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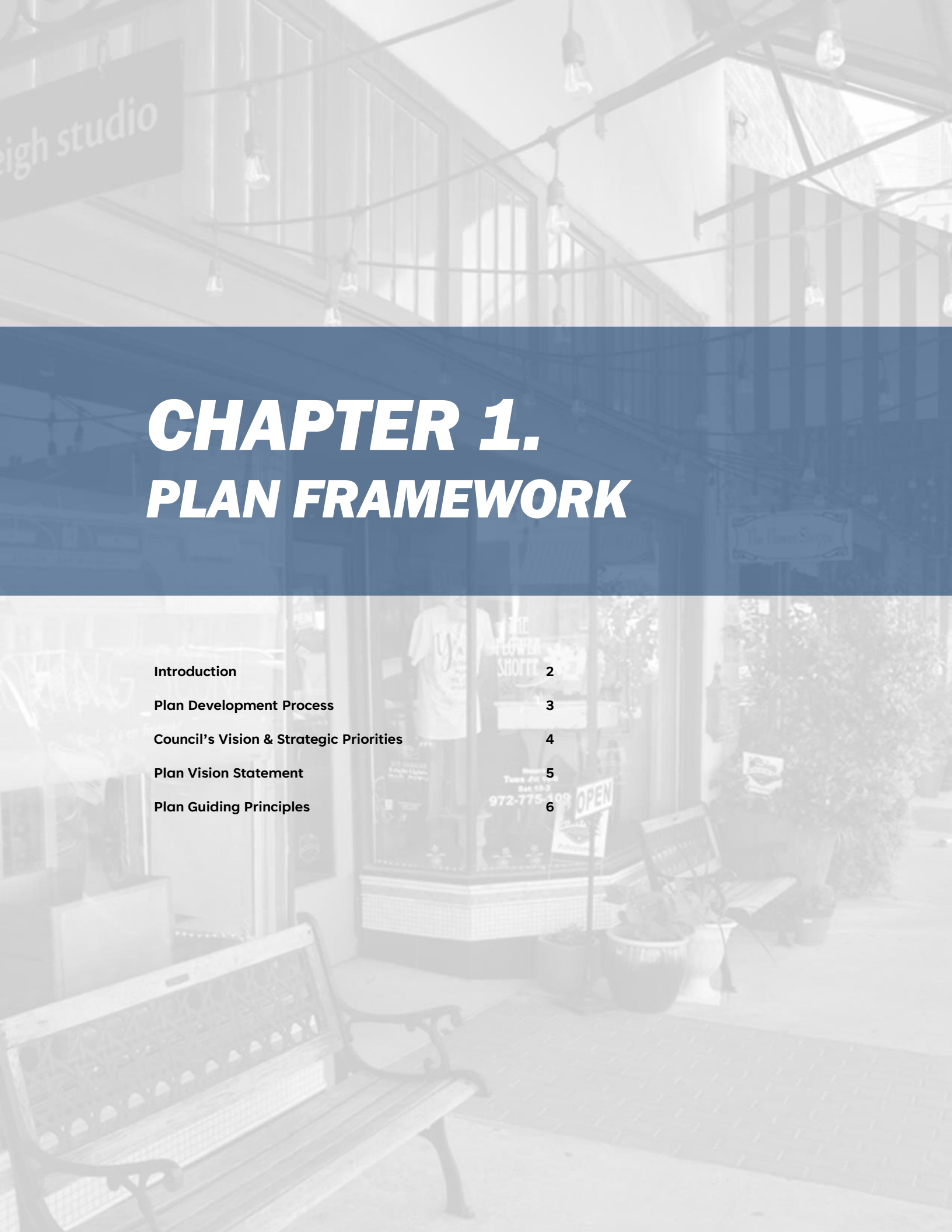
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CHAPTER 1.

PLAN FRAMEWORK

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Introduction

This Comprehensive Plan for the City of Midlothian is intended to guide future development decisions made by staff, elected officials, and decision-makers. The Comprehensive Plan documents the story of the community and the trajectory it will take moving forward. This document is intended to serve as a flexible, long-range planning tool that guides Midlothian's growth and physical development for the next 20 years and beyond.

Basis for Planning in Texas

The Texas Local Government Code (TLGC) grants municipalities throughout the State the authority to regulate use and development criteria through zoning (TLGC Chapter 211) and establish minimum requirements for dividing land through subdivision (TLGC Chapter 212). It is important to recognize that this Plan is not a component of the abovementioned regulations; instead, it is a guiding tool used to inform decisions on land development, infrastructure needs, and other planning recommendations.

To encourage sound development decisions, TLGC Chapter 213 grants the governing body of a municipality the authority to adopt a long-range planning document to protect public health, safety, and welfare. According to TLGC Chapter 213, a comprehensive plan may:

- Include, but is not limited to, provisions on land use, transportation, and public facilities;
- Consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- Be used to coordinate and guide the establishment of development regulations.

How is the Plan Used?

The Comprehensive Plan is a high-level tool for the City to guide future policy and development decisions. When presented with a request regarding land use, facility planning, land acquisition, or other similar opportunities, elected and appointed officials should refer to the recommendations outlined in this Plan for guidance. For private developers or investors, this Plan should serve as a starting point in understanding Midlothian's vision and needs for the future.

This Plan is meant to be a living document, meaning that the content and recommendations herein may change or adapt depending on the City's circumstances. The Plan allows flexibility for political, economic, physical, technological, and societal conditions, such as significant population growth or demographic shifts. The Plan must be reviewed annually to ensure consistency with on-going land use decisions and to confirm the visions, principles, goals, and that actions continue to represent the community's vision for Midlothian.

Plan Development Process



Council's Vision & Strategic Priorities

In July 2024, the City Council and executive staff established a vision and strategic priorities to guide the City's leadership team through day-to-day operations and decision-making. These guiding tools were used when considering the adoption of this Comprehensive Plan.

Our Mission:

"To enable an exceptional quality of life and ensure a fiscally responsible and thriving community through purposeful, respectful, and proactive leadership."

Our Vision:

"We are an active, unique community with a vibrant economy focused on our future while honoring our heritage."

Our BEACON for the future (strategic priorities):

- Be great at the basics.
- Enhance community and connection.
- Accelerate and grow the local economy.
- Create exceptional service and experiences.
- Optimize financial strength.
- Nurture organizational excellence.

Plan Vision Statement

The Plan's vision statement is the overarching goal that Midlothian should strive to achieve. The statement establishes a destination, or vision, for what the community and its representatives strive to become over the next 20 years. This vision is further supported by guiding principles representing the City's priorities. The vision statement and guiding principles will guide the Plan's future goals and recommendations for Midlothian.

Using the feedback received during the public input phase of the project and from elected and appointed officials, the vision statement guiding this Comprehensive Plan is as follows:

“Midlothian is a unique place where people wish to live, raise a family, enjoy a comfortable and safe way of life, and engage in a thriving community rich in heritage with opportunities for all.”

Plan Guiding Principles

Serving as an extension of the Plan's vision statement, the following guiding principles have been identified as Midlothian's priorities when planning for the future:



Unique Identity

Promote a unique identity that celebrates Midlothian's small-town character and history while marketing the City as a regional destination.



Operational Excellence

Maintain and establish Midlothian's infrastructure, such as utilities, roads, and municipal services, to provide for existing and future residents.



High Quality

Protect Midlothian's quality of life by keeping the community first in policy and growth initiatives that address the needs of existing and future residents.



Multi-Generational

Support future generations by providing opportunities to live, work, and play in Midlothian regardless of what stage of life.



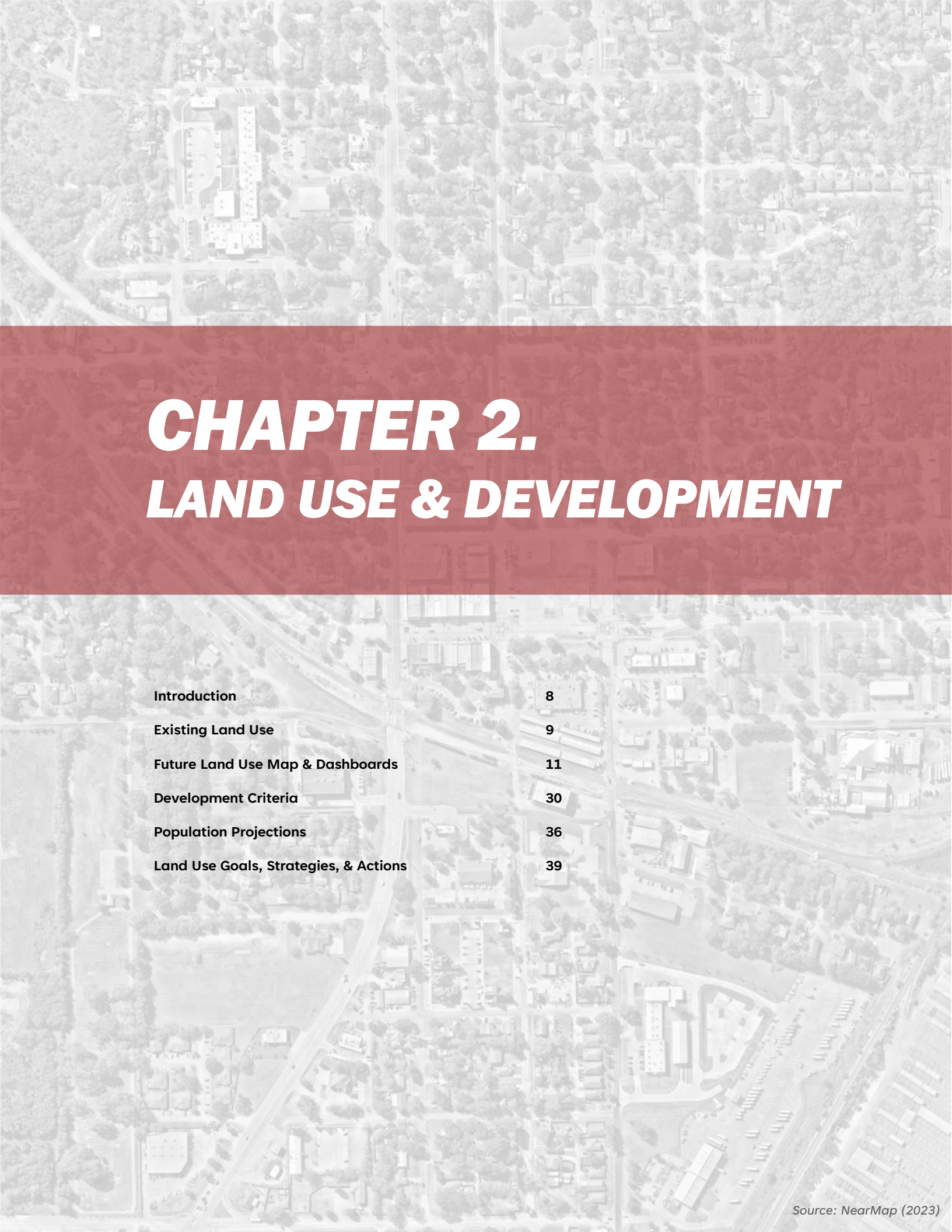
Community Wellbeing

Encourage a safe, healthy, and active community through parks, programs, and initiatives targeted toward residents of all ages.



Business Friendly

Establish a balanced approach to economic development efforts, where local and regional businesses are supported alike.



CHAPTER 2.

LAND USE & DEVELOPMENT

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Introduction

This chapter is intended to depict, define, and illustrate Midlothian's ideal development pattern. Midlothian's ability to grow in an organized fashion is tied to its planning efforts regarding land use – where will future residents live, work, and play once they've moved to Midlothian? Different land uses come with different opportunities and constraints, including land use intensity, density, and economic impact. This chapter seeks to identify these outcomes in order to promote an orderly, equitable, and predictable land use pattern as Midlothian continues to grow.

Information within this chapter includes:

- Existing Land Use
- Future Land Use Map & Dashboards
- Development Criteria
- Population Projections
- Land Use Goals, Strategies, & Actions



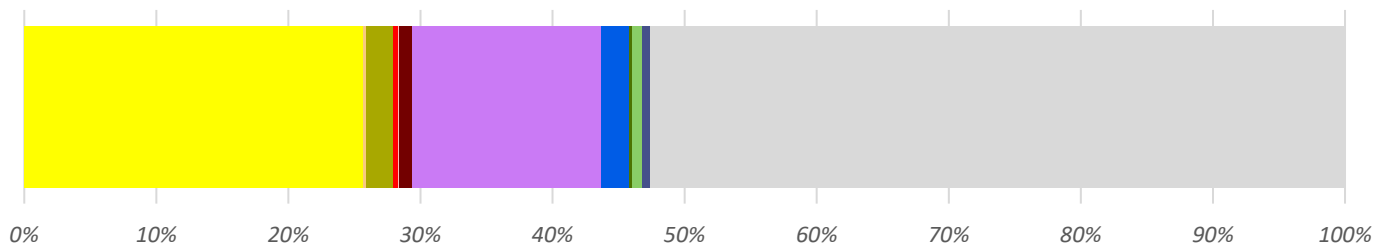
Existing Land Use

This section is intended to capture Midlothian's existing land uses and any physical features that may impact the City's future development patterns. Understanding these characteristics will inform this Plan on achievable goals and recommendations regarding land use, transportation networks, and suitable locations for residential and commercial developments.

Almost half (46.4%) of the planning area is currently vacant, indicating a substantial opportunity for future growth and development. Midlothian's primary developed land use is Single-Family at approximately 25.7%. Excluding vacant property, the subsequent significant land use is Industrial at around 14.3%.

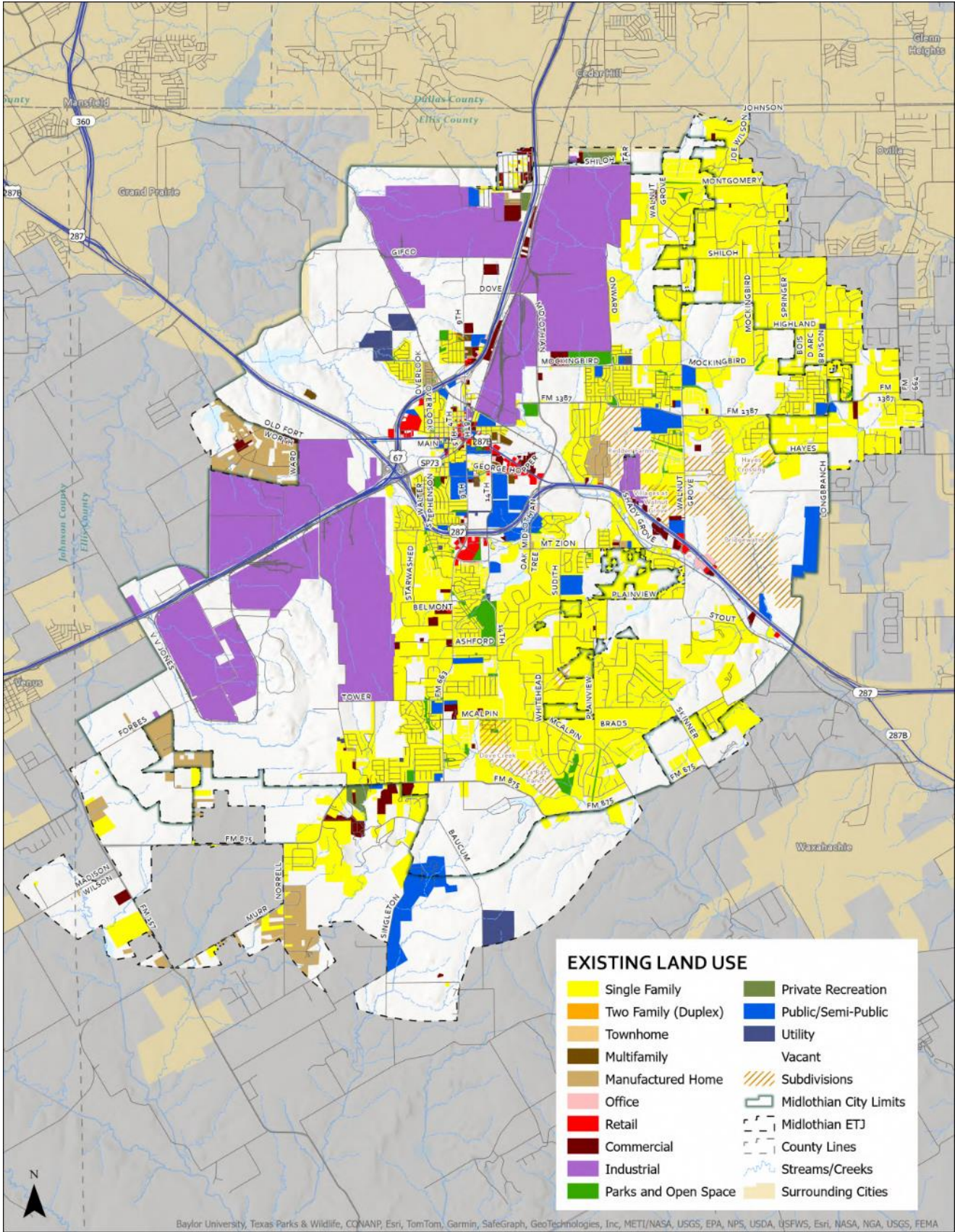
It is important to note the difference between the existing land use (ELU) categories and future land use (FLU) modules. The ELU categories and modules measure land differently, and their distribution cannot be directly compared. Specifically, the ELU categories evaluate each specific property and assign an existing land use category specific to its primary use. The FLU modules differ because they include all developed and undeveloped land, illustrate the desired development outcomes, and support a variety of land use types. Notably, ELU categories listed below may fall within one or more FLU modules.

Figure 1. Existing Land Use Distribution (Total Planning Area)



Existing Land Use Category	City Limits		ETJ		Planning Area	
	Acres	%	Acres	%	Acres	%
Single-Family	9,493.4	23.0%	4,789.2	33.4%	14,282.5	25.7%
Two-Family (Duplex)	6.5	0.02%	0.0	0.0%	6.5	0.01%
Townhome	3.3	0.01%	0.0	0.0%	3.3	0.01%
Multifamily	84.3	0.2%	0.0	0.0%	84.3	0.2%
Manufactured Home	177.9	0.4%	974.5	6.8%	1,152.4	2.1%
Retail	192.4	0.5%	0.2	0.0%	192.6	0.3%
Office	56.2	0.1%	0.0	0.0%	56.2	0.1%
Commercial	360.1	0.9%	192.5	1.3%	552.6	1.0%
Industrial	7,925.0	19.2%	10.4	0.1%	7,935.4	14.3%
Public/Semi-Public	946.8	2.3%	249.1	1.7%	1,195.9	2.2%
Private Recreation	18.3	0.04%	115.5	0.8%	133.8	0.2%
Parks and Open Space	429.2	1.0%	0.1	0.0%	429.3	0.8%
Utility	169.0	0.4%	134.2	0.9%	303.2	0.5%
Vacant	18,371.9	44.6%	7,433.8	51.8%	25,805.7	46.4%
Right-of-Way	2,994.6	7.3%	454.5	3.2%	3,449.1	6.2%
Total	41,229.0	100.0%	14,354.0	100.0%	55,583.0	100.0%

Figure 2. Existing Land Use Map



Future Land Use Map & Dashboards

What is a Future Land Use Map?

The Future Land Use Map is an important tool for planning Midlothian's future development. All properties within the city limits and extraterritorial jurisdiction (ETJ) of Midlothian are assigned a future land use category, which is generated using this Plan's recorded vision and goals.

The Future Land Use Map (FLUM) guides policy decisions and ensures the community's needs remain fulfilled amidst rapid land use and population changes. However, the FLUM and associated modules are not regulatory; only the official Zoning Map of the City can govern land uses on a parcel-by-parcel basis. The FLUM should be referenced by City officials, both elected and appointed, when presented with site-specific development inquiries. The map presents the City's long-range vision and may not reflect existing land uses or on-site conditions today.

Why is land use planning important?

Messaging

Creates a clear picture for residents and developers about what the community wants to see as Midlothian builds out.

Consistency

Backs up decisions made by elected and appointed officials regarding land use and development inquiries.

Forecasting

Informs decision makers of anticipated needs and improvements, including streets, utilities, schools, and civic spaces.

Engagement

Allows the public to provide input and guide the direction they would like the City to grow.

Dashboards & Components

The FLUM identifies 12 land use modules and one overlay, each of which has a corresponding dashboard to further define the anticipated land use, form, and development characteristics. Dashboard content is intended to serve as a guide for elected and appointed officials; while case-by-case deviations may be necessary, consideration should be made when evaluating land use decisions to ensure proposals meet the intent and spirit of the applicable module. Dashboard components include:

Land Use

Each dashboard includes the module title, corresponding FLUM color, and description of the category's intended primary uses. The City should evaluate such cases for their overall compatibility with the module's intent and other defining elements. Additionally, certain public uses, such as schools, parks, and religious institutions, are deemed appropriate throughout all modules.

Form

This section provides guidance on the ideal building form and architectural elements for each module, building elements, site design, and orientation. Form elements help guide development within each module to create a cohesive built environment. It is important to note that these lists are not exhaustive; unlisted forms may also be appropriate within the corresponding module. Consideration should be given to other components on a case-by-case basis.

Visual Representation

Each dashboard includes images reflecting the primary land use description and form elements of the module. These images are not comprehensive and are not representative of all appropriate uses or development characteristics. Additionally, depictions should not be used to justify uses or design characteristics contrary to the remaining dashboard content and module intent.

Land Use Mix

The term 'Land Use Mix' refers to the recommended relationship between residential and nonresidential development within a module. A bar graph is used to illustrate the recommended mix, which can be found below the 'Visual Representation' within each dashboard. The mix is intended to be evaluated on a site-by-site or project-by-project basis, without limiting the developability of other tracts within the category. Deviation from the recommended compositions may be considered appropriate following the evaluation of site-specific limitations.

Density, Scale, and Intensity

Each dashboard provides recommendations on the ideal residential density, building scale, and land use intensity (i.e., lot coverage and site impact).

Maximum Density

Density is illustrated as a maximum dwelling units per acre (DUA) and should be referenced when considering new or redeveloping properties. For ease of reference, the applicable lot size has also been provided.

Scale

Building scale is described in stories, with each story being approximately 12 to 14 feet in height.

Intensity

Land use intensity involves the physical impact development has on the site (e.g., impervious cover, stormwater runoff, grade alteration), and should be considered based on a development proposal's relationship to nearby residences and structures.

High-intensity uses are generally considered those that occupy more than 80% of the site with impervious cover or slopes in excess of 5%, and should remediate potential environmental problems and site impacts.

Remediation strategies include increased on-site stormwater retention, erosion control measures, and drainage infrastructure aimed at preventing off-site impacts on surrounding properties.

Parking Orientation and Block Pattern

Parking Orientation

Parking orientation describes appropriate configurations for both residential and nonresidential land uses. In all cases, context-sensitive design should be considered, including increased screening and buffering of parking areas from nearby residential uses.

Block Pattern

Block pattern refers to block grid size, which is measured as the distance along a street between intersecting rights-of-way. When assessing land use applications, consideration for block length should be made in the context of the surrounding area. Greenfield development may be better suited to establish its own block structure, while infill opportunities are fixed in their position and length.

Access Priority

How individuals access a site impacts the usability and development pattern within a module. Site access may be by dedicated right-of-way, internal access easements, or small-scale pedestrian connections; regardless of method, interconnectivity is essential to lower vehicular trips and potential conflicts. Automobile, micro-mobility, and pedestrian access modes are specified in this section.

Automobiles, including trucks and cars, have historically been the most typical means of access and travel on roads and thoroughfares. Micro-mobility generally refers to smaller, lightweight vehicles that operate slower than automobiles, such as bicycles, scooters, and other modes of personal transportation. Pedestrians include those individuals walking, running, or otherwise accessing the site under their own power.

Users of these transportation modes often have conflicting needs, and the City may not be able to accommodate all of them while maintaining user safety. Consequently, this section provides guidance on each module's low-, medium-, and high-priority transportation modes.

Development Appropriateness

This section evaluates the appropriateness of the listed development within a land use module. Applications for these uses should be considered for their appropriateness and compatibility with existing adjacencies to prevent adverse development outcomes. Appropriateness is defined on a scale of zero (□□□) to three (■■■■) markers. No marker means a use is likely inappropriate within the corresponding module, whereas three markers indicate that a use is consistent with the module's objectives. Where compatibility varies between zero and three, additional considerations have been given to make a proposal more compatible. Development types considered in this section are:

- Agricultural
- Single-Family, Detached
- Single-Family, Attached
- Stand-Alone Multifamily, <8 Units
- Stand-Alone Multifamily, ≥8 Units
- Vertical Mixed-Use
- Neighborhood Services
- General Commercial
- Industrial

The preferred development outcomes, including form, characteristics, and criteria for each development type, are explored on the following pages.



Country

Land Use

The Country Module is focused primarily on Midlothian's traditional, low-density residential developments and agricultural land. Agricultural uses, such as auxiliary barns and sheds, livestock grazing, and crop cultivation, should be expected. Residential developments should be low-density and compatible with the surrounding rural look and feel of the module. Industrial and commercial uses should be less intensive and complement the rural look and feel of the Country Module.

Form

The built environment should complement and encourage low-density residential, agricultural, and limited neighborhood services at arterial intersections. Residential development may be part of a larger neighborhood or street, or may be custom-built in a lot-by-lot fashion. Driveway and parking conditions should allow for proper vehicle stacking outside of the right-of-way and pedestrian realm. A variety of architectural elements and styles is anticipated but should remain compatible with the surrounding rural character.

Appropriate form elements include:

- Traditional columns, eaves, and façades
- Front-entry garages and driveways, with additional conditions
- Large setbacks
- Preserved land



LAND USE MIX



DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
0.5 DUA (2 Acres or 87,000 sf lot)	1 – 2 Stories	Low

Parking Orientation	Block Pattern
Private drives; no alleys	Curvilinear; large block grid 1,320+ ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
High	Low	Low

Development Appropriateness		
Agricultural	■ ■ ■	
Single-Family, Detached	■ ■ ■	
Single-Family, Attached	□ □ □	
Stand-Alone Multifamily, <8 Units	□ □ □	
Stand-Alone Multifamily, ≥8 Units	□ □ □	
Vertical Mixed-Use	□ □ □	
Neighborhood Services	■ □ □	Increased landscaping & wall buffering
General Commercial	□ □ □	
Industrial	■ □ □	Increased separation, landscaping, & wall buffering

Residential, Low-Density

Land Use

The Residential, Low-Density module is primarily composed of residential development in a neighborhood setting. Recreational and leisure amenities, neighborhood schools, parks, and other community facilities add to the quality of life for residents within this module.

Form

Development within this module should complement Midlothian’s traditional, low-density single-family neighborhoods. Community facilities should be located to act as a transition between land uses that are not directly compatible. Neighborhood parks and open spaces intended to serve residents should be accessible to residents and visitors. Floodplains, heavily wooded areas, and other land not well-suited for development should be used to provide open space, hike and bike trails, or pedestrian connections. Driveway and parking conditions should allow for proper vehicle stacking outside of the right-of-way and pedestrian realm.

Appropriate form elements include:

- Traditional columns, eaves, and façades
- Front-entry, with additional conditions
- J-hook or side-entry driveways that do not impede or cross in front of a home’s front door
- Rear-entry garages
- Large setbacks



LAND USE MIX



■ Residential ■ Nonresidential

DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
3 DUA (0.33 Acre or 14,500 sf lot)	1 – 2 Stories	Low

Parking Orientation	Block Pattern
Private drives; alleys	Medium block grid 1,320 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
High	Low	Medium

Development Appropriateness		
Agricultural	■ ■ □	Should allow for future expansion and development of surrounding areas
Single-Family, Detached	■ ■ ■	
Single-Family, Attached	□ □ □	
Stand-Alone Multifamily, <8 Units	□ □ □	
Stand-Alone Multifamily, ≥8 Units	□ □ □	
Vertical Mixed-Use	□ □ □	
Neighborhood Services	■ □ □	Increased landscaping & wall buffering
General Commercial	□ □ □	
Industrial	□ □ □	

Residential, Medium-Density

Land Use

The Residential, Medium-Density Module is intended to accommodate the City's need for a range of housing choices and provide a transition between traditional single-family homes and higher-density developments. This category should allow for a mix of densities, lot sizes, housing styles, and patterns. Surrounding retail or office uses should be connected by pedestrian and multi-modal paths when compatible in scale with surrounding residences.

Form

Development should have small lot residential neighborhoods with increased pedestrian access to community services through shorter block lengths, narrower streets, sidewalks, and greenbelts with hike and bike trails. Driveway and parking conditions should allow for proper vehicle stacking outside of the right-of-way and pedestrian realm.

Appropriate form elements include:

- J-hook or side-entry driveways that do not impede or cross in front of a home's front door
- Alleys
- Trail connections
- Centralized open spaces



LAND USE MIX



■ Residential

■ Nonresidential

DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
4 DUA (10,800 sf lot)	1 – 2 Stories	Medium to High

Parking Orientation	Block Pattern
Alley garages; street	Small to medium block grid 750 – 1,320 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
High	Medium	High

Development Appropriateness		
Agricultural	■ □ □	Should allow for future expansion and development of surrounding areas
Single-Family, Detached	■ ■ ■	
Single-Family, Attached	■ □ □	Integrated within larger residential areas with diverse housing options
Stand-Alone Multifamily, <8 Units	□ □ □	
Stand-Alone Multifamily, ≥8 Units	□ □ □	
Vertical Mixed-Use	□ □ □	
Neighborhood Services	■ □ □	Increased landscaping & wall buffering
General Commercial	□ □ □	
Industrial	□ □ □	

Residential, High-Density

Land Use

The Residential, High-Density Module provides for residential and multifamily developments, ranging from small to large in scale. This module is intended to accommodate the City's need for a range of housing choices and provides for existing multifamily developments.

Form

The form within this module should establish a walkable environment that provides high-quality residential and nonresidential development through the use of elevated design standards. Residential developments should include community amenities and contribute to the module as a whole. Driveway and parking conditions should allow for proper vehicle stacking outside of the right-of-way and pedestrian realm.

Appropriate form elements include:

- Rear entry/alleys
- Trail connections
- Centralized open spaces
- Façade articulation (vertical and horizontal)
- Pedestrian-scale elements along the street



LAND USE MIX



DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
12 DUA (3,600 sf lot)	1 – 5 Stories	High

Parking Orientation	Block Pattern
Street; internal structure	Medium to Urban block grid 500 – 1,320 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
Low	High	High

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	■ ■ □	Integrated within larger residential areas with diverse housing options
Single-Family, Attached	■ ■ ■	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	■ ■ ■	
Neighborhood Services	■ □ □	Integrated within larger residential areas
General Commercial	□□□	
Industrial	□□□	

Original Town

Land Use

The Original Town Module encompasses Midlothian's historic original town, a sub-area of the City that experiences a variety of land uses and intensities. Residential and nonresidential uses should coexist in this module and should celebrate their historical nature and contribution to Midlothian's past and future.

Form

The Original Town Module is comprised of historic and modern buildings – all of which play a part in the module's character as uniquely Midlothian. Nonresidential components should remain walkable, with attention to the pedestrian experience and orientation toward the street. Residential development should be consistent with the current Original Town neighborhoods, with higher-density residential uses integrated vertically in mixed-use applications. As historically residential properties begin to redevelop, attention should be paid to preserving historic decorative elements such as wrought iron details, 'gingerbread' trim, and porches. Driveway and parking conditions should allow for proper vehicle stacking outside of the right-of-way and pedestrian realm.

Appropriate form elements include:

- Rear entry/alleys
- Centralized open spaces and plazas
- Pedestrian-scale elements along the street
- Historic detail preservation



LAND USE MIX



DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
12 DUA (3,600 sf lot)	1 – 4 Stories	High

Parking Orientation	Block Pattern
Res: Street; internal structure Nonres: Street	Urban block grid 250 – 500 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
Low	High	High

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	■ ■ □	Should be higher density and compatible with urban areas
Single-Family, Attached	■ ■ ■	
Stand-Alone Multifamily, <8 Units	■ ■ □	Integrated within residential areas with diverse housing options
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	■ ■ ■	
Neighborhood Services	■ ■ ■	
General Commercial	■ □ □	Cross connectivity for vehicles and pedestrians
Industrial	□□□	

New Town

Land Use

The New Town Module comprises land uses that promote a next-generation town center, having a mix of neighborhood housing choices balanced by an assortment of commercial, entertainment, and community facilities. Use characteristics include a mix of single-family residential, commercial, and community facility uses set in a grid street pattern that encourages interconnectivity between other modules.

Form

Intended as a transition between the Original Town Module and surrounding land uses, the New Town Module should promote pedestrian and multi-modal mobility to and from the City's core. The built environment features a range of styles, from the dense urban pattern of downtown set next to houses on smaller lots mixed in with larger lots that provide a broad range of lifestyle choices for living, working, shopping, and entertaining. Driveway and parking conditions should allow for proper vehicle stacking outside of the right-of-way and pedestrian realm.

Appropriate form elements include:

- Rear entry/alleys
- Centralized open spaces and plazas
- Pedestrian-scale elements along the street
- Trail connections



LAND USE MIX



■ Residential

■ Nonresidential

DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
12 DUA (3,600 sf lot)	3 – 4 Stories	Medium to High

Parking Orientation	Block Pattern
Res: Alley garages; street Nonres: Internal surface lots	Urban to small block grid 250 – 750 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
Medium	High	High

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	■ ■ □	Should be higher density and compatible with urban areas
Single-Family, Attached	■ ■ ■	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	■ ■ □	Should be compatible in scale with surrounding development
Neighborhood Services	■ ■ ■	
General Commercial	■ ■ □	Cross connectivity for vehicles and pedestrians
Industrial	□□□	



Regional

Land Use

The Regional Module is designed to create an urban-style, mixed commercial area along arterial and regional thoroughfares. The Regional Module fosters a working community within Midlothian, where residents, visitors, and employees can work, shop, and be entertained through the implementation of diverse commercial establishments.

Form

The built environment should be driven by the scale and configuration needed to support substantial commercial, corporate, and retail tenants or developers. To preserve Midlothian’s image along regional thoroughfares, increased landscaping standards and architectural details should be implemented.

Appropriate form elements include:

- Cross-access between properties
- Frequent use of transparent and high-quality materials
- Ample lighting within parking and pedestrian areas
- Increased landscaping standards



LAND USE MIX



■ Residential ■ Nonresidential

DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
N/A	2 – 4 Stories	Medium to High

Parking Orientation	Block Pattern
Surface lots; structures	Small to medium block grid 750 – 1,320 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
Medium	High	High

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	□□□	
Single-Family, Attached	□□□	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	□□□	
Neighborhood Services	■ ■ ■	
General Commercial	■ ■ ■	
Industrial	□□□	



Local Retail

Land Use

The Local Retail Module is intended to provide Midlothian residents with nearby services and commercial establishments along highly-traveled thoroughfares. This module encompasses a variety of businesses that support residents' daily needs, such as grocery stores, restaurants, and laundry stores. Commercial establishments should be smaller in scale compared to the Regional Module.

Form

The built environment should be driven by the scale and configuration needed to support localized commercial and retail tenants or developers. Landscaping standards and architectural details should be implemented for nonresidential structures to create a cohesive image within the module that is compatible with Midlothian's high-quality residential neighborhoods. Standalone autocentric development forms should be avoided, unless integrated into larger commercial developments.

Appropriate form elements include:

- Cross-access between properties and nearby residential development
- Frequent use of transparent and high-quality materials
- Ample lighting within parking and pedestrian areas



LAND USE MIX



■ Residential

■ Nonresidential

DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
N/A	1 – 2 Stories	Low

Parking Orientation	Block Pattern
Surface lots	Medium block grid 1,320 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
Medium	High	High

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	□□□	
Single-Family, Attached	□□□	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	□□□	
Neighborhood Services	■ ■ ■	
General Commercial	■ □ □	Should anchor key intersections to support neighborhood services
Industrial	□ □ □	



Public

Land Use

The Public Module encompasses Midlothian’s public and civic spaces, including parks, schools, and municipal facilities. Uses within this module should serve the public by providing necessary institutional, civic, and recreational opportunities. Residential and other private uses are not appropriate for this module.

Form

The built environment should be driven by the needs and services provided by Midlothian’s civic functions. Municipal services should be located and branded appropriately, while schools may require additional queuing and outdoor recreational spaces. Attention to land use intensity should be made when adjacent to less intense residential areas.

Appropriate form elements include:

- Trail connectivity
- Amphitheaters and other gathering spaces
- Outdoor recreational fields



LAND USE MIX



■ Residential ■ Nonresidential

DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
N/A	2 – 4 Stories	Low to Medium

Parking Orientation	Block Pattern
Surface lots; structures	Consistent/supportive of surrounding block pattern

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
Medium	High	High

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	□□□	
Single-Family, Attached	□□□	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	□□□	
Neighborhood Services	□□□	
General Commercial	□□□	
Industrial	□□□	



Corporate

Land Use

The Corporate Module provides expanded employment opportunities within Midlothian, housing employers that need convenient transportation, high-quality public services, and a worker-friendly environment. Office uses provide a range of employment and quality of life opportunities within the community; residents are provided local job options, and the City can capitalize on additional tax revenue. In addition to office uses, this module supports light industrial, retail, and the continued operation of the Mid-Way Regional Airport.

Form

The form of the built environment will feature moderately sized buildings, though some areas may have buildings of significant height and volume with surface or structured parking. Office areas are often built in a campus setting with multiple buildings functioning as a cohesive development. Limited heights may be observed where required due to the Mid-Way Regional Airport; in such cases, the airport's operational needs will dictate appropriate scaling, spacing, and associated design.

Appropriate form elements include:

- Increased landscaping standards
- Plazas, fountains, private open spaces
- Transparent materials
- Public art installations



LAND USE MIX



■ Residential

■ Nonresidential

DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
N/A	2 – 8 Stories	High

Parking Orientation	Block Pattern
Surface lots; structures	Urban to small block grid 250 – 750 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
Medium	High	Medium to high

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	□□□	
Single-Family, Attached	□□□	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	□□□	
Neighborhood Services	■□□	Should be integrated in larger business park developments
General Commercial	■ ■ ■	
Industrial	■ ■ □	Should be buffered by corporate uses from residential adjacencies



Industrial

Land Use

The Industrial Module provides opportunities for manufacturing, assembly, and warehousing within the City. In addition to large-scale industrial operations, office and retail uses provide accessory functions to support administrative needs and convenient goods and services to those employed in the module. Industrial uses serve as economic generators within the local economy. Residential uses are not appropriate for this module due to the intensity of manufacturing and distribution establishments.

Form

The built environment should feature large structures with floor plans designed for manufacturing, shipping, and storing materials and products. Buildings may accommodate taller than average ceiling heights. Support structures and facilities are common and provide backup electricity, reserve equipment, and maintenance systems. Ancillary uses, such as outdoor storage, are expected but should be visually screened from nearby rights-of-way. Shipping facilities and loading docks are anticipated; facilities should be located within the site.

Appropriate form elements include:

- Enclosed or semi-enclosed storage, screened from public view
- Increased lighting and screening walls
- Screened loading docks and shipping areas



LAND USE MIX



■ Residential

■ Nonresidential

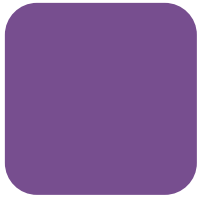
DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
N/A	50' or less	High

Parking Orientation	Block Pattern
Surface lots	Medium block grid 1,320 ft. long

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
High	Low	Low

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	□□□	
Single-Family, Attached	□□□	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	□□□	
Neighborhood Services	■□□	Should support local employees and industrial uses
General Commercial	■ ■ □	Should support local employees and industrial uses
Industrial	■ ■ ■	



Quarry

Land Use

The Quarry Module encompasses Midlothian's heavy industrial uses related to the mining and extraction of limestone deposits; this use is anticipated to continue throughout the immediate future. Once the mining is eventually complete, development within this module should begin reverting land to its original or developable condition. Redeveloped areas should strive for compatibility with surrounding land uses. At this time, residential uses are not appropriate for this module.

Form

The built environment, or lack thereof, in the module should be driven by the operational needs of heavy industrial users.

Appropriate form elements include:

- Screened outdoor storage
- Increased lighting and screening walls
- Screened loading docks and shipping areas
- Energy production and sequestration
- Excavation equipment and operation



LAND USE MIX



■ Residential

■ Nonresidential

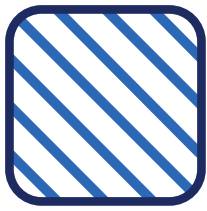
DEVELOPMENT CHARACTERISTICS

Max. Density	Scale	Intensity
N/A	0 – 1 Story	High

Parking Orientation	Block Pattern
Surface lots	Consistent/supportive of surrounding block pattern

Automobile Priority	Micro-Mobility Priority	Pedestrian Priority
High	Low	Low

Development Appropriateness		
Agricultural	□□□	
Single-Family, Detached	□□□	
Single-Family, Attached	□□□	
Stand-Alone Multifamily, <8 Units	□□□	
Stand-Alone Multifamily, ≥8 Units	□□□	
Vertical Mixed-Use	□□□	
Neighborhood Services	■□□	Should support local employees and industrial uses
General Commercial	■ ■ □	Should support local employees and industrial uses
Industrial	■ ■ ■	



Escarpment Overlay

Land Use

The Escarpment Overlay encompasses the Austin Escarpment that runs along the western portion of Midlothian. Due to the escarpment's geological and ecological significance, development within this overlay should implement increased caution and consideration of the feature's natural grade and soil composition. Low-impact development strategies and engineering studies should be provided for all development, regardless of the underlying module. Compliance should be made with the City's escarpment development regulations, as amended, located in Article 10.04 of the Code of Ordinances.

Form

Development within the overlay should complement the escarpment's topography and leverage the feature as a visual and natural asset. Alternatives to clear-cutting trees, excavation, and infill within the overlay should be strongly considered. For the appropriate Land Use Mix and Development Characteristics, see the applicable Module dashboard.



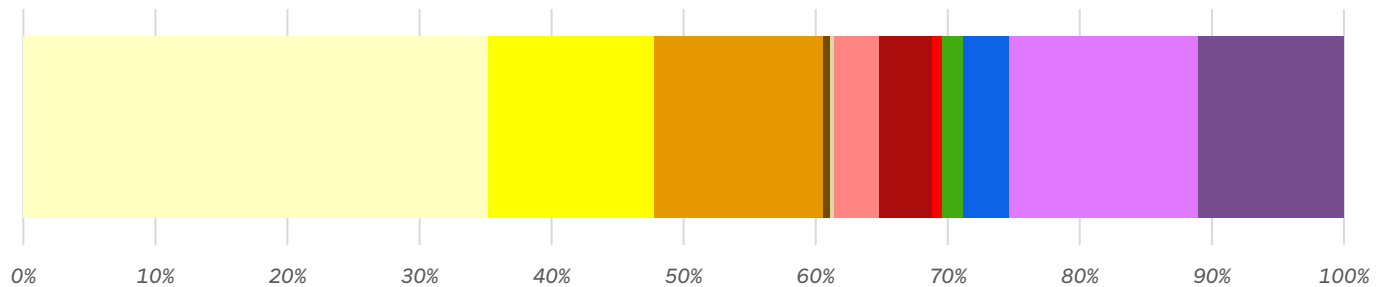
Future Land Use Map

Using the land use modules described above, the Future Land Use Map depicts a patchwork of preferred future development scenarios within the City limits and ETJ. This patchwork is intended to inform Midlothian's elected and appointed officials in making predictable, consistent, and responsible decisions regarding land use as the City grows.

Figure 3 illustrates the composition of land use modules within the Planning Area, separated by City limits and ETJ.



Figure 3. Future Land Use Distribution (Total Planning Area)



Future Land Use Module	City Limits		ETJ		Planning Area	
	Acres	%	Acres	%	Acres	%
Country	8,097.3	19.6%	11,448.3	79.8%	19,545.6	35.2%
Residential, Low-Density	5,841.7	14.2%	1,169.0	8.1%	7,010.7	12.6%
Residential, Medium-Density	7,100.6	17.2%	0.0	0.0%	7,100.6	12.8%
Residential, High-Density	300.1	0.7%	0.0	0.0%	300.1	0.5%
Original Town	185.9	0.5%	0.0	0.0%	185.9	0.3%
New Town	1,898.8	4.6%	0.0	0.0%	1,898.8	3.4%
Regional	2,210.1	5.4%	0.0	0.0%	2,210.1	4.0%
Local Retail	441.1	1.1%	0.0	0.0%	441.1	0.8%
Public	855.6	2.1%	0.0	0.0%	855.6	1.5%
Corporate	1,953.1	4.7%	0.0	0.0%	1,953.1	3.5%
Industrial	6,206.5	15.1%	1,736.7	12.1%	7,943.2	14.3%
Quarry	6,138.1	14.9%	0.0	0.0%	6,138.1	11.0%
Total	41,229.0	100.0%	14,354.0	100.0%	55,583.0	100.0%

Figure 4. Future Land Use Map

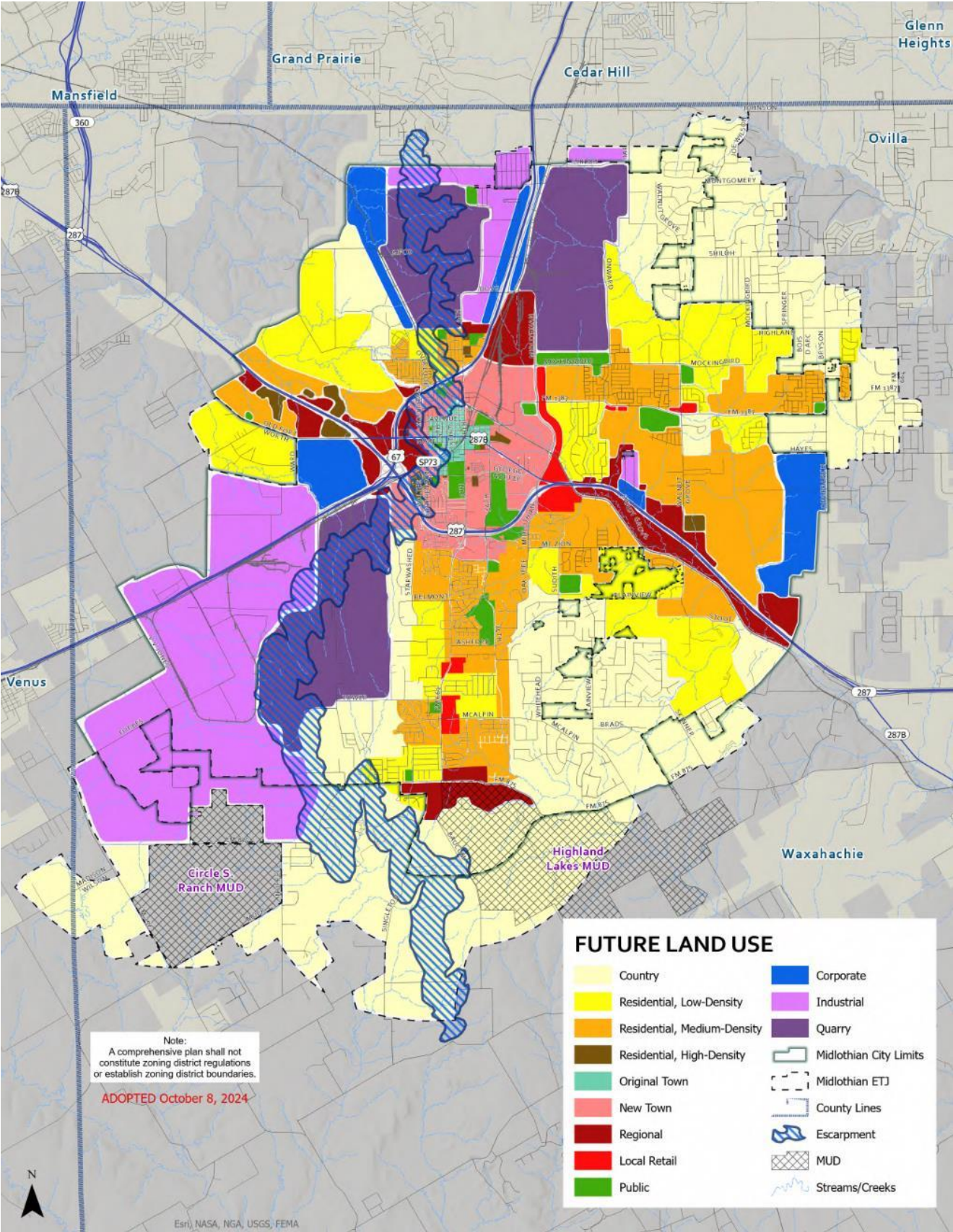
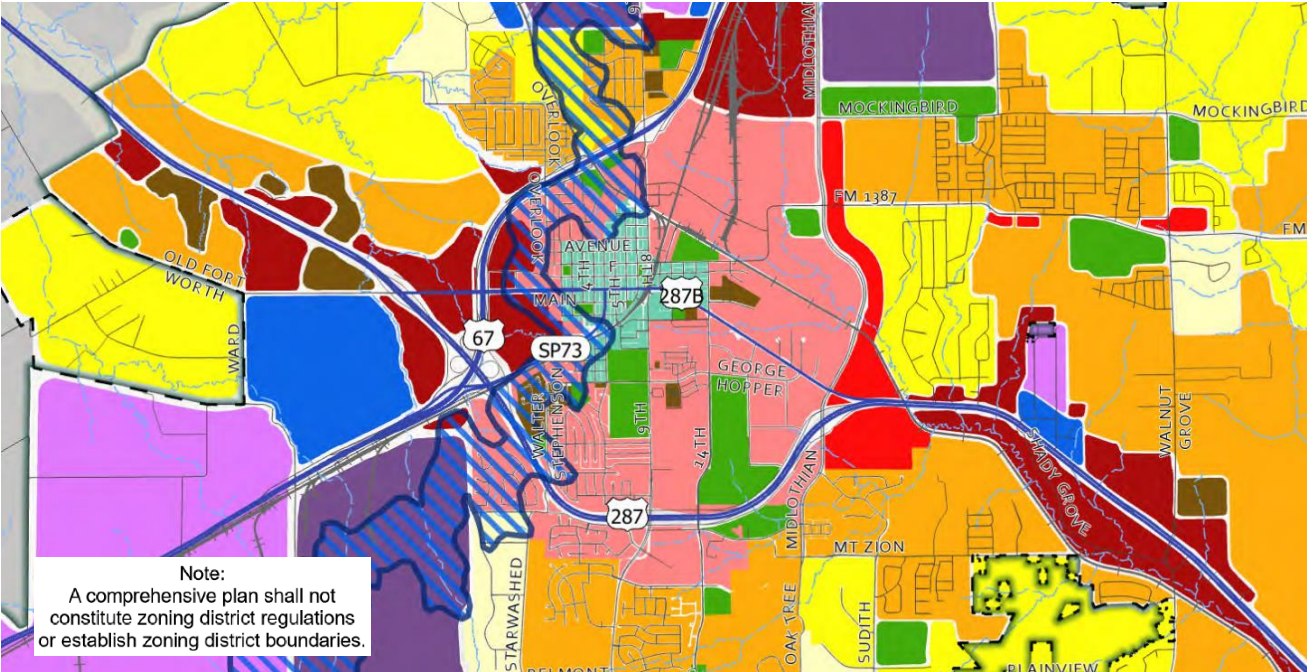


Figure 5. Future Land Use Map (Core)



FUTURE LAND USE

- | | |
|-----------------------------|------------------------|
| Country | Corporate |
| Residential, Low-Density | Industrial |
| Residential, Medium-Density | Quarry |
| Residential, High-Density | Midlothian City Limits |
| Original Town | Midlothian ETJ |
| New Town | County Lines |
| Regional | Escarpment |
| Local Retail | MUD |
| Public | Streams/Creeks |

Development Criteria

As discussed in each land use dashboard above, the following eight development types range in appropriateness depending on the associated module:

- Agricultural
- Single-Family, Detached
- Single-Family, Attached
- Stand-Alone Multifamily, <8 Units
- Stand-Alone Multifamily, ≥8 Units
- Vertical Mixed-Use
- Neighborhood Services
- General Commercial
- Industrial

Each type, regardless of appropriateness, should contribute to the City's overall housing and development goals. To achieve these outcomes, the criteria outlined in this section should be considered when assessing land use decisions regarding each development type. It should be noted that these descriptions and criteria are not exhaustive; deviation or addition of additional measures may be necessary on a site-to-site basis.



