

PUBLIC NOTICE
AGENDA
LOCKHART CITY COUNCIL
October 15, 2024
CLARK LIBRARY ANNEX-COUNCIL CHAMBERS
217 SOUTH MAIN STREET, 3RD FLOOR
LOCKHART, TEXAS

6:30 P.M. WORK SESSION (No Action)

Work session will be held to receive briefings and to initially discuss all items contained on the Agenda posted for 7:30 p.m. Generally, this work session is to simplify issues as it relates to the agenda items. No vote will be taken on any issues discussed or reviewed during the work session except to the extent specifically authorized under the Texas Open Meetings Act.

DISCUSSION ONLY

- A. Presentation of a Proclamation declaring October 2024 as National Domestic Violence Awareness Month. 4
- B. Discussion regarding a Facilities Use Agreement between the City of Lockhart and DeNucci Constructors for the temporary use of property located behind 110 North Brazos Street for purposes of a construction laydown yard, and authorizing the City Manager to sign the agreement if approved. 5-13
- C. Discussion regarding updated agreement with Lower Colorado River Authority and McCoy Tree Surgery for tree trimming in the right-of-way and utility easements. 14-18
- D. Discussion regarding the proposal and contractual engagement letter between BrooksWatson and Company and the City of Lockhart; and appointing the Mayor and City Manager to sign the contractual engagement letter. 19-28
- E. Discuss an inter-local agreement with TxDOT to facilitate the installation of the City's approved Gateway Monument Signs within the TxDOT Highway 183 and Highway 130 right-of-ways. 29-52
- F. Discuss renewal of the Cemetery Maintenance Agreement with Maintenance Management, LLC. 53-76

7:30 P.M. REGULAR MEETING

1. CALL TO ORDER

Mayor Lew White

2. INVOCATION, PLEDGE OF ALLEGIANCE

Invocation. Pledge of Allegiance to the United States and Texas flags.

3. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the City Council on issues that are or are not on the agenda. No discussion can be carried out on the citizen/visitor comment about items not on the agenda. Comments are limited to three minutes per speaker.

4. PUBLIC HEARING/COUNCIL ACTION

A. Hold a PUBLIC HEARING and discussion and/or action on Ordinance 2024-31 amending the comprehensive plan for the City of Lockhart entitled "Lockhart Looking Forward," providing a savings clause and providing an effective date. **77-437**

B. Hold a PUBLIC HEARING and discussion and/or action on Resolution 2024-26 authorizing and creating the Seawillow Public Improvement District pursuant to Chapter 372 of the Texas Local Government Code. **438-446**

5. DISCUSSION/ACTION ITEMS

A. Discussion and/or action regarding a Facilities Use Agreement between the City of Lockhart and DeNucci Constructors for the temporary use of property located behind 110 North Brazos Street for purposes of a construction laydown yard, and authorizing the City Manager to sign the agreement if approved. **447-455**

B. Discussion and/or action on updated agreement with Lower Colorado River Authority and McCoy Tree Surgery for tree trimming in the right-of-way and utility easements. **456-460**

C. Discussion and/or action regarding the proposal and contractual engagement letter between BrooksWatson and Company and the City of Lockhart; and appointing the Mayor and City Manager to sign the contractual engagement letter. **461-470**

D. Discussion and/or action to consider an inter-local agreement with TxDOT to facilitate the installation of the City's approved Gateway Monument Signs within the TxDOT Highway 183 and Highway 130 right-of-ways. **471-494**

E. Discussion and/or action to consider renewal of the Cemetery Maintenance Agreement with Maintenance Management, LLC. **495-518**

6. **CITY MANAGER'S REPORT, PRESENTATION AND POSSIBLE ACTION**
 - New population estimates for Lockhart.
 - Coffee with a Cop event to be held October 22, 2024 from 8:30 am - 10:00 am at the Randolph Brooks Federal Credit Union in Lockhart.
 - Public hearing for noise standards scheduled for October 23rd (Planning and Zoning Commission) and November 7th (City Council).
 - Splash Pads Closing on October 28th.
 - Recommendations from the Animal Shelter Advisory Board regarding animal limitations on residential property and microchipping regulations will be discussed at the November 7th City Council meeting.
 - Reminder: There will not be a City Council meeting on the first Tuesday of November. The meeting has been moved to Thursday, November 7, 2024.
7. **COUNCIL AND STAFF COMMENTS - ITEMS OF COMMUNITY INTEREST**
8. **EXECUTIVE SESSION IN ACCORDANCE WITH THE PROVISIONS OF THE GOVERNMENT CODE, TITLE 5, SUBCHAPTER D, SECTION 551.074 - TO DELIBERATE THE APPOINTMENT, EMPLOYMENT, AVALUATION, REASSIGNMENT, DUTIES, DISCIPLINE, OR DISMISSAL OF A PUBLIC OFFICER OR EMPLOYEE.**
 - A. Conduct annual City Attorney's evaluation.
9. **EXECUTIVE SESSION IN ACCORDANCE WITH THE PROVISIONS OF THE GOVERNMENT CODE, TITLE 5, SUBCHAPTER D, SECTION 551.072 - TO DELIBERATE THE PURCHASE, EXCHANGE, LEASE OR VALUE OF REAL PROPERTY IF DELIBERATION IN AN OPEN MEETING WOULD HAVE A DETRIMENTAL EFFECT ON THE POSITION OF THE GOVERNMENTAL BODY IN NEGOTIATIONS WITH A THIRD PERSON.**
 - A. Discussion regarding possible land acquisition.
10. **OPEN SESSION**
 - A. Discussion and/or action regarding annual City Attorney's evaluation.
 - B. Discussion and/or action regarding possible land acquisition.
11. **ADJOURNMENT**

City Council shall have the right at anytime to seek legal advice in Executive Session from its Attorney on any agenda item, whether posted for Executive Session or not.

Posted on the bulletin board in the Municipal Building, 308 West San Antonio Street, Lockhart, Texas, on October 11, 2024 at 3:45 p.m.



PROCLAMATION

WHEREAS, the crime of domestic violence violates the basic human rights of safety and dignity, and 216 Texans were killed in an intimate partner homicide including 179 women and 37 men; and

WHEREAS, the problem of domestic violence is not confined to any group of people, but cut across all economic, racial, gender and societal barriers; and

WHEREAS, the impact of domestic violence and teen dating violence directly affects individuals and communities when society ignores or tolerates violence in relationships; and

WHEREAS, last year HCWC provided face-to-face services to over 1,044 local victims of domestic violence and provided 7,438 days of shelter; and

WHEREAS, last year HCWC provided these direct services to 52 victims from The City of Lockhart, and

NOW, THEREFORE, I, Lew White, by virtue of the authority vested in me as Mayor of the City of Lockhart, Texas do hereby proclaim the month of

October 2024

as

“National Domestic Violence Awareness Month”

and call upon the people of Lockhart to work together with HCWC and local partners to bring an end to domestic violence.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Seal of the City of Lockhart, Texas to be affixed this 15th day of October 2024.



CITY OF LOCKHART

Lew White
Mayor

ATTEST:

Julie Bowermon
City Secretary

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion regarding a Facilities Use Agreement between the City of Lockhart and DeNucci Constructors for the temporary use of property located behind 110 North Brazos Street for purposes of a construction laydown yard, and authorizing the City Manager to sign the agreement if approved.

ORIGINATING DEPARTMENT AND CONTACT: Public Works - Sean Kelley

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: On July 16, 2024, the Downtown Revitalization Project was awarded to DeNucci Constructors. The two-year project consists of water, wastewater, storm drain infrastructure, street improvements and landscaping. As part of this project, the contractor brings in supplies and materials for the construction of the infrastructure that is the Downtown Revitalization Project. When projects have long durations, right-of-way is limited and construction storage limitations exist, contractors utilize temporary laydown yards to store the materials necessary to complete the project.

Authorizing the temporary use of the land located behind 110 North Brazos Street (Lockhart Recycling Center) as a laydown yard for "spoil" dirt material, bedding materials, and other various staged materials would benefit the project's functionality. DeNucci Constructors currently has leased property to serve as a laydown yard at the northeast corner of N. Blanco Street and Walnut Street. The primary function of this laydown location will be used as storage for traffic control devices and equipment storage, shifting the more disruptive uses to the location behind 110 North Brazos Street.

The term of the proposed temporary use agreement located at 110 North Brazos Street would be until March 16, 2027, beyond the anticipated completion date of the Downtown Revitalization Project. The contractor will be required to maintain and secure required insurance. They will also be required to keep the site free of trash and must restore the property to its original condition at the end of the agreement term.

PROJECT SCHEDULE (if applicable): Term of Use Agreement Expires March 16, 2027

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

City of Lockhart, Texas

Council Agenda Item Cover Sheet

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Staff respectfully recommends entering the Facility Use Agreement with DeNucci Constructors.

LIST OF SUPPORTING DOCUMENTS: Lockhart DeNucci Facility Use Agreement, Laydown Yard Exhibit A

FACILITIES USE AGREEMENT

This Facilities Use Agreement (this "Agreement") is by and between the CITY OF LOCKHART, TEXAS, a home rule city located in Caldwell County, Texas (the "City") and DeNucci Constructors, a limited liability corporation, whose address is P.O. Box 201268, Austin, Texas 78720 ("Contractor") and is made and entered into effective as of the ____ day of October, 2024 (the "Effective Date"). The City and Contractor are sometimes individually referred to as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, the City holds fee simple title to property located at 110 North Brazos Street, Lockhart, Texas, described by property identification number on the attached Exhibit A (the "Property") and incorporated herein by reference; and

WHEREAS, the Contractor is performing certain work related to a previously awarded contract related to the Downtown Revitalization Project (the "Improvements"); and

WHEREAS, during construction of the Improvements, the Contractor desires to use the Property for use as a laydown yard, materials staging area and parking of vehicles by contractors constructing the Improvements; and

WHEREAS, the City has agreed to enter this Facilities Agreement with the Contractor; and

WHEREAS, the Facilities Agreement will provide the terms by which the Contractor may use the Property for use as a laydown yard, materials staging area and parking of vehicles by Contractor and those performing work on Contractor's behalf constructing the Improvements.

NOW THEREFORE, for and in consideration of these premises and of the mutual promises, obligations, covenants and benefits herein contained, the Parties agree as follows:

- 1) Term. This Agreement shall remain in effect from the Effective Date and conclude no later than March 16, 2027 ("Term").
- 2) Use of Property, Maintenance and Restoration. City agrees that the Contractor may use the Property use as a laydown yard, materials staging area and parking of vehicles by Contractor and those performing work on Contractor's behalf for the City during the Term. During the Term, the Contractor agrees to keep the Property free and clear of trash and debris. If the condition of the Property was altered as a result of the use of the Property hereunder by the Contractor or its invitees, then within thirty (30) days of the end of the Term, the Contractor must restore the Property substantially to its original condition.
- 3) Waiver of Representation/Warranty and Assumption of Risk. The Contractor acknowledges and agrees that City has not made any representation or warranty of any kind or nature as to the fitness of the Property for the use intended by the Contractor

hereunder and City expressly negates and disclaims any such representation or warranty. The Contractor hereby agrees that its and its invitees use of the Property hereunder shall be at its and its invitees sole and exclusive risk and the Contractor has and does hereby waive as against City any and all claims arising out of or in connection with its and its invitees use of the Property hereunder.

- 4) Indemnity. The Contractor does hereby agree to waive all claims, release, indemnify, defend and hold harmless City, and all of its officers, agents and employees, from and against any and all liability, claims, losses, damages, suits, demands or causes of action including all expenses of litigation and/or settlement, court costs and attorney fees which may arise by reason of injury to or death of any person or for loss of, damage to, or loss of use of any property occasioned by the error, omission, or negligent act of the Contractor and its invitees on the Property, their officers, agents, or employees arising out of or in connection with the Contractor's or its invitees use of the Property hereunder, and the Contractor will at its own cost and expense defend and protect City from any and all such claims and demands. Such indemnities shall apply unless cause by the sole negligence or willful misconduct of City, its officers, officials, agents or employees.

- 5) Insurance.

During the Term, the Contractor will secure and maintain, and will require its contractors to secure and maintain, the following insurance coverages with limits not less than the amounts specified, and with companies satisfactory to City who are authorized to do business in the State of Texas, and will furnish certificates of such insurance satisfactory to City before commencing use of the Property; provided, however, that no waiver of the provisions of the Section 5 will be inferred from any failure on the part of City to object or complain about the Contractor's failure to furnish certificates of insurance satisfactory to City.

