Lockhart
Looking Forward

City of Lockhart Comprehensive Plan

Adopted November 7, 2024

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Lockhart
The BBQ Capital of Texas

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Mayor's Welcome: "Lockhart Looking Forward"

November 27, 2024

After nearly a year and a half of communicating with and collecting feedback from citizens, the business community, and other stakeholders to gather their opinions on the direction of the community and the City's future needs, we are pleased to release the Lockhart Looking Forward Comprehensive Plan. This document provides several key policies to guide Lockhart through the sustained period of dramatic growth that is expected over the coming decades.

In the pages of this plan, you will find recognition of the City's needs and numerous strategies that have been created to ensure that Lockhart's crucial economic, housing, recreational, and health care goals are met as the city grows. A special emphasis has been placed on taking care to ensure that the city's growth will be resilient, so Lockhart's character can be enjoyed by future generations.

The plan you are about the read is the result of a thorough process that involved extensive contact with the community through input gained through open house meetings, focus groups, steering committee meetings, online survey and mapping opportunities, Planning and Zoning Commission briefings and City Council meetings. City Staff also played a key role in the plan, with extensive involvement from members of all city departments in the drafting and review of plan chapters. The result is a plan that we feel was drafted that should serve the city well as it goes through a major transformation over the coming years.

Sincerely,

Lew White

Lew White
Mayor

INTRODUCTION

What is a Comprehensive Plan?

A comprehensive plan is a long-range planning tool intended to be used by decision-makers, City staff, and local residents. Comprehensive plans are important because they direct the growth and physical development of a community for the next 10 to 20 years. The State of Texas has established laws with regard to the way in which incorporated communities can ensure the health, safety, and welfare of their residents through a comprehensive plan. A comprehensive plan is not a zoning ordinance, but rather a high-level tool for the City to guide future policy and development decisions. The Plan should ultimately be used as a guide for daily and long-term decision making. The primary objectives of a comprehensive plan are to accomplish the following:

- Efficient delivery of public services
- Coordination of public and private investment
- Minimization of potential conflicts between land uses
- Management of growth in an orderly manner
- Cost-effective public investments
- Promote health, safety and welfare.

The primary objective that underpins this Plan is the idea that the City seeks to harness anticipated growth to enhance quality of life, multiple benefits, and community resilience to the people of Lockhart. This means the community must first recognize that growth is happening, and will happen, with the City having few tools to control or manage growth here in Texas. That being said, the City and community can guide growth, through regulations, in a way that encourages that growth to happen in such a way that it provides opportunities for all and celebrates what makes Lockhart special. This Comprehensive Plan aims to set the stage for this future, where growth is happening ***WITH*** Lockhart rather than ***TO*** Lockhart. This Comprehensive Plan sets in place a vision and strategy to achieve growth and decision making in Lockhart that maintains its culture while bringing new ideas and realizing outcomes that make everyone in Lockhart, currently and in the future, stronger.

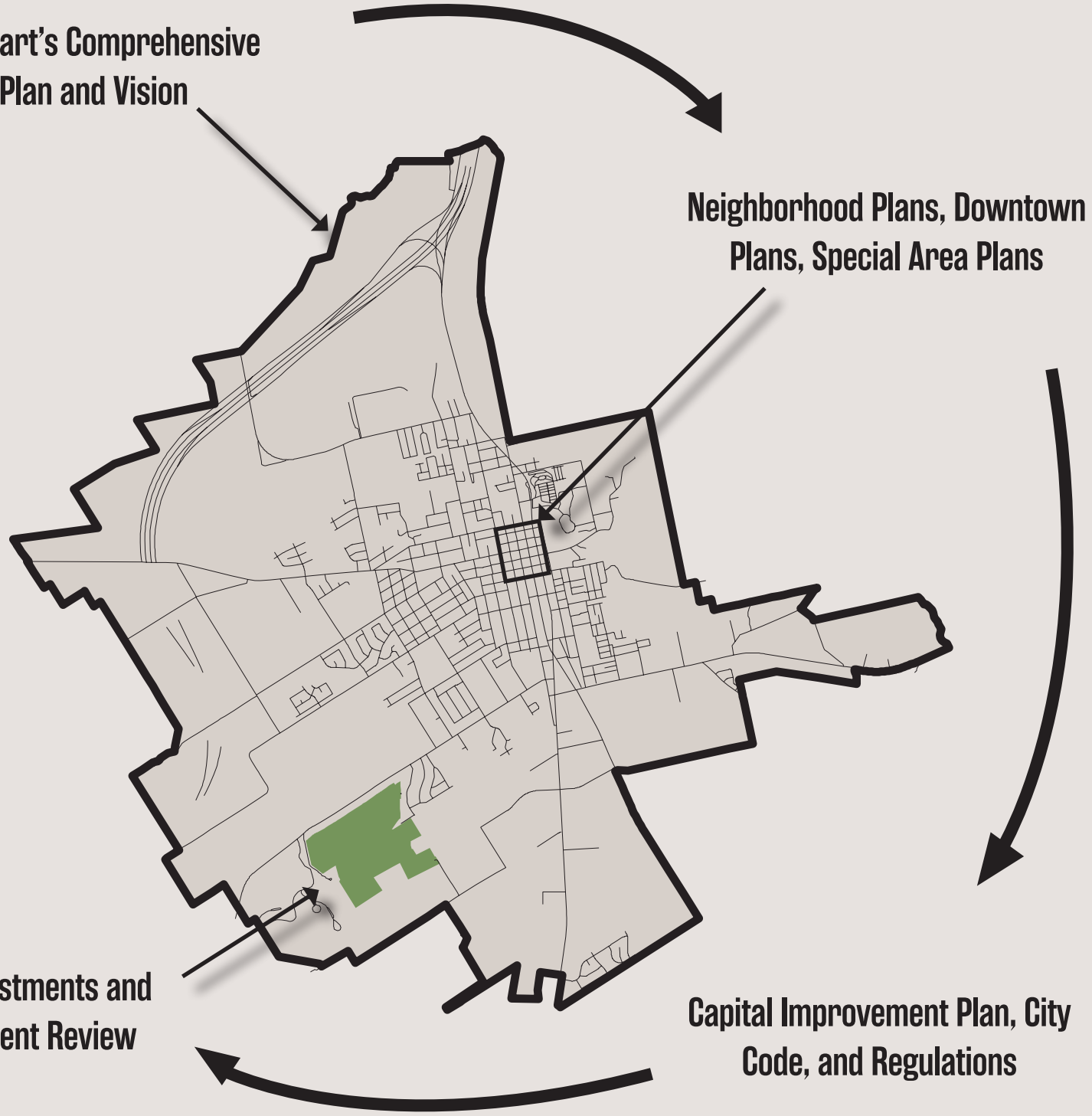
A major topic of discussion among the community during the process was, what is responsible growth? In the end it was determined that, for the Lockhart community, responsible growth means:

- There are no detrimental trade-offs being made
- Developers show a long-term commitment to the community and City
- Projects commit to being good neighbors
- A continuous positive feedback loop is created that improves of relationships and outcomes for residents

This is about seeing Lockhart's version of responsible growth come to fruition. This is why the community should (and does) care about their Comprehensive Plan.

Lockhart Comprehensive Plan Framework

It is helpful to understand planning as a layered hierarchical process, with each plan being contained within or relating to future and past planning projects. This Plan will chart a vision that will guide more specific plans, such as neighborhood plans or studies. This vision and subsequent recommendations from City and area level plans will influence the City's codes and regulations. Codes and regulations directly impact City investments and private development within the municipality.



LOCKHART LOOKING FORWARD

Each chapter in this document will begin with a look at how that chapter links back to the Plan's storyline of "Lockhart Looking Forward". This Plan as a whole, as well as each chapter individually, looks at where Lockhart has been, where it is today, and how the community reaches the future it has envisioned.

Where We've Been

Lockhart's past has been defined by its small town charm, historic Downtown and famous barbecue. They key to moving forward is to understand the City's past, what parts of that history the community members value, and how to nurture those in the future.

Where We Are

Understanding Lockhart's recent trends in terms of development, demographics, and shifting community needs can allow the community and City leaders to identify those trends they want to continue or encourage as well as trends they may want to change.

Where We Want to Be

Once we know where Lockhart has been and is today, the community can identify a vision for the future. With this vision established, this Comprehensive Plan can dive into each detailed chapter topic identify recommended actions the City can take to realize progress towards that vision.

The vision statement describes the future that Lockhart residents envision for their City. It encompasses the City's physical, social and economic aspects. The vision emerged from public engagement, incorporating feedback from residents, the CPSC and stakeholder groups during the early stages of the Comprehensive Plan. Through collaboration, the CPSC played a key role in shaping the vision to align with the community's aspirations.

VISION STATEMENT

In Lockhart, we envision a future that is defined by safety, diversity, prosperity, and a deep connection to our rich history, rooted in its vibrant downtown and sustained by its thriving and resilient communities.

GUIDING PRINCIPLES

The guiding principles serve as the foundation for realizing the community's vision, reflecting Lockhart's goals and aspirations. The guiding principles offer general guidance across all plan elements and should be consulted regularly when making policy and land use decisions, particularly in situations not explicitly covered by this Plan. Each guiding principle can be applied in various aspects of the Plan, offering a structure to assess unexpected changes, challenges, opportunities and issues. This adaptability allows the Plan to remain dynamic, serving as a living document.

ARTS & CULTURE

Cultivate a diverse and vibrant arts and culture scene that enriches our community's identity and fosters creativity for both residents and visitors.

ECONOMIC DEVELOPMENT

Promote a robust local economy through business growth and job creation that uplifts the entire community.

FUTURE LAND USE

Plan and manage land use to accommodate the needs of our growing community while enhancing the quality of life in our neighborhoods and protecting our natural environment.

HOUSING

Provide accessible and attainable housing options that meet the diverse needs of and create healthful living environments for our residents.

COMMERCIAL DEVELOPMENT

Encourage flexible commercial development that stimulates innovation and creates vibrant business districts that enhances the City's unique character.

UTILITIES & INFRASTRUCTURE

Invest in and maintain resilient infrastructure to achieve efficient and equitable delivery of essential services that supports the growth of our City while minimizing environmental impact.

TRANSPORTATION

Develop an adaptable transportation system that enhances connectivity, accessibility, and mobility for residents, visitors, and commerce.

PARKS & RECREATION

Preserve and expand access to parks and natural resources that support the physical and mental well-being of our community.

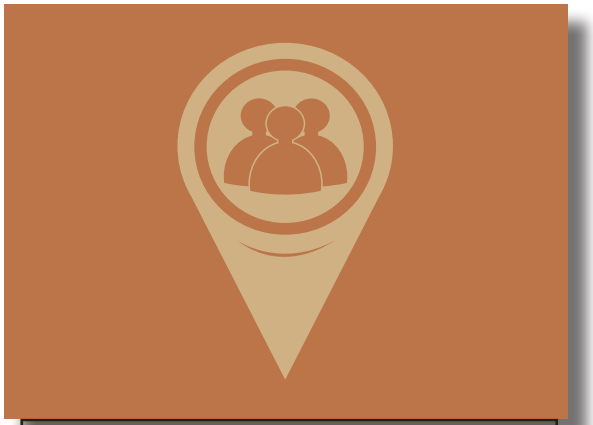

WELCOME TO
Lockhart
THE BAR-B-QUE CAPITAL OF TEXAS

COMMUNITY SNAPSHOT

LOCKHART LOOKING FORWARD

Embracing the Past

Lockhart's rich history is more than a series of dates and events; it serves as the foundation of the community. From its origins as a key stop on the Chisholm Trail to its status as the Barbecue Capital of Texas, and now as a fully diversified regional economy, Lockhart's past shapes its present identity. Honoring this heritage and preserving traditions ensures that the stories of those who came before continue to inspire future generations. Embracing the past involves carrying forward the values and spirit that define Lockhart.



Understanding the Place & People

Lockhart is a community where every street and neighborhood tells a story. Understanding the place involves recognizing the unique character of its landscapes and the needs of its residents. By engaging with the community and appreciating its shared spaces, the city can reflect the values and aspirations of all its people.

Responding to Change & Moving Forward

Change is inevitable, but the response will shape Lockhart's future. By anticipating shifts and crafting adaptable policies, Lockhart can navigate challenges with confidence. Whether updating infrastructure or enhancing public services, responding to change becomes a catalyst for progress, building a strong foundation for the future.

Community Engagement

The planning team balances quantitative data and research, such as that information presented previously in this chapter, with the lived experiences and needs of residents shared with us throughout the process. This qualitative information gathered from community members forms the community vision, which then becomes the basis for guiding principles and, ultimately, the plan recommendations.

A summary of engagement efforts is provided here. Additional details on engagement events and outcomes can be found in Appendix A.

Top priorities that emerged throughout the public engagements include:

1. A Safe & Family-Oriented Community
2. A Thriving Downtown
3. Housing Affordability
4. Parks & Greenspaces
5. Roadway Infrastructure & Mobility

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 conversations 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.

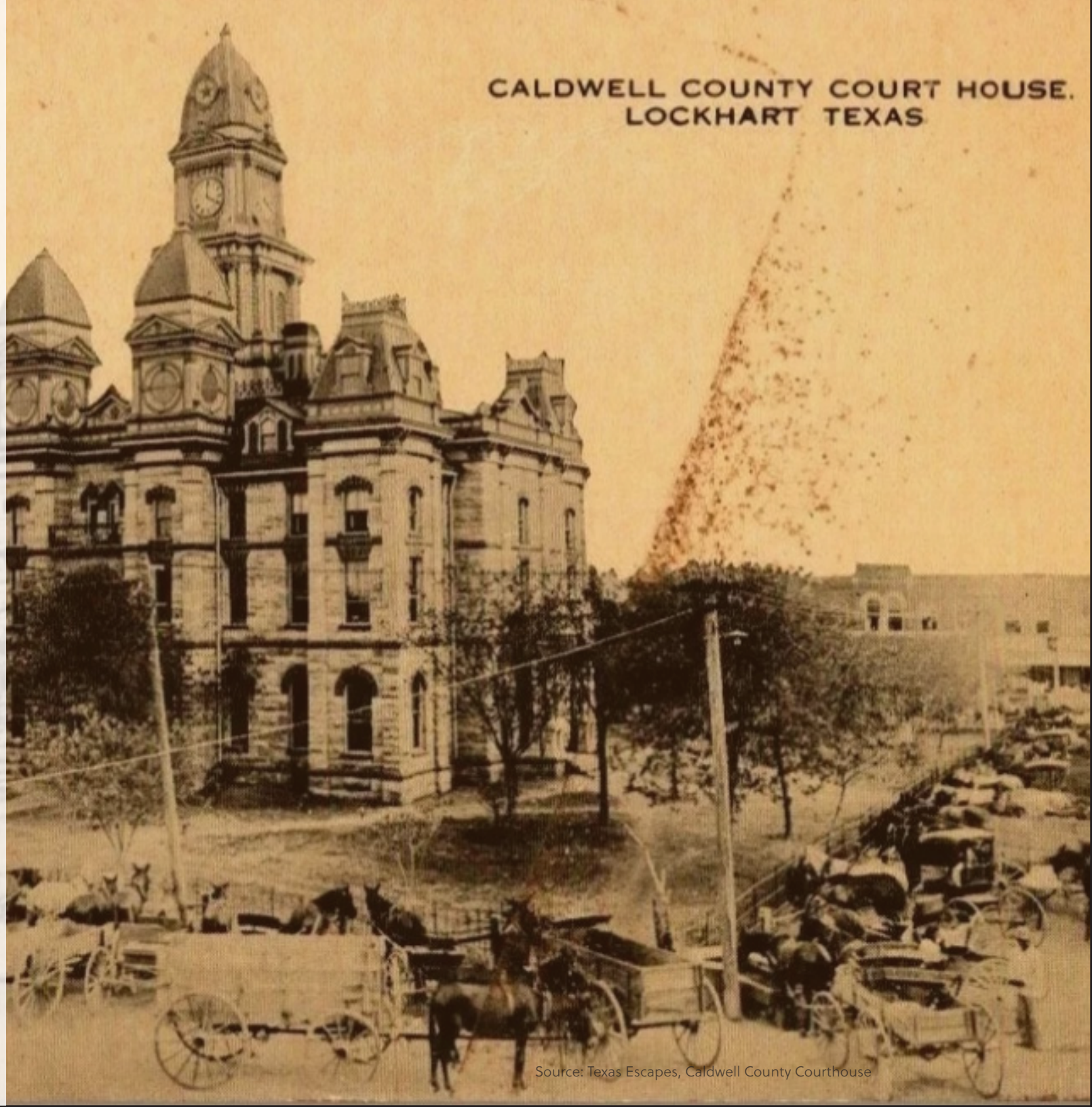
4 Public Outreach Events

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 public workshop that resulted in community-generated land use scenario alternatives, and an open house to gather feedback on preliminary plan recommendations. Materials from these in person engagements were also made available online via the project website.

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 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 to October 9, 2024, and asked the community to provide feedback on the full draft Plan document.

PAST



Source: Texas Escapes, Caldwell County Courthouse

Pre-Lockhart

The land that Lockhart, Texas now occupies was once the homeland of the Tonkawan Native Tribe, who inhabited Central Texas as early as the 16th century. Known as the Tonkawa, a name derived from the Waco Tribe word “tonkaweya,” meaning “they all stay together,” they referred to themselves as “tickanwatic.” The Tonkawa were made up of independent bands such as the Mayeye, Yojaune and Ervipiame. Over the centuries, they faced pressures from the Lipan Apaches, Spaniards and eventually Anglo-American settlers in the 19th century.[1]

In 1824, the Tonkawa entered into a treaty with Stephen F. Austin, whose colony of 300 families in Mexican-owned Texas sought protection from the Comanche. The Tonkawa provided crucial military support, notably at the Battle of Plum Creek, near present-day Lockhart, during the 1840 Comanche-led Great Raid. Their relationship with early Texas settlers remained strong through early statehood.

In 1862, the Wichita Agency relocated the Tonkawa to Indian Territory (modern-day Oklahoma). Due to their role in protecting settlers and long-standing rumors, a coalition of other tribes led to a massacre that devastated the Tonkawa population. The surviving members were eventually relocated to Fort Oakland, Oklahoma, later renamed Tonkawa in 1894. Though their population significantly dwindled, the tribe began to recover, and today, many Tonkawa still live in Tonkawa, where they continue to preserve their culture and heritage.[2]

1 “INDIANS, ‘JARS AND ANGLO-AMERICANS.’” Milam Co., TX Archives - Rockdale History. Accessed 1 Aug.2023. www.usgwarchives.net/tx/milam/history/pg007.htm.
2 Paul Clark. “Tonkawa Massacre of 1862.” Clio: Your Guide to History. May 6, 2019. Accessed 1 Aug. 2023. https://theclio.com/entry/77338

Early Lockhart

Byrd Lockhart was the first recorded Anglo-American to settle in what would later become Caldwell County. Lockhart worked throughout Central Texas as a surveyor, and in 1831 came to own land along Plum Creek. At this time Lockhart lived in nearby Gonzales , and opened up his Plum Creek property for use by other settlers. In 1848, Caldwell County was established and Lockhart became the county seat. Four years later, Lockhart was incorporated with a mayor-council government.

By the mid 1800s Lockhart was a well established community with 423 residents. The City boasted a school, masonic lodge, and at least five different church organizations. During this time, the St. John Colony was founded just outside Lockhart by a group of formerly enslaved people. The community became a thriving settlement with its own churches and school. Notably, the St. John Missionary Baptist Church established in 1873. St. John Colony played an important role in shaping the cultural fabric of early Lockhart.[3]

Lockhart’s economy began to grow rapidly as it solidified itself as a key regional trading hub along the Chisholm Trail between 1860 and 1874. However, railway expansions and the subsequent establishment of the City of Luling began to diminish the relevance of Lockhart in the regional economy.

3 Vivian Elizabeth Smyrl, “St. John Colony, TX,” Handbook of Texas Online, accessed October 08, 2024, https://www.tshaonline.org/handbook/entries/st-john-colony-tx.

Plum Creek Wetland Area
Source: Plum Creek Wetland Preserve Master Development Plan, Guadalupe-Blanco River Trust

By 1887, the Lockhart-San Marcos section of the Missouri, Kansas, and Texas rail line increased access to a variety of regional markets, providing a much needed boost to the local economy. The town experienced a significant transformation by 1890, with the introduction of modern amenities such as electricity, a waterworks system, streetcars, schools, churches, and a national bank, catering to a population of 1,233 residents.

The expansion of Lockhart's rail network further fueled its economic progress. The San Antonio and Aransas Pass line connected Lockhart to Shiner via Luling in 1889, while the extension of the Missouri, Kansas, and Texas line to Smithville in 1892 reaffirmed the town's status as a regional center. During the 1890s and early 1900s, Lockhart's cotton processing industry flourished, with the establishment of a cottonseed oil mill in 1893 and a compress in 1901.

As the 20th century commenced, Lockhart witnessed the establishment of significant cultural and social landmarks. The Dr. Eugene Clark Library, still in operation, holds the distinction of being the state's oldest continuously operating city library. Additionally, Kreuz's Market, a celebrated barbecue eatery, began its legacy during this time. The 1900 census demonstrated Lockhart's remarkable population growth, nearly doubling the number of residents to 2,306, affirming its position as a thriving and dynamic community.[4]

4 Texas State Historical Association. "Lockhart, TX (Caldwell County)." Texas State Historical Association, www.tshaonline.org/handbook/entries/lockhart-tx-caldwell-county. Accessed 1 Aug. 2023.

20th Century

The discovery of the Luling oil field in 1920 elevated Luling's economy over Lockhart, but some Lockhart residents still managed to benefit from investments in the field. Though Lockhart did not experience the same boom as Luling, it steadily grew, with its population increasing from 3,731 in 1920 to 5,018 in the early 1940s. This growth was a testament to the town's resilience and adaptability, as it continued to attract newcomers and capitalize on economic opportunities even in the face of new challenges.

During World War II, the Lockhart-to-Luling railroad branch was abandoned in 1942 as part of the war effort, but since both cities had alternative rail lines, the economic impact was limited. The war period brought changes to Lockhart's economy, as it had to adjust its transportation infrastructure to support the wartime needs of the nation. Despite these adjustments, Lockhart maintained its position as a critical economic center within the county, playing a significant role in sustaining the region's agricultural industries.

At that time, Lockhart's major businesses reflected the county's agricultural nature,

Downtown Lockhart, Westy's Pharmacy, 1971
Source: University of North Texas Libraries

encompassing cotton gins and compresses, a creamery, a poultry-dressing plant, a peanut shelling and processing plant, and facilities for livestock marketing and shipping. The town's economy revolved around the rich resources of the land, and it became a hub for processing and distributing agricultural products.

Throughout the 1960s, Lockhart's population stabilized at just over 6,000, leading to concerns about becoming a mere bedroom community for Austin commuters. To avoid this fate and ensure the town's continued growth, the Lockhart Industrial Foundation was established in 1973.

The foundation's purpose was to attract new businesses and industries to Lockhart, fostering economic diversity and long-term stability. The foundation's efforts were successful in bringing new opportunities to the town, including the establishment of the Kewaunee Scientific Corporation, which employed 160 to 180 people. Later, it played a key role in facilitating the arrival of the Wackenhut Corrections Corporation, providing an additional 135 jobs through a private prison lease.

In 1978, Lockhart's courthouse and several blocks of downtown were listed in the National Register of Historic Places, recognizing the town's rich historical heritage and architectural significance. As the years progressed, Lockhart continued to flourish, with its population reaching 7,953 in 1980, 9,205 in 1990, and 11,615 in 2000. This steady growth and development reaffirmed Lockhart's status as a thriving and dynamic community that had successfully navigated through various economic changes and remained an essential contributor to the county's prosperity.[5]

5 Texas State Historical Association. "Lockhart, TX (Caldwell County)." Texas State Historical Association, www.tshaonline.org/handbook/entries/lockhart-tx-caldwell-county. Accessed 1 Aug. 2023.

New Growth

Lockhart's story has always been one of resilience and adaptability in the face of rapid technological and societal change, from the City's role in the Chisholm Trail to the industrial revolution and the cotton industry. In the last two decades, growth in the Austin and San Antonio metros and the I-35 corridor broadly have resulted in transformative growth in the Central Texas region including Lockhart. Between 2008 and 2018, Caldwell County added 2,000 new jobs, representing a 32% increase in job growth.

Following this regional growth, Lockhart has attracted a growing number of companies to its industrial parks within the last 15 years. These include FGM, Iron Ox, McElroy Metal, Pure Castings, and Visionary Fiber Technologies, among others. This new industrial growth is spread across a diverse array of industries including: bio-diesel, metalworking, sustainable agriculture and food production.[6]

Local retail and other small scale businesses have also historically played an important role in Lockhart's economy. In 1999, Lockhart was designated as the Barbecue Capital of Texas due to its variety of local barbecue businesses, some of which have become large regional brands. Due to Lockhart's close proximity to Austin, it has developed into a hub for entrepreneurs and artists, with more than 30 small businesses occupying downtown as of 2023.

6 "Success Stories." City of Lockhart Economic Development, lockhartedc.com/advantages/success-stories. Accessed 1 Aug. 2023.

Henry's Restaurant downtown Lockhart, 2023

Lockhart Historical & Growth Timeline

Pre 1700s, the land in which Lockhart was founded was inhabited by the Tonkawan Native American Tribe.

In August of 1840, a battle between the early Texas Rangers with allied Tonkawans against a Comanche Tribe occurred near the outskirts of the Lockhart city limits.

In 1848, Caldwell County was established and Lockhart was designated as the county seat.

In 1852, Lockhart was incorporated with a mayor-council government structure.

During the 1860s and early 1870s, Lockhart become a key trade hub along the Chisholm Trail.

Figure 1. Lockhart Timeline

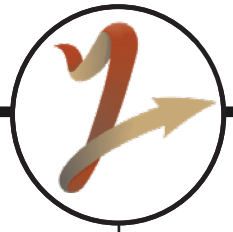
Source:Texas Historical Commission, Lee Herring, City of Lockhart

In 1887, the Lockhart-San Marcos portion of the Missouri-Kansas-Texas rail line was constructed.

In the early 1900s, oil was discovered in nearby Luling, causing a loss of economic status for Lockhart.

In 1973, the Lockhart industrial Foundation was created to help attract new business to Lockhart, and prevent it from becoming a bedroom community.

Between 2010 and 2023, the Central Texas Region started to experience significant growth. Significant regional development stemming from the Austin and San Antonio metros, especially along the I-35 and SH 130 (Cesar Chavez Parkway) corridors, is expected to bring new growth to Lockhart.



In 2024 the Lockhart Looking Forward Comprehensive Plan is adopted, establishing a vision and strategy for Lockhart's next 25 years of growth.

PLACE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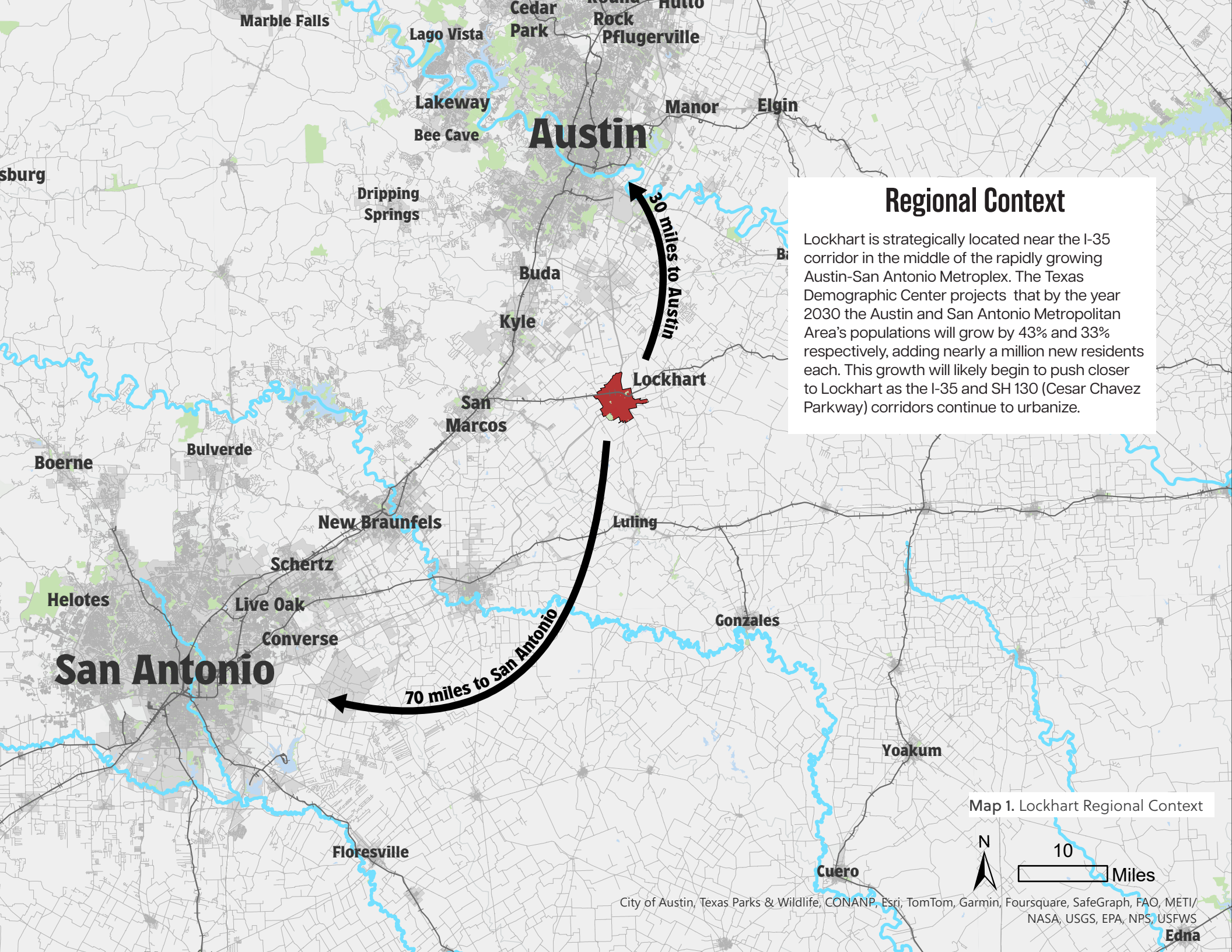
Life is a beach enjoy the waves
First Friday



Regional Context

Lockhart is strategically located near the I-35 corridor in the middle of the rapidly growing Austin-San Antonio Metroplex. The Texas Demographic Center projects that by the year 2030 the Austin and San Antonio Metropolitan Area's populations will grow by 43% and 33% respectively, adding nearly a million new residents each. This growth will likely begin to push closer to Lockhart as the I-35 and SH 130 (Cesar Chavez Parkway) corridors continue to urbanize.

Map 1. Lockhart Regional Context

Physical Features

Physical features are broadly defined as the natural and built environmental factors that impact how the City of Lockhart grows and develops. Overall, the City of Lockhart does not have any significant constraints on its growth or development; the terrain is relatively flat, there are few significant flood zones in developed areas of the City, and there is significant space in the extraterritorial jurisdiction (ETJ) for future expansion.

What is an ETJ?

The ETJ is an area adjacent to a community's city limits where the community may enforce its subdivision regulations but not zoning regulations. This is also the area in which a community has the opportunity to annex, in accordance with current state law. Recent legislation has made it easier for property owners to request de-annexation from a city's ETJ, which could impact future growth and planning strategies. The size of the ETJ depends on the population of the community and proximity to other ETJs. The City of Lockhart's ETJ is the area adjacent to and within one mile of the city limits, and also includes various contiguous parcels extending northward roughly along US 183 (Colorado Street) to SH 21 (Camino Real). For purposes of this Comprehensive Plan, the various parcels along US 183 (Colorado Street) are not included in the study area due to the City's limited jurisdiction.

Elevation

The City of Lockhart has very little topographic variation, with an approximately 110-foot difference between the highest and lowest points within the City and ETJ. Most of Lockhart's land is relatively flat or just slightly sloped, which does not pose any significant limitations on the ability and cost to develop the land.

Floodplain

The 100-year floodplain or 1% chance floodplains within the City of Lockhart are produced by a number of tributaries that flow into Plum Creek. The combined 100-year and 500-year floodplains represents 18% of the total area of the city limits and ETJ. Plum Creek is a 52-mile stream that begins in Hays County north of Kyle and flows southeast through Caldwell County. The most significant flooding event in Lockhart occurred in October 1998, when Plum Creek crested at 23 feet. This event caused significant flooding on US 183 (Colorado Street) and to low lying homes closest to Plum Creek. With Plum Creek inside city limits, the probability of a future flood event is highly likely based on historical records.

Railroad

The City of Lockhart has a single rail line that runs east to west through the center of the City just north and east of downtown. This line was originally constructed in 1885 by the Missouri-Kansas-Texas (MKT) Railroad Company. Since then, the MKT rail company has merged into Union Pacific, which manages the rail line today.

Existing Road Network

The City is located along several significant roadways. The first being US 183 (Colorado Street) which is the primary north-south route through the City, and one of the primary routes toward Austin. US 183 (Colorado Street) in Lockhart has an average annual daily traffic count (AADT) of approximately 21,730 vehicles according to 2022 TxDOT estimates. US 183 (Colorado Street) serves as a key commercial corridor for the City of Lockhart, with significant retail, restaurant, and manufacturing businesses along the route.

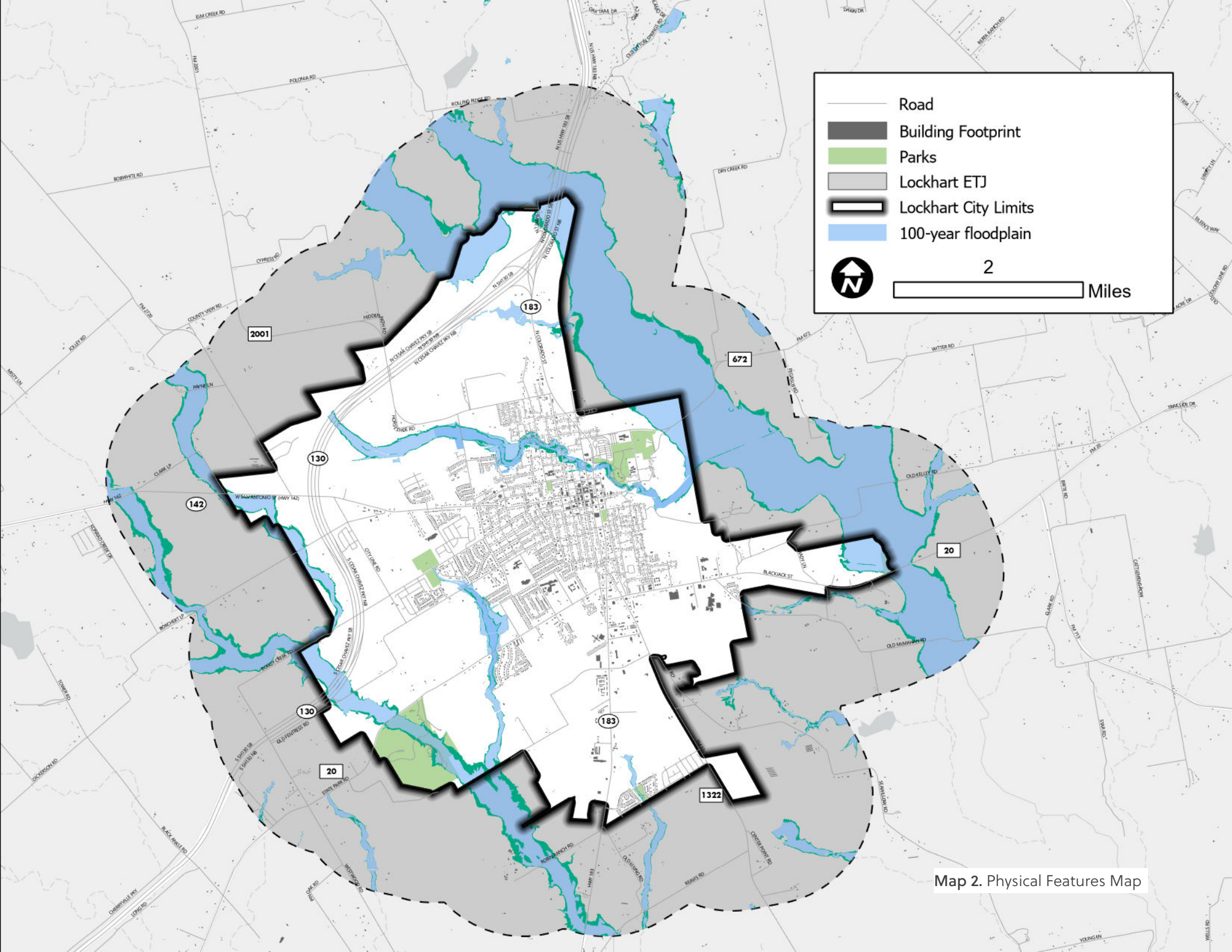
The second key transportation corridor within Lockhart is SH 142 (San Antonio Street). This route has an AADT of 10,601 vehicles and serves as the primary route toward San Marcos.

FM 20 (State Park Road/Blackjack Street) is another important roadway, functioning as the primary east-west route through the City, particularly towards Bastrop.

Lastly, Texas SH 130 (Cesar Chavez Parkway) is a tollway that runs along the western edge of Lockhart, and has an AADT of 8,651 vehicles. SH 130 (Cesar Chavez Parkway) is primarily used as an alternative route between the Austin and San Antonio metropolitan area.

Environment

The City of Lockhart is characterized as a semi-arid climate with hot summers and occasional droughts, which can trigger additional hazards like high temperatures and the potential for wildfires. Despite these environmental challenges, the FEMA National Risk Index indicates a relatively low overall risk for Caldwell County. This index considers various threats including tornadoes, hail, hurricanes, and more, demonstrating a comprehensive approach to assessing potential hazards.



Map 2. Physical Features Map

Existing Planning Framework

When developing a comprehensive plan for the study area, it is crucial to consider previous local and regional planning efforts. This ensures that the recommendations provided are coordinated and aligned. This section offers an overview of relevant plans.

Lockhart 2020 Comprehensive Plan

The Lockhart 2020 Comprehensive Plan, the most recent previous comprehensive plan intended to provide guidance through 2020, served as a long-term guide for the community's physical development and redevelopment, covering the corporate limits of the City and ETJ. The plan provides the general framework of goals, objectives, policies, and actions, allowing for resolutions to issues and decision-making. The primary purpose is to offer stability and a common direction for City leaders while addressing issues and making future decisions.

Goals include prioritizing quality infrastructure, City services and transportation systems, balancing community needs with available resources, managing growth in a smart and fiscally responsible manner, and providing a variety of housing options for current and future residents. Regarding land use, Lockhart's goals include promoting in-fill development, regulating growth along major thoroughfares, establishing industrial parks for job opportunities and tax revenue, and protecting and enhancing existing parks and community facilities.

Downtown Revitalization Project

The Downtown Revitalization Project focuses on the nine-block area surrounding the historic Caldwell County Courthouse. The goals of the project are to update aging water and sewer infrastructure, upgrade and modernize streetscape and drainage, provide pedestrian friendly space, improve traffic flow and safety, preserve the number of parking spaces, and enhance the overall aesthetic of downtown. In May of 2023, City Council approved the final conceptual design report to move forward with the design phase.

Lockhart Parks Master Plan

The 2024 Lockhart Parks Master Plan 5-Year Update was developed to guide the future enhancement and development of parks, recreational facilities and programs in Lockhart. This plan updates the goals and priorities set in the 2018 plan, focusing on addressing the community's needs through active and passive recreation opportunities, fostering a sense of community, enhancing tourism, identification of future priorities and recommendations for implementation to ensure that Lockhart's park system meets the growing needs of residents.

The Master Plan emphasizes the importance of parks in promoting active and healthy lifestyles, building community connections, and contributing to the local economy. It highlights priority projects, such as the creation of new indoor and outdoor recreational facilities, improvements to existing parks, and strategic expansions to the park system. The plan also aligns with the Texas Parks and Wildlife Department guidelines to enhance funding opportunities and guide that future developments reflect community input and needs.

Lockhart Parks Master Plan Illustration

Lockhart's Next Chapter: A Targeted Business Strategy Refresh

The Targeted Business Strategy Refresh was created to recalibrate the economic development action plan, Competitive Realities Report and Target Industry Strategy, adopted in 2023, based on its recent economic development successes. This document provides renewed focus on asset development and organizational changes Lockhart and its economic development partners should take to keep the City on a path of success. The recommendations established in this document call on Lockhart to enhance its economic development service delivery and advocate for initiatives that will build upon and improve available product offerings and the overall business climate.

Lockhart Sustainable Places Illustration

The Sustainable Places Project

The Sustainable Places Project, created in 2013, was an ambitious regional planning initiative aimed at helping communities create the conditions for livable places, consistent with local goals and values. The area of focus in Lockhart was a 1,311-acre area, including the downtown and US 183 (Colorado Street) corridor from SH 130 (Cesar Chavez Parkway) south to the southern city limit.

Residents and stakeholders identified a variety of concerns and ideas about what desirable growth could look like in Lockhart. These included: revitalizing downtown and the Courthouse Square with businesses that encourage visitors to stay longer, preserving the land around creeks as recreational space, and promoting compact patterns of infill development throughout the focus area with appropriate transitions to existing residential neighborhoods.

The plan recommends the creation of a tax increment financing (TIF) zone within the focus area that can create value over time to be used for developer incentives or for "pay-as-you-go" projects. The plan also recommends creating a downtown overlay district to replace the current traditional zoning with form-based development standards that more purposefully create the type and scale of places that the community has envisioned.

Roadway Impact Fee Program Update / Lockhart Water and Wastewater Impact Fee Analysis Capital Improvements Plan

The City of Lockhart conducted an update to the City's impact fees for water, wastewater, and roadways to match anticipated ten-year growth in 2023. The studies are based on land use assumptions, expected population growth and corresponding capital improvements and expenditures necessary to support that growth. Impact fee updates are conducted every five years as required by ordinance and state law.

Population and land use assumptions are important elements in the analysis of water, wastewater, and roadway systems. The Impact Fee Advisory Committee determined a reasonable average rate of growth in Lockhart to be 4.25%. With this projection, Lockhart's population could be expected to be approximately 23,695 by the year 2032. With known development information, it is also reasonable to assume that the city limits will grow by at least 300 acres.

PEOPLE

Demographics

This community demographic profile is an essential part of the comprehensive plan process, helping decision makers to gain a deeper understanding of the City's residents and how their lifestyles may impact the urban form.

By analyzing demographic data and trends, we can uncover key insights into the composition, characteristics, and needs of our community. This knowledge empowers the community to develop targeted strategies and initiatives that address the specific challenges and opportunities presented by Lockhart's diverse population.

The demographics of Lockhart play a significant role in shaping the urban landscape. Factors such as age distribution, ethnicity, income levels, and household types all influence the demand for various services, infrastructure, and amenities.

For example, an aging population might require age-friendly design elements and accessible transportation options, while a young and diverse population may necessitate vibrant cultural spaces and recreational facilities.

Understanding these demographic nuances allows us to create a more responsive and inclusive urban environment that caters to the needs and preferences of residents. By examining indicators such as education levels, employment rates, and income disparities, we can identify areas of opportunity and areas that require targeted interventions. This information will also guide the decision-making process in terms of resource allocation, economic development strategies, and social equity initiatives. By addressing these socio-economic factors through the Comprehensive Plan, we can strive to create a more equitable and thriving community for all residents.

Population

The City of Lockhart's population has seen consistent growth throughout its history, though the rate of growth has ebbed and flowed based on the economic environment of the time. In the mid to late 1920s the rate of growth in Lockhart was reduced significantly as oil was discovered in nearby Luling, boosting their population by nearly 300% and drawing potential residents away from Lockhart.

Since 1980, there has been significant growth within Lockhart and the region as a whole. The population rate did decrease slightly around 2010, but it has since trended higher as younger individuals and families are looking to more affordable and more rural areas such as Lockhart.

The Texas Demographic Center has released its preliminary 2023 population estimates. As of January 1, 2024, Lockhart's estimated population is 17,146. These estimates are subject to change pending external review processes. This preliminary estimate aligns with the trend of accelerated growth seen in recent years.

Table 1. Lockhart Historic Population

Year	Population	Change
1900	2,306	-
1910	2,945	+27.7%
1920	3,731	+26.6%
1930	4,367	+17.0%
1940	5,018	+14.9%
1950	5,573	+11.0%
1960	6,084	+9.1%
1970	6,489	+6.6%
1980	7,953	+22.5%
1990	9.205	+15.7%
2000	11,615	+26.1%
2010	12,698	+9.3%
2020	14,379	+13.2%

Source: U.S. Census Bureau, Decennial Census

Population Projections

City planning relies on population projections to anticipate future trends, guide resource allocation, create proactive development strategies for housing, transportation, and infrastructure, and create livable and resilient communities.

The state-wide projections from the Texas Water Development Board (TWDB) are the industry standard projections and serve as a baseline for the population projections used in this Comprehensive Plan. The TWDB anticipates that both Caldwell County and the City of Lockhart's populations will increase significantly going toward the year 2050.

While these state-wide projections provide the ability to compare Lockhart regionally and can serve as a starting point to assess future population projections, they do not always fully capture the local contextual knowledge and potential new growth that can be expected within a City.

For this Comprehensive Plan, additional population projections were also assessed.

- In 2023, a water and wastewater fee analysis study and roadway impact fee program update were conducted by the City of Lockhart. These studies are locally calibrated and projected that Lockhart's growth will somewhat exceed the state-wide projections and that the projected population of Lockhart by 2032 will range from 23,695 to 23,832. This is not a major difference from the TWDB projections, however, when compounded over the next 40 years this can culminate in a significant difference.
- The Land Use and Development chapter of this Plan further explores potential population growth scenarios for the City of Lockhart and how different population scenarios might impact the community.

Figure 2. 2010-2050 TWDB Population Projections, Regional Comparison

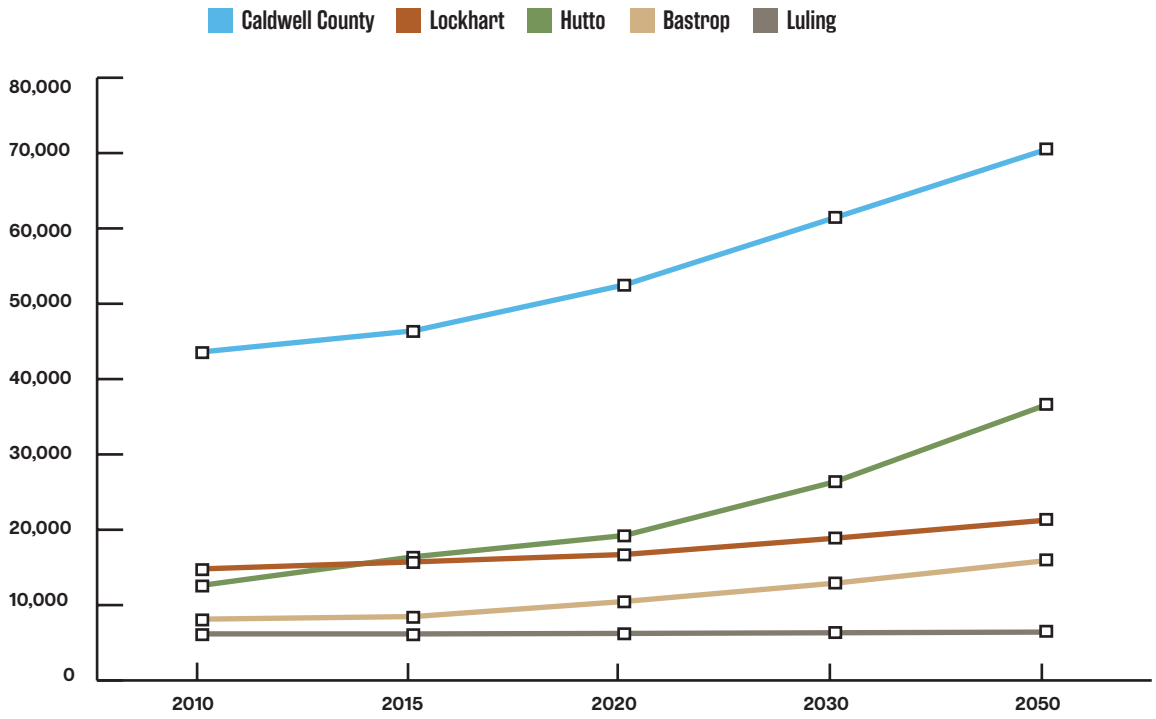


Table 2. Lockhart TWDB Population Projections 2020-2060

Year	TWDB Baseline
2020	14,614
2030	21,276
2040	23,217
2050	25,158
2060	27,099

Source: Texas Water Development Board

Population Scenarios

Examining future population projections is crucial in land use planning as it provides a forward-looking perspective essential for sustainable development. Anticipating population growth allows planners to allocate resources efficiently, ensuring that infrastructure, housing, and public services are adequately sized and distributed to meet Lockhart's needs, and proactively address challenges such as traffic congestion, housing shortages, and environmental impacts. All of this supports resilient and adaptable communities that thrive in the face of evolving demographic realities, which is particularly relevant as Central Texas is facing significant growth.

Contrary to how it's often presented, population growth is not linear. A 3.5% compound annual growth rate (CAGR) is the path Lockhart is on today, which is made up of certain years with higher or lower growth. However, this is a relatively high rate of growth and is unsustainable over the long term horizon, and so will likely readjust down and then level back out over the long-term time horizon of this Comprehensive Plan. For the long-term planning purposes of this Plan, the design team began with looking at average growth rate of 2.5% out to the year 2060. This is still higher than the official state-level projections (the TWBD Baseline) but a lower rate than what was presented in the recent impact fee analyses (4.25%). To note, the impact fee projections look at a shorter-term horizon (10 years) than this Plan, so it makes sense for those projections to the higher in the shorter-term.

To note, there has been a recent 2-year population boom with a growth rate of 4.5%; this short time frame will show a higher rate than over the course of a decade, but this spike demonstrates how desirable Lockhart has become in the past few years.

From the 2.5% baseline, the planning team also looked at what the population projections would look like at 3.5% CAGR (the current trend, as noted above), as well as two high-growth scenarios of 5% and 6% CAGRs. Further discussion on these growth scenarios is provided in the Growth Scenarios section in the Land Use and Development chapter.

Table 3. City of Lockhart Growth Scenarios 2023-2060

Year	2.5% CAGR	3.5% CAGR	5% CAGR	6% CAGR
2024	17,146	17,146	17,146	17,146
2025	17,575	17,746	18,003	18,175
2030	19,884	21,077	22,977	24,322
2035	22,497	25,033	29,325	32,548
2040	25,453	29,731	37,428	43,557
2045	28,798	35,311	47,768	58,289
2050	32,582	41,938	60,966	78,004
2055	36,864	49,810	77,809	104,387
2060	41,708	59,158	99,306	139,693

Race and Ethnicity Trends

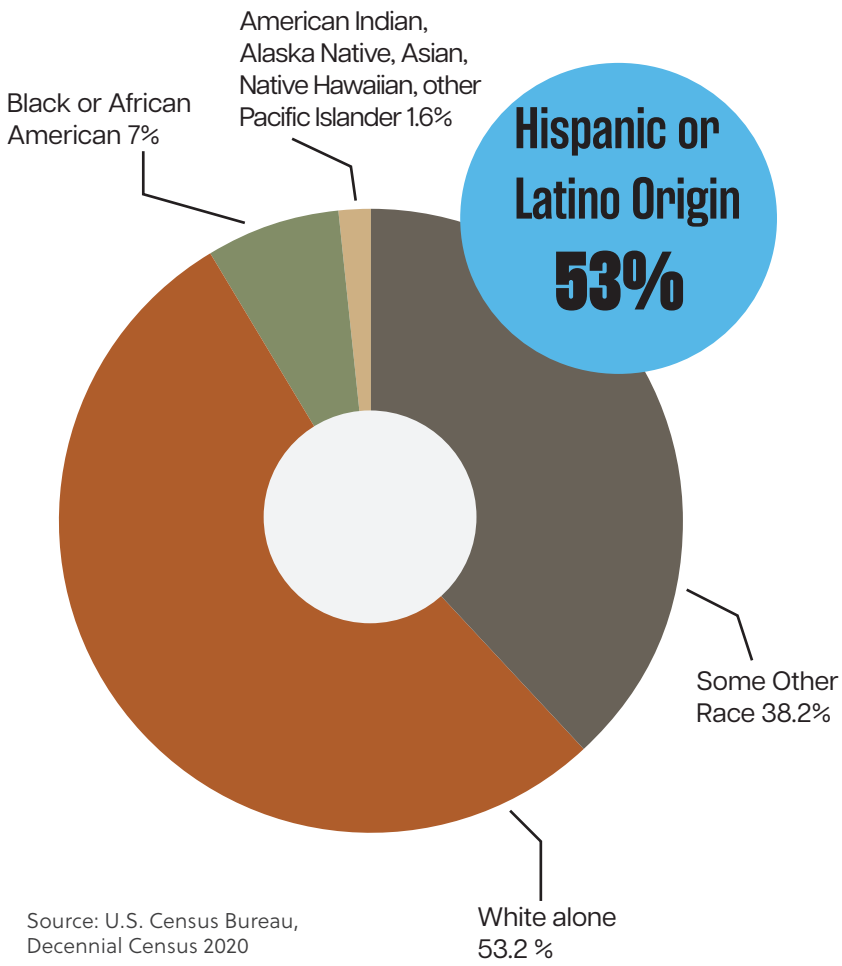
While the City of Lockhart has continued to grow over the years, it has also become more diverse. Much of this trend cannot be seen when analyzing U.S. Census Bureau data based on race, as it does not capture the Hispanic and Latino population because Hispanic/Latino is considered an ethnicity rather than a racial category. Separating out the Hispanic and Latino ethnic categories shows that in 2020 they actually make up a majority of the population with 53% of Lockhart residents identifying as Hispanic or Latino, a 6% increase in just two decades. Because Hispanics and Latinos make up a significant portion of the population and must self identify their race, this causes significant fluctuation in the racial categories as shown in Table 4. This accounts for a large amount of the variability in the data below rather than any other significant demographic trends.

Table 4. Total Population by Race, 2010-2020

Race	2000	2010	2020
White	7,598	9,275	7,652
Black or African American	1,473	1,189	1,009
American Indian and Alaska Native	78	102	115
Asian	40	56	100
Native Hawaiian and other Pacific Islander	7	2	9
Some Other Race	2,419	2,074	5,494
Percent Hispanic or Latino of total population	47%	51%	53%
Total	**11,615**	**12,698**	**14,379**

Source: U.S. Census Bureau, Decennial Census

Figure 3. 2020 Lockhart Demographic Breakdown



Source: U.S. Census Bureau, Decennial Census 2020

Age

Understanding age demographics is important for a comprehensive plan as it helps local decision makers anticipate the needs of different age groups, develop targeted strategies for healthcare, education, housing, and transportation, and ensure inclusive environments that promote the well-being of all residents throughout every stage of their lives.

The population pyramid for Lockhart, shown in Figure 4, illustrates the distribution of male and female residents across different age groups. Notably, Lockhart shows a smaller cohort of young people and a slightly older population compared to the state average. There is also a discernible decline in the mid-career age group, indicative of a 'brain drain' concept.

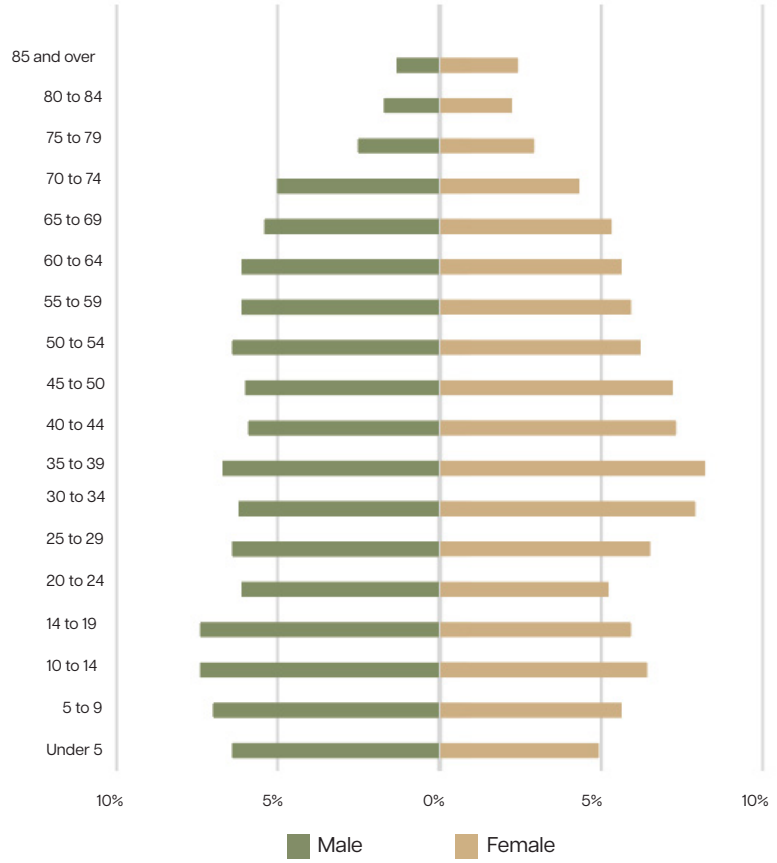
Lockhart's population has aged over the past decade, with the median age rising by more than four years from 2015 to 2020. In contrast to Caldwell County and the statewide average, Lockhart has an older population profile. Comparing Lockhart's age distribution between 2010 and 2021, according to the U.S. Census Bureau, the large majority of the population has continued to move towards both ends of the spectrum, with relatively little population between the ages of 15 and 24. These trends can be attributed to Lockhart's growing popularity as a retirement community, and as an affordable place for young families to move within the Central Texas Region.

Table 5. Median Age by City, 2010-2020

City	2010	2015	2020
Lockhart	34.5	35.4	39.8
Taylor	38	35.9	38.7
Bastrop	35.5	41.8	36
Hutto	29	31.2	35.5
Luling	33.8	45.3	40.1
Caldwell County	34.5	35.6	35.8
State of Texas	33.4	34.1	34.8

Source: U.S. Census Bureau, ACS 5-Year Estimates 2010, 2015, 2020

Figure 4. Lockhart 2020 Age Distribution by Gender



Source: U.S. Census Bureau, DEC 2020

Education and Poverty

Understanding education and poverty is vital to a comprehensive plan as these factors deeply influence a city's future. Education is a catalyst for breaking the poverty cycle, enabling access to better jobs and fostering economic mobility. By strategically considering education in planning, cities can promote social equity, workforce development, and community well-being. Addressing poverty through education also contributes to crime reduction, social inclusion, and long-term economic growth.

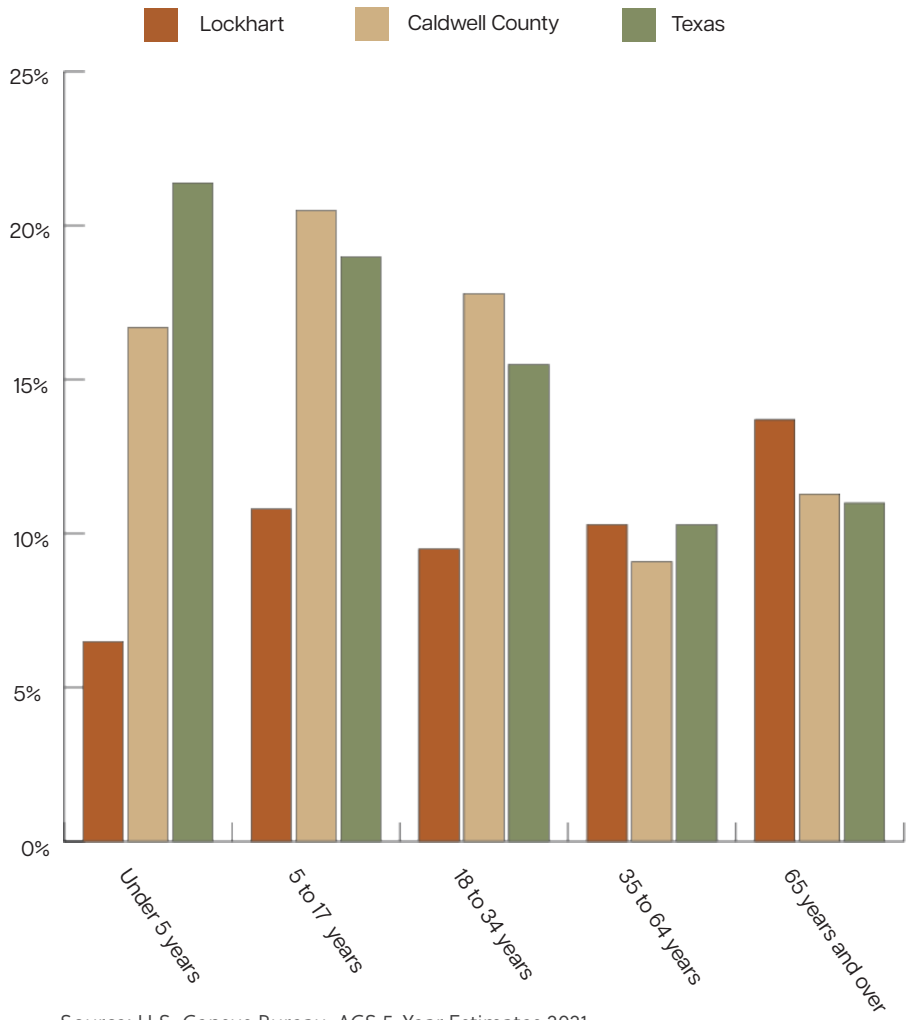
According to the U.S. Census Bureau, in 2021 the total number of residents within the City of Lockhart that were below the poverty line was 1,378 individuals or 10% of the total population. Of that 10%, more than half are at prime working age, which can suggest limited employment opportunities, educational disparities, or affordability challenges. This conclusion is further supported by Lockhart's relatively low educational attainment rates, which show that 58% of residents have a high school degree or less. This is 18.5% higher than the state-wide average. Poverty among the elderly population is 2.7% higher in Lockhart when compared to state and regional averages, but significantly lower across all other age categories.

Table 6. Educational Attainment for Population 25 Years and Over

Education Level	Percentage
Less than 9th grade	4.4%
9th to 12th grade, no diploma	12.2%
High school graduate or Equivalent	41.5%
Some college, no degree	20.6%
Associates degree	3.8%
Bachelor's degree	12%
Graduate or professional degree	5.5%

Source: U.S. Census Bureau, ACS 5-Year Estimates 2021

Figure 5. Percent Below the Poverty Line by Age Group

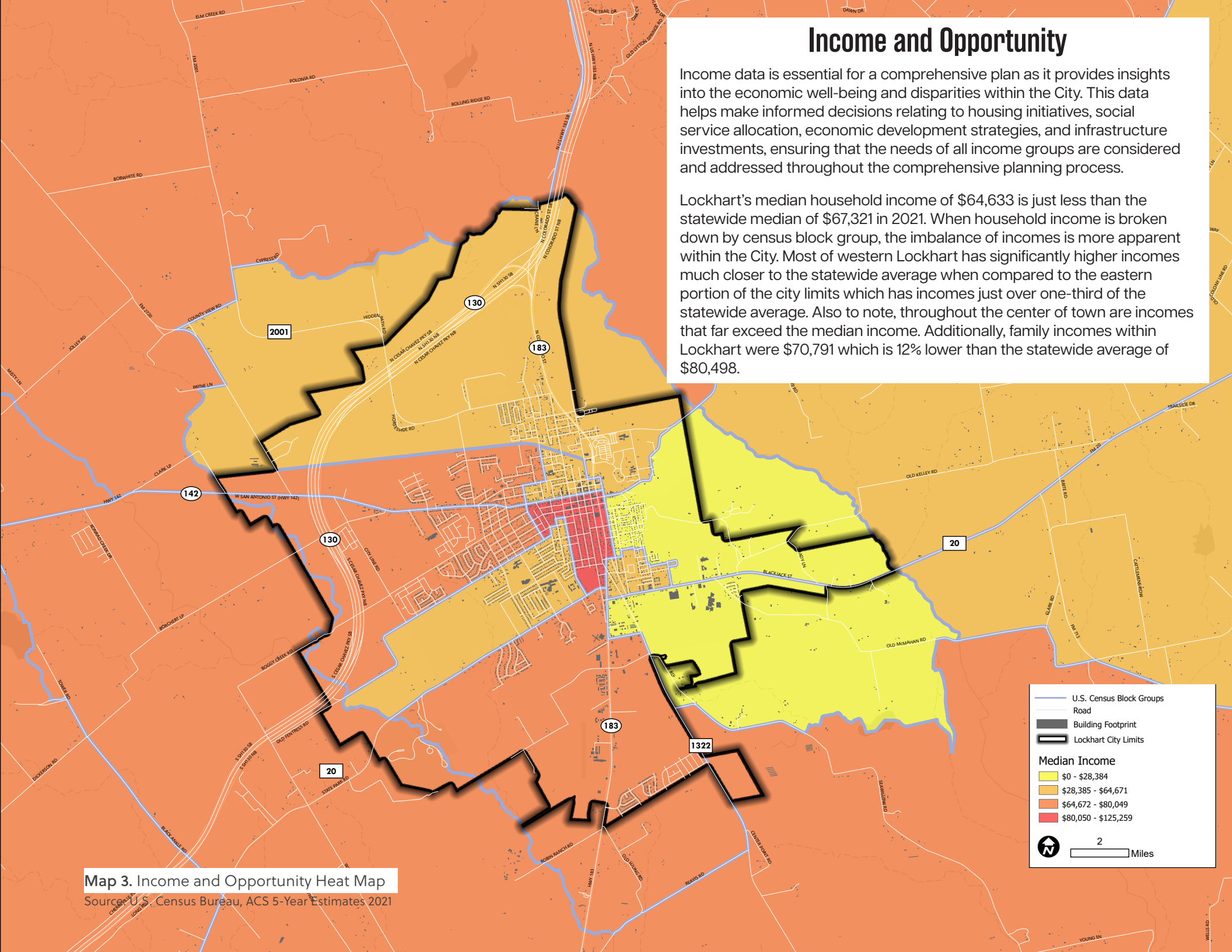


Source: U.S. Census Bureau, ACS 5-Year Estimates 2021

Income and Opportunity

Income data is essential for a comprehensive plan as it provides insights into the economic well-being and disparities within the City. This data helps make informed decisions relating to housing initiatives, social service allocation, economic development strategies, and infrastructure investments, ensuring that the needs of all income groups are considered and addressed throughout the comprehensive planning process.

Lockhart's median household income of $64,633 is just less than the statewide median of $67,321 in 2021. When household income is broken down by census block group, the imbalance of incomes is more apparent within the City. Most of western Lockhart has significantly higher incomes much closer to the statewide average when compared to the eastern portion of the city limits which has incomes just over one-third of the statewide average. Also to note, throughout the center of town are incomes that far exceed the median income. Additionally, family incomes within Lockhart were $70,791 which is 12% lower than the statewide average of $80,498.



Map 3. Income and Opportunity Heat Map

Source: U.S. Census Bureau, ACS 5-Year Estimates 2021

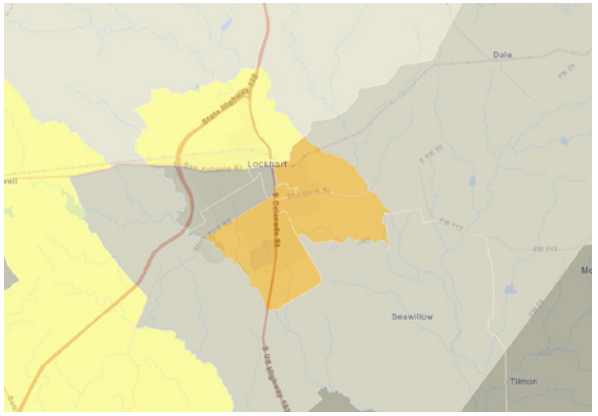
Health Outcomes

The EPA's Environmental Justice Screening and Mapping Tool (Version 2.2) notes a few areas where Lockhart ranks specifically high related to health indicators and disparities, based on national averages. These include identified food deserts, persons with disabilities, low life expectancy, and lack of health insurance, see Figure 6. Alternatively, Lockhart ranks low in rates of heart disease, asthma and cancer. These health indicators can be the result of a variety of things, including individual behaviors, clinical care, and living environment, and most often a combination of all three to some extent. However, the conditions in which people live, work, and age have a greater role in a community's health than individual behaviors and clinical care [6].

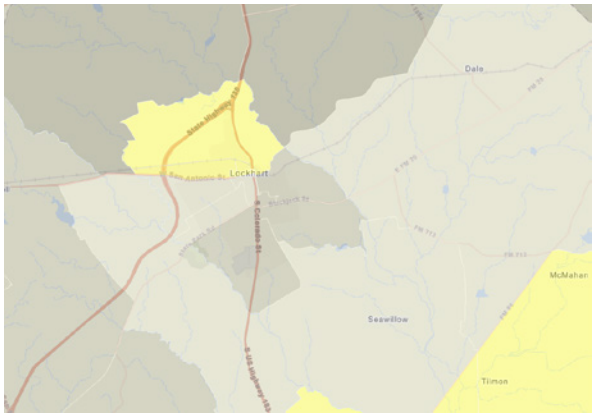
Planning efforts can support community health and well being, including physical, mental and social health, through a variety of policies and actions, including:

- Land use patterns that promote access to healthy foods.
- Development practices that allow for clean air, water and access to nature.
- Transportation systems that support active transportation, such as walking and bicycling.
- Public spaces that provide places for social interaction and connection.
- Built environments that don't contribute to undue stress on residents.

