



City of Lockhart Comprehensive Plan
Appendices



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APPENDIX A:

ENGAGEMENT SUMMARIES



SUMMARY OF ENGAGEMENTS

5 Comprehensive Plan Steering Committee (CPSC) Meetings

The CPSC is a group of active community members who volunteered their time to work with the planning team throughout the process to ensure a variety of viewpoints was being considered and incorporated into the plan recommendations.

7 Stakeholder Conversations

The planning team hosted targeted conversation with a variety of community stakeholders representing specific needs or viewpoints. This included meetings with both visionary community leaders as well as technical experts on a variety of topics.

1 Project Website with Online Engagement Tools

A project-specific website (www.PlanLockhartTX.com) was hosted and updated throughout the planning process to allow for a one-stop-shop for the community to find all information related to the project. The website included process and team information, a get involved page listing upcoming engagements and live online engagements, and a document library where presentations and draft content were available.

4 Public Outreach Events

The planning team held four community outreach events throughout the process that varied in time, location, and delivery, aiming to reach different sectors of the community. Events included tabling at the Courthouse Nights community event, an open house prior to a CPSC meeting at the public library, a major public workshop that resulted in community-generated land use scenario alternatives, and an open house to gather feedback on preliminary plan recommendations.

2 Community Surveys

Two community surveys were done during the project. The first survey was at the outset of the project, open from August 11, 2023 to September 11, 2023, and asked community members to share what they saw as priorities, assets, and needs in Lockhart. The second survey was utilized to gather public input on the draft plan recommendations, open from September 11, 2024 to October 9, 2024, and asked the community to provide feedback on the full draft plan document.

STEERING COMMITTEE MEETINGS

While the community as a whole was involved in the process through several feedback and input mechanisms, the Comprehensive Plan Steering Committee (CPSC) serves as the primary steering committee for the plan's development. The CPSC works directly with the consultant team and City staff to provide guidance and confirm that the process and recommendations are keeping in line with the community's needs and vision. They are also the group that generates the overall vision for the plan and provides feedback on the best ways to engage the community. The CPSC is directly involved both in the determination of the process and the proposed recommendations. The CPSC will utilize their own experiences as well as consider the public's input to assist in the creation of the plan. Other than the consultants and City staff that make up the "core" project team, the CPSC members are the people closest to the process.

The Lockhart City Council appointed the following members to the citizens Comprehensive Plan Steering Committee (CPSC):

- City Council: Mayor Pro-tem Angie Gonzales-Sanchez and Councilmember Jeffrey Michelson (Chairman of Board of First Lockhart Bank)
- Planning and Zoning Commission: Rick Arnic (works for LCRA) and Brad Lingvai (Engineer with WGI)
- Lockhart ISD: Superintendent Mark Estrada (notable for efforts to try to directly fund teacher housing)
- Lockhart Chamber of Commerce: Winn Smith (developer and son of a big local real estate company owner)
- Greater Caldwell County Hispanic Chamber of Commerce: Jonathan Gonzales
- Lockhart Economic Development Corporation: Mike Kamerlander (Executive director of EDC)
- Downtown Business Association: Sally Daniel (Is a downtown resident, has a life coaching practice)

- Parks Board: Russell Wheeler
- Lockhart Historical Preservation Commission: Ron Faulstich (owns a local print shop)
- Community leaders from various areas in Lockhart: Frank Gomillion, Kim Coleman, Donna Blair (local redeveloper of older properties), and Andi St. Ledger (attorney)
- Alternates: Sarah Partridge, Timothy Juarez, Jr.

The Steering Committee held a series of five meetings throughout the process that were open to the public to observe. Each meeting reviewed how the process was progressing, any public input received, feedback on draft deliverables, and input to serve as the foundation for upcoming recommendations. Meetings focused on the following topics:

1. Kickoff and Engagement Plan
2. Vision and Goals
3. Preferred Land Use Scenario and Tradeoffs Discussion
4. Resilience, Transportation and Mobility, and Arts and Culture
5. Utilities, Public Facilities, and Implementation

STAKEHOLDER CONVERSATIONS

Stakeholder conversations assist the consultant team and City staff in better understanding certain topics and contexts within in Lockhart and may provide expert insight on a specific topic or speak to the needs of a specific group of residents. Topics were identified by the project team based on initial conversations and analyses that brought to light recurring topics of importance. Stakeholder conversations were done as either focus group meetings or as one-on-one interviews.

There were 10 focus stakeholder conversations during the process, split into two categories: community and technical. The community focus groups provided general guidance and a deeper understanding into community needs while the technical focus groups provided technical feedback for specific plan recommendations.

Community Focus Groups:

- Community Small Businesses
- Real Estate & Development
- Faith Based Organizations and Non-Profits

Technical Focus Groups:

- Lockhart City Staff
- Lockhart City Department Heads
- Economic Development
- Lockhart Independent School District

PUBLIC OUTREACH EVENTS

Courthouse Nights

The design team participated the August 18th, 2023 Courthouse Nights music event held in Downtown Lockhart around the historic Caldwell County Courthouse from 6pm-9:30pm. The booth included both informational and interactive boards to collect input from music-goers, an interactive coin investing exercise, and handing out flyers to let people know about the Plan process and directing them to participate in the community survey available online. Design team members also had conversations with residents and visitors as they stopped by the booth. The level of engagement was influenced by relatively high temperatures and the event's noisy atmosphere due to the live music. To maximize outreach, design team members distributed flyers to the crowd around the music stage.

Description of Event Activities

Informational boards provided at the event included:

- Welcome board with QR code to the project website
- An overview of the Comprehensive Plan and process - what it is, what it is not

Interactive boards and activities provided at the event included:

- SOAR analysis asking the community about for strengths, opportunities, aspirations, and results
- Large aerial image of the City asking for any comments or notes someone would like to point out or emphasize
- Coin investing exercise where participants had ten coins to invest in their priorities for the City. Options ranging from Downtown and Tourism, to Road Infrastructure and Walkability



Courthouse Nights Event



Project design team member and participant of the coin exercise.

Community Open House #1

The planning team hosted a small Community Open House on September 14, 2023 held in the Lobby of the Clark Library Annex - Council Chambers from 5pm-6pm. The open house hosted similar activities and information to the Courthouse Nights event, including both informational and interactive boards to collect input from citizens, an interactive coin investing exercise, and displayed the draft vision and goals for the Comprehensive Plan.

Summary of Coin Investing Exercise

The coin investing exercise was done at both Courthouse Nights event and the September 2023 Open House event. The results presented here are cumulative of the results from both events.

This exercise provided participants with a choice of twelve options, allowing them to allocate ten coins according to their priorities in the City. Participants had the flexibility to concentrate all their coins on one option or distribute them among multiples choices. The objective was to find out where the community of Lockhart sees opportunities to invest.

Road Infrastructure emerged as the top priority. The following three top elements are Parks, Arts and Music, and Downtown. The results indicate Lockhart's desire for several key priorities, including enhanced road infrastructure, investing in parks, emphasis on the arts and music of the City, and continuing to focus on Downtown.

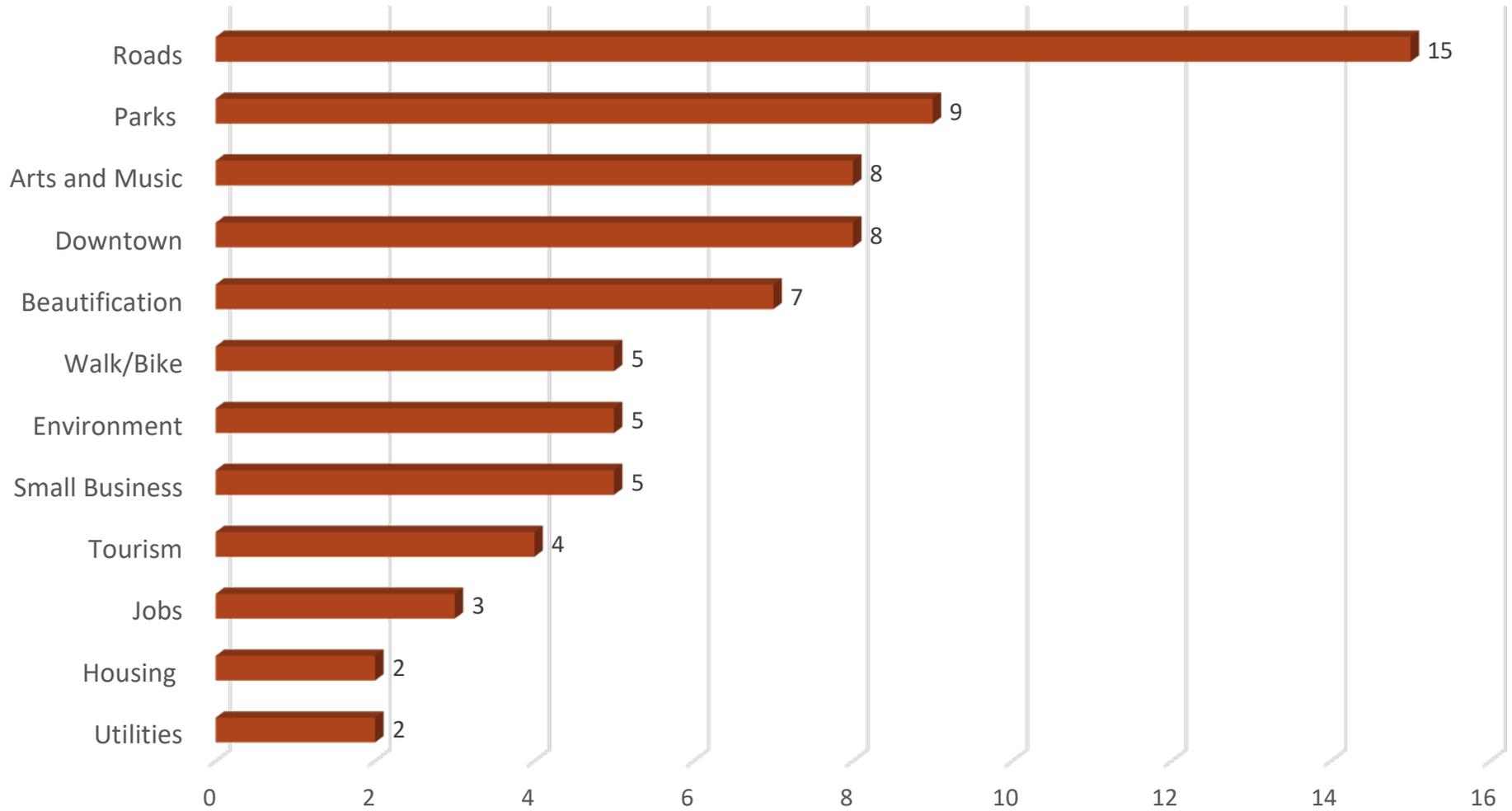


Community Open House



Coin investing exercise with feedback from the community.

Coins Invested



- Results of the coin investing exercise.

PUBLIC LAND USE SCENARIO WORKSHOP

Purpose of the workshop:

- Provide a fun opportunity for community members to engage in the Comp Plan process
- Build the community's understanding of what goes into land use planning
- Allow residents to discuss perspectives and priorities with their neighbors
- Identify the primary points of alignment and tension among the community
- Come away with tangible City growth scenarios that can be refined into a single preferred scenario

The full presentation was available online after the workshop and the exercise instruction slides are provided on the following pages (general overview and informational slides were not included here as this information is provided elsewhere in the document).

Description of Event Activities

Participants at the workshop worked in teams of 6-10 residents and used LEGOs to generate land use scenarios that accommodated an additional 15,700 people in Lockhart by the year 2050. They were asked to discuss and come to a consensus among their group as to the following questions:

- How will we house the growing population of Lockhart?
- How will we balance housing with access to jobs, goods, and services?
- Where will those uses go?
- How will we adjust for unforeseen scenarios? This included an unexpected scenario that would spur an additional 4700 person population spike, for a total goal increase to accommodating 20,400 people - a very real scenario that has happened in other Central Texas cities.



Small groups of participants working together at the Public Land Use Scenario Workshop.

Exercise #1

Housing Mix

**How will you house the
growing population of
Lockhart?**

Housing Types for Consideration

**Residential
Single-Family**
Single-family,
detached homes



- Houses with private yards, attractive to families
- Lowest per lot impervious cover
- “American Dream” lifestyle
- Ownership = wealth creation
- Can be ownership or rental

- Higher prices, higher maintenance
- Highest demand for roadway and utility infrastructure per unit
- Usually leads to overall highest impervious cover
- Often very car-dependent, unless incorporated into a complete community



5-10 du/acre

Housing Types for Consideration

<p>Residential Single-Family+ ADUs and Duplexes</p>		<ul style="list-style-type: none">• Can increase efficiency/density with low impact on character• Allows for multi-generational living or owner to supplement their income• Good for infill projects within existing neighborhoods• Usually rental, owners may live on one side of a duplex and rent the other	<ul style="list-style-type: none">• Parking and traffic concerns in existing neighborhoods, unless located near transit
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5-10 du/acre

Housing Types for Consideration

<p>Residential “Missing Middle” Townhomes, Tri- or Quad-Plexes, Bungalow Courts</p>		<ul style="list-style-type: none"> • Attractive to young professionals and retirees • Lower prices, lower maintenance • Still compatible in character with lower-density housing • Appropriate for infill projects within existing neighborhoods in some cases • May be ownership (condo) or rental 	<ul style="list-style-type: none"> • Can still be high price-points if luxury construction
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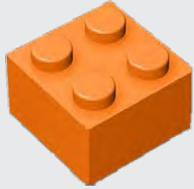
<https://fryeproperties.com/construction/bungalow-court-the-cavalier-residences/>

<https://ui.charlotte.edu/story/past-and-future-charlotte-fourplex>

12-24 du/acre

Housing Types for Consideration

**Residential
Multi Family**
Apartments,
Assisted Living



- Most efficient land consumption and infrastructure
- Trades private outdoor space for larger public open spaces and amenities
- Likely rentals

- Not a desirable lifestyle for everyone
- Trades private outdoor space for larger public open spaces and amenities



24+ du/acre

Instructions

- You must account for approx. 15,700 more people to come to Lockhart by the year 2050.
- Determine the ideal mix of housing you will use to accommodate those people.

Residential Low-Density and Low-Density+ Single-family, detached homes; ADUs and Duplexes		5 du/acre @ 2.8 people/household = ~350 people/lego brick
Residential Mid-Density Townhomes, Tri- or Quad-Plexes, Bungalow Courts		12 du/acre @ 2 people/household = ~600 people/lego brick
Residential Multi Family Apartments		24 du/acre @ 1.5 people/household = ~900 people/lego brick

Ask yourselves...

- What types of housing are **consistent with the community's vision and goals**?
- What **types of housing are currently missing** in Lockhart?
- Are there any housing **types you can easily rule out**?
- Could you purchase your current home in Lockhart today? Could your family or friends who want to move into the community purchase a home here?
- Do we want to **continue current trends or do something different**?
- Who might be joining our community? **What types of housing will they need**?

Exercise #2

Jobs & Commercial Mix

What types of jobs, retail and service do you want to provide in Lockhart?

Commercial Types for Consideration

<p>Commercial Retail Shops, restaurants, professional services</p>		<ul style="list-style-type: none"> • Can be local scale or regional scale (big box) • Local-scale good for small businesses, infill projects • Opportunities for shared parking 	<ul style="list-style-type: none"> • Lower-paying jobs (cashiers, servers) • Often likes to be along major roadways or intersections
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20 jobs/acre

Commercial Types for Consideration

Commercial Employment
Offices, medical



- Higher paying jobs with benefits
- Allows workers to have jobs closer to home
- Attracts major corporate employers
- **Good tax base**

- Can create auto-centric office parks, depending on location
- Peak traffic during commute times

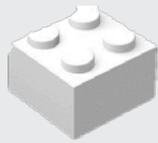


52 jobs/acre

Commercial Types for Consideration

Industrial

Warehousing, manufacturing, flex space (such as tech, R&D)



- Lower-wage jobs (tech/R&D can bring higher wage jobs)
- Can be “light” or “heavy”, based on nuisance
- Often a supportive use for other commercial
- **Good tax base**

- Creates nuisances, not compatible with residential uses
- Truck traffic, likes access to major roads



12 jobs/acre

Instructions

- You do not have to include any specific types or amounts of services, retail or jobs.
- Determine the types and amount of commercial uses you want to see in Lockhart.

<p>Retail Shops, restaurants, professional services</p>		<p>20 jobs/acre = 250 jobs/lego brick Can be local or regional scale</p>
<p>Commercial Employment Offices, medical</p>		<p>52 jobs/acre = 1300 jobs/lego brick</p>
<p>Industrial Warehousing, manufacturing, flex space (such as tech, R&D)</p>		<p>12 jobs/acre = 300 jobs/lego brick Can be “light” or “heavy”</p>

Ask yourselves...

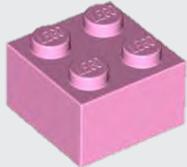
- What types of retail, services and jobs are **consistent with the community's vision and goals**?
 - Keep in mind we cannot determine the exact uses that will come here, but **what do we want to make allowance for**?
- What **types of retail, services and jobs are missing** in Lockhart?
- Are there any types of commercial **uses you can easily rule out**?
What might that mean for access to jobs, goods and services?
- Do we want that to **continue current trends or do something different**?
- Is our **ratio of housing to jobs** (quantity and types) balanced? If not, what might that mean for the community?

Exercise #3

Land Use Mapping

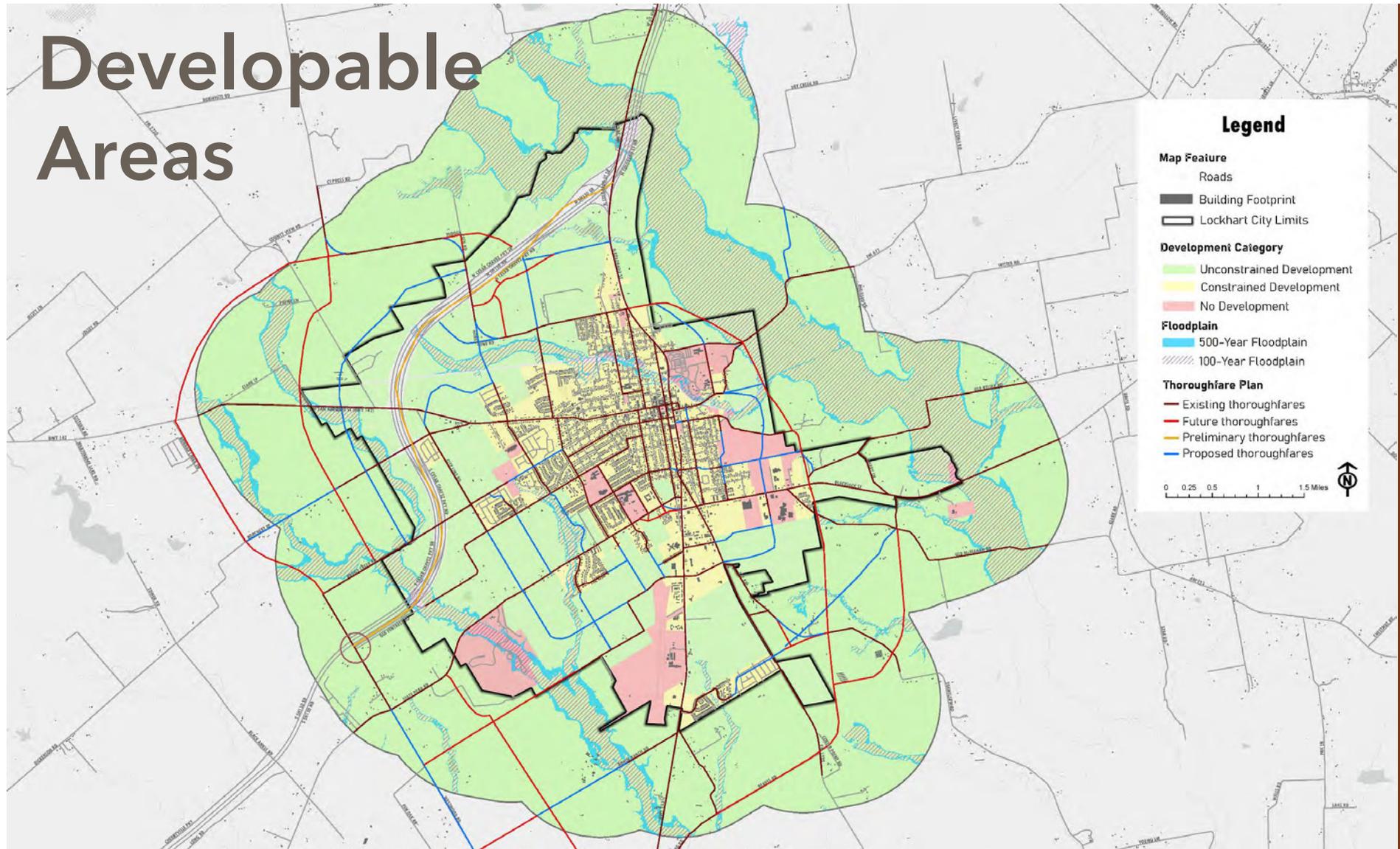
**Where should those
homes and businesses go?**

Other Development

<p>Civic Uses & Public Facilities</p>		<p>5 jobs/acre = 125 jobs/lego brick</p> <ul style="list-style-type: none"> • Major utility facilities • Recreation centers, libraries, etc • Public safety facilities • City administrative offices • Schools 	<ul style="list-style-type: none"> • Provides basic needs as well as quality of life benefits • Large public facilities like libraries or City Hall can help spur investment in new areas or anchor neighborhoods • Location should focus on providing accessible public services for residents • Consideration should be made for safe walking and bicycling routes
<p>Parks & Open Space</p>		<p>No units or jobs</p> <ul style="list-style-type: none"> • Improved parks space • Natural conserved land 	<ul style="list-style-type: none"> • Provides quality of life benefits • Distribution should focus on providing access, both in quantity and quality of park spaces, for residents • Consideration should be made for safe walking and bicycling routes

Civic uses, public facilities, parks and open spaces are compatible with any other use!

Developable Areas



Instructions

- You must find a way to fit all your housing and commercial blocks into the City or ETJ.
- You may adjust your housing and commercial types if your mix is not working as intended.
- You can only place new developments in the developable areas on the map
 - You can put residential or retail over existing neighborhoods to indicate the addition of infill duplexes/ADUs or small shops to the neighborhood
- You can stack orange residential or office over retail to create mixed-use areas
- You can also stack residential or office on itself to indicate higher densities
- You do not have to cover everything, you can leave some places for agricultural uses/open space
- **THERE IS NOT ONE RIGHT ANSWER**

Ask yourselves...

- **What is important** to you about living in Lockhart? What **tradeoffs are you willing to make** to protect your priority issues?
- What impacts are we creating by putting **certain uses in certain areas**?
- What impacts are we creating by putting **certain uses next to each other**?
- If we do _____, **what are we giving up**? Are we okay with that?

****Alert****

A major tech company has decided to relocate its HQ and manufacturing facility to just outside Lockhart.

(4% CAGR for 10 years + 2.5% after that)

Year	Population
2020	14,379
2030	21,284
2040	27,246
2050	34,877
2060	44,646

+ 4,700

How will you accommodate these impacts in your plan?

- **Will you accommodate more residential** homes to allow their employees to live in Lockhart?
- **Will you accommodate more commercial** spaces in Lockhart to allow for spillover jobs and capture that tax income?
- **Will you not change anything** and allow the market to do what it wants?
 - Note that the demand and price for housing will likely increase as those employees still look to live in Lockhart despite the increased supply.

Discussion

- **What are our main areas of agreement?**
- **What are our main points of tension?**
- **Were there any issues or questions that are still outstanding?**
- **What kind of future have we set in place for Lockhart with our plan?**
- **What other creative solutions are there that we haven't talked about tonight?**

Public Land Use Scenario Workshop

Outcomes and Results

The results of the workshop were a set of six community-created land use scenarios in the form of LEGOs on a map of the City, which the planning team took back and analyzed for key points of alignment or conflicts among all the scenarios.

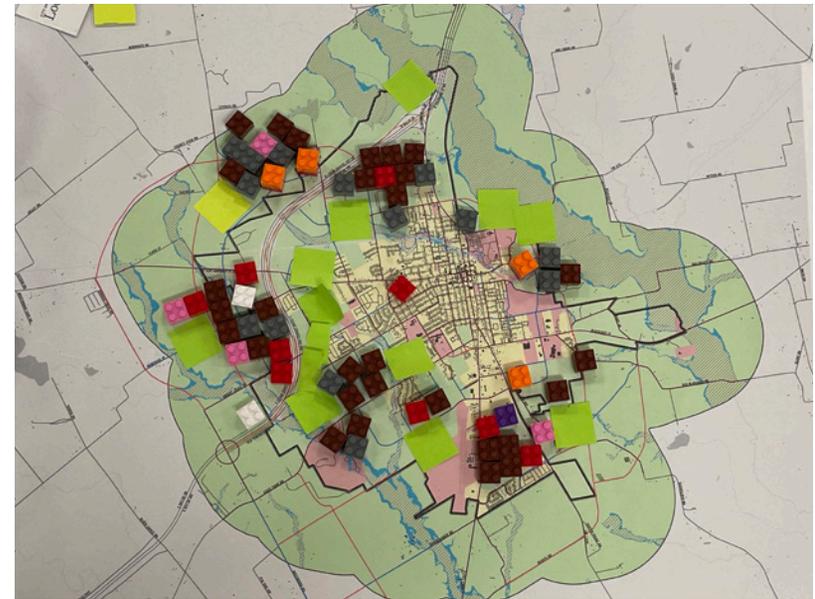
Key Points of Alignment:

- Greenbelts & Parks
- Preserve the Core
- Focus activity on 130 Corridor

Key Points of Conflict:

- Overall placement of density; core, ETJ, in between?
- Amount of industrial and employment
- Mixed-use and mixed-density vs nodes for specific uses
- Housing type – overall mid-density seemed to get the most love, split on amount of low density and apartments.

The project team took the LEGO scenarios from the work shop and diagrammed them to help identify trends and patterns as well as identified the approximate development numbers each community-created scenario achieved. To note, only 2 teams actually reached the required amount of housing in the exercise.



Images of two of the final concept outcomes created by participants.