(a) Worker's Compensation and Employer's Liability Insurance with limits of not less than \$1,000,000 per accident, which will fully comply with the statutory requirements of State laws as well as Federal laws, if applicable.

(b) Commercial General Liability Insurance INCLUDING CONTRACTUAL LIABILITY, with minimum limits of liability for injury, death, or property damage of \$1,000,000 combined single limit per occurrence, and an aggregate annual limit of not less than \$2,000,000.

(c) Automobile Liability Insurance covering owned, hired, and non-owned vehicles, with minimum limits for injury, death or property damage of \$1,000,000 combined single limit per occurrence.

(d) Excess Liability Insurance over that required in (a) through (c) above, with minimum limits of \$5,000,000 and specifically including City's contractual liability.

- 6) Assignment/Non-Transferable. The Parties agree that this Agreement will not assigned or transferred by either Party, except that City may assign this Agreement to any third

party in connection with such third party's purchase of the Property from City.

- 7) Successors and Assigns. The Parties, and their partners, subcontractors, executors, officers, agents, employees, representatives, and administrators and their authorized successors and assigns, are hereby bound to the terms and conditions of this Agreement.
- 8) Notices. Any notice provided or permitted to be given under this Agreement must be in writing and may be served by depositing same in the United States mail, addressed to the party to be notified, postage pre-paid and registered or certified with return receipt requested, or by delivering the same in person to such party via facsimile, electronic mail or a hand-delivery service, Federal Express or any courier service that provides a return receipt showing the date of actual delivery of same to the addressee thereof. Notice given in accordance herewith shall be effective upon receipt at the address of the addressee. For purposes of notice, the addresses of the parties shall be as follows:

If to the City, to:

City of Lockhart
Attn: Steve Lewis, City Manager
308 W. San Antonio St.
P.O. Box 239
Lockhart, Texas 78644
(512) 398-3461

If to Contractor, to:

DeNucci Constructors
P.O. Box 201268
Austin, Texas 78720
(512) 971-2368

Each party has the right to change, from time to time, its notice addresses by giving at least 10 days written notice to the other parties.

- 9) No Additional Waiver Implied. The failure of any party to insist upon strict performance of any provision of this Agreement shall not be construed as a waiver of the future performance of such provision by the other parties.
- 10) Reservation of Rights. All rights, powers, privileges and authority of the parties hereto not restricted or affected by the express terms and provisions hereof are reserved by the parties and, from time to time, may be exercised and enforced by the parties.
- 11) Construction and Venue. This Agreement is a contract made under and shall be construed in accordance with and governed by the laws of the United States of America and the State of Texas, as such laws are now in effect and venue for any action shall lie only in Caldwell County, Texas.
- 12) Cumulative Remedies. All rights and remedies of the parties under this Agreement shall be cumulative, and none shall ^{page 3}exclude any other right or remedy provided by law, or by

any other provisions of the Agreement. All such rights and remedies may be exercised and enforced concurrently and whenever, and as often, as occasion for their exercise arises.

- 13) Immunity. The Parties agree that the City of Lockhart has not waived its sovereign immunity by entering into and performing its obligations under this Agreement.
- 14) Waiver of Breach. A waiver by either party of a breach of the Agreement by the other party does not constitute a continuing waiver or a waiver of any subsequent breach of the Agreement.
- 15) Parties Bound. The Agreement shall be binding upon, and inure to the benefit of, the parties to the Agreement and their respective heirs, executors, administrators, legal representatives, successors, and assigns when permitted by this Agreement.
- 16) No Third-Party Beneficiaries. Nothing in this Agreement shall be construed to create any right in any third party not a signatory to this Agreement, and the parties do not intend to create any third-party beneficiaries by entering into this Agreement.
- 17) Incorporation of Recitals. The representations, covenants and recitations set forth in the foregoing recitals of this Agreement are true and correct and are hereby incorporated into the body of this Agreement and adopted as findings of the parties.
- 18) Entire Agreement. This Agreement contains the entire agreement of the parties with respect to the matters contained herein and may not be modified, amended or terminated except upon the provisions hereof or by the mutual written agreement of the parties hereto. The subject matter of this Agreement is for the use of the identified property only and not any other matters that may exist between the parties past, present or future.
- 19) Consideration. This Agreement is executed by the parties hereto without coercion or duress and for substantial consideration, the sufficiency of which is forever confessed.
- 20) Counterparts. This Agreement may be executed in a number of identical counterparts, each of which shall be deemed an original for all purposes. A facsimile or other electronic signature will also be deemed to constitute an original if properly executed.
- 21) Authority to Execute. The individuals executing this Agreement on behalf of the respective parties below represent to each other and to others that all appropriate and necessary action has been taken to authorize the individual who is executing this Agreement to do so for and on behalf of the party for which his or her signature appears, that there are no other parties or entities required to execute this Agreement in order for the same to be an authorized and binding agreement on the party for whom the individual is signing this Agreement and that each individual affixing his or her signature hereto is authorized to do so, and such authorization is valid and effective on the date hereof.
- 22) Force Majeure. Neither Contractor nor the City of Lockhart shall be required to perform any term, condition, or covenant in the Agreement so long as performance is delayed or prevented by force majeure, which shall mean acts of God, strikes, lockouts, material or labor restrictions by any governmental authority, civil riots, floods, and any other cause

not reasonably within the control of the party and which by the exercise of due diligence the party is unable, wholly or in part, to prevent or overcome.

- 23) Miscellaneous Drafting Provisions. This Agreement shall be deemed drafted equally by the parties hereto. The language of all parts of this Agreement shall be construed as a whole according to its fair meaning, and any presumption or principle that the language herein is to be construed against any party shall not apply. Headings in this Agreement are for the convenience of the parties and are not intended to be used in construing this document.
- 24) Savings/Severability. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
- 25) Representations. Each signatory represents this Agreement has been read by the party for which this Agreement is executed and that such party has had an opportunity to confer with its legal counsel.

IN WITNESS WHEREOF, the Parties hereto have executed this agreement in multiple copies, each of equal dignity.

Accepted and executed as of the _____ day of _____, 2024.

CITY OF LOCKHART

By: _____
Steven Lewis, City Manager

DENUCCI CONSTRUCTORS

By:  10/10/2024
Ryan DeNucci, Vice- President

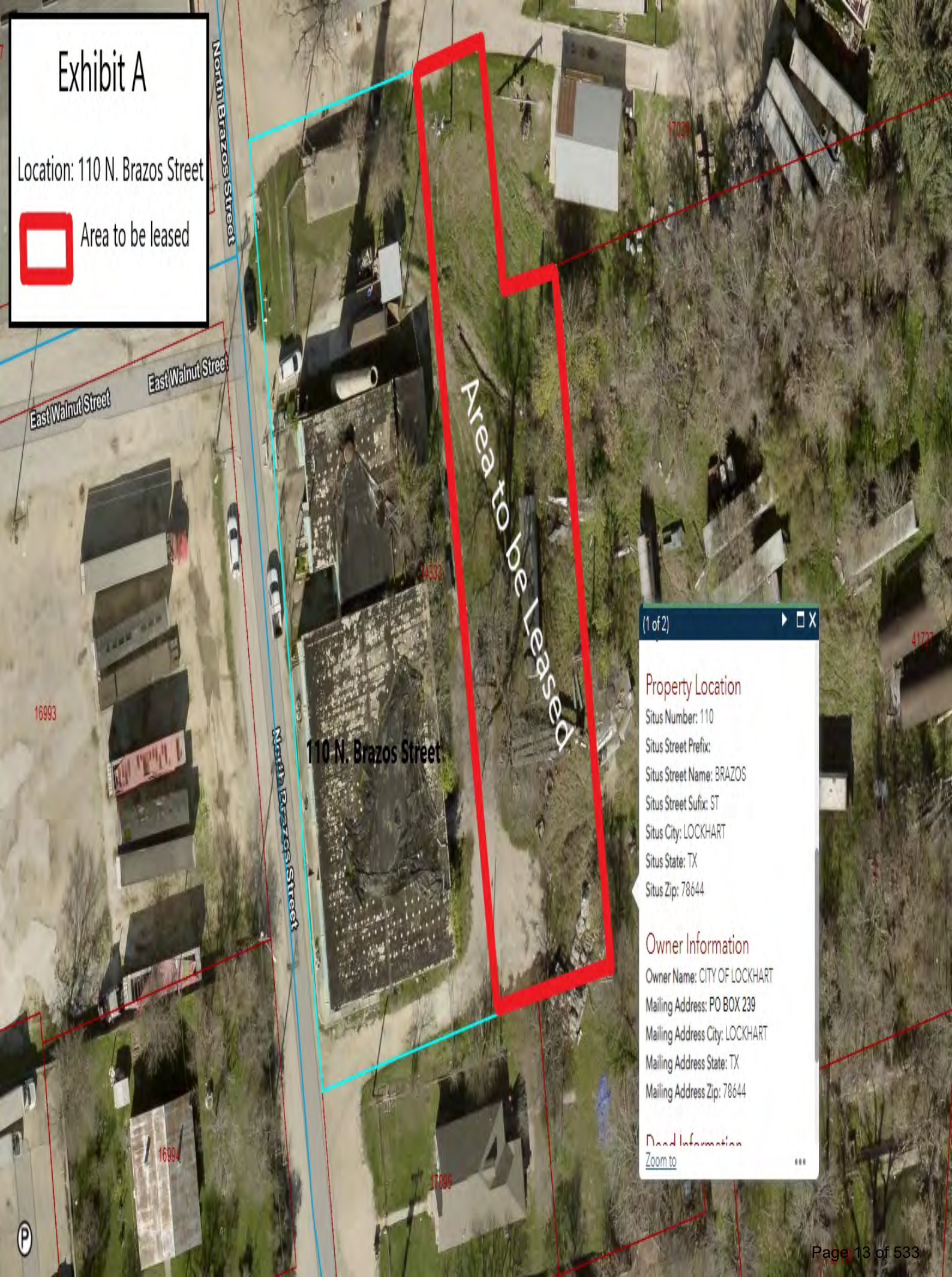
Exhibit A
Laydown Yard

Exhibit A

Location: 110 N. Brazos Street



Area to be leased



(1 of 2)

Property Location

Situs Number: 110
Situs Street Prefix:
Situs Street Name: BRAZOS
Situs Street Suffix: ST
Situs City: LOCKHART
Situs State: TX
Situs Zip: 78644

Owner Information

Owner Name: CITY OF LOCKHART
Mailing Address: PO BOX 239
Mailing Address City: LOCKHART
Mailing Address State: TX
Mailing Address Zip: 78644

Need Information
[Zoom to](#)

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion regarding updated agreement with Lower Colorado River Authority and McCoy Tree Surgery for tree trimming in the right-of-way and utility easements.

ORIGINATING DEPARTMENT AND CONTACT: Electric - Bobby Leos

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: It is recommended that the City continue the tree trimming program with McCoy Tree Surgery (McCoy) in an effort to reduce voltage flicker, outages, losses, and improve public safety and satisfaction. Trees in close contact with power lines and tree limbs falling onto power lines are the most common causes of outages. Downed power lines caused by falling trees are a public safety hazard. Utilities that fail to maintain a tree trimming program frequently experience higher than normal expenses during severe storm conditions, which include overtime, purchase of additional inventory to replace damaged poles, wires and electric equipment. The City's electric utility staff are very satisfied with the work McCoy has completed throughout the city to date.

If approved, McCoy advised they can begin pruning in early December 2024. Trimming oak trees during the winter months (December–February) is an industry best practice to mitigate potential causes of Oak Wilt. Staff anticipates funding appropriated in this year's FY 2024-25 budget will continue tree trimming services through April 2025. Prior to trimming, door hangars (in English and Spanish) are left at the residences in the area and provide the name and number of the City's contractor.

McCoy was first awarded a Customer Services Contract with the City for tree trimming services in FY 2019-20 during the March 3rd, 2020 Council meeting. The approved services contract was provided through the Lower Colorado River Authority's (LCRA) competitively procured tree trimming agreement with McCoy Tree Surgery. LCRA advised they will rebid the tree trimming agreement in Fall 2024 for a new term.