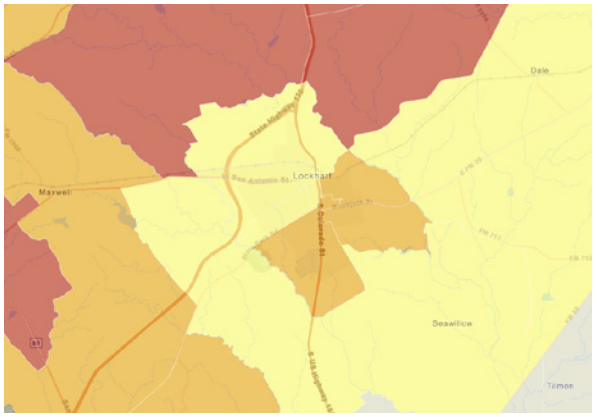
Identified Food Deserts (Highlighted In Blue)



Persons with Disabilities



Low Life Expectancy



Lack of Health Insurance

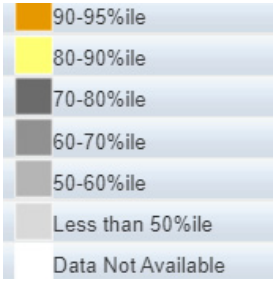


Figure 6. Health Disparity Data for Lockhart, Texas (colors indicate percentiles as compared to national averages)

Source: U.S. EPA, Environmental Justice Screen

6 American Planning Association, Healthy Communities Policy Guide, 2017.

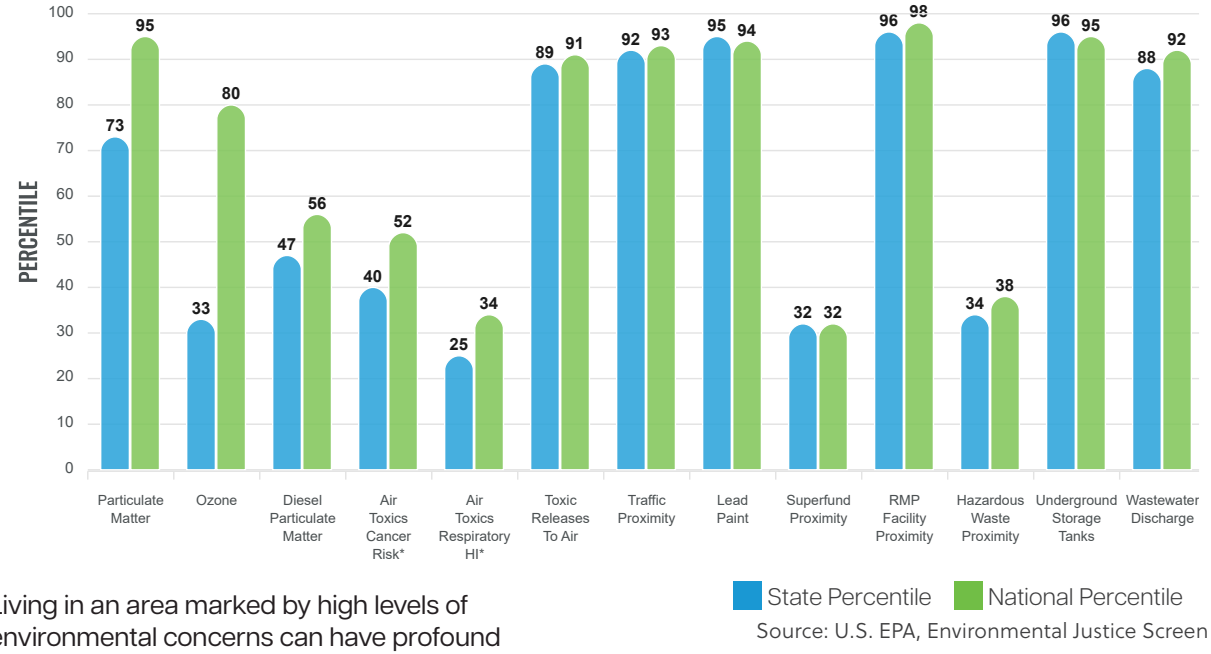
Environmental Justice

Environmental justice is crucial in neighborhood planning to ensure that all communities, regardless of their socioeconomic status or demographics, have equitable access to a healthy and sustainable environment. Neighborhood planning that incorporates environmental justice principles seeks to address the disproportionate impacts of environmental hazards, such as pollution, on marginalized communities. It aims to involve residents in decision-making processes, considering their needs and perspectives to create more inclusive and resilient neighborhoods.

The EPA identifies 13 environmental indicators related to Environmental Justice and analyzes those at the census block group level via their EJScreen tool. This tool provides a nationally consistent dataset and approach for combining environmental and demographic socioeconomic indicators and helps identify areas that are experiencing high levels of both environmental and social impacts (which often overlap).

In Lockhart there is one EPA designated "disadvantaged community", according to their Justice40 Initiative criteria. Map 4 illustrates census block 480559602004, bordered by US 183 (Colorado Street) to the west and FM 20 (Blackjack Street) to the south. Currently, this block group is home to approximately 740 residents, with 93% identifying as people of color and 67% classified as low income. Moreover, 77% of the neighborhood's population is Hispanic, and 17% of surveyed households reported limited English proficiency. In terms of environmental justice, Figure 7 shows this block group's percentile at both the State and National levels. This block group surpasses the 90th percentile compared to both state and national averages across seven key indicators. Notably this includes toxic releases to air, particulate matter, lead paint presence, and wastewater discharge.

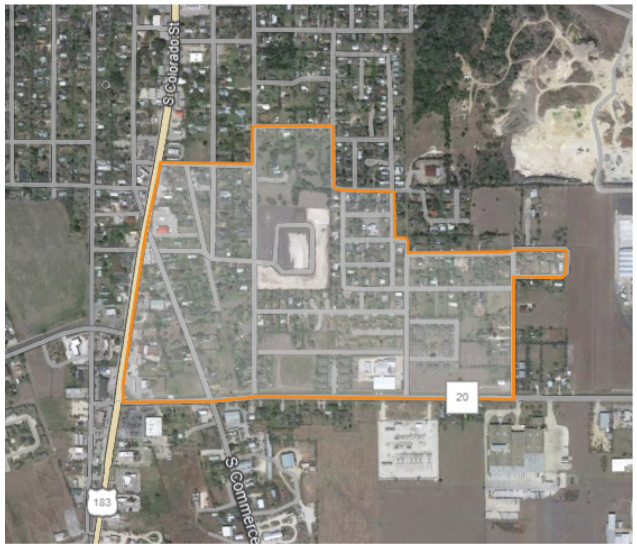
Figure 7. East Lockhart Block Group Environmental Report, Comparison to State and Nation



Source: U.S. EPA, Environmental Justice Screen

Living in an area marked by high levels of environmental concerns can have profound and lasting health, economic and social effects. Residents face increased health risks, leading to higher healthcare costs and reduced productivity.

Limited economic opportunities and barriers to education and upward mobility can perpetuate cycles of poverty. Social strains can also impact community cohesion and worsen existing disparities. Addressing these issues is crucial for creating a healthier, more equitable, and Limited economic opportunities and barriers to education and upward mobility can perpetuate cycles of poverty. Social strains can also impact community cohesion and worsen existing disparities. Addressing these issues is crucial for creating a healthier, more equitable, and sustainable future for affected communities. Complete communities seek to provide a wide variety of needs for a wide variety of residents. This requires the combination of elements such as mobility, housing, commercial uses, and public spaces to create diverse, accessible places where residents are provided an environment that allows them to thrive.

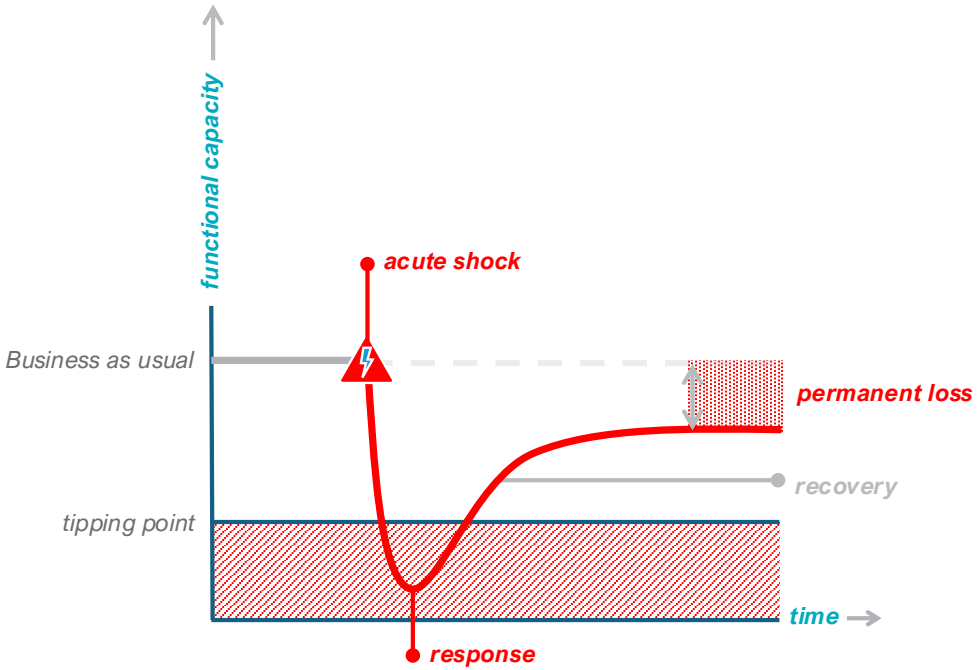


Map 4. EPA Disadvantaged Community Boundary in East Lockhart

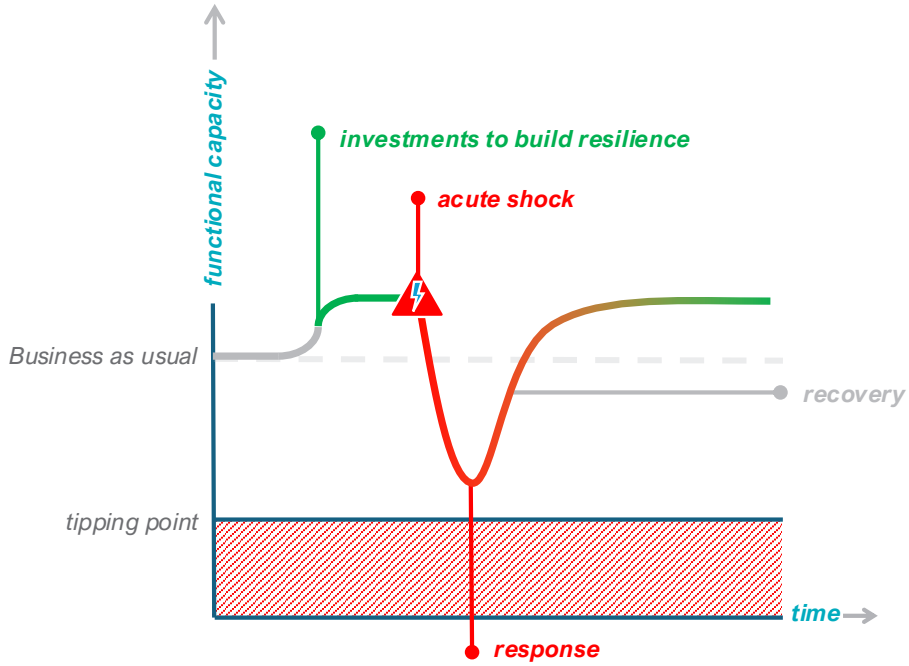
RESILIENCE

What is Resilience?

FEMA defines resilience as the ability to prepare for threats and hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. Resilience in planning considers the acute shocks (such as extreme weather events) and chronic stressors (such as long-term water scarcity) facing a community, identifies the possible social, economic, and environmental impacts of those threats, and explores potential mitigation or adaptation solutions to minimize the negative impacts.



A system or community operates at a steady state (business as usual) until an impact event, such as an acute shock occurring or a long term stressor finally reaching a breaking point. If the capacity or function of that system drops below a "tipping point," the system or community attempts to recover, but experiences permanent losses.



Investing in resilience projects that improve the overall conditions of systems and communities increases their baseline capacity and functional level prior to an impact event. From this higher baseline, the same event still requires a period of recovery, but irreversible damage and permanent losses are minimized.

Figure 8. What is resilience?
Adapted from NOAA.

Lockhart Resilience Dashboard

The Lockhart resilience dashboard provides a high level view of the risk environment that currently faces the City of Lockhart. When planning any public facility in the City of Lockhart this, and other risk assessment information should be considered throughout the site planning and design process.

Drought

Drought is a chronic hazard in the Central Texas Region, and specifically in Lockhart. As shown in Figure 9 drought conditions have affected the entirety of Caldwell County almost every year in recent history. Public facilities can mitigate drought issues by utilizing water recycling systems that can reuse water from sinks and showers and use it for non-potable purposes like irrigation; this includes landscaping with drought resistant plants and native species to help conserve water as well.

Extreme Heat

Climate data provided by the Southern Climate Impacts Planning Program (SCIPP) was collected for Caldwell County between 1970 and 2023; it concluded that for each decade there was on average an increase of 5.9 days/decade where the temperature was greater than 95 and an increase 5.7 days/decade where the temperature was greater than 100 degrees.

Public facilities should be outfitted with adequate cooling to handle increasing local temperatures, but community facilities should also be designed with enough capacity to serve as centers of relief for residents who may be facing additional hardships due to extreme heat events.

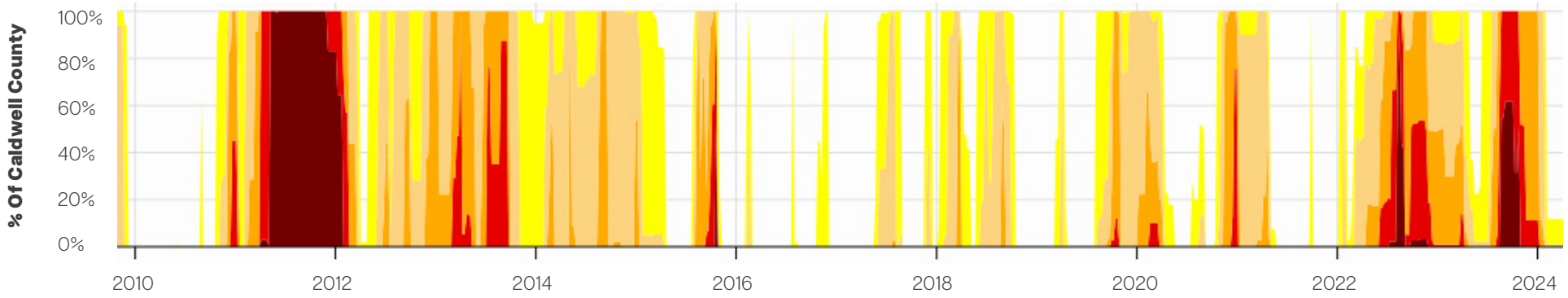
Wildfire

Between 2011 and 2022, Caldwell County has had one large fire as defined by Texas A&M Forest Service, which burned roughly 1,000 acres and destroyed six homes in 2011. Additionally, much of the area within the city limits east of US 183 (Colorado Street) is rated as having a moderate to severe impact from wildfire threats according to the Texas A&M Forest Service. Key public facilities should be located in areas with adequate access and egress in case of emergencies, maintenance of surrounding vegetation should also be implemented to create a defensible space between structures and potential fires. The smoke from wildfires can also cause air quality issues, especially for young children, the elderly and people with asthma, in areas much wider than those impacted by the actual fire.

Flooding

Between 1997 and 2024 there have been 11 flooding and flash flooding events specifically in Lockhart and 27 county-wide. Higher risk areas include the 100-year and 500-year floodplains that are identified by FEMA, particularly along Plum Creek. The Caldwell County CHARM Resiliency Workshop Report also noted some localized flooding that occurs along FM 20 (State Park Road/Blackjack Street) and US 183 (Colorado Street). As a general rule of thumb public facilities should be located outside of both the 100-year and 500-year floodplains, and should also make sure that facilities are not at risk due to inadequate infrastructure surrounding a potential site.

Figure 9. Caldwell County Drought History 2010-2024



Source: U.S. Drought Monitor Time Series, TWDB and Office of the Texas State Climatologist

Community Resilience

Resilience is the ability to withstand or recover from an impact and bounce back stronger than before. Communities or neighborhoods that are not resilient to the impacts of shocks and stressors are susceptible to loss of residents following disaster events, which can send an area into a state of decline that is hard to climb back out of. Resilience planning includes the traditional tasks of infrastructure hardening and emergency response preparations (discussed more in the Public Facilities and Infrastructure chapter), plus the addition of strengthening community resilience. Community resilience focuses on addressing the underlying social and economic issues (health, housing, education, affordability, equity, trust, etc.) so that residents may be as strong as possible in the face of a shock or stressor. Community resilience is not a one-time thing, it is a daily, year-round effort!

Resilience programs will be highly contextual and different for each city, community and even neighborhood. It is well documented that shocks and stressors impact low income and marginalized communities“first and worst”. This should be a primary consideration when formulating and implementing plans and programs focused on increasing community resilience. The City could begin by simply continuing the conversations started as part of this planning effort, creating partnerships with community organizations and leaders to identify the greatest needs and potential solutions on a hyper-local scale for individual neighborhoods in Lockhart. Many communities are exploring the idea of “resilience hubs” - community facilities that provide day-to-day services specific to a neighborhood’s needs but are is also equipped to serve as a place of respite and resources for residents in the event of a disaster. Generally, the outcomes that community resilience programs should be working towards are:

- Impacts of shocks and stressors don’t compound on top of other health, social or economic hardships.
- Residents with the means and ability to properly prepare themselves for emergency events.
- Self-sufficient communities where neighbors can care for each other while waiting for help to arrive and can assist in formal emergency response efforts. In reality, neighbors are often the first responders to a scene!
- Residents who are engaged in the community and connected to each other, know their neighbors and who might need additional assistance during an emergency event.

Additionally, there are national level programs and resources that can be leveraged to help a community be better prepared for disasters. For example, FEMA’s Community Emergency Response Team (CERT) program educates volunteers about disaster preparedness for the hazards that may occur where they live. The CERT program offers a consistent, nationwide approach to volunteer training and organization that professional responders can rely on during disaster situations, allowing them to focus on more complex tasks.

Some of the concerns related to community resilience identified for Lockhart include:

- Lack of healthcare facilities and health insurance
- Wildfire risk (including health impacts caused by smoke inhalation)
- Access to healthy and fresh foods
- Traffic congestion
- Rising housing values/costs
- Flooding
- Wastewater discharge

Addressing these items will help set Lockhart residents up to more easily withstand and recover from impacts they might face.

Resilience is an underlying theme across all aspects of this Plan. Each topical chapter begins with a spread outlining the connections that topic has to enhancing resilience. The recommendations presented in that chapter aim to enhance resilience in relation to the subject discussed therein.

Caldwell County CHARM Resiliency Workshop

On April 3, 2024, the planning consultant and City staff participated in the Caldwell County Community Health and Resource Management (CHARM) Resiliency Workshop conducted by Texas A&M AgriLife Extension and Texas Community Watershed Partners (TCWP). CHARM aims to improve local development decisions via a better understanding of hazard mitigation impacts, improving collaboration and coordination among local entities, assessing risks, and identifying opportunities for communities to become more resilient.

Overall, it was determined that Lockhart is in a relatively good position related to threats currently, with few homes and critical facilities threatened by flooding, one of the region's primary risks.

Potential Mitigation Actions

The workshop facilitators and technical experts suggest the following for Lockhart, taken from their Workshop Report.

Plans and Regulations

- Consider ways to include aspects of resiliency throughout the comprehensive plan update (this Plan).
- Consider adding additional restrictions and strengthening regulatory standards for the City's existing Floodplain Ordinance and/or other ordinances. This may include restrictions on development in the floodway, No Adverse Impact (NAI) requirements, raising existing freeboard requirements, critical facilities protections, and other mitigation strategies. In addition, adopt the currently available FEMA base level engineering (BLE) data accessible online (https://webapps.usgs.gov/infrm/estbfe/) as best available data to guide new and re-development in areas where the base flood elevation (BFE) is not currently available through the regulatory flood maps.
- The City currently implements the 2018 International Building Code. To increase the resiliency of the area's housing stock, it will greatly benefit from adopting a more recent building code, i.e. the 2021 International Building Code, for new buildings and renovations going forward.

Emergency Coordination and Notification

- Coordinate development of a local continuing operations and communications plan along with participation in the Caldwell County Hazard Mitigation Plan update that is currently underway.
- Identify locations of vulnerable populations (i.e. elderly, limited English-speaking, and lower income populations) and devise a plan to address their evacuation and safety during an emergency event.

Structure and Infrastructure Projects

- Pursue the installation of streetlights, signage and/or flood barriers along flood-prone streets/highways to assist drivers during flood events.
- Conduct a drainage study to determine where infrastructure may be deficient and use this information to prioritize resources on improving drainage infrastructure within the City.
- Enhance roadway design/improvement using low-impact development techniques such as pervious surfaces, bioswales, vegetated buffers, and others.

Community Rating System (CRS)

- Pursue inclusion in the CRS program, to reduce flood damage as well as flood insurance premiums for City residents and property owners.
- The CRS is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP).
- In CRS communities, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community's efforts that address the three goals of the program:
  - Reduce and avoid flood damage to insurable property
  - Strengthen and support the insurance aspects of the National Flood Insurance Program
  - Foster comprehensive floodplain management

Natural Systems Protection

- Ensure that natural floodplain functions remain intact, preserving floodplains as open spaces with biking and walking paths, parks and other public amenities to protect floodplain functions and to connect and enhance existing and future developments. This is already in progress with green space requirements and emphasis on trail development and connectivity, although floodplain management benefits should also be prioritized.
- Consider employing conservation subdivision concepts to new developments, which protect from flood risk, manage runoff and maintain water quality, and provide natural amenities.

Administration, Partnerships, and Outreach

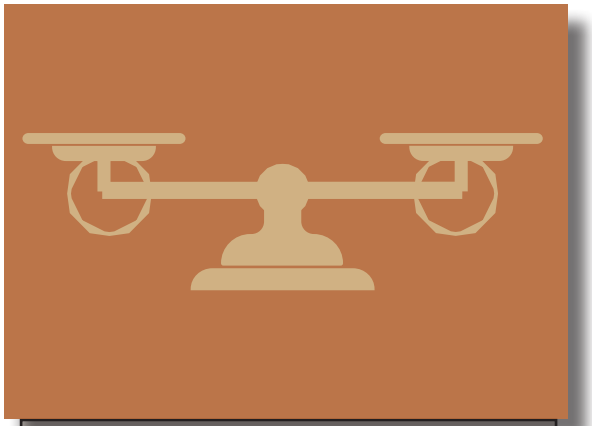
- Explore additional ways to improve community trust in planning and development. This may include developing an outreach campaign and/or utilizing the CPSC to provide a feedback loop to residents during the planning process. Bringing in outside neutral partners such as Texas Community Watershed Partners of Texas A&M AgriLife Extension and utilizing their Community Technical Assistance Program (CTAP) may be beneficial to the process.
- Consider hosting a No Adverse Impact workshop with neighboring cities and counties to establish impacts of upstream development and enhance coordination. This can potentially be supported by state or regional partners such as Texas A&M AgriLife Extension, Texas Water Development Board, and/or Texas Division of Emergency Management (TDEM).
- Engage and educate the community year-round on their risks and how emergency preparedness (e.g., National Flood Plain Insurance Program, Disaster and Emergency Supply Kits, Emergency Shelters and Evacuation Routes, etc.) can help create a more prepared and resilient community when facing disasters.
- Educate the public and coordinate with TDEM on the State of Texas Emergency Assistance Registry (STEAR) program and the benefits of registration for vulnerable individuals. The STEAR program is a free registry that provides local emergency planners and emergency responders with additional information on the needs in their community. It is designed primarily for people with disabilities, who are medically fragile, with limited mobility, communication barriers, people who require medical assistance during an emergency event, who require transportation assistance, and/or personal care assistance.

Image of the City of Lockhart breakout group at the CHARM workshop.

LAND USE AND DEVELOPMENT

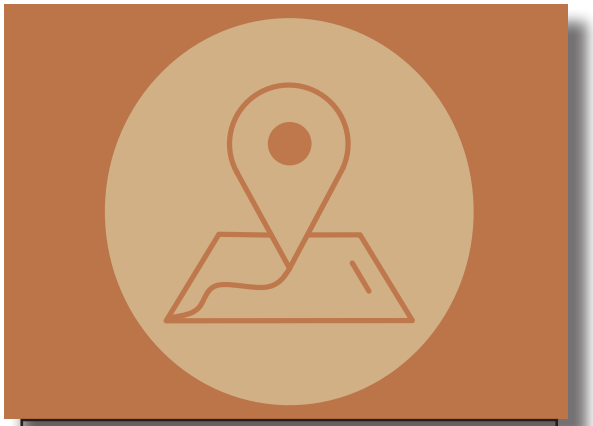
LOCKHART LOOKING FORWARD

Guiding Principle: Plan and manage land use to accommodate the needs of the growing community while enhancing the quality of life in neighborhoods and protecting the natural environment.



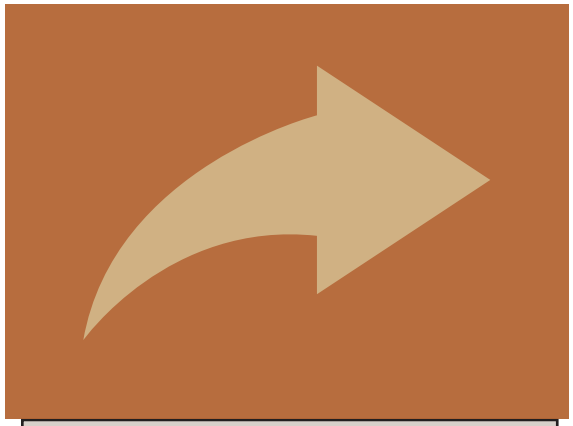
Consider Current Patterns & Trade-Offs

Lockhart's current land use patterns are examined by analyzing existing trends and identifying areas for improvement. Weighing trade-offs—such as growth versus quality of life and the impacts on traffic and the environment—allows for informed decisions that align with the community's needs and values.



Create a Land Use Model that Supports Community Priorities

The land use model will reflect Lockhart's priorities, supporting a high quality of life and conserving the natural environment while preserving the City's character. This model guides development by promoting mixed use areas, connectivity, and accessibility, aiming to enhance the quality of life and create a more vibrant City environment.



Establish Land Use Policies that Move Us Forward

Clear land use policies will be established to guide responsible growth, protect resources, and maintain Lockhart's charm. These adaptable policies will address current challenges and future needs, ensuring that Lockhart continues to progress in a balanced and resilient manner.

WHAT WE'VE HEARD:

Below is a selection of quotes we have received from residents and community members throughout the engagement for this process. These selections were chosen because they represent recurring themes the planning team heard during engagements.

"Lots of open space and infill opportunities, and the political will to make sure nothing but high quality development gets there."

"Fixing infrastructure, and keeping local culture and history alive."

"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."

"Welcome new businesses."

"Not ruin our charming town. Keep the historical but add to it with diverse business and culture."

"Small town feel with accessibility to bigger surrounding towns."

In the future, residents want Lockhart to:

1. Be a safe community
2. Be a family-oriented community
3. Have an authentic and thriving downtown

Top Priorities for City Investment:

1. Road Infrastructure
2. Parks & Recreation
3. Arts & Music
4. Downtown

What residents think is the most critical issue facing Lockhart:

1. Remaining an affordable place to live
2. Managing traffic (tie)

   Maintaining low crime and perceptions of public safety (tie)

Land Use, Growth & Resilience Connection

The incorporation of resilience into land use and growth planning involves thoughtfully integrating City development and leveraging growth in a resilient manner to steer responsible development.

BACKGROUND INFORMATION

2020 Future Thoroughfare Plan

The City of Lockhart's Thoroughfare Plan identifies major roadways around the City. This understanding of future transportation routes is an important consideration when planning for future land uses as the future transportation routes can narrow down the best locations for activity hubs and whether those are accessible regionally or locally.

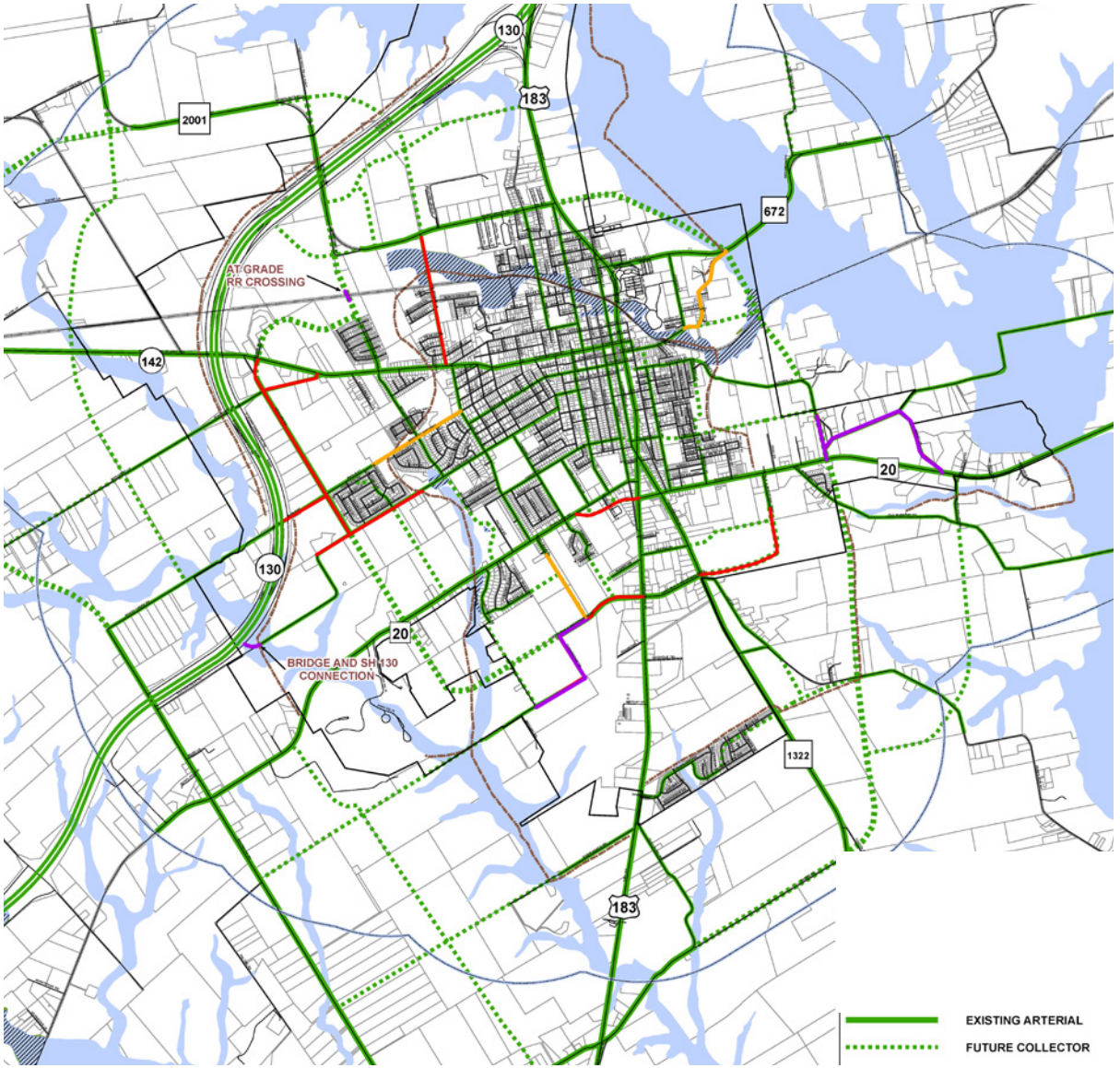
MAP LEGEND

THOROUGHFARES

- EXISTING COLLECTOR
- EXISTING ARTERIAL
- FUTURE COLLECTOR
- FUTURE ARTERIAL
- ROADWAY IMPACT FEE PROJECTS - NO CHANGE
- ROADWAY IMPACT FEE PROJECTS - ADDED
- ROADWAY IMPACT FEE PROJECTS - DELETED
- HIKE/BIKE TRAIL

FLOOD ZONES

- A
- AE
- N
- X
- X500
- CITY LIMITS
- LOCKHART ETJ



Map 5. City of Lockhart Thoroughfare Plan
Source: City of Lockhart

Existing Land Use

Considering existing land use is pivotal in a comprehensive plan. It provides essential insights into a city's current distribution of residential, commercial, industrial, and green spaces. This understanding informs zoning regulations, resource allocation for infrastructure, and efficient land utilization, all essential for creating a more professional and effective plan.

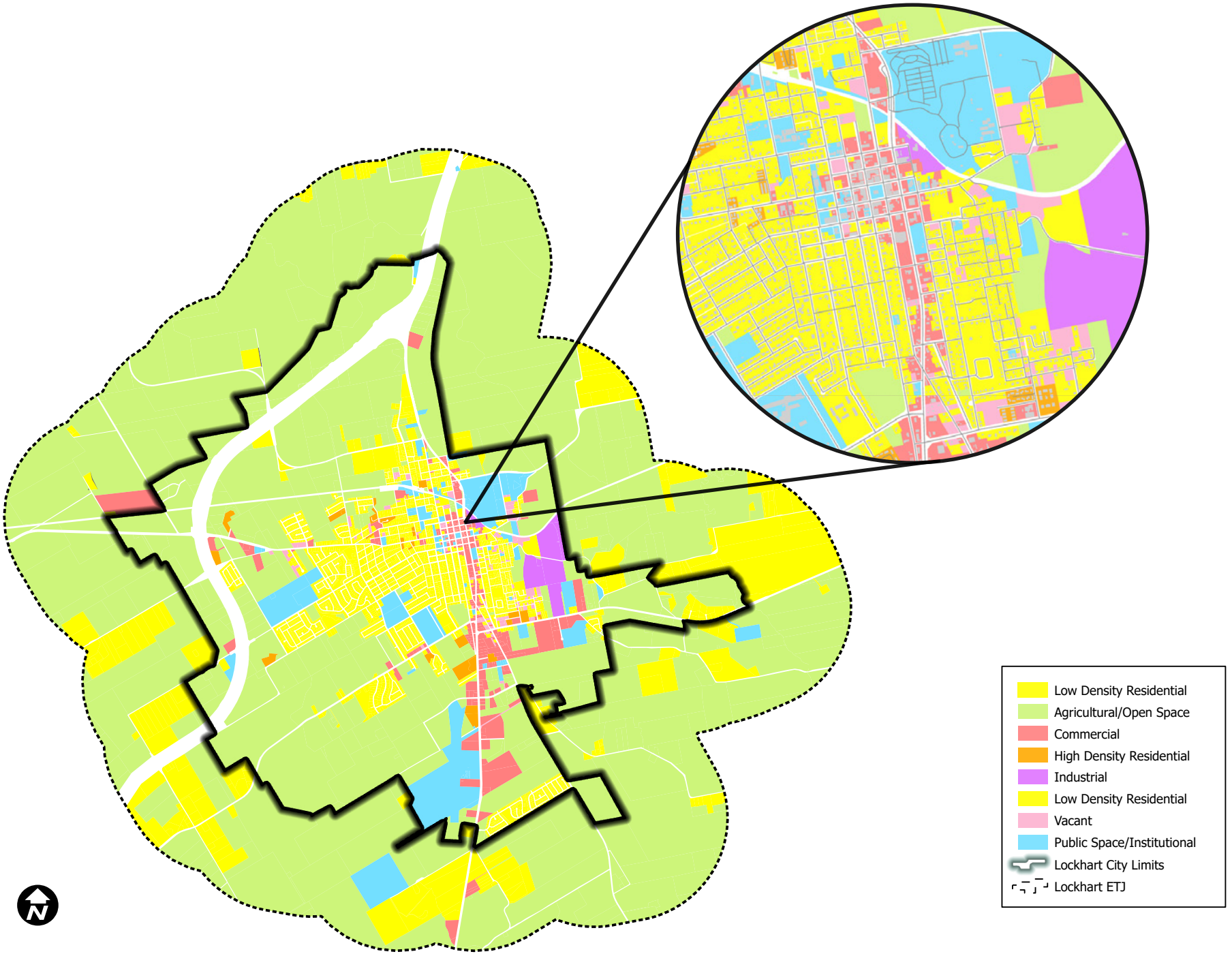
Within the City of Lockhart, the large majority (5,999 acres) of land is utilized for agricultural purposes. Lockhart's economic history has greatly informed its land use and ultimately the built form which the City embodies today. Agricultural and ranching industries have played a large role in the City, from cattle drives of the Chisholm Trail to the industrial revolution to the railroads that were a boon to the local cotton industry. Today that agricultural past is reflected within the land use, with much of the existing City and ETJ being primarily ranching and agricultural lands.

A significant portion of the residential land uses are low-density single-family residential, making up the second largest land use category at 18%.

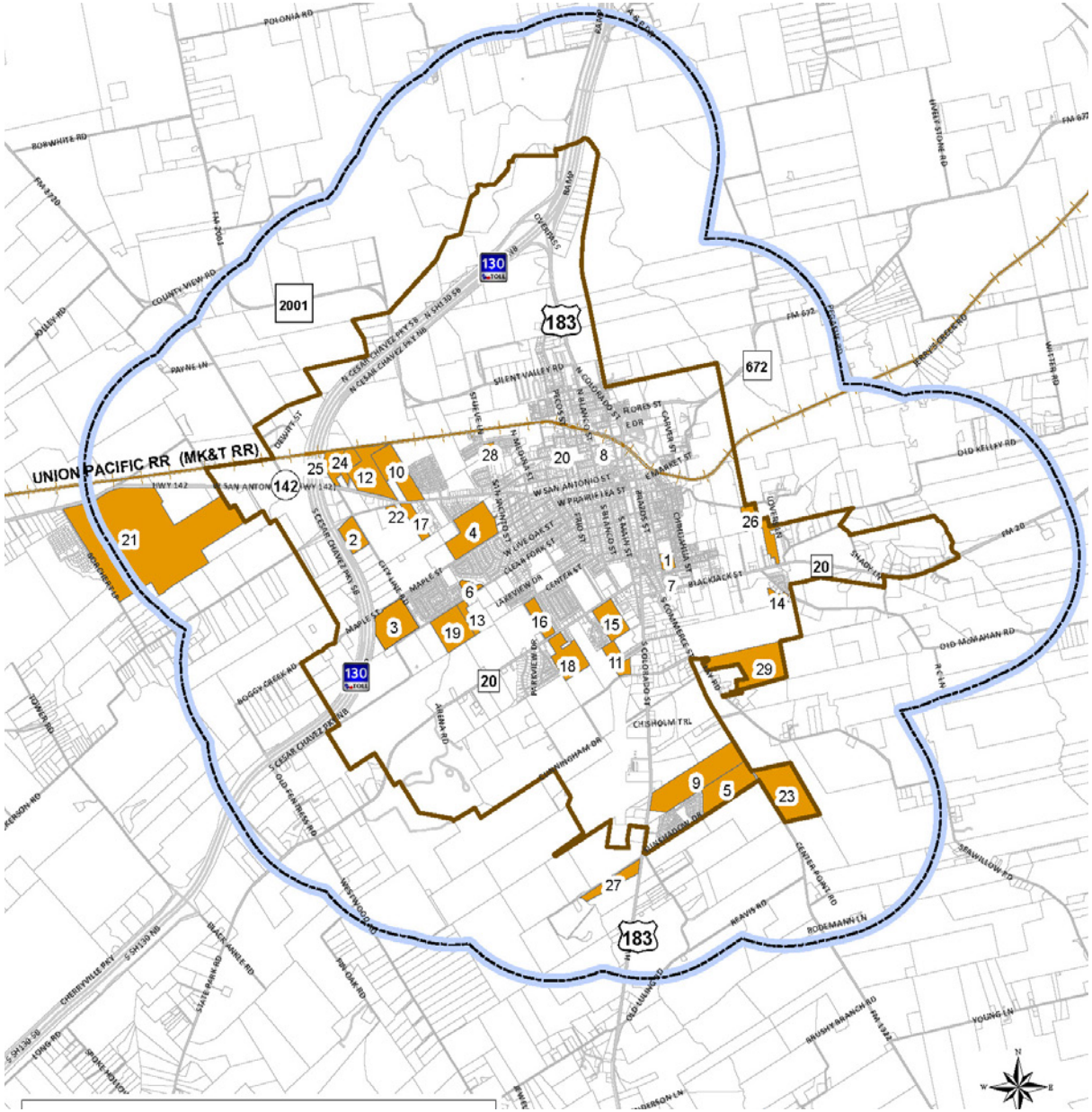
Lockhart's position as the seat of Caldwell County has provided a well defined and organized downtown core that provides a walkable environment that draws significant foot traffic. This has allowed a greater diversity of land uses to occur within the immediate downtown as well as in the surrounding residential neighborhoods.

Table 7. Existing Land Use

Existing Land Use		City Limits (acres)	City Limits (%)	City Limits + ETJ (acres)	City Limits + ETJ (%)
	Ag/Conservation	5,999	65%	22,063	77%
	Low-Density Residential	1,612	18%	4,877	17%
	Public Space/Institutional	765	8%	899	3%
	Industrial	154	2%	187	1%
	Commercial	495	5%	610	2%
	High Density Residential	105	1%	105	<0.001%
	Vacant/Undeveloped	88	1%	88	<0.001%



Map 6. Existing Land Use Map



Map 7. City of Lockhart Active Development Map (as of October 2023)
Source: City of Lockhart

Active Development Map

This map shows where current development is occurring in the City of Lockhart and provides the planning team with clues as to what areas of the City are desirable for development under current conditions. This insight allows the team to either support current trends with the Future Land Use Plan or design a land use plan that encourages existing development patterns to adjust to better align with community priorities and vision.

FUTURE LAND USE PLAN

The Future Land Use Plan (FLUP) is an important tool for planning Lockhart's future development. The arrangement and intensity of land use significantly influence various aspects of city management, including infrastructure requirements, traffic flow, quality of life, and economic development. The efficient organization of land use enables cities to grow in an orderly and sustainable manner. Planning for future land uses provides a city with a degree of certainty about impending developments and facilitates effective planning.

The FLUP is the tool that the City can use to update future ordinances and regulations related to growth and development. This is also the reference that can be used to assist in policy and decision making. The FLUP endeavors to answer the following questions:

- How much and what types of housing will Lockhart need in the future?
- How do we balance that new housing with commercial uses to provide jobs, services and amenities to the community?
- What types of land use categories do we need to accommodate in order to realize the community vision and reach the goals of this Plan?

The FLUP for Lockhart is based on a land use model and creation of a set of six districts with coordinating dashboards that guide growth and development within each district.

The FLUP for Lockhart was created through a community-driven iterative process of analysis, idea generation, and revision to come up with a preferred land use scenario that most closely aligns with the community vision and goals presented previously in this Plan. The steps of this process are outlined below and further discussed in Appendix C, clearly outlining the decisions made leading to the preferred land use model presented in this chapter.

When assessing and discussing land use concepts and scenarios, stakeholders were asked to consider the following :

- What is important to you about living in Lockhart? What trade-offs 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?

Step 1: Community-Created Land Use Scenarios

Step 2: Iteration of Potential Land Use Concepts

Step 3: Creation of a Preferred Land Use Model

Trade-Offs & Considerations

Open Space

- Lower density development promotes sprawl, which takes up more land area and leaves less land undeveloped.
- Higher density development contains the same amount of housing on a smaller area of land, allowing for the preservation of larger open spaces that provide ecological and/or agricultural functions.
- In low-density single-family developments, most open space is in the form of private yards, while higher density developments generally provide more open space in the form of amenitized public parks.

Attracting Medical Uses

- Medical uses are private companies, so a community must provide the elements that draw medical uses, including:
    - Service area with adequate population
    - High rates of insured residents
    - Access to medical professionals and qualified staff

Traffic Congestion

- Sprawling development requires people to drive farther and more often to go about their daily routines.
- Compact and mixed use developments allow for transportation mode choices, such as walking or bicycling.
- Mixed use developments allow people to park once and perform multiple errands with one car trip, called trip capture.
- Different uses have different peak traffic times (e.g. 8am/5pm for offices versus evenings and weekends for a movie theatre), having a variety and mix of uses can help lower the peak traffic.
- Providing jobs within the community that can reduce peak traffic congestion due to reduced commute distances and times.
- The goal should be to move people (via any mode) rather than just moving cars.
- Gridded streets provide redundancy and resilience in transportation networks, allowing people to find alternate routes when needed.

Infrastructure

- Sprawling development is more expensive to serve with roads and utilities, as more linear feet of infrastructure must be built and maintained per unit of housing or commercial development.
- When the City must maintain a lot of infrastructure, taxes and utility rates often go up.
- The City's new impact fees will require new developments to cover up to 50% of the construction costs to serve their projects, however, the City is still responsible for the rest of the construction and all of the ongoing maintenance of that infrastructure.

City Tax Base

- Tax base is what keeps the City government running; without income tax, Texas cities rely on property and sales taxes.
- Often in discussions around development, communities discuss density, services and taxes. Figure 10 demonstrates a Venn diagram of these development influences: high services, low taxes and low density development. A community can only have two of these as the third will be mutually exclusive.
    - If a community wants high city services and low city taxes, they must spread that cost out over more dense development
    - If a community wants high city services and low density development, the cost to provide those services is spread over fewer taxpayers so taxes will be higher
    - If a community wants low city taxes and low density development, the City will likely not have enough funds to provide a high level of city services
- Residents can vote to pass bonds that fund specific priorities, such as roadway or parks and recreation projects.

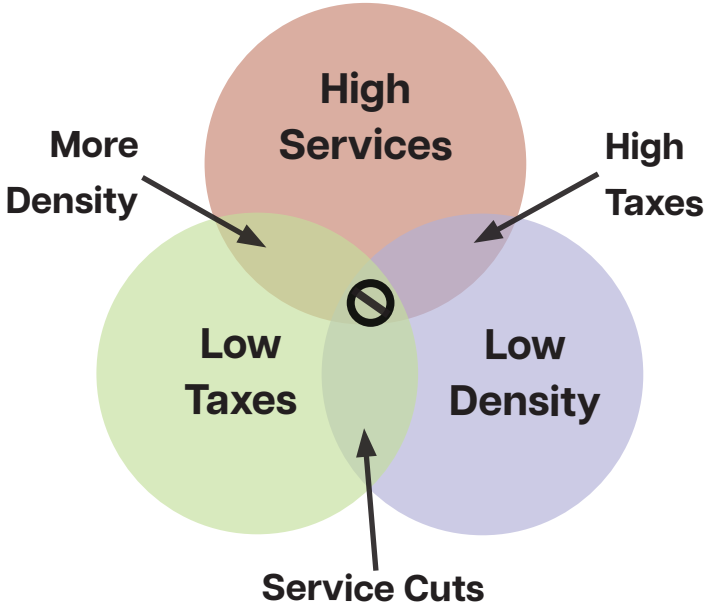


Figure 10. Venn Diagram of Growth Trade-Offs

“Hub and Spoke” Land Use Model

For Lockhart, the preferred model resulted in a land use plan that includes the following key aspects:

- **Activity “Hubs”:** The identification of activity hubs that become a series of destinations throughout the City, each with their own distinct character. Along with a specific set of land uses and development types, all hubs should also include parks and public facilities. The hubs are distributed so as to provide greater access to goods, jobs, and services to residents in all parts of the City. These are the basis for the mixed use land uses in the future growth scenario analysis.
- **“Spoke” Connections:** Activity hubs and destination centers are connected to one another via spoke connections. These may be roads or trails and vary in scale and character, depending on the context in which they pass through. These are the basis for the corridor land uses on the Future Growth Scenario Map.
- **Supporting Uses:** Supporting uses are applied around each activity hub, based on context. In the future growth scenario analysis, these are the uses that fill in the land areas between mixed use and corridor land uses.

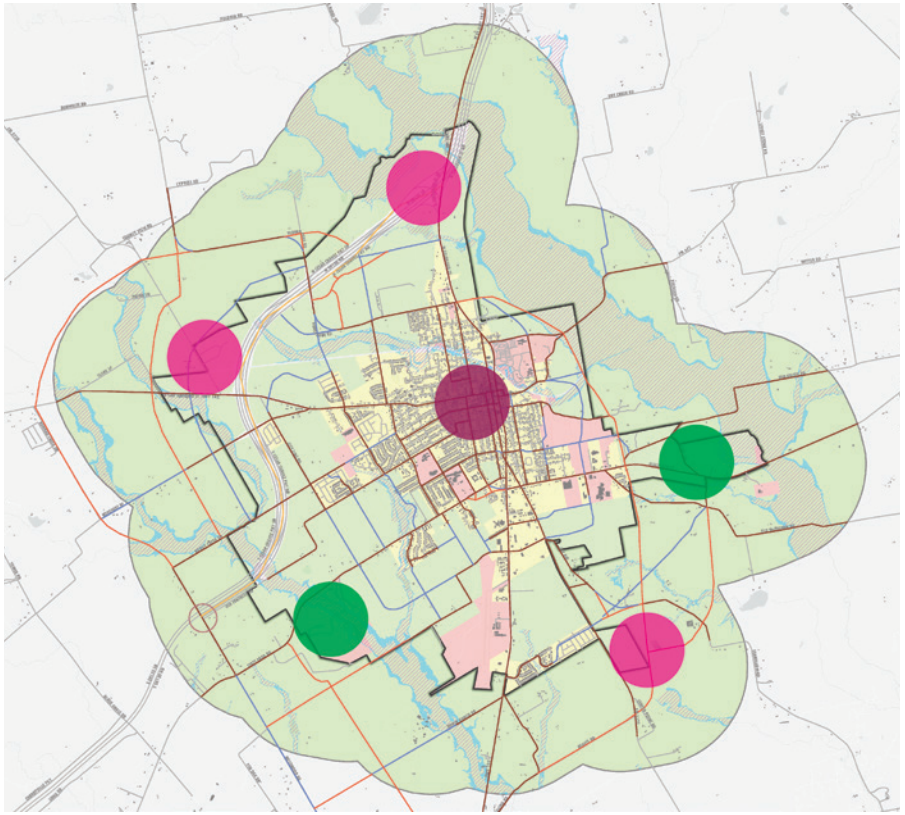


Figure 11. Identification of Activity Hubs

Mixed Use Hub: A typical mix of residential and commercial uses that creates a hub of activity and commerce, a regional draw that also provides residents with access to goods, services, and jobs.

Specialty Hub: Historic Downtown Lockhart, provides a unique character and experience that cannot be found elsewhere in the City. A mix of uses similar to what is there today but with the flexibility to adapt and change, maintaining relevance and preventing building vacancies.

Green Hub: A more locally serving mix of residential and commercial uses focused around a major green asset, providing access to not only goods and services but also high-quality recreational opportunities.

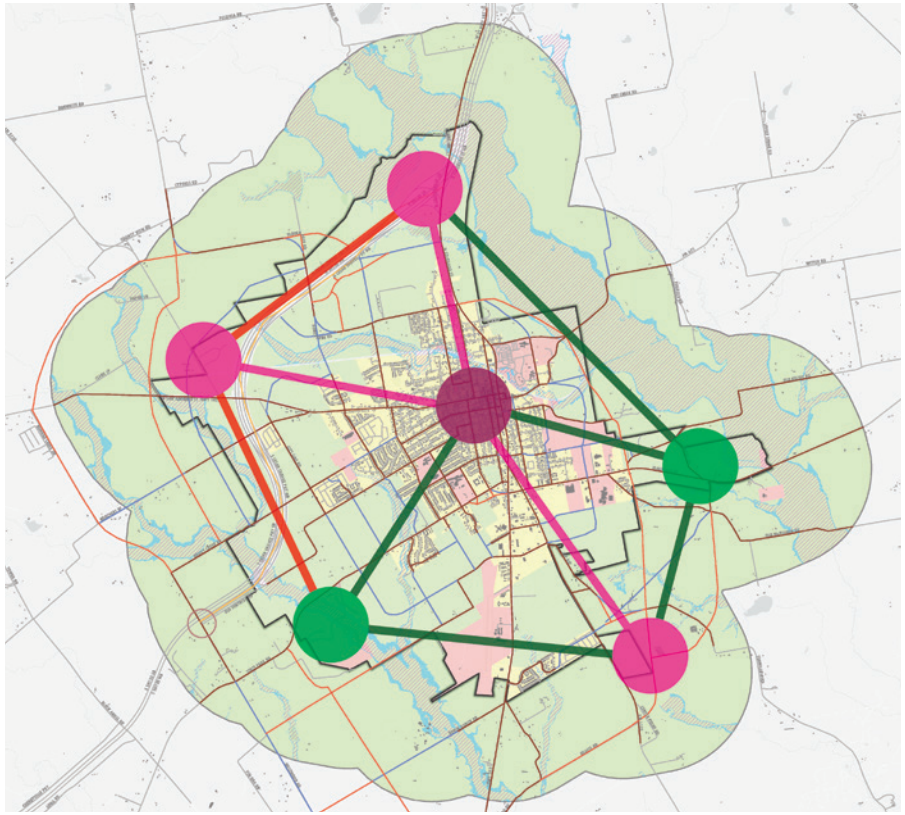


Figure 12. Identification of Spoke Connections

Figure 13. Application of Supporting Uses around Activity Hubs

Regional Spoke: A high-visibility arterial roadway that is lined with regional-scale retail, employment and industrial uses. May allow for some multi-family residential as well.

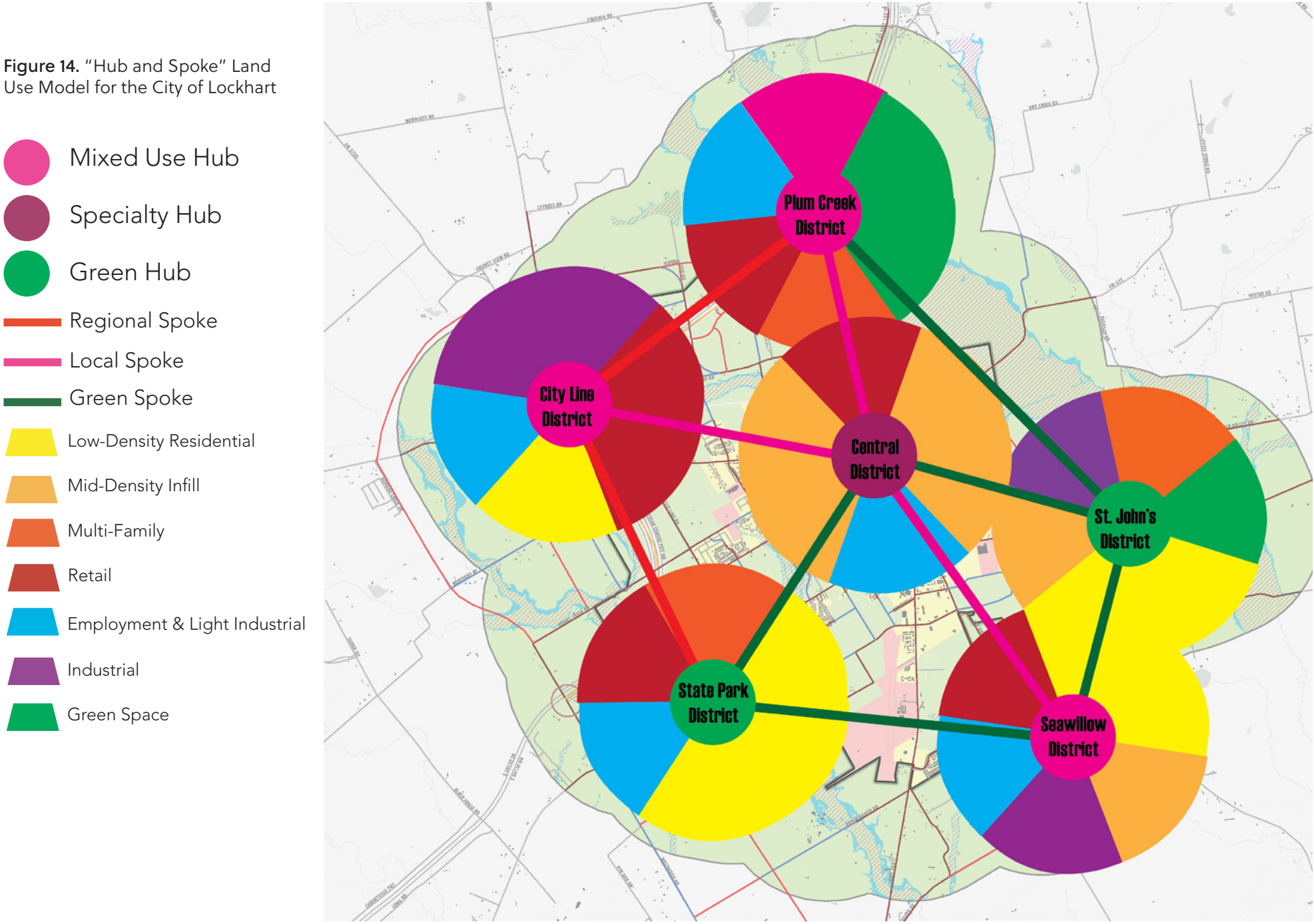
Local Spoke: Smaller roadways that serve more local travelers and provide connectivity between mixed use hubs and downtown. Lined with locally scaled shops and businesses and include multi-modal infrastructure.

Green Spoke: Connectors to the green hubs that could be local roadways with shared-use paths or trail corridors, focus is on multi-modal connectivity between destinations and access to major natural assets.

Supporting land uses fill in the gaps between hubs, a variety of appropriate uses are identified for each hub and shown here. The location of the land use in the "wheel" surrounding the hub indicates the direction from the hub in which that land use is most appropriate.

- Low-Density Residential
- Mid-Density Infill
- Multi-Family
- Retail
- Employment & Light Industrial
- Industrial
- Green Space

Figure 14. "Hub and Spoke" Land Use Model for the City of Lockhart



Supporting Land Use Descriptions & Policy Guidance

The following land use descriptions and policy statements from the "Hub and Spoke" Land Use Model are intended to provide staff and decision makers additional guidance to use when physically applying the land uses within the City.

Supporting Land Use		Description	Policy Guidance & Considerations
	Low-Density Residential	Characterized by single-family housing, these are more generally single-use and auto-oriented neighborhoods with homogeneous housing types and farther distances to access goods and services. However, they provide a lifestyle that many residents are seeking. Allowances may be made for some variety of missing-middle housing types and appropriate neighborhood-serving commercial uses in select locations.	▪ Low-density housing developments should seek to incorporate conservation development strategies to the extent feasible to support open space preservation, particularly in contiguous open space networks. ▪ Low-density housing developments should maximize connectivity, both within the development and to adjacent developments. Street stub-outs to future development areas should be provided. ▪ Low-density housing developments should consider other diverse housing forms, such as missing-middle housing types, and neighborhood-serving commercial when near key areas of opportunity and amenities, or near transportation infrastructure that may support active corridors. Incorporation of varied housing forms should be encouraged in new neighborhoods to support multiple markets as well as aging in place options, allowing people to remain in their neighborhood as their lifestyle needs change. ▪ To support improved flood damage prevention and increased hazard resiliency, low-density housing developments should avoid the 500-year floodplain, to the extent feasible.
	Mid-Density Infill	A "complete" neighborhood that supports a variety of housing options (such as missing middle) in a traditional neighborhood pattern and provides easy walking or bicycling access to small-scale, complementary commercial uses in select locations. Appropriate for application in existing neighborhoods to allow for infill residential and non-residential uses.	▪ Infill projects should be contextually sensitive and not overwhelm adjacent buildings in massing or scale. ▪ Nuisance regulations should be in place and enforced to support the benefits of mixed use areas while preventing incompatibility of uses in mixed use areas. ▪ Commercial and multi-family uses are generally more appropriate along corridors and at major intersections. ▪ Mid-density residential uses are appropriate to use as transitional uses between commercial/multi-family and lower-density single-family uses. ▪ Infill projects should address the public realm to foster community interaction, and continue or enhance area connectivity. ▪ Existing residential building forms and areas should seek to retain some residential component to the extent practical to surrounding context and changing market conditions, including increased density and mixed use.

Supporting Land Use		Description	Policy Guidance & Considerations
	Multi-Family	Traditional apartment-style uses, with the potential to allow for some integrated commercial uses in select locations.	▪ Multi-family uses are most appropriate alongside integrated with or at the edges of commercial development to maximize access to opportunity and amenities for denser development while also supporting transportation alternatives for personal automobiles. ▪ Apartment complexes should maximize connectivity, both within the development and to adjacent developments. Street stub-outs to future development areas should be provided.
	Retail	Primarily commercial and entertainment uses. Provides access to goods and services along major vehicular thoroughfares. Can be regional or local in scale. Regional Corridors serve regional retail such as big box stores while Local Corridors focus on neighborhood scale and serving businesses.	▪ Retail uses should be contextually sensitive and appropriate both in scale and use to the surrounding area. ▪ Retail centers should maximize connectivity, both within the development and to adjacent developments. Street stub-outs to future development areas should be provided. ▪ Shared parking should be employed to the extent possible. ▪ Retail centers should actively seek to integrate public gathering spaces to provide a sense of place, foster community connections and enhance development quality.
	Employment & Light Industrial	Traditional office uses as well as "flex" office, light industrial, and tech/R&D type uses. May allow for some integrated retail and entertainment uses in select locations. Is usually the generator of peak traffic due to commuters.	▪ Employment uses should be contextually sensitive and appropriate both in scale and use to the surrounding area. ▪ Multi-building complexes should maximize connectivity, both within the development and to adjacent developments. Street stub-outs to future development areas should be provided. ▪ Commercial and retail space should be integrated when possible to support both employees and businesses in the area. ▪ Care should be taken to eliminate and mitigate incompatibility when near or adjacent to residential uses, regardless of residential form or density. ▪ Shared parking should be employed to the extent possible. ▪ Appropriateness of specific locations for employment and light industrial uses should consider likely employment and transportation logistics, mitigating nuisances where necessary.
	Industrial	Allows for general industrial activities, including light and heavy industrial, warehouse, and distribution. Must be sufficiently buffered from any adjacent uses.	▪ Industrial uses that cause nuisance concerns should be buffered adequately from residential uses by other land uses or transitional space, regardless of residential form or density. ▪ Placement of industrial uses should provide enhanced mitigation and environmental protection measures when located near or adjacent to unique natural resources and riparian areas. ▪ Industrial uses should be compatible with and efficiently use available infrastructure and resources, such as water and wastewater supplies. ▪ Appropriateness of specific locations for employment and light industrial uses should consider likely employment and transportation logistics, mitigating nuisances where necessary.

Development Patterns

The previously presented Land Use Model demonstrates a series of nodes, corridors and supporting land uses. Here, conceptual development patterns are provided to demonstrate how the different development types present within a land use category area could be implemented. There are three primary development patterns presented here: Nodes, Corridors, and Supporting Areas.

- Nodes are central areas of commercial or mixed use development that generally happen at major intersections.
- Corridors are linear commercial or mixed use development that happen along roadways and connect the nodes.
- Supporting Areas are the neighborhoods and general development in between and around nodes and corridors, and make up the bulk of the City's development.

These development patterns are reflective of the land uses in the model and the following district dashboards, and relate to each other as demonstrated in Figure 15. To note, this graphic is intended to be a diagrammatic representation of the development ratios presented in the district dashboards and to provide additional detail related to context and intentions. Refer to the Land Use model and district dashboards to understand the specific intent for each node, corridor and supporting area uses identified throughout the City.

In reality, when development is being implemented throughout the City, the mix of development types are likely to be more organic than what is shown here. The figure is intended to be illustrative in nature, to reflect a typical layout and transition of uses within these patterns and are not representative of specific land use categories or real places in the City. Boundaries and development patterns shown here are intended to demonstrate a typical or general piece of a community, and boundaries are meant to be interpreted as appropriate for a specific context based on major roadways, geographic features, geopolitical boundaries and established developments. Connectivity between uses should be achieved through a variety of tools, including vehicular, bicycle and pedestrian access as well as the orientation of structures.

Node Development

The node development pattern begins with the highest intensity commercial uses at the center (the intersection of major roadways) and transitions to less intense as you move towards the surrounding area development. The actual size of the node will be determined by the context of major roadways, geographic features, political boundaries, and ownership, but the node development pattern and uses should generally radiate out about 1/4 to 1/2 mile from the central intersection.

A network of lesser roadways throughout the node enable the higher density uses at the central intersection to be integrated into and connected with uses throughout the rest of the node, and ultimately beyond into the surrounding neighborhood or area development. Special attention should be paid to urban design and pedestrian experience within nodes.

Corridor Development

The corridor development pattern begins with more intense commercial uses along a major roadway or primary corridor, connecting primary or secondary nodes, and transitions to less intense commercial development as you get farther from the primary corridor frontage. The corridor development pattern and uses generally transition to the surrounding area development within about 1/4 mile from the primary corridor frontage. A corridor development pattern, once off the primary corridor, utilizes a network of local streets to provide access between the most intense uses along the primary corridor frontage and making connections to other uses not directly on the frontage, and ultimately beyond into the surrounding neighborhood or area development. Multi-modal infrastructure should be provided along corridors to facilitate connections and mobility choices between nodes.

Supporting Area Development

The area development pattern illustrates the general arrangement of commercial and residential uses outside of the nodes and corridors. Densities and intensities are generally arranged in decreasing density and intensity outward from the more intense uses present at the center of nodes and along primary corridors.

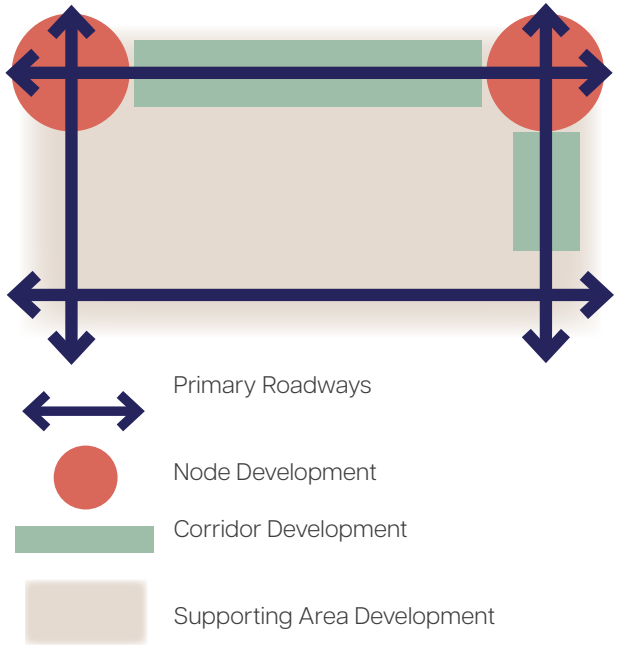


Figure 15. Spatial organization of typical land use development patterns identified in the Land Use Model

Creation of Districts

The combination of hubs and supporting uses begins to determine districts throughout the City, each anchored by a mixed use activity hub and intended to foster a distinct identity and experience. These districts are further defined in the following District Development Dashboards.

Central District:

With a focus on preservation plus adaptability, the historic square and existing neighborhoods remain a similar scale and mix of uses as is there today with some opportunities for smaller-scale, infill and redevelopment projects.

St. John's District:

The lowest density district, providing locally serving goods and services to the eastern neighborhoods with a focus on the access to nature provided by the adjacent natural area.

Seawillow District:

Anchored by the potential Seawillow mixed use development, this district provides a mix of low- and medium-density housing as well as employment and industrial uses along FM 1322 (Commerce Street).

Plum Creek District:

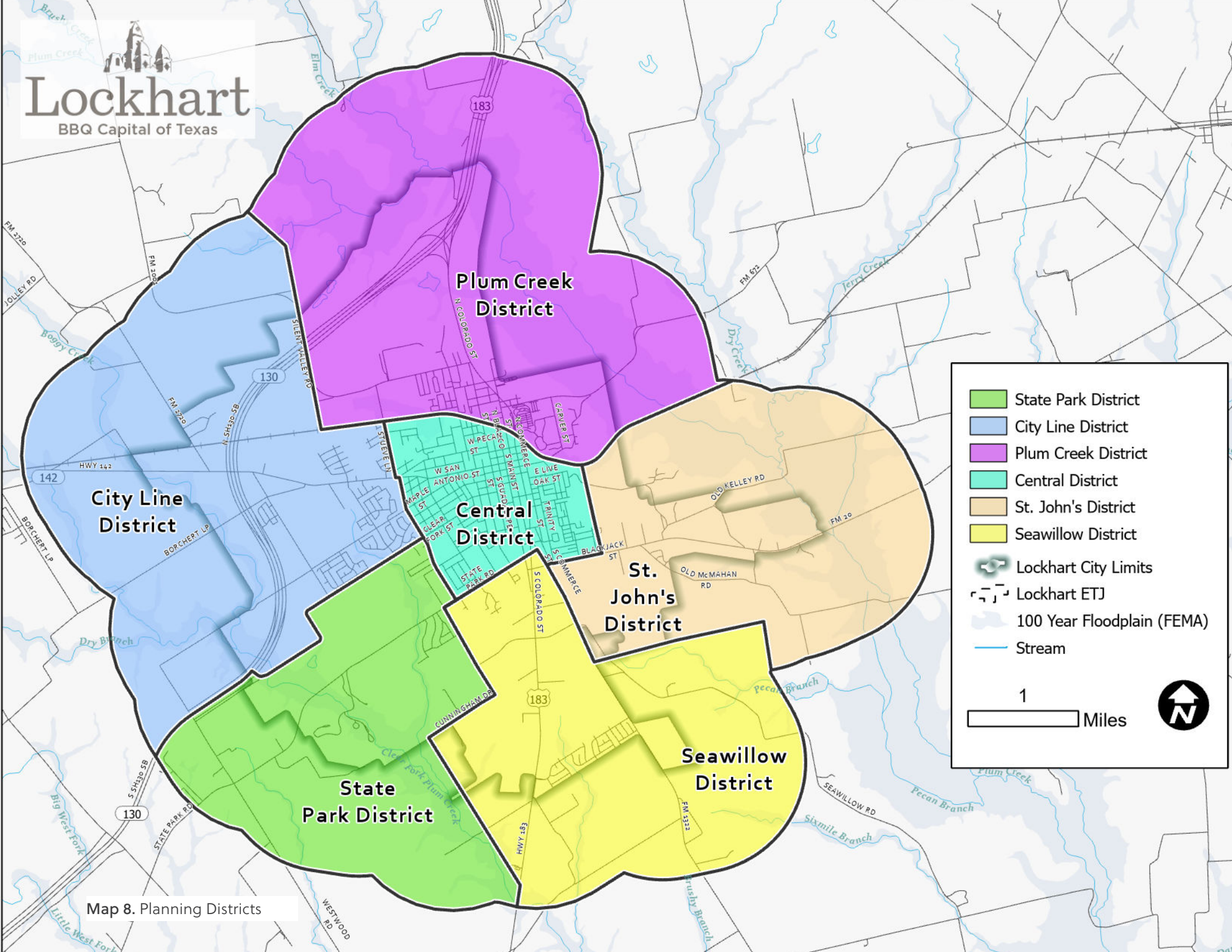
A regional hub serves as the northern gateway along SH 130 (Cesar Chavez Parkway). The area offers employment, retail and multi-family uses and has the distinct asset of access to the adjacent natural area.

City Line District:

A regional hub that is the western gateway along SH 142 (San Antonio Street), at its intersection with SH 130 (Cesar Chavez Parkway). The area offers employment, industrial, retail and some residential. Captures traffic going to/from San Marcos.

State Park District:

A local hub anchored by the Lockhart State Park. Retail and employment uses in the western portion create a southern gateway along SH 130 (Cesar Chavez Parkway) and residential uses provide residents access to both the park and downtown.