Table 1 Results

- Multiple small nodes of retail, employment and residential
- Most commercial along 130 corridor
- Slight infill of the Core
- Larger mixed-use node in the southeast
- Greenbelt along major drainage
- No industrial

New Dev Acres	Total Housing	Total Jobs	Total People
1100	8,450	6,100	11,900



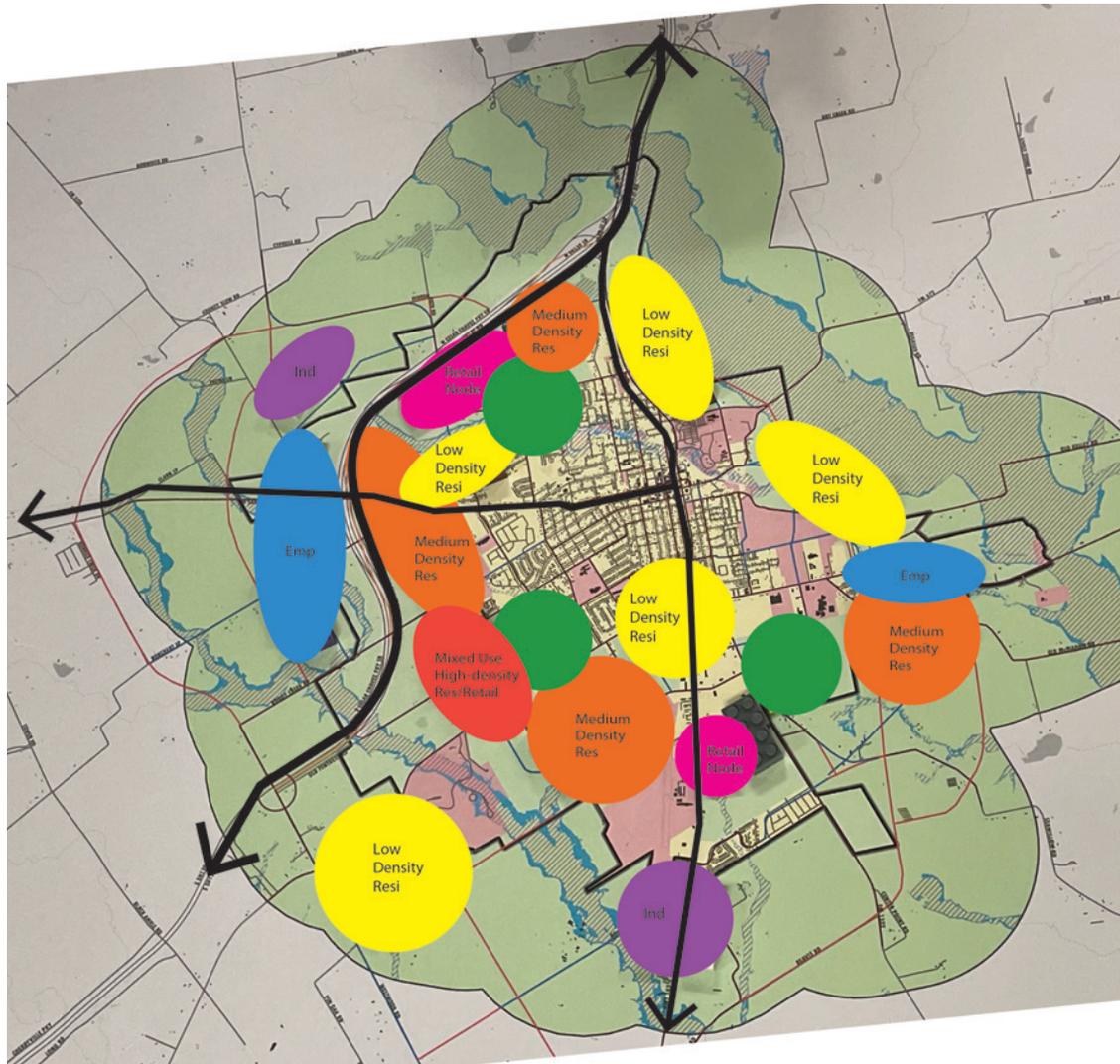


Table 2 Results

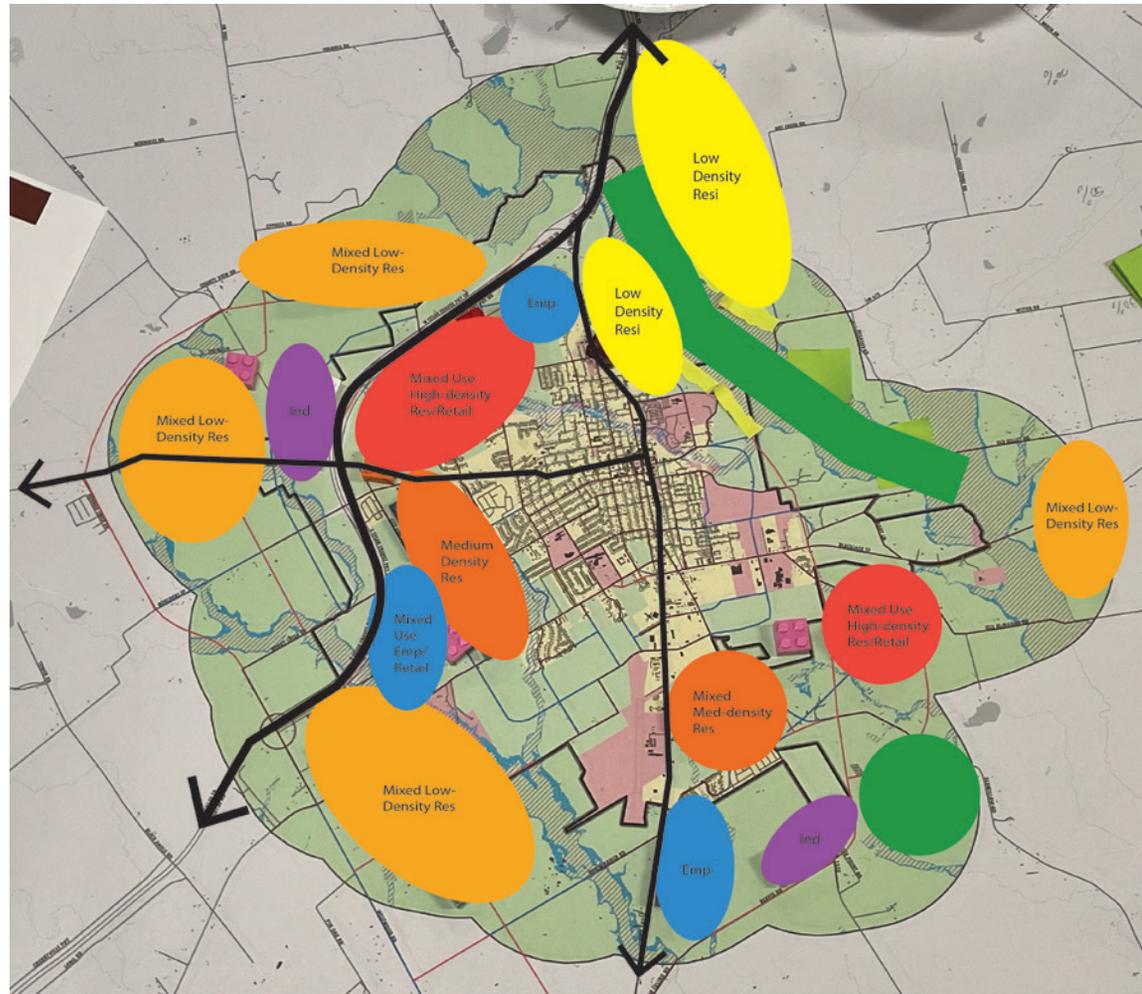
- Lower density & parks near the core, gets higher as you move away – creating inner and outer ring
- Concentration of activity along 130, down to the airport
- Dispersion of industrial and employment
- Distinct retail nodes along corridors
- Growth mostly contained within City limits

New Dev Acres	Total Housing	Total Jobs	Total People
1300	7,500	13,150	10,800

Table 3 Results

- Greenbelt along major drainage, flanked by new low density residential
- Pushes new growth mostly into ETJ
- Two equal nodes of density and activity, 130 Corridor and southeast
- Focus on mixed-density neighborhoods

New Dev Acres	Total Housing	Total Jobs	Total People
1425	9,125	13,050	13,850



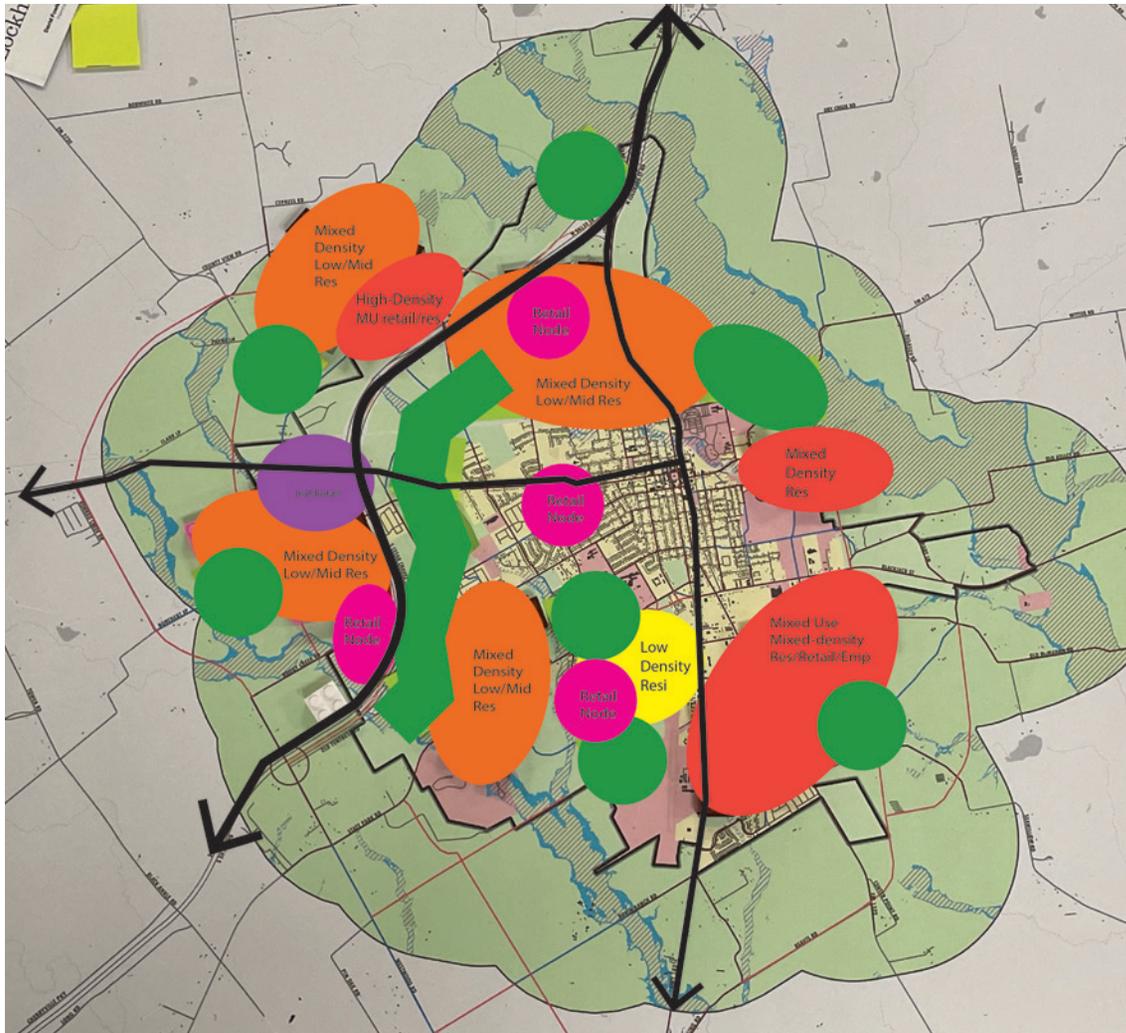


Table 4 Results

- Much more density overall, hardly any low density
- Concentrated within City limits, with some additional growth west of 130
- Major greenbelt feature and many parks throughout
- Multiple retail and mixed use nodes dispersed across the City
- Limited employment and industrial

New Dev Acres	Total Housing	Total Jobs	Total People
1975	10,225	8,400	17,950

Table 5 Results

- Concentration of activity along 130
- Major industrial node
- Secondary concentration of activity southeast
- Balanced mix of low, mid and high density residential

New Dev Acres	Total Housing	Total Jobs	Total People
1000	6,300	10,300	10,800

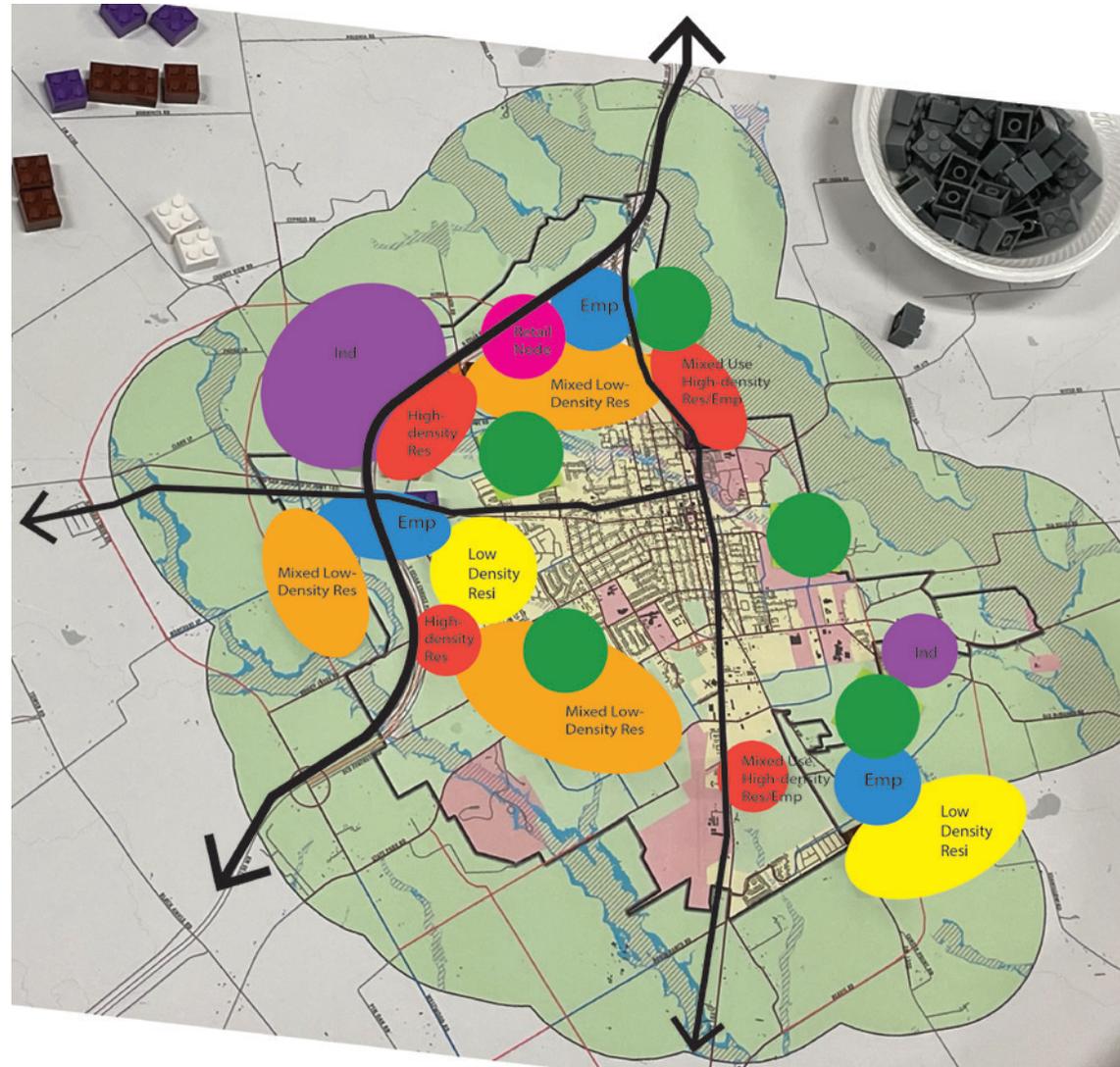




Table 6 Results

- Some of the highest densities, concentrated north of Hwy 142
- Employment, retail and mixed use along 130
- Industrial pushed west
- Low-density south and east
- Activity node of retail, industrial and employment along 183 south and 1322
- Some smaller nodes of mixed-use east

New Dev Acres	Total Housing	Total Jobs	Total People
3300	20,925	27,200	35,250

Community Open House #2

The planning team held a community open house on March 18, 2024, commencing with a formal presentation, followed by an interactive open house. Informational boards were provided to display and discuss the work that has been done to date, and interactive stations covered a variety of detailed topics that are addressed in the Comprehensive Plan, including:

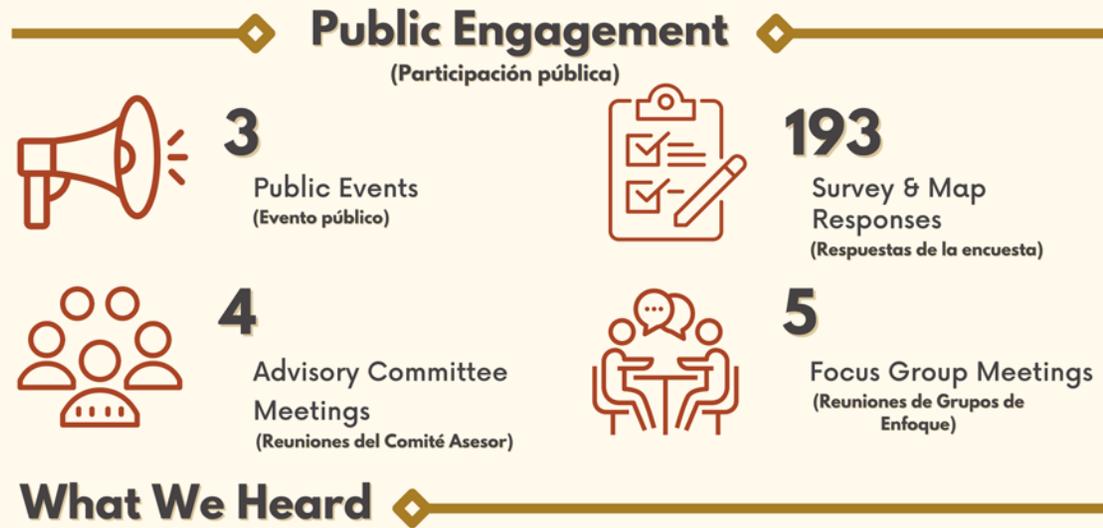
- Mobility & Transportation
- Housing & Community
- Economic Development
- Infrastructure & Public Facilities



What We've Heard So Far

(Lo que hemos escuchado hasta ahora)

The following is a summary of the input received from the community about the future of Lockhart.



"Increase the number and frequency of water fountains for people and dogs along the trail and park areas. Much needed for existing users and will promote greater community use..."

"The state park is one of the best amenities in Lockhart! We desperately need a dedicated pedestrian and bike trail that connects State Park Road to town..."

"We really need a better space for large pedestrian-oriented events, such as Courthouse Nights, the Farmer's market, and the BBQ fest (plus future events that Lockhart may attract)..."

"Revitalize museum to serve as a destination for local stories/histories and as a visitor/welcome center..."

Visit the Plan Website!
(Visita el sitio web del plan!)

SCAN ME

www.PlanLockhartTx.com

What Does Responsible Growth Mean to You?

Responses

- highways/water/electricity before growth of homes
- “ditto” to highways/water/electricity before growth of homes
- prosperity through high paying jobs
- keep the inner town safe! Enlarge parking
- Library is good
- Don’t outgrow your water. Get ahead of the growth before it happens. DO NOT become Austin!!
- think big. think about the future. consider environmental impact. quality over quantity
- water, road infrastructure before homes and apts.
- Economic opportunities, Employment-Local. Prosperity. Retail Opportunities, stores: Grocery Stores, Restaurants. Small Town welcome with the updated opportunities
- more areas for more “eyes” on the streets - parks close to small local businesses so families aren’t alienated
- Don’t have unchecked growth
- Would like to know about Short Term Rentals that are paying HOT tax? HOT funds are down - wonder with the count of STRs if all are paying. HOT funds are important!
- Need more places for City to gather and enjoy - Rec Center, etc would improve health and wellness of the community
- Thank you for the open forums. Would like to have some question and answer for active conversations. Is there someone at City in Social Median now (filled position)?
- Keep small town vibes - plan traffic patterns
- Inclusivity with transit - biking, walking, bus, etc.

In assessing the state of infrastructure and public facilities, residents were tasked with pinpointing both strengths and areas for improvement within the City. Areas identified as “working” were electric infrastructure, with water and wastewater systems following behind. Conversely, identified areas that are “lacking” exhibited clearer priorities, with enhancing City facilities, Internet access, and roads as top priorities. Additionally, concerns were raised regarding stormwater infrastructure and other maintenance needs of the infrastructure network.

Infrastructure & Public Facilities

Información y Facilidades Públicas

What is working? ¿Qué está funcionando?

Place three (3) dots for each question
Coloque tres (3) puntos para cada pregunta



Electric
Electricidad

10 dots



Water
Agua

5 dots



Roads
Calle

2 dots



Wastewater
Aguas residuales

8 dots



City Facilities
Instalaciones de la ciudad

1 dot



Internet

3 dots

Other Ideas:
Write other ideas here
Escribe otras ideas aquí

What is lacking? ¿Qué falta?



Electric
Electricidad

1 dot



Water
Agua

4 dots



Roads
Calle

10 dots



Wastewater
Aguas residuales

4 dots



City Facilities
Instalaciones de la ciudad

15 dots



Internet

10 dots

Other Ideas:
Write other ideas here
Escribe otras ideas aquí

Other Ideas:
Write other ideas here
Escribe otras ideas aquí

Water leak
bursting
flooding

Campbell St
- sewer leak?

Storm water
Infrastructure

Infrastructure & Public Facilities - What is working? What is lacking?

Responses

What is working?

Category	Number of Dots
City Facilities	1
Roads	2
Internet	2
Wastewater	7
Water	8
Electricity	13

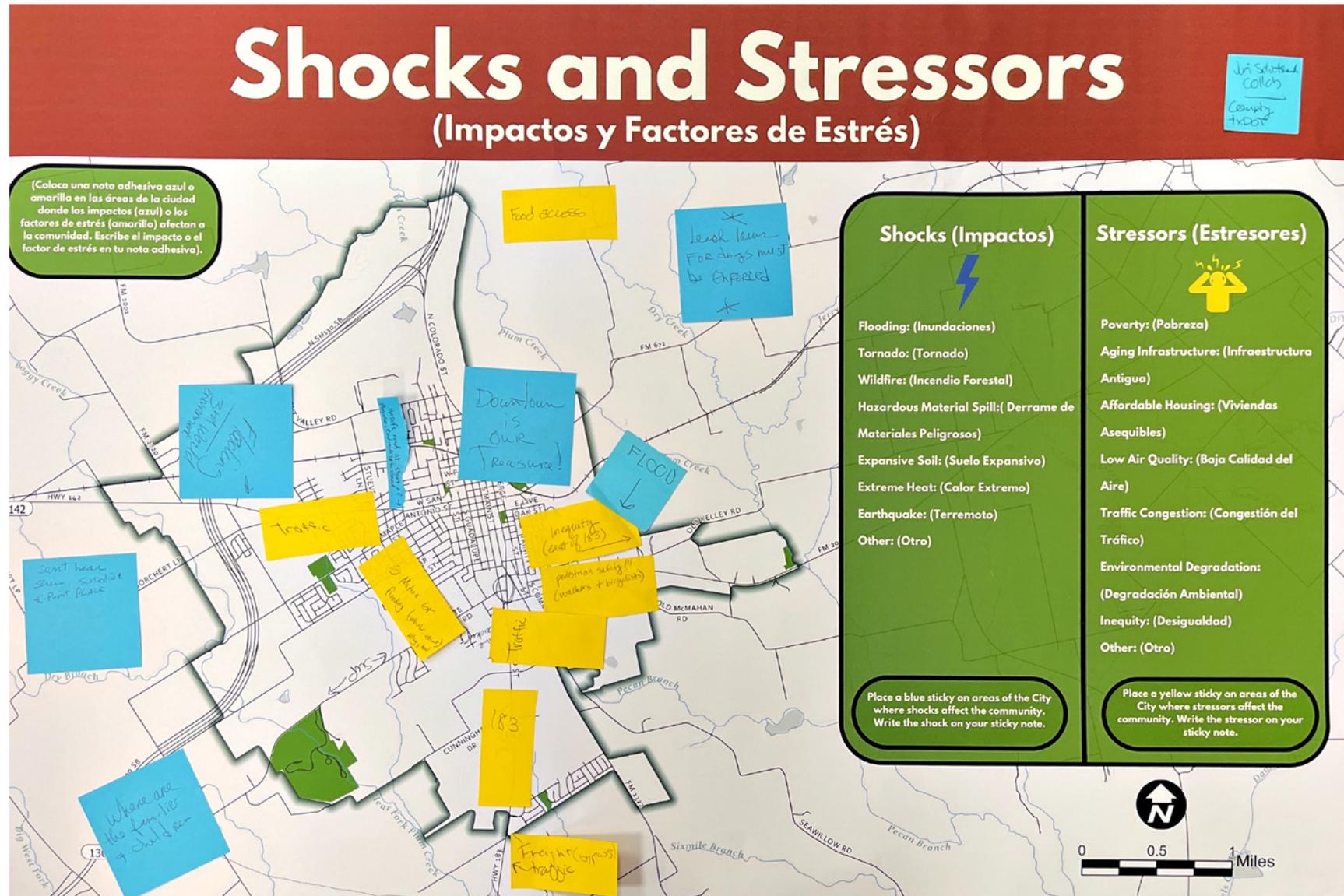
What is lacking?

Category	Number of Dots
Electricity	1
Water	4
Wastewater	4
Internet	12
Roads	13
City Facilities	20

Other Ideas:

- Water lines causing flooding
- Campbell St. - sewer leak?
- Stormwater Infrastructure

The predominant theme observed in the shocks depicted on the map centered around flooding concerns, indicating a need for mitigation strategies in flood-prone areas. Meanwhile, among the stressors identified, traffic congestion emerged as the most prominent issue throughout the City.



Shocks and Stressors

Responses

Shocks

- Downtown is our Treasure!
- Flood (West side of City)
- Where are the families and children?
- Can't hear siren, S Medina, E Point Place
- Flooding - 3rd world environment (East side of City)
- Leash laws for dogs must be enforced
- unsafe road at start of Magnolia. Road needs to be closed
- Jurisdictional collab - County, TxDOT

Stressors

- Food access
- Traffic
- S Medina St flooding (whole street, alley too!)
- 183
- Traffic
- pedestrian safety!!! (walkers and bicyclists)
- Freight (bypass) traffic (183 - South side of City)
- Inequity (east of 183)

Participants further discussed shocks and stressors affecting the City, detailing specific concerns impacting them directly. While shocks such as flooding, extreme heat, and wildfires were acknowledge, they were not as prevalent as stressors. Traffic emerged as the foremost stressor, followed by concerns regarding limited grocery options and housing supply.

How do Shocks and Stressors impact you?

¿Cómo te afectan los choques y factores estresantes?

Write your thoughts on a sticky and place below
Escribe tus pensamientos en una nota adhesiva y colócala abajo.

Shocks (Impactos)



extreme heat
wildfires

FLOODING LIMITS
TRAVEL WHEN
ROADS GET CUMED
ILLNESS
EVACUATION OUR
LAND & ANIMALS

City's heat + during
winter brings
storms



Stressors (Estresores)



Health care
lack of highways
lot of energy
grocery store

connecting
parts of road
highways

Caravan for coming
to Baja (?)
Gas Price of \$6.00
in the canyon -
also low
amount of food if
you

Caravan
Stressor

TRAFFIC!
grocery options
& lack of drainage

Caravan going for
(H2O)

Caravan for coming
to Baja (?)
Gas Price of \$6.00
in the canyon -
also low
amount of food if
you

MIXED HOUSING
TYPES - smaller
HOUSING FOR
TEACHERS &
STUDENTS
COMMUNITY LAND
TRAVEL & LAND
BANKING

TRAFFIC!
grocery options
& lack of drainage

traffic
grocery
drainage/floods

School (bring
snacks
in)
Congestion
and
noise

How do Shocks and Stressors impact you?

