

PUBLIC NOTICE

**City of Lockhart
Planning and Zoning Commission
7:00 PM, Wednesday, February 14, 2024
Municipal Building – Glosserman Room
308 W. San Antonio St.**

AMENDED AGENDA

1. Call meeting to order.
2. Citizen comments not related to an agenda item.
3. Consider the minutes of the January 24, 2024 meeting.
4. **ZC-24-01.** Hold a **PUBLIC HEARING** and consider a request by Blake Reed on behalf of AC Lockhart LLC for a **Zoning Change** from *CHB Commercial Heavy Business District* and *AO Agricultural-Open Space District* to *CHB Commercial Heavy Business District* and *IL Industrial Light District* on 11.011 acres in the Francis Berry Survey, Abstract No. 2, located at 1820 South Colorado Street (US 183).
5. Update from Freese and Nichols, Inc. regarding the progress of the Lockhart Looking Forward comprehensive plan.
6. Discuss the date and agenda of the next meeting, including Commission requests for agenda items.
7. Adjourn.

Posted on the bulletin board in the Municipal Building, 308 West San Antonio Street, Lockhart, Texas, at 12:00 PM on the 9th day of February 2024.

**City of Lockhart
Planning and Zoning Commission
January 24, 2024**

MINUTES

Members Present: Philip Ruiz, Phil McBride, Bradley Lingvai, Manuel Oliva, Julia Haug Rick Arnic, Ron Peterson

Members Absent: None

Staff Present: David Fowler, Evan Olszewski, Kevin Waller, Christine Banda

Visitors/Citizens Addressing the Commission:

1. Call meeting to order. Chair Ruiz called the meeting to order at 7:02 p.m.
2. Citizen comments not related to an agenda item. None
3. Consider the Minutes of the January 10, 2024, meeting.

Commissioner Arnic moved to approve the January 10, 2024. Commissioner Haug seconded, and the motion passed by a vote of 7-0.

4. ZC-23-09 and PDD-23-01. Hold a PUBLIC HEARING and consider a request by Pam McClain Madere of Jackson Walker, LLP, for a Zoning Change from AO Agriculture-Open Space District to PDD Planned Development District including a PDD Development Plan, for McCormick Ranch Planned Development District on 53 acres in the Cornelius Crenshaw Survey, Abstract No 68, and located at 2835 F.M. 2001.

Planning Director David Fowler presented the case. He said that the subject property was annexed on Thursday, January 18, 2024, and the city had issued a hold harmless so that they could grade the property. Upon annexation the property was zoned AO Agricultural-Open Space District. The applicant is requesting a PDD Planned Development District for the subject property. The site is served by water, which requires upsizing to adequately serve the proposed development, Wastewater would need to be extended to the site. Both utility improvements are the subject of a recent economic development incentive agreement. The PDD plan shows two phases for the subject property. Phase One is for the proposed RealCold frozen food storage and distribution facility. Phase Two will have additional buildings with light industrial development. The site would have two entrances from FM 2001, one on the north side of the property and one on the east side of the property. There would be a center turning lane into the RealCold storage project. Due to the location of the property and the extent of the road improvements, the applicant requests not to build sidewalks along FM 2001. The RealCold

building would have a smaller office space, but it would mostly be storage for frozen food. The PDD also had a sign schematic. The proposed building would be 75 feet in height, with no mechanical equipment required screening on the rooftop. The applicant also requests that outdoor storage with trailer parking is allowed on the site. The City's standard parking ratio for the IL Industrial Light district is 1 parking space per 1000 square feet, but the PDD has a reduced ratio, particularly for the Real Cold site. While the site would require seven bonus features under LI zoning, a reduction to three is suggested in the PDD.

Chair Ruiz asked what advantage the City has to allow the reduction in parking required and no sidewalks along FM 2001.

Mr. Fowler said that with TxDOT's proposed improvements including sidewalks in the future it seems reasonable to allow the variance, if there is internal pedestrian circulation provided on the site.

Chair Ruiz opened the public hearing and asked for the applicant to come forward.

Ivan Karpov of 30 Hudson Yards, New York, NY came forward representing F3 Lockhart Owner, LLC and said they do not require as much parking as a typical light industrial use because the trucks do not stay there but come in briefly throughout the day for pick ups and drop offs of frozen food. RealCold business will have two shifts and mostly would be warehouse employees. Because of the roof elevations it would be impossible to screen the mechanical equipment on the roofs and the refrigeration system located outside. They are proposing to plant trees along FM 2001 to provide screening, a green walking trail for employees would be located on the west side of the PDD. Outside their small office space there would be a break area.

Commissioner Oliva asked why they would build something so tall in Lockhart.

Jericho Jones said he was with the ARCO construction group in charge of the building. He said it was important to have that height to help with the combination of internal building height and the height of the roof-mounted .

Mr. Karpov said that Lockhart was the best fit for the location between Austin and San Antonio and with quick access to SH 130.

Mike Llewellyn the CEO of RealCold said it is ideal to be able to stack the product higher and be able to keep temperatures low.

Mr. Karpov would like to address the sidewalks with the commissioners and that they are only looking for relief here where the construction could be difficult.

Mr. Jones said there are great constraints with making the sidewalks feasible. The drainage pond had been constructed wider and deeper because of the runoff from FM 2001. There are grade changes on the curve of the road, and they had to tie into the existing stormwater flow.

Chair Ruiz commented that he is not comfortable with not having sidewalks.

Chair Ruiz asked for any other speakers seeing none he closed the public hearing and asked for staff recommendation.

Mr. Fowler said that staff recommends the following:

1. An internal trail system to connect the site's two entrances along FM 2001 to provide access along FM 2001 in lieu of a sidewalk.
2. Require one parking space per 2,000 square feet of building area for phase two of the development.
3. Provide landscaping or other screening to conceal any ground mounted mechanical equipment or outdoor storage areas visible from FM 2001.
4. Provide details of the lighting fixtures to be placed at the sites labeled "1" in the keynote legend on the Architectural Site Plan.
5. Provide at least five bonus features to include at least two features that would be incorporated into the building design.

Commissioner Lingvai suggested the applicant add landscaping islands to the parking areas to be more aesthetically pleasing and to have the parking ratio to one parking space per 3,000 square feet of building area for phase two.

Vice-Chair Oliva moved to approve staff's list of recommendations except the internal trail system instead of sidewalks. He would like sidewalks along FM 2001. Chair Ruiz seconded the motion and was denied with a vote of 3-4 with Commissioners Peterson, Haug, Lingvai and McBride against.

Commissioner Peterson asked the applicant if adding the sidewalks would be detrimental to the project.

Mr. Karpov said it would have a severe impact on the development because of the design and timeline.

Commissioner Lingvai asked staff if a fee in lieu of sidewalks could be added.

Mr. Fowler stated that a fee lieu of sidewalk could be added as a condition.

Mr. Karpov said they are open to paying a fee in lieu.

Commissioner Lingvai moved to recommend staff's recommendations except for the following changes to condition two, replace with add one parking space per 3,000 square feet of building area for phase two and to amending condition one to add fee in lieu of sidewalks as conditions of approval of ZC-23-09 and PDD-23-01 to City Council. Commissioner Haug seconded, and the motion passed with a vote of 7-0.

5. PP-23-04. Consider a request by Pam McClain Madere of Jackson Walker, LLP, for approval of a Preliminary Plat for McCormick Ranch Planned Development District, consisting of 53 acres in the Cornelius Crenshaw Survey, Abstract No. 68 proposed to be rezoned from AO Agricultural-Open Space District following annexation of the property to PDD Planned Development District and located at 2835 F.M. 2001.

Kevin Waller said that the applicant submitted the McCormick Ranch plat which would contain light industrial uses. A four-foot-wide compacted gravel employee walking trail would be located along the full length of the west boundary of the lot to be constructed with Phase 2 of the development. He mentioned the applicant is requesting a sidewalk variance along the property's FM 2001 frontage. There is a planned drainage channel along the majority of the property's roadway frontage as part of a roadway improvement project required by TxDOT which will include turning lanes and sidewalks. After hearing from the applicant earlier this evening, fees can be paid in lieu of sidewalks. He said that staff originally were against the variance but after hearing about TxDOT's plans for FM 2001 staff is open to the variance request.

Commissioner Haug moved to approve PP-23-04 without the variance and add fee in lieu of sidewalks. Commissioner Peterson seconded, and the motion passed with a vote of 7-0.

6. Hold a PUBLIC HEARING and consider a Text Amendment to Chapter 18 "Environment", Chapter 46 "Signs", Chapter 52 "Subdivision Regulations", and Chapter 64 "Zoning" of the Lockhart Code of Ordinances, as follows:

Amend Chapter 18 "Environment", Article III "Nuisances", Division 2 "Offensive Conditions", Section 18-82 "Prohibited";

Amend Chapter 46 "Signs", Section 46-6 "Prohibited signs and locations";

Amend Chapter 52 "Subdivision Regulations", Article V "Design Standards", Section 52-78 "Streetlights";

Amend Chapter 64 "Zoning", Article I "In General", Section 64-2 "Definitions"; Article VII "Zoning Districts and Standards", Section 64-197 "Regulations Common to all or several districts.", Subsection (g) "Minimum parking and loading requirements";

Amend Chapter 64 "Zoning", Article VII "Zoning Districts and Standards", Section 64-198 "Performance standards for commercial and industrial districts.", Subsection (c) "Nuisances" to establish revised requirements and standards for residential and commercial lighting, include references to lighting standards in relevant sections, and include updated street lighting policy.

Mr. Fowler presented a slideshow explaining the motivation for the revised lighting ordinance, the details of the changes proposed, and how the text amendments would create more tightly controlled lighting plans on commercial sites than the current ordinance. Mr. Fowler expressed that these changes and additions came as a response from the community wanting a better lighting ordinance.

There was discussion amongst the commissioners and staff.

Commissioner McBride moved to approve the text amendments. Commissioner Arnic seconded, and the motion passed with a vote of 6-1 with Commissioner Peterson against.

7. Discuss the date and agenda of the next meeting, including Commission requests for agenda items.

David Fowler said that the next meeting would be held on Wednesday, February 14th and that there was a zoning case filed to be heard at the meeting.

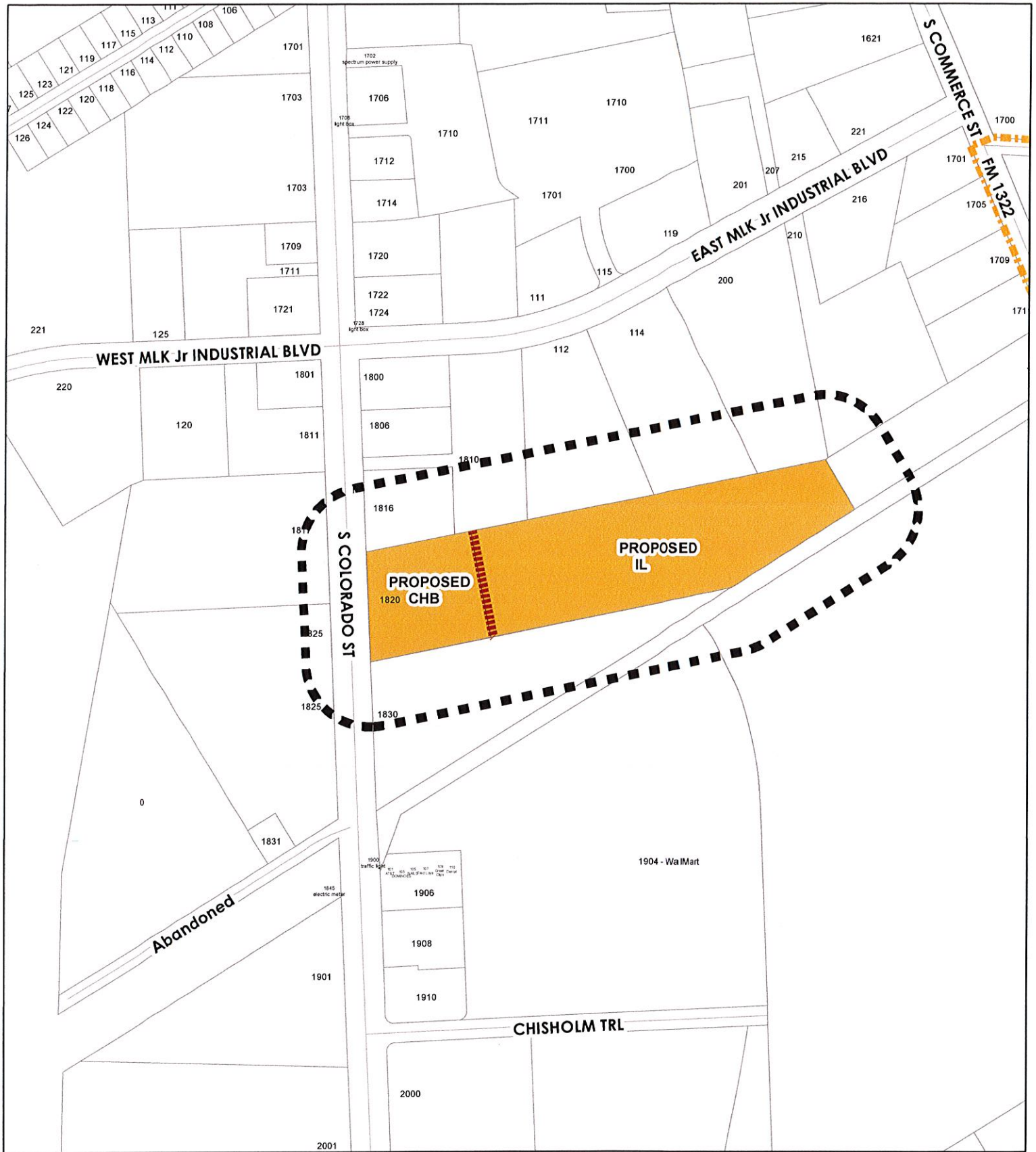
8. Adjourn.

Commissioner Oliva moved to adjourn, and Commissioner Haug seconded. The motion passed by a unanimous vote, and the meeting adjourned at 9:28 p.m.

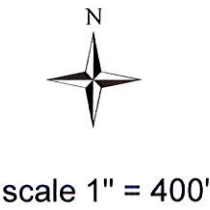
Approved: _____
(date)

Christine Banda, Recording Secretary

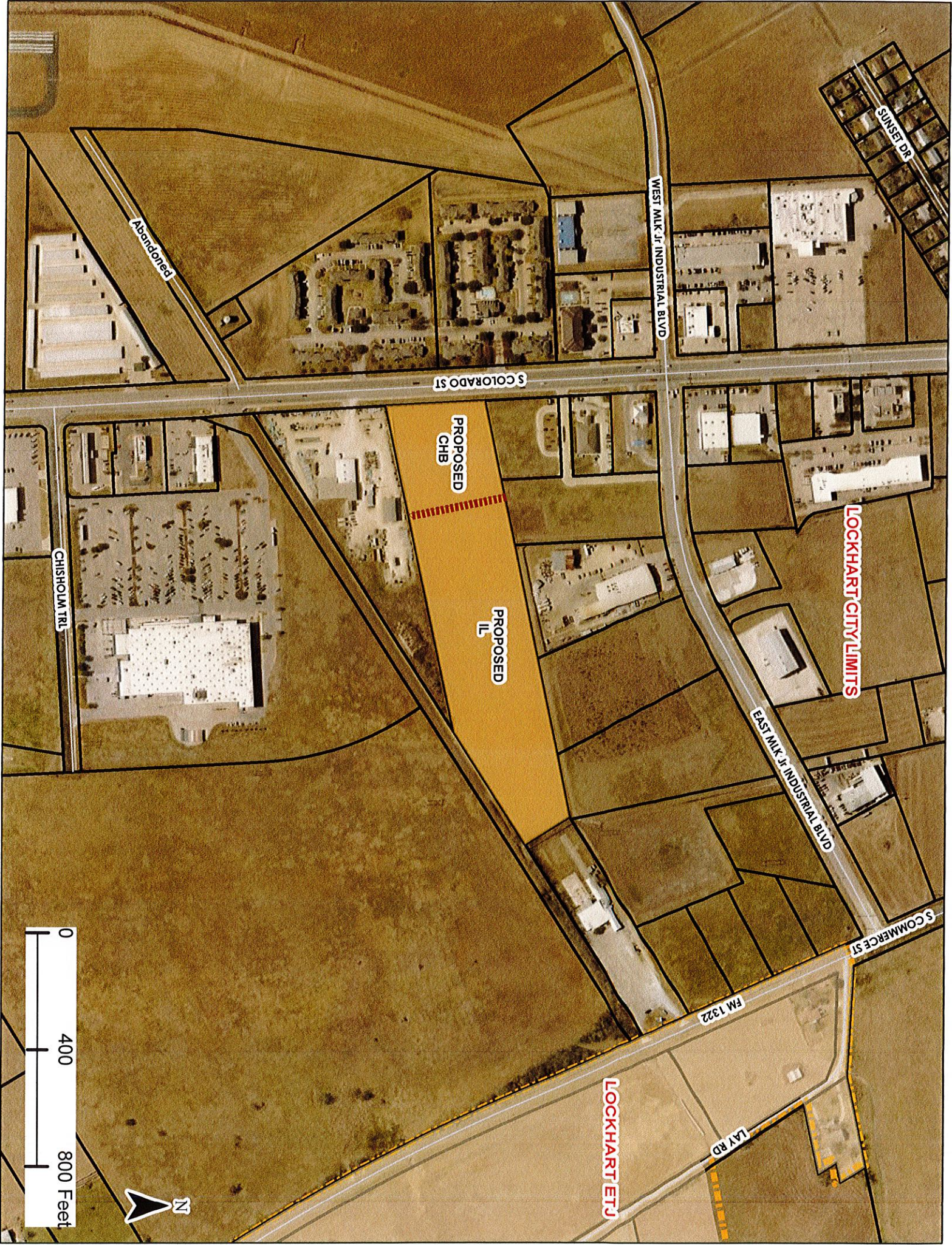
Philip Ruiz, Chair



ZC-24-01
 CHB & AO TO CHB & IL
 1820 S COLORADO ST



- SUBJECT PROPERTY
- ZONING BOUNDARY
- CITY LIMITS
- 200 FT BUFFER



SUNSET DR

WEST M.K. JR. INDUSTRIAL BLVD

S COLORADO ST

PROPOSED
CHB

PROPOSED
IL

LOCKHART CITY LIMITS

EAST M.K. JR. INDUSTRIAL BLVD

S COMMERCE ST

FM 1322

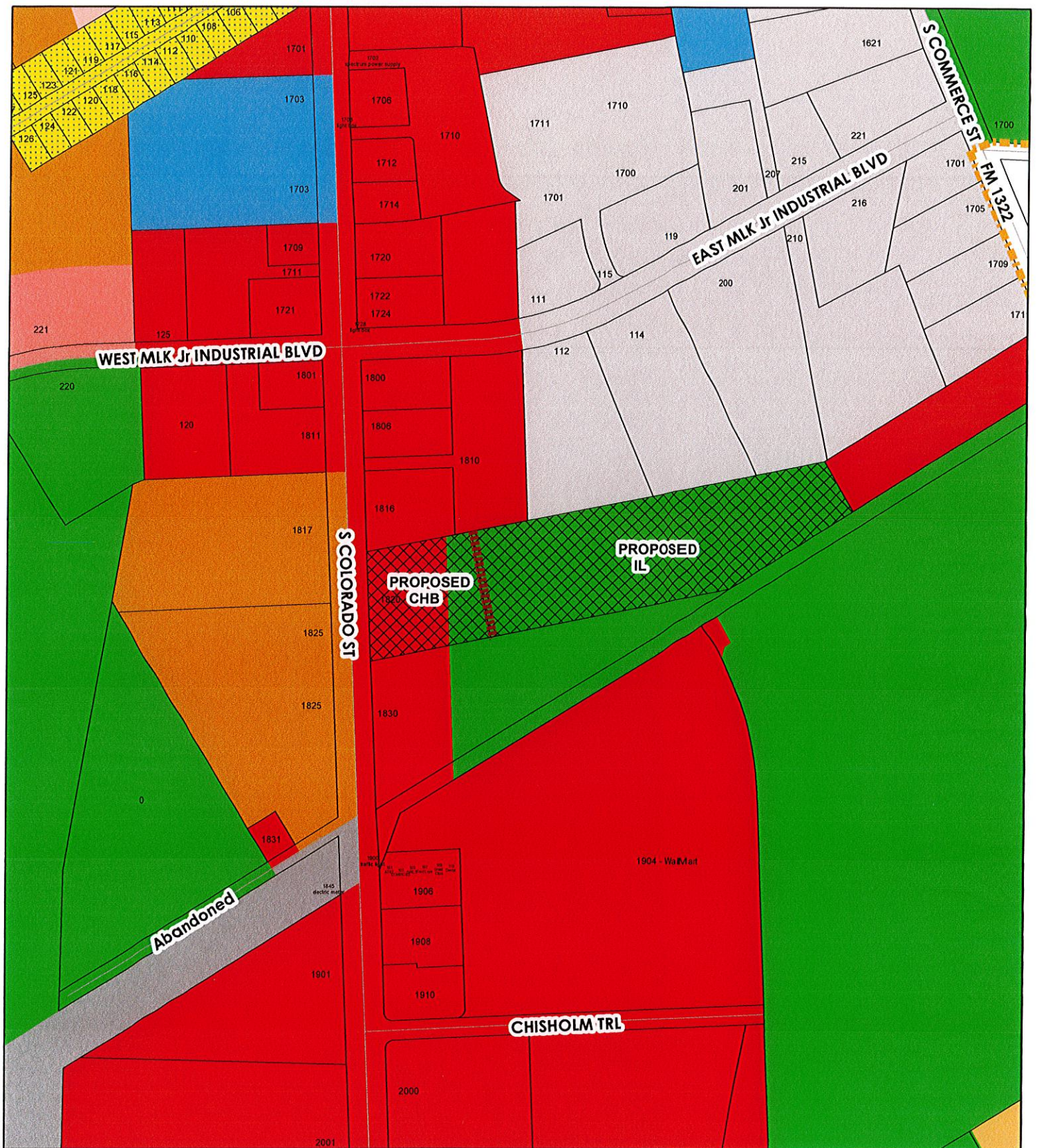
LOCKHART ETJ

LAY RD

CHISHOLM TRL

Abandoned





ZC-24-01

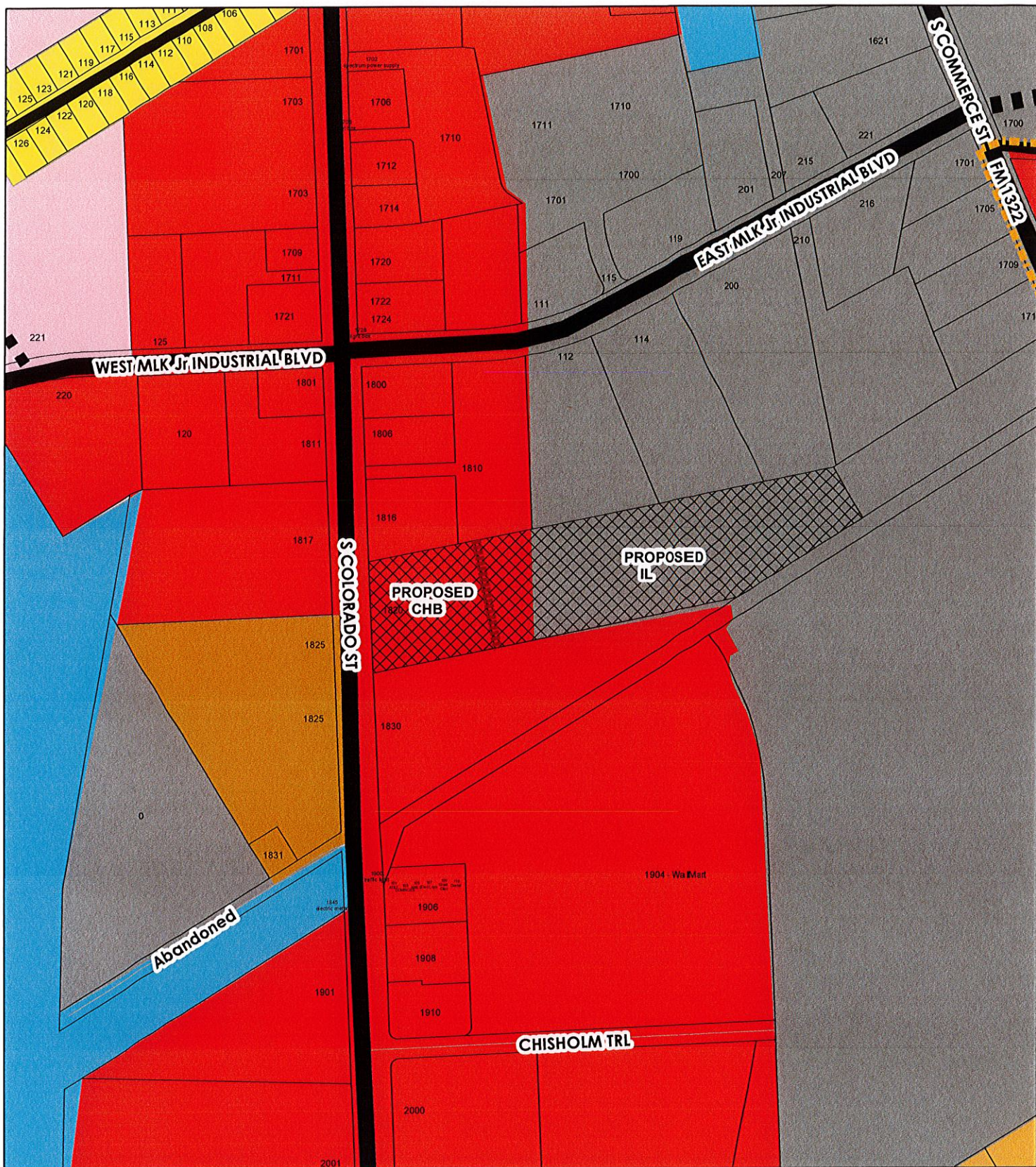
CHB & AO TO CHB & IL

1820 S COLORADO ST



scale 1" = 400'

- ZONING DISTRICTS**
- AGRICULTURAL-OPEN SPACE
 - COMMERCIAL HEAVY BUSINESS
 - COMMERCIAL LIGHT BUSINESS
 - COMMERCIAL MEDIUM BUSINESS
 - INDUSTRIAL HEAVY
 - INDUSTRIAL LIGHT
 - PUBLIC AND INSTITUTIONAL
 - RESIDENTIAL HIGH DENSITY
 - RESIDENTIAL LOW DENSITY
 - RESIDENTIAL MEDIUM DENSITY



FUTURE LANDUSE & THOROUGHFARES

CHB & AO TO CHB & IL

1820 S COLORADO ST



scale 1" = 400'

	EXISTING COLLECTOR		GENERAL-HEAVY COMMERCIAL
	EXISTING ARTERIAL		INDUSTRY
	FUTURE COLLECTOR		LIGHT-MEDIUM COMMERCIAL
	FUTURE ARTERIAL		PUBLIC AND INSTITUTIONAL
			RESIDENTIAL, HIGH DENSITY
			RESIDENTIAL, LOW DENSITY
			RESIDENTIAL, MEDIUM DENSITY

PLANNING DEPARTMENT REPORT

ZONING CHANGE

CASE SUMMARY

STAFF: David Fowler, Planning Director

CASE NUMBER: ZC-24-01

REPORT DATE: February 8, 2024

PLANNING AND ZONING COMMISSION HEARING DATE: February 14, 2024

CITY COUNCIL HEARING DATE: February 20, 2024

REQUESTED CHANGE: CHB and AO to CHB and IL

STAFF RECOMMENDATION: **Approval**

PLANNING AND ZONING COMMISSION RECOMMENDATION: **Pending**

BACKGROUND DATA

APPLICANT: Blake Reed, Timmerman Capital

OWNER: AC Lockhart LLC

SITE LOCATION: 1820 South Colorado Street (US 183)

LEGAL DESCRIPTION: Metes and Bounds

SIZE OF PROPERTY: 11.011 acres

EXISTING USE OF PROPERTY: Vacant land

LAND USE PLAN DESIGNATION: General-Heavy Commercial, Industry

ANALYSIS OF ISSUES

REASON FOR REQUESTED ZONING CHANGE: The purpose of the zoning change is to allow development of a combination of 2.719 acres of commercial uses and 8.292 acres of light industrial uses on an 11.011-acre property on the east side of South Colorado Street. In addition to rezoning the rear part of the property light industrial, the proposed zoning change also would increase the depth of the CHB zoning fronting South Colorado Street to accommodate a broader range of commercial uses. The site is vacant land with few if any trees and no floodplain present.

AREA CHARACTERISTICS:

	Existing Use	Zoning	Future Land Use Plan
North	Vacant land, commercial, industrial	CHB, IL	General Heavy Commercial, Industry
East	Vacant land, Commercial	CHB, AO	Industry
South	Commercial, Vacant land	CHB, AO	General Heavy Commercial, Industry
West	Multifamily housing	RHD	High density Residential, General Heavy Commercial,

TRANSITION OF ZONING DISTRICTS: The subject property is located along a part of the South Colorado Street Corridor that is mostly zoned commercial with a mix of IL and AO zoning in the areas between South Colorado Street and South Commerce Street FM 1322. The Southpark Village Apartments to the west

across Colorado Street are the exception to the mix of industrial and commercial uses with some interior vacant lots in the area.

ADEQUACY OF INFRASTRUCTURE: Vehicular access will be from Colorado Street. Because of the high speed limit along Colorado Street, TxDOT may require that the developer provide a right turn deceleration or transition lane for any street or driveway intersections into the development. There is an 18" water main along the east side of Colorado Street as well as an 8-inch wastewater line that are adequate to serve the property.

POTENTIAL NEIGHBORHOOD IMPACT: The subject property is in a largely undeveloped area of the city where there are no immediate neighbors that would be impacted by development which would be allowed by the proposed zoning district classifications. Future traffic from the site onto Colorado Street would present a minor regional impact. TxDOT could possibly require some turn lane requirements into and out of the site.

CONSISTENCY WITH COMPREHENSIVE PLAN: The proposed CHB and IL zoning classifications are consistent with the General-Heavy Commercial and industry classifications shown on the future Land Use map. The only deviation from the map is that the zoning line between the two proposed districts is slightly farther west than is shown on the Future Land Use Map.

ALTERNATIVE CLASSIFICATIONS: None

RESPONSE TO NOTIFICATION: None to date

STAFF RECOMMENDATION: Approval

CITY OF

Lockhart

TEXAS

ZONING CHANGE APPLICATION

(512) 398-3461 • FAX (512) 398-3833
P.O. Box 239 • Lockhart, Texas 78644
308 West San Antonio Street

APPLICANT/OWNER

APPLICANT NAME Blake Reed
DAY-TIME TELEPHONE 512 496 8668
E-MAIL Blake@TimmermanCapital.com

ADDRESS 230 Klattenhoff Lane
Suite 100
Hutto, TX 78634

OWNER NAME AC Lockhart LLC
DAY-TIME TELEPHONE _____
E-MAIL achilders512@gmail.com

ADDRESS 5810 Lakeview Circle
Austin, TX 78731

PROPERTY

ADDRESS OR GENERAL LOCATION 1820 S Colorado Street

LEGAL DESCRIPTION (IF PLATTED) N/A

SIZE 11.011 ACRE(S) LAND USE PLAN DESIGNATION _____

EXISTING USE OF LAND AND/OR BUILDING(S) Hay Field

PROPOSED NEW USE, IF ANY Commercial Heavy Business / Light Industrial

REQUESTED CHANGE

FROM CURRENT ZONING CLASSIFICATION Commercial Heavy Business / AG

TO PROPOSED ZONING CLASSIFICATION Commercial Heavy Business / Light Industrial

REASON FOR REQUEST To zone for development plan

2.719 AC CHB

4.282 AC LI

SUBMITTAL REQUIREMENTS

IF THE APPLICANT IS NOT THE OWNER, A LETTER SIGNED AND DATED BY THE OWNER CERTIFYING THEIR OWNERSHIP OF THE PROPERTY AND AUTHORIZING THE APPLICANT TO REPRESENT THE PERSON, ORGANIZATION, OR BUSINESS THAT OWNS THE PROPERTY.

