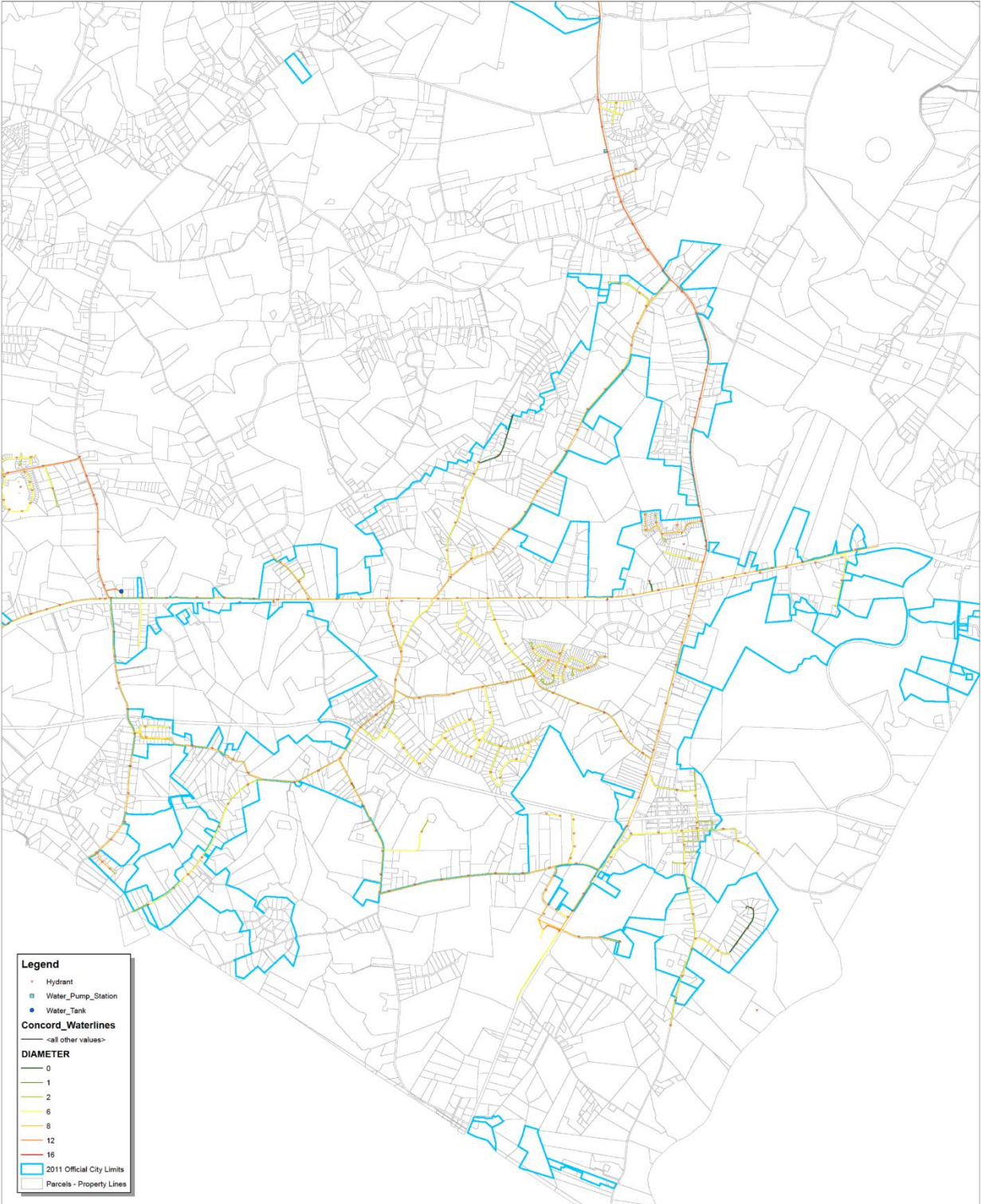
The Town of Midland purchases water from the City of Concord. The system consists of 38 miles of water line which range in size from ½ to 16 inches and are made out of PVC and copper. The water is treated by the City of Concord. Currently, approximately 95% of citizens within the corporate limits of Midland have access to the water system. The Town is developing a Capital Improvement Plan for the system and reviewing potential future improvements.

Midland's sewer collection system is operated and maintained by the City of Concord with transport and treatment facilities operated and maintained by the Water and Sewer Authority of Cabarrus County (WSACC). The system is composed of approximately 18 miles of sewer PVC pipe, ranging in size from 6 to 12 inches. The area's wastewater is treated at the Muddy Creek Wastewater Treatment Plant, which is owned by Cabarrus County but operated by WSACC. This plant is located within the Midland land use planning area and utility service district. Although the plant was constructed with a capacity of 75,000 gallons per day it was expanded in 2010 and currently has the capacity to treat 150,000 gallons of wastewater per day; however, it is currently only treating around 50,000 gallons per day. WSACC has identified another expansion of the facility's capacity as a project in its Capital Improvement Plan for 2009-2014. This expansion would increase the capacity to 300,000 gallons per day of total flow that is allocated to the facility. This additional wastewater treatment capacity is proposed to meet projected growth in the Midland area, particularly in large residential and mixed use developments through the year 2016.

Although Midland currently has a very limited public sewer system, projects to extend the capacity of this system have been identified in the Town's Capital Improvement Program plan and budget. These projects are focused on the Cabarrus Acres neighborhood, NC Highway 24/27, the intersection of US Highway 601 and NC Highway 24/27, and the Old Midland area. The Cabarrus Acres project includes extension of the Bethel and Upper Muddy Creek sewer outfalls and extension of sewer lines. Projects along the main highways include sewer lines, a sewer force main, and a sewer pump station along NC Highway 24/27 and a sewer outfall parallel to US Highway 601 serving the southeastern quadrant in the Broadway Boulevard corridor. The Old Midland project calls for sewer lines to be installed and extended throughout the local area.

Solid waste services are provided by the Town through a contract with Allied Waste. Trash is picked up on a weekly basis for those citizens who live within the corporate limits of Midland. Curbside recycling is also available or area residents can drop off recyclable materials at the Midland Recycling Center, located at the main crossroads of US Highway 601 and NC Highway 24/27. White goods and bulk items must be disposed of at the Cabarrus County Landfill, located in Concord.

*Source: Town of Midland website*



**Legend**

- Hydrant
- Water\_Pump\_Station
- Water\_Tank

**Concord\_Waterlines**  
 -all other values-

**DIAMETER**

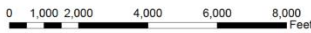
- 0
- 1
- 2
- 6
- 8
- 12
- 18

- 2011 Official City Limits
- Parcels - Property Lines

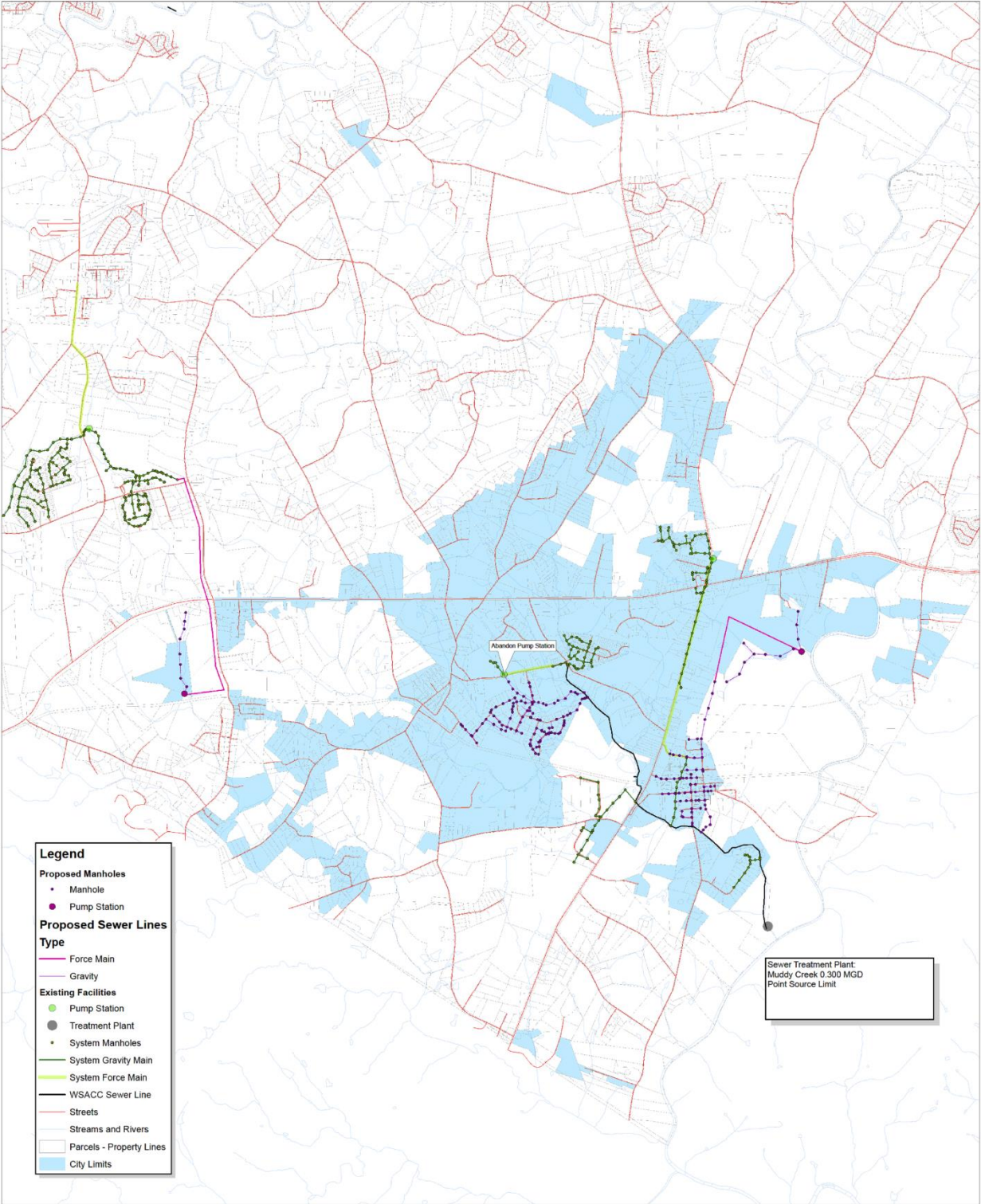
Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

## Midland Existing Water System

March 29, 2011



TOWN OF MIDLAND



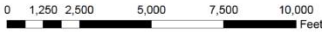
- Legend**
- Proposed Manholes**
    - Manhole
    - Pump Station
  - Proposed Sewer Lines Type**
    - Force Main
    - Gravity
  - Existing Facilities**
    - Pump Station
    - Treatment Plant
    - System Manholes
    - System Gravity Main
    - System Force Main
    - WSACC Sewer Line
  - Streets
  - Streams and Rivers
  - Parcels - Property Lines
  - City Limits

Sewer Treatment Plant:  
Muddy Creek 0.300 MGD  
Point Source Limit

Town of Midland, North Carolina  
Planning Services Department  
4293-B Hwy 24-27 East  
PO Box 589  
Midland, NC 28107

**Town Plan 2030 - Revision 1**  
Sewer System: Existing & Proposed

July 26, 2011



TOWN OF MIDLAND

## B. Transportation Systems

Midland is accessible from two major highways: US Highway 601 and NC Highway 24/27. NC Highway 24/27 runs from east to west, linking to Stanly County in the east and Charlotte in the west. US Highway 601 runs from north to south, linking to Concord to the north and Union County to the south.

The Town of Midland maintains approximately 2.22 miles of local streets.



*Intersection of NC Highway 24/27 and US Highway 601*

The Cabarrus County Public Transportation Service offers limited service to Midland residents through its JARC (Job Access and Reverse Commute) program. This program provides transportation throughout the County to citizens who need help to get to their jobs or are looking for employment. The County utilizes a fleet of passenger vans that make approximately 500 trips per day between outlying pickup locations and the major employment centers. Midland residents are also able to utilize pickup services for transportation to medical appointments, provided these trips are scheduled in advance.

## C. Public Safety

Fire protection is provided by the Midland Fire Department. The Department is comprised of two (2) full-time employees and 30 volunteer employees, including firefighters, emergency medical technicians, rescue technicians, and rescue divers. Two (2) fire stations serve the area: Fire Station 1, located on US Highway 601 South, and the recently built Fire Station 2, which serves the western corridor of NC Highway 24/27.



*Midland Fire Station #1*



*Midland Fire Station #2*

Police protection is provided by the Cabarrus County Sheriff's Office. The Patrol Division, which services the entire county with the exception of the cities of Concord and Kannapolis, is comprised of four (4) squads with 10 officers assigned to each squad.

#### **D. Health Care**

There are two (2) hospitals in the vicinity of Midland: Carolinas Medical Center Northeast in Concord and the main campus of Carolinas Medical Center in nearby Charlotte. Both facilities are operated by Carolinas Healthcare System.

Carolinas Medical Center-NorthEast, formerly Cabarrus Memorial Hospital), is a 457 bed, acute-care, teaching hospital located in Concord. Founded in 1930 as Cabarrus County Hospital, the hospital has continued to expand and now serves most of Cabarrus County as a regional hospital. Special features include the Jeff Gordon Children's Hospital, Bette Cancer Center, and Cannon Heart Center. The Cabarrus College of Health Sciences is also located on the grounds.

Carolinas Medical Center in Charlotte is the flagship facility of Carolinas HealthCare System. As one of North Carolina's largest hospitals, it serves as the regional referral center for Western North Carolina and northern South Carolina. The hospital is one of only five facilities in North Carolina designated as an Academic Medical Center Teaching Hospital and a Level I Trauma Center. The Levine Children's Hospital, the largest between Washington D.C. and Atlanta, is located on the campus.

#### **E. School System**

Midland is served by the Cabarrus County Public School System. Bethel Elementary School is the only public school within the town limits of Midland. Middle and high school students attend CC Griffin Middle School and Central Cabarrus High School, located in Concord.



*Bethel Elementary School*

Several community colleges and universities are within the vicinity of Midland. The following list has been organized by county.

Cabarrus County: Cabarrus College of Health Sciences

Rowan County: Rowan-Cabarrus Community College, Catawba College, Livingstone College

Mecklenburg County: University of North Carolina at Charlotte, Central Piedmont Community College, Davidson College, Johnson C. Smith University, Queens University of Charlotte

Stanly County: Stanly Community College, Pfeiffer University

## **VIII. Natural Resources**

### **A. Water Features**

#### **1. Hydrology**

Midland lies within the Yadkin-Pee Dee River Basin. The Yadkin River's headwaters are located in northwestern North Carolina and southern Virginia; it flows southeast across North Carolina, eventually merging with the Uwharrie River to become the Pee Dee River. The Pee Dee River ultimately empties into the Atlantic Ocean near Myrtle Beach in South Carolina. The North Carolina portion of the basin comprises about 50% of the total area and includes portions of 21 counties and 93 municipalities.

River basins are divided into smaller sub-basins. Midland is located in Sub-basin 03-07-12, which is dominated by the Rocky River, Dutch Buffalo Creek, Irish Buffalo Creek, Goose Creek, and Crooked Creek. Dutch Buffalo Creek originates in the northern section of this sub-basin and flows into the Rocky River, near the northeastern section of the planning study area, forming the Rocky River watershed,

in which Midland is located. The Rocky River is the largest water body in the planning study area and passes through the eastern boundary of the town limits. The Rocky River watershed is not classified as a public water supply watershed and therefore not subject to any development restrictions under state water supply regulations.

Several smaller streams and stream branches also flow through the land use planning area. These include Caldwell Creek, Bost Creek, Muddy Creek, Clear Creek, Big Meadow Creek, Little Meadow Creek, Anderson Creek, Hamby Branch, Far Branch, Horton Branch, Wiley Branch, and several small unnamed tributaries.

## **2. Water Quality**

All of the rivers, streams, and stream branches within the land use planning area are Class C waters. According to the North Carolina Division of Water Quality (DWQ), these are: *“Waters protected for secondary recreation, fishing, wildlife, fish and aquatic life propagation and survival, agriculture, and other uses suitable for Class C.”* Secondary recreation includes wading, boating, and other uses involving human contact with water where such activities take place in an infrequent, unorganized, or incidental manner. There are no restrictions on watershed development or types of discharges, provided state water quality standards are met.

A network of ambient and benthic water quality monitoring stations is utilized to track and record water quality parameters. Ambient water quality monitoring stations record such data as water temperature, specific conductance, turbidity, total suspended residue, dissolved oxygen, metals, fecal coliform, and weather conditions. There are three (3) ambient water quality monitoring stations on the Rocky River and one (1) monitoring station on Clear Creek within the land use planning area. According to data collected by the Yadkin/Pee Dee River Basin Association from January 2002 to December 2006, for their Yadkin/Pee Dee River Basin Ambient Monitoring System Report, the stations on the Rocky River had violations for exceeding fecal coliform, total copper, total iron, and turbidity over the course of the sampling period. However, these violations did not result in the listing of any segments of these waters passing through the land use planning area on state impaired waters reports.

There are two (2) benthic water quality monitoring stations in the land use planning area; one (1) located on the Rocky River which monitors benthic macroinvertebrates and one (1) located on Dutch Buffalo Creek which monitors the fish community. Benthic macroinvertebrates are mainly aquatic insects that are associated with the substrates of streams, rivers, and lakes. Benthic monitoring assesses the lifecycle and tolerance of these organisms, in order to assign a bioclassification of Excellent, Good, Good/Fair, Fair, or Poor to the water body. Waters with Good or Excellent water quality will be dominated by some of the more intolerant orders of insects. Although the Rocky River station received only a Fair bioclassification in 2001 and 2002, it had reverted back to a Good-Fair classification in 2006. Fish communities

are assessed by their structure and health and assigned a bioclassification based upon the same scale of that used for benthos. The Dutch Buffalo Creek station declined from a Good classification in 2001 to a Good-Fair classification in 2006.

### **3. Water Features**

The planning area contains substantial floodplain areas, as designated by the Federal Emergency Management Agency (FEMA), due to the Rocky River and large network of streams that flow through the area. Future development on these sites will be restricted by the Town's Floodplain Management program and the resultant policies.

Wetlands in the area consist mainly of freshwater ponds scattered around the land use planning area. Freshwater wetlands are part of the Palustrine system, which are non-tidal wetlands which are usually vegetated to some degree. Wetland classes are determined by the predominant vegetation type; that which comprises the uppermost vegetation and an aerial cover of 30% or greater. There are a variety of Palustrine wetland classes and vegetative cover in the land use planning area. Wetland areas adjacent and along the Rocky River are part of the Riverine system. Riverine wetlands occur in floodplains and riparian corridors in association with stream channels.

*Source: Federal Emergency Management Agency website, National Wetland Inventory website*

### **B. Air Quality**

Any source, operation, or process that has a potential emission of more than five tons of any air pollutant (total suspended particulates, sulfur dioxide, nitrogen oxides, carbon monoxide, volatile organic compounds, and lead) are required to obtain an air quality permit from the North Carolina Department of Environment and Natural Resources, Division of Air Quality. There are three categories of permitted facilities based upon emission thresholds. A Title V facility has the potential to emit 100 tons or more per year of a common regulated pollutant, 10 tons or more per year of any hazardous air pollutant, or 25 tons or more per year of combined hazardous air pollutants. A synthetic minor facility must take action to ensure that emissions remain below Title V thresholds. The facility's permit obligates it to maintain these lower levels of emissions. A small facility has no potential for exceeding Title V emission thresholds and is thus regulated accordingly.

There are six (6) facilities in Midland that have been issued air quality permits from the North Carolina Division of Air Quality.

**Table 3.12: Midland Air Quality Permits**

<b>Facility Name</b>	<b>Address</b>	<b>Permit #</b>	<b>Permit Type</b>
Carolina Counters Corporation	13570 Broadway Avenue	09070	Title V
Corning, Inc.	14556 Highway 601 South	08436	Title V
Gelder Thompson Asphalt Plant	3450 Wallace Road	09331	Synthetic Minor
Martin Marietta Aggregates, Rocky River Quarry	430 Running Brook Road	05615	Small
McGee Brothers Company, Inc.	13800 Bill McGee Road	07151	Small
Whitley Handle, Inc.	3827 Whitley Road	06422	Small

Source: NC DENR Division of Air Quality website

**C. Soils**

According to soil data collected by the USDA Natural Resources Conservation Service, the soils in the Midland land use planning area are primarily Badin channery silt loam, Kirksey silt loam, and Misenheimer channery silt loam, with slopes ranging from 1% to 8%. Many of the soils present in the area pose serious constraints for development.

**Table 3.13: Midland Soil Series Characteristics**

<b>Soil Series</b>	<b>Percentage of Area</b>	<b>Characteristics</b>	<b>Development Constraints</b>
Badin	29.4%	Moderate depth, Well drained, Moderate permeability	Prime farmland Septic limitations
Chewacla	5%	Shallow depth, Poorly drained, Moderate permeability	Seasonal wetness Flooding potential
Georgeville	0.2%	Deep depth, Well drained, Moderate permeability	Steep slopes Erosion potential
Goldston	16.4%	Shallow depth, Well drained, Moderately rapid permeability	Shallow depth High volume of slate Septic limitations
Herndon	0.1%	Deep depth, Well drained, Moderate permeability	None
Hiawassee	0.1%	Deep depth, Well drained, Moderate permeability	None

Kirksey	20.1%	Moderate depth, Moderately well drained, Moderately slow permeability	Seasonal wetness
Misenheimer	20.3%	Shallow depth, Poorly drained, Moderately rapid permeability	Shallow depth High volume of slate Seasonal wetness
Tatum	7.2%	Moderate depth, Well drained, Moderate permeability	Low strength for road and streets
Udorthents (disturbed land)	0.2%	N/A	N/A
Water	1%	N/A	N/A

Source: USDA Natural Resources Conservation Service

#### D. Significant Natural Heritage Areas

The North Carolina Natural Heritage Program was established to identify and document the distribution of rare plants and animals throughout the state. Those areas that provide the best examples of these species are classified as Significant Natural Heritage Areas and listed on both regional and county natural heritage inventories.