McCoy Tree Surgery specializes in vegetation management for the electric utility industry. Their pruning methods comply with industry standards for safety and tree care, and are endorsed by the International Society of Arboriculture and Tree Care Ind. Additional information regarding the city's tree trimming program can be found on the city website: www.lockhart-tx.org/page/elec_tree_trimming. Funding for this program is incorporated into the city's existing electric utility rates. There is no additional charge to the customer for these services.

PROJECT SCHEDULE (if applicable): Estimated 20.5 weeks with three person crew.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

AMOUNT & SOURCE OF FUNDING:

Funds Required: 150,000

Account Number: 500-5745-298-00

Funds Available: 150,000

Account Name: Other Contracts & Services

FISCAL NOTE (if applicable): New GL account number was created specifically for tree trimming at the request of the City Manager.

PREVIOUS COUNCIL ACTION: Approved

COMMITTEE/BOARD/COMMISSION ACTION: N/A

STAFF RECOMMENDATION/REQUESTED MOTION: Staff recommends continued service with McCoy Tree Surgery.

LIST OF SUPPORTING DOCUMENTS: Lockhart Tree Contract 10.1.2024

**CUSTOMER
SERVICES CONTRACT**

CUSTOMER: City of Lockhart
P.O. Box 239
Lockhart, TX 78644
Bobby Leos

DATE SUBMITTED: October 1, 2024

SCOPE OF SERVICES:

JOB NUMBER:

The Lower Colorado River Authority ("LCRA") will provide the Customer access to LCRA's tree trimming services contract (the "Agreement") with McCoy Tree Surgery ("McCoy"). The City will specify which lines McCoy is to clear prior to the start of work.

Per hour rates will depend on individual classification of each employee. (See attached rate schedule). McCoy will bill Customer directly, on a weekly basis, and Customer will pay invoices directly to McCoy in accordance with the terms and conditions of the Agreement.

Scope of Tree Trimming:	Estimated at 20.5 crew-weeks of trimming
Estimated Services Value:	\$ 142,569.30 per year (direct charge from McCoy)
Total Amount of Services (includes LCRA Fee):	\$ 149,697.77 Estimate

See Attached Terms and Conditions.

SCHEDULE:

Customer and McCoy will determine a mutually acceptable time for the start of services. Services have a target start of January 6, 2024 with a 20.5 week completion.

CONTRACT PRICE:

LCRA Administration Fee: \$ 7,128.47
The Administration Fee will be added to the Customer's monthly power bill upon execution of contract. (or invoiced direct as applicable).

City of Lockhart

Lower Colorado River Authority

By: _____
Title: _____
Date: _____

By: _____
Title: Sam Woolard
VP, Trans Const & Maintenance
Date: _____

OFFICE USE ONLY

Accounting: _____ 0

Approved By: _____
Completion Date: _____

Personnel Level	Rates	1	Rate
Supervisor/General Foreperson	\$ 61.46	1 \$	61.46
Foreperson	\$ 47.95	1 \$	47.95
Trimmer	\$ 41.40	1 \$	41.40

Equipment

Chain Saws (each)	0.92	1 \$	0.92
Bucket Truck with Chip bed	18.07	1 \$	18.07
Chipper	6.92	1 \$	6.92
GF PickUp	14.82	1 \$	14.82

Crew Rate (using Max Rates)

Supervisor/General Foreperson	\$ 61.46	0.25 \$	15.37
GF PickUp	\$ 14.82	0 \$	-
Foreperson	\$ 47.95	1 \$	47.95
Trimmer	\$ 41.40	2 \$	82.80
Chain Saws (each)	\$ 0.92	3 \$	2.76
Bucket Truck with Chip bed	\$ 18.07	1 \$	18.07
Chipper	\$ 6.92	1 \$	6.92

Total Hourly Crew Rate		\$	173.87
Total Weekly Crew Rate		\$	6,954.60
Total weeks (estimated)	20.5	\$	142,569.30
Total Trimmers	3.25		
Includes per diem costs for Lodging and meals			

Total (using max rates)	\$	142,569.30	Note: This is the estimated direct charge from McCoy
Average/week	\$	6,954.60	

Actual Charges according to the rate schedule will be billed.

LCRA will bill a fee to cover the cost of scheduling and administering the program
The Administration fee is: \$ 7,128.47

FOR BUDGETING PURPOSES ONLY

Total (LCRA and McCoy)	\$	149,697.77	3 PERSON CREW
Total (LCRA and McCoy) weekly avg.	\$	7,302.33	

TERMS AND CONDITIONS

The Lower Colorado River Authority ("LCRA") will provide the Customer access to LCRA's tree trimming services contract (the "Agreement") with McCoy Tree Surgery ("McCoy").

LCRA will add a fee to Customer's wholesale power bill to cover administration of this program. The fee is noted on the front of the contract.

The services under this Customer Services Contract are provided pursuant to the Technical Services Agreement between LCRA and the City, dated December 11, 1979 and under the authority of Chapter 791 of the Texas Government Code, Chapter 271, Subchapter F of the Texas Local Government Code, and in furtherance of LCRA's statutory and constitutional authority to provide electric utility services. The purpose of this Customer Services Contract is to increase the reliability of electric service within Customer's service territory, and to realize savings and efficiencies by cooperatively procuring services.

Customer will purchase services from McCoy under the same terms and conditions and pricing contained in the Agreement. All orders and payments for such purchases will be issued directly from Customer to McCoy, and McCoy will provide the services and associated invoices directly to Customer. LCRA is not a party to, and will in no way be responsible to either Customer or McCoy for, such orders, including without limitation any payments, performance, costs, expenses, losses or damages arising from such transactions between McCoy and Customer. Customer releases LCRA from any liability associated with Customer's transactions under the Agreement.

Customer represents that (i) all payments made pursuant to this Customer Services Contract will be paid from current revenues and (ii) it has the authority to enter into this Customer Services Contract.



City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion regarding the proposal and contractual engagement letter between BrooksWatson and Company and the City of Lockhart; and appointing the Mayor and City Manager to sign the contractual engagement letter.

ORIGINATING DEPARTMENT AND CONTACT: Finance - Keeli Michna

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: The City of Lockhart's Charter requires that *"the City shall have its records and accounts audited annually and shall have an annual financial statement prepared based on the audit. The City Council shall employ a certified public accountant who holds a permit to practice from the Texas State Board of Public Accountancy." Additionally, "the accountant shall not maintain or keep any of the City's accounts or records and shall not perform the City's annual audit for more than five (5) consecutive years in succession" (Section 3.14).*

On April 21, 2021, the City of Lockhart, Texas entered into a contract with BrooksWatson and Company for auditing services for a term of three (3) years with the option to extend an additional two years. At the end of fiscal year 09/30/2023, BrooksWatson and Company fulfilled their three-year term with the City of Lockhart. BrooksWatson and Company has recommended the implementation of updated financial policies and procedures to ensure compliance and safekeeping of City funds. It is the recommendation of staff to extend the auditing services contract for the two additional years for the fiscal year ending September 2024 and 2025.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$39,815

Account Number: multiple departments

Funds Available: \$38,952

Account Name: Accounting & Financial

FISCAL NOTE (if applicable): All major funds are budgeted for annual auditing services by percentage of expenses. The Lockhart Economic Development Corporation is budgeted separately. This engagement letter consists of an audit fee for LEDC of \$4,500 for Fiscal Year 2023-24 and 2024-25.

PREVIOUS COUNCIL ACTION: Approved BrooksWatson and Company auditing services engagement letter on April 20, 2021.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Staff respectfully recommends the approval of the engagement letter as presented.

LIST OF SUPPORTING DOCUMENTS: Audit Engagement Letter 2024-25



October 15, 2024

City of Lockhart, Texas
308 W. San Antonio St.
Lockhart, Texas 78644

The following represents our understanding of the services we will provide the City of Lockhart, Texas.

You have requested that we audit the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Lockhart, Texas, as of September 30, 2024 through September 30, 2025, and for the years then ended and the related notes to the financial statements, which collectively comprise the City of Lockhart, Texas's basic financial statements as listed in the table of contents. We are pleased to confirm our acceptance and our understanding of this audit engagement by means of this letter. Our audit will be conducted with the objective of our expressing an opinion on each opinion unit.

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, pension information, and budgetary comparison information be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the required supplementary information (RSI) in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist primarily of inquiries of management regarding their methods of measurement and presentation, and comparing the information for consistency with management's responses to our inquiries. We will not express an opinion or provide any form of assurance on the RSI. The following RSI is required by accounting principles generally accepted in the United States of America. This RSI will be subjected to certain limited procedures but will not be audited:

- 1) Management's discussion and analysis
- 2) Budgetary Comparison Information
- 3) Pension and OPEB schedules

Supplementary information other than RSI will accompany the City of Lockhart, Texas's basic financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the basic financial statements and perform certain additional procedures, including comparing and reconciling the supplementary information to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and additional procedures in accordance with auditing standards generally accepted in the United States of America. We intend to provide an opinion on the following supplementary information in relation to the financial statements as a whole:

- 1) Individual nonmajor fund financial statements and schedules
- 2) Combining statements

Also, the document we submit to you will include the following other additional information that will not be subject to the auditing procedures applied in our audit of the financial statements:

- 1) Introductory section
- 2) Statistical section

The Objective of an Audit

The objective of our audit is the expression of opinions as to whether your basic financial statements are fairly presented, in all material respects, in accordance with generally accepted accounting principles and to report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America and will include tests of the accounting records and other procedures we consider necessary to enable us to express such opinions. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions or add emphasis-of-matter or other-matter paragraphs. If our opinions on the financial statements are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or to issue a report as a result of this engagement.

General Audit Procedures

We will conduct our audit in accordance with auditing standards generally accepted in the United States of America (U.S. GAAS). Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the basic financial statements are free from material misstatement. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the

financial statements, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws, governmental regulations, grant agreements, or contractual agreements. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

Internal Control Audit Procedures

Because of the inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements may not be detected exists, even though the audit is properly planned and performed in accordance with U.S. GAAS.

In making our risk assessments, we consider internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. However, we will communicate to you in writing concerning any significant deficiencies or material weaknesses in internal control relevant to the audit of the financial statements that we have identified during the audit.

Compliance with Laws and Regulations

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the City of Lockhart, Texas's compliance with the provisions of applicable laws, regulations, contracts, and agreements. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion.

Management Responsibilities

Our audit will be conducted on the basis that management and those charged with governance acknowledge and understand that they have responsibility:

1. For the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America;
2. For the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws, governmental regulations, grant agreements, or contractual agreements; and

3. To provide us with:
 - i. Access to all information of which management is aware that is relevant to the preparation and fair presentation of the financial statements such as records, documentation, and other matters;
 - ii. Additional information that we may request from management for the purpose of the audit; and
 - iii. Unrestricted access to persons within the entity from whom we determine it necessary to obtain audit evidence.
4. For including the auditor's report in any document containing financial statements that indicates that such financial statements have been audited by the entity's auditor;
5. For identifying and ensuring that the entity complies with the laws and regulations applicable to its activities; and
6. For adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the current year period(s) under audit are immaterial, both individually and in the aggregate, to the financial statements as a whole.

With regard to the supplementary information referred to above, you acknowledge and understand your responsibility: (a) for the preparation of the supplementary information in accordance with the applicable criteria; (b) to provide us with the appropriate written representations regarding supplementary information; (c) to include our report on the supplementary information in any document that contains the supplementary information and that indicates that we have reported on such supplementary information; and (d) to present the supplementary information with the audited financial statements, or if the supplementary information will not be presented with the audited financial statements, to make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance by you of the supplementary information and our report thereon.

As part of our audit process, we will request from management and those charged with governance, written confirmation concerning representations made to us in connection with the audit.

We will assist the City with the preparation of the comprehensive annual financial report, which is considered to be a nonattest service. With respect to this and any other nonattest services we perform, the City of Lockhart, Texas's management is responsible for (a) making all management decisions and performing all management functions; (b) assigning a competent individual to oversee the services; (c) evaluating the adequacy of the services performed; (d) evaluating and accepting responsibility for the results of the services performed; and (e) establishing and maintaining internal controls, including monitoring ongoing activities.

Reporting

We will issue a written report upon completion of our audit of the City of Lockhart, Texas's basic financial statements. Our report will be addressed to the governing body of the City of Lockhart, Texas. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions, add an emphasis-of-matter or other-matter paragraph(s), or withdraw from the engagement.