NAME(S) AND ADDRESS(ES) OF PROPERTY LIEN-HOLDER(S), IF ANY.

IF NOT PLATTED, A METES AND BOUNDS LEGAL DESCRIPTION OF THE PROPERTY.

APPLICATION FEE OF \$250, PLUS \$150 PER ACRE, MAXIMUM OF \$10,000, PLUS ADDITIONAL \$1,000 FOR PLANNED DEVELOPMENT DISTRICT.

APPLICATION FEE OF \$ 1,901.65 PAYABLE TO THE CITY OF LOCKHART.

TO THE BEST OF MY KNOWLEDGE, THIS APPLICATION AND ASSOCIATED DOCUMENTS ARE COMPLETE AND CORRECT, AND IT IS UNDERSTOOD THAT I OR ANOTHER REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC MEETINGS CONCERNING THIS APPLICATION.

SIGNATURE 

DATE 1/11/24

OFFICE USE ONLY

ACCEPTED BY D. Fowler

RECEIPT NUMBER 201271544

DATE SUBMITTED 1/12/2024

CASE NUMBER ZC - 24 - 01

DATE NOTICES MAILED 1-29-2024

DATE NOTICE PUBLISHED 2-1-2024

PLANNING AND ZONING COMMISSION MEETING DATE 2-14-2024

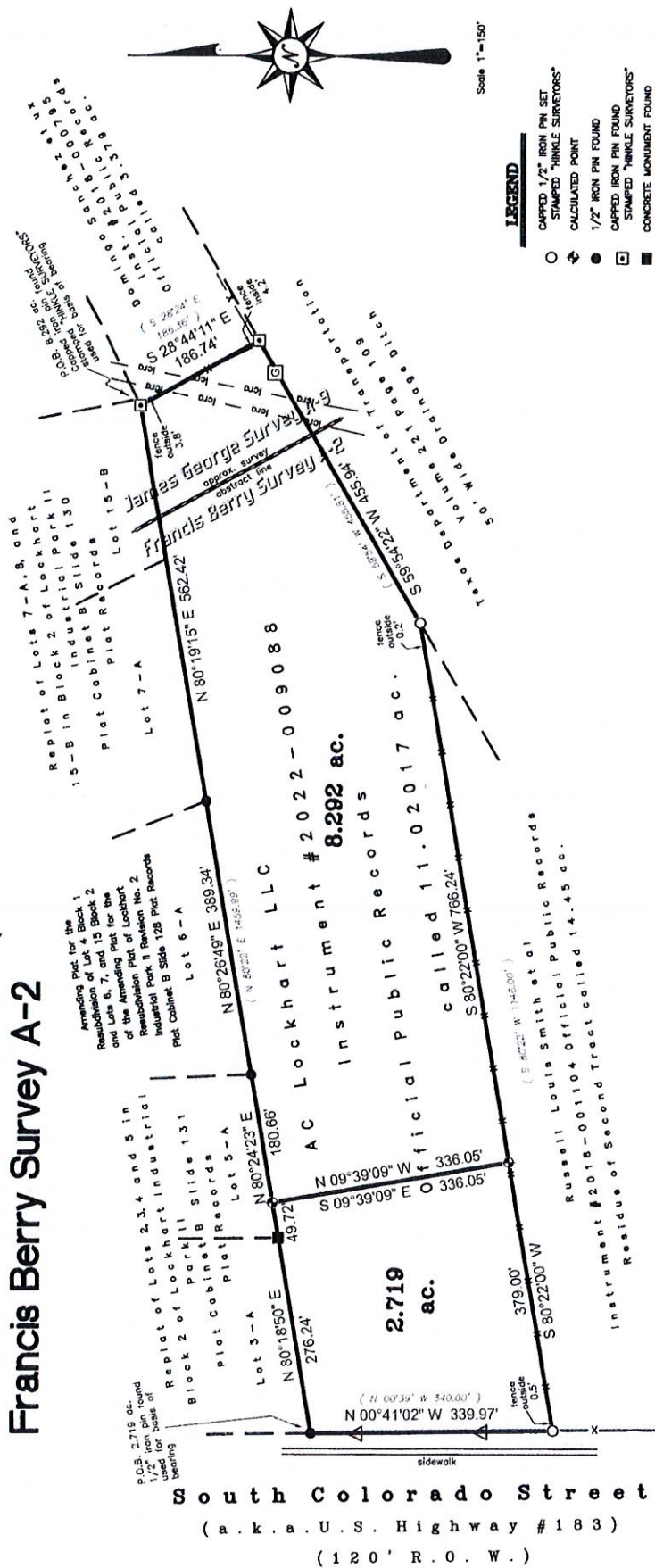
PLANNING AND ZONING COMMISSION RECOMMENDATION _____

CITY COUNCIL MEETING DATE _____

DECISION _____

City of Lockhart, Caldwell County, Texas

Francis Berry Survey A-2



PLAT FOR ZONING CHANGE

Showing two tracts of land out of the Francis Berry Survey A-2 and the James George Survey A-9 in the City of Lockhart, Caldwell County, Texas. I do hereby certify that is plat is a true and correct representation of a zoning change plat and is not intended to be used for title transfer or conveyance and is a true and correct representation of a survey made on October 31, 2023 and further revised on December 30, 2023. This survey is for information purposes only and should not be relied upon for title transfer or sale of property. **THIS SURVEY IS CERTIFIED TO THE PERSON(S) / COMPANY SHOWN HEREON AND ITS CONTENTS GUARANTEED FOR USE WITH THIS ONE TRANSACTION ONLY DATED THIS DATE.** THE SURVEYOR SHALL INCUR NO LIABILITY FOR ANY USE OF THIS SURVEY BEYOND THIS TRANSACTION OR FOR ANY PERSON(S) / COMPANY NOT LISTED HEREON. Only those prints containing the raised Surveyor's seal and an original "LIVE" stamp are considered official and relied upon by the user.

Note: As of the Date on this plat the 2.719 acre tract is currently zoned CHB and AO and the 8.292 acre tract is currently zoned AO



Field Book: d.c.	Drawn By: J.H. LH
Job No. 20210283	Drawing: 20210283-zoning.dwg
Date: December 2023	Word Date: Begin 02/01/2021
Surveyed By: J.H. JDB	Autobook Date: Begin 02/01/2021

HINKLE
SURVEYORS

P.O. Box 1027 1109 S. Main Street Lockhart, TX 78644
Ph: (512) 398-2000 Fax:(512) 398-7683 Email: contact@hinklesurveyors.com Firm Registration No. 100896-00

1820 South Colorado Street Rezoning Authorization

I Andrew Childers (owner) sole owner and manager of AC Lockhart LLC which owns the land at 1820 South Colorado Street - Lockhart TX 78644, authorize and allow Blake Reed to rezone the property for Commercial Heavy Business and Light Industrial uses.

ACLiD Jan 3, 2024

Andrew Childers (Owner)

Date

AC Lockhart LLC

Mailing Address: 5810 Lakeview Circle

Austin TX 78731



LEGAL DESCRIPTION FOR REZONING

All of a certain tract or parcel of land situated in the City of Lockhart, Caldwell County, Texas and being a part of the Francis Berry Survey A-2 and being also all of a tract of land called 11.02017 acres and conveyed to A C Lockhart LLC by deed recorded in Instrument #2022-009088 of the Official Public Records of Caldwell County, Texas and being more particularly described as follows:

BEGINNING at a 1/2" iron pin found used for basis of bearing in the NW corner of the above mentioned 11.02017 acre tract and the SW corner of Lot 3-A in Block 2 of Lockhart Industrial Park II as recorded in Plat Cabinet B Slide 131 of the Plat Records of Caldwell County, Texas for the NW corner this tract.

THENCE N 80 degrees 18 minutes 50 seconds E with the North line of the said 11.02017 acre tract and the South line of the said Lot 3-A **276.28 feet** to a concrete monument found in the SE corner of the said Lot 3-A and the SW corner of Lot 5-A in Block 2 of the said Lockhart Industrial Park II for an angle point this tract.

THENCE N 80 degrees 24 minutes 23 seconds E with the North line of the said 11.02017 acre tract and the South line of the said Lot 5-A **49.72 feet** to a calculated point for the NE corner this tract.

THENCE S 09 degrees 39 minutes 09 seconds E over and across the said 11.02017 acre tract **336.05 feet** to a calculated point in the South line of the said 11.02017 acre tract and the interior of a tract of land designated as Second Tract 14.45 acre tract of land conveyed to Russell Louis Smith et al by deed recorded in Instrument #2018-001104 of the said Official Public Records for the SE corner this tract.

THENCE S 80 degrees 22 minutes 00 seconds W with the South line of the said 11.02017 acre tract and over and across the above mentioned 14.45 acre tract **379.00 feet** to a capped 1/2" iron pin set stamped "HINKLE SURVEYORS" in the SW corner of the said 11.02017 acre tract and the East line of South Colorado Street and the West line of the said 14.45 acre tract for the SW corner this tract.

THENCE N 00 degrees 41 minutes 02 seconds W with the West line of the said 11.02017 acre tract and the East line of South Colorado Street **339.97 feet** to the place of beginning containing **2.719 acres** of land more or less.

I hereby certify that the foregoing field notes are a true and correct description of a survey made for the purposes of rezoning only and is not intended to be used for title transfer or conveyance on October 31, 2023 and further revised on December 30, 2023. **THESE FIELD NOTES ARE CERTIFIED AND ITS CONTENTS GUARANTEED FOR USE WITH THIS ONE TRANSACTION ONLY DATED THIS DATE.** Only those prints containing the raised Surveyor's seal and an original "LIVE" signature should be considered official and relied upon by the user.



©Hinkle Surveyors, Inc. 2021. Survey Registration No. 100866-00

P.O. Box 1027 LOCKHART, TEXAS 78744 PHONE (512) 398-2000
FAX (512) 398-7683 EMAIL: CONTACT@HINKLESURVEYORS.COM



LEGAL DESCRIPTION FOR REZONING

All of a certain tract or parcel of land situated in the City of Lockhart, Caldwell County, Texas and being a part of the Francis Berry Survey A-2 and being also all of a tract of land called 11.02017 acres and conveyed to A C Lockhart LLC by deed recorded in Instrument #2022-009088 of the Official Public Records of Caldwell County, Texas and being more particularly described as follows:

BEGINNING at a capped $\frac{1}{2}$ " iron pin found stamped "HINKLE SURVEYORS" in the NE corner of the above mentioned 11.02017 acre tract and in the SE corner of Lot 15-B of Lockhart Industrial Park II and recorded in Plat Cabinet B Slide 130 of the Plat Records of Caldwell County, Texas and in the apparent NW corner of a tract of land called 3.379 acres and conveyed to Domingo Sanchez et ux by deed recorded in Instrument #2018-000795 of the said Official Public Records for the NE corner this tract.

THENCE S 28 degrees 44 minutes 11 seconds E with the East line of the said 11.02017 acre tract and the apparent West line of the said 3.379 acre tract **186.74 feet** to a capped iron pin found stamped "HINKLE SURVEYORS" in the SE corner of the said 11.02017 acre tract and the apparent NW line of a tract of land designated as a 50' wide drainage ditch and conveyed to Texas Department of Transportation as recorded in Volume 221 Page 109 of the Deed Records of Caldwell County, Texas for the most Easterly SE corner this tract.

THENCE S 59 degrees 54 minutes 22 seconds W with the SE line of the said 11.02017 acre tract and the NW line of the above mentioned 50' wide drainage ditch **455.94 feet** to a capped $\frac{1}{2}$ " iron pin set stamped "HINKLE SURVEYORS" in the SE corner of the said 11.02017 acre tract and the SE line of the residue of a tract of land designated as Second Tract 14.45 acre tract of land conveyed to Russell Louis Smith et al by deed recorded in Instrument #2018-001104 of the said Official Public Records for the most Westerly SE corner this tract.

THENCE S 80 degrees 22 minutes 00 seconds W with the South line of the said 11.02017 acre tract and entering the above mentioned 14.45 acre tract **766.24 feet** to a calculated point for the SW corner this tract.

THENCE N 09 degrees 39 minutes 09 seconds W over and across the said 11.02017 acre tract **336.05 feet** to a calculated point in the North line of the above mentioned 11.02017 acre tract and the South line of Lot 5-A in Block 2 of Lockhart Industrial Park II as recorded in Plat Cabinet B Slide 131 of the Plat Records of Caldwell County, Texas for the NW corner this tract.

THENCE with the North line of the said 11.02017 acre tract for the following three (3) courses:

(1) N 80 degrees 24 minutes 23 seconds E with the South line of the said Lot 5-A **180.66 feet** to a $\frac{1}{2}$ " iron pin found in the SW corner of Lot 6-A in the said Block 2 as recorded in Plat Cabinet B Slide 128 of the said Plat Records for an angle point this tract.



(2) **N 80 degrees 26 minutes 49 seconds E** with the South line of the said Lot 6-A **389.34 feet** to a 1/2" iron pin found in the SE corner of the said Lot 6-A and the SW corner of Lot 7A in Block 2 of the said Lockhart Industrial Park II and recorded in Plat Cabinet B Slide 130 of the said Plat Records for an angle point this tract.

(3) **N 80 degrees 19 minutes 15 seconds E** with the South line of the said lot 7-A and the South line of Lot 15-B in the said Block 2 **562.42 feet** to the place of beginning containing **8.292 acres** of land more or less.

I hereby certify that the foregoing field notes are a true and correct description of a survey made for the purposes of rezoning only and is not intended to be used for title transfer or conveyance on October 31, 2023 and revised on December 30, 2023. **THESE FIELD NOTES ARE CERTIFIED AND ITS CONTENTS GUARANTEED FOR USE WITH THIS ONE TRANSACTION ONLY DATED THIS DATE.** Only those prints containing the raised Surveyor's seal and an original "LIVE" signature should be considered official and relied upon by the user.





COMMUNITY SNAPSHOT

Pre-Lockhart

The land that Lockhart, Texas now stands on was once the homeland of the Tonkawan Native Tribe, who inhabited Central Texas as early as the sixteenth century. They were known as the Tonkawa, which derived from the Waco Tribe word “tonkaweya,” meaning “they all stay together,” while they referred to themselves as “tickanwatic.” The Tonkawa comprised independent bands such as Mayeye, Yojaune, Erviplane, and others. However, they faced challenges from the Lipan Apaches and Spaniards before contending with Anglo-American encroachment in the nineteenth century.¹

In 1824, the Tonkawa entered into a treaty with Stephen F. Austin, who was leading a 300 family colony in Mexican-owned Texas at the time. Austin’s colony sought protection from the Comanche, and found that the Tonkawa were willing to provide the necessary protection. This alliance proved to be fruitful for the early Texas settlers, as the Tonkawans provided military support at the Battle of Plum Creek. The Battle at Plum Creek was located near the City of Lockhart, and proved to be a significant battle during the Cherokee led raid of 1840. The Tonkawans maintained a good relation-

ship with the early Texas settlers all the way into early statehood. Around 1859, The United States removed the Tonkawa and other Texas Native American tribes and resettled them in Western Oklahoma at the Wichita Agency. In 1862, a band of Union aligned Native Americans raided the Wichita Agency and shortly after, massacred a significant portion of the Tonkawan tribe. The Tonkawan population was never able to recover from this and their tribal population dwindled to just 34 members in the early 1920s.²



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

¹ “INDIANS, JARS AND ANGLO-AMERICANS.” Milam Co., TX Archives - Rockdale History, www.usgwarchives.net/tx/milam/history/pg007.htm. Accessed 1 Aug. 2023.

² Paul Clark. “Tonkawa Massacre of 1862.” Clio: Your Guide to History. May 6, 2019. Accessed August 1, 2023. <https://www.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.



San Antonio Street, Lockhart Texas (1908)
Source: Texas Historical Commission Courtesy of University of North Texas Libraries

By the mid 1800s Lockhart was a well established community with 423 residents. The city boasted a school, masonic lodge, and at least 5 different church organizations. 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.

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.³

³ 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, 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.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.



Downtown Lockhart, 1948
Source: University of North Texas Libraries

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.

In 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.⁵

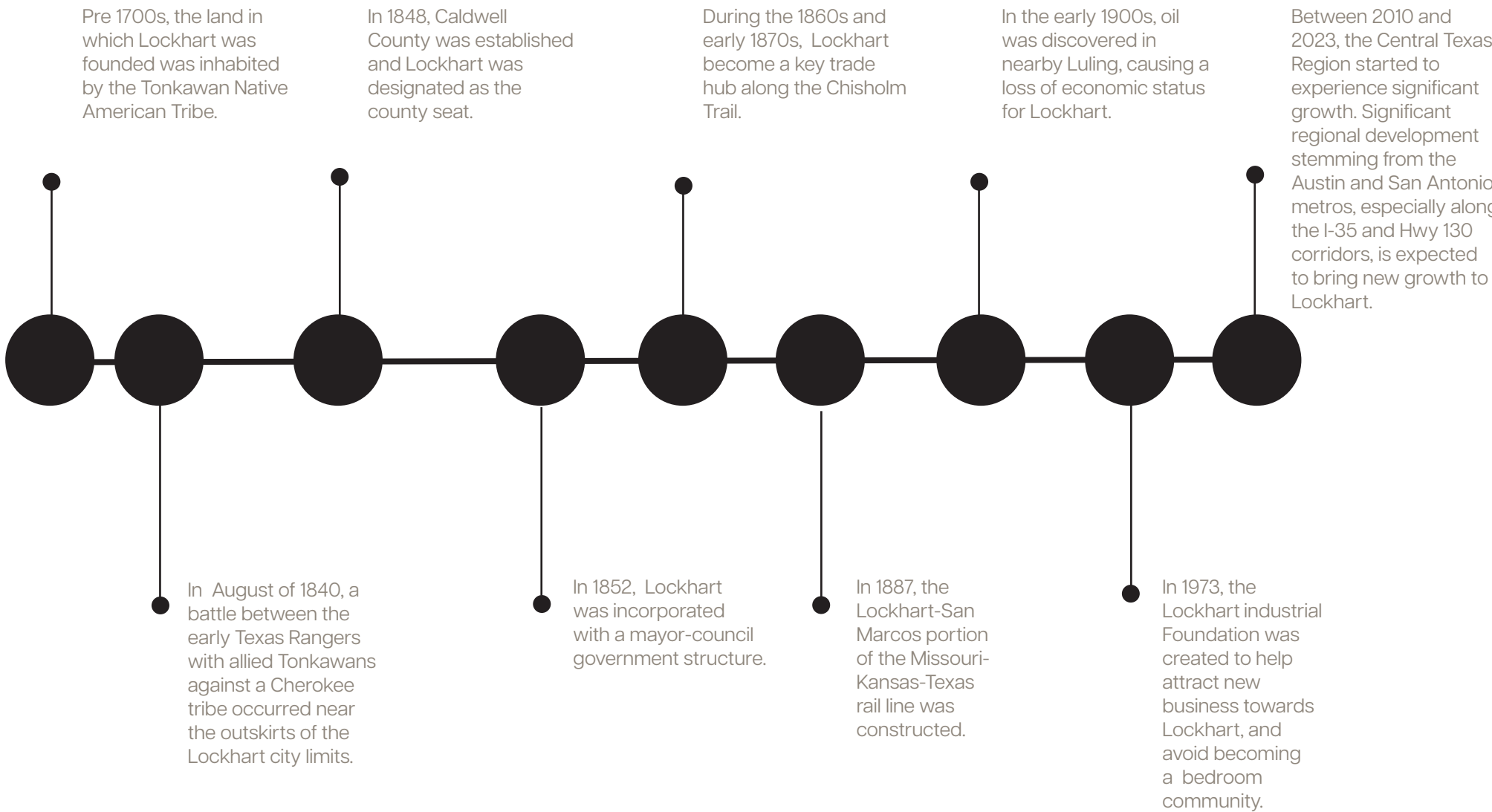
Local retail and other small scale businesses have also historically played an important role in Lockhart’s economy. In 1999, Lockhart was designated as the Barbecue Capital of Texas due to its variety of local barbecue businesses, some of which have become large regional brands. Due to Lockhart’s close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

⁵ “Success Stories.” City of Lockhart Economic Development, lockhartedc.com/advantages/success-stories. Accessed 1 Aug. 2023.

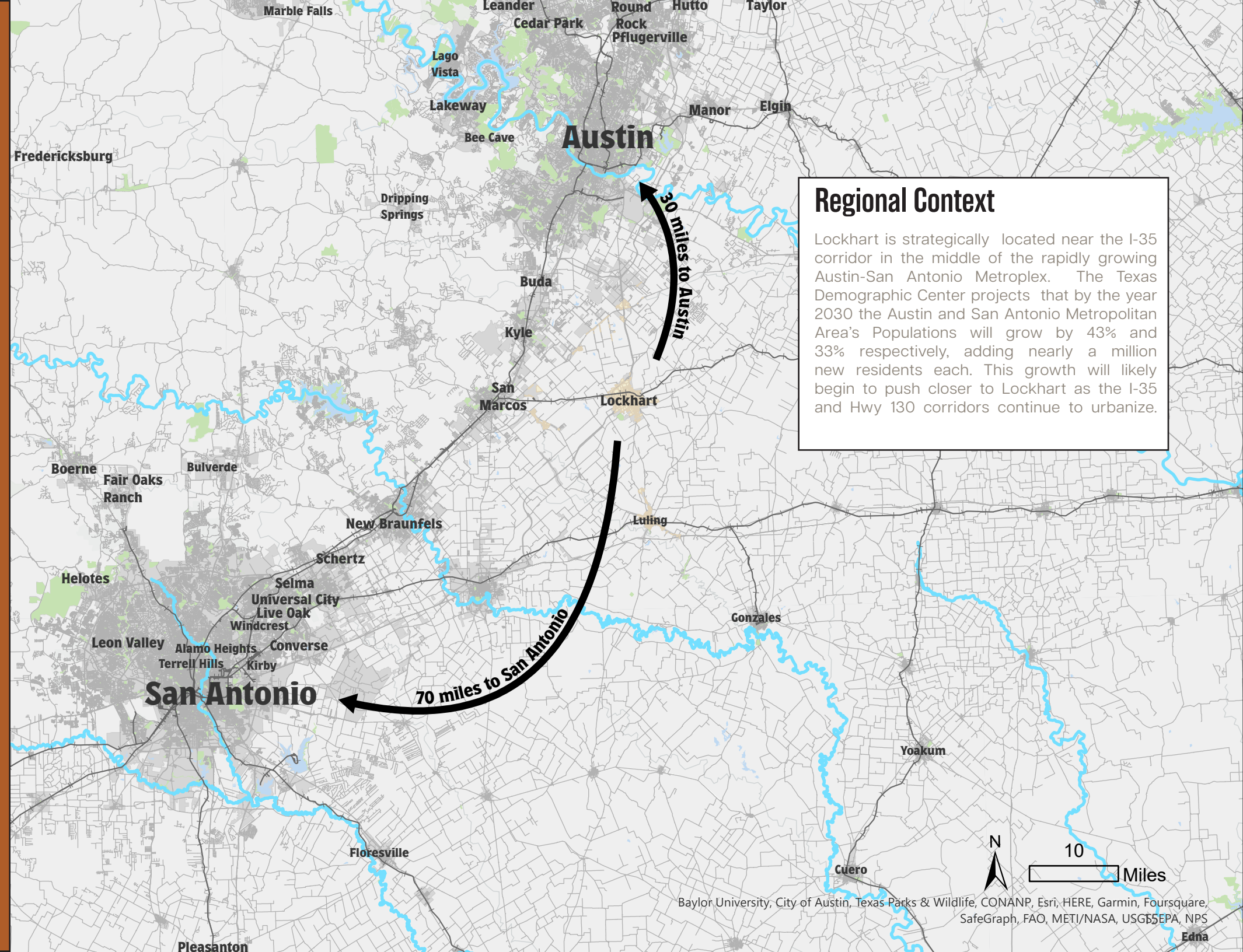


Downtown Lockhart, 2023

Lockhart Timeline



PLACE



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 no significant flood zones, and there is significant space in the Extra-Territorial 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 state law. The size of the ETJ depends of the population of the community and proximity to other ETJs. The City of Lockhart ETJ is the area adjacent to and within one mile of the city limits, and also includes various contiguous parcels extending northward roughly along U.S. Hwy. 183 to Texas Hwy. 21.

Elevation

The City of Lockhart has very little topographic variation, with approximately 110ft 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.

Floodplains

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 floodplain represents 18% of the total are 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 23ft. This event caused significant flooding on Highway 183 and to low lying homes closest to Plum Creek. With Plum

Railroad

The City of Lockhart has a single rail line that runs through 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, who manages the rail line today.

Existing Road Network

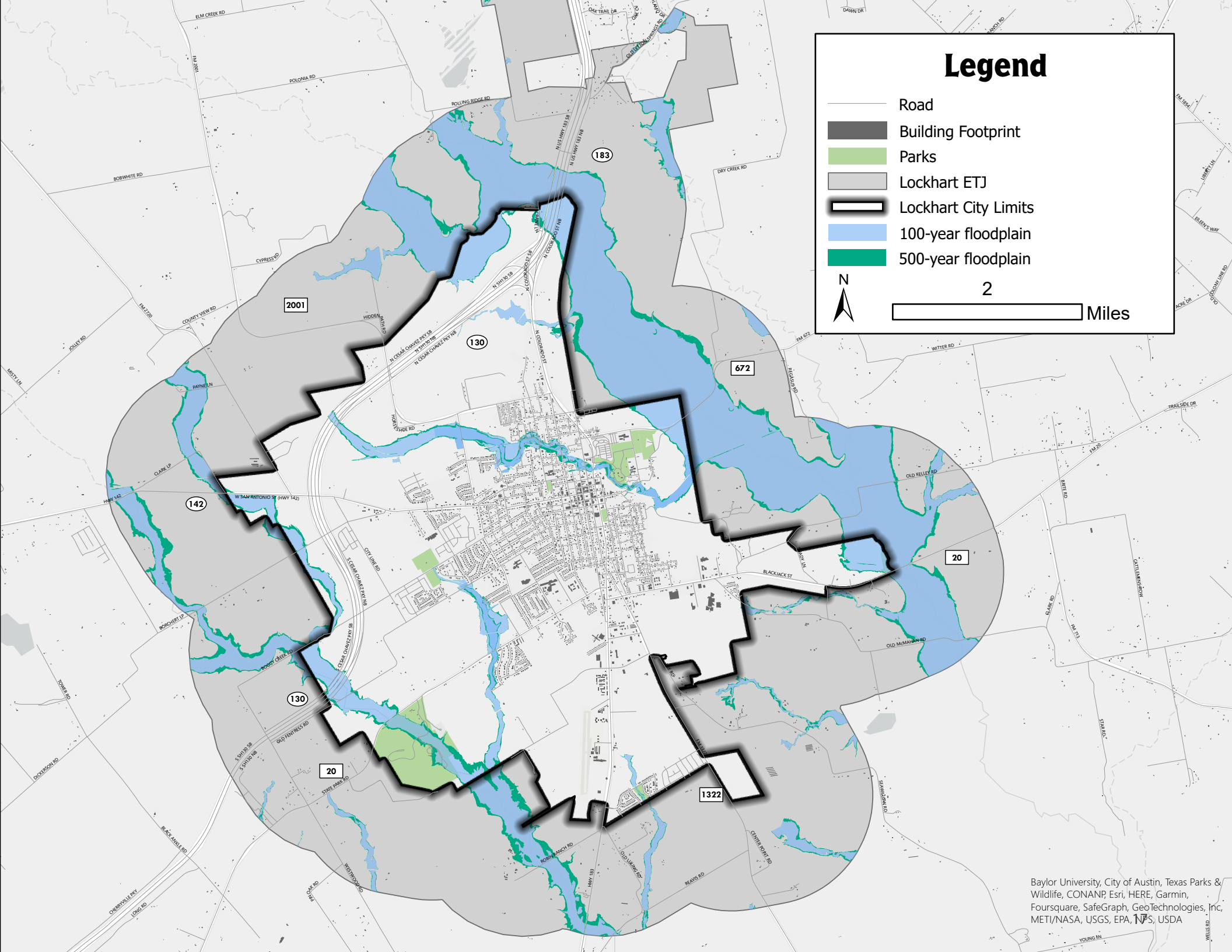
The City is located along several significant roadways. The first being U.S. Highway 183 (Colorado St) which is the primary north-south route through the City, and one of the primary routes towards Austin. Highway 183 in Lockhart has an average annual daily traffic count (AADT) of approximately 21,730 vehicles according to 2022 TxDOT estimates. Highway 183 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 Texas Highway 142 (San Antonio St). This route has an AADT of 10,601 vehicles and serves as the primary route towards San Marcos.

Lastly, Texas Highway 130 is a tollway that runs along the western edge of Lockhart, and has an AADT of 8,651 vehicles. Highway 130 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.



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 extra-territorial jurisdiction (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 provide 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 on forward with the design phase.

Lockhart Parks Master Plan

The 2018 Parks, Recreation and Open Space Master Plan evaluated existing parks and recreation facilities to determine the need for improvements and additions, such as identifying new park and facility opportunities to support the recreation needs of Lockhart residents. Some of the most significant priorities identified are:

- Expand popular recreation activities residents participate in; such as walking, hiking cycling, swimming, and baseball
- Provide additional aquatics, trails and playgrounds facilities
- Renovate existing facilities
- Prioritize the development of a new recreation center for the community
- Addition and maintenance of parks and trails within the city

**At the time of this print, the City of Lockhart is updating its Park, Recreation, and Open Space Master Plan.*



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, Target Industry Strategy for Lockhart 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 corridor from SH130 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.