There are six (6) sites listed as Significant Natural Heritage Areas in the planning area:

- The Reed Gold Mine Forests are part of the state historic site. The forests are classified as Dry Oak-Hickory Forests and are dominated by White Oak, Black Oak, Post Oak, and Shagbark Hickory. Only a small part of the forest is mature.
- The Georgeville Sunflower Site consists of northwest and southeast-facing roadsides and upland pine-oak forest border which contain the rare Schweinitz's Sunflower. The northwestern portion of the site also contains the rare Carolina Birdsfoot-Trefoil, a perennial herb.
- The Mount Pleasant Road Roadside site features a hardwood/mixed forest that contains several rare plants including the Carolina Birdsfoot-Trefoil, Thick-pod White Wild Indigo, and Heller's Rabbit Tobacco.
- The Hartsell Road Mesic Forest is a small Mesic Mixed Hardwood Forest that contains the rare Yellow Canada Lily.
- The Pine Bluff Church Road Roadside features an area of wetlands due to the soil's ability to retain moisture; a number of species typical of moist areas/wetlands are present here.
- The Jesse Slagle Knoll site is a basic Oak-Hickory forest with a sparse herb layer that contains the rare Crested Coralroot.

Source: NC Natural Heritage Program

## IX. Cultural Resources

## A. Historic Resources

Due to its long history as a settlement, the Midland area has a large number of historic resources. Three properties are on the National Register of Historic Places:

- Bethel Church Arbor,
- John Bunyan Green Farm, and
- Robert Harvey Morrison Farm and Pioneer Mills Gold Mine.

While the Robert Harvey Morrison farmhouse is still standing, there are only remnants of the Pioneer Mills Gold Mine left.



*Bethel Church Arbor*

## B. Parks and Recreation Facilities

### 1. Proposed Southeast Park

The proposed Southeast Park will be operated by the Cabarrus County Parks Department. It is currently in the final planning stage. The park will occupy 190 acres off of US Highway 601 and will feature two (2) football fields, six (6) tennis courts, two (2) baseball/softball fields, two (2) soccer fields, and a 2.5 acre lake that will offer paddle boat rentals. Additional amenities will include 2.5 miles of walking/hiking trails, 4 miles of mountain bike trails, rental cabins, picnic shelters, a concession stand, and an amphitheater.

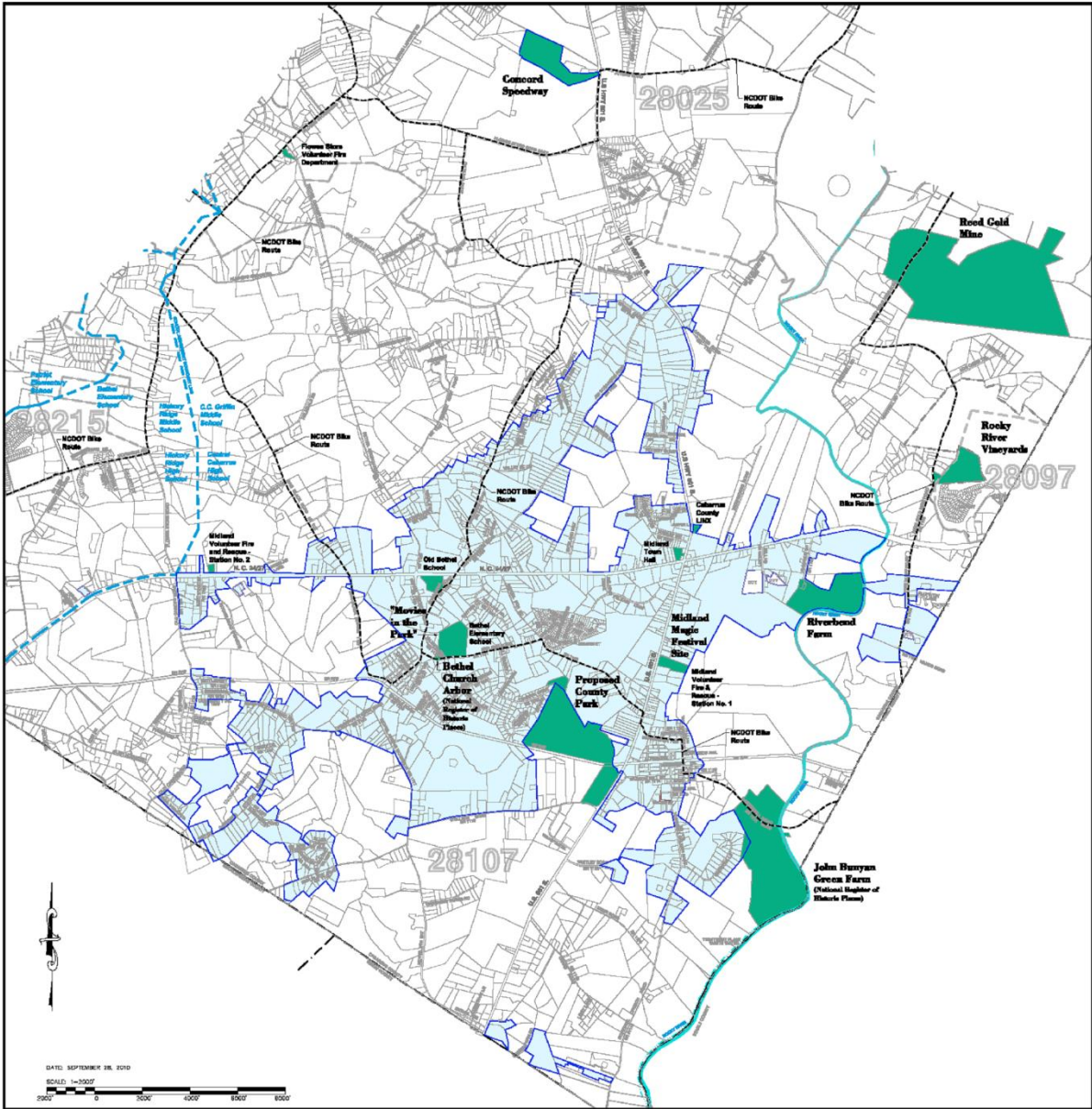


*Lake on Proposed Southeast Park Property*

## **2. Bethel Elementary School Park**

This park, located on the grounds of Bethel Elementary School, is operated by the Cabarrus County Parks Department. It features three (3) baseball/softball fields, three (3) outdoor basketball courts, and three (3) children’s playgrounds. These facilities are utilized by the school and the Bethel Athletic Association.





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 Planning Services Department  
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## Town of Midland Points of Interest



Town of Midland  
 Points of Interest

## SECTION THREE: MIDLAND REGULATIONS AND POLICIES

### I. Town Policies

#### A. Zoning Ordinance

##### 1. Function

From the attention given to the subject by legal writers and in court decisions, it is clear that confusion exists as to the distinction between "planning" and "zoning." In reality, zoning is one of many legal and administrative devices by which plans may be implemented. Most of the confusion has arisen out of the fact that many jurisdictions have adopted zoning ordinances before embarking on full-scale planning.

Zoning is essentially a means of insuring that the land uses of a community are properly situated in relation to one another, providing adequate space for each type of development. It allows the control of development density in each area so that property can be adequately serviced by governmental facilities. This directs new growth into appropriate areas and protects existing property by requiring that development afford adequate light, air and privacy for persons living and working within the community.

Zoning is probably the single most commonly used legal device available for implementing the land-development plan of a community. Zoning may be defined as the division of a city (or other governmental unit) into districts, and the regulation within those districts of:

1. The height and bulk of buildings and other structures;
2. The area of a lot which may be occupied and the size of required open spaces;
3. The density of population;
4. The use of buildings and land for trade, industry, residences, or other purposes.

Of major importance for the individual citizen is the part zoning plays in stabilizing and preserving property values. It affects the taxation of property as an element of value to be considered in assessment. Ordinarily zoning is only indirectly concerned with achieving aesthetic ends. Although there has been an increasing tendency to include aesthetic provisions within zoning ordinances, zoning ordinances are most solidly based on "general welfare" concepts.

Zoning has nothing to do with the materials and manner of construction of a building; these are covered by the building code. Also, the zoning ordinance may not be properly used to set minimum costs of permitted structures, and it commonly does not control their appearance. These matters are ordinarily controlled by private restrictive covenants contained in the deeds to property. However, there are some examples, particularly in relation to historic buildings and areas, where zoning has been and is being used

effectively. There appears to be a trend toward a greater acceptance of aesthetic control as a proper function of the zoning ordinance.

The zoning ordinance does not regulate the design of streets, the installation of utilities, the reservation or dedication of parks, street rights-of-way, school sites and related matters. An official map preserving the location of proposed streets against encroachment can be useful for protecting right of way. The zoning ordinance should, however, be carefully coordinated with these and other control devices. It is becoming more common for the provisions of many of these separate ordinances to be combined into a single comprehensive ordinance, usually called a Unified Development Ordinance (UDO).

A request to change the zoning ordinance, whether by application for a general district or a special district, is a request to change the basic plan for the area where the property is located. For example, if someone applies for a rezoning, the basic issue is whether a use should be located on that property and whether it meets the general purposes of the ordinance. Such decisions or changes to the plan may not individually have a large impact, but taken collectively may indicate the need to revise or modify the plan to meet continuing demands for growth and development.

## ***2. Provisions***

The Town of Midland's Zoning Ordinance will be replaced with a complete rewrite including new zoning, subdivision, watershed, floodplain management, and erosion control rules.

The new ordinance is a unified development ordinance. The new ordinance contains numerous policy changes that will accomplish the following:

- Reduce the number and frequency of conditional use applications,
- Simplify the districts to better reflect the values adopted within the Town Plan 2030 and "Town Plan 2030 Land Use and Comprehensive Master Plan",
- Add provisions to establish and enable a town center in two locations:
  - A new town center in the southeast quadrant, and
  - The preservation and continuation of the Historic Old Midland area.
- Reduce the volume of commercial zoning to sustainable levels,
- Reduce the amount of industrial property to sustainable levels,
- Reduce the number of residential districts to reflect:
  - Areas close to the two town centers permit higher density,
  - Standards for popular residential areas maintain a moderate density, and
  - Agricultural areas preserve rural density
- Mitigate commercial curb-cuts to preserve the highway corridors
- Improve air quality by:
  - Reducing congestion resulting from excessive drive-thru lanes, and
  - Requiring electric vehicle charging stations to off-set the negative affects of drive-thru lanes
- Design the commercial districts to reflect the corridors they are located within
- Reduce the density in agricultural areas to discourage sprawling subdivisions,

- Provide scenic corridor overlays to protect the views entering and departing Midland,
- Provide for sidewalks within neighborhoods that are scaled for the level of service of the street,
- Establish business friendly signage standards and provide guidance for businesses to assist with design,
- Clarify uses for all districts,

Develop innovative stormwater solutions for streets and development to reduce costs and meet goals,

The new ordinance establishes twelve primary zoning districts with four overlay districts as follows:

The following primary general use zoning districts are created; this listing is in order of intensity of development permitted within the district, from least intense to most intense:

1. Agriculture (AG)
2. Single Family Residential (SFR)
3. Residential/Main Street Transitional (R/MST)
4. Residential/Old Midland Transitional (R/OMT)
5. Main Street Periphery (MSP)
6. Old Midland Periphery (OMP)
7. Main Street (MS)
8. Old Midland (OM)
9. Civic (CIV)
10. NC 24/27 Commercial (C 24/27)
11. US 601 Commercial (C 601)
12. Industrial (IND)

In addition to the primary general use zoning districts, the following overlay districts are created to provide for more creativity in the development of land and/or to protect unique environmental features of the Town:

13. Traditional Neighborhood Development Overlay (TNDO)
14. Mini Farm Overlay (MFO)
15. Scenic Corridor Overlay (SCO)
16. Broadway Boulevard Corridor Overlay (BBCO)

The zoning districts created by the ordinance are described as follows:

The Agriculture District (AG) is established to protect lands used for agricultural production, agricultural based businesses and related activities. Farm land is a defining element of Midland's identity and the protection of these lands aids in preserving the character of the Town. Permitted uses are limited, with an emphasis on uses that are agricultural in nature. Development density is very low to

encourage preservation of agricultural lands while discouraging large lot residential development. The Agriculture District can also be used to protect open spaces.

The Single Family Residential District (SFR) provides for the completion of existing residential neighborhoods and the development of new residential neighborhoods in a pattern that encourages the wise use of land. Allowed building/lot types in the Single Family District are Detached House and Civic Building. Permitted uses are restricted to single family homes and their accessory uses, a limited number of related uses that serve the residential neighborhoods, and civic uses. Neighborhoods in this district are the dominant land use in Midland and are a major element in defining the character of the community. Standards for the Single Family Residential District ensure that new development maintains the character of the community. The Single Family Residential District permits the completion and conformity of conventional residential subdivisions already existing or approved in sketch plan form by the Town of Midland prior to the effective date of these regulations.

The Residential /Main Street Transitional District (R/MST) provides for residential development in the residential area(s) surrounding the Main Street Periphery District and its logical extension. The intent of this district is to allow for a gradual transformation of existing low-density single family development to high quality medium-density residential development, as a higher density residential development is needed to support town centers. Higher density residential development allows a greater number of households to walk or bike to the town centers, thus reducing the parking demand and providing environmental and health benefits. Allowed building/lot types in these districts are the Detached House, Attached House, Multi-family Building, and Civic Building. Streets in the Residential/Main Street Transitional District should be interconnected, with streets and sidewalks providing a connection from Midland's future downtown to the Single Family Residential districts lying between and around these districts. A range of housing types is encouraged.

The Residential /Old Midland Transitional District (R/OMT) provides for residential development in the residential area(s) surrounding the Old Midland Periphery District and its logical extension. The following standards recognize that the neighborhood surrounding historic Old Midland was platted and established prior to the application of development standards. The following standards recognize the inconsistency and encourage the creative use of minimal standards to encourage managed development within the district. The intent of this district is to allow for a gradual transformation of existing low-density single family development to high quality medium-density residential development, as a higher density residential development is needed to support town centers. Higher density residential development allows a greater number of households to walk or bike to the town centers, thus reducing the parking demand and providing environmental and health benefits. Allowed building/lot types in the districts are the Detached House, Attached House, Multi-family Building, and Civic Building. Streets in the

Residential/Old Midland Transitional District should be interconnected, with streets and sidewalks providing a connection from Midland's historic downtown to the Single Family Residential districts lying between and around these districts. A range of housing types is encouraged.

The Main Street Periphery District (MSP) and Old Midland Periphery District (OMP) provides for the development and maintenance of a range of uses in areas adjacent to Midland's two core downtown areas. Allowed building/lot types in these districts are Shop-front, Multi-Family cluster, Detached House, Attached House and Civic Building. In this district, the development pattern integrates retail, office, civic, educational, religious, and residential uses in an environment that is pedestrian friendly while acknowledging the role of the automobile as a means of transportation. Street and sidewalk networks providing multi-modal transportation options connect the Periphery Districts to the downtown and to surrounding neighborhoods. The Periphery Districts provide an area for the expansion of the Main Street District and Old Midland District.

The Main Street District (MS) and Old Midland District (OM) provide for new development, revitalization, reuse, and infill development in Midland's two core downtowns. A broad array of uses is permitted to enable the needs of residents and visitors to be met. Allowed building/lot types in this district are Urban Workplace, Shop-front, Detached House and Civic Building. The development pattern seeks to integrate shops, restaurants, services, work places, civic, educational, and religious facilities, and higher density housing in a compact, pedestrian-oriented environment. The Main Street District and Old Midland District serves as the hub of the surrounding neighborhoods and of the broader community. The Main Street District and Old Midland District may be expanded over time to meet the needs of the growing community for downtown facilities and services. Expansion of the Main Street District and Old Midland District shall be contiguous and not separated from the primary district area.

The Civic District (CIV) provides a location for large educational, medical, and public uses in a campus like environment. Large developments in the Civic District are encouraged to provide a master plan to the Town. Institutional uses in the Civic District are required to provide pedestrian connections on their campuses and, to the extent possible, develop an internal street system with structures fronting on the streets. Parking should not be the dominant visible element of the campuses developed for institutional uses.

The NC 24/27 Commercial District(C 24/27) is established to provide opportunities for compatible and sustainable development where the dominant mode of transportation is the automobile. The auto-oriented street, lot, and building designs can create uncomfortable pedestrian environments. Allowed building/lot types are Highway Commercial and Civic Building. Dominant uses in this district are retail and office. The NC 24/27 Commercial District is expected to serve Midland residents as well as persons who travel from surrounding communities. The

development pattern in this district acknowledges the role of the automobile, with parking and access provided to ensure safety for the motoring public. Development standards in the NC 24/27 Commercial District ensure the creation of a pleasant auto-oriented environment while enabling a compatible transition to uses in adjacent districts.

The US 601 Commercial District (C 601) is established to provide opportunities for compatible and sustainable development along the US 601 corridor where future Midland neighborhoods will interconnect with this future Bypass type roadway corridor without negatively dissecting the community. Access to buildings in this district is provided through a secondary street network. The secondary street network is both auto-oriented and pedestrian oriented. Development standards in the US 601 Commercial District acknowledge that the automobile is the primary mode of transportation. Development and design standards encourage pedestrian scale development along the secondary street network. Goals of the US 601 Commercial District include providing a pleasant environment for motorists, a safe environment for pedestrians along the secondary streets; ensuring the safety of motorists and pedestrians; and preserving the capacity of the future Bypass to accommodate high traffic volumes at higher speeds. Uses in this district include services, employment, residential and industrial. Allowed building/lot types include Urban Workplace, Shop-front Commercial, and Civic Building.

The Industrial District (IND) is established to provide locations for industrial uses that, due to the scale of the buildings and/or the nature of the use, cannot be integrated into the community. Uses within the Industrial District are buffered from adjacent uses. The dominant uses in this district are manufacturing and warehouse storage. Small scale manufacturing and storage that is compatible with less intensive uses can and should be located in other non-residential or mixed use districts. The Industrial District is reserved for uses which require very large buildings and/or large parking and loading facilities. Allowed building and lot types are Highway Commercial and Civic Building.

The Traditional Neighborhood Development Overlay District (TNDO) provides for the development of new neighborhoods and the revitalization or extension of existing neighborhoods. These neighborhoods are structured upon a fine network of interconnecting pedestrian oriented streets and other public spaces. Traditional Neighborhood Developments (TND's) provide a mixture of housing types and prices, prominently sited civic or community building(s), stores/offices/workplaces, and churches to provide a balanced mix of activities. A Traditional Neighborhood Development (TND) has a recognizable center and clearly defined edges; optimum size is a quarter mile from center to edge. A TND is urban in form, is typically an extension of the existing developed area of the town, and has an overall residential density of 4 to 12 dwelling units per acre. TND districts should have a significant portion of land dedicated to open spaces.

The Mini Farm Overlay District (MFO) permits buildings to be grouped on a site, parcel, or property in order to optimize the use of land and resources for both residential and agricultural purposes. By clustering development at a density no greater than one unit per developed acre, projects developed in accordance with these standards can obtain density bonuses while preserving unique natural features for agricultural use. The Mini Farm Overlay District mandates the dedication of both agricultural land and open space with density bonuses provided as an incentive for adhering to the standards. It is the intent of this district to be used for new development in undeveloped areas of the Town. Allowed building/lot types are Detached House.

The Scenic Corridor Overlay District (SCO) is established to protect the pastoral scenes and open spaces that provide a sense of arrival for residents and visitors traveling the major entrance roads and gateways to the Town. The pastoral scenes and undeveloped property along the entrance roads and gateways contribute significantly to Midland's community character and sense of place. The Scenic Corridor Overlay District provides development options for the owners of the property abutting the entrance roads and gateways. The goal of this district is to protect the scenic value of the corridors through a mix of incentives and development standards. These standards will preserve the rural character of the Town by maintaining the sense of a rural corridor in an urban environment; provide an aesthetically appealing experience for those traveling the corridor; provide multi-modal transportation options for travel; and ensure a safe transportation corridor for motorists, bicyclists, and pedestrians. The Detached House lot/building type is allowed in this district.

The Broadway Boulevard Corridor Overlay District (BBCO) is established to protect the character of the corridor located along Broadway boulevard between the Old Midland and Main Street districts. The BBCO shall not extend more than two *Blocks* from Broadway Boulevard. The Broadway Boulevard Overlay District provides development options for the owners of the property lying within the corridor intended to establish a local minor thoroughfare linking neighborhoods to the two activity centers established by the Town Plan 2030 and identified as the Old Midland and Main Street nodes. The goal of this district is to protect the scenic value of the corridor through development standards. These standards will preserve the majestic character of the Town by maintaining the sense of a traditional residential boulevard; provide an aesthetically appealing experience for those traveling the corridor; and ensure a safe transportation corridor for motorists, bicyclists, and pedestrians. The Detached House lot/building type is allowed in this district.

## **B. Subdivision Ordinance**

## ***1. Function***

Subdivision regulations are locally adopted laws governing the process of converting raw land into building sites. They normally accomplish this through plat (map) approval procedures, under which a developer is not permitted to make improvements or to divide and sell land until the governing body or planning board has approved a plat of the proposed design of the subdivision. The approval or disapproval of the local government is based upon compliance or noncompliance of the proposal with development standards set forth in the subdivision regulations. In the event that the developer attempts to record an unapproved plat with the local register of deeds or to sell lots by reference to such a plat, he may be subject to various civil and criminal penalties.

