

Hi View

REAL ESTATE.com

Farm & Ranch, Commercial, Land & Residential

Randy Palmer

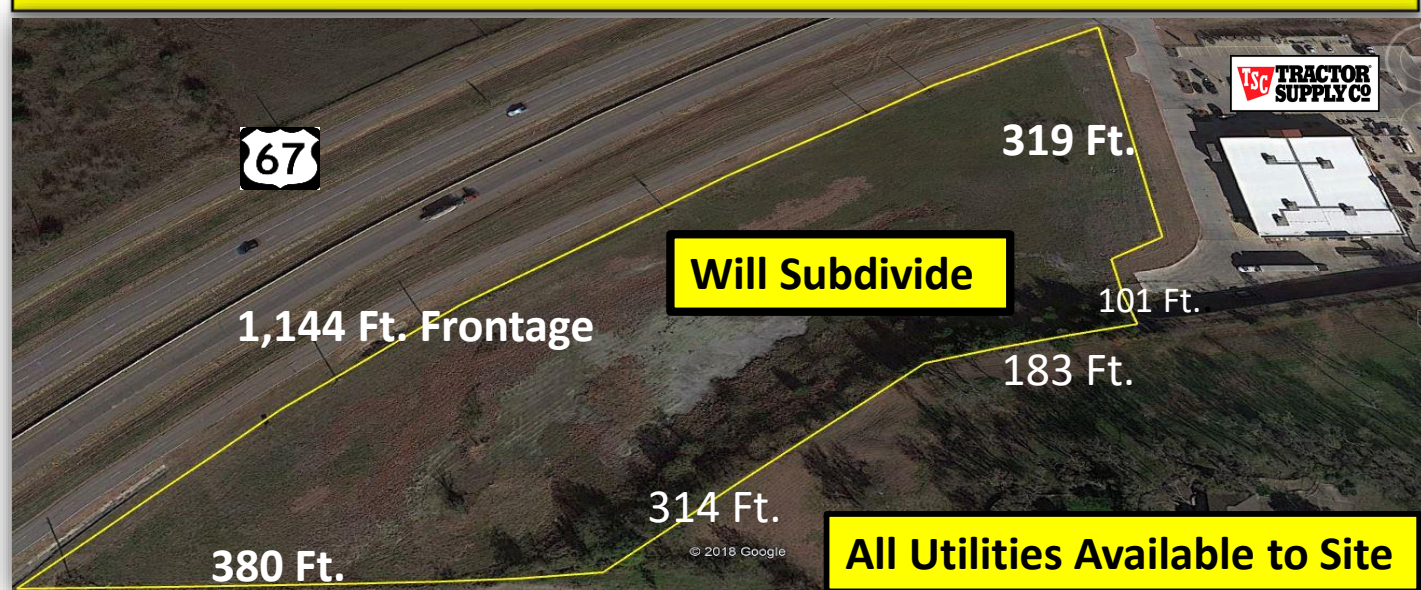
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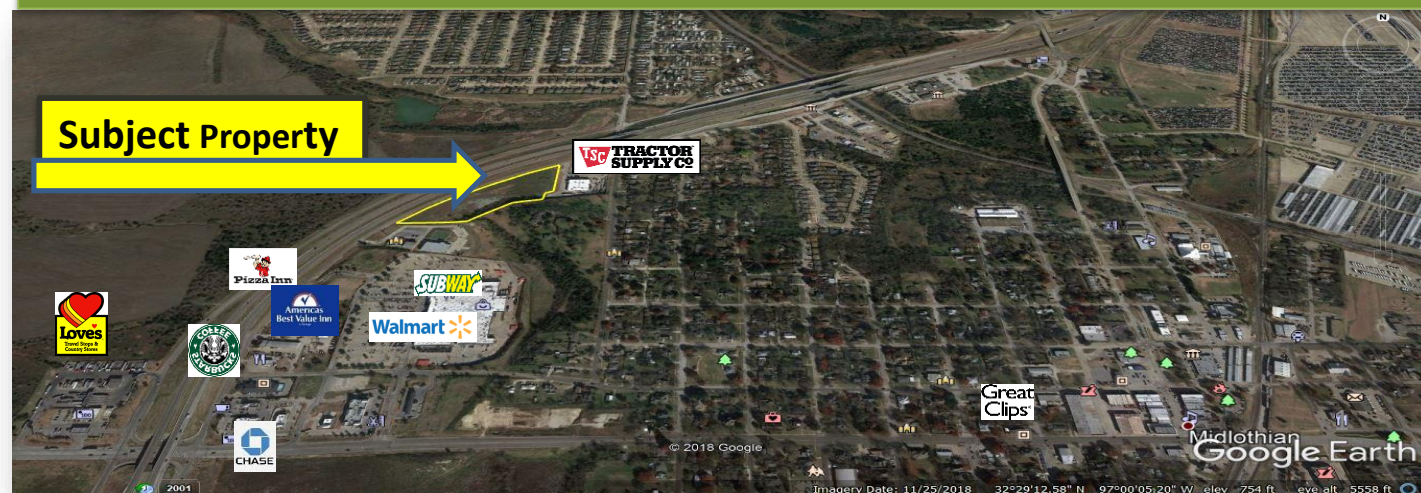
Great Commercial Site!

Located on US Hwy 67 Frontage Rd.
in the Fast Growing City of Midlothian

6.68 +/- Acres Offered at \$4.98 Per Sq. Ft.



Exploding Commercial & Residential Growth!