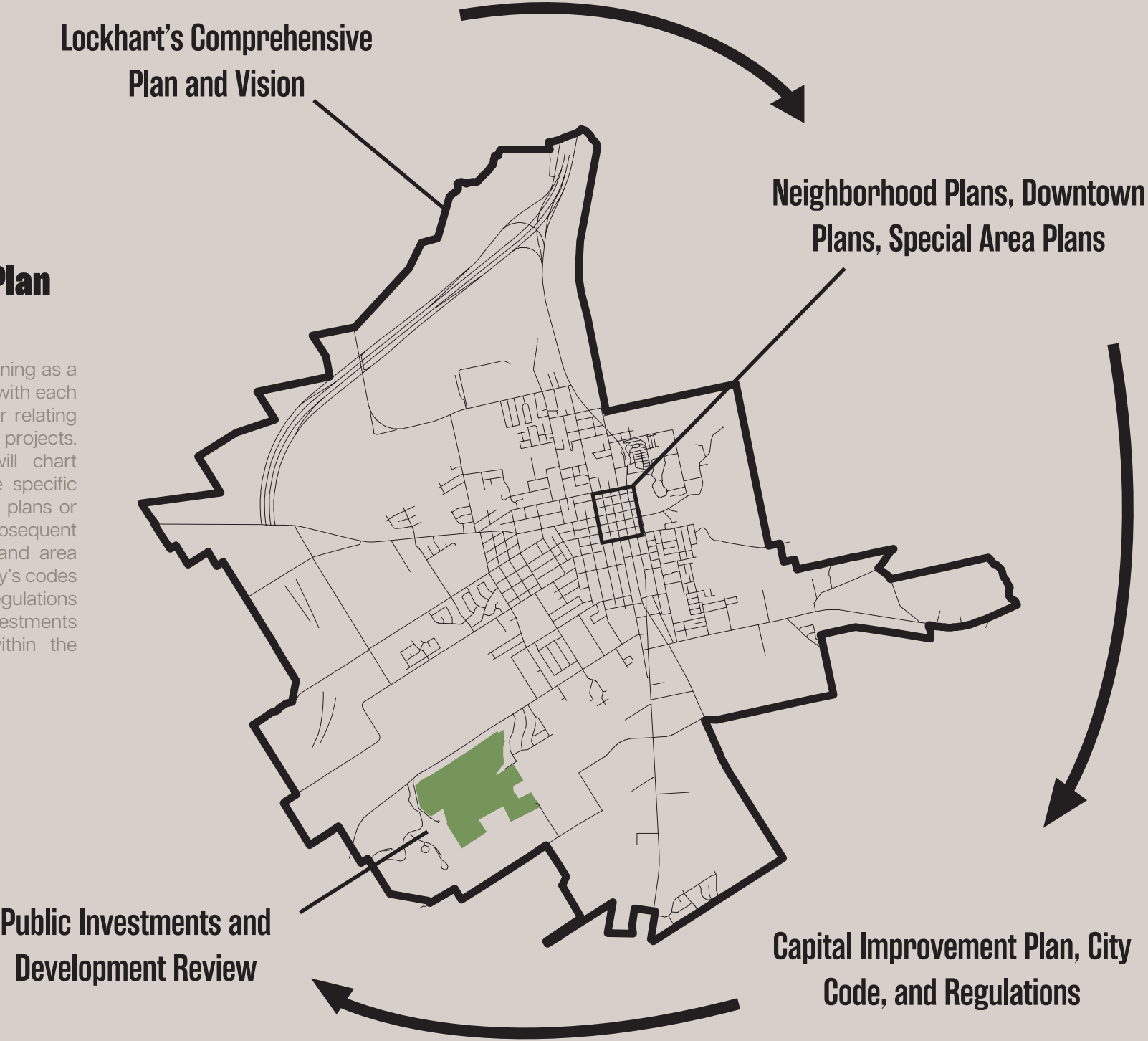
Roadway Impact Fee Program Update / Lockhart Water and Wastewater Impact Fee Analysis Capital Improvements Plan

The City of Lockhart conducted an update to the city’s impact fees for water, wastewater, and roadways to match anticipated ten-year growth. 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.

**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 comprehensive 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.



PLANNING

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-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.

Table 1. Lockhart 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

Town and city planning relies on population projections to anticipate future population trends, enabling effective allocation of resources, development of sustainable strategies for housing, transportation, and infrastructure, and creation of livable and resilient communities.

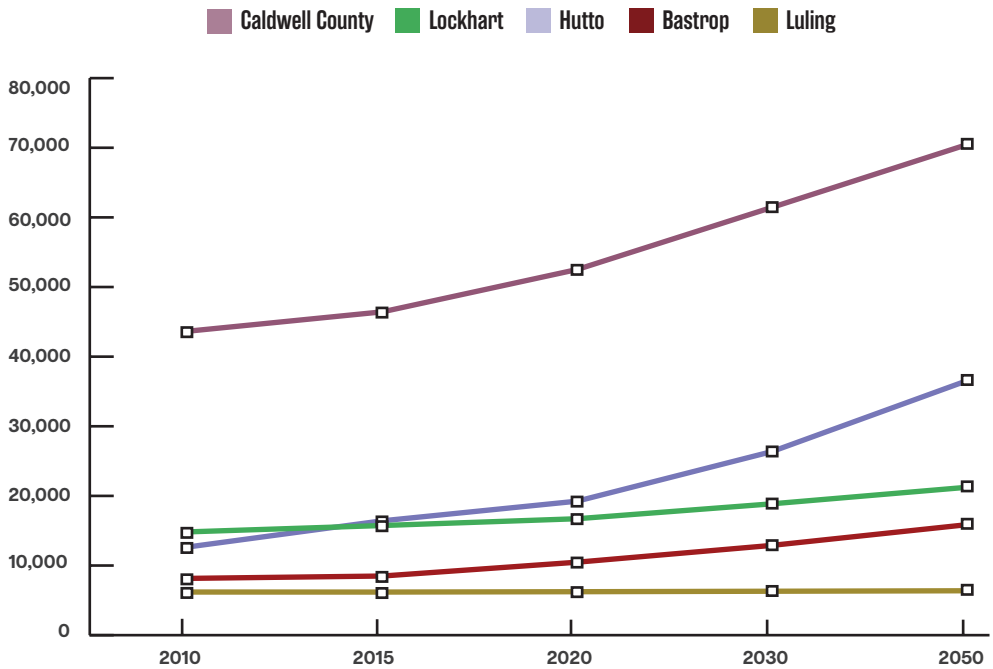
Current projections developed by the Texas Water Development Board (TWDB) anticipate that both Caldwell County and the City of Lockhart’s population will increase significantly going towards the year 2050. While these state-wide projections provide the ability to compare Lockhart regionally, they do not accurately capture the new growth within the City. In 2023, a water and wastewater fee analysis study was conducted by the City of Lockhart. This study projected that Lockhart’s growth will significantly exceed the state-wide projections and that the projected population of Lockhart by 2032 will be approximately 23,832.

Table 2. Lockhart Population Projection Scenarios 2020-2060

Year	TWDB Baseline	Low Growth	Medium Growth	High Growth
2020	14,614	14,379	14,379	14,379
2030	16,563	17,528	18,406	20,283
2040	18,772	21,366	23,562	28,611
2050	21,276	26,046	30,161	40,359
2060	24,114	31,749	38,609	56,930

Source: Texas Water Development Board, 2026 RWP Municipal Data, Freese and Nichols

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



Race and Ethnicity Trends

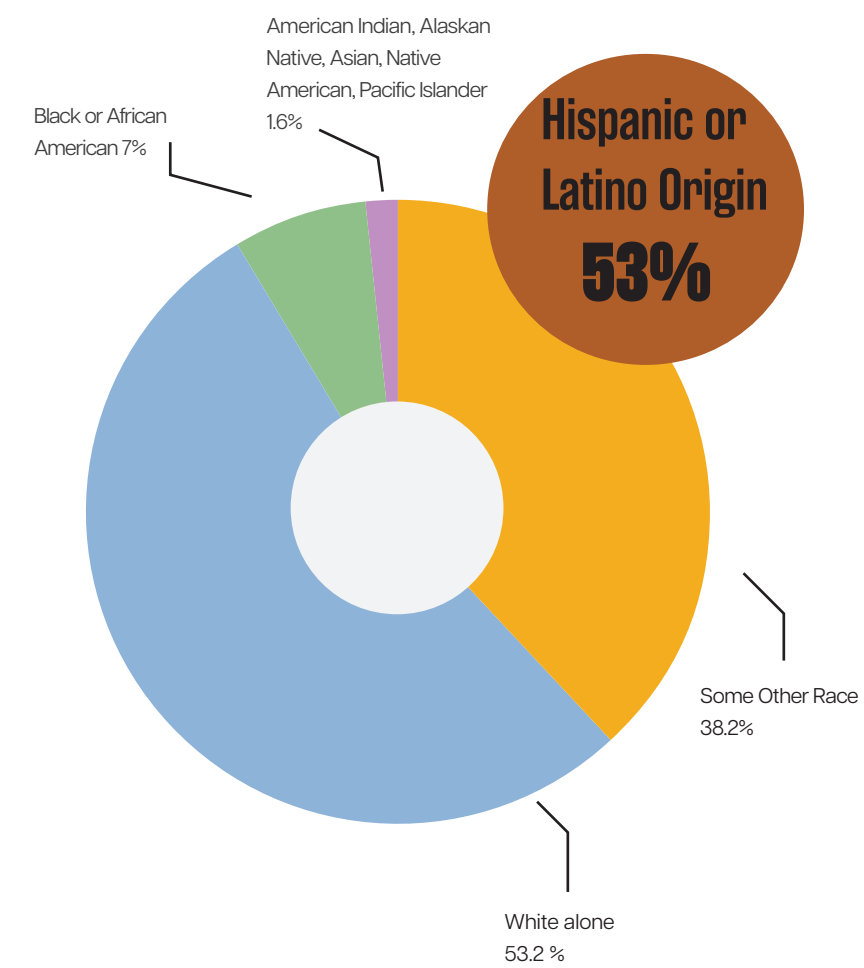
While the City of Lockhart has continued to grow over the years, it has also become more diverse. Much of this trend cannot be seen when analyzing U.S. Census Bureau data based on race, as it does not capture the Hispanic and Latino population because Hispanic/Latino is considered an ethnicity rather 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 take up a significant portion of the population and must self identify their race, this causes significant fluctuation in the racial categories as is shown in Figure 4. This accounts for a large amount of the variability in the data below rather than any other significant demographic trends.

Figure 3. 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 Alaskan 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 4. 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.

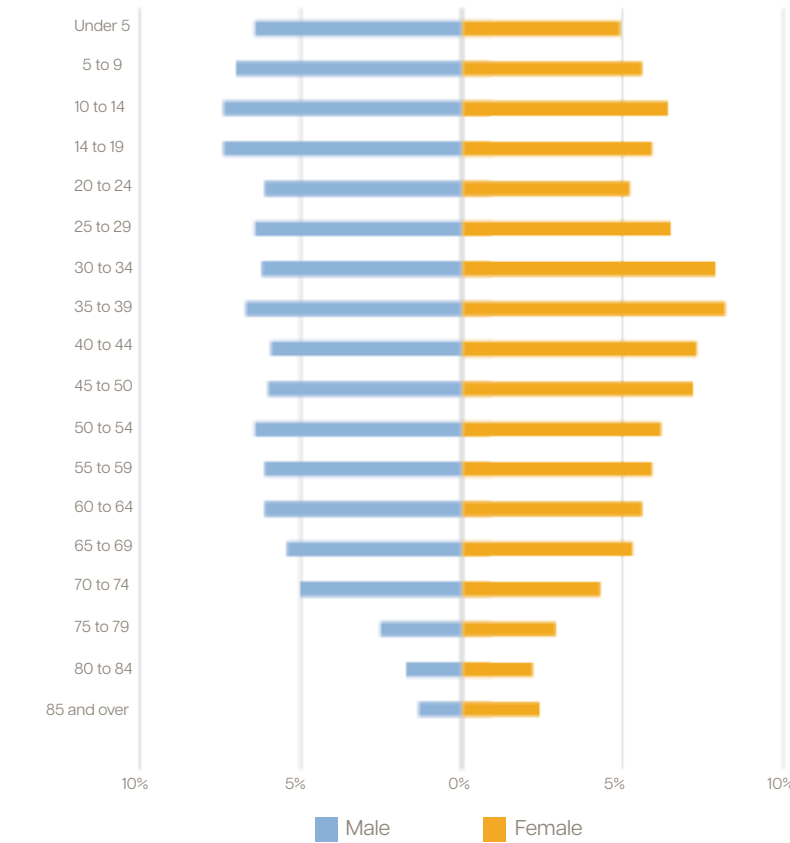
Lockhart’s population has trended older in the last decade, with the median age increasing more than 4 years between 2015 and 2020. Compared to Caldwell County and the State average, Lockhart’s population is significantly older. Comparing Lockhart’s age distribution between 2010 and 2021, the large majority of population has continued to move towards both ends of the spectrum, with relatively little population being between the ages 15-24. These trends can be attributed to Lockhart’s growing popularity as a retirement community, and as an affordable place for younger families to move within the Central Texas region.

Figure 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 6. Lockhart 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.

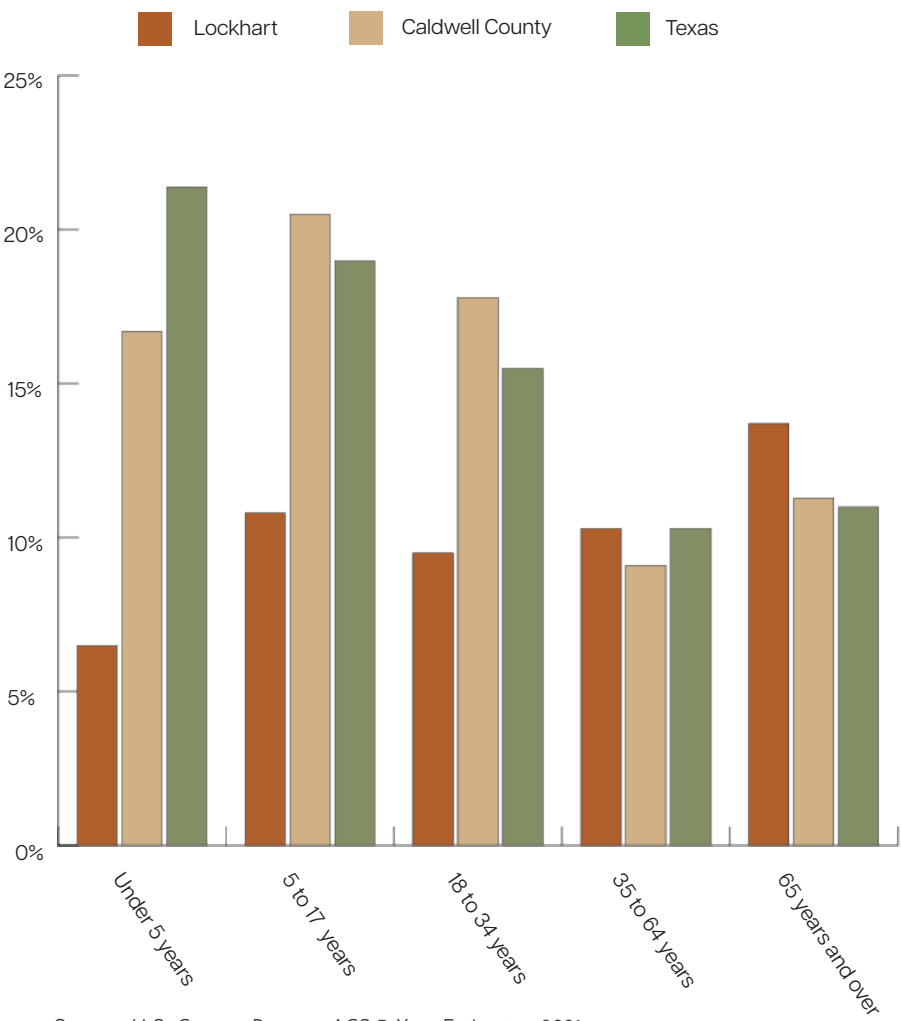
According to the U.S. Census Bureau, in 2021 the total number of residents within the City of Lockhart that were below the poverty line was 1,378 individuals or 10% of the total population. Of that 10%, more half are at prime working age, which can suggest limited employment opportunities, educational 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.

Figure 7. 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%
Associate's degree	3.8%
Bachelor's degree	12%
Graduate or professional degree	5.5%

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

Figure 8. Percent Below the Poverty Line by Age Group

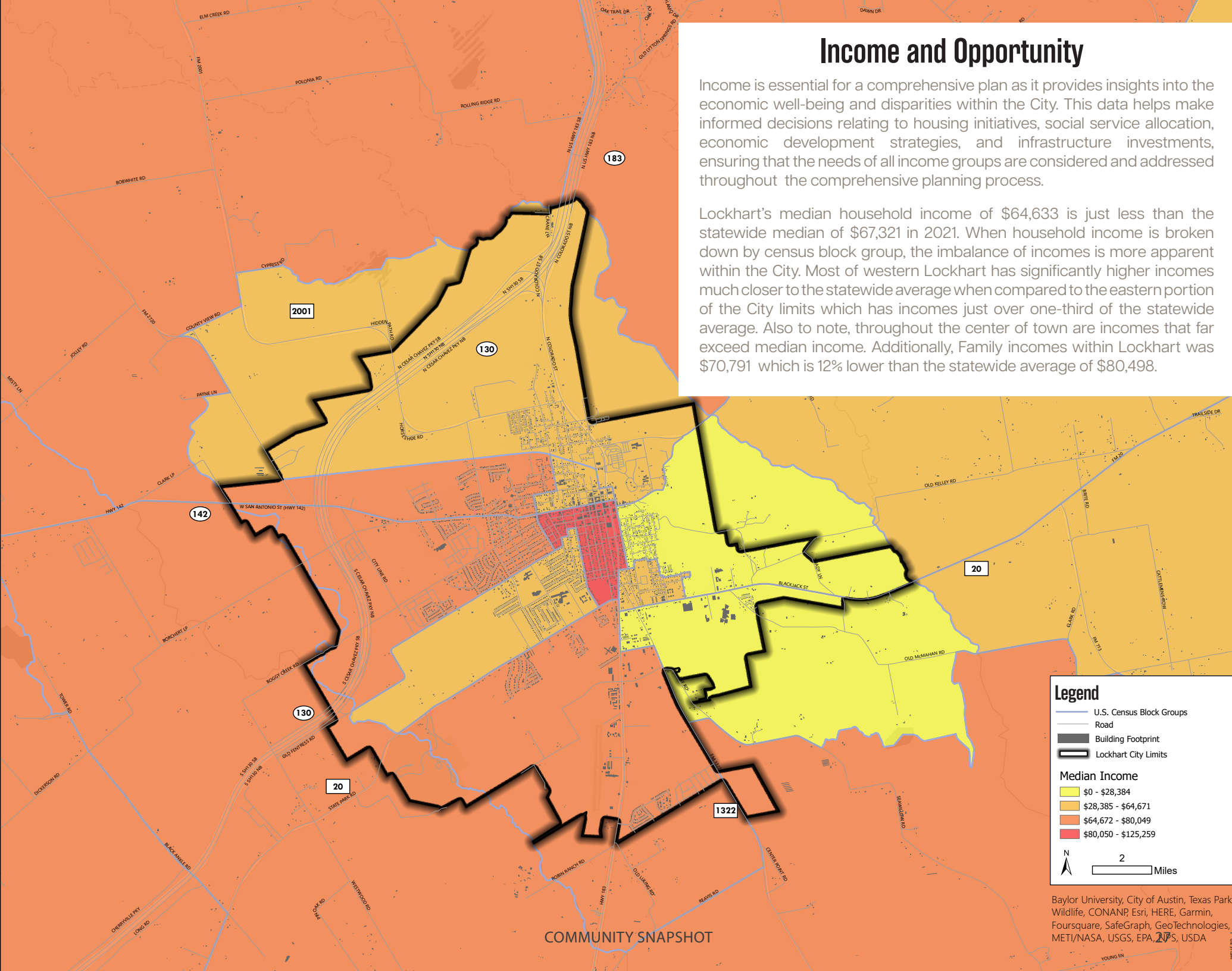


Source: U.S. Census Bureau, ACS 5-Year Estimates 2021

Income and Opportunity

Income 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 median income. Additionally, Family incomes within Lockhart was \$70,791 which is 12% lower than the statewide average of \$80,498.



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 detail on engagement events and outcomes can be found in Appendix X.

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

****PLEASE NOTE****

At the time of publishing this draft chapter in October 2023, not all community engagement efforts have been completed. This information is based on community engagement so far and the expected engagement efforts per the project's public engagement plan. This information will be update in future document iterations.

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.

10 Stakeholder Conversations

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

4 Public Outreach Events

The planning team held four community outreach events throughout the process that varied in time, location, and delivery, aiming to reach different sectors of the community. Events included tabling at the Courthouse Nights community event, an open house prior to a CPSC meeting at the public library, a major public workshop that resulted in community-generated land use scenario alternatives, and an open house to gather feedback on preliminary plan recommendations. 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 11th to September 11th, 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 *TBD*, and asked the community to provide feedback on the full draft plan document.

The vision statement describes the future that Lockhart residents envision for their City. It encompasses the town'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.



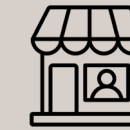
FUTURE LAND USE

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.



LAND USE AND DEVELOPMENT

LAND USE

Land Use Plan

In Texas, municipalities have few tools to control urban growth. In a desirable location such as Central Texas, this can mean unchecked development that does not align with community values or benefit the public interest. That being said, communities can use planning and regulations to influence and guide growth in a way that supports both new and existing residents. The Future Land Use Plan portion of a Comprehensive Plan is the first step in the City of Lockhart formally outlining their goals for development in their jurisdiction. A Future Land Use Plan can also benefit developers, as it allows them to understand from the outset what types of development and where the City is most likely to approve, minimizing costly delays and negotiations during permitting. Finally, this Land Use Plan can be used by the community as a mechanism to hold the City accountable for following the vision set herein.

This chapter aims to set the stage for Lockhart's future land use patterns. This process begins with an assessment of the existing land uses, with the understanding that many established uses will remain unchanged over the next two decades. Subsequently, future land use categories are formulated to accommodate new developments and redevelopments, aligning the land use plan with the community's vision and goals, and informed by fiscal and market data. This chapter includes a discussion of the following:

- Land Use Background Information
- Future Land Use Concept
- Future Land Use Plan
- Urban Design Best Practices



BACKGROUND INFORMATION

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.

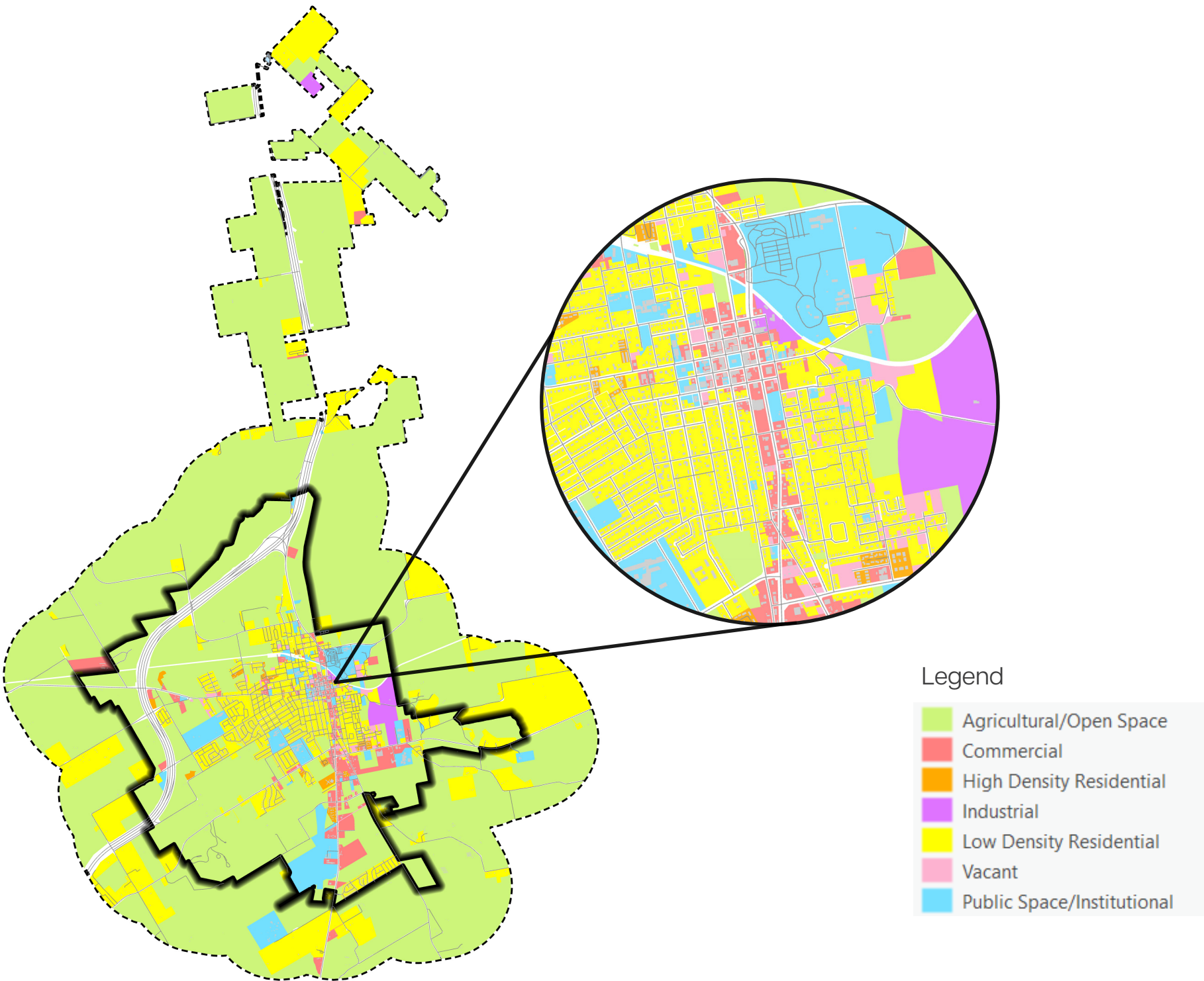
Within the City of Lockhart, the large majority (5,999 acres) of land is utilized for agricultural purposes. Much of this residential land is low density, single family residential uses. Low density residential land uses constitute the next highest land use at 18%.

Lockhart’s economic history has greatly informed its land use and ultimately the built form in 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.

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.

Figure 1. Existing Land Use Table

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



Map 1. Existing Land Use Map

Population Projections

Examining future population projections is crucial in the 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 likely on now (the blue box under the year 2030 in Figure 2, below). However this high rate of growth

is unsustainable and will likely readjust down and then level back out over the long-term time horizon of this plan. For the long-term planning purposes of this Plan, the design team began with an average growth rate of 2.5% out to the year 2050 (the blue box under the year 2050 in Figure 2, below). This is significantly higher than the official State-level projections (the TWBD Baseline). This is a lower rate than what was presented in the recent impact fee analyses (4.25%), but those projections look at a shorter-term horizon (10 years) than this plan. For the reasons just noted, the 2.5% CAGR used here is still in alignment with those more near term growth rates used in the impact fee reports.

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.

Figure 2. City of Lockhart Growth Scenarios 2020-2060

Year	TWBD Baseline	Low Growth	Medium Growth	High Growth
2020	14,614	14,379	14,379	14,379
2030	16,563	17,528	18,406	20,283
2040	18,772	21,366	23,562	28,611
2050	21,276	26,046	30,161	40,359
2060	24,114	31,749	38,609	56,930

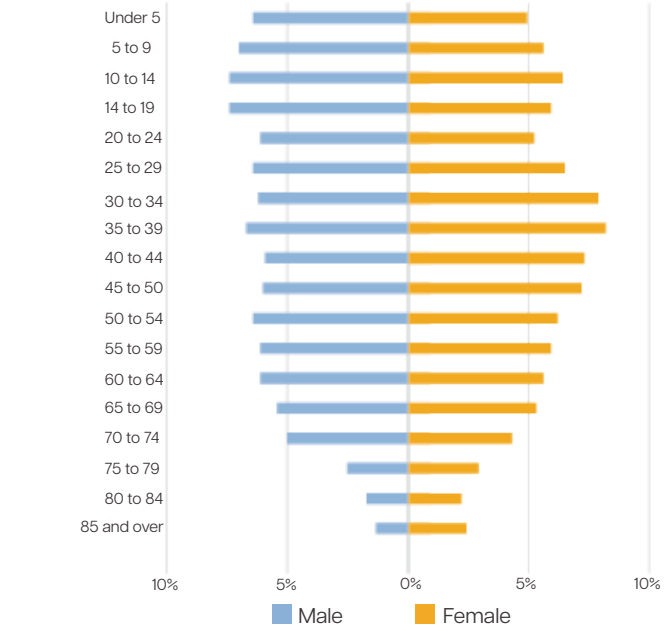
Source: Texas Water Development Board, 2026 RWP Municipal Data, Freese and Nichols

January 1, 2023 State Data center estimates released 11/3/2023: 15,021 (+642 since 2020, 4.5%)

Age Trends

The population pyramid for Lockhart, shown in Figure 3, displays the male and female population by age cohort. In Lockhart, this displays a small cohort of young people and a slightly older population than the State average. There is also a noticeable decline in the mid-career age cohort, which is typical of a “brain drain” situation. This helps the planning team understand what types of land uses might be helpful in attracting and retaining this cohort in the community.

Figure 3. City of Lockhart Age Trend Charts



Source: U.S. Census Bureau, DEC 2020

WHAT WE’VE HEARD:

Below are 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)
- 3. Maintaining low crime and perceptions of public safety (tie)

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 they can narrow down the best locations for activity hubs and whether those are accessible regionally or locally.