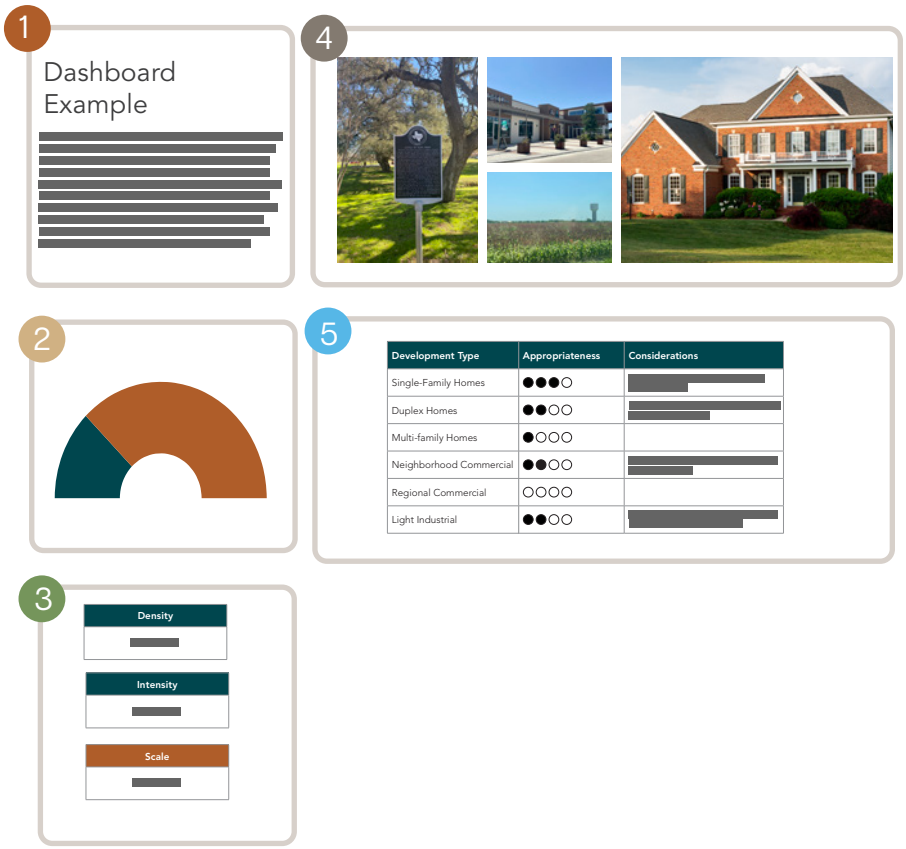


Map 8. Planning Districts

District Development Dashboards

Development Dashboards provide staff, appointed officials, and elected representatives with a one-stop location for information related to the application of the future land use model and the districts to development proposals within the City. The components of each dashboard are described in the following section. These dashboards and their elements are meant to be used as guidance and display intent, not as hard-and-fast rules.

The Development Dashboards outline the intended future condition for each City district. They provide guidance on the more detailed development attributes that each district could accommodate.



1 District Description

Each dashboard includes the district title and a description that addresses the district category's primary purpose, character, and intended future condition. Purpose statements should be used when considering land use decisions, such as the appropriateness of a rezoning case. Character statements should be used when evaluating the building form of a proposal or updates to development code requirements.

2 Development Ratio

The development ratio dial serves as guidance on the overall target mix of residential to non-residential types of development envisioned for the areas covered by the district. This is not intended to be a hard number, but more a rule of thumb.

3 Density, Intensity & Scale

The recommended density, intensity (i.e., lot coverage) and scale for development in each district are located beneath the development ratio dial. Density is represented as dwelling units per acre (DUA) and should be referenced when considering land use decisions with new or redeveloped housing components. Intensity and scale should be considered based on a proposal's relationship to nearby residences and structures. For example, if immediately adjacent to a neighborhood, consideration may be given to limiting the scale of non-residential structures. Scale is referenced in stories, with one story being approximately 12 to 14 feet in height. .

4 Visual Representation

Each dashboard includes images depicting examples of the intended character within each district. Local examples have been used where available. These photos are not comprehensive and may not illustrate all appropriate uses. The representations, however, should be referenced when considering the built form of development inquiries.

5 Project Types & Appropriateness Table

Within each appropriateness table, nine common project types are used to describe the compatible uses within each district. A description of each project type is provided below. Appropriateness ranges are provided for each project type, on a scale of zero to four markers. Where there is no marker it means that project type should be prohibited within the district, whereas four markers means that project type should likely be allowed by right within the district. Where additional considerations related to the application of the project type within the district are necessary, additional clarifications are provided in the last column.

Single-Family Detached (SFD)

Detached dwelling units on separate lots. These homes are typically individually owned and may be built singularly or within larger neighborhood developments.

SFD + Additional Dwelling Unit (ADU)

A detached dwelling unit with a secondary or additional unit on the same property. These ADUs are smaller than the primary unit and can take many forms, including garage apartments, granny flats or backyard casitas. ADUs allow for the provision of housing without drastically changing neighborhood character.

Single-Family Attached (SFA)

Residential dwellings that are connected by a shared wall, such as duplexes or townhomes. Units may be on an individual or shared lot and are higher density than detached single-family homes.

Small Multi-Family

Buildings that exceed two individual dwelling units and generally house multiple families in one building, such as condominiums or apartment complexes. Multi-family development is the densest type of residential development and may include ancillary uses like parking structures and leasing offices. “Small” multi-family refers to smaller scaled multi-family buildings that are compatible with lower-density residential uses.

Large Multi-Family

Similar to small multi-family, but in larger scaled buildings that are less compatible with lower-density residential uses.

Retail/Entertainment

Shops, restaurants, professional services, and entertainment uses that can be local or regional scale, depending on their service areas. Locally scaled retail is good for small businesses and appropriate for infill projects within existing neighborhoods. Regional scale retail includes big box stores.

Office

Professional and medical offices, including hospitals, that support various employment uses.

Light Industrial

Development offering commercial services, offices and business parks, light industrial uses, indoor manufacturing, technology, research and development, warehousing, and ancillary uses. Commercial services range in form and scale and may be compatible with other types of commercial development depending on the context.

Heavy Industrial

Industrial development intended to serve local or regional markets. This development type ranges from services on an individual-consumer basis to larger shipping operations and may produce more-than-average noise, waste, large truck traffic, and other nuisances. This development type is incompatible with residential uses and should be screened from most other development types.

Open Space & Civic Uses

Open spaces range from parks to natural areas to serve both conservation and recreational purposes. Civic uses are public or semi-public facilities that serve residents, such as libraries, recreation centers, schools, government functions, churches, utility infrastructure, etc. Open space and civic uses are allowed in all land use categories (and so are not called out specifically in the dashboard use matrices), but should be contextually sensitive based on the surrounding uses in terms of scale and intensity.

Central District

With a focus on preservation plus adaptability. The historic square and existing neighborhoods remain a similar scale and mix of uses as is there today with some opportunities for smaller-scale, infill and redevelopment projects within Lockhart's core neighborhoods.

Non-Residential 30%

Residential 70%

Residential Density
4 to 24 DUA

Intensity
50-100% Lot Coverage
Medium to High Intensity

Scale
1 to 3 Stories
Low- to Mid-rise

Project Type & Appropriateness		Compatibility Considerations
SFD	●●●●	
SFD + ADU	●●●●	
SFA	●●●●	
Small Multi-Family	●●●○	Most appropriate close to the downtown core area or along corridors.
Large Multi-Family	○○○○	
Retail/ Entertainment	●●●●	Neighborhood-serving and local scale retail and entertainment uses are appropriate along corridors and in strategic locations within neighborhoods, as long as it does not pose a nuisance to residential uses. Higher intensity of these uses are appropriate in the downtown local mixed use areas.
Office	●●●○	Office uses are most appropriate on secondary frontages and upper floors.
Light Industrial	●○○○	Light industrial uses should be those that drive pedestrian traffic and are supportive of culture and heritage, such as artisan studios.
Heavy Industrial	○○○○	

St. John's District

The lowest density district, providing locally serving goods and services to the eastern neighborhoods with a focus on access to nature provided by the adjacent natural area.

Non-Residential 20%

Residential 80%

Residential Density
4 to 12 DUA

Intensity
40-60% Lot Coverage
Low Intensity

Scale
1 to 2 Stories
Low-rise

Project Type & Appropriateness		Compatibility Considerations
SFD	●●●●	
SFD + ADU	●●●●	
SFA	●●●○	Especially appropriate in the local mixed use areas.
Small Multi-Family	●●○○	Appropriate closer to local corridors and multi-family areas. Not appropriate in cases where it creates significant difference in scale to adjacent residential uses.
Large Multi-Family	●●○○	Appropriate in multi-family areas.
Retail/ Entertainment	●○○○	Neighborhood-serving and local scale retail and entertainment uses are appropriate in the local mixed use areas and strategic locations within neighborhoods, as long as it does not pose a nuisance to residential uses.
Office	●●●○	Neighborhood-serving and local scale office uses are appropriate in strategic locations within neighborhoods.
Light Industrial	●●○○	Appropriate where existing and along FM 20 (Blackjack Street).
Heavy Industrial	○○○○	

Seawillow District

Anchored by the potential Seawillow mixed use development, this district provides a mix of low-density housing as well as employment and industrial uses along FM 1322 (Commerce Street).

Non-Residential 50%

Residential 50%

Residential Density
4 to 32 DUA

Intensity
40-80% Lot Coverage
Low to Medium Intensity

Scale
1 to 2 Stories
Low-rise

Project Type & Appropriateness		Compatibility Considerations
SFD	●●●●	
SFD + ADU	●●●●	
SFA	●●●●	Especially appropriate in local mixed use areas.
Small Multi-Family	●●●○	Appropriate closer to local corridors and multi-family areas. Not appropriate in cases where it creates significant difference in scale to adjacent residential uses.
Large Multi-Family	●●●○	
Retail/ Entertainment	●●●○	Neighborhood-serving and local scale retail and entertainment uses are appropriate in local mixed use areas. More intense uses are appropriate along local corridors. Uses that are more likely to generate nuisances should be located away from residential uses.
Office	●●●○	Appropriate in employment and industrial areas.
Light Industrial	●●○○	
Heavy Industrial	●○○○	Industrial uses that are more likely to generate nuisances should be located away from residential uses.

Plum Creek District

A regional hub serves as the northern gateway along SH 130 (Cesar Chavez Parkway). The area offers employment, retail and multi-family uses and has the distinct asset of access to the adjacent natural area.

Non-Residential 50%

Residential 50%

Residential Density
4 to 32 DUA

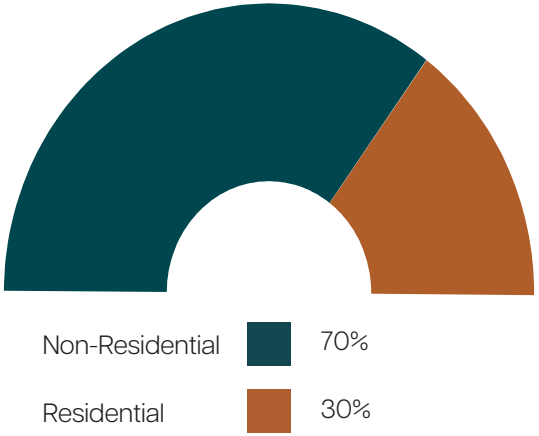
Intensity
60-80% Lot Coverage Medium Intensity

Scale
1 to 5 Stories Low- to Mid-rise

Project Type & Appropriateness		Compatibility Considerations
SFD	●●●○	Most appropriate in mid-density infill areas.
SFD + ADU	●●●○	Most appropriate in mid-density infill areas.
SFA	●●●○	Most appropriate in regional mixed use areas.
Small Multi-Family	●●●○	Most appropriate in regional mixed use, multi-family and local corridor areas.
Large Multi-Family	●●●●	Most appropriate in regional mixed use, multi-family and regional corridor areas.
Retail/ Entertainment	●●●○	Appropriate for regional mixed use and regional corridor areas.
Office	●●●○	Appropriate for regional mixed use, regional corridor, employment and industrial areas.
Light Industrial	●●○○	Very light industrial such as flex office uses are appropriate in regional corridor and employment areas.
Heavy Industrial	○○○○	

City Line District

A regional hub that is the western gateway along SH 142 (San Antonio Street), at its intersection with SH 130 (Cesar Chavez Parkway). The area offers employment, industrial, retail and some residential. Captures traffic going to/from San Marcos.



Residential Density
4 to 12 DUA

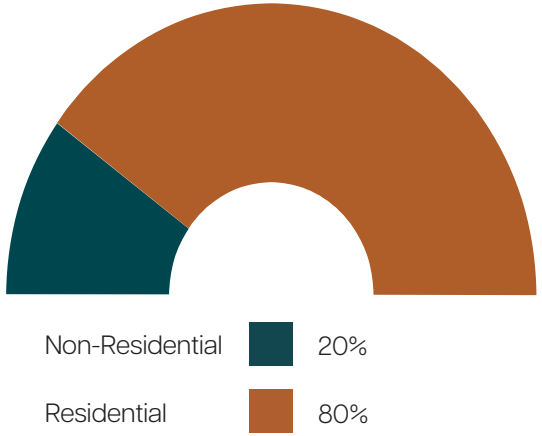
Intensity
50-80% Lot Coverage Medium Intensity

Scale
1 to 5 Stories Low- to Mid-rise

Project Type & Appropriateness		Compatibility Considerations
SFD	●●●○	Appropriate in low-density residential areas.
SFD + ADU	●●●○	Appropriate in low-density residential areas.
SFA	●●●○	Most appropriate in regional mixed use areas.
Small Multi-Family	●●●○	Most appropriate in regional mixed use areas.
Large Multi-Family	●●●●	Most appropriate in regional mixed use and regional corridor areas.
Retail/ Entertainment	●●●●	Appropriate for regional mixed use and regional corridor areas.
Office	●●●●	Appropriate for regional mixed use, regional corridor, employment and industrial areas.
Light Industrial	●●●●	Very light industrial such as flex office uses are appropriate in regional corridor and employment areas.
Heavy Industrial	●●●○	Industrial uses that are more likely to generate nuisances should be located away from residential uses.

State Park District

A local hub anchored by the State Park. Retail and employment uses in the western portion create a southern gateway along SH 130 (Cesar Chavez Parkway) and residential uses provide residents access to both the park and downtown.



Non-Residential 20%

Residential 80%

Residential Density
0 to 12 DUA

Intensity
40-60% Lot Coverage Low Intensity

Scale
1 to 5 Stories Low- to Mid-rise

Project Type & Appropriateness		Compatibility Considerations
SFD	●●●●	Appropriate in low-density residential areas.
SFD + ADU	●●●○	Appropriate in low-density residential areas.
SFA	●●●○	Most appropriate in regional mixed use and multi-family areas.
Small Multi-Family	●●●○	Most appropriate in regional mixed use and multi-family areas.
Large Multi-Family	●○○○	Most appropriate in regional mixed use, multi-family, and regional corridor areas.
Retail/ Entertainment	●●○○	Appropriate for regional mixed use and regional corridor areas.
Office	●●○○	Appropriate for regional mixed use, regional corridor, and employment areas.
Light Industrial	●●○○	Very light industrial such as flex office uses are appropriate in regional corridor and employment areas.
Heavy Industrial	○○○○	

GROWTH CAPACITY ANALYSIS

The planning team applied the Future Land Use Plan (FLUP), to a physical map of Lockhart for the purposes of analyzing a potential future growth scenario and build out capacity. The following analysis and map present just one plausible concept for how the land use model might build out in the future and is not intended to be used as a future land use map for policy purposes. Land use policy and decision making should first and foremost utilize the FLUP (composed of the land use model, districts and development dashboards) presented previously in the chapter.

Land Development Typologies

The growth scenario analysis identifies nine land development typologies, ranging from low-density residential to high intensity industrial uses. These development typologies look at the types of development that are likely to be established in Lockhart, based on the FLUP, so they can be applied to a map in a way that allows for reasonable development assumptions and quantities to be determined. Table 8 describes the development typologies, to note, there may be some overlaps with the supporting land use descriptions provided previously as part of the FLUP. To note, most of the development typologies include a mix of uses, for example, even residential development typologies assume some reasonable accommodations for appropriately scaled non-residential development.

Future Growth Scenario Map

The Future Growth Scenario Map illustrates a plausible pattern for the application of the development typologies across the City. The intended use of the map is to visually demonstrate approximately where within the identified districts the types of development are most anticipated, based on the land use model and dashboards, for the reason of extracting potential build out capacity numbers. The map is a long-range vision and may not reflect today's land uses. Additionally, it is not meant to suggest that the land identified for a certain use should change from what it is today, but when land does come up for development or redevelopment, this is the type of development the City could envision there. Similarly, if a developer comes to Lockhart and wants to build a specific project, the map can be used to help guide where that type of project makes the most sense within the City, as a secondary tool to the FLUP.

Land Development Typologies

Table 8. Land Development Typologies & Descriptions

Land Development Typology		Description
	Low-Density Residential	Characterized by single-family housing, these are more generally single-use and auto-oriented neighborhoods with homogeneous housing types and farther distances to access goods and services. However, they provide a lifestyle that many residents are seeking. Allowances may be made for some variety of missing-middle housing types and appropriate neighborhood-serving commercial uses in select locations.
	Mid-Density Infill	A "complete" neighborhood that supports a variety of housing options (such as missing middle) in a traditional neighborhood pattern and provides easy walking or bicycling access to small-scale, complementary commercial uses in select locations. Appropriate for application in existing neighborhoods to allow for infill residential and non-residential uses.
	Mixed Use Regional	A mix of residential and commercial uses that creates a hub of activity and commerce. Can be regional or local in scale. Regional MU serves as a regional hub or while Local MU focuses on local needs and providing residents with access to goods, services, and jobs.
	Industrial	Allows for general industrial activities, including light and heavy industrial, warehouse, and distribution. Must be sufficiently buffered from any adjacent uses.

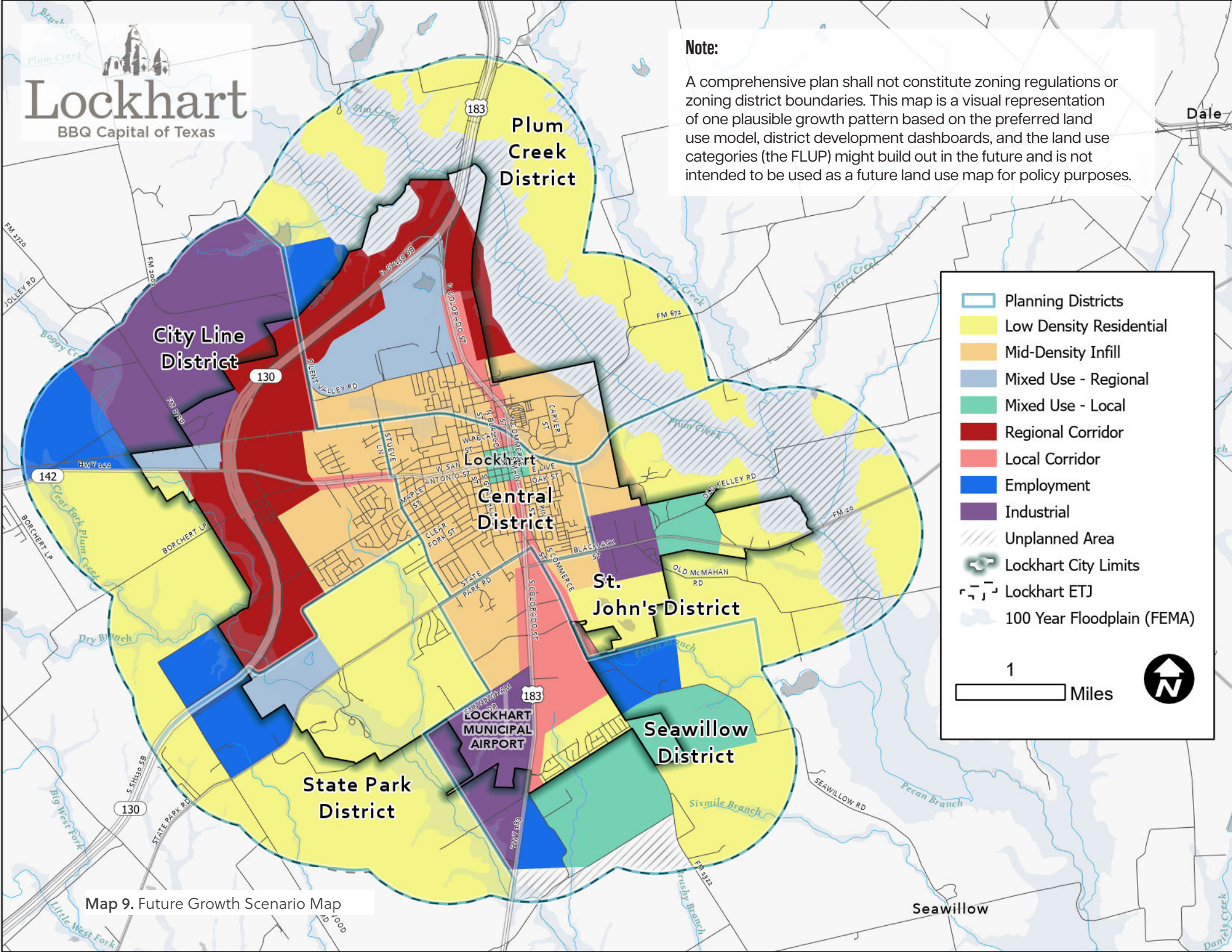
Future Land Development		Description
	Mixed Use Local	A mix of residential and commercial uses that creates a hub of activity and commerce. Can be regional or local in scale. Regional MU serves as a regional hub while Local MU focuses on local needs and providing residents with access to goods, services, and jobs.
	Regional Corridor	Primarily commercial and entertainment uses providing access to goods and services along major vehicular thoroughfares. Can be regional or local in scale. Regional Corridors serve regional retail such as big box stores while Local Corridors focus on neighborhood scale and serving businesses.
	Local Corridor	Primarily commercial and entertainment uses providing access to goods and services along major vehicular thoroughfares. Can be regional or local in scale. Regional Corridors serves regional retail such as big box stores while Local Corridors focus on neighborhood scale and serving businesses.
	Employment	Traditional office uses as well as "flex" office, light industrial, and tech/R&D type uses. May allow for some integrated retail and entertainment uses in select locations. Is usually the generator of peak traffic due to commuters.

Future Growth Scenario Map

The Future Growth Scenario Map visually articulates one plausible growth pattern through the distribution and contextual compatibility of the development typologies, reflecting the collective input of Lockhart's residents, business owners, civic groups, and stakeholders engaged throughout this planning process. The Future Growth Scenario Map is based on the preferred land use model, district development dashboards, and the land use categories (the FLUP) outlined in this chapter previously. It is important to clarify that the map does not hold regulatory authority. The official zoning map and ordinance of the City govern land uses on a parcel-by-parcel basis, with this map serving as an exploration of how the FLUP might materialize for analysis purposes. Additional detail on the development typologies mix breakdown by district can be found in Appendix C.

Table 9. Land Development Typologies by Acreages

Land Development Typology		City Limits (Acres)	City Limits (Percentage)	City Limits + ETJ (Acres)	City Limits + ETJ (Percentage)
	Low-Density Residential	2,046	20%	10,137	38%
	Mid-Density Infill	3,194	31%	3,284	12%
	Mixed Use Regional	941	9%	941	4%
	Mixed Use Local	352	3%	1,253	5%
	Regional Corridor	2,038	20%	2,183	8%
	Local Corridor	811	8%	839	3%
	Employment	0	0%	1,453	6%
	Industrial	698	7%	2,450	9%
	Unplanned	323	3%	3,852	15%
TOTAL		**10,403**	**100%**	**26,365**	**100%**



Map 9. Future Growth Scenario Map

Growth Comparisons

Analyzing growth patterns in local cities within Texas provides valuable insights when comparing them to the City of Lockhart. This comparative study helps in understanding the broader regional trends, economic dynamics, and social factors that may influence Lockhart's development. By examining the trajectories of regional cities, Lockhart can also gain valuable insights that will aid in proactively planning and accommodating new growth, ensuring the community is equipped to handle increased population demands, infrastructure needs, and economic opportunities effectively. Growth comparisons were selected based on similar relative location to large metros and similar economic pressures to Lockhart. Most of these cities have already seen their first cycle of significant recent growth, which makes them valuable case studies for how the future of Lockhart may look.

Table 10. Regional Growth Comparisons

Texas Cities	City Limits Area (square miles)	2000	2010	2020	20-Year CAGR
Waxahachie	50.7	21,426	29,621	41,140	3.31%
Hutto	7.8	1,250	14,698	27,577	16.70%
Roanoke	6.96	2,810	5,962	9,665	6.37%
McKinney	67.7	54,369	131,117	195,308	6.60%
Pflugerville	25.6	16,335	46,936	65,191	7.16%
Frisco	69.19	33,714	116,989	200,509	9.32%
New Braunfels	45.6	36,494	57,740	90,403	4.64%
Lockhart	15.6	11,615	12,698	14,379	1.07%
Lockhart Total Planning Area (City Limits + ETJ)	41.19	-	-	-	-

Preparing for a "Big Fish"

The City of Lockhart has the potential to see transformative economic development projects in the area, often referred to as "mega site developments". These projects bring a notable and swift influx of jobs to a community. While such an influx brings opportunity, it can also prompt unexpected increased demand for housing, goods, and services. Without proper planning, this can cause disruptions in a community.

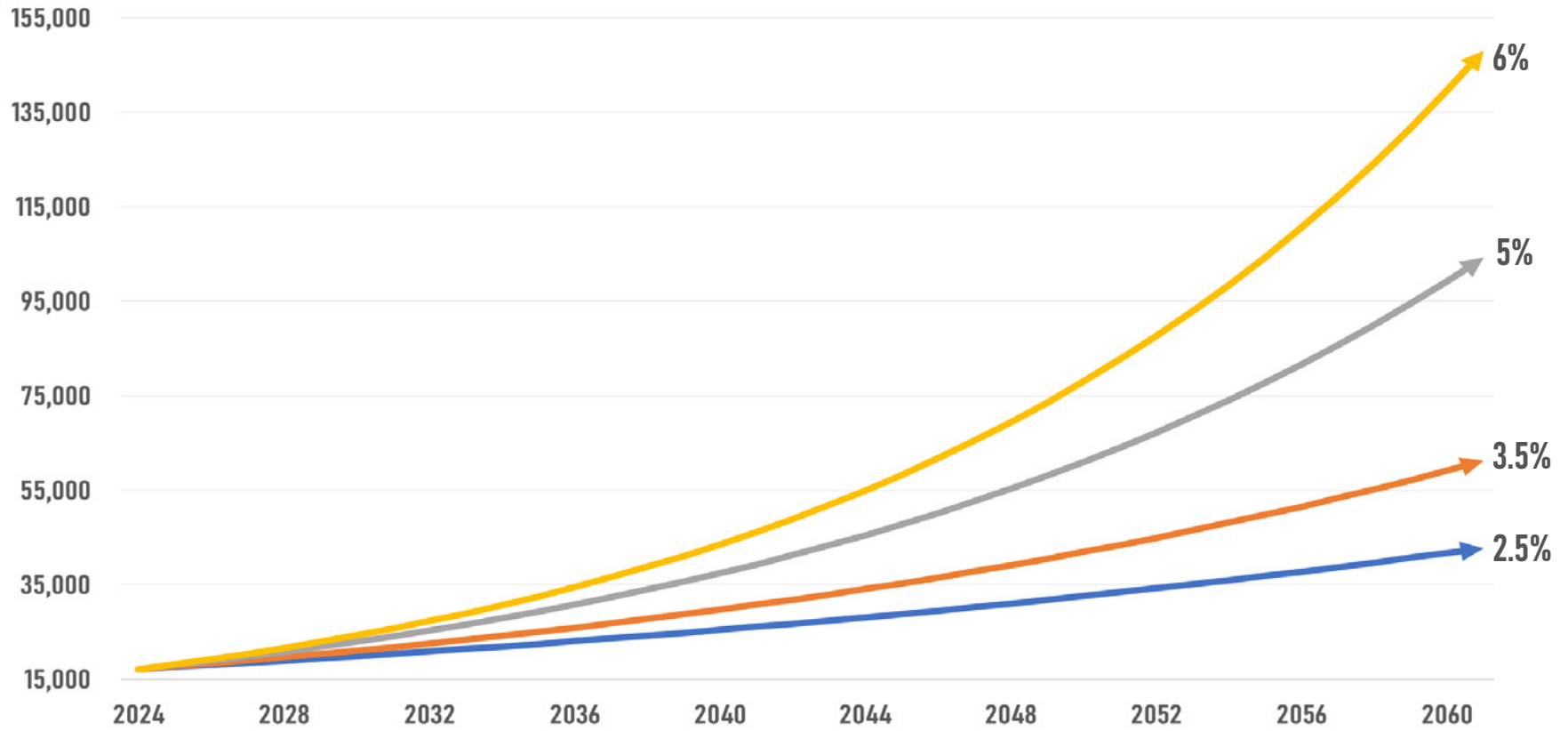
The following growth scenarios include consideration of mega site development potential and accompanying increases in growth intensity (the 5 percent and 6 percent CAGR scenarios). The process and results of the growth scenarios concluded Lockhart could physically handle the influx of growth, but it would happen on a faster timeline than anticipated. Should this type of transformative opportunity occur, Lockhart should consider efforts to help assure the community benefits both overall and for individual residents. Examples the City may consider in such a situation include:

- Site availability elsewhere throughout the City for potential smaller suppliers that will follow the "big fish." This includes preparing to extend utility infrastructure to industrial areas noted in the FLUP, or even doing so proactively. The LEDC Target Industries Report provides additional detail in their "Asset Development" section.
- A strategy to quickly increase housing starts and prevent a spike in demand that outpaces supply, which can be a detriment to housing affordability and attainability. This includes having more staff and processes to streamline permitting.
- Begin now in encouraging the mixed use node developments that incorporate a variety of housing with convenient retail and services, creating lifestyle centers that many knowledge economy workers commonly employed Lockhart's target industries seek.
- Widespread impacts, such as water availability, should be dealt with at the regional-level since those causes, effects, and solutions are wider-ranging than the City of Lockhart.

Growth Rate Scenarios

In the past two decades, Lockhart's population has grown steadily at a rate of around 1% each year. However, the economic landscape of the Central Texas Region has changed dramatically, seeing an almost 10% increase in total Central Texas jobs between 2010 and 2020, according to the Texas Comptroller. Many of the industries driving this growth include advanced manufacturing, construction and agricultural production. It is evident that yearly growth rates between 2.5% and 6% are within the realm of possibility for Lockhart. Its distance from the Austin metro, available land, and recent increase in development entitlement seems to support this as well. Figure 16 shows four growth scenarios representing 2.5%, 3.5%, 5%, and 6% annual growth out to the year 2060, projected to show what Lockhart's population may look like if regional growth trends are indicative of Lockhart's future growth. It is important to understand that these are average growth rates and will most likely fluctuate significantly over those years.

Figure 16. City of Lockhart Growth Scenarios



Future Growth Capacity

Creating an accurate build out projection to accompany the future growth scenario helps ensure that this Plan can both accommodate the expected growth and meet the goals that the community has identified during the planning process. The Future Land Use Plan (FLUP) elements presented previously help inform not only the location of development, but also the intensity in which it occurs, which can be translated into a zoning or development code. Therefore, it is imperative that the FLUP provides for a proper mix of housing and commercial types so that the objectives of the community are maintained. In the table below, the approximate maximum population and employment that can be held within each district, based on use assumptions made for the land use typologies, is summarized. The total dwelling units, employment, and population represent the populations that could be supported by this Plan if each district was fully built out as mapped in the Growth Scenario. The time period in which maximum build out could be achieved varies significantly based on market trends over the next many decades, with the possibility that the build out is never fully reached at all. Assumptions and development ratios used for these analyses are provided in Appendix C. Table 11 shows the total growth possible in each district, including the existing population as of 2023. Table 12 shows that the FLUP, as presented if this Plan, could accommodate any of the possible growth scenarios studied through the year 2050, and would only begin reaching capacity after that with the 5% or 6% growth scenarios (as seen in yellow).

Table 11. Maximum Buildout within the Districts (including existing)

District	Total Dwelling Units	Total Employment	Total Population
City Line	6,395	28,476	11,213
St. John's	5,432	4,045	13,955
Central	2,630	2,866	6,959
Plum Creek	9,598	17,486	19,565
Seawillow	7,266	15,313	15,536
State Park	7,343	6,072	19,123
Total	**38,664**	**74,258**	**86,352**

Table 12. Lockhart Growth Scenarios

Year	2.5% CAGR	3.5% CAGR	5% CAGR	6% CAGR
2024	17,146	17,146	17,146	17,146
2025	17,575	17,746	18,003	18,175
2030	19,884	21,077	22,977	24,322
2035	22,497	25,033	29,325	32,548
2040	25,453	29,731	37,428	43,557
2045	28,798	35,311	47,768	58,289
2050	32,582	41,938	60,966	78,004
2055	36,864	49,810	77,809	104,387
2060	41,708	59,158	99,306	139,693

URBAN DESIGN BEST PRACTICES

Urban design is intricately connected to the health and vitality of a community and a high-quality built environment can play a role in improving physical health and well-being. For example, a city with sidewalks connecting major destinations can encourage residents to be more physically active, both as a part of their daily lives and recreationally.

The following are basic urban design elements that can be incorporated into the City's development code to govern the physical shape and development pattern that is desired. This is especially applicable to the activity hubs and local corridors as denoted in the FLUP.

Street Design

For decades, the design of city streets has centered around the automobile. Streets are an integral part of the public realm and often make up a large portion of public lands. As such, they should be designed to accommodate a range of users, including pedestrians, cyclists and cars.

Sidewalks

Sidewalks play a vital role in communities. They facilitate pedestrian safety, movement and access, promoting overall community connectivity and welfare. Safe, accessible and well-maintained sidewalks are a fundamental and necessary investment for cities, which have been found to enhance public health and maximize social capital. In residential settings sidewalks should ideally be 5 to 7 feet wide, and 8 to 12 feet wide in commercial settings. New developments should be required to install sidewalks along their frontages and a plan to fill in sidewalk gaps throughout the City should be developed.

The context of the area and the adjoining street type should determine the appropriate sidewalk width. It is critical that sidewalks provide enough width to accommodate the expected amount of pedestrian traffic, or else people might be pushed off the sidewalk into potentially dangerous situations.

Additionally, shared-use paths may be a great option for smaller communities that do not need separate infrastructure for pedestrians and cyclists. These should be 8 to 16 feet wide to promote safety when mixing modes.

Lane Width

The width allocated to lanes for motorists, bikes and parked cars is a crucial aspect of street design. Lane widths should be considered within the overall assemblage of the street. Narrower streets are typically recommended in new developments and mixed use hubs to reduce vehicle speed and create a more comfortable experience for pedestrians and cyclists.

Curb Extensions

Curb extensions are a traffic calming measure primarily used to narrow roadways at crosswalks and extend the sidewalk for pedestrians crossing the street. Shortening the crossing distance improves pedestrian safety and visibility. Curb extensions may also be implemented to help allocate more space for street furniture, landscaping or street trees in areas with narrow rights-of-way.

Streetscapes

Streetscapes are the combination of paving materials, trees, landscaping, lighting and street furniture placed within the sidewalk or pedestrian zone, the area between the back of curb to the property line. Streetscapes help define a community's aesthetic quality and identity as well as provide amenities that can make the experience of walking through an area more enjoyable. The more enjoyable a place is for pedestrians, the longer they tend to stay, the more connections they make and more businesses they frequent.

Streetscape amenities should be determined by the context of the area and the adjoining street type. For example, on a high-traffic vehicular corridor, streetscapes may be mostly aesthetic and maintenance would be a primary concern, whereas in downtown or a mixed use hub, pedestrian experience, comfort and safety may be the primary goals of the streetscape.

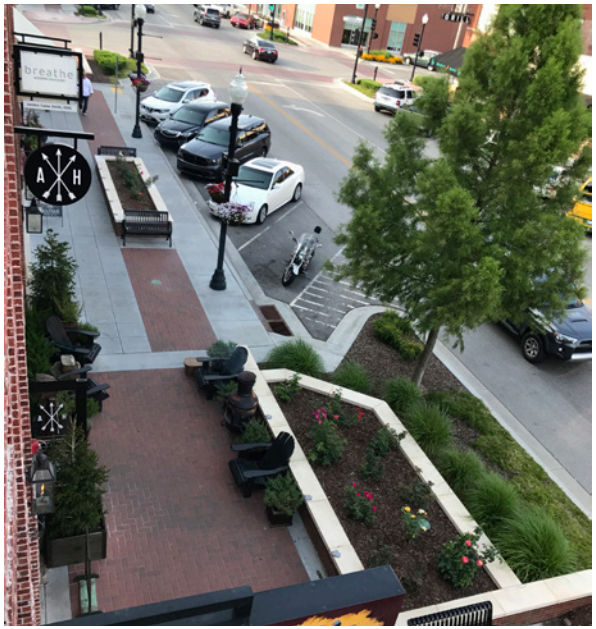
High quality streetscapes do not need to be expensive; cost and scale can be adjusted to available resources and context without sacrificing impact.

Street Trees

In Texas, providing shade is one of the most important streetscape elements. A non-shaded sidewalk can be rendered nearly unusable certain times of the year. Even along primarily vehicular corridors, shade can help reduce the ambient heat caused by paved surfaces. Ideally, shade is provided by street trees of shade-tree species that are adapted to the climate and context or setting.

Providing adequate soil volume is an important factor in determining the fate of street trees and ensuring they grow large enough to provide shade. Today's best practices suggest 1,000 cubic feet of soil volume is necessary to support a thriving street tree in an urban environment. Soil volume can be provided in planting areas, tree well/pits, or underneath walking surfaces with the use of suspended pavers.

Root barriers should be utilized as needed to ensure tree roots are contained and do not damage adjacent infrastructure. Street trees are a common point of contention among city departments, but they bring so many benefits to a community that it is worth the time for staff to come together to find solutions to the implementation of street trees for their city. It may be worthwhile to convene a Right-of-Way (ROW) Task Force, even temporarily, to work through issues like this.



Lighting

Lighting can serve a variety of purposes. Roadway lighting is intended to serve drivers and standards or requirements are generally mandated by applicable transportation jurisdictions. In some instances, roadway lighting casts enough light onto adjacent sidewalks to also serve as pedestrian lighting, or a “dual arm” fixture can be used that has a smaller fixture on the side of a pole facing a sidewalk. Pedestrian scaled lighting, such as lampposts or bollards, provides safety for pedestrians and should be installed along sidewalks, trails or at crossings as necessary for safety and comfort. Decorative lighting, such as landscape, building or festoon lighting, can add character and interest to an area without much cost. For both aesthetic and environmental purposes, over-lighting an area should be prevented through thoughtfully, appropriately, and safely applied lighting.

Furnishings

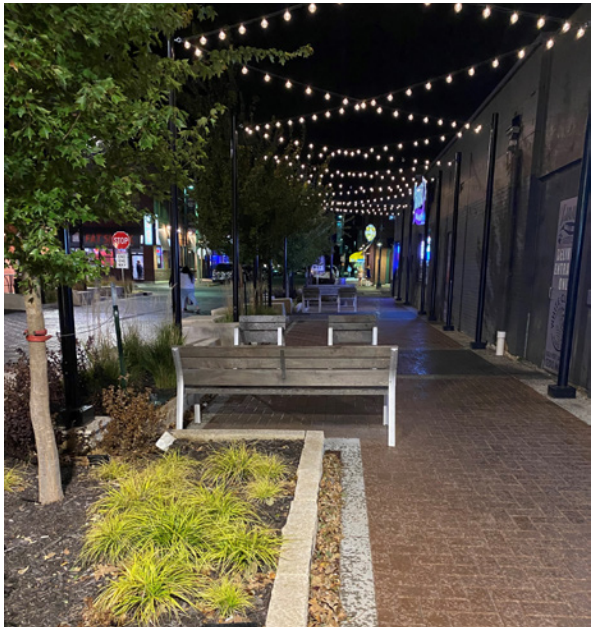
Appropriate furnishings along a streetscape, such as seating and waste receptacles, are highly dependent on the context. The types of amenities provided for a pathway that may be primarily used for recreation will vary from those provided near a transit stop. Like lighting, the application of furnishings to a public space should be done thoughtfully. Considerations include the types of users, what they will be doing in the space and their needs, comfort, and safety. The types and location of furnishings should be dependent on these considerations. For example, along a recreational path a water bottle refill station might make sense, whereas near a transit stop shaded seating might be most appropriate.

Screening

There are certain elements of the public realm that are necessary for the place to function but do not necessarily make for pleasant experience. This includes utility boxes, dumpsters, outdoor storage, etc. To the extent possible these elements should not be placed along a primary street frontage and should be screened using a decorative fence or landscape.

Activation

Even the most well designed spaces will not be successful if they are not utilized and well loved by people. Planning for physical elements, contexts, and programming that encourage people to come to and stay in a public space is known as activation. Along activated streets, an emphasis should be placed on people-focused or pedestrian scale design. Allowing businesses to spill out into the ROW via sidewalk sales or outdoor dining areas, public art, tactical urbanism installations, and treatment of the building facades are all elements of activation. This is most applicable in downtown and mixed use hubs. The next section on building form discusses this in more detail.



Building Form & Site Design

The creation of good public spaces does not end at the boundary of the public ROW. The form of the surrounding buildings and the context they create for the public realm have an immense impact on the character of the space and its success in a community. Building form should also respond to the type of street environment and configuration that exists or is to be created over time. Street design and building form go hand-in-hand and must be aligned to create a harmonious and vibrant public realm.

Massing, Height & Scale

The height, massing and scale of a building should be reasonably proportional to surrounding buildings and the streetscape so that they do not overpower the public realm. Buildings must be designed and sculpted to create a comfortable experience, especially in highly pedestrianized environments. The height, massing and scale of buildings need to be balanced with the size of surrounding or adjacent ROWs and open spaces. Buildings and the elements that contribute to their facades should have a proportion and scale that are welcoming for pedestrians. Considerations in massing include, but are not limited to, creating a sense of enclosure or openness, sunlight and shadows, reinforcing views, and wind patterns.

Building Placement

For mixed use, retail, and commercial buildings in pedestrianized areas, the building should be located at or near the primary frontage property line, in order to reinforce the streetscape and create a quality pedestrian experience.

For residential uses, the building placement will depend on the type of residential building being proposed and the desired character of the neighborhood. Townhomes and multi-family buildings should be located at or near the property line to ensure the proper proportions are created for the public realm. Single-family dwellings should be set back 8 to 15 feet from the property line, close enough to engage the sidewalk but providing some buffer for the home. In existing neighborhoods, the current form may be preserved. The setback ensures there is growing space for trees and front entrance features, such as porches. Encouraging structures to be located closer to the street reinforces the streetscape, creates a quality pedestrian environment, and opportunities for socialization. Additionally, front setbacks are generally the least utilized portion of a home's yard, so it is a more efficient use of the lot to put that additional space in the back yard.

Building Facade

In conjunction with building massing, scale and placement, the building facade can be adorned with features that are inviting and contribute to the experience and scale of the buildings. Long monotonous walls without windows or entrance features should be avoided. To ensure a quality public realm, entrances to the ground floor units, whether commercial or residential, should front the street. Building facades should feature architectural elements along the street such as main entrance features, balconies, porches, patios, awnings and light fixtures. Multi-family, townhomes and single-family dwellings should connect entry features to public sidewalks.

Parking

Parking is an inherent functional piece of most places, particularly in downtowns and mixed use nodes. While there is often a perception that there is never enough parking, a more accurate statement might be "there is never enough parking right in front of where I want to go". Often, ample parking exists within a reasonable walking distance, but the issues lies in people feeling like the walk is not safe, comfortable or interesting. Likewise, restricted use of private parking reduces overall parking efficiency and reduces the financial performance of downtowns and mixed use areas. In such settings, good urban form tends to locate parking on-street or on the fringe of the core in communal lots or structures, keeping the focus on pedestrian space and activity.

Throughout the City, parking should generally be encouraged at the rear of buildings. It is common in Central Texas to see areas dominated by oversized parking lots in front of buildings, representing a key opportunity for redevelopment using engaging liner buildings that can create the more desired character of buildings fronting the streets.

The City should maintain the current parking standards (which already does not require parking for the majority of uses downtown) to continue support of urban density and walkability. Many cities have already reduced or eliminated minimum parking requirements in downtowns and mixed use areas. Lockhart should maintain and consider this strategy in areas adjacent to downtown and future mixed use developments as denoted on the FLUP. The trend of reducing parking minimums encourages flexible land use and better urban form.

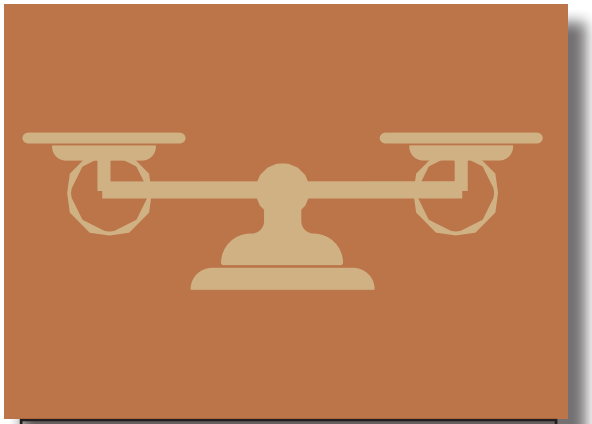
Figure 17. Strategies to address urban design using building form


SUNFLOWER
MUSIC STORE AND MORE!
GUITARS
TUBE AMPS
LESSONS
REPAIRS

COMPLETE COMMUNITIES

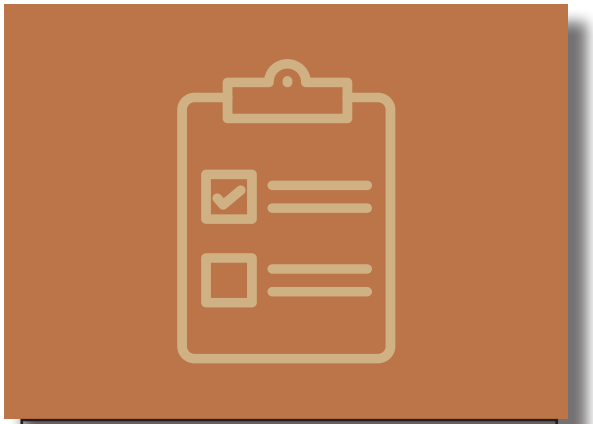
LOCKHART LOOKING FORWARD

Guiding Principle: Provide accessible and attainable housing options that meet the diverse needs of and create healthful living environments for residents.



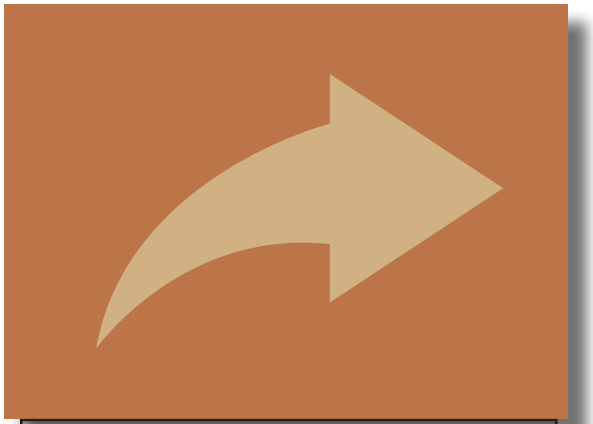
Evaluate Access & Opportunity

Evaluating access and opportunity involves examining how well Lockhart's neighborhoods connect to essential services, amenities, and employment centers. This analysis highlights gaps in accessibility and identifies areas where improvements can be made to enhance connectivity, equity, and opportunity for all residents.



Create Policies that Encourage Complete Communities

Creating policies that encourage complete communities focuses on developing neighborhoods that offer a mix of housing, jobs, services, and recreational spaces. These policies aim to reduce reliance on cars, promote walkability, and build a sense of place and community.



Build Neighborhoods that Move Us Forward

Building neighborhoods that move forward involves implementing strategies that prioritize attainable housing, healthy living and resilience. By focusing on these elements, Lockhart can foster strong, connected communities that are well-positioned to adapt and grow in the face of future challenges.

WHAT WE'VE HEARD:

Below is a selection of quotes we have received from residents and community members throughout the engagement for this process. These selections were chosen because they represent recurring themes we heard during engagements.

"Diversity in architecture, breaking up the homogeneity of the modern multi-use buildings and subdivisions."

"Keep the small town values and vibe."

"Promote and establish sensible development rules now to keep housing affordable and accessible while promoting responsible density."

"Affordable housing"

"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."

"Owning a historic home."

"I think creating opportunity for the people who live here to work here and vice versa would go a long way to solidify Lockhart's community."

Housing & Resilience Connection

Incorporating housing resilience into growth planning entails strategically aligning city development with a focus on fostering resilient housing solutions. This approach leverages growth to promote responsible housing development practices and supporting community needs.

BACKGROUND INFORMATION

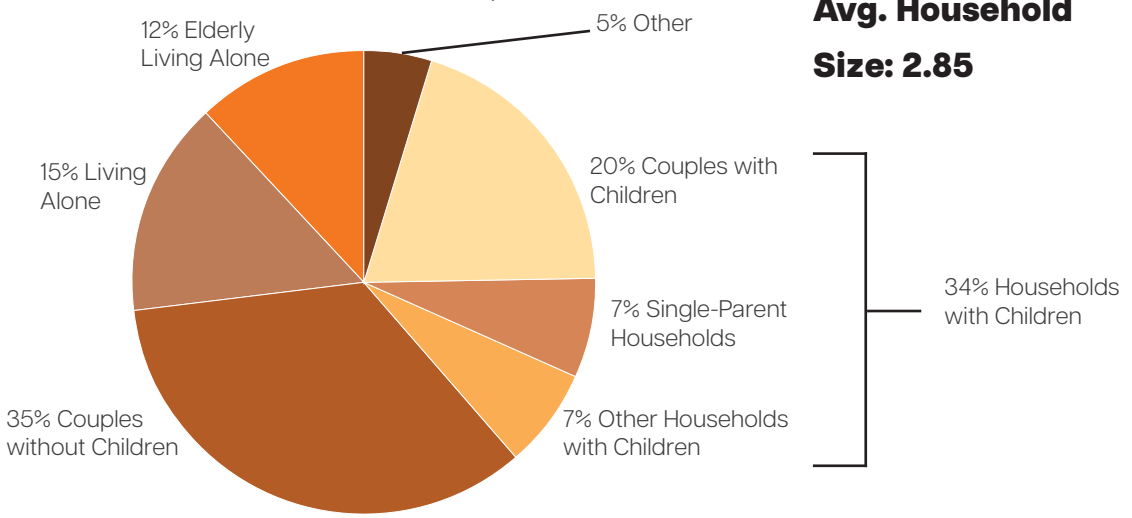
Housing Stock & Supply

As mentioned previously in the Community Snapshot chapter, Lockhart's demographic landscape currently features a mixture of households with and without children, as shown in Figure 18. With such a diverse array of household compositions, it becomes evident that a variety of housing requirements and preferences will abound within the community.

When survey participants were asked about Lockhart's future housing priorities, a significant portion, 56%, emphasized the necessity for accommodation tailored to older residents who want to remain in the community. Following closely at 55%, respondents underscored the importance of housing options designed to appeal to families. Given the potential for expanding demand owing to regional dynamics, it is imperative to explore a spectrum of alternative single-family housing offerings in addition to the conventional single-family neighborhoods.

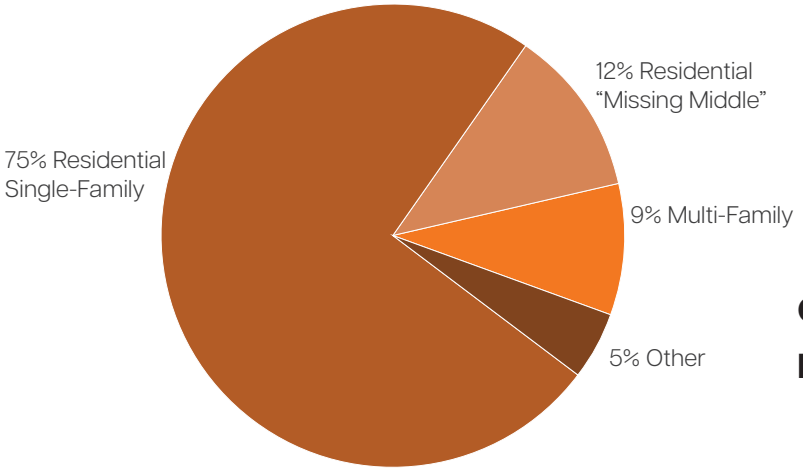
Considering the current housing landscape of Lockhart, it is crucial to acknowledge the substantial proportion of existing residential single-family housing. This is important to keep in mind when thinking about the variety of residential housing needs discussed above. Complete communities are often comprised of some single-family housing, multi-family, and missing middle housing types (such as

Figure 18. Existing Household Makeup



Avg. Household Size: 2.85

Figure 19. Existing Housing Mix



Owner-Occupied: 64%

Renter-Occupied: 36%

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

townhomes, duplexes, and multiplexes), providing homes at various price points and ownership types. Housing is one of the most significant financial burdens for families, and this approach helps to increase housing supply while providing more attainable housing options.

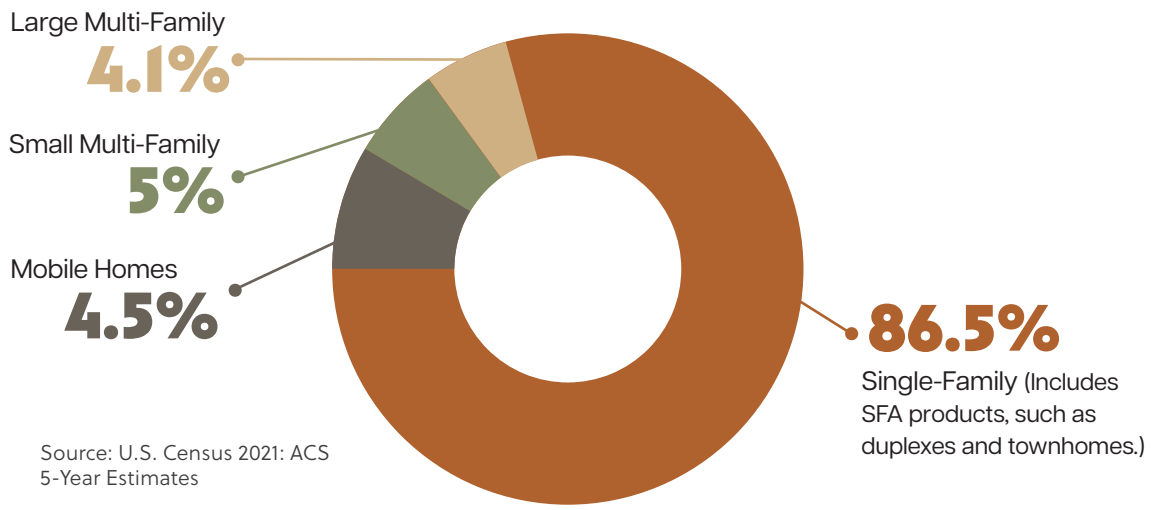
Lockhart's current population predominantly consists of mid-career adults and families with children, reflecting a diverse range of opinions regarding housing preferences. It should be noted that single-family housing can take a variety of forms, with single-family attached homes, such as duplexes and townhomes, increasingly emerging as a desirable housing alternative for many. These factors contribute to a growing demand for alternative housing options that offer increased flexibility and attainability.

Historically, Lockhart has had below average housing prices compared to the state of Texas and slightly higher than Caldwell County, with a median gross rent of $1,051 and a median home value of just under $172,000 according to the U.S. Census 2021 ACS 5-Year Estimates.

However, recent MLS data has shown exceptional growth in the Lockhart housing market, with a 53% increase in median household selling prices between 2019 and 2023. As the City anticipates growth and the demand for housing rises, there emerges a unique opportunity to steer new development toward ensuring the future attainability of housing in Lockhart. This approach not only serves the immediate needs but also the long-term aspirations of the community, in fostering resilience and stability in its neighborhoods.

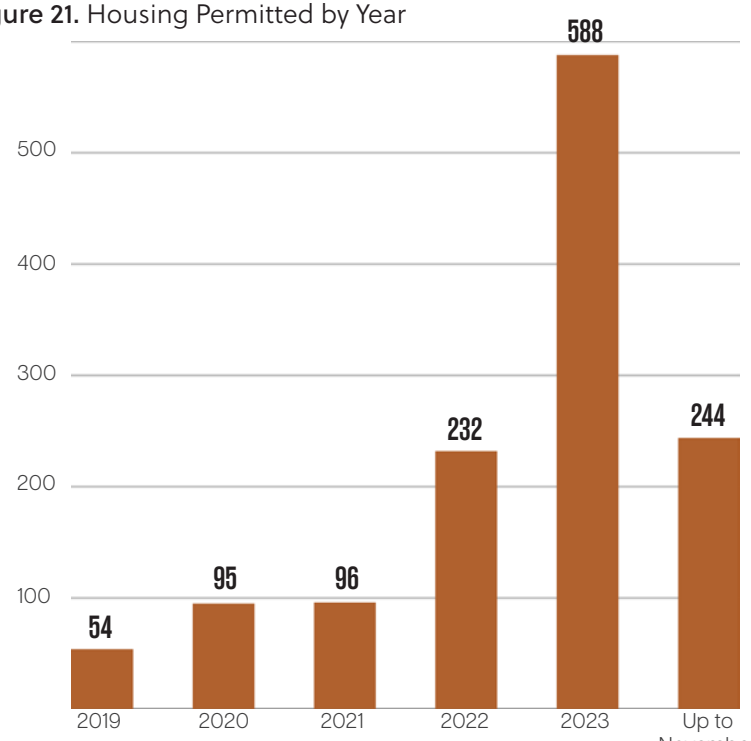
Lockhart saw a steady rise in housing permits from 2019 to 2021. In 2023, there was a notable surge to 588 permits approved, as shown in Figure 21. However, market changes since late 2023 have slowed permit applications, suggesting ongoing fluctuations in Lockhart's housing market. Recent subdivision applications may indicate a potential increase in housing development later in 2024.

Figure 20. Existing Unit Mix by Housing Structure Type



Source: U.S. Census 2021: ACS 5-Year Estimates

Figure 21. Housing Permitted by Year



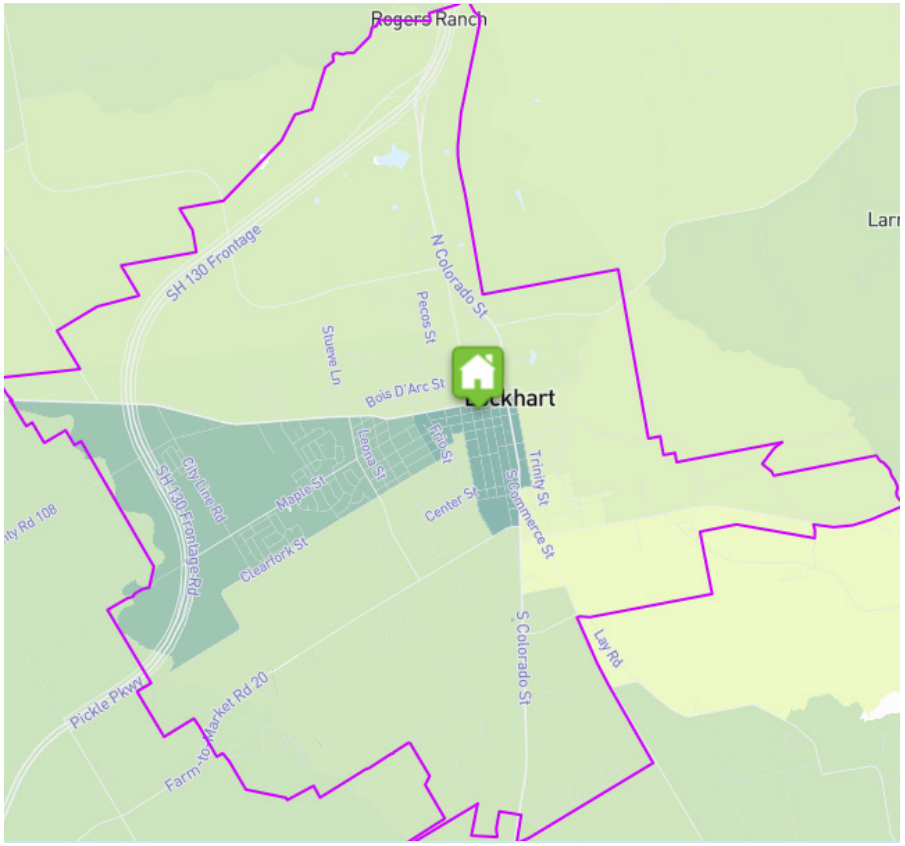
Source: City of Lockhart Development Services

Housing Affordability

Lockhart's housing affordability is a multifaceted issue, as evidenced by recent statistics. According to the 2021 ACS 5-Year Estimates, the total number of housing units has increased to 5,105, with an occupancy rate of 88%. However, the vacancy rate which currently stands at 12% has been growing roughly 2% each year since 2019. This indicates a complex balance between supply and demand or it may indicate unit types are not aligned to market desires. Of the 594 vacant units in 2021, 29% were seasonal units and 22% were basic units for rent. The majority of housing units are single-unit, detached structures, with a significant portion also being mobile homes (5.8%). This housing stock suggests there is some range of affordability levels catering to different income brackets in Lockhart's existing housing.

Despite the existing housing options, affordability remains a concern that is likely to grow. The median value of owner-occupied units has risen to $194,900. Although considered more affordable than many cities in the region, this reflects the beginning of a local increase in housing costs. This trend is further highlighted by the fact that over 61% of owner-occupied units have mortgages, with 22% spending more than 30% of their household income on housing costs. Of the owners that do not have a mortgage, 12% are spending more than 30% of their household income on housing costs, which may reflect household maintenance issues. When comparing these metrics to the state average of 28.5% for units with a mortgage and 13.5% for units without a mortgage, Lockhart is slightly below average when it comes to affordability.

Rental affordability is also a significant issue, with a median gross rent of $1,122 and over 50% of rental units falling into the $1,000 to $1,499 range. Again, although affordable for the region, this is an increase locally. Over 45% of renters spend more than 35% of their household income on rent, suggesting that renters are significantly housing cost burdened in Lockhart. While Lockhart offers a somewhat diverse and attainable range of housing options relative to other towns of comparable size in Texas, affordability remains a challenge for many existing residents and actions are necessary to prevent worsening of these circumstances. The increasing housing costs coupled with a significant portion of the population spending a large portion of their income on housing, underscore the need for policies and initiatives to preserve and improve housing affordability in the City.



Map 10. Housing Affordability - Housing Costs as % of Income

Source: Center for Neighborhood Technology, https://htaindex.cnt.org

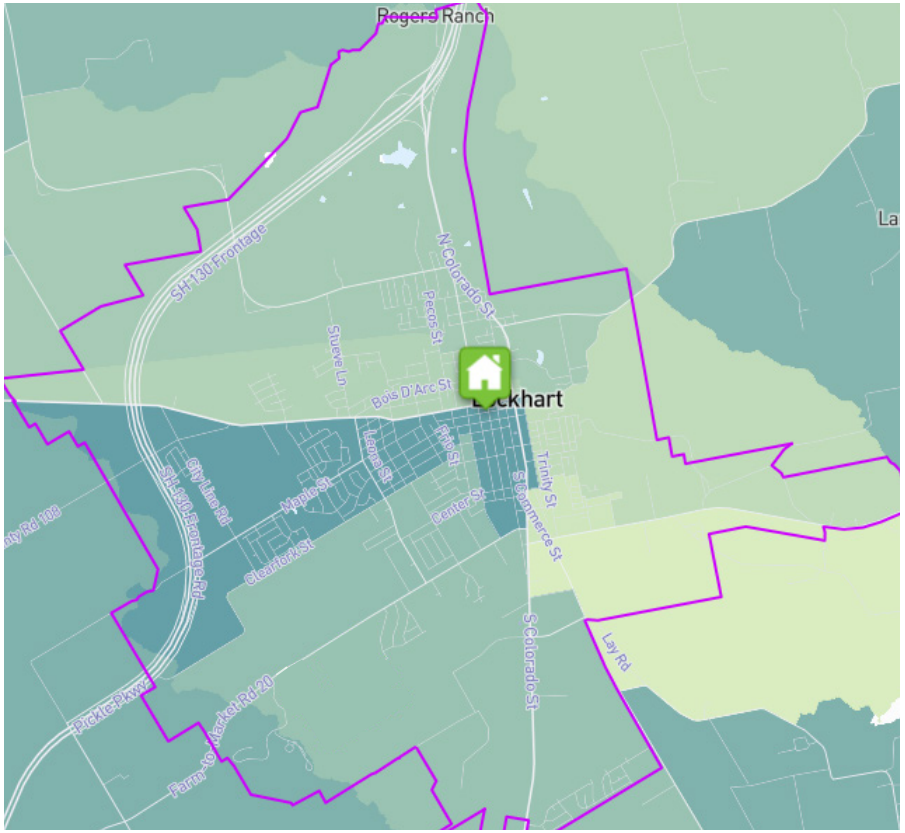
Housing + Transportation Affordability Index (H+T Index)

The H+T Index is a tool that demonstrates affordability as a combination of both housing and transportation costs, creating a more holistic picture of affordability within a community. Nationally, 55% of neighborhoods meet the traditional definition of "affordability" that housing costs should be no more than 30% of a household's income. However, using the H+T Index and factoring in transportation costs as well, the number of affordable neighborhoods nationally drops to only 26%.

This is because attainable housing options are often in locations that require higher automobile ownership and farther driving distances to access jobs, goods, and services, which incurs many costs such as auto payments, maintenance, insurance, and fuel purchases. Transportation costs are usually the second largest expenditure for a household (after housing) and are impacted heavily by the household's physical location and neighborhood characteristics, when controlling for household characteristics. It is estimated that average annual transportation costs for households in Lockhart are over $16,000 per year.

The H+T Index recommends that housing and transportation costs together should make up no more than 45% of a household's income. Currently, Lockhart's overall H+T Index comes out to 40% (20% housing and 20% transportation), under the 45% recommended benchmark. So while housing cost burden is currently well below the 30% benchmark, the costs of transportation required to live life in Lockhart are quite high, putting it in danger of crossing the line in terms of being considered "affordable" as housing costs rise. Another indicator of general affordability is the number of ALICE households (Asset Limited, Income Constrained, Employed) within a community. ALICE represents households that earn above the federal poverty level but still struggle to afford basic household necessities, such as housing, food, transportation, healthcare, and childcare. Within the Lockhart CCD (Census County Division), 30% of households meet ALICE thresholds, which is 1% greater than the state average.[1]

In order to preserve affordability in Lockhart, the City needs to maintain its housing attainability and implement strategies to help bring down residents' transportation costs. Some strategies to achieve this are to provide development patterns and infrastructure that allow residents to choose alternative modes of transportation, bringing more goods and services closer to residents so they do not have to travel as far, and providing more jobs in the community so residents can have shorter commutes and more commuting choices.



Map 11. H+T Index Map - Housing + Transportation Costs as % of Income

Source: Center for Neighborhood Technology, https://htaindex.cnt.org

1. UnitedForALICE, ACS 2021, 5-Year Estimates

Neighborhood Condition

A neighborhood assessment looks at the physical characteristics of an area, including infrastructure and housing, to identify parts of town that could benefit from additional investment.

Infrastructure Condition

Notably, the City's road infrastructure emerges as a focus area with attention required to ensure well-maintained and efficient roadways conducive to multi-modal accessibility and safety. Parts of the City have roadways with issues such as eroding pavement and localized flooding. Addressing these infrastructure needs not only contributes to improved mobility and connectivity, but also enhances overall safety for the community, while working toward having amenities and services easily accessible.

Housing Condition

As homes age they often require more care to ensure they stay well maintained and safe. Some of Lockhart's housing is in poor condition, necessitating updates and repairs to improve living standards. By analyzing housing conditions, the City can better understand the current state of housing. This assessment does not apply to every home, but rather the overall state of properties within the neighborhood. This assessment considers housing condition, yard maintenance, and overall upkeep. New growth on the horizon provides opportunities for new construction and housing stock, but updating existing housing, and enhancing quality of life for existing residents in that process, should not be forgotten.

Neighborhood Assessment

The neighborhood assessment is conducted by assessing the age of housing and infrastructure as well as a visual assessment generally of housing and infrastructure. The assessment of Lockhart neighborhoods revealed that the neighborhoods in Plum Creek and east of downtown are most in need of repairs in order to stabilize the area, as shown in Map 12 Neighborhood Conditions Assessment. The map denotes three categories of neighborhoods:

- **Sound:** Neighborhoods within this category consist of predominately safe, quality housing and infrastructure and can include older areas in stable condition. There may be some properties that need updating or repairs within these areas, but overall, housing only needs to be sustained at its current condition to prevent or slow the aging process. However, the City should proactively work to maintain stability instead of assuming that these neighborhoods will sustain themselves.
- **Minor Repairs Needed:** This category includes neighborhoods that are just beginning to show signs of wear. Most housing and infrastructure is in sound condition, with some properties simply in need of maintenance or minor repairs. Overall, this housing may need some correcting of code violations and assistance for homeowners to make repairs to enhance and stabilize the area.
- **Major Repairs Needed:** This category includes neighborhoods that are showing signs of decline with many properties in need of major repair or major infrastructure issues. These areas are where the first and most investment is needed to enhance quality of life for these residents and stabilize living situations.

Solutions might involve not only housing repair but also addressing City infrastructure challenges, implementing green spaces, and promoting active community participation. Initial processes could serve as a model for broader revitalization strategies, creating a more resilient and stable future for existing residents.

Repair and Weatherization Programs

Repair and weatherization programs assist residents with the maintenance and upkeep of their properties and homes. Weatherization is especially important in that it can impact inhabitants' health and lower utility bills, helping with overall affordability.

Repair efforts are important as they not only enhance the quality of life for existing residents but also contribute to the overall improvement and rejuvenation of the City. Revitalization initiatives, focused on housing repair and weatherization programs with priority on the neighborhoods most in need of investment, bring about positive transformations that create a more appealing, healthful, and pleasing living environment. By investing in the restoration of homes and infrastructure, Lockhart can foster a sense of community pride and well-being.

Community Stewardship

City investments in infrastructure, parks, and home repair programs can spur community pride and stewardship among residents. One element of community pride is how residents and local businesses maintain their properties. This does not have to mean expensive updates, but can be small, simple acts that demonstrate care and stability.