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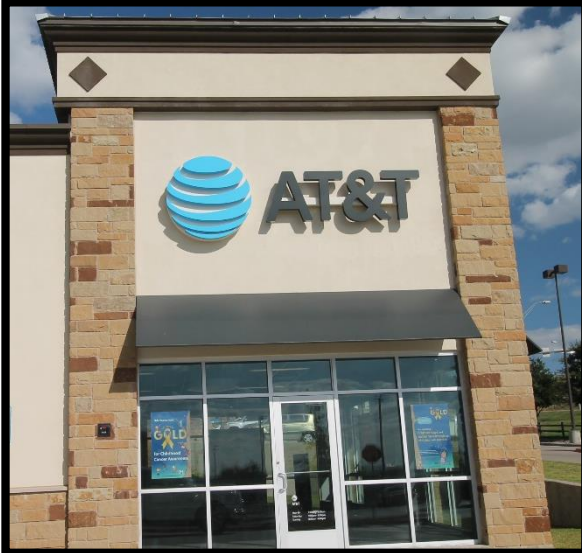
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Retail Neighbors Nearby



Subject Property

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Average Daily & Peak Hour Traffic



Roadway	Segment (source)	Daily Volume
US 67	Near northern City Limits (TxDOT 2015)	32,418
US 67	Near southern City Limits (TxDOT 2015)	28,045
US 287	Near western City Limits (TxDOT 2015)	36,486
US 287	Near eastern City Limits (TxDOT 2015)	34,283

Existing Daily Volumes

The Texas Department of Transportation conducts systematic traffic counts on its roadways. Additionally, the City of Midlothian conducts traffic counts of selected city roadways on a regular basis to monitor the growth in traffic to inform the potential needs for roadway improvements. A listing of selected area roadway traffic volumes is listed in Table 06-2. The two main highways serving Midlothian, US 67 and US 287, both with freeway segments that bypass the core of the city, carry significant volumes of traffic to, from, and through the Midlothian area and are generally uncongested throughout the day. Other higher volume roads include FM 663 south of US 287, which sees over 14,000 vehicles per day and does experience congestion during the peak periods of the day.

Average Daily Traffic – A useful measure for planning, Average Daily Traffic (ADT), is the number of vehicles traveling in both directions during a 24-hour period on a typical busy day of the year, usually a weekday. This measure is used to estimate the total amount of traffic a roadway is expected to accommodate in a single day.

Peak Hour Traffic - Whereas ADT provides useful comparative and threshold data, it does not take into account peaks of congestion generated by morning and evening traffic or special events. Peak period volumes are important because a roadway may have the capacity to accommodate the total amount of traffic stretched throughout an entire day but not if a significant amount of that daily traffic is generated during a small period of time. These peak traffic conditions are examined by comparing peak hour traffic volumes and engineering parameters for roadway traffic capacity.

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Midlothian Demographics & Friendly Facts...

2019 Friendly Facts

- Ranked #33 Best Place to Live in Texas (per Areavibes.com)
- Population 33,086 – (8-2019)
- Median Household Income \$85,329
- White Collar – 73%
- Blue Collar – 27%
- 71% - Population Growth Rate 2010-2018
- 19% Population Growth Rate 2017-2018

New CoMmercial Developments

Google

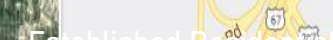
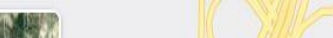
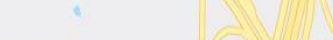
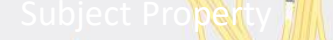
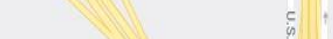
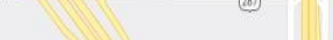
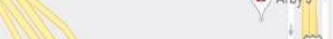
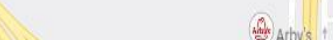
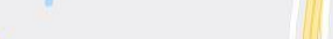
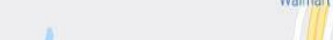
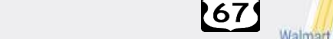
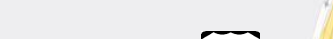
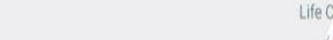
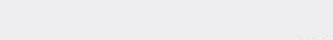
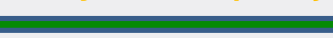


Established Midlothian Employers

- Ash Grove Cement Co.
- Buckley Oil Company
- Gerdau (Steel Mfg.)
- Quik Trip Distribution
- Martin Maretiia, Inc.
- Railport Brewing Co.
- Sermco Industries, Inc.
- Target Distribution Center
- Woodmont Cabinetry