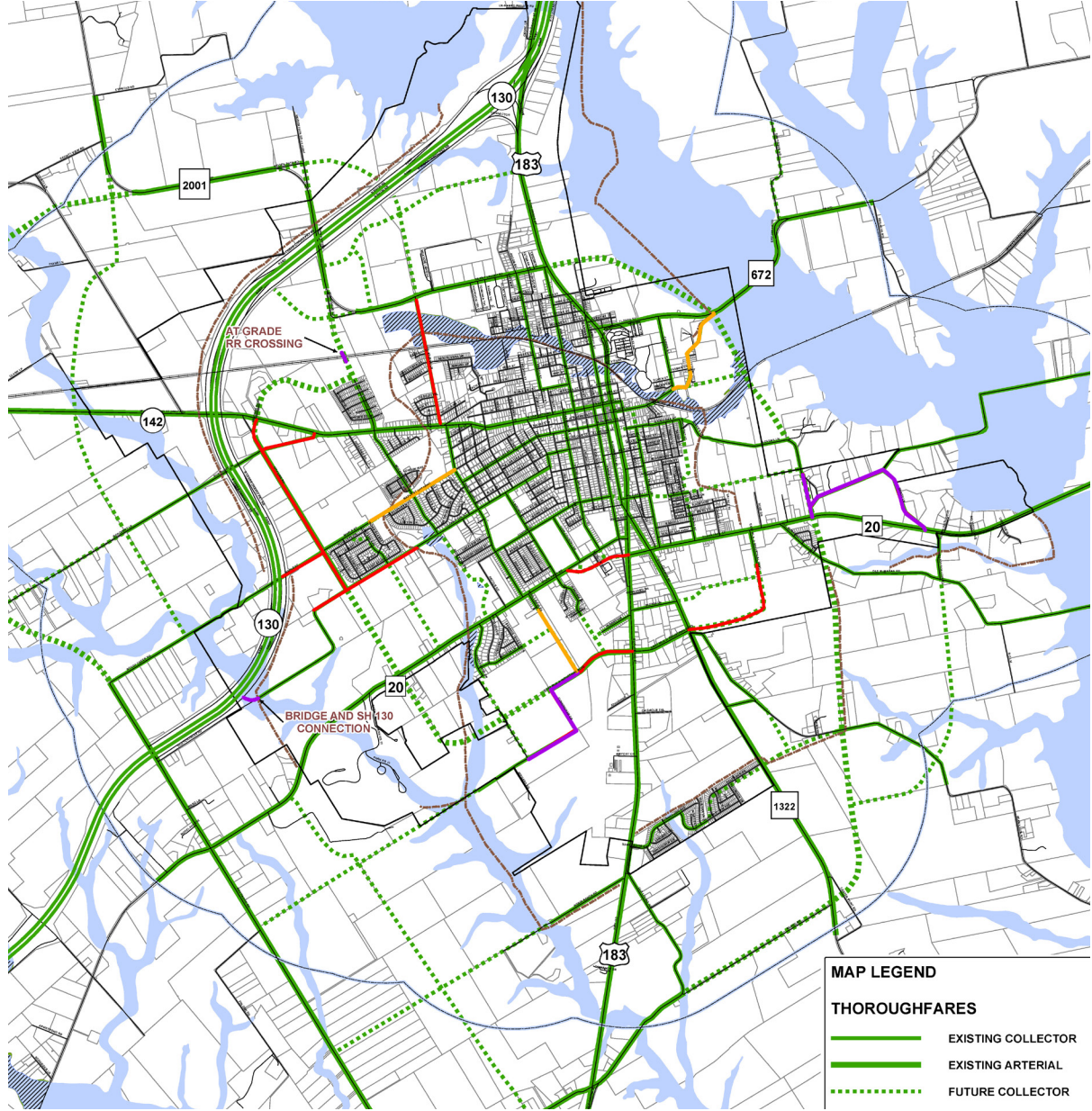
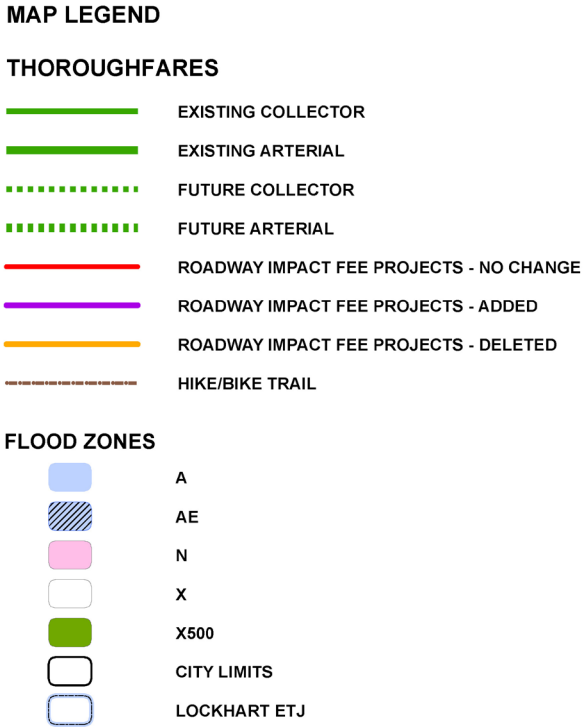


Figure 4. City of Lockhart Thoroughfare Plan
Source: City of Lockhart

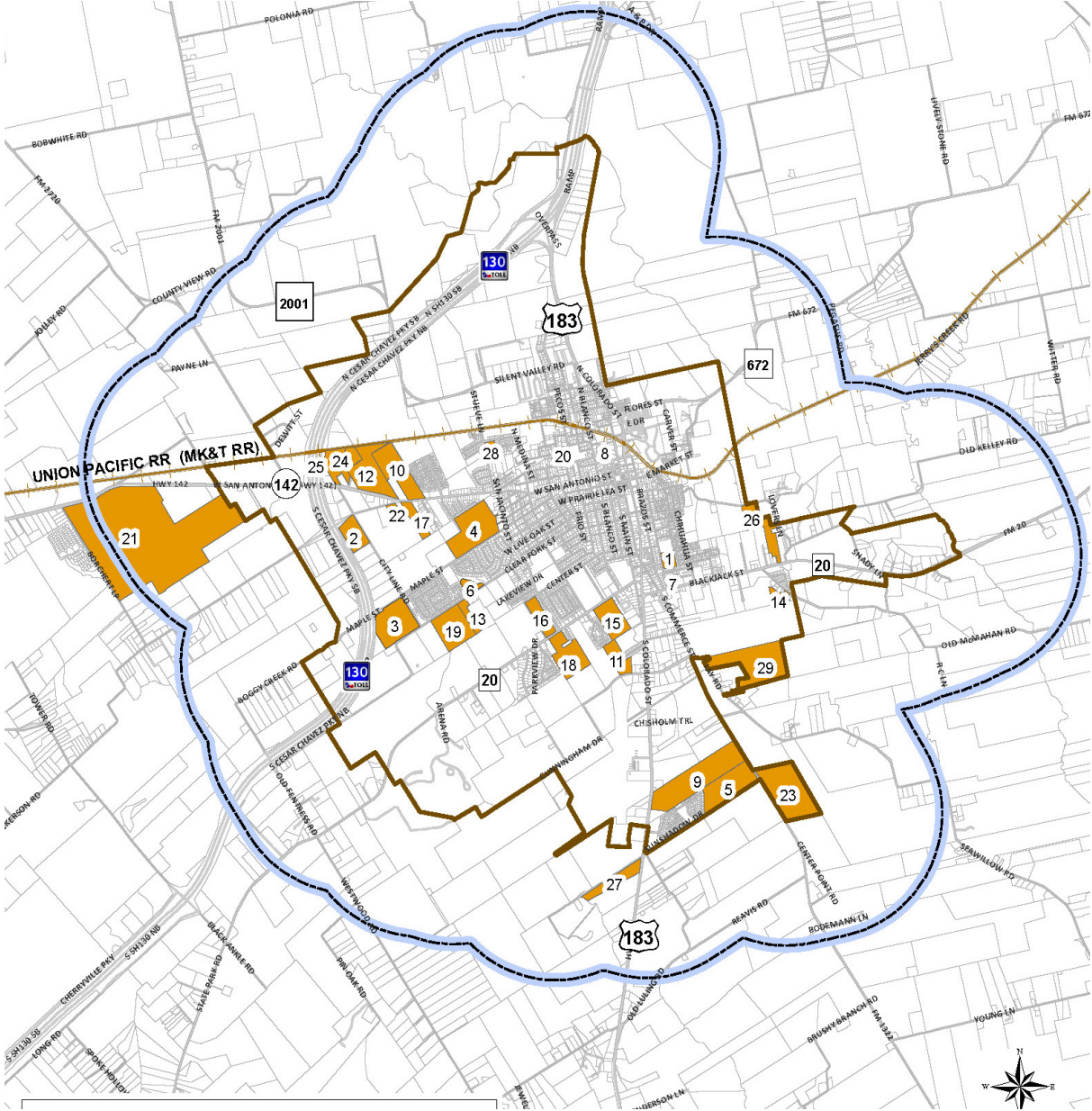


Figure 5. City of Lockhart Active Development Map (as of October 2023)
Source: City of Lockhart

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.

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 in 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 further 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 vs. 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 on the hook 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 6 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.

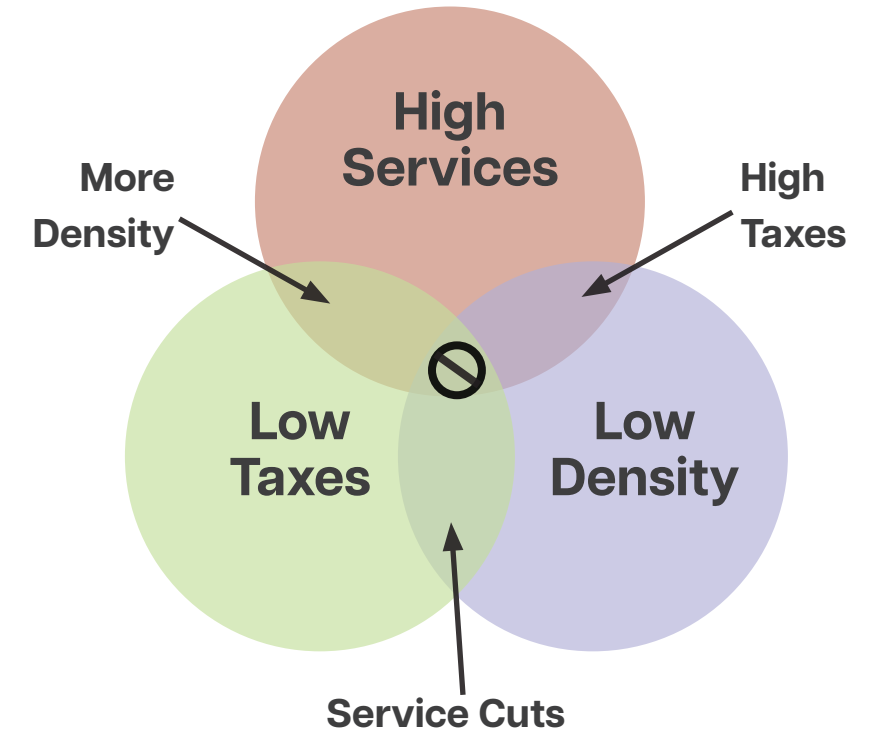


Figure 6. Venn Diagram of Growth Tradeoffs

FUTURE LAND USE CONCEPT

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 the city with a degree of certainty about impending developments and facilitates effective planning. The FLUP is made up of two elements, the Future Land Use Map (FLUM) and future land use categories.

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 the following pages, clearly outlining the decisions made leading to the FLUM 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: Summarization of Community Input & Analysis

Step 2: Idea Generation, Assessment & Iteration

Step 3: Creation of a Preferred Land Use Scenario

Step 1: Summarization of Community Input & Analysis

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

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

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

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

Key Points of Alignment:

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

Key Points of Conflict:

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

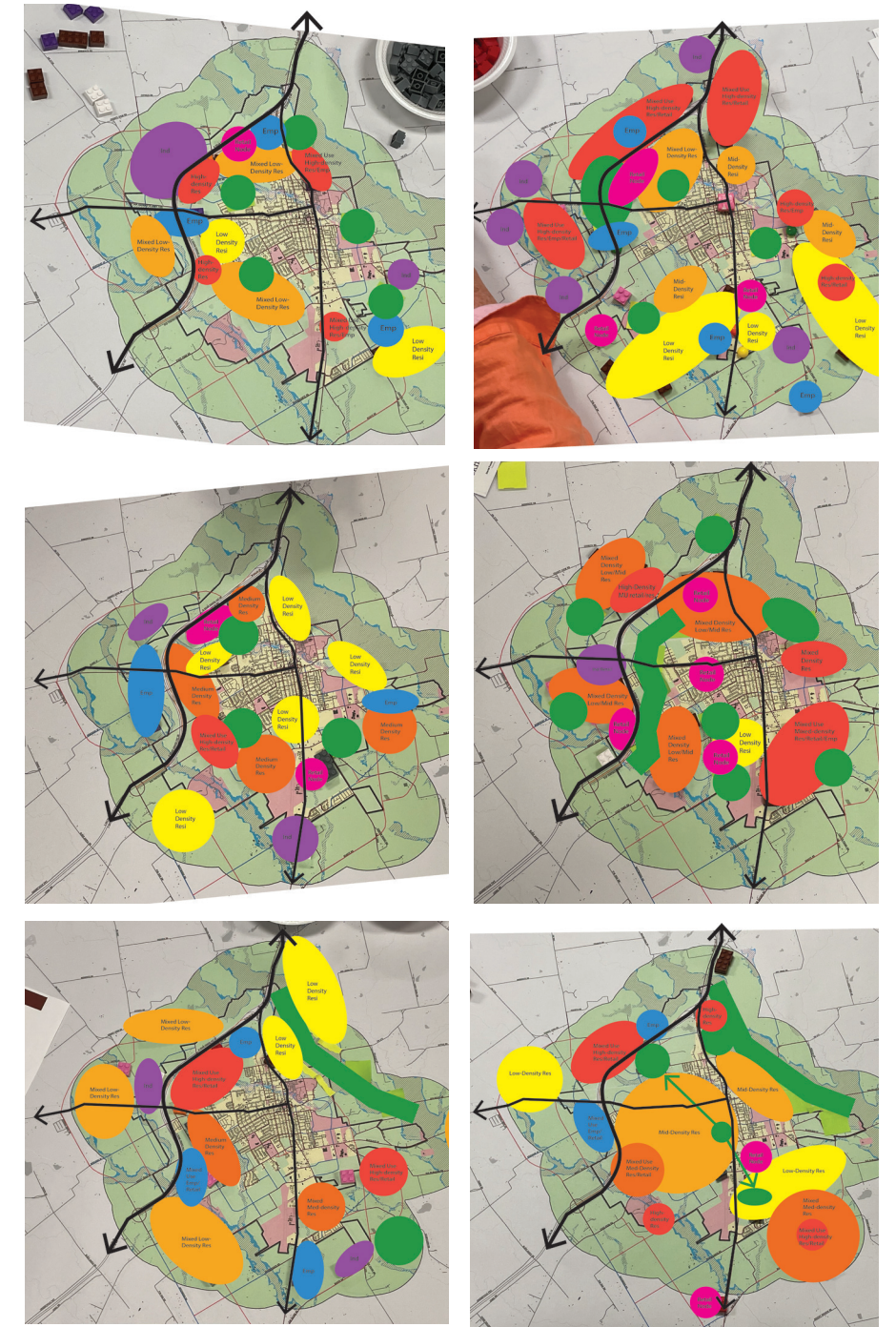


Figure 7. Bubble diagrams generated from team plans created at the Public Land Use Scenario Workshop.

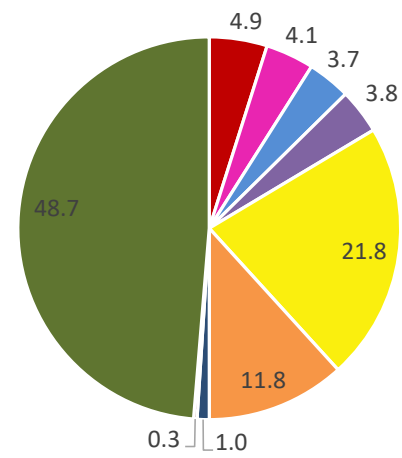
Step 2: Idea Generation, Assessment & Iteration

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

Each concepts was discussed as to their merits, listed in Figure 8, and how far they move the needle on reaching the community vision and goals. The takeaway from the CPSC direction was a combination of the best elements from all the various concepts, specifically the nodal and corridor concepts. It was determined that while some of the merits of the concentrated concept were noteworthy, that it was unrealistic to assume growth would not happen in the ETJ and so it was best to plan for it now.

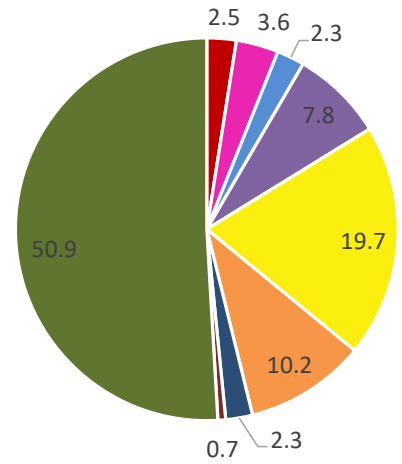
Corridor (1.5 Jobs:Housing)

% of City+ETJ



Node (2 Jobs:Housing)

% of City+ETJ



Core (0.7 Jobs:Housing)

% of City+ETJ

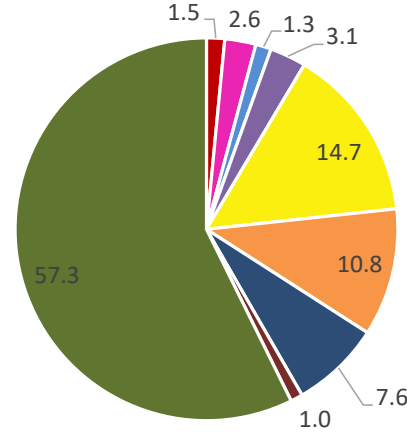
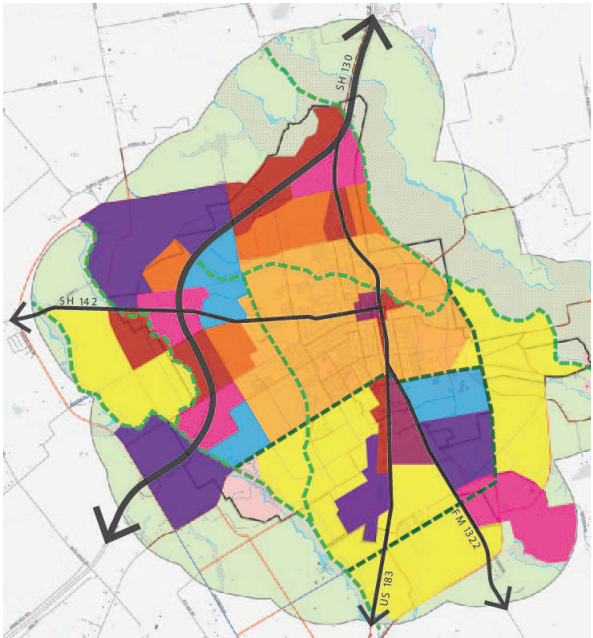


Figure 8. Comparisons for the three geographic distribution land use scenarios for discussion with the CPSC.



Corridor Concept

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



Nodal Concept

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



Core/Concentrated Concept

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

Figure 9. Three geographic distribution land use scenarios for discussion with the CPSC.

Step 3: Creation of a Preferred Concept

Per the discussions and feedback from the CPSC related to the three geographic distributions, the planning team took a step back and created a new high-level approach for a preferred land use concept. This preferred scenario was reviewed and refined by the CPSC and City Council and was the basis for the Future Land Use Map (FLUM).

The “Hub and Spoke” Concept

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

- **Activity “Hubs”:** The identification of activity hubs that become a series of destination 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 on the FLUM.
- **“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 FLUM.
- **Supporting Uses:** Supporting uses are applied around each activity hub, based on context. In the FLUM, these are the uses that fill in the land areas between mixed-use and corridor land uses.

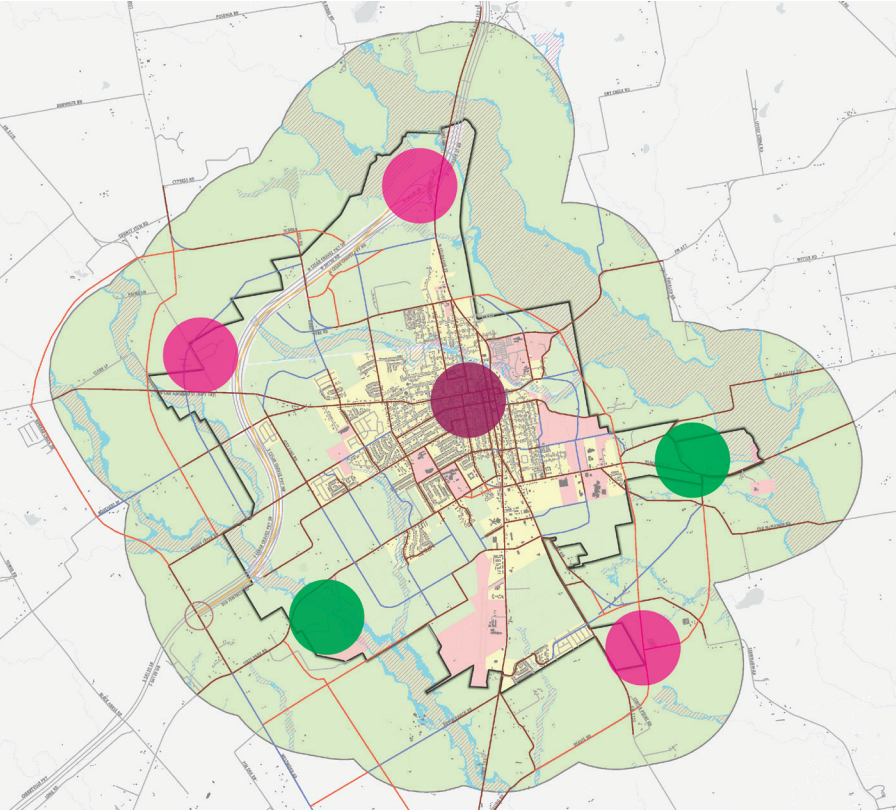


Figure 10. Identification of Activity Hubs

- **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. Serves as the cultural and entertainment heart of the City.
- **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.

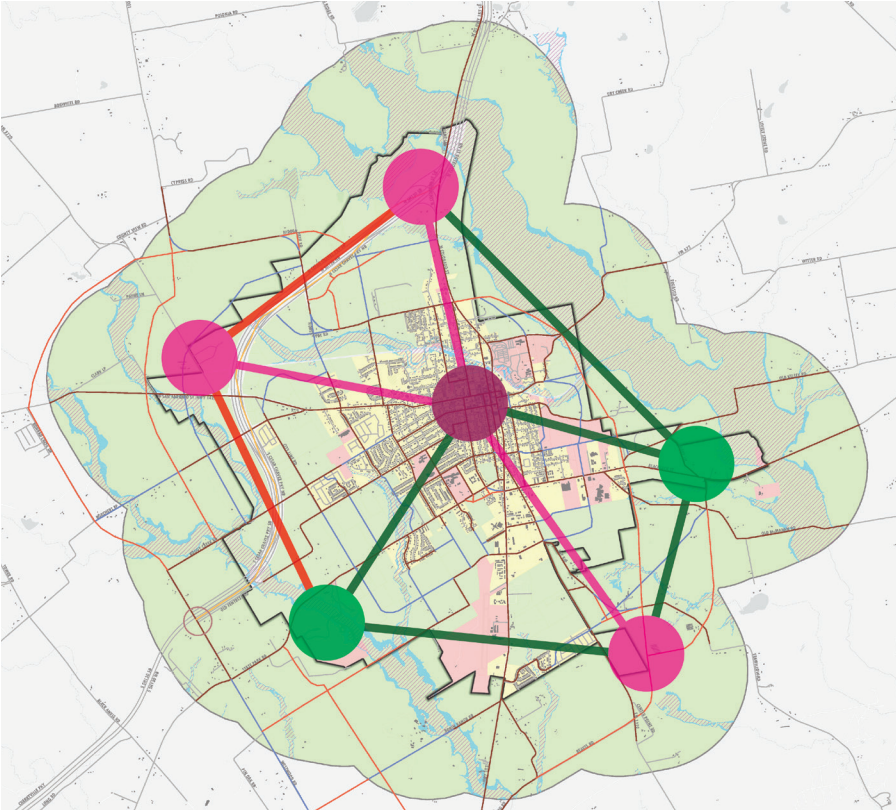


Figure 11. Identification of Spoke Connections

- **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.



Figure 12. Application of Supporting Uses around Activity Hubs

Supporting 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.

- Yellow: Low-density Residential
- Orange: Mid-density Infill
- Red: Multi-family
- Dark Red: Retail
- Blue: Employment & Light Industrial
- Purple: Industrial
- Green: Green Space

Figure 13. “Hub and Spoke” Land Use Model for City of Lockhart

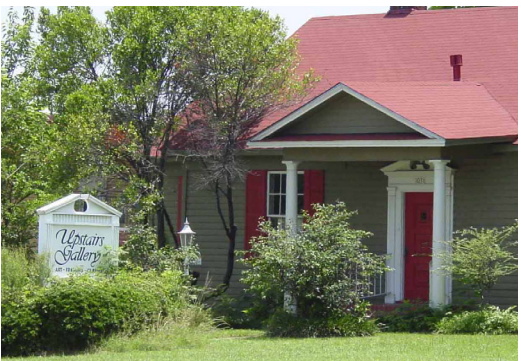


Creation of Districts

The combination of hubs and supporting uses begin 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 District Development Dashboards within this chapter.



Downtown 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.



Confluence 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.



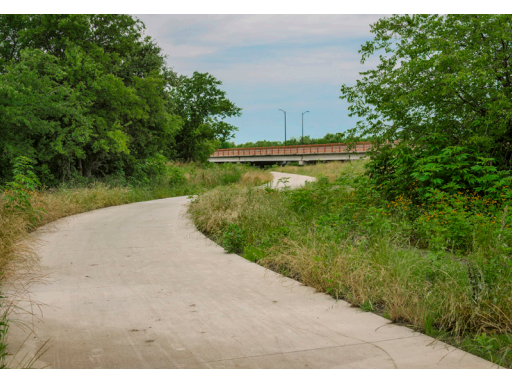
Seawillow District:
Anchored by the potential Seawillow mixed-use development, this district provides a mix of low- and medium-density housing as well as employment and industrial uses along FM1322.



Plum Creek District:
A regional hub serves as the northern gateway along SH130. 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 SH142, at it's intersection with SH130. 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 State Park. Retail and employment uses in the western portion create a southern gateway along SH130 and residential uses provide residents access to both the park and Downtown.

FUTURE LAND USE PLAN

The Future Land Use Plan (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 made up of three elements: the Future Land Use Categories, the Future Land Use Map and the District Development Dashboards.

Future Land Use Categories

The Future Land Use Plan identifies nine land use categories ranging from low-density residential to high-intensity industrial uses. These land use categories establish the types of land uses that are needed in Lockhart to promote the successful achievement of the vision and goals established at the outset of this Plan. Figure 14 presents and describes the future land use categories. To note, most land use categories include a mix of uses, for example, even residential land use categories allow for some reasonable accommodations for appropriately scaled non-residential development.

Future Land Use Map

The Future Land Use Map (FLUM) illustrates the desired patterns for the application of the land use categories across the City. This map is not a regulatory or legal document and should be used as guidance and part of a larger decision-making process. The intended use of the FLUM is to visually demonstrate approximately where within the identified districts the types of land use are most appropriate. The FLUM is not meant to be pointed to on a parcel-by-parcel basis, the key takeaway of the map is the intent of the geographic distribution of the land uses (the zoning map for the City governs the land uses on a parcel-by-parcel basis). The FLUM 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 use the City would like to see there. Similarly, if a developer comes to Lockhart and wants to build a specific project, the FLUM can be used to help guide where within the City that type of project makes the most sense.

District Development Dashboards

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. Additional information on the development dashboards is provided later in this chapter.

Future Land Use Categories

Figure 14. Future Land Use Categories & Descriptions Table

Future Land Use Category		Description
	Low-density Residential	Characterized by single-family housing, these are more generally mono-use and auto-oriented neighborhoods with homogeneous housing types and further 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.
	Multi-family	Traditional apartment-style uses. May allow for some integrated commercial uses in select locations.
	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.

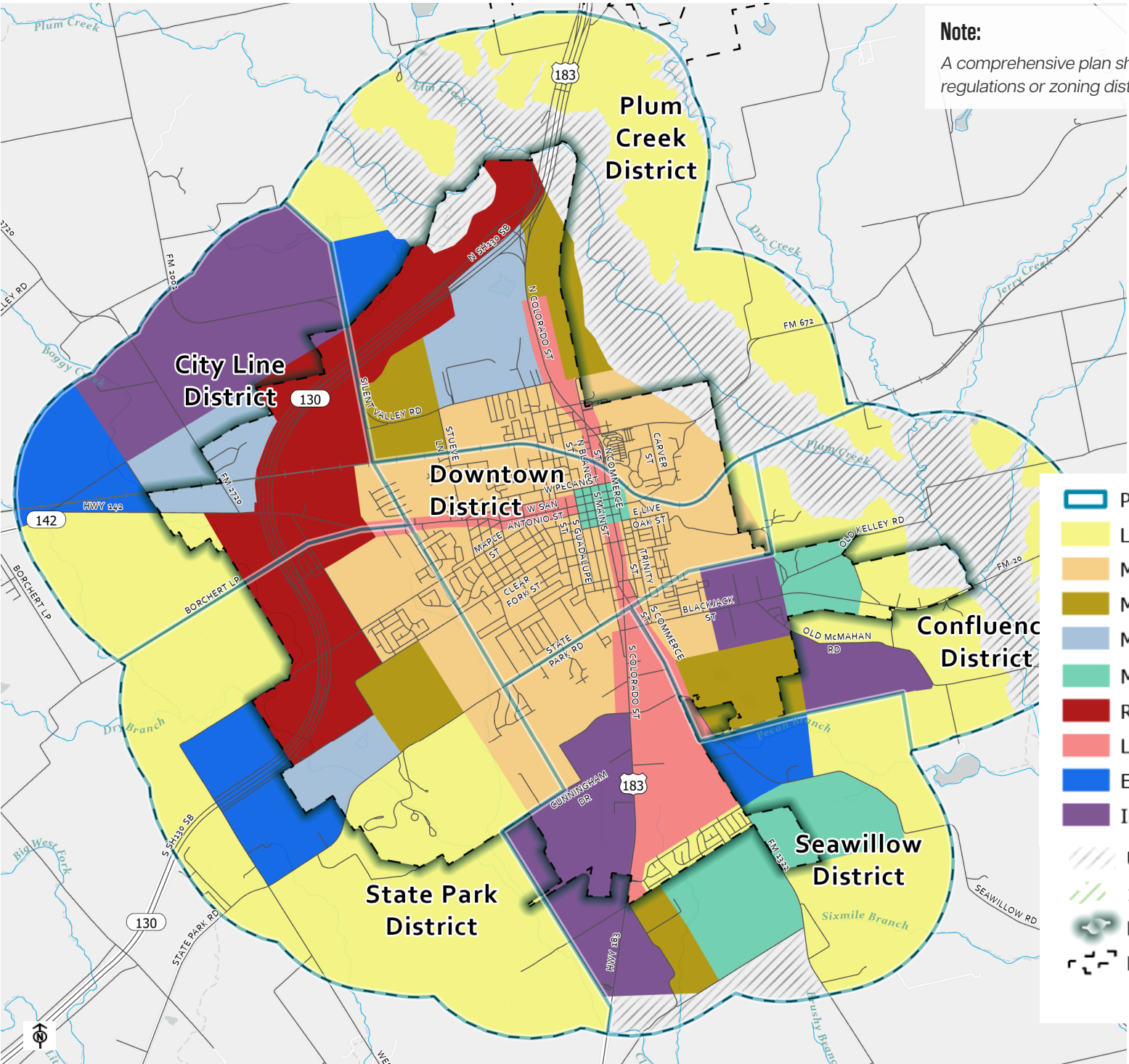
Future Land Use Category		Description
	Mixed Use Local	A mix of residential and commercial uses that creates a hub of activity and commerce. Can be regional or local in scale. Regional MU serves as a regional hub or while Local MU focuses on local needs and providing residents with access to goods, services, and jobs.
	Regional Corridor	Primarily commercial and entertainment uses provide 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.
	Local Corridor	Primarily commercial and entertainment uses provide 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.
	Industrial	Allows for general industrial activities, including light and heavy industrial, warehouse, and distribution. Must be sufficiently buffered from any adjacent uses.

Future Land Use Map

The Future Land Use Map (FLUM) visually articulates the envisioned growth pattern through the distribution and contextual compatibility of the land use categories, reflecting the collective input of Lockhart’s residents, business owners, civic groups, and stakeholders engaged throughout this planning process. The FLUM, along with the land use categories and district development dashboards outlined in this section, will steer decision-making processes related to development, land use, and growth. It is important to clarify that the FLUM does not hold regulatory authority; rather it functions as an additional reference for addressing development inquiries. The official Zoning Map and Ordinance of the City governs land uses on a parcel-by-parcel basis, with the FLUM serving as a long-term vision. The FLUM, however, is an important reference when considering the appropriateness of zoning map amendments and can be used to inform future updates to the zoning map and ordinances.

Figure 15. Future Land Use Acreages

Future Land Use		City Limits (Acres)	City Limits (Percentage)	City Limits + ETJ (Acres)	City Limits + ETJ (Percentage)
	Low-density Residential	910	9%	8,669	33%
	Mid-density Infill	3469	33%	3,560	14%
	Multi-family	932	9%	1,258	5%
	Mixed Use Regional	886	9%	1,101	4%
	Mixed Use Local	352	3%	1,099	4%
	Regional Corridor	1874	18%	1,918	7%
	Local Corridor	960	9%	991	4%
	Employment	0	0%	1,324	5%
	Industrial	697	7%	2,620	10%
	Unplanned	323	3%	3,824	15%
TOTAL		10,403	100 %	26,365	100 %



Map 2. Future Land Use Map

Land Use Mix by District

Shown below are the Land Use ratios for each district included within the Future Land Use Map (FLUM). These are not to be implemented as strict development regulations, rather they are intended to provide examples of complimentary land use mixes that would meet the goals provided by the community. The exact mix of land uses may change as economic and social priorities change within the community.