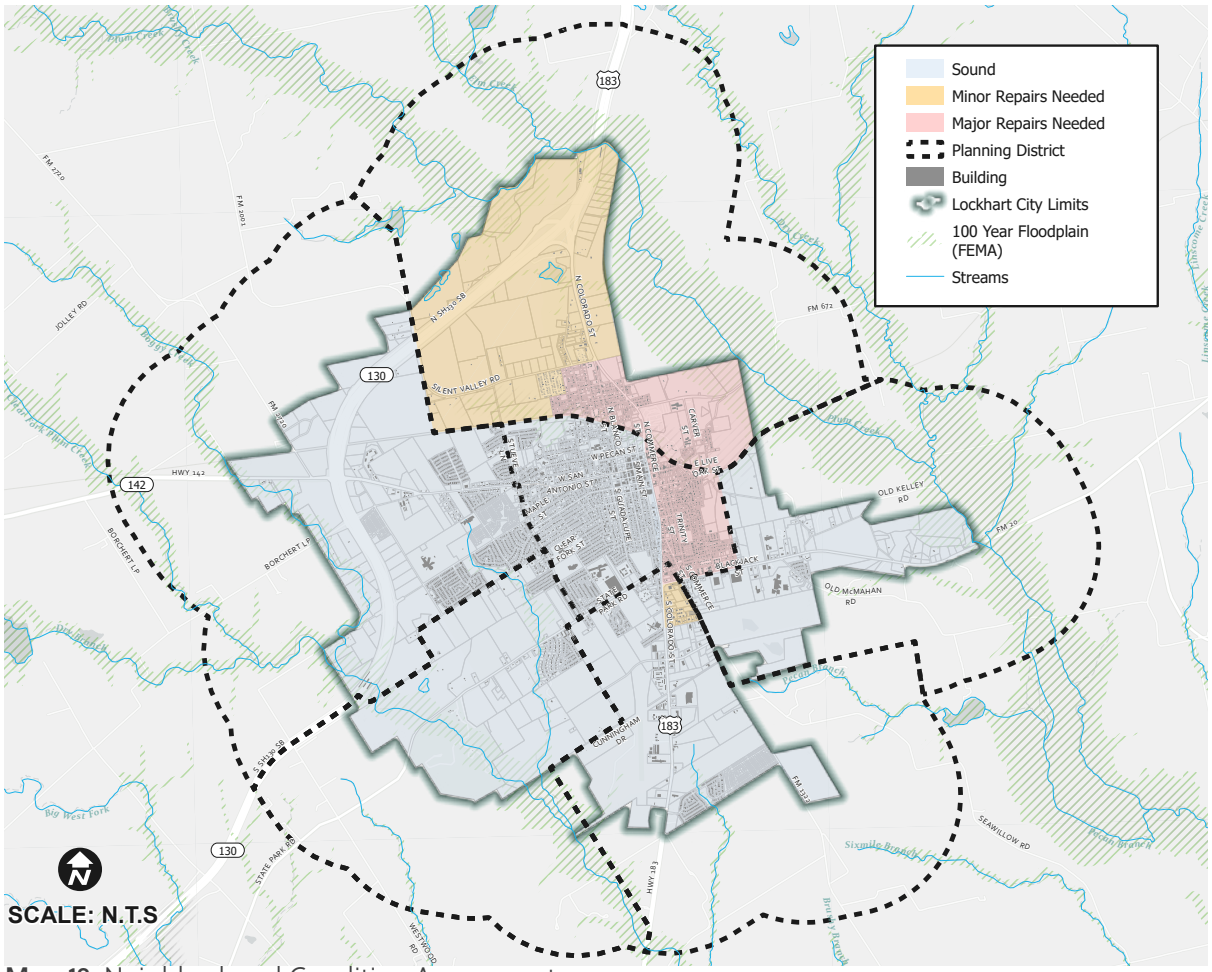
The City could create and distribute “Idea Books” to showcase ideas about how to improve curb appeal on a budget.

Additionally, citywide cleanup days, whether sponsored by the City, non profit, or a private entity, that focus on improving properties (fix fences, paint walls, fix roofs, update landscaping, etc.) are an easy and relatively inexpensive way to beautify the community and provide assistance to residents that need it. Cleanup and beautification efforts might already exist as grassroots initiatives and the City could seek to identify and support such programs by assisting with funding, coordination, etc. If not, the City may look to start a “Keep Lockhart Beautiful” or similar initiative for this purpose.

Neighborhood Safety

Community safety is a critical aspect of any thriving neighborhood, influencing decisions about where people choose to live and work. In Lockhart, the crime rate is notably lower than the state average. However, as the community grows, there are concerns about potential increases in crime, both real and perceived. To address these concerns, strategies for mitigating safety issues can be implemented, incorporating physical design elements and fostering resident engagement, in collaboration with community policing efforts.

One approach to enhancing community safety is through the concept of “eyes on the street” and Crime Prevention Through Environmental Design (CPTED). This concept emphasizes the importance of designing the built environment in a way that maximizes natural surveillance, thereby deterring criminal activity. Strategies include ensuring clear sightlines, maintaining well-lit areas, and designing spaces that encourage community interaction.



Map 12. Neighborhood Condition Assessment

The City of Lockhart can further improve community safety by focusing on proactive community policing, engaging residents, marketing externally, and providing education on safety measures. While the Lockhart Police Department already has several engagement programs in place, there is a recommendation to concentrate efforts on directly engaging with neighborhoods. This approach can foster stronger relationships between law enforcement and the community, leading to a safer and more cohesive environment for all residents.

Planning Framework for Housing Diversity

Areas within the City provide an opportunity to focus on strategic efforts to create a meaningful impact or transformation based on the identified vision and goals within this Plan. Some areas are currently vacant and are a blank slate for new development. Other areas could benefit from focused planning to revitalize or infill existing neighborhoods. Key strategies identified for addressing City issues and aspirations include mixed use developments, infill projects and the creation of new neighborhoods.

Mixed Use

Mixed use developments offer more than just aesthetic improvements; they also mitigate market risk by not relying solely on the demand for a single use. In well-designed mixed use developments, the loss of one component does not jeopardize the entire project. These centers generate long-term value, appreciating over time as different activities reinforce each other, leading to increased pedestrian traffic and improved amenities.

A mixed use development enhances a small town by integrating urban design elements and combining residential and commercial spaces in appropriate areas. This approach fosters economic diversity, supports local businesses and reduces dependence on vehicles to get around. Walkability and efficient land uses also contribute to creating a sense of community.

Additionally, mixed use developments align with City aspirations, reducing the need for long commutes and promoting responsible development. By efficiently utilizing available land, it minimizes urban sprawl and helps preserve the City's character. This approach not only addresses economic and social aspects but also creates a resilient, walkable and culturally rich small town, benefiting both residents and local businesses.

Infill

Infill development involves constructing on vacant or underutilized land between existing developments, resulting in smaller, incremental projects that gradually increase area density. Infill development presents opportunities for small businesses and unique housing options. Leveraging vacant land and underused parking lots in central locations provides a chance to create desirable spaces while preserving the character of existing districts.

This approach is most applicable to the established neighborhoods near Downtown Lockhart. These opportunities could either bring in new residential spaces within convenient walking distances to the City's main retail areas or introduce small business establishments within existing neighborhoods, addressing essential needs that currently lie beyond the reach of pedestrians in the area.

New Neighborhoods

New neighborhoods primarily center on single-family residential development, with additional housing options incorporated as appropriate. Planning for new subdivisions allows for the inclusion of desired elements like green spaces, parks, and improved infrastructure. The City anticipates continued interest from the private sector in developing new neighborhoods and should plan to connect this new growth to goods and services.

The shortage of diverse housing options and neighborhoods that are easily accessible contributes to urban sprawl. While efforts to revitalize aging neighborhoods through initiatives like "fixer-upper" projects and city improvements, such as enhancing walkability, are attractive and incentivize residents to move into existing areas, there's a parallel need to accommodate the City's growth.

As Lockhart grows, creating new neighborhoods becomes essential to provide housing solutions that align with the evolving needs of residents. Balancing efforts to rejuvenate existing neighborhoods with the development of new ones ensures a comprehensive approach to community planning, accommodating both those who seek the charm of established areas and those eager to be part of the City's growth.

Missing Middle Housing

Housing options between low-density single-family homes and multi-story apartment complexes, known as "missing middle" housing, include duplexes, townhomes, and small apartment buildings. These types of housing increase stock and affordability while fitting within the scale of single-family homes. They offer attainable prices and high-quality living spaces in management footprints.

Lockhart already benefits from several forms of missing middle housing, contributing to housing diversity and accessibility. As the City grows, maintaining and expanding these options will meet demand, support walkability and create vibrant neighborhoods.

Small Area Planning

A small area plan (SAP) is similar to a comprehensive plan but on a smaller scale, focusing on specific areas within a city. It enables stakeholders to address an area's unique assets and challenges with tailored solutions. It is an aspirational community plan that defines a hyper-local vision for the future as property ownership and other conditions change over time. It enables the City to prioritize and coordinate capital projects and to set the stage for ensuing private investment.

With goals to enhance the quality of life and public safety, SAPs address elements of the built environment - housing, businesses, parks and open space, public improvements (e.g., flood control, water/sewer services), and the transportation network that connects them. SAPs also thoughtfully recommend ways to optimize public investments by integrating the built environment with the natural environment.

Social issues and related services cannot be directly addressed through the SAP; however, the SAP can enable solutions to certain community issues through best practices of land use planning and design. For example, a plan may recommend locations in the public realm for sidewalk and streetlight improvements to increase public safety in the area or recommend increased landscape buffers to separate conflicting land uses. Implementing plan recommendations like these can result in improved public safety, more attractive business districts and a higher quality of life for residents.

SAPs are intended to focus on smaller geographic areas so that stakeholders can tailor solutions to local issues. Defining a plan area boundary – the first step in the SAP process - must consider the actual size (in acres or square miles) as well as adjacent land uses, environmental issues and the interests of nearby stakeholders.

"Small" refers to geographic extent as well as level of complexity. In terms of geography, a SAP can cover as few as 10 acres or as many as thousands. However, larger geographic areas tend to generate levels of complexity that can dilute the key issues and render the plan, as well as the planning process, less effective than intended. Factors contributing to plan area complexity - numbers of properties and owners within the boundaries, the potential for multiple issues and diverse stakeholder groups - can hinder the consensus-building nature of SAPs. Larger plan areas may include more public elements (i.e., streets, sidewalks, storm/sanitary sewers, parks and open space) and associated issues that may be too expansive to resolve through a SAP. Criteria for defining a SAP boundary can help stakeholder groups focus on key issues through a more manageable planning process.

Some of the issues Lockhart faces that could be addressed via SAPs are:

- Identity and placemaking
- Connectivity and mobility
- Provision of and access to parks, civic spaces, public facilities and City services
- Increased density and mix of uses in a way that is compatible with existing housing
- Economic opportunities and access to jobs
- Increased affordable housing and a variety of housing choices

SAPs can help identify and address the specific needs for each neighborhood individually in ways that increase access and enhance unique identity. Listed below are some areas in Lockhart where SAPs, which are smaller areas within the designated planning districts, could serve as a useful tool. The City may consider creation of Small Area Plan Task Force, or a separate task force focused on each small area, made up of Planning, Code Enforcement and other relevant City departments, alongside local residents, businesses and property owners.

- West San Antonio Corridor: This area faces challenges with compatibility between historic, established residential neighborhoods and the growing commercial uses along a corridor controlled by TxDOT. It lies where the City Line District meets the Central District.
- Central Neighborhoods East of US 183 (Colorado Street): This area struggles with a historical lack of investment, including infrastructure quality, environmental concerns and reduced access and mobility due to the barrier caused by US 183 (Colorado Street). It is situated on the eastern side of the Central District.
- North Gateway: This area serves as the City's first opportunity to establish a brand and identity for traffic coming off SH 130 (Cesar Chavez Parkway) from Austin and other northern destinations. It is located within the Plum Creek District.
- West Gateway: This is the City's initial opportunity to establish a brand and identity for traffic coming via SH 142 (San Antonio Street) from San Marcos and other western destinations. It lies in the western portion of the City Line District.
- South Gateway: This area is the City's initial opportunity to establish a brand and identity for traffic arriving from southern locales such as Luling and is located within the Seawillow District.

COMPLETE COMMUNITIES

Neighborhood Mobility

The transportation infrastructure of a neighborhood greatly influences its accessibility and connectivity. Access to transit, bicycle infrastructure, and sidewalks can significantly impact residents' ability to reach jobs, goods and services. This is especially important for those who may not be able to afford to drive a personal vehicle, such as the youth, elderly, disabled, and low-income. A well-connected transportation network with multi-modal infrastructure also enhances safety for pedestrians, cyclists, and drivers alike. Options to use active modes of transportation, such as walking and biking, can improve residents' health by increasing physical activity and reducing air pollution. Furthermore, a well-planned transportation system can have positive environmental impacts, reducing reliance on cars and lowering greenhouse gas emissions.

Street systems have profound effects on the character, functionality, and livability of a neighborhood. Gridded streets, characterized by rectangular layouts and short block lengths, offer several advantages:

- Navigation is straightforward and intuitive.
- The system distributes traffic along a variety of alternative routes, reducing congestion and providing redundancy.
- They promote walking and cycling by creating interconnected streets, making it easier for residents to travel without needing to access high volume, high speed roads.
- Regular block sizes and street patterns support a diverse mix of land uses and are more easily redeveloped as community needs change.

Curvilinear street systems, with their meandering layouts, offer a different set of characteristics:

- They are often associated with a more aesthetically pleasing and tranquil environment.
- They provide more privacy for residents and less through traffic in neighborhoods.
- They funnel traffic onto a few high volume roads, which leads to congestion and less alternatives to circumnavigate blockages.
- They make a less efficient use of land and often require longer lengths of utility infrastructure.

Housing Variety

Housing is a fundamental aspect of a neighborhood, shaping its character and demographic composition. The types of housing available influence who lives in the neighborhood, with single-family homes often attracting established families and apartments appealing to young professionals, families, or students. The density and design of housing also play a role in fostering community dynamics. Neighborhoods with a mix of housing types and sizes tend to be more diverse and inclusive, fostering a sense of community among residents. A diversity of housing types allows residents to stay in a

neighborhood throughout life stages (early career, family, retirement, etc.) which can help foster long term residents with a sense of community stewardship - a valuable asset for any City.

Historically, Lockhart's core neighborhoods have offered a variety of housing types blended together, balancing the need for affordability with the desire for a peaceful neighborhood. Recent trends have been to homogenize housing developments, leading to a series of issues including sprawl and congestion. The goal of a complete community is to provide a variety of housing options at a variety of price points for a variety of life stages.

Access & Opportunity

Appropriately scaled commercial areas are vital components of a neighborhood, providing goods, services, and job opportunities for residents. The mix of stores, restaurants, and businesses in a neighborhood contributes to its vibrancy by providing spaces for local businesses to thrive and "third places" where people connect with each other outside of the home or place of work. Additionally, neighborhood commercial areas can enhance the walkability or bikeability of a neighborhood, making it easier for residents to access daily necessities without needing a car.

Neighborhood-serving commercial, or local businesses that cater to the daily needs of residents, plays a crucial role in the vitality and character of neighborhoods. These establishments include grocery stores, cafes, restaurants, small shops, and other services that fulfill basic needs and create a sense of community. They provide convenience for residents, reducing the need for long commutes or trips to larger commercial areas.

Additionally, they contribute to the local economy by creating jobs and supporting other local businesses such as lawyers, financial services, construction, etc., which keeps money within the City of Lockhart. A rich local business environment is also a significant draw for tourists. Neighborhood-serving commercial also fosters social interaction and a sense of belonging, as residents frequent these establishments regularly and develop relationships with business owners and employees.

Several regulatory challenges hinder the development of neighborhood-serving commercial spaces within Lockhart's residential areas. The majority of Lockhart's residential zoning districts do not allow commercial uses by-right or with a specific use permit. Additionally, parking requirements mandated by the zoning code can be difficult to meet in established residential areas, increasing costs and feasibility challenges for small-scale commercial spaces.

Use regulations further restrict the types of businesses allowed in residential zones, limiting the variety of neighborhood-serving businesses.

Additionally, the permitting and approval processes for commercial developments can be complex and lengthy, discouraging smaller developers and business owners.

Addressing these challenges requires a balanced approach that supports local businesses while preserving the residential character of neighborhoods through flexible zoning, streamlined permitting, and community engagement strategies.

Public Spaces & Facilities Condition

Public spaces and facilities such as parks, libraries, and schools are essential components of a neighborhood, providing areas for community gatherings, recreation, and relaxation. These spaces serve as focal points for social interaction, which improve the quality of life for residents and help build the social fabric of a neighborhood. Public spaces also contribute to the well-being of residents, as access to green spaces and social connections are linked to improved mental and physical health. Additionally, public spaces can a play a critical role in environmental resilience if designed to serve the dual purposes of recreational and environmental function.

Neighborhood public spaces serve as vital hubs for community engagement, physical activity, and personal relaxation. These spaces, which include parks, plazas, and community centers, serve as gathering spots where residents can socialize, exercise, and engage in recreational activities. They play a crucial role in creating vibrant and livable neighborhoods that have a high quality of life.

One specific type of neighborhood public space that is particularly important is the concept of "third places." Coined by sociologist Ray Oldenburg, third places are informal gathering spots distinct from home (first place) and work (second place). They are characterized by their accessibility, inclusivity, and the sense of community they foster. Examples of third places include parks, cafes, bookstores, and community centers.

Third places are essential for building social capital and strengthening community ties. They provide a neutral ground where people from diverse backgrounds can come together and exchange ideas or share cultural events. Third places also play a crucial role in supporting local economies, as they often serve as hubs for social and cultural activities, attracting visitors and supporting local businesses.

In summary, neighborhood public spaces, including third places, are vital for creating vibrant, inclusive, and resilient communities. They provide a sense of place and identity, promote social interaction, and contribute to overall community well-being. Investing in and maintaining these spaces is therefore essential for building healthy and sustainable neighborhoods.

District Completeness Assessments

The following profiles assess each planning district in Lockhart, as identified in the Land Use chapter. These profiles provide a high-level evaluation of neighborhood completeness, focusing on the accessibility of essential services, transportation network and mobility options, availability of public space, and housing variety and quality.

The assessment considers the ease and convenience of access to grocery stores, restaurants, schools, parks, and other daily needs without heavy reliance on private vehicles. Housing variety and quality is evaluated by utilizing available housing data and observations made by the planning team. High level transportation connectivity and street design from both the pedestrian and automobile perspective were also taken into consideration for this assessment. When evaluating neighborhood completeness, we aim to identify areas for improvement and inform strategies to create more walkable, vibrant, and sustainable communities in Lockhart.

Plum Creek District Profile

Physical Context

The Plum Creek District, positioned at the northernmost edge of Lockhart's city limits and bordered by Plum Creek to the north, faces substantial development challenges due to its proximity to the Plum Creek 100-year floodplain, which has experienced several flash floods in the last two decades, causing significant damage to low lying properties.

Neighborhood Mobility

This residential area surrounding North Pecos Park and Navarro Springs Park is mostly laid out on a highly uneven grid with block sizes that range between 350 feet to 650 feet in length.

The majority of streets within this neighborhood do not have sidewalks or multi-modal accommodations, making connectivity more challenging for residents. However, the low volume, low speed streets do allow for relatively safe pedestrian and bicycle movement currently.

There is a high degree of connectivity between North Pecos Park, Navarro Springs Park, and the Lockhart City Park Complex via a shared-use path that begins at Tank Street near North Pecos Park and terminates at City Park Road.

Housing Variety

Currently, the area north of FM 2001 (Silent Valley Road) features relatively sparse development, primarily consisting of ranch housing and agricultural uses. The highest density residential developments are located south of FM 2001 (Silent Valley Road), characterized mainly by manufactured housing with some multi-family units near North Pecos Park. Much of the residential properties in this area were constructed between 1980 and the late 1990s. Compered to the Central District, there is significantly less missing middle housing options such as duplexes, multiplexes, or townhouses within this district.

Access & Opportunity

With the exception of the commercial corridor along US 183 (Colorado Street) and agricultural areas to the north, the district is largely zoned for low and medium density residential development. Compared to the Central District to the south, there is substantially less neighborhood serving commercial uses within the district as existing zoning districts discourage that type of development.

Along US 183 (Colorado Street), there has been a surge in secondary commercial activity, with several restaurants opening locations between Cemetery Street and Olive Street. This corridor is poised for further real estate development, signifying its growing economic importance to the City and has the potential to evolve into an entry corridor that enhances Lockhart's identity, creating a distinctive gateway for visitors and residents.

Public Spaces & Facilities

The southeastern part of the Plum Creek District houses significant public space and government institutions, including Plum Creek Elementary School, Carver Early Education Center, and Lockhart City Park.

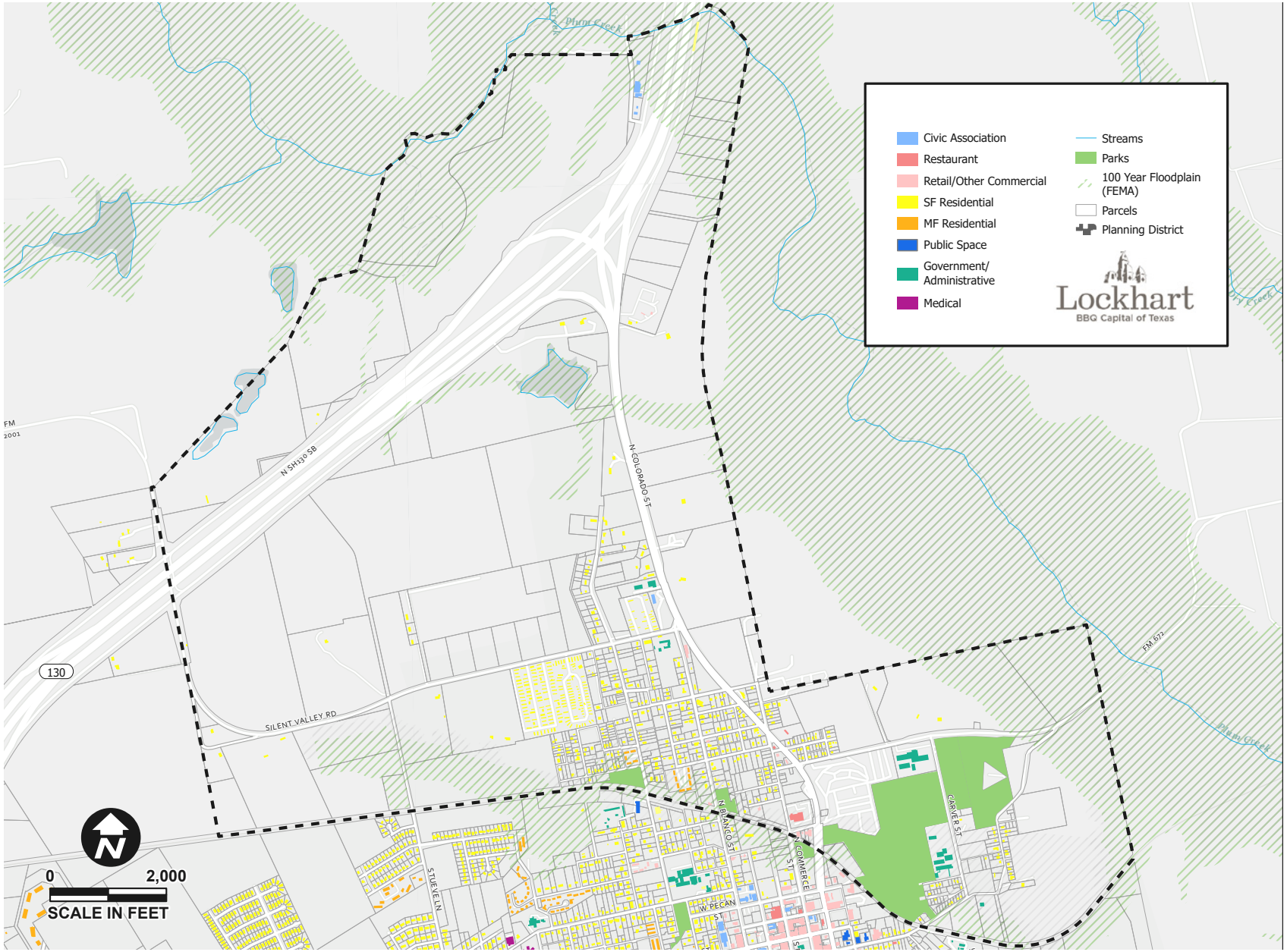
The City Park offers a range of amenities such as baseball/softball fields, a skate park, playground, disc golf course, amphitheater, and pool, making it a crucial social and cultural hub for Lockhart.

Summary

Currently, this district has limited quantity and variety of both commercial and residential development, relying on the Central District to the south for access to goods and services. However, the potential for high quality future development within this district, especially along the US 183 (Colorado Street) corridor, could transform this part of Lockhart into a thriving complete community of its own, with enhanced connectivity to the assets of City Park and downtown. The accessibility of existing assets and potential of additional future assets within the Plum Creek District could make it a highly desirable part of town to live and work in, underscoring its significance to the future of Lockhart's economy and community life.

Opportunities to enhance community completeness within the Plum Creek District include:

- Additional development, especially high-quality mixed use development.
- Addition of sidewalks or shared-use paths, especially connecting residences to downtown and City Park.
- Allowing for more variety of housing types, such as missing middle.
- Proactive transportation investments to promote connectivity.
- Ensuring parks and open space, including interesting plazas and gathering spaces within commercial areas, are required and integrated into developments to support equitable access.
- Establish a branded entry corridor along US 183 (Colorado Street) to enhance the City's identity and draw visitors.



Map 13. Plum Creek Neighborhood Features and Land Use

Central District Profile

Physical Context

Lockhart's Central District is bounded by FM 20 (State Park Road) to the south, the railroad tracks to the north, Mockingbird Lane to the west, and the city limits to the east. On the Central District's northern edge the 100-year Plum Creek floodplain runs through Pecos and Navarro Springs parks situated along the train tracks.

Neighborhood Mobility

Many of the legacy neighborhoods adjacent to the town square do not have sidewalks or multi-modal street accommodations to help maintain pedestrian connectivity with newer subdivisions to the west or toward commercial destinations downtown. This results in more short trips that require a private vehicle instead of users walking or utilizing other modes of transportation to accomplish the same trip.

Housing Variety

The Central District is one of the most dynamic neighborhoods in the City and encompasses a diverse range of housing options, including duplexes, apartments, and single-family homes in close proximity. According to the U.S. Census Bureau, the census tract that covers most of the Central District has an estimated 2,051 homes, with 70% of those being built before 1990 and 11% before 1939.[2]

The older homes exhibit characteristics of vernacular architectural styles such as national folk/farm, folk Victorian, and craftsman, with newer infill development showing contemporary design elements. Building materials range from plastic siding on newer homes to more traditional vernacular materials such as wood , stone, and brick siding with tin roofs.

Access & Opportunity

The majority of the Central District is zoned for commercial and medium/high density residential uses. As a result, the Central District has a significant number of neighborhood serving businesses that are in walking distance for residents in this portion of the City. The central business district that covers the area surrounding the Caldwell County Courthouse is a bustling commercial area with a large number of restaurants and retail businesses that draw customers throughout the region in addition to City residents. There is a significant economic disparity between the downtown neighborhoods to the west of US 183 (Colorado Street) and the neighborhoods to the east. The difference in median household income between the Census Block Groups that incorporate these two neighborhoods is nearly double in 2021 with the east side earning $67,969 and the west earning $135,495.

Public Spaces & Facilities

The Central District houses a large number of facilities that serve government and administrative purposes, including the Lockhart City Hall, Caldwell County Courthouse, U.S. Postal Service, Lockhart Fire Department, and Dr. Eugene Clark Library. The courthouse lawn is often utilized as a venue for live music events and other public events. East of US 183 (Colorado Street), is more colloquially known as "East Lockhart", which is a highly diverse neighborhood with several civic and public space options including Lion's Park, several local churches, and the American Latino Hall.

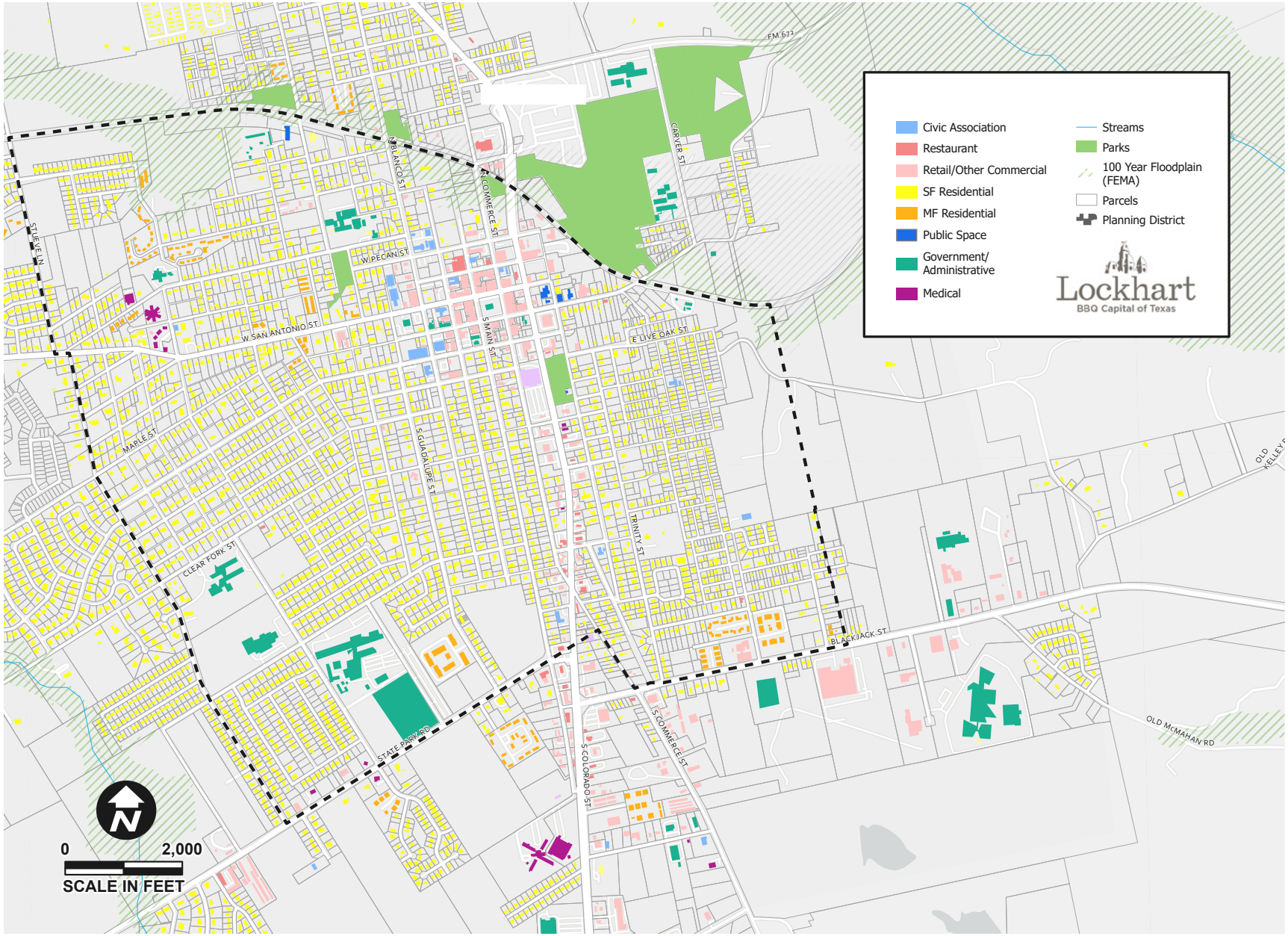
Summary

The Central District has many of the aspects of a complete community, with a variety of housing options and land uses within a close proximity. Pedestrian connectivity is a key issue in this district, with the lack of sidewalks in the older residential areas and inadequate crosswalks/ intersections within the historic downtown. There is also a lack of formal gathering spaces in downtown with very little green space or developable open space.

Opportunities to enhance community completeness within the Central District include:

- Implementing recommendations provided in the Downtown Revitalization Plan that was conducted for the City.
- Addition of sidewalks, shared-use paths, or multi-modal accommodations on residential streets within the Central District.
- Identify opportunities for additional public event space in downtown.
- Continue to encourage infill development within the district, as well as reinvest in historic assets, including programs to support upper floor occupancy in downtown's historic buildings.
- Considering alternative designs and uses of street right-of-way to support the need for public spaces, such as shared street designs, paseos and festival streets.
- Support development of secondary neighborhood hubs elsewhere in the district beyond the downtown core to improve walkability, including additional parks and public spaces that improve equitable access.

2 U.S. Census Bureau, 2022 American Community Survey



Map 14. Central Neighborhood Features and Land Use

City Line District Profile

Physical Context

The City Line District covers the northwestern portion of the Lockhart city limits. The district is split on its north-south axis by SH 130 (Cesar Chavez Parkway). It is bordered on its eastern edge by Stueve Lane and to the west by Boggy Creek, which has a significant floodplain.

Neighborhood Mobility

The street network within this district is not yet defined as there are only a couple small roads that directly serve several residential developments that have been constructed within the last five years. In the short term, this results in a transportation network with no redundancy and in which all traffic is funneled onto SH 142 (San Antonio Street).

As more developments occur, connectivity and route redundancy should be prioritized. There is also a lack of commercial uses that serve the neighborhood, requiring residents to travel to commercial areas downtown and along US 183 (Colorado Street) by automobile for most basic needs.

Housing Variety

The majority of the land in this district is still agricultural in nature, but there has been a variety of new developments starting to occur along SH 142 (San Antonio Street) and SH 130 (Cesar Chavez Parkway.) Currently there are several multi-family apartment complexes that target young professionals, young families, and seniors. There are also several low density single-family developments that are suburban in character. Most of the homes in this rapidly growing part of the City are relatively new and well-maintained though little housing diversity exists for the types of housing that fall between single-family detached homes and large apartment complexes. However, specific U.S. Census data on the structural age of homes exclusively in this area is currently unavailable.

Access & Opportunity

The City Line District is currently zoned to accommodate a variety of uses including high and medium residential uses, industrial, agriculture, and commercial. Most of the growth in this region is still relatively new, so each of the residential and commercial uses is largely still segregated from one another and is accessible primarily by car.

Public Spaces & Facilities

The majority of parks and public facilities in the City Line District are located along Maple Street near the location of the Lockhart Jr. High School. Within this area, is the Maple Street Park which contains track and field amenities, sports fields and a playground on the southern side of Maple Street.

The City Line District contains two public schools, Blue Bonnet Elementary and Lockhart Jr. High School.

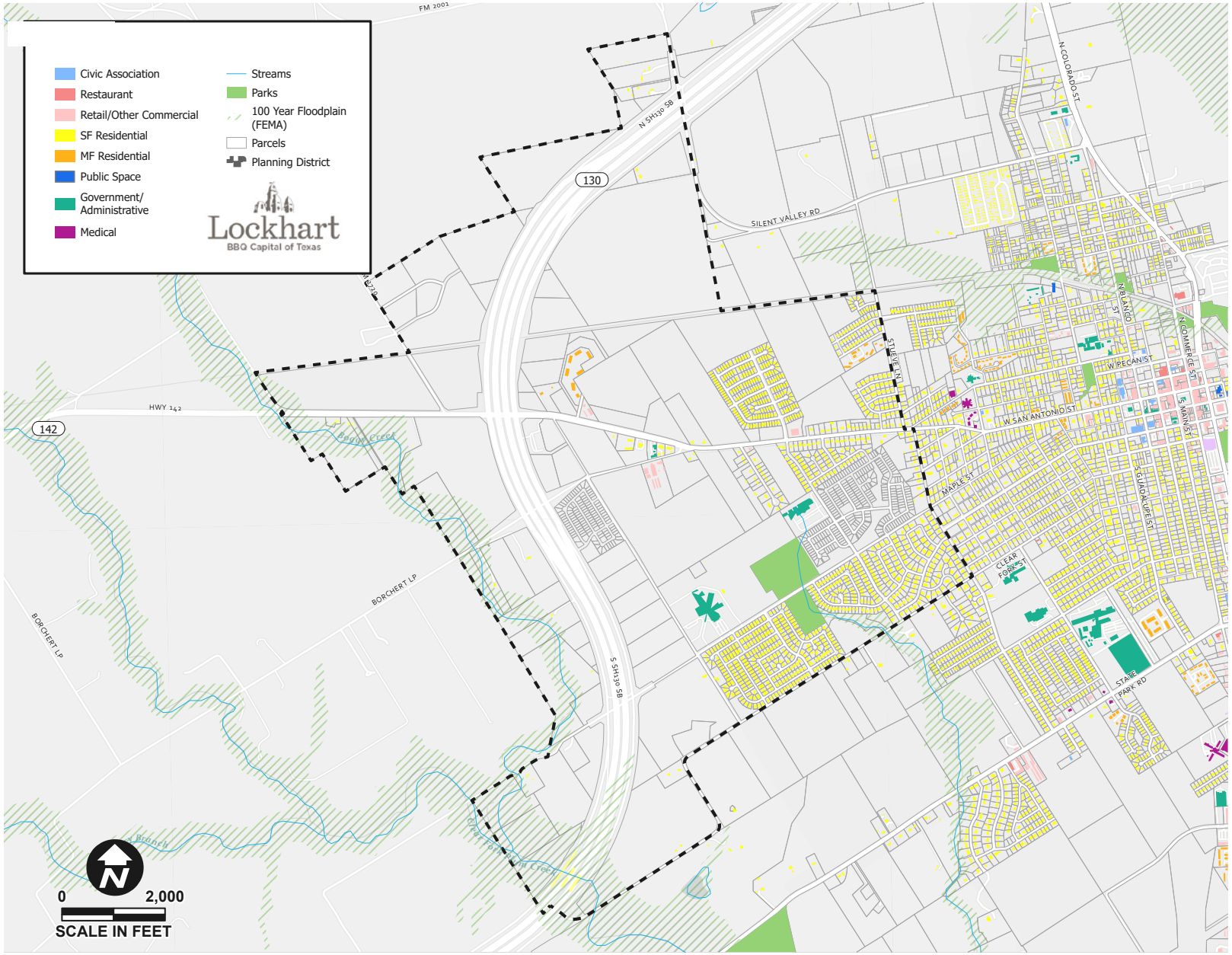
Summary

In light of new growth, the City Line District is seeing a wide variety of residential developments and new commercial spaces to accommodate the new residents. Still, an overarching lack of connectivity will need to be addressed going forward, particularly for developments that utilize a network of internal roads with little connectivity to existing local roads.

Pedestrian accommodations are another high priority in this area, especially as new businesses and destinations emerge. These may include expanding the sidewalk network, trail connectivity, adding bike lanes, pedestrian landscaping, and other quality of life improvements. In the same vein, space for public uses will need to be identified or existing space may need to be improved to meet the needs of the community.

Opportunities to enhance community completeness within the City Line District include:

- Implementing recommendations provided in the 2024 Parks, Recreation Open Space Master Plan.
- Enforcing and adjusting subdivision regulations to prioritize and enhance street connectivity between new developments and existing street network.
- Extend sidewalk and trail network to connect with new residential developments within the City Line District.
- Identify and develop new public space and facilities to accommodate the needs of new residents in the district.
- Proactively invest in transportation to promote connectivity.
- Ensuring parks and open space, including interesting plazas and gathering spaces within commercial areas, are required and integrated into developments to support equitable access.
- Leverage the SH 130 (Cesar Chavez Parkway) frontage to support economic opportunity, both for the immediate neighborhoods and for Lockhart overall.
- Support development of secondary neighborhood hubs elsewhere in the district beyond the downtown core to improve walkability, including additional parks and public spaces that improve equitable access.



Map 15. City Line Neighborhood Features and Land Use

State Park District Profile

Physical Context

Lockhart's State Park District covers the southwestern part of Lockhart's city limits. One of the largest developmental constraints within this district is the Plum Creek floodplain, which runs from the location of Lockhart State Park to the areas of the district that lie to the west of SH 130 (Cesar Chavez Parkway). The floodplain also covers a smaller area that stretches just southeast of the State Park north and terminates near the Maple Street Park within the City Line District.

Neighborhood Mobility

The key transportation corridors within the planning district consist of FM 20 (State Park Road) and FM 217 (Clear Fork Street), which run east-west, alongside City Line Road and San Jacinto Street, which traverse north-south. FM 20 (State Park Road), known for its iconic and picturesque scenery, warrants the preservation of its appearance.

Due to the lack of residential development in this district, the street network is still largely undefined, with the residential developments utilizing the aforementioned thoroughfares for the majority of trips. New residential developments in this planning area should prioritize connectivity and route redundancy to alleviate traffic along major thoroughfares, particularly FM 20 (State Park Road).

The newer residential developments along FM 20 (State Park Road) do not have a complete internal sidewalk network or external paths that connect residents to other locations within the district.

Housing Variety

The existing housing stock in the State Park District is almost uniformly comprised of mid-density single-family residential homes and rural ranch homes. Much of the mid density single-family homes that are located along FM 20 (State Park Road) were built in the last two decades. The ranch housing located in the periphery of the planning district were largely constructed prior to 1990.

Access & Opportunity

Much of the district is agricultural in nature, with some single-family suburban development occurring along FM 20 (State Park Road) The State Park District is largely zoned for agricultural and low density residential uses. Currently, there is very little in the way of commercial development occurring along the FM 20 (State Park Road) corridor, with the exception of the Park Plaza Shopping Center.

Public Spaces & Facilities

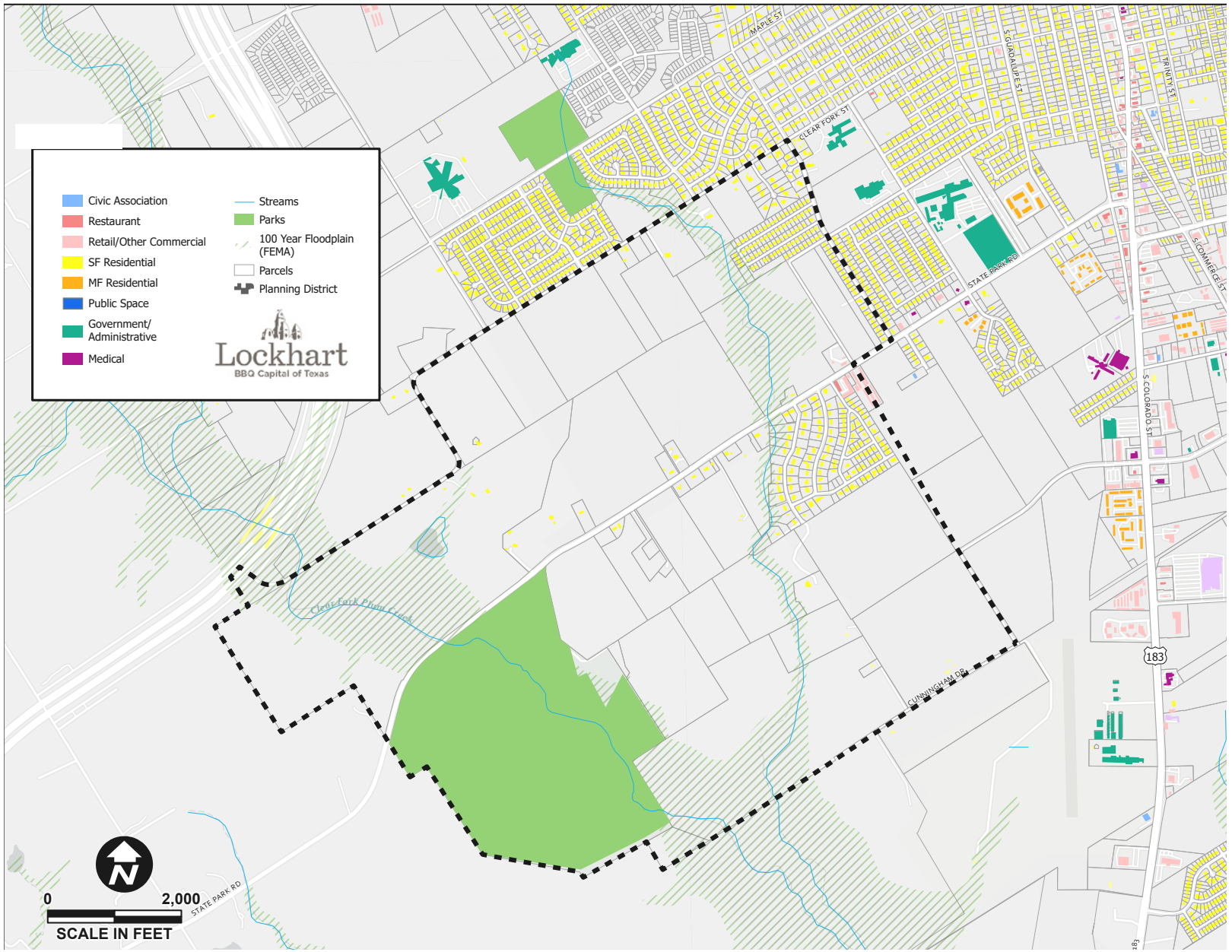
One of the most significant features of the district is Lockhart State Park, which contains the largest amount of contiguous green space in the City. Lockhart State Park is a significant regional draw, offering a variety of amenities, including hiking and biking trails, camping spaces, and a golf course. Trail connectivity within the state park is largely internal and does not connect with the City's existing parks and recreation assets.

Summary

There are notable areas for improvement in the context of complete communities, particularly in terms of pedestrian infrastructure and road connectivity. While the district benefits from its agricultural landscape and natural amenities, such as Lockhart State Park, there is room to address developmental constraints like the Plum Creek floodplain.

Opportunities to enhance community completeness within the State Park District include:

- Mitigate the impact of the Plum Creek floodplain on development by exploring innovative floodplain management strategies.
- Enhance pedestrian mobility by prioritizing the development of sidewalks and crosswalks along key thoroughfares to improve connectivity between residential areas, schools, and parks.
- Promote housing diversity and infill development within the district to accommodate the growing population while preserving the area's character and heritage.
- Explore the potential for mixed use development along FM 20 (State Park Road) to activate commercial activity and provide amenities for residents.
- Support development of secondary neighborhood hubs elsewhere beyond the downtown core to improve walkability, including additional parks and public spaces that improve equitable access.
- Proactively invest in transportation to promote connectivity.
- Ensure parks and open space, including interesting plazas and gather spaces within commercial areas, are required and integrated into developments to support equitable access.



Map 16. State Park Neighborhood Features and Land Use

Seawillow District Profile

Physical Context

The Seawillow District, located along Lockhart's southern boundary, is experiencing significant growth and development. While the floodplain poses minimal constraints, only located in Ed Braun Park, the district's street network configuration presents challenges to connectivity and accessibility.

Neighborhood Mobility

Suburban development in the district is disconnected from the historic street grid, leading to challenges in connectivity. Reliance on US 183 (Colorado Street) as the main arterial route results in traffic congestion and limited mobility options. Utilizing a high-volume, state-owned street for commercial access may also lead to safety issues as the corridor continues to grow both for motorists and pedestrians.

Housing Variety

One of the notable trends in the Seawillow District is the surge in residential suburban development. The district has seen a rise in new housing developments which are mostly offering medium-density single-family homes within a suburban development pattern. These developments by and large are occurring right along the City's southern boundary.

This area's housing stock is characterized by traditional suburban development, featuring relatively new single-family homes. Most of the houses were built within the past few decades, with a significant portion constructed in the last 10 to 15 years. New suburban developments are expected to contain 1,400 to 2,000 square-foot single-family homes on 50-foot lots. The northern portion of the Seawillow District contains a significant number of multi-family units that target young professionals and elderly residents.

Access & Opportunity

This district is characterized by its proximity to US 183 (Colorado Street), which serves as a major commercial corridor attracting businesses of various scales. Along this corridor, one can find a diverse array of establishments, including retail stores, restaurants, and service providers, making it a hub of activity and commerce and a regular destination for most City residents.

Public Spaces & Facilities

The Seawillow District houses Lockhart's Municipal Airport, which is located along Airport Road It is owned by the City of Lockhart and serves Lockhart and Caldwell County. It occupies about 90 acres and features one asphalt runway, which is roughly 4,000 feet long and 75 feet wide.

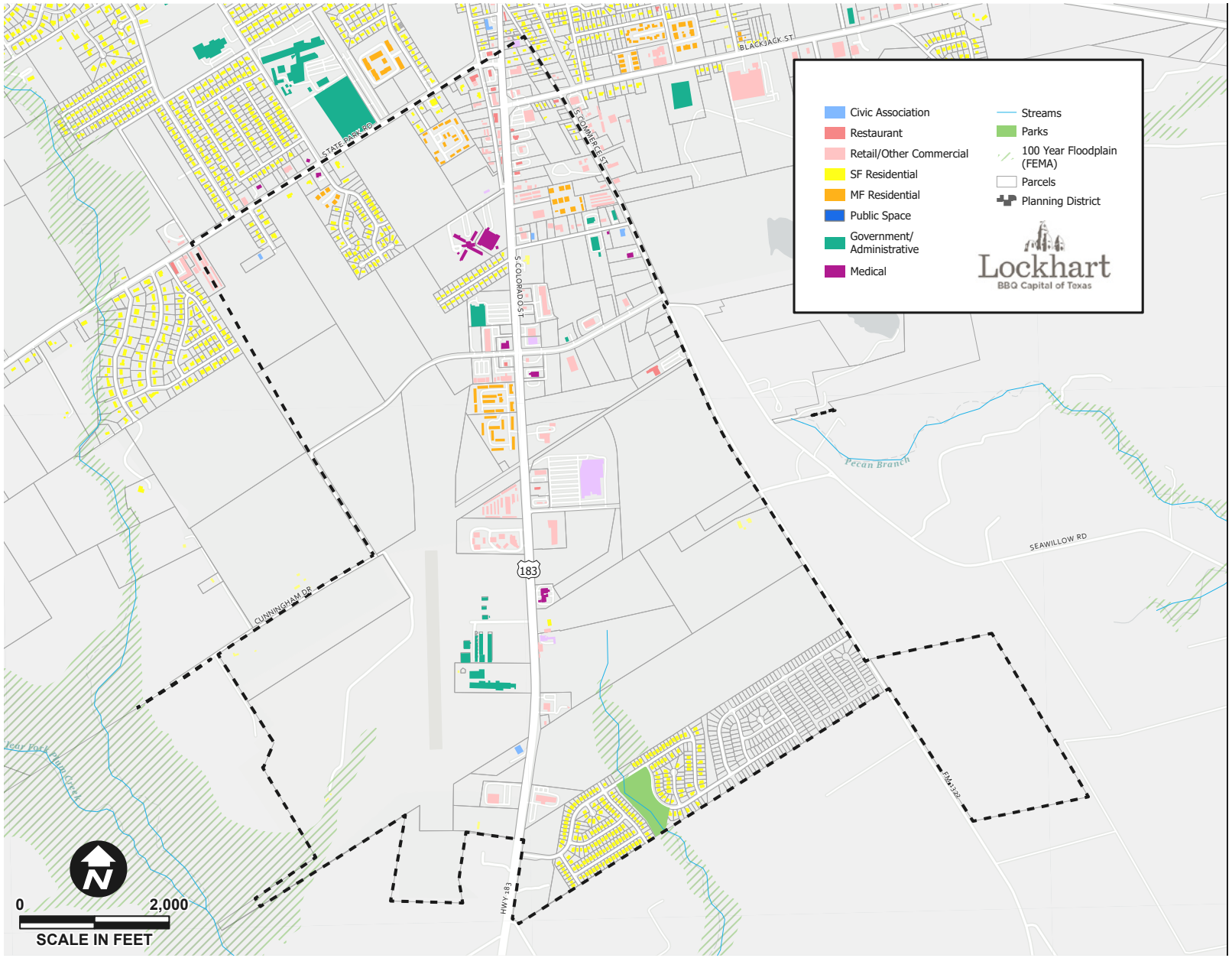
Summary

To address these challenges, planning and development efforts should prioritize improving connectivity. This can be achieved through measures such as retrofitting existing developments to enhance access and incorporating connectivity into new developments from the outset.

Additionally, another important long-term measure is creating space for commercial development on locally maintained roads, which allows the City to adjust design standards to meet future community needs more easily.

Opportunities to enhance community completeness within the Seawillow District include:

- Improve access by retrofitting existing developments and integrating connectivity into new ones.
- Develop a variety of housing options, including suburban retrofitting methods for under-performing/obsolete developments, and explore mixed use developments to create diverse neighborhoods.
- Address congestion on US 183 (Colorado Street) and enhance pedestrian and cyclist infrastructure to improve mobility.
- Expand commercial areas along local roads and promote mixed use spaces to support local businesses.
- Improve Lockhart's Municipal Airport and attract investment in aviation-related industries to boost economic growth.



Map 17. Seawillow Neighborhood Features and Land Use

St. John's District Profile

Physical Context

The St. John's District covers the southeastern portion of Lockhart's city limits and is centered along FM 20 (Blackjack Street) that runs east-west through the planning district.

Neighborhood Mobility

Reliance on FM 20 (Blackjack Street) as the main arterial route results in traffic congestion and limited mobility options. Additionally, utilizing a high-volume, state-owned street for commercial access may lead to safety issues as the corridor continues to grow. The district's challenges in connectivity stem from the disconnect between residential development and the historic street grid.

Housing Variety

The housing stock in this district was mostly built before the 21st century and varies significantly in quality, with newer infill development being more standardized and consistent in quality compared to the older, existing housing. There are some more modern, low density residential subdivisions located along the eastern portion of FM 20 (Blackjack Street).

Building materials vary widely, but commonly have brick and wood exteriors on many of the single-family residences. Tin roofs are commonly utilized in many of the homes that are closer to the Central District. This diverse housing stock presents both challenges and opportunities for urban revitalization efforts in the district as the quality from home to home varies significantly.

Access & Opportunity

The area south of FM 20 (Blackjack Street) contains several light industrial manufacturing sites as well as some governmental uses. North of FM 20 (Blackjack Street) has a significant number of small lot single-family residential units as well as some multi-family units. This district also contains some neighborhood serving commercial. Currently, zoning in this district is primarily medium and high density residential, with heavy commercial and heavy industrial.

Public Spaces & Facilities

Additionally, there is very little park and green space within this planning district, with some undeveloped park land located at the eastern edge of the current city limits and Lion's Park located along US 183 (Colorado Street), just outside of the St. John's District's boundaries. Currently there are no trail/sidewalk or multi-modal road accommodations along FM 20 (Blackjack Street) that connect the two park spaces and the residential developments in this area.

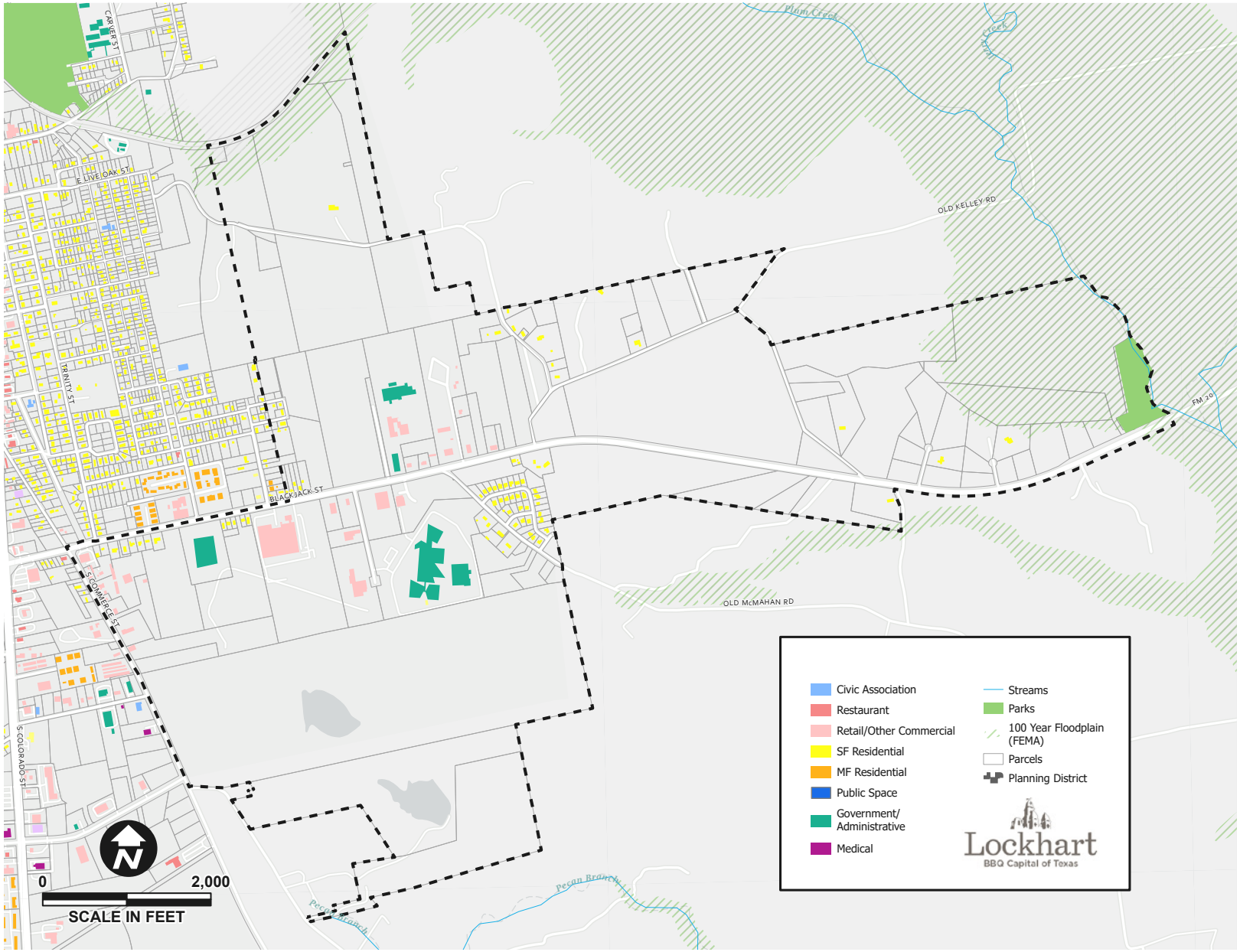
This district does benefit from its close proximity to the public spaces and civic institutions that are located in the far east portion of the downtown neighborhood. Though much of the residential areas farther east along FM 20 (Blackjack Street) have no pedestrian access to any type of green space, public space, or other amenities.

Summary

The St. John's District is a dynamic and vibrant community that offers a wide variety of housing options and has a reasonable amount of amenities within walking distance, excluding parks. Largely these amenities are located in the eastern portion of the Central District, so there is still a need for more public space and amenities within the St. John's neighborhood boundaries. Furthermore, US 183 (Colorado Street) does provide a significant physical barrier to access for residents who are attempting to travel downtown for essential needs such as groceries and other daily needs. Providing connectivity between residential neighborhoods and green space is another primary concern in this district.

Opportunities to enhance community completeness within the St. John's District include:

- Improve access and connectivity between Lion's Park and the undeveloped park land on the eastern portion of the district.
- Continue to encourage infill commercial and residential development within this district, while addressing potential concerns of gentrification and displacement of existing residents.
- Include multi-modal accommodations along local residential roads in this district.



Map 18. St. Johns Neighborhood Features and Land Use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TRANSPORTATION AND MOBILITY

LOCKHART LOOKING FORWARD

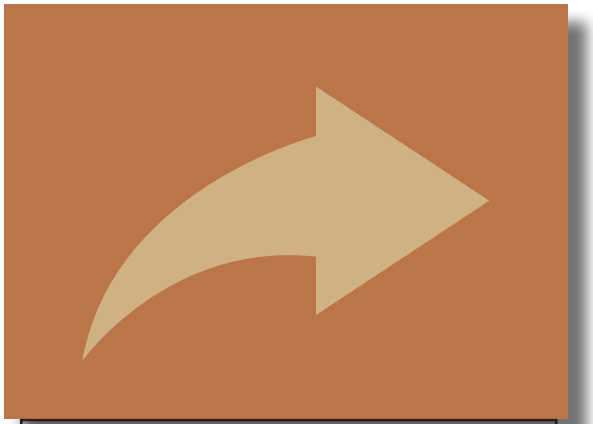
Guiding Principle: Develop an adaptable transportation system that enhances connectivity, accessibility, and mobility for residents, visitors and commerce.

Analyze How & Where People Travel

Understanding how and where people travel in Lockhart is key to improving mobility. By analyzing current travel patterns, modes, and key routes, areas for enhancement can be identified. This helps to unlock new opportunities for better connectivity and a more efficient transportation network that serves everyone's needs.

Create a Resilient & Robust Transportation System

Creating a resilient and robust transportation system means investing in a variety of travel options, including active transportation, along with improving road safety and infrastructure. This ensures that Lockhart's transportation network is adaptable, supporting sustainable growth and providing reliable options for all residents.



Build Transportation Networks that Move Us Forward

Building transportation networks that move Lockhart forward involves planning that connects different modes of travel. By prioritizing efficient routes, accessibility, and connectivity, Lockhart can develop a transportation system that not only meets current demands but also anticipates and accommodates future growth, keeping the community connected and thriving.

WHAT WE'VE HEARD:

Below is a selection of quotes we have received from residents and community members throughout the engagement for this process. These selections were chosen because they represent recurring themes the planning team heard during engagements.

"Connect points of interest with sidewalks and trails. Create infrastructure for safe biking in town – bike trails, bike lanes, and bike corridors."

"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."

"Reduce car and truck traffic in the downtown area."

"Increase funding for road improvements and repair."

"If we're going to continue to grow something has to be done to prepare for more vehicles."

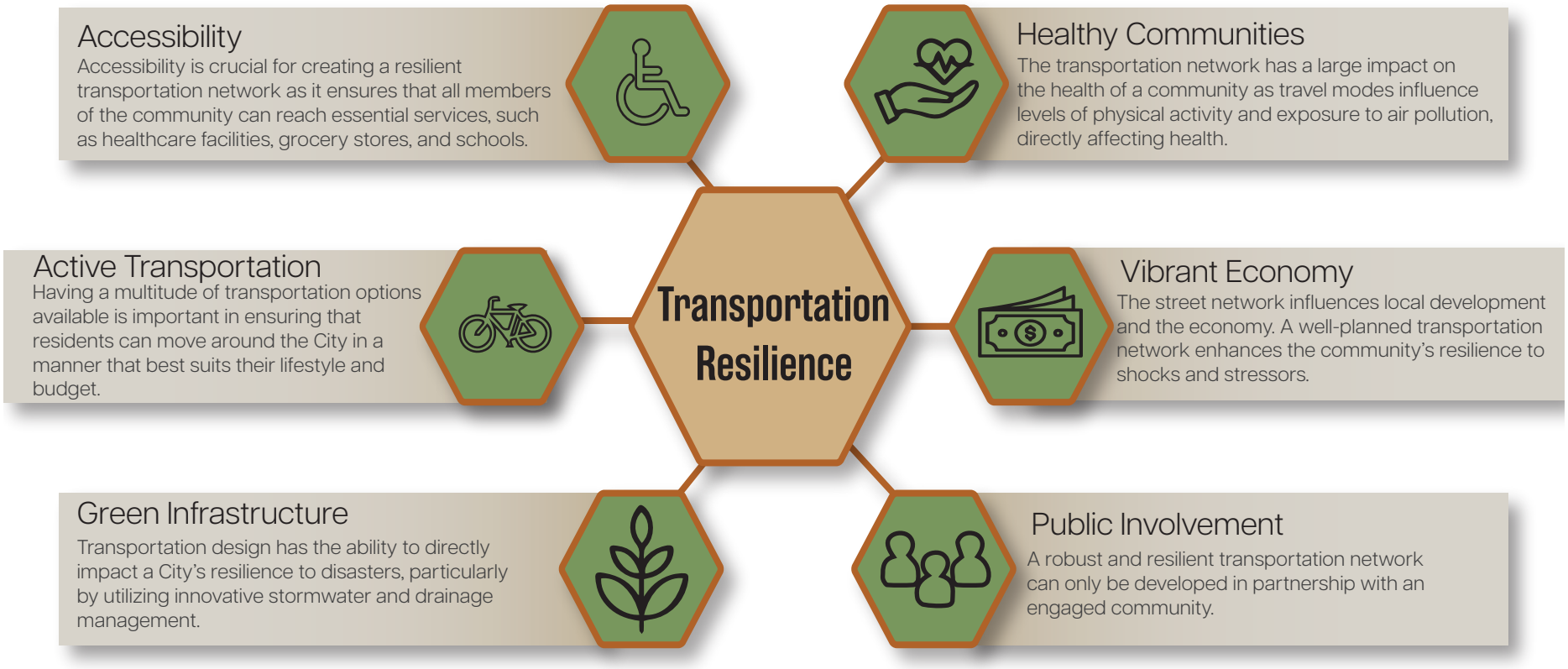
"Better roads, traffic lights and wider roads."

Road infrastructure was the #1 priority noted by community members for City investment.

Managing traffic was a tie for the second most critical issue facing Lockhart by survey participants.

Transportation & Resilience Connection

Integrating resilience into transportation planning involves considering climate risks, ensuring redundancy in critical routes, and enhancing connectivity to diverse modes of transport, and reducing transportation related environmental stressors. Pursuing each of these strategies helps contribute to a healthier and more economically sound community.



BACKGROUND INFORMATION

Lockhart Transportation Demographic Trends

Demographic trends such as car ownership, commute time, limited English-speaking households, and the disabled population play a significant role in shaping transportation plans for communities. Car ownership rates can indicate the level of dependence on personal vehicles, which in turn affects traffic congestion, parking demand, and the need for alternative transportation options. Understanding car ownership trends helps planners anticipate future infrastructure needs and prioritize investments in regional transit, biking, and pedestrian infrastructure.

Commute time is another crucial factor that directly impacts the quality of life for residents. Long commute times can lead to increased stress, reduced productivity, and negative health outcomes. By analyzing commute times, planners can identify areas where transportation improvements are needed to reduce congestion, enhance mobility, and improve overall accessibility. This may involve expanding regional transit services, improving road networks, or implementing alternative commute options such as ride sharing.

Marginalized demographic populations such as those that speak limited English or are disabled also require special attention in transportation planning. Language barriers can prevent these households from accessing important transportation information and services. This approach promotes equity and inclusivity in transportation planning, ensuring that the city is accessible to all.

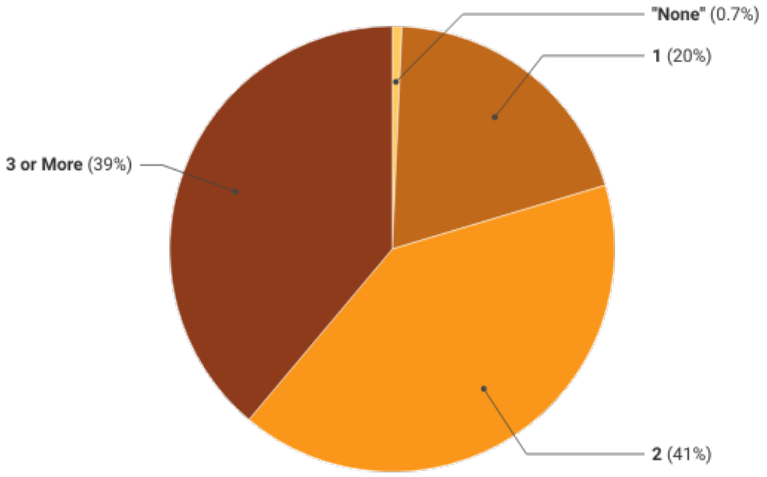


Figure 22. Number of Cars per Household
Source: U.S. Census Bureau, ACS

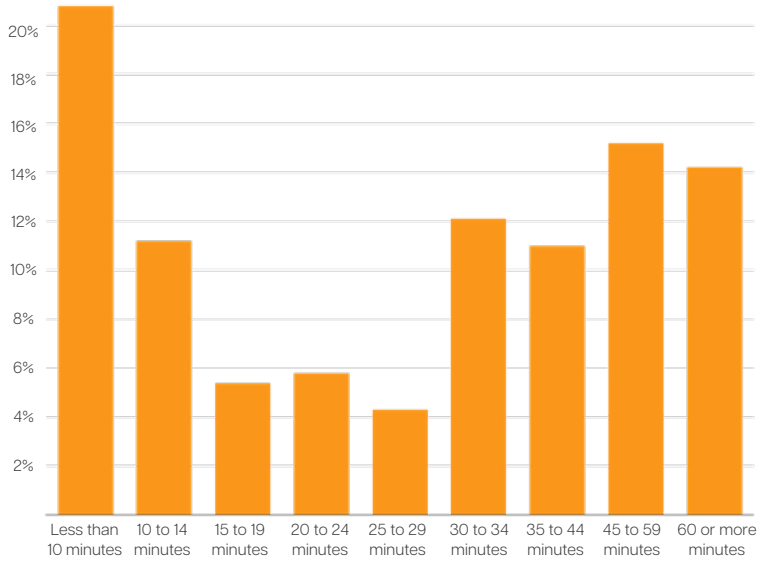


Figure 23. Lockhart Commute Times
Source: U.S. Census Bureau, ACS

***2,555** Lockhart residents with hearing, vision, ambulatory, or other disabilities*

***30.8 minutes** is the average commute for Lockhart residents*

***4.9%** Households are limited English speaking*

***$16,972** is the typical annual cost per household of auto ownership in Central Texas.*

Commuting Patterns

Understanding commuting patterns is a critical piece of transportation planning. Commuting data provides invaluable insights into where residents and non-residents are going each day and ultimately by analyzing commuting data, city planners can identify the most heavily traveled routes and corridors, which is essential for prioritizing road maintenance, expansions, and new construction projects. Understanding these patterns helps ensure that the City's road network can efficiently accommodate the commuting needs of residents.

Inflow of Commuters: With 3,106 people commuting into Lockhart from outside the City for work, this suggests that Lockhart serves as a regional employment center, attracting workers from neighboring rural areas, particularly in Caldwell County.

Resident Workers: The 1,076 individuals who both live and work in Lockhart represent a portion of the local workforce. This segment is essential for the City's economy as they contribute to its productivity, tax base, and community engagement. Understanding the distribution of industries and occupations within this group can provide insights into the City's economic structure and its capacity to retain talent locally.

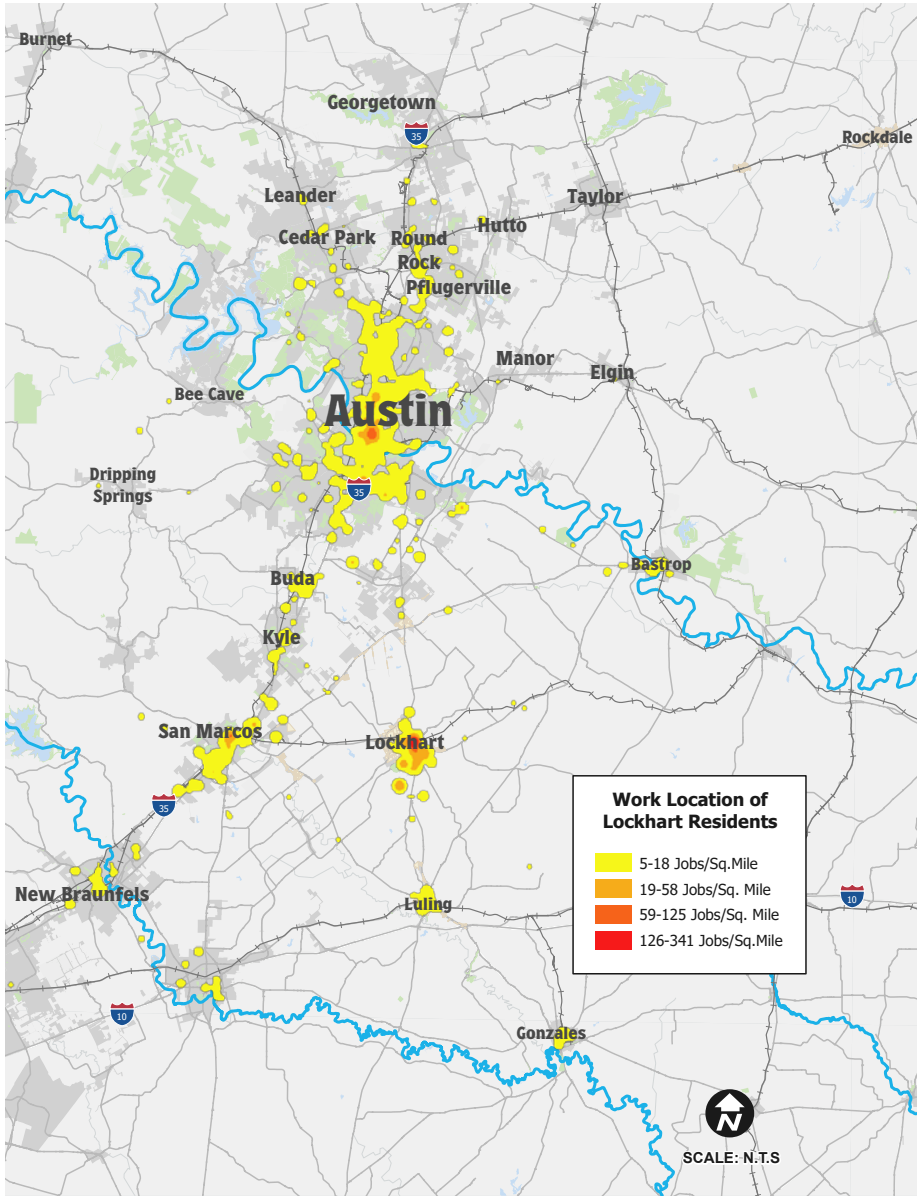
Outflow of Residents: The fact that 5,235 residents of Lockhart commute outside the City for work highlights a potential imbalance between job opportunities and the local labor market. This outflow suggests that Lockhart may have limited employment options or specific skill mismatches that compel residents to seek employment elsewhere.