• Located Approximately 25 Miles SW of Downtown Dallas

Subject Property



Subject Property

Established Residential Developments Near Sub

U.S. 67 Frontage Rd
Midlothian, TX 76065
32.489143, -97.605812

08/09/2019

2nd Quarter Report

April 1 – June 30

Population*

January 1, 2017 – 25,419

January 1, 2018 – 30,814

January 1, 2019 – 32,603

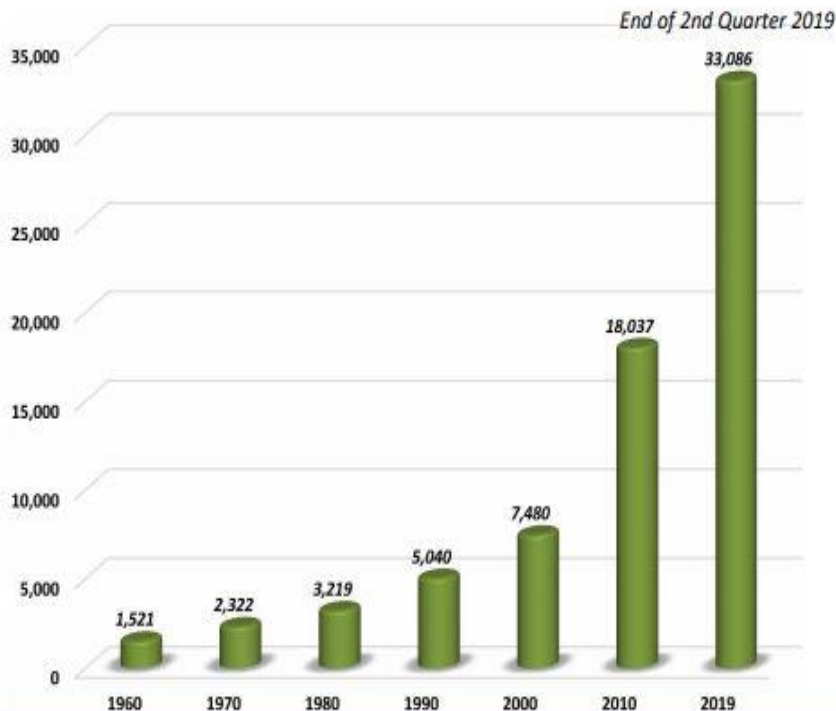
End of 2019 Second Quarter:

33,086

City of Midlothian



Population Trend



First Quarter
Second Quarter
Third Quarter
Fourth Quarter

January 1—March 31
April 1—June 30
July 1—September 30
October 1—December 31

* Population growth estimated using the number of net new dwelling units added to housing stock and average occupancy rate/household size.

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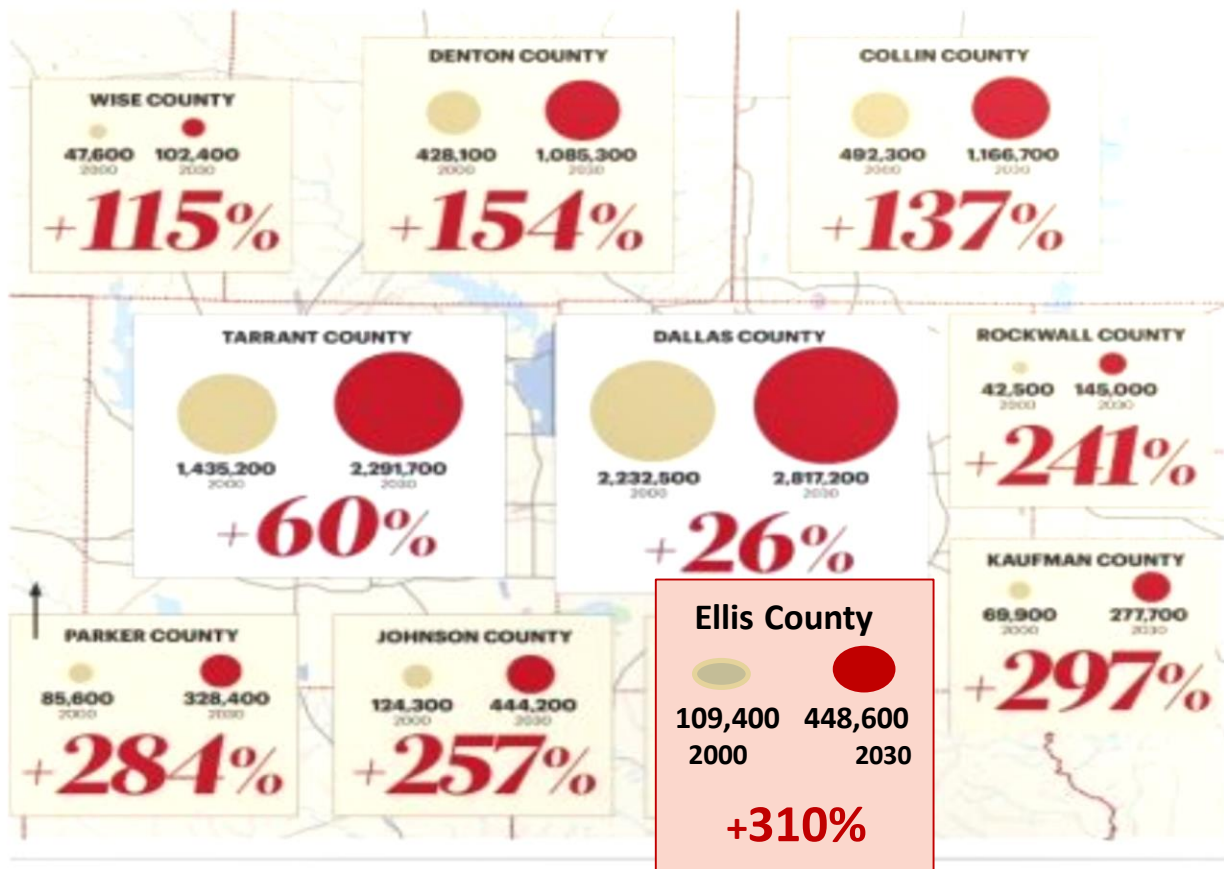
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Ellis County Future Growth Rate VS Metroplex Counties

COVER STORY

THE METROPLEX CONTINUES TO EXPAND AWAY FROM DALLAS-FORT WORTH

PROJECTED HOUSEHOLD POPULATION CHANGE, 2000 TO 2030



PERCENTAGE OF DFW POPULATION IN DALLAS AND TARRANT COUNTIES



SOURCE: North Central Texas Council of Governments

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City of Midlothian *Second Quarter 2019*

Quarterly Permitting Activity

Second Quarter 2019

	PERMITS	VALUE	PERMITS	VALUE
TYPE	(2nd QTR)	(2nd QTR)	(YTD)	(YTD)
RESIDENTIAL				
New Construction				
Single Family				
(Attached & Detached)	111	\$24,862,299	217	\$47,580,779
Additions/Remodels	9	\$689,427	29	\$1,071,714
TOTAL	120	\$25,551,726	246	\$48,652,493
NON-RESIDENTIAL				
New Construction	2	\$236,855,849	13	\$520,947,317
Additions/Remodels	9	\$3,578,757	21	\$3,845,467
Other (Shell Building)	1	\$7,624,134	1	\$7,624,134
TOTAL	12	\$248,058,740	35	\$532,416,918

The Conditions for Growth in **Midlothian** Have Never Been More Favorable.