Responses

Shocks

- Extreme heat. Wildfires
- Flooding limits travel when roads get closed. Wildfires threaten our land and animals.
- Rent and labor rising, inflation for “micro” business owners

Stressors

- traffic congestion. lack of highways lack of enough grocery stores
- Connecting east and west neighborhoods
- Commerce St crossing to 1322(?). State park and FM 20 in the evening - turn lane. intersection of 20 and N Main
- Grocery selection
- traffic! grocery options. lack of drainage
- Grocery parking lot (HEB)
- School congestion (too many students not enough schools)
- traffic. grocery. drainage/flooding
- Mixed housing types - smaller housing for teachers and seniors. Community land trust and land banking
- Grocery congestion. Too much traffic on 183 and 142 W

Street Network

Responses

- More city sidewalks
- Develop and renew Downtown and inner city First!
- Trail/Bike path
- Some speed deterrents on S Medina St (used as thoroughfare)
- Complete Clearfork with sidewalks and bike lanes
- More help bicycles and walkers San Antonio St and Prairie Lea St
- Downtown. Hwy 20 W. 142 W
- Sidewalks. Drainage
- W San Antonio is really an issue for events and filmings. Driveways obstructed, safety concern
- Put roundabouts and bike lanes on Prairie Lea, San Antonio, Maple St, Main St, Guadalupe St like in Austin
- Use overgrown alley to extend bike lanes - connecting new neighborhoods to downtown
- East side needs much more improvements - we are forgotten (or feel that way)
- Lots of streets on the east side of 183 (near the park across from HEB) that need an overhaul!
- Complete streets on ton square + 4 block off square
- Bike Paths: FM 1322, 183, State Park Rd
- Some of these neighborhood streets have sidewalks (more are needed), but a lot of the sidewalks are blocked by telephone poles, etc.

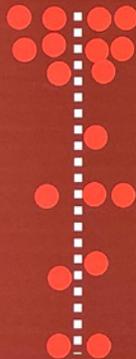
In discussions regarding tradeoffs and community priorities, it becomes evident that amenities and services in close proximity, alongside multi-modal accessibility and safety, emerge as primary concerns for residents. The remaining tradeoffs exhibit a more balanced distribution between road expansion and maintaining existing infrastructure, indicating the varied needs across the community. This view underscores the necessity of addressing both options to effectively meet the diverse demands of residents throughout the area.

Transportation Tradeoffs and Priorities

(Tradeoffs y Prioridades en Transporte)

Place a sticky along the dotted line closer to the side that you prioritize (Coloca una nota adhesiva a lo largo de la línea punteada más cerca del lado que priorices)

Amenities and Services Close Together (Servicios y comodidades cercanos)



Low Density Development (Desarrollo de Baja Densidad)



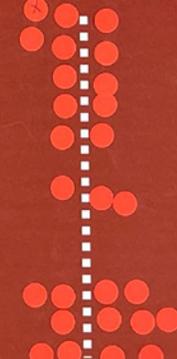
Multi-Modal Accessibility and Safety (Accesibilidad y seguridad multimodal)



High Speed, Wide Streets (Calles de Alta Velocidad y Alto Tráfico)



Road Expansion (Expansión de calle)



Maintenance Existing Road (Mantener la Calles Existentes)



Transportation Tradeoffs and Priorities

Responses

Amenities and Services Close Together v. Low Density Development

- Amenities and Services Close Together: 10 dots
- Middle: 6 dots
- Low Density Development: 2 dots

Multi-Modal Accessibility and Safety v. High Speed, Wide Streets

- Multi-Modal Accessibility and Safety: 15 dots
- Middle: 3 dots
- Low Density Development: 3 dots

Road Expansion v. Maintenance Existing Road

- Road Expansion: 10 dots
- Middle: 5 dots
- Maintenance Existing Dots: 12 dots

Expanding beyond the City's well-known BBQ culture, residents were asked to identify other defining aspects of the community. From their input, key themes included the City's rich history, presence of music and art, and its diverse population.

Lockhart, Building on BBQ

(Lockhart, construyendo sobre la barbacoa.)

Lockhart is known for BBQ, what other assets does Lockhart have that people should know about?
 (Lockhart es conocido por su barbacoa, ¿qué otros activos tiene Lockhart que la gente debería conocer?)

BBQ/Music/Art/History

Music, Art

Architecture

green spaces
parks/trails
swimming hole

music/art/history
bike lanes that connect
all of Caldwell County

Family activities
- better parks, events, etc.

"Lockhart Springs"
raising our natural springs

- LARGE HEB SUSHI YES OR W. SW. BOUTIQUE
- STEAK HOUSE
- BREW PUB DOWNTOWN

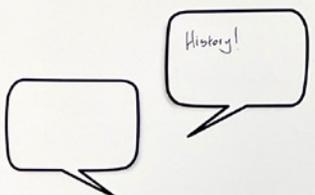
History
- Downtown
- Old Lockhart

- Diverse community
- Local talent (music, etc.)
- State park + other green space

The people - so many
people living here that
people are unaware of

Known for championing
"micro" business

* Music (we have lots of
musicians + songwriters here)
→ Arts (lots of creatives/artists here, too)



sign w/ landmarks
at state park

agriculture

people walking everywhere

- Old Bank
- local farmers
- Parks for Activities

Lockhart, Building on BBQ

Responses

- BBQ/Music/Art/Historical
- Music, Art
- Architecture
- green spaces, parks/trails, swimming hole
- Music/Art/Historic bldgs and houses
- bike lanes that connect all of Caldwell County
- “Lockhart Springs” reviving our natural springs
- Family activities - better parks, events, etc.
- Historic Birthplace of Chisholm Trail
- Large HEB South 183 or W. San Antonio. Steak House. Brew Pub Downtown.
- Diverse community. Local talent (music, etc.). State park and other green space
- Music (we have lots of musicians and songwriters here), and Arts (lots of creatives/artists here, too)
- State Park. Local venues. Parks for activities
- History!
- Agriculture
- The people - so many people living here that people are unaware of
- Agree w/ sentiments of state park
- People walking everywhere
- Known for championing “micro” business

The community supports the development of a hotel and events center, alongside promoting nature tourism. Additionally, there is interest in establishing an arts and culture center, cultural festivals, and enhanced venues for artisan markets. Written ideas also highlight the importance of considering children and families in event planning. Overall, the community desires to celebrate Lockhart's arts and culture while identifying suitable venues to bring these events to life.

What Elements Would Enhance Lockhart's Arts and Culture

(¿Qué elementos mejorarían las artes y la cultura en Lockhart?)

Place a dot under the three (3) design elements that would have the biggest impact to enhance arts and culture in Lockhart
(Por favor, coloca un punto debajo de los tres (3) elementos de diseño que tendrían el mayor impacto para mejorar las artes y la cultura en Lockhart.)

Larger Music Venues
Recintos de Música Más Grandes

Arts and Culture Center
Centro de artes/cultura

Hotel and Events Center
Hotel y Centro de Eventos

Cultural Festivals
Festivales Culturales

More Small Music Venues
Más Pequeños Lugares de Música

Nature Tourism
Turismo de Naturaleza

Public Art Installations
Instalaciones de Arte Público

Enhanced Venues for Artisan Markets
Mejora de Espacios para Mercados de Artesanía

Where are the children & families!

Other Ideas

Write other ideas here
Escribe otras ideas aquí

- Connecting trails/paths
- Entertainment/indoor/outdoor for kids
- Entertainment for kids & teenagers
- Rec Center
- Expand skate park
- Movie & Entertainment Center
- Variety in cultural Venues
- Family wide athletic facilities
- Bowling Alley

and festival that draw hotel/stay stays overnight (low TM 080 first) create opportunities for number in beds

Historic focus & highlights

What Elements Would Enhance Lockhart's Arts and Culture

Responses

Category	Number of Dots
Larger Music Venues	6
Arts and Culture Center	9
Hotel and Events Center	19
Cultural Festivals	8
More Small Music Venues	5
Nature Tourism	15
Public Art Installations	4
Enhanced Venues for Artisan Markets	8

Other Ideas:

- Where are the children and families!
- Connecting trails/paths
- Entertainment/indoor outdoor for kids
- Entertainment for kids and teenagers: Rec Center, Expand Skate park, Movie and Entertainment Center, County-wide athletic facilities, Bowling Alley
- Variety in cultural venues
- Historic focus and highlights
- Need festivals that draw hotel/STR stays overnight (like TM BBQ Fest). Create opportunities for heads in beds

In response to inquiries about enhancing downtown experience, community members voiced a clear preference for the creation of community gathering spaces. Additionally, other elements highlighted are the importance of pedestrian crossings, public seating, and the incorporation of planters and landscaping. Other ideas noted were to ensure available parking and updates to the surrounding community facilities.

What Design Elements Would Enhance Your Downtown Experience

(¿Qué elementos de diseño mejorarían tu experiencia en el centro de la ciudad?)

Place a dot under the three (3) design elements that would have the biggest impact to enhance your experience Downtown or suggest another. (Por favor, coloque un punto debajo de los tres (3) elementos de diseño que tendrían el mayor impacto para mejorar su experiencia en el centro de la ciudad o sugiera otro.)

Library Expansion
Expansión de la biblioteca

Arts/Cultural Center
Centro de artes/cultura

Community Gathering Space
Espacio de reunión comunitaria

New City Hall
Nuevo Ayuntamiento

Pedestrian Crossings
Pasos de peatones

Lighting
Lighting

Public Seating
Asientos públicos

Planters & Landscaping
Maceteros y paisajismo

Other Ideas
Write other ideas here
Escribe otras ideas aquí

Water Flow - no more traffic - many stops

*parking lots
no allow traffic*

HISTORIC

definitely put real meaning behind history & historical landmarks

LIBRARY EXPANSION TO INCORPORATE OUTDOOR PUBLIC SEATING & POSSIBLY A PARK AREA

DIRECTIONAL SIGNAGE & LIGHTING TO PARKING SPACES AVAILABLE TO DOWNTOWN VISITORS

growth to focus about of town to reduce congestion

Central Board on Commission of the 19th release Lake Park that go to Austin Parks department

Senior Center Renovation

Parking for Out-of-towners!

Community - where the old class + young like how to fit together or "how to see a better" - might linked to a change, but having electric program is good

CITY HALL TO ADD GREEN SPACE & SEATING FOR PUBLIC

What Design Elements Would Enhance Your Downtown Experience

Responses

Category	Number of Dots
Library Expansion	6
Arts/Cultural Center	8
Community Gathering Space	20
New City Hall	9
Pedestrian Crossings	14
Lighting	5
Public Seating	13
Planters & Landscaping	12

Other Ideas:

- Traffic flow - no more yields - 4 way stops
- Parking lots
- No change to Lib.
- Historic
- definitely put real meaning behind history and historical structures
- Library expansion to incorporate outdoor/public seating and possibly a kids area
- Directional signage and lighting to parking spaces available to Downtown visitors
- Senior Center renovation
- Covered bench on Commerce at the HEB where the bus that goes to Austin picks passengers up
- Parking for out-of-towners!
- Community - where there are classes and trainings like “how to fix your brakes” or “how to staff a business” - maybe linked to a college but having effective programming is crucial
- City to add green space and seating for public

PROJECT WEBSITE & VIRTUAL ENGAGEMENT

The project website is a tool used to provide the community with up to date information on the project, upcoming engagements, and draft deliverables, as well as hosting the online surveys and virtual engagements platforms. The website offered language translation and included the following:

- A landing page with the project branding, an introduction to the project and its purpose, a project timeline denoting completed, past and future phases of work, and buttons to take visitors quickly to the virtual engagements.
- A project team page so the community could know who was working on the project, including consultants, City staff and CPSC members.
- A get involved page that listed upcoming and past in person engagements as well as hosting the virtual engagements.
- A documents page that provided links to the City's planning documents and download of all draft documents and public engagement materials.
- A page where visitors could leave general comments for the team or sign up for email updates on future engagements.

Virtual engagements are just one more way for residents to provide input in a way that may be more convenient or comfortable.

Online Mapping Exercise

The primary virtual engagement offered for this plan was an online mapping exercise where visitors could leave geo-referenced comments on a map of Lockhart. Participants could read the comments left by others and up or down vote them to show agreement or disagreement. This is useful in helping the planning team understand which comments rise to the top in priority during the creation of recommendations.

Recurring themes found throughout the online map comments include:

- A lot of energy around what is happening in and will happen to Downtown, denoting that Downtown remains an important place in the minds of Lockhart residents.
- Multiple comments related to the state and maintenance of roadways throughout the City.
- The lack of adequate grocery access for residents.
- The desire for bicycling and walking infrastructure.

All comments from the mapping exercise can be found on the following pages, although they are not geo-referenced, as they were when the planning team reviewed them via the online platform. The online mapping exercise opened with the launch of the project website in August 2023 and was available for continuous participation throughout the majority of the project process.

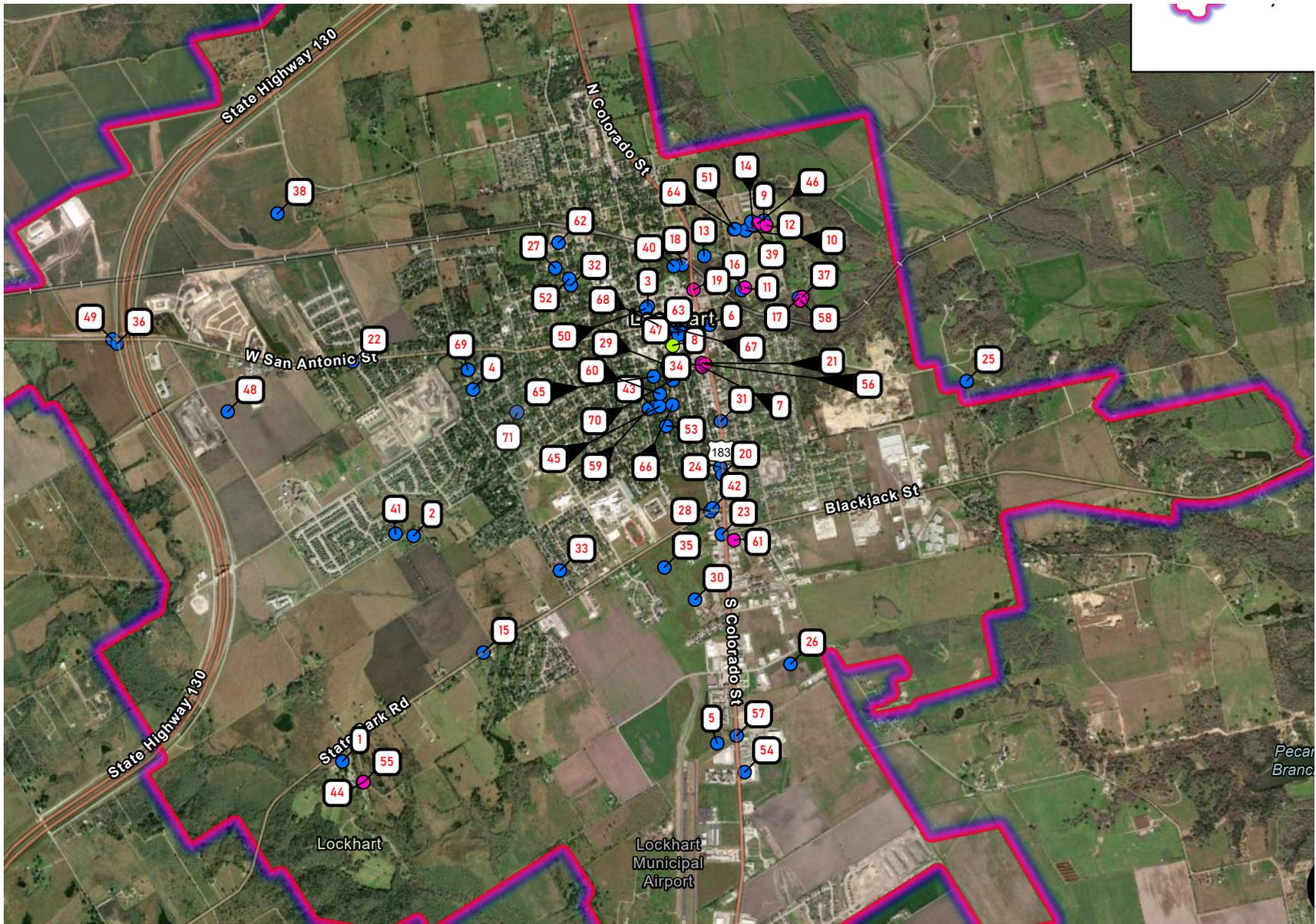


Figure 1. Key Map of Online Mapping Comments.

Map ID #	Type	Comment	Up Votes	Down Votes	Sentiment
1	Ideas and Suggestions	The state park is one of the best amenities in Lockhart! We desperately need a dedicated pedestrian and bike trail that connects State Park Road to town, ideally all the way to downtown but at least along State Park Road to San Jacinto or Guadalupe Street.	28	2	POSITIVE
2	Ideas and Suggestions	We need more North-South connectivity in this part of town between 142 and State Park Road. Right now, San Jacinto is the only street that goes all the way through. Consider extending City Line Road and/or Mockingbird Lane south all the way to State Park Road.	24	1	NEUTRAL
3	Ideas and Suggestions	City should consider better use of this space adjacent to downtown. We really need a better space for large pedestrian-oriented events, such as Courthouse Nights, the Farmer's market, and the BBQ fest (plus future events that Lockhart may attract). Encouraging pedestrian exploration into the blocks adjacent to the square will provide more opportunities and foot traffic for local businesses. Alternatively, this area could be leveraged for additional parking for large events.	22	4	NEUTRAL
4	Ideas and Suggestions	San Jacinto St is used as if it were a highway when it's a residential street. It's risky to walk, bike, and even drive down here. Speed reduction methods are needed ASAP, in addition to complete sidewalks and lane markings. Our city is growing too fast for this street to be left as is.	21	0	NEGATIVE
5	Ideas and Suggestions	Develop and build a loop on the west side of town connecting San Jacinto or Medina to Walmart and 183 without driving down 183.	18	3	NEUTRAL
6	Ideas and Suggestions	Revitalize museum to serve as a destination for local stories/histories and as a visitor/welcome center. City should also improve connectivity of museum to downtown with sidewalks on Market Street between downtown and the City Park. No one likes to cross 183 due to traffic and concerns for pedestrian safety. Consider enhanced pedestrian/bike intersection at 183/Market Street or even pedestrian bridge over 183 at this location.	16	6	NEUTRAL
7	Make a Comment	We need a larger grocery store of more options to purchase food. HEB is too small and the parking lot is too small. Walmart is okay but their produce is not.	16	0	NEGATIVE
8	Something I Like	Keep the library building in good condition so it lasts forever. This includes the original Lyceum and the expansion next door. Generously fund routine and long term maintenance so both buildings stay in excellent condition.	13	0	POSITIVE
9	Ideas and Suggestions	Revitalize the city park baseball field for all the emerging adult baseball and softball leagues in Lockhart and central Texas.	13	0	NEUTRAL

10	Ideas and Suggestions	Add shade and hydration features and increase off-leash area for dogs and owners in the community.	10	2	NEUTRAL
11	Make a Comment	Build an Event/Visitor Center with an indoor/outdoor pool and/or waterpark with 2-3 story parking garage. Utilize what we have and empower your community by providing opportunities to learn (fishing, swimming lessons, recreation, etc.). Re-plan this entire area to best serve the ENTIRE community. Move pond closer to stream, move entry/exit roads to park...	10	4	NEUTRAL
12	Make a Comment	There is a resurgence of baseball among many adults in Lockhart. This field could be a perfect place to call home to practice and games. Just think how cool it'd be to have some sandlot baseball happening while the Texas BBQ Fest is underway. Nothing goes better with BBQ than baseball! #lockharthawks	10	1	POSITIVE
13	Ideas and Suggestions	Increase the number and frequency of water fountains for people and dogs along the trail and park areas. Much needed for existing users and will promote greater community use.	9	1	NEUTRAL
14	Ideas and Suggestions	provide shading + water fountain for skaters	9	0	NEUTRAL
15	Ideas and Suggestions	Decrease the speed limit on State Park Rd from San Jacinto St to past the State Park from 55mph to 45mph.	9	1	NEUTRAL
16	Ideas and Suggestions	Please improve the City Pool for year round use by converting it into an Aquatic Center. We need a dedicated all season lap pool for adult swimmers as well as a fun pool for youth. I have visited one great one here: https://spenceriowacity.com/things-to-do/aquatic-center/ that could provide ideas for this center. Currently for non-Summer swimming, we have to drive to San Marcos or Buda and pay for memberships there.	9	0	NEUTRAL
17	Ideas and Suggestions	City should consider purchasing the old Carver school or entering in a public-private partnership to rehabilitate and use this space. This could be an additional museum about the African American history in the area and/or serve as a community center. Excellent location close to City Park, especially if sidewalk connections are built on Market Street between City Park and downtown.	8	2	NEUTRAL
18	Ideas and Suggestions	Much needed restrooms and water, need security cameras	8	0	NEUTRAL
19	Make a Comment	Road flooding control. When we get heavy storms, Hwy 183 and downtown roads are like small ponds and are very dangerous. Need underground water flow away from roads into underground utilities where they can fill up our streams and ponds quicker and easier (and safer).	8	1	NEUTRAL

20	Ideas and Suggestions	Need a light at this intersection.	8	1	NEUTRAL
21	Make a Comment	We would love to see this H-E-B become a two story heb or central market with underground parking. More food options and premaid meals	8	0	POSITIVE
22	Ideas and Suggestions	Add a dedicated left turn lane at Mockingbird intersection and should expand 142 to atleast a 4 lane highway, possibly 5. Especially with all the apartments and expansion when headed towards 130	9	1	NEUTRAL
23	Ideas and Suggestions	Stripe the road	7	0	NEUTRAL
24	Ideas and Suggestions	Cut back bushes and make it visible for drivers	7	0	NEGATIVE
25	Ideas and Suggestions	Lovers lane back here is a frequent bike passage for cyclists & us who live out here but with a blind hill and increasing traffic it is getting unsafe. When it gets developed, and bike lane or path so no future fatalities here	7	2	MIXED
26	Ideas and Suggestions	Add a sports recreation center like San Marcos has. If not this location, somewhere in the city.	7	2	NEUTRAL
27	Ideas and Suggestions	Pave the roads they really need repair	7	0	NEGATIVE
28	Ideas and Suggestions	Add a crosswalk at Main and State Park. People are walking/biking to the shops behind whataburger, and it's not safe as is.	7	0	NEGATIVE
29	Ideas and Suggestions	Please continue to install curbs/gutters/sidewalks to the older streets. Would reduce flooding concerns and increase mobility for residents	7	2	NEUTRAL
30	Ideas and Suggestions	Consider opening a rd to connect, would help diminish the traffic from the busses	6	3	NEUTRAL
31	Ideas and Suggestions	Most entrances are too narrow to get into businesses when two vehicles are at the same place...example HEB, Schlotzky, Donut Palace and many more. Lockhart is growing too fast to ignore it anymore. The WORST in the city is the North entrance to Walmart.Also after turning in you have to take turns making that immediate right like if you are going to KFC because the angle is RIDICULOUS Whoever ok'ed that should be put in a different position. Please do a better job of this moving forward. THANKS	6	1	NEGATIVE
32	Ideas and Suggestions	Witchita St. is narrow and crowded. Recent rezoning to "high density" is a mistake.	5	0	NEGATIVE

33	Ideas and Suggestions	San Jacinto St, and many of the surrounding neighborhoods, lack sidewalks. It's dangerous to walk on streets this wide (which induce speeding) especially at night. This is evidenced by the multiple memorial sites for pedestrians or cyclists killed within a block of here. We could easily fix this with dedicated, multi-modal lanes created on the road itself, with low cost "bumps" to divide from the main road. Reducing width of these roads will also reduce speeding.	5	2	MIXED
34	Make a Comment	This HEB would be a great central market with added parking and then an HEB could be located outside the square area to be convenient for neighboring towns, as well.	5	0	POSITIVE
35	Ideas and Suggestions	A bigger HEB built here would still have easy access but would allow for more parking & a bigger store in general. Too many of us drive to Buda/Kyle etc for more selection. If this lot could be used for the HEB, it would work significantly better than the tiny lot they currently have	5	3	MIXED
36	Ideas and Suggestions	Traffic light needs timing adjustment because there is too much traffic backed up on San Antonio street especially at high traffic times.	5	0	NEGATIVE
37	Make a Comment	The old High School should be a museum and be utilized. It's a beautiful building. The city should purchase this building and preserve it for generations to come. OR use as a new Event and Visitor Center but remembering it's past.	4	1	POSITIVE
38	Ideas and Suggestions	Imagine a land-banking strategy or similar partnership that could develop this area or the area to the west of 130 (in support of the industrial park) with a small railyard for shipping/exchange. This could be valuable to regional industrial/agricultural uses.	4	4	NEUTRAL
39	Ideas and Suggestions	extend skatepark to the north to allow for more street skating areas, the current design is not very functional. provide picnic tables and shading for public use	4	1	NEGATIVE
40	Ideas and Suggestions	Should branch this existing walking path into downtown. Have a nicer way for people to walk from there to the city park	4	0	POSITIVE
41	Ideas and Suggestions	Widen Clearfork street and add sidewalks from where Clearfork narrows just west of Mockingbird to City Line St.	4	0	NEUTRAL
42	Ideas and Suggestions	Drivers have to pull up past the white line and block the crosswalk due to the Dairy Queen dumpster location blocking the view of state park road.	4	0	NEGATIVE
43	Ideas and Suggestions	What if we converted this street to a walking path and a thin one lane homeowner use road only? Not meant for through traffic but for local walking/biking to the HEB	4	2	NEGATIVE
44	Make a Comment	I would love to be able to walk or bike to the state park from Downtown Lockhart! Even if it was a long ride, it'd be so great.	4	1	POSITIVE

45	Ideas and Suggestions	This road could really use a sidewalk, especially with all the pedestrian traffic to the grocery store and to Clear Fork Elementary school.	4	1	NEUTRAL
46	Make a Comment	"The dog park has shade. The human skatepark should too. It would make the park more useable during our long hot summers. -thank you"	3	0	NEUTRAL
47	Ideas and Suggestions	Get parking out of here and make this a civic space for the who community!!!	3	12	POSITIVE
48	Ideas and Suggestions	What if we built a second HEB in this area of town? Would be in favor of 2 smaller HEBs instead of an HEB plus on the outskirts of town	3	8	NEUTRAL
49	Ideas and Suggestions	Remove this light. I now have to reflect on my life for five minutes (at a minimum) every morning.	3	4	NEGATIVE
50	Ideas and Suggestions	EV charging areas near downtown/walking distance—folks from in and out of town have to spend at least 15–60 mins charging cars. If a location is close to square, they spend that time walking around, patronizing the businesses adjacent to it. City should invest in multi-use space that could incorporate ev charging, pop-up markets(like another comment) that bring people into the area to patronize local businesses	3	6	NEUTRAL
51	Ideas and Suggestions	"Free Community Garden Space. https://www.google.com/search?sca_esv=563116082&cs=1& ;tbn=lcl& ;sxsrf=AB5stBh6uBwVRt4LITAX4-N3h1UfXvSA1A:1694022630666& ;q=Southtown+Community+Garden& ;rlfq=1& ;nu=-H4slAAAAAAAAAB1ROU4DQRCUAXD5WgQb7RP6PmICUiReYIERSOBFxhbiO7yAd_EKahhN0tU1XdU1V5fzlkXCSbi1UrW8gxQokXsnpbtnF2kRA9UoledlziBpccp5MnlVrmxLQQdtBzW6l9SAp4UUyco8eXU4U5c1mZo16zxloDDPYPVkIQNzy4V-qYUKKXy1uw2UQYStSEwMGOR-bYqWLJizNtJuH2tJuwmnQzrKuKEwT5rNDRvSuF5SLIOKPcmIWodZbqQDaqSyYS_NwGb "	2	0	NEUTRAL
52	Ideas and Suggestions	DMC learning center for children removed from school for behavior problems. Only street access for parents picking up children. Completely blocks Witchita St. during 6 months of the year.	2	0	NEUTRAL
53	Ideas and Suggestions	There are growing numbers of children in the downtown neighborhood and streets like blanco and Guadalupe need speed bumps	2	1	NEUTRAL