Figure 16. District Development Mix wheels (listed as percents)

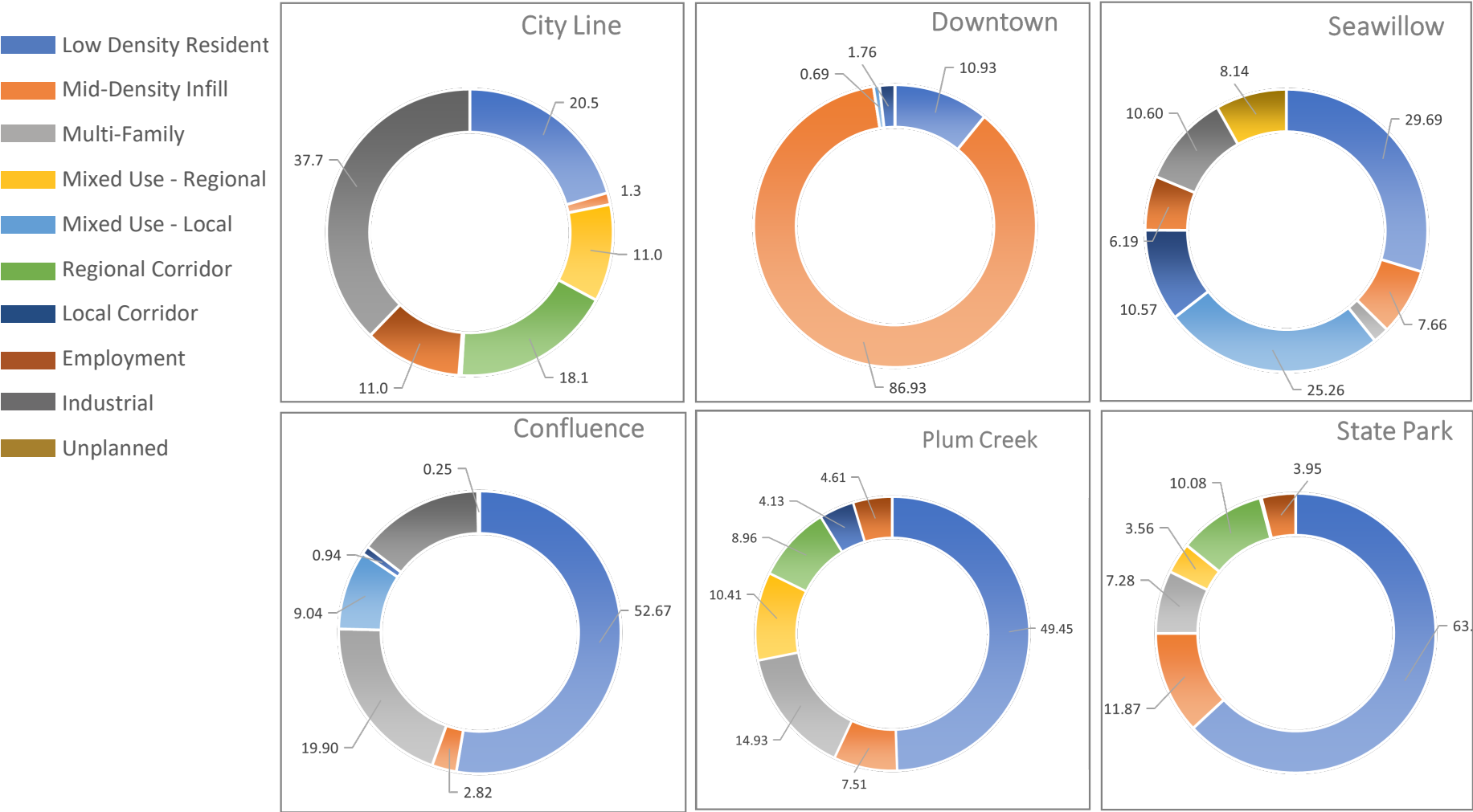


Figure 17. Land Use Mix for Developable Area per District

Land Use Mix by District						
District	City Line	Confluence	Downtown	Plum Creek	Seawillow	State Park
Total Acres	2864	1593	375	3102	3132	3,116
Low Density Residential (acres)	588	839	41	1534	930	1966
Mid-Density Infill (acres)	38	45	326	233	240	370
Multi-Family (acres)	0	317	0	463	58	227
Mixed Use Regional (acres)	314	0	0	323	0	111
Mixed Use Local (acres)	0	144	2.6	0	791	0
Regional Corridor- (acres)	519	0	0	278	0	314
Local Corridor (acres)	8	15	6.6	128	331	5
Employment (acres)	315	0	0	143	194	123
Industrial (acres)	1081	229	0	0	332	0
Unplanned (acres)	0	4	0	0.8	255	0

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 categories and the Future Land Use Map (FLUM). 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.

1

Dashboard Example

2

3

Density

Intensity

Scale

4

5

Development Type	& Appropriateness	Considerations
Single-Family Homes	●●●○	
Duplex Homes	●●○○	
Multifamily Homes	●○○○	
Neighborhood Commercial	●●○○	
Regional Commercial	○○○○	
Light Industrial	●●○○	

1 District Description

Each dashboard includes the District title and a description that addresses the 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, and 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 nonresidential structures. Scale is referenced in stories, with one story being approximately 12 to 14 feet in height. Additional discussion on density, intensity and scale is provided in the adjacent call-out.

4 Visual Representation

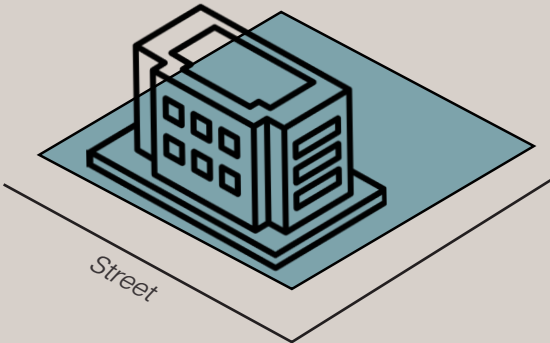
Each dashboard includes images depicting examples of the intended character within each district. Local examples have been used where available. These photos are not comprehensive and may not illustrate all appropriate uses. The representations, however, should be referenced when considering the built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

Topic of Note: Density, Intensity & Scale

This graphic is intended to demonstrate the relationship between density, intensity and scale, noting the importance of discussing these elements together, rather than individually.

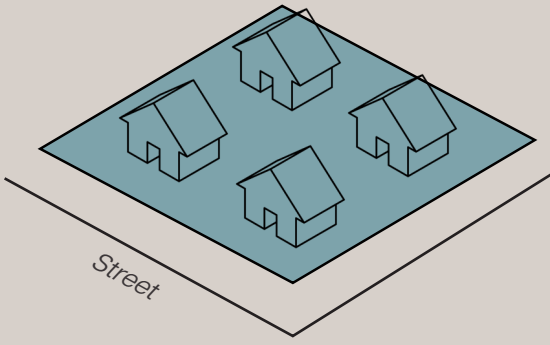
Note how the density, intensity and scale do or do not change among the examples. Notice how increasing scale allows more housing units with less intensity. Think about how these might address or not some of the community’s goals in different parts of the City.

Each example may be appropriate in different areas of Lockhart, therefore density, intensity and scale should be calibrated accordingly for each land use category.



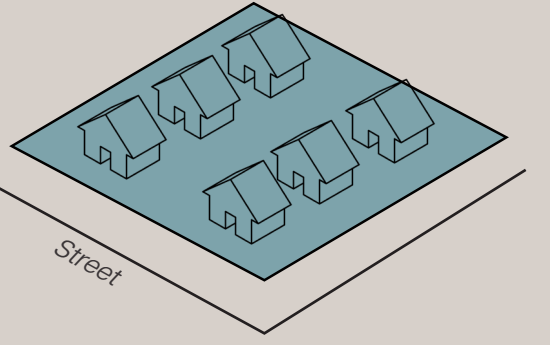
A small multi-family building (4 units per floor) with a park space.

12 DUA, 50% coverage, 3 stories



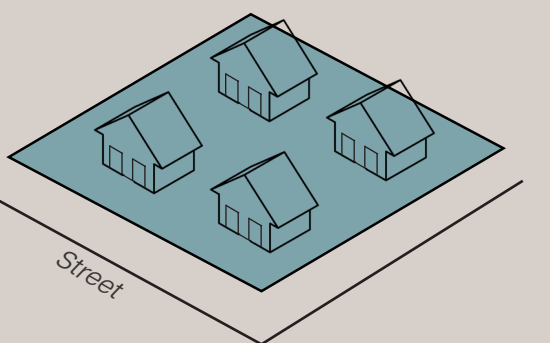
4 typical single-family lots on a block, each with their own yard.

4 DUA, 50% coverage, 1-2 stories



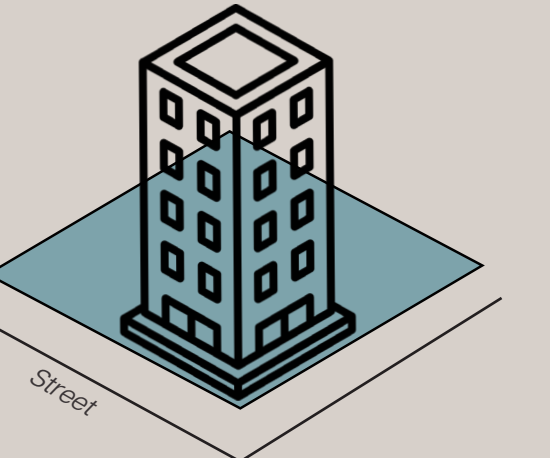
6 smaller single-family units on a block with a shared courtyard.

6 DUA, 50% coverage, 1 story



4 duplexes on a block, each with their own yard space.

8 DUA, 50% coverage, 1-2 stories



A mid-rise multi-family building (2 units per floor) with a large park space.

10 DUA, 25% coverage, 5 stories

5 Development Types & Appropriateness Table

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

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

Large Multifamily

Similar to small multifamily, 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, tech, R&D, 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.

Topic of Note:
Missing Middle Housing

As noted in the prior discussion, it is possible to increase housing density in a city without drastically changing the look or feel of the community. Missing middle housing is a popular strategy for achieving housing density, variety and opportunity through alternative types of housing that are compatible with the look and feel of small towns.

These housing types provide a variety of opportunities that may be important in Lockhart:

- Embraces small-town character while simultaneously meeting increasing housing needs, sometimes called “modest density”.
- Can help minimize displacement by facilitating multi-generational housing or allowing owners to rent a second unit for additional income (in the case of a duplex or ADU).
- Can be used as buffers between low-density and higher-density developments
- Promotes incremental change rather than disruptive transformations that can alter the character of a neighborhood.
- Helps provide affordable housing options for people in different phases of the housing cycle, including young families, young professionals, and empty-nesters.
- Allow more housing to be built in areas that are already serviced by road and utility infrastructure, minimizing impacts on City funds and natural areas.



Examples of missing-middle type housing products appropriate for Lockhart.

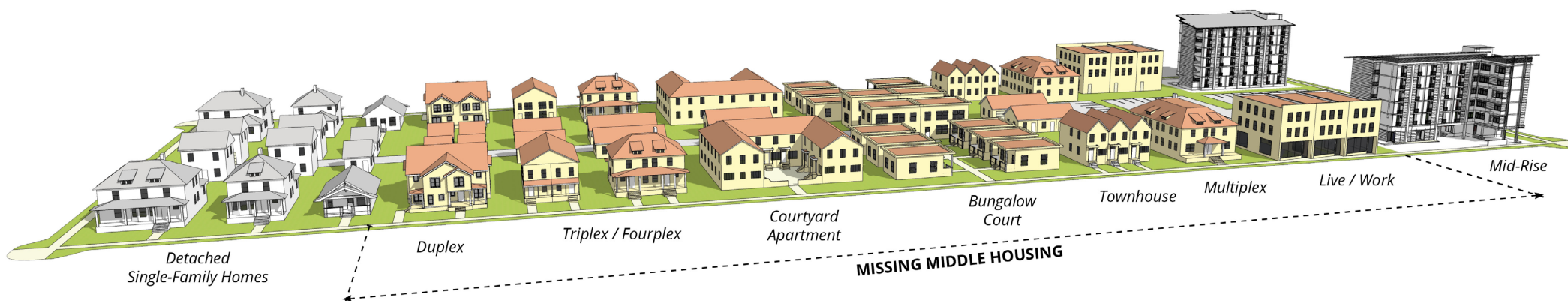
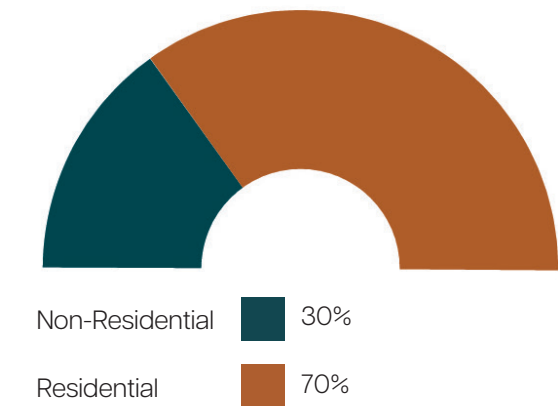


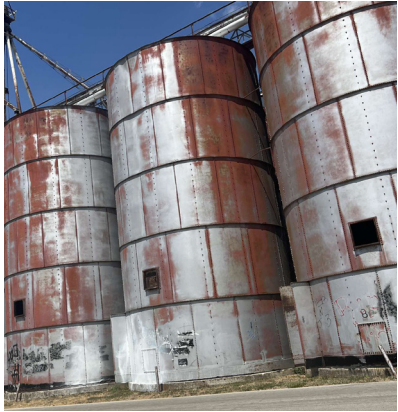
Figure 18. Spectrum of missing middle housing products.

Downtown District

Downtown 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 the Lockhart's core neighborhoods. .



Residential Density
4 to 12 DUA
Intensity
50-100% Lot Coverage Medium to High Intensity
Scale
1 to 3 Stories Low- to Mid-rise

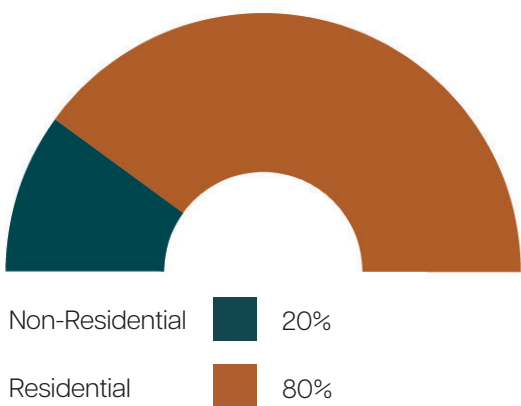


Development Type & Appropriateness		Compatibility Considerations
Single-Family Detached (SFD)	●●●●●	
SFD + Additional Dwelling Unit (ADU)	●●●●●	
Single-Family Attached (SFA)	●●●●●	
Small Multi-Family	●●○○○	Most appropriate close to the Downtown core or along corridors.
Large Multi-Family	○○○○○	
Retail/ 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. Higher intensity of these uses are appropriate in the Downtown local mixed-use hub.
Office	●●●●○	Neighborhood-serving and local scale retail and entertainment uses are appropriate along corridors. Higher intensity of these uses are appropriate in the Downtown local mixed-use hub. Office uses are most appropriate on secondary frontages and upper floors.
Light Industrial	●○○○○	Light industrial uses should be uses that drive pedestrian traffic and are supportive of culture and hertiage, such as artisan studios.
Heavy Industrial	○○○○○	

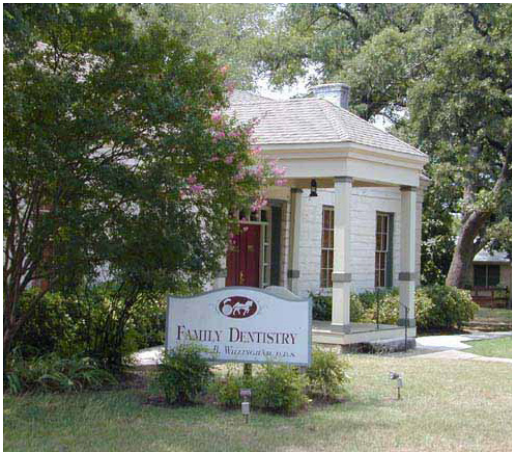
Imagery will be updated once districts are finalized.

Confluence District

Confluence 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.



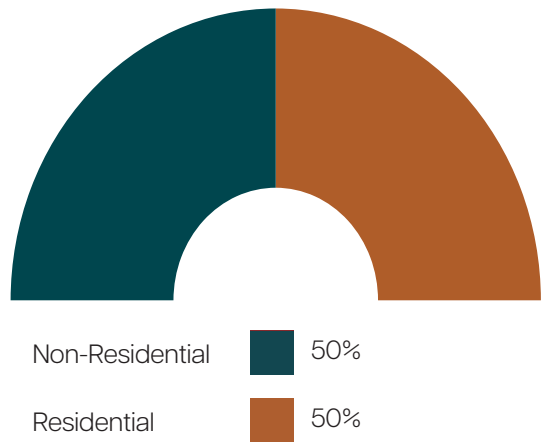
Residential Density
4 to 12 DUA
Intensity
40-60% Lot Coverage Low Intensity
Scale
1 to 2 Stories Low-rise



Development Type & Appropriateness		Compatibility Considerations
Single-Family Detached (SFD)	●●●●●	
SFD + Additional Dwelling Unit (ADU)	●●●●●	
Single-Family Attached (SFA)	●●●●○	Especially appropriate in the local mixed-use hub.
Small Multi-Family	●●○○○	Appropriate closer to the local corridor and in the multi-family area. Not appropriate in cases where is creates significant difference in scale to adjacent residential.
Large Multi-Family	●●○○○	Appropriate in the multi-family area.
Retail/ Entertainment	●○○○○	Neighborhood-serving and local scale retail and entertainment uses are appropriate in the local mixed-use hub and strategic locations within neighborhoods, as long as it does not pose a nuisance to residential.
Office	●●●●○	Neighborhood-serving and local scale retail and entertainment uses are appropriate in strategic locations within neighborhoods
Light Industrial	●●●●○	
Heavy Industrial	●●●●○	

Seawillow District

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 FM1322.



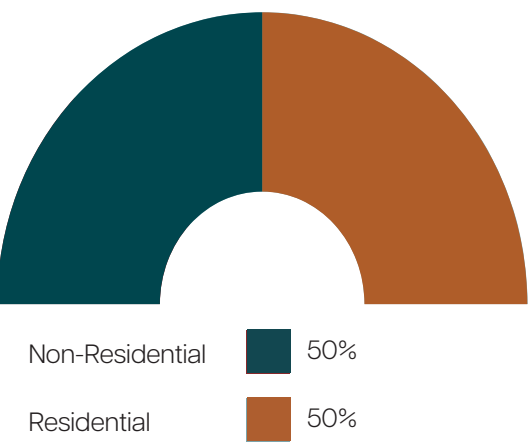
Residential Density
4 to 12 DUA
Intensity
40-80% Lot Coverage Low to Medium Intensity
Scale
1 to 2 Stories Low-rise



Development Type & Appropriateness		Compatibility Considerations
Single-Family Detached (SFD)	●●●●●	
SFD + Additional Dwelling Unit (ADU)	●●●●●	
Single-Family Attached (SFA)	●●●●●	Especially appropriate in the local mixed-use hub.
Small Multi-Family	●●●●○	Appropriate closer to the local corridor and in the multi-family area. Not appropriate in cases where is creates significant difference in scale to adjacent residential.
Large Multi-Family	●●○○○	
Retail/ Entertainment	●●●●○	Neighborhood-serving and local scale retail and entertainment uses are appropriate in the local mixed-use hub. More intense uses are appropriate along the local corridor. Uses that are more likely to generate nuisances should be located away from residential uses.
Office	●●○○○	Appropriate in the 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

Plum Creek District: A regional hub serves as the northern gateway along SH130. The area offers employment, retail and multi-family uses and has the distinct asset of access to the adjacent natural area.



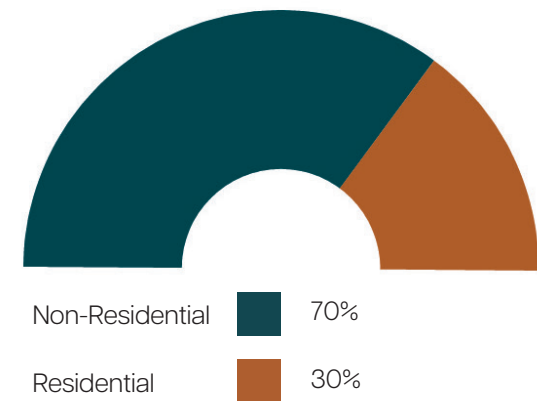
Residential Density
8 to 32 DUA
Intensity
60-80% Lot Coverage Medium Intensity
Scale
1 to 4 Stories Low- to Mid-rise



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

City Line District

City Line District: A regional hub that is the western gateway along SH142, at it's intersection with SH130. The area offers employment, industrial, retail and some residential. Captures traffic going to/from San Marcos.



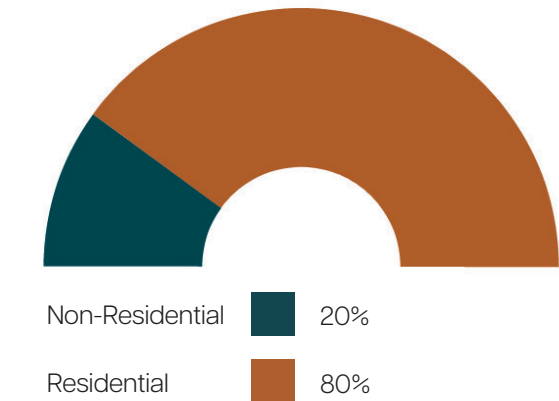
Residential Density
4 to 32 DUA
Intensity
50-80% Lot Coverage Medium Intensity
Scale
1 to 4 Stories Low- to Mid-rise



Development Type & Appropriateness		Compatibility Considerations
Single-Family Detached (SFD)	●●●○	Appropriate in the low-density residential areas.
SFD + Additional Dwelling Unit (ADU)	●●●○	Appropriate in the low-density residential areas.
Single-Family Attached (SFA)	●●●○	Most appropriate in the regional mixed-use hub.
Small Multi-Family	●●○○	Most appropriate in the regional mixed-use hub.
Large Multi-Family	●●●○	Most appropriate in the regional mixed-use and regional corridor areas.
Retail/ Entertainment	●●●●	Appropriate for the regional mixed-use and regional corridor areas.
Office	●●●●	Appropriate for the regional mixed-use, regional corridor, employment and industrial areas. .
Light Industrial	●●●●	Very light industrial such as flex office uses are appropriate in the 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

State Park District: A local hub anchored by the State Park. Retail and employment uses in the western portion create a southern gateway along SH130 and residential uses provide residents access to both the park and Downtown.



Residential Density
0 to 24 DUA
Intensity
40-60% Lot Coverage Low Intensity
Scale
1 to 4 Stories Low- to Mid-rise



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

Preparing for Growth

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.

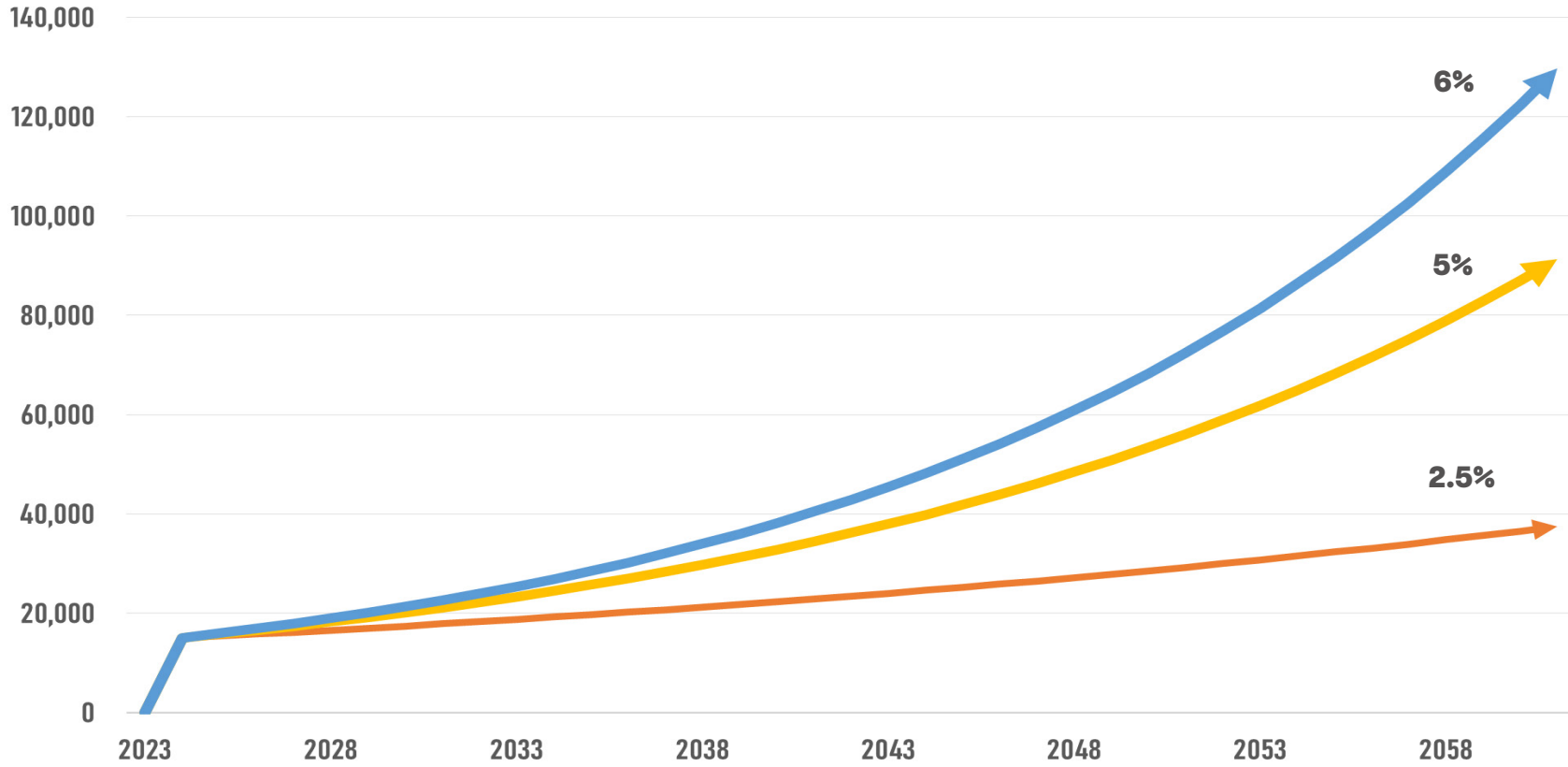
Figure 19. Regional Growth Comparisons

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	-	-	-	-

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, considering its distance from the Austin metro and available land. In Figure. 18 below, 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 20. City of Lockhart Growth Scenarios



Future Growth Capacity

Creating an accurate build out projection to accompany the future land use map is integral in future land use planning. This helps ensure that this iteration of Lockhart’s future land use plan can meet the goals that the community has identified during the planning process. The Future Land Use Plan (FLUP) elements 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 maximum population and employment that can be held within each district 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., The time period in which maximum build out could be achieved varies significantly based on development trends over the next many decades, with the possibility that the build out is never fully reached. Growth assumptions and development ratios are provided in Appendix B. Figure 19 shows the new growth in each district. It should be noted that this is additional growth on top of the existing population as of 2023. Figure 20 shows that the FLUP as presented in this plan could accommodate any of the possible growth scenarios studied through the year 2050, and would begin reaching capacity after that with the 5% or 6% growth scenarios.

Figure 21. Maximum Buildout within the Districts (including existing)

District	Total Dwelling Units	Total Employment	Total Population
City Line	4821	23987	8,289
Confluence	6481	5483	14,300
Downtown	3436	3402	8,909
Plum Creek	11955	14172	24,239
Seawillow	7612	15189	15,651
State Park	10757	11788	24,067
Total	45061	74021	95,455

Figure 22. Lockhart Growth Scenarios

Year	2.5% CAGR	3.5% CAGR	5% CAGR	6% CAGR
2023	15,021	15,021	15,021	15,021
2025	15,781	15,935	16,561	16,878
2030	17,855	18,029	21,136	22,586
2035	20,202	20,399	26,976	30,225
2040	22,856	23,079	34,428	40,448
2045	25,860	26,112	43,940	54,129
2050	29,258	29,543	56,080	72,436
2055	33,103	33,426	71,574	96,936
2060	37,453	37,818	91,349	129,723

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 FLUM.

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 8-16 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 a downtown or mixed-use hub 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 for 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 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 right-of-way 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 right-of-way (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 multifamily 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 8-15 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 a 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. Multifamily, townhomes and single-family dwellings should connect entry features to public sidewalks.

Parking

Parking is an inherent functional piece of most places. With downtowns and mixed-use nodes in particular, 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 there is plenty of parking within a reasonable walking distance but this is more of an issue of people feeling like that 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 a downtown or mixed-use setting, good urban form tends to locate parking on-street or towards the fringe of the core in communal lots or structures, allowing focus to remain on pedestrian space and activity.

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

Many cities have reduced or eliminated minimum parking ratios in downtown and mixed-use areas. An increasing number of cities have eliminated minimum parking citywide, in these cases the market tends to provide adequate parking due to pro forma and financing requirements but it is not mandated by the municipality. Reduced parking requirements should be considered for Downtown as well as the areas of mixed-use denoted on the FLUM.



Figure 23. Strategies to address urban design using building form.

APPENDIX A:
ENGAGEMENT SUMMARIES

Please note that at the time of this draft publication on 2/6/24, not all engagements have been held and this appendix has been written based on both performed and planned engagements, this is subject to change as additional engagements happen.

SUMMARY OF ENGAGEMENTS

5 Comprehensive Plan Steering Committee (CPSC) Meetings

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

10 Stakeholder Conversations

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

1 Project Website with Online Engagement Tools

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

4 Public Outreach Events

The planning team held four community outreach events throughout the process that varied in time, location, and delivery, aiming to reach different sectors of the community. Events included tabling at the Courthouse Nights community event, an open house prior to a CPSC meeting at the public library, a major public workshop that resulted in community-generated land use scenario alternatives, and an open house to gather feedback on preliminary plan recommendations. 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 11th to September 11th, 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 *TBD*, and asked the community to provide feedback on the full draft plan document.

STEERING COMMITTEE MEETINGS

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

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

- City Council: Mayor Pro-tem Angie Gonzales-Sanchez and Councilmember Jeffry Michelson (Chairman of Board of First Lockhart Bank)
- Planning and Zoning Commission: Ric Arnic (works for LCRA) and Brad Lingvai (Engineer with WGI)
- Lockhart ISD: Superintendent Mark Estrada (notable for efforts to try to directly fund teacher housing)
- Lockhart Chamber of Commerce: Winn Smith (developer and son of a big local real estate company owner)
- Greater Caldwell County Hispanic Chamber of Commerce: Jonathan Gonzales

- Lockhart Economic Development Corporation: Mike Kamerlander (Executive director of EDC)
- Downtown Business Association: Sally Daniel (Is a downtown resident, has a life coaching practice)
- Parks Board: Russell Wheeler
- Lockhart Historical Preservation Commission: Ron Faulstich (owns a local print shop)
- Community leaders from various areas in Lockhart: Frank Gomillion, Kim Coleman, Donna Blair (local redeveloper of older properties), and Andi St. Ledger (attorney)
- Alternates: Sarah Partridge, Timothy Juarez, Jr.