Agricultural

Agricultural uses include farms, ranches, and other practices involved in the raising, tending, and processing of livestock and food products. Associated improvements include agricultural structures, homes, and fences for the protection of livestock and property.

Intensive processing centers, such as concentrated animal farming operations (CAFOs), are not included within this description; alternatively, this development type is intended for traditional agricultural practices observed in rural areas throughout the State.

Development Criteria

Development criteria for agricultural uses will vary based on the intended function (e.g., residential, commercial, industrial). The following elements should be considered:

- The enclosure and screening of any practices that create waste, animal byproducts, or noise.
- Increased residential setbacks with shared driveway conditions when accessing county, state, or federally maintained roadways.
- Opaque fencing for livestock and property protection.
- High-quality building materials for primary and accessory structures, including masonry and metal construction methods.
- Attached or detached accessory dwelling units within rear or side yards.

Single-Family, Detached

Detached single-family uses include standalone homes on individual lots. These homes are typically individually owned and may be built singularly or within larger developments. Supporting uses include accessory structures, such as detached garages, carports, gazebos, and other residential structures intended to be used by the on-site resident.

Development Criteria

Development criteria for detached single-family uses may vary on the applicable zoning district; however, the following elements have been deemed desirable through this planning process:

- Open space conservation and tree preservation.
- Walkable distances (0.5 mile) to parks and other neighborhood amenities.
- High-quality building materials, such as masonry products, on all visible façades.
- Rear- or side-entry products using alleys or j-hook approaches that do not impede or cross in front of a home's front door.
- Front-entry products using slip streets, with recessed garage openings.
- Smaller building footprints to allow for larger front and rear yards.
- Porches and other architectural elements offering variety and visual interest.
- Attached or detached accessory dwelling units within rear or side yards.

Single-Family, Attached

Attached single-family uses include residential structures attached by at least one shared wall, such as duplexes and townhomes. Homes should remain individually owned and platted (fee simple) using a zero-lot line configuration. Attached single-family units allow for ownership opportunities and housing diversity within developed areas that would otherwise struggle to develop, such as Old Town and the Inner Loop.

Development Criteria

Attached single-family products often require special consideration within zoning and subdivision criteria due to their lot configuration. Additional design elements should include:

- Open space conservation and tree preservation.
- Walkable distances (0.5 miles or less) to parks and other neighborhood amenities.
- Walkable distances (1 mile or less) from Old Town, New Town, or significant employers.
- High-quality building materials, such as masonry products, on all visible façades.
- Integration within larger residential developments, but not exceeding 20 to 30% of the project's housing stock.
- Consistent architectural styles and applications with surrounding detached single-family homes.
- No more than 4 units within a single structure.
- Rear-entry products using alleys.
- Interior, private garage parking stalls.
- No more than two stories in height.
- Private front or rear yards.
- Porches and other architectural elements offering variety and visual interest.

Stand-Alone Multifamily, <8 Units

This development type includes buildings with 2 to 7 dwelling units on a shared lot, where the units may be individually owned or rented. Typical housing types include, but are not limited to, small apartment buildings, triplexes, quadplexes, and multi-unit homes. Units are typically on a shared lot, where ownership is limited to the unit itself, such as with a condominium. Vertical and horizontal mixed-uses are not appropriate within stand-alone multifamily developments.

Small-scale multifamily development allows for housing opportunities near and within Old Town, supporting the initiatives and findings of Midlothian's Downtown Plan (2020).

Development Criteria

The following criteria should be considered for small-scale multifamily development to ensure high-quality design and appropriate locating are achieved:

- Open space conservation and tree preservation.
- Walkable distances (0.5 miles or less) to parks and other neighborhood amenities.
- Walkable distances (0.5 miles or less) from Old Town.
- Architectural design that emulates surrounding detached single-family homes, including window treatments, roof pitch and materials, and massing.
- High-quality building materials, such as masonry products, on all visible façades.
- Integration within larger residential developments, but not exceeding the ideal ratio identified in the City's housing policy below.
- Internal, enclosed corridors for unit access.
- If off-street, covered, or enclosed parking areas that are screened from public view.
- Private open spaces for tenants.

Stand-Alone Multifamily, ≥8 Units

This development type includes buildings with 8 or more dwelling units on a shared lot, where the units may be individually owned or rented. Typical housing types include, but are not limited to, larger apartment buildings and single-family for-rent developments. Buildings are typically multi-story and include amenities like leasing centers, club rooms, shared outdoor spaces, and gyms. Vertical and horizontal mixed-uses are not appropriate within stand-alone multifamily developments.

Development Criteria

The following criteria should be considered for small-scale multifamily development to ensure high-quality design and appropriate locating are achieved:

- Access to U.S. Highways 67 or 287 frontage roads within 0.5 mile.
- Open space conservation and tree preservation.
- High-quality building materials, such as masonry products, on all visible façades.
- Integration within larger residential developments, but not exceeding the ideal ratio identified in the City's housing policy below.
- Internal, enclosed corridors for unit access, with ground floor units having direct access options to exterior pedestrian paths.
- Off-street parking areas that are internal to the site and not publicly visible.
- Covered, enclosed, or structured parking areas for 30 to 50% of all required spaces.
- A porch or patio, no less than 60 square feet, connected to every unit.
- Private open spaces for tenants improved with playgrounds, water features, or other amenities.
- On-site leasing and maintenance centers.
- Resident amenities, such as a pool or fitness center.

Vertical Mixed-Use

Vertical mixed-use developments allow residential units and commercial spaces to be integrated within the same structure. Residential uses should be above non-residential storefronts to emphasize walkability and visibility for commercial tenants. Buildings are typically multi-story and include residential amenities like leasing centers, club rooms, shared outdoor spaces, gyms, and non-residential amenities like on-street or structured parking. Uses should be mixed vertically within buildings rather than horizontally across the site.

Development Criteria

The following criteria should be considered for vertical mixed-use development to ensure high-quality design and appropriate locating are achieved:

- Open space conservation and tree preservation.
- High-quality building materials, such as masonry products, on all visible façades.
- Internal, enclosed corridor access for residential units, with ground floor commercial spaces having direct access options to exterior pedestrian paths.
- Off-street structured parking areas that are internal to the site and not publicly visible.
- A porch or patio, no less than 60 square feet, connected to every unit.
- Private open spaces for tenants improved with playgrounds, water features, or other amenities.
- On-site leasing and maintenance centers.
- Resident amenities, such as a pool or fitness center.
- A vertical mix of uses (e.g., commercial, personal services, retail) for developments exceeding 20 units or three stories, emphasizing walkability and access to civic spaces.

Neighborhood Services

Neighborhood services include local retail and commercial uses, typically no greater than 20,000 square feet in floor area, intended to meet local residents' immediate needs and services. Uses include but are not limited to, restaurants, personal services, medical offices, retail establishments, and other local employment generators.

Development Criteria

Consideration should be given to neighborhood service uses, given their expected proximity to residential developments. The following elements have been deemed desirable through this planning process:

- Cross access between other commercial land uses.
- High-quality building materials, such as masonry products, on all visible façades.
- Transparency applications for 30 to 40% of publicly visible façades.
- Landscaping treatments, such as berms, hedges, and canopy trees, along abutting rights-of-way.
- Screened loading and refuse areas.
- Covered pedestrian connections between tenants using arcades, awnings, or other architectural elements.
- Pedestrian connections to surrounding residential developments via sidewalks or other dedicated pedestrian paths.
- Low-impact development techniques.
- Increased buffering depending on the adverse impacts generated.

General Commercial

General commercial uses include those over 20,000 square feet in floor area targeted toward local and regional consumer markets. Developments are typically oriented toward frequently traveled thoroughfares, including significant site alterations and parking needs. Uses include but are not limited to, indoor or outdoor entertainment, anchor retail or shopping establishments, and corporate offices.

Development Criteria

General commercial uses are typically more intensive compared to neighborhood-scaled development. Additional design elements should include:

- Shared parking conditions between tenants to prevent overparking.
- Cross access between other commercial land uses.
- High-quality building materials, such as masonry products, on all visible façades.
- Transparency applications for 20 to 30% of publicly visible façades.
- Landscaping treatments, such as berms, hedges, and canopy trees, along abutting rights-of-way.
- Screened loading and refuse areas.
- Covered pedestrian connections between tenants using arcades, awnings, or other architectural elements.
- Pedestrian connections to surrounding residential developments via sidewalks or other dedicated pedestrian paths.
- Low-impact development techniques.
- Increased buffering depending on the adverse impacts generated.

Industrial

Industrial uses include large- and small-scale commercial establishments involved in the creation and handling of industrialized products, processing of data, distribution, and other technological advances. Small-scale uses include but are not limited to light automotive repair, fueling services, product assembly and repair, and other clean (e.g., low pollutant, noise, and vibration generation) industrial practices. Large-scale applications encompass distribution, resource processing and refinement, and business parks.

Development Criteria

Industrial uses vary in their intensity and impact on surrounding properties. To ensure quality development that compatible with adjacencies, the following criteria should be considered:

- Mitigation to adverse impacts on nearby (0.5 mile) residential uses, including smoke, noise, vibration, and other particulate matter.
- Enclosed or semi-enclosed loading areas and bays located to the rear of the building, screened from public view.
- Landscaping treatments, such as berms, hedges, and canopy trees, along abutting rights-of-way.
- Low impact development techniques.
- Transparency applications for 10 to 20% of publicly visible façades.
- Access to U.S. Highways 67 or 287 frontage roads within 1 mile.
- Patterned façade materials with articulation to prevent monotonous structures.

Population Projections

Ultimate Capacity Overview

Each land use module depicted on the Future Land Use Map comes with a maximum dwelling units per acre (DUA) specified within the corresponding dashboard. These DUAs can be used to calculate the anticipated population of Midlothian, or the ultimate capacity, in a scenario where all vacant acres develop under the prescribed densities.

Due to the external factors that influence development, such as market feasibility and political realities, it is important to note that properties may not develop consistently with their assigned module. The DUAs are intended to serve as benchmarks as the City continues to monitor its development pattern and population growth.

Methodology

Ultimate capacity is calculated per module using the following metrics:

- Vacant acres adjusted for residential mix from the land use module dashboards
- Right-of-way (ROW) assumptions based on traditional land use patterns
- Dwelling Units per Acre (DUA) from the land use module dashboards
- Occupancy Rates for owned and rented dwelling units from the U.S. Census Bureau
- Persons per Household (PPH) from the U.S. Census Bureau

To determine the ultimate capacity, ROW must be deducted from the vacant acres, then multiplied by the high and low DUAs, occupancy rates, and PPHs. Once added to the existing population, both high and low capacities will inform the City regarding potential population estimates.

$$\text{Ultimate Capacity} = \left(\text{Vacant acres adjusted for nonresidential development} - \text{Typical right-of-way (ROW) dedication} \right) \times \text{DUA} \times \text{Occupancy Rate} \times \text{Persons per Household (PPH)}$$



Ultimate Capacity Estimates

Table 1. City Limit Ultimate Capacity

Future Land Use Module with Residential Component	Vacant Acres*	ROW	Maximum DUA	Occ. Rate**	PPH**	Housing Units ((Vac. Acres - ROW) x DUA)	Households (Units x Occ. Rate)	Population (Households x PPH)
Country	2,863.1	10%	0.5	96.70%	3.06	1,288	1,246	3,812
Residential, Low-Density	2,891.2	10%	3	96.70%	3.06	7,806	7,549	23,099
Residential, Med.-Density	3,311.0	10%	4	96.70%	3.06	11,920	11,526	35,271
Residential, High-Density	168.7	30%	12	96.70%	2.74	1,417	1,370	3,755
Original Town	5.8	30%	12	96.70%	2.74	48	47	128
New Town	157.2	30%	12	96.70%	2.74	1,321	1,277	3,499
Future Population						23,800	23,015	69,564
Estimated 2023 Population in the City Limits								41,219
Ultimate Capacity								110,783

* Vacant acres adjusted to show the anticipated residential percentage for each category only, as indicated by its individual dashboard

**ACS (2021) 5-Year Estimates; PPH based on 3.06 owner-occupied and 2.74 renter-occupied

Table 2. ETJ Ultimate Capacity

Future Land Use Module with Residential Component	Vacant Acres*	ROW	Maximum DUA	Occ. Rate**	PPH**	Housing Units ((Vac. Acres - ROW) x DUA)	Households (Units x Occ. Rate)	Population (Households x PPH)
Country	5,059.6	10%	0.5	96.70%	3.06	2,277	2,202	6,737
Residential, Low-Density	350.5	10%	3	96.70%	3.06	946	915	2,800
Residential, Med.-Density	0.0	10%	4	96.70%	3.06	0	0	0
Residential, High-Density	0.0	30%	12	96.70%	2.74	0	0	0
Original Town	0.0	30%	12	96.70%	2.74	0	0	0
New Town	0.0	30%	12	96.70%	2.74	0	0	0
Future Population						3,223	3,117	9,537
Estimated 2023 Population in the ETJ								7,549
Ultimate Capacity								17,086

* Vacant acres adjusted to show the anticipated residential percentage for each category only, as indicated by its individual dashboard

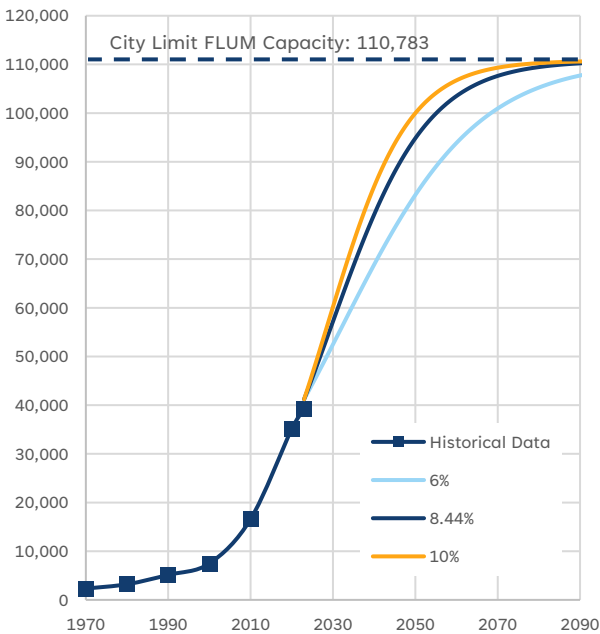
**ACS (2021) 5-Year Estimates; PPH based on 3.06 owner-occupied and 2.74 renter-occupied

Population Growth Rates

The City’s ability to accommodate future growth can be determined by projecting Midlothian’s historical growth rates into the year 2050 against the ultimate capacity assessment in Table 1. The City’s compound annual growth rate (CAGR) is determined using the past five years of population growth as recorded by the American Community Survey (ACS) estimates. Within the previous five years, Midlothian has experienced a CAGR of 8.44%. The City produces quarterly estimates based on issued building permits, which may vary from the ACS; at the time of plan adoption, the latest population estimate is 41,219.

It is important to note that the City’s ability to grow is inherently limited by its resources (e.g., land, utilities, infrastructure). It is anticipated that the City will experience an ‘S-curve’ trend (see Figure 6), where population growth levels out as the City approaches its carrying capacity, or maximum limit of growth based on available resources. Under this logistic growth rate, the population begins leveling out in the year 2050.

Figure 6. Logistic Population Growth



Future Land Use Capacity: 110,783			
Year	Population by Growth Rate (City Limit)		
	6%	8.44%	10%
2023	41,219	41,219	41,219
2024	42,772	43,403	43,807
2025	44,347	45,632	46,456
2026	45,943	47,896	49,153
2027	47,557	50,191	51,888
2028	49,185	52,508	54,646
2029	50,826	54,839	57,415
2030	52,476	57,177	60,181
2031	54,134	59,512	62,930
2032	55,794	61,836	65,648
2033	57,456	64,142	68,323
2034	59,115	66,421	70,941
2035	60,770	68,666	73,493
2036	62,416	70,869	75,967
2037	64,051	73,024	78,354
2038	65,672	75,125	80,648
2039	67,276	77,166	82,841
2040	68,862	79,142	84,931
2041	70,425	81,050	86,913
2042	71,965	82,886	88,786
2043	73,478	84,648	90,548
2044	74,962	86,333	92,202
2045	76,416	87,941	93,749
2046	77,839	89,472	95,190
2047	79,228	90,924	96,530
2048	80,582	92,300	97,772
2049	81,900	93,600	98,920
2050	83,181	94,825	99,980

Land Use Goals, Strategies, & Actions



LU.1: Leverage Downtown as a cultural, economic, and historic asset to the community.



Strategy LU.1.a: Ensure properties within Downtown develop in compatible and meaningful ways.

- i. Continue to review and implement the findings of the Downtown Plan (2020), including but not limited to the Downtown vision and typical street sections.
- ii. Allow for small-scale (<4 units) urban-style infill developments in Downtown by right if compatible with the development criteria outlined in this Chapter.
- iii. Support mixed-use development in Downtown by establishing a minimum mix of residential and nonresidential uses.
- iv. Ensure accessibility improvements are made to older structures as they are redeveloped and renovated.



Strategy LU.1.b: Support the adaptive reuse of buildings within Downtown.

- i. Establish infill and building reuse standards that support the transition of property from residential to nonresidential uses, including alternative compliance measures for landscaping, setbacks, and other design criteria.
- ii. Encourage shared parking between adapted properties.
- iii. Reduce the amount of required parking for properties seeking to transition from residential to nonresidential uses when shared or street parking conditions are present.
- iv. Establish regulations that encourage the preservation of existing building character and details.



Strategy LU.1.c: Market Downtown as an attractive place for businesses and residents to enjoy.

- i. Maintain inventory of Downtown's active establishments and actively pursue tenants where gaps are identified.
- ii. Regularly host public events for residents and visitors Downtown.
- iii. Allow for art installations and murals to establish a sense of community and belonging.



Strategy LU.1.d: Ensure locally-run businesses are supported through the built environment.

- i. Increase multi-modal transportation connectivity to Downtown to increase the potential consumer base.
- ii. Seek out and maintain relationships with local Downtown establishment owners.
- iii. Consider implementing a cap on individual commercial spaces within Downtown to ensure smaller, more accessible lease spaces are available for local businesses.



LU.2: Promote attractive and safe residential neighborhoods for all residents.



Strategy LU.2.a: Require high-quality and distinctive residential buildings and site design.

- i. Revise the zoning regulations to require minimum residential design requirements, including façade treatments, design elements, and articulation.
- ii. Establish minimum neighborhood design elements, such as community amenities, entryway features, and trail connections.
- iii. Require multi-modal connections and stub-outs between residential neighborhoods and undeveloped land.



Strategy LU.2.b: Protect Midlothian's neighborhoods by requiring transitional lot design.

- i. Support the natural regression and progression of lot sizes from one property to the next by establishing transitional lot standards in the zoning regulations.
- ii. Review compatibility and buffering requirements between single-family zoning districts and higher-intensity development. Consider additional requirements related to setbacks, building heights, landscaping, screening walls, and gradual density transitions to promote compatibility and effective transitions.
- iii. Ensure that adverse impacts from adjacent uses and properties are internalized and do not impact nearby residential areas.



Strategy LU.2.c: Leverage zoning cases to provide neighborhood amenities and services.

- i. Establish incentives, such as density bonuses and reduced impervious cover maximums, for residential and nonresidential developers to provide improved amenities for nearby residents.
- ii. Consider allowing regional parks and open space improvements, such as splash pads, recreational courts, and shaded gathering spaces, to apply for future phases or components of master planned neighborhoods. Ensure proper pedestrian connectivity to projects seeking to utilize this shared improvement method.
- iii. Revise the subdivision regulations to require pedestrian trail cross connectivity between developments, while allowing these improvements to count toward required parkland dedication.



Strategy LU.2.d: Provide a sense of security and safety for existing and future neighborhoods.

- i. Ensure that proper emergency services are available to service new or growing population centers.
- ii. Require minimum lighting standards for trails and other public spaces.



LU.3: Encourage a balance of land uses to serve the needs of residents through accessible jobs and services.



Strategy LU.3.a: Provide increased opportunities for Midlothian's residents to work within the City.

- i. Revise the zoning map to establish more opportunities for nonresidential and residential uses to develop in proximity to each other, including mixed-use and live-work applications.
- ii. Revise the zoning regulations to allow for denser residential products near anticipated employment centers to provide employee housing opportunities.



Strategy LU.3.b: Support the horizontal mixing of appropriate uses in all zoning districts.

- i. Review and revise, as necessary, the zoning map to allow for nonresidential uses along thoroughfares in proximity to residential areas that vary based on the intensity of the thoroughfare (e.g., arterial, collector, local).
- ii. Allow for cross access of vehicles and pedestrians between residential and abutting nonresidential uses of lower intensities.
- iii. Establish a minimum distribution of land uses within horizontal mixed-use projects, and require that residential uses or units be within a quarter mile of nonresidential services.



Strategy LU.3.c: Continue to maintain and reference the Future Land Use Map (FLUM).

- i. Conduct annual reviews and reports to City Council regarding the land use module composition of the FLUM.
- ii. Conduct annual training for newly elected and appointed officials regarding the importance and function of the FLUM.
- iii. Monitor the City's population growth against the anticipated ultimate capacity for potential adjustments to the land use module densities.



Strategy LU.3.d: Assess high-density residential uses against module recommendations.

- i. Consider development code amendments to allow ground-level residential development in certain Downtown area locations consistent with the Downtown Master Plan (see next page).
- ii. Continue to monitor market changes regarding multi-family forms, such as the recent advent of "horizontal multi-family," and revise the zoning regulations to define and regulate design standards to reach desirable outcomes.

Mixed-Use Development in Downtown

Within Downtown, it is important to preserve retail storefronts on collector level and higher streets, recognizing their commercial potential (e.g., the core frontage of Main Street or 8th Street). It is equally important, however, to recognize that ground-level residential can be appropriate on secondary streets and in smaller, dispersed amounts on collector level and higher streets. The presence of dense residential uses is critical to the sustainability of commercial spaces. Limiting residential to upper floors can have unintended consequences due to building code and Fair Housing Act compliance related to accessibility. Introducing limited ground-level residential provides a path to walk-up design without requiring elevators, reducing a key financial barrier to small-scale mixed-use buildings.

Midlothian should seek to avoid a percentage of ground floor residential on any collector level and higher streets exceeding a maximum 50% of the ground level block face. In addition, Midlothian should consider requiring minimum design characteristics to ensure the commercial space is flexible and viable to a variety of nonresidential uses, such as minimum floor plate heights for the ground floor, increased glazing, minimum depths for commercial space of at least 24 feet, and shell finish-out to facilitate future tenant finish-out and leasing.





LU.4: Promote desirable and efficient land use while maintaining and enhancing local aesthetics.



Strategy LU.4.a: Integrate park and open space areas with existing and future development.

- i. Continue to review and implement the findings of the ParkVision (2022) plan.
- ii. Increase the minimum parkland dedication requirements to provide for centralized, larger park areas.
- iii. Reassess the City's parkland dedication fee to confirm alignment with modern park costs.
- iv. Incentivize private open space improvements through tactics such as density bonuses or impervious cover increases.



Strategy LU.4.b: Create visually appealing entrances to Midlothian from significant thoroughfares.

- i. Implement increased architectural and landscaping standards along U.S. Highways 67 and 287.
- ii. Identify opportunities for entryway monuments within unutilized green spaces (medians, corner clips, etc.) in existing and future rights-of-way.
- iii. Promote using the City's logo and branding in public improvements and spaces.



Strategy LU.4.c: Maintain and enhance the City's character and aesthetic value.

- i. Establish a 'pattern book' of preferred architectural details and styles for developers to reference while establishing their design.
- ii. Consider establishing a cost-share program with residents to make necessary improvements to sidewalks, alleys, and other public infrastructure.
- iii. Maintain communication with homeowners' associations (HOAs) and community leaders to document and monitor localized needs.
- iv. Provide educational materials, such as newsletters, publications, or social media series, for improving and maintaining local properties, and recognize property owners that go above and beyond typical home improvement standards.





LU.5: Ensure developments exemplify the community's vision and contribute to the overall well-being of residents and visitors.



Strategy LU.5.a: Ground land use decisions in the vision and guiding principles of this Plan.

- i. Require applicants to review and identify the applicable guiding principles of this Plan with all zoning applications.
- ii. Ensure the City's vision statement remains at the forefront of discussions regarding development inquiries and applications.
- iii. Continuously review and revise the vision statement, if necessary, as the City continues to grow.



Strategy LU.5.b: Prioritize the physical health of residents and visitors in all developments.

- i. Ensure open spaces and parkland are connected for multi-modal and pedestrian access to promote connections with the outdoors.
- ii. Require minimum programming elements for parkland and private open spaces, including outdoor recreation and shade.
- iii. Continue to market Midlothian's parks and civic spaces for community-wide health initiatives geared toward residents of all ages and physical capabilities.



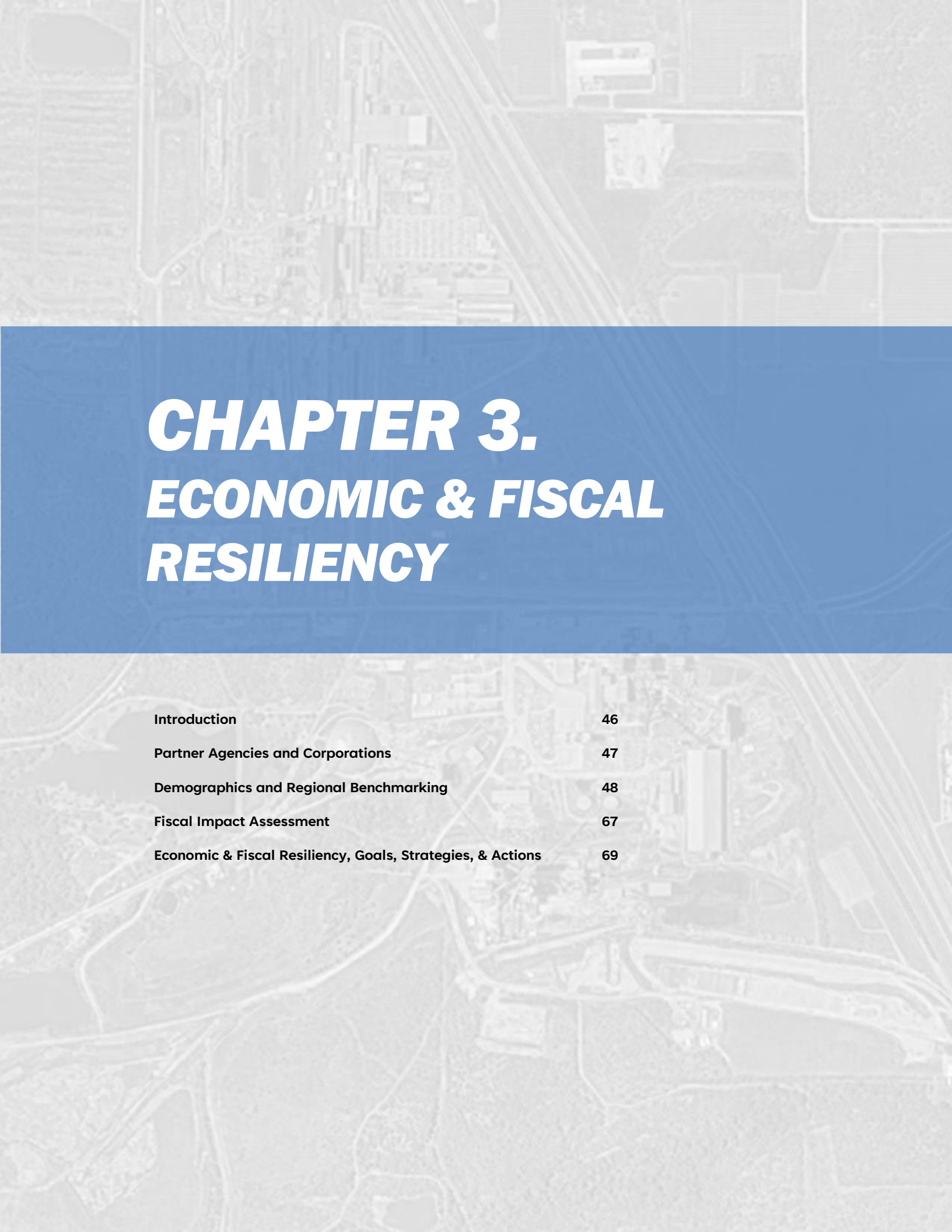
Strategy LU.5.c: Diversify the City's tax base to provide relief for individual property owners.

- i. Engage in public-private partnerships to incentivize the development of comprehensive employment and residential developments.
- ii. Identify and market prime commercial property in Midlothian to potential employers.



Strategy LU.5.d: Ensure that development contributes to Midlothian's livability.

- i. Revise the zoning regulations to implement a 'livability index,' where developers may implement a series of improvements, in addition to the minimum parkland and open space requirements, geared toward improving local quality of life. Improvements may include community cooking and gathering spaces, fitness centers, and book-sharing programs.
- ii. Continue mitigating traffic impacts from new development by requiring proper roadway impact fees and right-of-way dedication with new subdivisions.
- iii. Revise the zoning regulations to incentivize increased performance standards to achieve more sustainable outcomes, including stormwater reuse, renewable energy generation, and reduced electricity use through building orientation and shade. Incentives may include expedited review processes, density bonuses, or administrative consideration.



CHAPTER 3. ***ECONOMIC & FISCAL*** ***RESILIENCY***

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Introduction

This section of the report contains regional economic and demographic data as well as highlights economic development opportunities. The economic development recommendations identify key areas where the City and its economic development partners should focus and collaborate. Because a comprehensive plan is a long-term tool (10- to 20-year time horizon), the recommendations are broader than what might be found in other strategic planning documents. By aligning efforts, this will increase the chance of long-term sustainable growth that increases local prosperity. The findings within this section were also influenced by the future land use map.

Located 25 miles southwest of Dallas, Midlothian is a thriving community known for its family-friendly atmosphere and strong sense of community. With a population of over 40,000 residents, Midlothian is facing many of the opportunities and challenges of rapidly growing communities in the counties within the Dallas-Fort Worth region. While many suburban communities struggle to attract primary employment opportunities, Midlothian has several large employers, such as Gerda, Methodist Hospital, Target Distribution Center, SunOpta Grains & Foods, Sunrider Manufacturing, QuikTrip Distribution, and Martin Marietta. Shovel-ready sites at the RailPort Industrial Park, Midlothian Business Park, and Crossroads Logistics Park make the community an attractive location for regional distribution and manufacturing facilities.

Information within this chapter includes:

- Partner Agencies and Corporations
- Demographics and Regional Benchmarking
- Fiscal Impact Assessment
- Economic & Fiscal Resiliency, Goals, Strategies, & Actions



Partner Agencies and Corporations

There are several organizations involved in Midlothian's economic development efforts. Each entity has a specific role, with the City overseeing the broader strategies and incentive policies. In addition to the city, the following organizations are key partners in economic development.

Midlothian Economic Development (MED) is a nonprofit entity funded by the City of Midlothian to generate primary job growth by attracting new industries and helping existing companies expand. The MED is funded by a portion of the local sales tax. MED is a Type A corporation. Type A EDCs are typically created to fund industrial development projects such as business infrastructure, manufacturing, and research and development. The MED completed the *Five-Year Focus on Projects* economic development strategic plan in Spring 2021, establishing a vision and future direction for the MED. During Spring 2023, the MED board refined and revised its strategic priorities. The result was the MED Grant Program. While the overall strategic plan framework remained unchanged, the current priorities of the MED Grant Program are:

- Priority #1 – Primary Jobs
- Priority #2 – Career Center
- Priority #3 – Airport
- Priority #4 – Office
- Priority #5 – Downtown
- Priority #6 – Destination Development

The Midlothian Development Authority (MDA) was organized to promote, develop, encourage, and maintain employment, commerce, economic development, and public facility development in the City, specifically within the area included in Reinvestment Zone Number Two and neighboring areas.

Midlothian Community Development Corporation (MCDC) is a Type B corporation that began in 1999, and has since funded grant requests for more than 100 projects that enhance the lives of its citizens. The MCDC board administers a 1/2-cent local sales tax to fund projects that positively affect the quality of life for residents and contribute to the local economy. These funds must be used exclusively for qualified development projects that have been authorized by state statute. Such projects include parks, roads, auditoriums, open space, and other related improvements.

Midlothian Community Development is dedicated to fostering the growth and well-being of the Midlothian community through comprehensive developmental initiatives. Past projects include Methodist Midlothian Medical Center, Midlothian Senior Activity Center, Community Park and various retail destinations. The organization takes a holistic approach to community development, recognizing the interconnectedness of various aspects of community life. By engaging in strategic planning, outreach, and partnerships, Midlothian Community Development aims to empower individuals and strengthen the fabric of the community. Through their work, they contribute to the creation of a vibrant, resilient, and thriving Midlothian where residents can live, work, and prosper.

MED, MDA, and MCDC, when appropriate, will collaborate on projects.

Demographics and Regional Benchmarking

Population

Midlothian is one of the largest cities within Ellis County. Since 2010, the City of Midlothian's population has increased by 67.1%, adding more than 15,500 new residents. The 2023 population estimate for Midlothian, according to the Midlothian Planning and Zoning Department, is 41,219 residents. As a point of reference, Ellis County's population expanded by 41.8% over this period. Midlothian's population growth is above regional averages relative to peer communities in the region, such as Waxahachie and Mansfield. Roughly half of the land within the City is currently vacant, indicating a substantial opportunity for future growth and development. Over the next 20 years, the North Central Texas Council of Governments (NCTCOG) projects Midlothian's population will increase by 50.0%, adding 20,000 new residents. Increasing borrowing costs related to rising interest rates could slow new housing starts. In addition, residents who purchased a home over the past few years at a low-interest rate might be less inclined to move. The net effect of these economic forces might impact growth trends over the next several quarters.

Midlothian-Based Employment

Midlothian has positioned itself as an emerging manufacturing and distribution destination in the Dallas-Fort Worth region. While not located along IH-35, Midlothian has attracted numerous firms that produce and ship goods throughout the region. Total employment at businesses located within Midlothian has expanded over the past decade. In 2022, there were approximately 10,000 jobs at Midlothian-based employers. Between 2010 and 2022, Midlothian-based companies added 5,000 new jobs. Manufacturing is the largest employment sector, responsible for 15.0% to 20.0% of all local jobs. Over the next 20 years, NCTCOG projects Midlothian's employment base to nearly double, adding 10,000 jobs. Based on the future land use map and existing trends within the region, the City should ensure sufficient space for future manufacturing, assembly, and industrial businesses.

Labor Force Participation

The number of Midlothian residents in the labor force has closely followed overall population growth. In 2022, the Texas Workforce Commission reported that 18,404 Midlothian residents were employed. Midlothian residents work in various industries, such as manufacturing, education, retail trade, and professional services. The city's unemployment rate for 2022 was 3.3%, significantly below the peak of 6.9% in 2010. Midlothian's economy and unemployment rate are linked to the greater Dallas-Fort Worth economy. As regional economic activity expands or contracts, these effects ripple across the region. The city's demographics indicate a strong supply of labor force participants over the next several decades.



Where Residents Work

Another metric used to evaluate the health of a labor market is the share of local jobs held by local residents. In 2022, 33.6% of Midlothian residents indicated they worked at a job within Midlothian. This implies about 12,000 residents commute outside the city each day for work. In a large metro area, it is not unusual for a significant number of people to commute to work. For example, a greater percentage of Mansfield and Cedar Hill residents commute daily to work. Based on data from the US Census Bureau, Midlothian businesses can draw upon a regional labor force that extends about 30 miles.

Table 3. Place of Work for Midlothian Residents

Employment Location	Number of Employees	Percentage of Employees
Worked in place of residence	6,147	33.6%
Worked outside place of residence	12,121	66.4%
Living in Midlothian	18,268	100.0%

Source: U.S. Census Bureau – 2022 ACS

Remote Workers

There appears to be an opportunity to attract more business and professional service jobs that align with the skillset of existing residents. For 2022, 12.5% of Midlothian residents worked from home. This is a larger percentage than several peer communities evaluated. Remote or work-from-home jobs tend to be professional services jobs that pay high wages. However, more and more companies are asking employees to return to the office a few days a week. This could have two implications for Midlothian: 1) a greater percentage of residents will commute outside the City for work and 2) businesses might look for new office locations (even if small spaces) closer to where employees live. Increasing the supply of office and commercial space should appeal to firms wishing to open a physical presence in the region close to an existing skilled talent pool.

Wages and Income

Income levels also drive housing prices, retail sales, and overall prosperity. In 2022, Midlothian's median household income was \$119,323. This statistic reflects income that people and households get from wages and salaries, Social Security, and other sources. Overall, Midlothian's household income indicators are above most other regional peer cities. Household income statistics are typically reported based on where someone lives and not where employed. County Business Patterns datasets for Zip Code 76065 reflect the wages Midlothian-based businesses pay. In 2021, the average wage paid in Midlothian was \$52,838. This figure is 19.3% higher than the average wage in 2012. These statistics have important implications for the future land use plan, the cost of a home a resident can afford, and disposable income that can be spent at local businesses. While it is difficult to obtain public datasets to compare the average wage earned by a current Midlothian resident to salaries paid by local businesses, incentive policies are oftentimes based on wages paid. From a long-term comprehensive planning perspective, it is important Midlothian allocate land for different business sectors to ensure a balanced and sustainable economy that offers employment opportunities for all skill levels.

Table 4. Average Wage Paid by Businesses in Zip Code 76065

Year	Average Wage
2012	\$44,304
2013	\$44,740
2014	\$48,659
2015	\$49,810
2016	\$46,068
2017	\$48,189
2018	\$49,147
2019	\$52,258
2020	\$49,485
2021	\$52,838

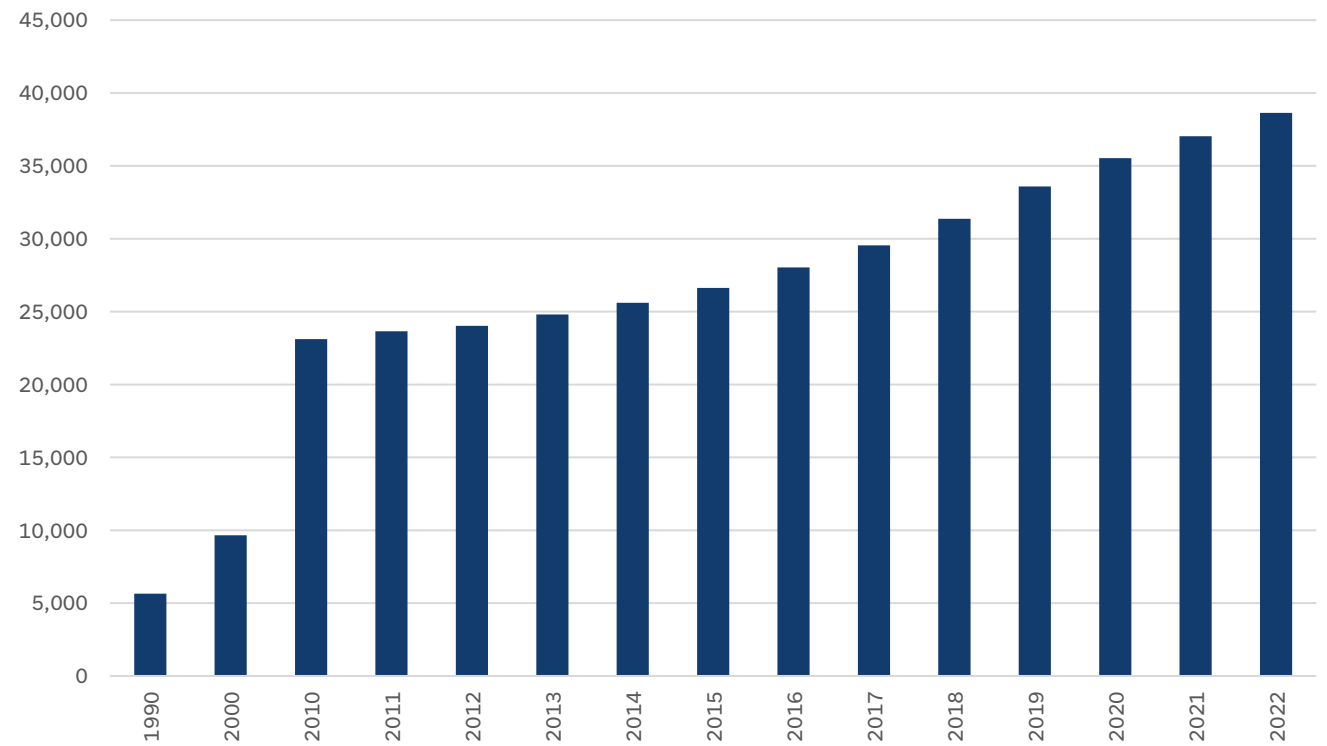
Source: County Business

Residential Real Estate

New single-family housing trends are correlated with population growth. Since 2010, 391 single-family housing units per year have been permitted. For 2023, Midlothian permitted 863 new single-family homes, well above the long-term trend. According to data from Redfin, the median sales price of a Midlothian home has increased from \$160,000 in 2012 to \$480,000 in 2023. This far outpaces the growth in local income levels. Relative to other peer communities within the region, Midlothian housing costs are more expensive than most communities. Likely related to increasing interest rates and building material costs, the average price of a home sold in Midlothian has stabilized. The issue of housing affordability within Midlothian will likely remain a critical issue for the foreseeable future, affecting the City's ability to attract young graduates and recruit workers.

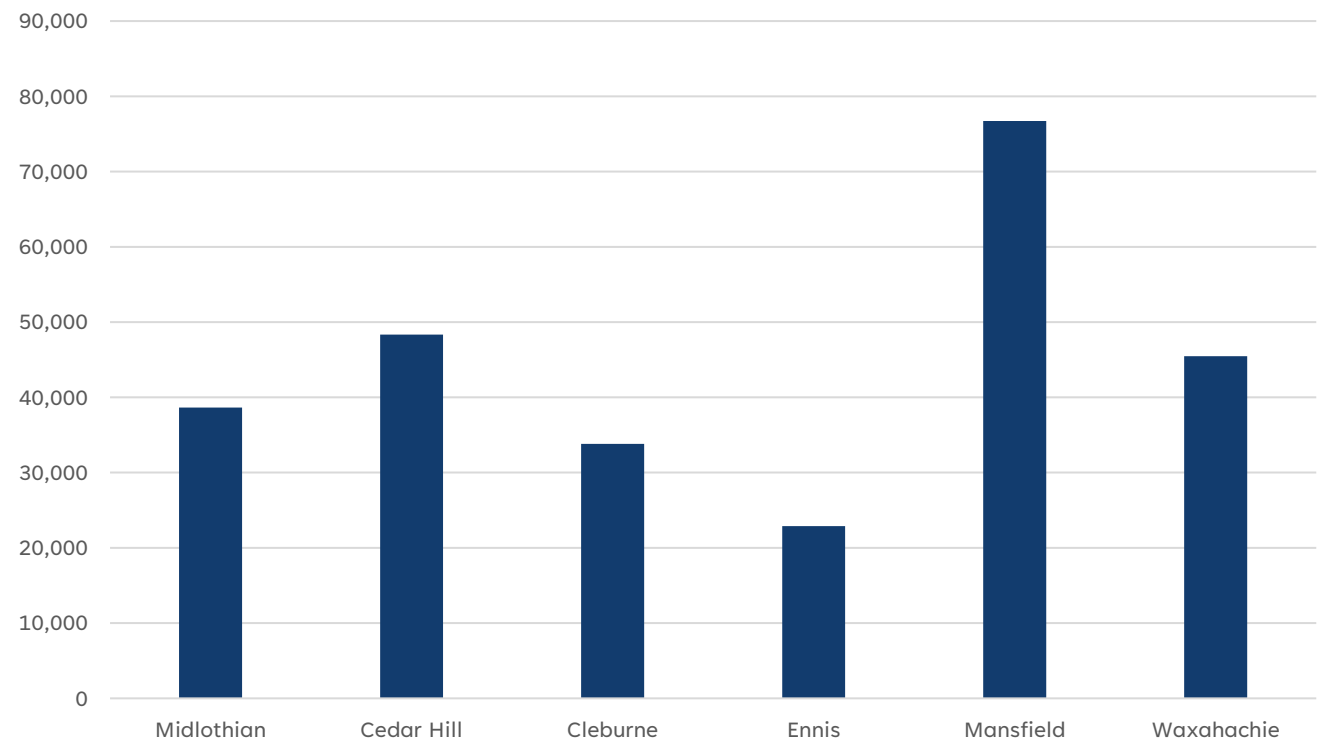


Figure 7. City of Midlothian Population Trends



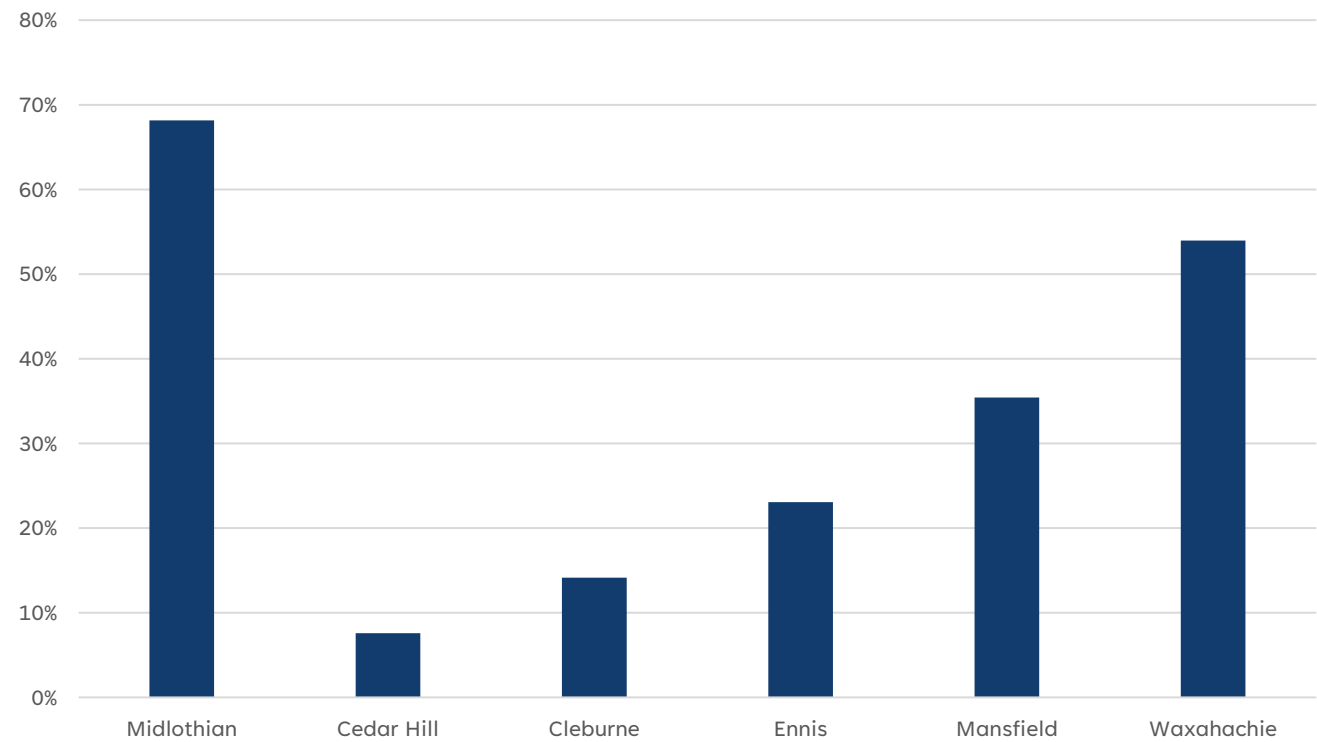
Source: U.S. Census Bureau

Figure 8. Regional Population (2022)



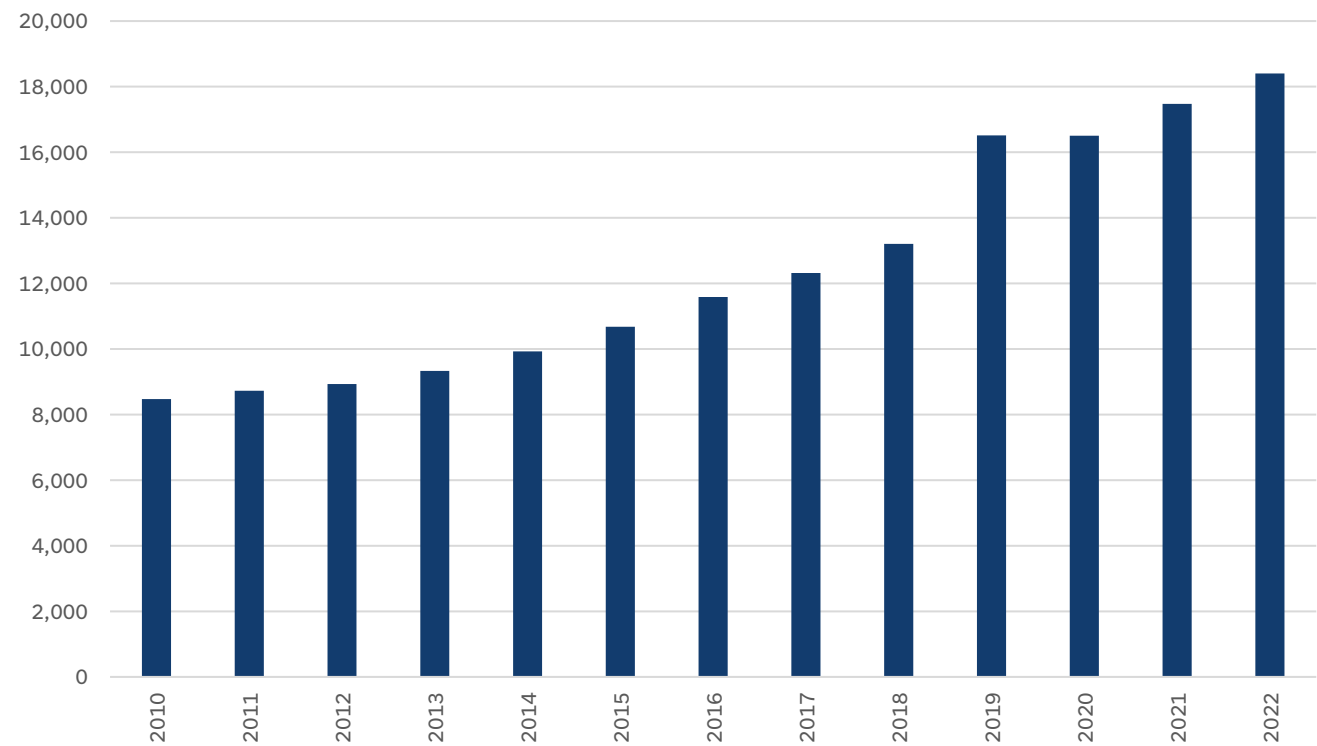
Source: U.S. Census Bureau

Figure 9. Regional Population Growth Rates (2010 to 2022)