54	Ideas and Suggestions	Make a small loop and a bigger loop or Spur. Small loop can make it convenient for access to central Lockhart businesses. Bigger loop can help with access to major highways and facilitate evacuation scenarios(wild fires, tornadoes etc)	2	1	NEUTRAL
55	Make a Comment	If the new trail could connect to “Great Springs Project” or other state parks. For those looking to push their physical limits. We may attract more athletes and adventurers. Give the cross country team a new playground.	2	0	NEUTRAL
56	Make a Comment	We need a super HEB somewhere of the square. This could be a central market or something else completely.	2	0	NEUTRAL
57	Ideas and Suggestions	Should fix the turning into the business, reevaluate this intersection	1	4	NEGATIVE
58	Make a Comment	Agree to use Carver, but a community center or community health center that serves the neighborhood	1	1	NEUTRAL
59	Ideas and Suggestions	Convert hackberry and parallel streets to one-way streets to help disperse traffic evenly in the neighborhood	1	3	NEUTRAL
60	Ideas and Suggestions	Blanco St would greatly benefit from a continuous sidewalk, similar to Guadalupe.	1	0	NEUTRAL
61	Make a Comment	Traffic signals, Green Turn Arrows to allow Bus traffic to pass thru intersections faster.	1	0	NEUTRAL
62	Ideas and Suggestions	Invest in our city’s infrastructure by updating our public works yard/equipment and raise wages for public works employees.	1	0	NEUTRAL
63	Ideas and Suggestions	PARKLETS: adding these spaces out front of shops and restaurants can double the space for business, creates a friendly place for the community, and turns a parking space into a place for people to enjoy our beautiful square instead of just watching cars go by dangerously confused. Let's move most (if not all) car traffic off of the square, making this heartbeat of our community a safe place for families, elders, and everyone in our community.	1	3	POSITIVE
64	Ideas and Suggestions	https://www.google.com/search?q=San+Antonio+Community+Garden&sc	0	1	NEUTRAL
65	Ideas and Suggestions	This lot would be an amazing pocket park, with play features for small children, and maybe a small community garden space and benches. It would be nice to have a small space in this area of town, without having to cross major roads.	0	1	POSITIVE

66	Ideas and Suggestions	Slow streets - This would be an excellent option for a SLOW STREET initiative, where some of our streets become pedestrian/bike/local traffic only. It requires signs in the middle of the street at intersections, but is so much faster and easier than creating sidewalks all over town. Other cities did "slow streets" in the pandemic so people could have flat, safe places to get outside with their families. Lockhart would be perfect for this to help keep our kiddos safe.	0	0	POSITIVE
67	Ideas and Suggestions	Much less car traffic on the square (we've almost been hit several times, and it's only a matter of time before someone is seriously injured (or worse) on our lovely square. 4 way stops at each intersection, routing san antonio traffic off the square, or even replacing the driving roads around the square with green space, bike lanes, or even a paved loop for kids to ride scooters and bikes. Let's make the square a safe sanctuary for our people, not just out of towners going the wrong way fast.	0	4	POSITIVE
68	Ideas and Suggestions	Reroute San antonio traffic off the square - northbound in one direction and southbound in another. At the very least lights and pedestrian signals to help with the flow and increase safety.	0	3	NEUTRAL
69	Ideas and Suggestions	REROUTE SAN ANTONIO traffic for folks going south on 183 to miss the square. Making this a thoroughfare with bike lanes and sidewalks.	0	2	NEUTRAL
70	Ideas and Suggestions	Sidewalks please and thank you.	1	0	NEUTRAL
71	Ideas and Suggestions	Designated bike lanes along Prairie Lea	0	0	NEUTRAL

COMMUNITY VISION SURVEY RESULTS

A community survey was available online via the project website from August 11th to September 11th, 2023. The survey was open to anyone to participate and utilized online translation capabilities to allow it to be taken in a variety of languages. It was also usable both in desktop and mobile formats. Outreach regarding the availability of the survey was done via multiple channels, including flyers handed out at community events, posted around town, and on City social media channels. The survey received 120 responses, see Figure 2. A summary of the responses received follows. The input from this survey, along with the feedback gathered and conversations had at the Courthouse Nights event and Community Open House, provided the design team with important baseline information and community priorities to utilize as the basis for progressing the project.

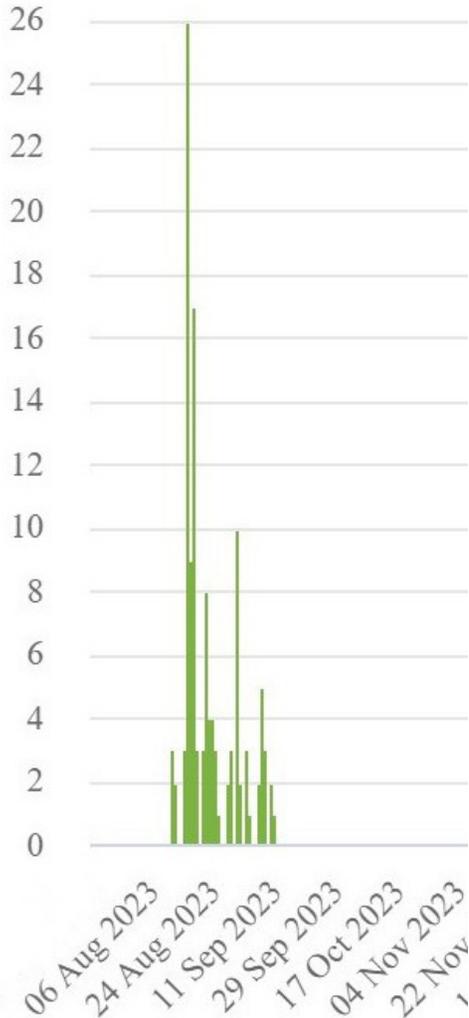


Figure 2. Number of survey responses by day, spikes generally coincide with outreach efforts.

Question 1

In the future. I want Lockhart to:

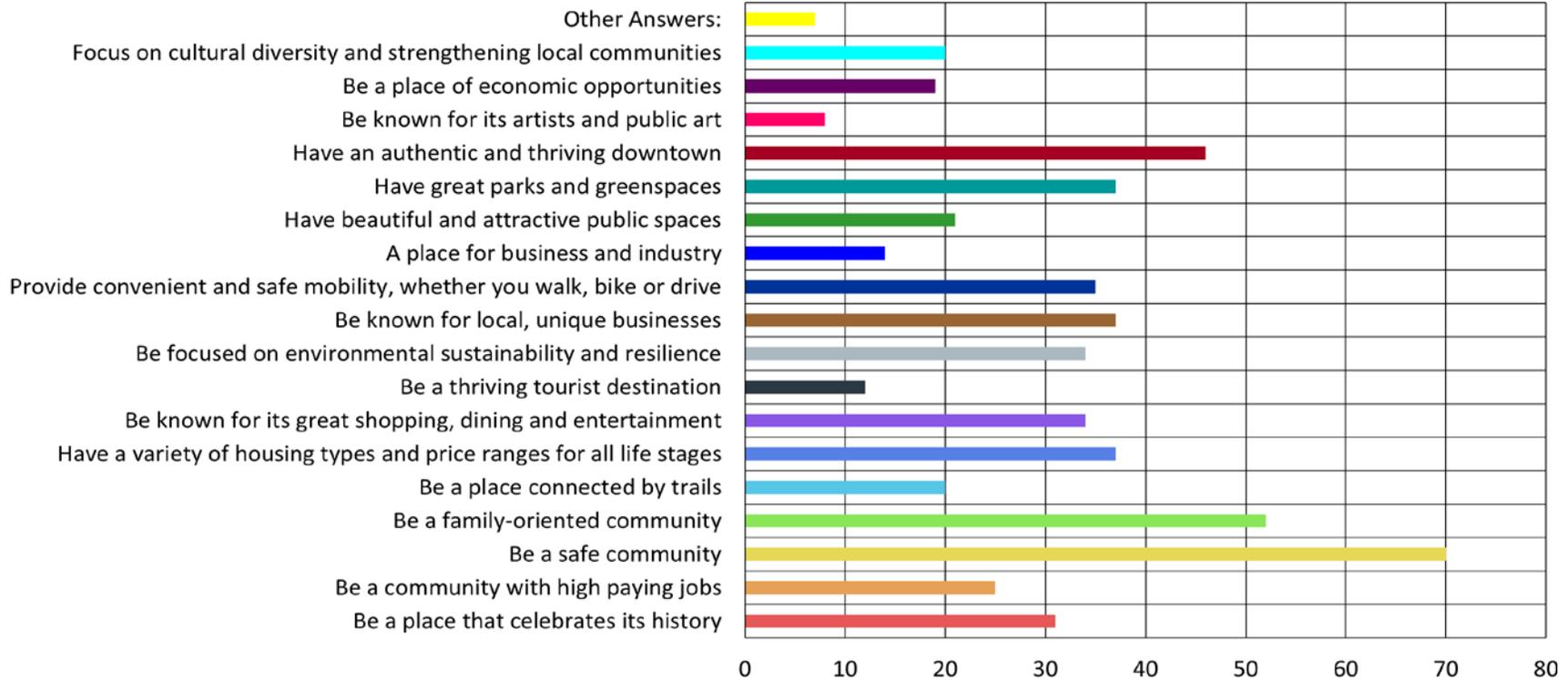


Figure 3. Breakdown of responses for Question 1.

Other Answers:

- Be the most innovative digital city for citizens and tourists
- New fast food and restaurants
- Better road quality
- Not ruin our charming town. Keep the historical but add to it with diverse business and culture
- No more mass apartment buildings control the growth
- Have great resources for its residents such as medical access, high performing education systems, easy accessible parks/fitness, legal, banking, shopping, etc
- Be a community where hundreds of our residents don't need the food pantry to survive week to week

When asked about the future vision for Lockhart, respondents had three clear priorities. Nearly 60% of survey takers listed “be a safe community” as a main priority for Lockhart. Following safety, 44% of respondents said that being a family-oriented community was their preferred vision for the future of Lockhart. At 39%, maintaining a thriving and authentic downtown was the third priority. Many visionary goals fell into the 25-31% range; these included visionary statements on the topics of multi-modal accessibility, parks, housing variety, and environmental sustainability, among others. Notably, some visionary goals that were the least popular amongst survey respondents included being “known for public art and artists,” “a place for business and industry,” and “being a thriving tourist destination.”

Question 2

What tagline do you like for the Lockhart Comprehensive Plan?

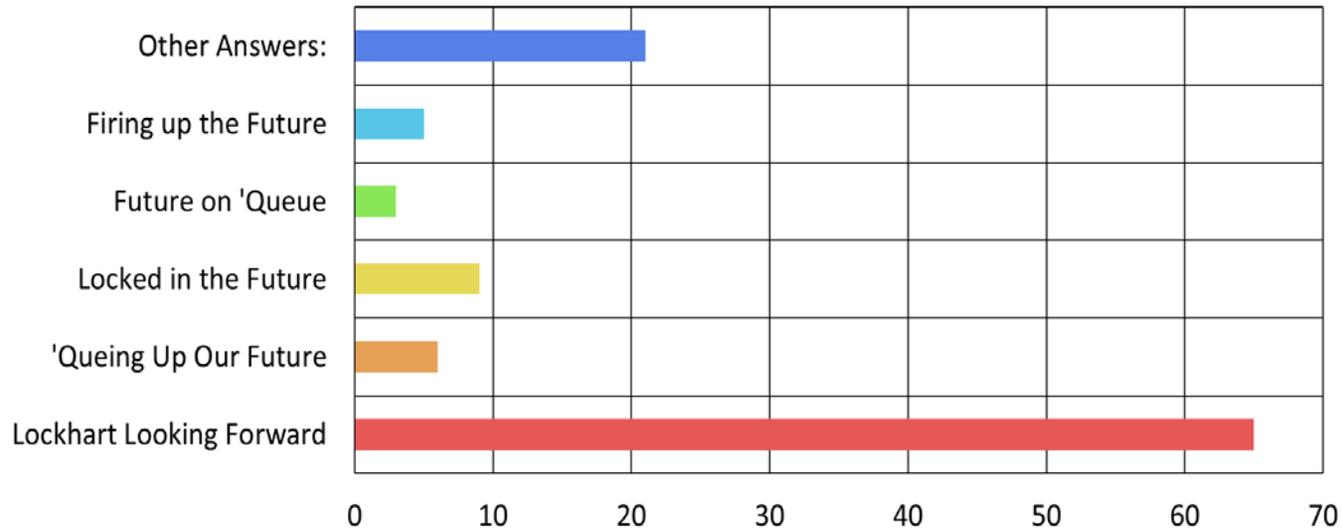


Figure 4. Breakdown of responses for Question 2.

Respondents were asked to pick a tagline to help brand the comprehensive plan. Given five different options, most respondents (60%) chose “Lockhart Looking Forward” as their preferred tagline.

Other Answers:

- Shaping Tomorrow by Preserving Today
- Lockhart’s Vision for the Future
- More than just great BBQ
- Locked on our Hart
- None of them
- Lockhart Family Forward
- Definitely no fire...How about something with the word Connecting
- Thriving sustainably
- Love local Lockhart
- Lockhart - Come for the BBQ then head on back home
- Lockhart Creating Community
- Slogans are icky
- Unlocking our Future
- Kick starting a better future
- Lockhart(ing) the Future
- Locked into the heart of our roots
- These are all terrible
- Lockhart Living
- Locked on community
- LockhART ‘Queues Forward
- Lockhart planning for prosperity
- Lockhart path to the future
- I like “Lockhart Looking Forward” but had to offer an opinion on the “queue” options. Barbecue is NOT spelled with “que”. Just don’t
- Stay away from Fire, particularly right now, locked in sounds like jail...Queue not a good term, more about staying in line than planning

Question 3

If you could do one big thing to make Lockhart the best place it could be, what would that be?



Figure 5. Word cloud generated from responses to Question 3.

Question 3 was an open-response question that garnered a variety of unique responses, but some key themes could still be extracted. Nearly 29% of responses were related to public spaces and connections between those spaces. This included improved trail networks, sidewalks, multi-modal street options, and general infrastructure improvements. An increased number of public spaces available within the City was equally important within this subsection of survey takers. Another key theme was increasing amenities within the City, including healthcare, grocery options, and restaurants.

1	Stop the uncontrolled growth of apartment buildings and start planning infrastructure to accommodate the population growth
2	Connect points of interest (downtown, museum, schools, local parks, state parks) with sidewalks and trails. Create infrastructure for safe biking in town - bike trails, bike lanes, and bike corridors
3	I would make this a healthy community to live in. Improve walkability/bikeability, add more shade structures, attract high quality healthcare and health professionals, enlarge or add another H-E-B to improve selection of foods, bring in more dining variety than just fast food
4	Enhance public green spaces and parks with community- and user- friendly features like shade, benches, hydration, off-leash dog areas, etc
5	Build a new HEB in a better location that actually has room for parking
6	Get more people involved in the community
7	Convince people here to be more open-minded and adapt to change. Lockhart is no longer isolated and is slowly being recognized as a destination City, along with a place to raise a family
8	Address the growing homeless population
9	Get rid of the thug looking bars and restaurants, have all business have a standard of a proper curb appeal
10	A safe place without losing the small town community feel, a place with hike + bike trails with easy mobility to reduce dependency of the automobile
11	Build a bigger H-E-B and bring in more easy restaurants like Chipotle and Panda Express
12	A pokemon themed park
13	Top quality schools for our children! (Grades K-12)
14	Have more places for our children to gather
15	Animal control. The shelter needs help. The people need to control and spay/neuter

16	Reduce car and truck traffic in the downtown area. Incentivize riding bikes, small electric vehicles, walking and golf carts in town. Provide bike, motorcycle and small vehicle parking and lanes and roads just for alternative vehicles to get to and through town, including trails
17	Keeping it clean
18	Put expensive requirements on new builds and purchases
19	Definitely need a community center, there is nothing for young kids to do that promotes positivity in this town aside from sports and work that's it. We need a community center that can offer a mentorship for at risk youth and underprivileged kids who might not have a solid home to return to every evening. A place to guide our young children to offer tutoring mentors and possible opportunities for trades outside of fast food
20	Attract business with good paying jobs
21	The plan we have to align the square and make traffic flow more smoothly is the only thing we need to do - it would help us living here and clean up the appearance of our square in general
22	Welcome new businesses
23	Keep doing what is working
24	An indoor activity center like San Marcos has
25	Open more restaurants
26	I would make the town more walkable
27	More music
28	Focus on green space, pump track, more bike trails/bike friendly streets
29	Bring in a community college
30	Expand Town Branch to be a safe, flowing body of water
31	Focus on green space, pump track, more bike trails / bike friendly streets

32	We need safe, inviting, outdoor spaces beyond the state park closer to downtown. The city park needs investment with a better layout, updated playscapes (with shade), and better trails. City park could be beautiful and inviting with the river, and nicer splash pad (maple street is looking great). The families are the future of our town. We have to invest in them and create cultural buy in. Our town has an amazing culture beginning to really take shape with an artistic, laid back, cool, but very friendly vibe. Improving the parks near downtown would also be important. Nueces, Arrendondo, and Lions park do not feel safe for me by myself as a mom with three young children. Also, indoor options for fun things and more grocery options
33	Have strength through the community. Neighbors helping neighbors and all neighborhood blocks taking care of each other, looking out for each other, pets, children, picking up trash on the street. Empowering ourselves to take care of ourselves
34	I would ensure that all Lockhart residents could safely visit their neighbors, gather downtown together, and recreate outdoors without needing to use a car and without fear of being injured by a car
35	Hospital
36	Bring a hospital to town
37	Keep it small
38	Public transportation to/from the airport
39	Enhance green spaces and parks, create more trails and space for community events
40	More retail and a hospital
41	Community Recreation Center
42	Put in sidewalks
43	Lower taxes we are not Austin or Kyle

44	Build a "Community and Visitor's Center" and some type of Water Park or ski lake. Lockhart needs a lake or something to do with water. We have nothing to offer for outdoor water events
45	Raise the pay to be competitive with surrounding cities
46	Stop building so many pre-fab housing neighborhoods and apartments. We have little to no infrastructure here. The schools are at capacity and we are building low income housing. That needs to stop
47	Keep Lockhart a small town and don't sell out for gain
48	Safety
49	Build a bigger H-E-B and have more than on JR High and High School
50	Good paying job, more entertainment-bowling alley, skating ring, more eating places than barbecue or Mexican food
51	Build community recreation center for families
52	Enforce code enforcement issues to promote a clean and attractive town
53	Do you have a water plan? One thing best for Lockhart control the growth and don't develop all the farm land around the area
54	Digitize the city. Create virtual digital tours, implement digital services for citizens
55	Train station and EV charging
56	Be a certified Dark Sky Community
57	A space close to downtown that could incorporate a park, shops, community center, etc. That could compliment our downtown area very well if it was done correctly
58	Hospital
59	Control growth
60	Continued Focus on family friendly events, park and free space enhancements. PUMPTRACK!! And more connected below at trails. Skatepark expansion

61	A Small water Park with a walking trail duck ponds, fishing ponds outside the city
62	Some kind of redirection regarding the traffic flow
63	Upgrade public schools
64	Lower property taxes or better health for the community build a hospital
65	Fixing infrastructure, and keeping local culture and history alive
66	More family friendly activities
67	Traffic Downtown needs to be calmed. More pedestrian are showing up and people are driving thru town at 45 miles an hour
68	Keep it small
69	Civic/Community Center to accommodate large events
70	Attract more restaurants, we had a great anchor with Lockhart Bistro. We need something similar to offer other than BBQ
71	Successfully recruit business/industry that employs highly educated and highly paid people
72	Fill our churches with people sincerely seeking God, as it was 30 years ago
73	Be more self sufficient. Don't rely on Austin to provide for our needs such as medical services
74	Increase funding for road improvements and repair
75	Adopt the Main Street program and enjoy the many benefits of being a great destination while increasing economic development, tourism and sustainability
76	Protect and encourage preservation of the historic structures and business district in Lockhart
77	Improve infrastructure

78	Create better high paying jobs through restaurants and services
79	Trails
80	It is sad to see our farm and ranch land bought up by investors just to develop it for more housing. We all realize Lockhart is growing but at what point do we stop squeezing out the economical industry for creating goods and services with crops and livestock
81	Keep the small town values and vibe
82	Having a variety of publicly accessible forums that the community can use. There are so many creative people in Lockhart looking to do cool things that if there was public spaces that could be "rented" or "loaned" out on a application basis, there could be a lot of draws for community, business and commerce to grow off of
83	Have a Lockhart Diner that serves breakfast 24/7. Also have a menu of variety cultures
84	Provide a community center for all ages with free activities
85	Sports Multiplex and Community Center- A MASSIVE one for all sports indoor and outdoor
86	Make it safely bikeable
87	Increased medical access
88	I would dedicate a little time to improving the existing utilities in the old neighborhoods
89	Plant more trees. Make tree buying/planting/care a priority so that our town withstands summer months better
90	A events center or similar venue to host larger events
91	Change the perception that many people who live on the west side have of the east side
92	Consider all consequences of fast growth and plan for it, be inclusive of local businesses and residents needs
93	Bring in a Aldi, Walking/Bike Trail

94	I think creating opportunity for the people who live here to work here and vice versa would go a long way to solidifying Lockhart's community
95	Add event center
96	Have the community retain its culture but also be open to having big investment in jobs and new construction in the town
97	Affordable housing

Question 4

In your opinion, what is Lockhart’s greatest strength?
 What differentiates Lockhart from any other City?



Figure 6. Word cloud generated from responses to Question 4.

When asked about Lockhart’s greatest strength, respondents nearly 30% had responses that specifically cited Lockhart’s “small-town charm” as its key differentiator. Amongst this subcategory of respondents, many commented that Lockhart’s unique culture, small size, and relative proximity to Austin contributed to its special character. An 8% minority of respondents suggested that BBQ was Lockhart’s greatest strength, which may indicate that respondents have a broader vision for the future of Lockhart outside of barbecue.

1	It hasn’t been absorbed into one of the major metroplexes... yet. I would love to keep the small town feel while increasing conveniences within the city
2	Unique small town feel + affordability + proximity to San Marcos, San Antonio, and Austin
3	Small town feel
4	Diversity in architecture, breaking up the homogeneity of the modern multi-use buildings and subdivisions
5	Close knit and safe community
6	Friendliness
7	BBQ Capital of Texas
8	Small town feel with accessibility to bigger surrounding town. Best of both
9	The greatest strength is community feeling and safety
10	It’s rich history
11	Business friendly, ease of doing business
12	BBQ
13	It prides itself in its history and genuinely strives to make everyone’s quality of life better
14	It is family-oriented
15	Our unique businesses and food establishments
16	Lockhart is a little big town. It is small enough to where it has a close knit feel, but big enough to do entertainment things without traveling out of town
17	Small town diversity with big dreams and big hearts
18	Small town feel
19	Proximity to Austin, beautiful downtown, increase of live-music and like-minded people beginning to take notice
20	Lockhart can be a growing community and still have that small town feel because of the downtown square area

21	Is a small country town where everyone cares. The minute more people start coming here things will change and it will end up like Austin or worse
22	Small businesses
23	Affordable
24	Friendliness
25	Being a safe place to raise your family
26	Bar b que
27	It was home prices, no longer cheap
28	Our BBQ places bringing in lots of visitors, also the downtown area and small community. Unity
29	The lovely square. Arts. Music
30	Because it's so flat, it's easy to walk and ride bikes. The downtown square is so charming and has a great vibe. The historical buildings and aesthetic of the square is fantastic. Obviously the BBQ is a huge draw
31	A fascinating history
32	Greatest strength- The Thriving Downtown. The difference between Lockhart and other cities is that it has grown slowly and pretty evenly from the center out. All parts of the city limits are an even distance to the heart of the town
33	Celebrates its own identity instead of selling out to suburbia
34	Keeping it small not a suburb of Austin
35	BBQ competition
36	Great people
37	Our blend of old and new cultures

38	It's mostly untouched by the explosive growth in the central Texas area. It has a unique opportunity to grow in a way that prevents it from losing its small town charm. Stopping strip mall full of big box stores should be a priority
39	It's proximity to Austin
40	Community and willingness to change
41	Our diversity in culture. We have our traditional BBQ places, but we've also seen a lot of growth in the past 10 years that provide other options with restaurants, bars, and nightlife
42	Easy access to Austin where jobs exist
43	Crime rate and cleanliness. Taking care of each other by cross-promoting businesses
44	Small town environment with big city culture
45	Our community identity is our greatest strength but we are losing that fast. New residents are not invested in our community or making it better. We are in danger of becoming nothing but a vacuous bedroom community where no one bothers to vote or volunteer
46	Charm
47	Downtown square
48	It's friendliness and charm
49	The room for growth 30 miles down the road is the biggest connect of city's from San Antonio to Austin we have to expect people will move this way. Lockhart's ability to absorb all those people is possible if done right! But the city must ready for lots of more traffic and people
50	The bar b que
51	Small local feel, friendly and exciting downtown space, friendly people, COMMUNITY

52	Keep it small
53	Lockhart is cool but friendly! We have a thriving artistic culture that could be further developed, intelligent hardworking people, and people who want to build a real community here. It's full of people who are kind and welcoming yet confident in their own unique personality
54	Community
55	One of the greatest strengths I see is how much the community loves Lockhart and wants the best for it. Our town square comes in a close second. It is charming and off of the main drag
56	Lockhart's greatest strength is the strong community feeling and fostering of unique small businesses in its historic downtown
57	Low population, friendly, trusting neighbors that RESPECT each other
58	We truly have a caring community who reaches out in a time of need
59	Lockhart still feels small even though it grown dramatically. Again, small town feel
60	BBQ branding
61	Affordability & unique due to artists & creative people able to live & work here
62	Small town atmosphere
63	Local leaders
64	It's people – the diversity and creativity is unmatched
65	It's the friendliest little town in Texas, without a doubt
66	Its scale, 15-50k population, is great for day to day living
67	Small hometown feel
68	Our courthouse square
69	It's greatest strength are the families that have dedicated their lives to building up and maintaining this community

70	I think our greatest strength is how much everyone loves this town and wants to see it persevere. The people who've lived here all their lives and those who've only lived here for a year seem to love it just as deeply. This is the smallest town I've ever lived in, so maybe this doesn't sufficiently differentiate Lockhart from other towns of its size, but I've traveled enough to know that the vibrancy of a town comes from the love for it by its people, and this town definitely shines
71	Friendly welcoming attitude
72	Lots of open space and infill opportunities, and the political will to make sure nothing but high quality development gets there
73	Small town charm with easy access to larger cities
74	The small town feel
75	The young people here and the vibe downtown. The downtown events like first Friday and courthouse nights. Awesome
76	Downtown as lot to offer our locals and visitors. Still has the small town feel with options
77	Variety of food and outdoor activities
78	Small community, diversified what you would call a hometown
79	I think Lockhart has good community connection & with the right intentions, the connection could strengthen greatly
80	Safe community
81	Small town, but it is different since does not have a hospital
82	Small/quaint
83	It is a small town with a historical courthouse square that has recently made great leaps in reviving that town square and sending a signal that it is excited about change and growth