Improvements to **US Hwy 287 & US Hwy 67**, a Rebounding Economy & Low Gas Prices, a Motivated Well-educated Community – Each of These Create Opportunities for New Growth & Reinvestment in **Midlothian.** *

*Per Envision Midlothian

Established Residential Developments Near **Subject Property**

- **Median Home Sales Price**
\$290,700 – per Zillow 10/2019

Subject Property

Will Subdivide



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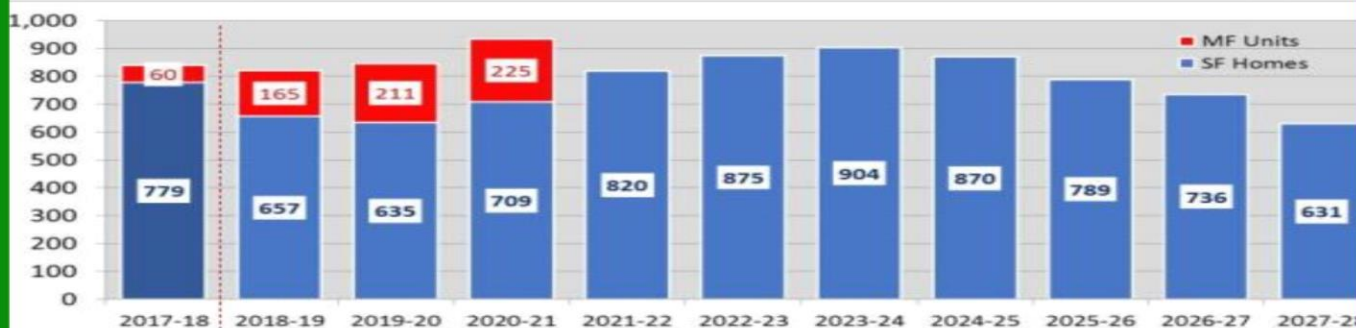
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MISD New Home Construction Forecasts 2019-2028

MIDLOTHIAN ISD NEW HOME CONSTRUCTION CLOSINGS FORECAST FALL 2019-2028 (MODERATE SCENARIO)



Annual periods represent 4Q-3Q

- The pace of annual new home occupancies is projected to slow down over the next two years as popular subdivisions build-out and new lots are delivered
- Under the Moderate Scenario, MISD is projected to average 739 new home closings per year over the next 5 years and could produce approximately 3,700 total new homes by Fall 2023
- Planned apartment developments are expected to be constructed and leased out by 2022

SDS
School District Strategies

42

MISD Apartment Developments Under Construction

MIDLOTHIAN ISD APARTMENT DEVELOPMENT

SDS
School District Strategies

- **613 apartments are under construction in MISD**

Name	Total Units	City	Attendance Zones	Status
The Julian at South Pointe	225	Mansfield	Vitovsky/Frank Seale/MHS	Now leasing/Under construction
Mark on Walter Stephenson (Previously "The Mark")	236	Midlothian	Irvin/Frank Seale/MHS	Under construction
Padera Lakeside Villas	152	Midlothian	Vitovsky/Frank Seale/MHS	Under development

MISD Residential LOT Inventory By Elementary Zone

Attendance Zone	Annual Starts	Developed Lots Remaining (VDL)	Future & Prelim Planned Single Family Lots	Planned Future Apartment Units
Baxter	94	49	969	0
Irvin	49	241	615	236
Longbranch	88	311	3,639	0
McClatchey	113	165	340	0
Miller	137	257	36	0
Mt. Peak	77	156	650	0
Vitovsky	13	312	8,165	425
Total	571	1,491	14,414	661

VDL = Vacant developed lot (i.e. a fully developed lot w/ a paved street in front of it)

Future = Lots from subdivisions with approved final plats; could be raw land or currently under development

Prelim = Lots from projects currently at the preliminary platting stage or conceptual design stage