Overall Commuting Patterns: The net difference between inbound and outbound commuters (3,106 inbound - 5,235 outbound = -2,129) indicates a commuter deficit, meaning more residents leave Lockhart for work than those who commute into the City.

Most Lockhart residents work in either Austin or San Marcos, with only a small percentage working in the San Antonio metropolitan area. A relatively large fraction of people who work in Lockhart live in Luling, San Marcos, Kyle, and Buda predominantly. Though the majority of Lockhart workers also live in the City.

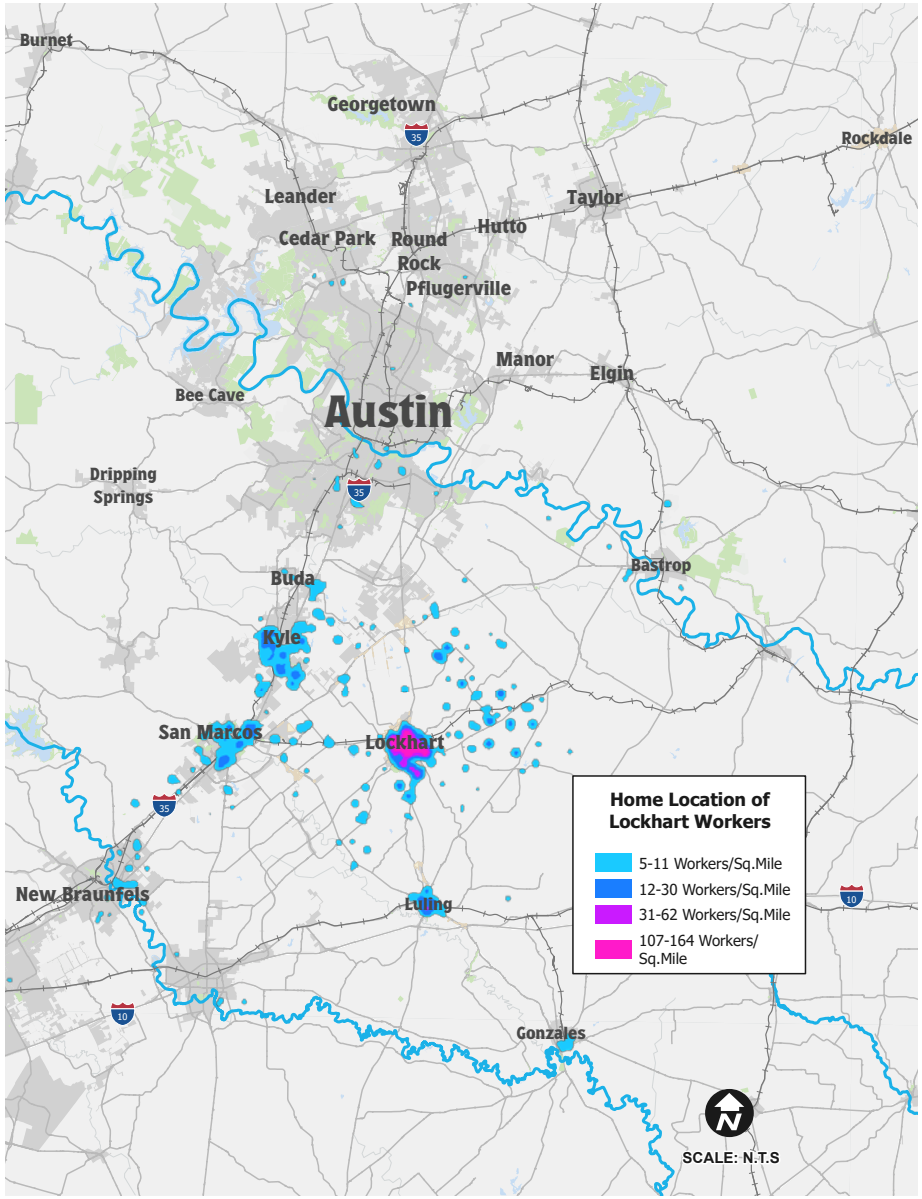
Figure 24. Lockhart Commute Inflow/Outflow Analysis
Source: U.S. Census Bureau "On the Map" , ACS 2021

Where Lockhart Residents Work



Map 19. Work Locations of Lockhart Residents

Where Lockhart Workers Live



Map 20. Home Locations of Lockhart Workers

Functional Classification

The functional classification system categorizes streets based on their role in the transportation network, balancing access and mobility. As the functional classification tier increases, mobility increases, but land access often decreases. Conversely, as the classification tier decreases toward local streets, land access becomes easier, but mobility decreases.

While the functional classification system provides a framework for transportation planning, it is not without limitations. One key limitation is that it may not adequately account for the diversity of street typologies and contexts within a city. Streets often serve multiple functions and may require a more nuanced classification system that considers factors such as land use, context, and community priorities.

State and federal standards and guidelines are important starting points for transportation planning, but cities should develop street classification systems that better align with their goals for safety, growth, development, and character. By creating more tailored classification systems, cities can ensure that their transportation networks are not only efficient but also reflect the unique needs and values of their communities.

Guidance Regarding Functional Classification

The functional classification of roadways involves defined engineering design standards but also offers some flexibility due to overlapping characteristics between classes. Here are key guidelines to follow:

- Consider the primary purpose of the roadway: Is it for local access or through traffic? Always consider adjacent land uses and the impacts that road design may have on local businesses and the quality of life for residential areas.
- Evaluate existing roadway features like right-of-way, lanes, traffic volumes, medians, on-street parking, and road segment length. Examine speed characteristics based on observed and desired speeds.
- Verify that the facility's operation aligns with its assigned classification. Significant deviations may require reevaluation or the creation of a new class.
- Consulting a registered professional engineer is strongly recommended for future updates to roadway classification.

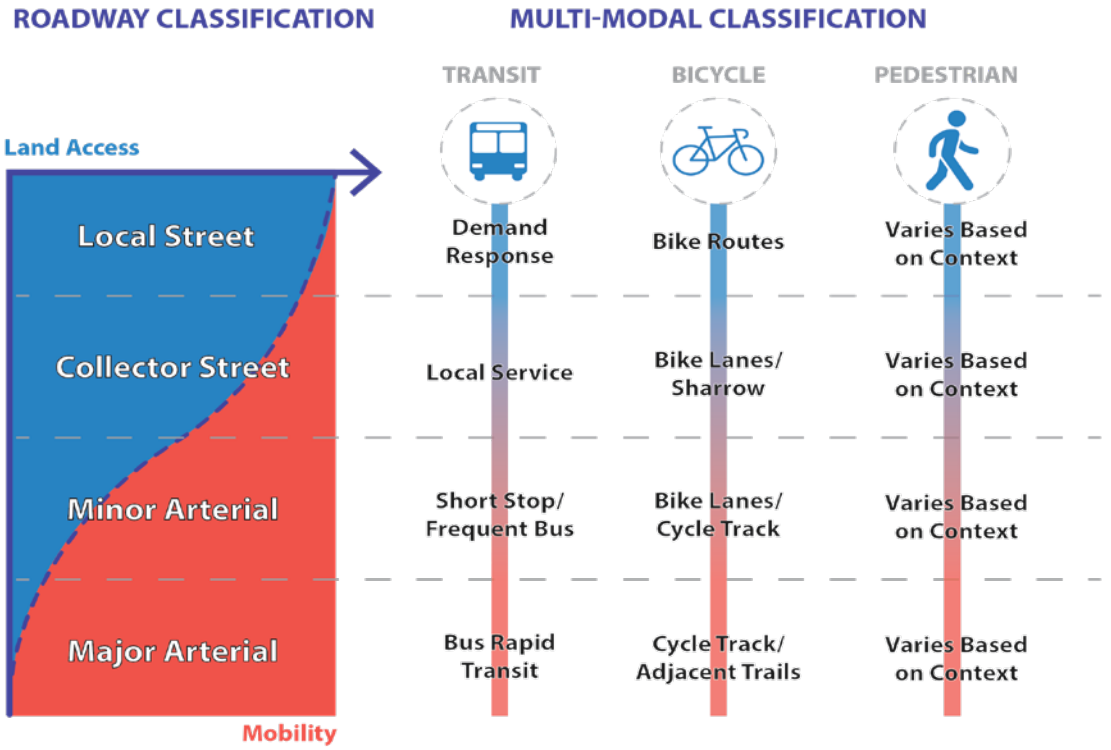


Figure 25. Roadway Classification Categories

Existing Street Network

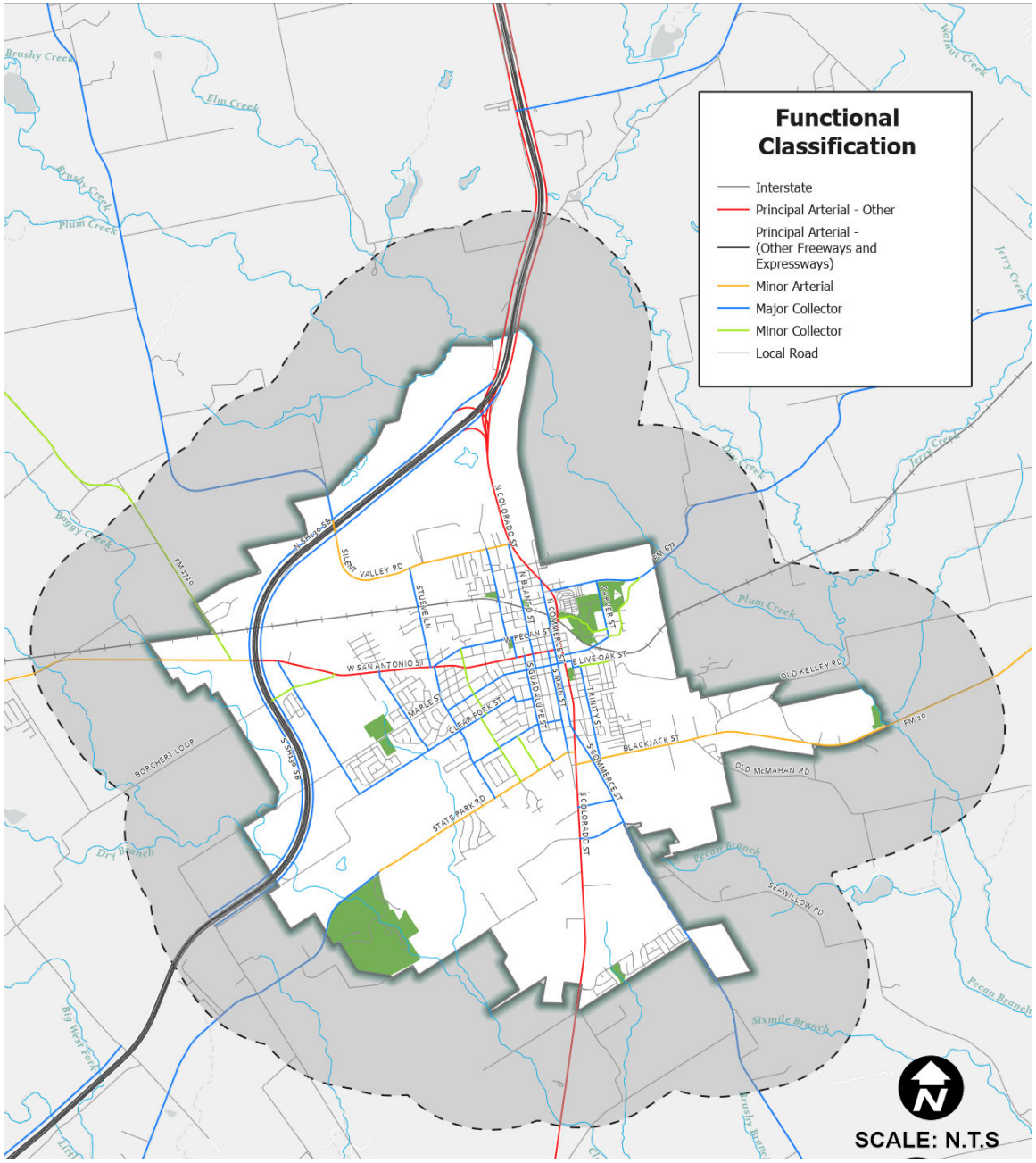
The existing street network in Lockhart is broken down into six categories: local roads, minor collector, major collector, minor arterial, principal arterials, and principal arterials - freeways/expressways. This classification system is used to categorize roads based on their function within the overall transportation system.

Local roads are primarily smaller residential streets that provide access to individual properties and connect to higher-order streets. Lockhart has its most dense network of local streets surrounding its historic downtown core. These include S Church Street and Atascosa Street, among many others. This dense network of local streets often mitigate traffic congestion by distributing trips across many different routes. [1]

Major and minor collectors are roads that collect traffic from local roads and channel it to arterials. Collector roads are in the middle of the classification hierarchy and may provide limited access to adjacent properties, and will often have less residential properties fronting them. Most collectors within the City of Lockhart have a ROW of 60 feet. Notable examples of collectors in Lockhart include Stueve Lane and Trinity Street

Minor and principal arterials are the highest functional classification in a community. These routes are designed to move large volumes of traffic quickly and efficiently across longer distances and offer little to no access to adjacent properties. Interstate and state highways are typically the principal arterials in a city. In Lockhart, this includes SH 130 (Cesar Chavez Parkway), SH 142 (San Antonio Street), and US 183 (Colorado Street).

1 Choi, D. A., & Ewing, R. (2021). Effect of street network design on traffic congestion and traffic safety. Journal of transport geography, 96, 103200.



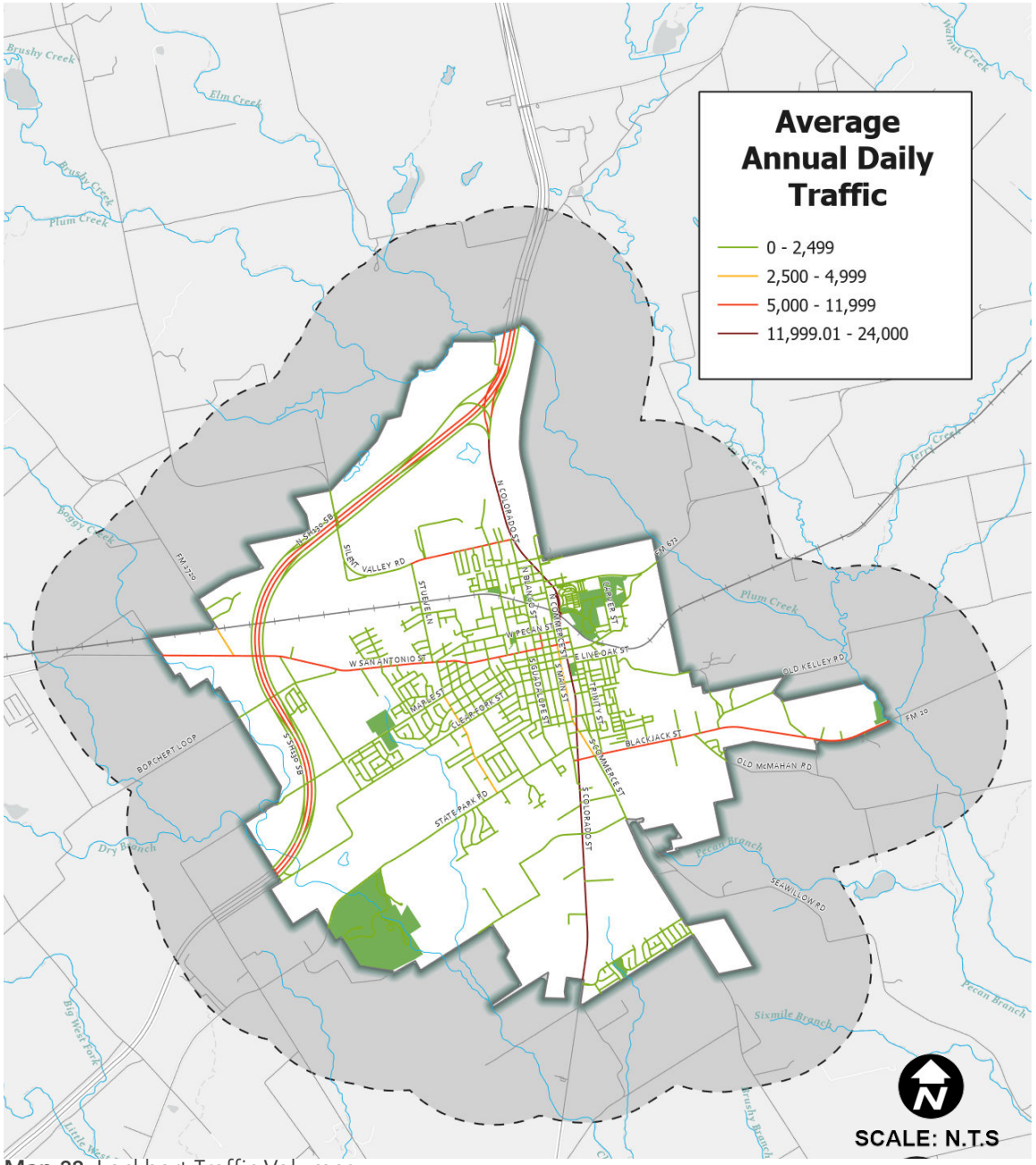
Map 21. Lockhart Functional Classification System

Current Traffic Volumes

In transportation planning, the measurement of Annual Average Daily Traffic (AADT) plays a crucial role in understanding and managing traffic flow on roadways. AADT represents the total volume of vehicle traffic on a particular road segment averaged over a full year, providing a comprehensive picture of traffic patterns. This metric is essential for several reasons. Firstly, AADT helps transportation planners and engineers assess the capacity and level of service of roadways. By knowing the volume of traffic, planners can determine if a road segment is operating efficiently or if it is experiencing congestion. This information is vital for identifying areas where improvements are needed, such as improving connectivity, widening lanes, adding turning lanes, or implementing traffic control measures. Map 22 includes baseline traffic volume, but to better understand the volume within the context of the road's capacity one must utilize V/C ratios, which are mapped in Map 24.

AADT data is also used for traffic forecasting and future planning. By analyzing trends in traffic volume as well as future land use, planners can predict traffic patterns and plan infrastructure projects accordingly. This helps ensure that transportation systems can accommodate future growth and changes in travel behavior. AADT data also plays a role in improving roadway safety. High traffic volumes can increase the likelihood of accidents, so identifying road segments with high AADT can help prioritize safety improvements such as installing traffic signals, improving signage, or adding pedestrian crossings.

Currently, the roads that are facing the most significant challenges for total traffic volumes include SH 142 (San Antonio Street), US 183 (Colorado Street) and FM 20(Blackjack Street and State Park Road). Many of these roads are the singular thoroughfare servicing several residential developments, which leads to more traffic demand than the roads are designed for.



Map 22. Lockhart Traffic Volumes
Source: Texas Department of Transportation

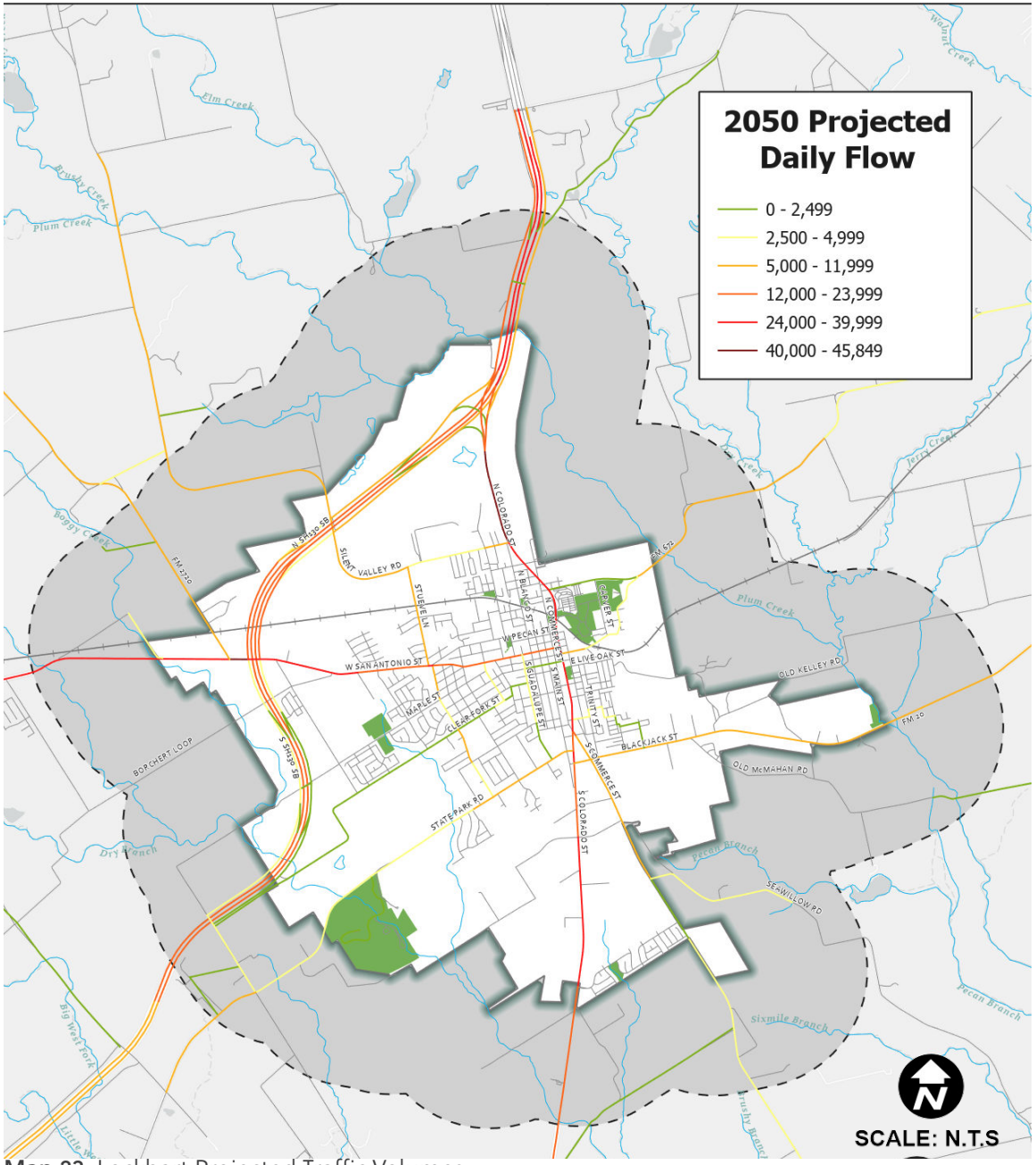
Major Thoroughfares Projected Daily Flow

The Capital Area Metropolitan Planning Organization (CAMPO) creates roadway volume projections out to 2050 to support long-term transportation planning efforts in the region. Many of the thoroughfares that are currently facing high volumes are expected to only increase in volume out to the year 2050. Most concerning are the portions of US 183 (Colorado Street) and SH 142 (San Antonio Street) that are facing volumes that may nearly double by 2050.

Generally, guidance for accommodating volume by increasing capacity is that for every 6,000 increment in daily travel one lane is added to accommodate. If the daily traffic volume falls within the 12,000 to 15,000 range, that would suggest adding a total of 3 lanes (1 lane in each direction plus a center turn lane or median). For the 15,000 to 20,000 range, adding a total of 4 lanes (2 lanes in each direction, often divided by a median or barrier). Finally, for traffic volumes greater than 24,000, adding a total of 6 lanes (3 lanes in each direction, with a divided highway configuration) may be appropriate.

In many cases however, adding larger roadway widths can make roads more dangerous, less pedestrian friendly, louder, and decrease accessibility to local businesses. These concerns are paramount as US 183 (Colorado Street) and SH 142 (San Antonio Street) run through Lockhart's historic downtown, which is a key economic driver for the City and also attracts significant pedestrian demand.

Though these are state-maintained roads, which the City has limited ability to have design input, increasing local road connectivity is a key strategy in distributing traffic load throughout Lockhart's street network. This makes it critically important that new residential developments occurring on the City's southern and western portion are designed with sufficient connectivity.



Map 23. Lockhart Projected Traffic Volumes
Source:CAMPO

Major Thoroughfares Volume/ Capacity Analysis

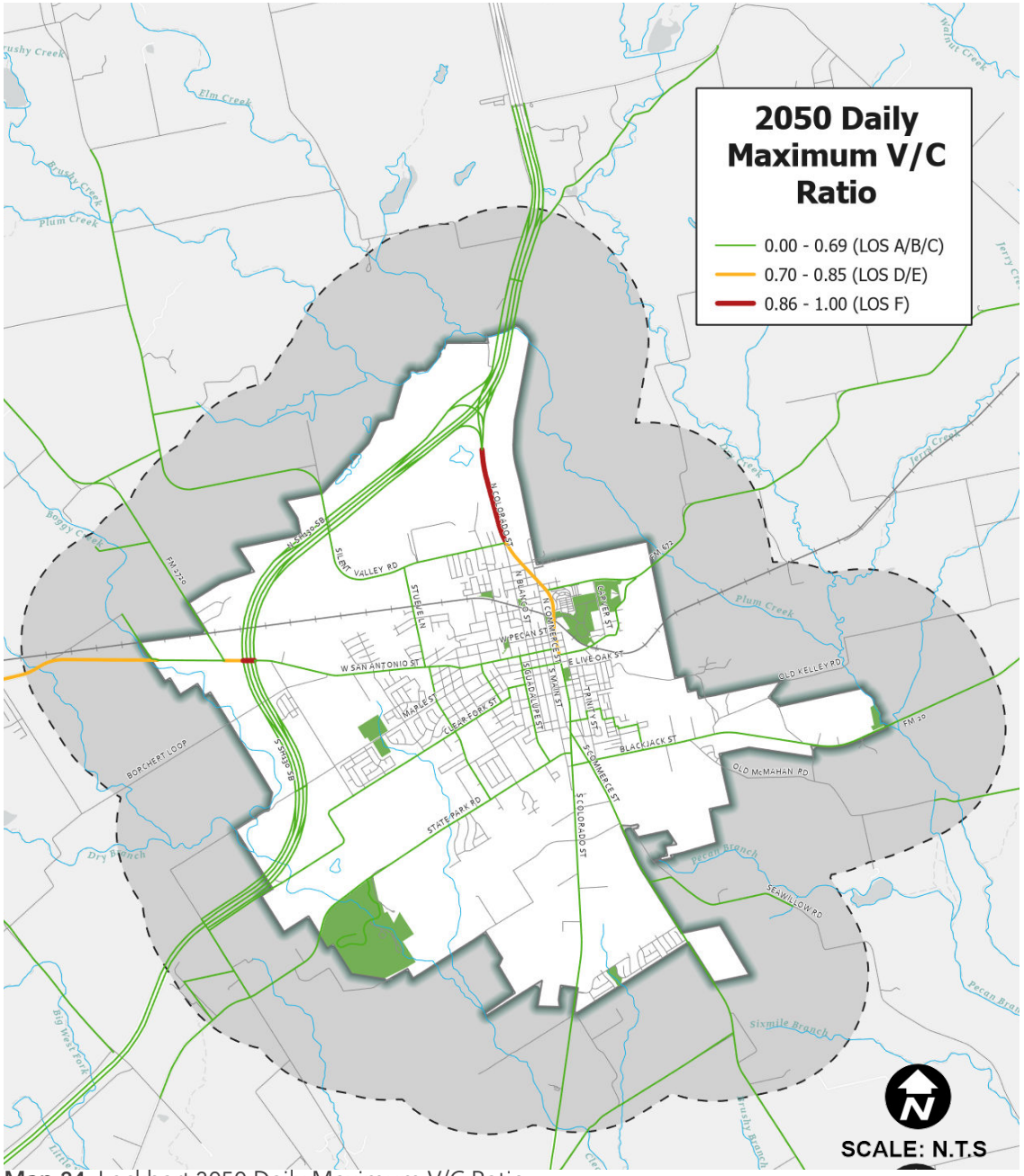
The final dimension to understanding traffic volumes within the City of Lockhart, is by analyzing the Volume-to-Capacity (V/C) ratio for each of the major thoroughfares that run throughout the City. The V/C ratio is a measure used in transportation planning to assess the level of congestion on a roadway or transportation facility.

It is calculated by dividing the volume of traffic (the number of vehicles passing a point on the road during a specified period, often an hour) by the capacity of the road (the maximum number of vehicles that can pass a point on the road under ideal conditions).

V/C ratios are often evaluated by categorizing them by Levels of Service (LOS). Levels A/B/C suggest that a road has a relatively free flow of traffic with only minor delays. Levels D/E mean that a road has high densities of traffic and that the road may be nearing capacity. Level F is the lowest level and indicates that traffic volumes have exceeded the road's capacity and that there may be long delays with stop and go traffic.

Map 24 shows the daily maximum V/C ratios that are projected for the year 2050 by CAMPO. As was the case for the analysis of absolute volume, the state-maintained routes SH 142 (San Antonio Street) and US 183 (Colorado Street) have the highest V/C ratios, with US 183 (Colorado Street) being above 0.7 on stretches of road close to downtown and SH 142 (San Antonio Street) west of SH 130 (Cesar Chavez Parkway).

Volume capacity ratios tend to be auto-centric because they primarily measure the efficiency of vehicle movement, often neglecting other modes of transport like walking or cycling. This bias can lead to planning decisions that prioritize cars over other modes of transportation. Therefore, it is crucial to exercise caution when using these metrics for planning purposes.



Map 24. Lockhart 2050 Daily Maximum V/C Ratio
Source:CAMPO

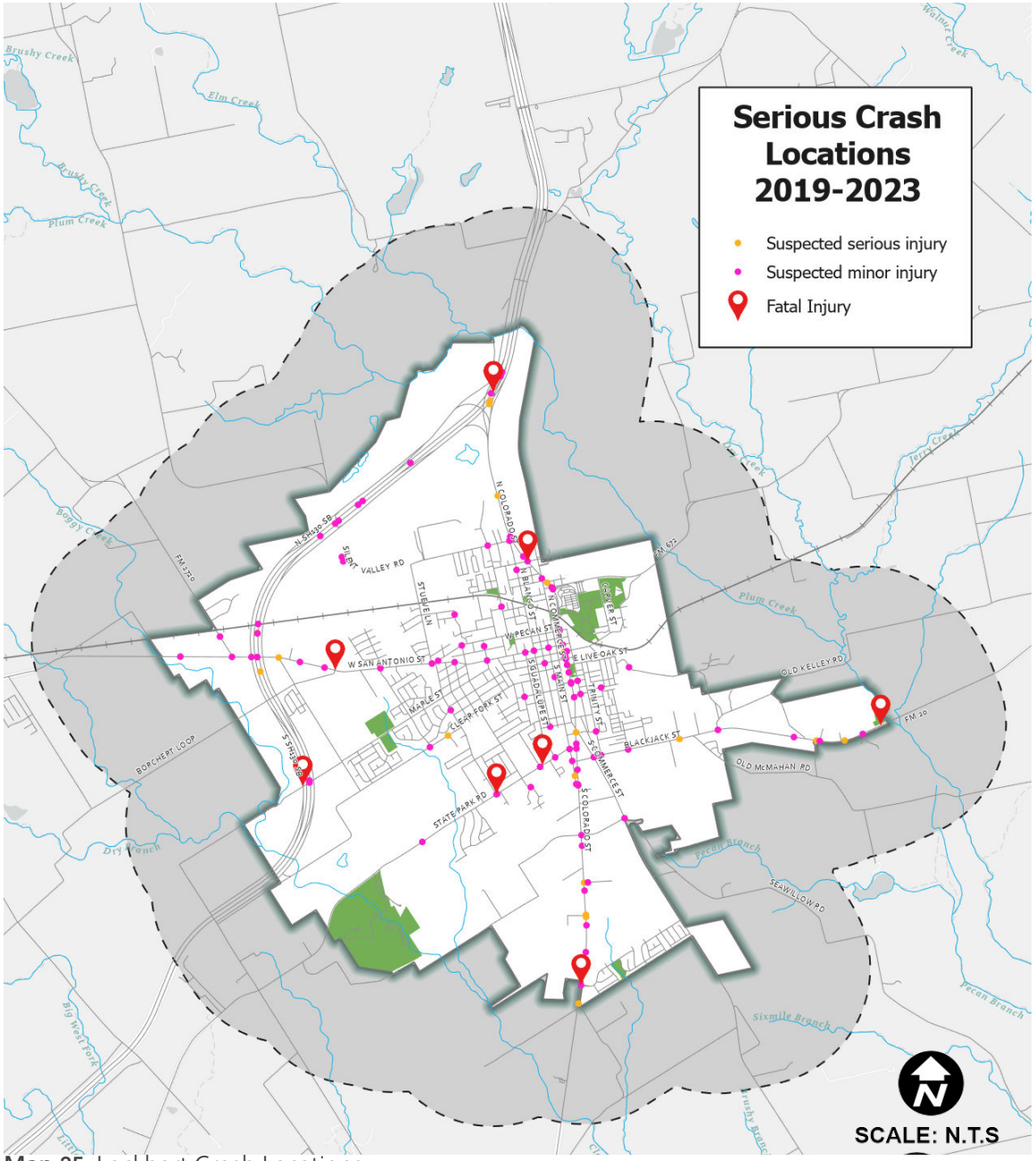
Safety

Mapping fatal injuries, serious injuries, and minor injury crash locations is crucial for transportation planning and safety improvement efforts. By understanding where these incidents occur most frequently, resources can be directed toward implementing targeted safety measures to reduce the likelihood of future crashes.

Understanding the spatial distribution and severity of crashes may help prioritize future safety improvements or evaluate the effectiveness of existing safety measures. Areas with a high number of fatal or serious injuries may require immediate attention, such as the installation of traffic signals, pedestrian crossings, or improved lighting.

In the past five years, there have been eight fatal accident events which are denoted with the red points on Map 25. In the same time period, 1,197 incidents that caused potentially serious or minor injuries occurred within the City of Lockhart. Each of the fatal accidents happened on the streets that have high volumes and higher speeds relative to other local roads within the city limits.

As was the trend for fatal accidents, minor and serious injury crashes occurred disproportionately along high-volume, high-speed state-maintained routes such as US 183 (Colorado Street), SH 130 (Cesar Chavez Parkway), and SH 142 (San Antonio Street). Local roads with significantly smaller lane widths and lower speed limits had very few minor accidents and no fatal accidents within the last five years.



Map 25. Lockhart Crash Locations

Thoroughfare Plan

The Thoroughfare Plan is composed of the Thoroughfare Map and the Thoroughfare Classifications Systems. The map identifies where each thoroughfare should be located and how the thoroughfare system functions as a whole. The classification system outlines the specific standards that each thoroughfare should be designed for to function at its optimum level and to achieve the relevant transportation goals.

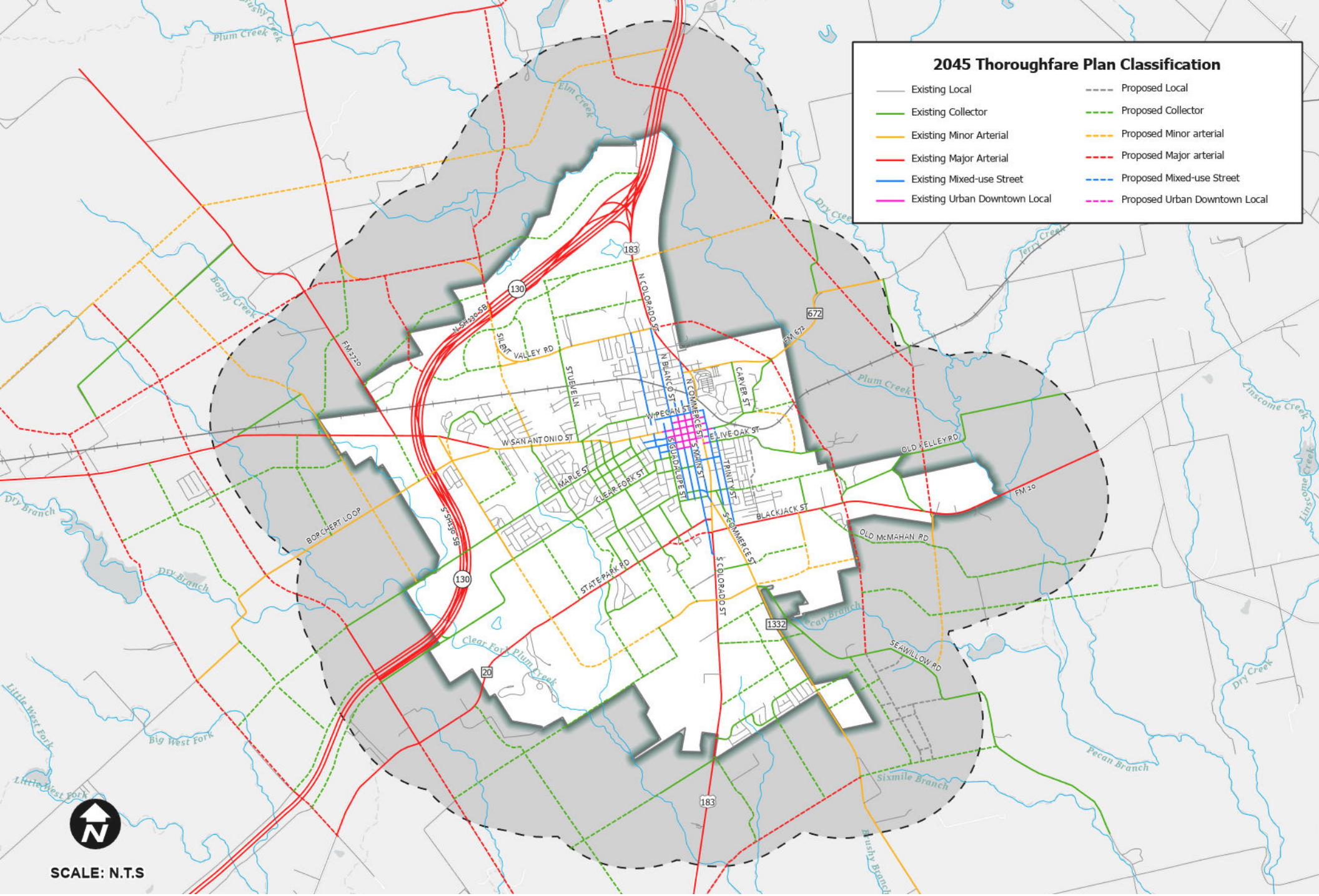
The Thoroughfare Map

The Thoroughfare Map has been updated to account for roadways constructed or extended since the map was published in the Master Thoroughfare Plan (MTP) in 2020, to reflect the changes in roadway classifications, to ensure alignment with the thoroughfare plans for adjacent jurisdictions, and to reflect changes in land use patterns and Future Land Use designations that have been identified in this Comprehensive Plan.

The Thoroughfare Map adopted in the 2020 Master Thoroughfare Plan proposed the expansion or extension of several new major/minor arterials as well as new collectors to service new residential development outside of the urban core in Lockhart. Many of these roadways have been built in recent years, while others are still awaiting construction or have been reconfigured since then. The revised Thoroughfare Map reflects these developments and removed any roadways that are no longer going forward in the construction process.

For each of the broader functional classifications, major arterial, minor arterial, collector, mixed use street, urban downtown local, and local streets, contextual alternatives were created to help decision makers and transportation design professionals select a street that aligns with the goal in each unique area.

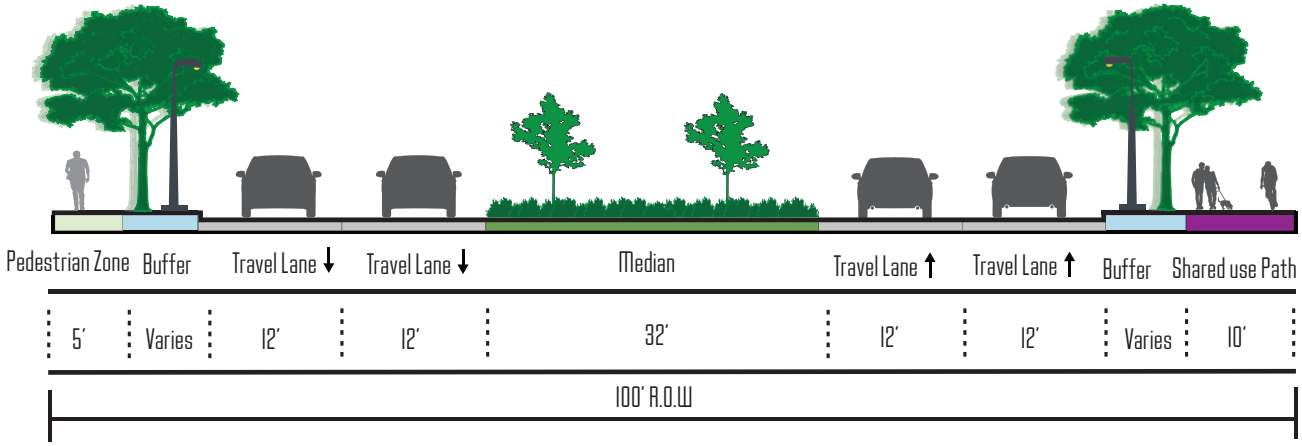
To better align with the community's Future Land Use Growth Scenario and future/current transportation demand, a number of proposed collector and arterial routes were included to serve existing and future residential development as well as commercial development in much of the undeveloped portion of Lockhart's city limits. Additionally, in addressing stakeholder feedback regarding congestion and traffic, additional proposed connections were identified to help provide relief and alternative routes to many of the central arterials running throughout the City.



Map 26. City of Lockhart 2024 Master Thoroughfare Plan Map

Major Arterial - Typical 100' ROW

A major arterial serves as a primary route for moving people and goods across the City and connecting various neighborhoods, commercial areas, and major destinations. These roads are designed to accommodate the high volumes of traffic and facilitate efficient movement, often serving as a key link between local streets and highways. Typically, major arterials feature multiple lanes in each direction, with wide medians or center turn lanes to manage turning movements and improve safety.



Additionally, Lockhart's conceptual major arterial cross sections include significant pedestrian/active transport accommodations by including shared-use paths. Also noteworthy is a significant 32-foot landscaped median. Alternative configurations have ROWs that are between 100 feet and 122 feet and include up to three 11 to 12 feet lanes each direction.

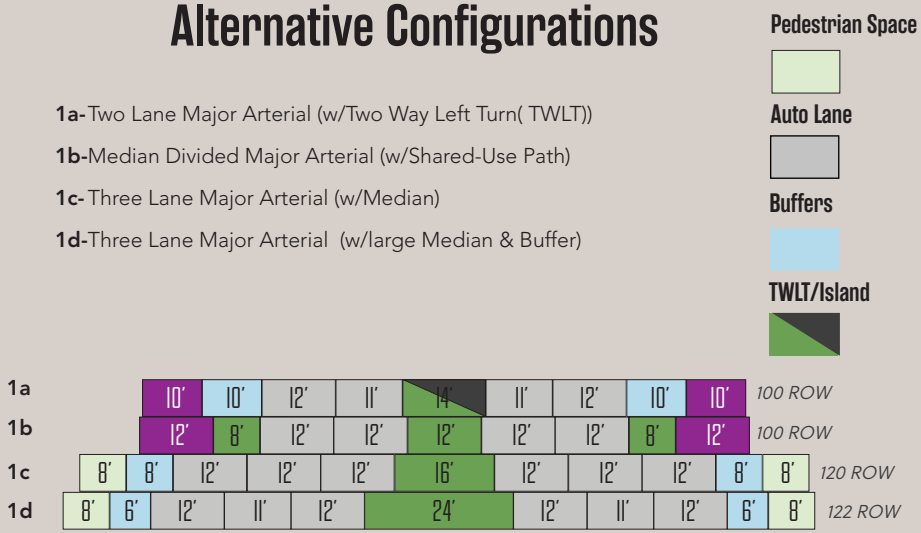
Alternative Configurations

1a-Two Lane Major Arterial (w/Two Way Left Turn(TWLT))

1b-Median Divided Major Arterial (w/Shared-Use Path)

1c- Three Lane Major Arterial (w/Median)

1d-Three Lane Major Arterial (w/large Median & Buffer)



Additional Considerations

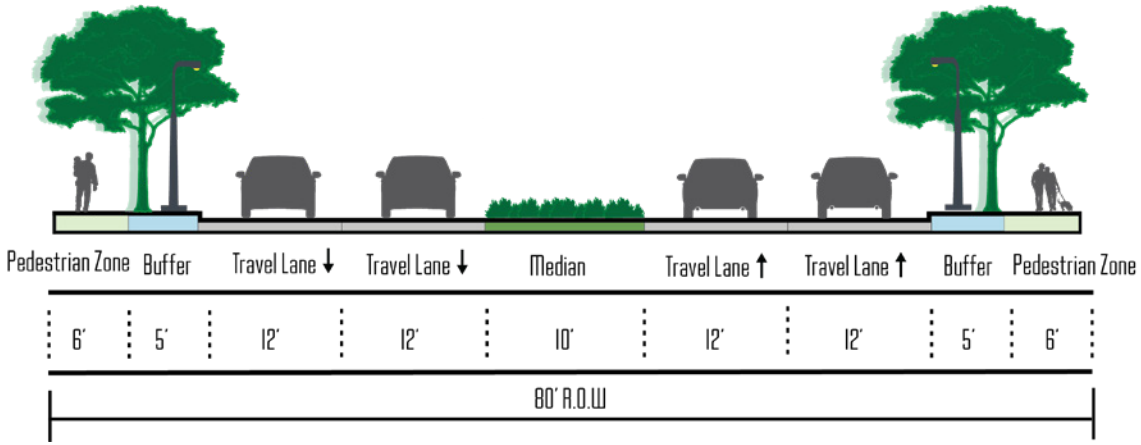
1a *When traffic volumes are greater than 18,000 and ROW is constrained*

1b *Consider this configuration when traffic volumes are greater than 18,000 and pedestrian accommodations are emphasized. When median is employed accessibility to regional commercial and other services should not be prioritized over throughput.*

1c-1d *Where ADT is greater than 38,000 three lane configuration may be considered.*

Minor Arterial - Typical 80' ROW

A minor arterial road is a key component of a city's transportation network, providing important connections between neighborhoods, commercial areas, and major thoroughfares. As a higher-class road than collector streets, minor arterials are designed to accommodate higher traffic volumes and faster speeds while still allowing for access to adjacent properties. The use of 11- to 12-foot main travel lanes allows for smoother traffic flow, especially during peak hours, while also providing enough space for larger vehicles. Up to two lanes in each direction ensure that traffic can move efficiently, reducing congestion and travel times for commuters.



Additionally, the inclusion of a center turn lane where necessary improves safety by reducing the risk of rear-end collisions and allowing vehicles to make left turns without obstructing traffic. This design consideration is particularly important in areas with high volumes of turning traffic, such as commercial districts or areas with multiple access points.

To enhance pedestrian safety and comfort, alternatives 2a-2c in Lockhart incorporate increased buffers and shared-use paths. These features provide a dedicated space for pedestrians and cyclists, separate from vehicular traffic, reducing the risk of accidents and promoting active transportation.

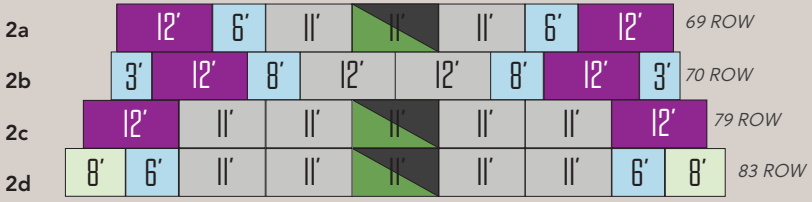
Alternative Configurations

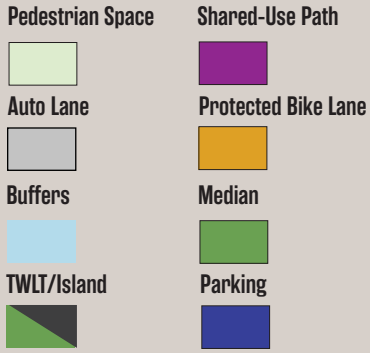
2a- Single Lane Minor Arterial (w/TWLT)

2b- Single Lane Minor Arterial (w/o TWLT)

2c- Two Lane Minor Arterial (w/TWLT & Shared-Use Path)

2d- Two Lane Minor Arterial (w/Median & Buffer)





Additional Considerations

2a *May consider including single lane arterial where daily traffic volumes per day are between 12,000-18,000 and projected population growth will not be significant in the future.*

2b *Areas with traffic volumes between 12,000-18,000 but do not have adequate ROW or in which there is significant pedestrian activity may consider a single lane typical that does not include a TWLT.*

2c *In areas where this is high demand for active transportation options may consider a road configuration that includes a shared-use path to enhance pedestrian connectivity to greenspace and reduce pedestrian conflicts with the roadway.*

2d *This configuration may be considered in areas with daily traffic volumes that are greater than 18,000 and significant development growth is expected.*

Collector - Typical 60' ROW

A collector street is a type of road that serves as an intermediate link between local streets and arterial roads, providing connectivity within a neighborhood or district and facilitating traffic flow to and from arterial roads. Typically wider than local streets, collectors are designed to handle moderate traffic volumes and provide access to residential, commercial, and industrial areas.

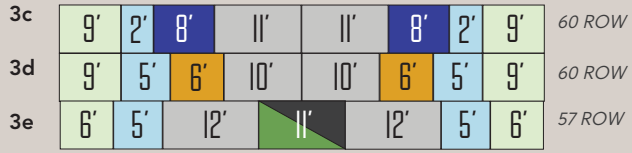
In terms of design, a collector street often features one to two travel lanes in each direction, with a center turn lane or median for left-turning vehicles at intersections. Sidewalks are typically present on both sides of the street, providing safe pathways for pedestrians. Collector streets may also include features such as bike lanes or shared-use paths to accommodate cyclists. Street lighting and landscaping are common and serve to enhance the aesthetic appeal and safety of the street.

Alternative Configurations

3c- Collector (w/On Street Parking)

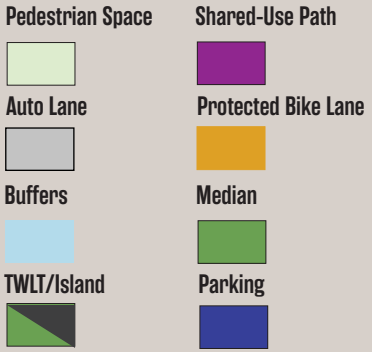
3d-Urban Collector (w/Bike Lanes)

3e-Industrial Collector

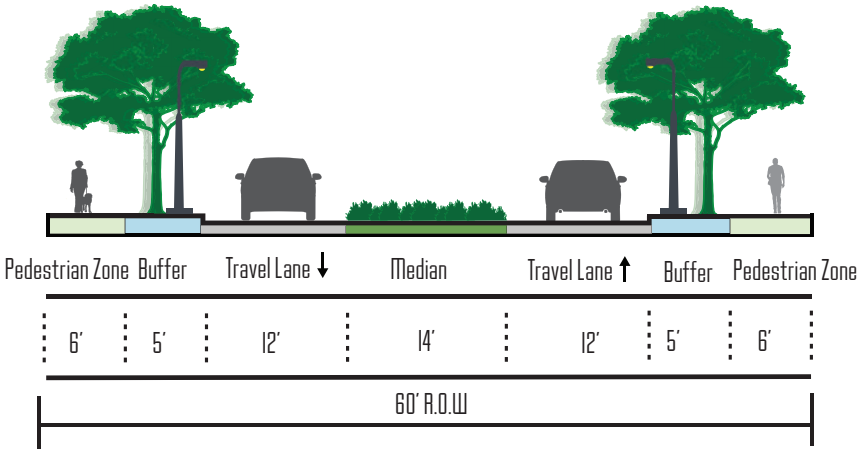


Additional Considerations

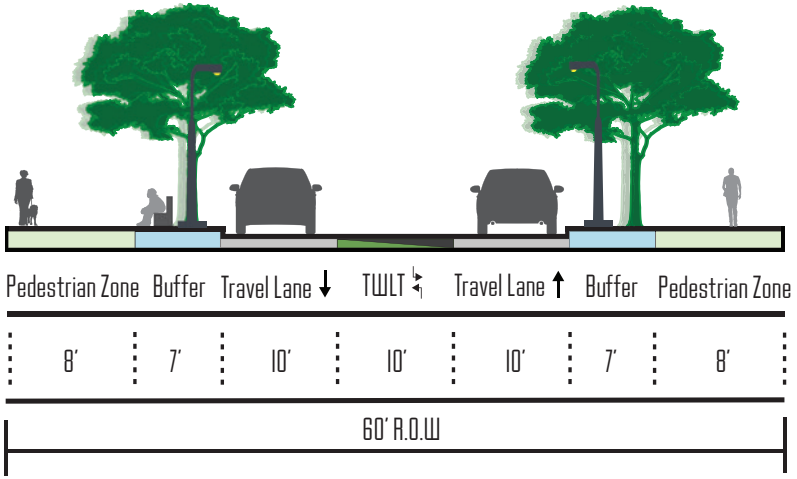
3b *Commercial collectors should be utilized on roads that need to balance throughput with accessibility to commercial land uses. Providing a two-way left turn (TWLT) instead of a landscaped median provides better line of sight and increases the number of access points.*



3a - Residential Collector

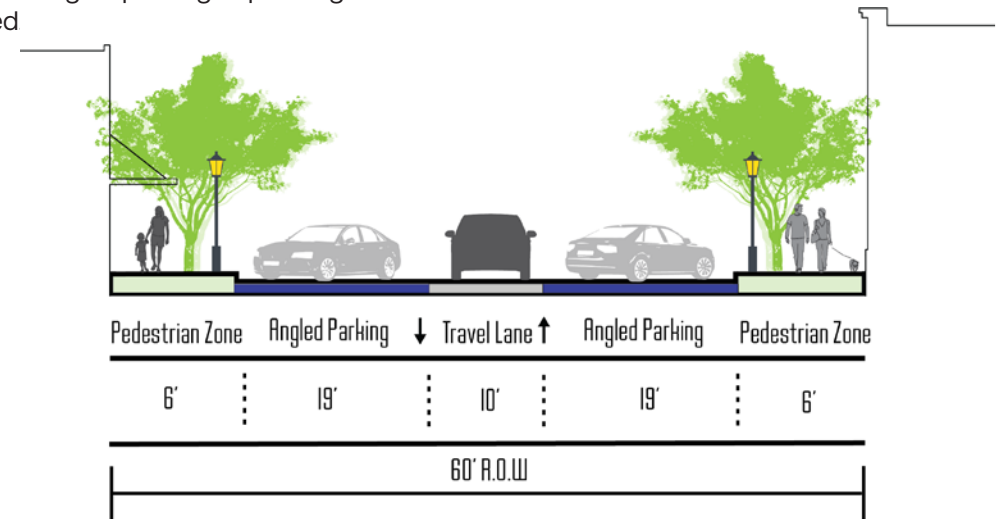


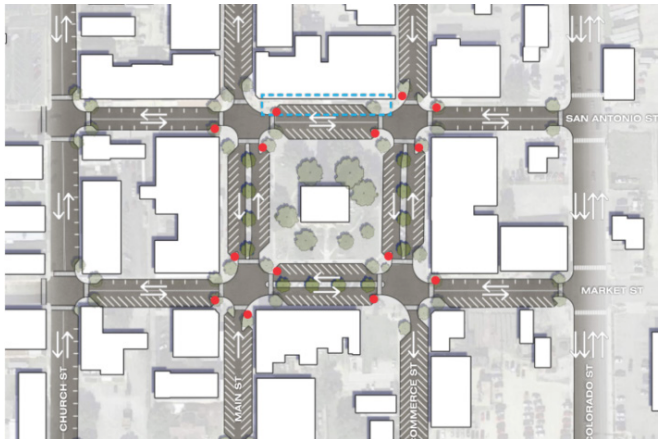
3b - Commercial Collector



Urban/Downtown Local - Typical 60' ROW

Urban/downtown local street sections should primarily be utilized in downtown Lockhart between Prairie Lea Street and Walnut Street and in accordance with the current Downtown Revitalization Plan. Alternative configurations may include landscaped medians, tree grates along sidewalks, shade trees, and on street parallel/angled parking depending on the environment. In accordance with the Downtown Revitalization Project, configurations with 1 or 2 travel lanes may be used





Source: Lockhart Downtown Revitalization Project

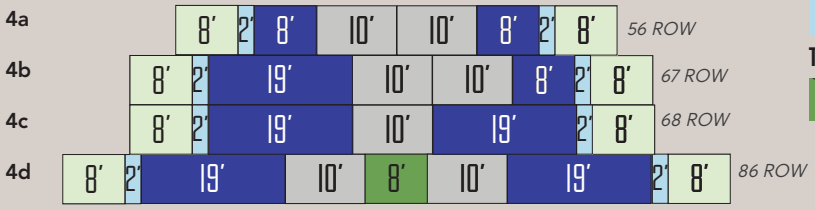
Alternative Configurations

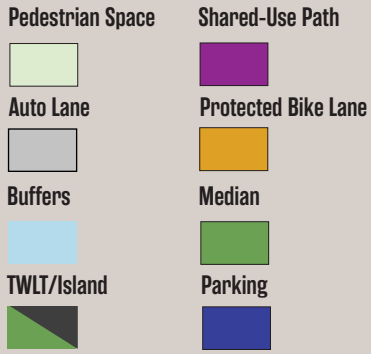
4a- Two-Way Downtown Urban

4b- Two-Way Downtown Urban (w/One Side Slanted Parking)

4c- One-Way Downtown Urban (w/Slanted Parking & Increased Ped Zone)

4d- Two-Way Downtown Urban (w/Median)





Additional Considerations

4a *May include only parallel on street parking in some roadway sections where limited ROW is available and where slanted parking would most negatively impact vehicular flow. This alternative also prioritizes pedestrian walkability as it minimizes pavement width.*

4b *One side of angled parking can be substituted with standard 8' parking stalls on roads that have moderate traffic volumes and sufficient ROW.*

4c *Where ROW is significantly constrained and parking is desired, one way configurations may be utilized.*

4d *Landscaped medians may be utilized on streets that currently have street trees within the ROW such as those adjacent to the County Courthouse or on streets where aesthetics and pedestrian safety is prioritized.*

Mixed Use Street - Typical 56' ROW

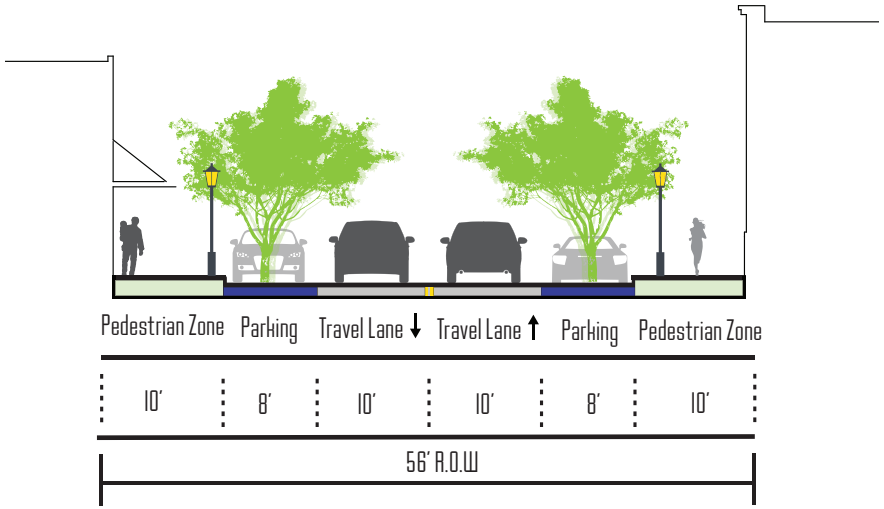
Mixed use street sections are integral to creating vibrant, pedestrian-friendly environments in Lockhart's Central, Plum Creek, and St. John's Creek Districts. These sections are tailored to areas designated for multi-family residences, mixed use developments, and mid-density infill projects. They prioritize walkability while ensuring adequate parking and reasonable automobile flow.

Key elements of these street sections include on-street parallel parking, 10-foot-wide auto lanes, and street trees that separate parking spaces. These features not only enhance the aesthetic appeal of the streets but also serve practical purposes. On-street parking supports local businesses by providing convenient access for customers, while narrower auto lanes help naturally calm traffic, improving safety for pedestrians and cyclists.

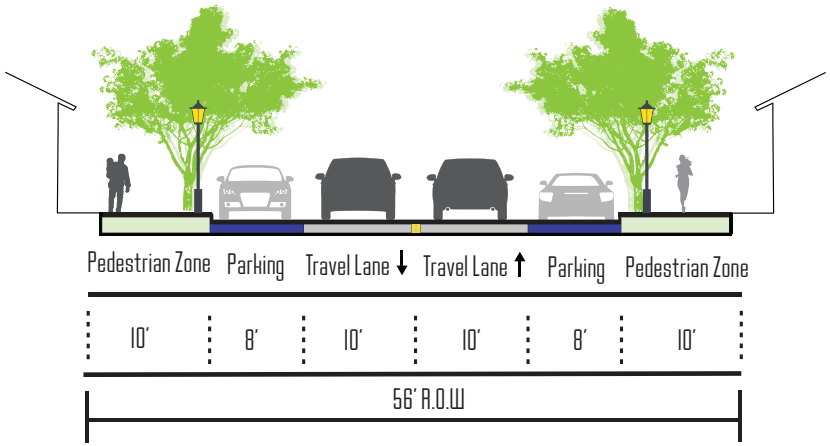
Depending on the specific context, alternative design elements can further enhance the streetscape. For retail and commercial areas, landscaped bump-outs between every three to six parking spaces can add greenery and a sense of place. In residential zones, space for trees in landscaped areas or tree grates along the sidewalk can provide shade and improve the overall environment.

Additionally, existing shade trees within building setbacks in residential areas should be preserved and integrated into the streetscape design. These elements collectively contribute to creating inviting, accessible, and sustainable streetscapes that benefit residents, businesses, and visitors alike.

5a - Mixed Use Commercial



5b - Mixed Use Residential



Additional Considerations

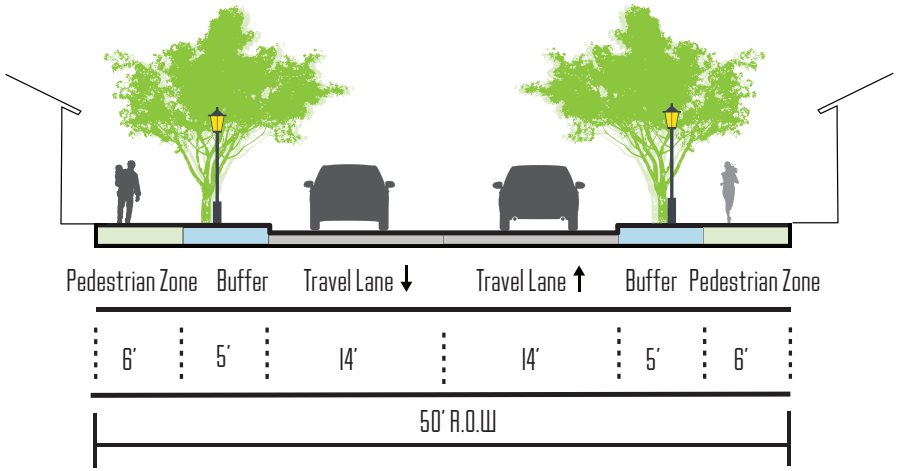
5a - 5b *May include traffic lanes that are between 10-12' in width, though 10' is preferred for areas where pedestrian accessibility and safety is prioritized.*

On mixed use streets, choose the smallest curb radius that can accommodate the design vehicle. In pedestrian oriented areas where safety and walkability are prioritized, smaller actual corner radii are preferred and actual corner radii exceeding 15' should be the exception [1]

1 Guide, Urban Street Design, and Global Designing Cities Initiative. "National Association of City Transportation Officials (NACTO)." (2013).

Local - Typical 50’ ROW

The purpose of local roads is to primarily provide access to residential properties, rather than accommodating high-speed throughput. Local streets should be a multi-functional space that prioritizes the needs of all road users, not just vehicles. This type of street is designed to be safe and accessible for pedestrians, cyclists and motorists alike.



The 50-foot ROW allows for the inclusion of features such as wider sidewalks, dedicated bike lanes and on-street parking. While on-street parking is not formalized on these streets, the wider lane widths accommodate parking and allow for cars to yield to oncoming traffic when two vehicles are passing. These elements help create a more inviting and vibrant streetscape that encourages walking and cycling, and helps naturally reduce vehicle speeds.

Street trees and green infrastructure can also be integrated into the design, providing environmental benefits and enhancing the aesthetic appeal of the street.

Alternative Configurations

6a- On-street Parking Local

6a

66 ROW

Pedestrian Space
Shared-Use Path
Auto Lane
Protected Bike Lane
Buffers
Median
TWLT/Island
Parking

Additional Considerations

6a

On local streets where on-street parking is permitted the 6a-On-street Parking Local configuration should be utilized.

Pavement markings are not necessary on local streets as these streets are typically designed with a focus on slower speeds and a more relaxed traffic compared to roads with a higher functional classification.

Transportation Planning Toolbox

In addition to the Master Thoroughfare Plan and cross-section designs, the crafting of transportation policies can aid in providing and maintaining a well-functioning transportation system that meets the needs of its users. The following sections discuss several policies that, if implemented, are anticipated to build on and enhance the existing transportation network in Lockhart.

Passive Design

The passive design philosophy in transportation planning has traditionally erred on the side of caution, assuming and preparing for worst-case scenarios regarding both user behavior and traffic congestion. While this approach is sensible in engineering fields where mitigating known risks is essential, its application to city streets has led to unintended consequences. Overengineered design elements, such as excessively wide buffers and setbacks meant to account for rare accidents, have inadvertently created an environment that is no longer people centric and in many cases actually encourages dangerous and reckless driving.

Proactive Design

A proactive design approach recognizes that human behavior is inherently responsive toward the surrounding environment and seeks to shape desired outcomes based on this insight. Rather than designing streets based on the assumption of the fastest, largest, or most reckless driver, proactive design employs intentional strategies to guide user behavior. By creating environments that naturally encourage safe speeds and responsible driving habits, proactive design aims to achieve positive outcomes through thoughtful and purposeful planning.

Traffic Calming Strategies

Traffic calming strategies are crucial components of urban design, as they play a vital role in creating safer and more livable cities. These strategies, such as raised crosswalks, chicanes, curb extensions, and others, are designed to reduce vehicle speeds, improve pedestrian safety, and enhance the overall quality of the urban environment. By slowing down traffic and creating more pedestrian-friendly spaces, these strategies can help reduce the number and severity of traffic accidents, making Lockhart's streets safer for everyone.

Additionally, traffic calming measures can improve the overall quality of life in urban areas by creating more pleasant and inviting streetscapes. These strategies can also help encourage non-motorized modes of transportation, such as walking and cycling by making these modes more convenient and safe. Overall, traffic calming strategies are essential tools for creating vibrant, safe, and sustainable cities for the future.