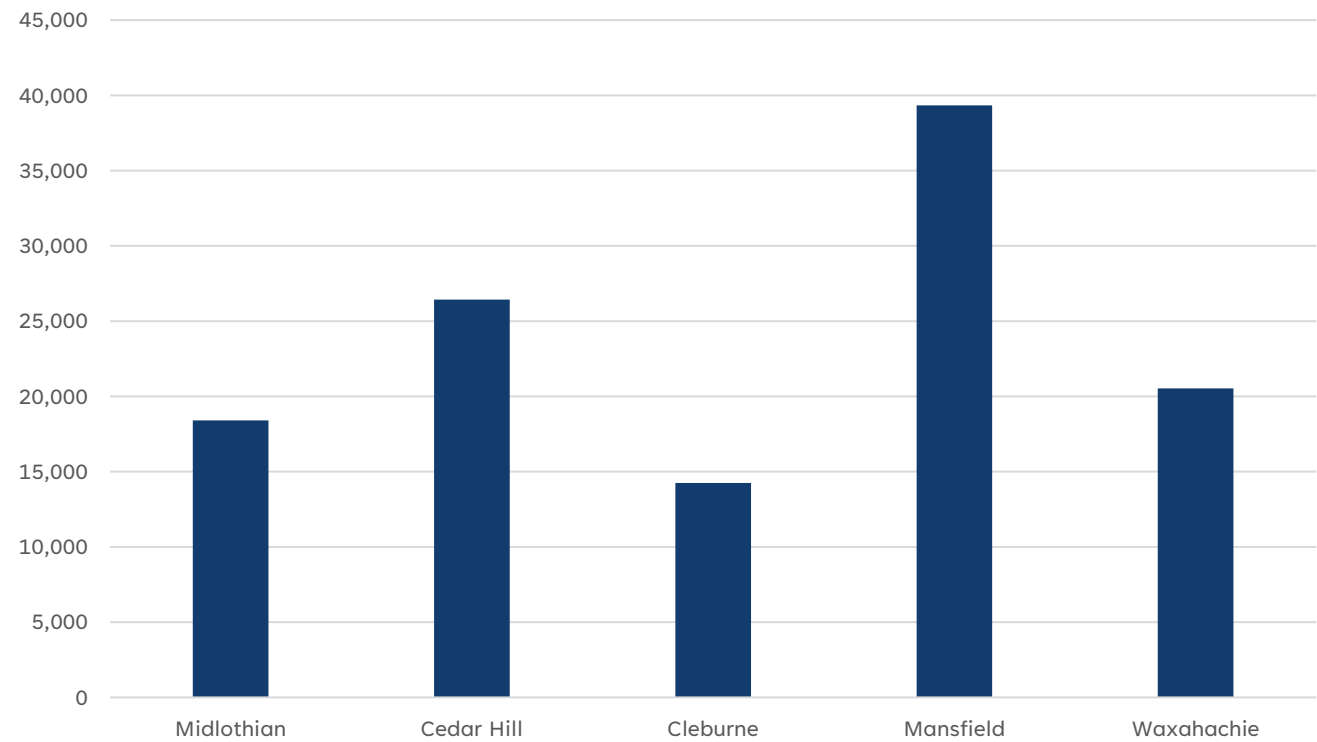
Source: U.S. Census Bureau

Figure 10. Employed Midlothian Residents by Year



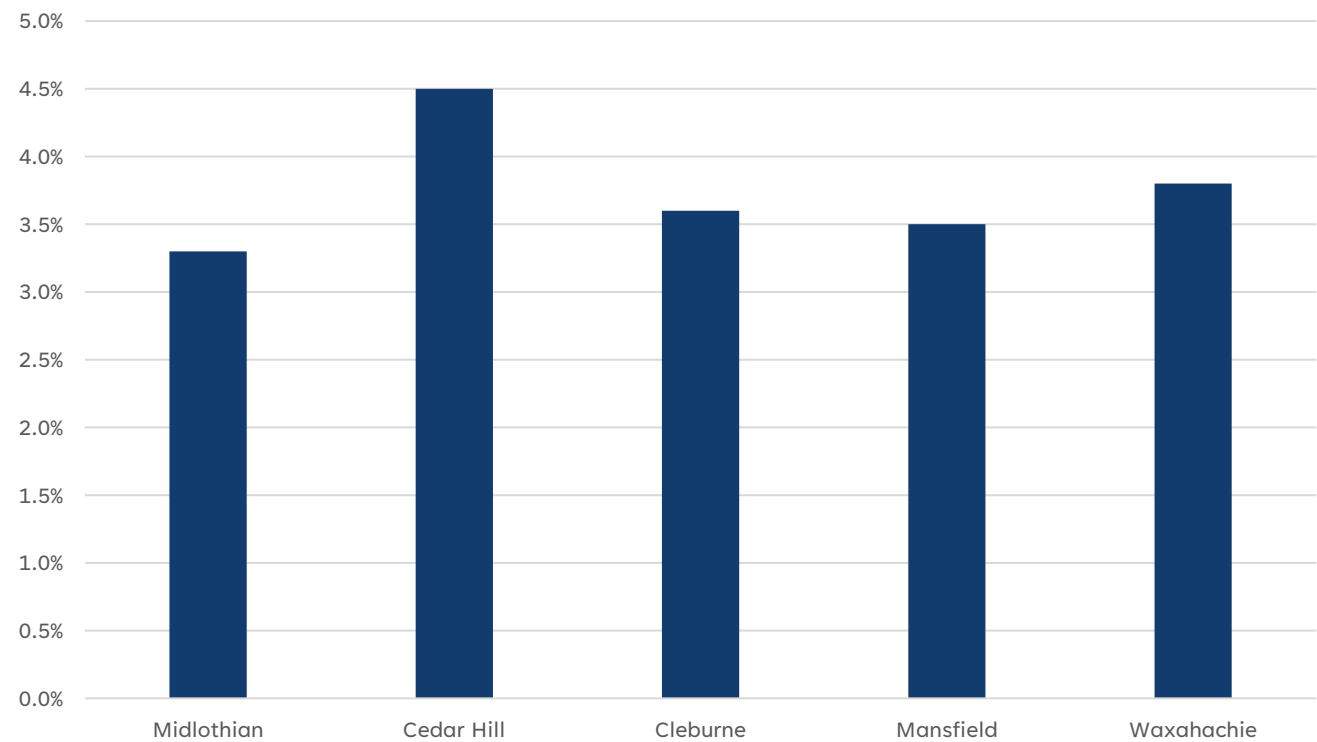
Source: Texas Workforce Commission

Figure 11. Employed Population by Place of Residence (2022)



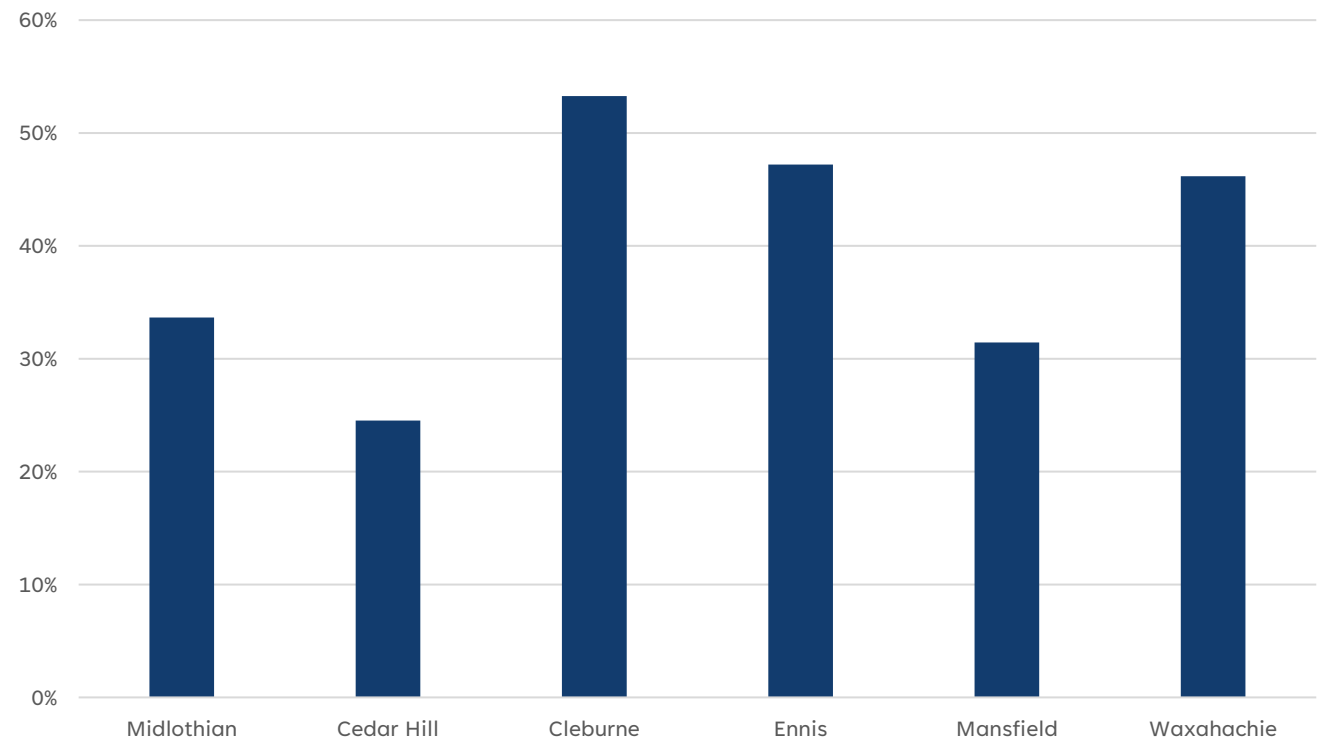
Source: Texas Workforce Commission

Figure 12. Regional Unemployment Rates (2022)



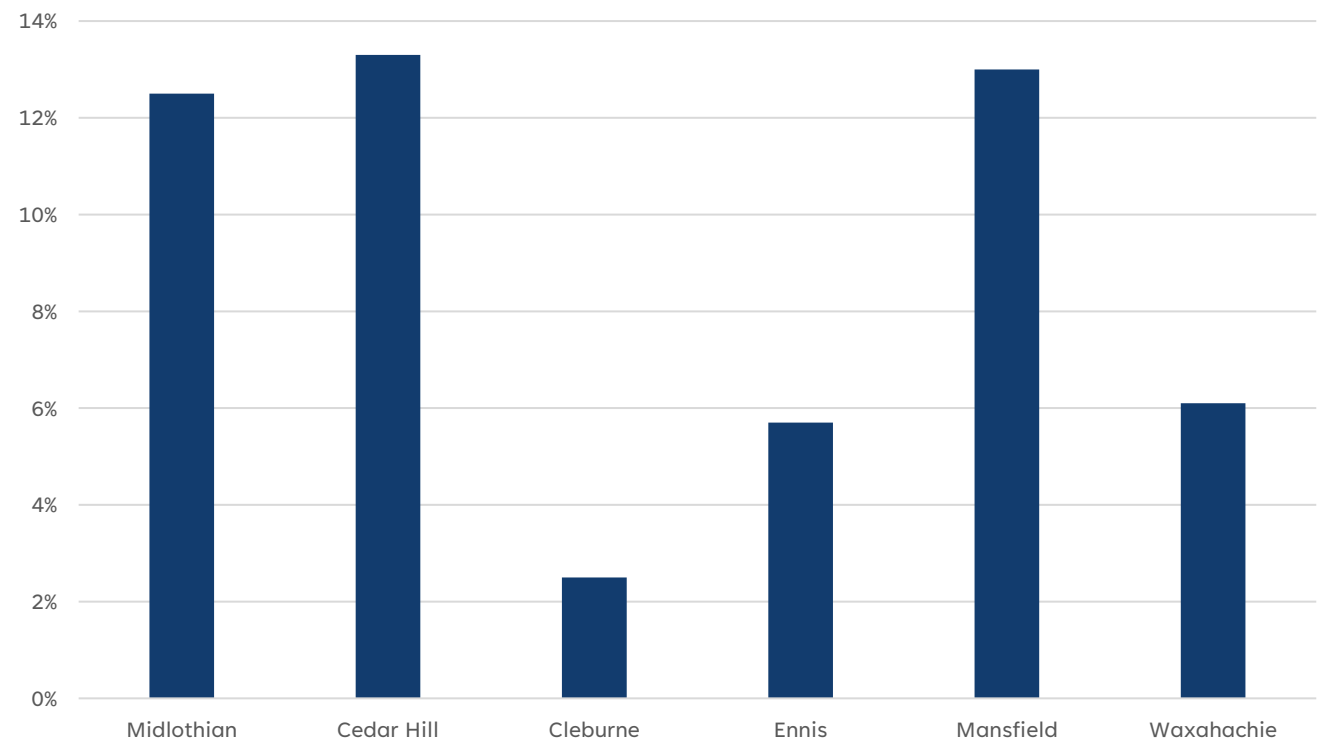
Source: Texas Workforce Commission

Figure 13. Percentage who Worked in their Place of Residence (2022 ACS 5-Year Estimate)



Source: U.S. Census Bureau - American Community Survey (ACS)

Figure 14. Percentage who Worked from Home (2022 ACS 5-Year Estimate)



Source: U.S. Census Bureau - American Community Survey (ACS)

Table 5. Employment Levels by Business Establishment Location (2022) – Employment within the City Limits

NAICS	Description	Midlothian	Cedar Hill	Cleburne	Ennis	Mansfield	Waxahachie
11	Agriculture, Forestry, Fishing and Hunting	7	10	15	16	25	3
21	Mining, Quarrying, and Oil and Gas Extraction	235	3	34	9	32	38
22	Utilities	25	0	175	66	0	979
23	Construction	618	1,093	872	506	1,281	1,250
31-33	Manufacturing	1,655	563	1,535	2,286	2,876	1,432
42	Wholesale Trade	420	298	876	1,043	766	3,465
44-45	Retail Trade	1,363	3,912	2,490	1,550	4,352	368
48-49	Transportation and Warehousing	161	285	335	136	385	234
51	Information	65	461	190	94	434	530
52	Finance and Insurance	245	349	476	277	796	313
53	Real Estate and Rental and Leasing	181	392	286	133	659	573
54	Professional, Scientific, and Technical Services	434	550	433	223	2,237	140
55	Management of Companies and Enterprises	8	15	4	12	90	310
56	Administrative and Support Services	324	203	145	359	458	3,510
61	Educational Services	1,254	1,542	1,118	1,016	5,476	2,275
62	Health Care and Social Assistance	653	1,344	1,989	978	4,287	157
71	Arts, Entertainment, and Recreation	63	288	230	582	656	2,467
72	Accommodation and Food Services	969	2,079	1,704	1,151	3,813	149
81	Other Services (except Public Administration)	567	1,792	1,058	662	1,920	130
92	Public Administration	218	747	2,169	306	590	0
99	Unclassified Establishments	75	131	51	13	302	0
Total		9,540	16,057	16,185	11,418	31,435	18,323

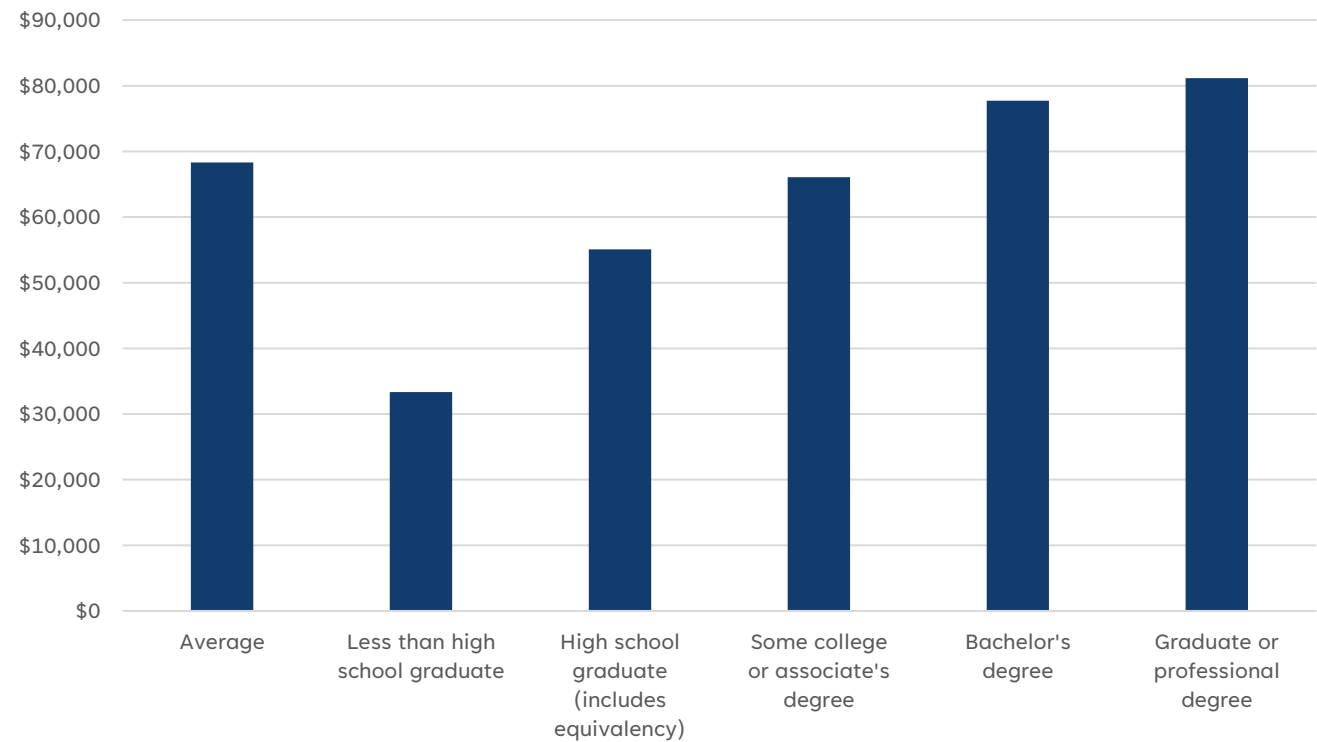
Source: ESRI; Data Axle; TXP, Inc.

Table 6. Employment Levels by Business Establishment Location as a % of Total Location Employment (2022)

NAICS	Description	Midlothian	Cedar Hill	Cleburne	Ennis	Mansfield	Waxahachie
11	Agriculture, Forestry, Fishing and Hunting	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%
21	Mining, Quarrying, and Oil and Gas Extraction	2.5%	0.0%	0.2%	0.1%	0.1%	0.2%
22	Utilities	0.3%	0.0%	1.1%	0.6%	0.0%	5.3%
23	Construction	6.5%	6.8%	5.4%	4.4%	4.1%	6.8%
31-33	Manufacturing	17.3%	3.5%	9.5%	20.0%	9.1%	7.8%
42	Wholesale Trade	4.4%	1.9%	5.4%	9.1%	2.4%	18.9%
44-45	Retail Trade	14.3%	24.4%	15.4%	13.6%	13.8%	2.0%
48-49	Transportation and Warehousing	1.7%	1.8%	2.1%	1.2%	1.2%	1.3%
51	Information	0.7%	2.9%	1.2%	0.8%	1.4%	2.9%
52	Finance and Insurance	2.6%	2.2%	2.9%	2.4%	2.5%	1.7%
53	Real Estate and Rental and Leasing	1.9%	2.4%	1.8%	1.2%	2.1%	3.1%
54	Professional, Scientific, and Technical Services	4.5%	3.4%	2.7%	2.0%	7.1%	0.8%
55	Management of Companies and Enterprises	0.1%	0.1%	0.0%	0.1%	0.3%	1.7%
56	Administrative and Support Services	3.4%	1.3%	0.9%	3.1%	1.5%	19.2%
61	Educational Services	13.1%	9.6%	6.9%	8.9%	17.4%	12.4%
62	Health Care and Social Assistance	6.8%	8.4%	12.3%	8.6%	13.6%	0.9%
71	Arts, Entertainment, and Recreation	0.7%	1.8%	1.4%	5.1%	2.1%	13.5%
72	Accommodation and Food Services	10.2%	12.9%	10.5%	10.1%	12.1%	0.8%
81	Other Services (except Public Administration)	5.9%	11.2%	6.5%	5.8%	6.1%	0.7%
92	Public Administration	2.3%	4.7%	13.4%	2.7%	1.9%	0.0%
99	Unclassified Establishments	0.8%	0.8%	0.3%	0.1%	1.0%	0.0%
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

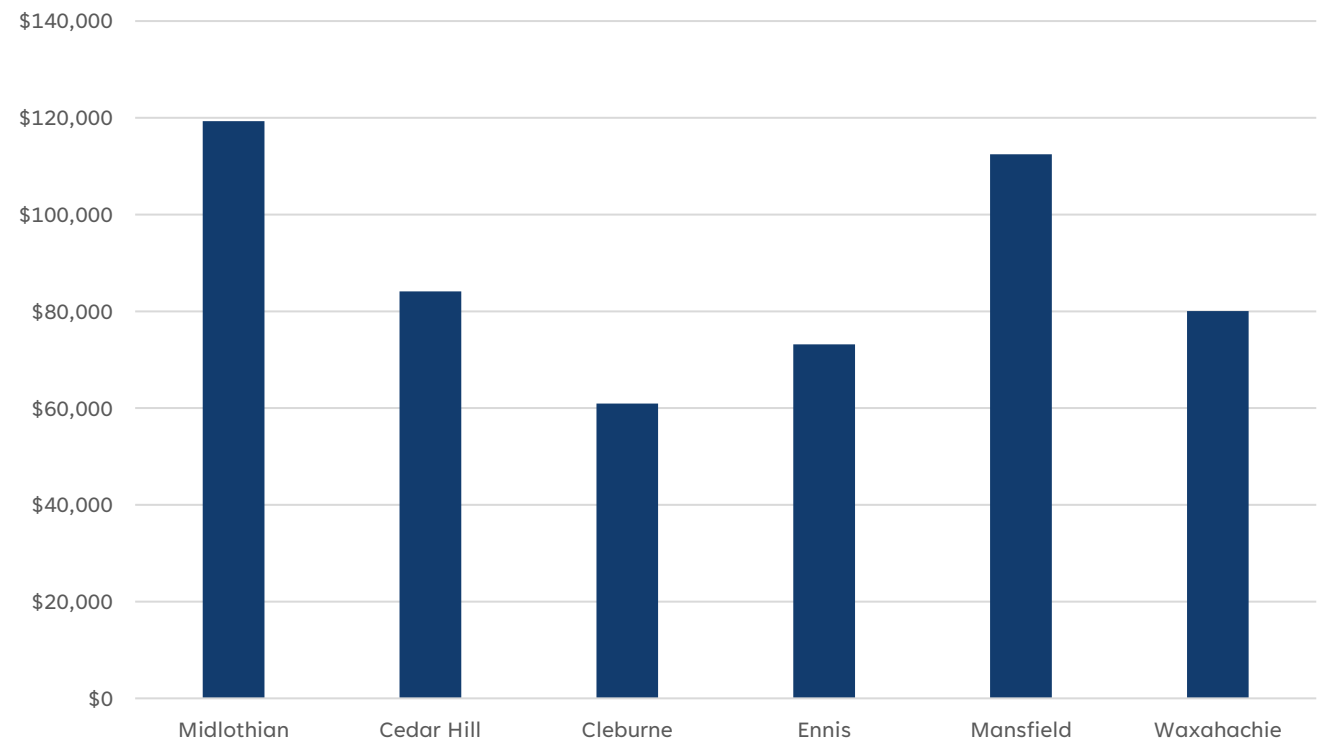
Source: ESRI; Data Axle; TXP, Inc.

Figure 15. Midlothian Median Earnings by Educational Attainment (2022 ACS 5-Year Estimate)



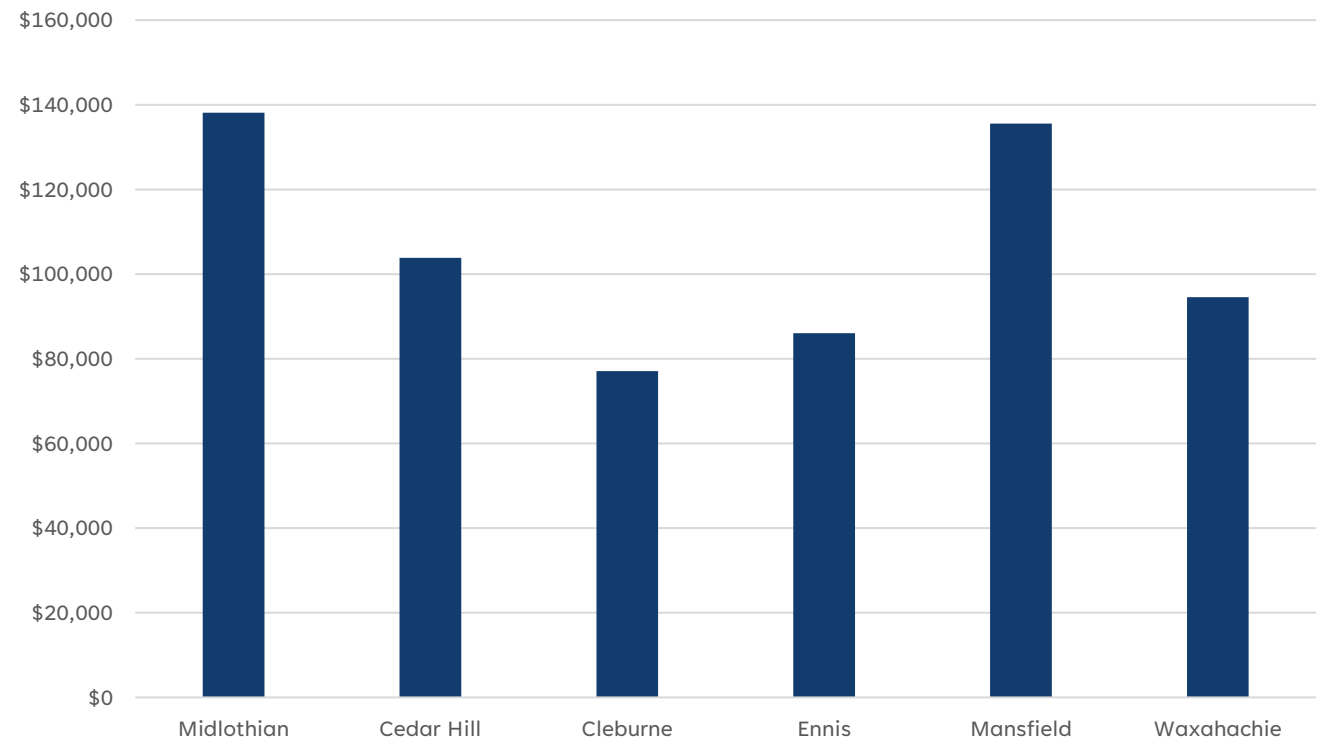
Source: U.S. Census Bureau - American Community Survey (ACS)

Figure 16. Median Household Income (2022 ACS 5-Year Estimate)



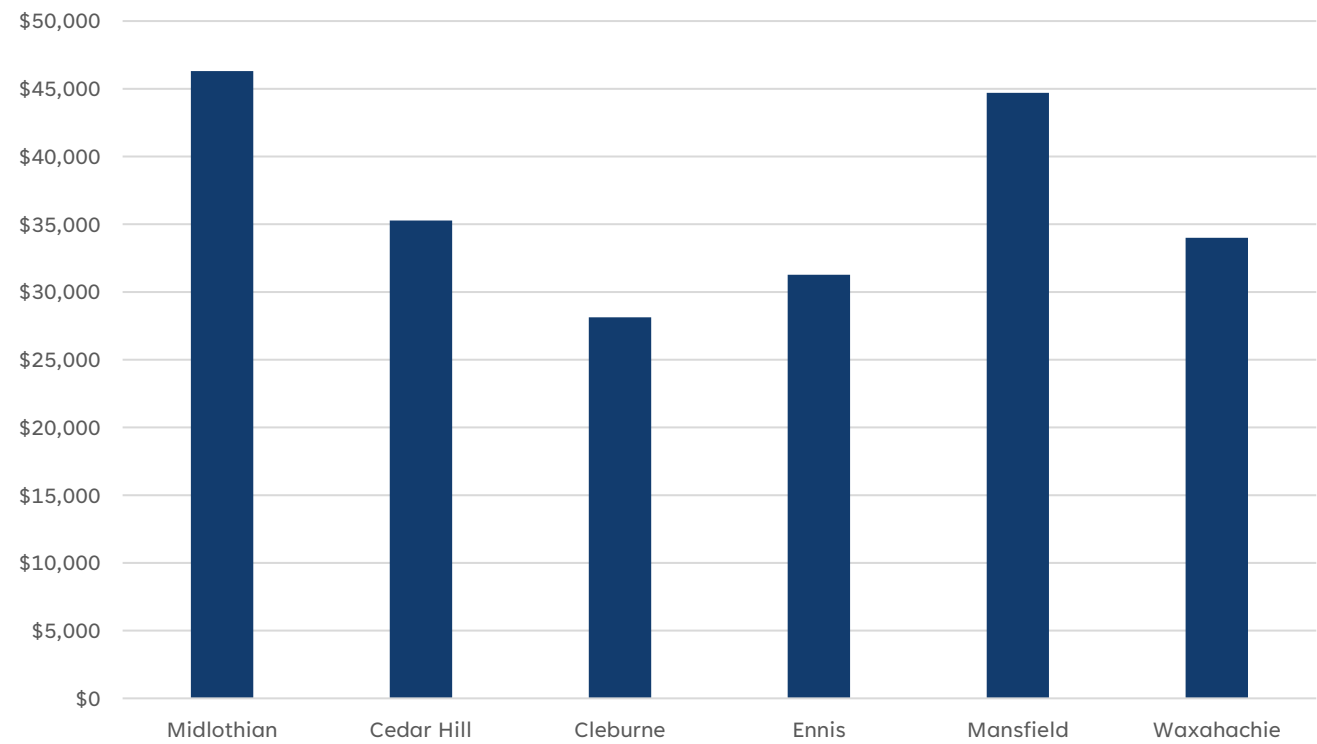
Source: U.S. Census Bureau - American Community Survey (ACS)

Figure 17. Average Household Income (2022 ACS 5-Year Estimate)



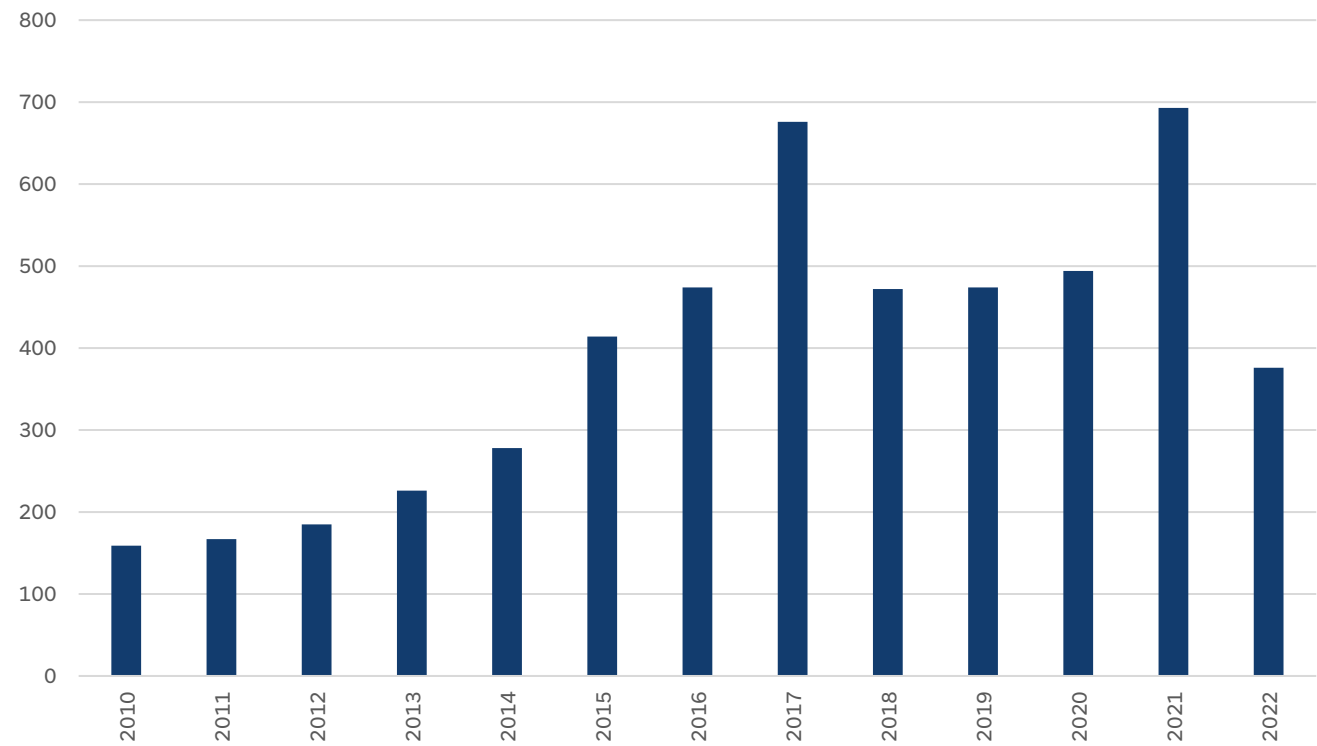
Source: U.S. Census Bureau - American Community Survey (ACS)

Figure 18. Per Capita Income (2022 ACS 5-Year Estimate)



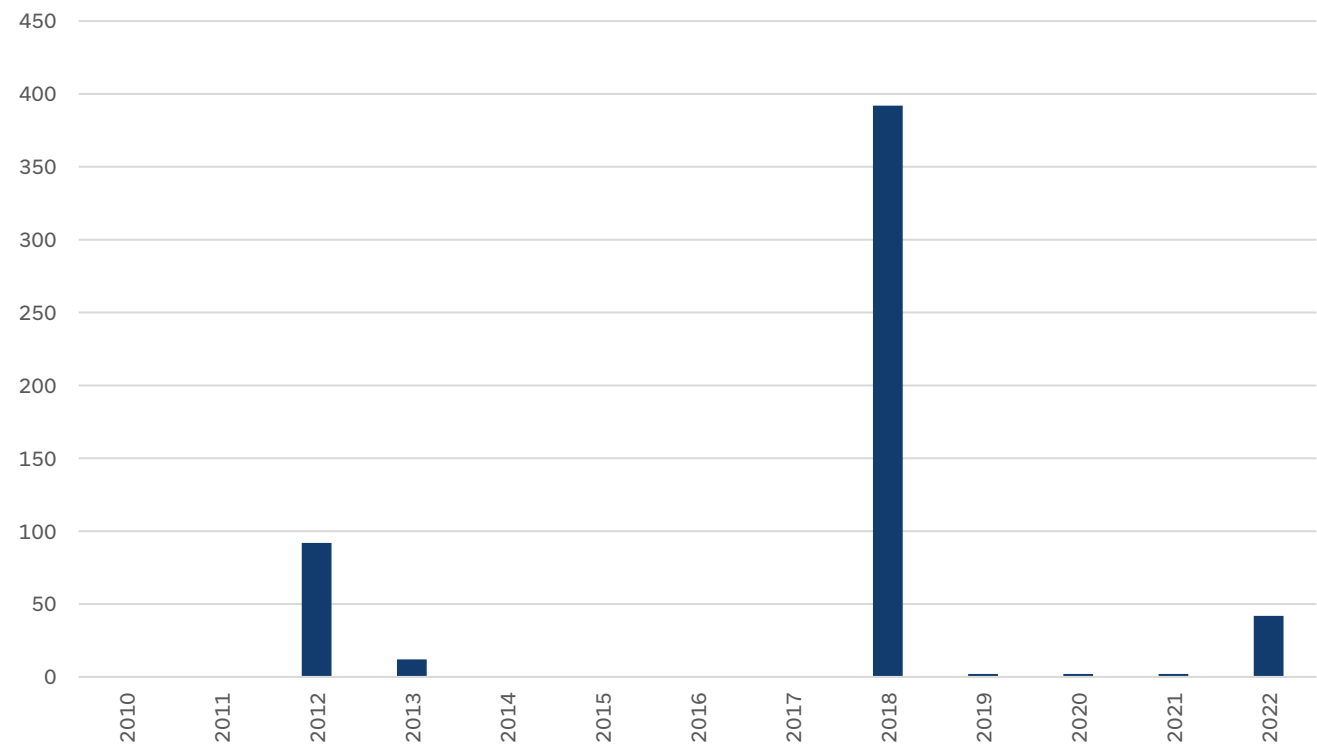
Source: U.S. Census Bureau - American Community Survey (ACS)

Figure 19. Midlothian Single-Family Residential Units Permitted by Year



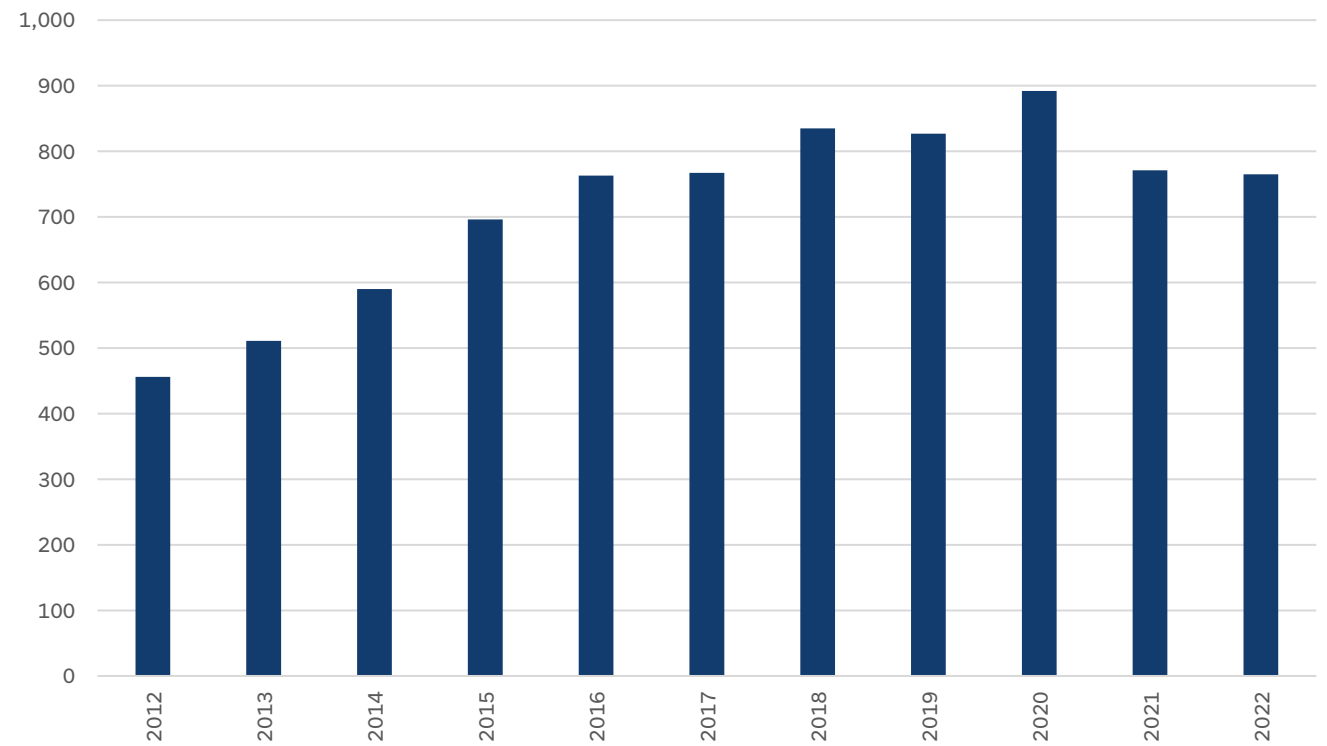
Source: US Census Bureau Building Permits Survey

Figure 20. Midlothian Multifamily Residential Units Permitted by Year



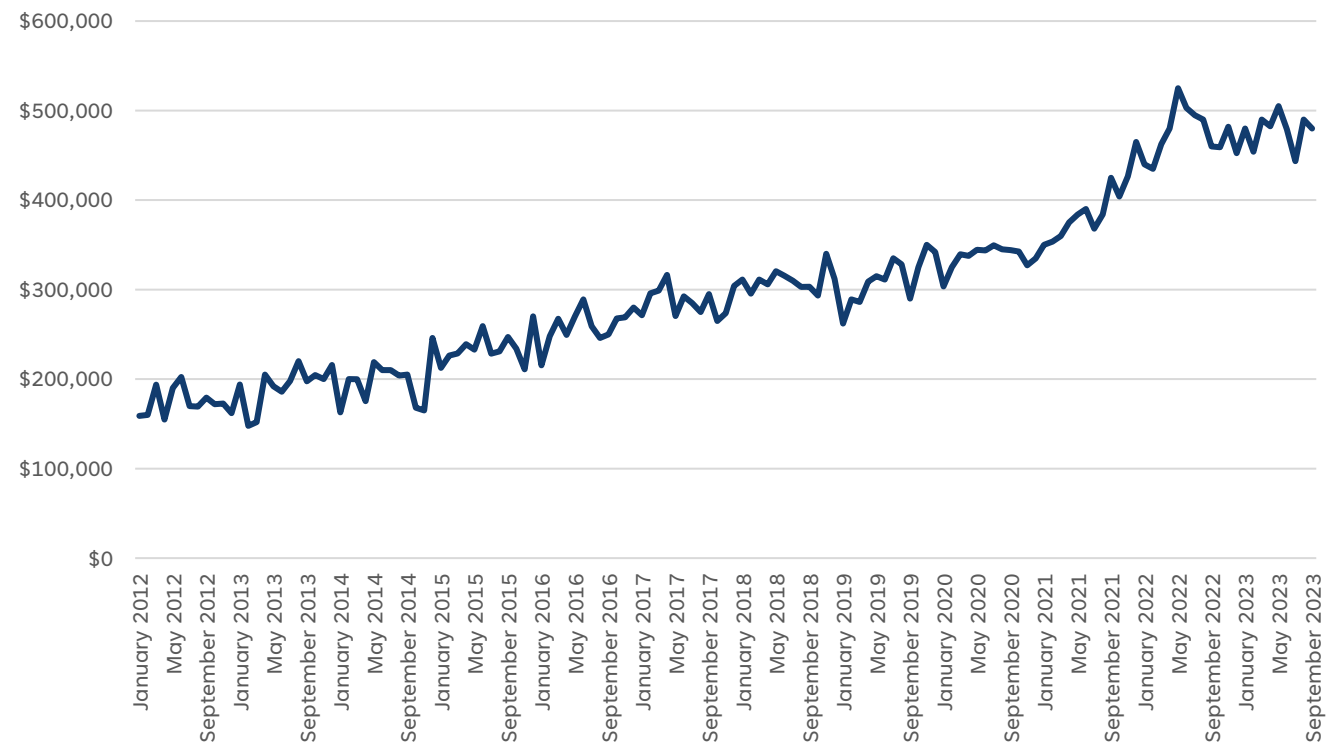
Source: US Census Bureau Building Permits Survey

Figure 21. Midlothian Annual Home Sales



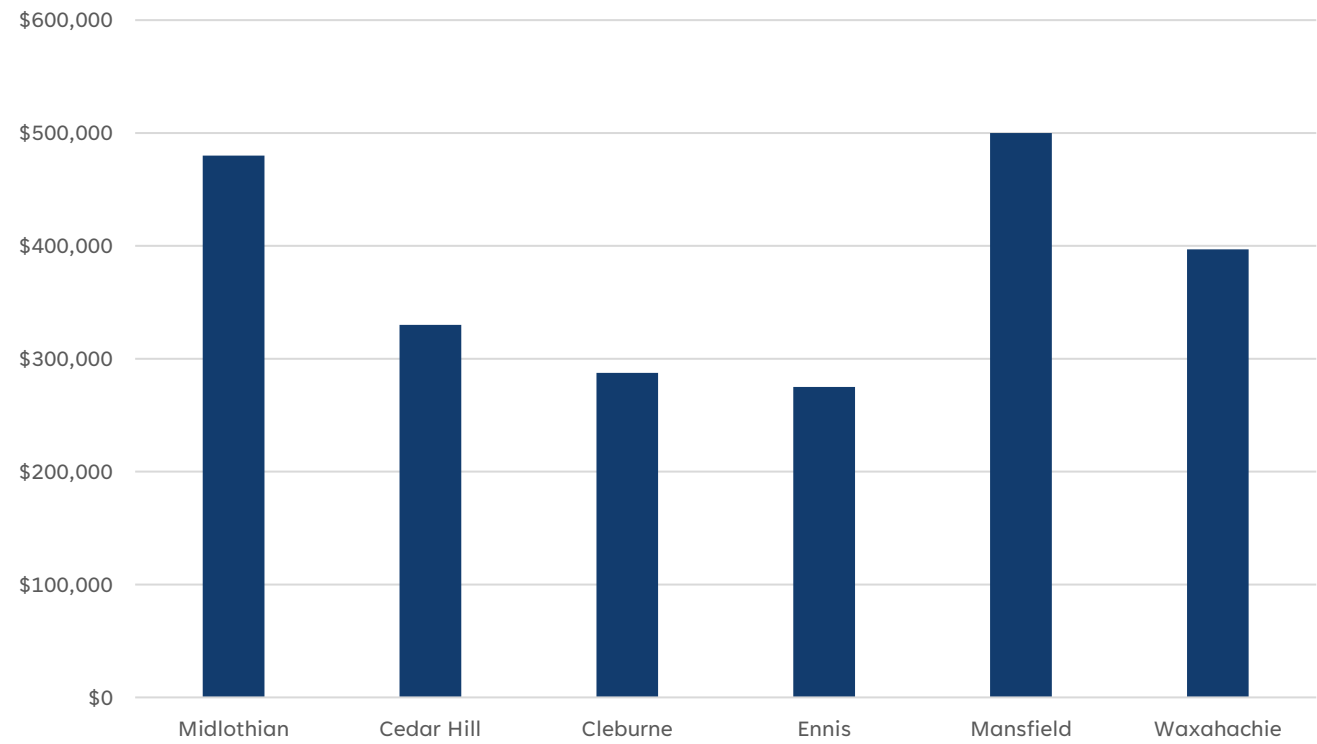
Source: TXP, Redfin

Figure 22. Midlothian Median Home Sales Price



Source: TXP, Redfin

Figure 23. Regional Median Home Sales Price (September 2023)



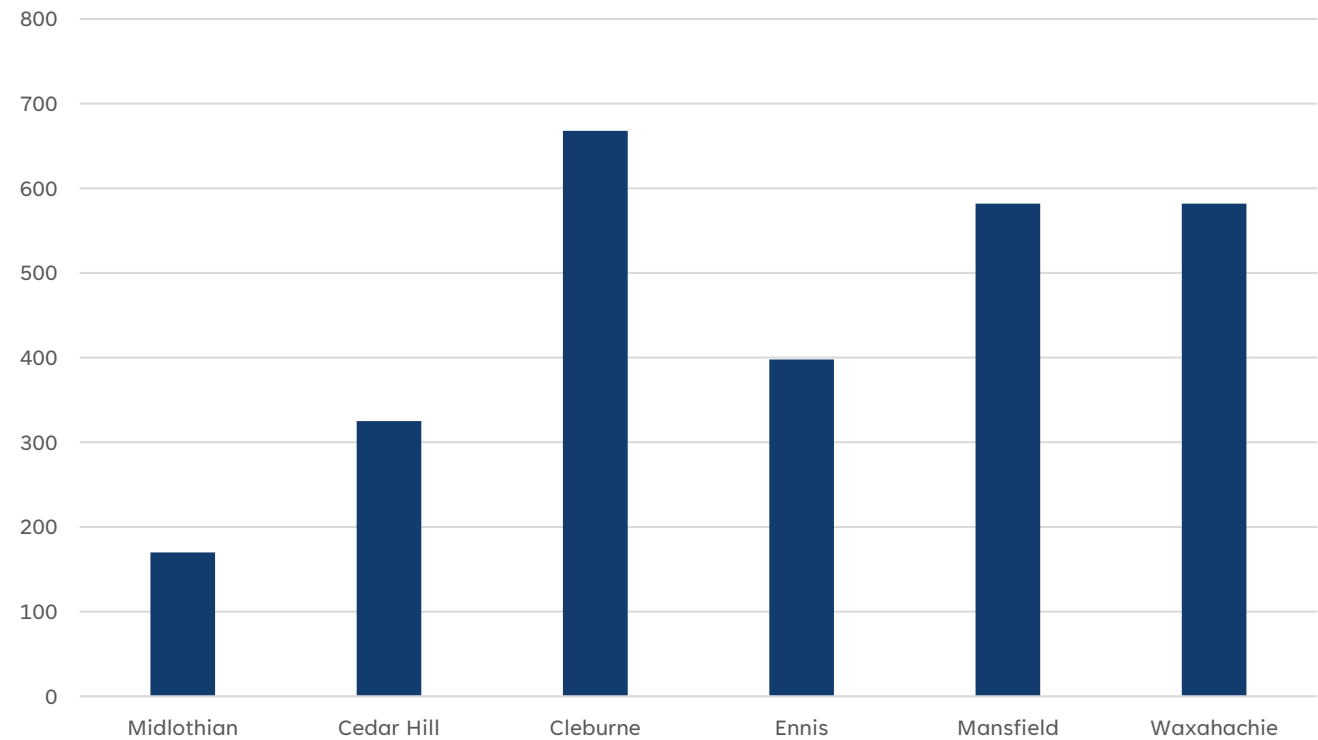
Source: TXP, Redfin

Visitor Activity

Visitor activity does not currently play a significant role in the Midlothian economy. According to Source Strategies, in 2022, there were 170 hotel room nights available in Midlothian. Occupancy rates and revenue per available room are below most regional peer cities; however, the existing Midlothian Conference Center represents an opportunity to increase visitor activity in the community. In addition, the recently approved Holiday Inn-Candlewood Suites Hotel will significantly increase the number of room nights when completed. Recruiting destination developments and attracting movie and television filming is another strategy to grow room night demand. The number of hotel rooms should continue to expand with overall regional economic activity and population growth. Once this occurs, the economic and tax impact of visitor activity will increase.