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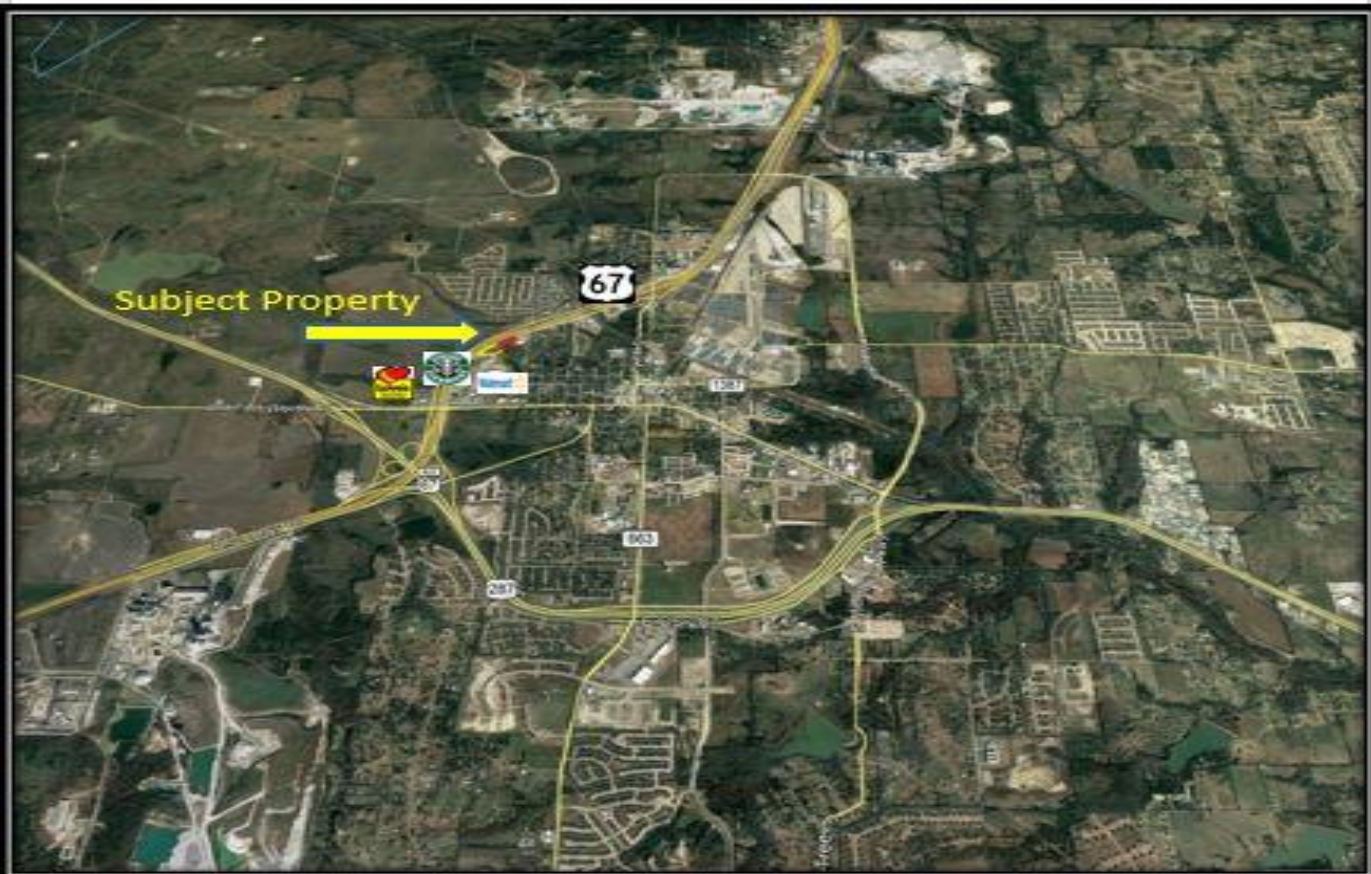
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Aerial View of US 67 & Hwy 287



Regionally Significant Roadways...

Midlothian sits at the crossroads of two major regionally significant roadways located within the city: US Highway 67 and US Highway 287, with Interstate Highway 35 located to the east of the city and State Highway 360 just west of the city.

US Highway 67

US Highway 67 is a major US highway running northeast-southwest from Sabula, Iowa to Presidio, Texas. US Highway 67, coupled with US Highway 287, provides the foundation for Midlothian's entire thoroughfare network. The roadway provides the primary north to south connection in the northern sector of the city but eventually veers southwest after its intersection with US Highway 287. Regionally, the roadway provides a connection to Interstate Highway 20 and the Dallas area through the southern portion of the Metroplex.

US Highway 287

US Highway 287 passes diagonally northwest to southeast through Midlothian. It provides a major access route between Interstate Highway 45 at Ennis, the western portion of the DFW Metroplex, and into the panhandle of Texas and beyond. The US Highway 287 bypass of Downtown Midlothian was a significant improvement for regional mobility and for local traffic in Downtown Midlothian. The US Highway 287 Bypass still provides access to Downtown and now provides enhanced mobility to commercial and residential developments in the southern sector of the City.

Midlothian Corporate Module & Supporting Land Uses

05 - LAND USE

Corporate Module

The Corporate Module provides expanded employment opportunities within Midlothian, housing major employers that need convenient transportation, high quality public services, and a worker friendly environment. This module generally corresponds to the General Professional (GP), Commercial (C), and Light Industrial (LI) zoning districts.

Land Use

Office uses provides a greater range of employment opportunities within the community. This includes a quality of life benefit to residents, giving them closer-to-home job options and a fiscal benefit to the community, providing tax revenue to the City and school districts and only moderate demands on public services. The module also helps provide the City with a daytime population that will shop at local businesses convenient to their place of employment.

In addition to office uses, the module provides for supporting uses, such as light industrial, retail, and lodging opportunities providing the opportunity for people to use the module as a live, work, and play area. The module also provides for the amenities that employees, clients, and residents desire, such as lakes, plazas, and fountains, which make for a more aesthetically-pleasing employment environment.

Form

The form of the built environment of Corporate Modules will feature mostly moderate sized buildings, though some areas may have buildings of significant height and volume with surface or structured parking. Office areas are often built in campus setting with more landscaping and aesthetic amenities such as lakes, fountains, open spaces, urban forests, and public art than land developed for retail uses.



Representative Imagery for Corporate Module
*Image provided by Google



City of Midlothian's Industrial Module



Industrial Module

The Industrial Module cuts a broad swath through Midlothian and provides much of the City's opportunities for manufacturing, assembly, and warehouse uses. Industrial uses are dependent on reliable transportation such as rail lines and highways, and the Industrial Module in Midlothian takes advantage of being near major regional access points, such as US 67, US 287, and existing railroad lines. This module generally corresponds to the Light Industrial (LI) and Medium Industrial (MI) zoning districts.