Subdivision regulations may serve a wide range of purposes. To the health officer, for example, they are a means of insuring that a new residential development has a safe water supply and sewage disposal system and that the lots are properly drained. To the tax official they are a step toward securing adequate records of land titles. To the school or parks official they are a way to preserve or secure the school sites and recreation areas needed to serve the people coming into the neighborhood. To the lot purchaser they are an assurance that he will receive a buildable, properly oriented, well-drained lot, provided with adequate facilities to meet his day-to-day needs, in a subdivision whose value will hold up over the years.

Subdivision regulations enable the city to coordinate the otherwise unrelated plans of a great many individual developers, and in the process to assure that provision is made for major elements of the Land Use Plan such as rights-of-way for major thoroughfares, parks, school sites, major water lines, sewer outfalls and so forth. They also enable the city to control the internal design of each new subdivision so that its pattern of streets, lots and other facilities will be safe, pleasant and economical to maintain.

From the standpoint of the local governing board, subdivision regulations may be thought of as having two major objectives. First, these officials are interested in the design aspects of new subdivisions, as are the other officials mentioned. But secondly, they are also interested in allocating the costs of certain improvements most equitably between the residents of the immediate area and the taxpayers of the city as a whole. When subdivision regulations require a developer to dedicate land to the public or to install utilities or to build streets, they represent a judgment that the particular improvements involved are (1) necessary in a contemporary environment and (2) predominantly of special benefit to the people who will buy lots (presumably at a price sufficient to cover the cost of these improvements) rather than of general benefit to the taxpayers of the city as a whole.

## ***2. Provisions***

The Midland Subdivision Regulations Ordinance addresses procedures for submitting subdivision plats for approval and provides minimum design standards for development. The ordinance applies to every subdivision of tracts of land into smaller parcels within

the corporate limits of the Town of Midland. Several instances are exempted from these regulations, including the combination or recombination of portions of previously platted and recorded lots where the total number of lots is not increased, the division of land in parcels greater than 10 acres where no street right-of-way is involved, the public acquisition of strips of land for widening or opening of streets, and the division of a tract in single ownership whose entire area is no greater than two (2) acres into not more than three (3) lots where no street right-of-way dedication is involved. Subdivisions are classified as either a major or minor subdivision; specific review procedures for a plat depend upon its classification.

A minor subdivision is defined as a division of land involving one (1) to five (5) buildable lots which may or may not front on an existing street. To begin the subdivision process, the applicant must submit a pre-application sketch plat to the Midland Planning and Zoning Commission at least two (2) weeks prior to the filing deadline for Preliminary Plat applications. Along with the sketch plan, the applicant must also submit a site analysis map showing property boundaries, hydrologic features, topographic contour lines, vegetation characteristics, soil types, conservation areas, tree cover, planned location of protected open space (where required), existing roads and structures, and potential connections with existing open space and trails. If the Planning and Zoning Commission finds that the sketch plat meets the requirements of a minor subdivision and that there are no adverse effects on the remainder of the parcel or an adjoining property, the applicant may proceed with submission of a conveyance plat for final approval.

A major subdivision is defined as a division of land involving more than five (5) lots. Applicants for a major subdivision must also submit a pre-application sketch plat to the Midland Planning and Zoning Commission. If the Commission approves the sketch, the applicant must then prepare a preliminary plat. The preliminary plat is the first graphic document which indicates the proposed division of land into lots and/or streets. The applicant must submit 17 copies of the preliminary plat for review by the Town of Midland. The Midland Planning and Zoning Commission must act on the plat within 120 days of the meeting in which the plat was considered and will either recommend changes and revisions or grant preliminary approval. A final plat, the graphic document that is filed and kept on permanent record in the Cabarrus County Register of Deeds office, must be submitted within 24 months following approval of the preliminary plat. The applicant must submit three (3) reproducible copies and seven (7) blue line prints of the final plat for review. If approved, the final plat will be placed on file with the Register of Deeds.

Midland's subdivision ordinance also contains provisions for minimum design standards, in addition to the design requirements in the zoning ordinance. These standards prohibit the platting of lands which are subject to flooding, excessive erosion, and other hazards and require that due consideration be given to preserving natural features on lots. Subdividers are also tasked with providing for the adequate drainage of all stormwater. The standards require all roads in the traditional zoning districts to be public roads; private roads are only permitted in the Traditional Neighborhood Development (TND) zoning districts. To ensure adequate road capacity, a traffic impact analysis is required

for any subdivision estimated to produce 1,000 vehicles per day or greater. The ordinance also includes provisions for the reservation of school sites and adequate public facilities standards to ensure that capacity in schools and infrastructure exists to accommodate additional development.

## **II. Town Development Plans**

### **A. Town of Midland Strategic Plan**

The Town of Midland adopted a Strategic Plan in 2007. This plan contains goals in four (4) categories: community development, growth and development, infrastructure, and regional cooperation. Goals under community development include preparation of the history of Midland, increasing community involvement, and providing outreach to community churches to make members more aware of services available in the community. The goal for Growth and Development was the development of an updated land use plan guiding Midland towards the desired future where the unique rural atmosphere is maintained. Infrastructure goals included development of plans for current and future road systems and on-going maintenance, development of a citizen commission to provide advice and guidance on the expansion of the water and sewer system, and utilization of the Utility Commission to determine policies and guidelines for placing natural gas lines with the City of Monroe. Regional Cooperation goals included moving forward with the South Cabarrus Community Center at the Old Bethel School, making citizens more aware of current county services available to them, achieving representation on all county committees, improving the police presence in Midland, and acquiring monthly updates of activities and news from regional and county meetings.

During the spring of 2011, Woodson University acquired the Old Bethel School from Cabarrus County and plans to open a private university offering undergraduate and graduate degree programs.

Another goal of the Strategic Plan realized in 2011 was the formalization of policies for the allocation of sewer capacity, and for 2011-2012, the formalization of an inter-local agreement for the future expansion of the sewer systems operated by the City of Concord.

### **B. Midland Area Land Use Plan (2004)**

The Town of Midland adopted the Midland Area Land Use Plan, which was a joint effort between the Town and Cabarrus County, in February 2004. Town and County staff held a series of public input sessions and established a Midland Plan Area Steering Committee. The Committee, utilizing comments from citizens, developed general goals and recommendations for Midland's future, focusing on infrastructure, open space, transportation, development, establishment of a Town Center, and implementation of design standards.

The main priority in infrastructure needs was identified as the extension of water and sewer service to existing citizens. Other needs included the construction of a new middle

and high school to serve area residents, determination of an appropriate reuse for the Old Bethel School, establishment of a greater police presence in the Midland area, and construction of social service facilities, such as a library, senior center, and Town Hall. One of the primary goals for Open Space was the provision of recreational opportunities, including passive and active facilities such as parks, horse riding trails, walking trails, picnic shelters, bicycle routes, and greenways. Another goal was the preservation and maintenance of scenic vistas and natural areas. Transportation goals included development of a mass transit system providing access to Charlotte, improvement of poorly maintained secondary access roads, and establishment of alternatives to NC Highway 24/27 and US Highway 601. Development goals included the promotion of multi-family housing choices and encouragement for additional retail services to locate in the area. Other goals included the establishment of a Town Center combining a mix of uses, creating a walkable environment, and showcasing the unique character of Midland and creation of design standards for development that will protect and enhance the rural character of the Midland area.

The Midland Area Land Use Plan also features a Future Land Use Map which includes the land use categories of Future Employment District, Agricultural/Open Space, Countryside Residential, Low-Density Residential, Medium Density Residential, Mixed-Use, Limited Commercial, and General Industrial. The Future Employment District shows areas reserved for future employment growth with the development of industrial, research, large office, and warehouse/distribution uses. This area is shown in three (3) locations on the map: property surrounding the Concord Motorsports Park, property located adjacent to the Mecklenburg County line south of NC Highway 24/27, and the property located east of Old Midland. The Mixed-Use District is intended to provide a means for planned development that contain a mix of residential and non-residential uses. Three (3) locations were also designated for this district: property located north of NC Highway 24/27 at the Mecklenburg County line, property abutting the Old Bethel School, and the property at the crossroads of NC Highway 24/27 and US Highway 601.

### **III. Regional Initiatives**

#### **A. Charlotte Regional Indicators Project (2007)**

The UNC Charlotte Urban Institute compiled demographic data and recommendations from task forces composed of subject-matter experts from the Charlotte region's public, private, and non-profit sectors for this regional benchmarking initiative that measured progress on quality-of-life issues and challenges to overcome. Indicators were examined in 10 theme areas: Arts, Recreation, and Cultural Life; Economy; Education; Environment; Governance and Citizen Participation; Health; Housing; Public Safety; Social Well-Being; and Transportation. The region covered 11 counties in North Carolina (Anson, Cabarrus, Catawba, Cleveland, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly, and Union) and three (3) counties in South Carolina (Chester, Lancaster, and York). Overall, the study found that rapid population growth is driving change and accounts for many of the challenges facing the region. The study also found that although there are many shared features through the region, many significant differences

are also present. While many of the region's counties showed steady economic growth from 2000 to 2005, others struggled with high rates of unemployment and lower median wages. This disparity was also seen in education levels, with some counties reporting low testing scores and college enrollment figures. Some disparities were also found between research periods. While such environmental impacts as air and water quality showed improvement, other issues rose to prominence, including solid waste management and loss of natural land and farmland to development. Whereas voter turnout and the number of public charities had increased from 2004 to 2007, the number of charitable organizations reporting income of \$25,000 or more and the number of private foundations dropped. Health indicators varied greatly from one county to the next and in comparison to North Carolina and South Carolina averages but rates for infant mortality, suicide, and sexually transmitted diseases are slightly higher than state averages. Housing trends showed that the number of housing units increased at a rate faster than population growth from 2000 to 2005. The mix of housing was shown to be fairly steady and comparable among the counties, with single-family homes dominating, followed by multi-family housing and manufactured housing. Indicators of the region's public safety show positive trends, with the average crime index for counties in the region decreasing since 2000. Transportation patterns showed an increase in percentage of workers commuting 25 miles or more and commuting alone. Congestion on roadways also increased, as evidenced by the increase in average annual delay per peak traveler. In terms of social well-being, the region's individual, family, and child poverty rates increased faster for the region than for either North Carolina or South Carolina.

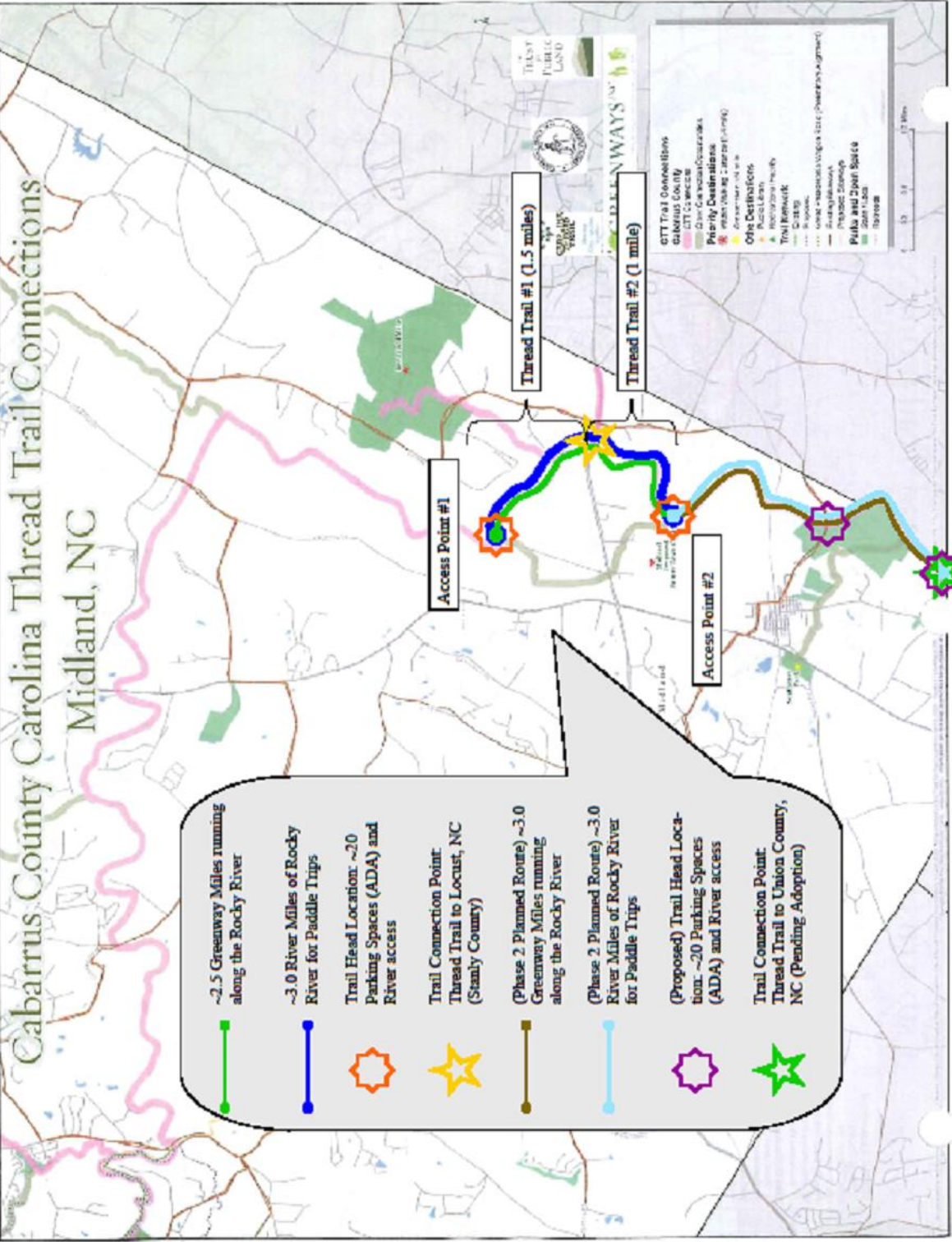
## **B. Carolina Thread Trail**

The Carolina Thread Trail is a proposed network of greenways and conserved lands linking 15 counties and the Carolinas. The project was envisioned by the Foundation for the Carolinas and a variety of business and community leaders throughout North Carolina and South Carolina in 2005, during a discovery process to identify the region's most pressing environmental need. Initial funding was provided by the Foundation for the Carolinas and the Knight Foundation with Duke Energy, Bank of America, and Wachovia providing additional funding and leadership support. The vision for the Carolina Thread Trail is to preserve, protect, and connect open spaces through the creation of over 500 miles of park trails and conservation corridors. The project is expected to take 15 to 20 years to build. The trail is being planned and developed by local jurisdictions with support of Thread staff and partners through a four-step grants program. Grants available to local jurisdictions include county-wide greenway master planning grants and implementation grants for design, acquisition, and construction. Cabarrus County received a Planning grant in 2008 and has identified several segments for the potential trail in the Midland area.

Beginning in July 2010 the Town embarked on an effort to explore the funding and construction of a designated "Blue-way" through the Midland area along the Rocky River. The river access points for paddlers may also serve to provide access points to segments of the Carolina Thread Trail along the river.

# Cabarrus County Carolina Thread Trail Connections Midland, NC

-  ~2.5 Greenway Miles running along the Rocky River
-  ~3.0 River Miles of Rocky River for Paddle Trips
-  Trail Head Location: ~20 Parking Spaces (ADA) and River access
-  Trail Connection Point: Thread Trail to Locust, NC (Stanly County)
-  (Phase 2 Planned Route) ~3.0 Greenway Miles running along the Rocky River
-  (Phase 2 Planned Route) ~3.0 River Miles of Rocky River for Paddle Trips
-  (Proposed) Trail Head Location: ~20 Parking Spaces (ADA) and River access
-  Trail Connection Point: Thread Trail to Union County, NC (Pending Adoption)





## SECTION FOUR: KEY ISSUES AND CONCERNS

In order to determine the land use issues of primary concern in Midland, several exercises were conducted with the Land Use Plan Committee and with residents at a series of community forums.

### I. Land Use Plan Committee

The Midland Strategic Planning Committee, originally formed for development of the Strategic Plan in 2006, undertook the task of updating the Town's current land use plan.

Early in the process that began in late 2008, the Committee completed an exercise concerning Midland's need for a new land use plan and what they hoped to accomplish during the land use planning process. Adopted May 11, 2010

#### A. Why does Midland need an updated Land Use Plan?

The Committee's answers to this question included:

1. Midland does not have its own unique Land Use Plan
2. Land use categories in current Land Use Plan are too dense-high density residential is not conducive to future vision of Midland
3. Need to plan for future development in a sustainable manner
4. Need a framework for growth that will enhance the Town
5. Current Land Use Plan is outdated
6. Current Land Use Plan does not provide proper development tools or appropriate land use categories
7. Need to provide direction for growth based on Midland's Strategic Plan and input from citizens
8. Need a destiny for the Midland area
9. Current Land Use Plan more indicative of Cabarrus County's view of future development
10. Current Land Use Plan is incomplete
11. Current Land Use Plan based on questionable data
12. Midland needs to find its place in the County
13. Need an updated Land Use Plan in order to apply for funding and services
14. Need to encourage organized growth
15. Current Land Use Plan is not being used to its full potential

#### B. What do you expect to accomplish with the updated Land Use Plan?

The Committee's answers to this question included:

1. Create a Land Use Plan that is in keeping with the direction of the community and utilizes what citizens tell us
2. Meet objectives for providing open space and maintaining small town feel

3. Identify and document development patterns and connect with infrastructure needs
4. Increase community participation
5. Establish Midland's presence as a Town, defining a purpose and intent
6. Realign development patterns to match land use and what the citizens want
7. Use planning process as an educational opportunity for citizens to understand the future direction of the Town
8. Establish Midland as an independent entity
9. Encourage young people to stay in town and contribute to the future of Midland
10. Encourage an interrelated, diverse community
11. Set standards and expectations for the future of Midland

## II. Community Vision Forum 1

The Town held the first Community Vision Forum on November 17, 2008 to gain input on desired future growth patterns from the citizens of the Midland area. The forum featured four (4) main activities: a mapping station with four (4) maps of the Town asking questions about physical locations, a written survey asking questions about development preferences and issue importance, a visual preference survey composed of 50 pictures of various types and styles of development, and a facilitated small group discussion of what aspects of Midland participants would most like to preserve and change.

### A. Mapping Station

The maps were uniform in appearance (showing the Midland land use planning area) but presented different questions.

#### 1. Map 1: Where do you live?

The majority of the participants live within the corporate limits of Midland, although a small number do live within the larger planning area.

#### 2. Map 2: What areas of Midland should be preserved?

Answers to this question were varied but several participants marked areas of prime farmland outside of the corporate limits. Within the corporate limits, the Old Bethel School, Old Midland, and Crossroads areas received a majority of the votes.

#### 3. Map 3: What areas of Midland should be developed residentially?

The majority of the votes are located inside the corporate limits of Midland, although these locations are not in established subdivisions, but rather on larger parcels of land that would need to be subdivided.

#### **4. Map 4: What areas of Midland should be developed commercially?**

The majority of the votes were for areas along the major transportation corridors through the town, US Highway 601 and NC Highway 24/27, and includes areas inside and outside of the corporate limits.

### **B. Written Survey**

There were 38 responses received. Out of the 38 people who filled out the surveys, the majority live within the Town limits (30), are within the age range of 45-64 (23), have lived in the Midland area for over 15 years (20), and are retired (16).

#### **1. Quality of Life Factors**

Participants were asked to select the top factors influencing the quality of life in Midland. Those items that received the most votes were Utilities (25), Public Services (24), Condition of roads and sidewalks (21), and Availability of shopping/retail services (17). Participants were also encouraged to write in their own answers. Some of these answers include Rural area, Low noise level, Preservation, and Farmland and Open Space.

#### **2. Issue Importance**

Out of eight (8) issues that have the potential to affect the future of Midland, the following were deemed to be the most important by participants.

- Extending water and sewer services
- Preserving the Town's rural areas
- Protecting the natural environment
- Preserving and reusing historic buildings
- Expanding and improving parks and recreational facilities

Of the remaining issues, a few (Planning for new roadway systems and Expanding retail options within the Town) received fairly high votes in terms of importance. Only one issue (Encouraging a wide range of housing types) had conflicting scores, with equal votes on both ends of the spectrum.

#### **3. Development Preferences**

This question asked participants to rate to what degree they felt certain types of development should be encouraged or discouraged in Midland. Development types that were the most strongly encouraged were Single-family homes on large lots and Grocery stores. The majority of the other issues received high votes in the encouraged category, with a few notable exceptions.

- Single-family homes on small lots were largely discouraged, showing this type of development to be unpopular in Midland.
- Manufactured housing received its highest scores in both the encouraged and strongly discouraged categories, showing this type of development to be controversial.
- Two-family homes (duplexes) were generally discouraged, although this type of development did get a good number of votes in the encouraged category.
- Apartments were generally discouraged, although this type of development did get a good number of votes in the encouraged category.
- Industrial and manufacturing development was equally split with its highest scores in the encouraged and discouraged categories, showing this type of development to be controversial.

#### **4. Unique Features**

The survey featured two (2) short answer questions concerning features that make Midland special and unique. The first question dealt with unique natural features. The varied answers included: Farm community, Rural atmosphere, Open Space, Sweeping vistas, Rocky River, and Wooded areas. The second question dealt with unique man-made features. The varied answers included: Reed Gold Mine, Old Midland, Old Bethel School, Corning Plant, and Patterson Farm.