Other

We understand that your employees will prepare all confirmations we request and will locate any documents or support for any other transactions we select for testing.

If you intend to publish or otherwise reproduce the financial statements and make reference to our firm, you agree to provide us with printers' proofs or masters for our review and approval before printing. You also agree to provide us with a copy of the final reproduced material for our approval before it is distributed.

Provisions of Engagement Administration, Timing and Fees

During the course of the engagement, we may communicate with you or your personnel via fax or e-mail, and you should be aware that communication in those mediums contains a risk of misdirected or intercepted communications.

The timing of our audit will be scheduled for performance and completion as follows:

	Begin	Complete
Document internal control and preliminary tests		August 31st
Observe physical inventories (if necessary)		n/a
Mail confirmations		October 1st
Perform year-end audit procedures		December/January
Issue audit report		March

Mike Brooks is the engagement partner for the audit services specified in this letter. His responsibilities include supervising BrooksWatson & Co., PLLC's services performed as part of this engagement and signing or authorizing another qualified firm representative to sign the audit report.

Our fees for the financial statement audits are all inclusive as follows:

Financial Statement Audits			
Fiscal Year	City	EDC	Total
2024	\$ 39,815	\$ 4,500	\$ 44,315
2025	\$ 42,030	\$ 4,500	\$ 46,530

We will notify you immediately of any circumstances we encounter that could significantly affect this initial fee estimate. Whenever possible, we will attempt to use the City of Lockhart, Texas's personnel to assist in the preparation of schedules and analyses of accounts. This effort could substantially reduce our time requirements and facilitate the timely conclusion of the audit.

The invoice shall be rendered monthly based upon actual hours billed during the invoice period. We will notify you immediately of any circumstances we encounter that could significantly affect this initial fee estimate. In addition, we will work with you to identify any federal awards that might meet the criteria for an (OMB) Uniform Guidance audit.

Other Matters

During the course of the audit we may observe opportunities for economy in, or improved controls over, your operations. We will bring such matters to the attention of the appropriate level of management, either orally or in writing.

We agree to retain our audit documentation or work papers for a period of at least five years from the date of our report.

At the conclusion of our audit engagement, we will communicate to those charged with governance the following significant findings from the audit:

- Our view about the qualitative aspects of the entity's significant accounting practices;
- Significant difficulties, if any, encountered during the audit;
- Uncorrected misstatements, other than those we believe are trivial, if any;
- Disagreements with management, if any;
- Other findings or issues, if any, arising from the audit that are, in our professional judgment, significant and relevant to those charged with governance regarding their oversight of the financial reporting process;
- Material, corrected misstatements that were brought to the attention of management as a result of our audit procedures;
- Representations we requested from management;
- Management's consultations with other accountants, if any; and

- Significant issues, if any, arising from the audit that were discussed, or the subject of correspondence, with management.

The audit documentation for this engagement is the property of BrooksWatson & Co., PLLC and constitutes confidential information. However, we may be requested to make certain audit documentation available to certain regulators and federal agencies and the U.S. Government Accountability Office pursuant to authority given to it by law or regulation, or to peer reviewers. If requested, access to such audit documentation will be provided under the supervision of BrooksWatson & Co., PLLC's personnel. Furthermore, upon request, we may provide copies of selected audit documentation to these agencies and regulators. The regulators and agencies may intend, or decide, to distribute the copies of information contained therein to others, including other governmental agencies.

Please sign and return the attached copy of this letter to indicate your acknowledgment of, and agreement with, the arrangements for our audit of the financial statements including our respective responsibilities.

We appreciate the opportunity to be your financial statement auditors and look forward to working with you and your staff.

Respectfully,

A handwritten signature in black ink that reads "BrooksWatson & Co." in a cursive, stylized font.

BrooksWatson & Co.
14950 Heathrow Forest Pkwy | Ste 530
Houston, TX 77032

RESPONSE:

This letter correctly sets forth our understanding.

The City of Lockhart, Texas

Acknowledged and agreed on behalf of the City of Lockhart, Texas by:

Management

Name: _____

Title: _____

Date: _____

Mayor or Council Representative

Name: _____

Title: _____

Date: _____

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discuss an inter-local agreement with TxDOT to facilitate the installation of the City's approved Gateway Monument Signs within the TxDOT Highway 183 and Highway 130 right-of-ways.

ORIGINATING DEPARTMENT AND CONTACT: Parks & Recreation - Travis Hughes

ACTION REQUESTED: Direction

BACKGROUND/SUMMARY/DISCUSSION: The City adopted a Wayfinding Master Plan on February 1, 2022 that includes Gateway Monument Signs located within the TxDOT right-of-way on Hwy 183 and Hwy 130. TxDOT has specific guidelines for Gateway Monument Signs that are included in the attached Inter-local Gateway Monument Agreement. It is a TxDOT requirement that the City submit this signed agreement along with all relevant designs, plans, and details for approval prior to installation.

PROJECT SCHEDULE (if applicable): The project will begin as soon as TxDOT approves the relevant design submittals. We are anticipating a 30-day approval period.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: Council approved the Wayfinding Master Plan on February 1, 2022. Council adopted Resolution 2024-25 approving the installation of 4 Gateway Monument Signs (Phase 1 of the Wayfinding Master Plan) on September 17, 2024.

COMMITTEE/BOARD/COMMISSION ACTION: The Wayfinding Planning Committee developed the Wayfinding Master Plan prior to its adoption on February 1, 2022.

STAFF RECOMMENDATION/REQUESTED MOTION: Authorize signature of the Inter-local Gateway Monument Agreement with TxDOT.

LIST OF SUPPORTING DOCUMENTS: Interlocal Gateway Monument Signature Page, Resolution-2024-25.-Gateway Monuments, 73875 R2 - Lockhart Parks Rec - Lockhart Gateway Signs - Lockhart Tx

City of Lockhart, Texas

Council Agenda Item Cover Sheet

**GATEWAY MONUMENT
AGREEMENT**

THE STATE OF TEXAS §

COUNTY OF TRAVIS §

THIS AGREEMENT is made by and between the State of Texas, acting by and through the Texas Department of Transportation, hereinafter called the "State", and the _____ City _____ of _____ Lockhart _____, acting through its duly authorized officials, as evidenced by Resolution or Ordinance Number 2024-25, dated 09/17/2024, hereinafter called the "Local Entity".

BACKGROUND

The State owns and maintains a system of highways, including HWY 183 in Caldwell County, Texas, for public use and benefit. The State agrees to allow for the construction of a Gateway Monument within the State's right of way and the Local Entity agrees to construct the Monument and to conduct the long term maintenance for this structure located at the interchange of HWY 183 and HWY 130 at the North entrance to Lockhart, referred to as the "Gateway Monument A," and 150 feet South of the intersection of HWY 183 and Summerside Ave at the South entrance to Lockhart, referred to as the "Gateway Monument B," more specifically described in **Attachment "A,"** Project Map, which is attached hereto. The Local Entity will conduct the Monument's long term maintenance activities through the use of Local Entity forces, contractors, or other means satisfactory to the Local Entity and the State.

THEREFORE, in consideration of the mutual promises contained in this Agreement, the parties agree to the following.

A G R E E M E N T

SECTION 1. PERIOD OF THE AGREEMENT

This Agreement becomes effective when finally executed by the State and shall continue unless or until otherwise terminated as provided by this agreement.

SECTION 2. FINANCIAL RESPONSIBILITIES

All costs covered by this agreement including design, engineering, testing, construction, installation, access for maintenance, maintenance, labor, materials, supplies, traffic control, additional improvements, and if required, removal of the Gateway Monument, shall be the responsibility of the Local Entity.

Any administrative costs associated with the Gateway Monument that are incurred by the State, such as those related to proposal review, as well as developing, issuing, and monitoring the Agreement for approved the Gateway Monument project shall be the responsibility of the State.

SECTION 3. RESPONSIBILITY OF THE PARTIES**A. The Local Entity agrees to:**

1. Provide Gateway Monument design plans to the State before execution of this agreement according to State policy and, upon final approval, furnish and construct the Gateway Monument according to plans approved by the State, which are set out more specifically in **Attachment "B,"** Local Entity's Final Gateway Monument Proposal, which is attached to this Agreement, and include any other related installation items that may be required; and
2. Furnish, erect, and maintain any barricades, signs and traffic handling devices, in accordance with the latest Texas Manual of Uniform Traffic Control Devices (MUTCD) and to the satisfaction of the State related to this project, as may be required to protect the safety of the public; and
3. Conduct periodic inspections of the Gateway Monument as deemed necessary; and
4. Provide for the construction and maintenance of all associated appurtenances that are considered by the State to be a part of the project. The Local Entity further agrees to remove such items from the project's location and restore the area to the satisfaction of the State upon termination of this Agreement in accordance with Section 9.

B. The State agrees to:

1. Review and evaluate the Gateway Monument proposal submitted by the Local Entity with due consideration to safety (location, potential for motorist distraction, accessibility for maintenance, etc.), aesthetics, community support and maintainability; and
2. Coordinate with other State Divisions, as appropriate, as well as interact with the Federal Highway Administration (FHWA) for input, review and approval; and
3. Cooperate with the Local Entity to determine the requirements for barricades, signs, and traffic handling devices to be used by the Local Entity during the construction and maintenance of the Gateway Monument; and
4. Provide maintenance access to the project location for the Local Entity or for its Contractor or group, and if possible, from outside the highway right of way; and
5. Conduct periodic inspections of the Gateway Monument as deemed necessary.

C. The Local Entity and State further agree that nothing contained in this Agreement will be construed to:

1. Give either party the power to direct and control the day-to-day activities of the other; or
2. Constitute the parties as partners, joint venturers, co-owners, or otherwise as participants in a joint or common undertaking; or allow either party to create or assume any obligation on behalf of the other party for any purpose whatsoever.

SECTION 4. DESIGN AND PLACEMENT OF GATEWAY MONUMENTS**A. Gateway Monuments shall be designed and placed so as to:**

1. Be freestanding.
2. Feature only the letters of the community name and/or officially adopted seal.
3. Include, if required by the State, approved protective graffiti coatings.
4. Be appropriate to its proposed setting and community context.
5. Be in proper size and scale with its surroundings.
6. Be composed of materials that are durable for the projected life span of the project.
7. Be located beyond the clear zone, for both main lane traffic and frontage road traffic.
8. Be located where maintenance can be safely performed, as specified in the Gateway Monument Agreement, and in conformance with State procedures.
9. Be subject to the review and approval of the State in consideration of design, size, and scale for appropriate integration on urban or rural highway features.

B. Gateway Monuments shall not:

1. Be allowed within the center median areas of interstate highway rights-of-way.
2. Contain religious, political, special interest, private, or commercial messages of any sort, including, but not limited to, symbols, logos, business names, trade names, jingles, or slogans.
3. Contain any displays of any sort, advertising, decorative banners, flags, or flag poles.
4. Display telephone numbers, street addresses, or Internet addresses.
5. Interfere with airspace above the roadway.
6. Create a distraction to the motoring public; for example, the Gateway Monument shall be large enough to interpret at highway speed, but not be so large that it demands attention from the motorist.
7. Include reflective or glaring surface finishes.
8. Include illumination that impairs or distracts the vision of transportation system users. Other lighting may be permitted.
9. Display blinking or intermittent or moving lights, including changeable message signs, digital displays, or lighted static displays such as LED.
10. Include moving elements (kinetic art) or simulate movement.
11. Include water features of any sort.
12. Interfere with official traffic control devices, nor interfere with the operational right-of-way above the roadway.
13. Be placed within State right-of-way upon trees, or painted or drawn upon rocks or other existing natural features.
14. Make use of or simulate colors or combinations of colors usually reserved for official traffic control devices described in the Texas Manual on Uniform Traffic Control Devices.
15. Require the removal of trees or other vegetation for visibility, or harm trees during construction. Pruning of tree branches or roots, and removal of shrubs should be avoided.
16. Negatively impact existing highway features, including existing signs, irrigation systems, necessary drainage patterns, and facilities.