Land Use

The module provides for a combination of uses that support industrial activities. Office uses provide the administrative and management support industrial activities need and are often desirable within close proximity. Retail uses within the module provide convenient goods and services to those employed in the industries and offices. Industrial uses serve as economic generators within the local economy.

Form

The form of the built environment for industrial uses often features large structures with large floor plates used for manufacturing, shipping, and storing materials and products. These buildings are typically of a single floor with taller than average ceiling heights. Industrial form includes distribution and storage in covered or semi-enclosed structures. Support structures and facilities are common and provide backup electricity, reserve equipment, and maintenance systems. Shipping facilities and docks are frequently required for the loading and unloading of trucks or rail cars. Facilities should be secured through fencing, screening walls, and security cameras, and significant lighting may be required to secure the grounds and equipment at night.



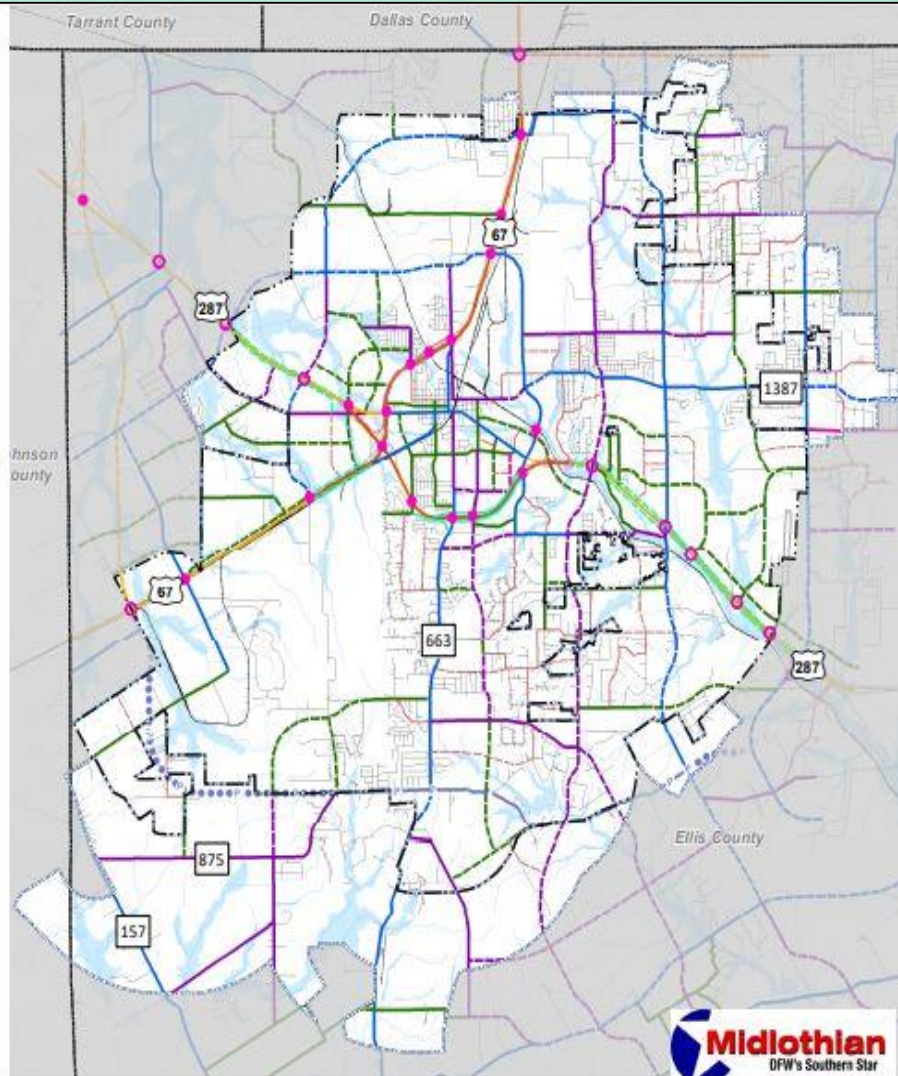
Representative Imagery for Industrial Module
*Image provided by Google



City of Midlothian's Thoroughfare

Thoroughfare Plan

- Existing Grade Separation
- Proposed Interchange
- ✱ Proposed Grade Separation
- Existing Freeway
- Proposed Freeway
- Existing Highway
- Proposed Highway
- Existing Major Thoroughfare/Arterial (120' ROW)
- Proposed Major Thoroughfare/Arterial (120' ROW)
- Existing Rural Parkway (150' ROW)
- Proposed Rural Parkway (150' ROW)
- Existing Minor Thoroughfare/Arterial (90' ROW)
- Proposed Minor Thoroughfare/Arterial (90' ROW)
- Existing Major Collector (80' ROW)
- Proposed Major Collector (80' ROW)
- Proposed Minor Collector B (70' ROW)
- Existing Minor Collector B (70' ROW)
- Existing Service Road (60' ROW-min)
- Proposed Service Road (60' ROW-min)
- Existing Minor Collector (60' ROW)
- Proposed Minor Collector (60' ROW)
- City Limit
- ETJ
- County Region
- 100 Year Flood Zone (2013)
- Railroad
- Streams