#### **5. Development Issues**

The last question was also a short answer question for participants to write in their own answers on what they considered to be the most important development issues facing Midland in the next 20 years. Some of these answers, which varied widely, are featured below:

- Good government development decisions
- Lower taxes
- Water and Sewer development needs to keep up with growing population
- Controlling growth
- Screening for commercial, retail, and industrial development
- Preserving rural character and still allowing development
- Where and how to grow
- Development outpacing infrastructure
- Protect property values
- No industrial zoning
- Controlling the amount of property that is sold to developers and approved for housing developments
- Density and placement of new developments
- Discourage housing developments

## C. Visual Preference Survey

The Visual Preference Survey presentation featured 50 slides of pictures of various types of development located throughout North Carolina. Participants were directed to rate each picture on a scale from -5 to 5, according to whether they had an adverse reaction to the picture and found that type of development unacceptable for Midland or whether they had a positive reaction to the picture and found it to be a desirable type of development for Midland.

### 1. Unacceptable Development

The types of development that were generally seen as unacceptable in Midland were manufactured housing, high density residential, multi-family residential, and strip center retail development. The development concepts that were unfavorable to the residents of the Midland area were inadequate screening between different uses, excessive signage for retail development, pre-fabricated and metal buildings for commercial development, and lack of landscaping around buildings and parking lots.



*Retail Strip Development, No Landscaping*



*Multi-Family Residential Development*



*Inadequate Screening Between Uses*



*Excessive Signage, No Landscaping*



*Manufactured Housing*



*Pre-Fabricated Building, No Landscaping*

## 2. Desired Development

The development types that were generally seen as desirable in Midland were low-density residential and agricultural. The development concepts that were most highly favored include pedestrian oriented development with sidewalks and walking trails, open space and pocket parks in commercial districts, aesthetically pleasing landscaping, and large lots with wide setbacks.



*Farmland Preservation*



*Low-Density Residential*



*Walking Trail*



*Rural Atmosphere, Large Lots*

## D. Small Group Discussion

Participants were divided into four (4) small groups for a facilitated discussion regarding what they most wanted to see preserved and changed about Midland. Two (2) questions

were prepared for this discussion. Each member of the group was given a chance to relate their answers, which were then recorded on a flip chart. Once each group was finished recording their answers for both questions, the various flip charts for each question were posted on the wall and participants were asked to vote for their top three (3) answers for each question.

**1. Question 1: In terms of land use and development, what aspects of Midland are you most proud of and want to preserve?**

The answers that received the most votes for this question centered on preservation of the Town's rural atmosphere, redevelopment of historic properties, and preservation of the natural environment.

- Low-density housing (houses on large lots): 15 votes
- Preservation of rural atmosphere: 13 votes
- Old Midland (preserved and redeveloped): 9 votes
- Old Bethel School (preserved and redeveloped): 5 votes
- No industrial development: 4 votes
- Small town atmosphere: 4 votes
- Open space/green areas/farms and pastures: 4 votes
- Town action on citizen complaints: 2 votes
- Lakes, streams, and rivers: 2 votes
- Small farms: 2 votes
- Haven for family-owned businesses: 2 votes
- Preserve natural landscaping: 2 votes
- Quiet environment: 1 vote
- Limit commercial corridor to Highway 24/27: 1 vote
- Town in the country: 1 vote
- Preserve farmland: 1 vote

**2. Question 2: In terms of land use and development, what aspects of Midland would you most like to change?**

The answers that received the most votes for this question dealt with desired new development, utility improvements and expansions, revitalization of historic properties, and reform of local government.

- Old Bethel School properly revitalized and maintained: 8 votes
- Water and sewer lines (install, expand): 8 votes
- Provide areas for outdoor activities (parks, greenways, etc.): 7 votes
- Limit conflict of interest of Town officials in land use decisions: 5 votes
- Community Park (ball fields, walking paths, picnic tables, amphitheater, parking, landscaping): 4 votes
- Change influence developers have with Town Council: 3 votes
- No more industrial development: 3 votes

- Need a grocery store: 3 votes
- Underground utilities: 3 votes
- More commercial development (grocery stores, banks, retail, restaurants): 2 votes
- Better police protection: 2 votes
- Screen retail, industrial, and commercial development: 2 votes
- Measures to control growth: 1 vote
- Develop and Entrance sign: 1 vote
- Bigger Post Office-better hours, open longer: 1 vote
- More family-owned businesses: 1 vote
- Library: 1 vote
- Rental areas cleaned up: 1 vote
- Commercial businesses fronting highways: 1 vote
- Develop integrated road system: 1 vote



*Mapping Activity*



*Visual Preference Survey*



*Small Group Discussion*



*Issue Prioritization*

### III. Community Vision Forum 2

A second community forum was held on October 8, 2009 to get additional input from citizens on issues that emerged as primary concerns during the first forum. Two (2) sentiments were very clear: citizens do not want more industrial development and want to preserve the rural residential land use pattern that dominates the landscape in Midland. While the Land Use Plan Committee took all of the citizen feedback from the first community forum into account when devising a future vision for Midland, these issues were focused on during the second community forum. While it was generally agreed that new industrial development should be limited to the existing Industrial Park, determining the ideal mix of location and density for future residential development proved to be more complicated.

#### A. Residential Build-Out Scenarios

While residential development in Midland is primarily of low and medium density, there is an increasing trend towards more compact, high density development locating in traditionally zoned medium density districts. There is an increasing concern that future housing developments will continue to become more dense and widespread and consequently will not fit the rural, small town atmosphere that residents strongly value. In order to visualize the impact that these undesirable development patterns could have on Midland's future landscape, a residential build-out scenario was constructed with the use of a GIS (Geographic Information System) model. *Town Plan 2030 "Revision 1" guides new development into designated areas with the infrastructure planned to support a medium density scenario, while increasing the lot requirements for rural conservation areas to 5 acres minimum to protect agricultural areas from random residential subdivision encroachment.*

The build-out scenario is focused on four (4) established central areas in Midland that are already experiencing a surge in subdivision development and is built upon Midland's conventional zoning regulations, generating a maximum build-out based upon each residential zoning district's minimum lot size, setbacks, allowable built-upon area, and allowable dwelling units per acre. Applicable zoning districts from the zoning ordinance in effect at the time included Countryside Residential (CR), Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential/Mixed Use (HDR/MU). Access to public water and sewer is assumed, even though a large portion of these areas are currently served by private well and septic tanks. The model also assumes that parcels will not be subdivided further so the maximum build-out estimates are slightly more conservative. A constraints layer consisting of agricultural and forested lands, lands preserved under conservation trusts, and state managed lands was developed in order to illustrate the loss of open space that may occur if current residential development patterns continue unabated. Floodplains were excluded from this constraints layer but are included on the build-out maps to show the number of properties that could be affected by potential future flooding.

**Table 4.1: Residential Zoning District Requirements (ordinance repealed September 2011)**

Zoning District	Max. Built-Upon Area	Min. Front Setback (feet)	Min. Side Setback (feet)	Min. Rear Setback (feet)	Dwelling Units/Acre	Min. Lot Size (acres)
CR	80%	50/75 <sup>1</sup>	20	30	1	1
LDR	80%	50	15	30	2	0.5
MDR	60%	30	10	30	4	10,000 s.f.
HDR/MU	40%	20	10	25	7	6000/3000 <sup>2</sup> s.f.

<sup>1</sup> 50 feet on local streets; 75 feet on minor collector streets

<sup>2</sup> 6,000 s.f. for Single Family Detached; 3,000 s.f. for all other development

**Table 4.1: Residential Zoning District Requirements (ordinance enacted September 2011)**

Zoning District	Max. Built-Upon Area	Min. Front Setback (feet)	Min. Side Setback (feet)	Min. Rear Setback (feet)	Dwelling Units/Acre	Min. Lot Size
AG		60'	25'	25'	0.20	5 acres
SFR		30'	10'	10'	3	11,600 s.f.
R/MST		18'	6'	6'	12 detached or 24 attached (w/72 limit)	5,000 s.f.
R/OMT		12'	6'	6'	12 detached or 24 attached (w/72 limit)	5,000 s.f.

## 1. Old Midland

The first build-out scenario focuses on the Old Midland area, which currently features a mix of residential development types. Much of the land in the center of this area, which features a mix of industrial, commercial, and residential development.

The number of current residential buildings is 177. Under a full build-out scenario, between 900 and 1400 new residential units could be accommodated.

*Town Plan 2030 "Revision 1" encourages this area to be expanded and linked to the future Main Street area by the extension of Broadway Boulevard north to/across NC 24/27. Three specially designated zoning districts in the new Midland Development Ordinance will strengthen the future of this area with district standards that recognize this unique and historic area. Future re-development and new development in the future will revitalize and transform the purpose of the area while preserving the historic feel.*

## 2. Crossroads

The second build-out scenario examines the Crossroads area at the intersection of NC Highway 24/27 and US Highway 601. Current development consists of a commercial core surrounded by scattered industrial properties and mixed densities of residential development. Zoning is addressed in the new Midland

Development Ordinance specifically for these unique highway corridors. The large portion of land adjacent to the intersection that was zoned for Planned Unit Development (PUD), is now shown to be the new town center area with its own unique zoning districts to establish a high quality mixed use core area for the Town. This future “Main Street” district and the connection to Historic Old Midland via the extension of Broadway Boulevard will reinforce these two vital areas with connected neighborhoods.

There are currently 99 residential structures in this area. A full build-out would add between 1000 and 2000 new residential units.

*Town Plan 2030 “Revision 1” encourages this area to be protected from additional driveways in favor of improved connectivity providing access to these strategic intersection quadrants by way of interior street networks linking the quadrants to their respective surroundings, without the need to access the major thoroughfares.*

### **3. Highway 24/27**

The third build-out scenario focuses on a stretch of NC Highway 24/27 which is surrounded by a large amount of residential development. Other than a few areas of commercial and industrial properties, most of the area is currently either residential or agricultural in nature.

There are only 64 existing residential structures in this area. Under a full build-out, 112 new structures would be added.

*Town Plan 2030 “Revision 1” encourages this thoroughfare to be treated as an urban radial corridor linking Midland to Charlotte’s urban core. Development is encouraged to concentrate near specific access points and to be supported by a grid of internal vehicular streets.*

### **4. Bethel Church**

The fourth build-out scenario focuses on the existing Bethel Church neighborhood which is mainly composed of traditional medium density residential development.

This area is the most densely populated of the four, with 420 existing residential structures and the potential of between 600 and 800 new structures under full build-out.

*Town Plan 2030 “Revision 1” encourages this area to be connected to the other quadrants of the Town enabling access to local services, the pedestrian network and recreational features.*

## 5. Map Discussion

The maps of each of the areas illustrate the proliferation of new residential development that would occur if new houses were built on every lot where such development is allowed under current zoning regulations and shows the ramifications of the density allowances contained in current zoning regulations. These maps were presented to the citizens at the community forum, who were invited to comment on not only the location and appearance of future residential development but on all other types of development as well. Feedback received included:

- Keep the residential areas around the Bethel Elementary School zoned Medium Density Residential (MDR) – *the Town Plan 2030 “Revision 1” designates the area for the Single Family Residential (SFR) District with a density of 3 units per acre.*
- Keep high density residential development near the major highways and transportation corridors. *Town Plan 2030 “Revision 1” acknowledges this value statement and concentrates density near the major thoroughfares while improving connectivity.*
- Locate high density residential development around the railroad tracks – *the Town Plan 2030 “Revision 1” encourages density in the Old Midland area.*
- Five (5) foot setbacks on residential development is not enough room to separate houses - *the Midland Development Ordinance increases setbacks in the single family residential district to ten feet (10’) and the setbacks within the residential sections immediately surrounding the Main Street and Historic Old Midland core areas to six feet (6’).*
- Residential side setbacks should be at least 20 feet on both sides – *the Midland development Ordinance establishes a minimum of ten feet (10’) on each side for a total minimum separation of twenty feet (20’) between houses.*
- Residential density must be high in order to encourage the location of commuter rail in Midland. Some high and medium density residential areas must be allowed to make this a reality. *Town Plan 2030 “Revision 1” encourages density within easy access to the railroad corridor on the east side of US 601.*
- Commercial development should stay near Highway 24/27 and not be allowed to sprawl further. *Town Plan 2030 “Revision 1” encourages commercial development in specific areas within close proximity to NC 24/27 and identifies important connection points to the highway to improve access. US Hwy 601*

*south has established non-residential patterns that are sustainable with the new standards for development in the Midland Development Ordinance*

- Commercial development should be located primarily around the Crossroads area. *Town Plan 2030 “Revision 1” identifies specific locations for commercial development.*
- Preserve rural tracts of land to maintain a balance between the built and natural environment – *the Town Plan 2030 “Revision 1” identifies specific areas for dense development and specific areas for open space and rural land.*
- Preserve existing open space – *the Town Plan 2030 “Revision 1” identifies specific areas for dense development and specific areas for open space and rural land.*
- Need a town greenway system that would link the proposed Southeast Park to surrounding neighborhoods – *the Town Plan 2030 “Revision 1” includes a plan for establishing a greenway system throughout Midland. The new Midland Development Ordinance requires all new development to designate all off-street utility easements for both utility and pedestrian uses.*
- Town highways need to be four lanes, with a grassy median and turn lanes. Additional stoplights are also needed for safety reasons. *Town Plan 2030 encourages the recognition of US 601 as a “by-pass” route and new development in and around the core area to center on the axis of Broadway Boulevard as a new divided local thoroughfare and a new Main Street parallel to NC 24/27, each with new traffic signals to calm traffic in the Crossroads area. The NCDOT supports improvements to major intersections through the use of dedicated left-over turn lanes and roundabout installation on US Hwy 601 at the intersection of the future Main Street.*
- Would like to see some architectural diversity in commercial areas, with not all of the buildings looking the same - *the Midland Development Ordinance contains design standards for commercial buildings and their sites.*



*Map Discussion at Community Forum*

#### **IV. Community Vision Forum 3 – Revision 1 – August 16, 2011**

A third community forum was held on August 16, 2011 to coincide with Revision 1 of the Town Plan 2030. The purpose of this forum was to disseminate information to the public about the staff efforts to advance the plan and gather additional feedback and direction from Citizens. During the same time period the Town of Midland adopted the Midland Development Ordinance on September 13, 2011 to address the Land Use policy needs identified in the initial Town Plan 2030. Community support for the actions taken was positive, with 36 out of 40 (90.0 % positive) points being awarded to the plan by the survey responses that were received on the question “Do you agree the Town Plan 2030 and Ordinance presented today will guide the Town’s future in the correct direction?” 35 out of 40 (87.5% positive) points were awarded to the plan by the survey responses that were received on the question “Do you agree the Town Plan 2030 and Ordinance presented today will benefit your own property?”

During the four, one-hour long presentations, the maps included in Revision 1 were explained to help those in attendance understand the additional level of planning detail that had been added to the plan during the prior year.

To improve the Town's understanding of the response, a one-page survey was developed to be completed by those in attendance of the meeting. 8 surveys were returned out of the 29 individuals that had signed into the meeting, representing a survey response rate of 27.6%. Included is an example of the Survey that was distributed.

Town Plan 2030, Revision 1 was designed to enhance the usability of the existing data. Citizens will have additional clarity for making Land-Use decisions and understanding future infrastructure investment.

Citizen Survey	Town of Midland Community Forum	August 16, 2011
<i>Name</i> (Optional) _____		
<i>Contact Email or Phone</i> (Optional) _____		
<small>Instructions: Please <u>Circle</u> one of the 5 options [in brackets] for each of the 2 Questions below, additional comments are welcome and general comments have a space provided at the bottom.</small>		
<b>1. Do you agree the Town Plan 2030 and Ordinance presented today will guide the Town's future in the correct direction?</b>		
[Strongly Agree] - [Agree] - [Somewhat Agree] - [Disagree] - [Strongly Disagree]		
Comments: _____ _____		
<b>2. Do you agree the Town Plan 2030 and Ordinance presented today will benefit your own property?</b>		
[Strongly Agree] - [Agree] - [Somewhat Agree] - [Disagree] - [Strongly Disagree]		
Comments: _____ _____		
<b>3. Do you have any ideas that we should consider for our next update of the Town Plan 2030?</b>		
_____ _____ _____		
<b>Additional Comments</b>		
_____ _____ _____ _____ _____		
<small>Thank you for your participation in Town Hall's continued efforts to improve the future of the Town of Midland Any information collected will be used to enhance the Land Use Plan, Revision 2 (2012)</small>		

Total Participation	Question 1	Question 2	Question 3	Additional Comments
	Strongly Agree (5) - Strongly Disagree (1)		tally	tally
29 Sign - Ins	5	3	3	
	5	5	0	1
	3	3	1	
	5	5	0	
	4	5	1	
	4	4	1	1
	5	5	0	1
	5	5	1	2
Totals	36	35	7	5
	(out of 40)	(out of 40)	ideas	comments

Above, the summary table for the survey shows the various scores for each survey received and indicates the number of additional comments received on the open ended questions. Below, each of the statements made has been captured with the question that prompted the response:

### A. Survey Responses – Narrative Responses

1. Question 1 “Do you agree the Town Plan 2030 and Ordinance presented today will guide the Town’s future in the correct direction?” responses:
  - a. “Good Plan.”
  - b. “I’ve been excited as the plan has evolved over the past 14 months.”
  - c. “Love it so far. Very exciting.”
  - d. “I like the plan, especially the link between Historic Midland + New Midland.”



2. Question 2 “Do you agree the Town Plan 2030 and Ordinance presented today will benefit your own property?” responses:

- a. “Not sure of ultimate impact.”
- b. “Much clearer and well thought thru. I look forward to developing future projects under the new ordinance.”
- c. “Hopefully it will bring more business to us.”
- d. “To clean up always helps the neighborhood.”



- 3. Question 3 “Do you have any ideas that we should consider for our next update of the Town Plan 2030?” responses:
  - a. “Try and Provide a rough timeline of activities.”
  - b. “Provide some statistics on number of businesses vs homeowners.”
  - c. “handout maps of future plans.”
  - d. “Remove 5<sup>th</sup> center lane on 24/27 between the crossroads and replace with grassy median.”
  - e. “It may be a good idea to mention the possibility of a Town Center in the future.”
  - f. “More Clarity on the development Process. PreCon, Inspection, Plats, Dedication.”
  - g. “Do not impede the traffic on hwy 24/27 or 601. Make ample turning lanes + no additional stop lights. The locust Traffic plan is very bad. Personally I do not like traffic roundabouts, I prefer 4 way stops.”
  
- 4. Additional Comments (open ended section):
  - a. “Thanks for your hard work”

- b. “Congratulations. The plan shows the results of countless hours of hard work.”
- c. “Thank you for all your hard work.”
- d. “Yes, I would like to see an action plan with dates + timelines. Need a more detailed drawing of new Midland so businesses and residents can become involved. New Horizons Church may be interested in building a new facility in the New Midland.”
- e. “The Planning + Zoning Board has done a great service for the people of Midland.”

## B. Summary

Most of the responses received indicated that Revision 1 accurately represented the data captured during the initial writing of the Land Use Plan by the N.C. Department of Commerce – Division of Community Assistance (DCA). The high level of positive response reinforced staff activities and the lowest score received was a 3 “Somewhat Agree.” This was marked once for Question 1 and twice for Question 2.



The majority of the long-answer responses encouraged new business development and promoted the developing link between the Main Street District and the Historic Old Midland District. The efforts of the Planning and Zoning Commission were recognized as well.

Significant issues that were brought to light and will be addressed by staff include the future of Highway

24/27. Highway 24/27 will be a major part of the Staff’s future efforts to protect existing infrastructure connections in the Town.

## SECTION FIVE: LAND USE PLAN VISION

### I. Vision Statement - Town Plan 2030 “Revision 1” reflects the vision.

The results of the residential build-out scenarios revealed several discrepancies between what the citizens envisioned for the future of Midland and what types of development could result from current development policies. To guide future development in a direction that is conducive to the needs and desires of the citizens, an alternative vision has been created. The policy directives contained in this Land Use Plan are formulated to achieve this vision.

*“In 20 years, the Town of Midland still features its traditional rural, small town atmosphere but has welcomed change through the utilization of innovative planning principles and design guidelines. Future development is characterized by an organized network of activity centers, in which most commercial and mixed-use development is concentrated, connected by both traditional and alternative transportation networks. These centers of development consist of both destination centers, which serve the entire Midland area and are connected by Highways 601 and 24/27, and neighborhood centers, which mainly serve a specific community or neighborhood.*

*Midland’s heritage is preserved and celebrated through the revitalization of one of the Town’s destination centers, the Old Midland area, into a mixed-use center with a ‘Village Center’ style of development, featuring cobbled stone walkways, small setbacks, multiple stories, and aesthetically pleasing landscaping and design elements. Old Midland serves as a town center as well as a commuter rail development corridor, to capitalize on future commuter rail development in the Charlotte metropolitan area.*

*Activity centers are surrounded by residential housing that fits with the rural atmosphere; low and medium density residential development continue to be the primary land use throughout the Midland area, with smaller pockets of high density residential development strategically located near activity centers and regulated by design standards.*

*A network of parks, consisting of a Town Park and several smaller neighborhood parks contribute to a healthy and active community and provide recreational activities for all ages to enjoy. These parks are connected by a Greenway system, centered along the Rocky River and extending throughout the Town, providing an outlet for alternative modes of transportation and additional recreational opportunities. The area’s rich natural heritage is protected from the harmful impacts of development through the use of innovative stormwater features, such as rain gardens and constructed wetlands that are designed to blend in with the environment.*

*Industrial development is restricted to designated areas and required to be adequately screened and buffered from adjacent uses. Citizens benefit from improvements in education through the establishment of a full school system in Midland, including schools for all grade levels and an extension campus of Cabarrus Community College. Public health concerns are minimized through increased connectivity to public water for all citizens and public sewer in areas where it is necessary due to unfavorable conditions for septic tanks”.*

## II. Future Land Use Map

The Future Land Use Map is a visual representation of the Vision Statement and presents preferred development patterns for the future. It depicts generalized land use patterns for the Town and the surrounding areas for the next 10-20 years. Like all future land use maps, it is general in nature and should be used only as a guide by decision-makers in making future land use decisions. No attempt has been made to identify land use patterns on a lot-by-lot basis. *Town Plan 2030 “Revision 1” reflects the vision.*

The map encompasses the entire Land Use Plan study area, which includes a large area around the corporate limits of Midland that is under the jurisdiction of Cabarrus County or neighboring towns. Although a future land use classification has been assigned to these areas, the Town of Midland is in no way attempting to define future uses of these properties and will work collaboratively on land use planning in these areas with other jurisdictions. The Land Use Plan study area was chosen due to the influence and impact the larger area has on both Midland and neighboring communities.