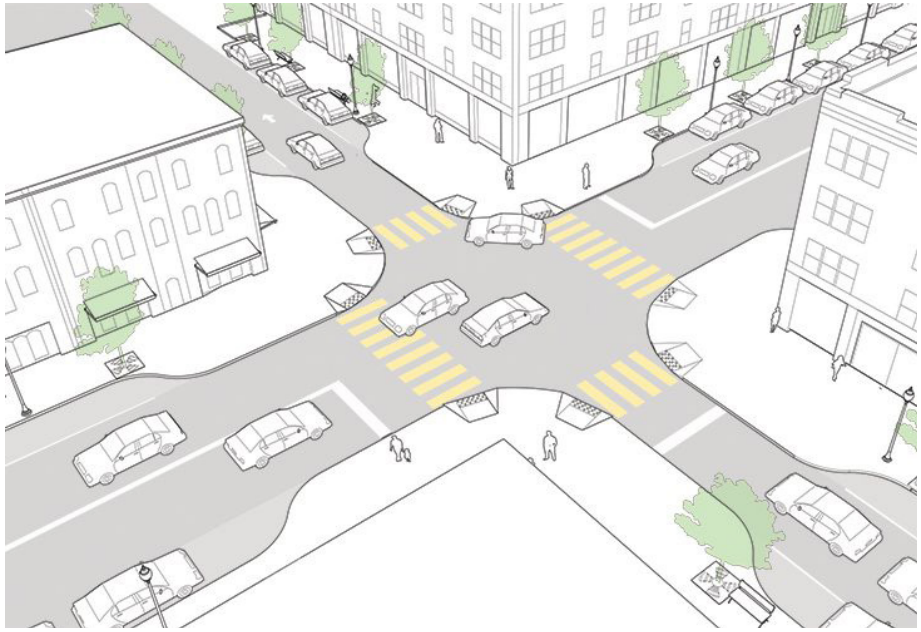


Figure 26. Traffic Calming Elements in Practice Illustration
Source: NACTO, Urban Street Design Guide

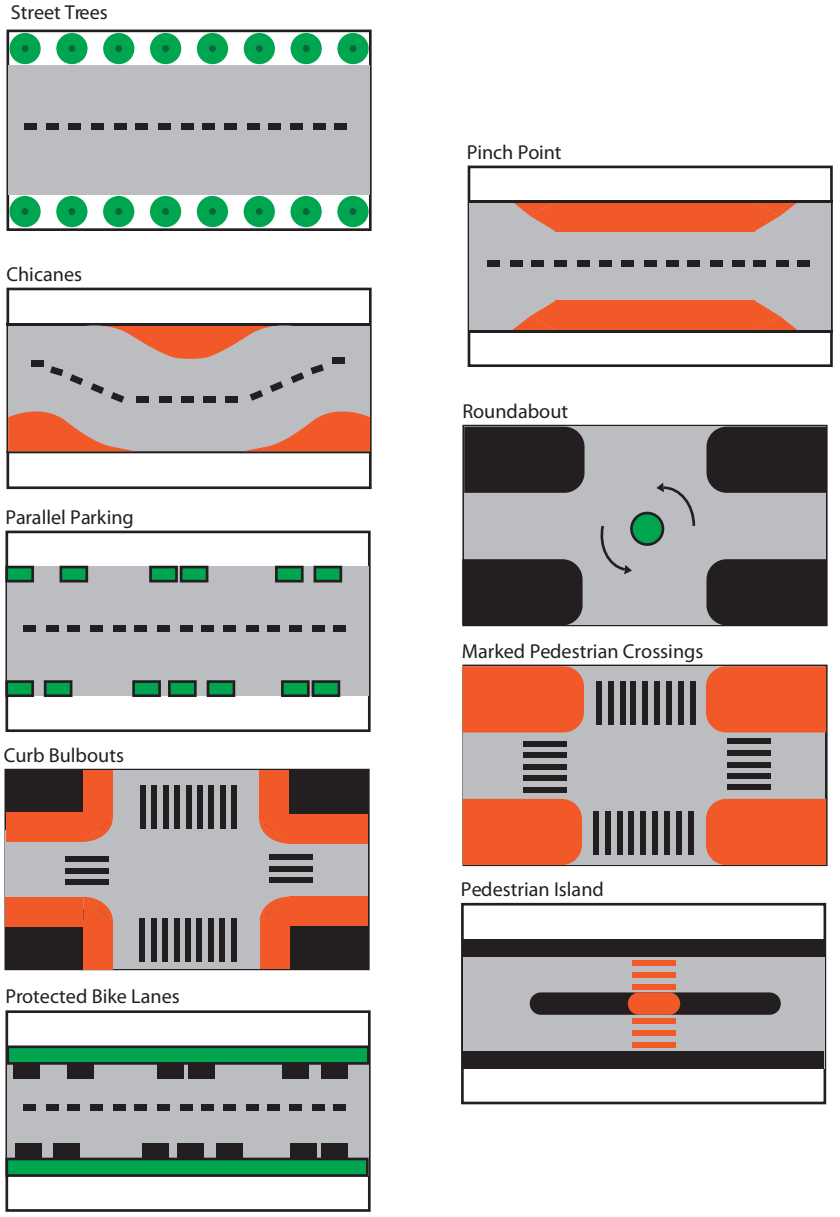


Figure 27. Traffic Calming Elements

When to Use Traffic Calming Strategies

The following table describe the purpose, design considerations, and application of the traffic calming strategies included within the transportation planning toolbox.

Table 13. Traffic Calming Strategy Use

Strategy	Purpose	Design Considerations	When to Use
Street Trees	Enhance the aesthetic appeal, provide shade, and create a psychological cue for drivers to slow down.	Street trees can be integrated with other green infrastructure technologies such as permeable pavements and bioswales to enhance stormwater management. Consider utilizing structural soil and permeable pavement to improve the growth and health of street trees.	• **Residential Streets:** To reduce driving speeds and improve quality of life in residential areas. • **Commercial Areas:** To improve pedestrian comfort and attractiveness. • **Corridors with Wide Sidewalks:** To provide adequate space for root growth and minimize conflicts with utilities.
Pinch Points	Slow down traffic by reducing the width of the road at specific points.	Consider planting street trees on pinch point curb extension. They may also be good opportunities to facilitate a mid block pedestrian crossing on low-volume streets.	• **Urban/Residential Streets:** To discourage speeding. • **Near Schools and Parks:** To improve safety for children and other pedestrians. • **Transitional Zones:** At the entry points of neighborhoods, to signal a change in the driving environment.
Chicanes	Reduce vehicle speeds by requiring drivers to steer through a series of horizontal shifts in the roadway.	Consider chicanes on wide, low-volume, local streets (maximum of two moving lanes) with demonstrated speeding issues. Avoid on transit routes, truck routes, and major bike routes.	• **Local Residential Streets:** To control traffic speeds. • **Commercial Districts:** Where pedestrian activity is high, to improve safety. • **Streets with Excessive Speeding:** As a traffic calming measure.
Roundabouts	Improve traffic flow and reduce the severity of collisions by eliminating left turns and providing continuous movement.	Generally single lane roundabouts can handle traffic volumes between 20,000-26,000 vehicles per day, whereas double-lane roundabouts can support 40,000 - 50,000 vehicles per day. [2]	• **Intersections with High Accident Rates:** To improve safety. • **High Volume Intersections:** To enhance traffic flow. • **Intersections with Space Constraints:** Where a traditional signalized intersection would not fit.

2 https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-RD-00-068.pdf

Table 13. Traffic Calming Strategy Use

Strategy	Purpose	Design Considerations	When to Use
Parallel Parking	Provide on-street parking while acting as a buffer between moving traffic and pedestrians.	Parallel parking spaces should generally be at least 8' in width and 22-26 feet in length.	• **Commercial Areas:** To support local businesses. • **Residential Streets:** Where parking demand is high and where a traffic calming effect is desired..
Curb Bulbouts (Extensions)	Extend the sidewalk or curb line out into the parking lane, reducing the crossing distance for pedestrians and slowing down traffic.	Curb extensions are most appropriate when there is an on-street parking lane. Additionally, the application of a curb extension may complicate drainage as they obstruct the gutter. In this case, consider an "edge island" design. [3]	• **Intersections:** To shorten pedestrian crossing distances. • **Mid-Block Crossings:** To enhance pedestrian visibility. • **Near Schools and Parks:** To improve pedestrian safety.
Speed Humps	Reduce vehicle speeds by creating a vertical deflection in the roadway. These are best used a cheaper alternative to roadway reconstruction, which is a more effective speed reduction method.	Speed humps should be placed no more than a maximum of 500 feet apart to achieve an 85th percentile speed of 25-35 mph. [4]	• **Residential Streets:** To control speeding on residential streets with improper design given the context (Ex. pavement width that is too wide) . • **Near Schools and Parks:** To enhance safety for children. • **Local Streets with Excessive Speeding:** As a traffic calming measure.
Protected Bike Lanes	Provide a dedicated and safe space for cyclists, separated from motor vehicle traffic, which reduces conflict zones.	Protected one-way bike lanes should not be an smaller than 5' in width with a 2-4' buffer in most contexts that include delineation posts, when traffic separators are used	• **Busy Streets with High Traffic Volumes:** To protect cyclists. • **Streets with High Cyclist Demand:** To encourage cycling as a mode of transport. • **Areas with Frequent Bicycle Accidents:** To improve safety.
Pedestrian Islands	Provide a safe space for pedestrians to wait while crossing multi-lane roads.	Pedestrian safety islands are most beneficial when pedestrians must cross three lanes of traffic in one direction. They may still be applied to smaller roads in some cases.[5]	• **Wide Streets with High Traffic Volumes:** To improve pedestrian safety. • **Near Schools and Parks:** To protect children. • **Busy Commercial Areas:** Where pedestrian crossing demand is high.

3 https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/

4 https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-hump/

5 https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands/

Lane Width

Lane widths play a pivotal role in transportation planning, serving as a critical design element that directly influences the safety, efficiency, and overall functionality of roadways. The dimensions of traffic lanes impact vehicular speed, maneuverability, and the capacity of a road to accommodate various types of vehicles. Optimal lane widths are essential to maintain safe driving conditions, as they influence driver perception and behavior.

Narrower lanes can naturally encourage reduced speeds, enhancing road safety. Conversely, wider lanes can accommodate larger vehicles and higher speeds but may contribute to increased traffic velocity and reduced safety. Striking the right balance in lane width is crucial for accommodating the diverse needs of road users, including pedestrians, cyclists, and drivers. Thoughtful consideration of lane widths in transportation planning ensures a harmonious flow of traffic, reduces congestion, and contributes to the creation of a safe and efficient transportation network.

National Association of City Transportation Officials (NACTO) design standards provide that lane widths within urban and residential contexts should be 10 feet, while industrial areas or designated truck routes can be 11 feet. Parking lane widths should be between 7 and 9 feet, and bike lanes should be no smaller than 5-6 feet in width.

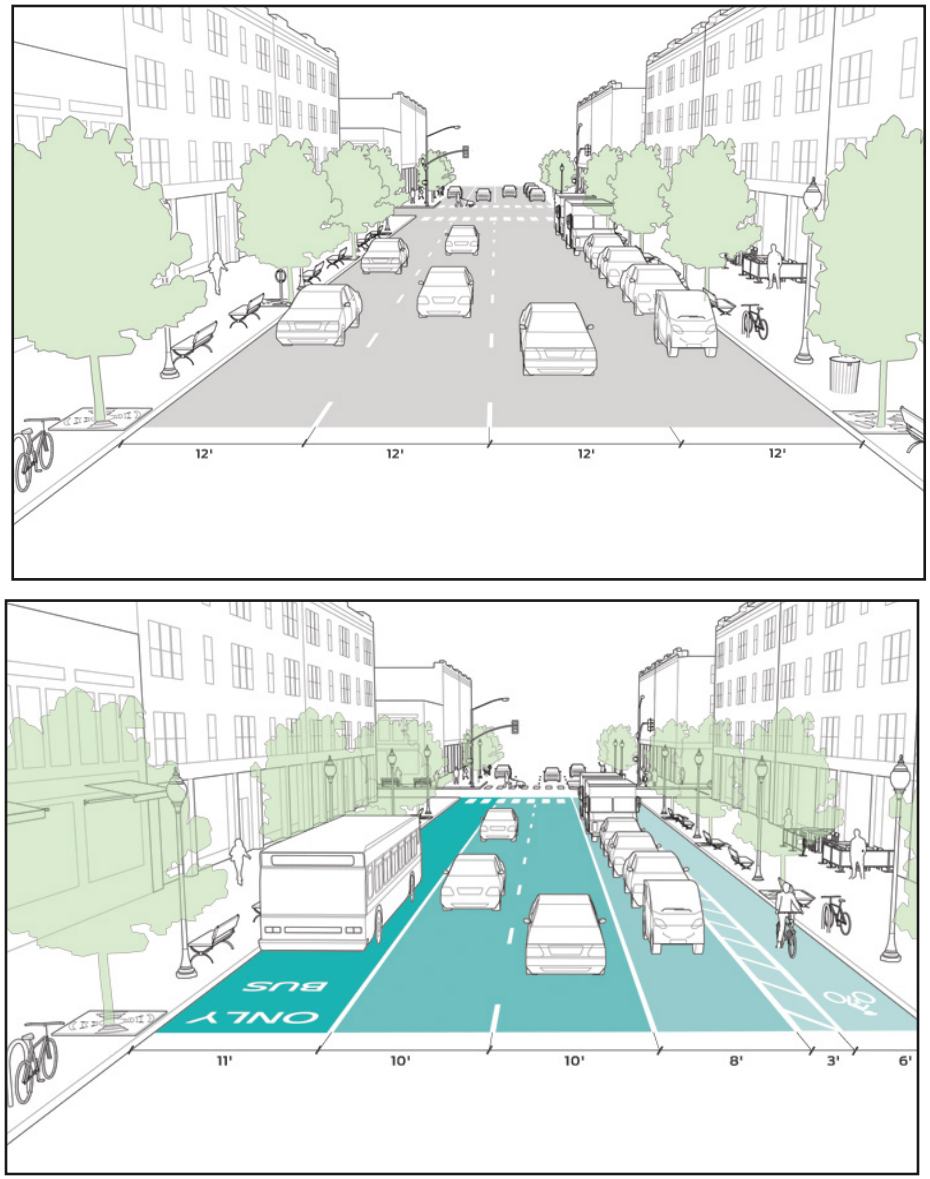


Figure 28. Conventional Street Revitalization Example

Source: NACTO, Urban Street Design Guide

Design Speed

In transportation planning, the distinction between design speed, operating speed and target speed is crucial for creating roadways that prioritize safety and functionality. Operating speed refers to the maximum safe speed at which a road can be negotiated under ideal conditions, considering factors like geometry and alignment. On the other hand, target speed is the desired speed at which authorities aim to encourage drivers to travel on a given road. Within the conventional transportation paradigm, roadways were designed where the operating speed equaled the design speed and was therefore the posted speed. Within a proactive framework, the design speed would be equal to the target speed that policy makers and community members have identified instead of being based on the maximum operating speed.

Reducing speeds, often achieved through measures like traffic calming or design adjustments, is paramount for enhancing road safety, mitigating the severity of accidents, and creating more pedestrian and cyclist-friendly environments.

Design Vehicle

The design vehicle plays a crucial role in transportation planning as it serves as a fundamental benchmark for designing and dimensioning roads, intersections, and other transportation infrastructure. The design vehicle represents the largest or most challenging types of vehicles expected to use a particular roadway and ensures that the infrastructure can accommodate the diverse range of vehicles operating within a given area. Often design decisions are made with the largest and heaviest vehicle being prioritized at the expense of more vulnerable users.

Design Hour

The term “design hour” in transportation planning typically refers to the specific hour during the day when traffic demand is at its peak, and the transportation infrastructure needs to accommodate the maximum volume of vehicles and users. It is a crucial aspect of designing roads, intersections, and other transportation facilities to ensure they can handle the highest levels of traffic efficiently. Taking into account all users during this design hour is essential, encompassing pedestrians, cyclists, and various types of vehicles. This inclusive approach results in transportation infrastructure that not only addresses peak-hour automobile demands but also caters to the diverse needs of the entire user population, promoting safety, accessibility, and efficiency.

Design Year

‘Design year” is another important parameter that transportation planners consider when making investments into new infrastructure. The design year is based on a transportation model that estimates the future demand along that particular roadway. Often, these models may overestimate demand which results in an overbuilt roadway and a lost opportunity to develop high value land within the municipality. In many cases savvy land use planning and natural growth can help distribute trips more efficiently, rather than over-designing a single roadway.

SPEED (MPH)	STOPPING DISTANCE (FT)*	CRASH RISK (%)†	FATALITY RISK (%)†
10–15	25	5	2
20–25	40	15	5
30–35	75	55	45
40+	118	90	85

* Stopping Distance includes perception, reaction, and braking times.

† Source: Traditional Neighborhood Development: Street Design Guidelines (1999), ITE Transportation Planning

Figure 29. Speed, Crash and Fatality Correlation

Intersections

Intersection controls play a pivotal role in ensuring the safe and efficient movement of traffic within road networks. These controls, including traffic signals, stop signs, and roundabouts, are critical elements of transportation planning and traffic management. Properly designed intersection controls enhance safety by regulating the orderly flow of vehicles, pedestrians, and cyclists, minimizing the risk of collisions.

Additionally, they contribute to the efficient use of road space and the optimization of traffic flow, especially during peak hours. Intersection controls help prevent congestion, reduce travel times, and improve overall transportation system performance. Many streets in Lockhart such as SH 142 (San Antonio Street) and US 183 (Colorado Street) have a number of transition points in terms of adjacent land uses and requirements for accessibility. Unsignalized intersection improvements such as curb radii reductions or safety islands, along with improved signage help identify a low-speed, pedestrian oriented zone. Creating an informal gateway and implementing design controls that force drivers to pay attention can help reduce conflicts between automobiles and pedestrians. When considering intersection improvements It is also important to note intersections where public space can be reclaimed near downtown Lockhart.

Figure 30. Conventional Street Revitalization Example

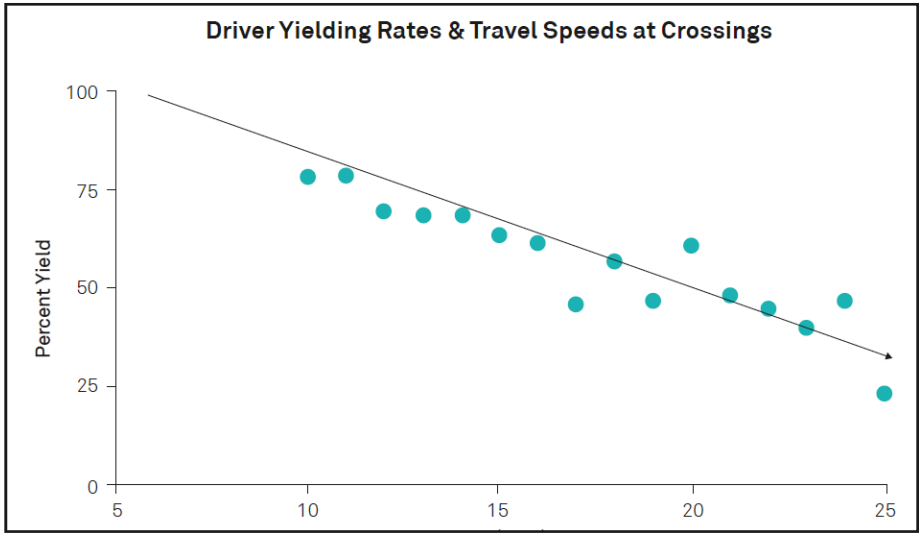
Source: NACTO, Urban Street Design Guide

Curb Radii

Curb radii, the rounded corners at intersections where curbs meet, are crucial elements in transportation planning with significant implications for both vehicular flow and pedestrian walkability. In terms of vehicular traffic, the size of curb radii directly influences turning speeds and the ease with which vehicles navigate intersections. Larger curb radii accommodate sharper turns at higher speeds, potentially compromising pedestrian safety. On the other hand, smaller curb radii force vehicles to make wider turns at slower speeds, enhancing safety for pedestrians crossing at intersections.

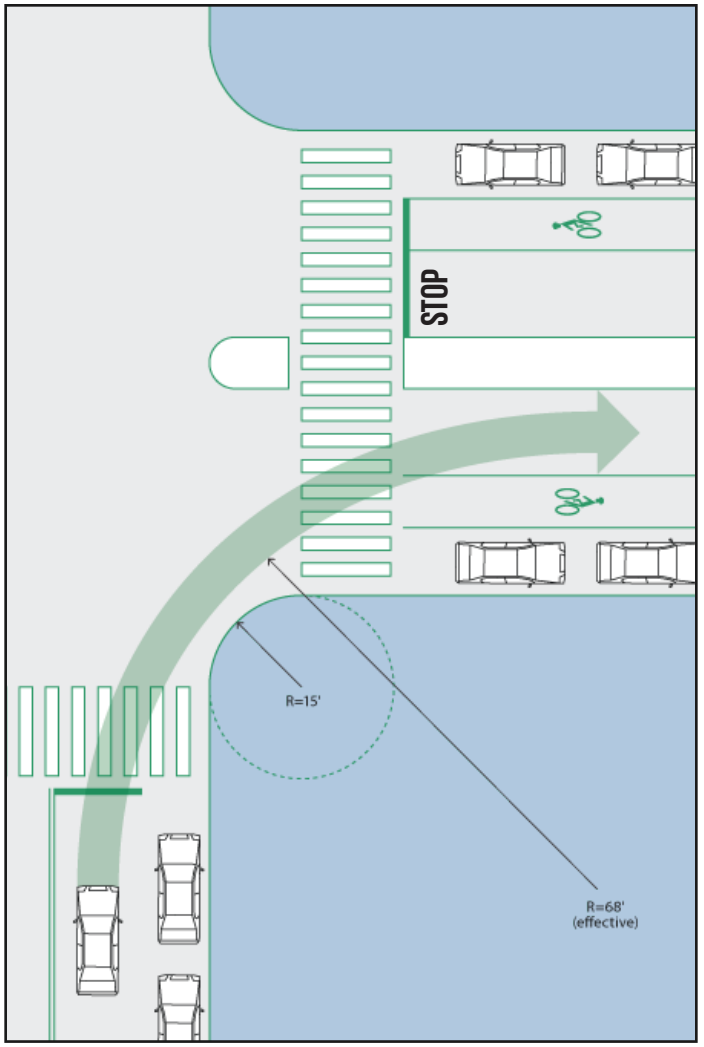
Generally turning speeds should be limited to 15 mph or less to mitigate conflicts with pedestrians. Within most urban contexts corner radii should be no more than 15 feet and can often be less than 5 feet. Often lower corner radii can accommodate industrial vehicles as well due to the fact the effective corner radius is substantially larger than the actual corner radius as is shown in Figure 32. Recessed stop lines are another effective method for accommodating larger vehicles without compromising pedestrian space.

Figure 31. Conventional Street Revitalization Example



Source: Geruschat, D.R., Driver Behavior in Yielding to Sighted and Blind Pedestrians at Roundabouts. 2005.

Figure 32. Conventional Street Revitalization Example



Source: NACTO, Urban Street Design Guide

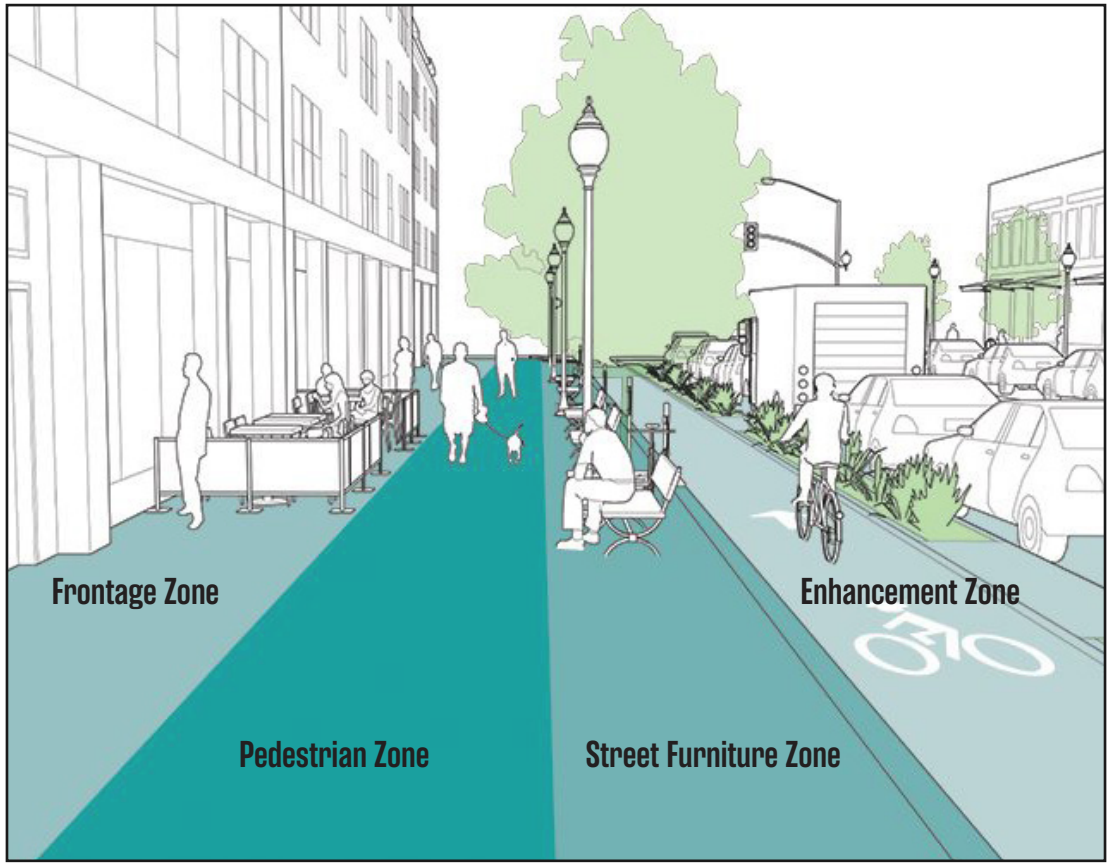
Sidewalks

Sidewalks are fundamental components of urban planning, playing a pivotal role in shaping the character and functionality of a city. Beyond serving as pedestrian pathways, sidewalks contribute significantly to the overall livability and accessibility of urban spaces. They provide safe and designated routes for walking, fostering a sense of community, encouraging physical activity, and enhancing public health.

Sidewalks are also economic catalysts that contribute significantly to the prosperity of urban areas. By providing a conducive environment for pedestrians, sidewalks encourage people to explore their surroundings at a leisurely pace, promoting casual encounters and increasing the visibility of local businesses.[6] The accessibility offered by well-designed sidewalks attracts foot traffic, making commercial districts more vibrant and attractive. Moreover, the presence of sidewalks enhances property values, making adjacent real estate more desirable for both residential and commercial purposes.

Best practices for sidewalk design in urban areas should include pedestrian zone widths at least 6 feet and up to 8 feet with a 2-foot street furniture zone buffer when directly adjacent to moving traffic in residential areas. Pedestrian zone widths may increase to 8 to 12 feet in main street commercial areas.[7] Lighting, trees, street furniture, and green infrastructure are all recommended inclusions to buffer the pedestrian zone from traffic flows. Within all urban areas, ADA accessibility requirements should be strongly adhered to.

Figure 33. Pedestrian Zones



Source: NACTO, Urban Street Design Guide

6 Bill Ryan, "Let's Talk Business: Ideas for Expanding Retails and Services in Your Community," UW Extension, July 2003.

7 NACTO, Urban Street Design Guide

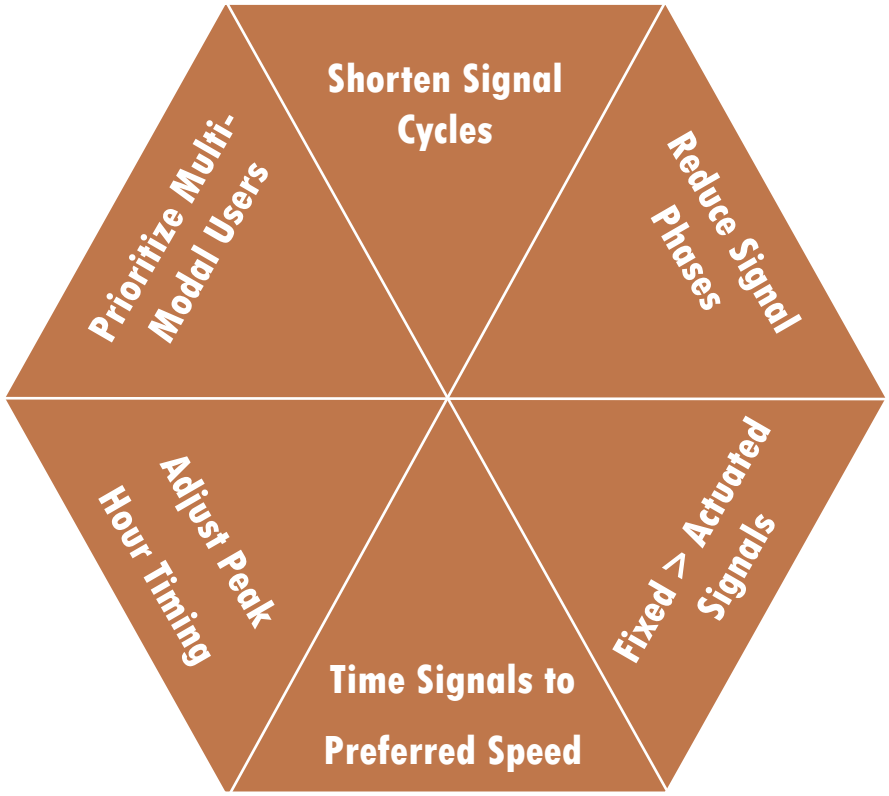
Signalization

Signalization is a critical aspect of transportation planning as it serves as a important tool for managing traffic flow, enhancing safety, and optimizing overall mobility within a transportation network. Traffic signals, as a form of signalization, regulate the orderly movement of vehicles, pedestrians, and cyclists at intersections. By controlling the ROW, signals help prevent conflicts, reduce the risk of accidents, and ensure a smoother and more predictable traffic flow.

Signalization is instrumental in coordinating the movement of vehicles along arterial roads, mitigating congestion, and improving overall travel efficiency. Moreover, well-designed signal systems contribute to the effective prioritization of different modes of transportation, promoting inclusivity and accommodating the diverse needs of road users. In the context of transportation planning, the strategic placement and timing of signals are crucial factors that influence the performance and safety of the entire transportation network.

NACTO provides six general signalization principles as shown in Figure 34. When designing and timing signalization controls it is important to consider creating separate timing schedules based around the typical user during that peak hour. It is also important to time signals at the speed that is preferred, to avoid congestion. Maintenance is another crucial factor as actuated signals (signals that operate on real-time sensor information) have high associated maintenance costs compared to fixed (pre-programmed) signal systems.

Figure 34. NACTO Signalization Principles



Source: NACTO, Urban Street Design Guide

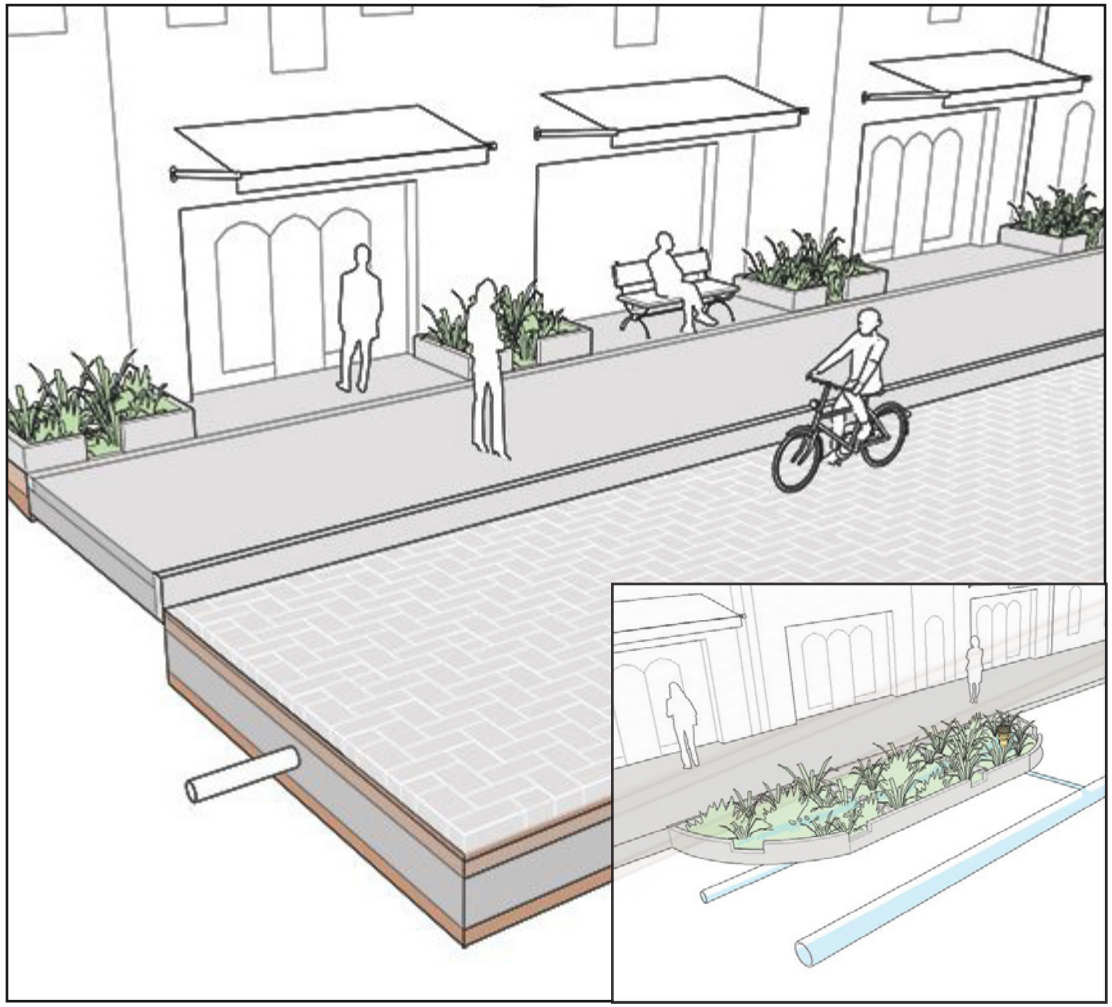
Stormwater Management

Stormwater management holds a pivotal role in transportation planning, influencing the resilience and sustainability of the entire transportation infrastructure. Effective stormwater management is crucial for mitigating the impacts of heavy rainfall and preventing issues such as flooding and erosion along roadways. Well-designed drainage systems and permeable surfaces help control the flow of stormwater, reducing the risk of infrastructure damage and enhancing the longevity of roads and bridges.

Furthermore, environmentally conscious stormwater management practices contribute to water quality preservation by preventing pollutants from entering water bodies. By integrating stormwater management into transportation planning, cities can create resilient and ecologically sound transportation networks, fostering both the durability of infrastructure and the overall health of the surrounding environment.

The design of stormwater management mechanisms is highly dependent on local context and engineering requirements, particularly as they relate to soil and materials. Pervious pavement can often be used within pedestrian walkways, street furniture zones, and to a limited extent along roadways. Each stormwater capture method has different levels of maintenance that are required, in the case of bioswales it is vegetation upkeep and with pervious pavements regular cleaning of void spaces is required to maintain infiltration.

Figure 35. Bioswale Stormwater Design



Source: NACTO, Urban Street Design Guide

Transportation Safety Guidance

Transportation safety improvements encompass a broad range of strategies beyond traditional traffic calming measures. These approaches aim to enhance safety for all road users, including pedestrians, cyclists, and motorists. Here are several key strategies:

Design Street for the Desired Speed

Design streets to consciously or unconsciously encourage drivers to travel at safe speeds. This may involve using design elements such as narrower lanes, street trees, and curb extensions to visually narrow the roadway and encourage drivers to slow down. Conventional roadways with large roadway widths and significant clear zones may cause drivers to unconsciously increase their speed even when there is a low posted speed limit.

Separate Modes

Separating modes of transportation is another key strategy that can help improve safety. This includes creating protected bike lanes that are physically separated from vehicle traffic, as well as pedestrian islands that provide safe crossing points.

Reduce Traffic Volumes

Reducing traffic volumes may include implementing traffic calming measures, such as speed lumps and chicanes, to reduce speeds and deter cut-through traffic in strategic locations. A more impactful approach, rather than simply widening lanes or pavements which can compromise safety, is to focus on enhancing connectivity, especially within subdivision regulations. This strategy can foster the creation of additional routes, dispersing the transportation load more evenly throughout the City.

Prioritize Vulnerable Users

To prioritize the safety of vulnerable road users several strategies can be implemented. Complete streets policies ensure that streets accommodate all users, including pedestrians, cyclists, and motorists, by incorporating features such as protected bike lanes, pedestrian crossings, and traffic calming measures. Designing infrastructure with these users in mind, such as creating pedestrian-only zones and improving visibility through lighting and signage, can enhance safety.

Design Standards and Considerations

Recent trends in thoroughfare planning practices have provided opportunities for greater flexibility in thoroughfare design. This new trend better complements surrounding land use by creating roadway standards based on the users of the facility and the surrounding context.

The Context Sensitive Solutions (CSS) Design Manual, written by the Institute of Transportation Engineers and the Congress for the New Urbanism, provides a guide on how this emerging practice can be implemented during the thoroughfare planning process.

Opportunities for multi-modal corridors that advance economic development and create a safer, more efficient transportation system, arise when the context of a roadway is considered during the planning and design process. The context sensitive approach has been adopted by the Texas Department of Transportation (TxDOT) and has already been successfully implemented in thoroughfare planning processes in other cities across the state of Texas.

Design Process

The process of designing Context Sensitive Design (CSD) roadways is similar to the process of designing traditional thoroughfares in that automobile traffic is considered with traffic counts, traffic demand, and level of service information gathering efforts.

However, the difference is that automobile traffic is only one element considered, among numerous others, in the design of CSD roadways. The Institute of Transportation Engineers (ITE) released a publication entitled *An ITE Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. This publication outlines various principles that should be considered during the design process to arrive at a solution for a context sensitive roadway project. These principles are as follows:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic and natural resource values of the area; in other words, exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, and community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

The City should explore the possibilities of CSD solutions on any of its joint projects with TxDOT.

Design Standards by General Functional Class

The design standards for each roadway classification are outlined below. ROW widths shown are for greenfield development scenarios. Existing roadways may require alternative design in a retrofit or have no changes based on conditions. Standards with additional detail beyond just volume can help private and public stakeholders design roads that provide the most benefit to the community.

Table 14. Thoroughfare Classification Standards

Standard	Local	Collector	Minor Arterial	Major Arterial	Mixed Use Street	Urban Downtown Local
ADT (Avg Daily Traffic)	< 800	< 2,500	> 18,000	> 32,000	< 5,000	< 7,000
ROW (Right-of-Way)	50′	60′	80′	100′	56′	60′
FOC (Face of curb to face of curb)	28′	38′	62′	80′	36′	48′
Lanes	2	2	2-4	4	2	1-2
Lane Width	14′ (parking permitted)	10′-11′ (parking permitted)	10′-12′	11′-12′	10′ (parking permitted)	10′ (parking permitted)
Median Width	---	---	24′	24′	---	---
Design Speed	20-30 mph	30 mph	35 mph	40 mph	20-30 mph	15-20 mph
Driveways	Yes	Yes/No	Yes	Yes	Yes	Yes
Parking	Both sides	Both sides	No	No	Both sides	Both sides
Tree Lawn	5′, both sides	8′, both sides	8′, both sides	8′, both sides	5′, both sides	5′, both sides
Sidewalks/Shared-Use Path	6′, both sides	6′-8′ both sides w/2′ striped buffer	10′, both sides	10′-12′, both sides	6′,-10 both sides	6′-10′ both sides
Bicycle Lanes	No	6′, both sides	No	No	6′, both sides	6′, both sides
Buffer (Sidewalk to ROW line)	---	5′ both sides	5′ both sides	8′ both sides	2′-5′ both sides	2′-5′ both sides

Active Transportation

Active transportation refers to any mode of transportation that involves physical activity as the primary means of travel. It emphasizes human-powered mobility over motorized vehicles like cars or buses. Walking, cycling, rollerblading, and skateboarding are all examples of active transportation.

Throughout the community engagement process for the City of Lockhart, citizens called for roads that de-emphasized vehicular flow and gave higher priority to other modes of transportation, such as walking, biking, and other active transportation options. Additionally, citizens called for additional connections to key natural and recreational assets throughout the City, including Lockhart's public parks and the Lockhart State Park.

To address these concerns, the planning team created an Active Transportation Plan (Map 27) that includes an existing and proposed trail network that would achieve the community's vision of a safer and more connected transportation system.

Implementing an Active Transportation Plan

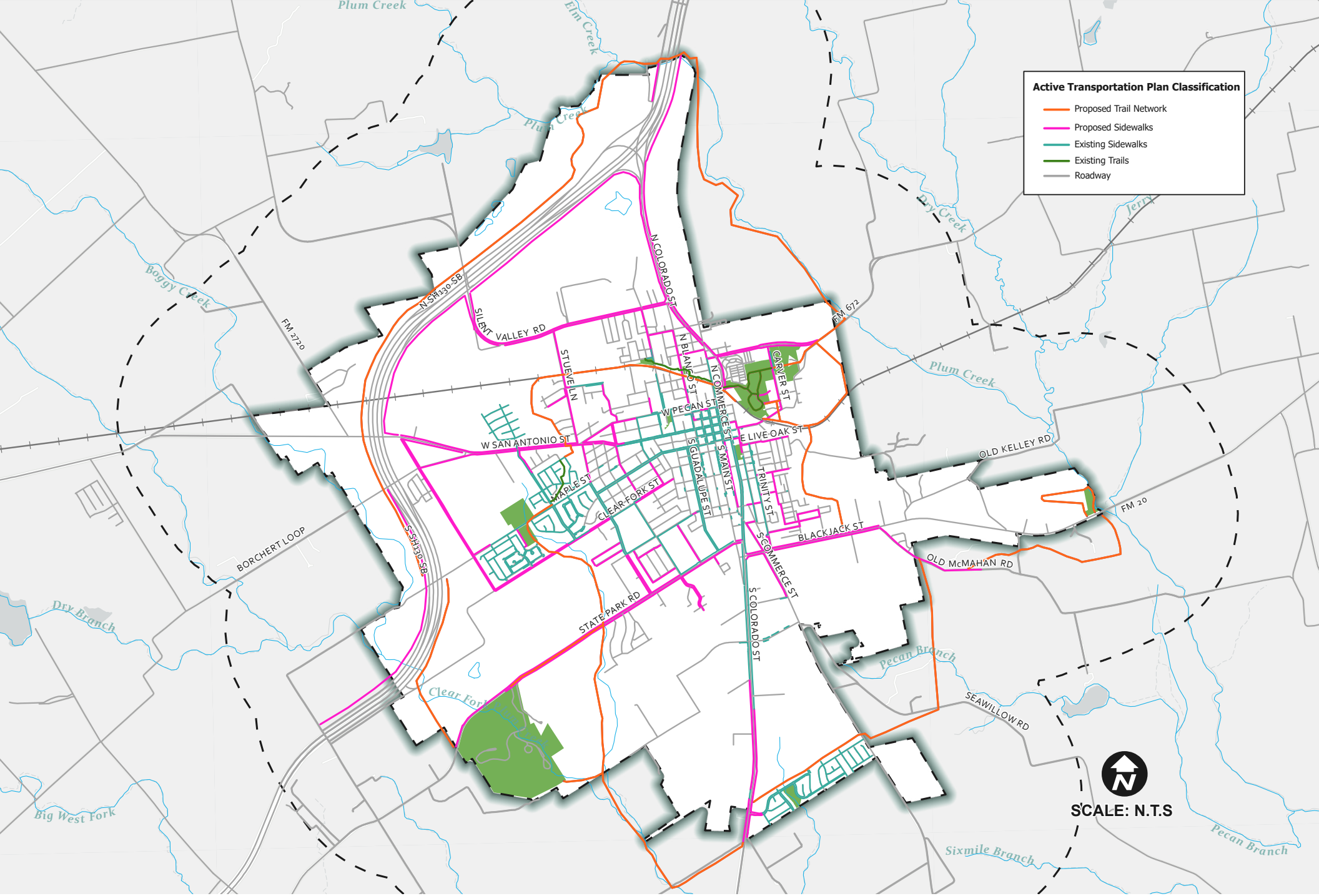
- **Holistic Approach:** Take a comprehensive view of transportation planning that considers the needs of pedestrians, cyclists, and motorists. Ensure that active transportation is integrated into broader transportation and land use planning efforts.
- **Data Driven Decisions:** Prioritizing active transportation can often feel daunting as it may be a paradigm shift from an auto-centric planning approach. Therefore, it is crucial to base planning and implementation decisions on reliable data and evidence, including traffic counts, crash statistics, demographic information, and public input. Use data to identify priority areas for investment and measure the effectiveness of interventions over time.
- **Incremental Implementation:** Start with small-scale, low-cost interventions to test ideas and build momentum. Implement pilot projects or temporary installations to gather feedback and evaluate effectiveness before committing to larger-scale investments.
- **Community Engagement:** Involve community members in the planning, design, and implementation process to ensure that projects reflect local priorities and values. Seek input from diverse stakeholders, including residents, businesses, advocacy groups, and local government agencies. Education should be a significant portion of engagement efforts as residents may need additional information and context to help elected officials make transportation policy decisions that accomplish the community's vision and goals.
- **Monitoring and Evaluation:** Establish mechanisms for monitoring and evaluating the performance of active transportation projects. Measure indicators such as mode share, safety outcomes, accessibility, and user satisfaction to track progress and inform future decision making.

Bikeway Design Standards

Table 15. Bikeway Design Standards

Roadway Context				Bicycle Facility
Target Motor Vehicle Speed	**Target Motor Vehicle Volume (ADT)**	**Motor Vehicle Lanes**	**Operational Considerations**	
Any	Any	Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts	Protected bicycle lane
< 10 mph	Less Relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Bicycle boulevard
≤ 20 mph	≤ 1,000 - 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Conventional or buffered bicycle lane, or protected bicycle lane
≤ 25 mph	≤ 500 - 1,500			Buffered or protected bicycle lane
	≤ 1,500 - 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Protected bicycle lane
	≤ 3,000 - 6,000			
	≤ Greater than 6,000			
	Any	Multiple lanes per direction		
> 26 mph	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected bicycle lane or reduce speed
		Multiple lanes per direction		Protected bicycle lane or reduce to single lane & reduce speed
	> 6,000	Any	Any	Protected bicycle lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike path with separate walkway or protected bicycle lane
			Low pedestrian volume	Shared-use path or protected bicycle lane

Source: NACTO, Urban Bikeway Design Guide



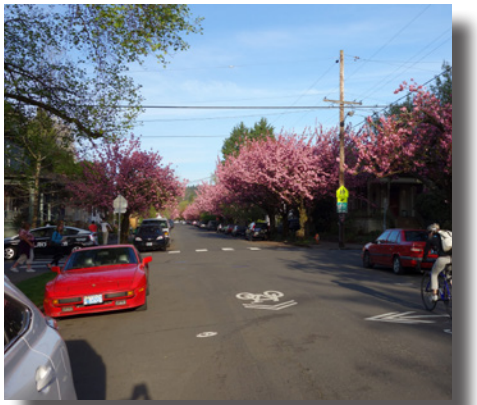
Map 27. City of Lockhart 2024 Active Transportation Plan

Bikeway Design Examples

Detailed bikeway design standards are essential for ensuring the safety, functionality, and accessibility of bicycle infrastructure across various urban environments. While it is important to determine which types of bike facilities are appropriate for different functional classes of roads, such as bike lanes, shared lanes, or protected bike lanes, more detailed standards provide specific guidelines on design elements like lane width, buffer zones, intersection treatments, and signage placement.

Protected Bicycle Lane

Bicycle Boulevard



Source: NACTO, Urban Bikeway Design Guide

Conventional Bicycle Lane

Bike Path with Separated Walkway

Source: Small Town and Rural Design Guide

Shared-Use Path

Source: TxDOT

Regional and Public Transit in Lockhart

Despite the fact that Lockhart is a relatively rural city in Texas, it still has significant demand for regional and public transit amongst its residents. The primary regional transit system that serves Lockhart is CARTS, which provides transportation to nine counties for communities with fewer than 50,000 population.

Regional transit systems in rural or semi rural areas are essential for ensuring access to healthcare, education, and employment, thereby enhancing residents' quality of life. Healthcare related trips are especially crucial for Lockhart's aging population as the City lacks a large hospital that can provide a wider variety of specialized services and procedures.

Additionally, regional systems such as CARTS help provide reliable transportation for those who might not have access to private vehicles, which can help workers get to jobs or gain access to basic goods and services.

Existing Network

The CARTS regional transit network is currently comprised of nine interurban fixed routes that span across the majority of the nine-county service area. The primary fixed route that serves Lockhart is the orange route that goes between Luling and Austin, with stops at the Lockhart H-E-B and Walmart along US 183 (Colorado Street). There is also CARTS curb-to-curb service that is provided via the Country Bus and the "CARTS *NOW"* programs.

The primary "Country Bus" routes include curb to curb trips to Luling, Kyle (Seton Medical), and San Marcos. The "CARTS *NOW"* program provides curb to curb service trips within the City of Lockhart.

Proposed Network

The Current vision for CARTS is to expand the "CARTS *NOW"* program to cover the population centers across all nine counties Additionally, there are two proposed bus express routes that are identified to go between Lockhart-San Marcos and Lockhart-Austin.

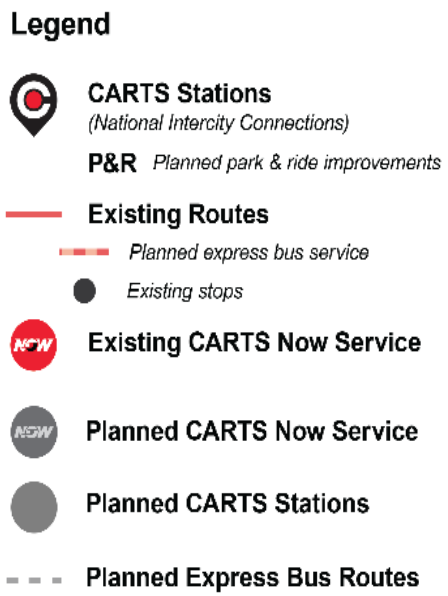
Ridesharing

Ridesharing plays a critical role in modern transportation networks by enhancing accessibility and mobility, particularly in underserved areas and during off-peak times, effectively filling service gaps that traditional regional transit might miss. It provides cost savings for both users and transit authorities by reducing the need for extensive, less frequented routes and leveraging dynamic pricing to manage demand.

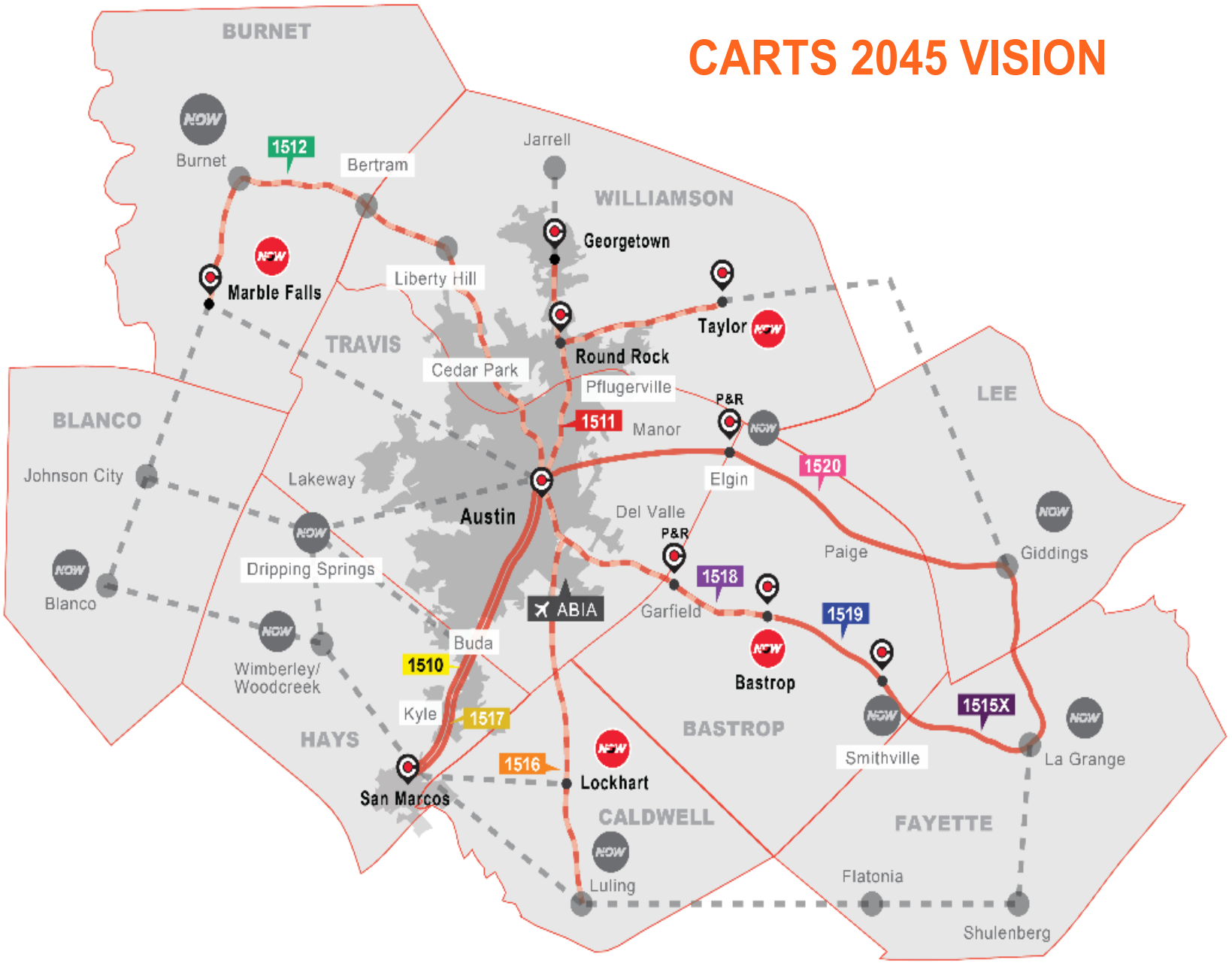
Ridesharing is especially valuable for solving first-mile/last-mile connectivity issues, bridging the gap between public transit stops and passengers' final destinations, thus enhancing the overall usability of Lockhart's transit system. Within the City of Lockhart popular applications such as Uber and Lyft are available to help residents make trips that fall outside the operating hours or area of the CARTS system.

Figure 36. CARTS 2045 Network Plan (opposite page)

Source: CARTS



CARTS 2045 VISION




Buffalo Clover
FLORIST
101
GIFTS
OPEN
home
goods
Buffalo Clover
Buffalo Clover

ECONOMIC DEVELOPMENT

LOCKHART LOOKING FORWARD

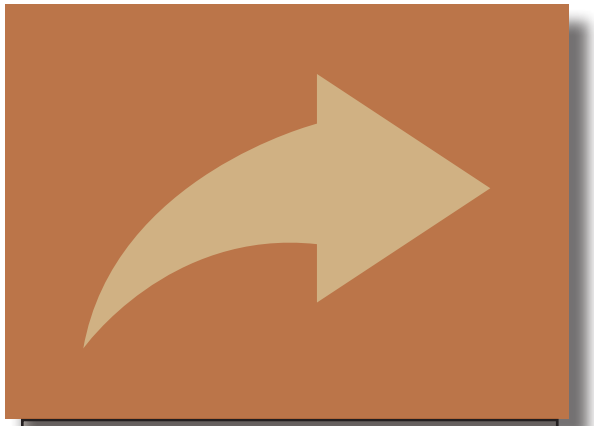
Guiding Principle: Promote a robust local economy through business growth and job creation that uplifts the entire community.

Inventory Lockhart's Assets & Character

Understanding Lockhart's unique assets and character is essential for shaping its economic future. This involves identifying key strengths such as local businesses, historic sites, cultural heritage, and natural resources. By cataloging these assets, Lockhart can better appreciate what sets it apart and use this foundation to build a vibrant, distinctive economy that respects the community's identity.

Leverage Assets without Diminishing their Quality

Maximizing Lockhart's economic potential means leveraging existing assets in ways that enhance their value without compromising their quality. This approach focuses on sustainable development, encouraging growth that respects the community's heritage, environment, and local charm. By promoting responsible use of assets, Lockhart can create opportunities that benefit residents and attract new investment while preserving what makes the City special.



Economic Growth that Move Us Forward

Driving economic growth in Lockhart is about creating a balanced, forward-looking strategy that supports business development, job creation, and community prosperity. By fostering a diverse economy, investing in local talent, and supporting innovation, Lockhart can pave the way for a thriving future that benefits all residents. This growth strategy ensures that economic development moves the city forward, enhancing the quality of life for all residents.

WHAT WE'VE HEARD:

Below is a selection of quotes we have received from residents and community members throughout the engagement for this process. These selections were chosen because they represent recurring themes we heard during engagements.

"Entertainment for kids and teenagers."

"Rising rent and soaring inflation for micro business owners."

"Need festivals that draw hotel/STR stays overnight. Create opportunities for heads in beds."

"Local talent."

"Variety in cultural venues."

"Put real meaning behind history."

Arts & Music and Downtown tied for #3 in the elements community members wanted to see most prioritized in City investments.

Hotel & Events Center and Nature Tourism were the top two items selected when asked "What Elements Would Enhance Lockhart's Arts and Culture."

Community gathering spaces and pedestrian crossings were the top two elements noted that would enhance Downtown.

Economics & Resilience Connection

Strengthening the resilience of economic systems utilizes community growth to verify economic activities are strong and adaptable, meeting the desired needs and amenities desired by the community.

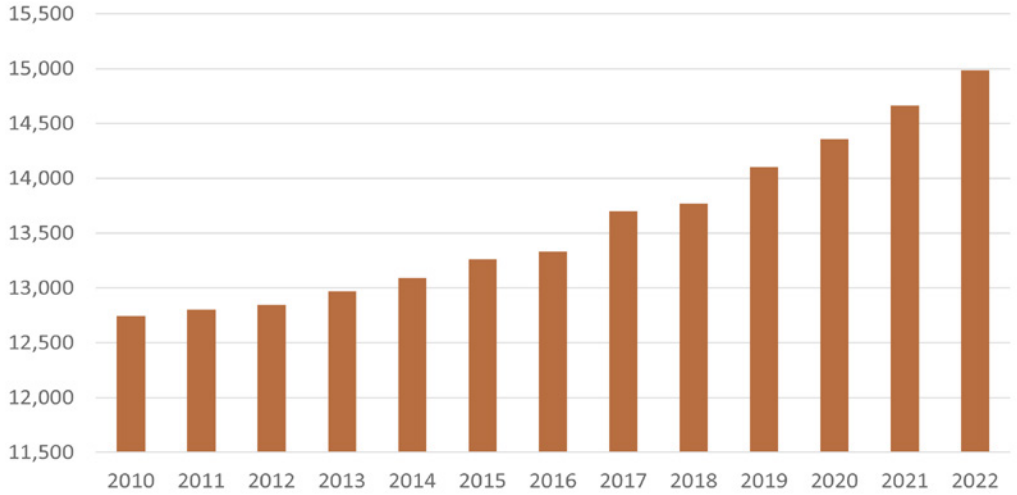
BACKGROUND INFORMATION

Demographic & Economic Profile

As the county seat of Caldwell County, Lockhart is the economic and cultural hub for the region. Since 2010, the City of Lockhart's population has increased by 17.6%, adding more than 2,200 new residents. The 2022 population estimate for Lockhart is 14,985 residents. As a point of reference, Caldwell County's population expanded by 25.6% over this period. Despite this growth difference, Lockhart still represents about one-third of the county's overall population. Lockhart's population growth is behind peer communities such as Bastrop, San Marcos, and Seguin.

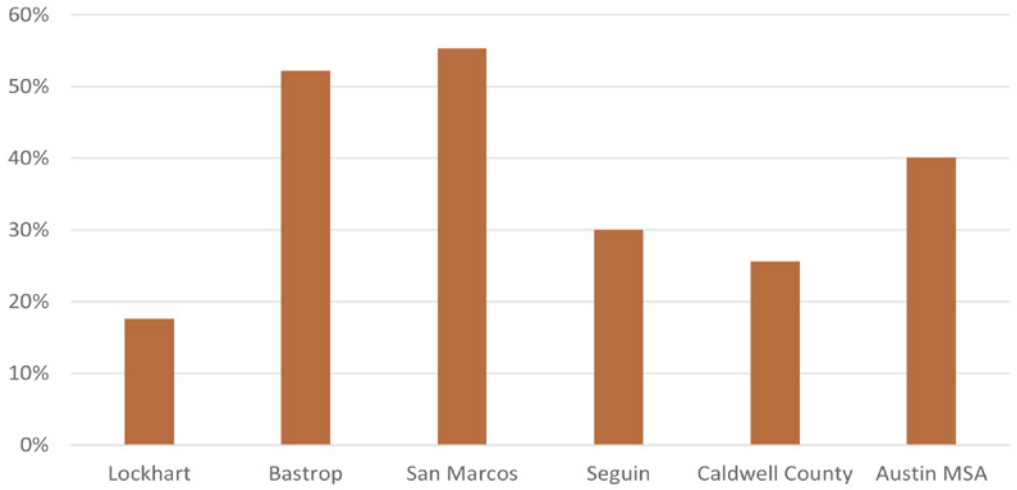
Based on a review of U.S. Census data, people moving from other locations within Texas have driven Lockhart's growth. In 2022, 6.9% of residents indicated they had moved to the City from another county in Texas over the past year. According to IRS migration data for 2021, 56.7% of people who moved to Caldwell County were from Travis or Hays Counties. These two datasets highlight that Lockhart and Caldwell County are primarily attracting existing Central Texas residents. Over the coming decades, a large percentage of Lockhart growth will be influenced by people relocating from within the five county Austin Metropolitan Statistical Area (Austin MSA) versus natural changes.

Figure 37. Lockhart Population Growth



Source: U.S. Census Bureau

Figure 38. Regional Population Growth (2010 to 2022)



Source: U.S. Census Bureau

Lockhart-Based Employment

Total employment at businesses located within Lockhart has expanded over the past decade. In 2024, there are approximately 6,000 jobs at Lockhart-based employers. The largest employers are Lockhart Independent School District, Wal-Mart, Serta Dormae Manufacturing, Management & Training Corporation, and H.E.B. Food Store.

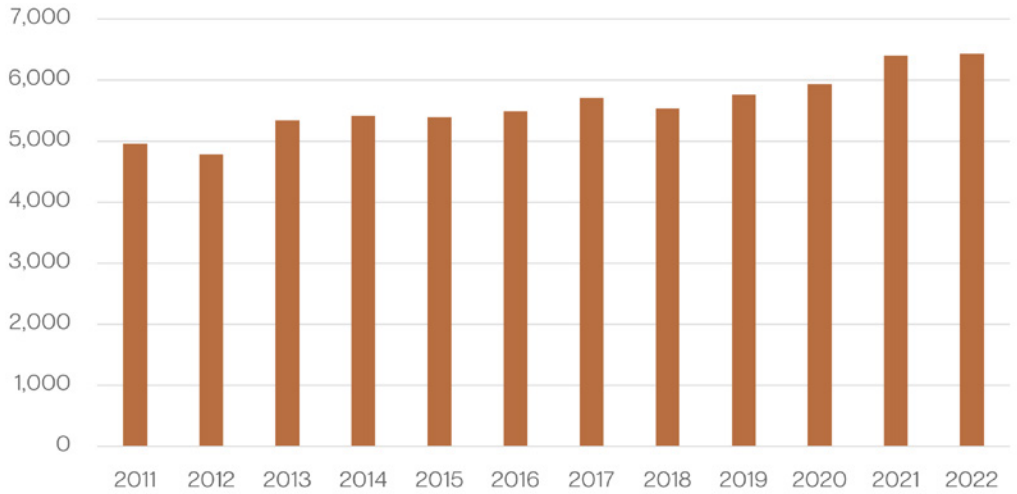
Note, employment estimates for small cities such as Lockhart vary since there is no current public sector dataset. Therefore, studies typically rely on third-party estimates. *Lockhart's Next Chapter: A Targeted Business Strategy Refresh* study uses a Lockhart employment estimate of 5,169 for Q3 2022.

Labor Force Participation

The number of Lockhart residents in the labor force has increased over the past decade at a faster pace than population growth. In 2022, the U.S. Census Bureau reported that 6,429 Lockhart residents were in the labor force. The City's unemployment rate for 2022 was 1.3%, significantly below the peak of 10.4% in 2012.

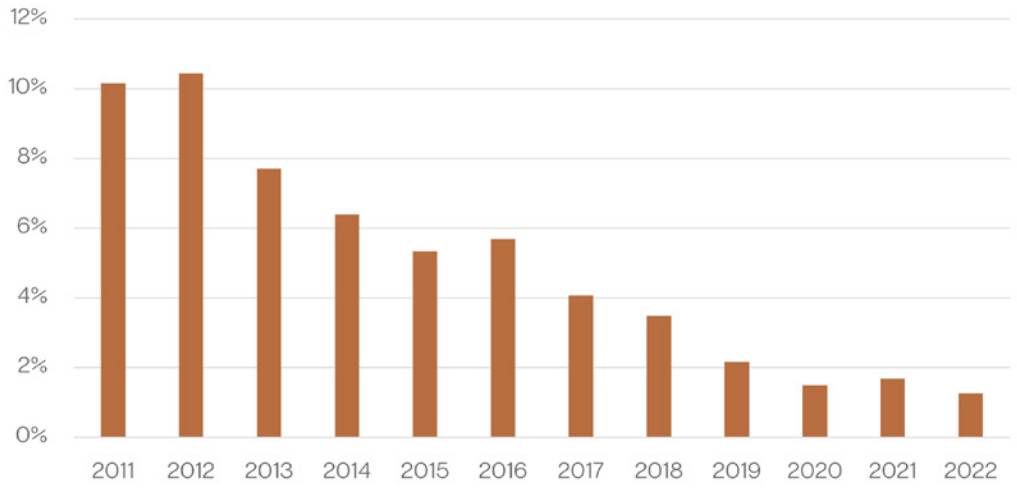
Lockhart's economy and unemployment rate are linked to the greater Austin MSA economy. Lockhart residents work in various industries, such as construction, education, retail trade, and professional services. As regional economic activity expands or contracts, these effects ripple across the region. High in-migration of working aged adults should continue to increase the local labor supply.

Figure 39. Employed Lockhart Residents



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

Figure 40. Lockhart Unemployment Rate



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

Table 16. Employment Levels by Business Establishment Location (2023)

NAICS	Description	Lockhart	Bastrop	San Marcos	Seguin	Caldwell County	Austin MSA
11	Agriculture, Forestry, Fishing and Hunting	0	2	105	23	42	1,698
21	Mining, Quarrying, and Oil and Gas Extraction	16	4	2	66	96	1,936
22	Utilities	60	31	38	368	81	3,535
23	Construction	107	203	639	710	462	55,753
31-33	Manufacturing	697	88	1,839	3,941	1,577	73,457
42	Wholesale Trade	476	186	929	2,665	645	26,895
44-45	Retail Trade	611	1,935	6,710	2,277	1,020	120,965
48-49	Transportation and Ware-housing	34	57	803	217	618	19,656
51	Information	47	89	397	208	65	45,150
52	Finance and Insurance	151	242	577	417	222	36,450
53	Real Estate and Rental and Leasing	88	238	899	383	150	36,163
54	Professional, Scientific, and Technical Services	161	221	995	363	303	90,993
55	Management of Companies and Enterprises	18	9	39	30	18	2,168
56	Administrative and Support Services	276	34	558	96	323	27,523
61	Educational Services	1,015	981	5,467	1,502	1,435	102,983
62	Health Care and Social Assistance	708	1,504	4,022	1,994	1,508	117,694
71	Arts, Entertainment, and Recreation	45	110	554	152	105	19,479
72	Accommodation and Food Services	676	1,129	5,647	1,507	1,166	111,850
81	Other Services (except Public Administration)	235	551	1,364	705	504	60,711
92	Public Administration	470	710	3,213	1,314	702	80,100
99	Unclassified Establishments	141	85	90	20	167	7,476
	Total	6,032	8,409	34,887	18,958	11,209	1,042,635

Source: ESRI; Data Axle; TXP, Inc.

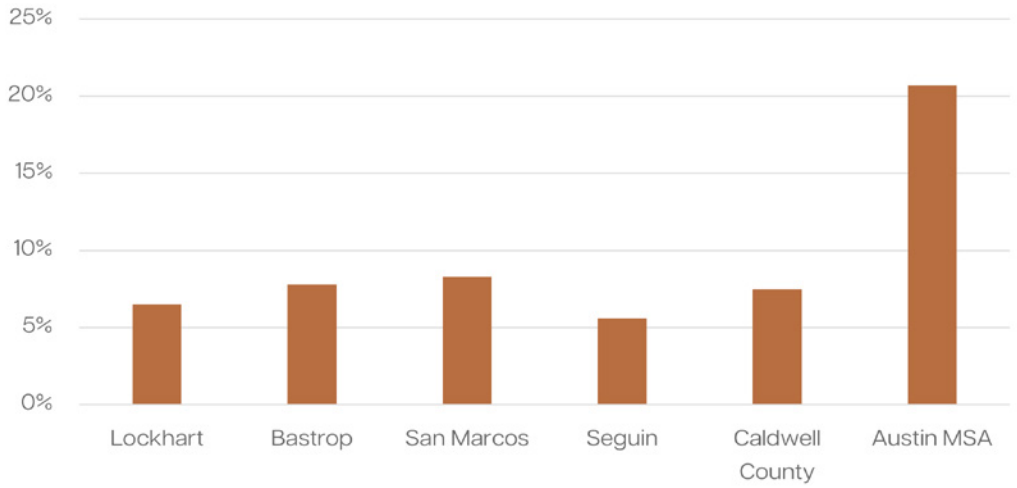
Where Residents Work

Another metric used to evaluate the health of a labor market is the share of local jobs held by residents. This can be evaluated using two statistics: 1) the percent of Lockhart residents who work in the City and 2) the percent of overall jobs in the City held by Lockhart residents. In 2022, 36.7% of Lockhart residents indicated they worked at a job within their place of residence. This implies about 4,000 residents commute outside the City each day for work.

In a large metro area, it is not unusual for a significant number of people to commute for work. Based on data from the U.S. Census Bureau LEHD program, about 75% of employees at Lockhart-based businesses commute to the City each day for work. This indicates Lockhart-based businesses can draw upon a regional labor market without over relying on existing residents.

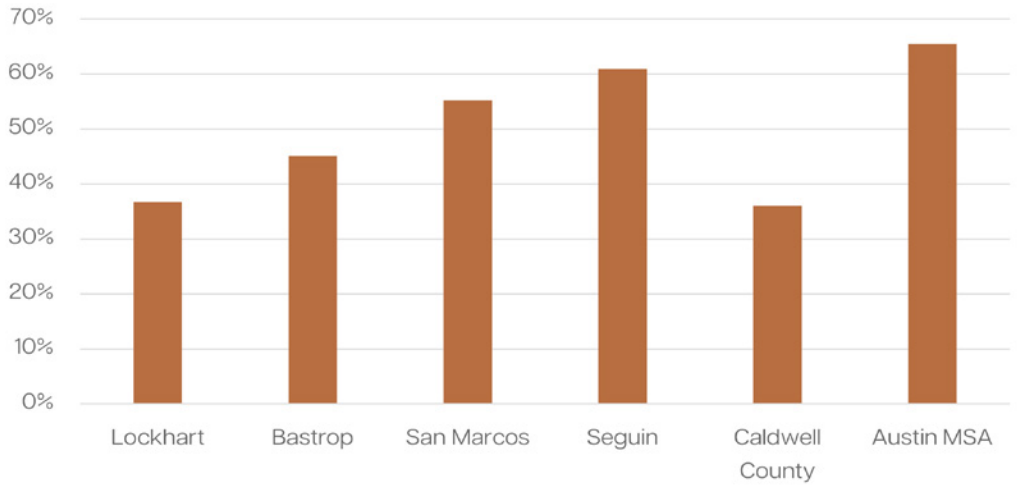
For 2022, 6.5% of Lockhart residents worked from home. This is a smaller percentage than the regional averages for Caldwell County and the Austin MSA. Remote or work-from-home jobs tend to be professional services jobs that pay high wages. However, more and more companies are asking employees to return to the office a few days a week.