SECTION 5. MAINTENANCE

The Local Entity shall provide regularly scheduled maintenance, as described in **Attachment "B,"** the Local Entity's Final Gateway Monument Proposal, for its projected lifespan. Maintenance shall include, but not be limited to, restoration work to maintain the integrity of the approved Gateway Monument, maintenance of any associated landscaping or lighting, and graffiti removal. Gateway Monuments shall be kept clean, free of graffiti, and in good repair. Graffiti removal shall conform to the most current State policies and guidelines, which require prompt removal of offensive messages and timely removal of all other graffiti. Maintenance practices of the Local Entity or its agent shall protect air and water quality as required by federal and state law.

SECTION 6. MONUMENT REMOVAL

The Local Entity shall remove the Gateway Monument covered by this agreement, if in the opinion of the State, it creates safety or operational concerns due to deterioration or inadequate maintenance or upon termination of the main Gateway Monument Agreement. The State will notify the Local Entity when it has determined that the Gateway Monument requires special attention. In the event the Local Entity fails to maintain, repair, rehabilitate, or remove the Gateway Monument in a timely manner, the State may choose to remove the Gateway Monument after thirty (30) days following notification to the Local Entity, and bill the Local Entity for all costs of removal and restoration of the area.

The State reserves the right to remove the Gateway Monument due to construction, rehabilitation, violation of the terms of this agreement, or other necessary activities affecting the transportation facilities without any obligation, compensation to, or approval of the Local Entity. The State will strive to notify the Local Entity of its intent to remove the Gateway Monument to allow for timely removal and salvage by the Local Entity, if possible.

The State reserves the right to remove or alter any Gateway Monument that presents an immediate safety hazard to the public without delay or advanced notification to the Local Entity.

SECTION 7. USE OF CONTRACTOR OR GROUP

The Local Entity shall have the right to engage any responsible Contractor or group to perform or provide any portion of the Local Entity's Gateway Monument activities specified in this Agreement. However, notwithstanding this provision, the Local Entity shall continue to remain responsible to the State to ensure performance of all its duties and responsibilities specified in this Agreement. The Local Entity shall ensure that any Contractor or group complies with all provisions of this agreement, and federal, state, and local laws, and regulations as may be applicable.

In the event the Local Entity engages a Contractor to perform Gateway Monument construction or maintenance activities under this Agreement, the Local Entity shall ensure that said Contractor shall indemnify the State for any and all damages and claims for damages by said Contractor, its employees, agents, or representatives, including any claims resulting from bodily injury or death to others, or, for loss of or damage to property of others, arising out of, incident to, or in any manner connected to Gateway Monument construction or maintenance

activities, and, for any or all liability arising from the negligent acts of said Contractor, its employees, agents, or representatives.

In the event the Local Entity engages and approves a responsible group to perform Gateway Monument construction or maintenance activities under this Agreement, the Local Entity shall require and ensure that said Contractor or group follow all the terms of this Agreement as well as all Attachments.

SECTION 8. INDEMNIFICATION

The Local Entity and the State each acknowledge responsibility for the acts, deeds, errors and omissions of its own employees. The parties agree that the Texas Tort Claims Act pertaining to governmental liability for tortious conduct and/or property damage shall apply to this Agreement.

The Local Entity shall also indemnify and save harmless the State from any and all expense, including, but not limited to, attorney fees, which may be incurred by the State in litigation or otherwise resisting a claim or liabilities that may be imposed on the State as a result of error, omission, or act of the Local Entity, its agents, or its employees.

SECTION 9. TERMINATION

This Agreement may be terminated under any of the following conditions:

- A. By mutual written agreement and consent of both parties; or
- B. By either party upon giving the other party thirty (30) days prior written notice; or
- C. By the State, in the event the State determines that the Gateway Monument is not in the best interest of the traveling public.

If either party terminates this Agreement, as provided herein, the Local Entity will be responsible for repair or removal of the Gateway Monument. In the event that the Local Entity does not provide the repair or removal services, the State may remove or repair the Gateway Monument and shall be entitled to reimbursement from the Local Entity for any reasonable costs incurred by the State to restore the State's right of way to its original condition.

SECTION 10. AMENDMENTS

Amendments to this Agreement shall be in writing and shall be executed by both parties.

SECTION 11. AUDIT

The state auditor may conduct an audit or investigation of any entity receiving funds from the state directly under the contract or indirectly through a subcontract under the contract. Acceptance of funds directly under the contract or indirectly through a subcontract under this contract acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.

SECTION 12. SUCCESSORS AND ASSIGNS

Subject to the provisions of Section 7, the Local Entity shall not assign or otherwise transfer its rights and obligations under this Agreement except with prior written consent of the State, and any prohibited assignment or transfer shall be null and void.

SECTION 13. REMEDIES

This Agreement shall not be considered as specifying the exclusive remedy for any default. All legal remedies may be pursued by either party and shall be cumulative.

SECTION 14. INSURANCE

If this agreement authorizes the Local Entity or its contractor to perform any work on State right of way, before beginning work, the entity performing the work shall provide the State with a fully executed copy of the State's Form 1560 Certificate of Insurance verifying the existence of coverage in the amounts and types specified on the Certificate of Insurance for all persons and entities working on the State right of way. This coverage shall be maintained until all work on the State right of way is complete. If coverage is not maintained, all work on State right of way shall cease immediately, and the State may recover damages and all costs of completing the work.

SECTION 15. NOTICES

All notices to either party by the other under this Agreement shall be delivered personally or sent by U.S. mail, postage prepaid, addressed to such party at the following addresses:

STATE : Texas Department of Transportation District Engineer (mailing address) _____ _____, Texas _____	LOCAL ENTITY: City of <u>Lockhart</u> Attn: <u>Parks & Recreation Department</u> <u>PO Box 239</u> <u>Lockhart, TX 78644</u>
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SECTION 16. GRATUITIES

Texas Transportation Commission policy mandates that employees of the State shall not accept any benefits, gifts, or favors from any person doing business or who reasonably speaking may do business with the State under this Agreement. Any person doing business with or who may reasonably speaking do business with the State under this Agreement may not make any offer of benefits, gifts or favors to State employees. Failure on the part of the Local Entity to adhere to this policy may result in the termination of this Agreement.

SECTION 17. INCORPORATION OF PROVISIONS

Attachments “A” and “B” are made part of this contract. The parties shall comply with the provisions of Attachments “A” and “B” as if they were set forth in full within the body of this contract.

SECTION 18. SIGNATORY WARRANTY

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THEREFORE, the Parties have executed this Agreement in duplicate originals.

THE CITY OF Lockhart

THE STATE OF TEXAS

By: _____
Title: _____
Date: _____

Certified as being executed for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by The Texas Transportation Commission

Attest: _____
City Clerk

By: _____
District Engineer
_____ District
Date: _____

Approved as to form:

City Attorney

List of Attachments:

- “A” – Project Map for Gateway Monument**
- “B” - Local Entity’s Final Gateway Monument Proposal**

RESOLUTION 2024-25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS, AUTHORIZING THE ADOPTION OF THE PROPOSED DESIGNS OF THE GATEWAY MONUMENT AND WAYFINDING SIGNAGE AS DEPICTED IN THE 2022 WAYFINDING MASTER PLAN, AND REQUESTING INSTALLATION WITHIN THE OPERATIONAL HIGHWAY RIGHT-OF-WAY.

WHEREAS, the city has jurisdiction over the proposed Gateway Monument and Wayfinding Sign locations; and

WHEREAS, the city has approved the Gateway Monument and Wayfinding Sign designs; and

WHEREAS, the city assumes all costs associated with the Gateway Monument and Wayfinding Sign installations; and

WHEREAS, the city assumes all responsibility for maintenance of the Gateway Monument and Wayfinding Signs, associated landscaping, and lighting; and

WHEREAS, the city has allocated funds to begin the Gateway Monument and Wayfinding Sign installation project immediately.

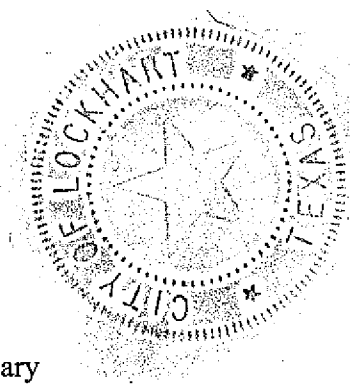
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS, that:

City Council approves the adoption and installation of the proposed Gateway Monument and Wayfinding Signage as depicted in the 2022 Wayfinding Master Plan. Attached as Exhibit A.

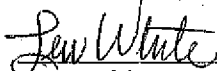
PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS, ON THIS THE 17th DAY OF SEPTEMBER 2024.

Attest:


Julie Bowermon, City Secretary



CITY OF LOCKHART

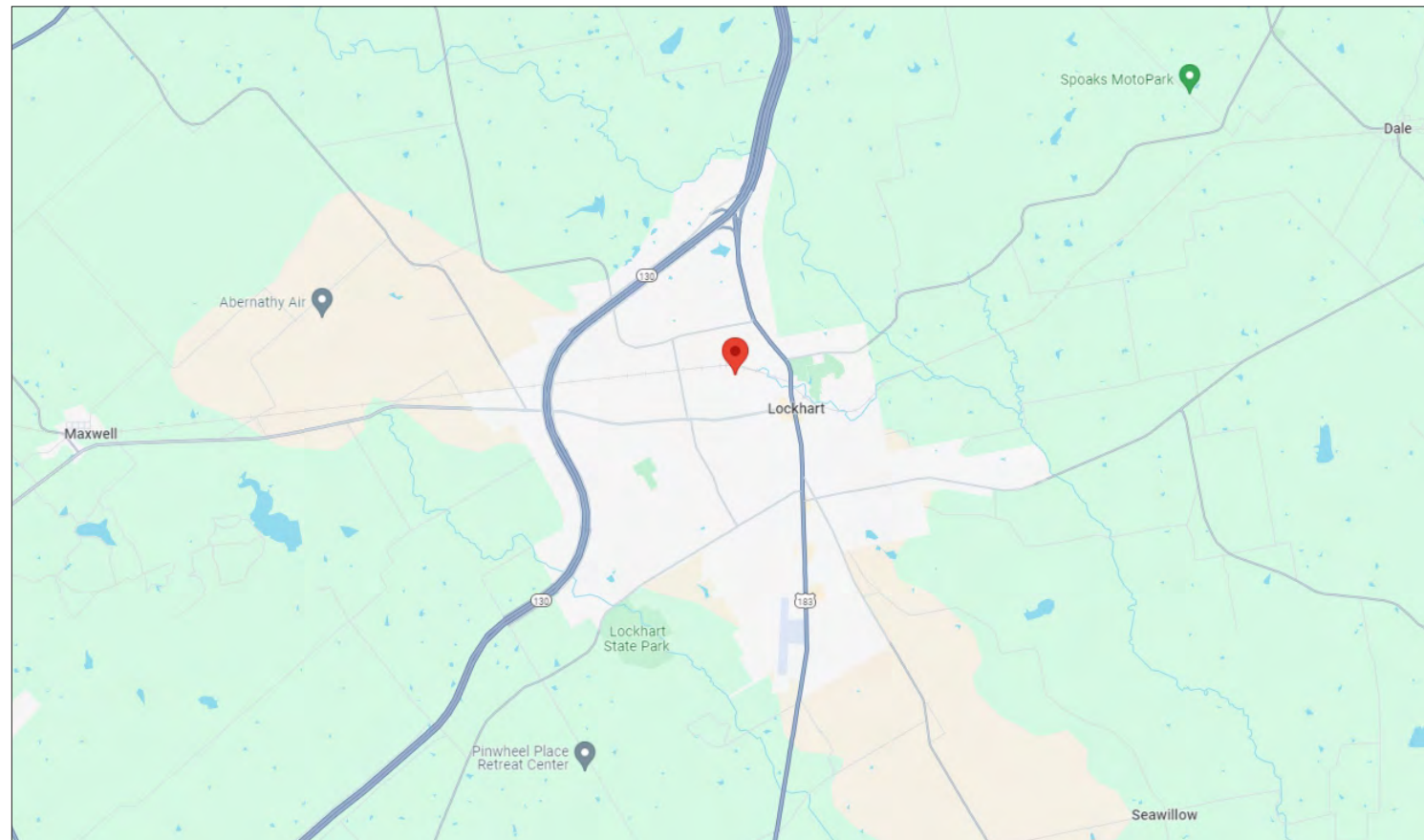

Lew White, Mayor

APPROVED AS TO FORM:


Brad Bullock, City Attorney

LOCKHART PARKS & REC

Gateway Sign Package



705 Wichita St, Lockhart, TX 78644





Job Name:

Lockhart Gateway Signs

■ Proposal Drawing
□ Final Drawing

Client: Lockhart Parks & Rec
Location: 705 Wichita St,
Lockhart, TX 78644
Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
File Name: 73875 R2 -
Lockhart Parks & Rec -
Lockhart Gateway Signs -
Lockhart Tx.cdr

Proposal #: 73875

Job #: n/a

Revisions (M/D/Y)-(initials): desc.