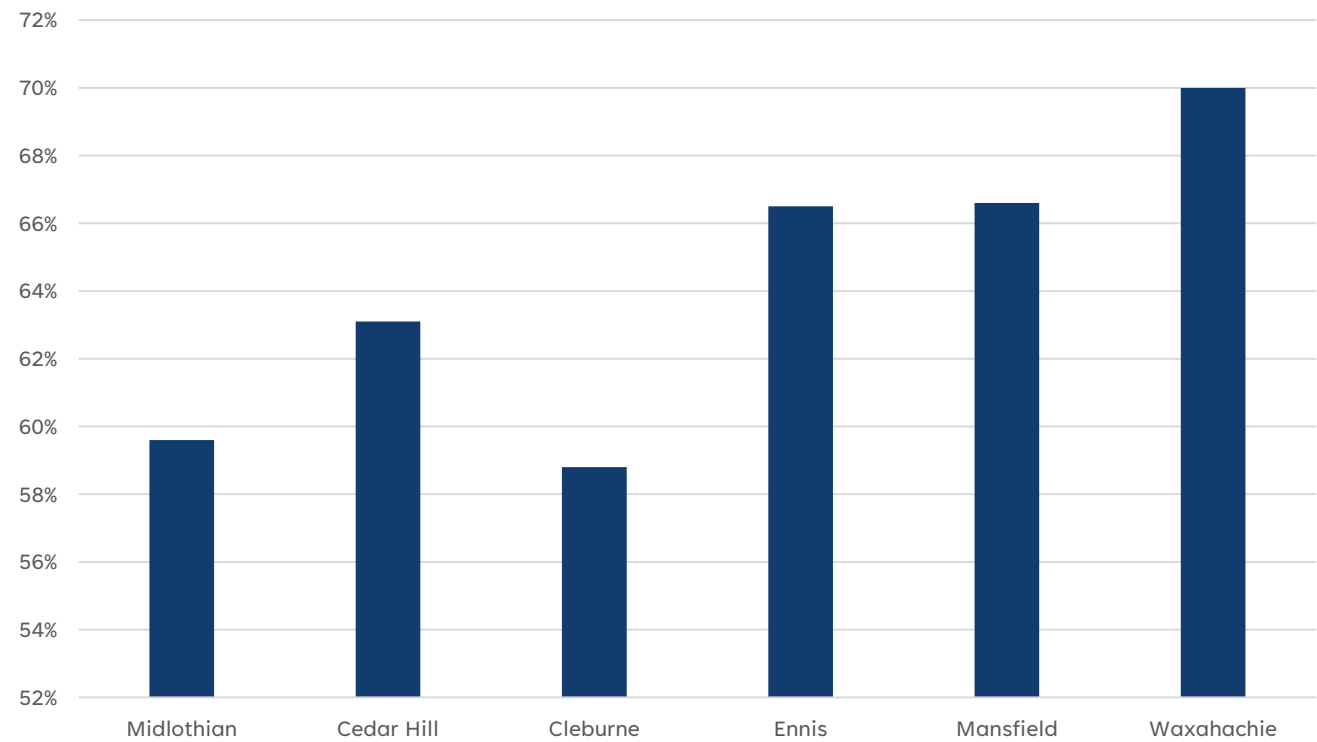


Figure 24. Number of Rooms Available (2022)



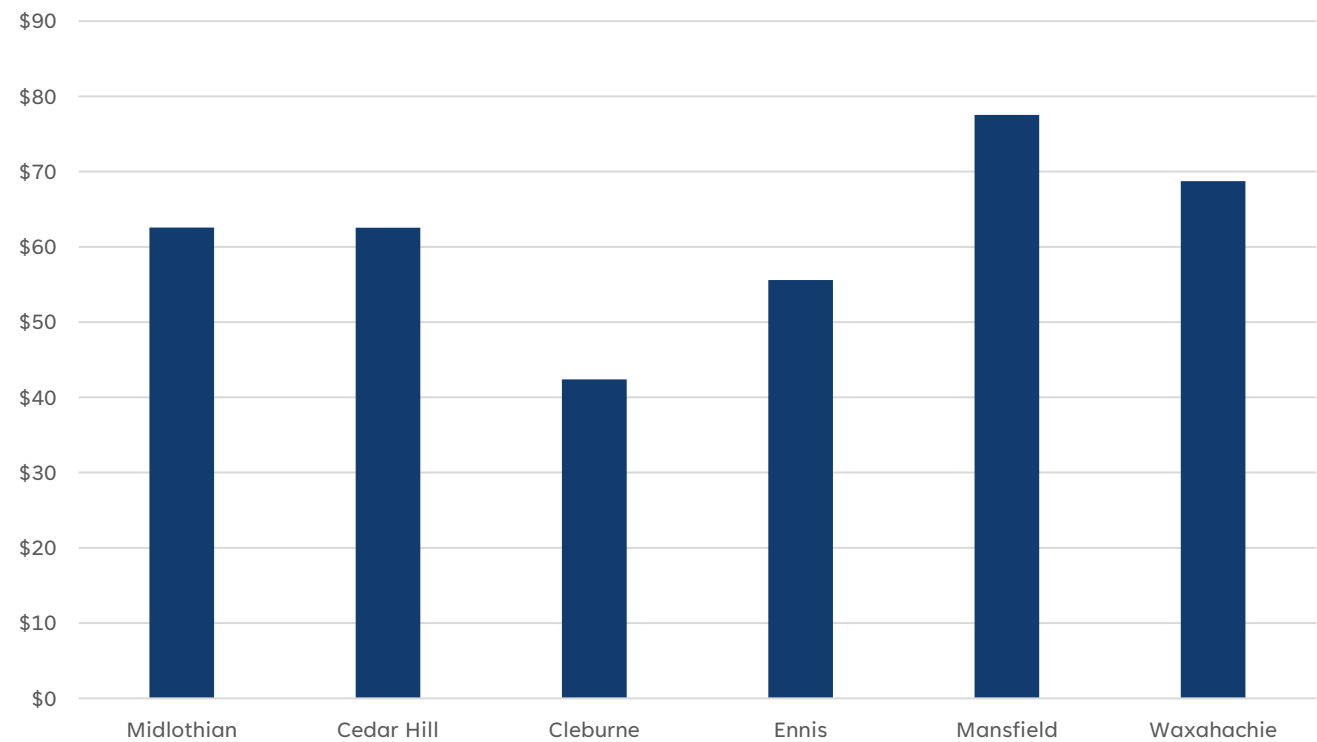
Source: Source Strategies

Figure 25. Occupancy Rate (2022)



Source: Source Strategies

Figure 26. Revenue per Available Room (2022)



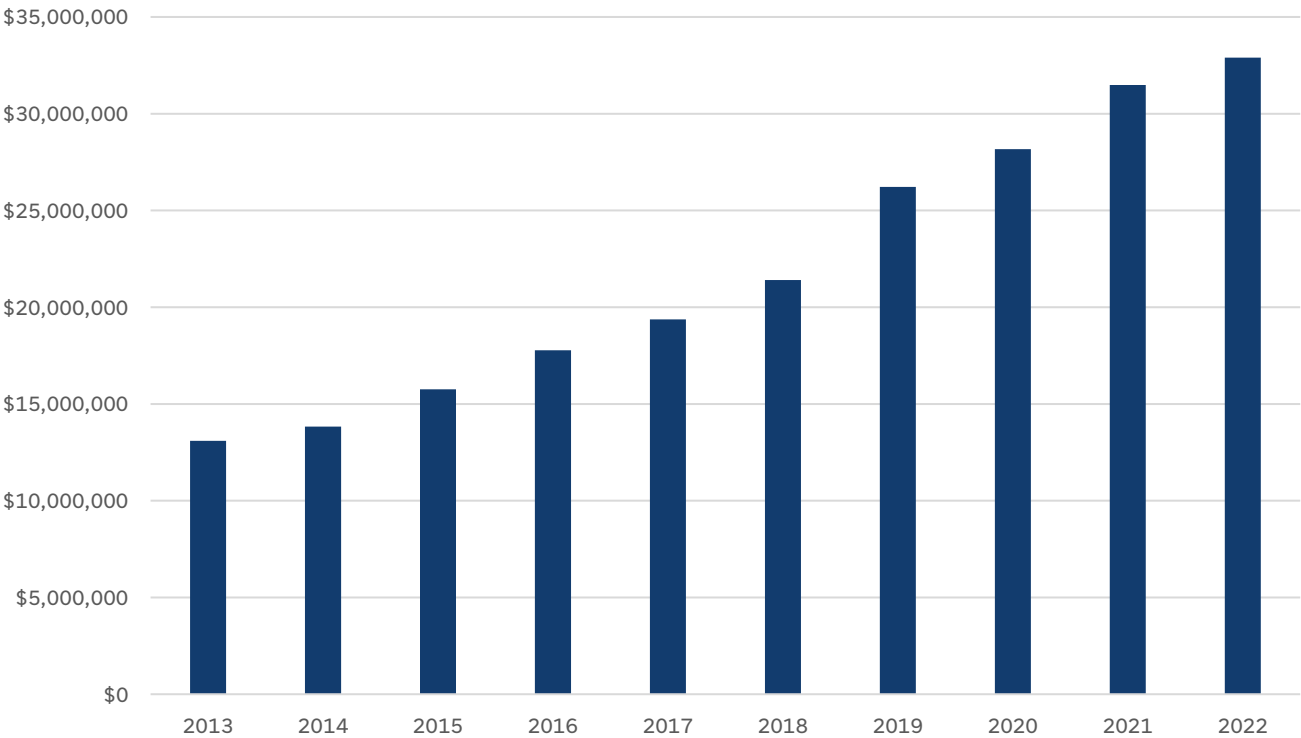
Source: Source Strategies

Tax Revenue

Over the past decade, Midlothian's general fund property tax revenue has more than doubled. In 2022, general fund property tax revenue was \$32.9 million. Single-family and multifamily residential properties represent about 58.2% of the tax base. Commercial and industrial property (real and business personal) comprise 32.5% of the tax base. For the State of Texas, about 32.0% of the tax base comes from commercial and industrial properties. Sales and use tax revenue has also been growing in Midlothian over the past decade. Between 2013 and 2022, sales and use tax collections increased by almost 300.0%. Overall population growth, new taxable construction, and industrial activity are driving the rapid growth in local sales and use tax collections. Over this same period, hotel occupancy tax revenue was flat. This is a result of limited hotel room growth in the City.

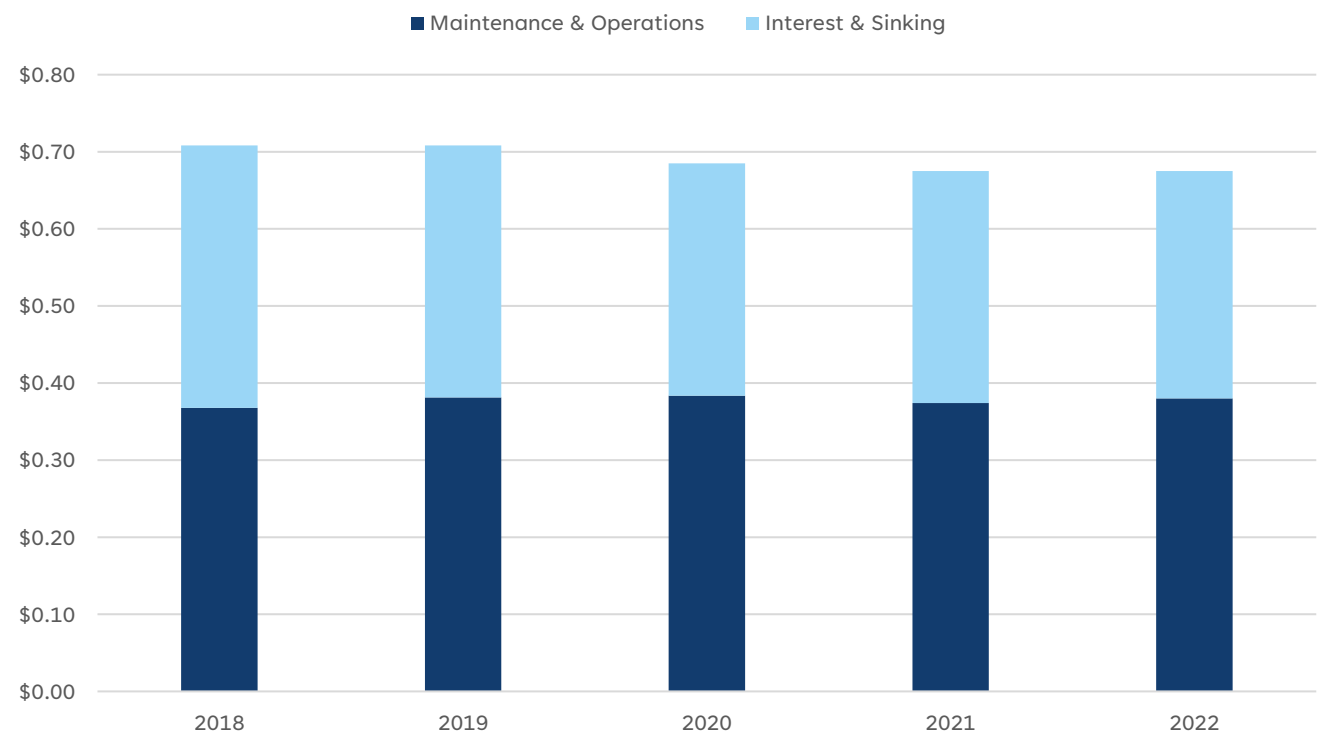


Figure 27. Midlothian Property Tax Revenue by Fiscal Year



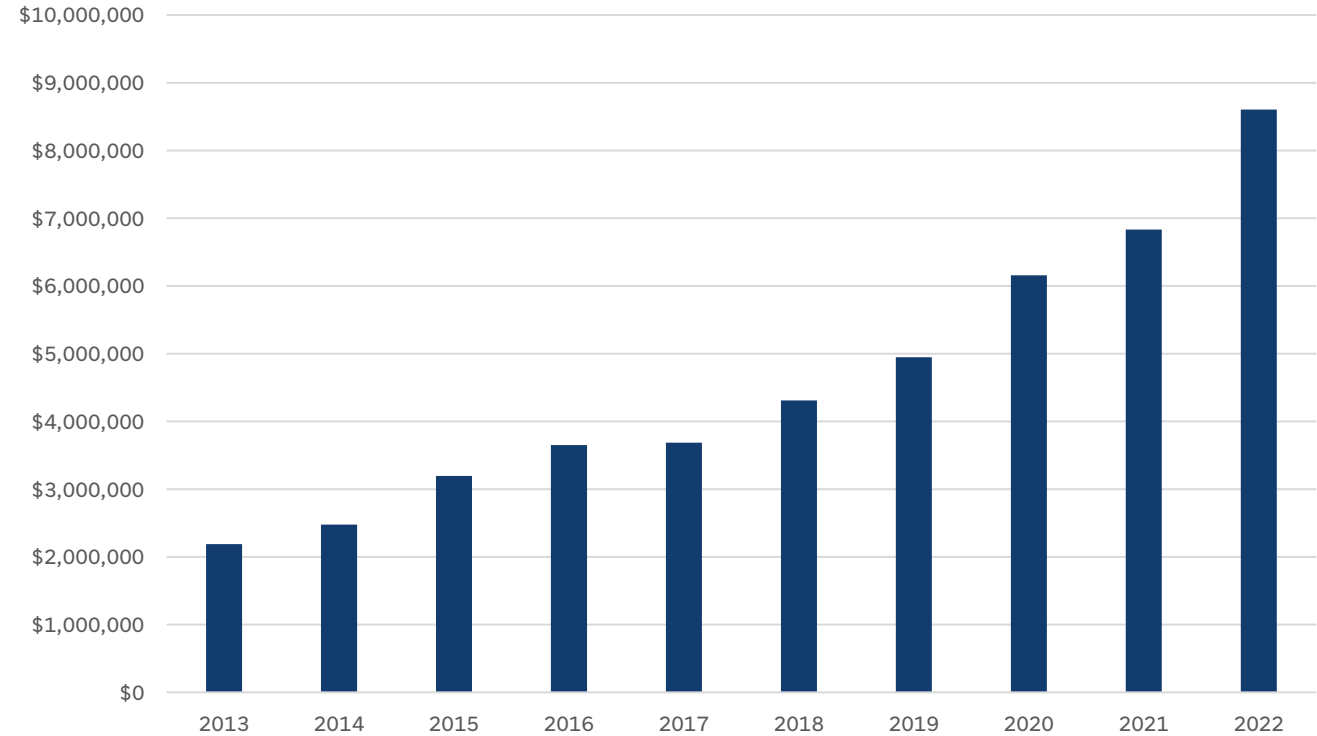
Source: City of Midlothian

Figure 28. Midlothian Property Tax Rate



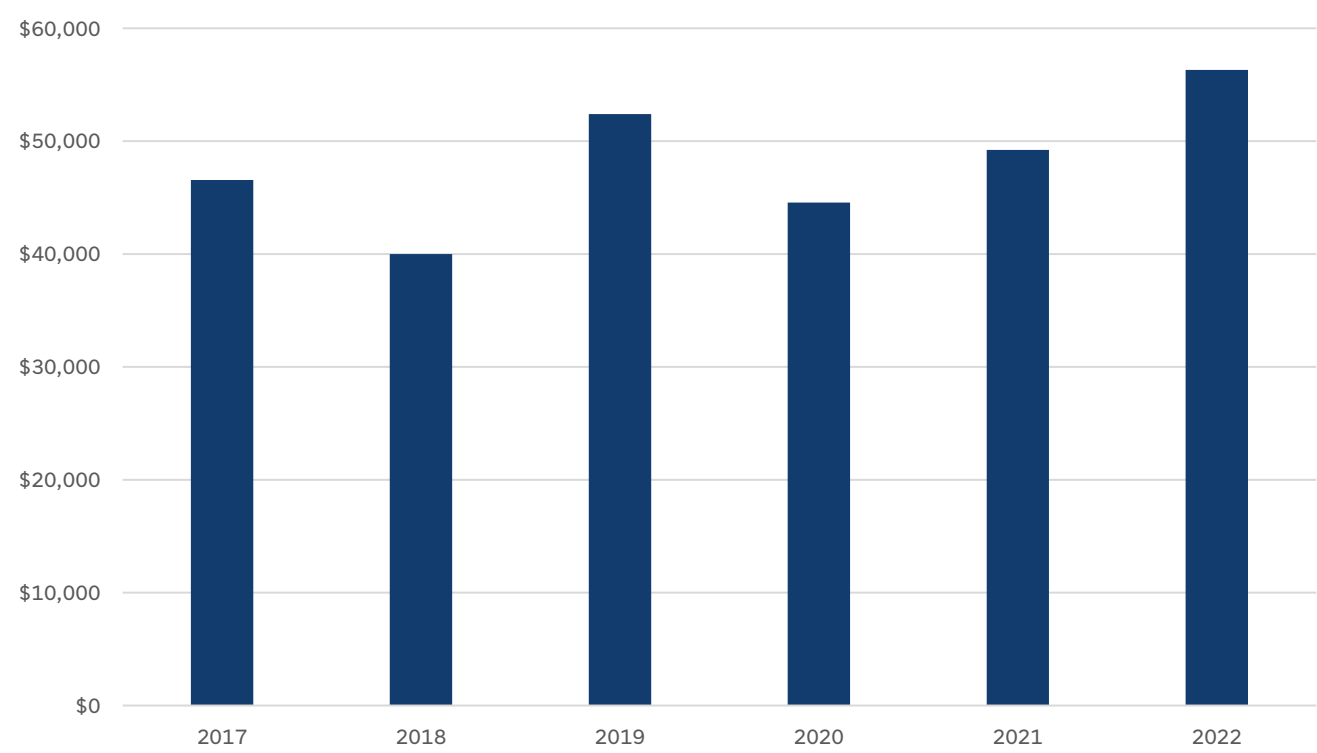
Source: City of Midlothian

Figure 29. Midlothian General Fund Sales Tax Revenue Collections by Fiscal Year



Source: City of Midlothian

Figure 30. Midlothian Hotel Occupancy Tax Collection by Fiscal Year



Source: City of Midlothian

Fiscal Impact Assessment

Future residential and economic development projects will enhance the quality of life for Midlothian residents. At the same time, City cost of service will also increase to support these new developments. The purpose of this fiscal impact assessment is to examine if future developments, currently vacant land, will generate sufficient revenue to offset higher costs. Because different land use patterns create varying levels of tax revenue (e.g., sales tax at a shopping center or property tax from an apartment building), it is critical to understand if the future land use map is projected to generate enough revenue to pay for a similar level of services residents receive today. The analysis focuses on the average revenue by land use category and expenses by “cost unit” served. This approach assumes that future development will generate costs and revenues at the same average rate as the existing service population.

Marginal Versus Average Cost of Service

Most of Midlothian’s growth will be new greenfield development versus redevelopment of existing properties. This will require Midlothian to build new roads, fire stations, and libraries. When redevelopment occurs, cities can often take advantage of existing infrastructure. This is referred to as a “marginal cost” or the change in total cost when another unit is produced. For rapidly growing cities or greenfield developments, cities often must build new infrastructure and public facilities. The economic term that typically applies is “average cost,” which is roughly equal to the total cost of providing services today divided by the current number of residents and businesses. This analysis relies on an average cost and average revenue methodology. This approach assumes that future development on mostly vacant land will generate costs and revenues at the same average rate as the existing population. The reality is that cities experience both marginal and average costs each year.

Cost of Service Units

For this analysis, the cost of providing services is based on the number of “cost units” served, which are the combination of total residents and Midlothian-based jobs. In general, as the cost units increase, there is a need to hire additional public safety and other government employees. Other City revenues, such as franchise fees, also typically increase as the population and local employment base expands. For Midlothian, the cost units represent the total population plus 50 percent of the estimated local employment base to account for the less frequent use of public services by businesses versus full-time residents.



Process for Estimating Future Costs and Revenues

Step 1: Evaluate Growth

The first step in the assessment was to evaluate the growth in households and population by future land use category. Using the NCTCOG Mobility 2045 Update Demographic Forecast, it was possible to then estimate future employment by major category.

Step 2: Approximate FLUM Value

The second step was to approximate the average taxable value per Future Land Use Map category using data from the Ellis County Appraisal District. Based on land use density per category and existing similar properties in Midlothian (e.g., multifamily), an average taxable value per acre was determined. These values represent a blended average of older and newer properties.

Step 3: Estimate Sales Tax Revenue

The third step was to estimate sales tax revenue per worker. Midlothian-specific sales tax data by industry was obtained from the Texas Comptroller of Public Accounts.

Step 4: Estimate General Fund Revenue

The final step was to estimate general fund revenues such as franchise taxes and recreation income.

Net Fiscal Impact

Based on the 4-step process outlined above, the buildout of the Future Land Use Map would result in a positive net impact on the City's budget. This means that the development of the proposed land uses would more than cover the cost of City services required by those uses.



Economic & Fiscal Resiliency, Goals, Strategies, & Actions



EF.1: Ensure Midlothian's short- and long-term financial stability with fiscally responsible policies and actions.



Strategy EF.1.a: Coordinate economic development resources to achieve a financially sustainable future land use plan.

Midlothian should carefully consider the short- and long-term financial impacts of every incentive offered. Based on economic and demographic trends, the community should continue to be a competitive location for economic development projects. Since there are multiple partners involved in economic development, a standardized assessment should be conducted to determine when it is appropriate to use Type A, Type B, MDA, general fund, bond program, grants, or other funding sources. Sustainable economic development incentive programs have a clear structure, coordination amongst partners, definable metrics, and are linked to a future land use plan that identifies appropriate geographic locations.

- i. Formalize the incentive review process amongst economic development partners to maximize economic growth and return on investment.
- ii. Create guidelines that identify and describe how each available incentive tool will be utilized.



Strategy EF.1.b: Consider the long-term implications of economic development policies and actions.

The challenge for Midlothian's leaders will be to balance current market demand with the community's vision outlined in this comprehensive plan. Balancing near-term projects that can immediately break ground with long-term, fiscally sustainable development can be complex. Each economic development project and incentive request will need to be carefully evaluated. Successful long-term planning requires a nuanced perspective. Not every project should be encouraged, but allowing for various organic, unforeseen, and creative projects gives each community its unique character. In addition, Midlothian should focus on the net return on investment. Communities can sometimes over-focus on the upfront costs without considering the long-term return.

For example, increased activity at the Mid-Way Regional Airport could create new and exciting opportunities. The airport is likely a long-term economic development project that will take 15 to 20 years to generate a positive return on investment. However, airports are challenging to build in most communities. Midlothian will have to carefully evaluate how to improve this asset (e.g., utilities) without overspending.

- i. Invest in transportation, water, sewer, and other infrastructure required to support long-term economic growth and guide growth.



EF.2: Leverage Midlothian's unique assets to create a quality place that attracts and retains talented workers, visitors, and residents to capitalize on investments.



Strategy EF.2.a: Communicate Midlothian's quality of life and community character to future businesses and residents.

Midlothian residents are committed to preserving the culture and heritage of the community. As this part of the Dallas-Fort Worth region continues to grow, Midlothian will need to communicate a clear brand/identity. New large residential developments and successful economic development initiatives, for example, might change how Midlothian is viewed within the region. Midlothian should continually work on proactively marketing the brand/identity of the community to attract compatible developments highlighted by the future land use plan. The recent branding strategy is an important part of this process. The City should coordinate and implement the overall strategy while allowing different departments and partners to appropriately adjust the message to reach key target audiences.

- i. Ensure economic development partners' marketing efforts comply with the City's overall brand and messaging.
- ii. Develop a City website (supplementing the EDC's website) to highlight the role and responsibility of each economic development partner.



Strategy EF.2.b: Encourage constant Downtown investment and reinvestment.

Economic development partners should proactively encourage businesses to locate Downtown as new prospects and opportunities arise. The City of Midlothian Downtown Plan (2020) lays the groundwork for this part of the community. Too often, communities take downtowns for granted and push more and more growth to major highway corridors and new large greenfield developments. The City, MED, and MCDC are already contributing financial resources to improve Downtown. Downtown redevelopment is a long-term process that can sometimes lose momentum, but staying committed to Downtown can yield positive long-term community benefits.

- i. Preserve and protect Downtown by implementing the recommendations identified in the 2020 Downtown Plan.
- ii. Leverage growing hotel occupancy tax (HOT) revenue to invest in arts, culture, and historic preservation in the Downtown area.
- iii. Formalize a data collection process and tools (i.e., geofence) to track visitor activity within Downtown.





EF.3: Attract and retain high-paying employment opportunities that tap into the region's human resources, talent, and experience.



Strategy EF.3.a: Diversify Midlothian's employment base to promote sustainable economic growth and expand local job opportunities.

As Midlothian continues to grow and attract a diverse labor force, economic development partners should focus on broadening local employment opportunities for current and future residents. For example, office developments suitable for regional headquarters, coworking spaces for remote workers, technology starts up, and medical office users would align with the occupations of residents. These would be appropriate economic development targets consistent with two future land use categories: Regional and Corporate. MED has been tremendously successful at primary job creation, with over 16.0% of local employment in manufacturing versus 7.3% for the Dallas-Fort Worth Metropolitan Statistical Area. As part of a long-term view towards economic development, Midlothian should work to ensure these areas identified in the future land map are not developed with lower return on investment projects.

- i. Ensure areas identified in the future land map appropriate for a large office development, corporate campus, or destination entertainment/retail activities are preserved.
- ii. Assess the needs of Midlothian's increasing work-from-home residents and trends in the hybrid work model to identify potential economic development opportunities.
- iii. Design a motion picture and film tourism strategy that attracts visitors based on regional moving image industry activity.

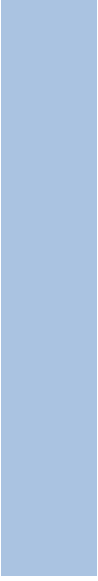


Strategy EF.3.b: Consider disruptions at major economic development drivers over the next 20 years.

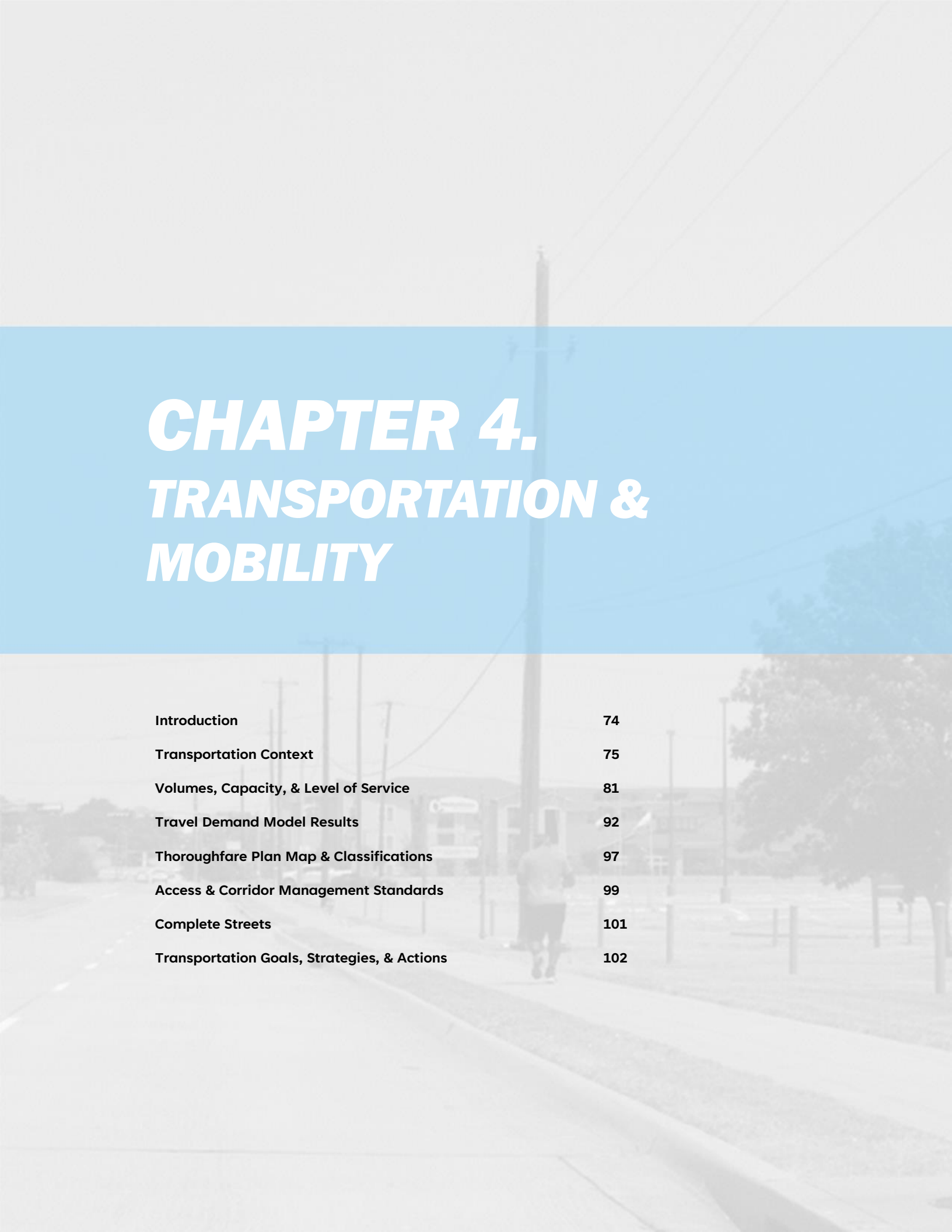
While it is sometimes challenging to consider, Midlothian and its economic development partners should monitor existing businesses and appropriately plan for the redevelopment of various sites. Every community has legacy businesses, shopping centers, industrial parks, or mega sites that must be repurposed for new users. Online shopping, artificial intelligence (AI), and remote work are just a few trends that will continue to disrupt traditional business patterns. San Antonio, for example, has successfully redeveloped closed military bases, quarries, and breweries. Every community has its own situation, but scenario planning in a comprehensive planning context that looks forward for the next two decades could mitigate some of the negative impacts.

- i. Midlothian and its economic development partners should undertake scenario planning that evaluates the sustainability of existing large employers/taxpayers and risks of reduced economic activity at these sites.





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CHAPTER 4. ***TRANSPORTATION &*** ***MOBILITY***

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Introduction

This chapter is intended to guide transportation initiatives and decisions throughout the City of Midlothian. The content and recommendations of this chapter are based on past transportation initiatives, connectivity efforts on key thoroughfares with adjacent communities and counties, and input from staff and the public.

Information within this chapter includes:

- Transportation Context
- Volumes, Capacity, & Level of Service
- Travel Demand Model Results
- Thoroughfare Plan Map & Classifications
- Access & Corridor Management Standards
- Complete Streets
- Transportation Goals, Strategies, & Actions



Transportation Context

Midlothian is divided into quarters by two 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.

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 and State Highway 360 to the west.

Regional Thoroughfares

US Highway 67 (US 67)

US 67 is a major US highway running northeast-southwest from Sabula, Iowa, to Presidio, Texas. Coupled with US Highway 287, US 67 provides Midlothian's thoroughfare network foundation. The roadway provides the primary north-to-south connection in the City's northern sector, eventually veering southwest after its intersection with US Highway 287. Regionally, the roadway connects to Interstate Highway 20 (I-20) and the Dallas area through the southern portion of the metroplex.

US Highway 287 (US 287)

US 287 passes diagonally northwest to southeast through Midlothian. It provides a major access route between Interstate Highway 45 (I-45) at Ennis, the western portion of the DFW Metroplex, and into the panhandle of Texas and beyond. The US 287 bypass significantly improved regional mobility and local traffic in Downtown Midlothian. The US 287 bypass still provides access to Downtown and now provides enhanced mobility to commercial and residential developments in the City's southern sector.

Interstate Highway 35

Midlothian is between the bifurcated I-35, a major north-south interstate roadway from Duluth, Minnesota, to Laredo, Texas. The highway splits into east and west segments in Denton, Texas, and reconnects in Hillsboro, Texas, before continuing south. Midlothian commuters access I-35E through various network linkages, but the primary connection for most in Midlothian is via US 287.

State Highway 360 (SH 360)

SH 360 is a north-to-south toll road about three miles west of Midlothian. The roadway runs from north to south through the middle of the Metroplex, with full freeway and frontage roads from State Highway 121 in Grapevine to Mansfield near US 287; only frontage roads are completed to connect to US 287. The frontage roads of SH 360 are anticipated to extend from US 287 to US 67 near Midlothian within the next 5 to 10 years.

Loop 9

The proposed alignment of the future Loop 9 corridor in the southeastern DFW Metroplex extends east-west, generally paralleling the Dallas County/Ellis County borderline, from US 67 eastward across I-35E, I-45, and US 175 to a connection to the President George Bush Turnpike (PGBT) extension at I-20 near Mesquite. No funding has yet been allocated to the Loop 9 project, which will be implemented incrementally by segment, beginning with a pilot two or 4-lane roadway cross-section. Near Midlothian, it would connect to US 67 at Lake Ridge Parkway.

Local Thoroughfares

FM 663 (Ninth Street) and 14th Street

FM 663, located in the City's southern sector, provides a north-south connection from FM 875 to Downtown Midlothian. The roadway links the growing residential development in the City's southern sector, Midlothian High School, and the Downtown area. The roadway is currently designated as a major arterial and is comprised of a three- and four-lane facility. FM 663 extends across US 287, with a paired interchange with 14th Street, which runs parallel to and east of Ninth Street into Downtown. 14th Street extends southward as a four-lane facility toward FM 875 to relieve some traffic congestion on FM 663 south of US 287.

Midlothian Parkway

Midlothian Parkway is a four-lane, divided major arterial road located in the north-central sector of the City, providing an alternate north-to-south connection. The roadway extends south from US 67 and Dove Lane, intersects with FM 1387 and US 287 (Main Street), and continues south to an interchange with US 287. South of US 287, Midlothian Parkway transitions at Mt. Zion Road to a two-lane collector street, Oak Tree Lane.

FM 1387

FM 1387 provides an east-west connection and cross-circulation through the eastern side of Midlothian, about 2 miles north of US 287, linking the residential development in the eastern sector to Downtown. The intersection at Walnut Grove Road is currently signalized and heavily traveled for access to schools and north-south circulation. In contrast, the intersection at Midlothian Parkway is signalized due to high approach speeds and increasing volumes. Concepts are being advanced to extend FM 1387 eastward from its current terminus at Ovilla Road to a new junction with I-35E in northern Waxahachie. Most of the length of FM 1387 is a two-lane roadway, with three-lane segments near Walnut Grove Road.

Walnut Grove

Walnut Grove Road is a north-south arterial roadway across eastern Midlothian. A two-lane roadway for much of its length, the roadway has been widened to add turn lanes near the new schools and at the increasing number of subdivisions developed along it. Walnut Grove Road provides a primary link to US 287 from residential development in the eastern sector of the City, with a four-lane divided section.

Business 287/Main Street/Old Fort Worth Road

Business 287/Main Street is the City's primary commercial corridor and provides access to a variety of shopping, dining, and commercial development along its length. Constructed in 2006, the US 287 bypass has diverted much of the corridor through traffic away from the Downtown area, allowing for less aggressive local traffic operations on the City's Main Street. The roadway section has not been significantly modified from its former use as a US Highway through town.

Local Connectivity

Midlothian has very good regional accessibility, with US 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 are influenced or constrained by numerous factors:

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

Locally, a few major roadways in the City, such as Ninth Street, FM 663, FM 1387, Midlothian Parkway, 14th Street, George Hopper Road, and Walnut Grove Road, provide conduits for residents and commercial movements to get to and from the regional roadways. These roadways, which are a combination of two- and four-lane roads with enhancements at intersections, form the local arterial roadway network. As the community grows, these local arterial roadways have become increasingly congested with local access and circulation traffic. Adequate roadway operations for the future will require planning for capacity improvements and additions to the network of major and minor roadways within the City. A network of major and minor arterial and collector roadways is needed, with appropriate spacing and connections, to distribute traffic loads across several different routes.



Roadway Functional Classification

The functional classification of roads is used to identify the hierarchy and function of a roadway and a network of interrelated roadways. Roads and highways are grouped into classes based on the facility's purpose of mobility versus access and its functional characteristics, such as speed and traffic capacity. These characteristics, in turn, will drive its physical attributes and geometric design. The functional class should be updated if surrounding land uses and area travel patterns change significantly over time.

The network of functionally classified roadways provides appropriate access levels and throughput to allow travelers access to origins and destinations through a combination of streets. The higher the

roadway’s classification, the lower the vehicular direct access to adjacent land uses. Freeways, for instance, typically provide no direct access to land uses but allow continuous connectivity between regional destinations. Conversely, local streets offer the highest level of local access to adjacent development, allowing driveways and parking directly on the roadway but offering low travel speeds and low traffic capacity. Figure 31 illustrates the relationship between land functional class and land use access.

The following functional classifications are currently detailed in the City of Midlothian’s Subdivision Regulations: Major Arterial, Minor Arterial, Major Collector, Minor Collector, Local Street, and Local Rural Street. Table 7 provides a summary of classification attributes.

Figure 31. Functional Classification and Land Use Connectivity

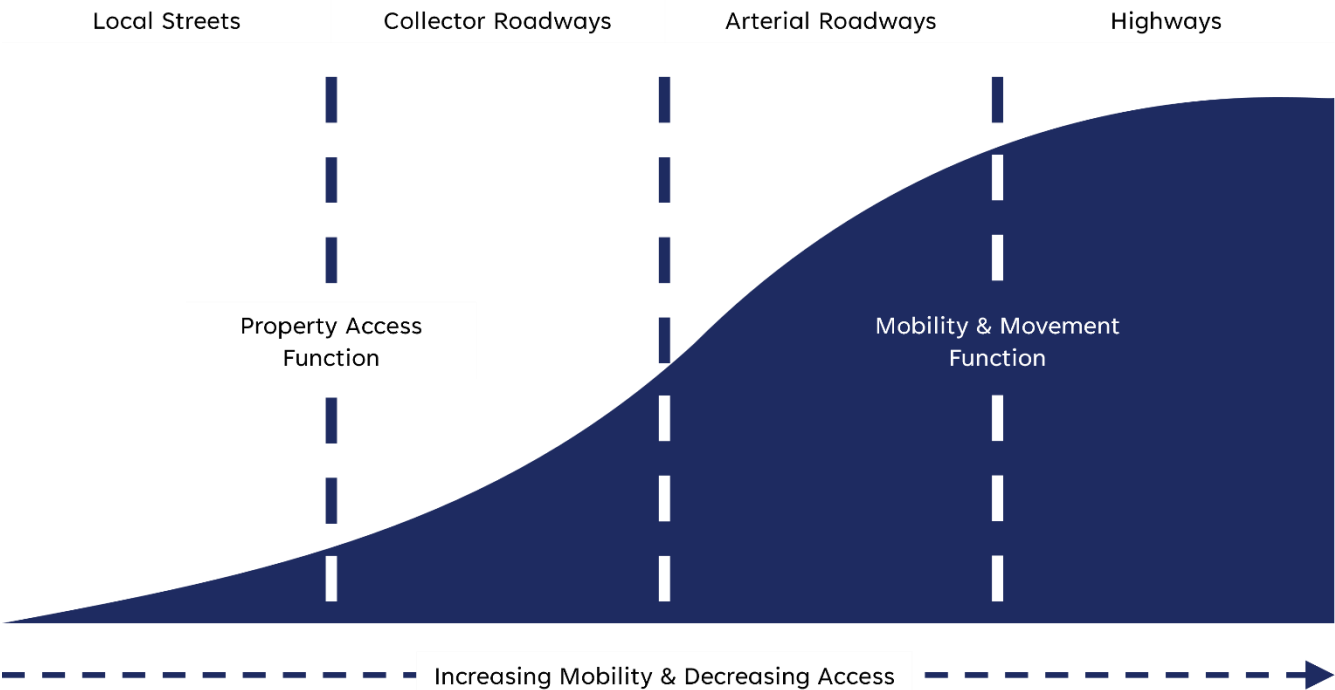


Table 7. Roadway Classification Attributes

Type of Roadway	Function	Spacing (miles)	Direct Land Access	Roadway Intersection Spacing	Volume Ranges (veh./Day)	Speed Limit (MPH)	Parking	Comments
Highway/ Freeway	Traffic Movement; long distance travel	1 to 5	Provided by on/off ramping to continuous frontage roads	1 mile	45,000 to 125,000	55 to 70	None	Supplements capacity of arterial street system and provides high-speed mobility
Major Arterial	Moderate distance intercommunity, intra-metro area, traffic movement	0.5 to 1.5	Some movements may be prohibited; number and spacing of driveways controlled	0.25 mile	36,000 to 45,000	40 to 55	None	"Backbone" of the street system
Minor Arterial	Mobility function is primary; access function is secondary	0.5 to 1.5	Limited to major generators; number and spacing of driveways controlled	1/8 (0.125) mile	20,000 to 34,000	30 to 45	None	Provides route and spacing continuity with major arterials
Major Collector	Collect/distribute traffic between local streets and arterial system	0.25 to 0.5	Safety controls; limited regulation	300 feet	12,000 to 28,000	30 to 40	Limited	Through traffic should be discouraged
Minor Collector	Internal to one neighborhood; serves short trip lengths	0.25 to 0.5	Safety controls; limited regulation	300 feet	1,000 to 15,000	30 to 35	Limited	Through traffic should be discouraged
Local Street	Immediate access to abutting properties	Max. block length	Safety controls only	125 feet	200 to 1,500	20 to 30	Allowed	Through traffic should be discouraged
<p>(1) Spacing determination should also include consideration of (travel within the area or corridor based upon) ultimate anticipated development.</p> <p>(2) Denser spacing needed for commercial and high-density residential districts.</p> <p>(3) Spacing and intersection design should be in accordance with state and local thoroughfare standards.</p>								

Major Arterials

Major arterials are ideally designed to allow large volumes of traffic to operate at a comparatively high level of mobility. A major arterial is designed for longer-distance trips to access major activity centers and adjacent cities. There should be a limited amount of driveways directly accessing major arterials. Primary arterials should only connect to other primary arterials or freeways. Typically, on-street parking should not be allowed on a major arterial.

Minor Arterials

Minor arterials connect traffic from collectors to major arterials. They are designed to accommodate moderate traffic volumes at relatively low speeds and often extend to a larger geographic area. If right-of-way and level of service are adequate, minor arterials may accommodate on-street parking.

Major/ Minor Collectors

Collectors are designed for short trips and low speeds. They serve primarily to connect trips to higher functional class facilities. Major collectors function similarly to minor arterials but with lower characteristics for speed and capacity and are predominantly designated in commercial and mixed-use areas. Minor collectors often serve medium to low-density areas and residential development.

Local Streets

Local streets are typically not designated on a thoroughfare plan, as they are intended to serve residents and businesses within the immediate area. As new development occurs, local streets are typically preserved and built by the developer, and once the development is complete, the City takes over maintenance and ownership of the street. Local streets are focused on providing access to homes in residential neighborhoods or to businesses in commercial development where speeds are 30 mph and traffic volumes are comparatively lower than all other categories.

Local Rural Street (with one acre or greater sized lots)

In rural areas with larger-sized lots, local roads have roadside ditches, requiring additional right-of-way, so they are given a special classification in Midlothian.

Freeways and Frontage Roads

Freeways are also typically designated on a thoroughfare plan. The regional, statewide, and national scale of the freeways that traverse through Midlothian limits the ability of the City to impact the decisions made at the state and federal level. Despite the City's limited ability to influence decisions made regarding freeways, the freeways significantly impact Midlothian's overall thoroughfare network.

Volumes, Capacity, & Level of Service

Traffic Volumes

Understanding current traffic volumes on a road network is essential in determining if facilities are functioning at capacity under current conditions.

Average Daily Traffic

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

Peak Hour Traffic

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

Existing Daily Volumes

The Texas Department of Transportation (TxDOT) conducts systematic traffic counts on its roadways. Additionally, the City performs traffic counts of selected roadways regularly to monitor the traffic growth to inform the potential needs for roadway improvements. A listing of selected roadway traffic volumes is depicted in Table 8. The two main highways serving Midlothian, US 67 and US 287, with freeway segments that bypass the City's core, 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 31,000 vehicles per day (TxDOT AADT 2022) and does experience congestion during the peak periods.

Table 8. Daily Traffic Volumes

Roadway	Segment	Average Annual Daily Traffic
US 67	Near northern City Limits/Dove Lane ¹	38,558
US 67	Near southern City Limits/Ward Road ¹	30,893
US 287	Near western City Limits/Old Fort Worth Road ¹	46,110
US 287	Near eastern City Limits/S. Walnut Grove ¹	48,502
FM 663	Near FM 875 ¹	7,022
Main Street	Near 8th Street ¹	8,974
FM 1387	Near Onward Road ¹	9,882
Midlothian Parkway	South of FM 1387 ¹	13,222
Midlothian Parkway	South of US 287 ²	5,392
9 th Street (FM 663)	Immediately North of US 287 ¹	11,627
9 th Street (FM 663)	Immediately South of US 287 ¹	31,652
Mt. Zion Road	East of Midlothian Pkwy. ²	5,014
Walnut Grove	Immediately North of US 287 ²	8,236
Walter Stephenson Road	West of 9 th Street ²	3,699

Sources: ¹TxDOT AADT 2022; ²Urbans2019

Roadway Capacity Estimates

Typical planning guidelines for threshold values of traffic carrying capacity for various lane configurations vary by facility classification and configuration. In general, adding lanes and auxiliary lanes increases the vehicular capacity of the roadway, but there are many factors to consider, such as intersections, turning traffic, and development access. For general planning purposes, the capacity for some roadway configurations is shown in Table 9. Notably, these are planning level estimates for network planning purposes only and do not reflect detailed intersection capacity considerations. These threshold values can be used when considering the need for roadway widening or planning for new roadways based on anticipated future traffic volumes. They also can be used for initial assessments of the potential for lane reductions of existing roadways to add bike lanes or to “right size” a roadway during a reconstruction project. A more accurate method of assessing roadway capacity is to examine peak hour operations and actual geometric configurations of the roadway and its intersections.

Table 9. Vehicular Capacities of Roadway Configurations

Lane Configuration	Daily Traffic Capacity*
6-lane arterial, divided with median	58,000
6-lane arterial, undivided**	52,300
5-lane arterial, with flush center turn lane	36,000
4-lane arterial, divided with median	38,000
4-lane arterial, undivided**	34,200
3-lane arterial, with center turn lane	19,000
2-lane arterial**	11,000

* Capacity at the threshold of LOS D to LOS E, assuming peak hour is 10% of daily traffic and 60/40 directional split during peak.

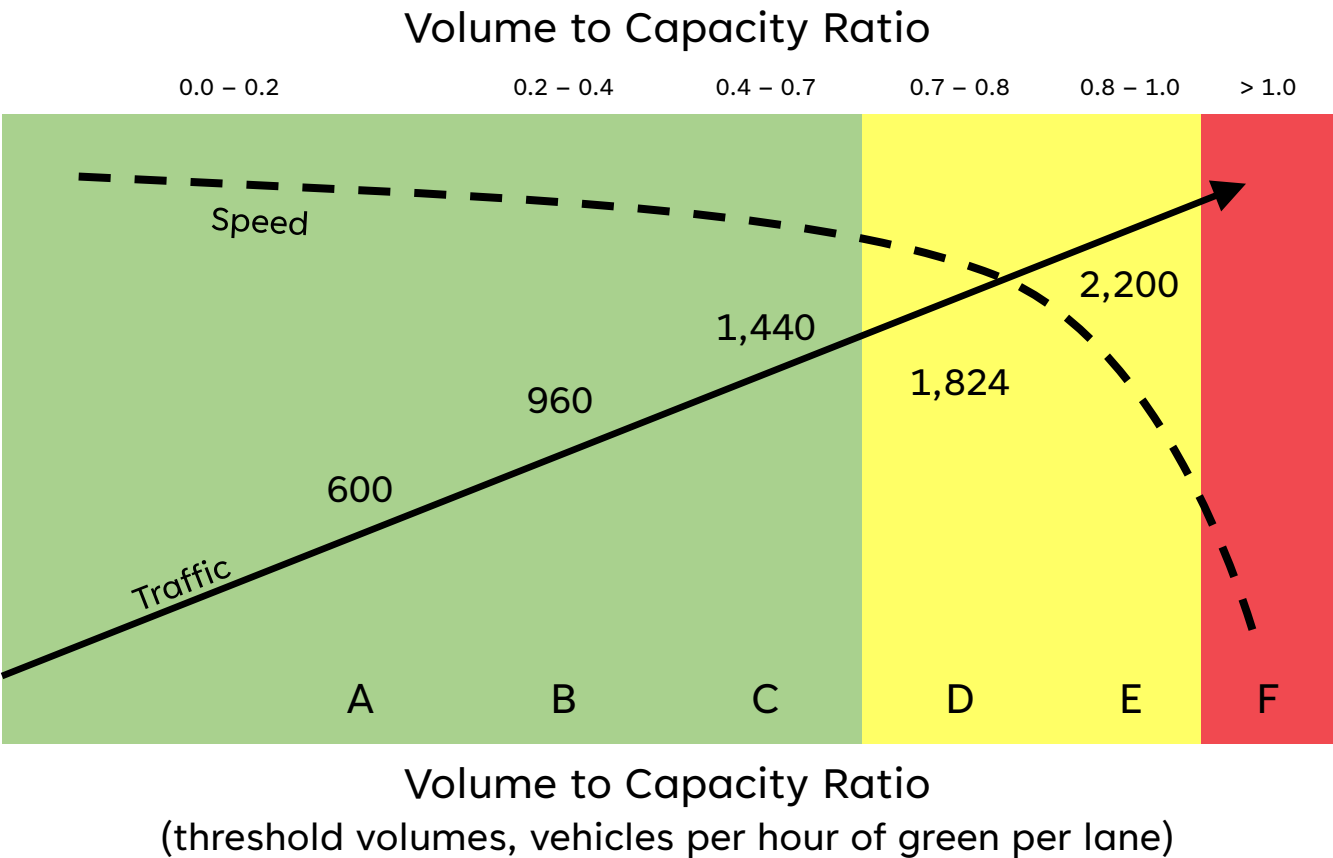
** Undivided facilities can enhance capacity to near that of a divided roadway through localized widening to add left turn bays.

Roadway Level of Service

The capacity of a roadway is typically defined in terms of the threshold at which additional traffic would severely degrade traffic operations, markedly slowing travel speeds and adding significant amounts of travel time delay. A performance measure, level of service (LOS), indicates the quality of the flow of traffic through a transportation network, comparing the volume of vehicles on a roadway to its overall capacity to accommodate vehicles. This is called the volume-to-capacity ratio (v/c). The higher the v/c, the closer the roadway is to meeting or exceeding its capacity. Correlating with the increase of v/c is the degradation of the average travel speed. Figure 32 illustrates the relationship between the level of service and traffic movement.



Figure 32. Level of Service, Volume to Capacity Relationship



Most cities provide roadways for LOS D operational conditions during peak hours as the best tradeoff between the cost of the roadway and operational performance. These “right-sized” roadways slow traffic down just enough for commuters to take notice of local businesses along a corridor; these conditions are also ideal for pedestrian activity. In some cases, mitigation of LOS may be constrained due to right-of-way or environmental factors. A description of the operational condition is listed below.

LOS A-B-C

Traffic flow in this category moves at or above the posted speed limit. Travel time in this category is not hindered due to congestion because traffic volumes are much less than the actual capacity.

LOS D-E

This category is slightly more congested than LOS A-B-C; however, traffic volumes are beginning to reach their thoroughfare capacity. Traffic moves at an efficient rate, and posted speeds are maintained.

LOS F

Congestion is apparent in this level of service category. Traffic flow is irregular, and speed varies. The posted speed limit is rarely, if ever, achieved in this category. Traffic can be at a standstill in more congested corridors with limited progression during peak hours.

Existing Network Level of Service

A capacity analysis of the existing roadway network was conducted to help identify existing operational issues within the City. The analysis indicates that there is sufficient capacity to accommodate most of the traffic on Midlothian’s road network under current conditions.



LOS A-B-C example



LOS D-E example



LOS F example

Travel Demand Model

A Travel Demand Model (TDM) is a computerized representation of a community or region's transportation system. TDMs use land use and demographic forecasts to simulate the movement of commuters throughout a transportation network under various conditions. Model results are used by transportation planners to display current network conditions and predict what impact changes to the transportation system and/or development will have on future travel demand. The TDM developed by the North Central Texas Council of Governments (NCTCOG) in preparation of their 2045 Regional Transportation Plan Update was used to inform the Midlothian Comprehensive Plan thoroughfare planning efforts.

Regional Travel Demand Forecasting

NCTCOG's responsibilities include coordinating regional transportation planning with the Texas Department of Transportation (TxDOT), Federal Highway Administration, Federal Transit Administration, and with cities and other local jurisdictions within the Metropolitan Planning Organization (MPO). The NCTCOG 2045 Regional Travel Demand Model covers a thirteen-county area, including Ellis County, and its primary function is to support regional mobility planning as the tool by which to measure the performance of the surface transportation system. The thirteen-county area is divided into much smaller analysis areas known as traffic survey zones (TSZ). The TSZs are geographical areas that link land uses and the transportation system. TSZs are characterized by sociodemographic data such as income, households, population, and employment, which in turn influence potential traffic patterns. NCTCOG creates these demographic forecasts in consultation with its member cities.