The Steering Committee held a series of 5 meetings throughout the process that were open to the public to observe. Each meeting reviewed how the process was progressing, any public input received, feedback on draft deliverables, and input to serve as the foundation for upcoming recommendations. Meetings focused on the following topics:

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

STAKEHOLDER CONVERSATIONS

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

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

Community Focus Groups:

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

Technical Focus Groups:

- Lockhart City Staff, Department Heads
- Economic Development

The remaining 6 focus groups are in the process of being scheduled and are likely to included topics such as healthcare, retiree services, families, youth and youth services, the Spanish speaking community, transportation and mobility, arts/culture/music, and utilities.

PUBLIC OUTREACH EVENTS

COURTHOUSE NIGHTS

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

Description of Event Activities

Informational boards provided at the event included:

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

Interactive boards and activities provided at the event included:

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



Courthouse Nights Event



Project design team member and participant of the coin exercise.

COMMUNITY OPEN HOUSE #1

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

Summary of Coin Investing Exercise

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

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

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



Community Open House



Coin investing exercise with feedback from the community.

Coins Invested

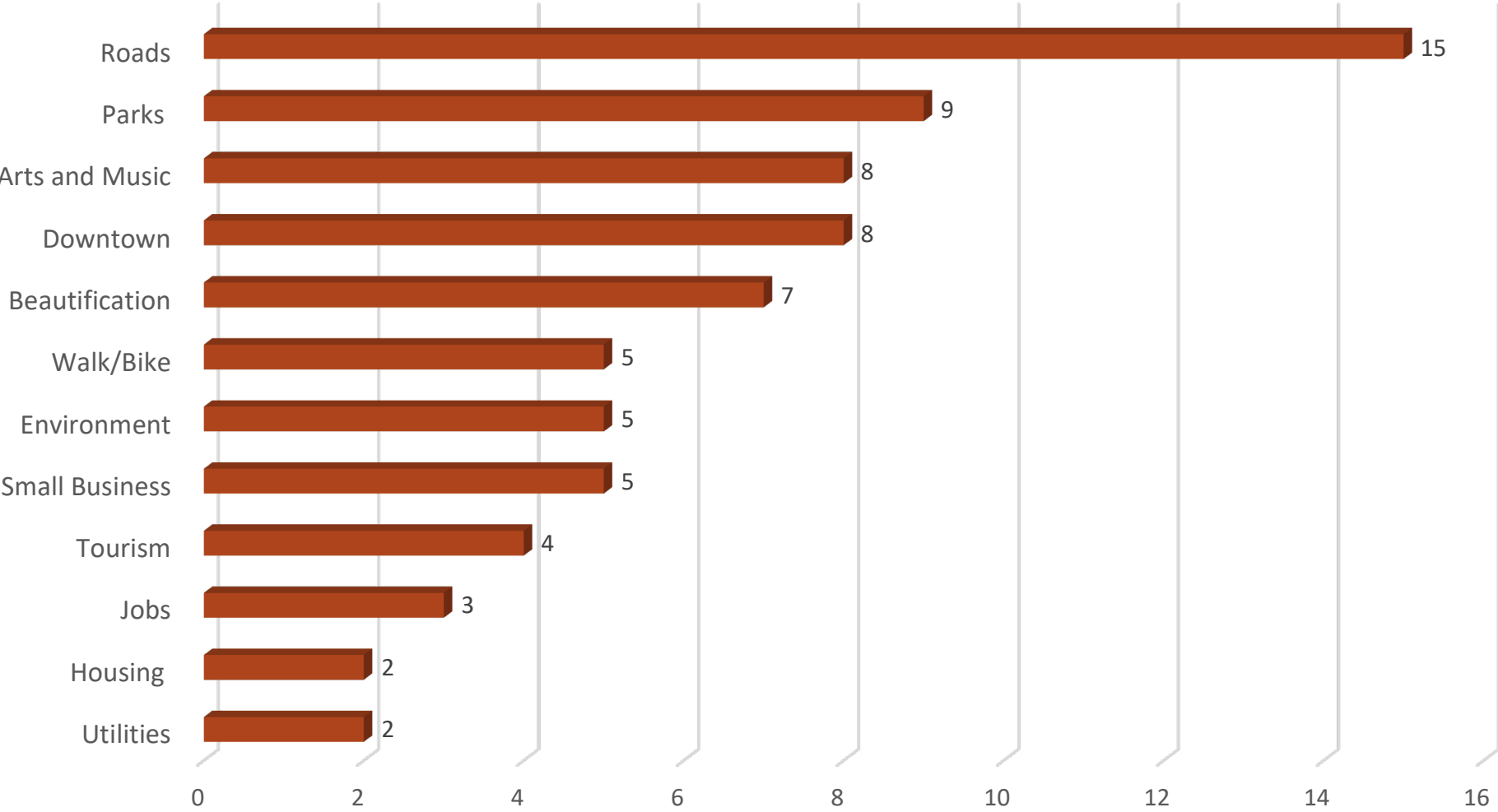


Figure 1. Results of the coin investing exercise.

PUBLIC LAND USE SCENARIO WORKSHOP

Purpose of the workshop:

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

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

Description of Event Activities

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

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




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

Exercise #1

Housing Mix

How will you house the growing population of Lockhart?


Housing Types for Consideration

Residential Single-Family Single-family, detached homes		<ul style="list-style-type: none">• Houses with private yards, attractive to families• Lowest per lot impervious cover• “American Dream” lifestyle• Ownership = wealth creation• Can be ownership or rental	<ul style="list-style-type: none">• Higher prices, higher maintenance• Highest demand for roadway and utility infrastructure per unit• Usually leads to overall highest impervious cover• Often very car-dependent, unless incorporated into a complete community
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5-10 du/acre


Housing Types for Consideration

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

Housing Types for Consideration

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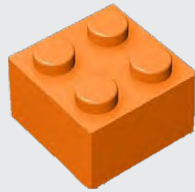
<https://fryeproperties.com/construction/bungalow-court-the-cavalier-residences/>



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

12-24 du/acre

Housing Types for Consideration

Residential Multi Family Apartments, Assisted Living		<ul style="list-style-type: none">• Most efficient land consumption and infrastructure• Trades private outdoor space for larger public open spaces and amenities• Likely rentals	<ul style="list-style-type: none">• Not a desirable lifestyle for everyone• Trades private outdoor space for larger public open spaces and amenities
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24+ du/acre

Instructions

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

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

Ask yourselves...


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

Exercise #2

Jobs & Commercial Mix

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


Commercial Types for Consideration

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

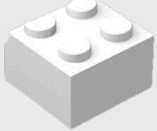
Commercial Types for Consideration

Commercial Employment Offices, medical		<ul style="list-style-type: none">• Higher paying jobs with benefits• Allows workers to have jobs closer to home• Attracts major corporate employers• Good tax base	<ul style="list-style-type: none">• Can create auto-centric office parks, depending on location• Peak traffic during commute times
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52 jobs/acre

Commercial Types for Consideration

Industrial Warehousing, manufacturing, flex space (such as tech, R&D)		<ul style="list-style-type: none">Lower-wage jobs (tech/R&D can bring higher wage jobs)Can be “light” or “heavy”, based on nuisanceOften a supportive use for other commercialGood tax base	<ul style="list-style-type: none">Creates nuisances, not compatible with residential usesTruck traffic, likes access to major roads
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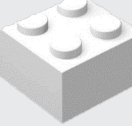


12 jobs/acre



Instructions

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

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

Ask yourselves...

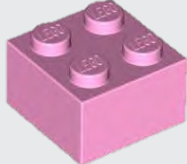

- What types of retail, services and jobs are **consistent with the community's vision and goals**?
 - Keep in mind we cannot determine the exact uses that will come here, but **what do we want to make allowance for**?
- What **types of retail, services and jobs are missing** in Lockhart?
- Are there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

Exercise #3

Land Use Mapping

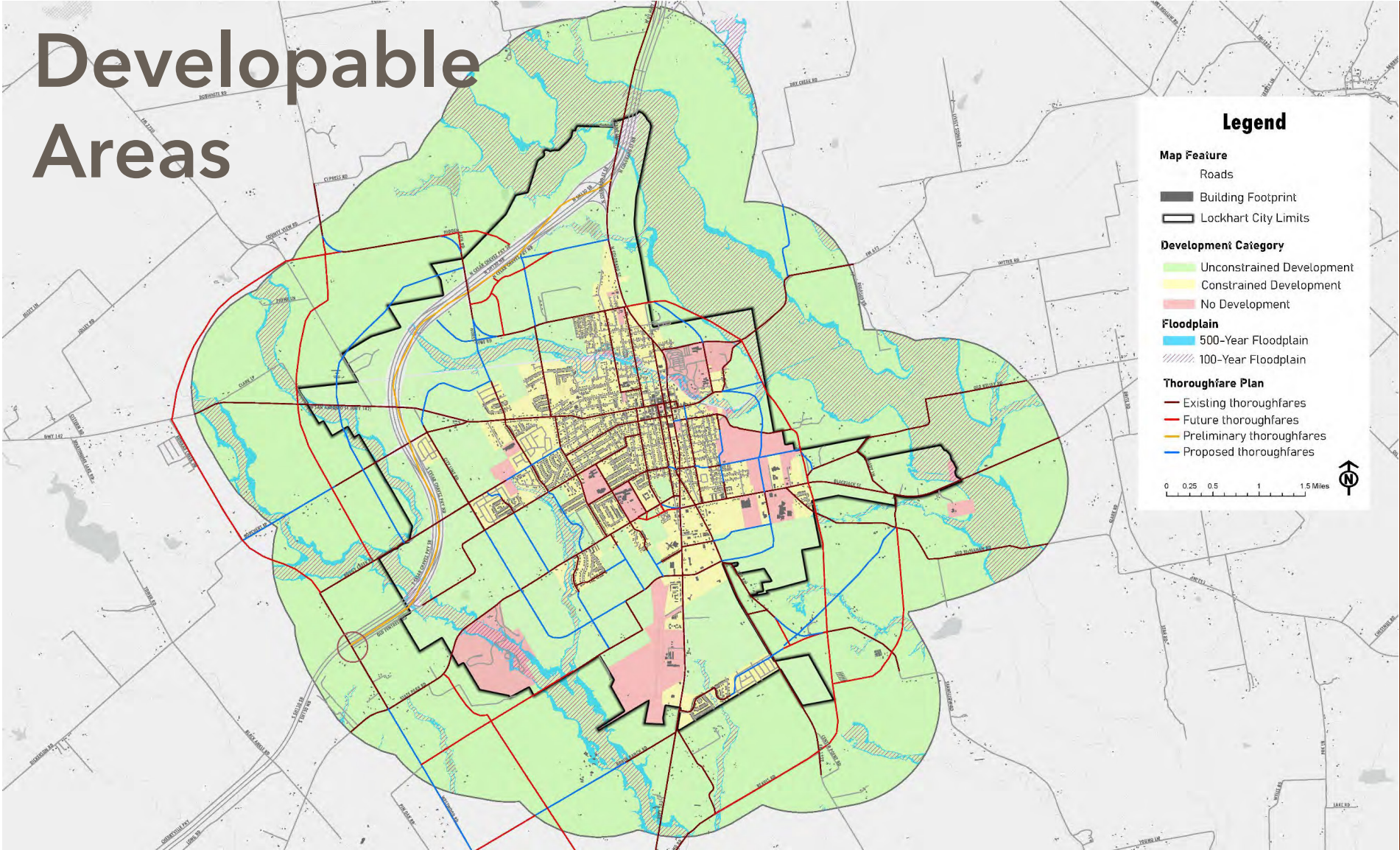
**Where should those
homes and businesses go?**

Other Development

Civic Uses & Public Facilities		5 jobs/acre = 125 jobs/lego brick <ul style="list-style-type: none">Major utility facilitiesRecreation centers, libraries, etcPublic safety facilitiesCity administrative officesSchools	<ul style="list-style-type: none">Provides basic needs as well as quality of life benefitsLarge public facilities like libraries or City Hall can help spur investment in new areas or anchor neighborhoodsLocation should focus on providing accessible public services for residentsConsideration should be made for safe walking and bicycling routes
Parks & Open Space		No units or jobs <ul style="list-style-type: none">Improved parks spaceNatural conserved land	<ul style="list-style-type: none">Provides quality of life benefitsDistribution should focus on providing access, both in quantity and quality of park spaces, for residentsConsideration should be made for safe walking and bicycling routes

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

Developable Areas



Instructions

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

Ask yourselves...

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

****Alert****

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

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

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

+ 4,700

How will you accommodate these impacts in your plan?

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

Discussion

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

Public Land Use Scenario Workshop Outcomes and Results

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

Key Points of Alignment:

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

Key Points of Conflict:

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

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



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

Table 1 Results

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

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

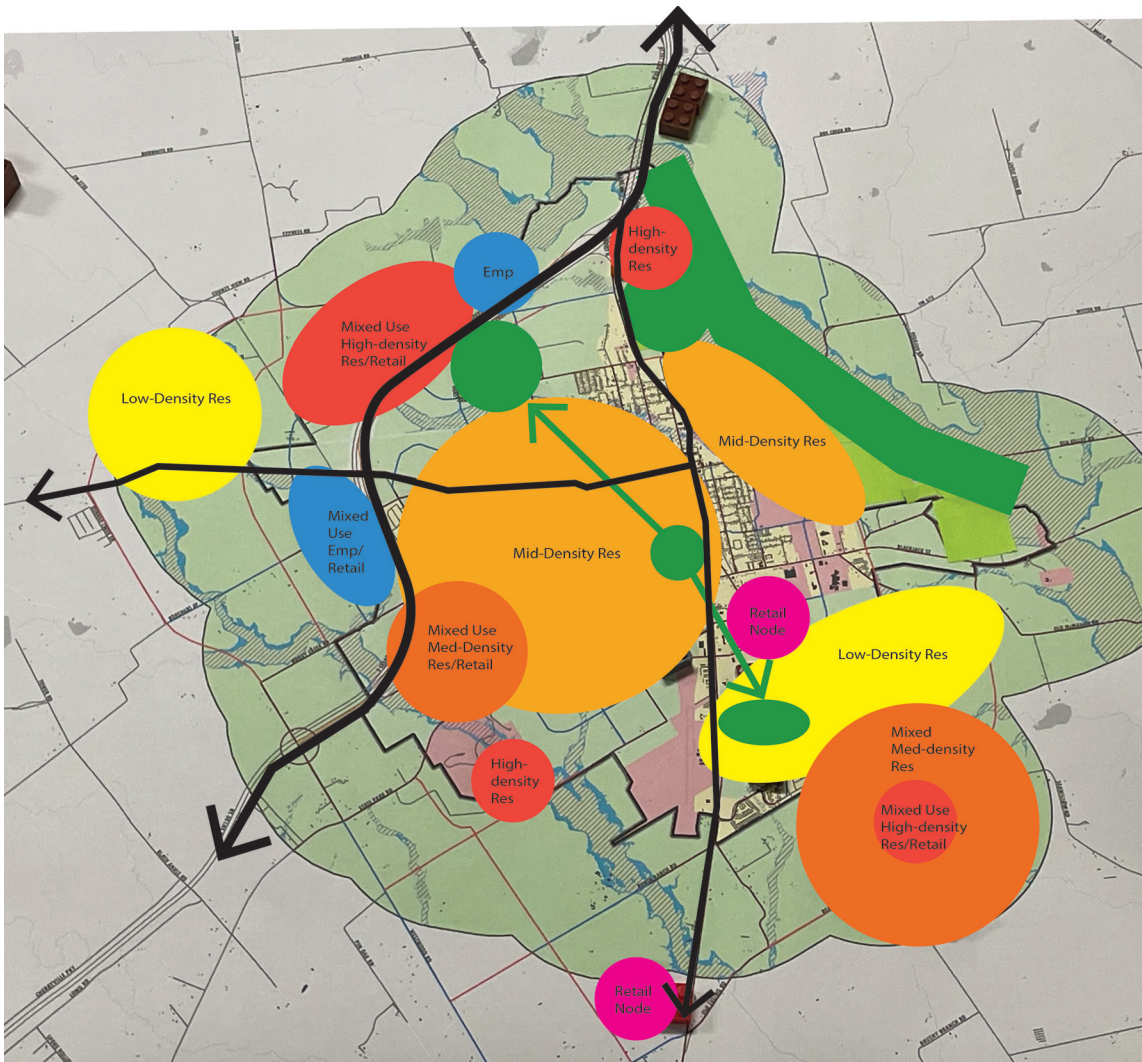


Table 2 Results

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

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



Table 3 Results

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

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

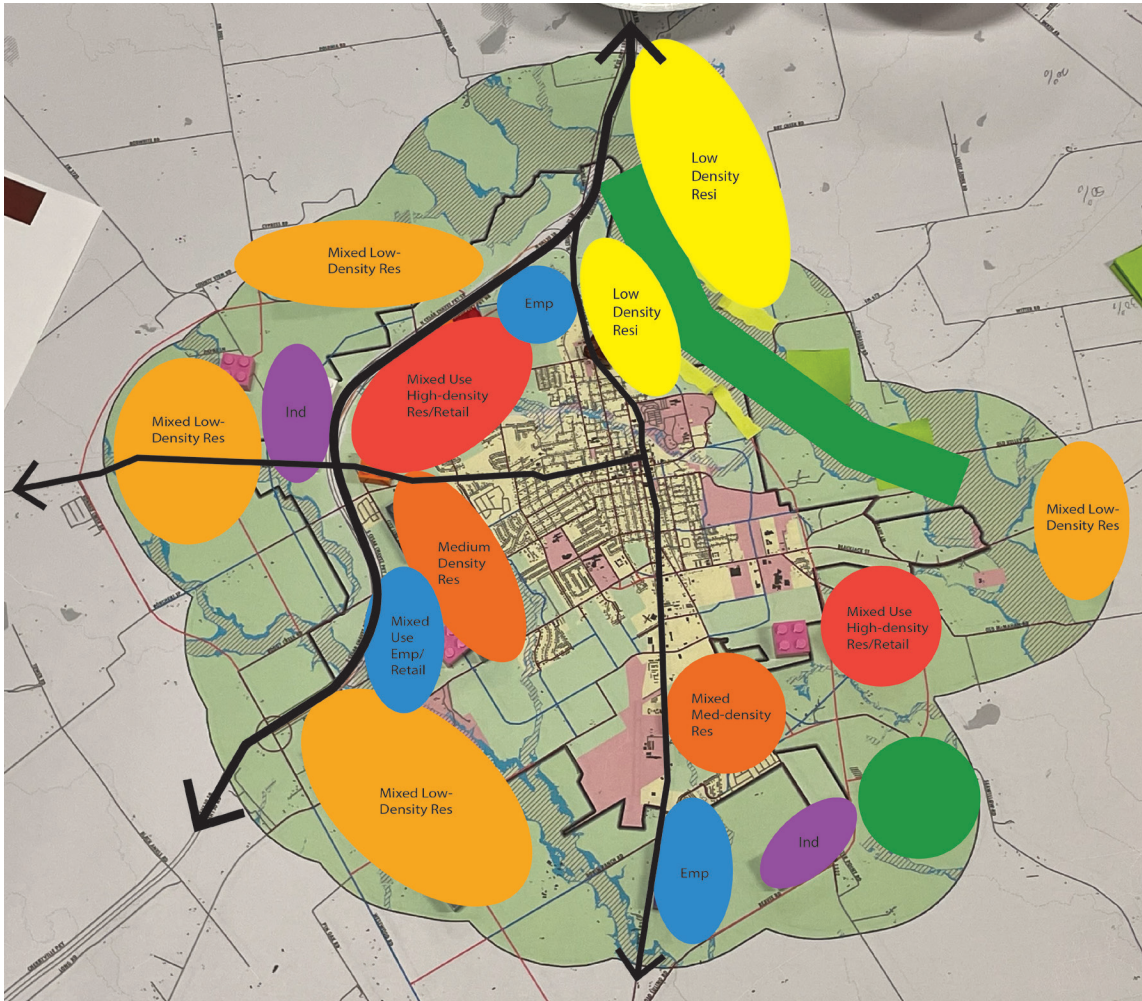


Table 4 Results

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

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



Table 5 Results

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

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

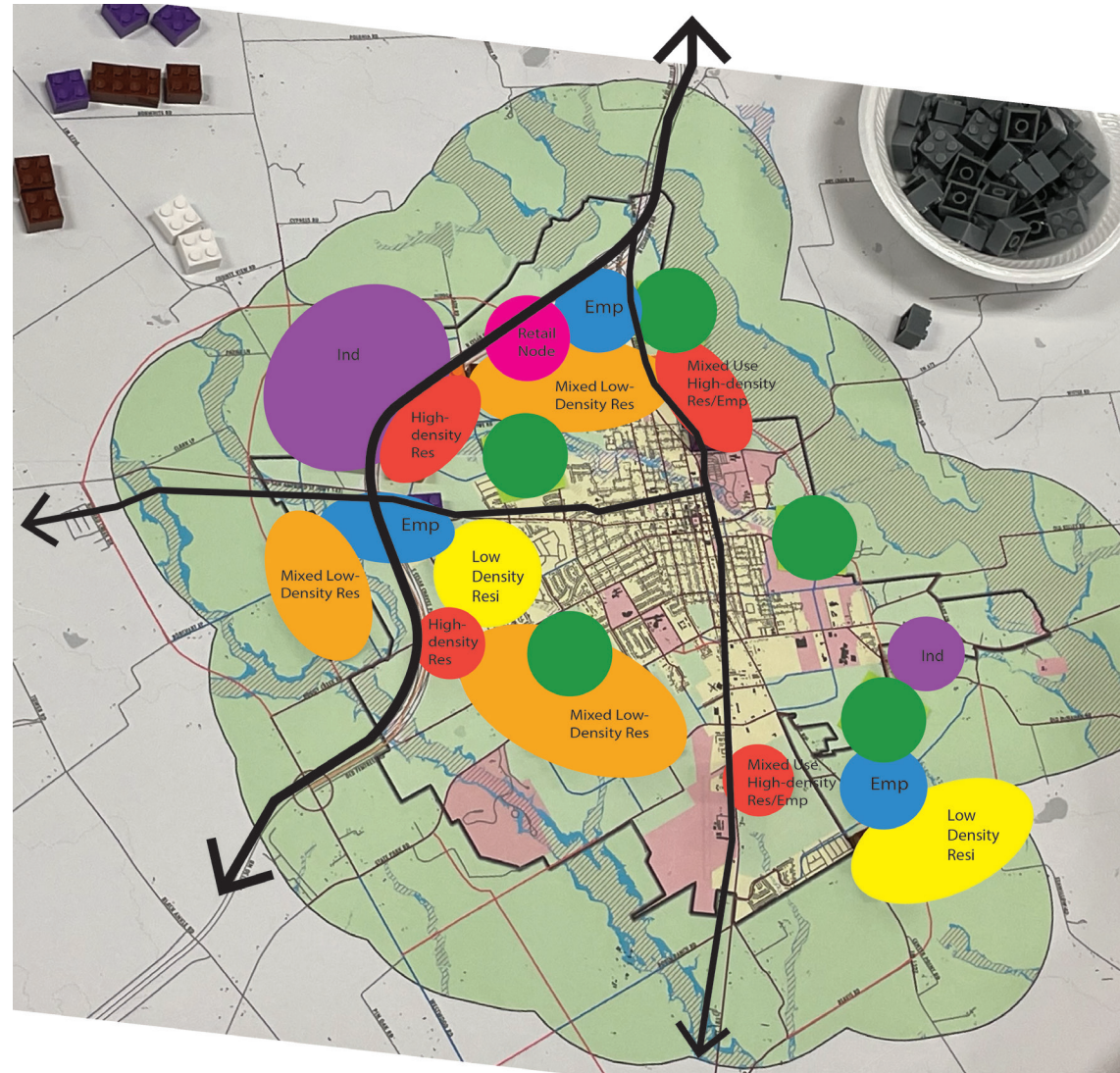


Table 6 Results

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

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



COMMUNITY OPEN HOUSE #2

This engagement has not yet happened and this spread will be updated once complete.

PROJECT WEBSITE & VIRTUAL ENGAGEMENT

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

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

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

Online Mapping Exercise

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

Recurring themes found throughout the online map comments include:

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

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

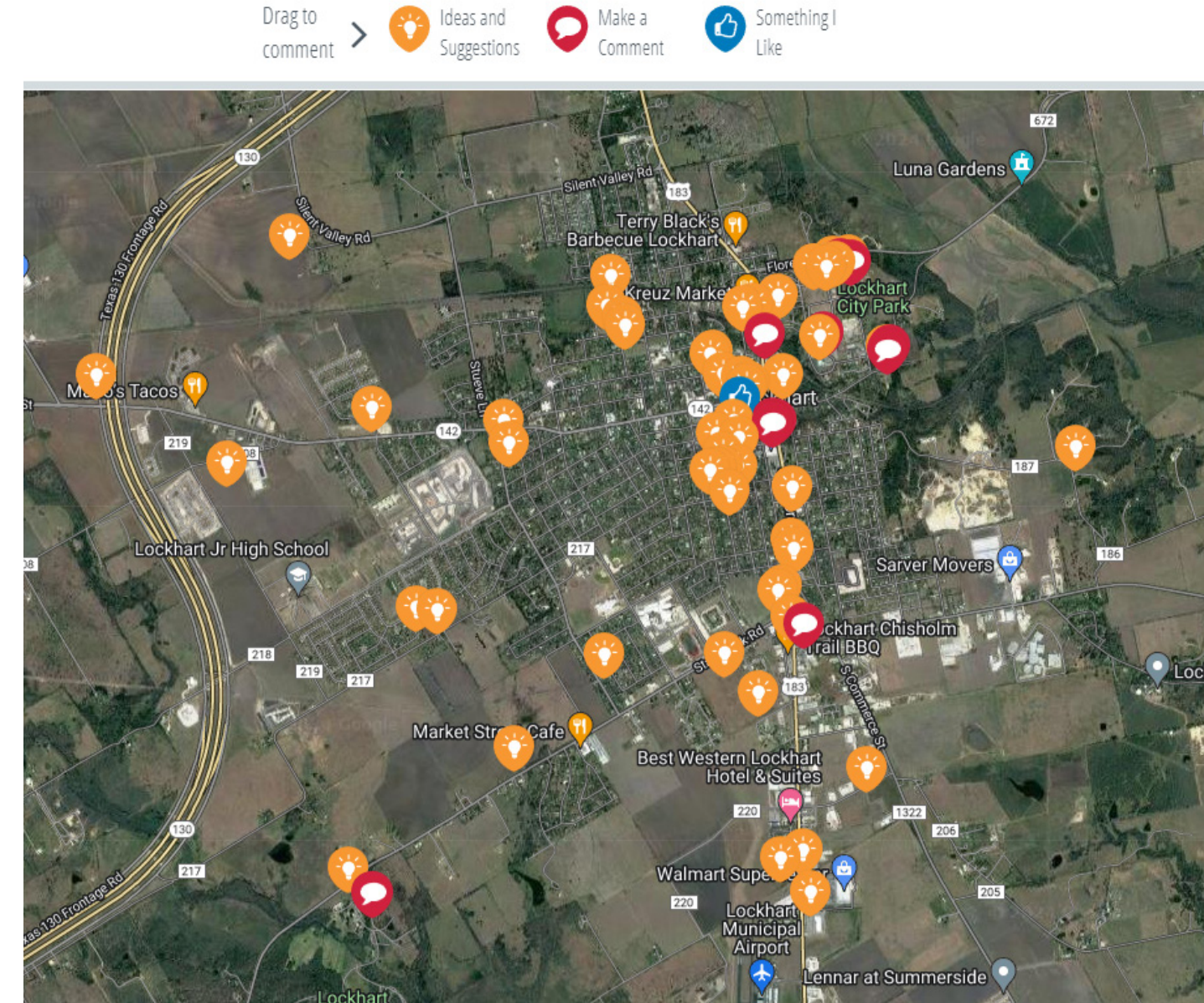


Figure 2. Screenshot of the Online Mapping Exercise interface.