TDLR: 18010 • MET: E113766

Corporate Office
5003 Stout Drive
San Antonio, TX 78219
(210) 341-7244

Dallas
2703 Mockingbird Lane
Dallas, TX 75235
(972) 870-1594

Houston
7630 Hansen Road
Houston, TX 77061
(713) 943-1831

Austin
11209 Conroy Ln.
Austin, TX 78652
(512) 374-9300

Tyler
2971 Elkton Trail
Tyler, TX 75703
(903) 561-4995



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CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

Job Name:

Lockhart Gateway Signs

☒ Proposal Drawing
☐ Final Drawing

Client: Lockhart Parks & Rec
Location: 705 Wichita St,
Lockhart, TX 78644
Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
File Name: 73875 R2 -
Lockhart Parks & Rec -
Lockhart Gateway Signs -
Lockhart Tx.cdr

Proposal #: 73875

Job #: n/a

Revisions (M/D/Y)-(initials): desc.



TDLR: 18010 • MET: E113766

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Dallas, TX 75235
(972) 870-1594

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Houston, TX 77061
(713) 943-1831

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Austin, TX 78652
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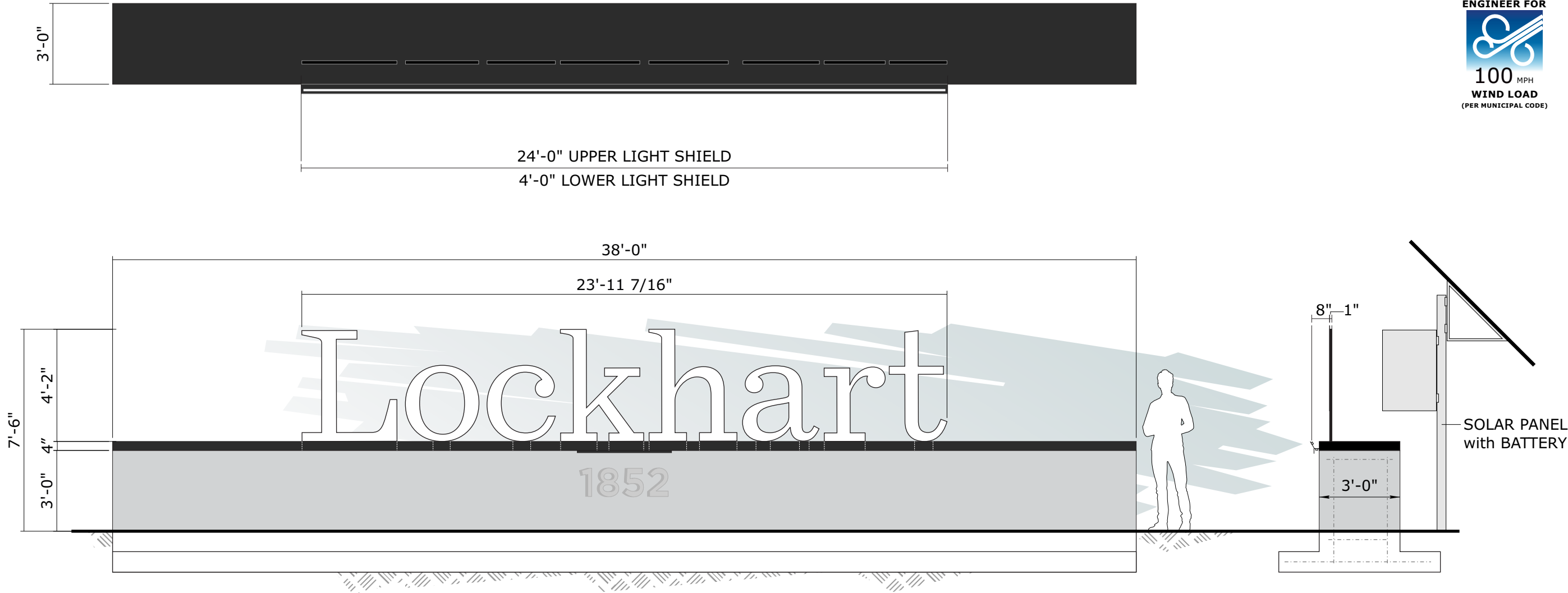
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A

GATEWAY SIGN @ HWY 130 (NORTH)

Scale: 1/4" = 1'-0"

QTY: ONE (1)

SCOPE: MF & INSTALL SIGN.

- CONCRETE BASE (FOOTER BURIAL DEPTH TBD) with
- ALUMINUM CAP/FRAME WITH LED UPLIGHTING/DOWNLIGHTING INCORPORATED TO FRONT. ANCHOR FRAME TO CONCRETE BASE with TAP-CON ANCHORS ALONG FRAME.
- 1/4" THK. ALUM. BRAKE FORMED LIGHT SHIELDS IN FRONT OF COPY. CAP ENDS.
- FREE-STANDING 1" ALUMINUM FCO LETTERS with WHITE FACES/BLACK RETURNS. THROUGH BOLT TO CAP FRAME with NON-CORROSIVE HARDWARE. LETTER FORM EXTENDS BELOW CAP.
- ALL FINISHES TO HAVE U.V. PROTECTIVE COATING APPLIED.
- "1852" DATE MOLDED INTO CONCRETE BASE.
- ILLUMINATE COPY with PRINCIPAL STREET WRAP FLEX POD WHITE LEDs MOUNTED TO SHIELD. REMOTE POWER SUPPLIES with SOLAR POWERED PRIMARY.
- ALL LANDSCAPING by OTHERS



**FIELD SURVEY REQUIRED
PRIOR TO PRODUCTION**

CUSTOMER APPROVAL

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Lockhart
1852

SIMULATED NIGHT VIEW WITH UPLIGHTING

Scale: 1/4" = 1'-0"

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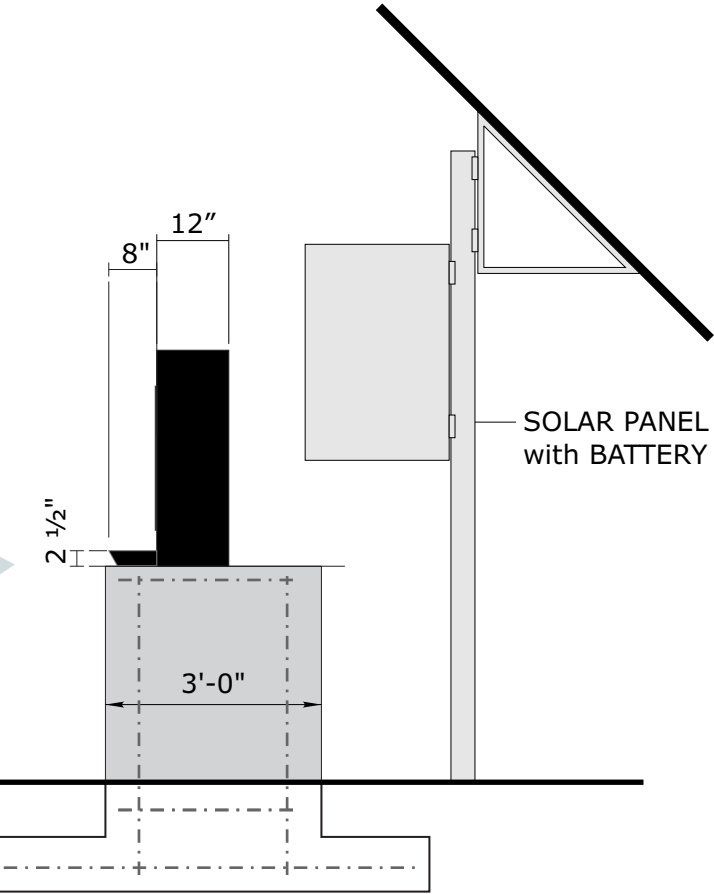
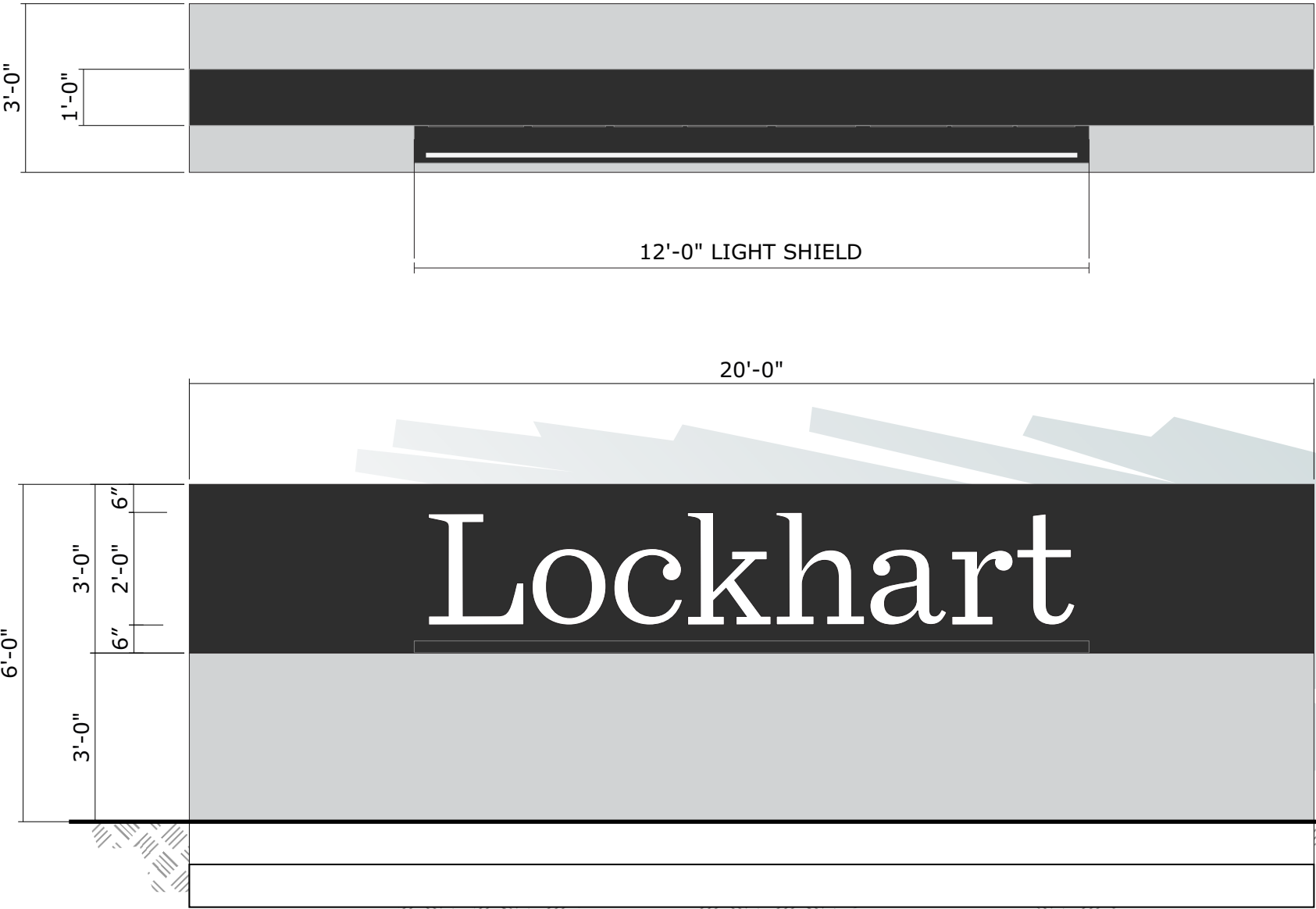
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B
C
D

GATEWAY SIGN @ HWY 183 (SOUTH), HWY 142 (WEST) and SH 130 (SOUTHWEST)

QTY: ONE (1) EACH, THREE TOTAL

Scale: 3/8" = 1'-0"

SCOPE: MF & INSTALL SIGN.