84	There are a lot of people here who really care about their community
85	The number of BBQ restaurants
86	Big city vibes, small town hospitality
87	We are still geographically compact to live within
88	The families whose roots are in Lockhart; the new families with varied backgrounds, but have the desire to know the history of the town. Of course, the bar-be-que; family feuds and all
89	Quaint almost original square
90	The historic structures citywide and the down town business district
91	Picturesque, historic downtown
92	It's small town ambiance and history
93	A vibrant Historic Public Square with approximately 60 active unique businesses
94	The citizens
95	Charming square, community
96	The vibe and low key nature. So much history
97	Our greatest strength is a community built upon generations of families who understand our history
98	Two things: The current shape of the city, with an established downtown space that is growing and transitioning with local owners and businesses developing the space. And two is the people who are already here and making (or looking to make) the city even more vibrant

21	Better restaurants
22	Asian food, bike racks
23	Lockhart doesn't feel cohesive. It seems like many competing cultures/styles. Downtown feels very different than Walmart area. The parks and neighborhoods feel disjointed. The city planning seems lacking. For example we have three other car washes. Why another one in a prime location on 183? Lockhart needs cleaning up and investment. The new shops with Summer Moon and buffalo arrow are nice and downtown is well kept but other parts of the city seem disjointed and neglected
24	I don't want Lockhart to reflect other cities. Keep our small town charm and values
25	Community college
26	Bring in a major hospital
27	The people
28	Community\Convention Center
29	Speed bumps on neighborhood streets around downtown; a rec center; a community garden
30	A decriminalization of marijuana and outreach programs to help instead of punish
31	Centralized place to find resources
32	More variety in dining options
33	Larger grocery store or a few more selections, a few more shopping centers
34	Luling has The Foundation Farm. I realize Luling is close but their hours available for out-of-towners doesn't provide time for buying meat and garden grown vegetables. Lockhart could use something like this for educational purposes as well for all ages. Students, Farmers, Ranchers and the public to purchase farm raised goods
35	Hiking trails & parks throughout town. not necessarily playgrounds but parks

36	Info booth on the square. Bike Lanes. Neighborhood Speed Bumps
37	Community Center, more upscale housing, hospital
38	Thriving chamber of commerce
39	A thriving and diverse downtown shopping businesses. More places to pop in and out of to walk off a heavy meal
40	Year Round Aquatic Center/ YMCA
41	Hospital and Rec Center
42	More things to do
43	More sidewalks and walkable spaces
44	Kid friendly places, less bars
45	More pay for city employees
46	More public spaces that would allow for gatherings/events, bike lanes, swimming opportunities
47	More restaurants
48	Large H-E-B, wineries, bars, live music
49	More shopping centers, you have to travel to shop other than walmart
50	A few different restaurants, rec center and more beautification
51	More parks, trails, green spaces and trees shading paths and sidewalks. Native plant gardens and picnic areas. More dog parks. Public transportation
52	Divide bike lanes and off-street trails
53	More opportunity for youth
54	Well organized infrastructure
55	More community engagement from city and county officials
56	A park space near downtown
57	Bike paths and improved sidewalks
58	Nothing, Lockhart is just fine as it is

59	More education outside of high school! After 6pm activity's bring in an outside business would come with a offer
60	More food variety
61	More variety in dining establishments, less Meixican, chicken, BBQ, Coffee
62	PUMPTRACK! Veloway trails and greenspace for gathering
63	A recreation center for families and children to have more entertainment options
64	More local bus service
65	Exercise equiment at the parks
66	In other cities I have seen more investment in public recreation and social programming and I have seen more investment in bicycle lanes and safe mobility infrastructure, I would like to see both those things here
67	Walking & biking trails/lanes/sidewalks and roundabouts (safer & more fuel efficient!!)
68	Green space
69	Walkways/paths designated for pedestrians that encourage walking traffic
70	I think Georgetown, TX has done a good job of managing growth in a way that has largely protected its Square and the historic district around it while bringing new businesses into the fold (both in the downtown area and on the outskirts). They have also added expectations/codes about 15 years ago to ensure that the city was planning appropriately for the growth that was coming their way. This included a focus on greener energy sources and conservation efforts as they wanted to qualify for certain federal grant monies, and they did win some funds as such. I also know that some developments in that area, along with a few in Hays Co., Require home and commercial builders to install water catchment systems if they cover more than X amount of the lot their building in with an impervious cover. I'd like to see us move in this direction as we need to about how to grow our resources going forward as the demand on them grows

71	I would love to see more economic opportunities come to the city. I would love to see some big company's build buildings close to the city
72	Hospital
73	Downtown bars
74	Reducing traffic in the town square, increasing shade everywhere with trees and canopies and adding sidewalks
75	Family friendly things like mini golf, outdoor movies etc
76	Public art and more recreational spots (i.e. bowling, arcades and stuff)
77	Better paying jobs
78	A hospital, a large recreation facility like the Buda YMCA and the recreation center in New Braunfels, a large modern senior citizens center
79	A department store
80	Require new construction in historic downtown district to emulate the existing historic architecture
81	More diverse housing design
82	More cooperation between governmental entities. Monthly meetings between city, county and school district to plan to plan together for growth
83	Public plazas downtown with brick pavers, planters with trees and tables for the public to sit
84	Clean up businesses and signage on main thoroughfares
85	More restaurants but not chain restaurants
86	More focus on outdoors. Trails, green spaces, dog parks
87	Having options for kids. YMCA, recreational center, skating rink

18	The school district is very poorly rated and is very over populated. I am a 33 year old female that went to school my entire life in Lockhart and I wouldn't even consider putting a child in the school district here
19	On narrow Wichita Street LISD has teaching classrooms. Cars line up on the street to pick up children, blocking the narrow street. LISD has succeeded in changing the zoning to "high density" in order to build rental property on the site. Wish the best for LISD! Hope they sell the land at as "medium density" and use the money to buy a more reasonable place to put high density rentals
20	Have more areas with sidewalks that are well lit
21	Bigger H-E-B and more familiar places to eat
22	More than 1 Jr High
23	Lockhart ISD, small mindedness, trying to still believe we are a small town
24	Change the latest trend from Austinites moving here trying to make Lockhart like "old Austin". Go back to that city and change it there
25	The water is not great
26	Our HEB. With new people moving in we need another big grocery store or a bigger HEB, if that is possible
27	Traffic. If we're going to continue to grow something has to be done to prepare for more vehicles. I really feel they should be diverted from the downtown square area. Also, better drainage on the streets to reduce flooding
28	The town is great, but additional funds to fix the streets and drainage improvements would be beneficial
29	I would like the town to be more walkable. People often grossly exceed the speed limit, so not even walking through neighborhoods feels safe
30	Better and improved parks
31	More attractions a community college and a train stop from and to Austin

32	Take it to 21st century but keep the historic soul
33	A place for kids to hangout that promotes values that are important to developing our future of this community this town literally closes down after 8-9pm so kids drive a bit more irresponsible to break the monotony not to purposely break the law it's the feeling of aimlessness that leads to doing risky behaviors and choices this community needs something that engages our kids in things they like
34	I would love to see Lockhart focus on keeping the town looking as natural as possible. Care should be taken in how new developments are planned, with a focus on stopping light pollution. One of the best parts of Lockhart is the ability to still see the stars at night
35	More employment opportunity Wider streets in new neighbor developments Less expenses fees for new infrastructure. existing residents need to pay more for new developments Easier development approval
36	Free wi-fi city-wide. More traffic signals that match the growth
37	Lockhart has to fix itself before we can bring in more people, the growth will come naturally because of human nature we have to re fix and update all communities and our roads to prep for more traffic and more flow of people let the big company's pay for the new growth when they come in

38	I'd love to see the city and county stop giving away our hard earned tax money for incentives to lure business' here. The reality is our community will grow fast enough without these handouts. We are in a high growth corridor and places like Austin, Kyle and San Marcos are not as attractive to growth as they were because they didn't manage that growth well. Now here we are throwing tax incentives around to every so called developer we can find. Then, in the next breath, the school gives tax incentives to a round of potential developers and turns and looks at all of us living here and asks for nearly a \$100 million dollar bond as well as an effective tax increase. It's absolutely ridiculous. The tired argument about bringing high paying jobs to town is past stale as well. The growth drives the cost of housing up faster than the jobs and their "high" paying wages ever turn up
39	Trails, a big activity center with a space for art classes. Bus service to Austin for commuters. Bus on continuous loop to the Austin light rail until we get light rail service. Or a community ride share board
40	The town is quickly outgrowing existing infrastructure (especially grocery stores, roadways). Need to make an effort to improve access to healthy food options in stores
41	Food places
42	Investment. We need to invest in the aesthetics of our town by encouraging the quick sell of abandoned properties and lots along 183. We need to focus on our strengths as an artistic community, live music, improve our parks and green spaces, and keep things friendly for all ages
43	Again, don't want to see Lockhart change and become another Austin. I also don't think our infrastructure is going to be able to keep up with the growth
44	More budget spent on parkland, PUMPTRACK! Veloway trails. Compost service

45	I would like to see business with higher paying jobs moving into the city I'd also like to see some higher end homes with bigger lots being built What if Micron would have come to town? Where would the execs live? I want to execs living and working in town
46	Provide more sidewalks around the city. Provide more bike lanes around the city. Turn over shops in downtown area to be more high traffic and welcoming businesses
47	Educate adults and children the importance of respect for neighbors, pets and land (yard). It is not ok to trespass
48	Parks Make people clean their property up
49	Improve schools
50	Restroom facilities at all the parks
51	The mindset of limiting intelligent growth and the "well its always been good enough" famous quote. Ive lived here 40 years and we are past that now
52	Recycle every week. Start taking glass again Local restaurants. Not chains Bigger HEB
53	I would like to see the mobility infrastructure improve in Lockhart and I would like to see a greater focus on sustaining our city's natural resources and green spaces
54	Safer built environment so people don't have to drive everywhere. We could safely walk & bike more with kids & elderly. We would all be healthier & more connected. When we do drive, making it safer - roundabouts instead of 4 way intersections, speed bumps & medians through business & residential areas with larger, faster thoroughfares away from these areas

55	In order to grow successfully, city officials will need to learn how to balance new ideas while preserving history. Smart growth and planning for the growth appropriately will make the difference in how Lockhart looks in 20 years from now City officials will need to adopt a proactive approach
56	Slow down growth and not become just another suburb of Austin
57	Efforts to preserve and improve the environment; bike- and walk-ability of downtown (less vehicle traffic, less vehicle parking); conditions of parks and “green spaces”; bigger HEB; less vacant business spaces on the square; local job opportunities; internet connectivity
58	I would like to see more effort into water conservation and protection. Including replacing the deteriorating utilities before they become an environmental issue
59	More trees, not just in parks, but also along major roadways
60	Planning to provide for and maintain roadways to accommodate the growth. Continued improvement of school facilities Minimizing “cookie cutter” neighborhoods
61	Stray animal issues
62	More restaurants options. Places for youth to spend time

63	<p>1) Better code enforcement; there are many lots in our town with buildings/houses on them that do not meet code, sometimes in myriad ways. I know of several currently marked with orange signs indicating that they’re not safe to live in (or even that they must be demolished), but they sit today just as they did when the sign went up as much as six to 12 months ago. They are more than eyesores, they are safety hazards for the people who live in and around them, including the homeless people who sometimes take shelter in those that are vacant</p> <p>2) No disrespect intended, but it doesn’t really feel like we have a City Planner with a forward-thinking vision of our town and a City Manager who know how to solicit interest from the right businesses and builders that can bring that forward-thinking vision to life. I very much like and respect our City Council members and Mayor, but none of them have this sort of background, so they have to rely heavily on the individuals in these two positions. This is not an uncommon scenario for a small town, but it does put a lot of importance on getting the right City Planner and City Manager. I just haven’t gotten the sense that the folks we’ve had since I’ve lived here (purchased in 2016) are working toward a specific, detailed vision of this town in 2050. (Obviously, I’m glad that we’re engaging in creating this Comprehensive Plan right now, but some things have already been built that we’ll be stuck with going forward, hence my perception that decisions have been made without the guidance of a clear vision over the last decade)</p>
64	I think Lockhart (through the EDC) might benefit from exploring a partnership with a small railyard somewhat like the City of Hondo’s arrangement. Depending on the area demand for product/shipping, even a couple hundred acres could be enough to make the area a regional supply hub
65	Please don’t take away parking from downtown square

66	Some of the older people here can be a bit intolerance to new people, new ideas or any change to the town. I would love to see some of the towns (positive changes) to the city be embraced We need a Whole Foods
67	Bigger HEB and Library
68	Welcoming Signs coming into our city. Cleanup the city of trash and debris in the areas where it's highly visible for traffic coming into Lockhart
69	Better public schools, a hospital or 24 hour emergency care facility, upgrade roads by making some wider and resurface others
70	Street signage and directions downtown, maybe lights instead of signs at intersections. With the growth and the amount of traffic coming in month by month it seems, I feel we could use more traffic lights. Safety
71	183 is getting rough with the influx in population
72	Better roads, traffic lights and wider roads
73	More and better sidewalks
74	Keeping the history here
75	Housing, hospitals (emergency care facilities), higher wages
76	Having the infrastructure it needs to support the continuous growth of our city
77	Increase police presence
78	Better roadways, better highways to Austin, Kyle, San Marcos. More roadways with medians in new housing areas, require developers to dedicate land for schools and parks, better communication with public, more info on crimes, indictments, results of jury trials, of those settled out of court, more info on EMS runs, accidents, etc
79	Jobs; good paying jobs to encourage our young people to stay

80	Funding for improvements to the animal shelter and related services
81	Provide for a way around Lockhart for commercial thru traffic
82	Stop allowing large old trees to be cut down or pruned. Lockhart was once called the "City of Oaks" (per a historic travel postcard). Stop trying to make Lockhart like Austin. Lockhart is unique and special. Let's keep it that way
83	Need to invest in newer and more functional city buildings. City Hall is too small. The city is growing so the City of Lockhart needs to grow also
84	The City of Lockhart should apply for Main Street designation and enjoy the many benefits of being one. This would help increase new businesses and grow the existing ones, while making the downtown a destination for day trips as well as over-night stays
85	Street cleaning, services on streets that city should be doing, tree trimming, creating side walls, being more aggressive with animal control and the people who cause it
86	Lack of sidewalks. Connection to the state park. Outdoor spaces at restaurants
87	Better roads throughout town, especially on the west side on town by the middle school. Also, A new larger grocery store would be great (no, Walmart is not a grocery store)

Question 7

What do you think will be the most critical issues facing Lockhart in the future?

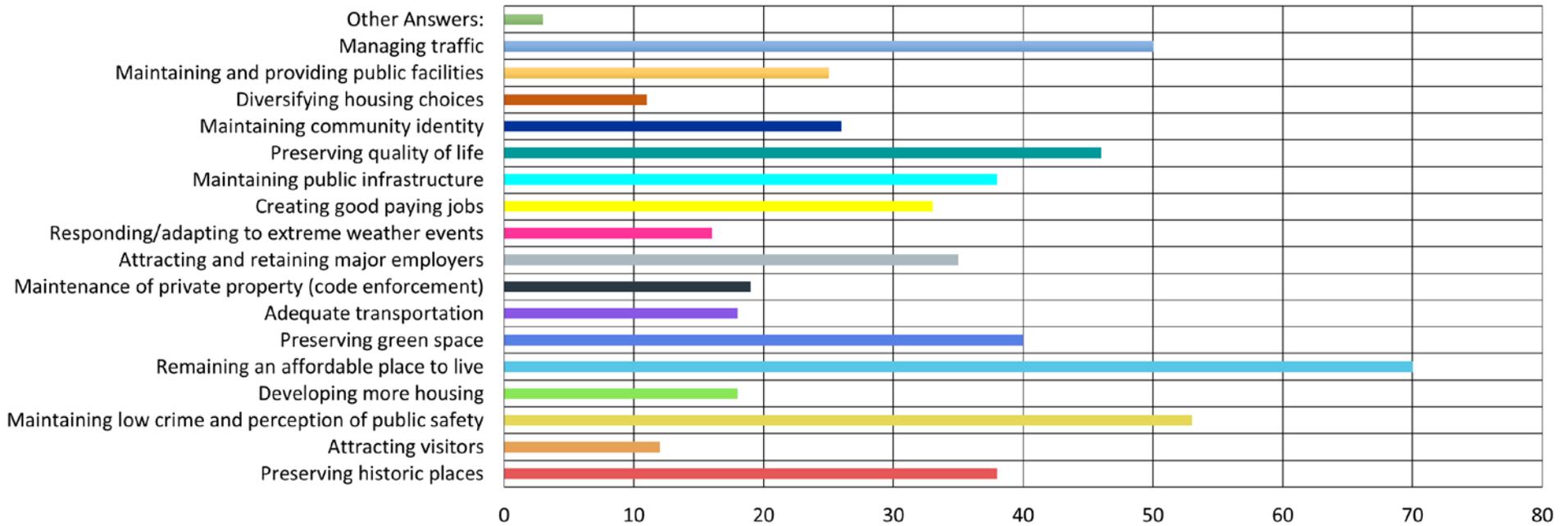


Figure 9. Breakdown of responses for Question 7.

For a large majority of respondents (60%), the most critical issue they believe Lockhart will face in the future is affordability. Following affordability, survey takers selected “Maintaining low crime and perception of public safety” as another critical issue facing Lockhart. Many residents did not feel that tourism, diversifying housing options, or adapting to extreme weather events were essential issues to address when considering the future of the City.

Other Answers:

- More full time medical facilities. One day a week is not enough
- Bringing in more shopping choices so we don't have to go to SM or Austin all the time
- Limiting light pollution

Question 8

What types of retail and services does Lockhart need more of?

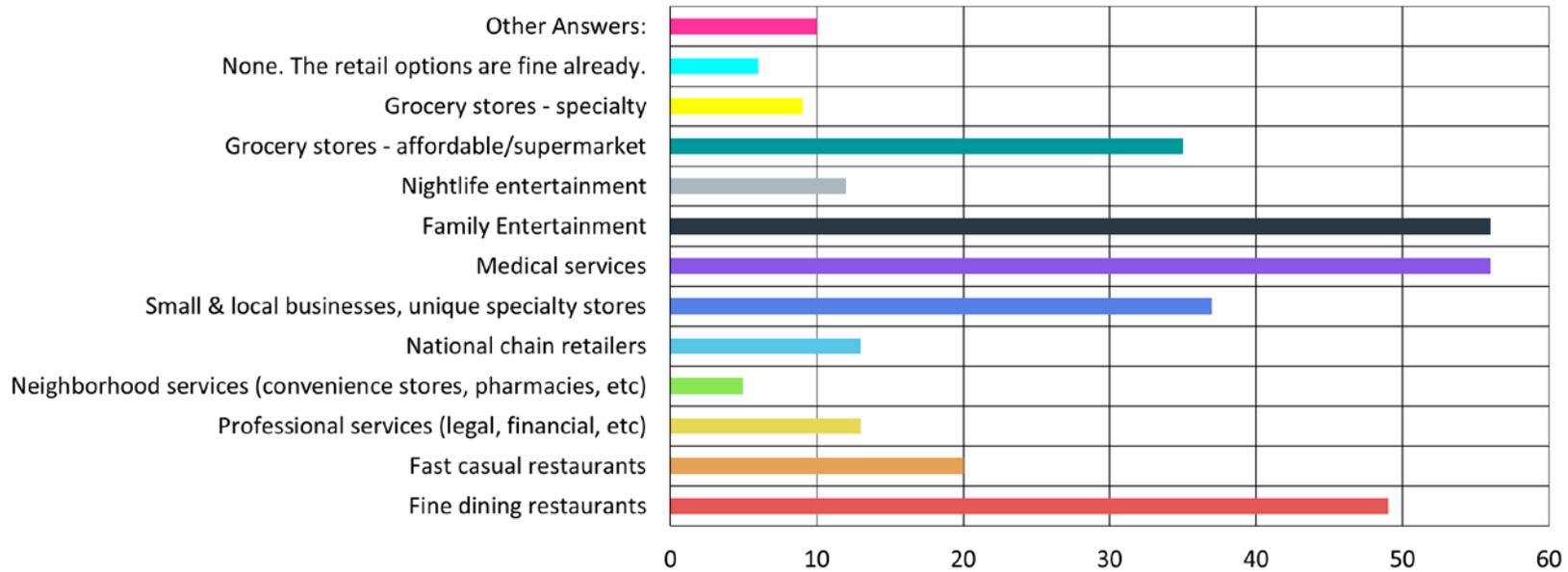


Figure 10. Breakdown of responses for Question 8.

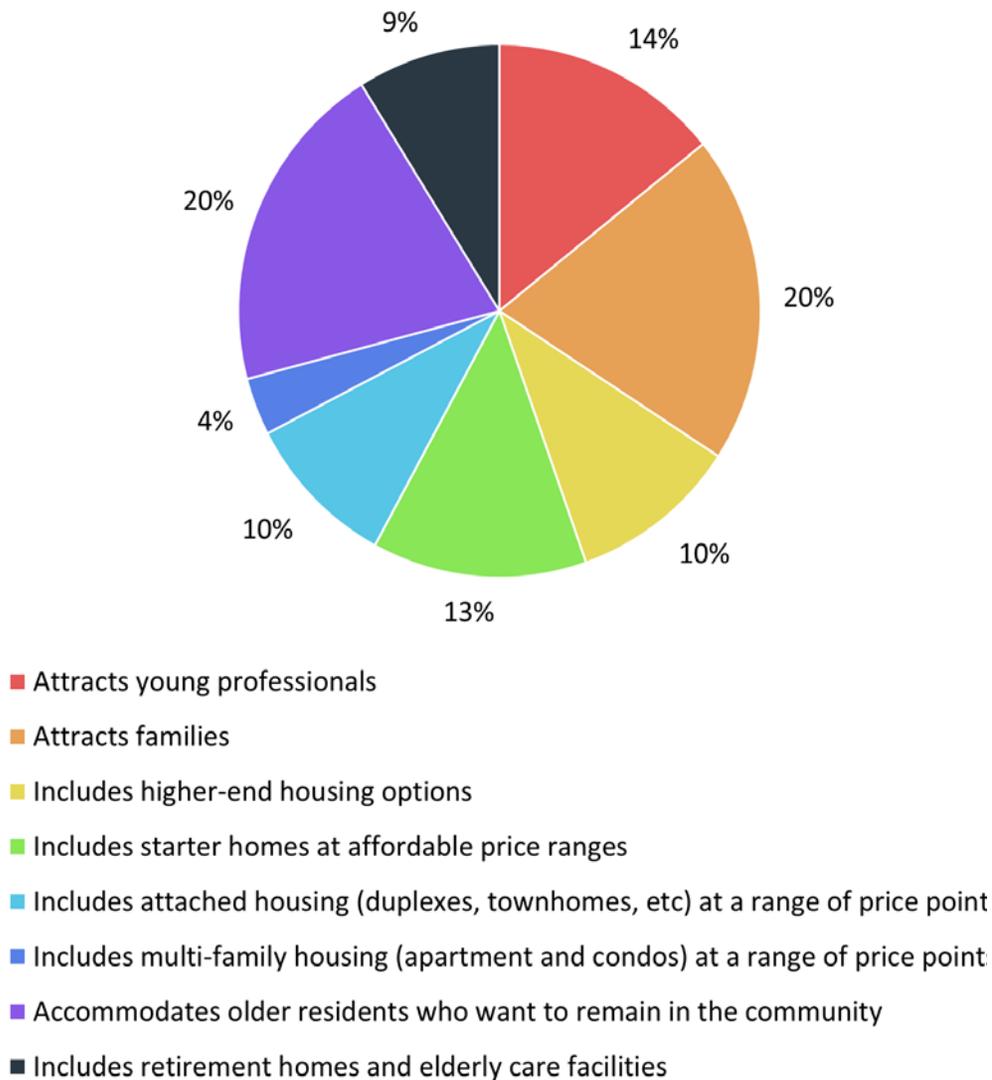
Medical services and family entertainment options were both selected by nearly 50% of respondents as being important retail/service sectors that Lockhart needs more of. Fine dining, small and local businesses, and affordable supermarkets were each selected by 30-42% of the participants. Specialty grocery and neighborhood-serving stores were seen as low-priority business sectors that Lockhart needs or should attract.

Other Answers:

- A variety of food establishments, more specifically healthier food options
- Mid grade fast restaurants like Torchy's Chipotle or chick fil a
- Aldi grocery
- Retail-clothing, athletic wear, shoes
- Entertainment and activity options for teenagers who may not play sports
- A new location for HEB grocery store/a major hospital
- Variety of foods & quality produce from our many local farmers
- Healthy food options
- A community rec center with indoor track, courts, pool
- It really needs a new HEB

Question 9

In the future, Lockhart should focus on housing that:



The responses to this question were distributed relatively evenly across several housing categories, with a slight preference for housing accommodating older residents and families, garnering 56% and 55% of the total selections. 39% of respondents also suggested that creating housing for young professionals was a key priority. Multi-family housing and apartments were by far the least favored option and only preferred by 9% of respondents.

Figure 11. Breakdown of responses for Question 9.

Question 10

In your opinion, what ways might be useful in supporting all residents in Lockhart to thrive and prosper here?

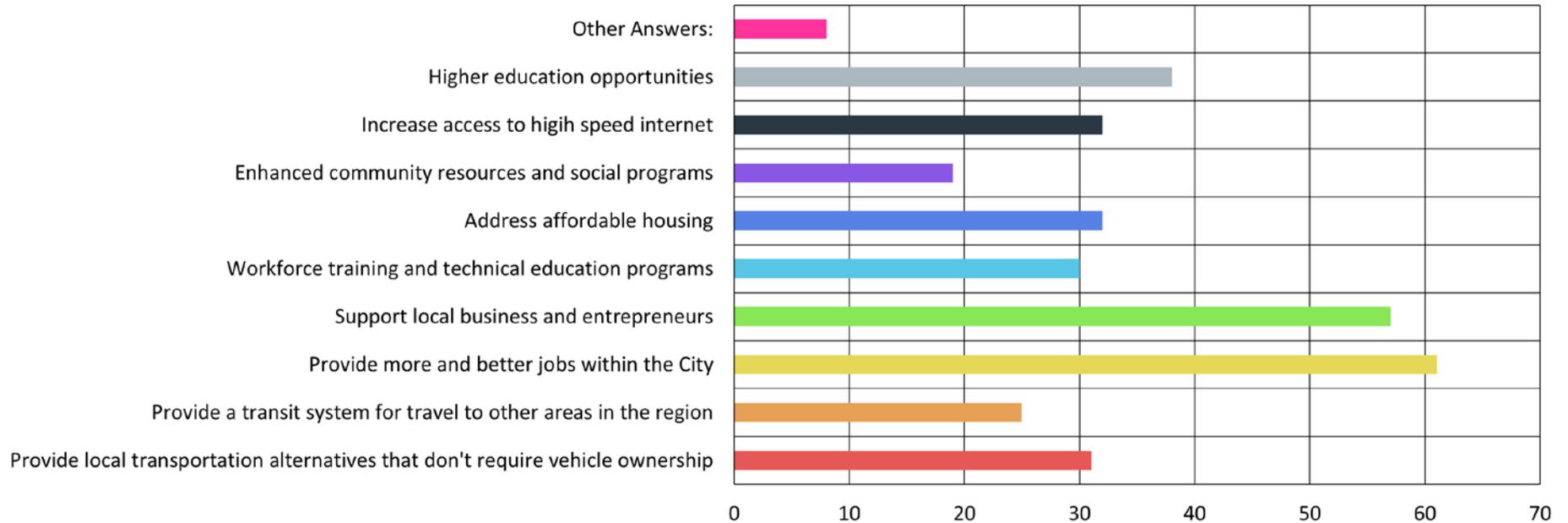


Figure 12. Breakdown of responses for Question 10.

Respondents felt that the most important strategies for helping Lockhart residents thrive and prosper were providing more jobs (52%) and supporting local businesses (48%). Between 27-32% of respondents felt that greater internet access, affordable housing, and higher education opportunities were critical for residents to thrive in Lockhart. Investments in community resources and social programs was the option that received the least amount of selections among survey respondents, receiving votes from just 16% of the total respondents.