Figure 41. Percent of People Who Worked from Home



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

Figure 42. Percent of People Who Worked in their Place of Residence



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

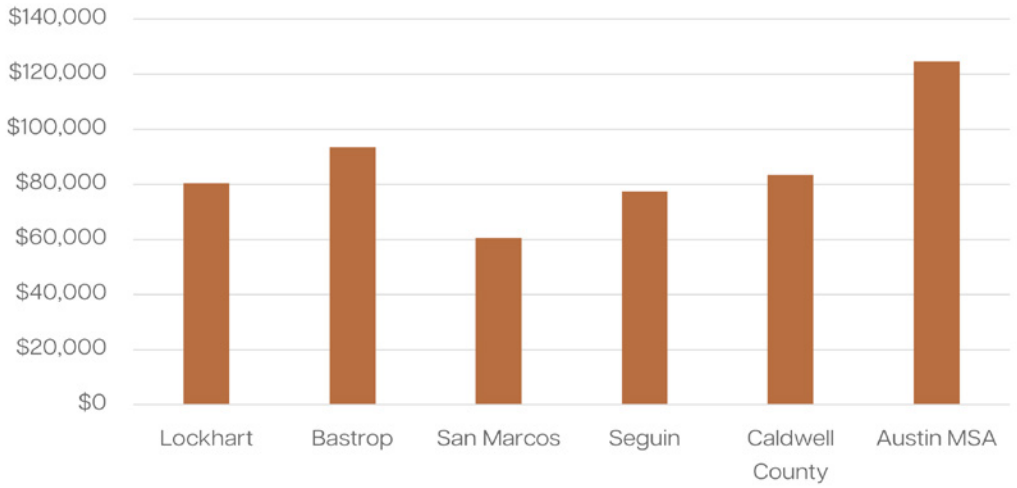
Wages & Income

Income levels also drive housing prices, retail sales, and overall prosperity. In 2022, Lockhart's median household income was $68,270. The per capital income level for 2022 was $27,759. Overall, Lockhart's wage and income levels are consistent with peer communities but behind the Austin MSA averages.

In Central Texas, there is a correlation between education levels and income across jurisdictions. Higher levels of education typically lead to better-paying jobs that require specialized skills and knowledge. Regions with higher concentration of educated individuals, such as Austin and its surrounding areas, often attract industries and businesses that offer higher wages and contribute to economic growth.

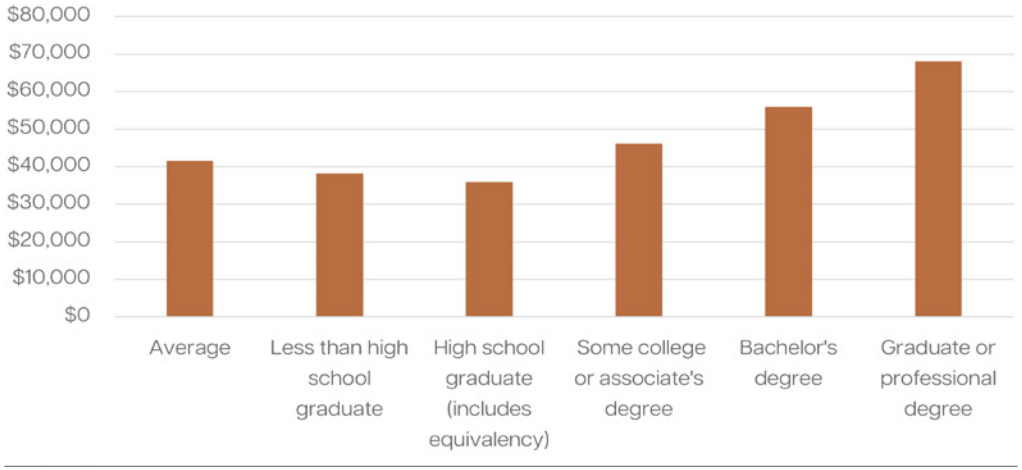
This trend underscores the importance of education in fostering economic resilience and social mobility, while areas with lower educational attainment may face challenges related to lower incomes and limited job opportunities in higher-paying sectors. Efforts to improve education access and attainment can therefore play an important role in reducing income disparities and promoting overall economic prosperity.

Figure 43. Average Household Income



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

Figure 44. Earnings by Educational Attainment

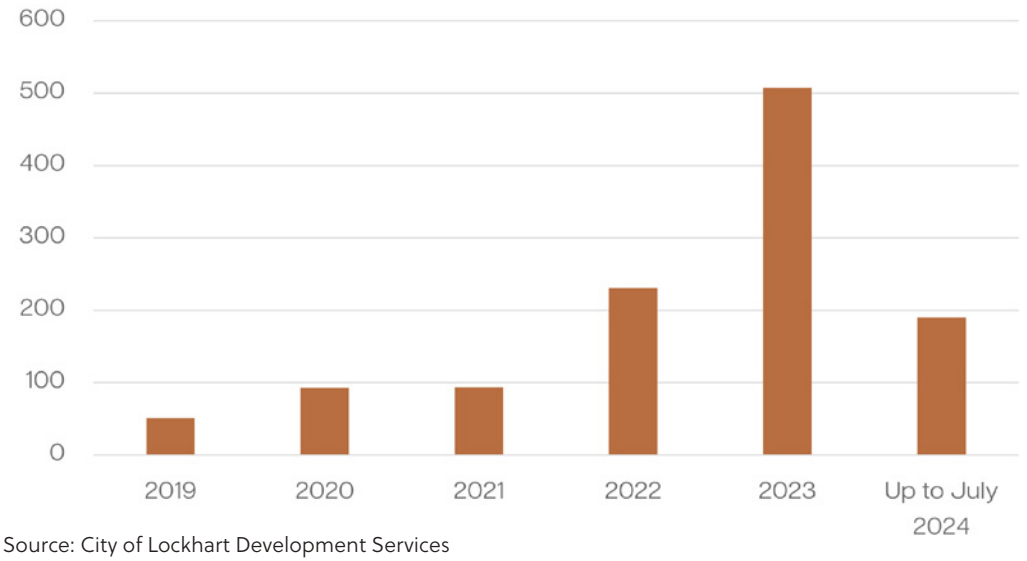


Source: U.S. Census Bureau - American Community Survey (ACS)

Residential Real Estate

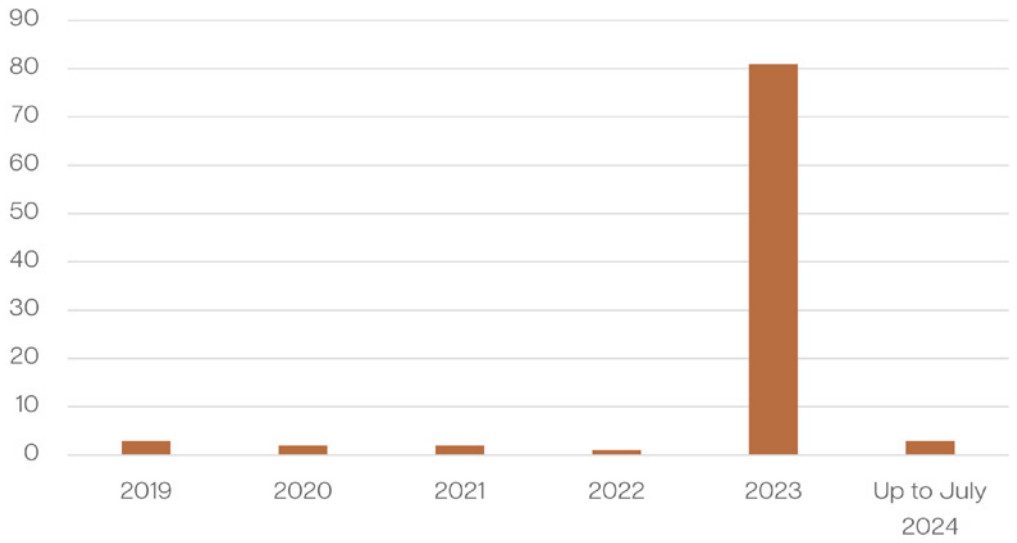
Single-family housing permits and sales tend to be correlated with population growth. Since 2019, 1,166 single-family housing units have been permitted. According to data from Redfin, the median sales price of a Lockhart home has increased from $110,000 in 2012 to $290,000 in 2024. This far outpaces the growth in local income levels. Relative to other peer communities within the region, Lockhart housing costs are similar, but much less expensive than Travis County. Likely related to increasing interest rates and building material costs, the cost of homes sold in Lockhart have decreased from the peak in 2022, but overall home sales remain strong.

Figure 45. Single-Family Units Permitted



Source: City of Lockhart Development Services

Figure 46. Duplex and Multi-Family Developments Permitted



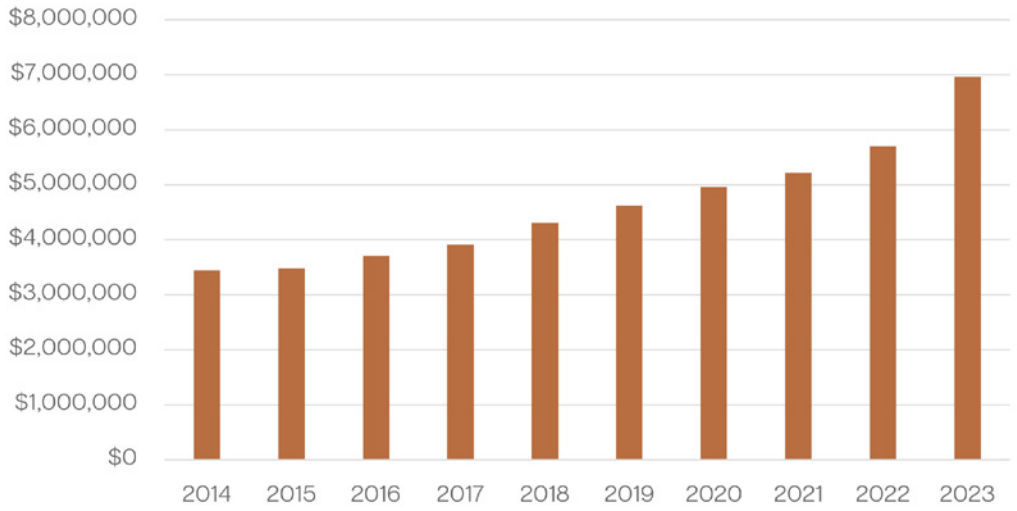
Source: City of Lockhart Development Services

Tax Revenue

Over the past decade, Lockhart's property tax revenue has doubled. In fiscal year 2023, property tax revenue was $7.0 million. Sales tax revenue has also been growing in Lockhart. For fiscal year 2023, sales tax collections were $2.3 million. Between fiscal year 2014 and fiscal year 2023, sales tax revenue increased by 96.3%.

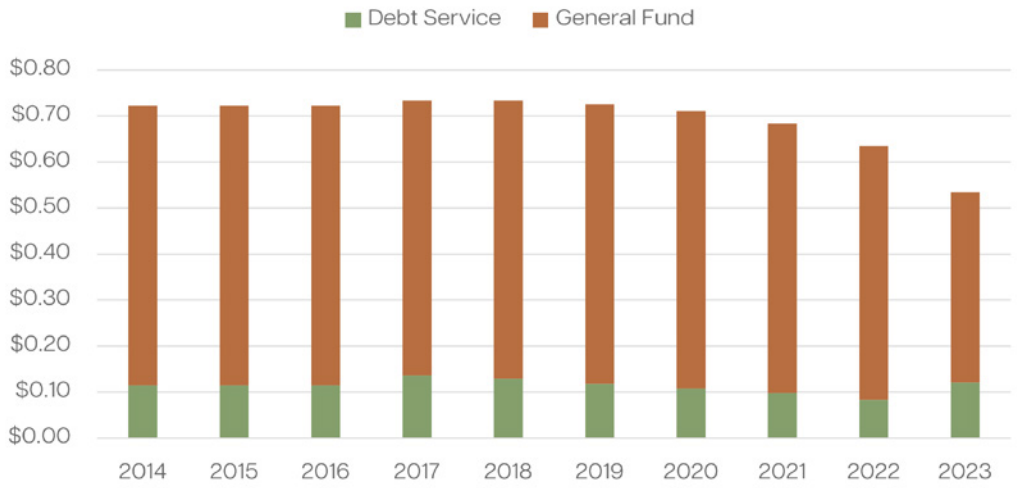
For fiscal year 2023, hotel occupancy tax revenue was $0.2 million. Lockhart's total tax revenue for fiscal year 2023 was $10.3 million. Using the Governor's Economic Development and Tourism Department estimate of $0.5 million; tourism activity is responsible for approximately 5.1% of city tax receipts.

Figure 47. Lockhart Property Tax Revenue



Source: City of Lockhart 2023 Annual Comprehensive Financial Report

Figure 48. Lockhart Property Tax by Year



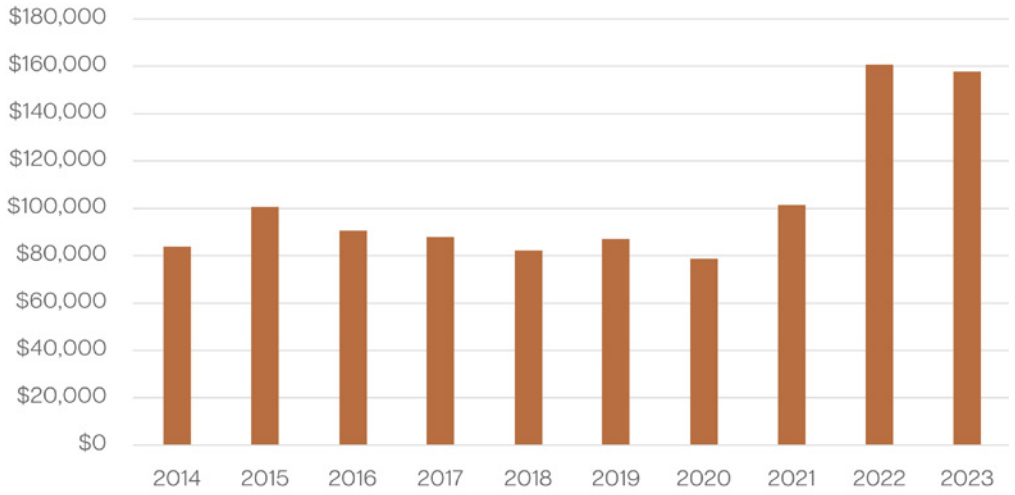
Source: City of Lockhart 2023 Annual Comprehensive Financial Report

Visitor Activity

Visitor activity (historically related to barbecue) plays a significant role in the Lockhart economy. According to the Governor's Economic Development and Tourism Department, direct tourism spending in Lockhart grew from $12.5 million in 2010 to over $17.8 million in 2023. In 2023, tourism spending supported over 110 local jobs, $5.4 million in direct earnings and $0.5 million in local tax receipts. These figures likely undercount the true impact of tourism. A visitor is typically defined as a person who travels at least 50 miles one-way. Therefore, these studies would not count day trippers from Austin, New Braunfels or San Marcos.

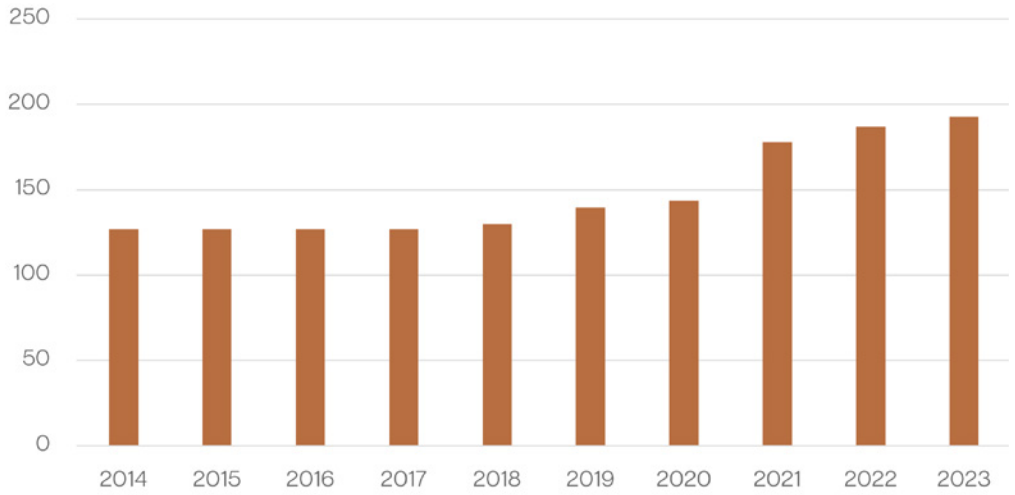
One gap in Lockhart's visitor ecosystem is hotel rooms. According to Source Strategies, there are less than 200 total hotel rooms in the City. This shortage presents a challenge for accommodating the increasing number of tourism and visitors, especially during peak seasons and major events. As tourism continues to grow and attract more visitors, the insufficient hotel room supply could potentially limit the City's ability to fully capitalize on the economic potential from tourism spending. Addressing this gap by expanding the number and variety of accommodations could not only enhance visitor satisfaction but also bolster local economic benefits, including job creation and increased tax revenue.

Figure 49. Hotel Occupancy Tax Collections



Source: City of Lockhart 2023 Annual Comprehensive Financial Report

Figure 50. Number of Available Hotel Rooms



Source: Source Strategies

Table 17. Tourism Activity In Lockhart

Year	Total Direct Travel Spending	Total Direct Earnings	Total Direct Employment	Local Visitor Tax Receipts
2006	$10,128,760	$2,260,061	90	$176,744
2007	$11,669,636	$2,563,411	100	$205,534
2008	$13,222,125	$2,777,017	100	$219,727
2009	$11,466,613	$2,965,000	100	$237,120
2010	$12,458,248	$2,883,990	90	$240,512
2011	$13,522,578	$3,061,301	90	$252,018
2012	$13,364,622	$3,046,404	90	$250,075
2013	$12,378,689	$2,765,321	80	$242,509
2014	$12,590,127	$2,983,973	80	$272,279
2015	$12,628,472	$3,559,221	90	$295,464
2016	$12,150,798	$3,656,644	90	$290,933
2017	$13,020,987	$3,459,375	90	$310,877
2018	$13,555,231	$3,423,706	90	$322,655
2019	$13,458,346	$3,610,197	90	$336,082
2020	$11,251,591	$3,334,282	80	$299,827
2021	$14,301,148	$4,066,333	90	$397,317
2022	$17,795,133	$5,090,938	110	$491,049
2023	$17,838,966	$5,408,952	110	$523,964

Source: State of Texas, Office of the Governor, Economic Development & Tourism

HISTORIC & CULTURAL ASSETS

History and culture are important aspects to the Lockhart community. In order to understand and support these, we first must understand the existing historic and cultural assets in the City.

An important note is that history and culture are not held just in these physical assets. Often when referencing a City's "culture", people are actually talking about the intangibles of their community, such as pride, stewardship, values, and a sense of community. If these things exist strongly within the community members and leaders, then it is expected that it will also be reflected in the built environment via investment and high maintenance standards.

Strategies to promote and focus on uplifting local businesses and talent will go a long way in preserving the history and culture Lockhart residents love. Additionally, when making economic development and recruitment decisions, one consideration should be to what extent the incoming business or employer will be supportive of existing small businesses and local workers.

Cementerio Navarro Histórico

This cemetery has been a part of the community in Lockhart since around 1900 and has served primarily Hispanic and Roman Catholic residents, with a number of community leaders being interred here. In 2005, descendants of the interred formed the Cementerio Navarro Association to restore and maintain the burial ground. The association named this site Cementerio Navarro Histórico after the noted Tejano statesman and signer of the Texas Declaration of Independence, José Antonio Navarro.

Downtown Lockhart

Lockhart is the county seat of Caldwell County and boasts a traditional small-town Texas courthouse square. The blocks surrounding the development host a variety of unique local shops and restaurants in historic storefronts. The Historical Commission, City and EDC have Business Improvement & Growth (BIG) Grant fund available to improve the appearance of downtown businesses and buildings, such as cosmetic and safety upgrades, renovating or restoring exterior facades and signage, and improving lighting and life-safety systems. The City is also undertaking the Downtown Revitalization Project, which focuses on the nine-block area of the historic downtown and includes utility, drainage, street, hardscape, pedestrian access, landscaping, and traffic improvements.[1]

Caldwell County Courthouse

Completed in 1894, this is often called the most photographed courthouse in Texas. Architectural features include distinct mansard roofs and a high central tower and materials of Muldoon limestone with red Pecos sandstone trim. This is referred to as the second empire style and was popular in buildings during this period. A complete historic restoration was completed in the spring of 2000.

1 Source: https://lockhartedc.com/site-selectors/downtown-revitalization

Caldwell County Jail Museum

The Caldwell County Jail Museum is housed in the historic 1909 jail that was in use until 1982. The museum sits east of downtown and is open on weekend afternoons. The museum is run by the Caldwell County Historical Commission and displays various aspects of Caldwell County history as well as preserved historic jail cells. Architectural interest includes a red brick castellated building with limestone details.[2]

2 Source: http://www.caldwellcountyhistoricalcommission.org/whoweare.html

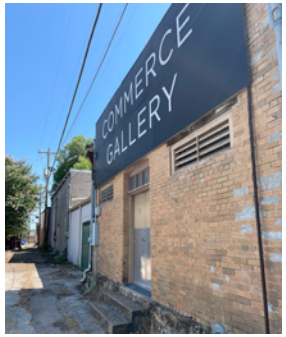
Dr. Eugene Clark Library

Dr. Clark, a Tulane Medical School graduate, practiced medicine in Lockhart for 13 years before continuing his career throughout the U.S. and Europe. Upon his death, he donated $10,000 to the people of Lockhart for the construction and maintenance of the town's library, which opened in 1900 and is the oldest continuously operating library in Texas. Architecturally unique, the building features Classical Revival elements, including a Greek layout, a domed top, stained-glass windows, and original woodwork. It has long served as a library and cultural hub, hosting local events, concerts, and even presidential speeches. Today, the library continues to support the informational and recreational needs of Lockhart and Caldwell County residents. The Lockhart City Council and Boards and Commissions also hold their meetings in the upper floors of the building.[3]

Downtown Art Galleries and Studios

Downtown Lockhart boasts a variety of art studios and galleries within a few blocks walk of each other. These venues showcase artistic styles and mediums, from traditional paintings to contemporary installations, enriching the City's cultural scene. Beyond display, these galleries engage the community through exhibitions and events, attracting residents and visitors alike. Their proximity encourages foot traffic, enhancing the downtown experience and supporting local businesses.

3 Source: https://www.lockhart-tx.org/page/history_library and https://lockhartedc.com/site-selectors/downtown-revitalization



Tank Town

An abandoned grain elevator about 10 blocks northwest of the square, Tank Town is being transformed into a vibrant community gathering space. The site, dating back to the 1950s, features 22 grain silos (the Tanks) and a large open industrial area (the Assembly Hall). Current uses include rentable event space and a Sunday afternoon beer garden. A recent art activation, in partnership with the local LockhART House, was a success. The historic silos are zoned for office, retail, and residential use, and are seeking partners for renovation into businesses, studios, or creative living spaces.

Community Events and Festivals

Lockhart hosts a variety of community events and festivals throughout the year, offering entertainment for locals and attracting visitors. Regular events include Courthouse Nights and First Fridays, along with annual celebrations like the Chisholm Trail Roundup Rodeo and Festival and the Caldwell County Junior Livestock Show. Seasonal and holiday events are also common, many of which are held in the Historic Downtown.

Gaslight Baker Theatre

A presence in Downtown since its opening in 1920, the theatre has undergone multiple upgrades and renovations over the last century, with the appearance it exhibits today coming from work in the 1950s. Distinctive architectural features include pinkish-tan ceramic tile, an angled front wall, and an enlarged marquee. The last film was shown in 1984, after which the theatre remained closed until its purchase by the Lockhart Community Theater in 1997. It was then remodeled to accommodate live theatrical productions and reopened in October 1998. Today, the theatre hosts movie viewings, live shows and performances and educational offerings such as youth camps and adult workshops.[4]

Lockhart's System of Parks

Lockhart offers a variety of parks and recreational opportunities Assets include the Lockhart State Park, purchased by the state in 1934 with park facilities built by the Civilian Conservation Corps between 1935 and 1938.[5]

4 Source: https://mygbt.org/history/
5 Source: http://www.caldwellcountyhistoricalcommission.org/areasofinterest.html

Emmanuel Episcopal Church

Located in downtown, the church was erected in 1856 and the structure is the oldest Protestant church building west of the Mississippi in use without major modifications. Funds were tight so the Reverend and church members used a type of concrete mixing caliche, sand and gravel, a technique likely learned from local Mexican-American artisans. The result is a Spanish Gothic style structure with two-feet-thick whitewashed walls.[6]

First Christian Church

The First Christian Church is a deep red brick building with natural stone trim erected in 1898. Tom Hodges, architect for Lockhart's courthouse as well as the town jail and library, designed the church.[7]

First Presbyterian Church

In the 1840s several Presbyterians settled in what would become the town of Lockhart and Caldwell County. Lockhart was established as a town in 1852 and Caldwell a county in 1848, and at that time there was no church building in the town. A small group of Presbyterians started financing and constructing churches, erecting the current building in 1914.[8]

6,7 & 8 Source: https://www.lockhartchamber.com/visit-lockhart/historical-landmarks/

Historic Homes

Lockhart features a Historic Downtown District, preserving architectural heritage in the surrounding area. Within a mile of the Downtown Square, in almost every direction, are historic homes. The highest concentration of grand historic homes is along the West SH 142 (San Antonio Street) corridor. Additionally, there are 13 designated historic landmarks in Lockhart, predominantly residential properties.

A. L. Brock Cabin

Located in Lockhart's Lions Park, this log cabin was built in 1850 by one of the town's pioneer leaders, A.L. Brock. Brock also built 12 masonry buildings around the historic square by the year 1901. Established in 2015, the Friends of the Brock Cabin organization was formed with the mission of preserving, restoring and maintaining the cabin, as well as educating the community about its historical significance.[9]

Filming

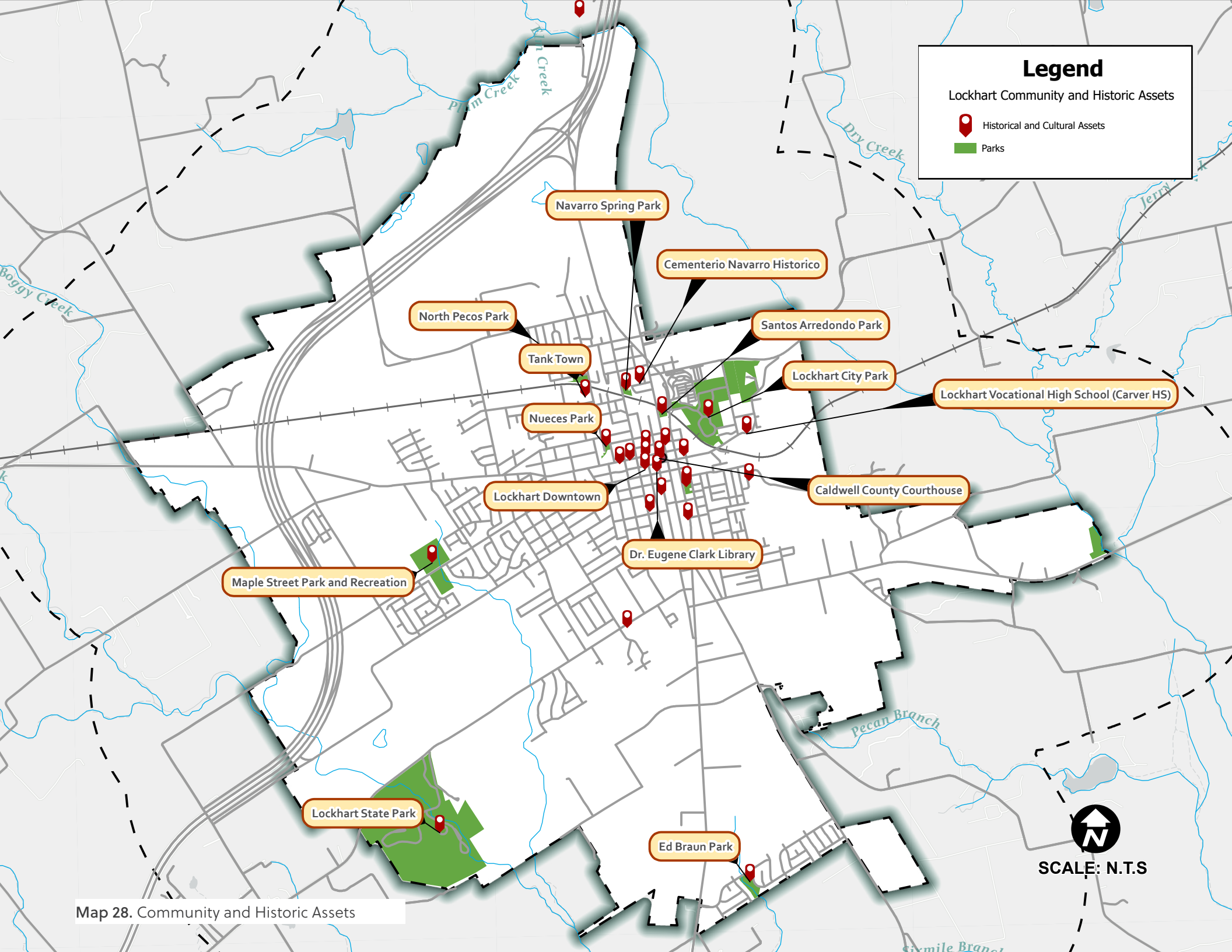
Lockhart has been a popular filming location for movies, TV shows, and commercials since the 1970s. Lockhart is a Film Friendly Texas Certified Community by the Texas Film Commission and has community leaders and EDC staff trained in media industry standards and best practices.[10]

9 Source: http://www.caldwellcountyhistoricalcommission.org/areasofinterest.html, https://facebook.com/BrockCabin, and https://museumdatabase.com/museums/view/30172
10 Source: https://lockhartedc.com/site-selectors/film-in-lockhart

Southwest Museum of Clocks and Watches

One of only three such museums in the United States, the museum started when Gene Galbraith worked on the restoration of the County Courthouse clock in 2006. After opening the courthouse clock tower, Galbraith and his colleagues decided Lockhart was the perfect location for a clock museum, ideally on the square in the shadow of the wonderful clock tower. The museum is now a well-known attraction, drawing visitors from all over the world. The museum has also enacted a Tower Clock Initiative in which its president and volunteers repair defunct tower clocks throughout Texas and beyond.[11]

11 Source: http://www.swmuseumofclocks.org/about.html



Map 28. Community and Historic Assets

ECONOMIC DEVELOPMENT STRATEGIES

Support Implementation of the LEDC Target Industry Plan

The Lockhart Economic Development Corporation (LEDC) is a nonprofit entity funded by the City of Lockhart to generate job growth by attracting new industries and helping existing companies expand. LEDC is governed by a nine-member Board of Directors appointed by the Lockhart City Council. In February 2023, LEDC retained Garner Economics, LLC to update the Target Industry Strategy for Lockhart. The three focus areas noted in that plan are consistent with this Comprehensive Plan and stakeholder feedback:

1. All Things Mega - Large scale manufacturers
2. Industry 4.0 - Auto parts, metal and electronics manufacturing
3. Food Processing - Food and beverage manufacturing
4. Experience Lockhart - Experiential Tourism and hospitality

In addition, as the EDC continues their economic development and recruitment efforts they should keep in mind the following items noted by the community as a part of this Comprehensive Plan effort:

- **Proactive vs. Reactive Recruitment:** recruitment efforts should be proactive in that the EDC is actively seeking businesses that align with Lockhart's values and goals, not just taking any opportunity that comes in the door.
- **Quality vs. Quantity of Jobs:** Lockhart residents realize the power in quality jobs that provide high wages and economic opportunity for locals. They want to see quality jobs prioritized over simply quantity of jobs.
- **Attraction of Medical Services:** the lack of medical services is a major concern among Lockhart residents. Hospitals are not a service traditionally provided by cities; therefore these uses must be attracted to the community via economic development and growth that makes Lockhart an attractive market for them. This includes jobs that supply their employees with medical insurance coverage.

Ensure New Development Pays for Itself

In the face of exponential growth, many communities struggle with development outpacing the construction of adequate infrastructure and provision of city services. This is not only related to the upfront construction of new infrastructure, as the burden of this is often paid for in part or full by developers, but for the City it is more so a question of the funding and staffing availability to perform the necessary ongoing maintenance of these new facilities. Recently roadway, water and wastewater impact fees were adopted to help mitigate the large growth.

Throughout the Comprehensive Plan process, residents noted a desire to see growth that is appropriate for the level of infrastructure and services the City can adequately provide and maintain, that there has been thought and discussion put into the mitigation of any potentially detrimental trade-offs, and that economic development deals are done with careful consideration of the balance of growth with community benefits.

Local Training, Hiring and Upskilling

Investing in skills training programs is essential to address current gaps in vocational education and enhance workforce readiness. These programs provide residents with specialized skills that are in demand locally, empowering them to enhance their skills, connect with meaningful career opportunities, and contribute to the economic vitality of the community.

Collaboration with local industries and educational institutions will ensure that skills training programs are aligned with industry needs. These programs could be in collaboration with the local high school, a local higher education institution, businesses, or any variety of partners looking to be involved. This should be approached from two sides – first communicating with local employers regarding their workforce needs and training or upskilling local workers to better meet those needs, and second, figuring out the skills that exist within the community and targeting the recruitment of employers that align with those skills.

Digital Access & Competencies

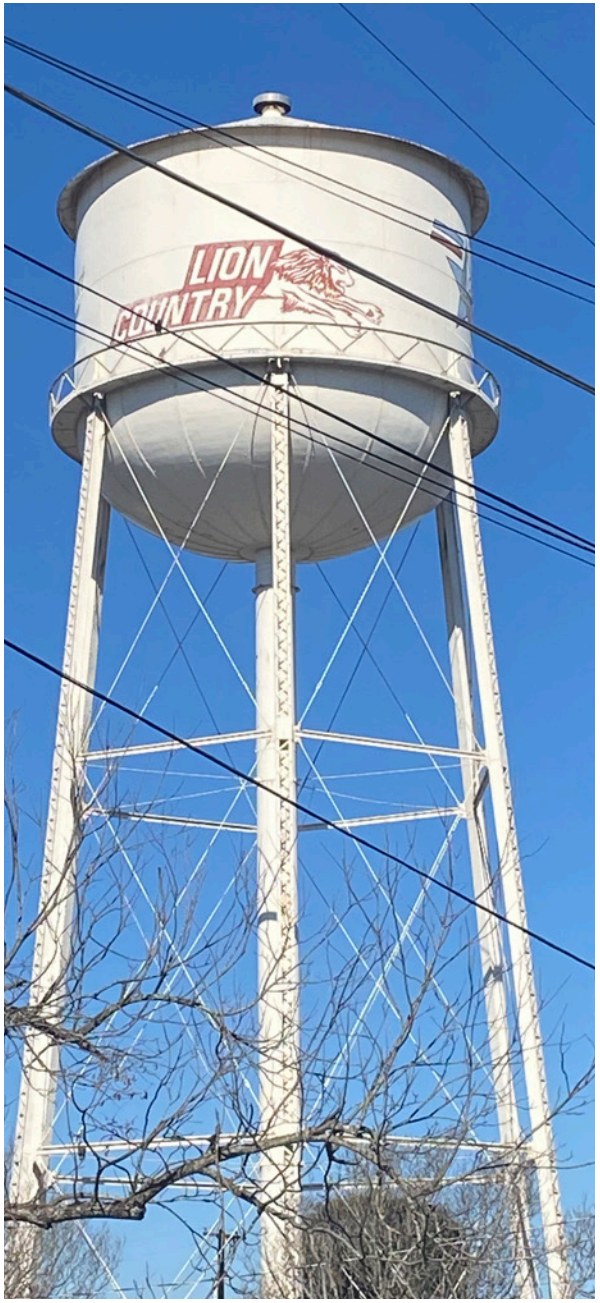
A commitment to implementing targeted digital literacy programs in community hubs like community centers, libraries, and schools provides residents with essential digital access and competencies crucial for taking advantage of local training and upskilling programs. Through strategic collaboration and fostering public-private partnerships between local educational institutions and tech companies, training programs can be cultivated that equip the workforce with in-demand digital proficiencies.

Concurrently, efforts to expand Internet access to under-served areas and provide subsidies for low-income individuals can help to narrow the digital divide and drive economic growth in the community.

Higher Education Initiatives

Bringing a higher education institution to the City would significantly enhance accessible, affordable, and high-quality higher education opportunities to the community. Such an initiative should cater directly to local workforce needs by collaborating closely with the educational institution and local businesses to develop a responsive curriculum that aligns with the evolving demands of key industries in the region. Additionally, the initiative should identify the current skills of the workforce in Lockhart and create programs that specifically build upon those skills.

Strategic partnerships between the City, businesses, government entities and educational institutions will be important in creating tailored programs that prepare students for careers in specific industries. Investment in educational infrastructure will support expanded skilled workforce capacities, fostering an environment conducive to lifelong learning and innovation in Lockhart.



Expand Retail and Business Offerings

Enhancing the retail and business landscape is key for creating a vibrant and self-sustaining community. By expanding and diversifying the retail offerings, the city better meets the diverse needs of residents while reducing the necessity for shopping trips to neighboring communities. This strategy enriches the local economy and keeps sale tax dollars in Lockhart, while also creating more convenient lifestyles, generating local employment opportunities, and enhancing overall quality of life for residents.

This involves identifying strategic locations for retail expansion, optimizing zoning regulations to encourage the types of businesses the City wants, and providing incentives for entrepreneurs and businesses to grow or establish their presence in the community.

Family Entertainment

Through the engagement process, community input expressed a need for family-oriented activities. Introducing family entertainment options in Lockhart aims to enrich community life and bolster local economic activity. By diversifying these types of opportunities, the initiative seeks to cater directly to the needs of families, reducing the necessity for residents to seek entertainment elsewhere. This not only supports local businesses by attracting more visitors and increasing local spending but also fosters strong community ties through shared experiences and activities.

This will be largely driven by market demand and response, but the City can collaborate with developers, property owners and entertainment providers to identify suitable locations and seek opportunities for streamlining regulatory processes and offering incentives, such as tax breaks, to encourage the establishment of new family entertainment businesses.

Support Local and Small Businesses

The community noted a strong desire for small and local business support throughout the engagement efforts for this Plan. The LEDC's Target Industry Plan notes that Lockhart is favorable or showing a positive trend related to access to capital for small businesses and startups or early-stage funding. Below are some additional recommendations.

Support the Creation of a Business Incubator

To help decrease the barrier of entry for local and small scale businesses, the City of Lockhart can implement a business incubator program to help support economic revitalization throughout the City. By repurposing vacant lots or underutilized spaces throughout the City, Lockhart can construct affordable "chalets" or "pop-up" shops that local entrepreneurs can use to test out products at City events or for a limited time. Successful businesses can be further supported by economic gardening programs that may assist in permitting, loan assistance, or business development. This program would help provide local entrepreneurs with a shorter customer feedback mechanism and lower barrier of entry than traditional business development patterns that would require obtaining a lease or ownership of larger, more expensive property than is generally needed for most start-ups.

Incentives for Small Business Retention and Beautification

At the local level, Lockhart currently has one downtown grant program that awards up to $20,000 for property improvements in Downtown Lockhart, additionally it has Chapter 380 Economic Development Agreements, Freeport Tax Exemption, and Chapter 312 Tax Abatement, Chapter 311, Chapter 403 Value Limitation Tax Credits, and Tax Increment Financing. To further bolster support for small businesses, Lockhart could explore additional initiatives. One such initiative could involve expanding the scope and accessibility of the downtown grant program to include funding for marketing and promotional activities aimed at driving foot traffic and increasing visibility for local businesses. Additionally, the establishment of a revolving loan fund tailored specifically to small businesses could provide entrepreneurs with much-needed capital to launch or expand their ventures. Furthermore, the City could consider incentivizing property owners to offer rent discounts or lease incentives to small businesses, thereby reducing overhead costs and encouraging entrepreneurship. Streamlining the permitting process for small businesses, coupled with enhanced business support services and resources, would further facilitate the establishment and growth of local enterprises.

Sustainable Business Retention and Attraction

Lockhart should focus on adopting sustainable business attraction strategies that prioritize long-term community benefits over immediate financial incentives. According to the Center for American Progress's 2018 report entitled "The Realities of Economic Development Subsidies," incentives are often not the deciding factor in where firms choose to locate, with state and local taxes representing less than 2% of business costs. A significant portion of a company's costs, up to 70%, are related to human resources, including wages, benefits, and other related taxes.

These findings suggest that an economic development strategy focused on enhancing quality of life factors, improving workforce education, and supporting local businesses may be more effective in attracting firms that align with the community's vision and goals. To effectively implement these strategies, Lockhart should shift away from "front-loaded" incentives, meaning the City must provide financial support well ahead of realizing any potential benefits from a new company. This front-loading can strain various aspects contributing to the City's quality of life, such as education and infrastructure maintenance.

For instance, Tax Increment Financing (TIF) is an example of a front-loaded incentive where the City invests in infrastructure improvements or other projects upfront, expecting to recoup the investment through increased tax revenues in the future. This aggressive front-loading approach may risk jeopardizing the long-term benefits sought by the City from incentive programs, as potential workers may opt to live in neighboring towns offering a higher quality of life.

Conversely, "back-loaded" economic incentives represent a less significant upfront cost to cities and can include performance-based grants, conditional development fee reductions, workforce training partnerships, shared-use agreements, and support for infrastructure. These incentives prioritize investments that provide lasting benefits to the community, regardless of the success or failure of the business. For example, workforce training programs not only benefit the company but also enhance the skills of the local workforce, improving overall employability and economic resilience. Infrastructure improvements, when carefully planned within the framework of community goals, can enhance connectivity and accessibility for residents and businesses alike.

By strategically aligning economic incentives with community goals and focusing on sustainable development practices, Lockhart can enhance its appeal to businesses seeking a supportive environment conducive to long-term growth and prosperity.

Tourism

Many residents in Lockhart are skeptical of tourism, as they have seen peer communities struggling with the impacts of excessive out of town visitors. However, many locals also understand and embrace tourism's important role in bolstering the vitality of local small businesses, as the support of locals alone may not suffice to sustain their viability. It is essential to approach tourism with care, striking a balance between economic growth and preserving the unique character of the community. Through strategic promotion of the region's authentic offerings, visitors who are interested in exploring the local treasures are attracted while contributing positively to the economy. By fostering a symbiotic relationship between tourism and the community, we can guide the influx of visitors in a way that enriches small businesses and preserves the essence of what makes the City special.

Eco-Tourism

The City of Lockhart has the opportunity to engage in eco-tourism by preserving, enhancing, and marketing natural assets such as parks and wetlands, and by developing eco-tourism infrastructure like trails and visitor centers. Connecting key existing assets such as Lockhart State Park, Plum Creek Wetlands, and Lockhart City Park to each other is one method in which the City can leverage its existing assets to attract an even broader demographic outside of City residents and conserve the City's natural resources for residents. This is an area where the City has ample assets, but they are not as highly known by locals or visitors. Eco-tourism is a type of positive tourism that not only expands the destinations for visitors but it also aligns heavily with many of the community's stated values and goals.

Enhance Downtown and Arts & Cultural Offerings

Downtown remains an important asset in Lockhart, both for its cultural and economic value. Much is happening already in Downtown Lockhart and it hosts many thriving local businesses, but there are public realm projects that can help continued success of small businesses in that area. Additionally, there has been a growing arts scene in Lockhart happening organically, and there are additional actions the City and LEDC can be taking to help support and enhance the arts and cultural offerings in the City. Enhancing Downtown and the arts often go hand in hand.

Implement the Downtown Revitalization Plan

Implementing the Downtown Revitalization Plan is an important step in enhancing the City's infrastructure and overall experience in downtown. Enlarging intersections, improving utilities, and upgrading pavement conditions will create a more accessible and inviting environment. By optimizing traffic flow and beautifying the streetscapes, the aim is to attract more foot traffic and stimulate economic activity, benefiting local businesses and residents alike.

Attract a Hotel with Conference/Meeting Space to Downtown

Attracting a hotel with conference and meeting facilities to downtown presents a unique opportunity for another form of economic growth and community revitalization. By integrating modern conference spaces, essential amenities are provided to meet the evolving commerce demands found in thriving cities. Additionally, the availability of a larger space fills a gap in the community, serving as a much-needed gathering space for residents and local organizations. This development not only enhances convenience for visitors but also supports local businesses, restaurants, and cultural attractions. Through careful planning and collaboration, preservation of the historic downtown character should be sought out with the development.

Focus Arts and Culture Growth in Downtown so Lockhart can Apply for Cultural District Designation

The Texas Commission on the Arts (TCA) can designate cultural districts in cities across Texas. Cultural districts are special zones that harness the power of cultural resources to stimulate economic development and community vitality. These districts can become focal points for generating businesses, attracting tourists, stimulating cultural development, and fostering civic pride. To be successful, Lockhart will need to proactively build a high concentration of arts and cultural assets clustered in a walkable area of the City. Once approved, there is TCA grant funding programs available only to approved cultural districts.

Arts Festival

Organizing an annual arts festival is a promising endeavor that enriches the community's cultural landscape and provides a platform for local artists to showcase their talents. Including various performances, exhibitions and activities, the festival captivates audiences of all ages and interests, creating a sense of creativity and community among attendees. Through curated offerings and engagement programming, the festival attracts a diverse array of visitors, enhancing tourism and support for local businesses. As the festival grows each year, it becomes an increasingly prominent highlight of the City's arts and culture scene, further enhancing the collective identity and pride.

Create an Arts and Culture Center in Historic Downtown

Lockhart is well-known for its numerous barbecue restaurants, but the City also has an emerging arts and culture scene. Some of this is driven by artists leaving Austin for a more affordable location within Central Texas. A new downtown facility focused on visual arts and related programming would complement the Gaslight-Baker Theatre's performing arts activities. Communities such as Rockport,

Georgetown and Winnsboro have successfully built art centers that cater to locals and visitors. In addition, this type of facility would give out-of-town guests an additional reason to stay longer in Lockhart and spend more money.

Implement an Outdoor Performance Venue in Downtown

Introducing an outdoor performance venue in downtown enriches the cultural fabric of the community while alleviating pressures on neighborhoods dealing with nuisance issues related to outdoor music. By designating space for live performances, alleviation is provided to the nearby residential areas while hosting a vibrant art scene downtown. To promote harmony, policies regulating outdoor music, especially amplified, should be considered. The venue can host daily music and film events catered to kids and families, fostering community engagement and cultural enrichment in the city center.

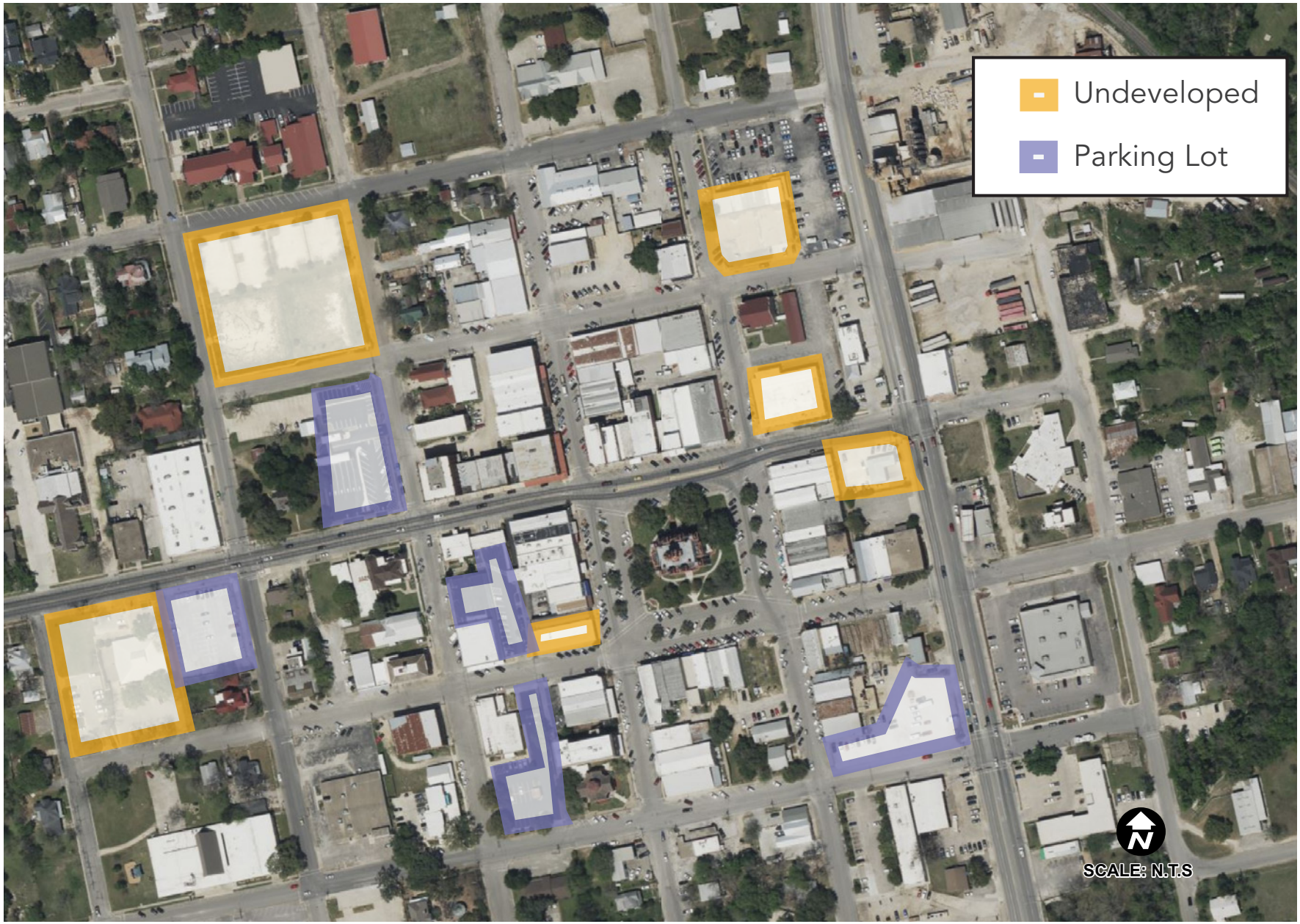
Downtown Lockhart and Catalyst Sites

Lockhart residents are deeply invested in the revitalization of their downtown area, envisioning a space that fosters community engagement and enriches the local experience. Central to their vision are several key enhancements aimed at transforming the downtown landscape into a vibrant and inviting hub. One of the primary objectives is to increase the availability of public seating, providing residents and visitors with ample opportunities to relax, socialize, and soak in the ambiance of Downtown Lockhart.

In addition to expanding public seating, residents are advocating for the integration of more landscaping throughout downtown. Green spaces not only enhance the aesthetic appeal of the area but also contribute to a healthier and more sustainable urban ecosystem. Moreover, the inclusion of greenery promotes environmental stewardship and reinforces the community's commitment to enhancing quality of life for present and future generations.

Furthermore, residents are calling for the construction of a new city hall that is more accessible and provides more opportunities for civic engagement. Additionally, residents noted the need for additional public spaces to serve as focal points for civic engagement and cultural activities. These facilities will not only provide essential infrastructure for local governance but also serve as gathering spaces for community events, celebrations, and festivals. By investing in these amenities, Lockhart can strengthen its sense of identity and pride, while also attracting visitors from neighboring areas. Lastly, improving pedestrian crossings is paramount to ensuring the safety and accessibility of Downtown Lockhart. By implementing measures such as crosswalks, signage, and traffic-calming features, the City can enhance the pedestrian experience and encourage more sustainable modes of transportation. Much of these features and improvements in the immediate downtown area have been identified in the Lockhart Downtown Revitalization Plan which will be fully constructed by December 2025. Appendix A: Engagement Summaries shows the results of the community feedback discussed.

Additional catalyst sites have been identified in Map 29 to support the public improvements that are currently being implemented by the Revitalization Plan. The catalyst sites with underutilized structures are identified in orange and parking is identified in purple. These are sites that should either be targeted for enhancement or policy interventions should be implemented so that they provide the highest and best possible use that can bolster Lockhart's downtown.

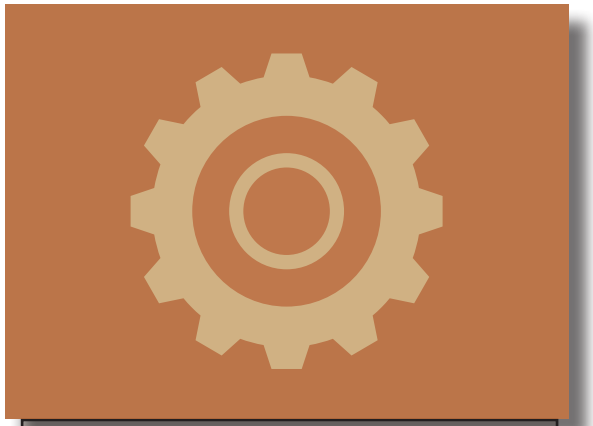


Map 29. Downtown Opportunity Areas

PUBLIC FACILITIES AND INFRASTRUCTURE

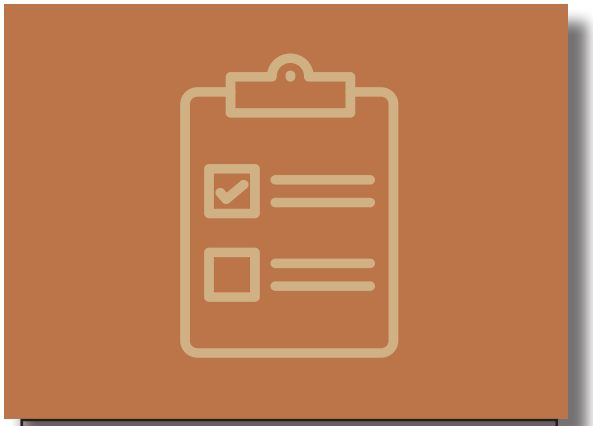
LOCKHART LOOKING FORWARD

Guiding Principle: Invest in and maintain resilient infrastructure to achieve efficient and equitable delivery of essential services that supports the growth of the City while minimizing environmental impact.



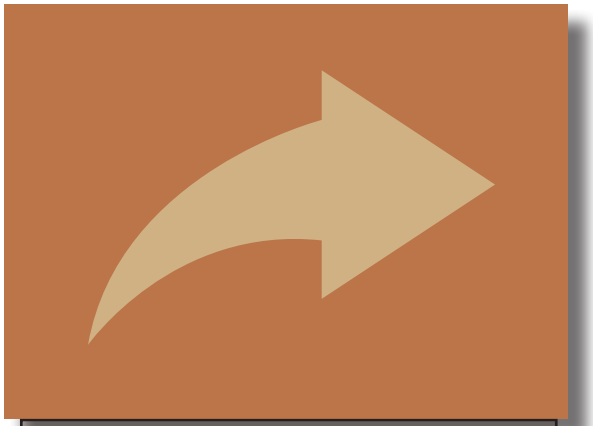
Identify the Infrastructure that Keeps Lockhart Functioning

Recognizing the essential infrastructure that supports Lockhart's daily life is a critical step in planning for the future. This includes roads, utilities, public buildings, and other key facilities that keep the City running smoothly. By identifying these core elements, Lockhart can better understand its current capabilities and needs, setting the stage for strategic improvements.



Identify Strategies to Improve Public Services & Facilities

Improving public services and facilities involves evaluating current systems and finding ways to enhance quality and access. By developing targeted strategies, Lockhart can ensure its services meet the community's needs effectively and efficiently.



Invest in Public Programs & Projects that Move Us Forward

Investing in public projects is key to Lockhart's growth and resilience. By prioritizing initiatives that align with community needs—such as infrastructure upgrades or new public facilities, Lockhart can ensure that investments drive positive change. These efforts will not only enhance daily life but also position Lockhart for long-term success.

WHAT WE'VE HEARD:

Below is a selection of quotes we have received from residents and community members throughout the engagement for this process. These selections were chosen because they represent recurring themes we heard during engagements.

"Healthcare system and clinics... It's not sustainable to drive 30 minutes to the ER. Maybe expand emergency services too."

"Build a community center with activities for all ages."

"I would like to see more effort into water conservation and protection. Including replacing the deteriorating utilities before they become an environmental issue."

"In other cities I have seen more investment in public recreation and social programming as well as investment in bicycle lanes and safe mobility infrastructure, I would like to see both those things here."

"Funding for improvements to the animal shelter and related services."

"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."

When asked what "public facilities and infrastructure investments should focus on," 49% of participants stated a Recreation Center.

Public Facilities/Infrastructure & Resilience Connection

Enhancing resilience in public facilities and infrastructure planning involves aligning development to strengthen the resilience of essential services and infrastructure. This leads to public facilities and infrastructure are capable of meeting the community's evolving needs effectively.

PUBLIC FACILITIES AND SERVICES

Public and community facilities are essential for the growth and development of a city like Lockhart, particularly as it experiences rapid changes and expansion. These facilities encompass a wide range of amenities, from vital public safety structures such as police and fire stations to community gathering places like libraries, city halls, and recreation centers.

As Lockhart evolves, it is crucial for local authorities to assess the shifting needs of the population and allocate land accordingly to accommodate anticipated facility requirements. This proactive approach ensures that essential services and quality-of-life enhancements keep pace with development, meeting the expectations of residents. Additionally, while Lockhart plays a significant role in providing certain public services, it is important to recognize the contributions of other entities.

For example, fire rescue services in Lockhart are provided by a City-funded fire department, and emergency medical services are currently provided by Lockhart Emergency Medical Services (EMS), also a City service. Beginning in January 2025, Lockhart EMS will transition to Emergency Services District (ESD) #5, as approved by voters in November 2023, and will provide emergency medical services to all of Caldwell County. Collaboration with these entities, as well as with educational institutions like the Lockhart Independent School District, is essential for addressing shared challenges and maximizing opportunities for community development. By fostering collaboration and strategic planning, Lockhart can continue to thrive as a vibrant and resilient city, meeting the needs of its residents both now and in the future.

Existing Public Facilities

Lockhart City Hall

The current City Hall building located at 308 W San Antonio Street has approximately 10,400 square feet of floor space. Previous estimates suggest that Lockhart needs 1,000 square feet of floor area per 1,000 residents. In 2022 the population reached 14,985, which suggests that the City Hall has exceeded capacity. A larger City Hall is essential to accommodate the City's ongoing growth.

Dr. Eugene Clark Library

The Dr. Eugene Clark Library is a historic public library located along S. Main Street in Lockhart. Built in 1900, It is known as the oldest continually operating library in the state of Texas, and it is associated with many historic events. Despite its rich heritage, the library has evolved into a modernized facility, providing essential services such as Internet access, computer facilities, and printing services to the public.

Lockhart Fire Department

Lockhart Fire Rescue is a combination fire department with a staff of 17, including fire administration, operating out of two fire stations. Fire Station #1 is located at 201 W. Market Street, and Fire Station #2 is located at 1911 Borchert Drive. As of March 1, 2023, the City of Lockhart has an Insurance Services Office (ISO) Public Protection Classification (PPC) rating of 03/3X, placing it in the top 25% of all ISO-rated fire departments in Texas.

Lockhart EMS Department

The City of Lockhart EMS department operates out of two stations located in Lockhart. Station 1, located at 214 Bufkin Lane, provides primary coverage for the southern and eastern portions of Lockhart and the central areas of Caldwell County. Station 2, located at 1914 West San Antonio Road, primarily serves the northern and western parts of Lockhart and Caldwell County. Following the creation of ESD #5 in the November 2023 election, Lockhart EMS will become part of a county-wide emergency response system funded by ESD #5.

Lockhart Police Department

The Lockhart Police Department operates out of a single office located along Bufkin Lane in Lockhart. The department currently has a single Chief of Police, 30 full-time officers, 10 telecommunicators and three additional support staff members.

Lockhart Municipal Court

The Lockhart Municipal Court has a single 5,732 square foot office located along W. SH 142 (San Antonio Street). The municipal court typically handles cases related to violations of local ordinances and municipal codes within Lockhart's jurisdiction. These violations can include traffic offenses, code enforcement violations, misdemeanor crimes and other infractions.

Lockhart Recycling Center

The Lockhart Recycling Center is located at 110 N. Brazos Street and provides recycling and disposal services to the public.

Lockhart Animal Services

Lockhart Animal Services Department is housed within the Lockhart Animal Shelter located along Old McMahan Road. The department primarily provides animal control services as well as animal vaccinations and licenses.

Lockhart W/WW Treatment

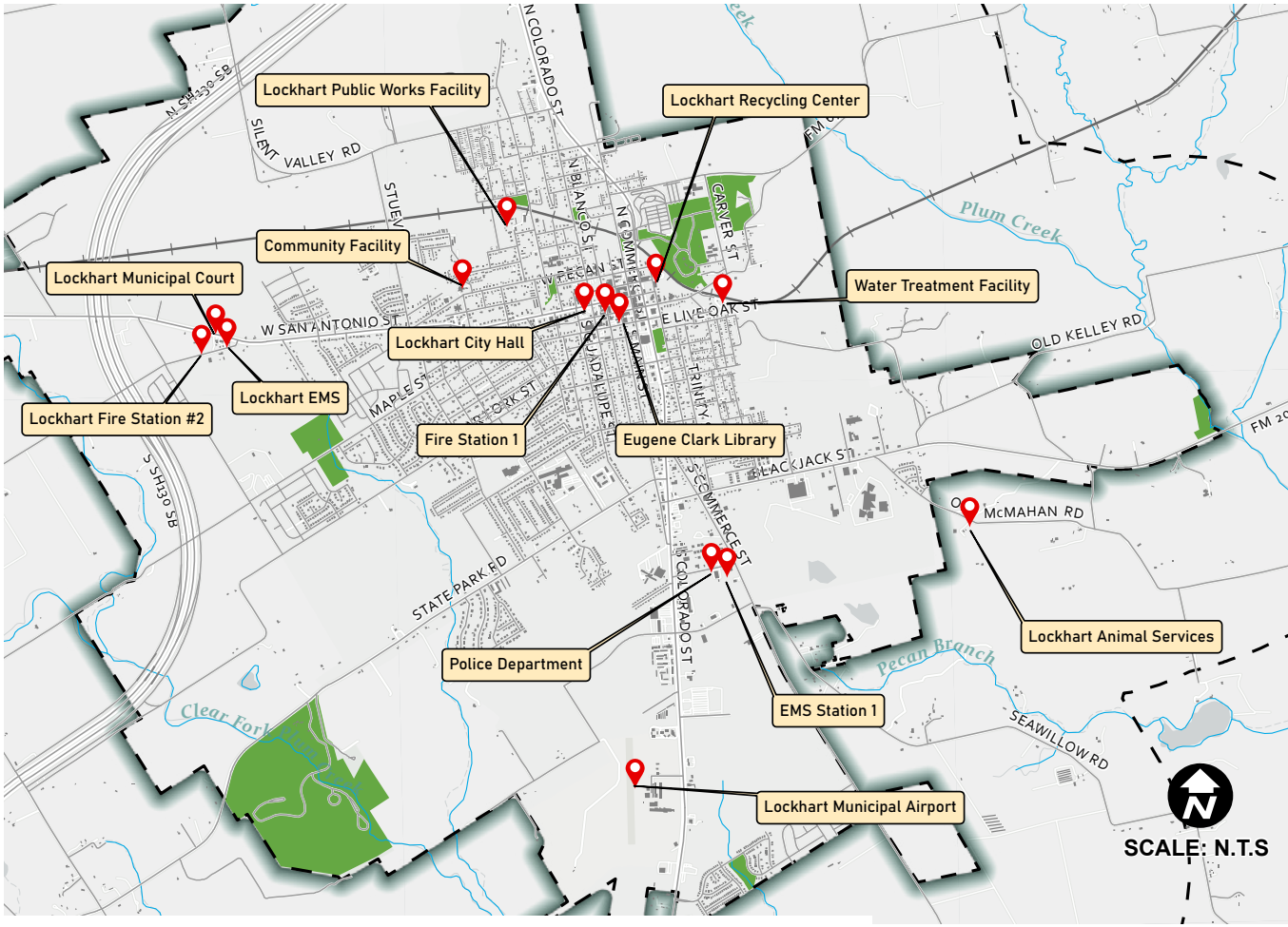
The Water/Waste Water Department is owned by the City of Lockhart and operates two wastewater treatment plants and water system. It is responsible for the operation and maintenance of four elevated water towers that bring water to the residents and businesses of the City of Lockhart.

Lockhart Municipal Airport

Located at 222 Airport Road, the Lockhart Municipal Airport serves Lockhart and Caldwell County and is owned by the City of Lockhart. The airport occupies approximately 90 acres of land and has one asphalt runway, Runway 18/36, that extends for 4,000 feet in length and 75 feet in width. The airport supports approximately 12 full-time aviation-related jobs.

Lockhart Community Facility

The Lockhart Community Facility is located at 901 Bois D'Arc Street and houses the Lockhart Senior Center, the Caldwell County Christian Ministries, WIC and Community Action.



Map 30. Public Facilities Map

Facility & Community Resilience

When the City plans public facilities, hazard mitigation and resiliency considerations should become paramount in ensuring the safety and functionality of these spaces amidst various environmental and human-made risks. Hazard mitigation involves identifying potential hazards such as natural disasters (e.g., floods, wildfires, droughts) or human-induced threats (e.g., terrorism, train derailments) and implementing strategies to minimize their impact.

Key considerations that the City of Lockhart may want to consider when planning any public facility include:

- Determine the necessary backup electrical load, and select the most suitable fuel type, with natural gas typically recommended.
- Conduct a comprehensive flood risk assessment to understand the potential impact of flooding on the facility and its surroundings. This assessment should consider factors such as historical flood data, topography, drainage patterns, and future climate projections.
- Consider adopting more stringent requirements that exceed regulatory mandates, such as siting critical facilities above the 500-year floodplain elevation, plus an additional 2 feet of elevation. This extra margin of safety can enhance resilience and minimize the risk of flood damage.
- Identify vulnerable portions of the building and determine the degree of hardening necessary to withstand windstorms and tornadic/severe storms.
- Develop plans and infrastructure to ensure the continuation of government operations, including robust information technology systems capable of withstanding disruptions and maintaining essential services.
- When siting new facilities, prioritize locations that maintain a safe distance from rail lines to minimize the potential impact of train derailments. Establishing a buffer zone between the facility and nearby rail infrastructure can reduce the risk of damage or disruption in the event of a derailment.
- Ensure that buildings and infrastructure are designed to withstand occasional cold snaps by incorporating insulation, weatherproofing, and energy-efficient heating systems.
- In key community facilities consider establishing cooling centers or public spaces with air conditioning to provide refuge for residents during heatwaves, particularly for those who may not have access to adequate cooling at home. Public facilities can provide many services to residents in the face of disaster events, these are often referred to as “resilience hubs”. These facilities are hardened against major threats and also are where community members know to go for information and services during storm and hazard events.

Safety and Security

In addition to considerations of extreme weather events, changes in culture and risk have introduced a growing need to prioritize safety and security in facility design. Both employees and visitors alike seek the assurance of safety within the built environment. While some security measures, such as emergency routes from public meeting spaces, have been standard practice for years, there’s a growing recognition that security doesn’t always have to be overt to instill feelings of safety. Passive security, which integrates protective features seamlessly into architectural design, is gaining prominence. This approach focuses on invisible yet effective design elements that enhance privacy, security, and protection without imposing on the building’s aesthetics or functionality. Some examples of this principle include:

- The inclusion of resistant materials such as metal or brick to strengthen structures
- Tinted or patterned glass that can provide natural light while obscuring building occupants
- Utilizing public art, bollards, or other landscaped design features to provide an additional layer of security
- Adding secondary building annexes in facilities that face high risks

Primary Facility Needs & Considerations

City Hall

A larger City Hall facility is crucial as Lockhart continues to grow, placing increasing demands on local government services and requiring additional staff to meet these expectations. Modern functionality and ample space for city functions are currently lacking, necessitating the use of alternative venues such as the library. Thus, an assessment should be done to explore a new location within Lockhart's core area for a new and updated City Hall.

When considering a new location for City Hall, exploring expansion or redevelopment of the current site should be considered. Potential sites or expansion must undergo careful evaluation for accessibility, adequate space to meet both present and future staffing and amenity needs, and considerations such as land acquisition costs, public transport access, parking availability and community impact.

Recreation Center

The 2024 Lockhart Parks Master Plan 5-Year Update recommends an indoor recreation center to meet the growing needs of the community, with a focus on partnerships with Caldwell County and Lockhart ISD to help mitigate costs. Local and regional partners can provide additional resources, funding, and community engagement opportunities, making them ideal collaborators. Virtually every age demographic needs a place to come together, engage in physical wellness and participate in recreational programming. Recreation centers provide lifelong learning opportunities for all ages, fostering community pride and inclusivity.

A well-run community recreation center can also contribute to economic development by becoming a popular destination for social and athletic events, attracting future residents and increasing tax revenues. The center should include versatile spaces for various activities, modern facilities, and accessible features to serve all community members effectively. An indoor recreation center in Lockhart, supported by strategic partnerships, can enhance community engagement, promote inclusivity and stimulate local economic growth while addressing the needs of the City.

Animal Services

A comprehensive evaluation of the current animal services facility is essential to determine if it meets operational requirements in terms of space, amenities and infrastructure. This includes assessing space for animal care, intake and ensuring necessary amenities for daily operations are available and functional. Operational efficiency and future needs, such as expanding space and administrative areas, must also be considered.

Effective coordination with Caldwell County is important for addressing evolving facility needs. Regular collaboration will help assess requirements based on community demand and secure necessary resources for improvements. Providing sufficient staffing and volunteer programming is also critical. This involves hiring additional staff as needed, providing training and fostering a positive work environment. Addressing these needs will enable the animal services program to provide high-quality care, support future growth and effectively serve the community.

Senior Center

The current senior center is located within the Lockhart Community Facility. With approximately 16.6% of the population aged 65 and older, the City necessitates a dedicated Senior Center to better accommodate the many programs and activities hosted by the Lockhart Senior Center, such as games, meals, and a thrift shop. In addition to the new facility, services specifically designed for senior citizens should be offered to help coordinate activities and provide opportunities for all who utilize the space.

Parkland Deficiency

The 2024 Lockhart Parks Master Plan 5-Year Update outlines that the City is facing a parkland deficiency that necessitates the acquisition of additional land and the development of specialized parks to meet community needs. Prioritizing the addition of recreational facilities such as swimming pools and splash pads is important. Establishing a shared-use agreement with Lockhart ISD for one of the school properties for a swimming pool would maximize resources and community access. Additionally, installing splash pads at key neighborhood parks, such as Maple Street Park, would provide accessible water play areas for families and children.

The Plan suggests creating a Trails Master Plan to address connectivity and support comprehensive recreational planning. This Trails Master Plan would outline the development of interconnected trails, enhancing walkability and accessibility across the City and to existing amenities, like the Lockhart State Park. Expanding and diversifying park facilities will enhance the quality of life for residents, promote physical activity, community engagement and potentially drive eco-tourism. The Active Transportation Plan in this Plan could serve as a starting point for a Trails Master Plan.

City Facility Information Technology (IT)

City facilities require upgrades to their IT infrastructure to meet the increasing demands of all departments and address cyber security vulnerabilities. These enhancements are important for improving efficiency, accuracy, and accessibility in City operations, as well as safeguarding sensitive information and public services from potential cyber threats. Additionally, there will be a need for dedicated IT staff to manage and support these systems. However, the current primary hindrance to implementing these improvements is budget constraints. To overcome this challenge, the City should explore various funding options and create an IT master plan to provide a basis for the identified needs and how to achieve them. Investing in modern IT solutions and skilled personnel is essential for ensuring the City's infrastructure can support current and future technological needs, ultimately enhancing service delivery and operation effectiveness across all departments.