- CONCRETE BASE (FOOTER BURIAL DEPTH TBD) with TROUGH FOR LED UPLIGHTING
- ALUMINUM SIGN SIGN CABINET WITH 1/4" ALUMINUM FCO LETTERS FLUSH MOUNTED
- FABRICATED ALUMINUM LIGHT SHIELD IN FRONT OF COPY MOUNTED TO CONCRETE BASE.
- ALL FINISHES TO HAVE U.V. PROTECTIVE COATING APPLIED.
- ILLUMINATE COPY with PRINCIPAL STREET WRAP FLEX POD WHITE LEDs MOUNTED TO SHIELD. REMOTE POWER SUPPLIES with SOLAR POWERED PRIMARY.
- ALL LANDSCAPING by OTHERS



 **FIELD SURVEY REQUIRED PRIOR TO PRODUCTION**

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Lockhart

SIMULATED NIGHT VIEW WITH UPLIGHTING

Scale: 3/8" = 1'-0"

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SOLARSIGN
SOLAR POWERED LIGHTING SYSTEM



SIGN LOAD INFO

COMPONENT: 5W Flex Pod
TOTAL WATTAGE: 112.51 or 54.31
POWER OUTPUT: 24 VDC
NOTES:

Project: Monument Signs

Location: Lockhart TX
Part Number:
Lockhart 1 - SEPA800-HM(LED112)-MPT23/DCDC-PZ2
Lockhart 2 - SEPA800-QM(LED54)-MPT21/DCDC-PZ2
Project Manager: Liz Kerschner-Glorie
Date: 8/20/24
Notes:

SOLAR ELECTRIC POWER ASSEMBLY

SEPA	POWER	CURRENT	DIMENSIONS	WEIGHT	EPA
SEPA30	30 W	1.61	26.57"L x 14.08"W x 1.38"D	18	2.08
SEPA50	50 W	2.79	26.57"L x 21.02"W x 1.38"D	23	2.74
SEPA100	100 W	5.56 - 7.4	40.19"L x 26.25"W x 1.38"D	46	5.45
SEPA150	150 W	8.15 - 11.1	58.25"L x 26.57"W x 1.38"D	55	7.7
SEPA200	200 W	9.55 - 14.8	58.25"L x 26.57"W x 1.38"D	55	7.7
SEPA275	300 W	22.25	39"L x 64.57"W x 1.38"D	95	12.12
SEPA300	300 W	36.3 - 22.25	52.50"L x 58.25"W x 1.38"D	135	19.92
SEPA400	400 W	19.1 - 29.62	52.50"L x 58.25"W x 1.38"D	135	19.92
SEPA600	600 W	44.5	78"L x 64.57"W x 1.38"D	180	24.24

BATTERY ASSEMBLY

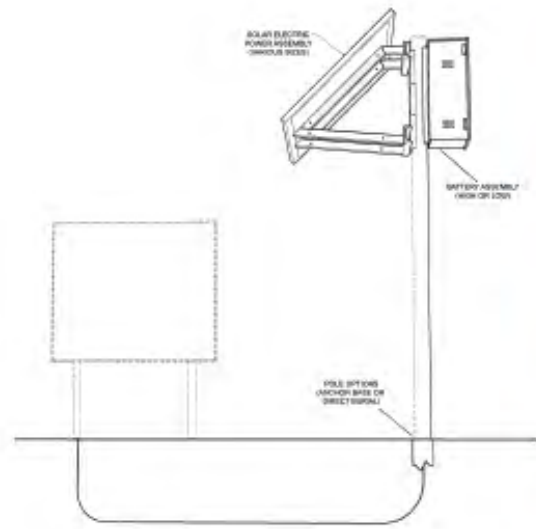
BATTERY	CURRENT (@ 12V)	BOX DIMENSIONS	WEIGHT
XS	36 A.H.	14"H x 14"W x 10"D	39
S	82 A.H.	14"H x 14"W x 10"D	66
M	112 A.H.	14"H x 14"W x 10"D	78
DS	164 A.H.	27"H x 14"W x 10"D	126
DM	224 A.H.	27"H x 14"W x 10"D	146
CS	328 A.H.	30"H x 14"W x 12"D	252
QM	448 A.H.	30"H x 14"W x 12"D	292
HS	492 A.H.	36"H x 14"W x 12"D	378
HM	672 A.H.	36"H x 14"W x 12"D	438
XM	896 A.H.	30"H x 14"W x 15"D	600

CONTROL OPTIONS

- ALC2 - See Chart
MPT2 3/1 - See Chart
RTC - Real Time Clock
ATC - Astronomical Time Clock
- 1 - Dark to Dawn (DTD)
2 - Dark Activated for ____ Hours (DAH)
3 - Split Time On ____ Off ____ Dawn

POLE OPTIONS

- PZ1 - PZ8 - Load Category 2
Pole Type: SG - Steel
AL - Aluminum
FC - Fiberglass Composite
CP - Concrete
Other -
Pole Base: AB - Anchor Base
DB - Direct Burial
Other -
Pole Height: 12' OAL
Pole Finish: Raw Alum



For illustration purposes only please request system elevation drawing for as built details.

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

APDB



ALUMINUM POLE DIRECT BURIAL

APDB Specifications

6061-T6 Extruded Aluminum Round Tubing (Structural)

Schedule 40 pipe conforms to ASTM B221, AMS-QQA-200/8

Meets ANSI C136.36A-2010

6061 - Transportation, structural pipe with resistance to corrosion

Nominal: 4" OD Min

Wall: 0.250"

Weight: 3.925 lbs per foot

Lengths available - Up to 24 Feet

Typical burial depths* per wind speed

16" diameter Augured Hole filled concrete

- 80 - 90MPH - 5 Feet
- 100 - 120MPH - 6 Feet
- 130 - 140MPH - 7 Feet
- 150 - 170MPH - 8 Feet

Consult Local P.E. to verify soil conditions

Project Name: _____
Project Notes: _____

PZ1 - PZ8 - Load Category _____
Pole Height - _____
Finish - _____

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615



Burial Depth

SEPCO™ assumes no responsibility as there are many variables in types of soil. Please consult a local P.E. for actual soil conditions. The guidelines above are for informational purposes only. Please consult a local registered P.E. to provide actual installed depth needed

CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

Job Name:

Lockhart Gateway Signs

■ Proposal Drawing
□ Final Drawing

Client: Lockhart Parks & Rec
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SEPA600

SOLAR ELECTRIC POWER ASSEMBLY



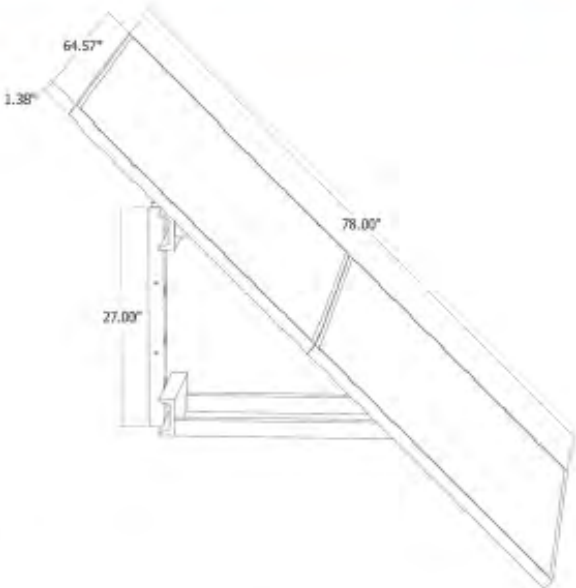
SEPA600 - Solar Electric Power Assembly 600 Watt

Features & Benefits

- Crystalline solar cells
- Aluminum frame for easy mounting
- Tempered glass for durability
- Fluoropolymer coating on the back of the panel
- 25-year warranty
- Manufactured and tested to UL 1703 / IEC 61215 / IEC 61730 CE

Module Specifications

Peak Power	Pmax (W)	600
Maximum Power Voltage	Vmp (V)	32.15
Maximum Power Current	Imp (A)	18.66
Open-Circuit Voltage	Voc (V)	39.61
Short-Circuit Current	Isc (A)	19.56
Dimensions	In. (M)	78 x 64.57 (1981 x 1640)
EPA @ 45°	Sq Ft	24.24



A SEPA600 double array consists of two 300-310 Watt modules, each mechanically fastened to a vented aluminum panel pan with stainless steel fasteners and utilizes the standard MC4 connectors.

The SEPA600 is also available with an optional full sheet metal backside protection.

The array has a 10-year warranty for 10% power loss and a 25-year warranty for 20% power loss. The solar array has a life cycle testing and actual field-proven life of over 30 years.

An all-aluminum, unique single support power bracket (45° only) consists of a substantial aluminum channel affording mounting to any pole or wall. Circumference welding of strong 2-1/4" aluminum tubing in a single support arrangement to provide maximum strength for wind loading.

The power bracket contains predrilled 11/16" mounting holes for up to 5/8" diameter mounting bolts. The bracket contains the unique "Through the Pole" wire hole for no exposed system wiring.

SEPCO solar electric power assemblies have proven themselves as the most rugged and robust design in thousands of installations worldwide since their introduction in 1994. SEPCO systems surpass all codes, compliances, and quality controls.

**Actual panel dimensions fluctuate depending on stock at time of ordering - power provided will always be equal to or greater than to sustain system design.

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

SEPA400

SOLAR ELECTRIC POWER ASSEMBLY



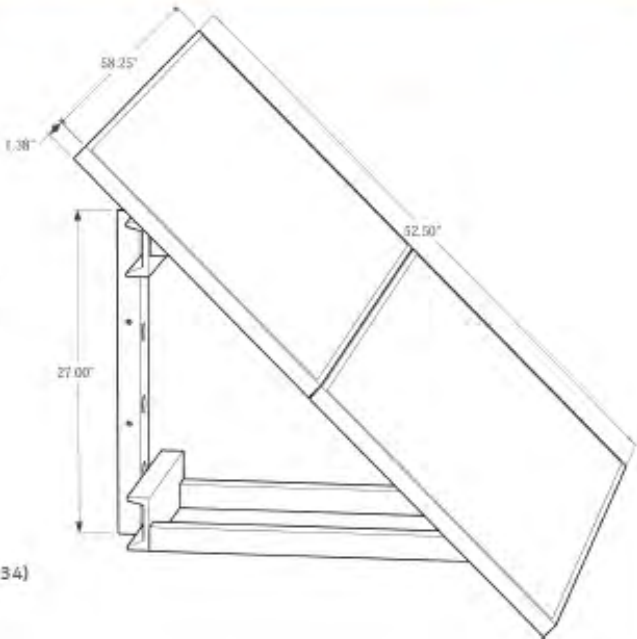
SEPA400 - Solar Electric Power Assembly 400 Watt

Features & Benefits

- Crystalline solar cells
- Aluminum frame for easy mounting
- Tempered glass for durability
- Fluoropolymer coating on the back of the panel
- 25-year warranty
- Manufactured and tested to UL 1703 / IEC 61215 / IEC 61730 CE

Module Specifications

Peak Power	Pmax (W)	400
Maximum Power Voltage	Vmp (V)	20.8
Maximum Power Current	Imp (A)	19.1
Open-Circuit Voltage	Voc (V)	24.4
Short-Circuit Current	Isc (A)	20.06
Dimensions	In. (M)	58.25 x 52.5 (1479 x 1334)
EPA @ 45°	Sq Ft	19.92



A SEPA400 double array consists of two 200-210 Watt modules, each mechanically fastened to a vented aluminum panel pan with stainless steel fasteners and utilizes the standard MC4 connectors.

The SEPA400 is also available with an optional full sheet metal backside protection.

The array has a 10-year warranty for 10% power loss and a 25-year warranty for 20% power loss. The solar array has a life cycle testing and actual field-proven life of over 30 years.

An all-aluminum, unique single support power bracket (45° Only) consists of a substantial aluminum channel affording mounting to any pole or wall. Circumference welding of strong 2-1/4" aluminum tubing in a single support arrangement to provide maximum strength for wind loading.

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Location: 705 Wichita St,
Lockhart, TX 78644
Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
File Name: 73875 R2 -
Lockhart Parks & Rec -
Lockhart Gateway Signs -
Lockhart Tx.cdr

Proposal #: 73875

Job #: n/a

Revisions (M/D/Y)-(initials): desc.