Midlothian and the NCTCOG 2045 TDM

The NCTCOG 2045 TDM network included 5,586 TSZs; Midlothian and its ETJ are represented by just over 38 of those TSZs. Figure 33 and Figure 34 compare the base 2023 and 2045 forecasted population by TSZ within and around the city of Midlothian. Figure 35 and Figure 36 compare the base 2023 and 2045 forecasted employment by TSZ. These projections inform the TDM.

Growth projections for TSZs reflect the constrained population and employment growth controls developed by NCTCOG for regional demographic projections. The model's roadway network is constrained to projects currently included in NCTCOG's Metropolitan Transportation Plan (MTP), which only includes projects with identified funding sources. Figure 37 and Figure 38 show the number of lanes modeled by NCTCOG for baseline 2023, future year 2045, and the level of service at its worst hour of the day along each roadway.

Notably, this 20-year planning horizon is a different context from the Midlothian Thoroughfare Plan, which is not fiscally constrained and anticipates the needs of the ultimate build-out of the city. In that context, the 2045 TDM output will serve to inform the implementation plan for the transportation element of the Comprehensive Plan.

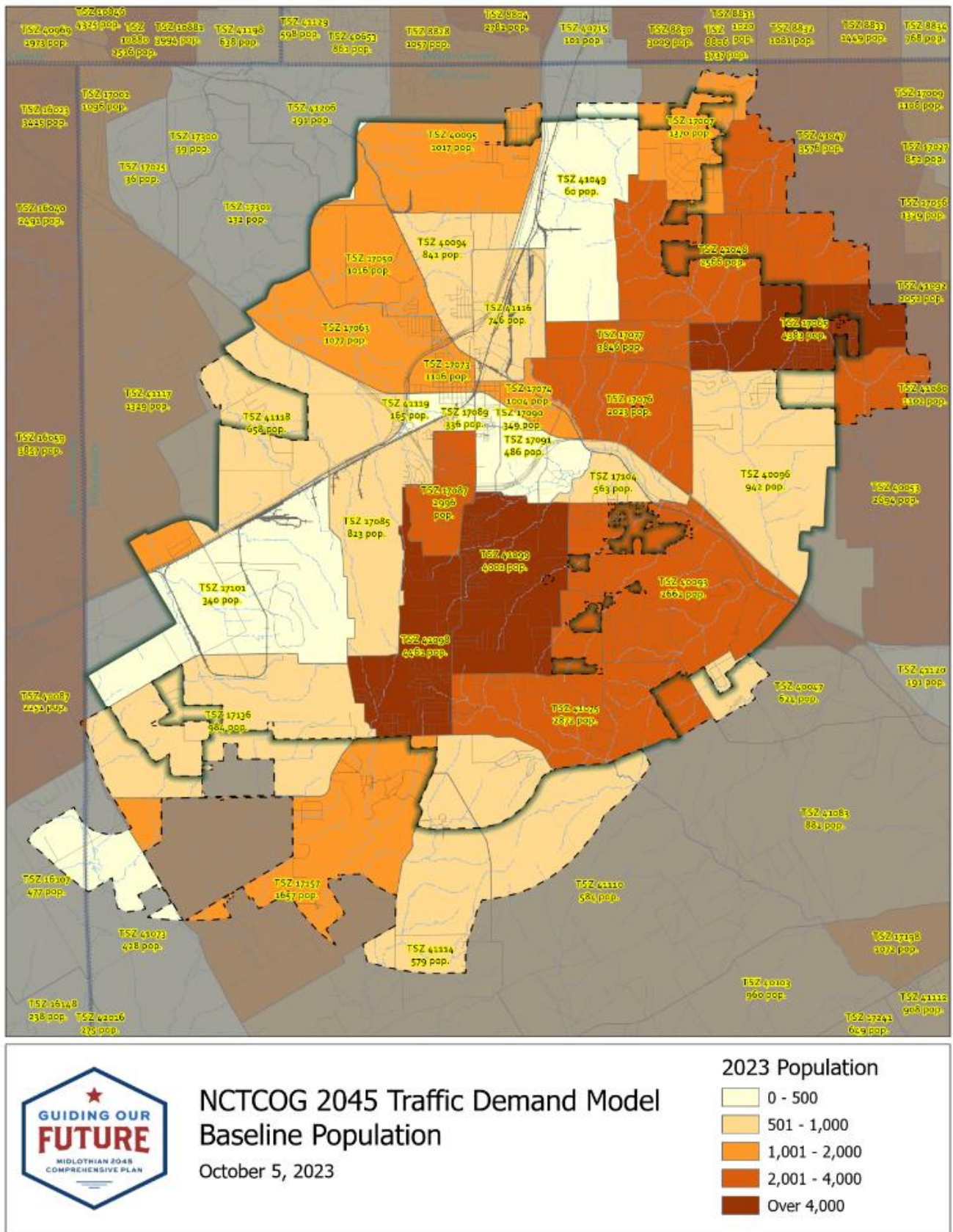


Figure 33. NCTCOG Travel Demand Model Baseline Population

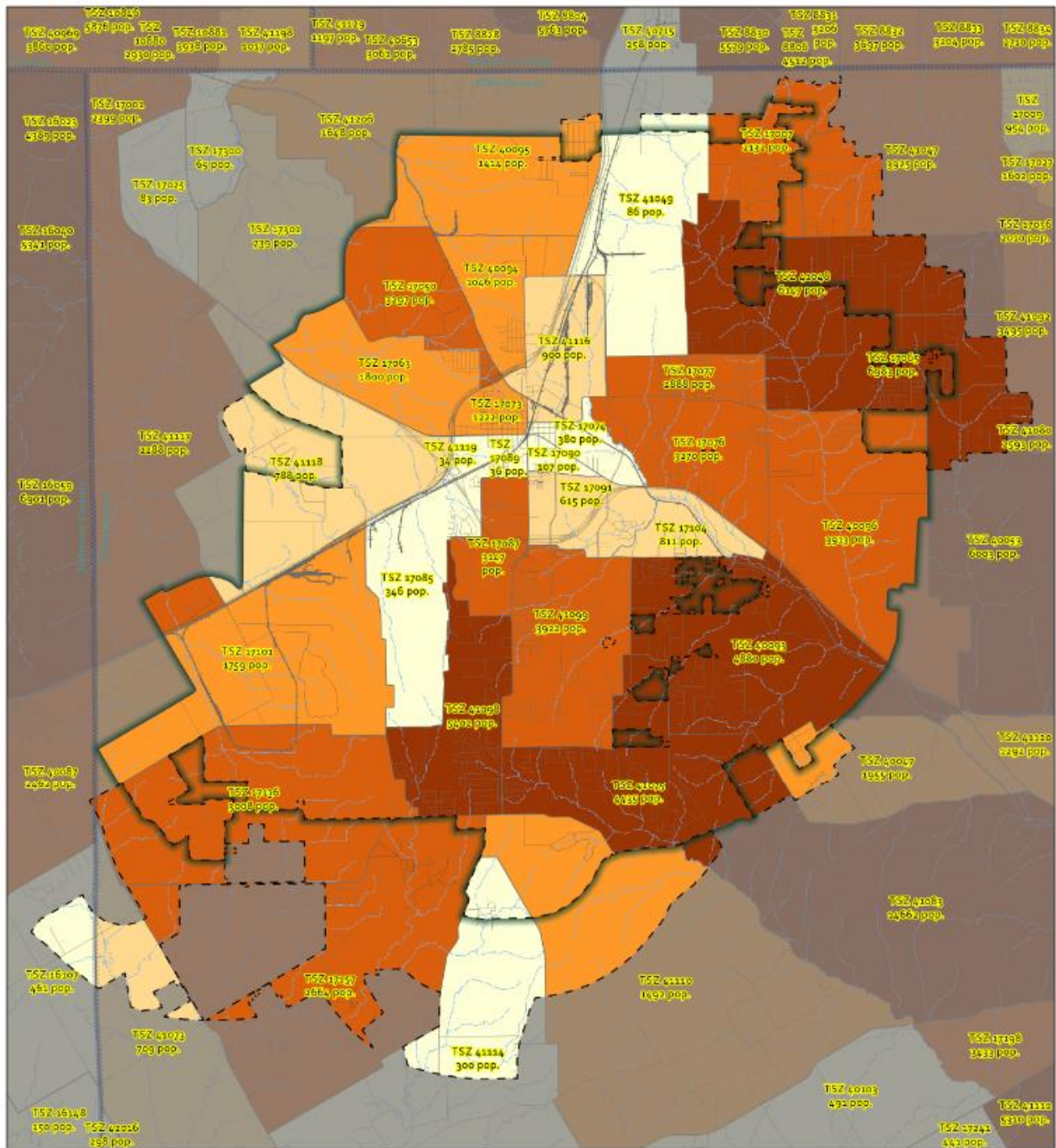
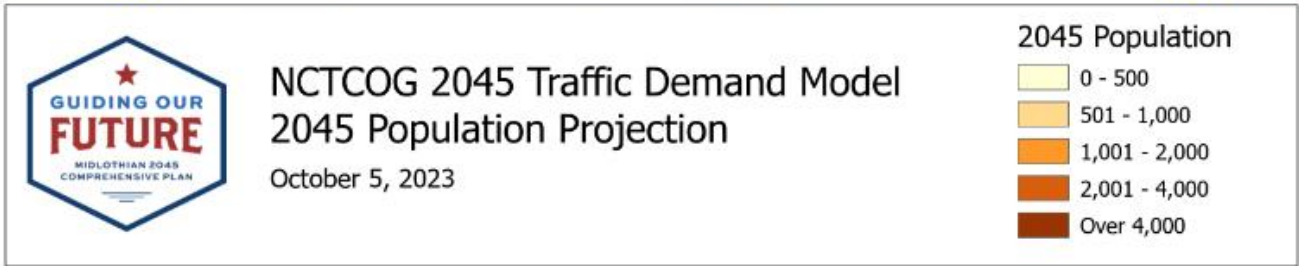


Figure 34. NCTCOG Travel Demand Model 2045 Population

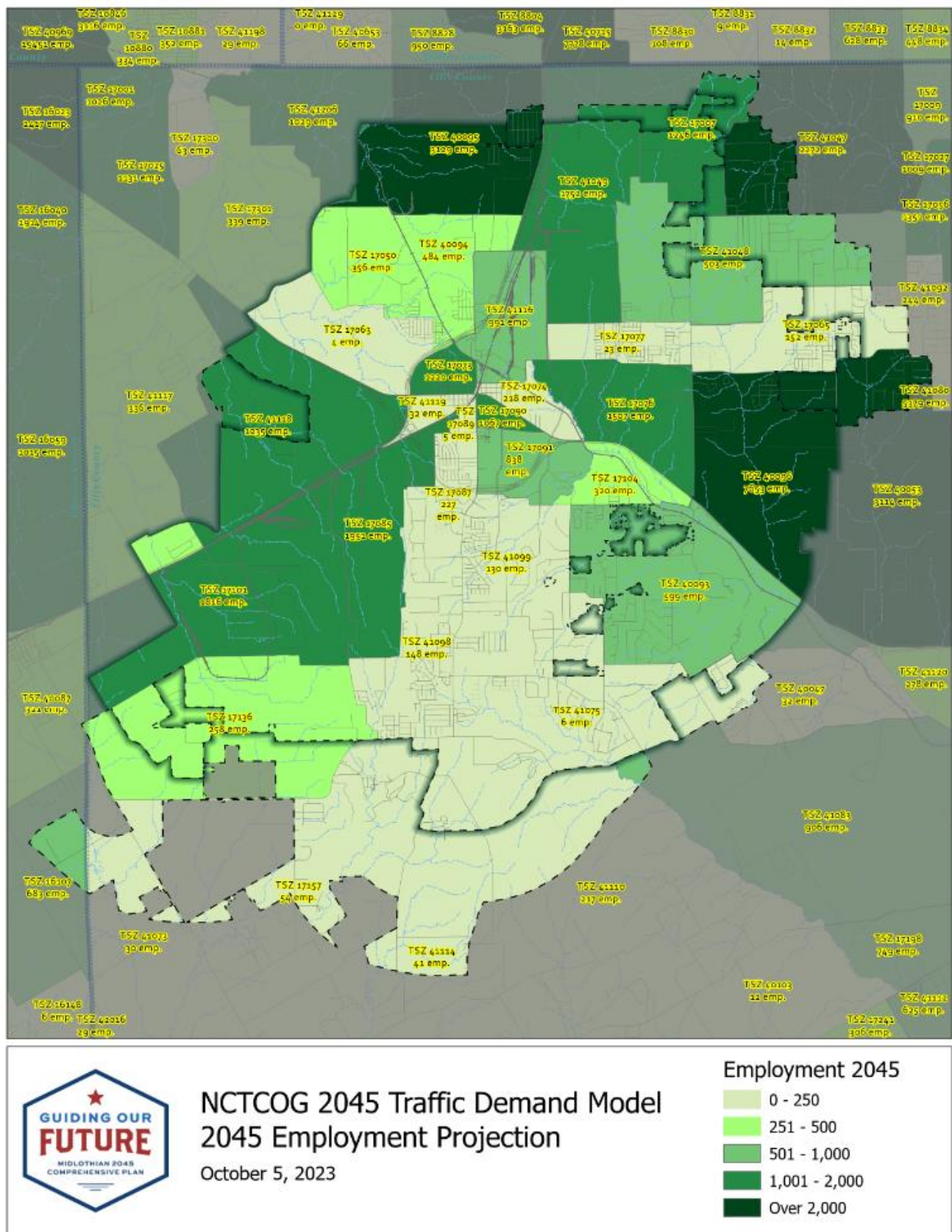


Figure 36. NCTCOG Travel Demand Model 2045 Employment

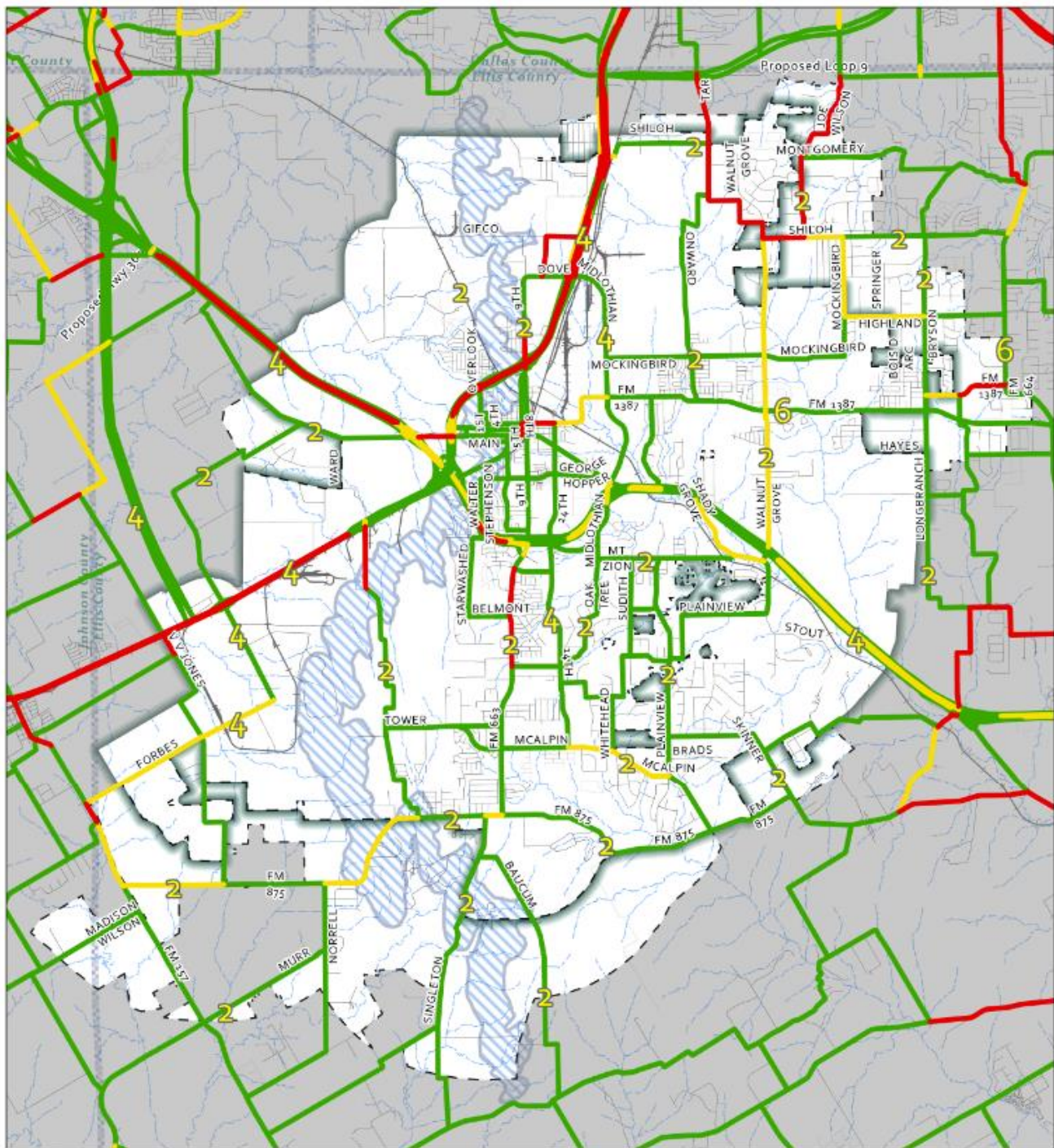


Figure 38. NCTCOG Travel Demand Model 2045 Number of Lanes and LOS

Travel Demand Model Results

The 2045 TDM, though not explicitly tailored to the City of Midlothian's roadways, reveals locations of anticipated degradation in the traffic performance on Midlothian's thoroughfare network between 2023 and 2045. Traffic volumes on several roadways are projected to exceed their current traffic capacity in 2045. Figure 40, Figure 41, Table 10, and Table 11 illustrate the anticipated change in volumes and level of service.

Volume & Level of Service (LOS)

Overall, the majority of Midlothian's roadway network is projected to operate at good levels of service (LOS ABC) in 2045, as illustrated in Figure 38. However, several facilities are projected to accommodate volumes beyond their capacity.

US 67 is a four-lane limited access highway facility, portions of which may experience more than 30,000 trips per day in 2045. US 67 will operate at level-of-service F during the AM and peak hour periods. The highway is to remain at four lanes.

US 287, a four-lane highway facility, provides an east-to-west connection from IH-35 to Midlothian. The segment of US 287 between the eastern City limits and Walnut Grove is anticipated to operate at LOS DE during the AM and peak hour periods in 2045.

Several locally significant roadways are projected to operate at or over capacity by 2045, including:

- Midlothian Parkway, a four-lane facility that provide an alternate route from the highway to the City's core, will operate at an ABC LOS.
- Daily vehicular traffic on FM 1387 is forecasted to continue to increase.
- Walnut Grove Road would operate at LOS DE under its current two-lane configuration; however, localized widenings have helped current traffic operations at key intersections and upgrades to a four-lane facility are underway between US 287 and FM 1387.
- FM 875 may one day serve as a primary connection between the 360 southern extension and US 287. Its current configuration it projected to operate at an ABC LOS east of FM 663 in 2045; however, this projection does not include the development of the Circle S and Highland Lakes MUDs, which will substantially increase traffic along this roadway.

Table 10. Summary of Midlothian's 2023 Volume and LOS

Roadway	Segment	AM Peak Hour Vol.	LOS	PM Peak Hour Vol.	LOS
US 67	Northern City Limits to Midlothian Pkwy	10,154	DE	15,502	DE
US 287	Western City Limits to Old Fort Worth Hwy	8,870	F	12,635	F
US 67	Ward Road to RailPort Parkway	7,287	F	10,994	F
US 287	Eastern City Limits to Walnut Grove	7,283	F	10,727	DE
FM 663	US 287 to Belmont Drive	567	F	2,787	F
FM 1387	Midlothian Pkwy to Walnut Grove	1,131	ABC	1,317	ABC
Midlothian Pkwy	US 67 to FM 1387	572	ABC	2,168	ABC
FM 875	FM 157 to FM 663	1,037	ABC	415	ABC

Table 11. Summary of Midlothian's 2045 Volume and LOS

Roadway	Segment	AM Peak Hour Vol.	LOS	PM Peak Hour Vol.	LOS
US 67	Northern City Limits to Midlothian Pkwy	17,028	F	26,975	F
US 287	Western City Limits to Old Fort Worth Hwy	15,191	F	21,275	F
US 67	Ward Road to RailPort Parkway	7,573	F	12,273	F
US 287	Eastern City Limits to Walnut Grove	12,138	DE	17,392	DE
FM 663	US 287 to Belmont Drive	439	F	2,660	F
FM 1387	Midlothian Pkwy to Walnut Grove	2,796	ABC	3,289	ABC
Midlothian Pkwy	US 67 to FM 1387	732	ABC	2,926	ABC
FM 875	FM 157 to FM 663	1,601	ABC	771	ABC

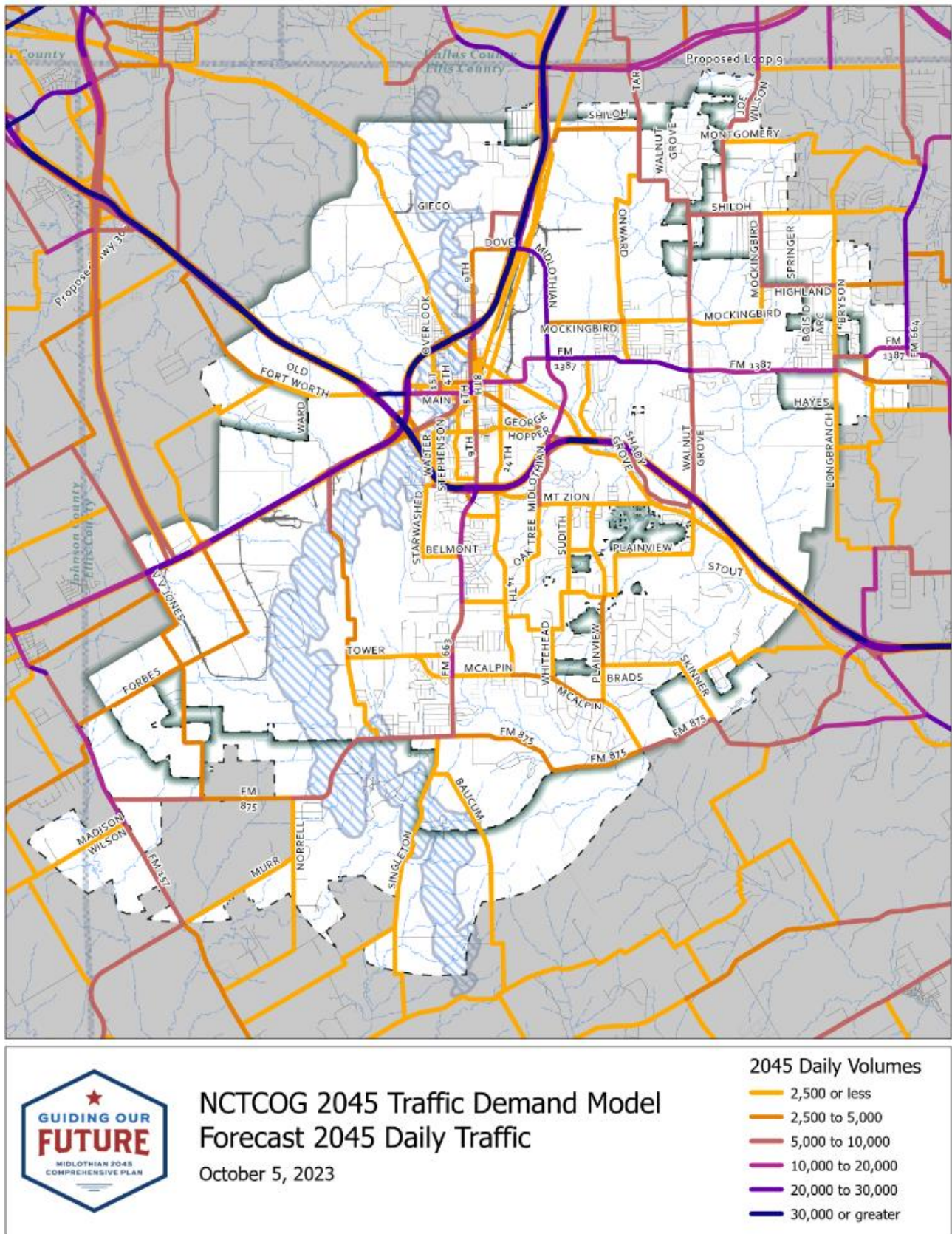
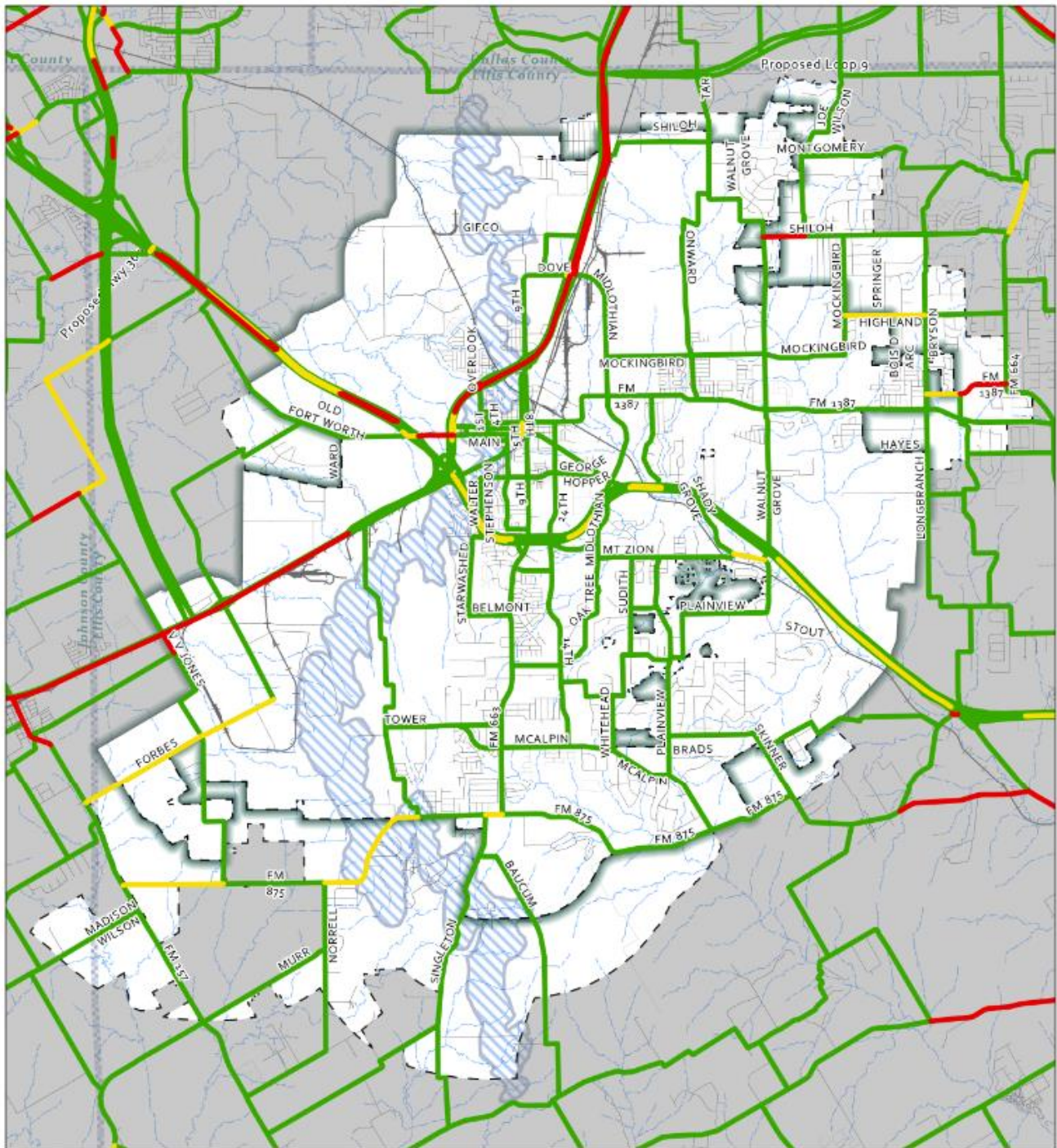


Figure 39. NCTCOG Forecast Daily Traffic Volumes and LOS



NCTCOG 2045 Traffic Demand Model Forecast 2045 AM Peak Hour LOS

October 5, 2023

Year 2045 AM Peak Hour LOS

ABC

DE

F

Figure 40. NCTCOG Forecast AM Peak Hour Traffic Volumes and LOS

Thoroughfare Plan Map & Classifications

What is a Thoroughfare Plan Map?

The Thoroughfare Plan Map, or Master Thoroughfare Plan (MTP), illustrates the existing and planned alignment of significant roadways throughout Midlothian. Using the findings of this Chapter, including Midlothian’s transportation context, level of service, and travel demand model results, the MTP identifies opportunities for additional transportation connections and improvements.

In concert with the City’s Future Land Use Map (FLUM), the MTP directly influences land use and development decisions for areas adjacent to illustrated thoroughfares. Impacts may include additional right-of-way dedication, site plan design, and accommodation of roadway extensions. It is important to note that the MTP is not survey-accurate; however, on-site alignment should rely heavily on the Plan’s illustration and delineation.

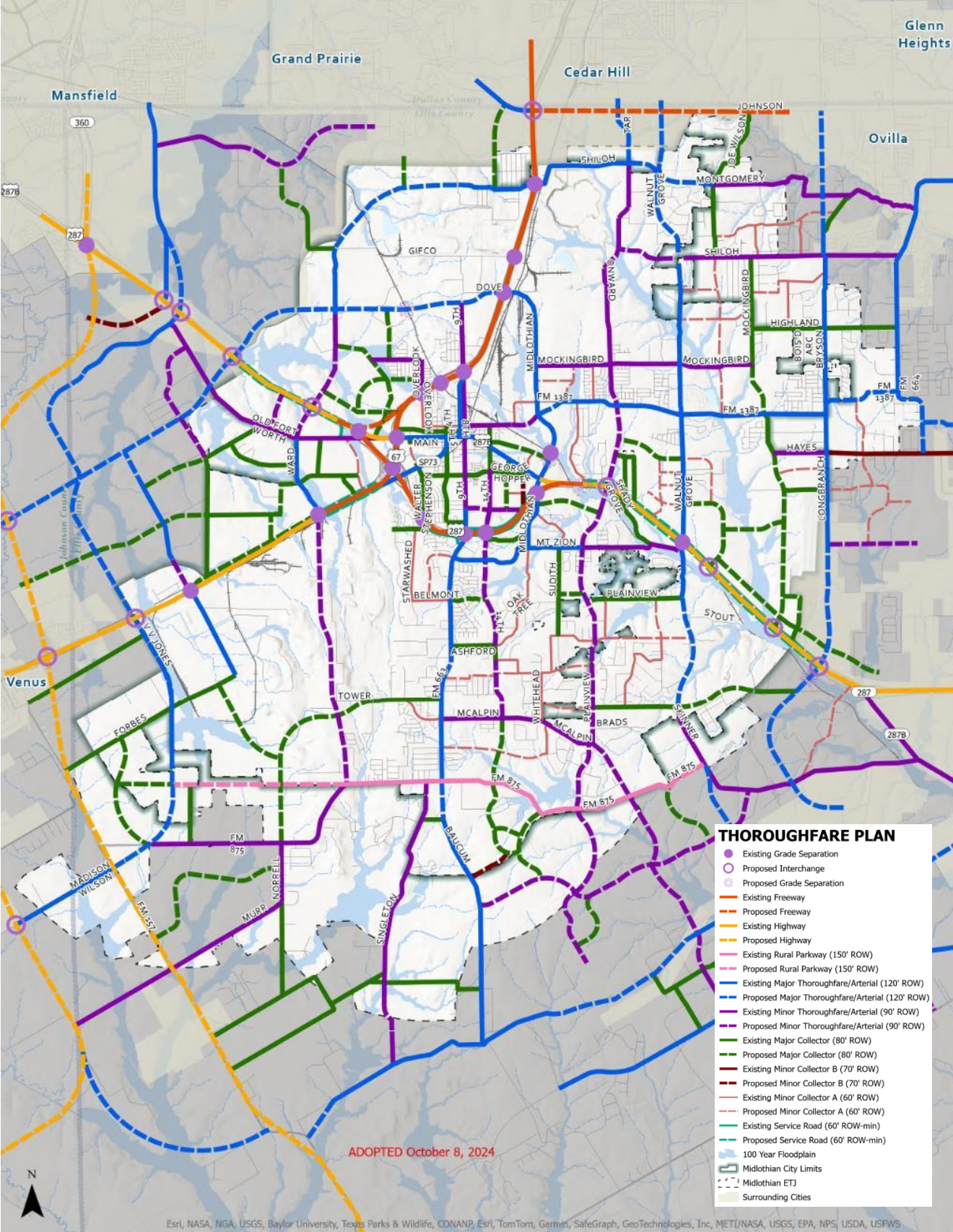
Roadway Classifications

The MTP reflects the following roadway classifications, including specified right-of-way (ROW) width, lane configuration, and a detailed cross-section. It should be noted that the lane configurations and rights-of-way are representations and may be higher if land use trends, congestion, or other City requirements dictate:

Table 12. Roadway Classification Details

Roadway Type	ROW
Rural Parkway	150 ft
Major Arterial	120 ft
Minor Arterial	90 ft
Major Collector	80 ft
Minor Collector, A	60 ft
Minor Collector, B	70 ft
Local Street	50 ft
Local Street, Rural	60 ft

Figure 42. Thoroughfare Plan



Access & Corridor Management Standards

Access management refers to coordinating connection points onto a roadway by considering specific design criteria for the location, spacing, design, and operation of driveways, median openings, and intersections. Generally, as the mobility and capacity of a roadway increase, access to a specific facility is decreased to maintain the roadway efficiency and traffic safety. Access management aims to safely balance access to land development while maintaining the transportation system's efficiency.

Access management significantly benefits the mobility and function of the roadway and, more importantly, reduces the potential for accidents by minimizing speed differentials between vehicles and turning movements. Research has shown that accident rates increase consistently with the number of roadway access points, while accident rates decrease with the construction of raised medians and controlled signalized cross access.

Other benefits of access management include:

- Improving safety conditions
- Reducing traffic congestion and delay
- Aesthetically improving corridors
- Providing safe access to/from adjacent development
- Creating a more pedestrian-friendly environment

Access Connection Spacing

Access connections allow ingress and egress from a roadway, such as a connecting street or driveway. Connections impact the relative flow of traffic through a corridor based on the distance between intersections and the speed at which commuters travel. As mentioned above, speed differentials negatively influence a corridor's service level.

Proper intersection spacing can limit speed differentials and improve traffic flow within a corridor. Table 13 details TxDOT's recommended access connection spacing below the freeway functional classification for state-managed facilities. These recommendations can also be applied to non-state managed roadways, though the City has access spacing standards for City streets, which differ from the TxDOT standards.

Auxiliary Lanes

Auxiliary lanes are designed to facilitate turning movements outside the general traffic flow. Rather than commuters turning from the main lanes, traffic is funneled to an auxiliary turning lane or entrance ramp. This reduces the number of speed differentials in the corridor by separating the slowing or halting traffic from the main lanes. Turn lanes are usually installed at busy intersections or the entrances of major traffic generators. In addition to providing a separate lane for right and left turning traffic, raised turn lanes can provide a pedestrian refuge and reduce traffic accidents. Auxiliary lanes would also be beneficial and improve access along constrained corridors, where additional capacity for turning and passing is needed to improve safety and projected congestion.

Median Improvements

A median is a right-of-way designated for the space between opposing directions of traffic on a divided roadway. Medians can be striped, raised (with a curb), landscaped, and vary in width depending on the roadway setting. Medians improve safety and traffic operations by physically separating traffic or providing shelter for roadway crossing. Where access is needed, directional median openings can be used to restrict some turning movements while simultaneously improving access for others.

Signalized Intersections

If properly timed, signalized intersections can significantly reduce the start and stop traffic along a corridor. However, too many intersections in a short span and/or poor signal timing can cause delays and frustration for drivers. According to TxDOT access management guidelines, every traffic signal added per mile reduces travel speeds by 2 to 3 mph.

Table 14 describes the increase in travel time for every traffic signal added within a mile span. Increasing from 2 to 3 traffic signals can increase travel time by 9%. If multiple traffic signals are warranted within a short span along a corridor, signal maintenance and timing should be prioritized to ensure efficient traffic movement. To improve traffic signal optimization, the City of Midlothian should develop traffic timing plans to interconnect traffic signals along critical commercial corridors. According to the Federal Highway Administration (FHWA), every dollar invested in traffic signal optimization saves \$40 in time and fuel savings.

Shared Access and Parking

Shared access allows multiple adjacent businesses to utilize a single parking entrance. This improves congestion by reducing the number of turning movements within a corridor and facilitates a more pedestrian-friendly environment.

Table 13. TxDOT Recommended Access Connection Spacing

Speed Limit (mph)	Minimum Connection Spacing (ft)		
	State Facilities*	1-Way Frontages	2-Way Frontages
≤30	200	200	200
35	250	250	300
40	305	305	360
45	360	360	435
≥50	425	425	510

*Precludes new highways on new alignments, freeway main lines, and frontage roads.

Source: TxDOT Access Management Manual, 2011

Table 14. Travel Time Increase per Traffic Signal

Signals per Mile	% Increase in Travel Time (Compared to 2 signals per mile)
2	0
3	9
4	16
5	23
6	29
7	34
8	39

Source: TxDOT Access Management Manual, 2011

Complete Streets

Complete Streets is an initiative that aims to maximize the utilization of public rights-of-way for all transportation users, regardless of age or ability. This method uses high-level policy direction to influence everyday decision-making processes in roadway design, rather than design prescription. Complete Streets is not about special projects, but about changing the approach to projects on all streets. It is an incremental approach aimed at long-term results. These policies utilize the entire right-of-way while focusing on safety, comfort, and convenience as well as cohesiveness with the context of the community. Complete Streets make it easier to cross the street, walk to shops, and bicycle to work, making the City a better place to live.

Complete Streets improve safety, provide choices, reduce costs, and lead to better health and stronger economies. By considering the many different users of the roadway, streets can be designed to accommodate everyone and improve the livability of the community.

Improve Safety

Reduced travel speed which lowers risk to pedestrians and people on bicycles and includes safety features such as sidewalks, bicycle lanes, crossings, median islands, and curb extensions.

Provide Choices

By building safe, comfortable, and convenient infrastructure for other modes of transportation, residents are more willing to use them.

Reduce Costs

By reevaluating the needs of the residents and incorporating community input at the beginning of the project, the schedule, scope, and budget can often be reduced. Narrowing the pavement area will also reduce costs.

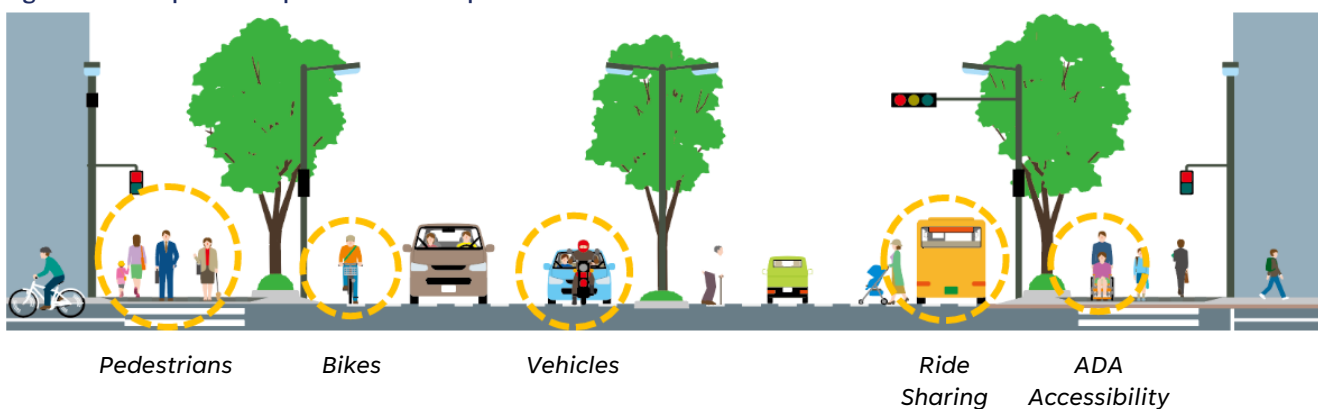
Improve Health

With an aging population, older adults look to be more active. This demographic, along with kids and teens who cannot drive, look for pedestrian and bicycle facilities to become more active and independent.

Strengthen Economies

Areas that provide safe and comfortable walkability have lower commercial vacancies and higher home and office space values.

Figure 43. Example of Complete Streets Components



Transportation Goals, Strategies, & Actions



TM.1: Develop transportation improvements to support anticipated growth areas and aging infrastructure.



Strategy TM.1.a: Promote multimodal, context-sensitive considerations and aesthetics through transportation design.

- i. Prepare an Active Transportation Plan for Midlothian.
- ii. Assess the City's Engineering Design Criteria and Standard Specifications for alignment with pedestrian improvements, including evaluating the appropriateness of shared-use trails, on-street bike lanes, and protected bike lanes.



Strategy TM.1.b: Enhance traffic access, circulation, walkability, bikeability, aesthetics, and amenities within the central core of Midlothian.

- i. Implement Complete Street Improvements on Main Street and the parallel streets (between 1st Street and 14th Street) to support the recommendations of the Downtown Plan.
- ii. Implement Complete Street Improvements on 8th Street and 9th Street and their crossing streets, between FM 1387 and the railroad tracks, to support the recommendations of the Downtown Plan.
- iii. Implement Complete Street Improvements on 9th Street, between BUS 287 and US 287, to enhance the connection between Downtown and the residential corridor along 9th Street.
- iv. Implement context-sensitive roadway improvements on Main Street, between 9th Street and Midlothian Parkway, to enhance the connection between Downtown and eastern Main Street.



Strategy TM.1.c: Provide a wayfinding system of signage, markers, and other devices to inform visitors and residents of the special areas and attractions.

- i. Incorporate the Wayfinding System Plan into existing roadways and all relevant roadway improvement projects.



TM.2: Increase mobility options for all groups, including pedestrian, bicycle, vehicular, and freight users.



Strategy TM.2.a: Invest in timely street improvements for a network of suburban and rural roads throughout Midlothian.

- i. Prioritize timely improvements of McAlpin Road and Mockingbird Lane for east-west connectivity and Hayes Road for north-south connectivity.
- ii. Improve Onward Road to extend between US Highway 287 and future Loop 9, to share the burden with Walnut Grove Road to provide traffic mobility in this area of northern Midlothian.



Strategy TM.2.b: Provide a network of bicycle and pedestrian facilities, including sidewalks, bike routes, and paths, that provide mobility options, regional and multimodal connectivity, and recreational opportunities for Midlothian residents.

- i. Connect the Midlothian and Waxahachie segments of the Waxahachie Creek Trail.
- ii. Complete a Safe Routes to School Plan for each elementary and middle school in Midlothian ISD. Prepare an implementation plan, allocate City resources and funding, and seek outside sources of funding to implement the plans, including MISD.
- iii. Following the creation of a Safety Action Plan, apply funds from the Safe Streets and Roads for All (SS4A) grant to the Demonstration project along east Main Street.



TM.3: Continuously facilitate proper operations and maintenance of the transportation network with usability and experience in mind.



Strategy TM.3.a: Operate and manage the transportation system to maintain or improve the quality of multimodal mobility, access, and safety for those traveling in and living within Midlothian.

- i. Monitor roadway and bridge conditions and perform needed maintenance.
- ii. Monitor sidewalk and trail conditions and perform needed maintenance.



Strategy TM.3.b: Provide for effective trucking, railroad, and air freight movement to, from, and through Midlothian, including supporting facilities and airspace, while minimizing their impact on the quality of life.

- i. Design roadways in Midlothian to accommodate truck mobility and access to businesses.



TM.4: Leverage mobility improvements to steward regional environmental and human health initiatives.



Strategy TM.4.a: Identify and pursue private, regional, state, and federal revenue sources for funding multimodal transportation improvements in Midlothian.

- i. Submit this Transportation & Mobility Plan to NCTCOG for inclusion into the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP) for the North Central Texas region.
- ii. Seek NCTCOG funding for significant City, intercity, and sub-regional initiatives.
- iii. Seek FAST Act Transportation Alternatives Set Aside and other federal funding for bicycle and pedestrian facilities in Midlothian.
- iv. Continue pursuit of FAA funding for airport operations in Midlothian.
- v. Collaborate with TxDOT to advance locally preferred projects and enhancements on state-maintained facilities and within TxDOT right-of-way.
- vi. Leverage local funds to secure bonds for needed transportation infrastructure improvements.



Strategy TM.4.b: Integrate state and federal long-range transportation planning factors with local and regional transportation planning.

- i. Collaborate with NCTCOG and TxDOT to strategically approach the funding of regionally and locally significant transportation improvements.



Strategy TM.4.c: Plan for and preserve rights-of-way and other real property for future multimodal transportation and supporting infrastructure investments in advance of economic development.

- i. Identify and enter into agreements to secure the property and rights-of-way for proposed transportation-related projects.
- ii. Identify and secure the property and rights-of-way required for the proposed Waxahachie Creek Trail.



TM.5: Prioritize improvements to existing transportation infrastructure based on community impacts and operational metrics.



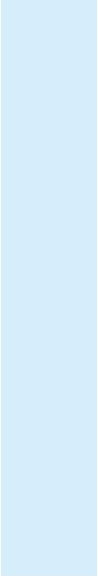
Strategy TM.5.a: Develop and implement transportation performance measures and programs to regularly monitor, evaluate, and forecast the degree to which the transportation system investments accomplish community goals and mobility objectives.

- i. Assess annually the traffic congestion on major streets in Midlothian.
- ii. Monitor the provision of sidewalk availability on Midlothian Streets.
- iii. Assess annually the availability of safe routes to school.
- iv. Assess annually the safety of transportation in Midlothian.

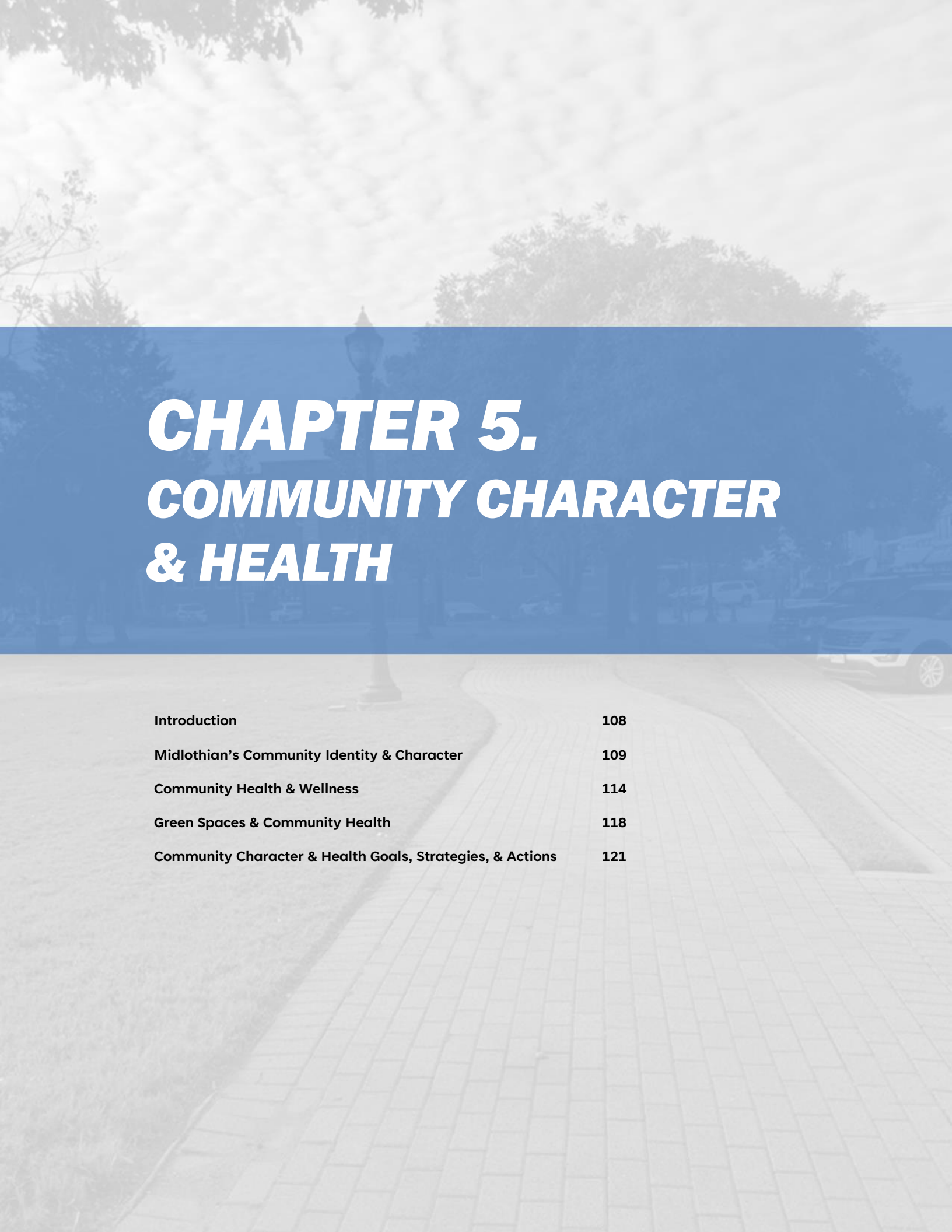


Strategy TM.5.b: Provide options to those who are economically, socially, and physically disadvantaged.

- i. Complete the missing sidewalks and ADA-compliant ramps on collector and arterial roadways.
- ii. Provide pedestrian accommodations on urban local streets.
- iii. Continue upgrading traffic signals to provide accessible pedestrian accommodations, such as audible crossing queues, bump strips, and crossing lights.



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CHAPTER 5. COMMUNITY CHARACTER & HEALTH

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Introduction

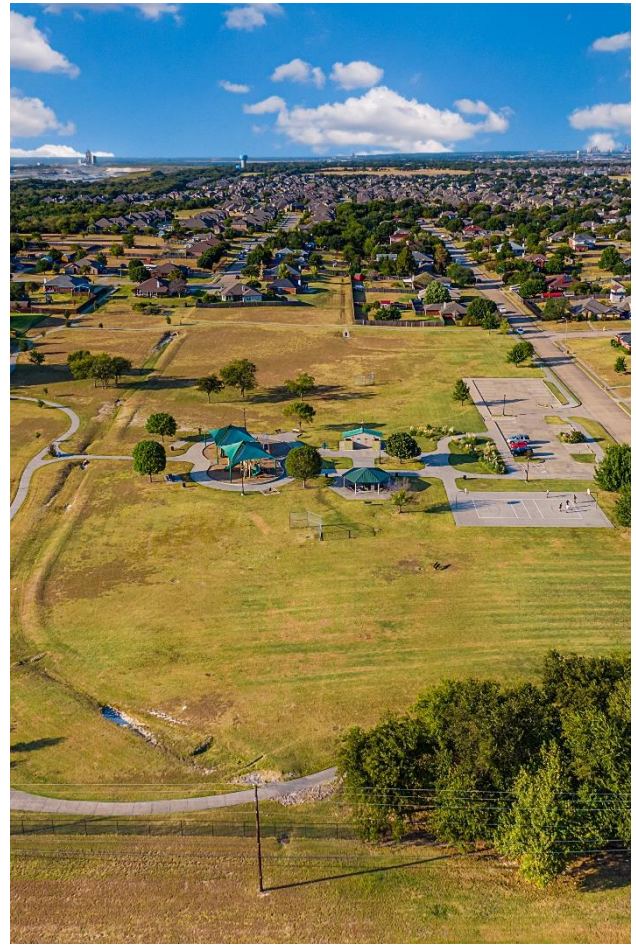
This chapter focuses on improving the health and enhancing the character of Midlothian. It also explores how Midlothian's distinctive history and culture has shaped the present community. Midlothian takes pride in its rich heritage, seen in its historic Downtown and efforts to conserve energy sustainably, with about 1,000 residents powered by solar energy and employment opportunities in the solar energy field. Midlothian is surrounded by scenic countryside and natural landscapes.