### A. Land Use Classifications

The Future Land Use Map is comprised of eight (8) land use classifications.

**Rural Residential/Agricultural:** Rural Residential/Agricultural areas typically consist of large lots and tracts of land that may currently be used for agricultural and/or forestry purposes or have been used for these purposes in the past. Intense subdivision development is not recommended in these areas due to the lack of infrastructure necessary to support growth. Other development considerations include environmental impacts and the provision of open space and natural features. The “Agricultural” land use designation carrying capacity assumes an average of 0.04 du/ac, even though the corresponding “Agricultural” (AG) zoning district has a higher allowable density (0.2 du/ac) due to the high level of actual agricultural activity *Town Plan 2030 “Revision 1” reflects the vision.*

**General Residential:** Areas classified as General Residential typically consist of lots ranging from one half acre to one acre in size and have an established network of roads that are well-connected. However, sidewalks are often lacking. Due to the Town’s lack of utility infrastructure, these lots are generally served by individual wells and septic tanks. Development considerations include environmental impacts, road connectivity, impact on adjoining neighborhoods, protection of natural features, and the availability of adequate infrastructure. Compact residential neighborhoods that set aside significant natural vistas, parkland, landscape features, and other rural heritage features for permanent conservation are encouraged. The “Neighborhood” land use designation carrying capacity assumes an average of 1.35 du/ac, even though the corresponding “Single Family Residential” (SFR) zoning district has a higher allowable density (3.0 du/ac), extractions of buffer areas, open space, streets, schools, etc. will reduce net yield *Town Plan 2030 “Revision 1” reflects the vision.*

**Destination Center:** Destination Centers are located in already established commercial centers that serve the entire town and are destination points for travelers. They are designed to radiate outwards from a specific point, in a circular shape that cuts

through parcel lines. Destination centers accommodate a mix of different uses, including commercial, office, institutional, and high density residential and are generally sited near major intersections and large, established residential neighborhoods. Design features include unique architectural features, historic integrity, attached buildings, pedestrian atmosphere, and symbiotic uses. Development considerations include design and use compatibility with the historic, urban framework. The “Commercial” land use designation carrying capacity assumes an average of 0.15 du/ac, primarily due to mixed use opportunities being more sporadic and in concentrated locations such as the “Main Street” (MS) zoning district, even though the MS zoning district has a very high allowable density of 14.0 du/ac.

*Town Plan 2030 “Revision 1” reflects the vision.*

**Neighborhood Center:** Neighborhood Centers serve the same function as destination centers, but on a smaller scale. They are also circular in shape and feature a mix of uses, but are located near smaller neighborhoods and on minor roads. Typical uses seen in neighborhood centers are light commercial, office, institutional, and high density residential. Developments are small in scale and accessible to pedestrians. Development considerations include compatibility with surrounding residential areas. *Town Plan 2030 “Revision 1” reflects the vision.*

**Industrial:** These areas are intended to accommodate traditional industrial uses and commercial uses such as warehousing and distribution centers on individual tracts of land or on land located within coordinated industrial parks. Such uses may have health or safety hazards, have greater than average impacts on the environment, or diminish the use and enjoyment of nearby property by generation of noise, smoke, fumes, odors, vibration, industrial vehicle traffic, or similar nuisances. Development considerations include access to adequate highways, water and sewer capacity, and minimizing impacts to adjoining uses. Due to these considerations, future industrial uses in Midland are limited to the existing Industrial Park. *Town Plan 2030 “Revision 1” reflects the vision of locating within close proximity of the existing industrial park.*

**Institutional:** These areas are intended to accommodate institutional uses such as public and private medical facilities and associated services, independent and assisted living facilities, schools, Town-owned facilities, and limited commercial uses. Development considerations include traffic, compatibility with abutting residential areas, and the appearance of new and existing development as well as the availability of adequate infrastructure. *Town Plan 2030 “Revision 1” reflects the vision.*

**Recreational/Open Space:** These are areas where parks, recreation areas, greenways, or conservation areas either exist or have been identified as possibilities in the future. Development considerations include the desirability of the land for recreation or conservation use, how the property fits into the future recreation plans of the Town, and the environmental impacts of developing the land. *Town Plan 2030 “Revision 1” reflects the vision.*

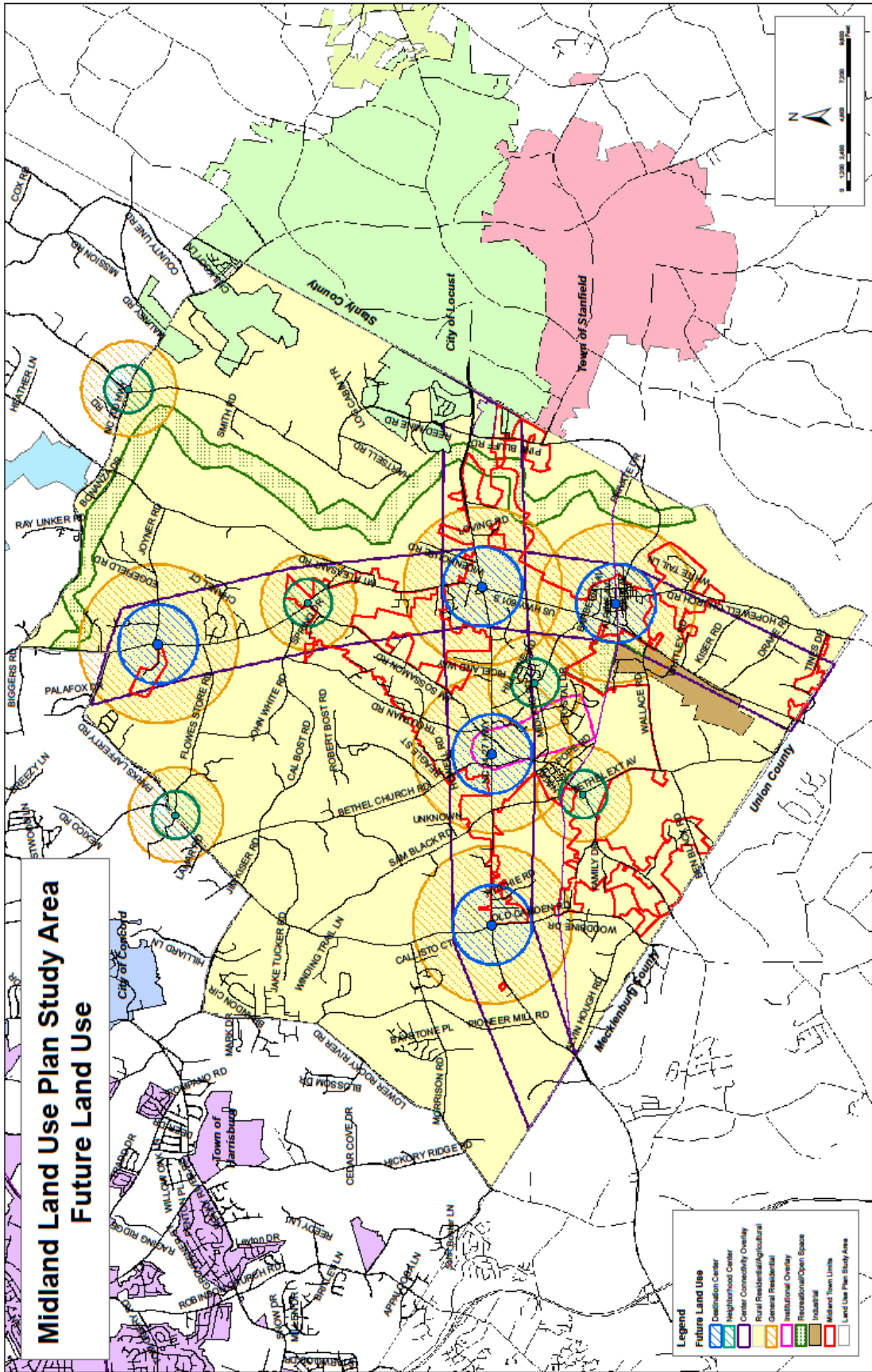
**Center Connectivity Overlay:** This overlay is placed along major transportation routes that link the destination centers and neighborhood centers together. Due to the high number of traffic that must already be accommodated, new commercial and industrial development that will introduce additional traffic is discouraged. Low density residential

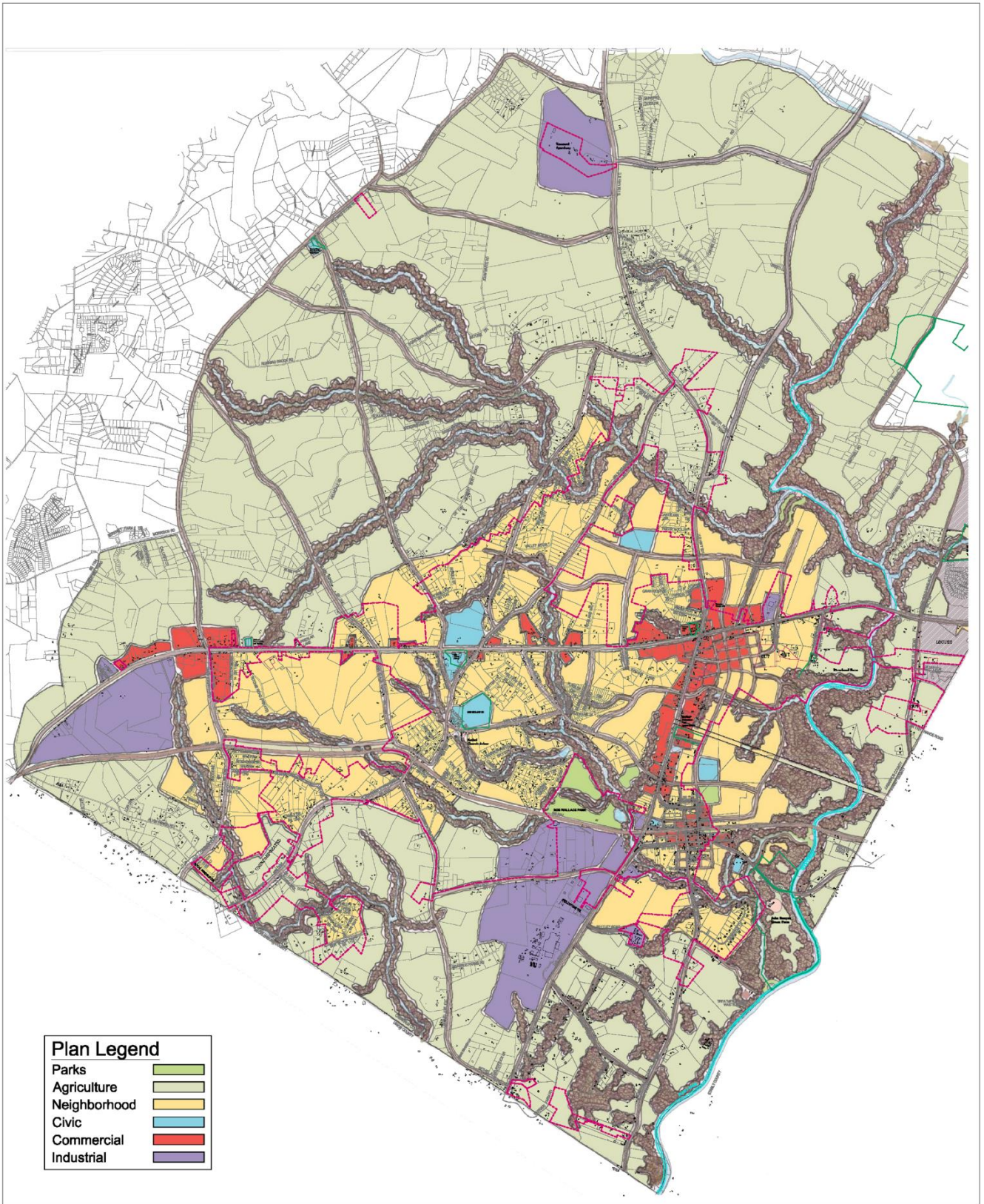
and agricultural development is encouraged to preserve the natural vistas and scenic views that welcome visitors to Midland. Development principles such as access management, roadway buffers, and creation of scenic corridors are encouraged. *Town Plan 2030 “Revision 1” reflects the vision.*

## **B. Future Land Use Guiding Principles**

Based on the land use patterns illustrated in the Future Land Use Map, general principles guiding the location of new development in Midland can be defined.

- Residential development throughout the planning area shall be primarily rural residential/agricultural. High density development is limited to the destination centers and neighborhood centers; mixed use developments incorporating high density residential uses are encouraged. Medium density residential uses are limited to a circular zone surrounding the destination centers and neighborhood centers. *Town Plan 2030 “Revision 1” encourages this form of development.*
- Commercial development is limited to the destination centers and neighborhood centers; mixed use developments incorporating commercial uses are encouraged. *Town Plan 2030 “Revision 1” encourages this form of development.*
- Industrial development is limited to the existing Industrial Park and shall not be permitted elsewhere. *Town Plan 2030 “Revision 1” greatly reduces the amount of industrial land-use from what the adopted zoning by the Town and County provide (GI & OI) in 2011. Town Plan 2030 “Revision 1” encourages future manufacturing and employment opportunities in close proximity to the rail corridor to ensure that future generations have opportunities for local employment and tax base diversification. The plan does not call for, but only identifies, areas less suited for neighborhoods and better suited for employment so that residential development in those parts of the Midland community do not forever lose the opportunity to meet a future need when that time comes.*
- Institutional uses are encouraged to locate within the Institutional Overlay due to proximity to existing facilities, neighborhoods, and activity centers. *Town Plan 2030 “Revision 1” encourages this form of development.*
- New development is discouraged in areas preserved for recreational uses and open space. *Town Plan 2030 “Revision 1” encourages limited residential development of conservation areas and recreational areas.*





Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

**Town Plan 2030 - Revision 1**  
**Land Use and Comprehensive Master Plan**

June 7, 2011

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TOWN OF MIDLAND

## SECTION SIX: DEVELOPMENT STRATEGIES

### I. Land Use Plan Objective

For any Land Use Plan to be effective, it is important that the plan have an overall direction or objective that supports the Land Use Plan vision. Midland’s overall objective is...

*“To improve the quality of life of the citizens of Midland by encouraging responsible growth management decisions, protecting the small town character, developing an attractive community, preserving natural areas and historical assets, and ensuring a healthy local economy”.*

The goals and strategies set forth in the Plan support the achievement of this objective. *Town Plan 2030 “Revision 1” encourages this objective by delineating where density may be concentrated, allowing for infrastructure to meet the needs, while supporting aesthetics and sustainability. These objectives are achieved by establishing a clear image of the Town’s development pattern in the future. The Midland Development Ordinance standards match the Town Plan 2030 and establish clear standards for development that coincide with the Plan.*

### II. General Development Strategies

The development strategies contained in the Plan have been divided into two types; General Development Strategies apply to the Town as a whole and are broad in nature, while the Development Strategies for the individual planning quadrants pertain to that area only and contain more specific directives, in keeping with the development plan for each quadrant.

**Goal: Ensure that Midland’s development policies are conducive to the long-term vision for the future and adequately control the location and appearance of future development.**

#### *Objectives*

- Encourage new development to locate in designated areas, per the Future Land Use Map. *Town Plan 2030 “Revision 1” encourages this form of development.*
- Encourage attractive, well-designed, and appropriately scaled new development that contributes to the positive image of Midland. *Town Plan 2030 “Revision 1” encourages this form of development and the new Midland Development Ordinance establishes the standards for future development.*
- Preserve Midland’s unique rural character through good building and site design as well as attractive landscaping, signage, and other visual improvements. *The*

*new Midland Development Ordinance establishes the standards for future development.*

- Establish environmental quality and sustainability as a priority in public and private development. *Town Plan 2030 “Revision 1” encourages this form of development and the new Midland Development Ordinance establishes the standards for future development.*

### ***Strategies***

1. Conduct a comprehensive review of Midland’s zoning and subdivision ordinances, taking note of necessary revisions to align regulatory principles with desired future development patterns. *The new Midland Development Ordinance, adopted September 13, 2011 aligns with the Town Plan 2030.*
2. Review current design standards for development and revise as necessary to ensure that the appearance and construction of new development complements the design of existing development and projects a positive image of the community. *The new Midland Development Ordinance, adopted September 13, 2011 aligns with the Town Plan 2030.*
3. Project varying density ratios in each zoning district, utilizing a build-out scenario, and analyze the impact upon community appearance and sustainability to determine appropriate density levels for each zoning district and type of development.
4. Establish an extraterritorial planning jurisdiction (ETJ) for the Town and develop means for adequate enforcement. *Process began in June 2010.*
5. Develop an annexation study to determine potential additions to the Town and work cooperatively with adjacent jurisdictions to pursue these possibilities. Present study findings to Midland residents and provide education on the annexation process. *Process began in July 2010.*
6. Explore the possibility of new zoning districts, such as a Planned Unit Development (PUD) district, that will allow the development of live/work units in the Town’s Destination Centers, satisfying the need for high-density housing and commercial space. *The new Midland Development Ordinance, adopted September 13, 2011 establishes districts with the Town Plan 2030.*
7. Implement a town-wide rezoning of industrial districts to remove industrially zoned properties from the destination centers and neighborhood centers, thereby restricting industrial district zoning to the existing Industrial Park. *The Town Plan 2030 “Revision 1” designates industrial locations for future employment opportunities and tax base diversification into sustainable areas emphasizing the*

*industrial park on US Hwy 601 south and west of old Camden Road on NC Hwy 24/27.*

8. Align development policies and procedures with the Town’s Capital Improvement Program (CIP) Plan and develop a process for a comprehensive review of all development plans by the Midland Planning and Zoning Commission to ensure that new developments will not overtax existing utility capacity. *Town Plan 2030 “Revision 1” encourages this form of development and the new Midland Development Ordinance establishes the standards for future development.*

**Goal: Improve the effectiveness of Town government and achieve greater autonomy through the fostering of greater coordination and consensus among Town officials, governing boards, and citizens on development decisions.**

### ***Objectives***

- Encourage planning coordination among local governments, developers, and the public in making growth and development decisions. *The Town planning staff participates in interlocal cooperation with surrounding jurisdictions beginning April 2010.*
- Encourage public involvement in the land use decision making process. *The Midland Development Ordinance establishes new requirements for public participation in land development processes including expanded notification processes and neighborhood meetings.*
- Coordinate intergovernmental planning in the areas of land use, economic development, public utilities, and tourism. *The Town planning staff participates in interlocal cooperation with surrounding jurisdictions beginning April 2010.*

### ***Strategies***

1. Establish additional Town staff positions to direct new governmental planning functions and protect the Town’s interests in regional decision making. *The Town established in-house planning, urban design, GIS services, public works and code administration/enforcement on April 1, 2010.*
2. Encourage collaboration between the Town Council and Planning and Zoning Commission through the establishment of regular communication and appointment of representatives to attend meetings of the complementary board and similar organizations of interest. *Town Council members now attend Planning and Zoning Commission meetings and work sessions. Planning staff reports all activities at Town Council meetings.*
3. Encourage citizens to take an active role in land use decisions through educational programs on the function of Town Planning and the establishment of regular

communication regarding items of interest to the general public. *Town planning staff conducts continuing education as part of the routine agenda of planning and Zoning Commission meetings where the public is encouraged to attend.*

**Goal: Enhance existing Town services and add new services and programs to allow for future development in designated areas and to ensure that all citizens have access to essential services.**

### *Objectives*

- Explore regional transportation system improvements that will have a beneficial impact on Midland’s future growth. *Active participation within the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) resulted in the first locally requested transportation project in Midland, enhancing the Crossroads area with sidewalks and cross-walks, being voted the top priority in the 2010 Congestion Mitigation and Air Quality (CMAQ) call for NCDOT funding requests.*
- Encourage pedestrian trails and sidewalks to link commercial, residential, and recreational areas of the Town and provide transportation alternatives. *Town Plan 2030 “Revision 1” encourages this form of development and the new Midland Development Ordinance establishes the sidewalk standards for future development. The Town has an approved CMAQ grant to fund the pedestrian network in the Crossroads area. This program enables future development extractions to extend throughout future neighborhoods connecting destinations.*
- Maximize the functionality of the Midland’s existing road system. *Town Plan 2030 “Revision 1” encourages the utilization of existing roadways and the connectivity of future roadways and the new Midland Development Ordinance establishes the standards.*
- Ensure that expansion of the Town’s water and sewer systems is economically and environmentally feasible. *Town Plan 2030 “Revision 1” encourages this form of development and the new Midland Development Ordinance establishes the standards.*