Other Answers:

- Lower property taxes as they are already too expensive
- Healthcare system and clinics. So glad to have an urgent care, but it's not sustainable to drive 30 mins to the closest ER. Maybe expand emergency services too
- N/A
- More high speed Internet options/competition
- Locate a community College in Lockhart and a major hospital
- Educate the public about caring for neighboring elders. Call or simple "Checking ins"
- Create Bike Lanes and or Golf cart lanes
- Provide more medical services, including a regional hospital. Also for my third choice, provide a loop around the south side of Lockhart to Hwy 142-one that trucks could use too

Question 11

Public facilities and infrastructure investments should focus on:

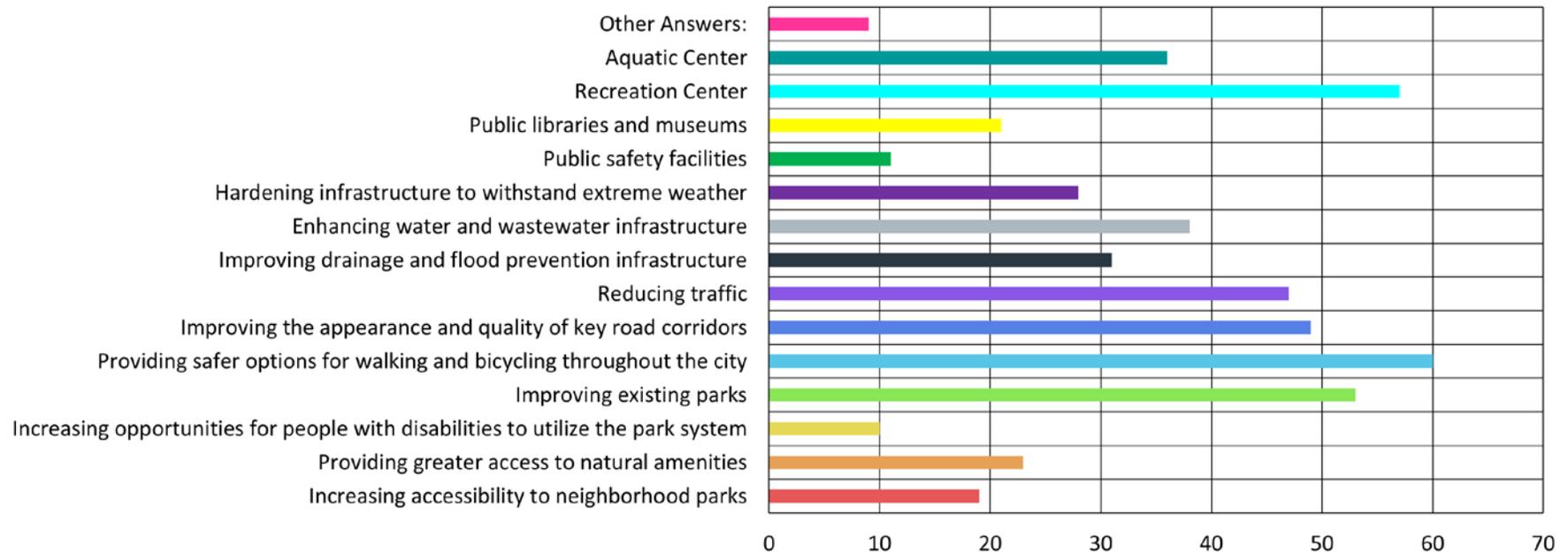


Figure 13. Breakdown of responses for Question 11.

Respondents felt that the most important public infrastructure and facility investment category was for infrastructure that would provide safer walking and biking options throughout the City of Lockhart. The second most important categories were parks and recreation facilities, which were seen as priorities by nearly 50% of survey respondents. The lowest priority infrastructure/facility categories included public safety facilities and those that would increase ADA access to parks and recreation areas.

Other Answers:

- Making a complex type area 6 fields or more will allow for Lockhart to unload a huge sports traffic from little league tournaments to older sports competitive play! The fields will pay for themselves over the few years
- YMCA for kids and elderly disabled individuals
- Electric bill
- Better transportation between major cities
- Replacement of the old leaking clay tile sewer pipes under most of our city streets. And replacement of the older deteriorating water lines before both become a bigger environmental issue than they already are
- Gyms

- Civic Center
- City Hall Build an Event/Expo Center similar to the J.B. Wells Park, Arena & Expo Center in Gonzales. This is a 169-acre park with a covered pavilion, multi-purpose show barn, covered arena, practice area, a hike and bike trail and RV Hook-ups. JB Wells Park hosts many events throughout the year; bull riding, cutting horse events, team ropings, barrel races, 4-H play days, junior high and high school rodeos, stock shows, cattle sales, tractor pulls, concerts and much more. This could be a regional draw for the County and City, increasing the economy, tourism and bringing family-oriented events to our town. All in keeping with our deep history in cattle and agriculture and beyond

Question 12

In the future, residents should be connected to destinations within the City through:

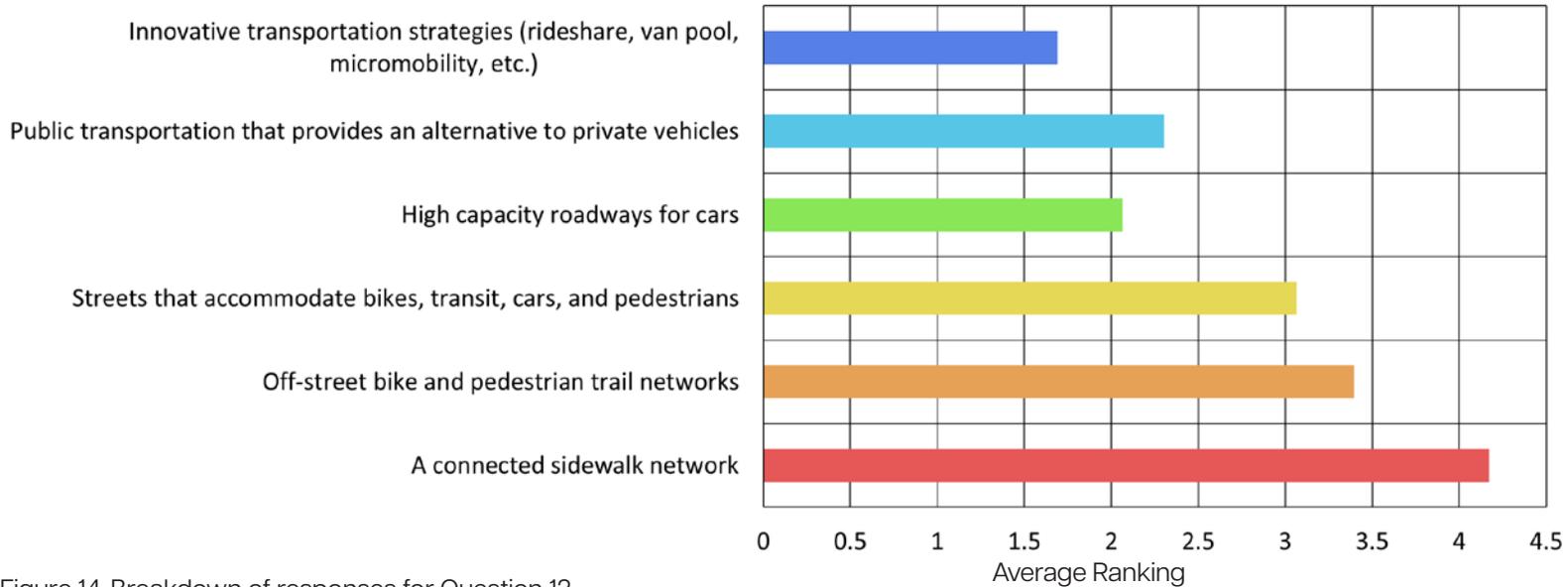
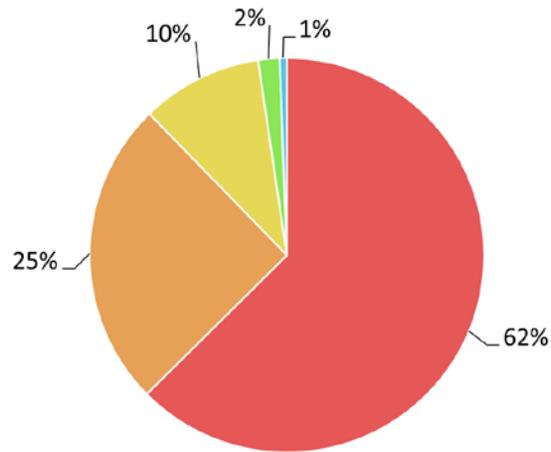


Figure 14. Breakdown of responses for Question 12.

When asked to rank the transportation modes that should connect people and places in Lockhart, most respondents chose a “connected sidewalk network.” The second and third-ranked transportation options were “off-street bike and pedestrian trail networks” and “streets that accommodate bikes, transit, cars, and pedestrians.” Most residents did not believe newer modes of transportation, such as bike-share, van pool, or micro-mobility, were important modes of transportation for Lockhart in the future. Similarly, respondents did not see roadways that solely cater to cars as preferable.

Question 13

Which of the below describes you?



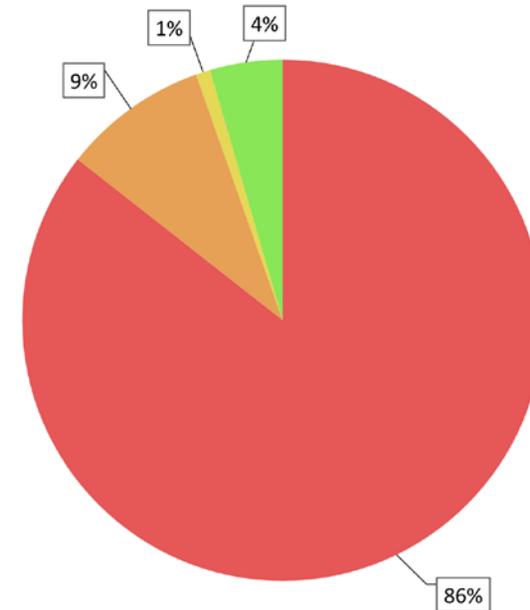
- I live in Lockhart
- I work in Lockhart
- I own commercial property or a business in Lockhart
- I do not live or work in Lockhart, but visit often
- I do not spend much time in Lockhart, but am interested in its future

Figure 15. Breakdown of responses for Question 13.

Examining the two charts displayed on this page, it's evident that the majority of participants are Lockhart residents, with the next significant group comprising individuals employed in Lockhart. Among those residing in Lockhart, a substantial percentage are homeowners, indicating a strong sense of ownership and stability within the community.

Question 14

If you live in Lockhart, what best describes your living situation?



- Own my home
- Rent my home
- Live with family
- Other Answers

Figure 16. Breakdown of responses for Question 14.

Other Answers:

- Family ranch in Lockhart
- Rent my Apartment
- I don't live in Lockhart
- Am interested in living there within one year
- My family owns land and so do I

Question 15

If you live in Lockhart but work or go to school somewhere else, how long is your usual one-way commute?

35 minutes	50 minutes (but I telework often)
40 min	25-45 minutes
An hour each way	1 hour
N/A	20-25 minutes
45min	I work from home
35 minutes	40 minutes
retired	45 minutes
1.5hrs	38 miles
NA	B/A
Not applicable	1 hour
Well, years ago it was only 15 minutes, now its about 30 minutes each way most days	45 minutes (Austin) but I work from home 90% of the time
1hour	45-60 minutes
45 min-1 hr	35 minutes
N/A	45 minutes
30 minutes (Buda) but looking to move here for work	I commute 45 minutes to an hour each way 2-3 days/week
16 minutes	45 minutes
50 minutes	NA
35-45 min	1 hour
20 minutes	45 minutes
57 miles	15min
45 mins	N/A
45 minutes	25 Minutes
10 minutes	You should have asked if I am retired...we have a very large retired population
35 min	

Question 16

If you live in Lockhart, how many years have you lived here?

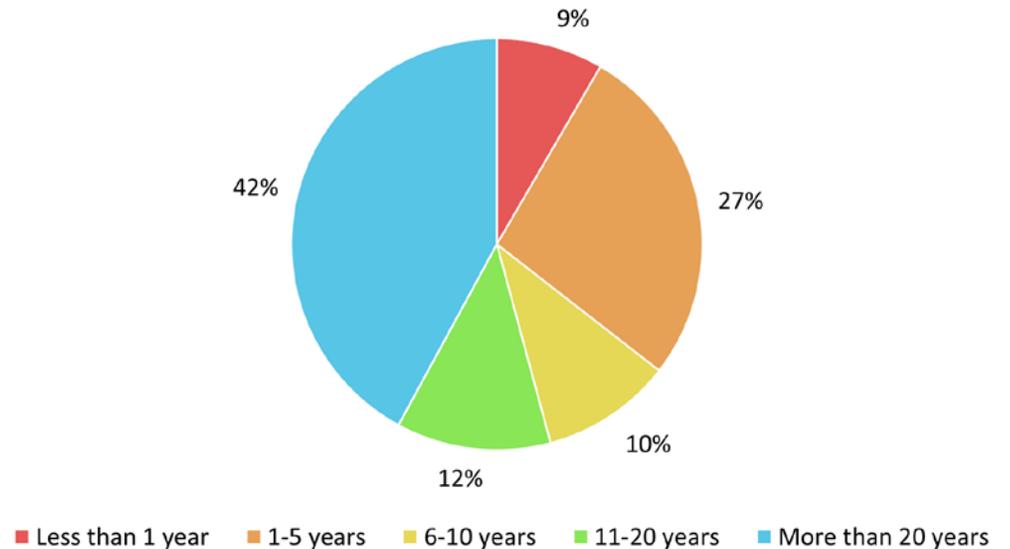


Figure 17. Breakdown of responses for Question 16.

Expanding on those that live in Lockhart, it was asked how long a residents' one-way commute was. As shown in the table on the left, the average commute falls between 30 minutes to one hour each way, revealing that a majority of participants do not work within Lockhart, reflecting common commuting patterns.

Looking at the graph above, a significant portion of residents have lived in Lockhart for over two decades, indicating a strong sense of community ties. Also notable, there has been a recent increase in newcomers, with a substantial number settling in Lockhart within the past 1-5 years. This reflects the town's ongoing growth and changing demographics.

Question 17

If you live in Lockhart, what is your primary reason for choosing to live here?

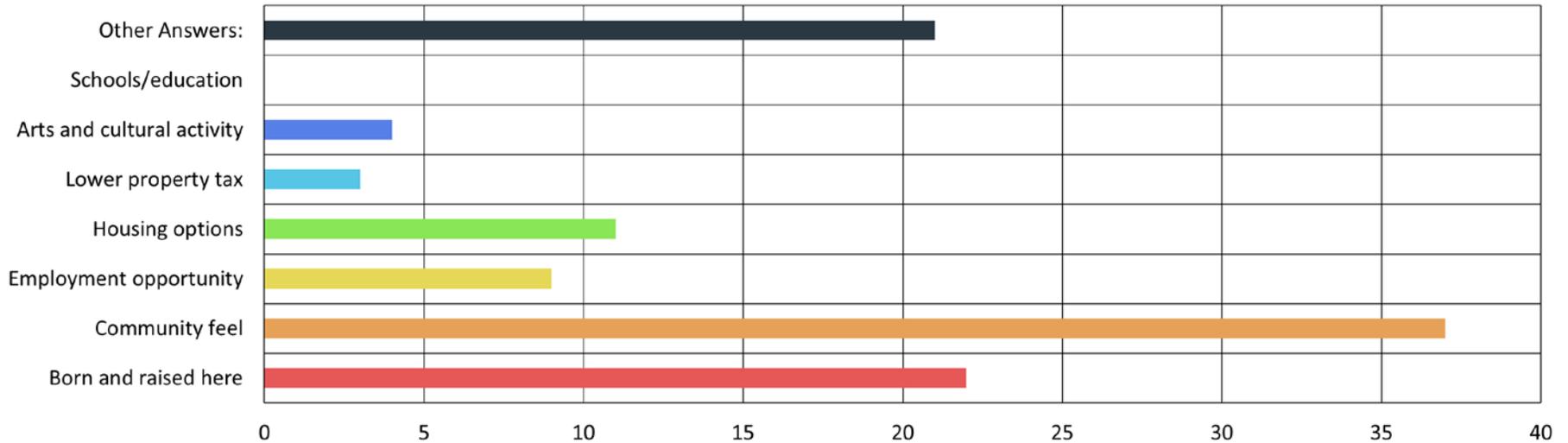


Figure 18. Breakdown of responses for Question 17.

The clear majority of respondents chose to live in Lockhart for the community feel. Two other notable choices were the participant being born and raised in Lockhart or they provided their own response. The main themes in the other answers were affordability and family.

Other Answers:

- Property taxes were lower...once upon a time
- Was not born here but was raised here and graduated from LHS
- Love the feel of small town Lockhart. Want to preserve the charm
- I like it here
- Small town
- At the time it was cheaper to live in Lockhart than Rollingwood/West Lake Hills
- Couldn't afford Austin anymore
- I feel safe here
- Married someone who was born and raised in Lockhart
- Retirement home, country living
- Family
- Affordable housing back when I moved here, and it was a reasonably short commute to my job
- Our daughter and family live here
- Needed to relocate from overgrown Austin. Quality of life and housing better
- Affordable land
- Owning a historic homel was raised in Luling but the school is better in Lockhart so my son and I moved to Lockhart for his education
- Not born here, but raised my children in the community. I've lived here all but a few years of my life
- Came here to open our business
- We wrote to 3 Chambers of Commerce in 1978. Only Lockhart's answered. We were welcomed and made to feel at home. We are on our 3rd move back (we were an Air Force Family)
- Born here. 7th generation Caldwell Countian. Although I grew up in nearby San Antonio, I was here visiting relatives all my life. Shopped at Wuest's Grocery Store with my grandmother, ate at Kreuz's with my granddad and family, swam in the pool at Lockhart State Park, spent summers at my grandparent's farm east of town. I moved back in the area in 1998, and ultimately moved back to Lockhart in 2006

Question 18

What is your age?

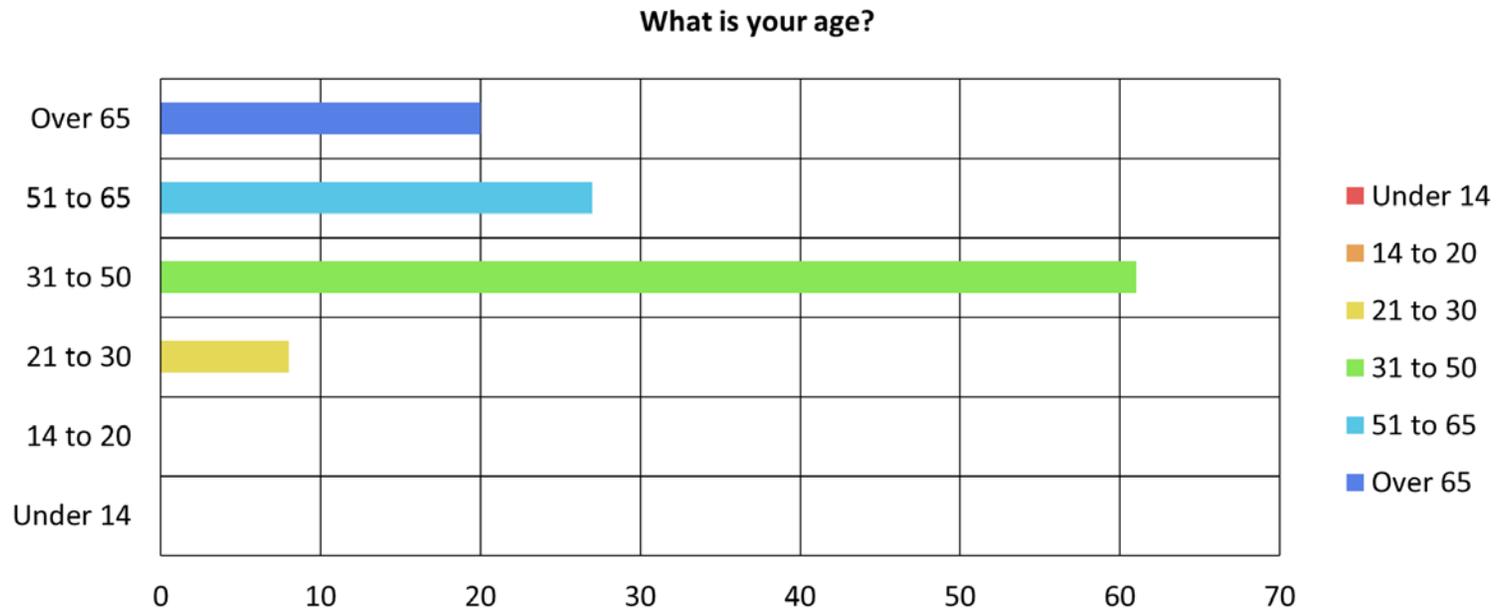


Figure 19. Breakdown of responses for Question 18.

The highest number of responses were received from mid-career aged adults. The next largest age groups were late-career and retiree aged adults. The least amount of responses were from the early-career age group, with no responses from those 20 years of age or younger, displaying a need to better engage the youth in later stages of the project.

Question 19

Which best describes your race?

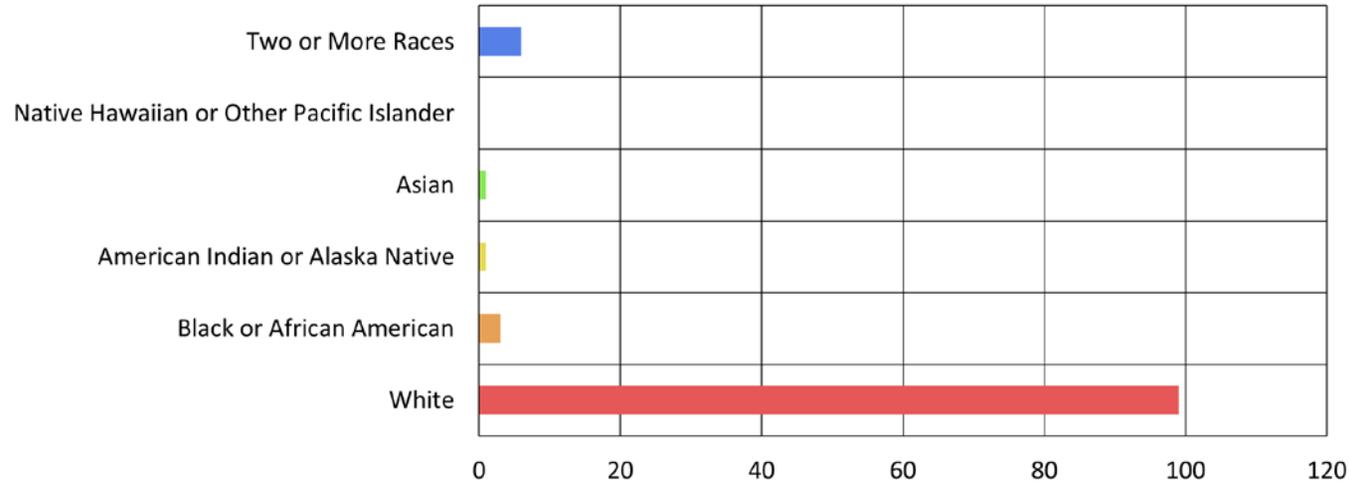


Figure 20. Breakdown of responses for Question 19.

Question 20

Which best describes your ethnicity?

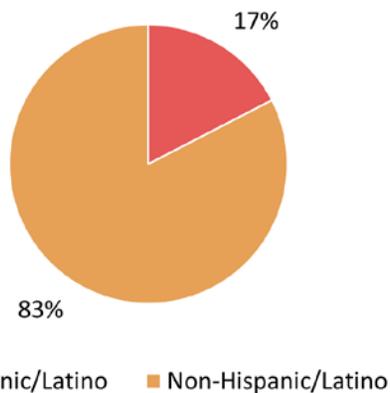


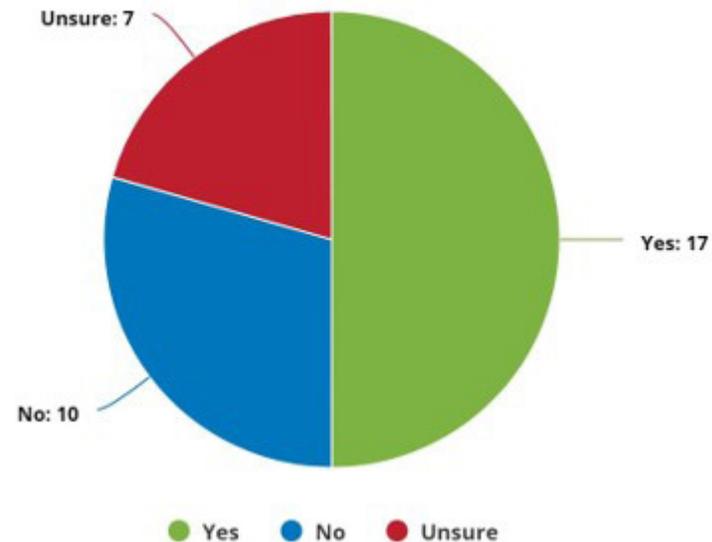
Figure 21. Breakdown of responses for Question 20.

Examining the two figures presented on this page, it is evident that the primary respondents in this survey were individuals of White race and non-Hispanic/Latino ethnicity. Several considerations were made during the survey’s promotion, including creating flyers and social media posts in both English and Spanish, as well as providing the project website accessibility in multiple languages. While this approach aligns reasonably well with the City’s demographic makeup (refer to Chapter 1 - Community Snapshot), it is noteworthy that the Hispanic/Latino community, constituting a significant portion of the population, is underrepresented in the survey data. Moving forward, there is a need to place greater emphasis on engaging with this demographic to ensure a more comprehensive and inclusive representation.

DRAFT PLAN SURVEY FEEDBACK RESULTS

A community survey was available online through the project website from September 11, 2024, to October 9, 2024, inviting public feedback on the Draft Comprehensive Plan. Open to all, the survey featured translation options to accommodate multiple languages and was accessible on both desktop and mobile devices. In total, the survey garnered 31 responses. This summary also includes input from the Planning and Zoning Commission.

Q2. Overall, do you generally support the direction for Lockhart being presented in this plan?