With the City's ongoing development and planning projects, this chapter aims to build upon the City's historic small-town charm while embracing modern infrastructure for the health of Midlothian's community. It also identifies factors affecting community health, like healthcare access, wellbeing, environmental conditions, and access to healthy food.

In this chapter, recommendations are provided for policies and practices that promote better health and character development in Midlothian. These recommendations are based on current data about the community's health and distinctive character.

Information within this chapter includes:

- Midlothian's Community Identity & Character
- Community Health & Wellness
- Green Spaces & Community Health
- Community Character & Health Goals, Strategies, & Actions



Source: Midlothian Parks, Recreation, and Open Space
Master Plan

Midlothian's Community Identity & Character

Historical & Cultural Significance

Midlothian's community is deeply rooted in its history and culture. In the 1890s, it was a major cotton-producing region in Ellis County. However, the Great Depression and poor soil management led to a shift toward corn production.

The City's historical significance also comes from its brick, cement, and steel industries. Its location in the Austin Escarpment Chalk Ridge provided a 600-year reserve of limestone for mining, attracting related manufacturers. This led to the creation of distinctive brick structures that have left a lasting cultural and architectural legacy in the rapidly growing Fort Worth-Dallas metroplex.

The community values this history and actively works to preserve it. The City has places like the Ellis County Museum that showcase Midlothian's history and heritage. The City is committed to preserving the historic Downtown and other resources through a [Downtown Master Plan](#) aimed at creating a safe, walkable, and vibrant destination.

The City supports conservation projects and initiates programs like the Brick Pavers Program, all dedicated to preserving and honoring our heritage and resources. The Brick Pavers Program is an effort by the Midlothian Area Historical Society to preserve the historic Larkin Newton Cabin located in Downtown's Heritage Park, funded through donations for the cabin's repair.

1915 Trade Days



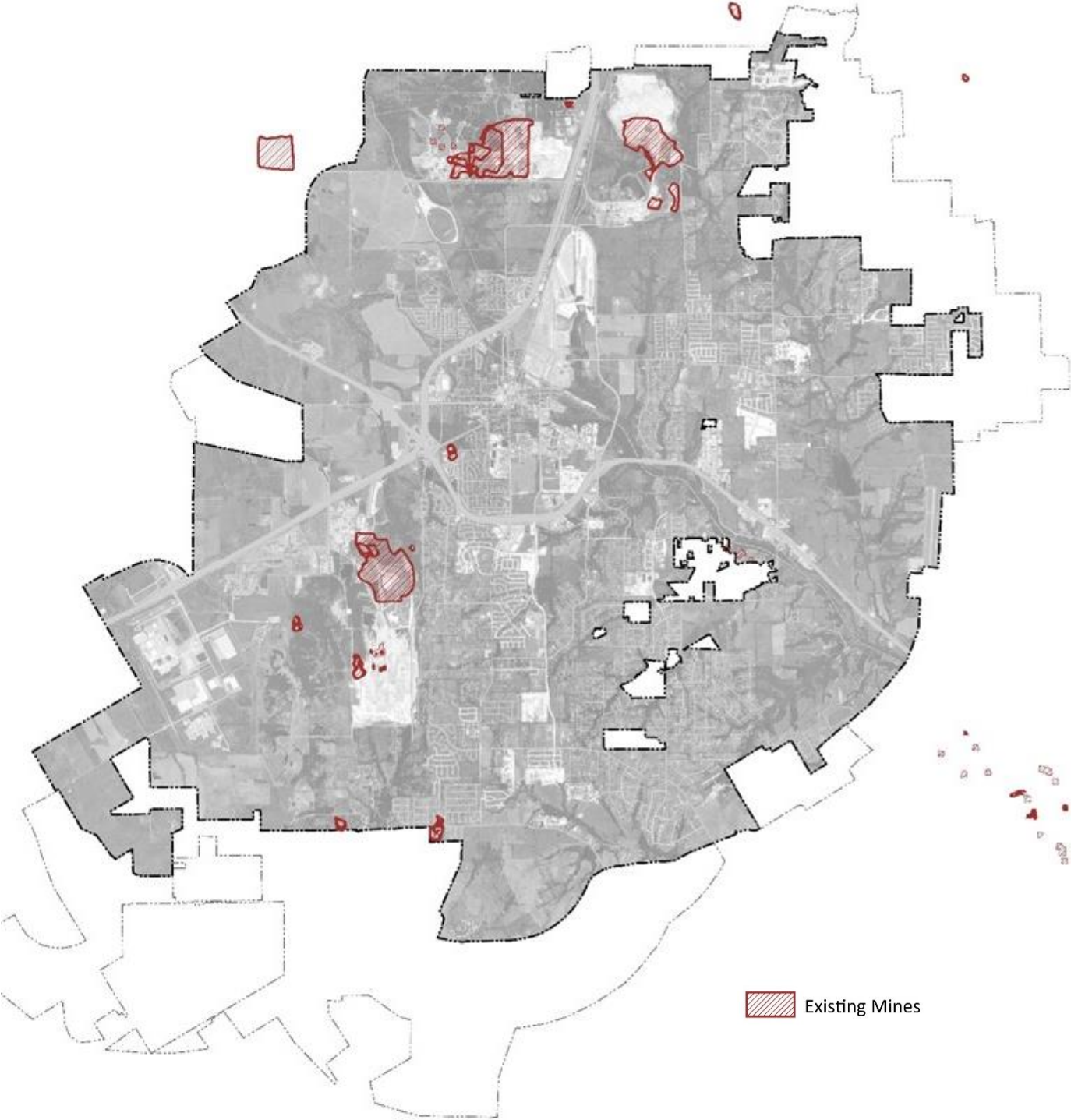
Source: [Historical Photos of Midlothian | Midlothian, TX - Official Website](#)

What is Brick Pavers Program in Midlothian?

The Brick Paver Program in Midlothian supports the historic Larkin Newton Cabin's ongoing repairs and restoration. Personalized bricks purchased for the cabin's path contribute to its upkeep. A master craftsman tends to the cabin as needed. The program offers a chance to honor someone while preserving Midlothian's history.



Figure 44. Mining Sites in Midlothian



Community Identity

Midlothian strives to balance its historic charm and modern vitality. The residents take pride in the signature brick architecture, which is often integrated into contemporary housing. The Downtown area boasts preserved buildings from various eras, housing a variety of offices, beloved local eateries, unique specialty shops, salons, and boutiques.

Midlothian is renowned for its community-centered events like the Southern Star Christmas and the Midlothian Market. These events celebrate the City's distinctive character and cultural diversity, bringing residents and visitors together in joyful celebration. Every Saturday, people can explore the Midlothian Farmers Market at Heritage Park, where crafts, culture, and artisans are on display.

The City supports its thriving local business community, which includes both local market vendors and larger corporations. They provide essential infrastructure like the Midlothian Business Park and Rail Port Business Park to facilitate their growth.

One of the greatest strengths that Midlothian has is the school district, attracting new households to the community. Moreover, the City offers 457 acres of parks, featuring sports fields, dog parks, garden plazas, concerts and historical sites, fostering active youth engagement. Midlothian offers year-round

community gatherings and ample local dining and shopping options.

The City holds community wellbeing at the very core of its identity. Midlothian is dedicated to fostering a vibrant and sustainable community while adapting to the demands of a growing population and changing cultural trends. At the heart of the community's commitment lies the preservation of Midlothian's unique character.

One noteworthy example of this commitment is the approach to the Austin Chalk Escarpment, an environmentally significant area. Midlothian recognizes the distinct standards and expectations set by the Austin Escarpment, which is a key component of our Escarpment Overlay as outlined in our Future Land Use Map.

The City's vision for the Austin Escarpment is to balance growth with conservation. The community is committed to maintaining and protecting the natural beauty and ecological diversity of this area while responsibly managing development. By adhering to these standards, the City ensures that it retains its exceptional character, enhances its residents' quality of life, and supports a thriving community for generations to come.

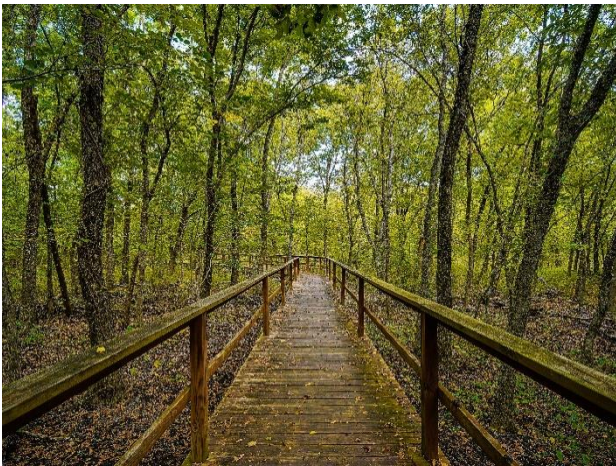
What is the Austin Escarpment?

The Austin Chalk Escarpment, often referred to as simply the Austin Escarpment, is a geological feature in Texas. It is characterized by a prominent steep slope or cliff that separates the Edwards Plateau, a limestone plateau, from the Texas Coastal Plain.

The Austin Escarpment is known for its distinctive terrain, marked by rugged cliffs, canyons, and valleys. This geological formation is of particular importance due to its impact on the local landscape, ecology, and hydrology. It is an area of interest for conservation efforts because of its unique geological and ecological features.

Community Aesthetics & Visual Qualities

Midlothian is situated within a picturesque countryside setting, which plays a significant role in shaping the City's diverse neighborhoods. The vast open spaces, ranging from meadows to beautifully maintained parks, contribute to the expansive and tranquil character. These open areas seamlessly blend with rural aesthetics, reminiscent of farmsteads, ranches, and pastoral landscapes that lend to Midlothian's sense of place. The preservation of these landscapes is integral to maintaining the City's visual charm.



Source: Midlothian Parks, Recreation, and Open Space Master Plan

Residential neighborhoods in Midlothian range from historic and well-preserved suburban houses with tree-lined streets that exude small-town charm to modern architectural designs that offer a contemporary living experience in newer developments. As one of the fastest-growing communities in North Texas, Midlothian needs to provide a wide range of housing typologies, from spacious acreage single-family houses that maintain the City's rural essence to denser products near Downtown, designed for those seeking a more compact, community-oriented lifestyle. Residents take pride in maintaining the visual aesthetics of their properties, homes, and landscaping, ensuring that Midlothian remains a desirable and welcoming place for all.

Furthermore, it is important to recognize different possibilities within the City and the changing character in different areas. While the City's core and northern regions are more densely developed, more rural development primarily defines the southern and eastern sectors of Midlothian; however, these areas (particularly the southern sector) are rapidly developing, resulting in a change in character. Understanding these differences helps the City to tailor development strategies that preserve the unique character of each area and promote appropriate and consistent development within each area.



Preserving the Downtown area character is crucial for maintaining the community's aesthetics, in alignment with the City's Downtown Plan. Downtown showcases a blend of historical buildings and a variety of architectural styles, ranging from traditional Southern designs to modern structures. This diversity contributes to the unique character of Midlothian's landscape, emphasizing the City's commitment to honoring its heritage while embracing contemporary elements for the future. By safeguarding the Downtown area, as outlined in the Downtown Plan, the City ensures that the community's aesthetics remain a vital part of Midlothian's identity. Whether residents are enjoying a walk through the shaded streets or appreciating the historic facades, the Downtown area embodies the City's visual heritage and continues to be an essential element in preserving community aesthetics.



Source: City of Midlothian Downtown Plan

Community Health & Wellness

Public Health Assessment

Compared to other communities in Ellis County, chronic disease rates are lower in Midlothian and congenital disability rates in Midlothian are aligned to Ellis County, Health Region 3, and the state of Texas. The City collaborates with the healthcare infrastructure and Ellis County to develop and implement health-focused screening guidelines and treatment protocols. (Source: Midlothian Area Air Quality - Midlothian, Texas. (www.atsdr.cdc.gov))

The onset of the COVID-19 pandemic led to new trends that impacted communities' daily lives:

- **Suburban Shift:** The pandemic led to higher demand for houses in suburban towns, which led communities to struggle to meet supply. Additionally, during the pandemic, the population of Texas increased by more than 310,000. (Source: Harvard Joint Center for Housing Studies tabulations of US Census Bureau, 2021 Population Estimates Program)
- **Remote Work:** The number of remote workers increased by 10.6% from 2019 to 2021, based on US Census Bureau data. This leads to a decrease in demand for commercial spaces and increased emphasis on high-speed internet services.
- **Outdoor Experiences:** To support healthy, livable communities, the need for far more open public parks, trails, and other open-air spaces became important to be created and maintained for residents working remotely. It's essential for remote workers as there is no commute to the office, hence the need for outdoor experience.
- **E-Commerce:** The impact of the pandemic led to demand for online delivery services and curbside pickup for groceries, which was supported by local businesses and residents. Food delivery transactions increased 58% from April 2020 to April 2021, according to Edison Trends.

Access to Healthcare Services

Midlothian is near the services of four prominent hospitals, which provide medical care for residents in Midlothian and other Ellis County municipalities. These hospitals are within a 10-mile proximity of most of the neighborhoods and play a pivotal role in ensuring that a wide spectrum of medical care is accessible to the community. The City also has approximately 14 medical clinics, each addressing the healthcare needs of the community, offering accessible and convenient healthcare options for the residents of Midlothian.

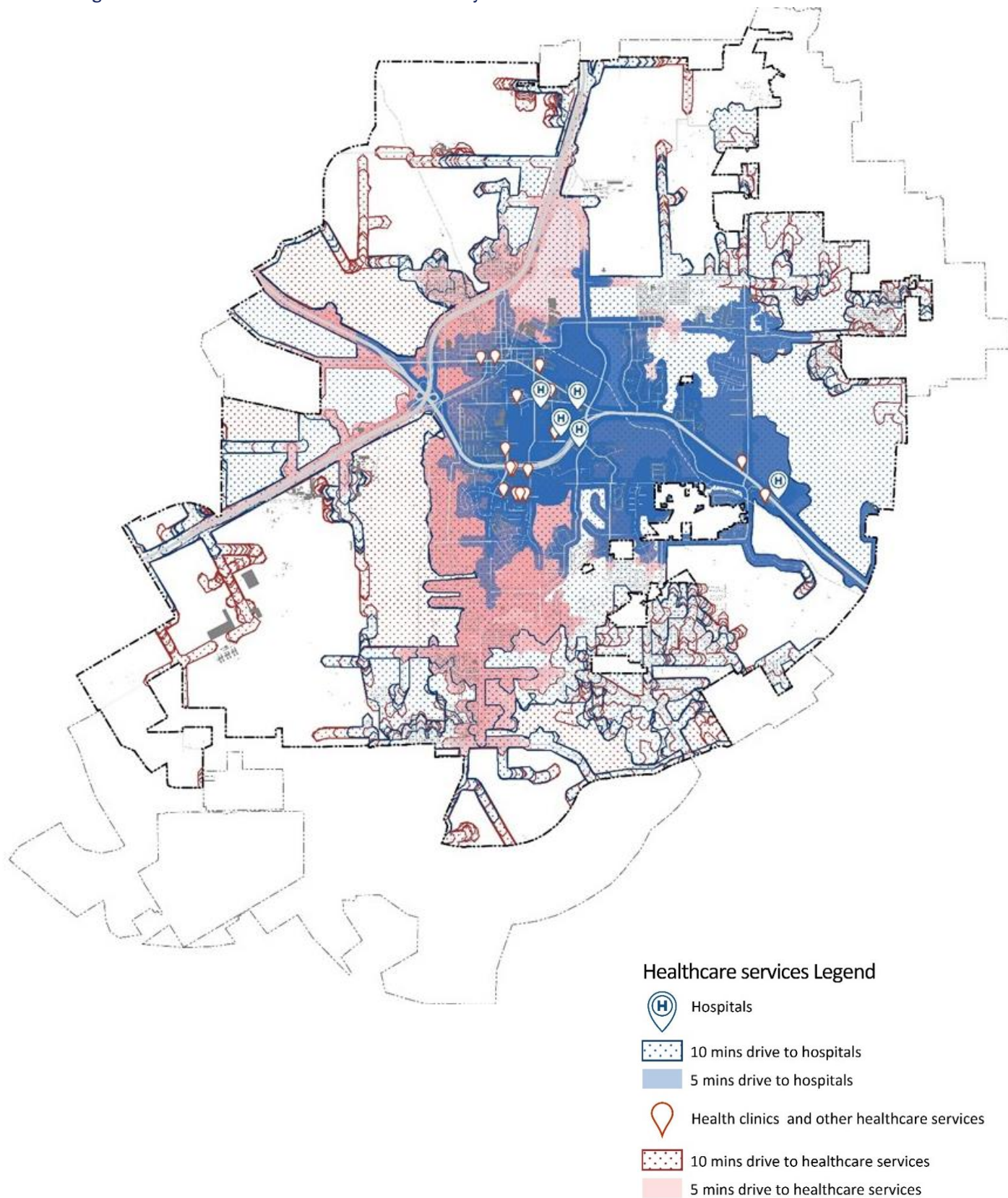
In addition to these essential healthcare facilities, Midlothian has a wide range of pharmacies, vision centers, and dental care providers. These services are offered by a mix of locally owned businesses and nationally recognized establishments. These healthcare providers accept various types of health insurance, further facilitating residents' access to care.

Healthcare provision in Midlothian schools is an integral part of a conducive and safe learning environment where students can thrive academically and develop healthy habits. The schools' nurses perform State-required health screenings and help parents refer to appropriate medical care when required for the welfare of the students.

In the City, individuals of all ages have access to a diverse range of fitness centers, with approximately 20 such facilities located within the City's vicinity. These fitness centers cater to various fitness levels and preferences, offering a wide array of exercise equipment, classes, and wellness programs to promote physical health for both children and adults.

For seniors and older adults, Midlothian provides essential support through assisted living facilities and home health care centers. These facilities are designed to ensure that seniors can maintain their independence and receive the necessary care and assistance as they age.

Figure 45. Healthcare Services Location and Proximity



Healthy Food Access and Nutrition

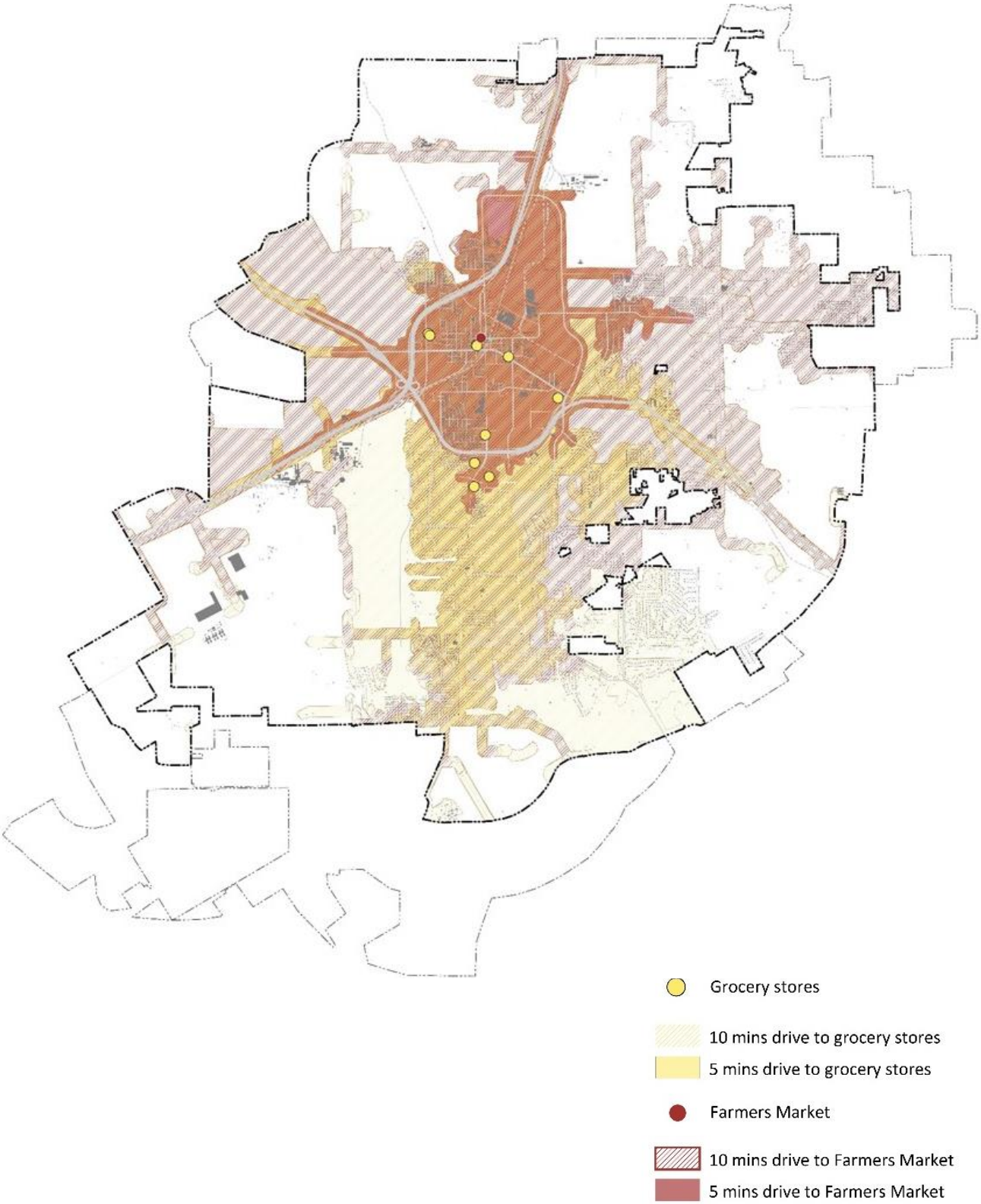
In a 10- to 20-mile radius from Midlothian's center, a rich tapestry of local produce flourishes. Farmers and growers in this vicinity offer an array of fresh fruits and vegetables, showcasing the flavors of each season. This convenient access to locally sourced produce not only supports the community's agricultural heritage but also promotes sustainability by reducing food transportation distances.

Local food access in Midlothian is facilitated by a variety of options that cater to the diverse needs and preferences of the community. The City has a wide selection of local grocery stores and supermarkets, making it convenient for residents to access fresh produce, pantry staples, and a wide range of food products.

Additionally, Midlothian takes pride in its support for local agriculture, evident through farmers' markets that offer residents the opportunity to purchase fresh, locally grown fruits, vegetables, and artisanal products. Midlothian's farmers market operates from mid-May to mid-December on Saturdays, not only providing access to high-quality, farm-fresh foods but also fostering a sense of community by connecting residents with local growers and producers. Overall, Midlothian's commitment to local food access ensures that its residents have access to a variety of nutritious and locally sourced food options, contributing to the overall health and wellness of the community.



Figure 46. Food Services Location and Proximity



Green Spaces & Community Health

Parks & Open Spaces

Community health has a close connection with access to green space. Midlothian's neighborhoods often enjoy proximity to the scenic countryside, providing residents with opportunities for outdoor activities, nature walks, and appreciation of the natural surroundings. The ParkVision Plan has identified 14 parks covering 190 acres within 50 square miles of the City, which support recreation and connect open spaces to provide access for all. The parks are classified into five typologies based on their size and characteristics: community parks, neighborhood parks, pocket parks, special use parks, and undeveloped open spaces.

The parks have a wide set of amenities to support passive recreation, like benches, shade pavilions, trails; and active recreation, like playgrounds, sports fields, and splashpads. The ParkVision Plan identifies the current level of services for parks and open spaces within Midlothian. Notably, there are parts of Midlothian that cannot access the open space within a 10-minute walk/bike ride from their place of residence. To fill this gap, it is critical to have clear strategies and goals. These will improve the accessibility of parks and open spaces to the residents, ultimately leading to positive impacts on community health.

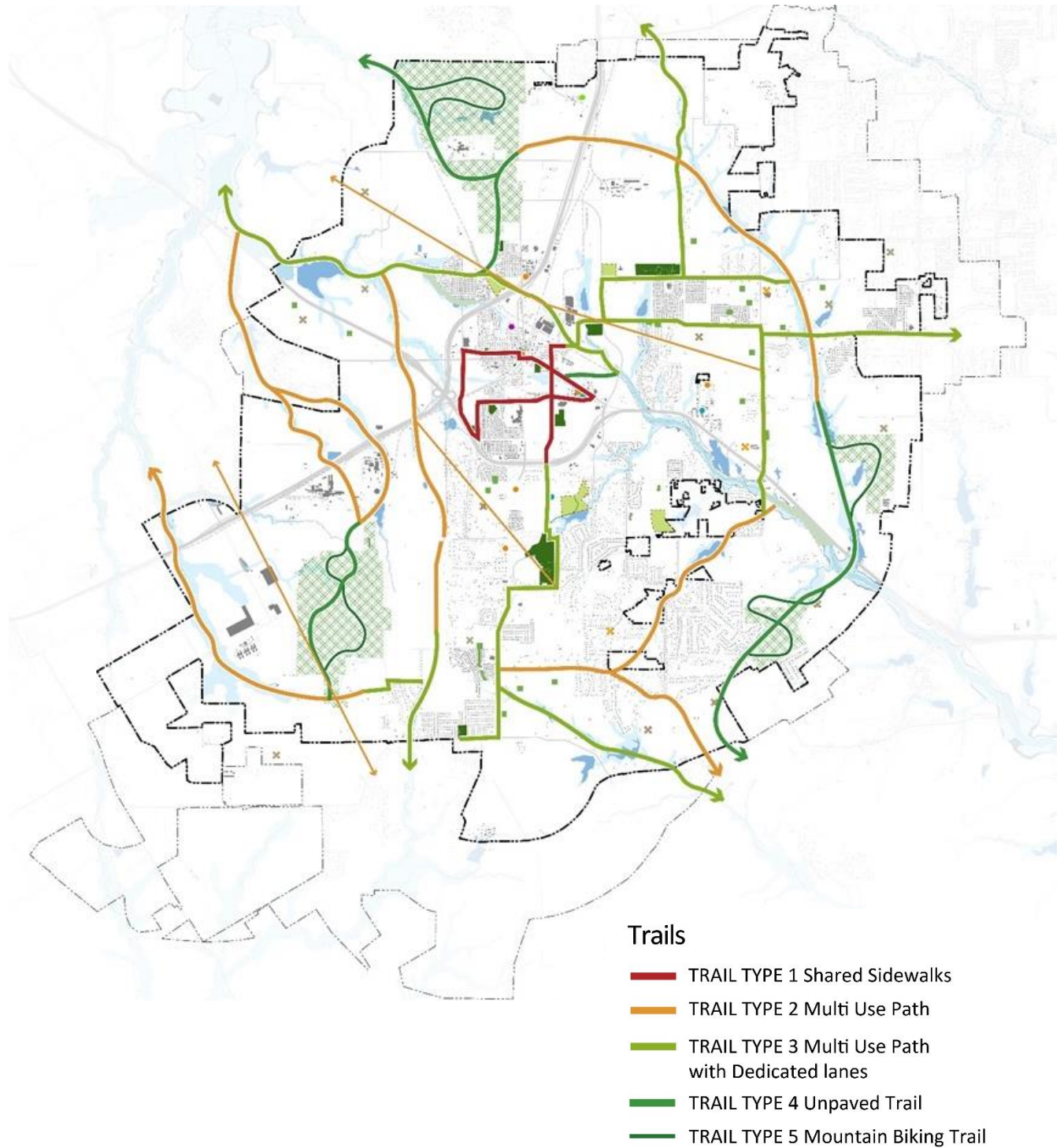
Trails & Accessibility to Parks

A well-planned trail network significantly enhances accessibility to parks and open spaces and many other benefits. These trails provide direct and safe pathways, reducing barriers and promoting active transportation. As more people use these trails and development occurs along the trails, they become well-connected hubs within the community, making parks and open spaces feel closer and more integrated. Well-lit and maintained trails enhance safety and encourage usage, particularly during different times of the day. Trails often offer scenic and enjoyable routes, making the journey to parks and open spaces more pleasant by avoiding busy roads. They also serve as gathering places, fostering community engagement and social interactions. Moreover, trails are designed to be accessible to people of all ages and abilities, ensuring that everyone can enjoy these valuable resources. In short, a well-designed trail network plays a vital role in improving access to parks and open spaces while promoting healthy and active lifestyles within the community.

Midlothian's neighborhoods should be designed with pedestrian-friendly features, fostering a sense of security and connectivity. According to the ParkVision Plan, 40% of residents are within walking distance of existing parks, 68% of residents are within a 10-minute bike ride to existing parks, and 80% of residents will be within 10-minute bike ride after the implementation of the ParkVision Plan.

The City promotes physical activities as a way of life through communitywide events that unite residents in the spirit of fitness to meticulously maintained parks and recreational facilities. Sports fields, walking trails, fitness centers, and wellness programs serve all age groups.

Figure 47. Trail Map



Conservation of Natural Resources

Midlothian's landscape is marked by vast open spaces, offering a sense of expansiveness and tranquility. These areas provide residents and visitors with ample room for recreational pursuits, including hiking, picnicking, and stargazing. The region's open spaces, including meadows, north Texas forests, and parks, contribute to diverse wildlife, from birds and deer to various species of flora and fauna. With the newly approved Midlothian ParkVision Plan, the City has taken significant steps to prioritize the preservation of its natural surroundings. This proactive approach ensures that the green spaces within the community will continue to be a prominent and cherished part of its character. An important aspect to recognize is that the shallow soil throughout

the City may impact the growth of trees; therefore, it is critical to conserve drainage areas through tree planting and habitat creation.

As the City grows, there is a growing commitment to environmental sustainability. This reflects a cultural shift towards responsible stewardship of natural surroundings. The Legacy Tree Program is one of the stewardship programs organized by the City Parks Department to increase the urban tree canopy and provide hundreds of acres of green spaces and recreational facilities for all ages.



Source: Midlothian Parks, Recreation, and Open Space Master Plan

Community Character & Health Goals, Strategies, & Actions



CH.1: Expand Midlothian's regional influence while protecting its small town feel and quality of life.



Strategy CH.1.a: Foster strategic regional partnerships.

- i. Develop a regional partnership by creating Memorandums of Understanding (MOUs) with neighboring jurisdictions to jointly address common challenges and opportunities. Collaborate with these partners to identify shared resources, collaborative developments, and sustainable growth strategies.
- ii. Construct the Ellis County Regional Trail by partnering with regional stakeholders and leveraging grant funding.
- iii. Protect greenbelts and regional trail connections through the revision of the City's development regulations. Revise the regulations to ensure the preservation and maintenance of greenbelts and regional trail connections as essential components of Midlothian's landscape.



Strategy CH.1.b: Celebrate diverse community events.

- i. Support and promote cultural events organized by different community groups throughout the year by providing logistical support, event permits, and publicity assistance.
- ii. Develop an events calendar and online platform to keep residents informed about upcoming events, including details on event schedules, locations, and registration.
- iii. Develop a community-based program to honor unique history and culture by collaborating with local historians, cultural institutions, and community members to create and maintain historical landmarks and cultural heritage sites.
- iv. Develop stewardship programs with the Midlothian Independent School District to educate the community about the natural landscape of the City, such as wildlife preservation and habitat restoration, through school partnerships, workshops, and educational campaigns.
- v. Implement more community grant-based projects to fund community initiatives and events that celebrate and promote diversity, inclusivity, and cultural exchange.



CH.2: Focus on major thoroughfares as important entries into the community and for the impression they leave on residents and visitors.



Strategy CH.2.a: Promote public art installations within the right of way.

- i. Develop a public art program that invites local artists to create installations along major corridors such as East Main Street or South 9th Street. Establish guidelines for the selection and installation of public art within the right of way, including permitting processes, safety measures, and artistic criteria.
- ii. Create accessible public art through partnerships with developers and local artists in new mixed-use, commercial, and public space development. Establish clear standards and guidelines for such collaborations, including funding mechanisms, art selection, and maintenance responsibilities.



Strategy CH.2.b: Enhance development standards along major thoroughfares.

- i. Establish design guidelines and architectural standards for new developments along major thoroughfares to ensure consistent aesthetics and character that align with the City's vision.
- ii. Implement a review process for development proposals along major thoroughfares to assess their compliance with design guidelines and architectural standards. This process should involve collaboration with developers and designers to achieve high-quality, visually appealing developments.
- iii. Encourage mixed-use developments that blend residential, commercial, and recreational spaces to create vibrant and attractive streetscapes along major thoroughfares.
- iv. Incentivize the use of sustainable and environmentally friendly building materials and practices in developments along major thoroughfares to promote the City's commitment to sustainability and resilience.



CH.3: Foster a sense of place through elevated design standards, including landscaping, signage, and pedestrian improvements.



Strategy CH.3.a: Implement enhanced landscaping and increase tree canopy cover.

- i. Develop landscape guidelines that emphasize the use of native and adapted plant species and promote sustainable landscape practices, such as water-efficient irrigation and reduced chemical usage, to enhance streetscapes and other publicly maintained open areas and parks. These guidelines should also encourage using drought-resistant plants to conserve water resources.
- ii. Continue a tree-planting initiative to increase canopy cover in urban areas by setting specific tree-planting goals and utilizing community involvement and partnerships with local organizations. This initiative should focus on strategically planting trees in areas that lack adequate canopy cover to provide shade, improve air quality, and enhance the urban environment.
- iii. Continue a citywide canopy initiative to engage residents, schools, and local organizations in tree planting and maintenance efforts. Create educational programs and incentives for residents to participate in the canopy initiative, fostering a sense of community pride and environmental stewardship.



Strategy CH.3.b: Develop signage and wayfinding systems.

- i. Design a unified signage system that guides visitors to key attractions, neighborhoods, and facilities. This system should include clear and consistent signage design, placement standards, and messaging that aligns with the City's branding and enhances the overall visitor experience.
- ii. Install wayfinding signs to encourage walking, biking, and exploration of the community. Develop a comprehensive wayfinding plan that identifies key routes, destinations, and high-traffic areas where these signs will be most beneficial. Coordinate with local pedestrian and cycling advocacy groups for input on sign placement and usability.



Strategy CH.3.c: Improve pedestrian infrastructure.

- i. Enhance pedestrian infrastructure by expanding sidewalk networks, improving crosswalks, and adding pedestrian-friendly features such as benches, lighting, and sheltered bus stops. Prioritize areas with high pedestrian traffic and focus on accessibility for all residents, including those with mobility challenges.
- ii. Develop a citywide pedestrian safety campaign to raise awareness about pedestrian rights, safety measures, and responsible driving behavior. Collaborate with local schools, community organizations, and law enforcement agencies to implement this campaign effectively.



CH.4: Expand on community identity and branding at the neighborhood and citywide scale.



Strategy CH.4.a: Collaborate on community branding efforts.

- i. Form working groups with residents, businesses, and local organizations, building upon the recent branding change process, to ensure continued active engagement in shaping and evolving the community's identity. These working groups will play a pivotal role in fostering ongoing community involvement.
- ii. Develop a comprehensive branding strategy that builds upon the recent branding change, further highlighting and refining the unique aspects of Midlothian's culture, history, and values. This strategy should encompass visual identity, messaging, and marketing initiatives that promote a cohesive and distinctive image for the City.



Strategy CH.4.c: Implement adaptive reuse to protect Midlothian's small town feel.

- i. Develop clear guidelines and incentives for the adaptive reuse of historic buildings. These guidelines should outline preservation standards and financial incentives that align with the city's evolving character.
- ii. Establish a grant and incentive program for property owners interested in repurposing existing structures, focusing on ensuring that these repurposed buildings align with the City's recent branding change and cultural and historical identity.



Strategy CH.4.b: Create placemaking to preserve community character.

- i. Identify underutilized spaces for creative placemaking projects, incorporating elements that resonate with the City's recent branding change, such as art installations, pop-up markets, and performance spaces. Collaborate with local artists, organizations, and residents to ensure these initiatives reflect the evolving community character.
- ii. Provide grants and incentives for artists and creatives to participate in placemaking initiatives that align with the recent branding change and enhance community character. This approach ensures that creative placemaking remains consistent with the City's evolving identity.



CH.5: Preserve Midlothian's natural resources and encourage the implementation of clean energy alternatives.



Strategy CH.5.a: Conserve and restore natural habitats and ecosystems.

- i. Identify ecologically sensitive areas and consider potential appropriate conservation efforts to safeguard biodiversity.
- ii. Collaborate with environmental organizations and large employers to conduct habitat restoration projects. These collaborations will play a key role in safeguarding ecosystems and removing invasive species from sensitive areas, ensuring a unified approach to conservation.



Strategy CH.5.b: Expand green spaces and parklands.

- i. Implement the Midlothian ParkVision Plan to guide the expansion of parks, recreational areas, and natural reserves. This plan reflects a collective commitment to providing open green spaces for the community, with input and support from key stakeholders.
- ii. Acquire land parcels for new green spaces, especially in parkland-deficient neighborhoods, with the involvement and support of large employers. Ensuring access to nature for all residents, as outlined in the Midlothian ParkVision Plan, remains a shared goal.



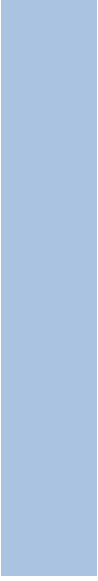
Strategy CH.5.c: Encourage renewable energy adoption and sustainability practices.

- i. Collaborate with large employers to promote education and awareness programs related to natural resource preservation and clean energy alternatives. These programs should include training, workshops, and initiatives that empower large employers to support environmental sustainability within the community.
- ii. Establish energy efficiency standards for new construction and renovations, with the active participation of large employers, to promote sustainable building practices such as LEED certification. These standards play a crucial role in reducing the community's carbon footprint and echo the commitment of our largest employers to environmental responsibility.

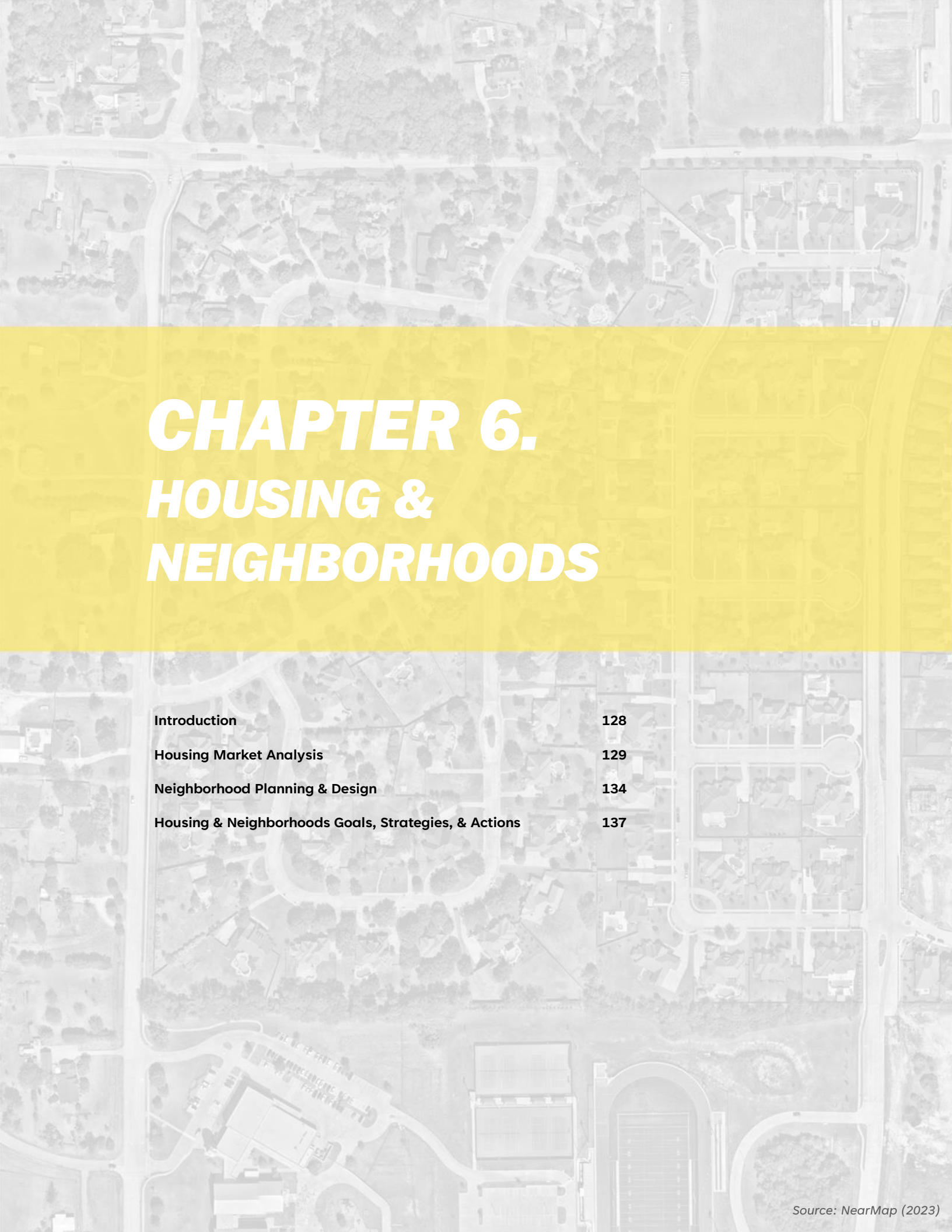


Strategy CH.5.d: Maximize ecological health, enjoyment, and recreational use of the drainageways.

- i. Prioritize the design and implementation of projects that enhance the ecological health of drainageways while providing recreational amenities like trails and parks. This approach aims to ensure the ecological health of drainageways and enhance recreational opportunities for the community.
- ii. Engage community volunteers in cleanup and restoration activities along drainageways to foster a sense of stewardship. Together, we aim to ensure the ecological health and enjoyment of these vital natural resources.



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CHAPTER 6. ***HOUSING &*** ***NEIGHBORHOODS***

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Introduction

Midlothian is dedicated to creating an inclusive and vibrant community. This commitment is evident through the wide range of services and infrastructure available to its residents. These services enhance the lives of individuals and families by focusing on safety, education, and overall wellbeing.

This chapter explores housing and neighborhoods in Midlothian, examining how they impact residents' daily lives. Midlothian's community services and infrastructure should align closely with the Comprehensive Plan's vision. This Plan envisions a vibrant and inclusive community that values growth and an exceptional quality of life. The services and amenities discussed in this chapter are strategic steps toward realizing this vision.

From the well-planned police services that help make Midlothian one of Texas's safest cities to the modern fire stations that prioritize preparedness and care, each aspect reflects a commitment to safety and security. The A. H. Meadows Public Library promotes learning and exploration, while the Midlothian Senior Activity Center demonstrates the City's dedication to its older residents, valuing their contributions and wellbeing.

In essence, this chapter bridges the gap between the aspirations outlined throughout this Comprehensive Plan and the concrete efforts made to turn those aspirations into reality. It underscores the City's dedication to aligning actions with ideals, ensuring that Midlothian isn't just a collection of spaces, but a united and thriving community that embraces diversity and promotes growth in every way.

Information within this chapter includes:

- Housing Market Analysis
- Neighborhood Planning & Design
- Housing & Neighborhoods Goals, Strategies, & Actions



Housing Market Analysis

Impact of Population Growth & Housing Need

With Midlothian's continued population increase, Midlothian faces a pressing need to address the rising demand for housing. This growth presents both challenges and opportunities, especially in the housing sector. Notably, 84% of the residents currently own their homes, showing a long-term commitment to the community.

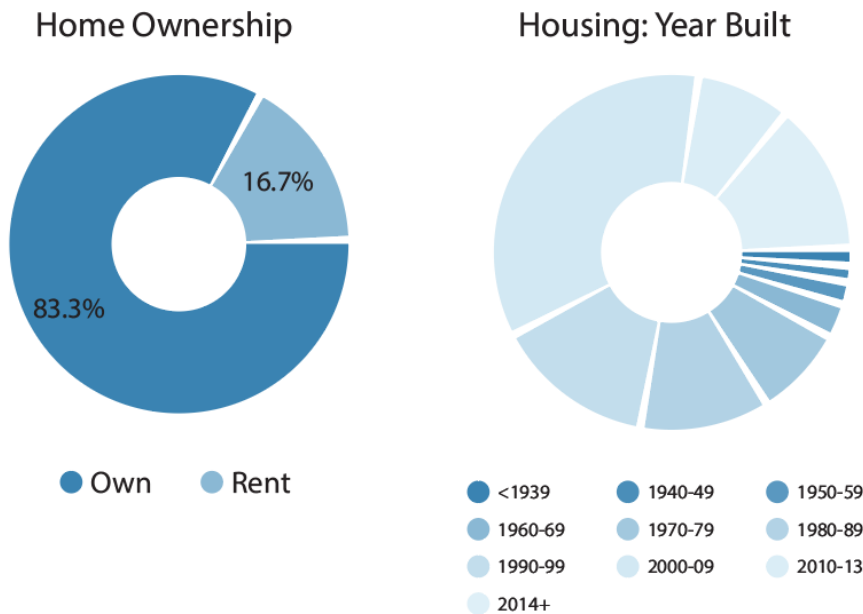
It is worth mentioning that 27% of the population moved into Midlothian from another city between 2015 and 2018 (Esri Business Analyst, 2021).

This mobility highlights the changing nature of Midlothian's housing market, influenced by factors like job changes, lifestyle shifts, and family dynamics. To effectively respond to these changes and ensure that housing serves as a foundation for thriving lives, it is essential to discuss strategies that enhance housing options, attainability, and adaptability.

Revitalizing Aging Housing Stock

A crucial aspect of Midlothian's housing challenge is the aging profile of some of its real estate. The median age of homes within the City is 17 years, indicating a need for updates and improvements. As properties reach or surpass the two-decade mark, concerns about maintenance, energy efficiency, and modern amenities become more important. Approximately 14% of homes were built between 2014 and 2021 (Esri Business Analyst, 2021).

Figure 48. Midlothian Housing Characteristics



Housing Market Trends & Projections

In Midlothian’s housing market, a mix of trends and forecasts points to growth and change. The current median home value in Midlothian (2021) is \$257,793, reflecting evolving real estate values. Over the past decade, home values have increased by 144.5%, indicating the City’s desirability and investment potential. Recent data also shows a significant 21.8% rise in home values, highlighting sustained housing demand.

The median monthly rent is \$1,146, making rental options generally affordable for a diverse range of residents.

As the City continues to grow, a projected 7,700 new housing units will accommodate new and existing residents. Notably, 16.7% of the City’s population rent their homes, reflecting the needs of diverse housing preferences and tenure choices.

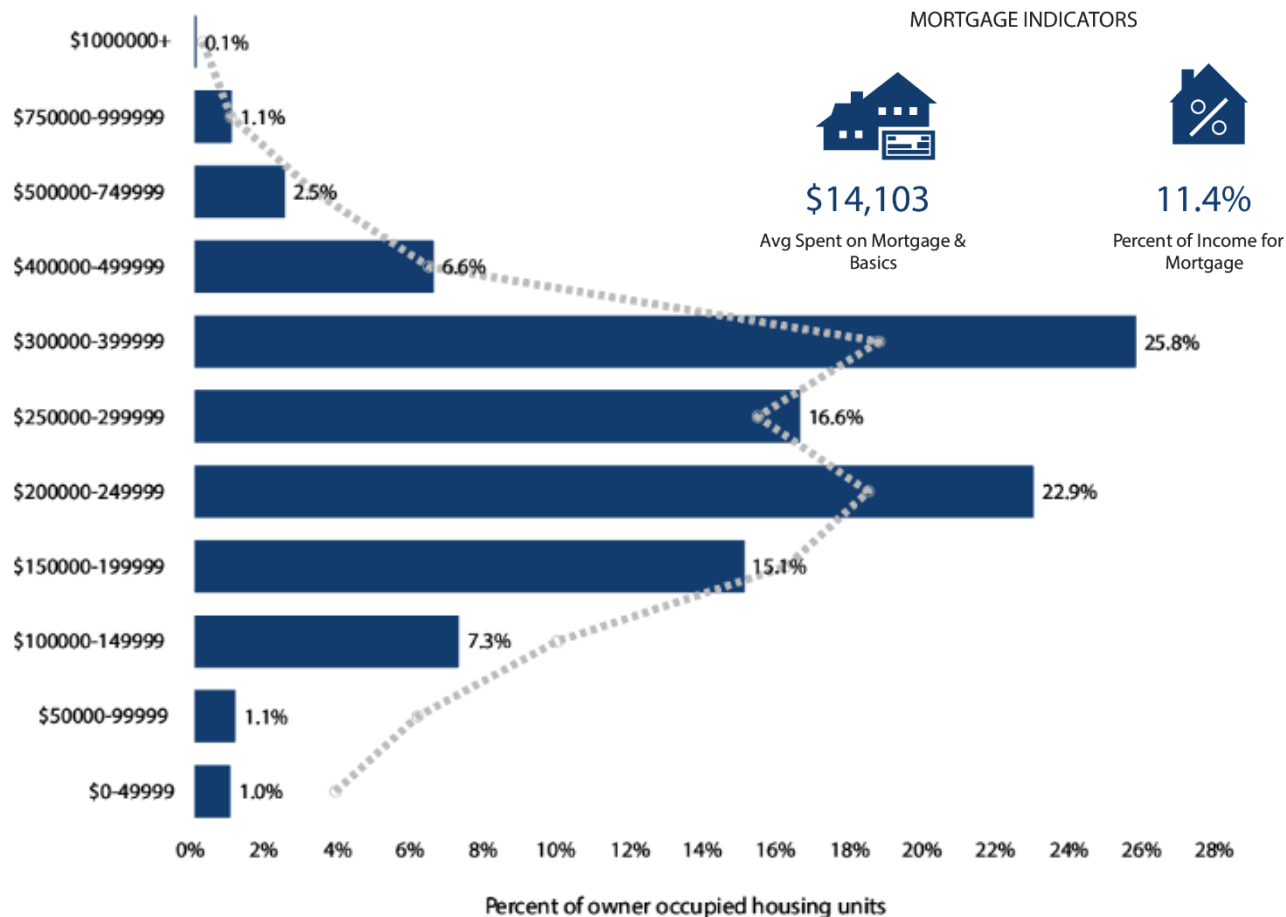
\$499,900

Median list price for homes

October 2022-October 2023

Source: Rocket Mortgage

Figure 49. Median Home Value as a Percentage of Units (Midlothian and Ellis County)



A photograph of a yellow house with green gables under construction. A worker is visible on a ladder near the roofline. A red ramp is leaning against the side of the house. The house has white trim around the windows and a dark roof. The background shows bare trees and a clear blue sky.

Undeveloped Properties

Midlothian City Limits

Midlothian ETJ

Housing Diversity

In Midlothian’s housing landscape, various characteristics and preferences come together to shape the direction of development. The data on owner-occupied housing values indicates one noticeable figure: a significant portion of the existing housing stock falls within the \$200,000 to \$499,999 range; however, as noted previously, the median list price for homes sold in the last year was nearly \$500,000, making the available housing inventory potentially unaffordable for many new homeowners.

The size of lots also plays a defining role in the local housing stock. While the average lot size in the Dallas-Fort Worth area is 8,712 square feet, Midlothian’s average lot size is significantly larger at 37,222 square feet (based on parcel GIS data for single-family housing owned by private residents). People are drawn to Midlothian for the promise of an environment that embraces a rural atmosphere.

It is important to note that the concept of “Missing Middle” housing, often emphasized in urban planning, takes a different path in Midlothian. Missing Middle housing represents a critical component of the larger discussion surrounding housing options in urban and suburban areas. In many communities, there’s a noticeable gap in the range of available housing types, and this gap has real-world impacts for residents, the environment, and urban development. Missing Middle housing encompasses a spectrum of housing typologies that bridge the gap between single-family homes and high-rise apartment complexes. These housing types include duplexes, triplexes, townhouses, apartments, and small-scale multi-unit buildings. They are designed to provide a range of housing that caters to a variety of household sizes, income levels, and lifestyle preferences.