### *Strategies*

1. Explore opportunities of extending water and sewer lines throughout the Midland area with existing and potential suppliers or through the establishment of a local utility owned and operated by the Town and determine the most cost effective means of providing these additional services. *Process began in July 2010.*
2. Work in conjunction with the Cabarrus-Rowan Metro Planning Organization (MPO) to identify potential new transportation routes and networks and analyze them for efficiency and cost effectiveness. *Process began in July 2010.*

3. Coordinate with the Cabarrus-Rowan Metropolitan Planning Organization (MPO) to develop a comprehensive Thoroughfare Plan and Master Sidewalk Connectivity Plan to plan for improvements and new infrastructure. *Process began in July 2010.*
4. Update the Town's Capital Improvement Program (CIP) on an annual basis and continually search for funding sources to implement priority projects. *The Town Plan 2030 "Revision 1" includes the first annual CIP map for infrastructure with future annual updates to provide detailed cost and budgetary needs.*

**Goal: Encourage the establishment of a Town tourism program and coordinate with local tourist attractions to create a regional tourism destination center.**

### *Objectives*

- Explore opportunities to partner with local and regional tourism initiatives to create and promote area attractions. *The Town has initiated relationships with the Carolina Thread Trail initiative for the purpose of encouraging tourism through the establishment of the Midland Economic Development Committee.*
- Encourage new development that complements the area's tourist attractions and diversifies Midland's economy. *Town Plan 2030 "Revision 1" encourages this form of development. The Midland Economic Development Committee began work in June 2010.*
- Promote the tourism industry as a primary indicator of Midland's future economy. *The Midland Economic Development Committee began work in June 2010.*

### *Strategies*

1. Assign the yearly setting and assessment of tourism goals to the Midland Town Council.
2. Establish a relationship with the North Carolina Division of Tourism and the Cabarrus County Chamber of Commerce to advertise Midland's assets and tourism opportunities and determine potential links to regional tourism initiatives.
3. Task the Midland Community Development Committee with developing marketing materials for tourism in Midland and working with local and regional marketing and tourism organizations to advertise Midland as a destination point in the regional tourism network. *The Midland Economic Development Committee began work in June 2010. The committee designated a "Rapid Response Team" of local business representatives to meet with and participate with economic development leads when visiting Cabarrus County. This team is learning the economic developers role with local and state professionals.*

4. Collaborate with the Cabarrus County Economic Development Corporation and Cabarrus County Tourism Development Authority to identify funding opportunities and determine how to leverage resources for the development of tourist attractions and promotional materials. *Process began in June 2010.*

**Goal: Develop new recreational and cultural facilities, programs, and events that accommodate a variety of uses and appeal to both Town residents and visitors.**

### *Objectives*

- Establish a variety of passive and active recreational facilities and activities that serve the needs of all residents. *The Town Plan 2030 “Revision 1” establishes these amenity concepts and will provide further detail in future annual updates.*
- Create an active community with abundant walking and biking opportunities. *The Town Plan 2030 “Revision 1” establishes these amenity concepts and will provide further detail in future annual updates.*
- Maximize the tourism potential of the Town’s recreational facilities and initiatives. *The Town Plan 2030 “Revision 1” establishes these amenity concepts and will provide further detail in future annual updates*

### *Strategies*

1. Develop a multi-phased plan for a greenway system along the Rocky River and extending to local parks and neighborhoods in the Midland area and identify opportunities for partnerships with other jurisdictions and regional organizations. *Town Plan 2030 “Revision 1” illustrates the locations of future greenways and blue-ways.*
2. Work in collaboration with the Carolina Thread Trail organization to plan for the development of a greenway trail along the Rocky River, including determination of potential access points and application for grant funding. *Beginning in July 2010 the Town embarked on an effort to explore the funding and construction of a designated “Blue-way” through the Midland area along the Rocky River. The river access points for paddlers may also serve to provide access points to segments of the Carolina Thread Trail along the river.*
3. Establish a partnership with the Cabarrus County Parks and Recreation Department to develop interconnecting greenway trails, linking tourist and recreational attractions to commercial centers and neighborhoods. Research means of including bicycle and horseback riding routes on the town-wide greenway network. *Town planning staff has been appointed to the Carolina Thread Trail Steering Committee in Cabarrus County, working with County staff. Planning staff coordinates with other jurisdictions on this initiative.*

4. Work with local bicyclist clubs and organizations to plan for a yearly cycling race/event throughout the Midland area.

**Goal: Preserve and protect areas of historic significance and natural countryside throughout the Midland area.**

*Objectives*

- Support the identification of important architectural and historic resources and encourage their preservation and active use. *The new Midland Development Ordinance establishes a separate and distinct set of districts for the historic areas of Old Midland.*
- Recognize the unique rural environment as a valuable asset and key quality of life indicator for Midland residents. *Town Plan 2030 “Revision 1” recognizes these.*
- Protect environmentally significant and/or sensitive areas from the adverse effects of development. *The Town Plan 2030 “Revision 1” identifies sensitive areas where development is discouraged.*

*Strategies*

1. Establish a local Historic Properties Commission and work cooperatively with the Cabarrus County Planning Division to identify and protect historic structures in the Midland area. *Mayor Kitts is leading the initiative to establish a “historic society” for protection and enhancement of historic places, documents, artifacts and information.*
2. Commission a comprehensive Farmland and Open Space Protection Study to ensure that the area’s rich natural heritage areas are preserved for future generations. *The new Midland Development Ordinance establishes protections from development for the rural and agricultural areas.*
3. Work in conjunction with local and regional land conservancies to preserve and protect open space and natural areas from development pressures.

## **IV. Planning Quadrants**

To allow for a more in-depth approach, the Midland land use planning area has been divided into four individual planning quadrants, each of which has its own unique characterization. As the intersections of US Highway 601 and NC Highway 24/27 effectively split the land use plan study area into four (4) unequal divisions, they have been used to delineate the planning quadrants.

## A. Northeast Quadrant

The Northeast planning quadrant contains only a small portion of Midland's town limits, in the southwest corner. Areas within Locust's town limits are located along the eastern border of the planning quadrant. A small portion of the northwest corner of the quadrant has access to public water and sewer. The Rocky River runs through the middle of this quadrant and has an extensive floodplain surrounding it. There are two historical sites located in the area:

- Reed Gold Mine, a state operated historic site, and
- Bost Grist Mill, located in the historic Georgeville area.

There are also several natural heritage areas of state significance, including:

- Reed Gold Mine Forests,
- Hartsell Road Mesic Forest,
- Pine Bluff Church Road roadside,
- Mount Pleasant Road roadside, and
- Georgeville Sunflower Site.

### 1. Characteristics

Existing development in the quadrant is primarily rural residential and agricultural. Among the traditional agricultural farms, there are also several large horse farms and a hunting preserve. Two destination centers border this quadrant: Concord Speedway and the Crossroads. The Georgeville neighborhood center also borders this quadrant.

There were several opportunities identified for the Northeast quadrant that Midland can take advantage of, including:

- Access to public water and sewer in one portion-lines could potentially be extended to serve neighborhoods in the area. *Town Plan 2030 "Revision 1" includes a Comprehensive Master Plan for utility systems.*
- Tourism potential around Reed Gold Mine (particularly for agritourism)
- Proposed expansion of US Highway 601 to four (4) lanes. *Town Plan 2030 "Revision 1" identifies US 601 as a "by-pass" route and discourages commercial development except in designated centers.*
- Potential for greenway trail along Rocky River, as identified by the Carolina Thread Trail initiative. *Beginning in July 2010 the Town embarked on an effort to explore the funding and construction of local segments of the Carolina Thread Trail and a designated "Blue-way" through the Midland area along the Rocky River. The river access points for paddlers may also serve to provide access points to segments of the Carolina Thread Trail along the river.*
- Partnership opportunities with State of North Carolina (Reed Gold Mine)
- Concord Speedway-tourist attraction
- Georgeville historic area-Bost Grist Mill
- Crossroads destination center. *Town Plan 2030 "Revision 1" recommends the "center" of this destination center to be off-set into the southeast*

*quadrant, with other quadrants providing supporting components for the Crossroads area.*

- *Unspoiled, natural countryside. Town Plan 2030 “Revision 1” and the new Midland Development Ordinance adopted September 13, 2011 establish clear policies for the preservation/conservation of the rural areas, while concentrating densities within specified activity centers.*

Conversely, several challenges for the quadrant were also identified, including:

- *Lack of funding for infrastructure projects (transportation improvements, utility line expansions). Town Plan 2030 “Revision 1” includes a Comprehensive Master Plan for both transportation and utility systems.*
- *Majority of area is outside of Midland’s jurisdiction*
- *Large floodplain running through the middle of the quadrant*
- *Challenge to annex property beyond the boundaries of the Rocky River*
- *Possibility for future high density development due to public water and sewer availability. Town Plan 2030 “Revision 1” includes a Comprehensive Master Plan for utility systems.*
- *Increased traffic as a result of US Highway 601 expansion. The staff has recommended that land use solutions to maintain the capacity of US 601 as a major thoroughfare and regional highway rather than major expansion by planning for improved connectivity and alternate routes for local trips to avoid competing with non-local trips on the two-lane highway.*
- *Potential for significant amounts of future subdivision development. Town Plan 2030 “Revision 1” and the new Midland Development Ordinance adopted September 13, 2011 establish clear policies for the preservation/conservation of the rural areas, while concentrating densities within specified activity centers. Single family zoning should be used to reinforce a moderate density of up to 3 units per acre surrounding the activity centers.*

## **2. Development Plan for Northeast Quadrant**

Taking into account both the opportunities and challenges, the following Development Plan was decided upon for this planning quadrant:

*“The Northeast planning quadrant shall be characterized as a regional tourism area and feature the development of a destination corridor stretching from the Reed Gold Mine in the east, to the Georgeville historic area in the north, and ending at the Concord Speedway to the west. Limited commercial development, targeted towards tourists, and other related ventures such as wineries and vineyards, equestrian centers, and farmer’s markets should be concentrated within this corridor. A town-wide greenway system shall start along the banks of the Rocky River and continue to follow the river’s boundaries as it meanders along the quadrant. This greenway system will not only allow recreational opportunities, but also allow an alternative mode of travel for tourists traveling to*

*the destinations in this area. The rest of the area shall remain primarily low density rural residential, with some limited areas of medium density subdivisions, and large tracts of agricultural and forested land. Midland will work closely with the Town of Locust and Cabarrus County to promote the natural and historical significance of the area to attract the creation of a burgeoning regional tourism industry.”*

### **3. Development Strategies for Northeast Quadrant**

In order to implement the Development Plan for the Northeast Quadrant, the following strategies have been devised:

1. Continue working with the Carolina Thread Trail organization to create the Rocky River segment of the planned Carolina Thread Trail Greenway, as a means of supporting regional initiatives and providing a starting point for a larger town-wide greenway network. *Town Plan 2030 “Revision 1” illustrates the locations of future greenways and blue-ways.*
2. Establish a relationship with Concord Speedway, Reed Gold Mine, and other tourist attractions in the area to develop a mutually supportive regional destination corridor and establish a process for promotion.
3. Support the promotion of individual horse farms and vineyards as local tourist attractions and work collaboratively to identify potential events to advance regional tourism goals.
4. Appoint a representative of the Midland Town Council to attend all meetings of the Cabarrus County Metropolitan Planning Organization and North Carolina Department of Transportation pertaining to the proposed expansion of North Carolina Highway 601 to determine the potential impact on surrounding land uses. *Town staff attends these meetings and has proven effective in impacting the improvements to transportation systems. The staff has recommended that land use solutions to maintain the capacity of US 601 as a major thoroughfare and regional highway rather than major expansion by planning for improved connectivity and alternate routes for local trips to avoid competing with non-local trips on the two-lane highway.*
5. Work with the City of Locust and City of Concord to plan for future development in unincorporated areas adjacent to their town limits.

## B. Northwest Quadrant

The Northwest planning quadrant contains a portion of Midland's corporate limits in the southeastern corner. While the quadrant lies in close proximity to the Town of Harrisburg and City of Concord, it does not include any portions of their jurisdiction. Much of this area is in agricultural use or forested. There are two major creeks, Caldwell Creek and Anderson Creek, running through the quadrant, along with their associated floodplains. There are several historic sites in the area:

- AME Zion Church,
- Bethel Mill with a historic feed mill that has been refurbished,
- J.M. Flowe property containing an old general store and associated buildings, and
- Robert Harvey Morrison Farmhouse which is listed on the National Register of Historic Places.

Other notable places located in this quadrant are:

- Cedarvale Farms,
- Howell Assisted Living Center, and
- Midland Fire Station #2, the newest station in the Midland area.

### 1. Characteristics

Development in this area consists of rural residential housing, with small pockets of large subdivisions, characterized by one (1) acre lots. There are a few business areas, containing a mix of commercial and light industrial uses, such as construction businesses. Several activity centers are situated along the borders of the quadrant, including the destination centers of Concord Speedway, Old Bethel, and Old Camden, along with the Flowes Store Road neighborhood center.

There were several opportunities identified for the Northwest quadrant that Midland can take advantage of, including:

- Potential for tourism centered around historical sites. *Town Plan 2030 "Revision 1" includes a Land Use Plan highlighting and reinforcing these sites.*
- Well-connected and well-maintained road system. *Town Plan 2030 "Revision 1" includes a Comprehensive Master Plan for transportation systems.*
- Existing bike trails that can be expanded to maximize tourism potential. *Town Plan 2030 "Revision 1" includes a Comprehensive Master Plan for transportation systems.*
- Large amounts of open space and natural resource areas. *Town Plan 2030 "Revision 1" includes a Land Use Plan highlighting and reinforcing these areas.*
- Possibility for greenway trails on floodplains around Caldwell Creek and Anderson Creek
- Concentrated commercial corridor that can be expanded. *The Town Plan 2030 "Revision 1" encourages commercial development in specific areas within close proximity to NC 24/27 and identifies important connection*

*points to the highway to improve access. The plan identifies US 601 as a “by-pass” route and discourages commercial development except in designated centers.*

- Historic Pioneer Mills Gold Mine property on National Register
- Proximity to Interstate 85
- Site where the historic Sossamon Springs Hotel once stood

Conversely, several challenges for the quadrant were also identified, including:

- Lack of funding for infrastructure projects (transportation improvements, utility line expansions, etc.). *Town Plan 2030 “Revision 1” includes a Comprehensive Master Plan for both transportation and utility systems.*
- Majority of area is outside of Midland’s jurisdiction
- Lack of adequate existing utility infrastructure. *Town Plan 2030 “Revision 1” includes a Comprehensive Master Plan for utility systems.*
- Lack of multiple transportation alternatives. *Town Plan 2030 “Revision 1” includes a Comprehensive Master Plan for transportation systems.*
- Discrepancy in current zoning districts and Town’s vision statement for the future. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance adopted September 13, 2011 eliminate the discrepancy.*
- Local historic sites need to be researched and documented
- Existing bike trails need more planning and design work to ensure safety and efficiency. *Town Plan 2030 “Revision 1” includes a Comprehensive Master Plan for transportation systems.*
- Need a comprehensive plan for future transportation system, with an emphasis on roads. *Town Plan 2030 “Revision 1” includes a Comprehensive Master Plan for transportation systems.*
- Dichotomy between vision of Midland and Cabarrus County
- Large pieces of land owned by corporations

## **2. Development Plan for Northwest Quadrant**

Taking into account both the opportunities and challenges, the following Development Plan was decided upon for this planning quadrant.

*“The Northwest planning quadrant shall be designated for preservation, where future development is kept to a minimum. This area will essentially maintain its current dominance of rural residential development, with commercial and light industrial development concentrated in the destination centers. Future policy efforts will be directed towards the prevention of urban sprawl and protection of open space and natural resource areas. The Town will also work towards the establishment of an extraterritorial planning jurisdiction surrounding the corporate limits, focusing on the land along Highway 24/27 in this quadrant. Similar to the Northeast planning quadrant, the Northwestern quadrant shall also capitalize on regional tourism opportunities by maximizing the potential of the numerous sites of historical significance that are located in this area. As well as*

*promoting these attractions regionally, the Town shall also seek to form partnerships with local organizations and join state tourism initiatives. One such partnership will be with the Cabarrus County Economic Development Corporation, in order to promote the potential for tourism ventures. A collaboration with Mecklenburg County to plan for future growth in the border area of this quadrant shall also be established.”*

### **3. Development Strategies for Northwest Quadrant**

In order to implement the Development Plan for the Northwest Quadrant, the following strategies have been devised:

1. Develop a Center Connectivity Overlay along North Carolina Highway 24/27 to minimize commercial development and encourage medium and low density residential development. *Town Plan 2030 “Revision 1” encourages commercial development in specific areas within close proximity to NC 24/27 and identifies important connection points to the highway to improve access. The new Midland Development Ordinance, adopted September 13, 2010, includes a new zoning district specifically to apply to this highway corridor.*
2. Assign the Midland Community Development Committee to research potential sites of historical significance and look for possible partnerships to promote these sites as tourist attractions.
3. Work in collaboration with Mecklenburg County to create a mutual vision and development plan for the border area.
4. Analyze current zoning patterns to identify parcels to be rezoned to agricultural, in order to preserve tracts of prime farmland from development. *Town Plan 2030 “Revision 1” guides new development into designated areas with the infrastructure planned to support a medium density scenario, while increasing the lot requirements for rural conservation areas to 5 acres minimum to protect agricultural areas from random residential subdivision encroachment.*
5. Implement findings of annexation study pertaining to land adjacent to North Carolina Highway 24/27.
6. Encourage developers to utilize the conservation subdivision option in the Zoning Ordinance when planning new residential and mixed-use development. *The new Midland Development Ordinance adopted September 13, 2010, establishes the Mini Farm Overlay zoning district to preserve open space and concentrate density when clustering is compatible with the Town Plan 2030.*

## C. Southeast Quadrant

The Southeastern planning quadrant contains a portion of Midland's corporate limits. The northeast corner of this quadrant borders the corporate limits of Locust and Stanfield, with one small Locust annexation lying within the land use planning area. The railroad runs approximately through the middle of the quadrant and the Rocky River lies in the eastern side; its floodplain and buffer area provide a proposed greenway trail for the Carolina Thread Trail. Historic sites include the John Bunyan Green Farm, listed on the National Register of Historic Places, and remnants of the Garmon Mill Village which now consists mostly of the original mill houses. Several historic churches and Old Midland, now mostly vacant and deteriorated, are also located in this quadrant. The Town's Fire Station/EMS facility and Medical Park are located here, as well as the recently built ethanol transfer station.

### 1. Characteristics

Development in this quadrant is primarily residential and agricultural. River Bend Farm, a working farm, and John Bunyan Green Farm, a historical site, are located in this quadrant, along with several large horse farms. Rural residential development, with lot sizes in excess of five (5) acres, is the primary residential use, although there are a few areas of large subdivisions with smaller lot sizes. There are small areas of commercial, industrial, and institutional uses. This quadrant contains a tract that was originally zoned for a Planned Unit Development (PUD) district under the Town's original zoning ordinance; however, this development was never constructed and permits have since expired. There are two (2) destination centers in this quadrant: Old Midland and the Crossroads which is host to the concept of the new "Main Street" district.