Library

Modern libraries have evolved to offer far more than their traditional services, becoming essential community hubs that provide connectivity, technical support and build valuable partnerships. They level the playing field by offering access to technology and resources, fostering community education, and connecting people to both information and each other.

Libraries remove barriers for entrepreneurs by providing free data and services to support business growth, often including business incubation spaces. Additionally, libraries bring communities together to address economic and societal issues, serving as critical support structures with programs tailored to local needs.

To further enhance their role, libraries must address the need for more study rooms and updated technology. These improvements are important for supporting individual and group study sessions, ensuring patrons have access to the latest technology resources, and fostering a conducive environment for learning and collaboration. Libraries also play a significant role in promoting literacy, especially for those who speak languages other than English, by helping children and adults develop essential skills for thriving in a global information society. The library needs to find or gain support for more Spanish-speaking staff to serve the community's diverse population better. By featuring special collections and offering programs for non-English speakers, libraries help all community members feel represented and supported.

Police Station

A new, purpose-built police station is essential to meet Lockhart's growing population and evolving demands on law enforcement. Constructed in alignment with the International Association of Chiefs of Police (IACP) facilities guidelines, the new station should provide the police department with a safe, efficient and modern environment to supports operations. The facility should be built to accommodate population growth, either by being oversized to support projected increases in staffing or by incorporating design features that allow for expansion as the City's needs evolve. The facility should also include features such as necessary detention facilities, secure employee parking and workspaces, and amenities to enhance visitor experience.

Dr. Eugene Clark Library

Public Safety

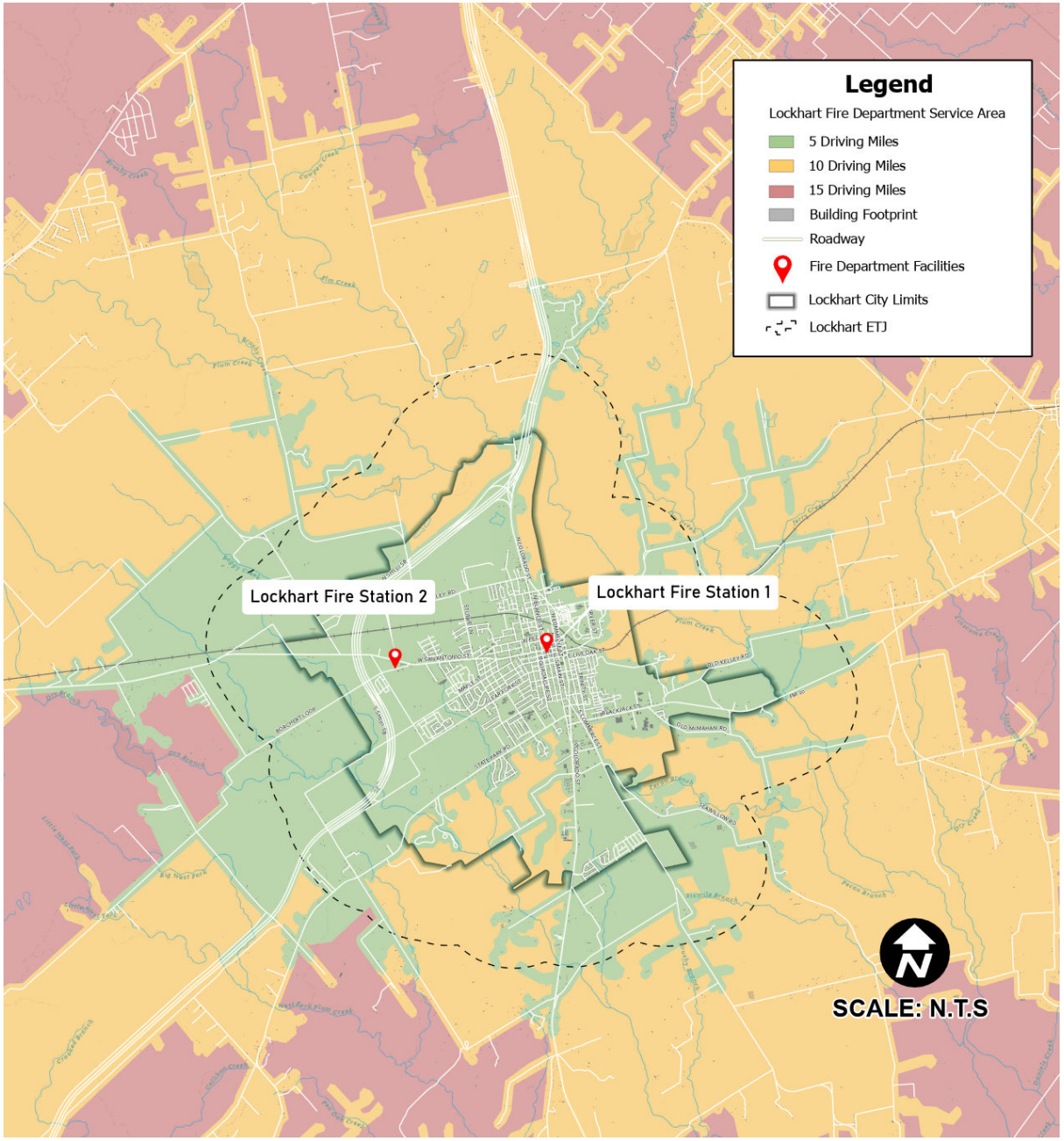
ISO Rating

Public facility planning and urban planning intersect significantly with ISO ratings for public services. ISO, or the Insurance Services Office, provides a globally recognized framework for evaluating the quality, effectiveness, and safety of various processes and systems. Achieving higher ISO ratings involves consideration of a number of factors, including the location of fire stations, the availability of firefighting equipment, emergency response times, and water supply infrastructure.

In the realm of facility planning, strategic placement of fire stations is essential. Compact, mixed use development patterns typically result in shorter travel distances for fire engines, facilitating quicker response times. Conversely, sprawling, low-density areas may present challenges for fire departments, necessitating longer travel times and potentially hindering their ability to respond effectively.

Integrating considerations of development patterns into facility and urban planning processes can help Lockhart improve its ISO rating. Communities with higher ISO ratings benefit from several advantages, including improved emergency response times, reduced property damage from fires, and lower insurance premiums.

Currently Lockhart is a class 03/3x. To receive a class 02 designation all properties within the City must be within 5 road miles of a staffed fire station and 1,000 feet of a hydrant, in addition to meeting other criteria relating to water supply, staffing, risk reduction, and communication systems.



Map 31. Lockhart Fire Department Service Area

Map 31 shows the properties that lie within the 5 road-mile service area. Some small, relatively undeveloped portions of the City Limits are not currently within the 5 roadway mile buffer.

Future public safety considerations for facilities include a new public safety building in the southern portion of the City. As the City expands to the south, an increase in public safety capabilities to include police, fire and EMS resources will be needed.

The public safety facility may include an Emergency Operation Center (EOC) for overseeing large scale incidents/disasters and continuity of operations in the City of Lockhart. The facility will improve fire response times to the southern portion of the City, support the City's ISO rating, provide police administration, operations, and fleet management for a growing police department, and provide housing for ESD #5 medical resources.

CRS and NFIP Program

Created during the enactment of the National Flood Insurance Act of 1968, the National Flood Insurance Program (NFIP) was conceived to address the mounting challenges posed by flooding incidents across the United States. At its core, the NFIP is dedicated to curbing future losses attributable to floods by instituting rigorous building standards enforced by local communities.

Participation in this program is not compulsory; rather, it hinges upon a community's commitment to embrace and uphold, at the very least, the federal guidelines governing construction activities within Special Flood Hazard Areas (SFHAs). In return for this adherence, the federal government extends the provision of flood insurance as a crucial safeguard against the financial repercussions of flood-related damages. The City of Lockhart has continued to participate in the NFIP program since the 1980s.

The purpose of the Community Rating System (CRS) program is to incentivize and reward communities in the United States for implementing additional measures to reduce flood risk and enhance resilience. Administered by the Federal Emergency Management Agency (FEMA), the CRS encourages communities to go beyond the minimum requirements of the National Flood Insurance Program (NFIP) by offering discounts on flood insurance premiums to residents within participating jurisdictions.

Through a tiered rating system based on the effectiveness of a community's floodplain management activities, such as floodplain mapping, public outreach, stormwater management, and infrastructure improvements, the CRS seeks to promote proactive flood risk reduction strategies. By engaging in these measures, communities can not only reduce the potential for flood-related damages but also enhance public safety, preserve natural floodplains, and mitigate the economic and social impacts of flooding events. To date, Lockhart has not participated in the CRS program. Future and existing public facilities should be designed in accordance with standards and recommendations that are provided by both the NFIP and CRS programs.

Medical Facilities

Currently, there is no hospital within the City of Lockhart. This absence significantly impacts overall healthcare availability for residents and restricts development opportunities for some senior housing projects. Residents have highlighted the lack of medical facilities, particularly for certain specialty medicines, such as OB/GYN. Lockhart is served by one private clinic offering these services and one 24/7 urgent care facility. For more specialty care, residents must travel to larger neighboring cities such as San Marcos, Kyle and Austin.

When considering facility planning, cities can form public-private partnerships with healthcare providers, technology companies, and other stakeholders to invest in rural hospitals and healthcare infrastructure. This could involve joint funding agreements, shared resources, and collaborative planning efforts to address the needs of rural communities.

Public Facilities Best Practices

Smart Facility Design and Siting

Effective facility design and siting require a comprehensive and strategic approach to ensure optimal functionality and sustainability. Understanding Lockhart's financial landscape is essential, involving a detailed analysis of revenue trends and expenditure patterns to anticipate future facility needs accurately. This means moving beyond short-term fixes to focus on long-term investments, emphasizing the total cost of ownership over the lifespan of facilities rather than just initial construction costs. This shift guarantees that facilities remain functional and cost-effective over time.

Strategic master planning is critical, necessitating the development of a comprehensive facilities master plan that aligns with Lockhart's long-term vision and growth projections. Engaging stakeholders throughout this process ensures that diverse needs and priorities are considered and addressed. Sustainability and resilience are also key, with principles like energy efficiency and resilient infrastructure being incorporated to minimize environmental impacts and enhance long-term viability.

Establishing clear site selection criteria based on accessibility, environmental considerations, and future growth projections is equally important. Thorough site assessments help identify potential risks and opportunities, ensuring that chosen sites are well-suited for their intended purposes. Embracing innovative design principles enhances functionality, aesthetics, and user experience, utilizing the latest technologies and design trends. Additionally, prioritizing safety and wellness in facility design ensures that spaces are not only efficient and attractive but also promote the well-being of their users.

Public Buildings as Catalysts

Some public facilities have been shown to function particularly well as part of an overall economic development and placemaking effort. City halls, libraries and recreation centers have customer visits similar to retail use as well as significant employment, and are often planned as one stop of many rather than as single-trip destinations. This means their thoughtful design and placement can serve as a catalyst to development in key desired locations, such as a downtown. Knowing a large public employer or large customer base will be present often prompts interest in surrounding development.

Shared Spaces

Co-locating uses, especially those with alternating hours, allows for the shared-use of common spaces and parking. This means less redundancy in facilities and increased space and fiscal efficiency. Sharing sites and buildings extends outside of the city itself. Increasingly, city halls and other facilities may co-house other state, regional, or county agencies.

Flexible Spaces & Sites

A growing city like Lockhart should consistently "begin with the end in mind" by planning for future expansions and natural service breaks for facilities (when a service should either separate into a new facility or into an expansion, allowing other services within the facility to expand to accommodate the needs of all services). The flexibility of use within spaces inside buildings is important to accomplishing this, as well as meeting a variety of community needs—those already known and those unknown as technology and community needs change. Likewise, selecting sites to accommodate ultimate build-out needs is critical to success, as discussed earlier.

This also extends to the design of the architecture itself, seeking to create wide structural spans and volumes that allow for future reconfiguration without altering critical building structures or systems.

Technology & Connectivity

Technology continues its rapid pace of growth and change. The public as well as employees expect facilities to keep pace with and prepare for this dynamic landscape. Inclusion of additional conduits, accessible tracks and drops, and other low-cost design methods to ensure connectivity will be necessary to support technology of the future.

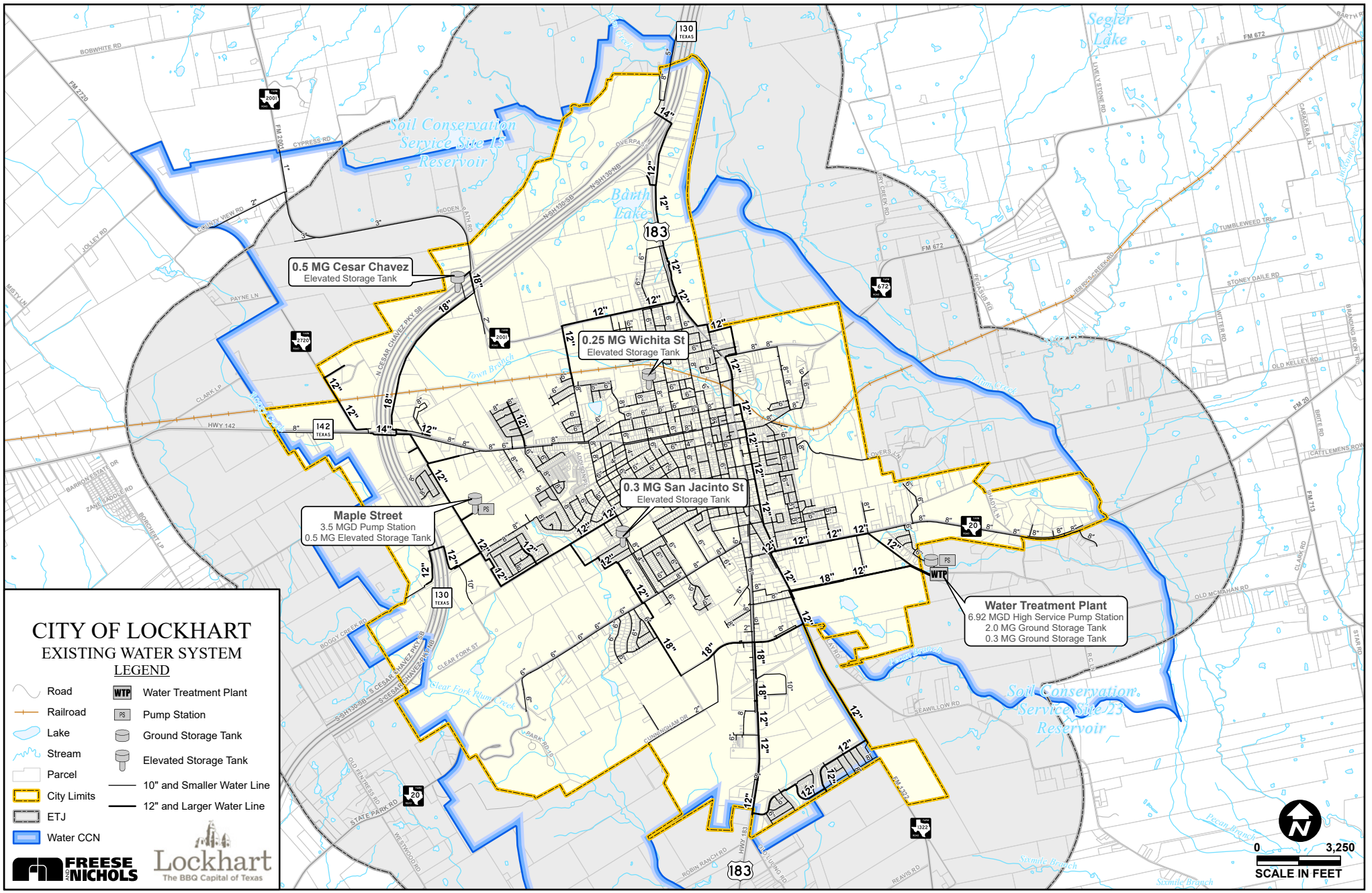
WATER AND WASTEWATER SYSTEMS

Existing Systems

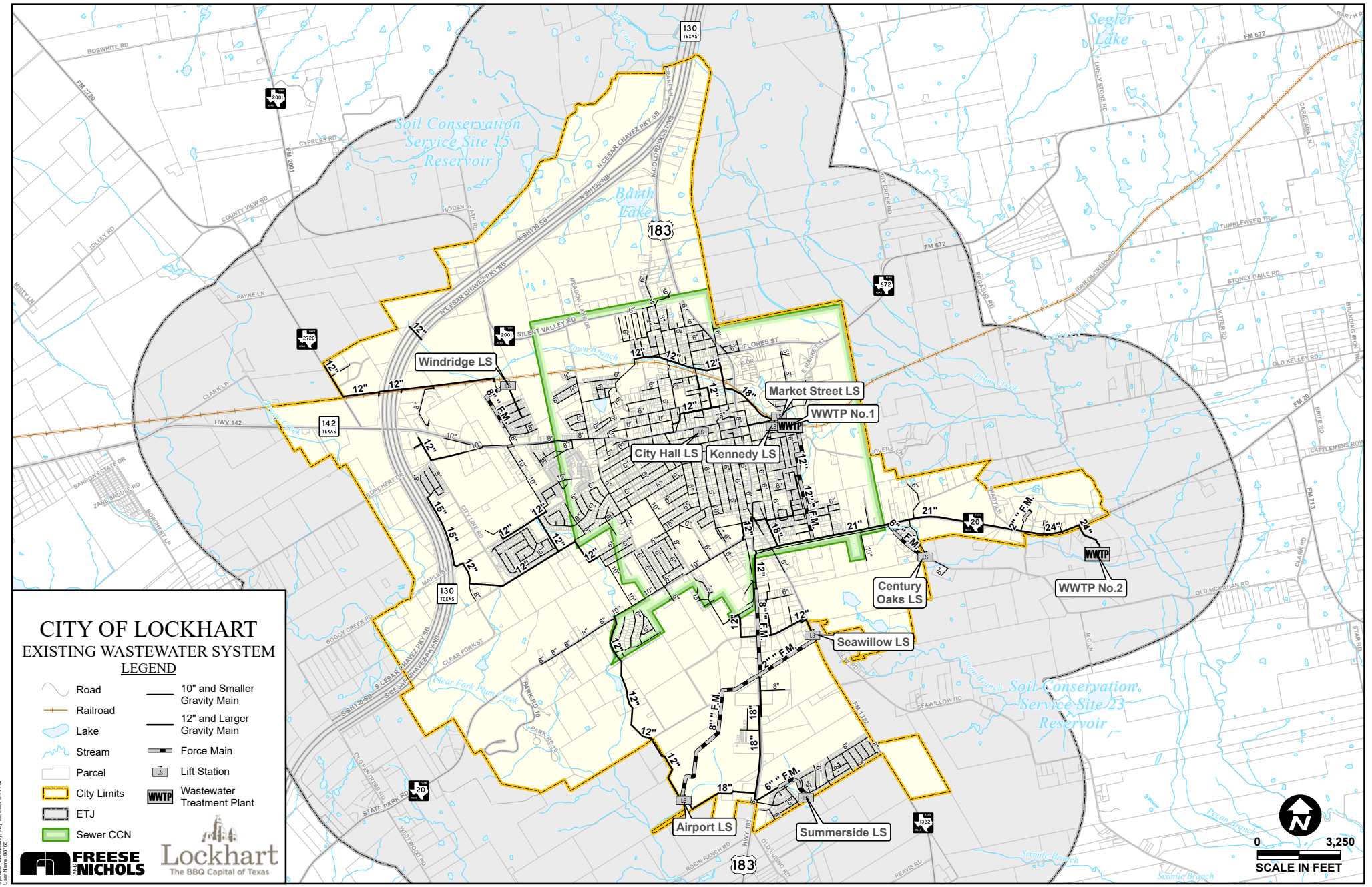
The City of Lockhart's existing water system has a network of lines ranging from 2 to 18 inches, a water treatment plant, a high service pump station, a booster pump station, and four elevated storage tanks. The water supply is groundwater from seven wells in the Wilcox Aquifer and surface water from the Luling Water Treatment Plant. The water system currently serves just under 6,000 connections in the distribution system. A map of the existing water system is presented on Map 32.

The existing wastewater system has a network of lines ranging from 6 to 24 inches, two wastewater treatment plants, and eight lift stations. The existing wastewater system is presented on Map 33.

Source: Guadalupe-Blanco River Authority



Map 32. Map of Existing Water System



Map 33. Map of Existing Wastewater System

Historical Water Demands and Wastewater Flows

Reviewing historical demands and flows helps provide insight into system operations and planning criteria for use in projecting future water demands and wastewater flows. The City provided historical water production data and wastewater treatment plant effluent flow data.

The water demands in the distribution system average 1.49 MGD with a maximum day demand of 2.55 MGD in 2021. These historical water demands are summarized in Table 18, and the historical wastewater flows are summarized in Table 19. The peak wet weather flow is from the City's Water and Wastewater Impact Fee Report.

Table 18. Historical Water Demands

Year	Connections	Average Day Demand (MGD)	Average Day Demand (Gallons per Connection per Day)	Maximum Day Demand MGD)	Maximum Day to Average Day Peaking Factor
2018	4,828	1.54	319	2.26	1.47
2019	4,910	1.49	303	2.14	1.44
2020	4,963	1.52	306	2.20	1.45
2021	5,094	1.30	255	2.55	1.96
2022	5,210	1.49	286	2.17	1.46
2023	5,333	1.60	299	2.45	1.53
Average	-	1.49	295	-	1.55
Max.	-	-	319	2.55	1.96

Table 19. Historical Wastewater Demands

Year	Connections	Average Annual Daily Flow (MGD)	Average Annual Daily Flow (Gallons per Connection per Day)	Peak Wet Weather Flow (MGD)	Wet Weather Peaking Factor
2018	4,615	1.03	223	4.31	4.18
2019	4,678	1.01	216	2.94	2.91
2020	4,714	1.02	216	3.70	3.63
2021	4,814	1.11	231	4.48	4.04
2022	4,896	1.04	212	3.38	3.25
2023	4,983	1.06	213	-	-
Average	-	-	219	-	3.60
Max.	-	-	231	-	4.18

Water Demand and Wastewater Flow Projections

The City of Lockhart is anticipated to continue growing over the next decade. To account for the wide range of potential future growth, the growth scenarios identified in the Land Use and Development Chapter were utilized to evaluate potential future water and wastewater conditions. Projected growth rates are presented as compound annual growth rates (CAGR) for each growth scenario. However, to project future water demand and wastewater flow, the identified growth rates are applied to the total 2023 water and wastewater customers and projected through all planning periods as shown in Table 20. To account for the difference between water and wastewater customers, it is assumed that all existing non-wastewater customers do not connect to the wastewater system in the future, but all future customers are provided both water and wastewater service.

A water utility must be able to supply water at rates that fluctuate over a wide range. Yearly, monthly, and hourly variations in water use occur, with higher use typically during dry years and in hot months. Also, water use typically follows a diurnal pattern, being low at night and peaking early in the morning and in the early evening. Usage rates most important to the hydraulic design and operation of a water treatment plant and distribution system are average day, maximum day, and peak hour demand conditions.

Average day demand is the total annual water use divided by the number of days in the year.

Table 20. Projected Water and Wastewater Connections

Water Connections			
Year	2.5% Growth Rate	5% Growth Rate	6% Growth Rate
2024	5,849	5,849	5,849
2029	6,618	7,465	7,827
2034	7,487	9,527	10,475
Wastewater Connections			
Year	2.5% Growth Rate	5% Growth Rate	6% Growth Rate
2024	5,272	5,272	5,272
2029	6,041	6,888	7,250
2034	6,910	8,950	9,898

The average day rate is used primarily as a basis for estimating maximum day and peak hour demands. The average day rate is also used to estimate future revenues and operating costs.

Maximum day demand is the maximum quantity of water used on any one day of the year. The maximum day demand is used to size water supply facilities, treatment facilities, and pump stations.

Peak hour demand is the peak rate at which water is required during any one hour of the year. Since minimum distribution system pressures are usually experienced during peak hour, the sizes and locations of distribution facilities are generally determined on the basis of this condition. Peak hour water requirements are partially met through the use of strategically located system storage.

The use of system storage minimizes the required capacity of transmission mains and permits a more uniform and economical operation of the water supply, treatment, and pumping facilities.

A wastewater utility must be able to convey and treat wastewater flows over two primary conditions: average day flow and peak wet weather flow. Average day flow is the total annual wastewater production divided by the number of days in the year. Average day flow is primarily used to size the capacity of wastewater treatment facilities. Peak wet weather flows are defined as the maximum flow rate that enters the wastewater collection system in response to typical rainfall events. Generally, peak wet weather flows are limited to 5-year wet weather events with an annual probability of exceedance of 20%. Peak wet weather flows are utilized to size gravity mains and lift stations.

The average water consumption and wastewater flow per connection from the water billing data was used to project future average water demand and wastewater flow. The design criteria are specified in Table 21. This design criteria were used to project maximum day and peak hour water demand and peak 2-hour wastewater flow as shown in Tables 22 and 23, respectively.

Table 21. Design Criteria

Criteria	Value
Water System	
Average Day Demand per Connection	310
Maximum Day to Average Day Peaking Factor	1.75
Peak Hour to Maximum Day Peaking Factor	2.00
Wastewater System	
Average Day Flow per Connection	225
Peak 2-hour to Average Day Peaking Factor	4.00

Table 22. Projected Water Demands

Connections	Average Day Demand (MGD)	Maximum Day Demand (MGD)	Peak Hour Demand (MGD)
2.5% Growth Rate			
2024			
5,849	1.81	3.17	6.35
2029			
6,618	2.05	3.59	7.18
2034			
7,487	2.32	4.06	8.12
5% Growth Rate			
2024			
5,849	1.81	3.17	6.35
2029			
7,465	2.31	4.05	8.10
2034			
9,527	2.95	5.17	10.34
6% Growth Rate			
2024			
5,849	1.81	3.17	6.35
2029			
7,827	2.43	4.25	8.49
2034			
10,475	3.25	5.68	11.37

Table 23. Projected Wastewater Demands

Connections	Average Annual Daily Flow (MGD)	Peak Wet Weather Flow (MGD)
2.5% Growth Rate		
2024		
5,272	1.19	4.74
2029		
5,965	1.34	5.37
2034		
6,749	1.52	6.07
5% Growth Rate		
2024		
5,272	1.19	4.74
2029		
6,729	1.51	6.06
2034		
8,588	1.93	7.73
6% Growth Rate		
2024		
5,272	1.19	4.74
2029		
7,055	1.59	6.35
2034		
9,441	2.12	8.50

Water and Wastewater System Improvements

The major improvements in the distribution system consist of elevated storage, new water lines, and replacing aging infrastructure. The water treatment ground storage capacity will meet system demands through 2034. Additional elevated storage capacity is recommended as part of the City's impact fee study. Additional pumping capacity is also recommended by the 2034 planning period. New water lines are needed to support additional growth within the City, and replacement of cast-iron pipelines is recommended throughout the distribution system.

The wastewater collection system needs additional lift stations and infrastructure to serve FM 20 East, Pecan Branch, Boggy Creek, Plum Creek, and South Commerce. The collection system also contains approximately 122,000 linear feet of clay tile pipe in the system that needs replacement to reduce infiltration and inflow into the collection system. Developing an inspection and maintenance program is recommended to prioritize areas for rehabilitation. The wastewater treatment plants have adequate capacity to meet projected wastewater flows through 2034.

UTILITY SERVICE BEST PRACTICES

Future updates to utility plans should include a risk-based assessment of all water pipelines, sewer mains, lift stations, pump stations, wells, and storage tanks to assist in the prioritization of recommended operations and maintenance improvements. The assessment should consider the condition and criticality of existing water and sewer system infrastructure, using a scoring system to provide an analytical and quantitative method to evaluate the condition and criticality of each facility, leading to a rehabilitation capital improvements plan for each system.

Because development demands are ever evolving and changing, Lockhart should develop and continually update the water and sewer system models, evaluate the CIP annually to see if critical infrastructure needs require a shift in the schedule, and engage modeling as early as possible in the development review and feasibility process.

With growth accelerating, timing for planning and design of facilities should exceed the Texas Commission on Environmental Quality (TCEQ) minimums to avoid compliance issues, improve overall system performance and lower risk. For example, the "75/90 rule" for planning and construction of wastewater treatment plant capacity may not be sufficient, given timelines to achieve necessary permits and the potential future rates of growth in Central Texas.

This same philosophy applies to drainage, as Lockhart has the opportunity to be proactive, where so many other cities have been reactive and ultimately been forced to undertake expensive stormwater retrofits. Lockhart has the opportunity now to avoid that future for itself.

In a related manner, the design, timing and placement of developments can drastically affect short- and long-term operations and maintenance, as well as capital investment. Lockhart has an opportunity to advocate for compact, interconnected development patterns that foster efficiency and high fiscal performance in terms of both tax revenue per acre and number of connections per linear foot of infrastructure. More connections per linear foot results in more utility fees collected without having to add more infrastructure, and ultimately can help lower overall utility rates.

Water Auditing

Soils with high plasticity indexes in Central Texas make Lockhart's system more susceptible to pipe breaks and leaks, which can decrease efficiency throughout the entire system, generating unnecessary costs for both the utility provider and end user.

The Texas Water Development Board released a report titled *Water Loss Audit Manual for Texas Utilities*[1] in 2008, which states the following:

- For utilities to operate efficiently, they should use recommended practices to monitor and control water and revenue losses. These include active leakage control, as well as metering production flows and customer consumption.
- Real losses cause a portion of the treated, pressurized water to be lost from the distribution system before customer use. In effect, the utility treats a greater volume than its customer base requires, hence incurring excess production costs.
- All water utilities incur leakage losses; only the amount varies. Leaks and visible main breaks occur for a variety of reasons, including poor installation workmanship or materials, corrosion, external forces, environmental extremes, and other causes. Leakage is always occurring, and only grows worse if left unchecked. Therefore, all water utilities should provide system maintenance and upkeep functions that include appropriate components of leakage management via active leakage control, timely quality repair, water main rehabilitation, and pressure management.
- With decreasing water availability and rising costs for water treatment or purchase, auditing water supplies is essential for water utilities to ensure efficiency in their operations and preserve water resources.

1 Water Loss Audit Manual for Texas Utilities, by Mark Mathis, George Kunkel, P.E., and Andrew Chastain Howley for the Texas Water Development Board, Report 367, March 2008. https://www.twdb.texas.gov/publications/brochures/conservation/doc/WaterLossManual_2008.pdf

Water Quality & Innovative Stormwater Management

Water quality is impacted by point and nonpoint source pollution. Point source pollution can be traced to specific points of discharge from wastewater treatment plants or industrial sites. Nonpoint source pollution typically originates from rainfall that moves over the ground and picks up natural and human pollutants and then deposits them into lakes, rivers, wetlands and coastal waters. Common examples of nonpoint source pollution include septic systems, oil and other contaminates on parking lots and roadways, fertilizers, and animal waste. Point source pollution is regulated through the National Pollutant Discharge Elimination System (NPDES) permit program.

Nonpoint source pollution has emerged as a major contributor to water quality problems. Unmanaged stormwater runoff is harmful to the environment as it often carries pollutants such as oil, dirt, chemicals, and lawn fertilizers directly to streams and rivers. Nonpoint pollutants are especially concentrated in the initial wash or "first inch" of runoff during a storm. Additionally, heavy storms can generate excessive volumes and velocities of runoff that can damage streamside vegetation and aquatic habitat, especially at the point of outlet from storm drains.

Beyond environmental implications, poor water quality can make these spaces, which are naturally suited to act as amenities in the forms of linear open spaces and trails, less safe for human contact and reduces the potential for people to develop positive interactions with nature.

To protect water quality, infrastructure and development should be designed and built to minimize runoff and treat that first inch of water through conservation of natural areas, green infrastructure, cluster development, use of pervious surfaces and other best management practices (BMPs). These low-impact approaches are generally recognized as preferred instead of or in partnership with engineered, or "gray" solutions, and tend to result in the creation of amenities that also support quality of life and high-quality, valuable developments. Utilizing natural systems/processes and taking a comprehensive approach to managing water can help meet several of the community's goals, including improved water quality, water conservation, interconnection between parks and neighborhoods, placemaking, and flooding reduction.

The use of natural systems and processes, including wetlands, native planting areas, and bioswales, to treat and retain stormwater is referred to as green infrastructure. These are important parts of holistically managing stormwater and water quality, and can be accomplished at the regional, community, and site scale. It is also critical to understand that green infrastructure extends to other aspects of the built environment, and can be utilized as amenities and dual-purpose facilities that bring multiple benefits to the City and community.

Maintenance of facilities is of the utmost importance; this is especially true for innovative stormwater practices where plants are serving functional purposes. Vegetated stormwater facilities do not need to be more maintenance, in fact they should overall be less, but they do need to be properly maintained. There is a specific set of knowledge required to maintain green infrastructure. Certification classes are available for just this purpose.

Images of Green Infrastructure and Innovative Stormwater Management Elements.

The "One Water" Approach

The idea of an integrated systems approach to water is not new. Its full-scale implementation, however, has yet to be realized. All around the country, and particularly within regions like Central Texas that frequently encounter drought and flood risks, there are increasing examples of integrated and inclusive approaches to water resource management that touch multiple infrastructure systems. These approaches exemplify the view that all water has value and should be managed in a sustainable, inclusive, integrated way.

From nature to tap, from farms to food, from toilet back to river, there is just one water cycle. While nature provides water, it takes pipes, pumps, reservoirs, treatment plants, and people working around the clock to deliver clean water to homes and businesses, and to remove and treat wastewater so it can safely be reused or returned to the environment. Public facilities and utilities serve as opportunities to demonstrate design that recognizes One Water in a similar way that a private development project might, as well as providing the opportunity for community education.

Central Texas faces significant water extremes, with cities and service providers challenged by water scarcity during droughts and excess water during rainy seasons. The One Water approach can help communities manage and mitigate these issues. While the One Water approach can take various forms, it shares some unifying characteristics, as illustrated in Figure 51.

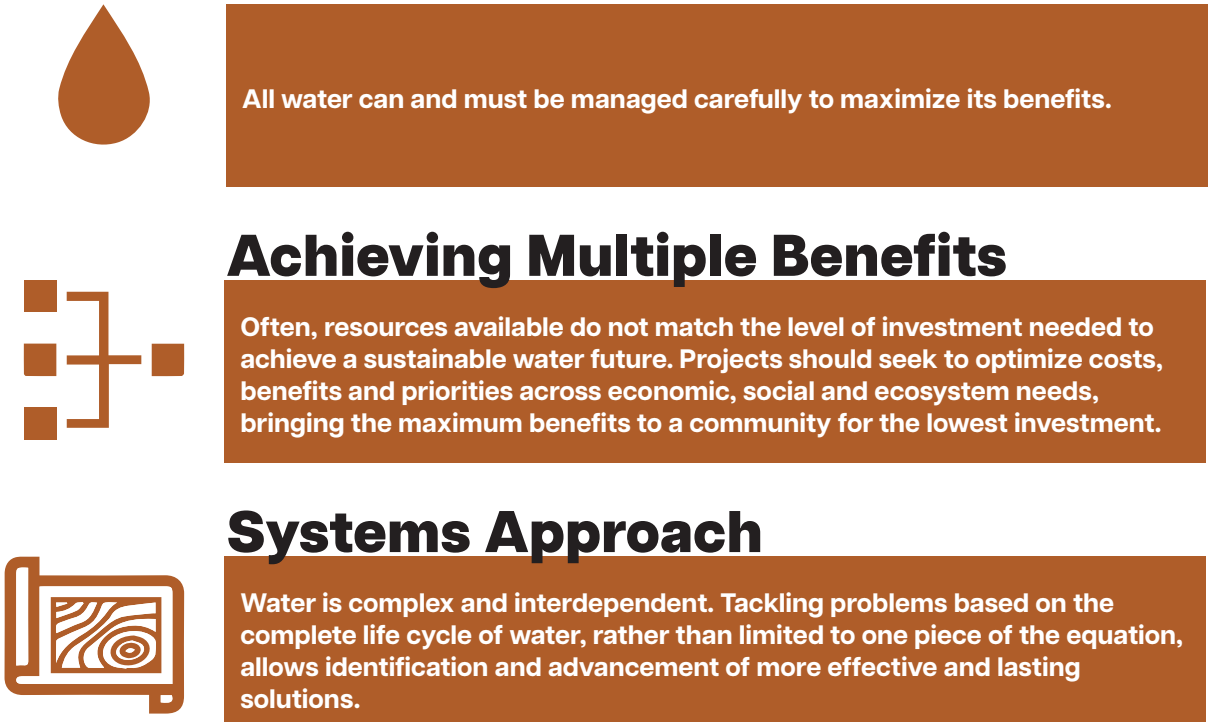


Figure 51. Elements of a One Water Approach

Watershed-Scale Thinking and Action

Water does not respect geo-political boundaries. It is within the context of a natural watershed that communities have either too much water, too little water or poor quality water. Watershed-level management brings together regional partners for collaborative action and greater impacts.

Right-Sized Solutions

The scale of interventions should be proportional to achieving th desired outcome. For example, water quality can be addressed at a hyperlocal scale based on particular issues, but the root of the problem may require watershed-wide action.

Partnerships are Essential for Progress

All sectors are part of the solution, not just public entities and utility providers. No single stakeholder has the control, responsibility, expertise, political support or legal authority to manage issues like pollution, climate impacts or water consumption rates.

Inclusion and Engagement of All

When all people have a voice in ensuring a water-secure future, best results are achieved. Low-income people and communities of color are often disproportionately impacted by environmental justice and equity issues, including clean, safe, and reliable water.

IMPLEMENTATION

LOCKHART LOOKING FORWARD

Identify Actions that Realize the Vision

Achieving the vision for Lockhart requires a clear set of prioritized actions that align with the community's long-term goals. This involves identifying specific projects, policies, and initiatives that support the guiding principles outlined in the community snapshot chapter and the vision statement for the City of Lockhart.

Create a Framework to Track Progress

Establishing a robust framework to track progress is essential for the successful implementation of the Comprehensive Plan. This framework will include key performance indicators (KPIs) and milestones to evaluate success in areas such as economic development, infrastructure and community engagement. Regular monitoring and reporting of these indicators will help assess achievements, adjust strategies as needed, and maintain transparency and accountability throughout the process.

Realize Lasting Community Change that Moves Us Forward

Implementation focuses on achieving meaningful and lasting changes that reflect the community's vision. By staying committed to identified goals and remaining adaptable to future needs, this plan aims to create a positive and enduring impact on the City's growth and development. Each step taken contributes to progress that benefits current and future generations, ensuring that Lockhart continues to move forward with purpose and intent.

Maintaining a Comprehensive Plan

A comprehensive plans is meant to be a living document that is responsive to physical, social, economic, and political conditions, in addition to any other unforeseen events that may impact the community and its priorities. Since the Lockhart Comprehensive Plan is a direct reflection of the community's vision, the Plan must be continually updated to make sure that it still reflects the priorities and values of the community. To this end, all guiding principles, polices, and recommendations should be reviewed regularly to ensure that they are still appropriate for the community.

Annual Progress Reporting

Once the Comprehensive Plan is adopted, an appointed committee, such as the Planning and Zoning Commission or a standing committee such as the CPSC, should prepare a yearly progress report with City staff that may be presented to the City Manager, Mayor and City Council, and the public. This will help to drive public engagement of the Plan and make sure that it is consistently reviewed.

Five-Year Update

Every five years after the Plan is adopted, the Planning & Development Services Department should create a comprehensive report that evaluates the progress that has been made on all goals and recommendations that were included within the Plan. Additionally, the report should solicit feedback from various City staff to help understand how the Plan is performing from their perspective, including any successes or shortcomings that it may have. Updates or additions to the Plan should be made as needed. If during one of these five-year reviews, it is determined that a more in-depth update or full revision of the Plan is necessary, that work should be undertaken. At a minimum, a more robust update should be done approximately every 20 years.

Proactive and Reactive Implementation

The implementation of a comprehensive plan involves proactive and reactive methods to achieve its goals and respond to changing circumstances. Proactive methods, such as zoning regulations and incentive programs, guide development in alignment with the plan's vision. Reactive methods, such as development review processes and amendment procedures, allow for adjustments to address emerging issues. Together, these approaches ensure that the plan remains dynamic and effective in guiding the future growth and development of the community.

Proactive Methods

Zoning and Land Use Regulations

Zoning and land use regulations help guide development according to the goals and vision of the Comprehensive Plan. They can include mixed use zoning, which encourages diverse and walkable neighborhoods, or conservation zoning, which protects environmentally sensitive areas.

Incentive Programs

Incentive programs, such as tax credits or density bonuses, can encourage developers to adhere to the Comprehensive Plan's recommendations. These incentives can promote the creation of additional housing, the preservation of historic buildings, or the implementation of sustainable practices.

Infrastructure Planning

Infrastructure planning involves identifying and prioritizing infrastructure projects that align with the Comprehensive Plan. This can include projects related to transportation, utilities, parks, and other public amenities that support the Plan's goals.

Reactive Methods

Development Review Process

The development review process is a reactive method that ensures new development projects comply with the Comprehensive Plan and relevant regulations. This process allows for adjustments and modifications to proposals to better align with the Plan's goals.

Amendment Procedures

Comprehensive plans are not static documents and may need to be amended to respond to changing conditions or new priorities. Reactive amendment procedures allow for updates to the plan based on community feedback, emerging trends, or unforeseen challenges.

Community Engagement

While community engagement is proactive in its intent, it can also serve as a reactive method to address concerns or opposition to the implementation of the Comprehensive Plan. Engaging with the community allows for feedback and input that can shape or adjust implementation strategies.

Education and Training

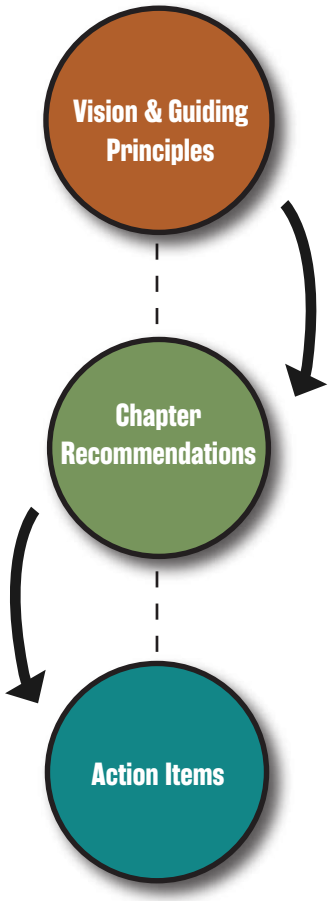
Individual training workshops with the Planning and Zoning Commission, City Council, and key staff members are vital for successful plan implementation. These workshops may include:

- **Discussion of Roles and Responsibilities:** Clearly outline the roles and responsibilities of each entity and how they contribute to the implementation of the Plan.
- **Overview of the Plan:** Provide a detailed overview of the entire Plan, focusing on segments that directly relate to each group's responsibilities and purposes.
- **Tasking and Priority Setting:** Engage each group in developing their own one-, two-, and five-year agendas for implementation tasks, ensuring alignment with the overall Plan.
- **Mock Meeting Facilitation:** Conduct a mock meeting to demonstrate how the Plan's policies and recommendations can be effectively utilized in decision-making processes.
- **Question-and-Answer Session:** Conclude the workshop with a question-and-answer session to clarify any doubts and ensure that participants are fully prepared to begin implementing the Plan.

Organization of Recommendations

The Community Vision and Guiding Principles that were identified in the Community Snapshot chapter are the foundation from which all recommendations were made in this Plan. Recommendations are organized by the chapter/topic they apply to and the goal that they are fulfilling. Figure 52 below shows how the vision, goals, and action items are related.

Figure 52. Recommendation Organizational Diagram



Implementation Matrix

The following pages present a matrix of action items to undertake that will move the City toward achieving the goals of this Plan.

The matrix includes the following elements:

- **Action No.:** Provides an identification number for each action.
- **Action Description:** Presents and describes the recommended action.
- **Responsible Entity:** Identifies the typical party that would be primarily responsible for implementation of the action. Many actions will require multiple parties or partnerships, but each action should have a singular champion that is accountable for the action. Responsible parties are subject to change if the City deems another party is more suited to champion an action.
- **Metrics & Targets:** Performance metrics, established to monitor the success of the Plan's implementation, require tracking specific data points to ensure accurate progress measurements. Tracking metrics can help the City understand and demonstrate if they are moving toward or away from achieving goals. Importantly, metrics do not work independently and are not intended to capture the entire picture of what is going on in the City. Falling short of a metric does not necessarily mean that progress is not being made, but it may note that closer examination is needed for that particular element. It may be found that the metric originally listed is in fact not the best indicator for that action and can be updated.
- **Timing:** Identifies a target timeline for implementation of the action. Some actions may be ongoing, in this case the timeline sets a target for initiation of the ongoing action.
  - Short = less than 3 years
  - Medium = 3-6 years
  - Long = 7-10+ years
  - Ongoing = Continuous effort

Land Use

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.1	Assign an individual or department within the City as the primary Comprehensive Plan Champion to be accountable for internal Comprehensive Plan implementation and coordination across the City.	Development Services	**Metric**: Percentage of Comprehensive Plan actions or goals achieved. **Target**: Make progress on or update 100% of Comprehensive Plan actions within their noted timeframe.	Short
LU.2	Upon adoption, the Comprehensive Plan Champion should be responsible for establishing and overseeing a process for annual progress reporting and five-year plan evaluation and updates.	Development Services	**Metric**: Number of annual progress reports and five-year plan evaluations completed. **Target**: Complete 100% of annual progress reports and five-year plan evaluations.	Ongoing
LU.3	Examine the zoning ordinance and other development regulations to identify any existing barriers to implementing the recommendations of this Plan.	Development Services	**Metric**: Completion of an ordinance & regulation diagnostic. **Target**: Completion of the diagnostic report complete with identification of needed policy & regulatory updates within one year.	Short
LU.4	Review and update City ordinances to address transitions and meaningful integration of residential development adjacent to essential goods and services. Multi-family uses should be enabled in commercial/retail areas to support mixed use benefits. Provide compatibility transitions that buffer while also retaining the benefits of adjacent mixed uses.	Development Services	**Metric**: Adoption of updated ordinances. **Target**: 100% of relevant ordinances are updated and adopted within two years.	Short
LU.5	Update the zoning ordinance and map to reflect the Future Land Use Plan and goals of this Plan.	Development Services	**Metric**: Updated zoning ordinance and map to align with the Future Land Use Plan. **Target**: Adopt the updated zoning ordinance and map within two years.	Medium
LU.6	Conduct necessary GIS analysis to establish conditions for any target metric listed in this Action Plan Matrix.	Development Services	**Metric**: Number of target metrics evaluated in GIS. **Target**: 100% of actions that require GIS analysis to be evaluated.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.7	Evaluate and develop regulations that reduce development impacts related to impervious cover, natural drainage function, and increasing bicycle/ pedestrian connectivity.	Development Services	**Metric**: New regulations focused on reducing impervious cover, enhancing natural drainage function, and increasing bike/pedestrian connectivity. **Target**: New regulations adopted within three years.	Medium
LU.8	Update City regulations to promote mixed use development, missing middle housing products or similar, consistent with this Plan.	Development Services	**Metric**: Percentage increase in mixed use developments. **Target**: Three mixed use developments in the City within five years.	Medium
LU.9	Update City regulations to promote compact, well-connected neighborhoods and commercial areas through connectivity, street design, open space, trails, etc, consistent with this Plan.	Development Services	**Metric**: Percentage of households within a 10-minute walk to retail and services. **Target**: Increase the percentage of households within a 10-minute walk to retail and services by 25% within five years.	Medium
LU.10	Consider incentives and bonuses, such as reduced lot widths, reduced lot sizes and increased density, for projects that voluntarily choose to achieve higher community benefits or design standards. Examples include alley-loaded housing products, use of masonry, urban design standards, build-to lines, interior-accessed units for multi-family, enhanced streetscape and sidewalks, historic preservation, art/ culture/public amenities, etc.	Development Services	**Metric**: Percentage of projects utilizing incentives and bonuses and providing enhanced community benefit or design standards. **Target**: 25% of new projects utilize adopted incentives and bonuses within five years.	Medium
LU.11	Create a Small Area Plan program with a methodology and criteria for prioritizing planning areas and applying the strategies and principles of this Comprehensive Plan with a greater degree of detail for a defined area, neighborhood or corridor.	Development Services	**Metric**: Number of Small Area Plans created and implemented. **Target**: Create and implement two Small Area Plans within five years.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.12	Create a new and expanded zoning district for the downtown area that aligns with the goals for the downtown district and specialty hub outlined in this Plan.	Development Services	**Metric**: Develop and adopt new zoning regulations for the downtown area. **Target**: Complete the zoning district proposal and adoption within three years.	Medium
LU.13	Encourage infill and redevelopment within the city limits by offering incentives that encourage the utilization of existing infrastructure and promote revitalization.	Development Services Public Works	**Metric**: Number of infill and redevelopment projects completed. **Target**: Increase infill and redevelopment projects by 25% within five years.	Medium
LU.14	Consider regulatory incentives and density bonuses for placement of higher density residential projects near the mixed use hubs.	Development Services	**Metric**: Percentage of higher-density residential projects located near mixed use hubs. **Target**: Within five years, 60% of high-density residential projects are being built within a 10-minute walk of a mixed use hub.	Medium
LU.15	Incorporate measures that prioritize mitigation of flooding and restoring riparian functions of floodplains, while prohibiting construction of new structures in the regulatory floodplain. Incentivize the use of low impact development and green infrastructure techniques in private development.	Development Services Public Works	**Metric**: Number of structures located within the regulatory floodplain. **Target**: Reduce the number of structures located within the regulatory floodplain by 5% within five years.	Medium
LU.16	Promote the establishment of the mixed use hubs to enhance access to goods, services, employment and other opportunities.	Development Services	**Metric**: Percentage of households within a 10-minute walk to mixed use hubs. **Target**: Achieve 25% of households within a 10-minute walk to mixed use hubs within ten years.	Long
LU.17	Maintain and create accessibility to parks and trails throughout the City by providing access and trailhead connections near residential and commercial development and preserving trail easements and ROW for future trail alignments.	Development Services Public Works Parks & Recreation	**Metric**: Percentage of Lockhart residential units within a 10-minute walking distance of parks and trails. **Target**: 70% of residential units within walking distance of a park or trailhead within ten years.	Long

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.18	Establish and maintain a City policy for planned growth in the ETJ including special financing districts and development financing tools like MUDs and PIDs, to ensure new development can be efficiently supported by City infrastructure and services.	Development Services	**Metric:** Evaluation of infrastructure capacity for future ETJ growth. **Target:** Ensure 100% infrastructure capacity for new developments in the ETJ.	Ongoing
LU.19	Create a Standard Operating Procedure (SOP) for reviewing development applications for relevance and consistency with this Plan and communicating that to Commissions and City Council, when applicable.	Development Services	**Metric**: Percentage of zoning applications consistent with the Land Use chapter of this Plan. **Target**: Ensure 100% consistency with the Land Use chapter for all future zoning and development applications.	Ongoing
LU.20	Implement an SOP to keep in contact with Lockhart ISD and work with developers to preserve appropriate school sites, including use of development incentives or offsets.	Development Services	**Metric**: Number of school sites preserved, as identified by the ISD. **Target**: Preserve 100% of identified necessary school sites.	Ongoing

Housing

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
HG.1	Implement beautification initiatives to help facilitate and improve private property maintenance, including development of an idea book and micro-incentives or grants for curb appeal improvements.	Development Services	**Metric**: Production and implementation of a curb appeal idea book and micro-incentives or grants for beautification efforts. **Target**: Publishing of the idea book and implementation of five pilot projects within three years.	Medium
HG.2	Establish incentives for the creation of attainable and workforce housing; which may include reduced lot size, reduced setbacks, increased density, decreased parking and increased lot coverage to support low income and workforce renters.	Development Services	**Metric**: Percentage of housing units affordable to households earning 60-120% of the area median income. **Target**: 5% increase within five years.	Medium
HG.3	Review feasibility and applicability of Neighborhood Empowerment Zones (NEZs) and Neighborhood Conservation Districts (NCDs) for preservation and reinvestment purposes, and as an anti-displacement strategy.	Development Services	**Metric**: The proportion of land area designated as requiring "Major Repairs" that is encompassed within a NEZ or NCD. **Target**: Incorporate 80% of the zones designated as needing "Major Repairs" within a NEZ or NCD over a span of five years.	Medium
HG.4	Establish a down payment assistance or point buy down program on mortgage interest for workforce home buyers, potentially targeting community-supportive professions like teachers, medical personnel and public safety employees.	Development Services Administration	**Metric**: Establishment of the program. **Target**: Establish the within five years.	Medium
HG.5	Establish architectural guidelines within areas identified for their historical and cultural importance to Lockhart in addition to the Secretary of the Interior Standards, to protect and celebrate the established character.	Development Services	**Metric**: Percentage of buildings within designated historical or cultural areas that adhere to established architectural guidelines. **Target**: Ensure 75% of buildings within designated historical or cultural areas adhere to established architectural guidelines within five years.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
HG.6	Conduct a historic resources survey that meets the standards/guidelines of the Texas Historical Commission.	Development Services	**Metric**: Percentage of the City covered within a study area boundary of a Historic Resources Survey completed in the last ten years. **Target**: 50% of the City covered within the study area.	Medium
HG.7	Encourage a variety of housing types and densities to promote diverse housing choices for a variety of income levels, lifestyles, and life stages.	Development Services	**Metric**: Percentage of housing in the community other than single-family detached. **Target**: Increase the percentage of housing in the community other than single-family detached to 30% within ten years.	Long
HG.8	Regularly communicate with neighborhood representatives (e.g., homeowner's association members, religious and other community leaders) to keep neighborhood sustainability at the front of mind. Consider the creation of a Neighborhood Commission.	Development Services Lockhart PIO	**Metric**: Number of scheduled communications or engagements with neighborhood representatives annually. **Target**: Conduct at least four scheduled communications or engagements with neighborhood representatives annually.	Ongoing
HG.9	Support nonprofit developers to include home-ownership choices for workforce housing (60% to 120% of area median household incomes).	Development Services	**Metric:** Housing + Transportation (H + T) Index. **Target**: Maintain a Housing + Transportation Index below 45%.	Ongoing
HG.10	Evaluate housing grant programs and other resources (e.g., HOME, Rebuilding Together, CDBG) to support the construction of new affordable housing and fund maintenance and weatherization programs for existing homes.	Development Services	**Metric**: Number of grants or resources awarded to affordable housing developments or existing housing improvements. **Target**: Award grants or resources to all affordable housing projects coming to the City.	Ongoing

Transportation & Mobility

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
TM.1	Adapt street cross-sections from this Plan into development regulations and roadway engineering standards.	Development Services Public Works	**Metric**: Roadway projects incorporating updated thoroughfare cross-section design standards. **Target**: Incorporation of the sections into City standards within one year, all future roadway projects in the City should adhere to these standards.	Short
TM.2	Adopt a formal Complete Streets Policy; integrate the policy into local ordinances, zoning codes, and development regulations.	Development Services Public Works	**Metric**: Adoption date of Complete Streets Policy. **Target**: Adopt and integrate the Complete Streets Policy within one year.	Short
TM.3	Develop a street design manual that includes standards for implementing complete streets. This should include design guidelines for the street typologies that have been identified in this Plan.	Development Services Public Works	**Metric**: Completion date of street design manual. **Target**: Complete and adopt the street design manual within two years.	Short
TM.4	Adopt connectivity index requirements within the subdivision regulation design standards.	Development Services	**Metric**: Intersection density/square mile city wide **Target**: Greater than 60 intersections/square mile within the City of Lockhart limits.	Short
TM.5	Conduct a parking study for the downtown area to assess current and future parking needs, if any.	Development Services	**Metric:** Identify parking availability and any deficiencies in downtown Lockhart. **Target:** Complete the parking study and report findings within two years.	Short
TM.6	Identify procedural requirements to establish when collector streets are necessary for new developments.	Development Services Public Works	**Metric**: Develop a clear set of criteria for determining the need for collector streets. **Target**: Adopt code regulations detailing collector street requirements within two to five years.	Short-Medium
TM.7	Enhance last mile connectivity with the addition of transit stops, focusing on improving ease of access via sidewalks and bike lanes.	Development Services Public Works	**Metric**: Increase the percentage of transit stops with accessible sidewalks and bike lanes within a designated radius. **Target**: Ensure that 80% of newly added transit stops have accessible sidewalks and bike lanes within a 0.5-mile radius.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
TM.8	Explore the implementation of a Transit-Oriented Development (TOD) Overlay district to encourage mixed use development, enhance access to transit facilities and promote pedestrian accessibility.	Development Services	**Metric**: Establish a TOD Overlay district. **Target**: Achieve a 15% increase in mixed use developments and residential density within the TOD Overlay district.	Medium
TM.9	Conduct a roadway safety study and action plan to identify high accident locations with the City and determine low cost/highly effective treatments.	Public Works	**Metric**: Reduction in the number and severity of accidents within the City of Lockhart. **Target**: No transportation-related fatalities and serious injuries for three consecutive years (Vision-Zero target).	Medium
TM.10	Restrict or disallow the use of cul-de-sacs, favoring stub streets or temporary turnarounds Within the City's Subdivision Regulations, restrict the maximum length and number of units served by a cul-de-sac.	Development Services	**Metric**: Updated Subdivision Regulations, Number of new cul-de-sacs versus stub streets or temporary turnarounds in approved developments. **Target**: Reduce the number of new cul-de-sacs by 50% within five years.	Medium
TM.11	Develop incentives such as density bonuses or impact fee reductions/ rebates for developments that exceed minimum connectivity standards.	Development Services	**Metric**: Number of developments utilizing density bonuses or impact fee reductions/ rebates. **Target**: Ensure 30% of new developments utilize incentives for exceeding connectivity standards.	Medium
TM.12	As the Capital Area Rural Transportation System: CARTS service expands, incorporate additional stops in areas of the City where car ownership rates are below the regional average.	Administration Public Works	**Metric:** Work with CARTS to increase the number of service stops. **Target:** Add a minimum of two new CARTS stops.	Medium
TM.13	Evaluate access management treatments along major corridors such as US 183 (Colorado Street) and SH 142 (San Antonio Street).	Development Services TxDOT	**Metric:** Curb Cut Density - (Total Curb Cut Length/Total Frontage Length) *100) along major corridors. **Target:** Curb Cut Density less than 40% along major corridors.	Long

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
TM.14	Ensure that established transit stops are well marketed, ADA accessible, well-lit and equipped with adequate cover.	Public Works	**Metric**: Conduct regular audits to assess the accessibility and amenities of established transit stops. **Target**: Achieve compliance with established transit stops meeting ADA accessibility standards and having adequate lighting and shelter.	Ongoing
TM.15	Review and update the Thoroughfare Plan and roadway impact fees on a regular basis.	Development Services Public Works	**Metric**: Frequency of thoroughfare plan/ roadway impact fees reviews and updates. **Target**: Review and update the thoroughfare plan every five years.	Ongoing
TM.16	Secure or obtain the required right-of-way (ROW) for future network expansion. Focus on establishing parallel and extension routes to current major infrastructure to alleviate congestion and maintain overall network connectivity.	Development Services Public Works	**Metric**: Percentage of required ROW acquired. **Target**: Acquire 100% of right of way during in the land development entitlement process.	Ongoing
TM.17	Create an SOP to include an analysis of impacts to ISO rating in the City's development review process. This assessment should consider factors such as proximity to fire stations, availability of water supply and hydrant coverage, access for emergency vehicles, and road connectivity as it relates to emergency response times.	Development Services Lockhart EMS Lockhart Fire Department	**Metric**: Percentage of City limits within five driving miles of both EMS and Fire services. **Target**: 100% of City limits within five driving miles of both EMS and Fire Service facilities (supportive of the highest scoring under ISO review/analysis for response distance.	Ongoing
TM.18	Ensure that the ISD's plan for new schools are coordinated with the City and conform to the Comprehensive Plan, Major Thoroughfare Plan.	Development Services Lockhart ISD	**Metric**: Percentage of new school developments conforming to the Comprehensive Plan and Major Thoroughfare Plan. **Target**: Achieve 100% conformity for new school development.	Ongoing

Economic Resilience

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
ER.1	Work with higher education institutions to bring community college or similar higher education opportunities to Lockhart.	Economic Development Corporation (LEDC) Development Services	**Metric:** Number of courses offered for higher education. **Target:** 100 participants in higher education opportunities.	Short-Medium
ER.2	Through regulatory incentives and other methods, encourage the development healthcare and hospital services.	Economic Development Corporation (LEDC)	**Metric:** Implement a regulatory incentive or initiative to encourage healthcare and hospital development. **Target:** Track the number of interested healthcare providers within three years.	Short-Medium
ER.3	Pursue Certified Local Government (CLG) status for Lockhart's Historic Preservation initiatives.	Development Services	**Metric:** Completion of all necessary documentation and criteria required by the State Historic Preservation Office (SHPO). **Target:** Achieve CLG status.	Medium
ER.4	Continue implementing the 2020 LEDC Target Industry Plan and update it at least every five years.	Economic Development Corporation (LEDC)	**Metric**: Percentage of LEDC plan recommendations implemented. **Target**: 85% of plan recommendations implemented within five years.	Medium
ER.5	Develop and promote a tourism marketing campaign that highlights local attractions, particularly Lockhart outdoor activities, recreation activities and historic sites.	Economic Development Corporation (LEDC)	**Metric**: Annual Hotel Occupancy Tax collected. **Target**: 25% increase in Hotel Occupancy Tax and spending within five years.	Medium
ER.6	Implement improvements from this Plan, including transportation, infrastructure, and quality of life enhancements (parks, trails and community facilities) to attract employees and support economic development.	Public Works Parks & Recreation Administration	**Metric**: Number of projects completed and their impact on economic development. **Target**: Complete at least five improvement projects within five years.	Medium
ER.7	Create an arts and culture center in historic Downtown Lockhart.	Economic Development Corporation (LEDC) Administration	**Metric**: Increase in local business revenues and tourism spending in Downtown Lockhart. **Target**: Achieve a 10% increase in Downtown spending within five years.	Medium
ER.8	Preserve and enhance Downtown Lockhart by implementing the actions identified in the 2022 Downtown Revitalization Plan.	Development Services Public Works	**Metric**: Percent of blockfaces with more than 10% vacancy **Target**: 0% of Downtown blockfaces with more than 10% vacancy.	Medium
ER.9	Pursue designation of Downtown Lockhart as a Cultural District through the Texas Commission on the Arts (TCA).	Administration	**Metric**: Cultural district property tax revenue. **Target**: 25% increase in cultural district property tax revenue collected five years after district creation.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
ER.10	Identify and assess brownfields and greyfields, conducting an inventory of potential redevelopment sites impacted by environmental contamination concerns.	Development Services Economic Development Corporation (LEDC)	**Metric**: Number of brownfield/greyfield sites identified and assessed. **Target**: Identify and assess two brownfield/ greyfield sites within five years.	Medium
ER.11	Create a business incubator program with the EDC to support early-stage local companies with mentorship and resources. Also, evaluate existing state and local entrepreneurship programs to ensure they align with the efforts of the Lockhart Chamber of Commerce and EDC.	Economic Development Corporation (LEDC)	**Metric**: Number of startups participating, their success rate and the number of programs evaluated and integrated. **Target**: Incubate a target of ten new startups within five years and integrate two relevant programs every two years.	Medium-Long
ER.12	Develop a fiscal and equity impact tool for discretionary developments and annexations to assess the net community benefit.	Development Services Public Works Administration	**Metric:** The ratio of projected tax revenues (property tax per acre, sales tax and businesses tax) generated by the development vs. the public costs (infrastructure, services, schools) incurred. **Target:** Developments should generate at least a 1 to 1 ratio or more of revenues to costs, ensuring a positive net return for the City.	Long
ER.13	Conduct a study to identify optimal sites with the fewest barriers to development.	Economic Development Corporation (LEDC) Water/Wastewater Department Public Works	**Metric**: Number of jobs created as a result of new developments on shovel-ready sites. **Target**: Annual Increase year over year in job creation.	Ongoing
ER.14	Ensure infrastructure capacity is in place in a timely manner to allow Lockhart to support economic opportunities and target industries.	Economic Development Corporation (LEDC) Water/Wastewater Department Public Works	**Metric**: Percentage of infrastructure projects completed on schedule according to water, wastewater, and transportation master plan recommended schedules. **Target**: Achieve a 95% on-time completion rate for infrastructure projects.	Ongoing
ER.15	EDC should host meetings with local employers bi-annually or annually to discuss workforce needs.	Economic Development Corporation (LEDC)	**Metric**: Number of meetings held and employer participation rate. **Target**: Minimum of two meetings per year with at least 75% of local employers participating.	Ongoing
ER.16	Launch a digital literacy training program hosted by the Dr. Eugene Clark Library.	Dr. Eugene Clark Library	**Metric**: Number of participants who complete the digital literacy program. **Target**: 100 participants completing the program annually.	Ongoing

Infrastructure & Utilities

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
IU.1	Promote the creation of defensible space around public facilities and critical infrastructure by clearing flammable vegetation.	Public Works	**Metric**: Percentage of public facilities with defensible space created. **Target**: 100% of critical facilities have defensible space within three years.	Short
IU.2	Enhance and add additional programming to the Dr. Eugene Clark Library. Consider providing more technological services and providing additional programs for the non-English speaking population. **Note: a new City hall may allow for the council chambers to move out of the library and expand into the City Hall.**	Library Services Public Works	**Metric**: User satisfaction with library programming. **Target**: 90% or greater reported user satisfaction.	Short
IU.3	Create a facility and staffing needs assessment for Lockhart City Hall, incorporating analysis of population growth, to support discussions on potential expansion or relation of City Hall and staffing additions.	Development Services Public Works Administration Finance	**Metric**: Completion of City Hall Facility and Staffing Needs assessment. **Target**: Complete report within three years of plan adoption.	Short
IU.4	Conduct a risk-based assessment of all water pipelines, sewer mains, lift stations, pump stations, wells, and storage tanks to assist in the prioritization of recommended operations and maintenance improvements.	Water/Wastewater Department	**Metric**: Percentage of infrastructure assessed annually. **Target**: 100% of critical infrastructure assessed within five years.	Medium
IU.5	Create an SOP to engage modeling as early as possible in the development review and feasibility processes.	Water/Wastewater Department	**Metric**: Percentage of development projects incorporating early modeling. **Target**: 90% of new projects incorporate modeling in the early stages within five years.	Medium
IU.6	Consider participation in FEMA's Community Rating System program to reduce potential for flood damage and flood insurance costs for residents and businesses.	Development Services	**Metric**: CRS rating improvement and flood insurance cost reduction. **Target**: Achieve a CRS rating of six within five years.	Medium
IU.7	Evaluate opportunities for an indoor recreation center in partnership with county and regional stakeholders.	Parks & Rec Public Works	**Metric**: Complete a feasibility study for an indoor recreation center. **Target**: Complete study within five years of plan adoption.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
IU.8	Complete a facility needs assessment for the Animal Services Facility.	Animal Services Public Works	**Metric**: Completion of Animal Service Facility Needs assessment. **Target**: Complete report within five years of plan adoption.	Medium
IU.9	Upgrade IT infrastructure throughout all public facilities to enhance cyber security and meet current and projected demands.	Public Works Finance Library Services	**Metric**: Percentage of facilities with upgraded IT infrastructure. **Target**: 75% of city-owned facilities upgraded with five years.	Medium
IU.10	Complete a comprehensive facility needs assessment for public safety facilities (police, fire, EMS), in particular the southern portion of the City.	Lockhart Fire and Police Departments	**Metric**: Completion of a fire station survey by an ISO consultant and completion of a space study for Lockhart Police Department. **Target**: Complete surveys within five years of plan adoption.	Medium
IU.11	Coordinate with Lockhart ISD on new developments to confirm school facilities are adequately planned to serve the growing community.	Development Services Lockhart ISD	**Metric**: Percentage of new developments within a 2-mile radius of an existing or planned school facility. **Target**: At least 80% of new developments are within a 2-mile radius of a school within five years.	Medium
IU.12	City of Lockhart should partner with the County, State, and Federal agencies to implement the flood protection projects identified in the 2024 Caldwell County Flood Protection Plan.	Public Works	**Metric**: Number of flood protection projects implemented. **Target**: Implement at least one flood protection project every three years.	Long
IU.13	Water Control and Improvement Districts (WCID) and Municipal Utility Districts (MUD) should be carefully evaluated. These tools can accelerate infrastructure improvements beyond responsible growth. The City should ensure impacts are mitigated through consent and strategic partnership agreements. **Note: the City should use these agreements to advance the implementation of the Comprehensive Plan vision, goals and actions.**	Public Works	**Metric**: Number of WCID/MUD agreements reviewed and updated annually. **Target**: 100% of agreements are reviewed annually.	Ongoing

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
IU.14	Advocate for compact, interconnected development patterns that foster efficiency and high fiscal performance in terms of both tax revenue per acre and number of connections per linear foot of infrastructure.	Development Services	**Metric**: Ratio of tax revenue per acre and number of connections per linear foot. **Target**: Year-over-year increase in both metrics.	Ongoing
IU.15	Evaluate future public facility designs for net zero water by incorporating innovative technologies, alternative water sources, and on-site wastewater treatment	Public Works	**Metric**: Percentage of water that is reused within site. **Target**: At least 50% of water in new public facilities is reused.	Ongoing
IU.16	Timing for planning and design of facilities should exceed the TCEQ minimums to avoid compliance issues, improve overall system performance and lower risk.	Water/Wastewater Department	**Metric**: Percentage of projects meeting or exceeding TCEQ timelines. **Target**: 100% compliance with timelines exceeding TCEQ minimums.	Ongoing
IU.17	Be proactive with stormwater facilities and infrastructure. Incorporate green infrastructure such as bioswales, retention ponds, and permeable pavements to manage stormwater runoff.	Water/Wastewater Department	**Metric**: Percentage of projects by project value that include green stormwater infrastructure (GSI) **Target**: 50% of City CIP projects by value to include GSI elements.	Ongoing
IU.18	Develop and continually update the water and sewer system models.	Water/Wastewater Department	**Metric**: Frequency of model updates. **Target**: Models updated semi-annually.	Ongoing
IU.19	Evaluate CIP annually to see if critical infrastructure needs require a shift in the schedule.	Water/Wastewater Department Public Works	**Metric**: Number of CIP adjustments made annually based on critical needs. **Target**: 100% critical needs addressed annually.	Ongoing
IU.20	Regularly review the City's Flood Damage Prevention Ordinance and any other City Floodplain management related ordinances to ensure that they align with current best practices.	Development Services Engineering	**Metric**: Frequency of ordinance reviews. **Target**: Annual review and update of ordinances.	Ongoing
IU.21	The City of Lockhart should continue to actively participate in the County hazard mitigation planning process and continue to implement identified actions within the existing 2020 hazard mitigation plan.	Development Services Administration Public Works	**Metric**: Number of hazard mitigation actions implemented annually. **Target**: Complete at least one hazard mitigation action annually.	Ongoing

Prepared for the City of Lockhart

Lockhart
The BBQ Capital of Texas

Prepared by Freese and Nichols and TXP

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