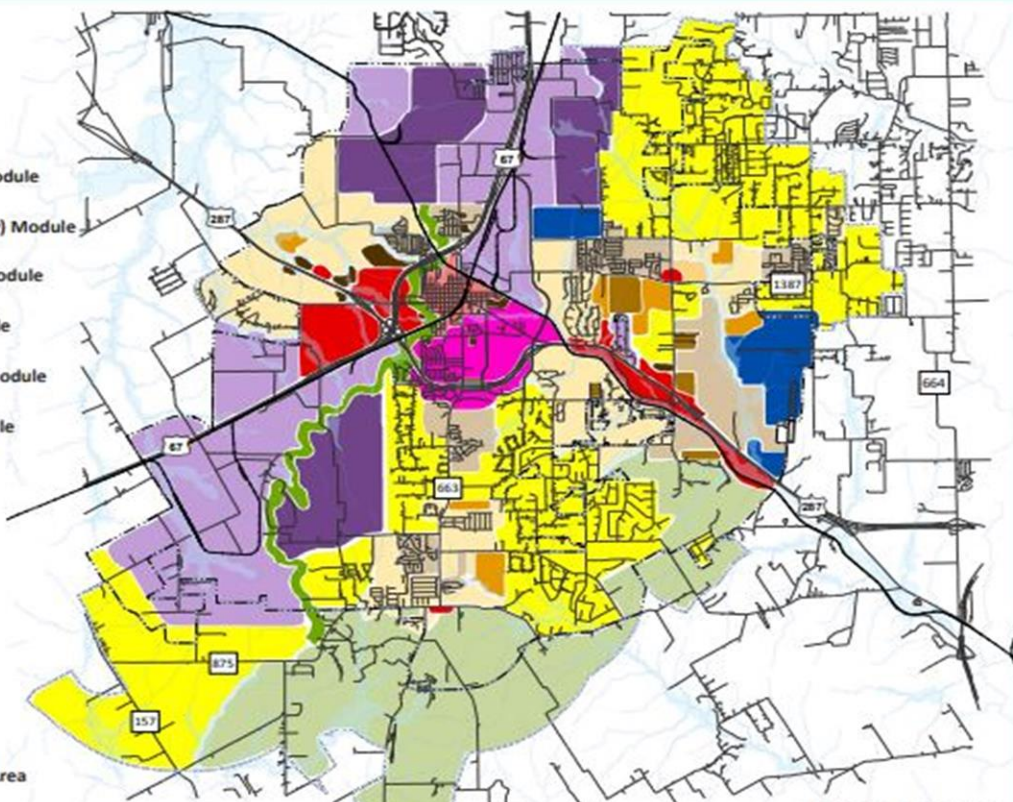
Regional Setting & Existing Major Transportation Network

Midlothian is located at the junction of US Highway 67 and US Highway 287 in the south central sector of the Dallas-Fort Worth region. Located nearly 28 miles south of Dallas, Midlothian is flanked by Cedar Hill on the north, Ovilla and Waxahachie on the east, Venus to the south, and Grand Prairie and Mansfield on the west. The city is divided into quarters by two crossing Class I railroad tracks; the Union Pacific (UP) railroad track traveling from northwest (Fort Worth and beyond) to southeast (to Houston), and the Burlington Northern - Santa Fe (BNSF) track traveling northeast (Dallas) to southwest (Cleburne), with the junction of the two rail lines occurring near Downtown. The convenient mainline rail service and highway network are utilized by several major industries in Midlothian.

City of Midlothian's Future Land Use Plan

05 - LAND USE

Future Land Use Plan



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MIDLOTHIAN

Local Area Roadway Network Connectivity

Midlothian has very good regional accessibility, with US Highway 287 and US Highway 67 providing efficient passage through the city for commuters traveling to Dallas and Fort Worth. Locally, the major arterial roadways in the city provide quick access to Downtown Midlothian and business development along the highways. The alignment, connectivity, and continuity of the local area roadway network within the city of Midlothian is influenced and/or constrained by numerous factors:

- Two fairly active freight railroad tracks crossing in the center of the city.
- Major industrial sites.
- Large quarry areas essential for the cement plant operations.
- Escarpment that runs generally north-south through the city.

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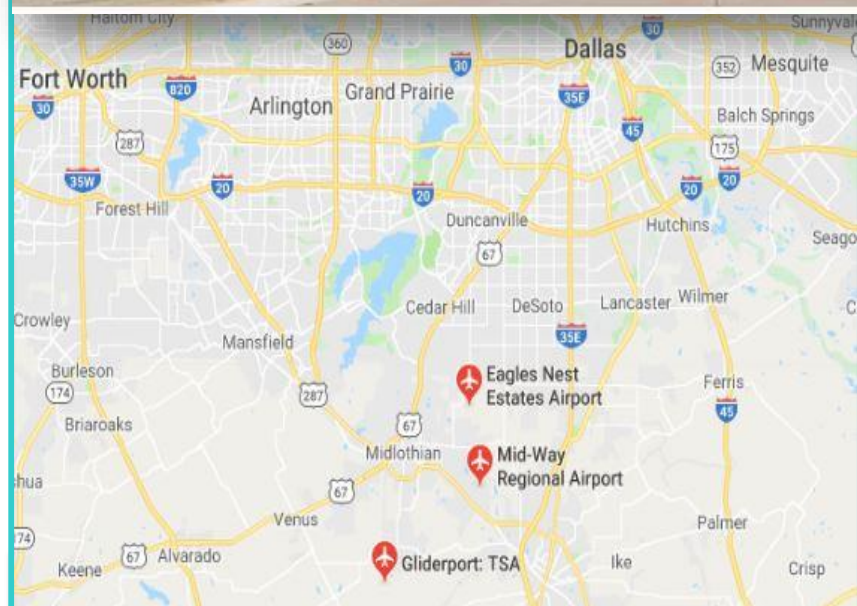
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Midlothian Crossroads & Transportation Information



Midway Regional Airport Runway



Runway 18-36: 6500' x 100',
GPS RNAV LPV to both runways with
full length parallel taxiway.