There were several opportunities identified for the Southeast quadrant that Midland can take advantage of, including:

- Property owners in this quadrant are interested in land conservancy. *Town Plan 2030 "Revision 1" and the new Midland Development Ordinance, adopted September 13, 2011, establish policies for the provision of conservation corridors along the river to limit development close to the river.*
- Property owners in this area are more amenable to possible annexation
- Possibility for a greenway trail system along the Rocky River floodplain and opportunity to link with proposed Carolina Thread Trail. *Town Plan 2030 "Revision 1" and the new Midland Development Ordinance, adopted September 13, 2011, establish policies for the provision of future greenways.*
- Opportunity for commercial development along US Highway 601. *Town Plan 2030 "Revision 1" and the new Midland Development Ordinance, adopted September 13, 2011, establish policies for the provision of commercial in areas where this form of development is sustainable.*

- Possibility for expanding services offered at Medical Park. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish policies for the provision of commercial in areas where this form of development is sustainable.*
- Land reserved for addition to Industrial Park may become available for another use. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish policies for new development that is sustainable.*
- Potential to connect proposed Southeast Park to proposed greenway trails. *Town Plan 2030 “Revision 1” establishes policies for the provision a park and access through alternative means other than within the industrial park.*
- Land available to expand Muddy Creek Sewage Treatment Plant for future development needs. *Town staff is working closely with WSACC and the City of Concord to provide alternatives to enhance sewer capacity for future growth and services to existing residents.*
- Additional capacity available at Muddy Creek Sewage Treatment Plant. *Town staff is working closely with WSACC and the City of Concord to provide alternatives to enhance sewer capacity for future growth and services to existing residents.*
- Williams Farm in lower right corner of quadrant provides a buffer between intense development in adjoining Union County. *Town Plan 2030 “Revision 1” guides new development into designated areas with the infrastructure planned to support a medium density scenario, while increasing the lot requirements for rural conservation areas to 5 acres minimum to protect agricultural areas from random residential subdivision encroachment.*
- Proposed natural gas line through area will spur future development
- Old Midland has potential for redevelopment as an arts center or historical village

Conversely, several challenges for the quadrant were also identified, including:

- Area of Special Use Limited Industrial (LI-SU) zoning in Old Midland could threaten desired redevelopment plans. *The new zoning map contained within the Midland Development Ordinance reduces the use of commercial zoning to areas that can support commercial development.*
- Ethanol Transfer Station is a high impact, polluting industry that is undesirable for the future vision of Midland. *The Town has worked closely with the ownership to encourage and secure the relocation of the facility to a sustainable site west of Old Camden Road on the north side of the rail corridor. This accomplishment secures the future of both the Historic Old Midland - as a potential core community with local crafts and trades businesses supported by higher density residential and a variety of jobs; and, the employment center west of Old Camden Road - to provide for long lasting employment opportunities due to the infrastructure investment in the Midland Multimodal Industrial Park.*

- Lack of existing utility infrastructure. *Town staff is working closely with WSACC and the City of Concord to provide alternatives to enhance sewer capacity for future growth and services to existing residents.*
- Existing roads need improvements and widening
- Lack of funding for infrastructure projects (transportation improvements, utility line expansions). *The Town Council has established an infrastructure fund and has dedicated annual revenues resulting from the gas line revenue stream negotiated by past councils.*
- Industrial development spread throughout the quadrant, need to have this concentrated in one place. *Town Plan 2030 “Revision 1” concentrates industrial uses to specific areas.*
- Discrepancies in tax mapping do not reflect reality of area
- Community appearance issues with blighted properties in residential and commercial areas. *The Town established community appearance and maintenance codes and has begun enforcement to protect the values and appearance of the Town, beginning April 2010.*
- Revitalization needed for blighted commercial buildings. *The Town established community appearance and maintenance codes and has begun enforcement to protect the values and appearance of the Town, beginning April 2010.*
- Political tensions over desired future of area. *The Mayor and Town Council have adopted this plan and adhered to the values of the community through this process. The Town Council has acted in unity on issues of the Town’s future since the process to update the Town Plan 2030 “Revision 1” began in July 2010.*
- Previously permitted Planned Unit Development (PUD) is now defunct and tract was left vacant and undeveloped. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish a sustainable plan for a new town center in this location to reinforce the Crossroads area and meet the needs and objectives of the community for a central core area for commerce and civic uses.*
- Problems attracting businesses to locate in proposed Planned Unit Development (PUD) due to market characteristics of Midland and pressure from Big Box retail in nearby municipalities. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish a sustainable plan for a new town center in this location to reinforce the Crossroads area and meet the needs and objectives of the community for a central core area for commerce and civic uses. The new zoning map contained within the Midland Development Ordinance reduces the amount of commercial zoning along NC 24/27 to reinforce the value of viable/sustainable business locations where businesses can anticipate strong support for business location for long term investments. This strategy will also reinforce the return on investment for infrastructure expansion into the area.*

## **2. Development Plan for Southeastern Quadrant**

Taking into account both the opportunities and challenges, the following Development Plan was decided upon for this planning quadrant.

*“The Southeast planning quadrant shall be characterized as a prime development area due to the presence of two (2) destination centers, Old Midland and the Crossroads, where mixed-use development is proposed. In addition, the Town is interested in actively seeking another developer for the previously permitted Planned Unit Development (PUD) site in this quadrant. Both Old Midland and the PUD site have been targeted for development as mixed-use centers, incorporating residential, recreational, cultural, and retail uses. Old Midland is still under consideration for redevelopment as a commuter rail center to accommodate a possible commuter rail system servicing the greater Charlotte area. The Old Midland and Crossroads destination centers are targeted for future development as commercial centers, incorporating retail, office, and institutional uses. Industrial development will eventually be phased out of this area and redirected to the largely vacant existing Industrial Park in the Southwestern planning quadrant. Efforts will be made to preserve remaining land in this quadrant for agricultural and recreational use*

## **3. Development Strategies for Southeastern Quadrant**

In order to implement the Development Plan for the Southeast Quadrant, the following strategies have been devised:

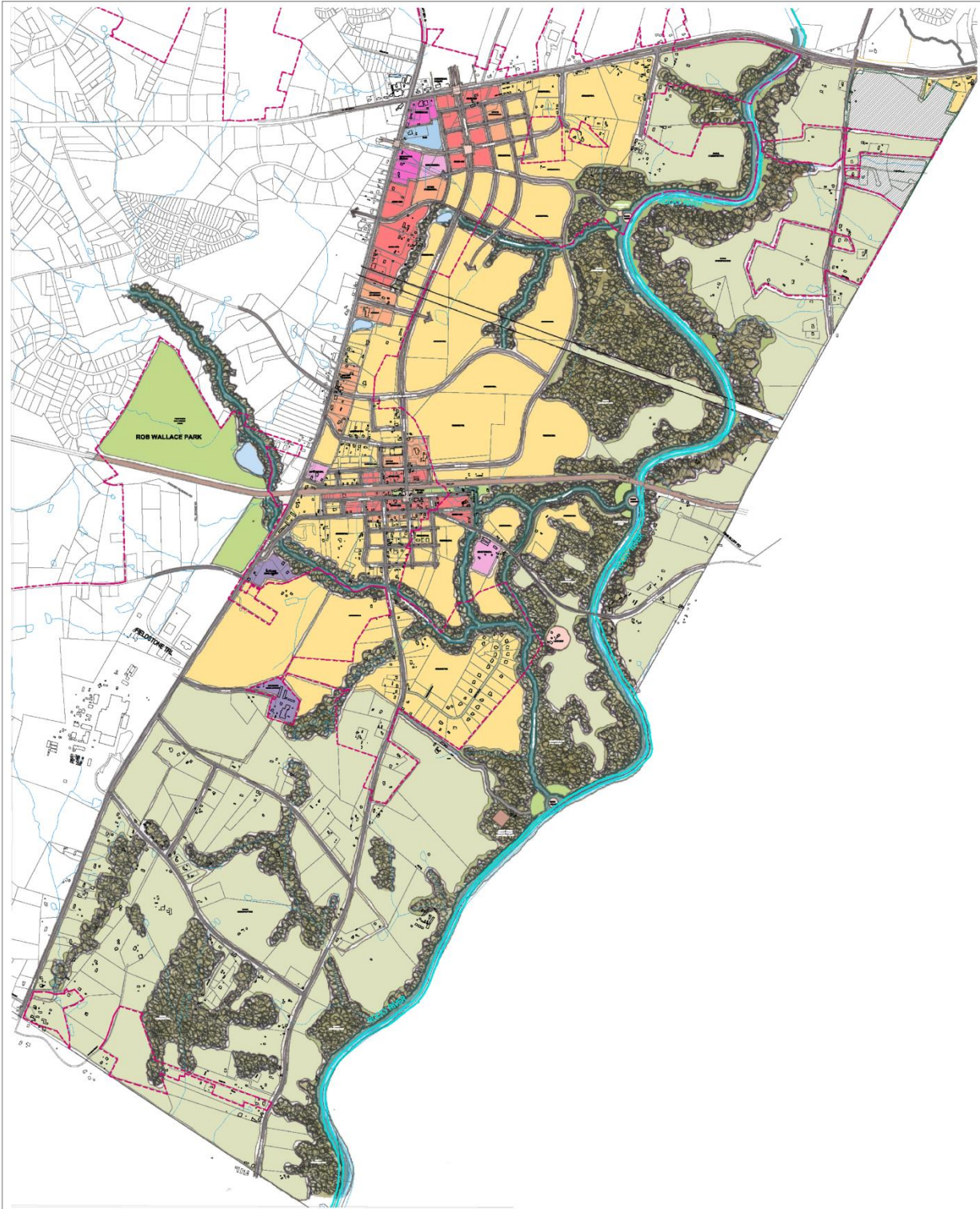
1. Seek funding for an extension of Broadway Boulevard to connect the Old Midland and Crossroads destination centers and the potential Planned Unit Development (PUD) site. *The extension may be partially funded by public money; however, the establishment of this boulevard as a required component of development and as an infrastructure corridor will allow for the extraction of the boulevard through the development approval process, in essence, having much of the boulevard built by private funding to public street standards for ownership by the Town.*
2. Establish River Road/Garmon Mill Road and Pine Bluff Road as access roads to the planned destination corridor that will maximize on regional tourist attractions. Implement any necessary road improvements and signage to accomplish this purpose and institute a conservation overlay to protect the scenic vistas and natural areas along the route. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish a sustainable plan for this location to reinforce the Historic*

*Old Midland area and meet the needs and objectives of the community for a central core area for commerce and civic uses.*

3. Target the area stretching from the historic John Bunyan Green Farm south to the border with Union County for farmland and open space conservation status. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish a sustainable plan for agricultural and open space preservation by discouraging development by the establishment of a five (5) acre lot size minimum.*
4. Work with the Cabarrus County Parks and Recreation Department to develop a greenway trail along Muddy Creek, linking the proposed Southeast Park to the proposed Carolina Thread Trail, taking advantage of the existing sewer right-of-way. *The Town staff is working with property owners and WSACC to determine feasible alternatives.*
5. Conduct a study on historic properties in the Old Midland destination center and research the feasibility of creating a local historic district to encourage the preservation and revitalization of Old Midland.
6. Research possible environmental contamination in the Old Midland destination center that could potentially hinder redevelopment. If contamination is found to be present, search for solutions and grant funding to implement cleanup measures.
7. Conduct a feasibility study on the establishment of mixed-use developments in designated areas in the Old Midland and Crossroads destination centers. If study results are favorable, identify areas most suitable for mixed-use development. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish a sustainable plan for both locations and the connectivity of these locations. The land area lying between the new “Main Street” district and the Historic Old Midland district is designated to host much of the future residential growth expected to occur during the planning period (2011-2030) due to 1) concentration of future infrastructure investment, and 2) this area represents the largest land area with access to existing infrastructure in place in 2011.*
8. Market the availability of property for industrial use in the Industrial Park to support the comprehensive town-wide rezoning of industrial districts and create a concentrated and buffered area for industry in Midland. *The July 12, 2011 announcement of the new Midland Multimodal Industrial Park confirms the effectiveness of the concepts shown within the Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011. The plan has effectively lead to the relocation of the trans-loading facility from Historic Old Midland to a sustainable location west of Old Camden Road. This area will establish rail intensive development while the*

*existing US 601 industrial park will continue to add jobs for technical skilled workers and executives.*

9. Research the possibility of utilizing the overhead power line right-of-way to build a greenway trail linking the Rocky River and proposed Carolina Thread Trail route to the major destination centers in Midland.
  
10. Support the establishment of a commercial center in the Crossroads destination center through property rezoning and encouragement of commercial establishment location. *Town Plan 2030 "Revision 1" and the new Midland Development Ordinance, adopted September 13, 2011, establish a sustainable plan for commercial development in this area.*



Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

**Town Plan 2030 - Revision 1**  
**Southeast Quadrant Plan**

January 6, 2011

600' 0 600' 1200' 1800' 3000'



TOWN OF MIDLAND



Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

**Town Plan 2030 - Revision 1**  
**Main & Broadway Area Plan**

March 23, 2011



TOWN OF MIDLAND



Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

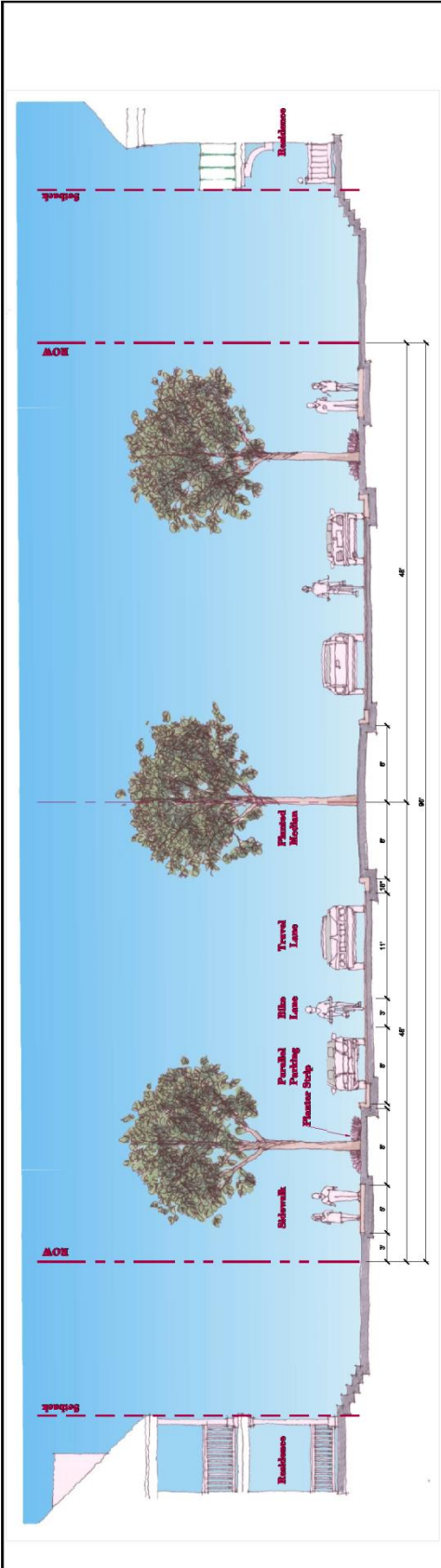
**Town Plan 2030 - Revision 1**  
**Old Midland Area Plan**

March 24, 2011

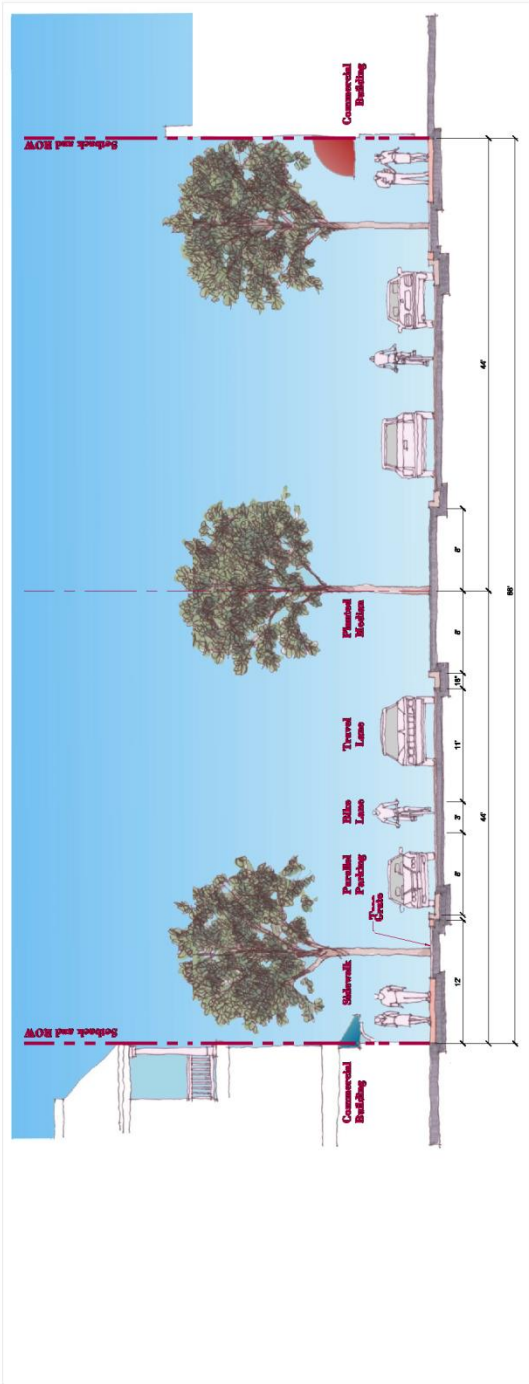
100' 0 100' 200' 300' 500'



TOWN OF MIDLAND



**Broadway Blvd. Residential Street Section**



**Broadway Blvd. Urban Street Section**



**Town Plan 2030  
Revision 1  
Broadway Blvd  
Street Sections**

February 1, 2011  
Town of Midland, North Carolina  
Planning Services Department  
4283-B Hwy 24-27 East  
PO Box 389  
Midland, NC 28107



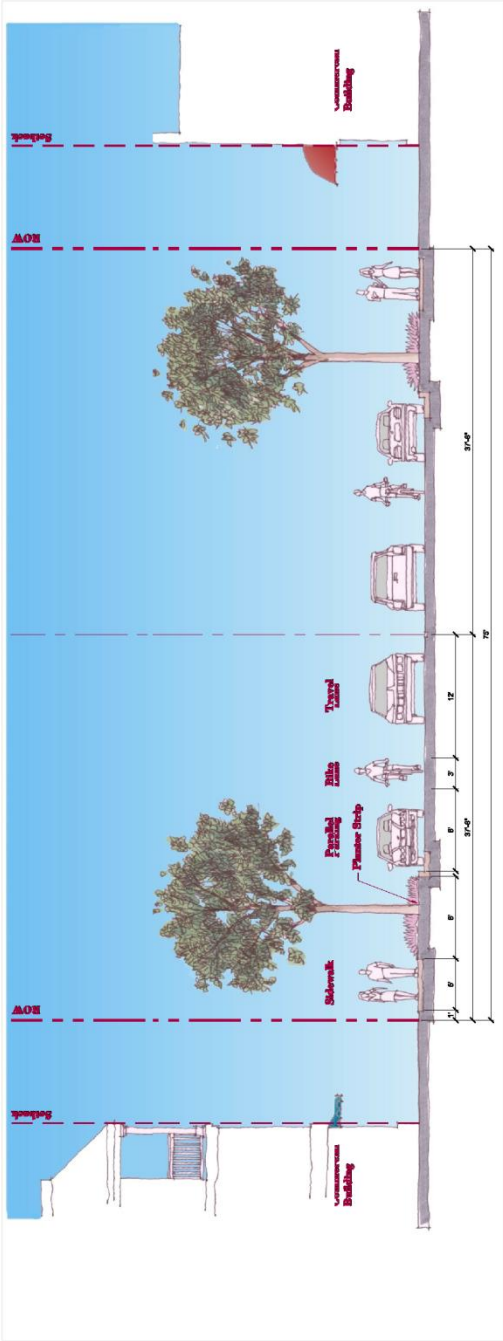
TOWN OF MIDLAND

**Town Plan 2030  
Revision 1  
Main Street  
Street Sections**  
February 1, 2011

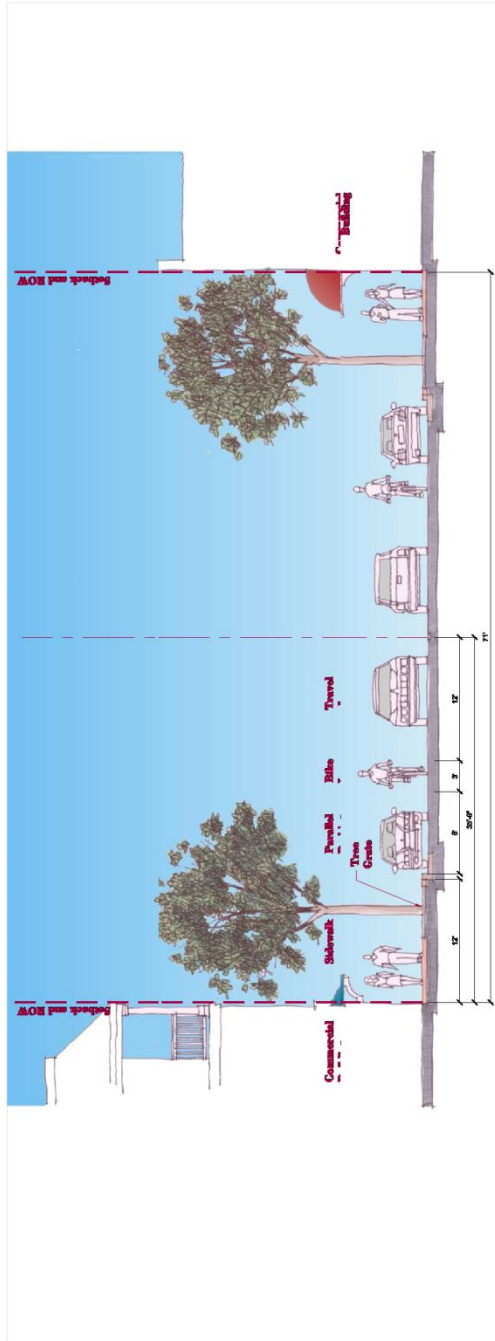
Town of Midland, North Carolina  
Planning Services Department  
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TOWN OF MIDLAND



Main Street Commercial Street Section



Main Street Fishon Street Section



## D. Southwest Quadrant

The Southwestern planning quadrant contains a large portion of Midland's corporate limits and subsequently contains the densest amount of development in the Town. The railroad runs through the middle of this quadrant, extending across the adjacent Southeastern quadrant, and thereby providing a route for commercial and industrial distribution of goods. While this quadrant has a large amount of residential, commercial, and industrial development, there are also areas of open space preservation and working farms. Areas of historical significance include the historic Old Bethel School and Bethel Church, which includes an historic arbor that is listed on the National Register of Historic Places. The current Bethel Elementary School is also located in this quadrant, along with the new proposed county park, Southeast Park. The proposed Carolina Thread Trail runs along an existing sewer right-of-way and existing bike trails in this area; this trail and Southeast Park will provide numerous outlets for recreation for the citizens of Midland and the surrounding area.

### 1. Characteristics

There is a wide range of development types in this quadrant. While residential development primarily follows the rural residential pattern common to the rest of the area, there are also several large subdivisions. These established subdivisions feature larger lots than many of the dense new subdivisions that are being built in areas bordering the town limits. Much of the Town's industrial development is located in this quadrant, including the Corning Plant, the largest industrial corporation in Midland. The plant is located in the Town's industrial park which currently features light industrial uses and is not yet at full capacity. Commercial development is mainly limited to the four (4) activity centers located in the quadrant: the Old Camden and Bethel School destination centers and the Cabarrus Station and Bethel Glen neighborhood centers.