Comment #	Do you overall support the direction of this plan?	Open Comments/Feedback	Plan Response
1	Yes	None	N/A
2	Yes	None	N/A
3	Yes	None	N/A
4	Yes	"Pre-Lockhart" on page 15 is offensive by implying that the Tonkawa no longer exist. This reinforces a harmful and false narrative that Native Americans have been eradicated and are not a significant part of American life today. The Tonkawa are alive and well. They are a federally recognized tribe with 718 members today: https://tonkawatribe.com/about/ . I think there is a way to re-word this section to be more accurate and less offensive. Also no history of St. John's colony is included, however one of the hub and spoke districts is named after it.	"Pre-Lockhart" section has been reworded to not imply the Tonkawa tribe no longer exist and provide the most accurate information on their background. Also, information on the St. John Colony was included in the Early Lockhart section.
5	Yes	None	N/A
6	Yes	Overall, excellent work on the plan (by many of my former colleagues). It's easy to understand, detailed, and considers a lot of important issues. I strongly agree on:1. Avoiding short-term incentives to attract commercial growth 2. Encouraging or requiring LID practices for stormwater management 3. Reduced or eliminated parking minimums 4. Development of a trails master plan. I am particularly interested in seeing a safe pedestrian/bike path that connects to Lockhart State Park. 5. Infill and redevelopment incentives. One thing I would like to see in the plan is for the city to develop and track a metric (e.g. tax-value-per-acre) for proposed new developments as a way to consider whether "the activity taking place on that city's land is creating enough wealth to support the infrastructure and services needed for that place to continue to exist and thrive." (https://www.strongtowns.org/journal/2020/8/7/youre-ready-to-dothemath-in-your-own-town) Perhaps sometime in the future, this could be used as a criterion for approval of development permits, and it would be great to have the past data if that time comes. Thanks for all the hard work!	Incorporated a new action in the implementation matrix to create a fiscal and equity impact tool for discretionary developments and annexations to assess the net community benefit.
7	Yes	It's encouraging to see that the town I'm living in is moving forward. A swim and recreation center to hold events would be a wonderful addition. Programs for children and adults exercise dance social.	N/A
8	Yes	None	N/A

9	Yes	Concerned around execution of plan and water resources. How will the city balance economic and education opportunities for the current Lockhart community or are they going to be gentrified like other cities? For those who live outside ETJ lines, what coordination and care will be there for traffic and roadway? How will this also invest in LISD for equitable education?	An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. The Plan does discuss access to opportunity and some strategies the City could support to help existing residents stay and thrive in Lockhart (e.g. housing options, access to jobs) and address some of the potential negative consequences of growth (maintain an affordable H&T index). Education spending is outside the purview of the City of Lockhart, the ISD boundaries are much larger than the City boundaries and therefore outside the scope of this planning effort. LISD was engaged during this plan and the intent is that LISD and the City can use this document to help make more informed decisions going forward regarding future growth. Roadways outside the City are not the jurisdiction of the City and are built and maintained by the County and State, however, coordination between the City and these entities is paramount.
10	Yes	Please keep noise levels in mind when planning growth. Thank you.	Appendix B discusses Contextually Sensitive Design and includes considering nuisances with new development.
11	Yes	None	N/A
12	Unsure	None	N/A
13	Unsure	I moved here 8 years ago because it was a quaint little town. Homes were 175k. Crime was minimal. Now my car and several others have been vandalized many times. Most homes are 450k and up, I can barely afford to live there anymore. Multi story apartments are going up like crazy and renting for 1500 and up. Homelessness is on the rise. Traffic is ridiculous because nothing has been done to update the roads, besides more traffic lights which makes everything worse. Until the infrastructure is improved I don't think the city is ready for the influx of people.	The Plan provides many strategies aimed at housing attainability and overall cost of living in Lockhart The Transportation & Mobility chapter discusses connectivity and traffic concern and the Public Facilities & Infrastructure chapter further discusses impacts of growth on infrastructure and facilities. The Implementation chapter provides direct actions the City can pursue related to all of these topics. An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. Additionally, the City has transportation, water, and wastewater impact fee programs. The Plan does include recommendations to undertake updates to the MTP and roadway standards per this Plan. It should be noted that many of the major roadways in Lockhart are TXDOT or County Roads that the City does not have jurisdiction over those, although they should be coordinating with those entities.
14	Unsure	I would like to see something about small businesses operating from home and curbside parking in those areas. Also better enforcement of backflow management to protect our water supply. A lot of the surrounding communities have annual requirements for testing the irrigation backflow devices and building isolation backflow devices.	These concerns are more detailed issues than are addressed in a Comprehensive Plan, but could be considerations for future City ordinances and policies as a way to support the larger goals of this Plan.
15	Unsure	None	N/A
16	Unsure	We need a big HEB plus with a big parking lot. And a better traffic plan.	The Plan discusses food deserts, which does support additional grocers in the City. The Transportation & Mobility chapter helps address traffic and provide avenues to further address traffic issues past this Plan's scope. Additionally, the City has transportation impact fee programs. The Plan does include recommendations to undertake updates to the MTP and roadway standards per this Plan. It should be noted that many of the major roadways in Lockhart are TXDOT or County Roads that the City does not have jurisdiction over those, although they should be coordinating with those entities.

17	Unsure	I'm disappointed in the plans limited 2050 scale and narrow direction on fundamental infrastructure. We can't keep approving high occupancy development while operating on our current feudal constraints. We need.... a hospital-not clinics, a city loop-not a four lane clogged artery, perishable food- alternatives, scalable police support, a real solution to the High school. What we have now is congestion and limited services and what the plan reveals is sidewalks and trees. We are trying to shove a size 13 foot into a size 10 shoe. Progressive pressure is busting our seams, lets properly prepare with 50 year plan that illuminates a foundation with limitless potential.	25 years is the typical timeframe for Comprehensive Plans and the scope of this Plan follows the scope provided to FNI by the City. Beyond 25 years it gets very hard to predict what may happen with local/regional/global trends and to make any kind of informed recommendations relate to the topic covered in this Plan. It is best practice to review and update Comprehensive Plans every five years, with a full revision every 10 years, to ensure it remains aligned with the City's current needs and future growth projections - so in turn, the plan horizon pushes out further every 10 years to remain proactive. Many of the goals and recommendations of the Plan support the other items noted here.
18	No	None	N/A
19	No	Leaning towards a city filled with strangers and no accountability. No longer support or wish to live in a misrepresented poorly managed "small town". Waiting for it to fail.	The Plan creates the opportunity for the community to align on vision and goals and provides tools throughout to help align progress in the City with these. The intent is that the Plan itself can be used as an accountability tool.
20	No	I think the council needs to focus on how dangerous the JR High parking is when school lets out. Also, the ridiculous carpool lanes for Navarro and Clearfork. I am poor you to go watch how dangerous it is for us to pick up our kids in the safety of students trying to cross the street even at the crosswalk.	The Plan does not specifically address traffic issues related to school drop-offs and pick-ups; however, the Transportation & Mobility chapter does consider traffic and connectivity opportunities within the City in relation to schools.
21	No	None	N/A
22	No	Loosing the small town feel, the crime rate is rising, the community feels more like Austin than Lockhart	The intent of this Plan is to support and grow the things that make Lockhart unique while also addressing some of the growing pains facing cities in Central Texas.
23	No	Lockhart had the small town charm . That charm is dwindling very fast . Schools over crowded . 183 is a parking lot come 5:00 and it's most of all getting attention it doesn't need. Lockhart has been my home town . I was born here.	The intent of this Plan is to support and grow the things that make Lockhart unique while also addressing some of the growing pains facing cities in Central Texas. School overcrowding is beyond the scope of a comprehensive plan, but we hope this plan can help the ISD proactively plan for future growth.
24	No	None	N/A
25	No	None	N/A
26	No	It honestly feels/looks as if we're trying to become the next Cedar Park or Leander, and both of those cities basically priced out the majority of lower to mid middle class citizens.	Although this Plan looks at potential exponential growth that could impact the City in the future, taking Lockhart to a status like larger cities, it does not mean that Lockhart is encouraging this future. However, that is a potential future the City may face and needs to be prepared for. There is discussion throughout the Plan addressing housing affordability and diversity as this is necessary for the City as it grows.
27	No	This plan means nothing without a budget and how the money will be obtained.	This Plan is a very long term vision meant to serve as the basis for budgeting and prioritization decisions within the City going forward.

28	No	Is this real? You want me to read 100 plus pages then just answer yes or no? This seems like a joke.	This comment period was open for four weeks to provide the community opportunity to express any thoughts on the proposed Comprehensive Plan. We specifically do not ask directed questions at this point and provide the opportunity for open ended comments in order to ensure we are allowing people to tell us in their own words exactly what they want us to know. However, it is valuable for us to get a quick gut check of support before diving into the more detailed feedback left by respondents.
29	Yes	I have reviewed the Comprehensive plan. 1) I was confused and saddened that South Main street isn't considered a main thoroughfare...this does not compute with the number of cars that travel it on any given day, speeding. It was too difficult to understand that section for me to comment more. But, I believe Main Street needs to be mentioned in any 20 year plan because traffic is only going to increase. 2) I wholeheartedly support the need for an indoor recreation center -- long overdue! Please start soon. 3) I could not find a reference to a Senior Center... so if its there it is well hidden... i hope somewhere in the plan it mentions how many current senior citizens are in the City and what that projection is for the future. Please include something in the plan regarding a larger, more modern Senior Center and improved Senior Citizen Services. 4) What about a hospital? Surely that is very important need within the next 20 years. 5). I agree with the need for an enlarged City Hall. I hope it can be kept in the downtown location by adding on or expanding at the current location. 6) I am not sure there was any mention of Additional Parking needs close to downtown??? Please this is urgent NOW! 7) I agree with Clark Expansion to third floor. 8) Please ensure the Clark coordinates and cosponsors dual language programs with the ISD. 9) The Clark should have more programs focusing on teaching of English to Hispanic Adults. 10) Please add senior citizens to the focus of the Clark Library for Digital Literacy. Very very much needed in addition to lessons on preventing scams for all citizens. 11) NO NO to narrower street requirements... this will only work if on street parking is prohibited. Just drive down summerside streets.	1) All streets within the City are included in the Master Thoroughfare Plan. While Main Street is not specifically named, details regarding the street classification it falls under are provided, along with how this classification should be considered in future planning. 2) N/A 3) A section on the Senior Center was added to the primary facility needs and considerations spread (pages 188-189) in the Infrastructure & Public Facilities chapter. 4) Hospitals and medical uses are private entities, so detailed discussions about attracting a hospital are beyond the scope of a Comprehensive Plan and are generally done via an economic development strategy. However, the high-level analysis provided here outlines current conditions and offers brief strategies that the City could do related to the Comprehensive Plan topics to create an atmosphere that could help attract medical services to the City. An action item under Economic Resilience has been added to promote the Lockhart Economic Development Corporation's efforts to pursue this service. 5) N/A 6) An action item has been added to conduct a parking study for the downtown area. 7) N/A 8) The discussion on literacy under the library needs, can lead to coordination with the ISD. This would be a valuable future policy recommendation from the Plan. 9) Using the tools and strategies described in the Plan, the library can
30	Yes	I love this plan for Lockhart! The improvements will enhance our wonderful town.	N/A
31	Yes	Very detailed. Looks great. A huge thank you to the committee team!	N/A

P&Z Comments

Comment #	Commentor	Comments/Feedback	Plan Response
1	Chairman Ruiz	Environmental Justice (35): This section is poorly written and fails to address existing Environmental Justice conditions. The section identifies only one census block as a "disadvantaged community." This section suggests that perhaps no actual field verification was performed.	The identified disadvantaged community is based on the formal EPA determination. While environmental justice is important, this section focuses on introducing the idea and how it relates to the EPA identified disadvantaged community. Also, expanding on what other elements create environmental justice barriers that can be addressed through City policy. Some environmental justice issues brought up in previous discussions were looked into but were not within the City limits so the City does not have jurisdiction to address those.

2	Chairman Ruiz	2020 Future Thoroughfare Plan (47): This section fails to address the need for future thoroughfare revisions to meet anticipated exponential population growth.	This page is not addressing the proposed Future Throughfare Plan and creating recommendations, rather it is providing how the existing plan was considered and utilized in creating the Future Land Use Plan. An updated Thoroughfare Plan is provided in the Transportation and Mobility chapter.
3	Chairman Ruiz	Future Land Use plan (51): This section use a Future Land Use Plan (FLUP) model based on the creation of six HUB & Spoke districts. This (pie in the sky) model is very unlikely to happen.	The future land use model was created based on community input and in coordination with the Planning Department staff and CPAC. While it does not provide specific a parcel-by-parcel future land use map (which is more so the job of a zoning map), it provides guidelines and targets related to the variety and appropriateness of development in different parts of the City, allowing staff flexible application of the land use model, as was their request.
4	Chairman Ruiz	Land Use Model & creation of 6 districts (HUD and Spoke) (51-69): The model fails to give decision makers the tools needed to address future growth.	The future land use model is presented in a way as was requested by staff to be most useful for them. While it does not provide specific parcel-by-parcel future land use map, it provides guidelines and goals that should be utilized while crafting new City policies and ordinances.
5	Chairman Ruiz	Lane Width (Narrow Streets) (77): Under the proposed Urban Design Best Practices: "Narrower streets are typically recommended in a downtown..." The design standards should address potential high use scenarios of the downtown and narrower streets would be not conducive to the downtown area.	The action item related to narrow streets was amended to focus on new or mixed-use developments rather than the downtown area.
6	Chairman Ruiz	Parking (Reduction) (80): Under Building Form & Site Design proposed standards. "Reduced parking requirements should be considered for downtown..." This proposed design standard would be not beneficial to the downtown area.	The page was updated to reflect maintaining current parking standards (which already does not require parking for the majority of uses downtown) and encourage reduced parking in areas adjacent to Downtown that have easy multi-modal access to Downtown. It should be noted that when reducing minimums landowners are still able to provide as much parking as they think is necessary to make their projects feasible, it just allows them the choice to do what is best for their project rather than being prescribed by the City.
7	Chairman Ruiz	Neighborhood Assessment (91): I would like to review the Neighborhood Assessment methodology used and would like to review the Neighborhood Assessment collected. The Neighborhood Assessment seems poorly performed and, most likely, inadequate	The methodology was a mix of observation of infrastructure condition, stakeholder and community conversations related to needs in certain areas, and mapping the access to jobs, goods and services. This is a high level assessment to identify areas of the City that should be the highest priority for future investment related to the topics of the Comprehensive Plan.
8	Chairman Ruiz	Affirmatively Furthering Fair Housing (93): The Planning Framework for Housing Diversity Section needed to provide decision makers the tools needed to address Housing Diversity is inadequate.	The Complete Communities chapter highlights housing diversity, weaving this theme throughout the chapter to guide policy and decision-making.
9	Chairman Ruiz	Small Planning Areas (94): The small area plan (SAP) concept should be expanded to allow a better assessment of local neighborhoods and communities of interest.	Detailed SAPs are not within the scope of the project; however, this spread outlines the importance and general areas to pursue for SAPs in the future. These SAPs should be a highly localized processes and co-created with the specific communities and neighborhoods they impact.
10	Chairman Ruiz	District Completeness Assessments (97-107): The District Profiles (HUB & Spoke districts) are too generic, which makes them almost meaningless.	The district completeness assessments were useful to the planning team to look at what currently exists and identify character as well as gaps in access to jobs, goods, services, housing, etc. in different parts of the City. Individual sections of the Plan provide additional detail related to mobility, housing variety, access & opportunity, and public spaces & facilities within the districts.

11	Chairman Ruiz	Thoroughfare Plan (124): Future Growth Capacity scenarios indicate that the Community would most likely double in the near future. However, the proposed thoroughfare vision is inadequate in accessing real growth potential.	Thoroughfare Plans should be updated more frequently and accurately based on the newest development trends within the City. We do believe the current plan accommodates the current future land use scenario and incorporates the most current development data that was received from the City.
12	Chairman Ruiz	Regional and Public Transit in Lockhart (150-151): With the anticipated exponential population growth of Lockhart and Caldwell County, the CARTS Regional Transit and Ridesharing policies are inadequate.	The CARTS program is actively expanding as this plan is being developed, incorporating recent discussions with the City. As ridesharing and similar forms of transportation are managed by private organizations, this high-level analysis lays the foundation for further exploration of these networks as demand increases. The City itself does not provide public transit and plans to work with CARTS as the transit provider in the future.
13	Chairman Ruiz	Public Facilities and Services (185-186): Future growth scenarios indicate that existing public facilities (e.g., City Hall, Police Dept., Fire Dept., Library), recreation facilities, and other facilities would be insufficient to accommodate population growth.	The public facilities profiles on pages 185-186 provide an overview of the current state of these facilities.
14	Chairman Ruiz	Facility & Community Resilience (187): This section needs to be expanded to provide decision makers the assessment guides needed to address Community Resilience.	The facility & community resilience section outlines key considerations for the City to begin planning for resiliency in public facilities. Resilience is an overarching topic of the plan and addressed more specifically in each chapter according to the topic. Additionally, specific recommendations that were identified as outcomes of the CHARM workshop are provided on pages 40-41.
15	Chairman Ruiz	Primary Facility Needs & Considerations (188-189): This section needs to be expanded to give decision makers the tools to evaluate individual Primary Facility Needs.	Based on discussions throughout the process, the highest importance facility needs were evaluated, and initial considerations to address them are provided. Detailed facility assessments are recommended as future tasks.
16	Chairman Ruiz	Public Safety (Hospital) (190-191): This policy guide should include a more detailed evaluation for a hospital and related medical facilities.	Hospitals and medical uses are private entities, so detailed discussions about attracting a hospital are beyond the scope of a Comprehensive Plan and are generally done via an economic development strategy. However, the high-level analysis provided here outlines current conditions and offers strategies that the City could do related to the Comprehensive Plan topics to create an atmosphere that could help attract medical services to the City. An action item under economic resilience was added to further promote the Lockhart Economic Development Corporation to pursue this service.
17	Chairman Ruiz	Water and Wastewater Systems Improvements (193-199): With the anticipated exponential population growth coming, decision makers need to be provided with a more detailed section on addressing improvements to the water treatment and distribution system and long-term water supply issues. Additionally, the wastewater treatment plan and collection system need a more detailed section.	An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. More detailed information on these systems will be provided in that plan.
18	Chairman Ruiz	Implementation Matrix (210-222): The Implementation Matrix indicates that City's Development Services (with its extremely limited staff) would be responsible for achieving the majority of the goals of the plan.	The City has since provided comments on appropriate responsible entities and the action plan has been updated accordingly.
19	Chairman Ruiz	Implementation Matrix (210-222): A detailed review needs to be undertaken on the proposed action items. (For example: "TM10". "Targets that 50% of new development streets... utilize reduced street widths and traffic calming measures") TM10. Should be revised or deleted. Other Implementation Matrix action items should be reviewed and correctly assigned appropriate city departments.	Removed the action item related to narrower streets. The City has since provided comments on appropriate responsible entities and the action plan has been updated accordingly.



APPENDIX B: **BACKGROUND DATA & INFORMATION**



COMPLETE COMMUNITIES SUPPLEMENTAL INFORMATION

Existing Job Density

Job density plays a pivotal role in shaping the dynamics of housing and the concept of complete communities. The density of jobs in a given area significantly influences the demand for housing, particularly in proximity to these job centers. Job density also influences traffic patterns, which greatly impact residents' daily quality of life.

Job densities are generally higher near a Downtown, which provides access to goods and services and is therefore a desirable location. This often leads to increased demand for housing, driving up property values and impacting affordability. This relationship is crucial for understanding housing market dynamics and the need for diverse housing options to accommodate a range of income levels as well as the provision of additional access to jobs, goods, and services throughout the community.

Areas with higher job density are more likely to have complete neighborhoods, where residents can live, work, shop, and access services without relying heavily on cars. This promotes efficient development, reduces traffic congestion, and generally enhances overall quality of life. Understanding the interplay between existing job density, housing, and complete neighborhoods is essential for urban planners to create well-balanced and resilient communities that meet the diverse needs of their residents.

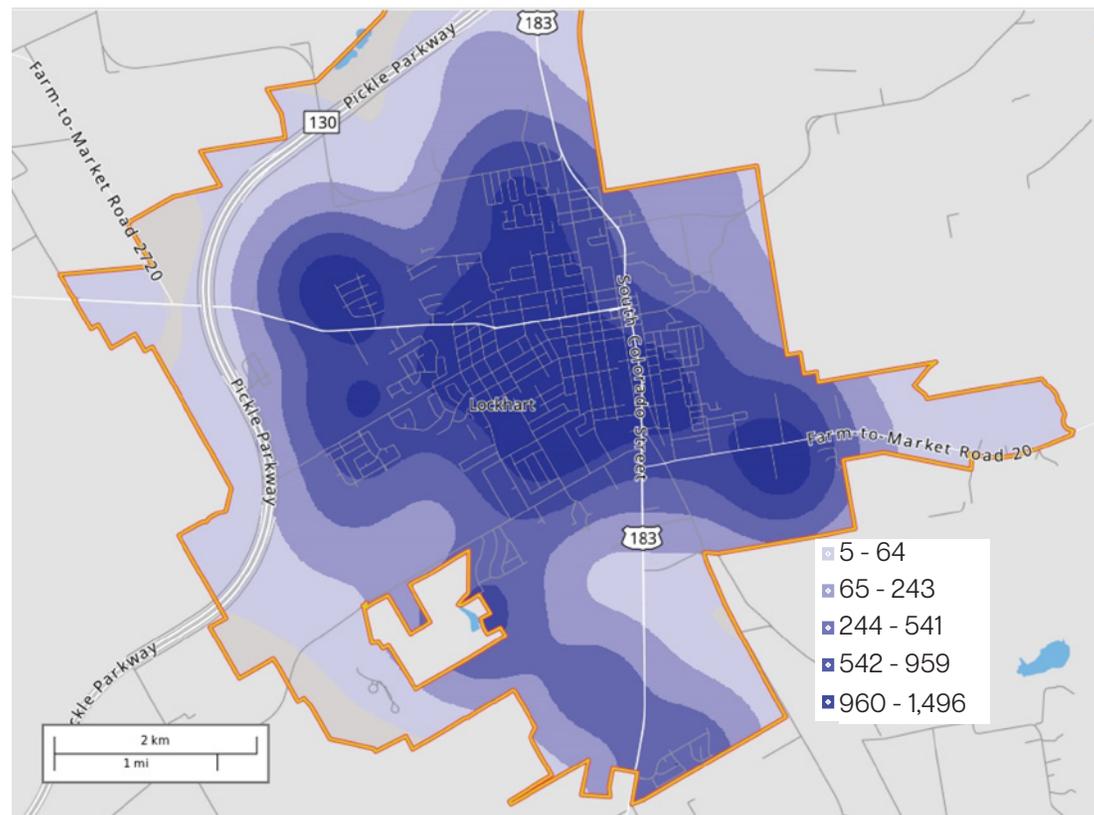


Figure 22. Job Density - Jobs/Square Mile

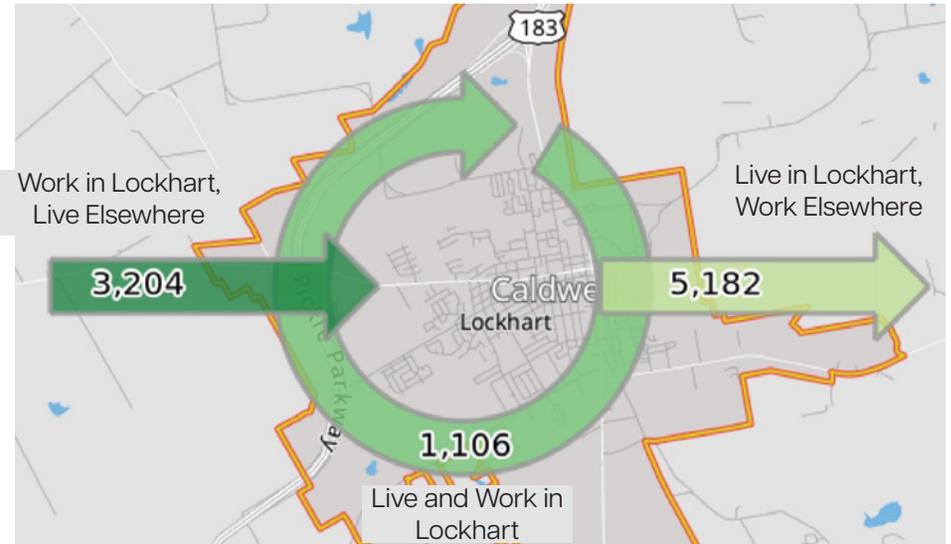
Commute Patterns

As of 2020 only about 12% of all workers in Lockhart live and work in the City. The majority (55%) of workers live in Lockhart and commute outside of the City for jobs, as shown in Figure 23. These workers are mostly going north, presumably into Austin, as shown in Figure 24. A significant portion of the workforce commuting into the City are coming from the north and west, as shown in Figure 25.

Understanding that the vast majority of the City’s workforce is commuting long distances, either into or out of the City, underscores the importance of providing diverse housing options as well as jobs within Lockhart. By offering a range of housing types and affordability levels, balanced with jobs and opportunity, the need for lengthy commutes can be reduced.

When considering residents in Lockhart, thought should be put into how to increase commute choice - this means residents and workers have a choice in terms of how long of a commute they endure as well as choices in the means of mobility by which they undertake their commutes. Lockhart needs to take steps to ensure this is a real choice, and not a requirement for residents.

Figure 23. Lockhart Commuting Patterns 2020



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2020).

Figure 24. Commute Trends by Distance & Direction in 2020, for workers in Lockhart commuting into the City for work.

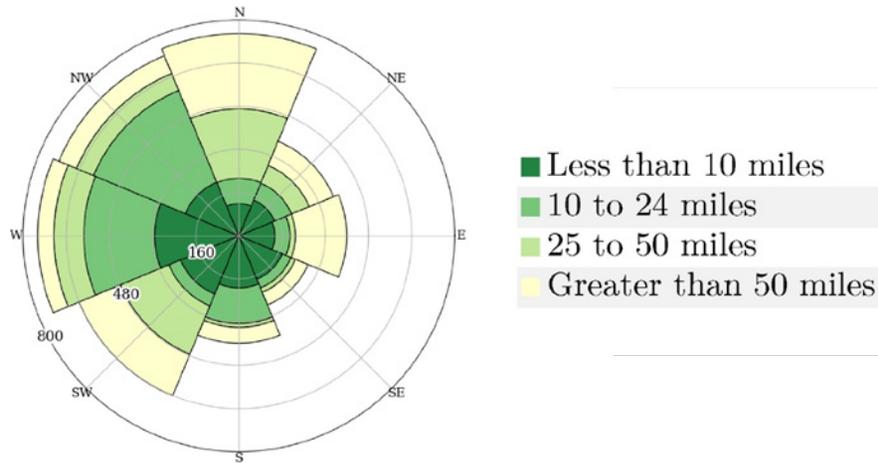
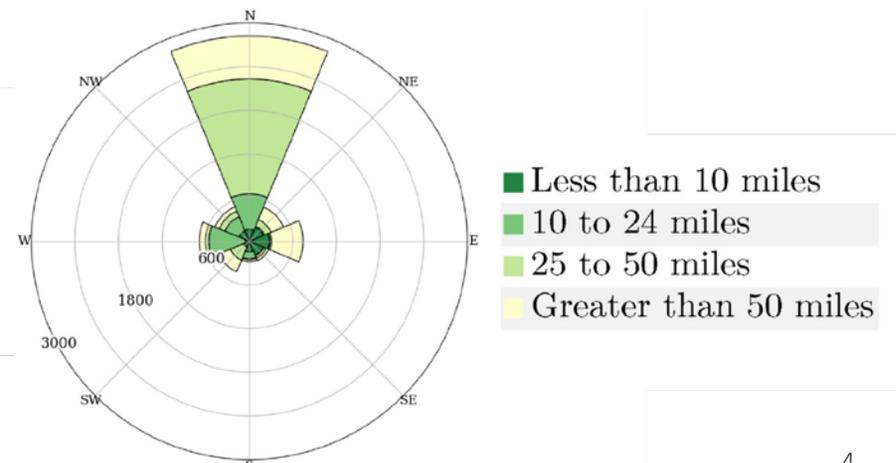


Figure 25. Commute Trends by Distance & Direction in 2020, for residents in Lockhart commuting out of the City for work.



Topic of Note: Range of Housing Choices

Diversity within housing is defined as variety in the housing type (e.g. single-family home, townhome, duplex), size, and price point. While related to affordability, diversity also considers the specific preferences or needs of the household, which often varies by life stage. Housing unit type is an important characteristic to consider for cities to adequately understand housing challenges and issues facing their residents and workforce. A range in housing options is important to ensure the full life cycle of housing is available. Enabling residents to stay within the community throughout their lives, even as housing desires change, is an invaluable component of a city. Smaller starter homes, apartments, townhomes, and retirement housing are important to ensure adequate housing for young adults, families with children, empty-nesters and retirees. Additionally, a range of housing options combats inequality and provides housing for all income levels.