Type	Comment	Up Votes	Down Votes	Sentiment
Ideas and Suggestions	The state park is one of the best amenities in Lockhart! We desperately need a dedicated pedestrian and bike trail that connects State Park Road to town, ideally all the way to downtown but at least along State Park Road to San Jacinto or Guadalupe Street.	26	1	POSITIVE
Ideas and Suggestions	We need more North-South connectivity in this part of town between 142 and State Park Road. Right now, San Jacinto is the only street that goes all the way through. Consider extending City Line Road and/or Mockingbird Lane south all the way to State Park Road.	22	1	NEUTRAL
Ideas and Suggestions	City should consider better use of this space adjacent to downtown. We really need a better space for large pedestrian-oriented events, such as Courthouse Nights, the Farmer's market, and the BBQ fest (plus future events that Lockhart may attract). Encouraging pedestrian exploration into the blocks adjacent to the square will provide more opportunities and foot traffic for local businesses. Alternatively, this area could be leveraged for additional parking for large events.	20	3	NEUTRAL
Ideas and Suggestions	San Jacinto St is used as if it were a highway when it's a residential street. It's risky to walk, bike, and even drive down here. Speed reduction methods are needed ASAP, in addition to complete sidewalks and lane markings. Our city is growing too fast for this street to be left as is.	17	0	NEGATIVE
Ideas and Suggestions	Revitalize museum to serve as a destination for local stories/histories and as a visitor/welcome center. City should also improve connectivity of museum to downtown with sidewalks on Market Street between downtown and the City Park. No one likes to cross 183 due to traffic and concerns for pedestrian safety. Consider enhanced pedestrian/bike intersection at 183/Market Street or even pedestrian bridge over 183 at this location.	16	5	NEUTRAL
Ideas and Suggestions	Develop and build a loop on the west side of town connecting San Jacinto or Medina to Walmart and 183 without driving down 183.	15	3	NEUTRAL

Make a Comment	We need a larger grocery store of more options to purchase food. HEB is too small and the parking lot it too small. Walmart is okay but their produce is not.	13	0	NEGATIVE
Ideas and Suggestions	Revitalize the city park baseball field for all the emerging adult baseball and softball leagues in Lockhart and central Texas.	13	0	NEUTRAL
Something I Like	Keep the library building in good condition so it lasts forever. This includes the original Lyceum and the expansion next door. Generously fund routine and long term maintenance so both building stay in excellent condition.	12	0	POSITIVE
Ideas and Suggestions	Add shade and hydration features and increase off-leash area for dogs and owners in the community.	10	2	NEUTRAL
Ideas and Suggestions	Increase the number and frequency of water fountains for people and dogs along the trail and park areas. Much needed for existing users and will promote greater community use.	9	1	NEUTRAL
Make a Comment	Build an Event/Visitor Center with an indoor/outdoor pool and/or waterpark with 2-3 story parking garage. Utilize what we have and empower your community by providing opportunities to learn (fishing, swimming lessons, recreation, etc.). Re-plan this entire area to best serve the ENTIRE community. Move pond closer to stream, move entry/exit roads to park...	9	3	NEUTRAL
Ideas and Suggestions	Please improve the City Pool for year round use by converting it into an Aquatic Center. We need a dedicated all season lap pool for adult swimmers as well as a fun pool for youth. I have visited one great one here: https://spenceriowacity.com/things-to-do/aquatic-center/ that could provide ideas for this center. Currently for non-Summer swimming, we have to drive to San Marcos or Buda and pay for memberships there.	9	0	NEUTRAL
Make a Comment	There is a resurgence of baseball among many adults in Lockhart. This field could be a perfect place to call home to practice and games. Just think how cool it'd be to have some sandlot baseball happening while the Texas BBQ Fest is underway. Nothing goes better with BBQ than baseball! #lockharthawks	9	1	POSITIVE

Ideas and Suggestions	City should consider purchasing the old Carver school or entering in a public-private partnership to rehabilitate and use this space. This could be an additional museum about the African American history in the area and/or serve as a community center. Excellent location close to City Park, especially if sidewalk connections are built on Market Street between City Park and downtown.	8	1	NEUTRAL
Ideas and Suggestions	provide shading + water fountain for skaters	8	0	NEUTRAL
Ideas and Suggestions	Decrease the speed limit on State Park Rd from San Jacinto St to past the State Park from 55mph to 45mph.	8	1	NEUTRAL
Make a Comment	Road flooding control. When we get heavy storms, Hwy 183 and downtown roads are like small ponds and are very dangerous. Need underground water flow away from roads into underground utilities where they can fill up our streams and ponds quicker and easier (and safer).	7	1	NEUTRAL
Ideas and Suggestions	Cut back bushes and make it visible for drivers	7	0	NEGATIVE
Ideas and Suggestions	Lovers lane back here is a frequent bike passage for cyclists & us who live out here but with a blind hill and increasing traffic it is getting unsafe. When it gets developed, and bike lane or path so no future fatalities here	7	1	MIXED
Make a Comment	We would love to see this H-E-B become a two story heb or central market with underground parking. More food options and premade meals	7	0	POSITIVE
Ideas and Suggestions	Please continue to install curbs/gutters/sidewalks to the older streets. Would reduce flooding concerns and increase mobility for residents	7	2	NEUTRAL
Ideas and Suggestions	Much needed restrooms and water, need security cameras	6	0	NEUTRAL
Ideas and Suggestions	Need a light at this intersection.	6	1	NEUTRAL
Ideas and Suggestions	Add a sports recreation center like San Marcos has. If not this location, somewhere in the city.	6	1	NEUTRAL

Ideas and Suggestions	Most entrances are too narrow to get into businesses when two vehicles are at the same place...example HEB, Schlotsky, Donut Palace and many more. Lockhart is growing too fast to ignore it anymore. The WORST in the city is the North entrance to Walmart.Also after turning in you have to take turns making that immediate right like if you are going to KFC because the angle is RIDICULOUS Whoever ok'ed that should be put in a different position. Please do a better job of this moving forward. THANKS	6	1	NEGATIVE
Ideas and Suggestions	Consider opening a rd to connect, would help diminish the traffic from the busses	5	3	NEUTRAL
Ideas and Suggestions	Stripe the road	5	0	NEUTRAL
Ideas and Suggestions	Pave the roads they really need repair	5	0	NEGATIVE
Ideas and Suggestions	Witchita St. is narrow and crowded. Recent rezoning to "high density" is a mistake.	5	0	NEGATIVE
Ideas and Suggestions	Add a crosswalk at Main and State Park. People are walking/biking to the shops behind whataburger, and it's not safe as is.	5	0	NEGATIVE
Ideas and Suggestions	Add a dedicated left turn lane at Mockingbird intersection and should expand 142 to at least a 4 lane highway, possibly 5. Especially with all the apartments and expansion when headed towards 130	5	1	NEUTRAL
Make a Comment	The old High School should be a museum and be utilized. It's a beautiful building. The city should purchase this building and preserve it for generations to come. OR use as a new Event and Visitor Center but remembering it's past.	4	0	POSITIVE
Ideas and Suggestions	Imagine a land-banking strategy or similar partnership that could develop this area or the area to the west of 130 (in support of the industrial park) with a small railyard for shipping/exchange. This could be valuable to regional industrial/agricultural uses.	4	3	NEUTRAL
Ideas and Suggestions	extend skatepark to the north to allow for more street skating areas, the current design is not very functional. provide picnic tables and shading for public use	4	1	NEGATIVE
Ideas and Suggestions	Should branch this existing walking path into downtown. Have a nicer way for people to walk from there to the city park	4	0	POSITIVE

Ideas and Suggestions	Drivers have to pull up past the white line and block the crosswalk due to the Dairy Queen dumpster location blocking the view of state park road.	4	0	NEGATIVE
Ideas and Suggestions	What if we converted this street to a walking path and a thin one lane homeowner use road only? Not meant for through traffic but for local walking/biking to the HEB	4	1	NEGATIVE
Make a Comment	I would love to be able to walk or bike to the state park from Downtown Lockhart! Even if it was a long ride, it'd be so great.	4	0	POSITIVE
Make a Comment	This HEB would be a great central market with added parking and then an HEB could be located outside the square area to be convenient for neighboring towns, as well.	4	0	POSITIVE
Make a Comment	"The dog park has shade. The human skatepark should too. It would make the park more useable during our long hot summers. -thank you"	3	0	NEUTRAL
Ideas and Suggestions	Get parking out of here and make this a civic space for the who community!!!	3	7	POSITIVE
Ideas and Suggestions	San Jacinto St, and many of the surrounding neighborhoods, lack sidewalks. It's dangerous to walk on streets this wide (which induce speeding) especially at night. This is evidenced by the multiple memorial sites for pedestrians or cyclists killed within a block of here. We could easily fix this with dedicated, multi-modal lanes created on the road itself, with low cost "bumps" to divide from the main road. Reducing width of these roads will also reduce speeding.	3	1	MIXED
Ideas and Suggestions	This road could really use a sidewalk, especially with all the pedestrian traffic to the grocery store and to Clear Fork Elementary school.	3	0	NEUTRAL
Ideas and Suggestions	EV charging areas near downtown/walking distance—folks from in and out of town have to spend at least 15-60 mins charging cars. If a location is close to square, they spend that time walking around, patronizing the businesses adjacent to it. City should invest in multi-use space that could incorporate ev charging, pop-up markets(like another comment) that bring people into the area to patronize local businesses	3	6	NEUTRAL

Ideas and Suggestions	A bigger HEB built here would still have easy access but would allow for more parking & a bigger store in general. Too many of us drive to Buda/Kyle etc for more selection. If this lot could be used for the HEB, it would work significantly better than the tiny lot they currently have	3	3	MIXED
Ideas and Suggestions	"Free Community Garden Space. https://www.google.com/search?sca_esv=563116082&cs=1&t bm=1&sxsrf=AB5stBh6uBwVRt4LITAX4-N3h1UfXvSA1A:1694022630666&q=Southtown+Community+Garden&rflfq=1&nu-	2	0	NEUTRAL
Ideas and Suggestions	DMC learning center for children removed from school for behavior problems. Only street access for parents picking up children. Completely blocks Witchita St. during 6 months of the year.	2	0	NEUTRAL
Ideas and Suggestions	What if we built a second HEB in this area of town? Would be in favor of 2 smaller HEBs instead of an HEB plus on the outskirts of town	2	6	NEUTRAL
Ideas and Suggestions	Widen Clearfork street and add sidewalks from where Clearfork narrows just west of Mockingbird to City Line St.	2	0	NEUTRAL
Ideas and Suggestions	Remove this light. I now have to reflect on my life for five minutes (at a minimum) every morning.	2	2	NEGATIVE
Ideas and Suggestions	There are growing numbers of children in the downtown neighborhood and streets like blanco and Guadalupe need speed bumps	2	1	NEUTRAL
Make a Comment	If the new trail could connect to "Great Springs Project" or other state parks. For those looking to push their physical limits. We may attract more athletes and adventurers. Give the cross country team a new playground.	2	0	NEUTRAL
Ideas and Suggestions	Should fix the turning into the business, reevaluate this intersection	1	4	NEGATIVE
Ideas and Suggestions	Blanco St would greatly benefit from a continuous sidewalk, similar to Guadalupe.	1	0	NEUTRAL
Ideas and Suggestions	Make a small loop and a bigger loop or Spur. Small loop can make it convenient for access to central Lockhart businesses. Bigger loop can help with access to major highways and facilitate evacuation scenarios(wild fires, tornadoes etc)	1	1	NEUTRAL
Make a Comment	Traffic signals, Green Turn Arrows to allow Bus traffic to pass thru intersections faster.	1	0	NEUTRAL

Make a Comment	Agree to use Carver, but a community center or community health center that serves the neighborhood	0	0	NEUTRAL
Ideas and Suggestions	https://www.google.com/search?q=San+Antonio+Community+Garden&scas=563116082&cs=1&tbm=lc&sxsrf=AB5stBjwnfSRMPvCT9PkweYKUNLL2NOg-g%3A1694022644045&pe=9Lv4ZNWnApjKkPIPi9Ca6Ag&ved=0ahUKEwjV8-	0	1	NEUTRAL
Ideas and Suggestions	Convert hackberry and parallel streets to one-way streets to help disperse traffic evenly in the neighborhood	0	2	NEUTRAL
Ideas and Suggestions	This lot would be an amazing pocket park, with play features for small children, and maybe a small community garden space and benches. It would be nice to have a small space in this area of town, without having to cross major roads.	0	1	POSITIVE
Ideas and Suggestions	Invest in our city's infrastructure by updating our public works yard/equipment and raise wages for public works employees.	0	0	NEUTRAL
Ideas and Suggestions	Slow streets - This would be an excellent option for a SLOW STREET initiative, where some of our streets become pedestrian/bike/local traffic only. It requires signs in the middle of the street at intersections, but is so much faster and easier than creating sidewalks all over town. Other cities did "slow streets" in the pandemic so people could have flat, safe places to get outside with their families. Lockhart would be perfect for this to help keep our kiddos safe.	0	0	POSITIVE
Ideas and Suggestions	Much less car traffic on the square (we're almost been hit several times, and it's only a matter of time before someone is seriously injured (or worse) on our lovely square. 4 way stops at each intersection, routing san antonio traffic off the square, or even replacing the driving roads around the square with green space, bike lanes, or even a paved loop for kids to ride scooters and bikes. Let's make the square a safe sanctuary for our people, not just out of towners going the wrong way fast.	0	1	POSITIVE
Ideas and Suggestions	Reroute San antonio traffic off the square - northbound in one direction and southbound in another. At the very least lights and pedestrian signals to help with the flow and increase safety.	0	1	NEUTRAL

Ideas and Suggestions	PARKLETS: adding these spaces out front of shops and restaurants can double the space for business, creates a friendly place for the community, and turns a parking space into a place for people to enjoy our beautiful square instead of just watching cars go by dangerously confused. Let's move most (if not all) car traffic off of the square, making this heartbeat of our community a safe place for families, elders, and everyone in our community.	0	0	POSITIVE
Make a Comment	We need a super HEB somewhere of the square. This could be a central market or something else completely.	0	0	NEUTRAL
Ideas and Suggestions	REROUTE SAN ANTONIO traffic for folks going south on 183 to miss the square. Making this a thoroughfare with bike lanes and sidewalks.	0	1	NEUTRAL
Ideas and Suggestions	Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks please and thank you.	0	0	NEUTRAL

COMMUNITY VISION SURVEY RESULTS

A community survey was available online via the project website from August 11th to September 11th, 2023. The survey was open to anyone to participate and utilized online translation capabilities to allow it to be taken in a variety of languages. It was also usable both in desktop and mobile formats. Outreach regarding the availability of the survey was done via multiple channels, including flyers handed out at community events, posted around town, and on City social media channels. The survey received 120 responses, see Figure 1. A summary of the responses received follows. The input from this survey, along with the feedback gathered and conversations had at the Courthouse Nights event and Community Open House, provided the design team with important baseline information and community priorities to utilize as the basis for progressing the project.

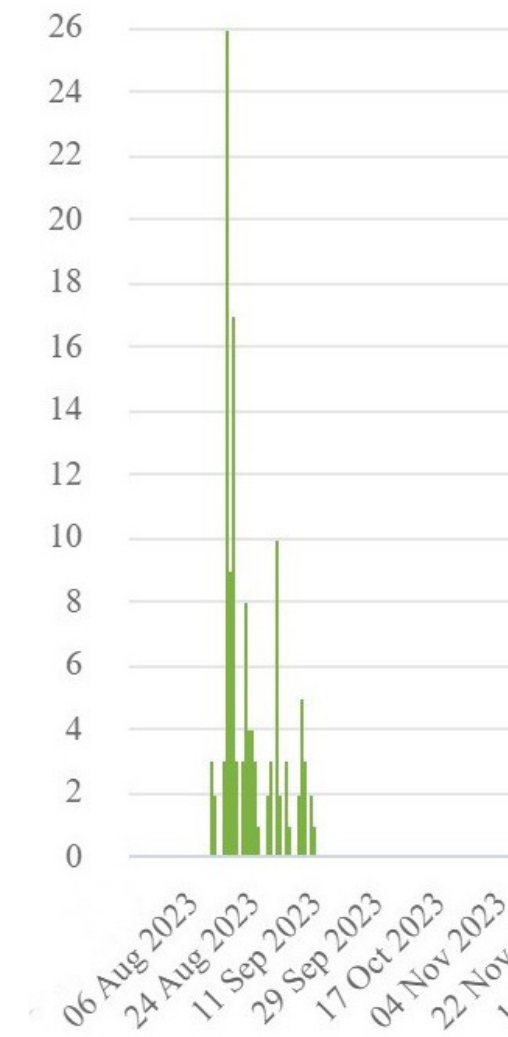


Figure 3. Number of survey responses by day, spikes generally coincide with outreach efforts.

QUESTION 1

In the future, I want Lockhart to:

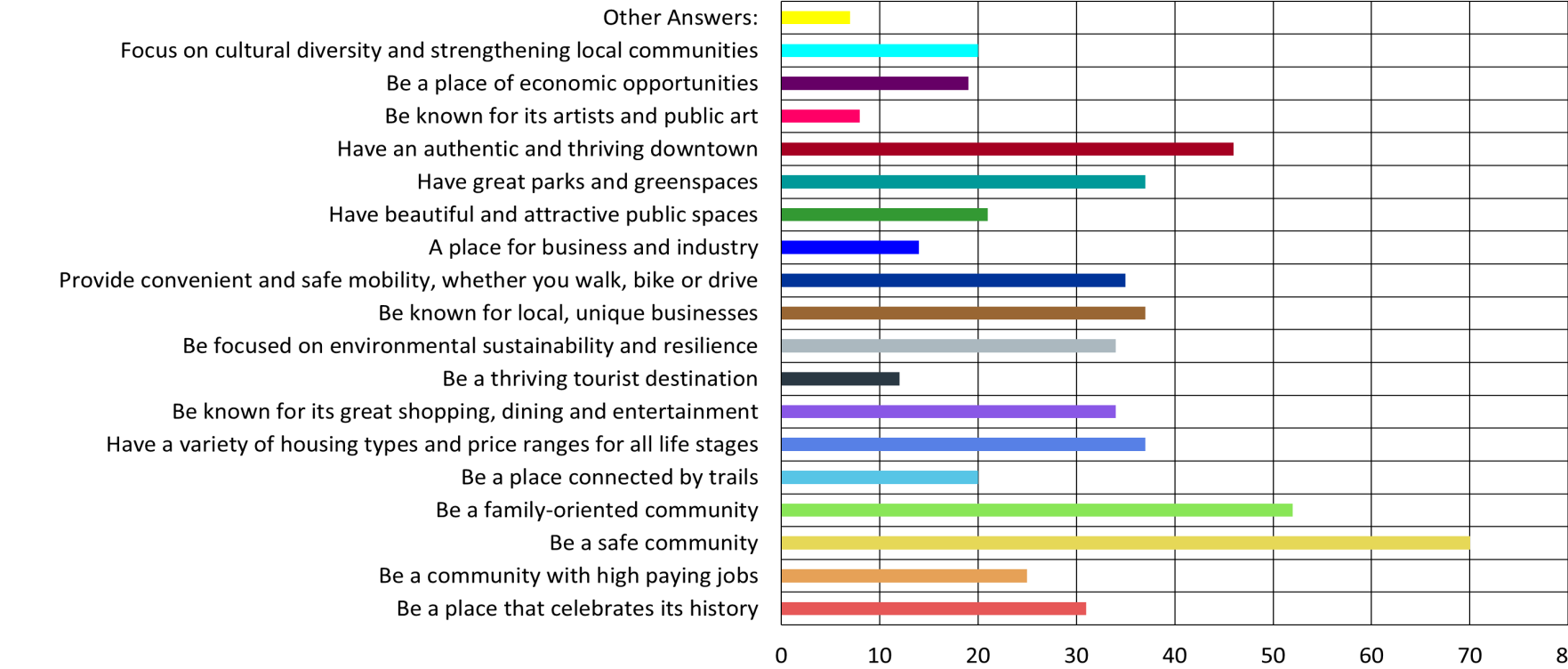


Figure 4. Breakdown of responses for Question 1.

Other Answers:

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

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

QUESTION 2

What tagline do you like for the Lockhart Comprehensive Plan?

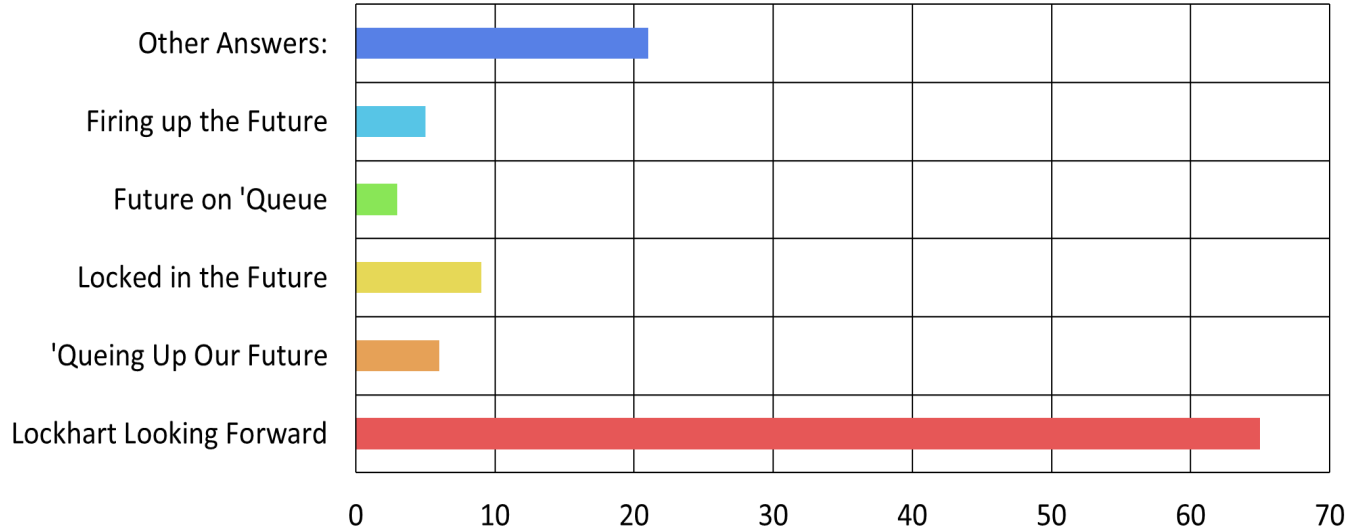


Figure 5. Breakdown of responses for Question 2.

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

Other Answers:

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

QUESTION 3

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



Figure 6. Word cloud generated from responses to Question 3.

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

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

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

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

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

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

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

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

40	Community and willingness to change
41	Our diversity in culture. We have our traditional BBQ places, but we've also seen a lot of growth in the past 10 years that provide other options with restaurants, bars, and nightlife
42	Easy access to Austin where jobs exist
43	Crime rate and cleanliness. Taking care of each other by cross-promoting businesses
44	Small town environment with big city culture
45	Our community identity is our greatest strength but we are losing that fast. New residents are not invested in our community or making it better. We are in danger of becoming nothing but a vacuous bedroom community where no one bothers to vote or volunteer
46	Charm
47	Downtown square
48	It's friendliness and charm
49	The room for growth 30 miles down the road is the biggest connect of city's from San Antonio to Austin we have to expect people will move this way. Lockhart's ability to absorb all those people is possible if done right! But the city must ready for lots of more traffic and people
50	The bar b que
51	Small local feel, friendly and exciting downtown space, friendly people, COMMUNITY
52	Keep it small
53	Lockhart is cool but friendly! We have a thriving artistic culture that could be further developed, intelligent hardworking people, and people who want to build a real community here. It's full of people who are kind and welcoming yet confident in their own unique personality
54	Community

55	One of the greatest strengths I see is how much the community loves Lockhart and wants the best for it. Our town square comes in a close second. It is charming and off of the main drag
56	Lockhart's greatest strength is the strong community feeling and fostering of unique small businesses in its historic downtown
57	Low population, friendly, trusting neighbors that RESPECT each other
58	We truly have a caring community who reaches out in a time of need
59	Lockhart still feels small even though it grown dramatically. Again, small town feel
60	BBQ branding
61	Affordability & unique due to artists & creative people able to live & work here
62	Small town atmosphere
63	Local leaders
64	It's people — the diversity and creativity is unmatched
65	It's the friendliest little town in Texas, without a doubt
66	Its scale, 15-50k population, is great for day to day living
67	Small hometown feel
68	Our courthouse square
69	It's greatest strength are the families that have dedicated their lives to building up and maintaining this community
70	I think our greatest strength is how much everyone loves this town and wants to see it persevere. The people who've lived her all their lives and those who've only lived here for a year seem to love it just as deeply. This is the smallest town I've ever lived in, so maybe this doesn't sufficiently differentiate Lockhart from other towns of its size, but I've traveled enough to know that the vibrancy of a town comes from the love for it by its people, and this town definitely shines

71	Friendly welcoming attitude
72	Lots of open space and infill opportunities, and the political will to make sure nothing but high quality development gets there
73	Small town charm with easy access to larger cities
74	The small town feel
75	The young people here and the vibe downtown. The downtown events like first Friday and courthouse nights. Awesome
76	Downtown as lot to offer our locals and visitors. Still has the small town feel with options
77	Variety of food and outdoor activities
78	Small community,diversified what you would call a hometown
79	I think Lockhart has good community connection & with the right intentions, the connection could strengthen greatly
80	Safe community
81	Small town, but it is different since does not have a hospital
82	Small/quaint
83	It is a small town with a historical courthouse square that has recently made great leaps in reviving that town square and sending a signal that it is excited about change and growth
84	There are a lot of people here who really care about their community
85	The number of BBQ restaurants
86	Big city vibes, small town hospitality
87	We are still geographically compact to live within
88	The families whose roots are in Lockhart; the new families with varied backgrounds, but have the desire to know the history of the town. Of course, the bar-be-que; family feuds and all
89	Quaint almost original square
90	The historic structures citywide and the down town business district

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

38	Thriving chamber of commerce
39	A thriving and diverse downtown shopping businesses. More places to pop in and out of to walk off a heavy meal
40	Year Round Aquatic Center/ YMCA
41	Hospital and Rec Center
42	More things to do
43	More sidewalks and walkable spaces
44	Kid friendly places, less bars
45	More pay for city employees
46	More public spaces that would allow for gatherings/ events, bike lanes, swimming opportunities
47	More restaurants
48	Large H-E-B, wineries, bars, live music
49	More shopping centers, you have to travel to shop other than walmart
50	A few different restaurants, rec center and more beautification
51	More parks, trails, green spaces and trees shading paths and sidewalks. Native plant gardens and picnic areas. More dog parks. Public transportation
52	Divide bike lanes and off-street trails
53	More opportunity for youth
54	Well organized infrastructure
55	More community engagement from city and county officials
56	A park space near downtown
57	Bike paths and improved sidewalks
58	Nothing, Lockhart is just fine as it is
59	More education outside of high school! After 6pm activity's bring in an outside business would come with a offer
60	More food variety

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

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

QUESTION 6

What about Lockhart would you like to see change or improve?

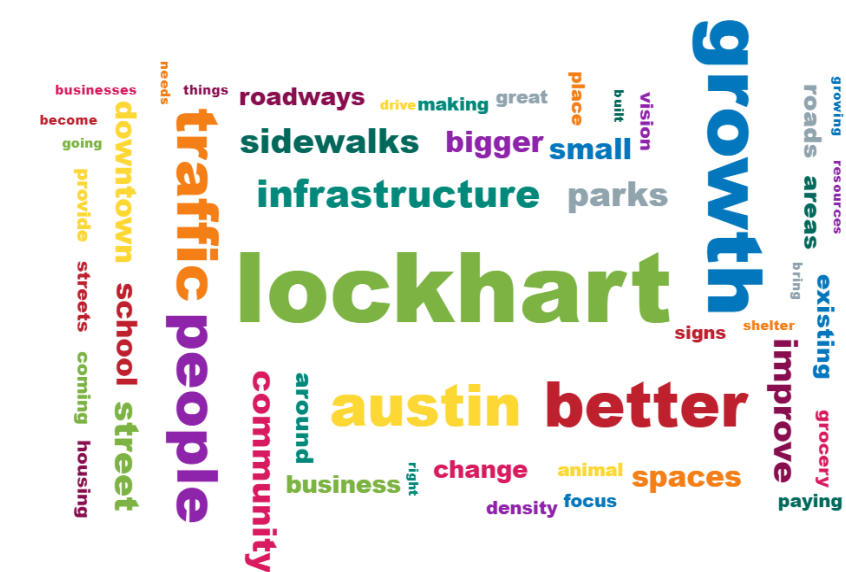


Figure 9. Word cloud generated from responses to Question 6

Many survey responses to this question centered around managing Lockhart’s recent growth responsibly and efficiently. Numerous comments cite traffic congestion and multi-modal accessibility as critical opportunities for improvement within the community. Another key theme was ensuring new residential developments were developed while keeping affordability and community character in mind. Lastly, ensuring that schools and other public facilities can keep up with increasing demands was also critical for several survey takers.

1	Lockhart could be a great pedestrian- and bike-friendly community but the infrastructure is horrible and unsafe. We desperately need more sidewalks, trails, and bike lanes/corridors. This infrastructure could also connect existing and new parks and greenspaces, making Lockhart a more beautiful, desirable, and healthy place to live
2	Improve the entryway and aesthetic coming into town from Austin (exiting 130 onto 183)
3	Better traffic infrastructure
4	Residential development is archaic and ineffective and inefficient. Promote and establish sensible development rules now to keep housing affordable and accessible while promoting responsible density
5	Sidewalks
6	More bike lanes and sidewalks. Speed bumps on S Main street, or stop signs to slow down traffic. Better rain water management via the improvement/reinforcement of existing culverts & ditches
7	Animal Shelter, more resources and staffing
8	Teens need a place to hang out like a bowling alley or skating rink
9	Clothing and shoe stores. An outlet mall. Bring in more jobs. Improve the City Park and utilize it’s resources (pond, stream, swimming pool replacement)
10	Stronger more active Chamber of Commerce
11	The general attitude on change and growth. Whether you like it or not, Lockhart is growing
12	Address the growing homeless population
13	Bars have a better curb appeal
14	More pay for city employees
15	Lower the taxes and rent we are not Austin or kyle
16	More opportunities for small business owners, co-working spaces, commute train / bus line to-from Austin

17	Nothing, it is perfect the way it is
18	The school district is very poorly rated and is very over populated. I am a 33 year old female that went to school my entire life in Lockhart and I wouldn’t even consider putting a child in the school district here
19	On narrow Wichita Street LISD has teaching classrooms. Cars line up on the street to pick up children, blocking the narrow street. LISD has succeeded in changing the zoning to “high density” in order to build rental property on the site. Wish the best for LISD! Hope they sell the land at as “medium density” and use the money to buy a more reasonable place to put high density rentals
20	Have more areas with sidewalks that are well lit
21	Bigger H-E-B and more familiar places to eat
22	More than 1 Jr High
23	Lockhart ISD, small mindedness, trying to still believe we are a small town
24	Change the latest trend from Austinites moving here trying to make Lockhart like “old Austin”. Go back to that city and change it there
25	The water is not great
26	Our HEB. With new people moving in we need another big grocery store or a bigger HEB, if that is possible
27	Traffic. If we’re going to continue to grow something has to be done to prepare for more vehicles. I really feel they should be diverted from the downtown square area. Also, better drainage on the streets to reduce flooding
28	The town is great, but additional funds to fix the streets and drainage improvements would be beneficial
29	I would like the town to be more walkable. People often grossly exceed the speed limit, so not even walking through neighborhoods feels safe
30	Better and improved parks

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

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

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

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

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

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

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

QUESTION 7

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

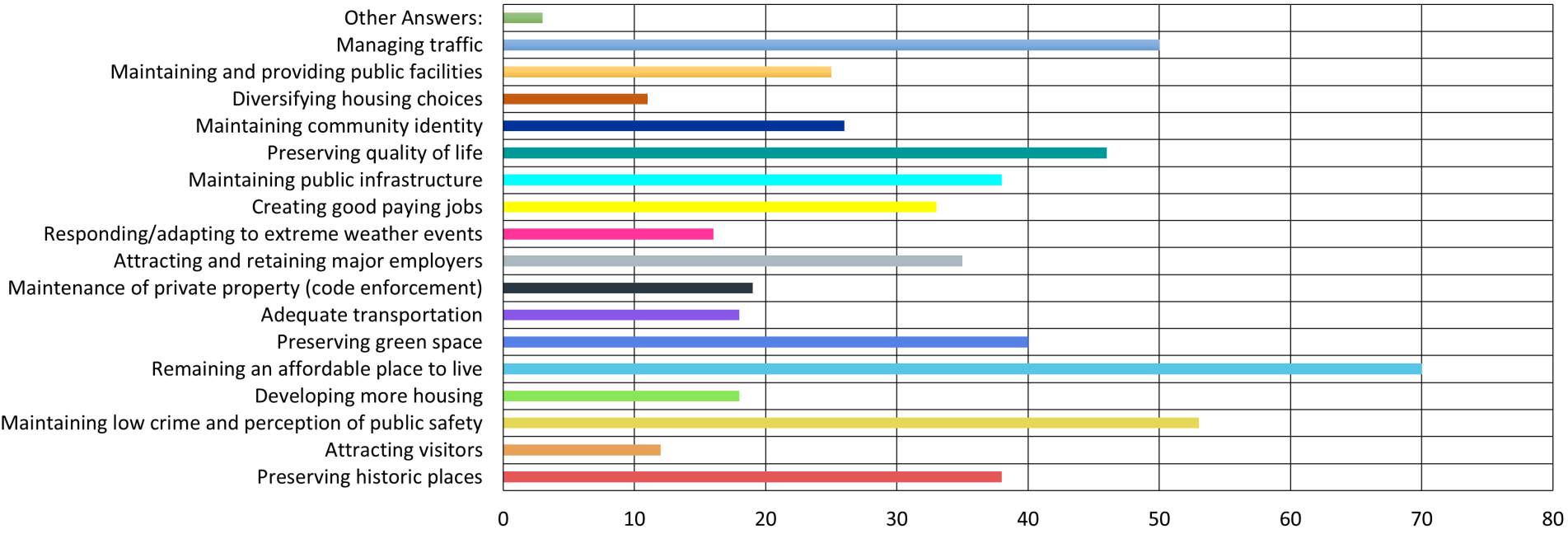


Figure 10. Breakdown of responses for Question 7.