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A COMPREHENSIVE PLAN

Transportation

At the crossroads of major U.S. highways and located just 30 miles from DFW International Airport, Midlothian offers prime access to key markets.

A solid transportation network is just one of the many advantages enjoyed by businesses located in Midlothian. With four-lane highways, service by two major rail companies, and access to international and regional airport facilities, transportation-heavy businesses gain a competitive advantage by locating in Midlothian. Centrally located, Midlothian is at the intersection of two major U.S. highways, Hwy 67 and Hwy 287, and less than 30 minutes from four interstate highways, I-20, I-35E, I-35W & I-45.

Not only does Midlothian's southern location to the DFW Metroplex promise lower traffic volume and less congestion, it also ensures that companies will benefit from efficient access to critical markets. With an international airport, regional airport, and general aviation all within 30 miles, air travel and freight is easily accessible from Midlothian.

Midlothian is located just 32 miles from DFW International Airport and 31 miles from Dallas Love Field Airport. Closer to home, Mid-Way Regional Airport is a short 12 miles from RailPort Business Park. Located on Highway 287 between Midlothian and Waxahachie, the airport features a 6,500-foot runway, an 8,000-square-foot terminal building, and 61 aircraft rental hangars.



Information About Brokerage Services

11-2-2015

Texas law requires all real estate license holders to give the following information about brokerage services to prospective buyers, tenants, sellers and landlords.

TYPES OF REAL ESTATE LICENSE HOLDERS:

- **A BROKER** is responsible for all brokerage activities, including acts performed by sales agents sponsored by the broker.
- **A SALES AGENT** must be sponsored by a broker and works with clients on behalf of the broker.

A BROKER'S MINIMUM DUTIES REQUIRED BY LAW (A client is the person or party that the broker represents):

- Put the interests of the client above all others, including the broker's own interests;
- Inform the client of any material information about the property or transaction received by the broker;
- Answer the client's questions and present any offer to or counter-offer from the client; and
- Treat all parties to a real estate transaction honestly and fairly.

A LICENSE HOLDER CAN REPRESENT A PARTY IN A REAL ESTATE TRANSACTION:

AS AGENT FOR OWNER (SELLER/LANDLORD): The broker becomes the property owner's agent through an agreement with the owner, usually in a written listing to sell or property management agreement. An owner's agent must perform the broker's minimum duties above and must inform the owner of any material information about the property or transaction known by the agent, including information disclosed to the agent or subagent by the buyer or buyer's agent.

AS AGENT FOR BUYER/TENANT: The broker becomes the buyer/tenant's agent by agreeing to represent the buyer, usually through a written representation agreement. A buyer's agent must perform the broker's minimum duties above and must inform the buyer of any material information about the property or transaction known by the agent, including information disclosed to the agent by the seller or seller's agent.

AS AGENT FOR BOTH - INTERMEDIARY: To act as an intermediary between the parties the broker must first obtain the written agreement of each party to the transaction. The written agreement must state who will pay the broker and, in conspicuous bold or underlined print, set forth the broker's obligations as an intermediary. A broker who acts as an intermediary:

- Must treat all parties to the transaction impartially and fairly;
- May, with the parties' written consent, appoint a different license holder associated with the broker to each party (owner and buyer) to communicate with, provide opinions and advice to, and carry out the instructions of each party to the transaction.
- Must not, unless specifically authorized in writing to do so by the party, disclose:
 - that the owner will accept a price less than the written asking price;
 - that the buyer/tenant will pay a price greater than the price submitted in a written offer; and
 - any confidential information or any other information that a party specifically instructs the broker in writing not to disclose, unless required to do so by law.

AS SUBAGENT: A license holder acts as a subagent when aiding a buyer in a transaction without an agreement to represent the buyer. A subagent can assist the buyer but does not represent the buyer and must place the interests of the owner first.

TO AVOID DISPUTES, ALL AGREEMENTS BETWEEN YOU AND A BROKER SHOULD BE IN WRITING AND CLEARLY ESTABLISH:

- The broker's duties and responsibilities to you, and your obligations under the representation agreement.
- Who will pay the broker for services provided to you, when payment will be made and how the payment will be calculated.

LICENSE HOLDER CONTACT INFORMATION: This notice is being provided for information purposes. It does not create an obligation for you to use the broker's services. Please acknowledge receipt of this notice below and retain a copy for your records.

<u>Hi View Real Estate</u>	<u>9004146</u>	<u>Andrew@hiviewrealestate.com</u>	<u>(469) 517-0012</u>
Licensed Broker/Broker Firm Name or Primary Assumed Business Name	License No.	Email	Phone
<u>Andrew Garrett</u>	<u>0588777</u>	<u>Andrew@hiviewrealestate.com</u>	<u>(972) 921-1594</u>
Designated Broker of Firm	License No.	Email	Phone
_____ Licensed Supervisor of Sales Agent/ Associate	_____ License No.	_____ Email	_____ Phone
<u>Randy Palmer</u>	<u>0588777</u>	<u>randy@hiviewrealestate.com</u>	<u>(214) 557-9648</u>
Sales Agent/Associate's Name	License No.	Email	Phone

Buyer/Tenant/Seller/Landlord Initials

Date

Regulated by the Texas Real Estate Commission

Information available at www.trec.texas.gov

Hi View Real Estate, 1007 Fortis Avenue Waco, TX 76705
Randy Palmer

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Unapproved Property

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