Figure 51. Missing Middle Housing Example



At the time of drafting this Plan, the City’s multifamily policy is to “utilize a two-prong strategy to maintain the current ratio of approximately 10% of residential units as multifamily units Citywide and 5% of the residential units within the inner loop.” Through the planning process, five different housing types have been identified throughout Midlothian:

- Single-family, Detached
- Single-family, Attached
- Stand-alone Multifamily
- Vertical Mixed-Use Multifamily
- Assisted Living

To establish and encourage a balanced housing stock in the City, including “Missing Middle” opportunities, the following ideal ratios have been established City-wide (see Table 16). As new developments are constructed or applied for, the City should review for compatibility with the following distributions:

Table 16. Housing Diversity Snapshot (Existing & Entitled)

Housing Type	Total Units*		Ideal Ratio
	#	%	
Single-family, Detached	18,987	82.8%	88.0%
Single-family, Attached	687	3.0%	3.0%
Stand-alone Multifamily	2,805	12.2%	3.0%
Vertical Mixed-Use Multifamily	268	1.2%	4.0%
Assisted Living	174	0.8%	2.0%
Total	22,921	100%	100%

* “Total Units” include existing and entitled (zoned) units

Housing Attainability Analysis

Housing attainability is a critical gauge of how accessible and inclusive a community is. The Affordability Index, which measures the relationship between income and housing costs, forms the foundation of this analysis. In the case of Midlothian, comparing its Affordability Index to neighboring cities offers valuable insights into the City’s housing dynamics and its position in the regional context.

This comparative analysis helps us assess whether Midlothian strikes a balance between housing costs and income levels. It tells us whether the City’s

housing stock houses residents from diverse economic backgrounds while also accommodating its unique housing characteristics.

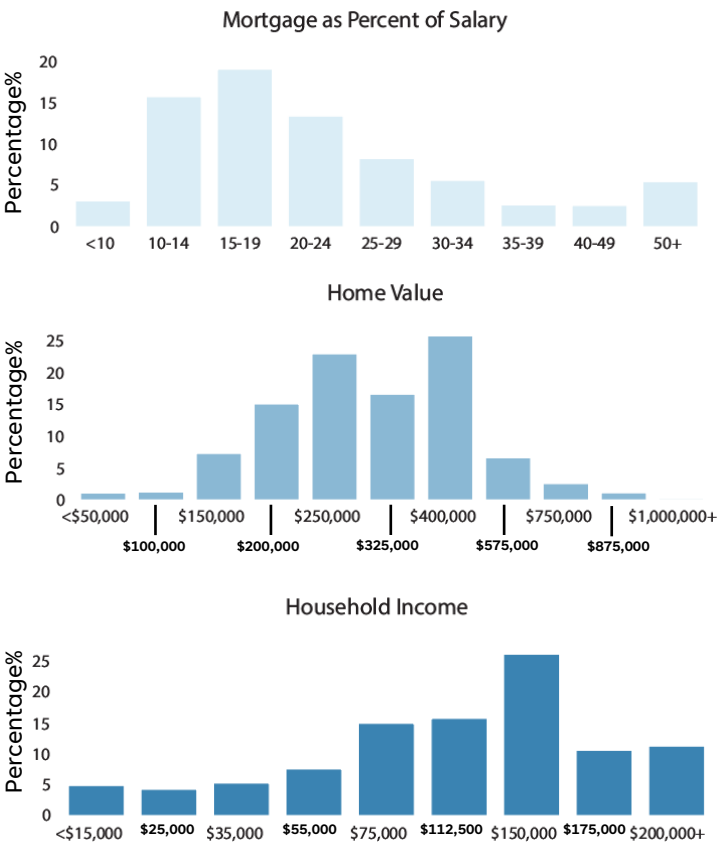
Feedback received during community engagement efforts indicates residents wish for Midlothian to become a place where the younger generation can return and establish roots. Therefore, it is important to focus on promoting a welcoming and vibrant community where families can live and be integrated into future developments.

Affordability Index of Midlothian and other Texas cities
*Formula = HAI = (Median Family Income / Qualifying Income) * 100*

The lower the value expresses the higher affordability.

Midlothian	192
Waxahachie	159
Mansfield	168
Fort Worth	139
Dallas	99
Cedar Hill	151

Source: Esri (2021)



Source: Esri (2023)

Note: X Axis value is Median income values and Y Axis represents

Neighborhood Planning & Design

Neighborhood Character & Identity

Neighborhoods form a diverse and vibrant part of Midlothian's identity. Currently, there are over 120 subdivisions within the City, each contributing to the colorful mosaic that is Midlothian's residential landscape.

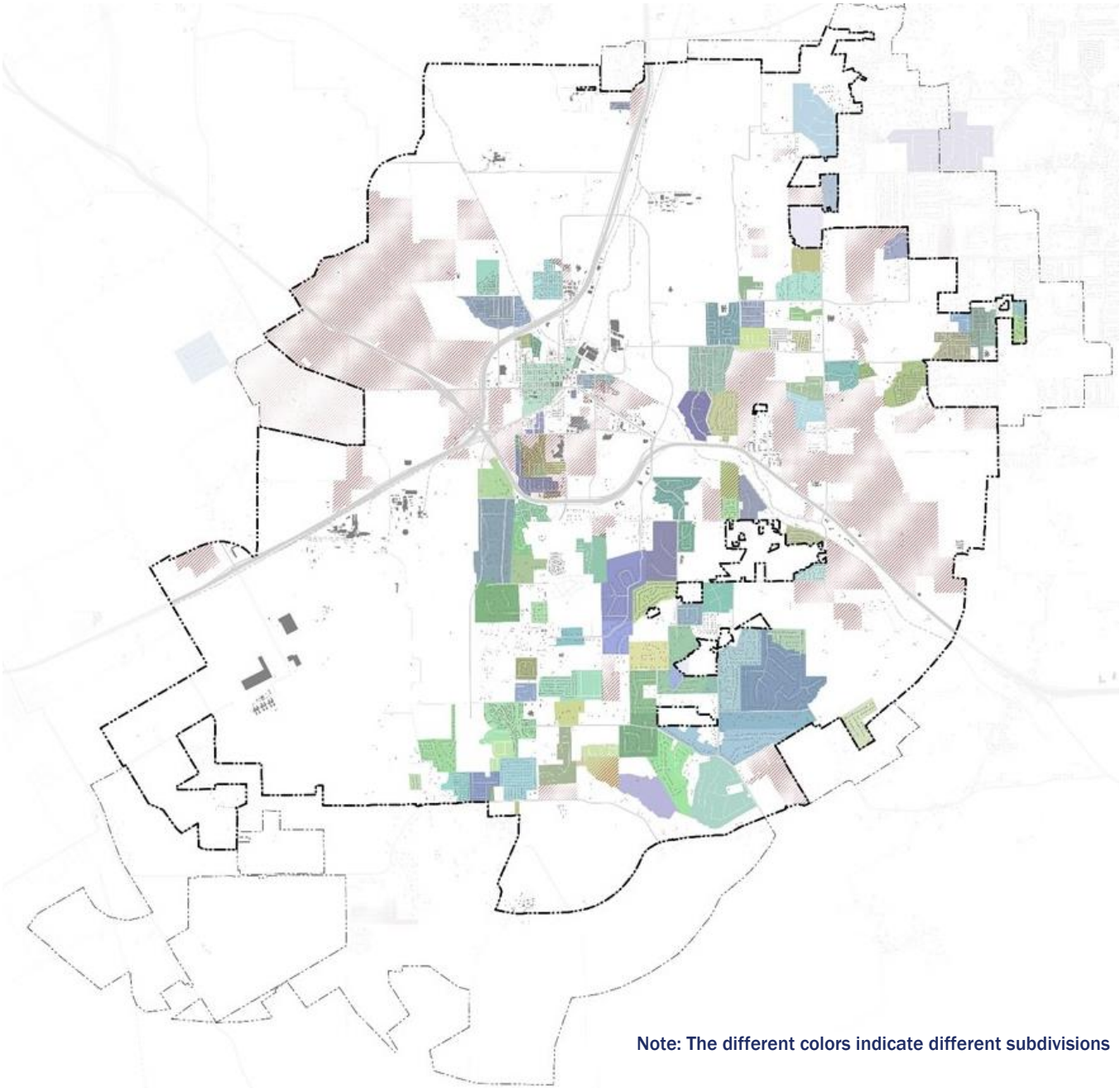
In these neighborhoods, various characteristics and identities come together to create a unique sense of place. Each subdivision has its own distinct identity that resonates with different groups of residents. These subdivisions are more than just clusters of houses. Picturesque streets with well-kept lawns and picket fences evoke a sense of classic Americana. In contrast, innovative developments feature sleek designs, modern amenities, and an urban vibe that appeals to contemporary sensibilities.

Through snapshots of these subdivisions, a visual story emerges that captures the essence of Midlothian's neighborhoods. These images depict community gatherings, children playing in parks, and families finding comfort within their homes.

The diversity of Midlothian's neighborhoods reflects its commitment to inclusivity. These neighborhoods should be able to cater to a range of residents, from young families seeking a haven to retirees enjoying a peaceful atmosphere. Midlothian's residential fabric has distinctive character and styles; it is a testament to the City's growth, adopting both historic and modern housing typologies that together shape Midlothian's identity.



Figure 52. Subdivision with New Developments

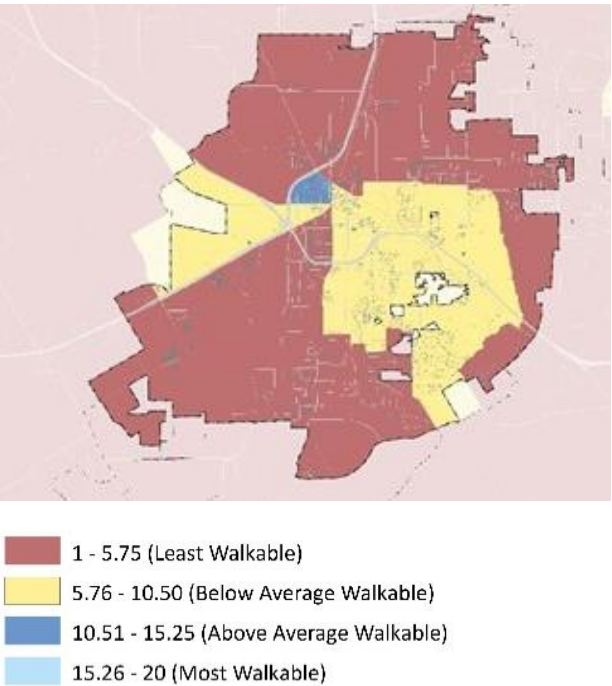


Neighborhood Connectivity, Walkability, & Accessibility

Midlothian’s neighborhoods should evolve beyond their individual borders, weaving together the fabric of community interconnectivity. There is a need to create safe connections among subdivisions, making it easy for residents to move around and engage with their neighborhood in multiple ways of getting around, including on foot, bike, and by vehicle. This idea of interconnectivity reflects the City’s dedication to building a unified living environment where neighborhoods are not isolated but integral components of a larger whole.

One essential element of this urban environment is walkability, which measures how easily residents can navigate their surroundings on foot. The Walkability Index assesses how easily pedestrians can access the City’s neighborhoods. This index considers factors like sidewalks, footpaths, green spaces, and the proximity of essential amenities. A high [Walkability Index](#) indicates a community where residents can comfortably explore their neighborhoods on foot, promoting community engagement and a healthier lifestyle.

Figure 53. Walkability Index Map



Most of Midlothian has below-average walkability levels except the northwest side of the Downtown area. Therefore, the effort to improve walkability and interconnectivity is critical for Midlothian to create a livable and accessible environment for its residents. By promoting pedestrian-friendly infrastructure and building connections between subdivisions, the City not only addresses practical transportation needs but also fosters a sense of belonging and unity.

Community Spaces in a Neighborhood

Public spaces truly are the heartbeat of a community. They offer countless opportunities for people to come together, connect, and enjoy all that life has to offer. Whether it’s taking a stroll through the park, enjoying a meal in Downtown, or biking along a scenic path, these spaces are critical for community wellbeing and happiness. As such, it is crucial to make thoughtful decisions about how to design and manage them. By doing so, the City can ensure that the communities thrive both socially and economically, while also promoting environmental sustainability for generations to come.

There are currently 14 public parks in addition to 19 homeowners’ association parks (refers to a park or recreational area within a residential community that is owned and managed by a homeowners' association) and 12 schools with playgrounds in Midlothian. Even though these properties are not part of the core park system managed by the Parks and Recreation Department, they can still offer valuable recreation opportunities for residents of Midlothian. Therefore, it is important to consider how to design and maintain these spaces to ensure that they continue to meet the needs of the community.

Housing & Neighborhoods Goals, Strategies, & Actions



HN.1: Support reinvestment and redevelopment of Midlothian's older neighborhoods.



Strategy HN.1.a: Implement neighborhood redevelopment initiatives.

- i. Conduct a comprehensive assessment to identify the neighborhoods in need of redevelopment efforts, prioritizing areas based on the status of infrastructure and community input. This assessment will serve as the foundation for targeted redevelopment projects.



Strategy HN.1.b: Support community-driven revitalization efforts.

- i. Collaborate with residents, neighborhood associations, and local organizations to initiate and implement neighborhood revitalization projects and programs. This collaboration ensures that the community's voice is heard and incorporated into revitalization efforts.
- ii. Provide technical assistance to neighborhood associations and community groups engaged in community improvement projects. This support will empower residents to take the lead in revitalizing their neighborhoods, promoting a sense of ownership and pride.



HN.2: Foster attainable housing developments for residents in all stages of life.



Strategy HN.2.a: Implement aging-in-place initiatives.

- i. Collaborate with Midlothian Senior Citizens Center and organizations to provide home modification assistance for elderly residents. This assistance should focus on adapting existing homes to accommodate changing needs and promote independent living.
- ii. Establish a network of support services that facilitate aging in place, including transportation options, healthcare access, and social engagement opportunities.



Strategy HN.2.b: Enhance neighborhoods for aging-in-place.

- i. Develop and implement policies aimed at maintaining and enhancing the livability of existing neighborhoods to support aging in place. This may include improvements to infrastructure, walkability, and access to services that enhance the quality of life for elderly residents.
- ii. Promote mobility within neighborhoods by ensuring safe and accessible pedestrian pathways, public transportation options, and accommodations for residents with mobility challenges.
- iii. Design neighborhoods to accommodate the needs of younger generations within the community to encourage young residents to return to Midlothian. This includes initiatives to support affordable and multi-generational housing that accommodates the needs of families in many stages of life, and students, promoting a sense of belonging in Midlothian.



HN.3: Connect existing and future residents with the natural environment and parks.



Strategy HN.3.a: Develop green corridors and community gardens.

- i. Collaborate with the Midlothian Parks and Recreation Department to create a Green Corridor Development Plan, which includes linear planning of the natural network supporting wildlife and urban environment together. This plan should include a detailed map and timeline for the development of green corridors based on the Midlothian ParkVision Plan. It should address necessary infrastructure improvements, trail development, and pedestrian and cyclist safety measures.
- ii. Secure funding through grants, public-private partnerships, and community initiatives to support the implementation of green corridors. The plan should outline sources of funding, proposed budgets, and strategies for financial sustainability.
- iii. Develop guidelines and procedures for establishing and maintaining community gardens, including plot allocation, water supply, and ongoing maintenance responsibilities. These guidelines should be easily accessible for community members interested in participating.



Strategy HN.3.b: Expand recreational opportunities.

- i. Follow an implementation roadmap based on the Midlothian ParkVision Plan. This roadmap outlines specific projects, budgetary considerations, and timelines for expanding recreational facilities and programs.
- ii. Establish partnerships with local schools and community organizations to create after-school sports and recreational programs that cater to various age groups and interests. This should include structured sports leagues, arts and cultural activities, and educational programs.
- iii. Develop a program assistance program aimed at ensuring that all residents, regardless of their income, can participate in paid recreational programs. This assistance program should be designed to provide subsidies or reduced fees for low-income families, making it easier for them to access and enjoy the benefits of the expanded recreational offerings.
- iv. Develop a collaborative framework with schools and organizations to ensure effective coordination. This framework will delineate roles, responsibilities, funding arrangements, and mechanisms for promoting these activities within the community.



HN.4: Diversify Midlothian's housing stock in appropriate areas to promote livability.



Strategy HN.4.a: Update the existing development code to ensure clear ADU zoning and quality design standards.

- i. Establish clear and comprehensive zoning regulations for ADUs in Midlothian, specifying where they are allowed and their size limitations.
- ii. Review existing design guidelines to ensure that ADUs are architecturally compatible with existing neighborhoods.
- iii. Ensure that approval conditions (e.g., same utility meters, relation to primary resident) are codified and enforceable, and do not detract from the intent of ADUs to allow aging in place and diversified housing stock.



Strategy HN.4.b: Raise public awareness and provide educational resources on ADUs.

- i. Launch a public awareness campaign to educate residents about the opportunities, benefits, and potential of ADUs. Organize public workshops and informational sessions.
- ii. Provide accessible resources on the City's website to inform property owners about ADU permitting processes and financing options.

CHAPTER 7.

IMPLEMENTATION

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Introduction

This chapter compiles the Plan’s recommended goals, strategies, and actions, building on the recommendations outlined in previous chapters. This implementation tool will guide staff and elected officials, helping identify the anticipated timeline, entity, and completion metrics associated with each action and strategy.

Comprehensive Planning in Action

With the adoption of this Plan, the City of Midlothian has taken a step toward achieving the vision its residents, leaders, and stakeholders established throughout this process. Attaining this vision requires continued effort and participation by all, including City staff and the public, which will benefit existing and future residents. While this Plan’s recommendations cannot be accomplished all at once, the cumulative effect of this exercise will be evident through the City’s thoughtful and strategic growth in the future.



Implementation Best Practices

Incremental Approach

While the individual recommendations of this Plan are important in fulfilling the Vision Statement and Guiding Principles, the ability to accomplish each action varies depending on available resources, competing priorities, and other budgetary constraints. Consequently, implementation should be approached incrementally to ensure the timing and proper resources are in place.

Annual Reporting

It is recommended that the City Council designate a responsible lead in auditing and reporting on the relevance and status of the actions listed herein to ensure proactive implementation of this Plan. The Council should use this report to benchmark some of the City’s upcoming priorities, budgeting needs, and action items.

Formal Audit Diagnostic

In addition to the annual reporting recommended above, a formal audit of the Plan should be issued every five to seven years. This diagnostic should assess the Plan’s vision, guiding principles, and actions for consistency with Midlothian’s evolving population and priorities. The audit may be done internally or through a third party, depending on the anticipated need of the updates.

Implementation Matrix Elements

The Implementation Matrix included in this chapter is intended to serve as checklist for City staff, management, and elected officials in tracking the progress of this Plan's recommendations. This tool details every goal, strategy, and action throughout the Plan by chapter, and provides a recommended timeframe for completion, implementation mechanism, and responsible department.

Goals and Strategies

Actions are grouped by their corresponding goal and action as established in the plan. Separate matrices are provided for each chapter.

Implementation Mechanism

Actions are assigned a mechanism that describes how it will be implemented. For example, actions that involve code updates are 'policies,' while those that recommend coordination with external bodies are 'partnerships.'

Implementation Matrix

Land Use & Development		
#	Action	Mechanism
LU.1: Leverage Downtown as a cultural, economic, and historic asset to the community.		
Strategy LU.1.a: Ensure properties within Downtown develop in compatible and meaningful ways.		
i.	Continue to review and implement the findings of the Downtown Plan (2020), including but not limited to the Downtown vision and typical street sections.	Policy
ii.	Allow for small-scale (<4 units) urban-style infill developments in Downtown by right if compatible with the development criteria outlined in this Chapter.	Policy
iii.	Support mixed-use development in Downtown by establishing a minimum mix of residential and nonresidential uses.	Policy
iv.	Ensure accessibility improvements are made to older structures as they are redeveloped and renovated.	Policy/Partnership
Strategy LU.1.b: Support the adaptive reuse of buildings within Downtown.		
i.	Establish infill and building reuse standards that support the transition of property from residential to nonresidential uses, including alternative compliance measures for landscaping, setbacks, and other design criteria.	Policy
ii.	Encourage shared parking between adapted properties.	Program
iii.	Reduce the amount of required parking for properties seeking to transition from residential to nonresidential uses when shared or street parking conditions are present.	Policy
iv.	Establish regulations that encourage the preservation of existing building character and details.	Policy
Strategy LU.1.c: Market Downtown as an attractive place for businesses and residents to enjoy.		
i.	Maintain inventory of Downtown's active establishments and actively pursue tenants where gaps are identified.	Study/Report
ii.	Regularly host public events for residents and visitors Downtown.	Program
iii.	Allow for art installations and murals to establish a sense of community and belonging.	Program
Strategy LU.1.d: Ensure locally-run businesses are supported through the built environment.		

Land Use & Development		
#	Action	Mechanism
i.	Increase multi-modal transportation connectivity to Downtown to increase the potential consumer base.	Policy
ii.	Seek out and maintain relationships with local Downtown establishment owners.	Partnership
iii.	Consider implementing a cap on individual commercial spaces within Downtown to ensure smaller, more accessible lease spaces are available for local businesses.	Policy
LU.2: Promote attractive and safe residential neighborhoods for all residents.		
Strategy LU.2.a: Require high-quality and distinctive residential buildings and site design.		
i.	Revise the zoning regulations to require minimum residential design requirements, including façade treatments, design elements, and articulation.	Policy
ii.	Establish minimum neighborhood design elements, such as community amenities, entryway features, and trail connections.	Policy
iii.	Require multi-modal connections and stub-outs between residential neighborhoods and undeveloped land.	Policy
Strategy LU.2.b: Protect Midlothian's neighborhoods by requiring transitional lot design.		
i.	Support the natural regression and progression of lot sizes from one property to the next by establishing transitional lot standards in the zoning regulations.	Policy
ii.	Review compatibility and buffering requirements between single-family zoning districts and higher-intensity development. Consider additional requirements related to setbacks, building heights, landscaping, screening walls, and gradual density transitions to promote compatibility and effective transitions.	Policy
iii.	Ensure that adverse impacts from adjacent uses and properties are internalized and do not impact nearby residential areas.	Policy
Strategy LU.2.c: Leverage zoning cases to provide neighborhood amenities and services.		
i.	Establish incentives, such as density bonuses and reduced impervious cover maximums, for residential and nonresidential developers to provide improved amenities for nearby residents.	Policy
ii.	Consider allowing regional parks and open space improvements, such as splash pads, recreational courts, and shaded gathering spaces, to apply for future phases or components of master planned neighborhoods. Ensure proper pedestrian connectivity to projects seeking to utilize this shared improvement method.	Policy
iii.	Revise the subdivision regulations to require pedestrian trail cross connectivity between developments, while allowing these improvements to count toward required parkland dedication.	Policy
Strategy LU.2.d: Provide a sense of security and safety for existing and future neighborhoods.		
i.	Ensure that proper emergency services are available to service new or growing population centers.	Policy
ii.	Require minimum lighting standards for trails and other public spaces.	Policy
LU.3: Encourage a balance of land uses to serve the needs of residents through accessible jobs and services.		
Strategy LU.3.a: Provide increased opportunities for Midlothian's residents to work within the City.		
i.	Revise the zoning map to establish more opportunities for nonresidential and residential uses to develop in proximity to each other, including mixed-use and live-work applications.	Policy
ii.	Revise the zoning regulations to allow for denser residential products near anticipated employment centers to provide employee housing opportunities.	Policy
Strategy LU.3.b: Support the horizontal mixing of appropriate uses in all zoning districts.		
i.	Review and revise, as necessary, the zoning map to allow for nonresidential uses along thoroughfares in proximity to residential areas that vary based on the intensity of the thoroughfare (e.g., arterial, collector, local).	Policy

Land Use & Development		
#	Action	Mechanism
ii.	Allow for cross access of vehicles and pedestrians between residential and abutting nonresidential uses of lower intensities.	Policy
iii.	Establish a minimum distribution of land uses within horizontal mixed-use projects, and require that residential uses or units be within a quarter mile of nonresidential services.	Policy
Strategy LU.3.c: Continue to maintain and reference the Future Land Use Map (FLUM).		
i.	Conduct annual reviews and reports to City Council regarding the land use module composition of the FLUM.	Study/Report
ii.	Conduct annual training for newly elected and appointed officials regarding the importance and function of the FLUM.	Program
iii.	Monitor the City's population growth against the anticipated ultimate capacity for potential adjustments to the land use module densities.	Study/Report
Strategy LU.3.d: Assess high-density residential uses against module recommendations.		
i.	Consider development code amendments to allow ground-level residential development in certain Downtown area locations consistent with the Downtown Master Plan (see next page).	Policy
ii.	Continue to monitor market changes regarding multi-family forms, such as the recent advent of "horizontal multi-family," and revise the zoning regulations to define and regulate design standards to reach desirable outcomes.	Study/Report
LU.4: Promote desirable and efficient land use while maintaining and enhancing local aesthetics.		
Strategy LU.4.a: Integrate park and open space areas with existing and future development.		
i.	Continue to review and implement the findings of the ParkVision (2022) plan.	Policy
ii.	Increase the minimum parkland dedication requirements to provide for centralized, larger park areas.	Policy
iii.	Reassess the City's parkland dedication fee to confirm alignment with modern park costs.	Study/Report
iv.	Incentivize private open space improvements through tactics such as density bonuses or impervious cover increases.	Policy
Strategy LU.4.b: Create visually appealing entrances to Midlothian from significant thoroughfares.		
i.	Implement increased architectural and landscaping standards along U.S. Highways 67 and 287.	Policy
ii.	Identify opportunities for entryway monuments within unutilized green spaces (medians, corner clips, etc.) in existing and future rights-of-way.	Study/Report
iii.	Promote using the City's logo and branding in public improvements and spaces.	Policy
Strategy LU.4.c: Maintain and enhance the City's character and aesthetic value.		
i.	Establish a 'pattern book' of preferred architectural details and styles for developers to reference while establishing their design.	Policy
ii.	Consider establishing a cost-share program with residents to make necessary improvements to sidewalks, alleys, and other public infrastructure.	Program
iii.	Maintain communication with homeowners' associations (HOAs) and community leaders to document and monitor localized needs.	Partnership
iv.	Provide educational materials, such as newsletters, publications, or social media series, for improving and maintaining local properties, and recognize property owners that go above and beyond typical home improvement standards.	Program
LU.5: Ensure developments exemplify the community's vision and contribute to the overall well-being of residents and visitors.		
Strategy LU.5.a: Ground land use decisions in the vision and guiding principles of this Plan.		
i.	Require applicants to review and identify the applicable guiding principles of this Plan with all zoning applications.	Policy

Land Use & Development		
#	Action	Mechanism
ii.	Ensure the City's vision statement remains at the forefront of discussions regarding development inquiries and applications.	Policy
iii.	Continuously review and revise the vision statement, if necessary, as the City continues to grow.	Study/Report
Strategy LU.5.b: Prioritize the physical health of residents and visitors in all developments.		
i.	Ensure open spaces and parkland are connected for multi-modal and pedestrian access to promote connections with the outdoors.	Policy
ii.	Require minimum programming elements for parkland and private open spaces, including outdoor recreation and shade.	Policy
iii.	Continue to market Midlothian's parks and civic spaces for community-wide health initiatives geared toward residents of all ages and physical capabilities.	Policy
Strategy LU.5.c: Diversify the City's tax base to provide relief for individual property owners.		
i.	Engage in public-private partnerships to incentivize the development of comprehensive employment and residential developments.	Partnership
ii.	Identify and market prime commercial property in Midlothian to potential employers.	Partnership
Strategy LU.5.d: Ensure that development contributes to Midlothian's livability.		
i.	Revise the zoning regulations to implement a 'livability index,' where developers may implement a series of improvements, in addition to the minimum parkland and open space requirements, geared toward improving local quality of life. Improvements may include community cooking and gathering spaces, fitness centers, and book-sharing programs.	Policy
ii.	Continue mitigating traffic impacts from new development by requiring proper roadway impact fees and right-of-way dedication with new subdivisions.	Policy
iii.	Revise the zoning regulations to incentivize increased performance standards to achieve more sustainable outcomes, including stormwater reuse, renewable energy generation, and reduced electricity use through building orientation and shade. Incentives may include expedited review processes, density bonuses, or administrative consideration.	Policy

Economic & Fiscal Resiliency		
#	Action	Mechanism
EF.1: Ensure Midlothian's short- and long-term financial stability with fiscally responsible policies and actions.		
Strategy EF.1.a: Coordinate economic development resources to achieve a financially sustainable future land use plan.		
i.	Formalize the incentive review process amongst economic development partners to maximize economic growth and return on investment.	Policy/ Partnership
ii.	Create guidelines that identify and describe how each available incentive tool will be utilized.	Policy
Strategy EF.1.b: Consider the long-term implications of economic development policies and actions.		
i.	Invest in transportation, water, sewer, and other infrastructure required to support long-term economic growth and guide growth.	Policy
EF.2: Leverage Midlothian's unique assets to create a quality place that attracts and retains talented workers, visitors, and residents to capitalize on investments.		
Strategy EF.2.a: Communicate Midlothian's quality of life and community character to future businesses and residents.		
i.	Ensure economic development partners' marketing efforts comply with the City's overall brand and messaging.	Partnership
ii.	Develop a City website (supplementing the EDC's website) to highlight the role and responsibility of each economic development partner.	Partnership

Economic & Fiscal Resiliency		
#	Action	Mechanism
Strategy EF.2.b: Encourage constant Downtown investment and reinvestment.		
i.	Preserve and protect Downtown by implementing the recommendations identified in the 2020 Downtown Plan.	Policy
ii	Leverage growing hotel occupancy tax (HOT) revenue to invest in arts, culture, and historic preservation in the Downtown area.	Policy
iii	Formalize a data collection process and tools (i.e., geofence) to track visitor activity within Downtown.	Policy
EF.3: Attract and retain high-paying employment opportunities that tap into the region's human resources, talent, and experience.		
Strategy EF.3.a: Diversify Midlothian's employment base to promote sustainable economic growth and expand local job opportunities.		
i.	Ensure areas identified in the future land map appropriate for a large office development, corporate campus, or destination entertainment/retail activities are preserved.	Policy
ii.	Assess the needs of Midlothian's increasing work-from-home residents and trends in the hybrid work model to identify potential economic development opportunities.	Partnership
iii	Design a motion picture and film tourism strategy that attracts visitors based on regional moving image industry activity.	Partnership
Strategy EF.3.b: Consider disruptions at major economic development drivers over the next 20 years.		
i.	Midlothian and its economic development partners should undertake scenario planning that evaluates the sustainability of existing large employers/taxpayers and risks of reduced economic activity at these sites.	Policy/ Partnership

Transportation & Mobility		
#	Action	Mechanism
TM.1: Develop transportation improvements to support anticipated growth areas and aging infrastructure.		
Strategy TM.1.a: Promote multimodal, context-sensitive considerations and aesthetics through transportation design.		
i.	Prepare an Active Transportation Plan for Midlothian.	Plan
ii.	Assess the City's Engineering Design Criteria and Standard Specifications for alignment with pedestrian improvements, including evaluating the appropriateness of shared-use trails, on-street bike lanes, and protected bike lanes.	Policy
Strategy TM.1.b: Enhance traffic access, circulation, walkability, bikeability, aesthetics, and amenities within the central core of Midlothian.		
i.	Implement Complete Street Improvements on Main Street and the parallel streets (between 1st Street and 14th Street) to support the recommendations of the Downtown Plan.	Program
ii.	Implement Complete Street Improvements on 8th Street and 9th Street and their crossing streets, between FM 1387 and the railroad tracks, to support the recommendations of the Downtown Plan.	Program
iii.	Implement Complete Street Improvements on 9th Street, between BUS 287 and US 287, to enhance the connection between Downtown and the residential corridor along 9th Street.	Program
iv.	Implement context-sensitive roadway improvements on Main Street, between 9th Street and Midlothian Parkway, to enhance the connection between Downtown and eastern Main Street.	Policy
Strategy TM.1.c: Provide a wayfinding system of signage, markers, and other devices to inform visitors and residents of the special areas and attractions.		
i.	Incorporate the Wayfinding System Plan into existing roadways and all relevant roadway improvement projects.	Policy

Transportation & Mobility		
#	Action	Mechanism
TM.2: Increase mobility options for all groups, including pedestrian, bicycle, vehicular, and freight users.		
Strategy TM.2.a: Invest in timely street improvements for a network of suburban and rural roads throughout Midlothian.		
i.	Prioritize timely improvements of McAlpin Road and Mockingbird Lane for east-west connectivity and Hayes Road for north-south connectivity.	Program
ii.	Improve Onward Road to extend between US Highway 287 and future Loop 9, to share the burden with Walnut Grove Road to provide traffic mobility in this area of northern Midlothian.	Program
Strategy TM.2.b: Provide a network of bicycle and pedestrian facilities, including sidewalks, bike routes, and paths, that provide mobility options, regional and multimodal connectivity, and recreational opportunities for Midlothian residents.		
i.	Connect the Midlothian and Waxahachie segments of the Waxahachie Creek Trail.	Program
ii.	Complete a Safe Routes to School Plan for each elementary and middle school in Midlothian ISD. Prepare an implementation plan, allocate City resources and funding, and seek outside sources of funding to implement the plans, including MISD.	Plan
iii.	Following the creation of a Safety Action Plan, apply funds from the Safe Streets and Roads for All (SS4A) grant to the Demonstration project along east Main Street.	Plan
TM.3: Continuously facilitate proper operations and maintenance of the transportation network with usability and experience in mind.		
Strategy TM.3.a: Operate and manage the transportation system to maintain or improve the quality of multimodal mobility, access, and safety for those traveling in and living within Midlothian.		
i.	Monitor roadway and bridge conditions and perform needed maintenance.	Study/Report
ii.	Monitor sidewalk and trail conditions and perform needed maintenance.	Study/Report
Strategy TM.3.b: Provide for effective trucking, railroad, and air freight movement to, from, and through Midlothian, including supporting facilities and airspace, while minimizing their impact on the quality of life.		
i.	Design roadways in Midlothian to accommodate truck mobility and access to businesses.	Policy
TM.4: Leverage mobility improvements to steward regional environmental and human health initiatives.		
Strategy TM.4.a: Identify and pursue private, regional, state, and federal revenue sources for funding multimodal transportation improvements in Midlothian.		
i.	Submit this Transportation & Mobility Plan to NCTCOG for inclusion into the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP) for the North Central Texas region.	Program
ii.	Seek NCTCOG funding for significant City, intercity, and sub-regional initiatives.	Program
iii.	Seek FAST Act Transportation Alternatives Set Aside and other federal funding for bicycle and pedestrian facilities in Midlothian.	Program
iv.	Continue pursuit of FAA funding for airport operations in Midlothian.	Program
v.	Collaborate with TxDOT to advance locally preferred projects and enhancements on state-maintained facilities and within TxDOT right-of-way.	Partnership
vi.	Leverage local funds to secure bonds for needed transportation infrastructure improvements.	Program
Strategy TM.4.b: Integrate state and federal long-range transportation planning factors with local and regional transportation planning.		
i.	Collaborate with NCTCOG and TxDOT to strategically approach the funding of regionally and locally significant transportation improvements.	Partnership
Strategy TM.4.c: Plan for and preserve rights-of-way and other real property for future multimodal transportation and supporting infrastructure investments in advance of economic development.		
i.	Identify and enter into agreements to secure the property and rights-of-way for proposed transportation-related projects.	Partnership
ii.	Identify and secure the property and rights-of-way required for the proposed Waxahachie Creek Trail.	Partnership

Transportation & Mobility		
#	Action	Mechanism
TM.5: Prioritize improvements to existing transportation infrastructure based on community impacts and operational metrics.		
Strategy TM.5.a: Develop and implement transportation performance measures and programs to regularly monitor, evaluate, and forecast the degree to which the transportation system investments accomplish community goals and mobility objectives.		
i.	Assess annually the traffic congestion on major streets in Midlothian.	Study/Report
ii.	Monitor the provision of sidewalk availability on Midlothian Streets.	Study/Report
iii.	Assess annually the availability of safe routes to school.	Study/Report
iv.	Assess annually the safety of transportation in Midlothian.	Study/Report
Strategy TM.5.b: Provide options to those who are economically, socially, and physically disadvantaged.		
i.	Complete the missing sidewalks and ADA-compliant ramps on collector and arterial roadways.	Program
ii.	Provide pedestrian accommodations on urban local streets.	Program
iii.	Continue upgrading traffic signals to provide accessible pedestrian accommodations, such as audible crossing queues, bump strips, and crossing lights.	Program

Community Character & Health		
#	Action	Mechanism
CH.1: Expand Midlothian's regional influence while protecting its small town feel and quality of life.		
Strategy CH.1.a: Foster strategic regional partnerships.		
i.	Develop a regional partnership by creating Memorandums of Understanding (MOUs) with neighboring jurisdictions to jointly address common challenges and opportunities. Collaborate with these partners to identify shared resources, collaborative developments, and sustainable growth strategies.	Partnership
ii.	Construct the Ellis County Regional Trail by partnering with regional stakeholders and leveraging grant funding.	Partnership/ Program
iii.	Protect greenbelts and regional trail connections through the revision of the City's development regulations. Revise the regulations to ensure the preservation and maintenance of greenbelts and regional trail connections as essential components of Midlothian's landscape.	Policy
Strategy CH.1.b: Celebrate diverse community events.		
i.	Support and promote cultural events organized by different community groups throughout the year by providing logistical support, event permits, and publicity assistance.	Partnership
ii.	Develop an events calendar and online platform to keep residents informed about upcoming events, including details on event schedules, locations, and registration.	Program
iii.	Develop a community-based program to honor unique history and culture by collaborating with local historians, cultural institutions, and community members to create and maintain historical landmarks and cultural heritage sites.	Program
iv.	Develop stewardship programs with the Midlothian Independent School District to educate the community about the natural landscape of the City, such as wildlife preservation and habitat restoration, through school partnerships, workshops, and educational campaigns.	Program
v.	Implement more community grant-based projects to fund community initiatives and events that celebrate and promote diversity, inclusivity, and cultural exchange.	Program
CH.2: Focus on major thoroughfares as important entries into the community and for the impression they leave on residents and visitors.		
Strategy CH.2.a: Promote public art installations within the right of way.		

Community Character & Health		
#	Action	Mechanism
i.	Develop a public art program that invites local artists to create installations along major corridors such as East Main Street or South 9th Street. Establish guidelines for the selection and installation of public art within the right of way, including permitting processes, safety measures, and artistic criteria.	Program
ii.	Create accessible public art through partnerships with developers and local artists in new mixed-use, commercial, and public space development. Establish clear standards and guidelines for such collaborations, including funding mechanisms, art selection, and maintenance responsibilities.	Partnership
Strategy CH.2.b: Enhance development standards along major thoroughfares.		
i.	Establish design guidelines and architectural standards for new developments along major thoroughfares to ensure consistent aesthetics and character that align with the City's vision.	Policy
ii.	Implement a review process for development proposals along major thoroughfares to assess their compliance with design guidelines and architectural standards. This process should involve collaboration with developers and designers to achieve high-quality, visually appealing developments.	Policy
iii.	Encourage mixed-use developments that blend residential, commercial, and recreational spaces to create vibrant and attractive streetscapes along major thoroughfares.	Policy
iv.	Incentivize the use of sustainable and environmentally friendly building materials and practices in developments along major thoroughfares to promote the City's commitment to sustainability and resilience.	Policy
CH.3: Foster a sense of place through elevated design standards, including landscaping, signage, and pedestrian improvements.		
Strategy CH.3.a: Implement enhanced landscaping and increase tree canopy cover.		
i.	Develop landscape guidelines that emphasize the use of native and adapted plant species and promote sustainable landscape practices, such as water-efficient irrigation and reduced chemical usage, to enhance streetscapes and other publicly maintained open areas and parks. These guidelines should also encourage using drought-resistant plants to conserve water resources.	Policy
ii.	Continue a tree-planting initiative to increase canopy cover in urban areas by setting specific tree-planting goals and utilizing community involvement and partnerships with local organizations. This initiative should focus on strategically planting trees in areas that lack adequate canopy cover to provide shade, improve air quality, and enhance the urban environment.	Policy
iii.	Continue a citywide canopy initiative to engage residents, schools, and local organizations in tree planting and maintenance efforts. Create educational programs and incentives for residents to participate in the canopy initiative, fostering a sense of community pride and environmental stewardship.	Policy
Strategy CH.3.b: Develop signage and wayfinding systems.		
i.	Design a unified signage system that guides visitors to key attractions, neighborhoods, and facilities. This system should include clear and consistent signage design, placement standards, and messaging that aligns with the City's branding and enhances the overall visitor experience.	Program
ii.	Install wayfinding signs to encourage walking, biking, and exploration of the community. Develop a comprehensive wayfinding plan that identifies key routes, destinations, and high-traffic areas where these signs will be most beneficial. Coordinate with local pedestrian and cycling advocacy groups for input on sign placement and usability.	Program
Strategy CH.3.c: Improve pedestrian infrastructure.		
i.	Enhance pedestrian infrastructure by expanding sidewalk networks, improving crosswalks, and adding pedestrian-friendly features such as benches, lighting, and sheltered bus stops. Prioritize areas with high pedestrian traffic and focus on accessibility for all residents, including those with mobility challenges.	Program
ii.	Develop a citywide pedestrian safety campaign to raise awareness about pedestrian rights, safety measures, and responsible driving behavior. Collaborate with local schools, community organizations, and law enforcement agencies to implement this campaign effectively.	Program

Community Character & Health		
#	Action	Mechanism
CH.4: Expand on community identity and branding at the neighborhood and citywide scale.		
Strategy CH.4.a: Collaborate on community branding efforts.		
i.	Form working groups with residents, businesses, and local organizations, building upon the recent branding change process, to ensure continued active engagement in shaping and evolving the community's identity. These working groups will play a pivotal role in fostering ongoing community involvement.	Partnership
ii.	Develop a comprehensive branding strategy that builds upon the recent branding change, further highlighting and refining the unique aspects of Midlothian's culture, history, and values. This strategy should encompass visual identity, messaging, and marketing initiatives that promote a cohesive and distinctive image for the City.	Program
Strategy CH.4.b: Create placemaking to preserve community character.		
i.	Identify underutilized spaces for creative placemaking projects, incorporating elements that resonate with the City's recent branding change, such as art installations, pop-up markets, and performance spaces. Collaborate with local artists, organizations, and residents to ensure these initiatives reflect the evolving community character.	Partnership
ii.	Provide grants and incentives for artists and creatives to participate in placemaking initiatives that align with the recent branding change and enhance community character. This approach ensures that creative placemaking remains consistent with the City's evolving identity.	Program
Strategy CH.4.c: Implement adaptive reuse to protect Midlothian's small town feel.		
i.	Develop clear guidelines and incentives for the adaptive reuse of historic buildings. These guidelines should outline preservation standards and financial incentives that align with the city's evolving character.	Policy
ii.	Establish a grant and incentive program for property owners interested in repurposing existing structures, focusing on ensuring that these repurposed buildings align with the City's recent branding change and cultural and historical identity.	Program
CH.5: Preserve Midlothian's natural resources and encourage the implementation of clean energy alternatives.		
Strategy CH.5.a: Conserve and restore natural habitats and ecosystems.		
i.	Identify ecologically sensitive areas and consider potential appropriate conservation efforts to safeguard biodiversity.	Program
ii.	Collaborate with environmental organizations and large employers to conduct habitat restoration projects. These collaborations will play a key role in safeguarding ecosystems and removing invasive species from sensitive areas, ensuring a unified approach to conservation.	Partnership
Strategy CH.5.b: Expand green spaces and parklands.		
i.	Implement the Midlothian ParkVision Plan to guide the expansion of parks, recreational areas, and natural reserves. This plan reflects a collective commitment to providing open green spaces for the community, with input and support from key stakeholders.	Policy
ii.	Acquire land parcels for new green spaces, especially in parkland-deficient neighborhoods, with the involvement and support of large employers. Ensuring access to nature for all residents, as outlined in the Midlothian ParkVision Plan, remains a shared goal.	Program
Strategy CH.5.c: Encourage renewable energy adoption and sustainability practices.		
i.	Collaborate with large employers to promote education and awareness programs related to natural resource preservation and clean energy alternatives. These programs should include training, workshops, and initiatives that empower large employers to support environmental sustainability within the community.	Partnership
ii.	Establish energy efficiency standards for new construction and renovations, with the active participation of large employers, to promote sustainable building practices such as LEED certification. These standards play a crucial role in reducing the community's carbon footprint and echo the commitment of our largest employers to environmental responsibility.	Policy

Community Character & Health		
#	Action	Mechanism
Strategy CH.5.d: Maximize ecological health, enjoyment, and recreational use of the drainageways.		
i.	Prioritize the design and implementation of projects that enhance the ecological health of drainageways while providing recreational amenities like trails and parks. This approach aims to ensure the ecological health of drainageways and enhance recreational opportunities for the community.	Policy
ii.	Engage community volunteers in cleanup and restoration activities along drainageways to foster a sense of stewardship. Together, we aim to ensure the ecological health and enjoyment of these vital natural resources.	Partnership

Housing & Neighborhoods		
#	Action	Mechanism
HN.1: Support reinvestment and redevelopment of Midlothian's older neighborhoods.		
Strategy HN.1.a: Implement neighborhood redevelopment initiatives.		
i.	Conduct a comprehensive assessment to identify the neighborhoods in need of redevelopment efforts, prioritizing areas based on the status of infrastructure and community input. This assessment will serve as the foundation for targeted redevelopment projects.	Study/Report
Strategy HN.1.b: Support community-driven revitalization efforts.		
i.	Collaborate with residents, neighborhood associations, and local organizations to initiate and implement neighborhood revitalization projects and programs. This collaboration ensures that the community's voice is heard and incorporated into revitalization efforts.	Partnership
ii.	Provide technical assistance to neighborhood associations and community groups engaged in community improvement projects. This support will empower residents to take the lead in revitalizing their neighborhoods, promoting a sense of ownership and pride.	Partnership
HN.2: Foster attainable housing developments for residents in all stages of life.		
Strategy HN.2.a: Implement aging-in-place initiatives.		
i.	Collaborate with Midlothian Senior Citizens Center and organizations to provide home modification assistance for elderly residents. This assistance should focus on adapting existing homes to accommodate changing needs and promote independent living.	Partnership/ Program
ii.	Establish a network of support services that facilitate aging in place, including transportation options, healthcare access, and social engagement opportunities.	Program
Strategy HN.2.b: Enhance neighborhoods for aging-in-place.		
i.	Develop and implement policies aimed at maintaining and enhancing the livability of existing neighborhoods to support aging in place. This may include improvements to infrastructure, walkability, and access to services that enhance the quality of life for elderly residents.	Policy
ii.	Promote mobility within neighborhoods by ensuring safe and accessible pedestrian pathways, public transportation options, and accommodations for residents with mobility challenges.	Policy
iii.	Design neighborhoods to accommodate the needs of younger generations within the community to encourage young residents to return to Midlothian. This includes initiatives to support affordable and multi-generational housing that accommodates the needs of families in many stages of life, and students, promoting a sense of belonging in Midlothian.	Policy
HN.3: Connect existing and future residents with the natural environment and parks.		
Strategy HN.3.a: Develop green corridors and community gardens.		
i.	Collaborate with the Midlothian Parks and Recreation Department to create a Green Corridor Development Plan, which includes linear planning of the natural network supporting wildlife and urban environment together. This plan should include a detailed map and timeline for the development of green corridors based on the Midlothian ParkVision Plan. It should address	Plan

Housing & Neighborhoods		
#	Action	Mechanism
	necessary infrastructure improvements, trail development, and pedestrian and cyclist safety measures.	
ii.	Secure funding through grants, public-private partnerships, and community initiatives to support the implementation of green corridors. The plan should outline sources of funding, proposed budgets, and strategies for financial sustainability.	Program
iii.	Develop guidelines and procedures for establishing and maintaining community gardens, including plot allocation, water supply, and ongoing maintenance responsibilities. These guidelines should be easily accessible for community members interested in participating.	Policy
Strategy HN.3.b: Expand recreational opportunities.		
i.	Follow an implementation roadmap based on the Midlothian ParkVision Plan. This roadmap outlines specific projects, budgetary considerations, and timelines for expanding recreational facilities and programs.	Policy
ii.	Establish partnerships with local schools and community organizations to create after-school sports and recreational programs that cater to various age groups and interests. This should include structured sports leagues, arts and cultural activities, and educational programs.	Partnership
iii.	Develop a program assistance program aimed at ensuring that all residents, regardless of their income, can participate in paid recreational programs. This assistance program should be designed to provide subsidies or reduced fees for low-income families, making it easier for them to access and enjoy the benefits of the expanded recreational offerings.	Program
iv.	Develop a collaborative framework with schools and organizations to ensure effective coordination. This framework will delineate roles, responsibilities, funding arrangements, and mechanisms for promoting these activities within the community.	Partnership
HN.4: Diversify Midlothian's housing stock in appropriate areas to promote livability.		
Strategy HN.4.a: Update the existing development code to ensure clear ADU zoning and quality design standards.		
i.	Establish clear and comprehensive zoning regulations for ADUs in Midlothian, specifying where they are allowed and their size limitations.	Policy
ii.	Review existing design guidelines to ensure that ADUs are architecturally compatible with existing neighborhoods.	Policy
iii.	Ensure that approval conditions (e.g., same utility meters, relation to primary resident) are codified and enforceable, and do not detract from the intent of ADUs to allow aging in place and diversified housing stock.	Policy
Strategy HN.4.b: Raise public awareness and provide educational resources on ADUs.		
i.	Launch a public awareness campaign to educate residents about the opportunities, benefits, and potential of ADUs. Organize public workshops and informational sessions.	Program
ii.	Provide accessible resources on the City's website to inform property owners about ADU permitting processes and financing options.	Program

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APPENDIX

Demographic Snapshot

Visualizing Midlothian's demographic information will inform the Plan regarding the City's historical and current social and economic context. Demographics include the City's housing stock, population trends and composition, and annual income. Understanding the 'who' and 'what' of population trends will inform the Plan on the 'where,' 'when,' and 'how' when making land use decisions.

Methodology

This Plan uses historical and forecasted data from public resources such as Esri and the U.S. Census Bureau's American Community Survey (ACS) and decennial census. The Bureau conducts the ACS between the decennial census, which is an estimate based on a random sample of participants over several years. For this Plan, the data shown primarily illustrate general trends within Midlothian and the State of Texas.

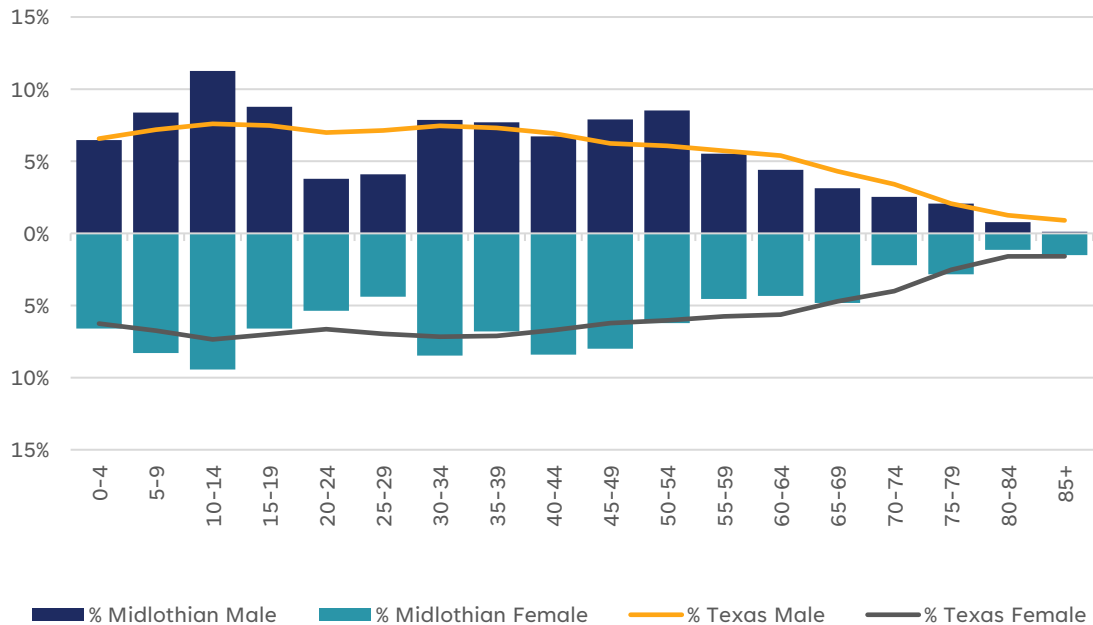
Age and Sex Distribution

Age and sex distribution can identify gaps in available and anticipated land uses within a community. For example, communities with more young people may need to plan for new families and entry-level housing stock. Alternatively, communities with an aging population may need to focus housing strategies on downsizing or implementing accessory dwelling units (ADUs).