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

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

QUESTION 8

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

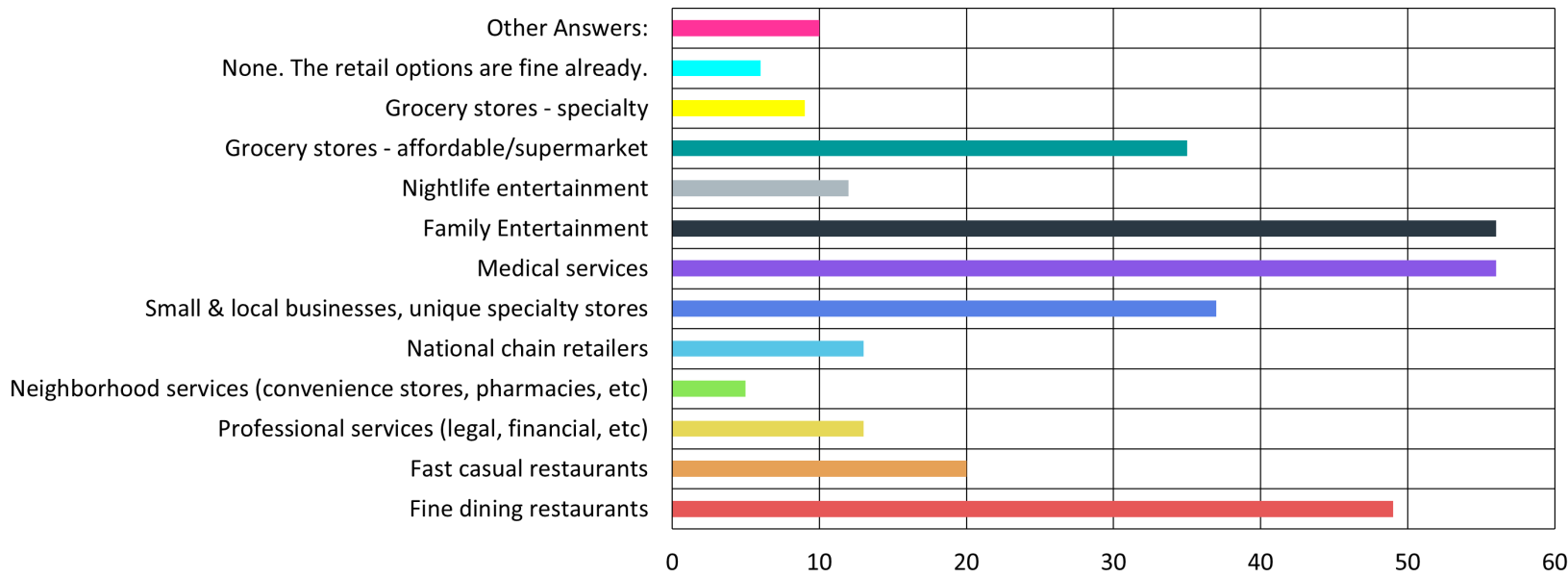


Figure 11. Breakdown of responses for Question 8.

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

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

QUESTION 9

In the future, Lockhart should focus on housing that:

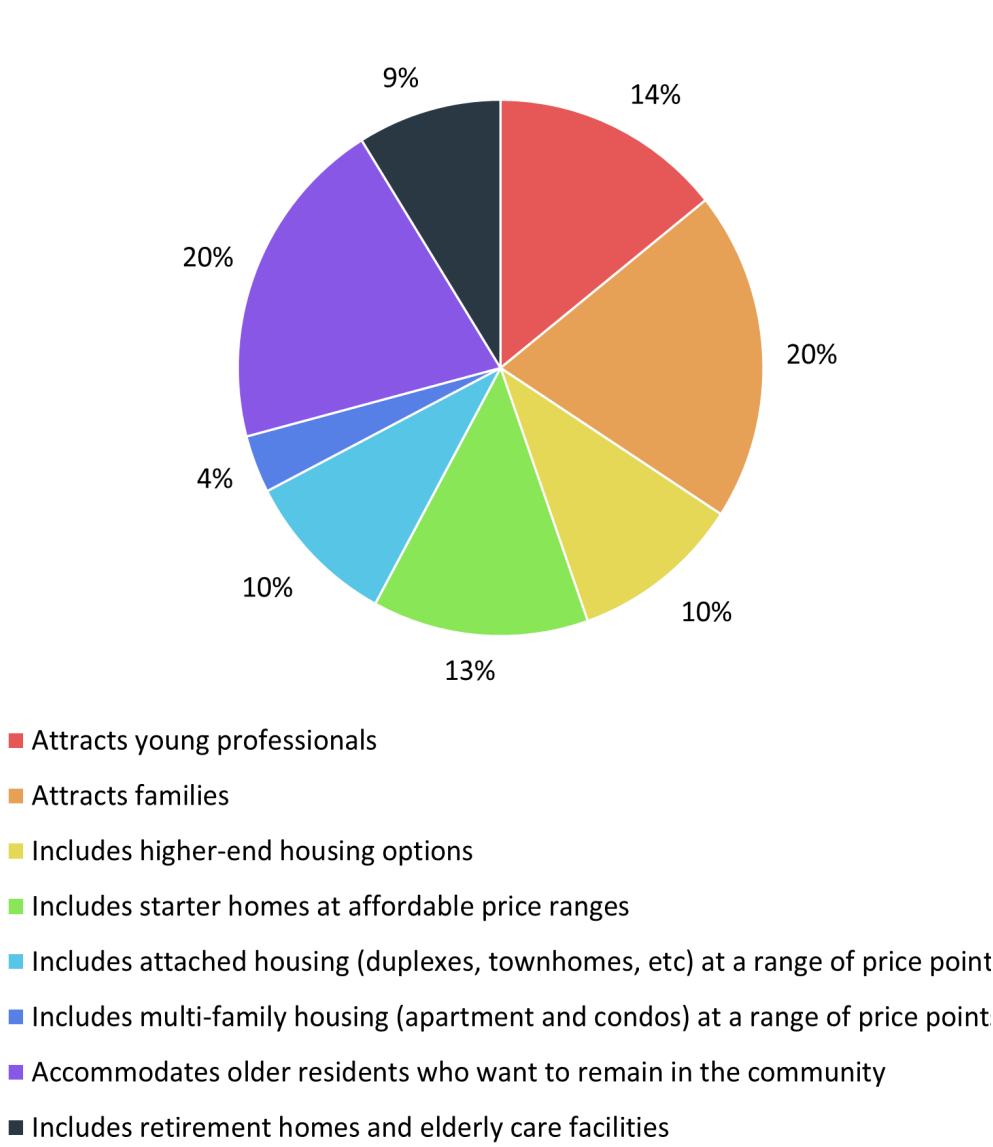


Figure 12. Breakdown of responses for Question 9.

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

QUESTION 10

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

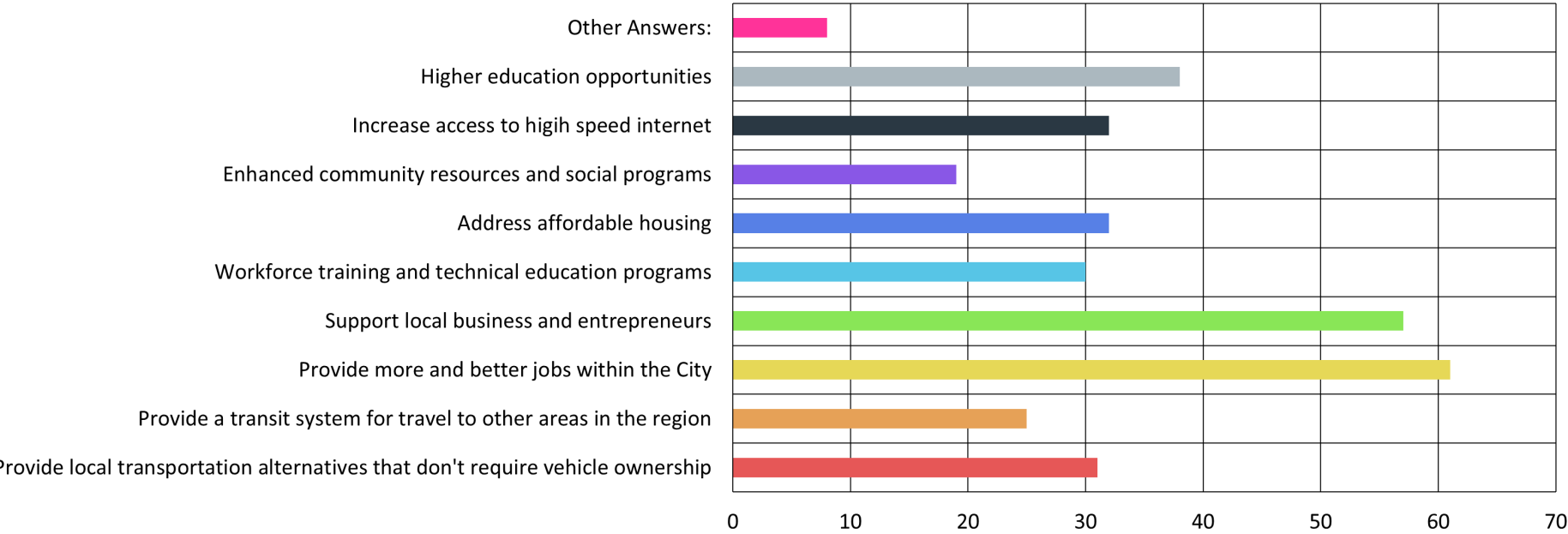


Figure 13. Breakdown of responses for Question 10.

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

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

QUESTION 11

Public facilities and infrastructure investments should focus on:

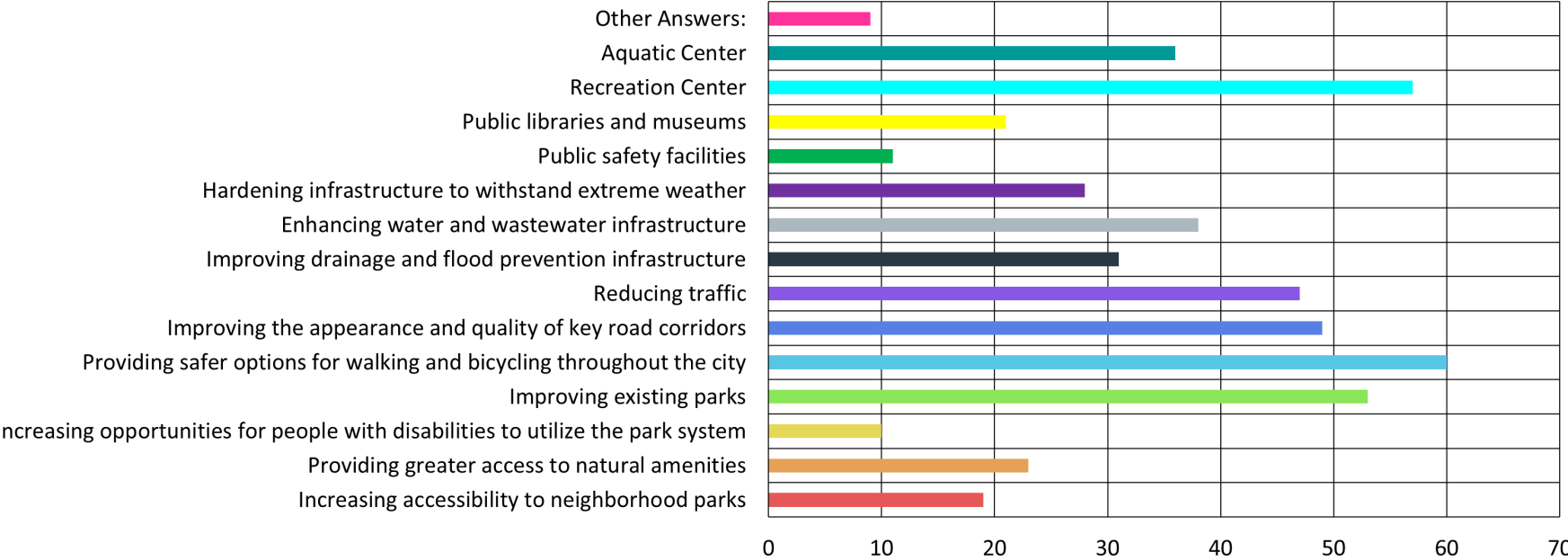


Figure 14. Breakdown of responses for Question 11.

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

- Other Answers:
- Making a complex type area 6 fields or more will allow for Lockhart to unload a huge sports traffic from little league tournaments to older sports competitive play! The fields will pay for themselves over the few years
 - YMCA for kids and elderly disabled individuals
 - Electric bill
 - Better transportation between major cities
 - Replacement of the old leaking clay tile sewer pipes under most of our city streets. And replacement of the older deteriorating water lines before both become a bigger environmental issue than they already are
 - Gyms
 - Civic Center
 - City Hall
 - Build an Event/Expo Center similar to the J.B. Wells Park, Arena & Expo Center in Gonzales. This is a 169-acre park with a covered pavilion, multi-purpose show barn, covered arena, practice area, a hike and bike trail and RV Hook-ups. JB Wells Park hosts many events throughout the year; bull riding ,cutting horse events, team ropings, barrel races, 4-H play days, junior high and high school rodeos, stock shows, cattle sales, tractor pulls, concerts and much more. This could be a regional draw for the County and City, increasing the economy, tourism and bringing family-oriented events to our town. All in keeping with our deep history in cattle and agriculture and beyond

QUESTION 12

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

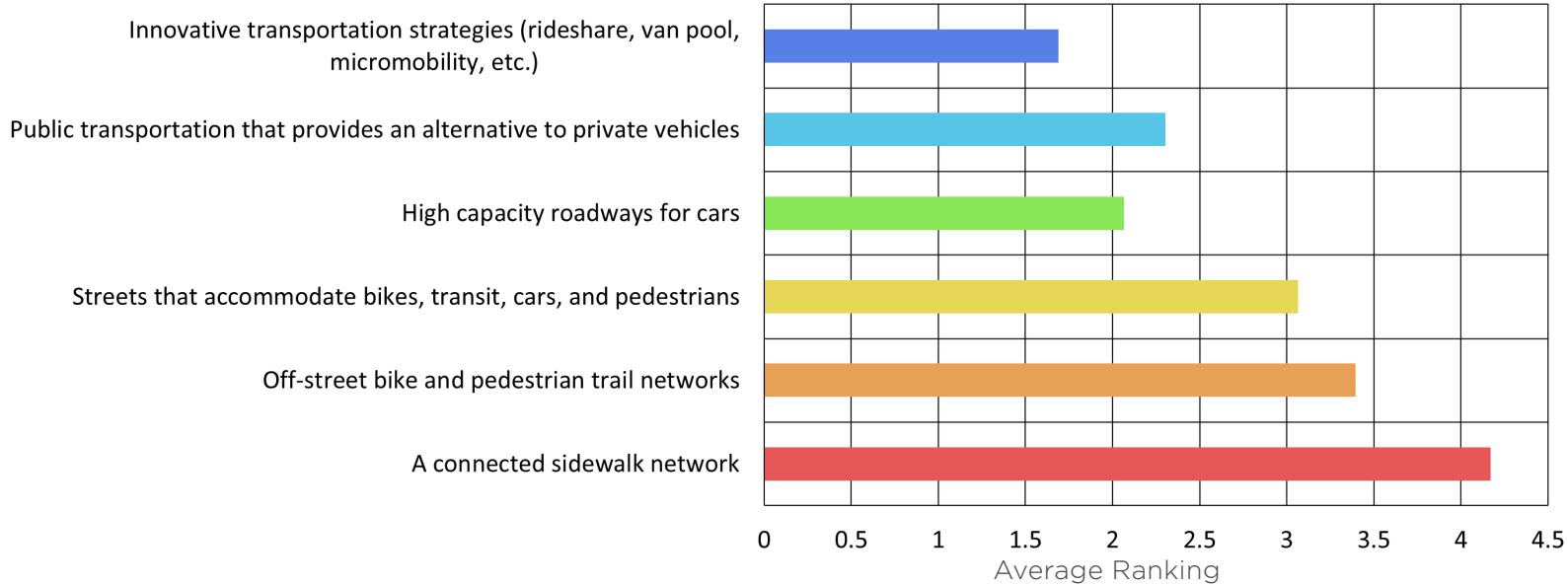


Figure 15. Breakdown of responses for Question 12.

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

QUESTION 13

Which of the below describes you?

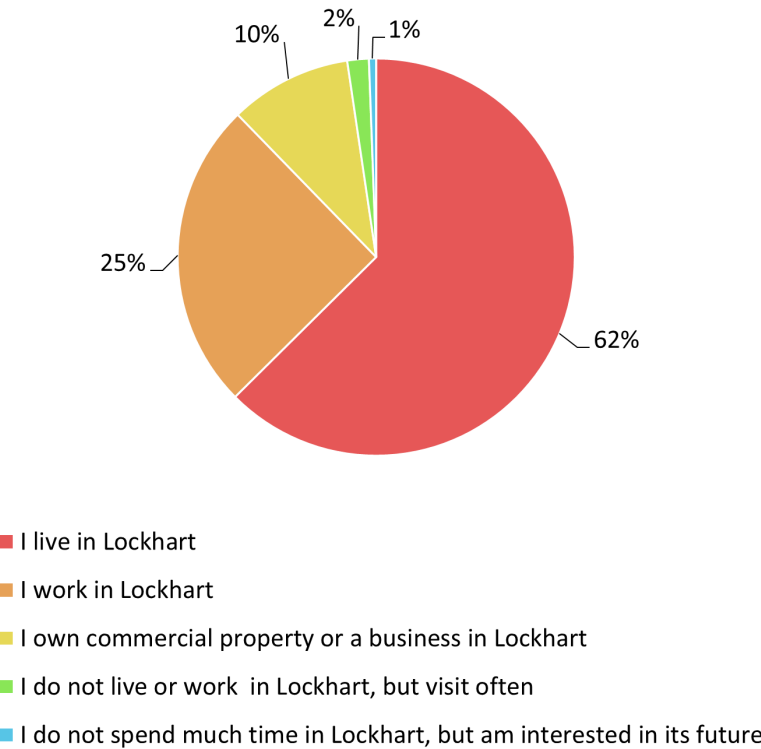


Figure 16. Breakdown of responses for Question 13.

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

QUESTION 14

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

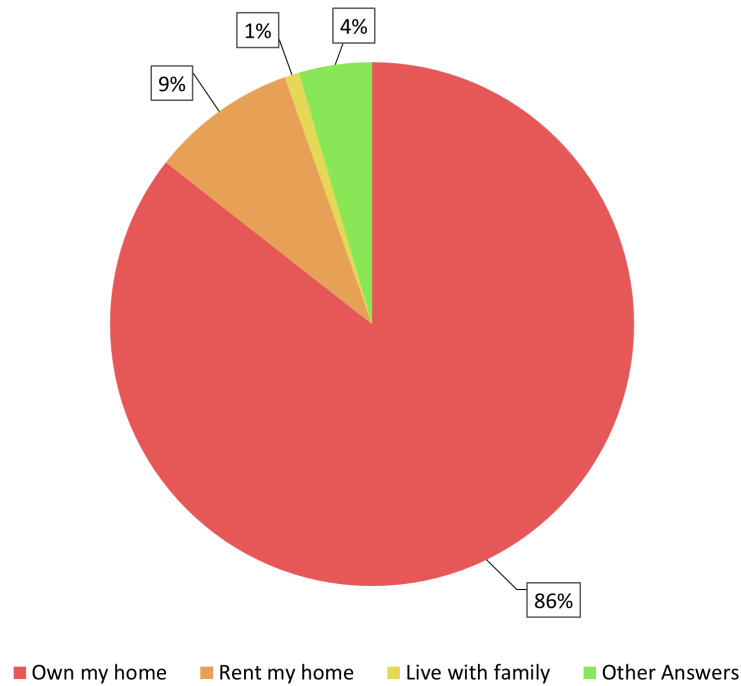


Figure 17. Breakdown of responses for Question 14.

Other Answers:

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

QUESTION 15

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

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

QUESTION 16

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

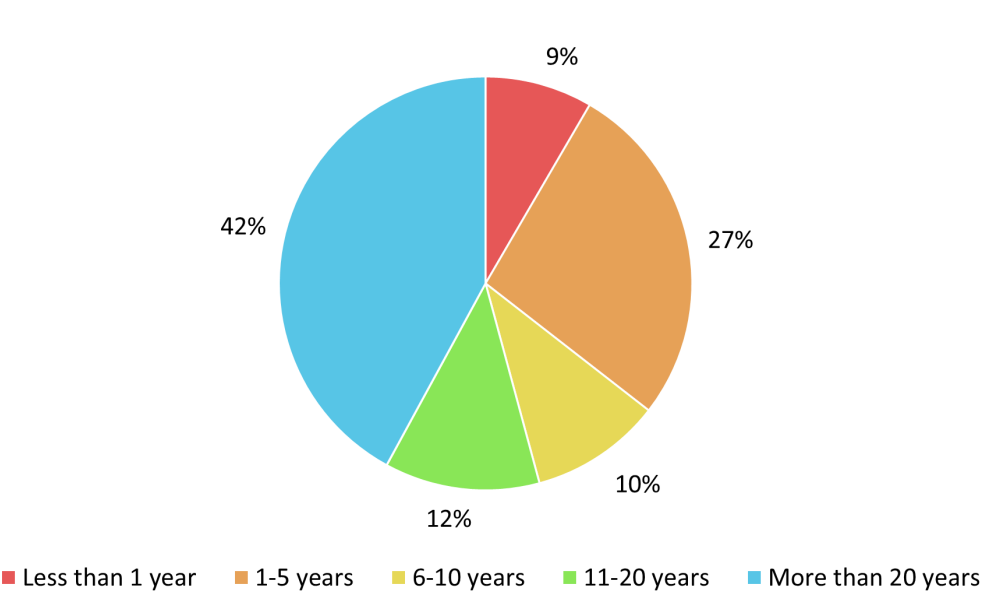


Figure 18. Breakdown of responses for Question 16.

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

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

QUESTION 17

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

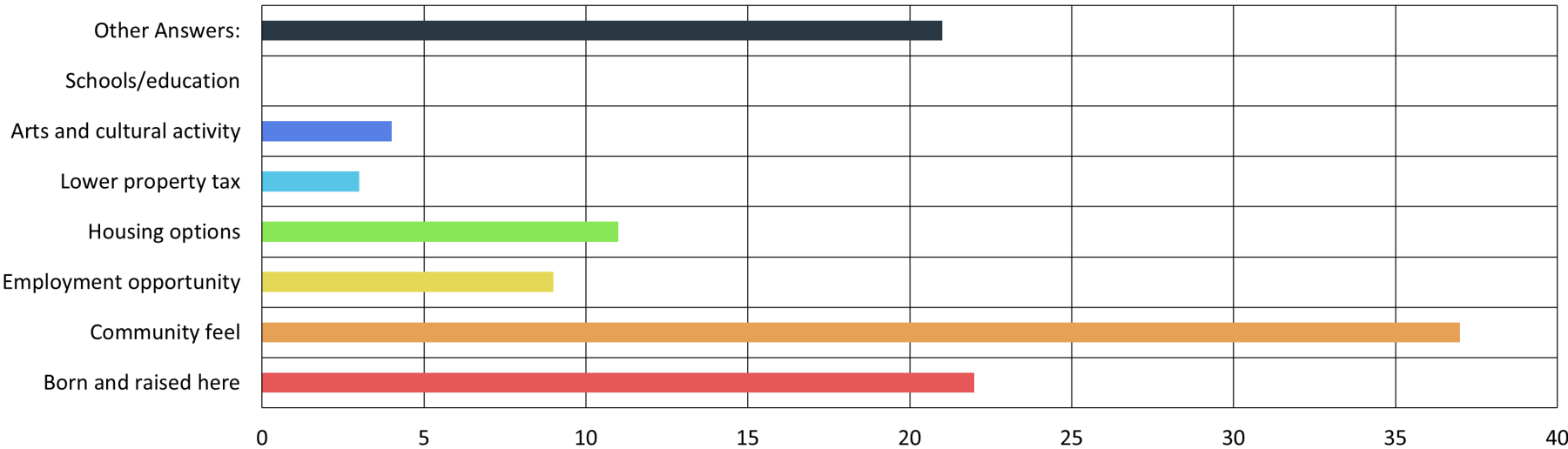


Figure 19. Breakdown of responses for Question 17.

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

Other Answers:

- Property taxes were lower...once upon a time
- Was not born here but was raised here and graduated from LHS
- Love the feel of small town Lockhart. Want to preserve the charm
- I like it here
- Small town

- At the time it was cheaper to live in Lockhart than Rollingwood/West Lake Hills
- Couldn’t afford Austin anymore
- I feel safe here
- Married someone who was born and raised in Lockhart
- Retirement home, country living
- Family
- Affordable housing back when I moved here, and it was a reasonably short commute to my job
- Our daughter and family live here
- Needed to relocate from overgrown Austin. Quality of life and housing better
- Affordable land
- Owning a historic home

- I was raised in Luling but the school is better in Lockhart so my son and I moved to Lockhart for his education
- Not born here, but raised my children in the community. I’ve lived here all but a few years of my life
- Came here to open our business
- We wrote to 3 Chambers of Commerce in 1978. Only Lockhart’s answered. We were welcomed and made to feel at home. We are on our 3rd move back (we were an Air Force Family)
- Born here. 7th generation Caldwell Countian. Although I grew up in nearby San Antonio, I was here visiting relatives all my life. Shopped at Wuest’s Grocery Store with my grandmother, ate at Kreuz’s with my granddad and family, swam in the pool at Lockhart State Park, spent summers at my grandparent’s farm east of town. I moved back in the area in 1998, and ultimately moved back to Lockhart in 2006

QUESTION 18

What is your age?

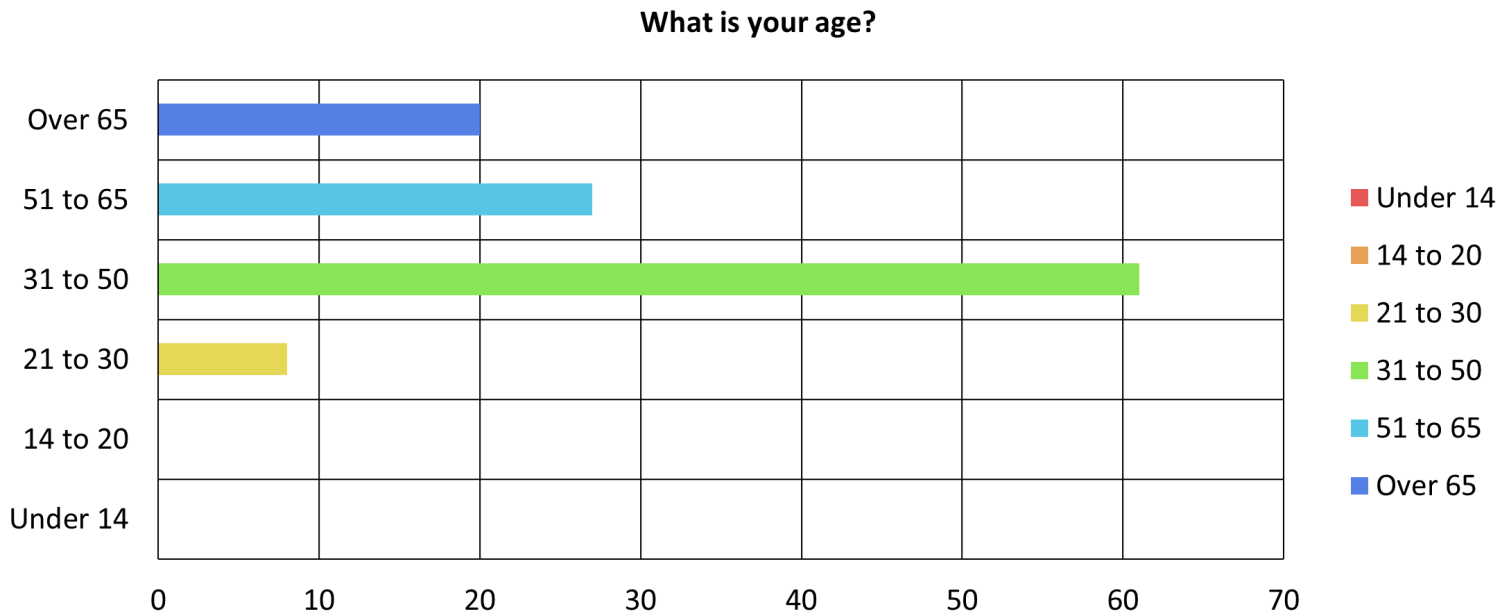


Figure 20. Breakdown of responses for Question 18.

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

QUESTION 19

Which best describes your race?

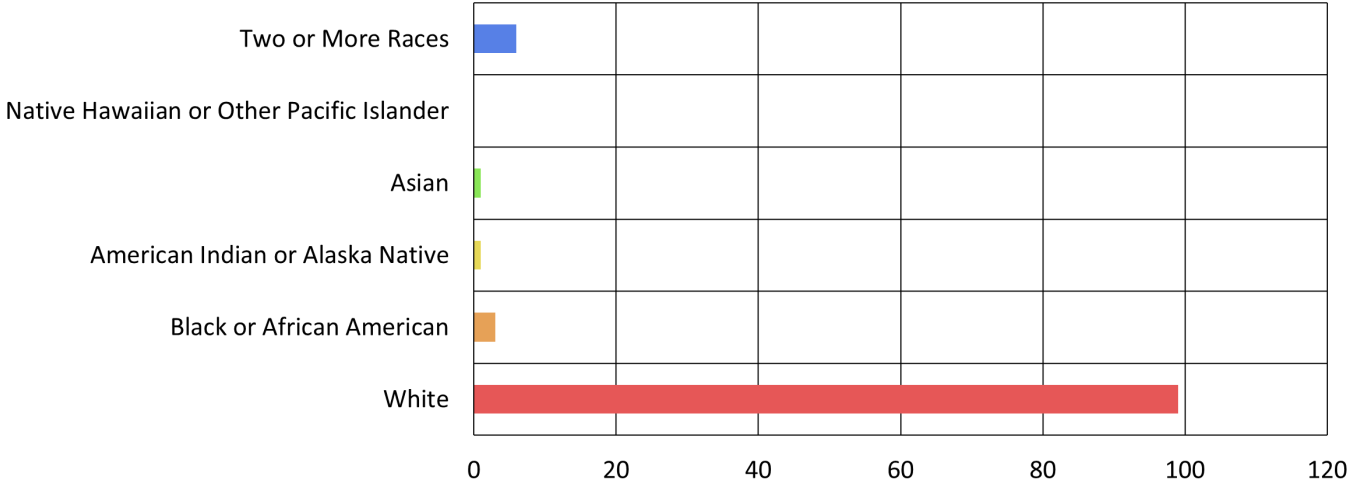


Figure 21. Breakdown of responses for Question 19.

QUESTION 20

Which best describes your ethnicity?

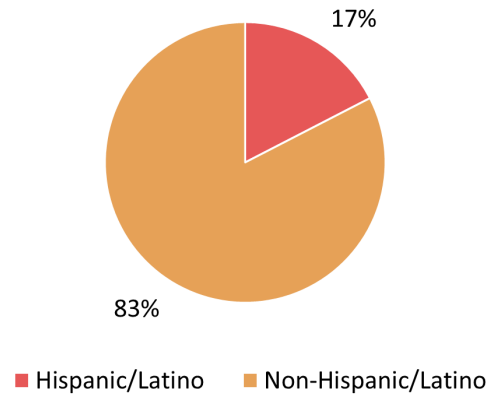


Figure 22. Breakdown of responses for Question 20.

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

DRAFT PLAN SURVEY FEEDBACK RESULTS

This engagement has not yet happened and this spread will be updated once complete.

APPENDIX B:
LAND USE ASSUMPTIONS

LAND USE ASSUMPTIONS

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

Figure 1. Land Use Assumptions

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

Figure 2. Land Use Category Development Breakdowns

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

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

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

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

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