There were several opportunities identified for the southwestern quadrant that Midland can take advantage of, including:

- Potential for development and promotion of historic sites
- Proposed Southeast Park
- Established commercial development corridor along Highway 24/27. *Town Plan 2030 'revision 1' concentrates the commercial development into the activity centers.*
- High concentration of activity centers and residential development
- Existing railroad corridor
- Potential for expansion of Bethel Elementary School. *Purchased by Woodson University 2011*
- Area around school is appropriate to medium density residential uses
- Potential for adding amenities to existing Bethel Elementary School park
- Possible revitalization and redevelopment of Old Bethel School *Purchased by Woodson University 2011*

- Several areas of natural, scenic vistas to capitalize on for possible scenic corridor. *Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011, establish a scenic corridor overlay within the new zoning map.*
- Good potential for connectivity among school, neighborhoods, and activity centers through the use of sidewalks and walking trails
- Several restaurants in area

Conversely, several challenges for the quadrant were also identified, including:

- Local businesses cannot survive in weak economies Industrial development locating outside of the industrial park. *The July 12, 2011 announcement of the new Midland Multimodal Industrial Park confirms the effectiveness of the concepts shown within the Town Plan 2030 “Revision 1” and the new Midland Development Ordinance, adopted September 13, 2011. The plan has effectively lead to the relocation of the trans-loading facility from Historic Old Midland to a sustainable location west of Old Camden Road. This area will establish rail intensive development while the existing US 601 industrial park will continue to add jobs for technical skilled workers and executives.*
- Lack of connectivity (sidewalks). *The new Midland Development Ordinance, adopted September 13, 2011, establishes standards for sidewalk requirements in all new subdivisions and development.*
- Lack of utility infrastructure.
- Health concerns due to sewage issues
- Lack of funding for infrastructure projects (transportation improvements, utility line expansions). *The Town has initiated a process for funding infrastructure and established a fund with a revenue source from the dedicated gas line revenues.*

## **2. Development Plan for Southwestern Quadrant**

*“The Southwest planning quadrant shall be characterized as a recreational and activity center for the Midland area. While future development will be encouraged in the appropriate locations, it will be regulated by carefully crafted development policies to ensure that the Town’s vision for the future is achieved. Any new industrial development shall be limited to the existing industrial park. Commercial development shall be directed towards the destination centers, which will be connected to residential neighborhoods through a system of sidewalks and walking trails to ease transportation concerns and promote a pedestrian friendly community. Other infrastructure upgrades and expansions, most notably to the road network and utility system, will be undertaken to better support future growth of this area. Mixed-use developments will be encouraged in the destination centers. The Bethel School destination center shall feature the redevelopment of Old Bethel School as a public use facility. Another feature in this quadrant will be a newly constructed commuter rail station that will also be designed as a mixed-use development. Recreational facilities will be the major*

*attraction and focus in this quadrant, with the County's new Southeast Park and the Carolina Thread Trail, and will be promoted with the region's other tourist attractions.*

### **3. Development Strategies for Southwestern Quadrant**

In order to implement the Development Plan for the Southwest Quadrant, the following strategies have been devised:

1. Plan for a new sidewalk network that will link the Bethel Church destination center and Cabarrus Station and Bethel Glen neighborhood centers to the proposed Southeast Park and Bethel Elementary School.
2. Encourage the redevelopment of the Old Bethel School as a public use facility that will serve the residents of Midland and the region as a whole. *Purchased by Woodson University 2011*
3. Plan for the development of a new commuter rail station in either the Cabarrus Station neighborhood center or the Old Midland destination center in the neighboring Southeast planning quadrant to capitalize on the commercial activity present in these areas and honor their historical significance.
4. Identify additional parcels of land near Bethel Elementary School that could potentially be obtained and/or utilized as the site of new educational and recreational facilities. *Town Plan 2030 "Revision 1" and the new Midland Development Ordinance, adopted September 13, 2011, designate areas for civic/school needs in this vicinity.*
5. Coordinate with Cabarrus County Parks and Recreation Department to utilize the park at Bethel Elementary School for Town events and explore opportunities for expansion. *Purchased by Woodson University 2011*
6. Focus on the Southwestern planning quadrant as a prime target for future annexation and identify potential annexation areas within this quadrant.
7. Develop a Bethel School Institutional Overlay zone around the Bethel Church destination center and the sites of Old Bethel School and the current Bethel Elementary School to protect the area from incompatible land uses and design features. *Town Plan 2030 "Revision 1" and the new Midland Development Ordinance, adopted September 13, 2011, designate areas for civic/school needs in this vicinity.*



## SECTION SEVEN: IMPLEMENTATION

### I. Implementation Tools

The Midland “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1” represents a vision for the future of the Town and provides goals, and objectives that should be considered in daily decision-making. Successful implementation of the Plan will be the result of actions taken by elected and appointed officials, City staff, public sector agencies, and private citizens and organizations.

These actions can be divided into three (3) distinct categories:

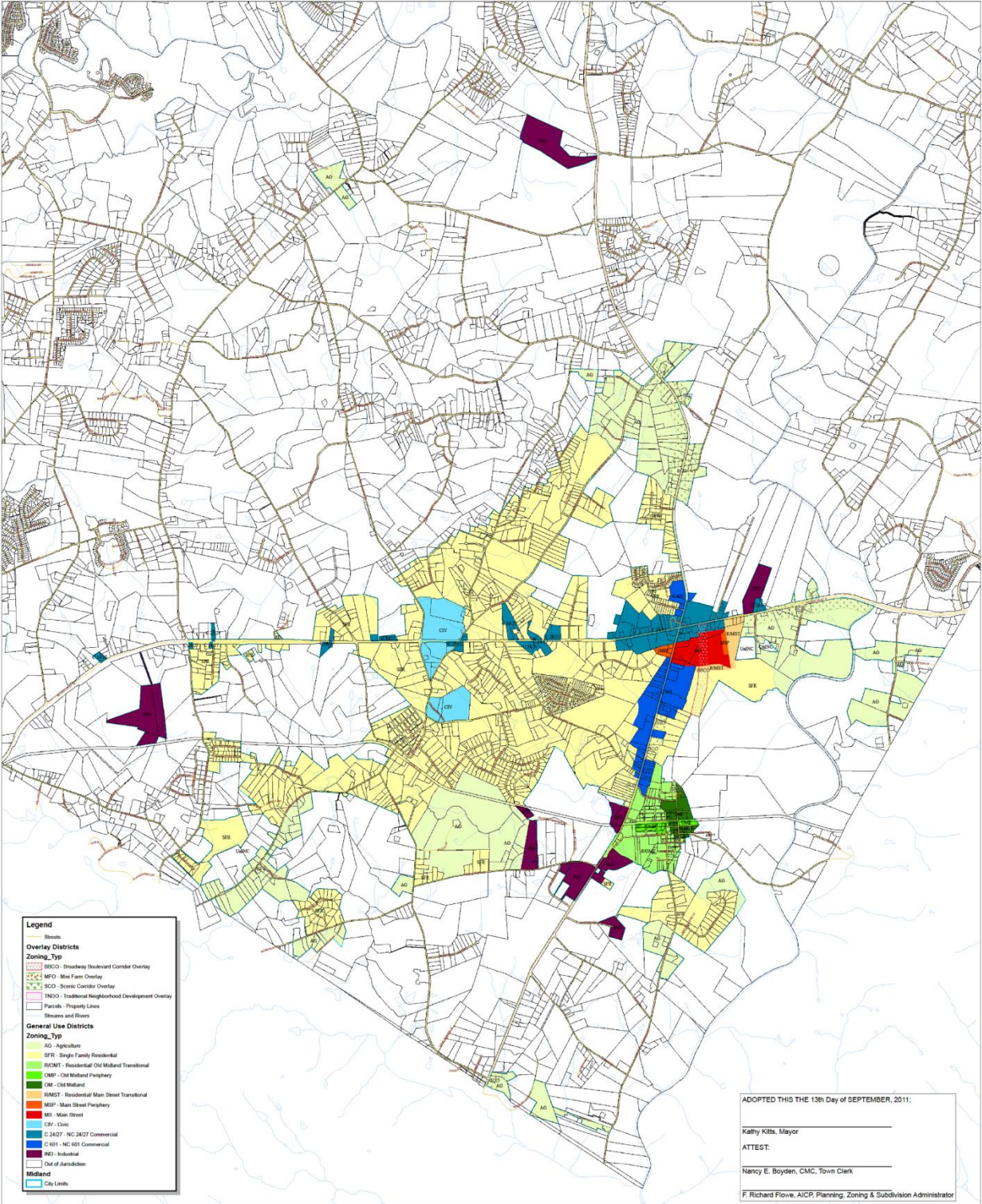
- Town regulations (policies, ordinances, etc.)
- Economic development measures (public investment, etc.)
- Continuous Planning actions by the Town Council, Planning Board, and other appointed boards

#### A. Town Regulations

In order to achieve Midland’s vision for the future, the Town must ensure that regulations permit the type and style of development proposed in the Land Use Plan. Following adoption of the Plan, any Town ordinances and policies that affect future development will need to be reviewed and revised to reflect the values contained within the Plan. New policies will also need to be drafted. *On September 13, 2011, the Town council adopted a comprehensive new development ordinance establishing all new policies that reflect the values established through this three year long planning process.*

##### 1. Zoning Ordinance

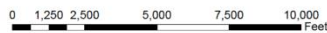
A comprehensive review of Midland’s zoning ordinance was completed between July 2010 and August 2011. The process resulted in the adoption on September 13, 2011, the Town Council adopted a comprehensive new development ordinance establishing all new policies that reflect the values established through this three year long planning process. These tasks were performed by the Planning and Zoning Commission.



Town of Midland, North Carolina  
 Planning Services Department  
 4293-B Hwy 24-27 East  
 PO Box 589  
 Midland, NC 28107

# Official Zoning Map

September 13, 2011



TOWN OF MIDLAND

## **2. Subdivision Ordinance**

In conjunction with the review of the zoning ordinance, the subdivision ordinance was evaluated to ensure that the requirements contained therein support the both the statements contained within the Land Use Plan and any revisions made to the zoning ordinance. The process resulted in the adoption on September 13, 2011, the Town Council adopted a comprehensive new development ordinance establishing all new policies that reflect the values established through this three year long planning process. This review was lead by the Planning and Zoning Commission.

## **3. Utilities Extension Policy**

As the Town has begun to engage in utility planning, a policy dealing with the extension of water and sewer lines was adopted in June 14, 2011. The utility extension and allocation policy guides the orderly and fiscally sound extension of the public utilities system linked to the Town's Capital Improvement Program (CIP) plan and budget.

## **B. Economic Development**

Economic development goals in Midland are focused on the regional tourism industry and public investment. Entrepreneurship and local small businesses, particularly those that support and enhance local tourism opportunities, are encouraged. The Town shall work towards attracting developers for the revitalization and redevelopment of the Old Midland area and the Old Bethel School.

### **1. Old Midland Revitalization**

The Old Midland destination center is a prime area for revitalization and redevelopment, particularly that which capitalizes on its rich history as the center of the Town. Any redevelopment scheme should seek to preserve the historical character of the area and historical structures of significance. While the revitalization will require public investment, the Town is instrumental in stimulating developer interest and creating opportunities for redevelopment. This can be accomplished through active solicitation of grant funding and the building of public/private partnerships with area organizations.

### **2. Old Bethel School Redevelopment**

The Old Bethel School is another prime target for redevelopment, with a multitude of ideas for reuse discussed over the years. Midland citizens have expressed a preference for a public use for area residents, such as a library or community center. Several area non-profit organizations have expressed an interest in either purchasing the property or locating in the building. Any

redevelopment plans will need to be coordinated with Cabarrus County, which currently owns the building. Due to the age and condition of the building, grant funding will likely need to be acquired in order to successfully redevelop the structure and transition it to a new active use.

### **3. Regional Tourism Industry**

Midland can capitalize on the numerous tourism attractions in the region, including Reed Gold Mine, Bost Grist Mill and other historical sites in the Georgeville historic area, and Concord Speedway, which together make up a destination corridor in the Northeast section of the Land Use Plan study area. The new Southeast Park and proposed greenway trail along the Rocky River will provide new recreational opportunities for residents and tourists to the area. Development that supports tourism, including bed and breakfasts, wineries, educational farms, equestrian centers, unique local shops, should be encouraged. The Town should also research historical sites within the corporate limits to identify community assets that could be promoted in order to entice tourists to visit Midland.

## **C. Continuous Planning Actions**

The “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1” should be regularly used as a tool to aid in making decisions on development requests, to ensure that such decisions support the land use plan vision of Midland in the future. The Plan can also be used as a starting point in other master planning processes that will continue to help shape the Town’s future and as a tool to educate the citizens of Midland about the importance of long-range planning and encourage them to participate in the planning process.

### **1. Development Decisions**

The “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1” should be utilized on a regular basis as a tool for making decisions on such development items as rezoning requests, conditional use permits, special use permits, and subdivision proposals. The “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1” should be used as the first step in evaluating any development proposals that come before the Town. When reviewing a proposed development, the developer, staff, citizens, Planning and Zoning Commission, and Town Council should determine first if that type of development is desired in the proposed location. The goals and objectives outlined in the Plan should be used as the second check in evaluation of how well proposed developments are supported by the Midland “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1”. The goals and objectives represent general principles that affect all development within the Town. If a proposed development does not appear to be supported by these goals and objectives, it should be returned to the developer for revisions. A

useful means of organizing and communicating this information is through the drafting of a recommendation memorandum by either Town staff or the Planning and Zoning Commission. The recommendation memorandum will include a short analysis of how the proposed development will meet or not meet the “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1”.

## **2. Master Plans**

The “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1” can be used as a guidance document when developing other master plans for the Town. In order to implement some of the recommendations contained within the Plan, the Town should initiate a master planning process in the areas of transportation, public utilities, recreation, and land conservation. The data and values contained within the “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1” are useful tools to begin the planning process in these more specific and detailed plans.

## **3. Governmental Participation**

One goal of the land use planning process was to educate the citizens of Midland on the importance of planning for the future and to solicit information from the public to ensure that the Plan truly reflects the needs and desires of the community. Citizens should be encouraged to participate in the implementation of the Plan through active recruitment for vacancies on Town boards, including any boards or committees that may be formed specifically to implement a section of the Plan. Citizens should also be kept informed of the Town’s progress on implementing the Plan through regular communication from a variety of sources, including Town newsletters, website updates, public meetings, and direct mailing. Citizens should also be made aware of any development decisions that will be discussed during board and committee meetings and have the opportunity to attend and voice their opinion.

## **4. Town Plan 2030 - Land Use and Comprehensive Master Plan Updates**

It is important to update the “Town Plan 2030 - Land Use and Comprehensive Master Plan, Revision 1” on a regular basis to ensure that the information contained within stays current. Updates should be done at least every year, at a minimum. Once the results of the 2010 US Census have been released, the demographic information in the Community Profile should be updated, as data on the town level, rather than just the township level, will be available. The Midland Town Council should also reassess the goals and objectives on a yearly basis and track the progress of implementation to ensure that the recommendations contained within the Plan are put into action.



## **SECTION EIGHT: ACKNOWLEDGEMENTS**

Carolina Thread Trail Project Update-2008 Review and 2009 Priorities  
2008

Carolina Thread Trail Governing Board

History of Midland

2007

James Eudy

Yadkin-Pee Dee River Basin Ambient Monitoring System Report

June 2007

Division of Water Quality-Environmental Sciences Section  
North Carolina Department of Environment and Natural Resources

Yadkin-Pee Dee River Basinwide Water Quality Plan

March 2003

Division of Water Quality-Water Quality Planning Section  
North Carolina Department of Environment and Natural Resources

An Inventory of the Significant Natural Areas of Cabarrus County, North Carolina

2002

North Carolina Natural Heritage Program  
North Carolina Department of Environment and Natural Resources

2009 North Carolina State Street-Aid Allocations to Municipalities

October 2009

North Carolina Department of Transportation

2008 Certified Municipal Population Estimates

July 2009

North Carolina Office of State Budget and Management

Capital Improvement Program, Fiscal Years 2009-2014

2009

Coleman Keeter, Executive Director  
Water and Sewer Authority of Cabarrus County

Charlotte Regional Indicators Project

2007

UNC Charlotte Urban Institute

Federal Emergency Management Agency (FEMA)

Website, <http://www.fema.gov/>

Town of Midland

Website, <http://www.townofmidland.us/>

North Carolina Department of Environment and Natural Resources, Division of Air Quality

Website, <http://daq.state.nc.us>

North Carolina Employment Security Commission

Website, <https://www.ncesc.com/>

North Carolina Office of State Budget and Management

Website, <http://www.osbm.state.nc.us/>

North Carolina Department of State Treasurer

Website, <http://www.nctreasurer.com>

U.S. Census Bureau

Website, <http://www.census.gov/>

USDA Natural Resources Conservation Service

Website, <http://www.nrcs.usda.gov/>

U. S. Fish and Wildlife Service, National Wetlands Inventory

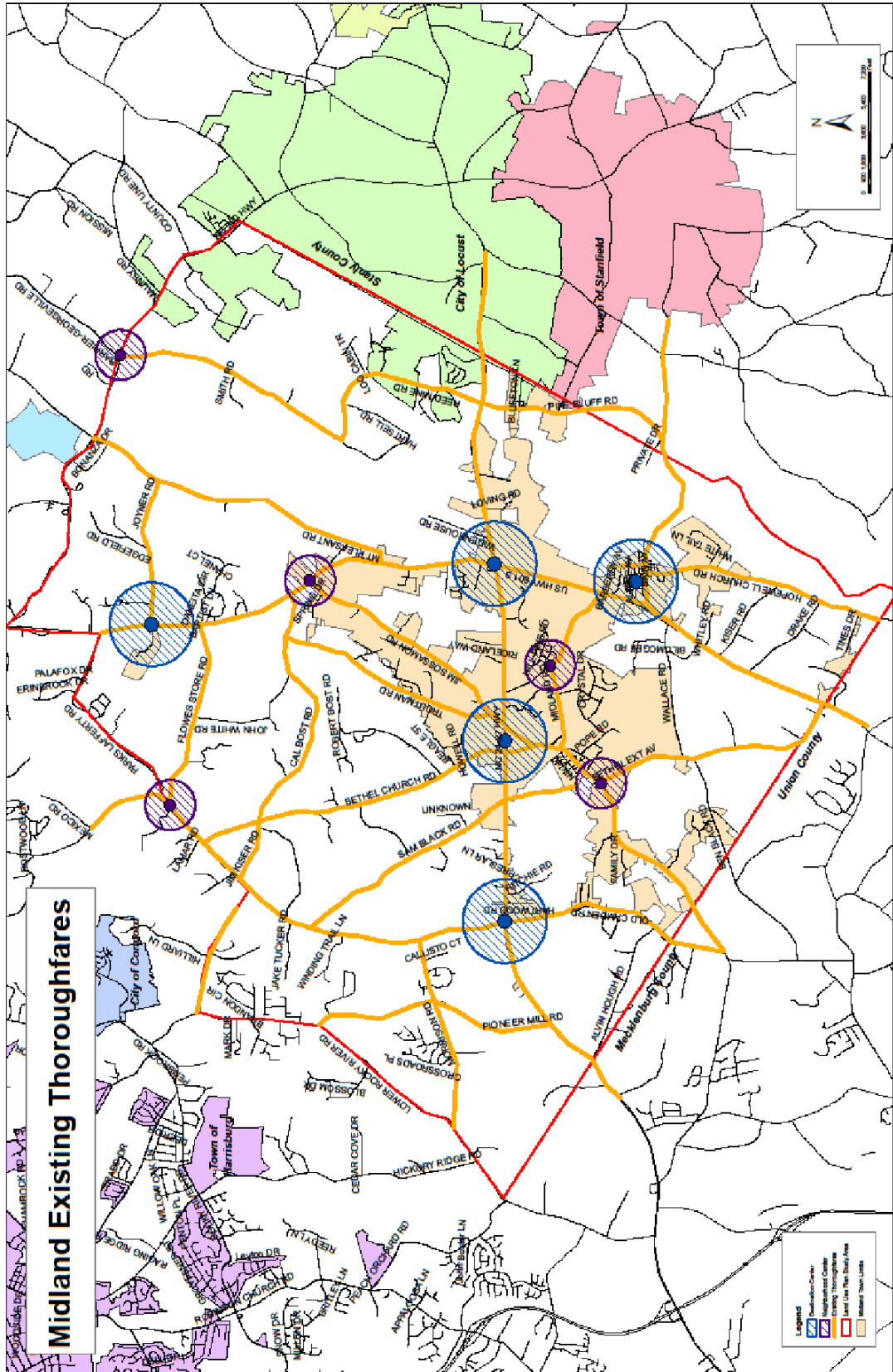
Website, <http://www.fws.gov/nwi>

## **Appendix 1**

**Midland Existing Thoroughfares Map**

**Midland Proposed Thoroughfares Map**

**Midland Powell Bill Map 2011**







**Legend**

Roads\_In\_Midland\_Labelled

**Midland\_Powell\_Bill\_Streets\_2011**

**Owner**

- NCDOT
- Private
- Town
- New\_Territory\_for\_2011\_Powell\_Bill\_Map
- 2011 Official City Limits

I, BRIAN M. WILSON, PROFESSIONAL ENGINEER,  
 CERTIFY THAT THIS MAP OF THE TOWN OF MIDLAND, NORTH  
 CAROLINA, IS TO THE BEST OF MY KNOWLEDGE AND  
 BELIEF A TRUE AND ACCURATE MAP OF SAID TOWN AS OF  
 04/11/2011.

*Brian M. Wilson*  
 PROFESSIONAL ENGINEER



*Nancy E. Boyden*  
 ATTEST

WANCY E. BOYDEN, CMC



**Town of Midland, North Carolina**  
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