Age

Midlothian experiences a deficit compared to the State in both male and female populations within the 20 to 29 age ranges. At this stage in life, it is common for younger adults to seek higher education and employment opportunities. A deficit in this range may indicate that Midlothian's entry-level jobs and cost of living are insufficient to attract or retain younger adults. Communities that are losing their young adult population may seek to invest in higher education or vocational training opportunities to reengage this demographic group. Midlothian's share of children between ages 5 and 14 is notably more significant than the State's. This is often indicative of the young families that establish themselves surrounding cities such as Fort Worth and Dallas, as well as larger satellite cities such as Arlington.

Figure 54. Age Distribution

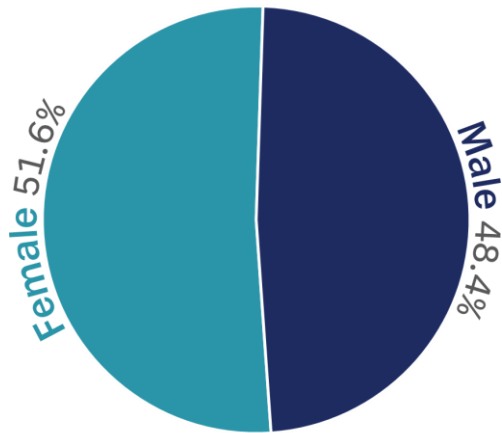


Source: ACS (2021) 5-Year Estimates

Sex

Midlothian's sex distribution is relatively consistent across all age groups, with minor deviations measured amongst the 10 to 14, 40 to 44, and 50 to 54 age groups. The overall distribution of males and females is also consistent, with the female population exceeding the male by 3.2%, or approximately 1,102 people.

Figure 55. Sex Distribution



Source: ACS (2021) 5-Year Estimates

Race and Ethnicity

Race and ethnicity are demographic factors that help shape a community’s cultural identity. Both terms are often used interchangeably; however, race is associated with biological factors, such as facial features or hair color, while ethnicity is related to cultural factors, such as language and traditions. According to the U.S. Census Bureau, racial classifications in the U.S. fall under one of the following umbrellas:

- White
- Black or African American
- American Indian and Alaska Native
- Asian
- Native Hawaiian or Other Pacific Islander
- Some Other Race
- Two or More Races

Race

Those who consider themselves ‘White’ are the largest racial group in Midlothian, making up 80.7% of the population. This distribution far exceeds the State’s, with 64.3% of residents identifying as ‘White.’ The second largest racial group is comprised of those who consider themselves as ‘Black or African American,’ consisting of 8.9% of the total population. Individuals identifying as ‘Two or More Races’ make up the next largest percentage at 6.8%.

Ethnicity

Approximately 15.6% of the population identify as ‘Hispanic or Latino,’ Resulting in 84.4% of residents identifying as ‘Not Hispanic or Latino.’ This is significantly lower than the State of Texas, with approximately 39.8% of the population indicating Hispanic or Latino ethnicity.

Figure 56. Racial and Ethnic Distribution

Race	% of Population	
	Midlothian	Texas
White	80.7%	64.3%
Black or African American	8.9%	12.1%
American Indian and Alaska Native	0.2%	0.5%
Asian	0.7%	5.0%
Native Hawaiian or Other Pacific Islander	0.0%	0.1%
Some other race	2.7%	7.0%
Two or more races	6.8%	10.9%
Ethnicity	% of Population	
	Midlothian	Texas
Hispanic or Latino	15.6%	39.8%
Not Hispanic or Latino	84.4%	60.2%

Source: ACS (2021) 5-Year Estimates

How do MISD’s demographics compare?

Midlothian Independent School District (MISD) has 15 different school campuses, 14 of which are located within Midlothian’s incorporated city limits. MISD services families within unincorporated Ellis County to the northwest, as well as the City’s extraterritorial jurisdiction (ETJ) to the southwest and northeast. Measuring the school district’s racial and ethnic breakdown helps paint a clearer picture of the local demographics by looking at a broader range of individuals who are likely to be visiting, working, and living around Midlothian. Unlike the Census Bureau, MISD tracks the following metrics for race and ethnicity:

White	59.3%
African American	10.7%
Hispanic	23.5%
American Indian	0.4%
Asian	0.9%
Pacific Islander	0.1%
Two or More Races	5.1%

Employment by Sector

Employment is a driving indicator of the City's economic and social composition. Assessing the number of businesses within Midlothian, and the amount of people they employ, may expose gaps within the City's target industries and employment base.

The North American Industry Classification System (NAICS) is a standard coding system used by Mexico, Canada, and the United States to classify employment sectors.¹ Midlothian's employment spectrum is composed of 21 sectors ranging from agriculture and forestry to arts and entertainment. Businesses engaged in the 'Retail Trade' hold the largest individual share (13.3%) of the 969 businesses identified in Midlothian. However, 'Manufacturing,' despite only having 22 individual businesses, is the largest single employment sector, with 17.7% of the

9,255 employees in the City. Understanding the employees-per-business relationship will help the City balance the need for necessary services and high-employment generators.

Median Household Income

Median household income is the income made per household, where half of the households in the City earn more, and half earn less. Compared to an average, median household income often portrays a typical household's income more accurately, as significant outliers do not affect the result. When planning for affordable and sufficient services, such as housing and utilities, the median household income in Midlothian will inform this Plan in making realistic recommendations. Midlothian's median household income is \$107,532 annually, significantly more than the State's median of \$67,321 and Ellis County's median of \$85,272 (ACS 2021).

Figure 57. Employment by Sector

Sector	Businesses		Employees		Employees per Business
	No.	%	No.	%	
Agriculture, Forestry, Fishing & Hunting	3	0.3%	7	0.1%	2.3
Mining	2	0.2%	35	0.4%	17.5
Utilities	4	0.4%	25	0.3%	6.3
Construction	99	10.2%	604	6.5%	6.1
Manufacturing	22	2.3%	1,639	17.7%	74.5
Wholesale Trade	31	3.2%	397	4.3%	12.8
Retail Trade	129	13.3%	1,354	14.6%	10.5
Transportation & Warehousing	23	2.4%	155	1.7%	6.7
Information	9	0.9%	66	0.7%	7.3
Finance & Insurance	53	5.5%	230	2.5%	4.3
Real Estate, Rental & Leasing	54	5.6%	181	2.0%	3.4
Professional, Scientific & Tech Services	77	7.9%	459	5.0%	6.0
Management of Companies & Enterprises	2	0.2%	8	0.1%	4.0
Admin. & Support, Waste Mgmt. & Remediation Services	41	4.2%	438	4.7%	10.7
Educational Services	31	3.2%	1,194	12.9%	38.5
Health Care & Social Assistance	75	7.7%	624	6.7%	8.3
Arts, Entertainment & Recreation	18	1.9%	89	1.0%	4.9
Accommodation & Food Services	72	7.4%	938	10.1%	13.0
Other Services (except Public Administration)	127	13.1%	550	5.9%	4.3
Public Administration	15	1.5%	213	2.3%	14.2
Unclassified Establishments	82	8.5%	49	0.5%	0.6
Total	969	100.0%	9,255	100.0%	9.6

Source: Esri (2023); Data Axle, Inc. (2023)

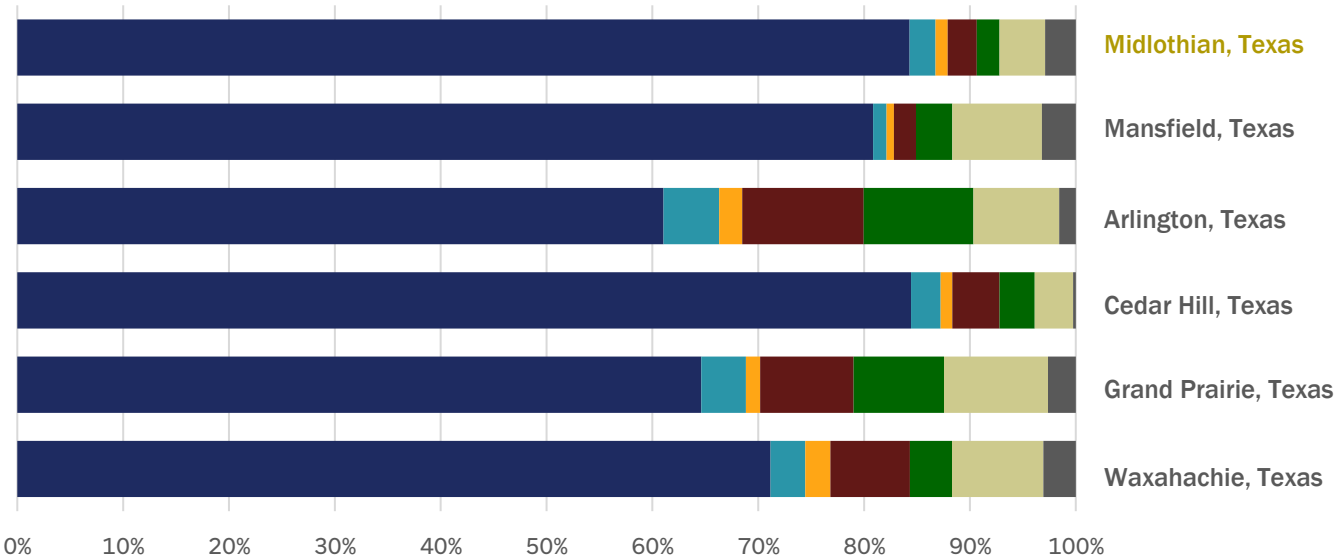
¹ <https://www.census.gov/naics/>

Housing Variety

Housing unit distribution can be used to identify gaps within a community’s available housing stock. A diverse housing stock is more likely to accommodate residents in all stages of life, including families, singles, first-time homebuyers, and empty-nesters. Understanding gaps within the housing stock will assist the City in implementing solutions and policies to fill these gaps or offer alternative solutions.

Midlothian is home to 11,679 housing units, most of which (84.3%) are traditional, detached single-family homes. The remaining 15.7% of units in Midlothian are split between attached products, like townhomes, duplexes, and multifamily development ranging from small- to large-scale.

Figure 58. Housing Variety

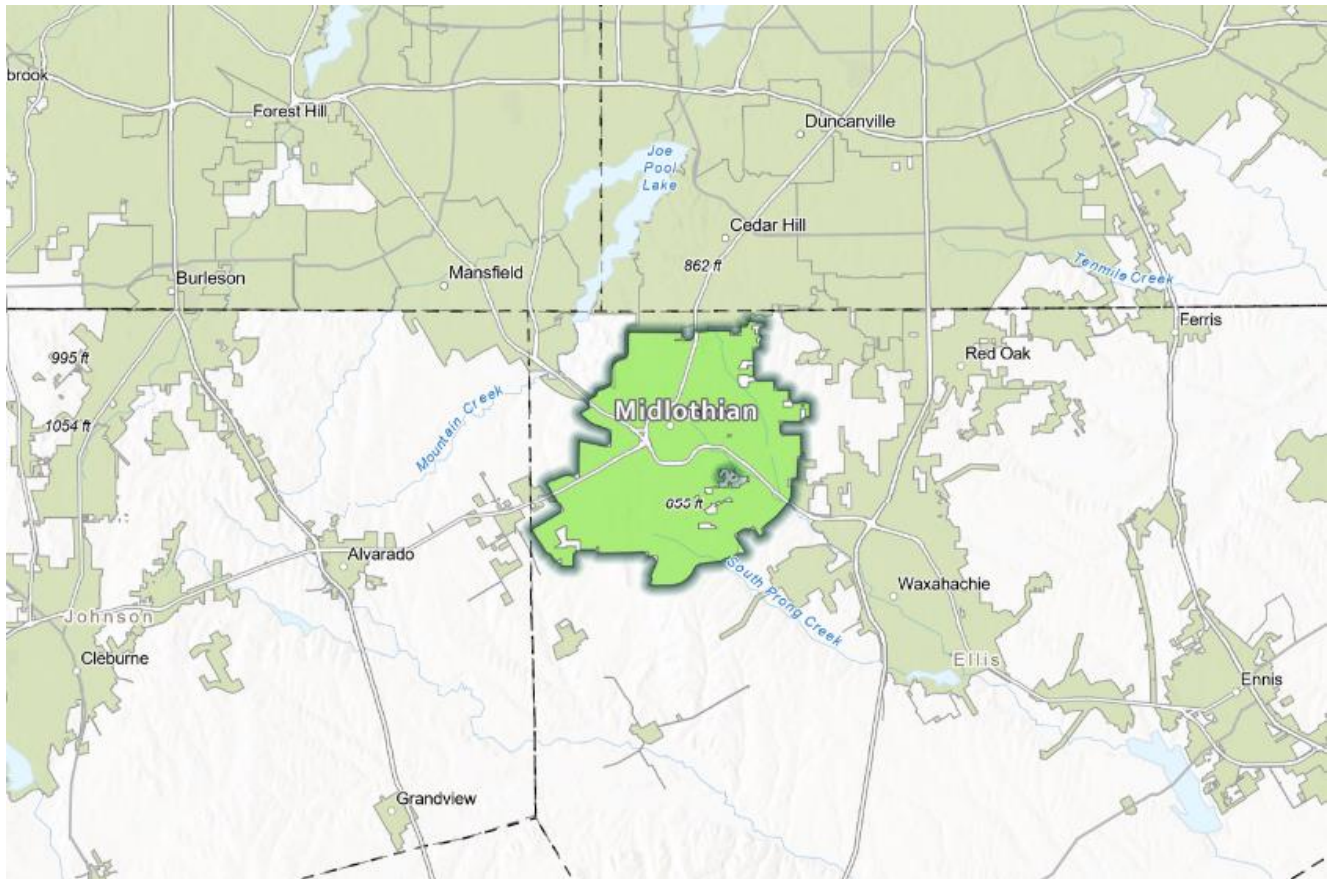


Housing Type		Municipality					
		Midlothian	Mansfield	Arlington	Cedar Hill	Grand Prairie	Waxahachie*
	Detached Single-Family	84.3%	80.9%	61.0%	84.4%	64.6%	71.2%
	Attached Single-Family	2.4%	1.3%	5.3%	2.8%	4.2%	3.3%
	Duplex	1.1%	0.7%	2.2%	1.1%	1.3%	2.4%
	Small-scale Multifamily (3-9 units)	2.8%	2.1%	11.5%	4.5%	8.8%	7.5%
	Medium-scale Multifamily (10-19 units)	2.1%	3.4%	10.4%	3.3%	8.5%	4.0%
	Large-scale Multifamily (20+ units)	4.3%	8.5%	8.1%	3.6%	9.8%	8.6%
	Other	2.9%	3.2%	1.6%	0.2%	2.6%	3.1%

Source: ACS (2021 and 2020*) 5-Year Estimates

Planning Context

Figure 59. Regional Relationship



Regional Relationship

Midlothian's incorporated municipal limits are located within Ellis County, south of Tarrant and Dallas Counties. The ETJ extends primarily to the southwest and northeast of the City, dipping into Johnson County to the west of the incorporated city limits. Significant regional transportation networks intersect in Midlothian, including U.S. Highways 67 and 287 and national rail lines. These networks grant prospective and existing residents and industries convenient access to Dallas, Fort Worth, and regional markets.

Midlothian's ability to plan and exercise policymaking is subject to the limitations of higher forms of government at the State and Federal levels. Midlothian's ability to annex and enforce development regulations has been limited since the last Comprehensive Plan, as the State Legislature has restricted municipal growth the voluntary or consent annexations. This limitation places increased importance on the available land within a City, as the likelihood of significant future expansion is unknown.

Historic Timeline

For this Plan to guide future development and policy decisions for Midlothian, it is essential to understand the local and regional contexts that impact the City day-to-day. Several components play into how Midlothian came to be, including its local history and regional influence. Understanding these components will inform this Plan on where Midlothian has come from, its past, and its ongoing planning and policy efforts.

Following its incorporation in 1888, Midlothian has capitalized on its regional connections via rail and highway and its natural resources to establish itself as a unique destination for residents and business amongst the growing Dallas-Fort Worth metroplex.

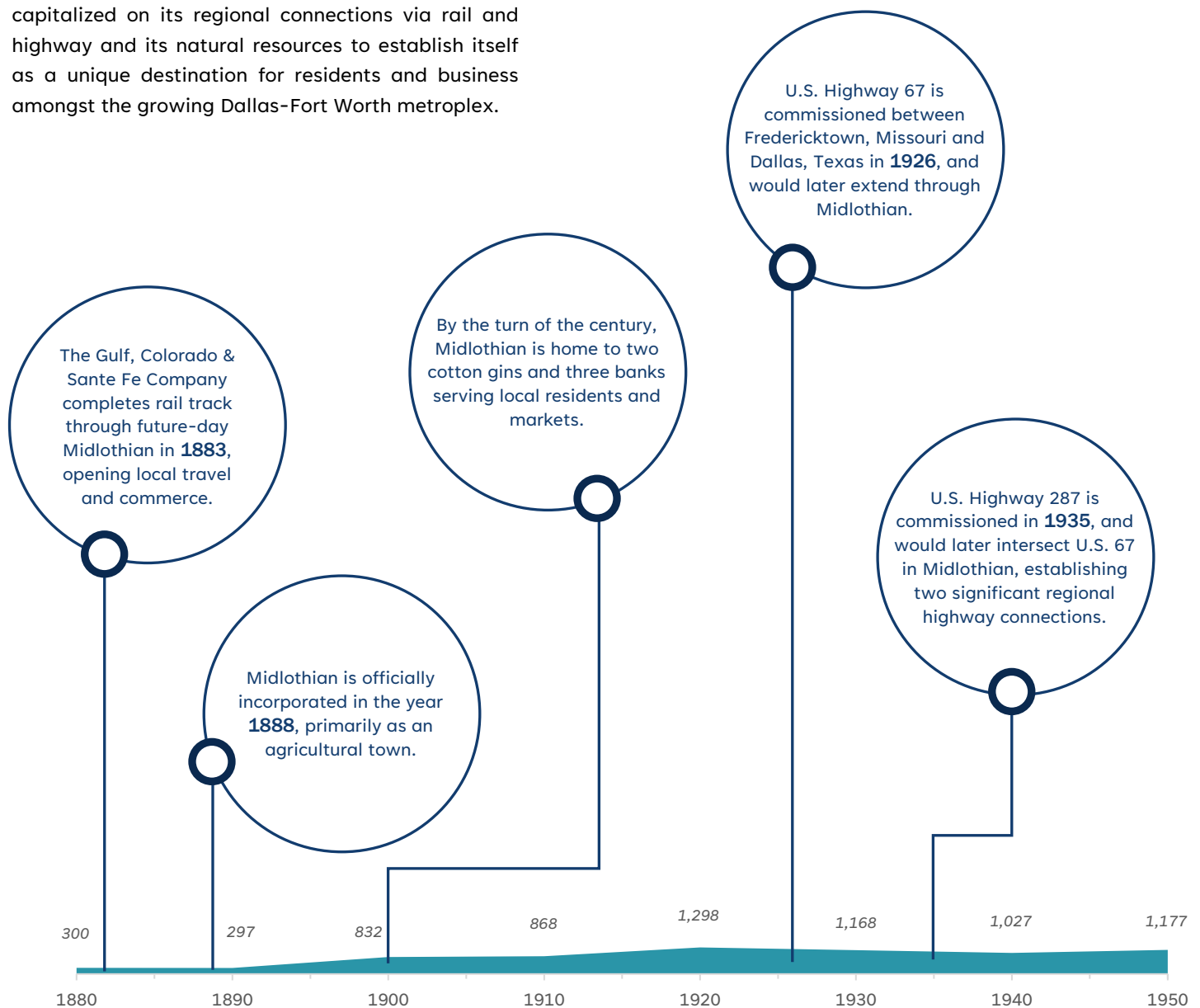
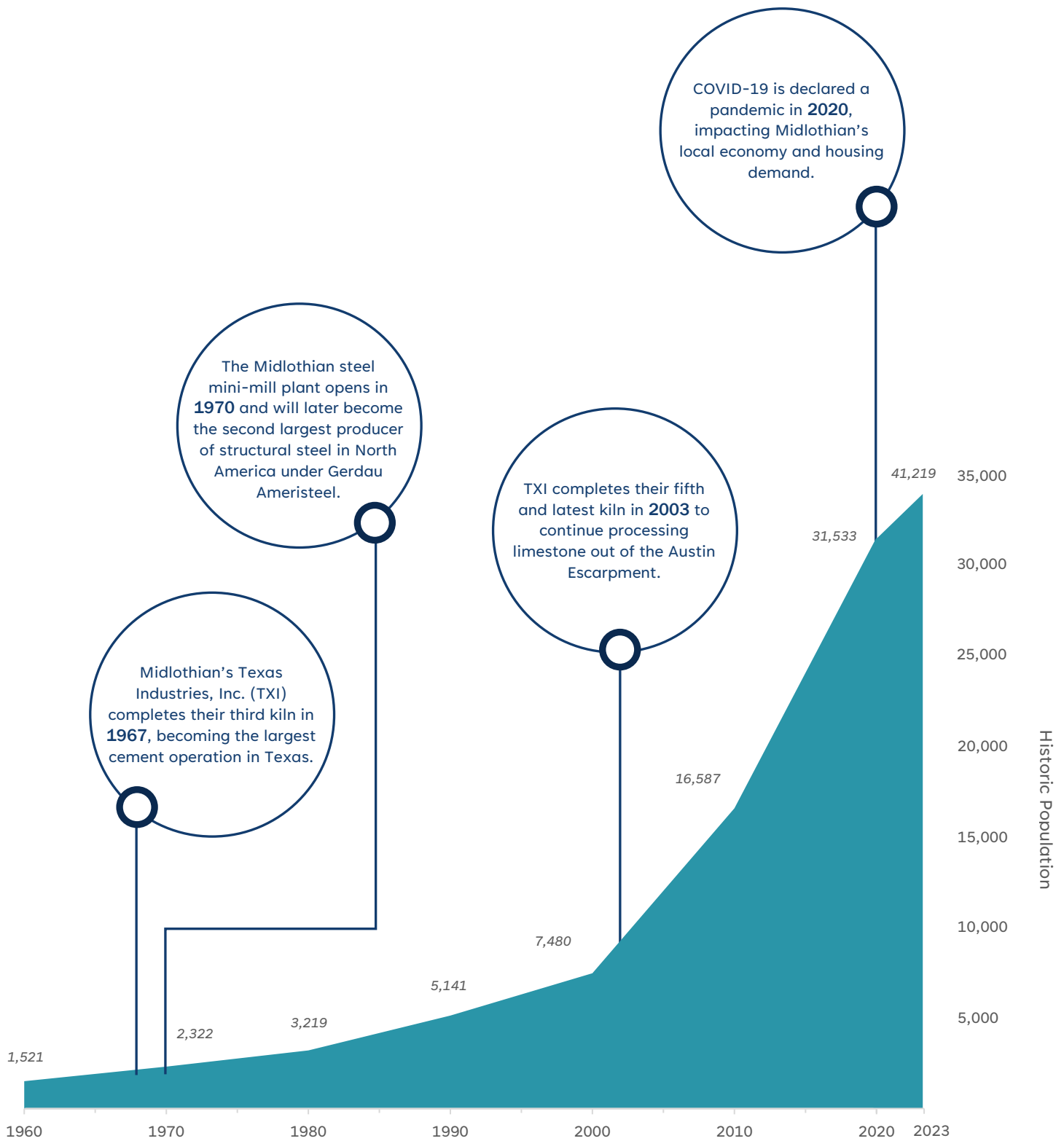


Figure 60. Historical Population and Events



Source: U.S. Census Bureau; National Archives Catalog, Texas State Historical Association; City of Midlothian

Public Health Impacts

As established by the TLGC, this Plan is primarily drafted to protect the public's health, safety, and welfare. The onset of the COVID-19 global pandemic in 2020 has brought focus to this initiative and has impacted how communities plan, legislate, and interact. The impacts of COVID-19 on our daily lives will likely remain moving forward, at least in part. In preparation for these impacts, this Plan will address the following trends:

- Suburban Shift
- Remote Work
- Outdoor Experiences
- Virtual Communication
- E-Commerce

Suburban Shift

At the onset of the pandemic, residents were advised to limit their exposure to one another to prevent local outbreaks. As a result, residents in dense cities, such as Dallas and Fort Worth, increasingly sought to relocate to periphery communities for their larger yards, less congested retail centers, and accessible open spaces. This shift increased the value of homes across the State, where many communities struggled to meet the supply.

This suburban shift has evolved since the onset of the pandemic; however, demand for homes in North Texas continues to increase as new populations relocate from beyond the region.

Remote Work

The COVID-19 pandemic effectively forced many employers to offer adaptive working conditions for their employees, including expansion of the work-from-home model. While primarily intended to limit exposure to the virus, remote work policies decreased roadway congestion, decreased demand for commercial and office space, and increased emphasis on high-speed internet service. These impacts on the built environment have yet to be fully reversed, as many companies and individuals have opted for the remote model indefinitely.

Outdoor Experiences

The pandemic created a void in access to indoor recreational and entertainment spaces. Public parks, trails, and other spaces filled that void by providing free, local spaces for residents and visitors to enjoy in the open air. Emphasis on creating and maintaining public spaces will be critical in supporting a livable, quality community.

Virtual Communication

At the onset of the pandemic, many cities were forced to transition from in-person to virtual or hybrid engagement strategies. This shift resulted in reports of increased public engagement and attendance at public meetings that would have otherwise been held physically. Many cities have continued to offer virtual alternatives to in-person events, which allows for a wider net when capturing public feedback and consensus.

E-Commerce

While in existence prior to the pandemic, the trend of online shopping and mobile services has increased since its onset. Online delivery services and curb-side pickup for food, groceries, and other items has quickly been established as a viable, preferable alternative to in-person shopping by some people. Brick-and-mortar establishments that do not adapt to this trend may continue to struggle as the daily impacts of the pandemic lessen.

Support of local businesses has become paramount amongst many cities and their residents. Locally owned businesses contribute to Midlothian's economy, and serve nearby residents.

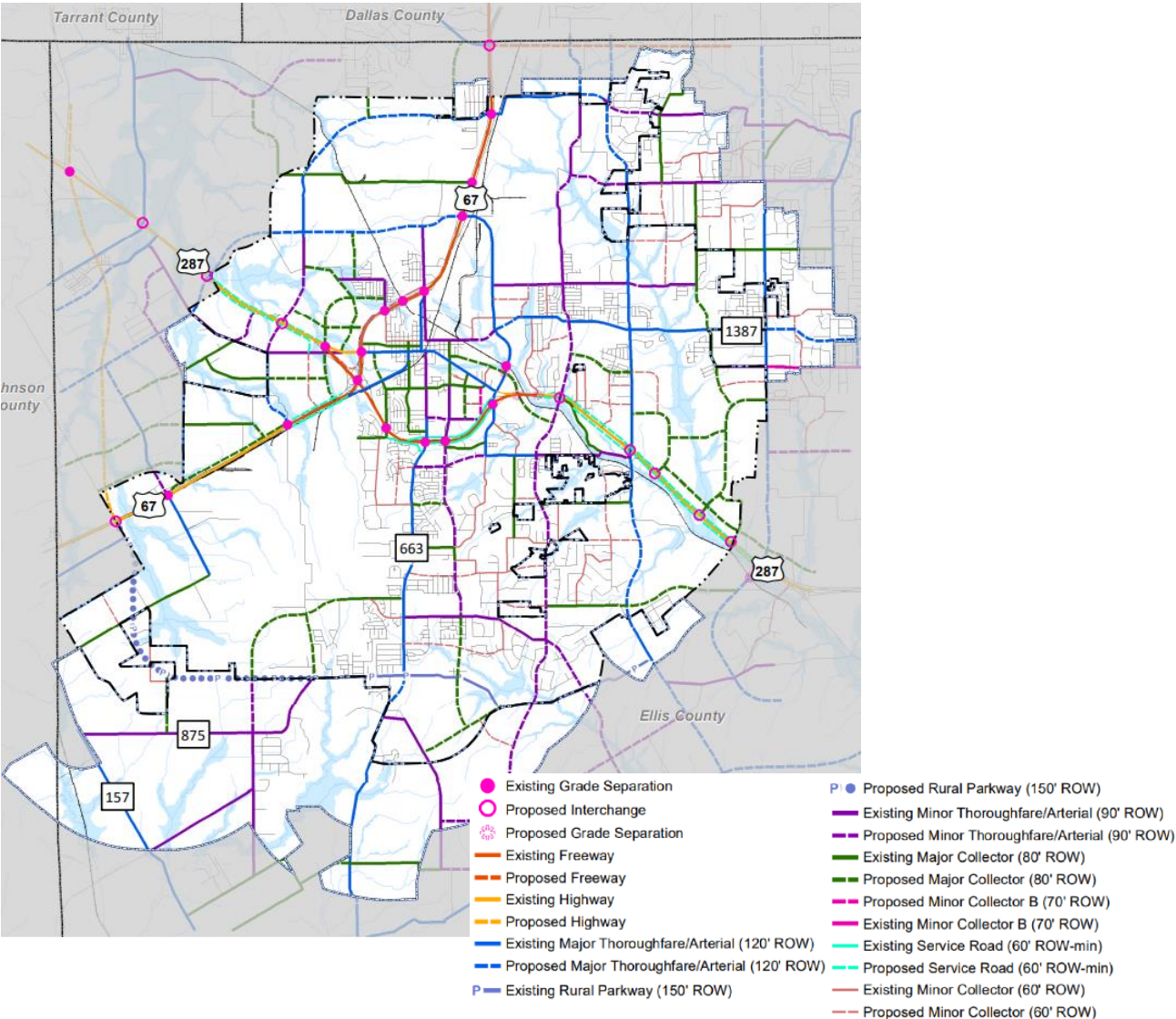
Past and Ongoing Planning Efforts

Future Thoroughfare Plan (2018)

An original component of the previous Comprehensive Plan adopted in 2018, the *Future Thoroughfare Plan* identifies existing and future street alignments in the City. The Plan guides developers and staff when planning for new extensions or improvements to roadway facilities that impact development proposals.

This Comprehensive Plan will assess and update the recommendations and street alignments approved in 2018.

Figure 61. Future Thoroughfare Plan (2018)



Downtown Plan (2020)

The City of Midlothian *Downtown Plan* was adopted in 2020 and is intended to provide strategies and guidelines for development within the area. A vision for the downtown area was created, and the following goals were established:

- Embrace residential and mixed uses.
- Emphasize local entrepreneurship.
- Put people first by emphasizing streetscape improvements and pedestrian infrastructure.
- Establish a high-quality place reflective of its history while remaining market-responsive.
- Be the cultural heart of Midlothian.
- Create connections to green spaces and parks.
- Emphasize local interests.

This Comprehensive Plan will support the vision and goals established in the *Downtown Plan*, including the land use concepts and character recommendations.

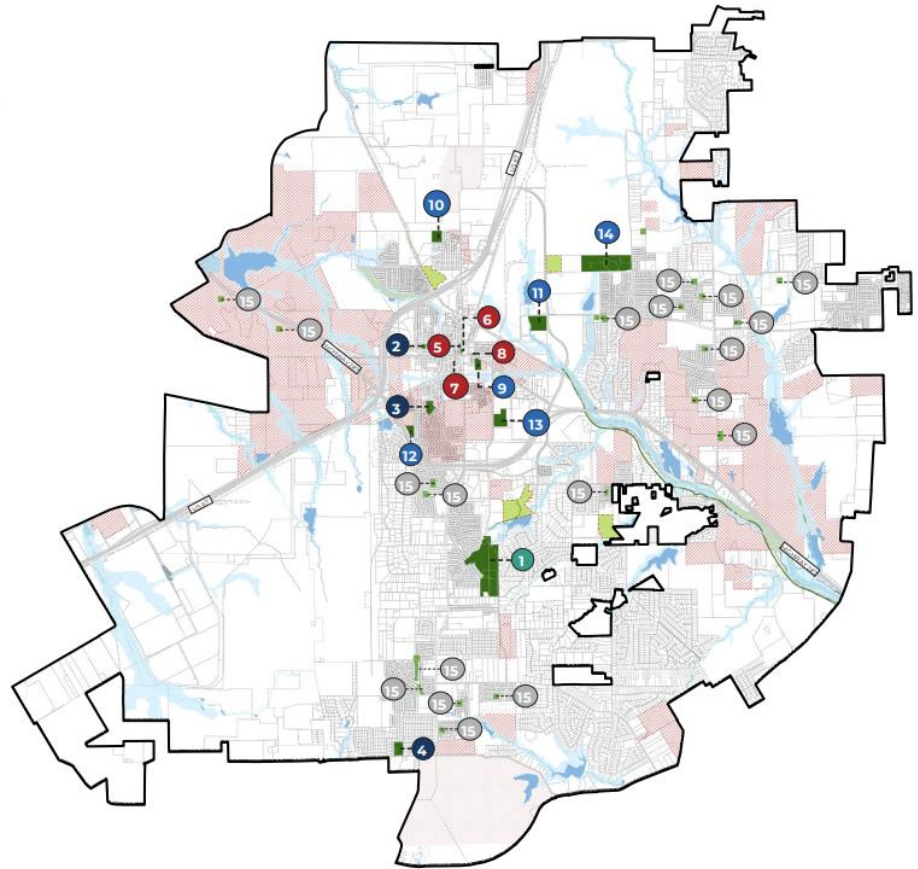
Figure 62. Downtown Study Area (2020)



Downtown Midlothian Concept, *Downtown Plan* (2020)

Figure 63. Park Locations

- COMMUNITY PARKS**
- 1 MIDLOTHIAN COMMUNITY PARK
- NEIGHBORHOOD PARKS**
- 2 KIMMEL PARK
 - 3 RIDGEVIEW PARK
 - 4 MOUNTAIN PEAK PARK
- POCKET PARKS**
- 5 BACK ALLEY PLAZA
 - 6 HERITAGE PARK
 - 7 MARGIE WEBB PARK
 - 8 TRIANGLE PARK
- SPECIAL USE PARKS**
- 9 CIVIC CENTER PARK
 - 10 JAYCEE PARK
 - 11 HAWKINS SPRING PARK AND SKATE PARK
 - 12 MIDLOTHIAN DOG PARK
 - 13 MIDLOTHIAN SPORTS COMPLEX
 - 14 MOCKINGBIRD NATURE PARK
 - 15 Homeowner Association (HOA) PARKS



ParkVision (2022)

Adopted in 2022, the Midlothian *ParkVision* was a comprehensive park planning effort that established a vision, goals, and general ideas for park facilities and programs. The Plan's primary goals are to:

- Support Recreation and Physical Activity
- Strengthen Connections to Nature
- Improve Access to Parks and Recreation
- Make Midlothian's Parks a Model for Accessibility and Inclusivity
- Adapt to a Growing Population

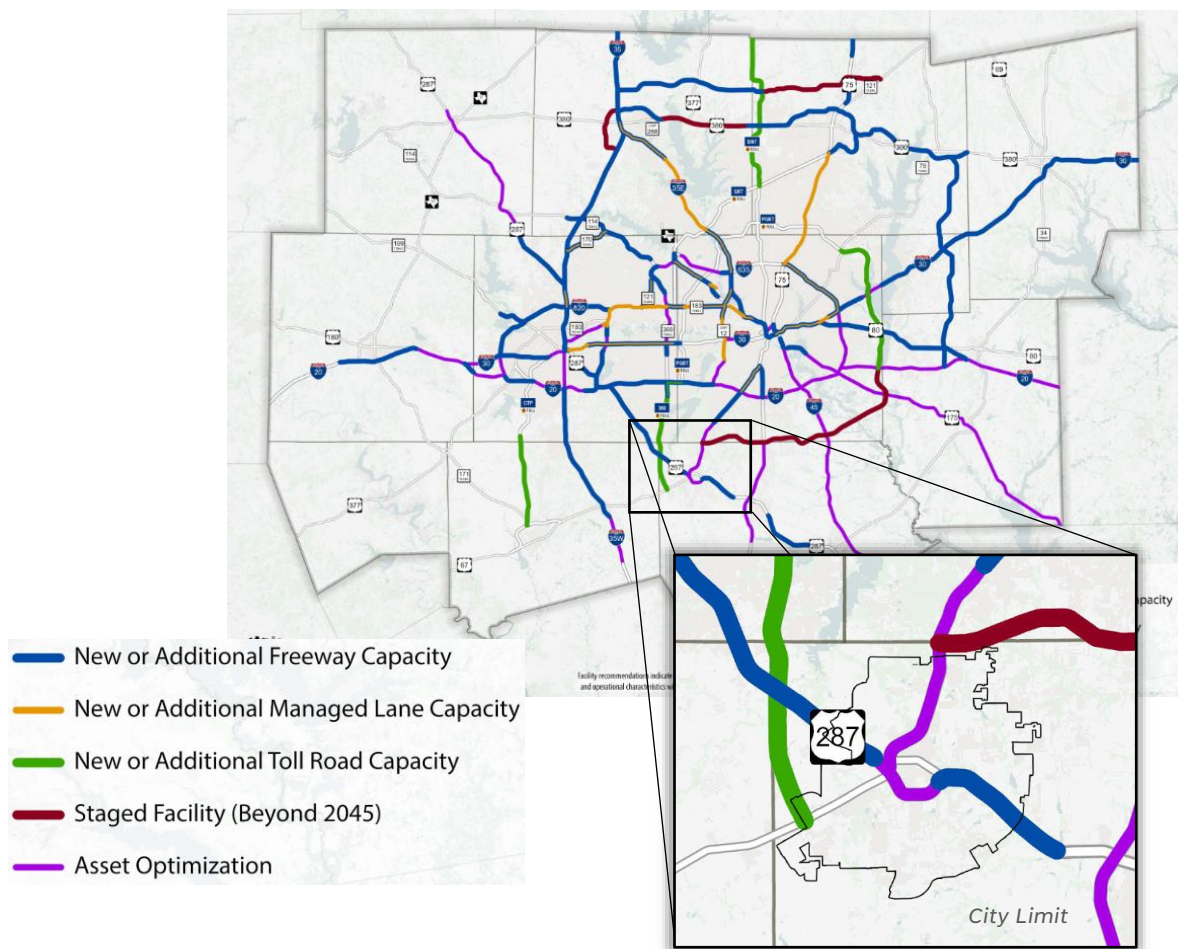
The goals and objectives identified in the Plan will be supported by this Comprehensive Planning effort, where appropriate.

Mobility 2045 Update, NCTCOG

The North Central Texas Council of Governments (NCTCOG) is a voluntary and non-binding association established to “assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.” NCTCOG is the predominant regional planning body in North Texas - conducting research, studies, and regional plans related to transportation, environmental sustainability, and growth management. Much of this focuses on the future rapid growth expected for North Texas. Because Midlothian is a member of NCTCOG’s geographical area, it is important that the City monitor planning efforts made on behalf of the organization, as they can affect the community

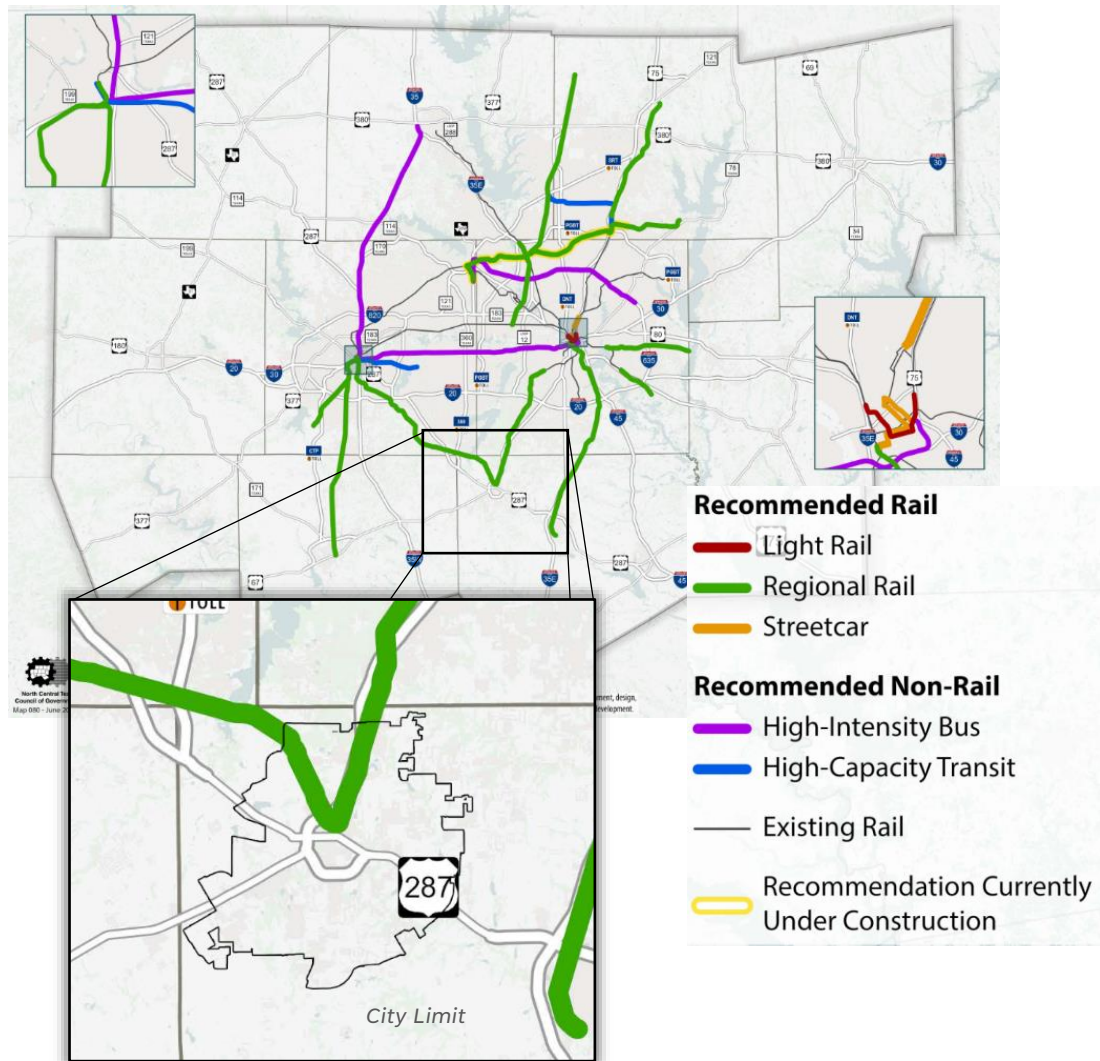
NCTCOG’s Mobility 2045 Metropolitan Transportation Plan was updated in 2022 and aims to provide guidance and recommendations for spending federal and State funds on transportation infrastructure in the Dallas-Fort Worth area.² Due to Midlothian’s location, several transportation topics are addressed in the Mobility 2045 Update that may potentially impact the City. While the timeframes for these improvements are not confirmed, it is important to make note of them for possible funding opportunities and their potential impacts on the built environment.

Figure 64. Major Roadway Recommendations



² North Central Council of Governments (<https://nctcog.org/trans/plan/mtp>)

Figure 65. Major Transit Corridor Recommendations



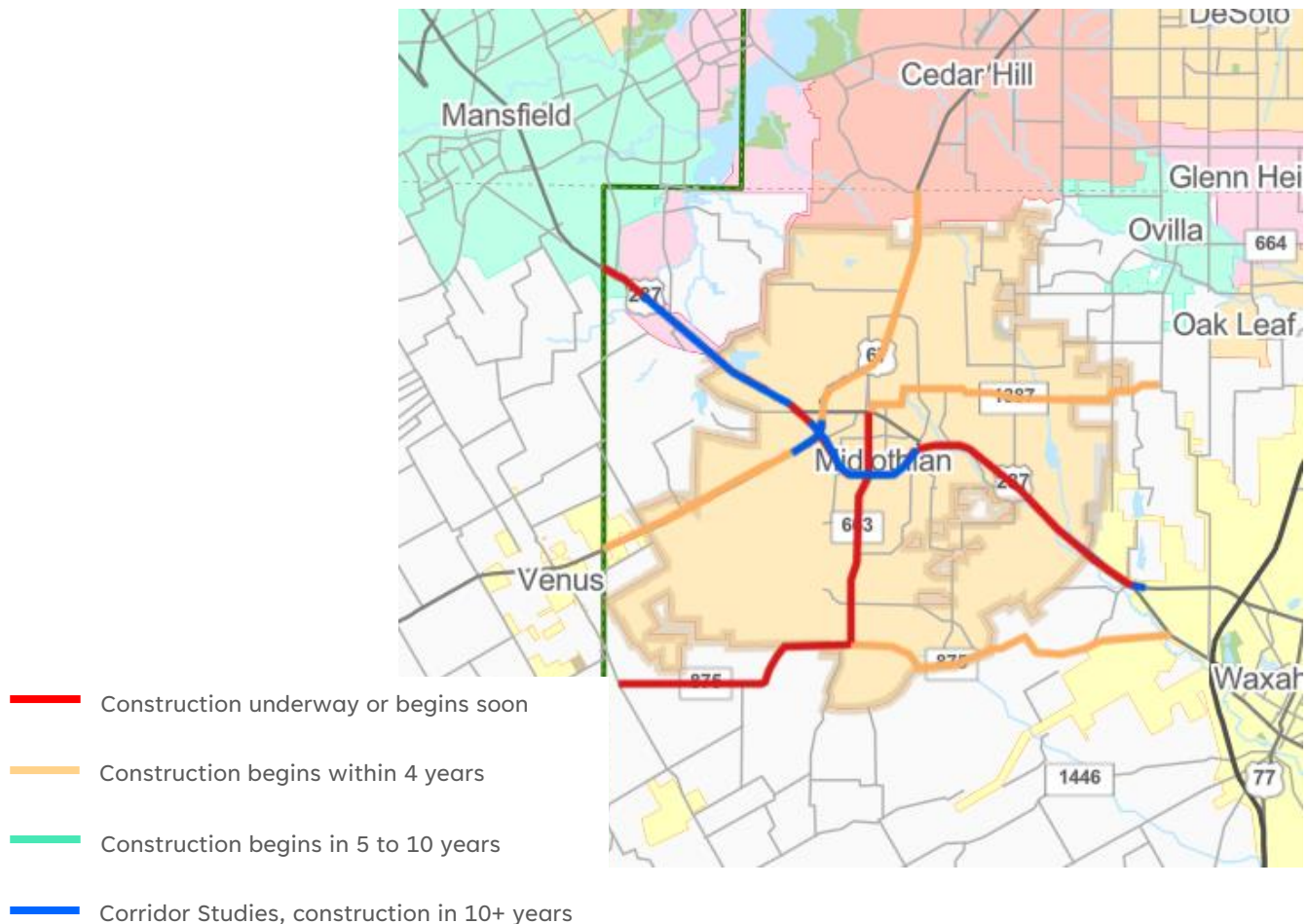
Roadway and transit recommendations are also addressed in the Mobility 2045 Update. New or additional freeway capacity is recommended for U.S. Highway 287, stopping just southeast of Midlothian's City limits. Additionally, an expansion of regional rail service from Fort Worth to southwestern portions of Dallas is also advised, with an alignment that would intersect in Midlothian. This Plan considers these regional impacts when determining appropriate land use distributions on the Future Land Use portion of this Plan.

Ongoing and Planned TxDOT Improvements

The Texas Department of Transportation (TxDOT) is involved in more than 16,100 ongoing or planned public improvements Statewide, including 24 within Midlothian's City limits. These improvements are classified by their anticipated timelines, with statuses ranging from "construction underway" to "10+ years" in the future. The active and planned TxDOT improvements in Midlothian total approximately \$842 million in capital investment.³

Monitoring TxDOT's timeline for these improvements helps the City ensure appropriate development patterns are projected for surrounding properties. This effort is paramount when improvements include road widening and lane closures.

Figure 66. TxDOT Project Tracker



³ TxDOT Project Tracker (<https://www.txdot.gov/projects/project-tracker.html>)

Implementation Metrics

#	Metric	Desired Trend	Metric Indicates...
Unique Identity: Promote a unique identity that celebrates Midlothian's small-town character and history while marketing the City as a regional destination.			
1.	Average # of annual events hosted by the City over a 3 year span	No change/Up	The frequent utilization of Downtown Midlothian as a destination space for community gatherings
2.	# of City monumentation within rights-of-way	Up	An increased focus on marketing and public perception of being in Midlothian
Operational Excellence: Maintain and establish Midlothian's infrastructure, such as utilities, roads, and municipal services, to provide for existing and future residents.			
3.	Average # of street extensions (or 'links') to street intersections (or 'nodes') within new residential developments	Up	Increased connectivity within developments and surrounding areas
4.	% of land cut/fill within new development adjacent to existing neighborhoods	Down	The impact of new development on established regional topography and stormwater drainage areas
5.	Average response time for emergency services	No change/Down	New development does not negatively impact the existing levels of service Midlothian residents currently enjoy
6.	# of incidents reported to emergency services within public parks and trails	Down	Effective design criteria, such as lighting, are implemented, contributing to crime prevention efforts
High Quality: Protect Midlothian's quality of life by keeping the community first in policy and growth initiatives that address the needs of existing and future residents.			
7.	Average travel time to the nearest commercial center	Down	Residential proximity to neighborhood serving commercial establishments, such as personal services, grocery opportunities, etc.
8.	% of the City's zoning entitlements that are inconsistent with the FLUM	Down	The consistency between the Official Zoning Map and the recommended land uses depicted within this Plan
9.	Average # of new PD applications for multifamily uses	Down	The City and development community are abiding to the recommended land uses depicted within this Plan
10.	% of zoning applications approved that are inconsistent with the recommendations of this Plan	Down	Commitment from the City to promote the Plan's vision and guiding principles
Multi-Generational: Support future generations by providing opportunities to live, work, and play in Midlothian regardless of what stage of life.			
11.	% of residents within a 5-minute walk of a public park	Up	Complete neighborhoods that provide active recreational and gatherings spaces for local residents and beyond
12.	Linear feet of annually improved or reconstructed right-of-way, including sidewalks and alleys, in existing neighborhoods	Up	Ongoing reinvestment to public facilities in existing neighborhoods

#	Metric	Desired Trend	Metric Indicates...
13.	% of housing outside of traditional single-family neighborhoods	No change/Up	More diverse housing stock is being constructed, appealing to a wider range of developers and homebuyers to stimulate Midlothian's tax revenue
Community Wellbeing: Encourage a safe, healthy, and active community through parks, programs, and initiatives targeted toward residents of all ages.			
14.	Annual revenue per dwelling unit for park services and improvements	Up	An increase in parkland funding due to increased residential development
15.	% of residents within a 5-minute walk of a private park	Up	Complete neighborhoods that provide active recreational and gatherings spaces for local residents and beyond
16.	Walk score and bike score ratings	Up	Conditions are improving to provide multi-modal alternatives to travel within Midlothian
17.	Value of improvements within a floodplain	Down	Impacts on the natural environment and waterways is minimal, reducing the risk of flooding damage to private improvements
Business Friendly: Establish a balanced approach to economic development efforts, where local and regional businesses are supported alike.			
18.	% of arterial or higher classification thoroughfare frontage occupied by residential uses	Down	The designation of Midlothian's largest thoroughfares for nonresidential or commercial uses
19.	Average commute time to place of work	Down	Residential proximity to jobs within Midlothian
20.	% of undeveloped property in Downtown Midlothian	Down	Ongoing investment and interest in developing properties within Downtown Midlothian