Topic of Note: Aging in Place

Aging in place refers to staying in one's familiar home and community as one ages, with changing needs. Here we are focused less on the individual house or unit but more on the community wide efforts that support aging in place. Incorporating 'missing middle' housing like ADUs into neighborhoods allows for downsizing while maintaining proximity to family and familiar surroundings. These housing options, referred to as 'granny flats', offer independent living. Condoized single-family homes and setups like bungalow courts also provide independence with less upkeep, fostering social connections among residents. Yet, holistic quality of life for seniors necessitates mixed-use neighborhoods with daily amenities and services easily accessible without relying on cars. Keeping seniors in communities benefits everyone, as they contribute through volunteering, support the local economy and help with childcare. Prioritizing features like ADA accessibility, high-speed internet and public transit access is essential in senior-friendly housing.



Leveraging School Districts

Although school districts operate separately from cities, both benefit from positive public perception and strong working relationships. There are several actions that Lockhart can initiate to strengthen its relationship with the school district:

- Promote Lockhart-area schools through newsletters, local media channels, and social media. Pursue collaborative marketing between City, school district, and other entities such as the economic development community and local real estate agencies.
- Support teachers by offering workforce housing options for teachers and paraprofessionals, including missing middle housing like town homes, condominiums, duplexes, live-work units and patio homes. The City can collaborate with and encourage local property owners and developers to offer discounted rates or promotions to school faculty and staff members so that a greater variety of housing options are attractive and accessible. In turn, teachers and other paraprofessionals can afford to live in the City they work in.

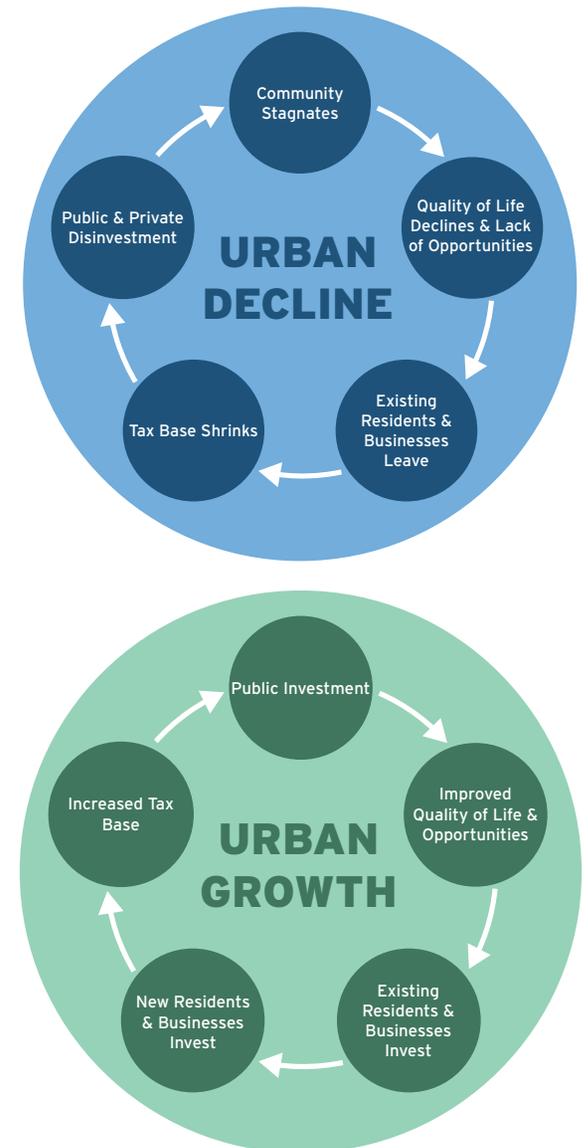
Vicious & Virtuous Cycles

As neighborhoods undergo constant change, it is easy for housing to become fixed in a vicious or virtuous cycle. The vicious cycle involves declining neighborhoods; resulting in a diminished quality of life, residents and businesses deserting, a shrinking tax base, disinvestment, and a stagnant community that further exacerbates the decline in quality of life - a downward spiral that may commence at any point and persist unless interrupted. Conversely, thriving neighborhoods are associated with a virtuous cycle which has more favorable results of improved quality of life, investment and reinvestment from residents and businesses, increased tax base, and increased public investment, which then enhances quality of life even more, and the cycle spirals upward.

It is important to note that unchecked growth is not the ultimate objective, as it introduces its own set of challenges such as sprawl, displacement, congestion, and increased strain on city resources. These are complex issues that take coordination from multiple City departments to address and plan for as they begin to promote and see the benefits of the urban growth cycle. The optimal outcome is a balanced, sustainable growth cycle that benefits both existing and new residents and businesses.

In addition to the Neighborhood Assessment presented previously, the City should identify neighborhoods that are at risk of becoming stuck in a vicious cycle and direct resources to prevent that cycle from taking hold, and doing so in partnership with the residents.

Figure 26. Cycles of Urban Growth & Decline



Topic of Interest: Contextually Sensitive Design

There are contextual situations that exist or will exist within any City that create special characteristics of development. Determining where, when, and how development responds in these areas depends on the desired future characteristics for the area and how they align with the goals and intent of this Plan.

The key to ensuring the success of the overall Plan is to implement recommendations with sensitivity to the context of the existing and surrounding neighborhoods. In the Downtown District specifically, there are and will continue to be a mix of uses that can be seen as competing at times. Transitioning uses at mid-block or at the back of lots rather than street frontages is one way to encourage a more seamless shift, as this allows uses that face each other across streets to be compatible.

The issue of enforcement is also a critical part of this conversation. Updating and enforcing the City's nuisance ordinances (such as noise) can help reduce some of the aversion from residents about seemingly less desirable or incompatible uses and activities.

Infill Development & Redevelopment

Infill and redevelopment efforts provide a mechanism for population and density increases while supporting efforts of preserving the character of established neighborhoods. Infill and redevelopment can also reduce infrastructure costs associated with new development, as it is usually less expensive to provide a connections to an existing roadway or utility line, rather than constructing a new one. While infill is a commendable development practice, it must also

be done in a manner that is compatible with the surrounding neighborhood. Infill will be an especially applicable tool in the Downtown District, as that includes the majority of Lockhart's established neighborhoods.

Character & Preservation

A community's character leaves an impression on residents and visitors through the development and maintenance of distinctive and attractive image-making. The City's identity is created by its residents and workers and the values and needs of these people in turn influence the physical and built environment. The character of the public realm serves as a physical reflection of the community's values to visitors and instills pride among residents, increasing community stewardship. Character is also heavily impacted by historic assets within the City. By implementing a variety of methods to help maintain and enhance community character and identity, Lockhart can set itself apart from other communities.

The word character can be broad and encompassing, as it relates to the built environment, character includes a variety of design recommendations and guidelines that can be implemented to allow the City to leave a positive impression on residents and visitors. Design recommendations and guidelines to help achieve community character include, but are not limited to:

- Urban design guidelines and streetscape enhancement programs
- Gateway installations
- Landscape enhancements
- Development standards
- Corridor aesthetic standards



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APPENDIX C: LAND USE SUPPLEMENTAL INFORMATION



FUTURE LAND USE PLAN PROCESS

Step 1: Community-created Land Use Scenarios

The process began by analyzing both the community input and physical analyses done during the prior phases of work. Specifically, the stakeholder and community conversations as well as the land use scenarios created at the public land use workshop provided the team with valuable information on what uses the community wants to see in Lockhart and where.

Participants at the workshop worked in teams of 6-10 residents to generate scenarios land use scenarios that accommodated an additional 15,700 people in Lockhart by the year 2050. They were asked to discuss and come to a consensus among their group as to the following questions:

- How will we house the growing population of Lockhart?
- How will we balance housing with access to jobs, goods, and services?
- Where will those uses go?
- How will we adjust for unforeseen scenarios?

The results of the workshop were a set of six community-created land use scenarios in the form of LEGOs on a map of the City, which the planning team took back and analyzed for key points of alignment or conflicts among all the scenarios. Additional information on this workshop and outcomes can be found in Appendix A.

Key Points of Alignment:

- Greenbelts & Parks
- Preserve the Core
- Focus activity on the SH130 Corridor

Key Points of Conflict:

- Overall placement of density; core, ETJ, in between?
- Amount of industrial and employment
- Mixed-use and mixed-density neighborhoods vs nodes for specific uses
- Housing type; overall mid-density seemed to be the most popular, with participants split on the amount of low density and apartments

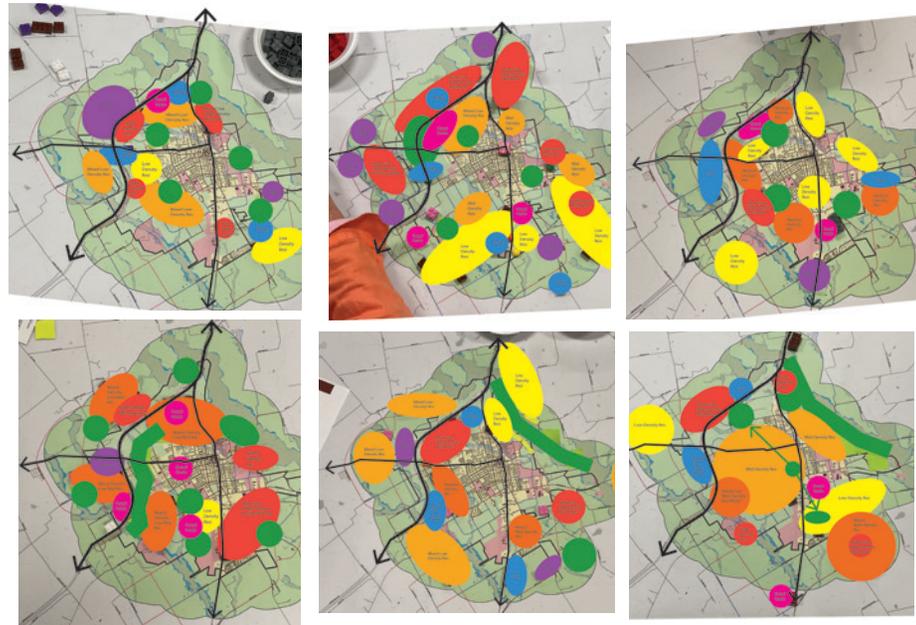


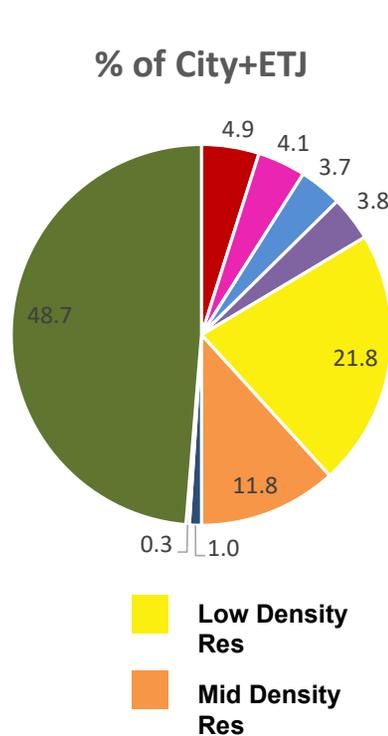
Figure 27. Land use scenarios generated from the analysis of team plans created at the Public Land Use Scenario Workshop.

Step 2: Iteration of Potential Land Use Concepts

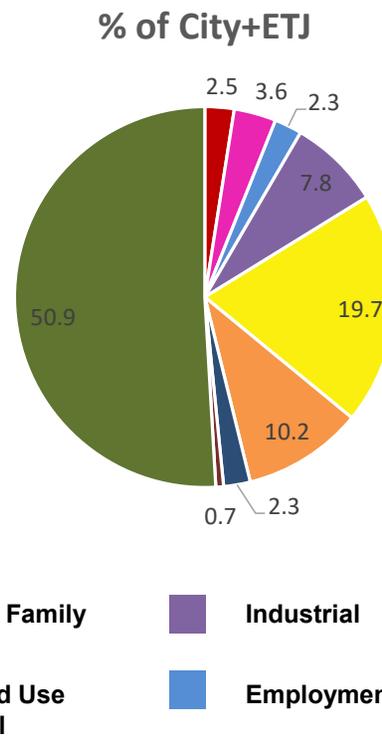
Based on the analysis of the six community-created land use scenarios and the observed key points of alignment and conflicts among them, the design team generated a set of potential land use concepts for discussion with the CPSC. All concepts discussed with the CPSC were focused on the geographic distribution of land uses and presented plausible and probable futures for the City of Lockhart. The three geographic distributions included a corridor concept, a nodal concept, and a core or concentrated concept, as outlined here.

Each concepts was discussed as to their merits, listed in Figure 29, and how far they move the needle on reaching the community vision and goals. The takeaway from the CPSC direction was a combination of the best elements from all the various concepts, specifically the nodal and corridor concepts. It was determined that while some of the merits of the concentrated concept were noteworthy, that it was unrealistic to assume growth would not happen in the ETJ and so it was best to plan for it now.

Corridor (1.5 Jobs:Housing)



Node (2 Jobs:Housing)



Core (0.7 Jobs:Housing)

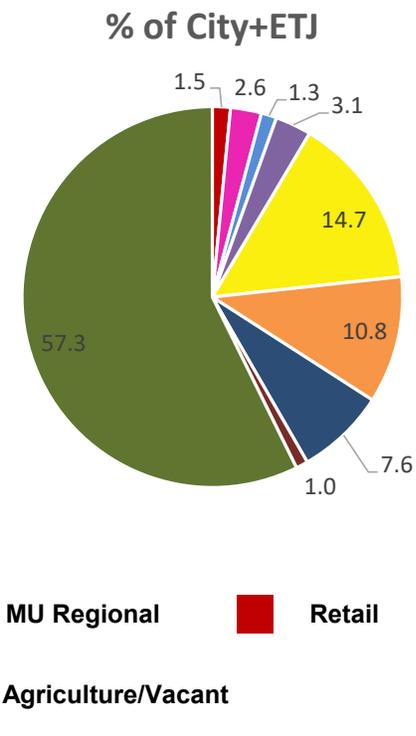


Figure 28. Comparisons for the three geographic distribution land use concepts for discussion with the CPSC.



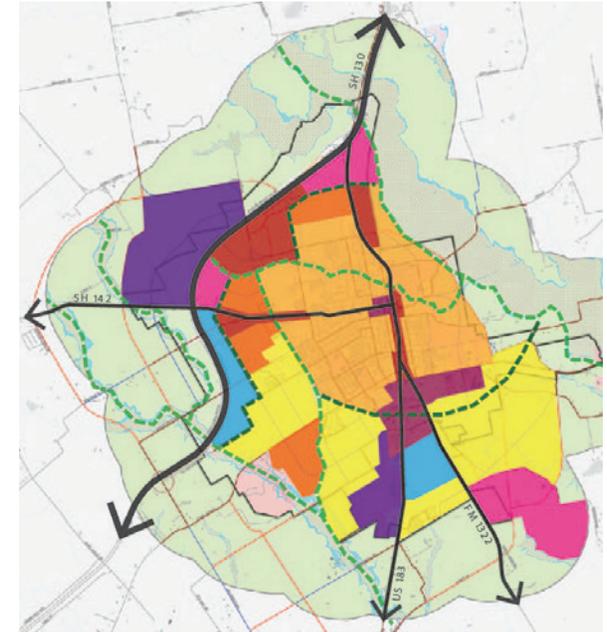
Corridor Concept

- Concentrates density on the SH130 corridor, with a second concentration along SH142.
- Has a more distinct separation of uses.
- The corridor becomes one major focus of commerce and activity, Central becomes specialty destination.
- Promotes development away from Central and the existing neighborhoods of Lockhart, while allowing for some neighborhood-scale new residential and businesses to be built within existing neighborhoods.
- Green corridors that follow roadways or natural drainageways provide connectivity.
- Low-density development is concentrated in the southern portions of town.
- Uses the greatest amount of ETJ land.



Nodal Concept

- Begins by placing a variety of mixed-use nodes throughout the City then incorporating a mix of uses adjacent to each node.
- Nodes become multiple smaller focus areas of commerce and activity, Central is one destination of many.
- Promotes development away from Central and the existing neighborhoods of Lockhart, while allowing for some neighborhood-scale new residential and businesses to be built within existing neighborhoods.
- Greater overall provision of employment and industrial uses throughout the City.
- Low-density development spread throughout town more so, providing neighborhoods greater access to nodes.
- Green corridors that follow roadways or natural drainageways provide connectivity.



Core/Concentrated Concept

- Concentrates growth within Lockhart City limits, for the most part. This preserves an outer ring of agriculture uses (to note, the prior land use plan took a similar approach with little growth in the ETJ).
- Focuses new growth in a “ring” that wraps around existing neighborhoods.
- Central remains the City’s primary destination, land uses highlight major corridors leading into Central.
- The preserved “core” of existing neighborhoods is smaller in this concept than the other two.
- Green corridors provide buffering between new development and existing neighborhoods.
- Lowest amount of low-density development.
- Green corridors that follow roadways or natural drainageways provide connectivity.

Figure 29. Three geographic distribution land use concepts created for discussion with the CPSC.

Growth scenario map district breakdown

Shown below are the development ratios for each district included within the Future Growth Scenario Map. Each district is broken up into more precise development typologies, these are not to be implemented as strict development regulations, rather they are intended to provide examples of complimentary land use mixes that would meet the goals provided by the community. The exact mix of development types within each district may fluctuate as economic and social priorities change within the community.

Figure 30. Growth Scenario District Development Mix Wheels (listed as percents)

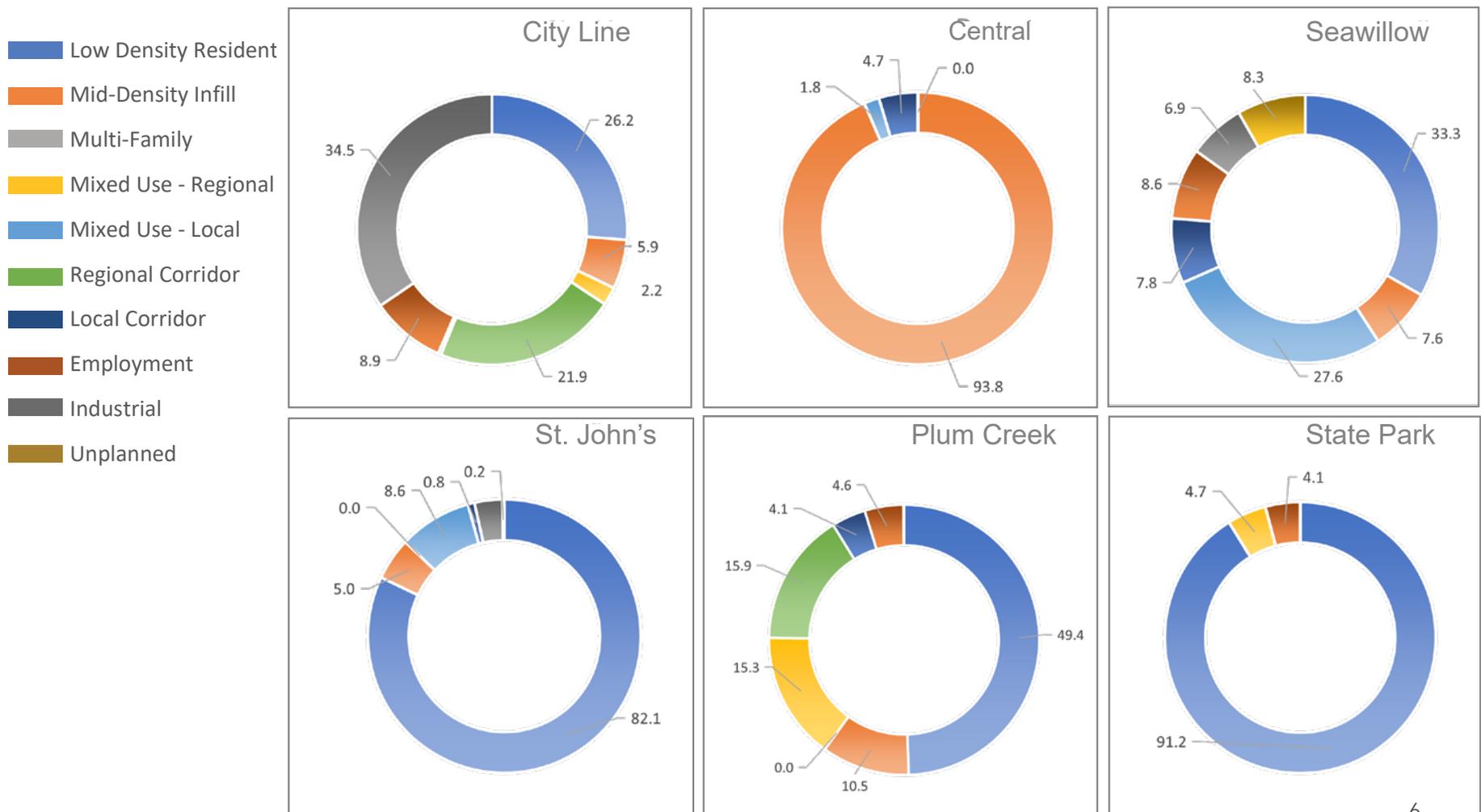


Figure 31. Growth Scenario Development Mix for Developable Area per District

Development Mix by District						
District	City Line	St John's	Central	Plum Creek	Seawillow	State Park
Total Acres	3,805	1,670	144	3,101	3,075	2,386
Low Density Residential (acres)	998	1,371	0	1,533	1,023	2,175
Mid-Density Infill (acres)	224	84	135	326	233	0
Multi-Family (acres)	0	0	0	0	0	0
Mixed Use Regional (acres)	83	0	0	474	0	111
Mixed Use Local (acres)	0	144	2.6	0	849	0
Regional Corridor- (acres)	832	0	0	494	0	0
Local Corridor (acres)	14	13	6.7	127	241	0
Employment (acres)	340	0	0	144	265	99
Industrial (acres)	1,313	55	0	0	211	0
Unplanned (acres)	0	5	0	1.8	255	0

Land Use Assumptions

Assumptions for the complete buildout for each district included a breakdown of the development typologies into specific ratios of development types that would reasonably occur. Residential uses were assigned a typical DUA (dwelling unit per acre) and commercial uses were assigned a typical jobs per acre. Total residential units for each development type were then multiplied by a household size multiplier to get the total buildout residential population. The same process was conducted for the commercial categories with the exception of the household size multiplier. Lastly, it was assumed that 35% of the land within each district would be undevelopable for such uses as floodplains, open space, civic facilities, or reserved for rights-of-way for roads and utilities.

Figure 32. Development Typology Assumptions

Development Type	Residential Density (DUA)	Employment Jobs / Acre	Household Size
Single-Family Detached (SFD)	4	0	2.73
SFD + Additional Dwelling Unit (ADU)	6	0	2.2
Single-Family Attached (SFA)	8	0	2.73
Small Multi-Family (SM MF)	14	0	2
Large Multi-Family (LG MF)	18	0	1.5
Retail/Entertainment (Retail/Ent)	0	20	0
Office	0	40	0
Light Industrial (Lt Ind)	0	12	0
Heavy Industrial (Hvy Ind)	0	10	0
Unplanned	0	0	0

Figure 33. Land Use Category Development Breakdowns

Development Type & Breakdown		City Line		St. John's		Central		Plum Creek		Seawillow		State Park	
Total Acres		2864		1593		375		3102		3132		3116	
		Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created
Low Density Residential		588		556		41		0		930		1966	
SFD	80%	470	1223	445	1156	33	85	0	0	744	1934	1573	4089
SFD + ADU	10%	59	229	56	217	4	16	0	0	93	363	197	767
SFA	5%	29	191	28	145	2	11	0	0	47	242	98	511
Retail/Ent	2.5%	15	191	14	181	1	13	0	0	23	302	49	639
Office	2.5%	15	382	14	361	1	27	0	0	23	605	49	1278
Mid-Density Infill		38		45		326		233		240		370	
SFD	30%	11	30	14	35	98	254	70	80	72	187	111	289
SFD + ADU	30%	11	44	14	53	98	381	70	121	72	281	111	433
SFA	15%	6	37	7	35	49	254	35	80	36	187	56	289
SM MF	10%	4	35	5	41	33	297	23	94	24	218	37	337
Retail/Ent	10%	4	49	5	59	33	424	23	134	24	312	37	481
Office	5%	2	49	2	59	16	424	12	134	12	312	19	481

Development Type & Breakdown		City Line		St. John's		Central		Plum Creek		Seawillow		State Park	
Multi-Family		0		317		0		463		58		227	
SM MF	40%	0	0	127	1154	0	0	185	1685	23	211	91	826
LG MF	40%	0	0	127	1484	0	0	185	2167	23	271	91	1062
Retail/Ent	20%	0	0	63	824	0	0	93	1204	12	151	45	590
Mixed Use Regional		314		0		0		323		0		111	
SFA	10%	31	204	0	0	0	0	32	168	0	0	11	58
SM MF	10%	31	286	0	0	0	0	32	294	0	0	11	101
LG MF	25%	79	918	0	0	0	0	81	945	0	0	28	325
Retail/Ent	30%	94	1125	0	0	0	0	97	1260	0	0	33	433
Office	25%	79	2041	0	0	0	0	81	2100	0	0	28	722
Mixed Use Local		0		144		3		0		791		0	
SFA	20%	0	0	29	150	1	3	0	0	158	823	0	0
SFD + ADU	20%	0	0	6	22	0	0	0	0	32	123	0	0
SM MF	20%	0	0	29	262	1	5	0	0	158	1440	0	0
Retail/Ent	30%	0	0	43	562	1	10	0	0	237	3085	0	0
Office	10%	0	0	14	374	0	7	0	0	79	2057	0	0

Development Type & Breakdown		City Line		St. John's		Central		Plum Creek		Seawillow		State Park	
Regional Corridor		519		0		0		278		0		314	
LG MF	20%	104	1214	0	0	0	0	56	651	0v	0	63	735
Retail/Ent	50%	260	3374	0	0	0	0	139	1807	0	0	157	2041
Office	20%	104	2699	0	0	0	0	56	1446	0	0	63	1633
Lt Ind	10%	52	405	0	0	0	0	28	217	0	0	31	245
Local Corridor		8		15		7		128		331		5	
SFA	20%	2	10	3	16	1	7	26	133	66	344	1	5
SM MF	20%	2	15	3	27	1	12	26	233	66	602	1	9
SFD + ADU	20%	0	1	1	2	0	1	5	20	13	52	0	1
Retail/Ent	25%	2	26	4	49	2	21	32	416	83	1076	1	16
Office	10%	1	21	2	39	1	17	13	333	33	861	1	13
Lt Ind	5%	0	3	1	6	0	3	6	50	17	129	0	2

Development Type & Breakdown		City Line		St. John's		Central		Plum Creek		Seawillow		State Park	
Employment		315		0		0		143		194		123	
Retail/Ent	10%	32	410	0	0	0	0	14	186	19	252	12	160
Office	50%	158	4095	0	0	0	0	72	1859	97	2522	62	1599
Lt Ind	40%	126	983	0	0	0	0	57	446	78	605	49	384
Industrial		1081		229		0		118		332		0	
Hvy Ind	60%	649	4216	137	893	0	0	71	460	199	1295	0	0
Lt Ind	40%	432	3373	92	714	0	0	47	368	133	1036	0	0
Unplanned		0	0	287	0	0	0	1412	0	255	0	0	0