TDLR: 18010 • MET: E113766

Corporate Office
5003 Stout Drive
San Antonio, TX 78219
(210) 341-7244

Dallas
2703 Mockingbird Lane
Dallas, TX 75235
(972) 870-1594

Houston
7630 Hansen Road
Houston, TX 77061
(713) 943-1831

Austin
11209 Conroy Ln.
Austin, TX 78652
(512) 374-9300

Tyler
2971 Elkton Trail
Tyler, TX 75703
(903) 561-4995



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HM

672 AMP HOUR BATTERY ASSEMBLY



HM - 672 Amp Hour Battery Assembly

Features & Benefits

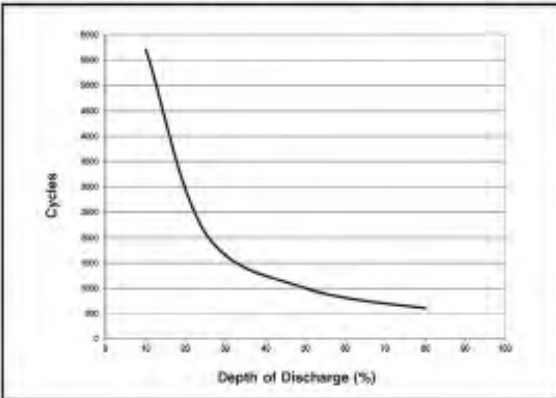
- Maintenance-free Gel-Cell batteries
- NEMA 3R vented aluminum battery box w/ lock
- Welded back mounting channel
- Plug and play wiring
- Through pole wiring for no exposed wires
- Non-Spillable
- 5-year pro-rated warranty

Battery Specifications

Bulk Charge	Max Current	30% of 20 Hr Rate
Absorption (Regulation)	Constant Voltage	2.35-2.40 vpc
Float Charge	Constant Voltage	2.25 vpc +/- 0.01
Equalize Charge	Constant Voltage	2.4-2.43 vpc
Temperature Coefficient	0.003 v/°C	
Dimensions Each Battery	In (mm)	12.83 (326) x 6.56 (167) x 9.24 (235)
Dimensions of Cabinet		36 (915) x 24 (610) x 10 (305)

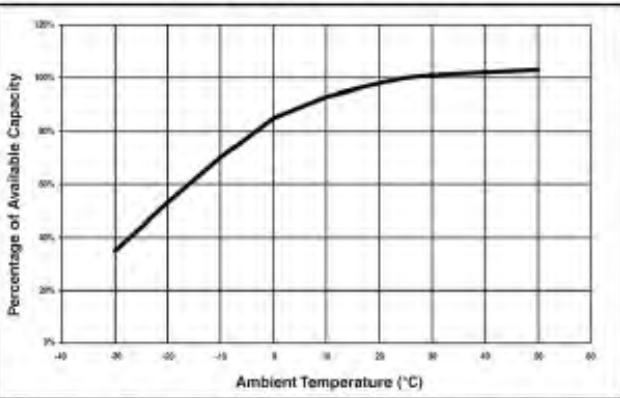


Cycle Life vs Depth of Discharge at +25°C (77°F)*



Cycle Chart applies to types with similar design characteristics, ex. 24, 27, 31.

Capacity vs. Operating Temperature



Capacity vs. Operating Temperatures: Above are the changes in capacity for wider ambient temperature range, giving the available capacity, as a percentage of the rated capacity, at different ambient temperatures. The curves show the behavior of the battery after a number of cycles.



Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

QM

448 AMP HOUR BATTERY ASSEMBLY



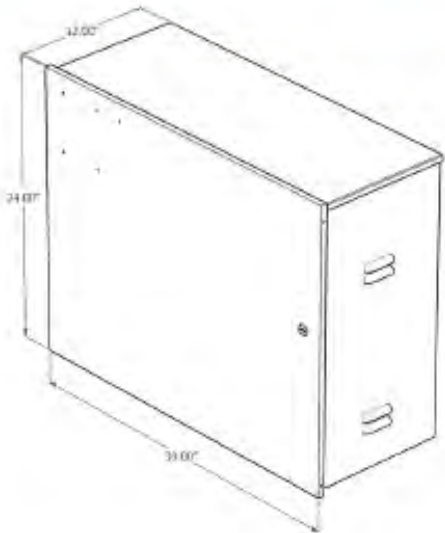
QM - 448 Amp Hour Battery Assembly

Features & Benefits

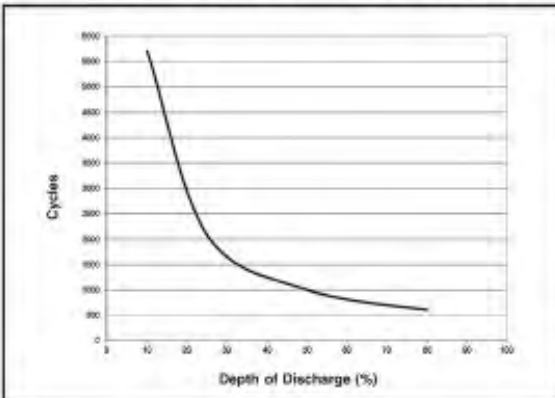
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Equalize Charge	Constant Voltage	2.4-2.43 vpc
Temperature Coefficient	0.003 v/°C	
Dimensions Each Battery	In (mm)	12.83 (326) x 6.56 (167) x 9.24 (235)
Dimensions of Cabinet		24 (610) x 30 (762) x 10 (305)

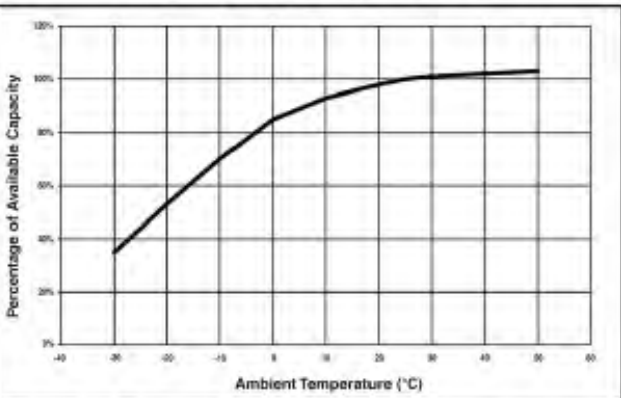


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CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

Job Name:

Lockhart Gateway Signs

■ Proposal Drawing
□ Final Drawing

Client: Lockhart Parks & Rec
Location: 705 Wichita St,
Lockhart, TX 78644
Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
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DCDC2
MAXIMUM POWER POINT TRACKER



Features & Benefits

- Up to 100 W isolated output
- Rugged metal enclosure with integrated heat sink
- 4:1 input range (9~36 Vdc, 18~75 Vdc)
- Single output from 3.3~48 Vdc
- 1,500 Vdc isolation
- Over-current, over-temperature, over-voltage, and short circuit protections
- Remote on/off
- Efficiency up to 84%



The SEPCO DC to DC converter is a rugged chassis mount dc-dc converter featuring an integrated heat sink for improved thermal performance. The aluminum heat sink allows the unit to operate at higher temperatures with a minimal amount of airflow. With an ultra-wide 4:1 input range, these high-power dc-dc converters are ideal when being driven from a fluctuating device such as a battery which exhibits wide voltage swings during charging and discharging conditions.

Specifics:	
Voltage - Input (Min)	9V
Voltage - Output (Max)	36V
Number of Inputs	1
Voltage - Output	12 or 24V
Current - Output (Max)	8.3A or 4.17A
Power (Watts)	up to 100 Watts
Operating Temperature	-40°C ~ 85°C
Efficiency	81.5%
Mounting Type	Chassis Mount
Size / Dimensions	4.25" L x 4.00" W x 1.50" H (108.0mm x 101.6mm x 38.1mm)

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MPPT2
MAXIMUM POWER POINT TRACKER



Features & Benefits

- The encapsulated case provides waterproof sealed housing, IP68
- Outstanding system efficiency, 12 or 24 VDC
- Auto-protect functions: 2 voltage disconnects along with automatic low battery dimming
- Intelligent timing and dimming functions for flexible lighting control
- Internal battery temperature compensation
- Integrated data logger
- LED adaptive load output
- MPPT2 delivers 30 Amps of charge current



The MPPT2 is a commercial-grade charge controller with innovative maximum power point tracking technology that is suitable for all SEPCO LED lighting applications. It features a multi-LED system status display. This high-quality charge/load controller is packed with amazing load features such as flexible load timer functions, low-voltage disconnect, high-voltage disconnect, automatic low battery dimming. The MPPT2 allows for up to a 30% gain over standard PWM controllers and can provide up to 2 years of data logging.

The MPPT2 has no moving parts, switches, or buttons. It can be exposed to extreme weather / environmental conditions due to our encapsulation to prevent corrosion. SEPCO programs each MPPT2 to your project operating parameters, options listed in the table below.

Our sealed controller simply plugs into the system wire harness in the battery assembly. This feature eliminates the risk of damage from external influences (corrosion, dust, water, bugs, chemicals, incorrect wiring). The MPPT was developed in accordance with well-established standards incorporating the latest technology, highest-quality, and best possible cost / performance ratio.

System Voltage	12/24 V Auto Recognition	Grounding	Negative Ground
Max Charge / Load Current	30A	Ambient Temperature	-40 to +60 °C
Max PV Input Power	400 W @ 12 V, 800W @ 24 V	Max Height	4,000 m above sea level
Float Charge	13.8 / 27.6V (25° C)	Battery Type	Sealed GEL
Main Charge	14.4 / 28.8 V (25° C), 30 min. (daily)	Adjustment Range:	0 ~ 15 h / 0 ~ 14 h
Boost Charge	14.4 / 28.8 V (25° C), 2 hour	Evening / Morning Hours	2.5 ~ 10V / 5.0 ~ 20.0 V (adjust step 0.5 / 1.0 V)
	Activation: battery voltage < 12.3 / 24.6 V	Night / Day Detection	4.0 ~ 11.5V / 8.0 ~ 23.0V (adjust step 0.5 / 1.0 V)
Deep discharge protection		Data Logger	2 Years
Cut-off Voltage	11 ~ 12V / 22 ~ 24V	Wire Length	20 cm
Reconnect Level	12.8 / 25.6V	Dimensions (L x W x H)	5.1 x 5.9 x 1.8 in / 130 x 150 x 45mm
Overvoltage Protection	15.5 / 31.0V	Weight	2 lbs 5 oz / 1050g
Undervoltage Protection	10.5 / 21.0V	Wire Cross Section	14 AWG / 2.5mm²
Max Panel Voltage	85V	Type of Protection	IP68
Min Panel Voltage	17 / 34V	Control Values	0 ~ 100% output power
Temperature Compensation	-4.2 mV/cell * K	Control Line Voltage	0 ~ 10 VDC (max 1 mA)
(Charge Voltage)	15 mA at 12V	Impedance	1,000 Ohm
Idle Self Consumption	8 mA at 24V		

MPPT Load Control Annotations

- | | |
|--|---------------------------------------|
| 1 - Dusk to Dawn (DTD) | 6 - DTD Dim, Motion to Full Intensity |
| 2 - Dusk Activated for ____ Hours (DAT) | 7 - DTD Off, Motion On |
| 3 - Split Time On ____ Off, On ____ Dawn | 8 - Always On Operation |
| 4 - DAT ____ Dim for Remainder of Night | 9 - Custom Configuration |
| 5 - DAT ____ Dim, Full Intensity ____ Dawn | |

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CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discuss renewal of the Cemetery Maintenance Agreement with Maintenance Management, LLC.

ORIGINATING DEPARTMENT AND CONTACT: Parks & Recreation - Travis Hughes

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: The City has an annually renewable Cemetery Maintenance Agreement with Maintenance Management, LLC to conduct mowing, tree trimming and general maintenance of the City Burial Park and Hooks Cemetery. The service area is approximately 35.6 acres and is to be mowed and trimmed 22–24 times per year. This has been a satisfactory agreement and City Staff recommends renewal of the contract.

PROJECT SCHEDULE (if applicable): January 1, 2025 through December 31, 2025

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$72,698

Account Number: 100-5632-299-00

Funds Available: \$72,698

Account Name: Other Contracts & Services

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: Council approved the original 5-year contract on November 10, 2009, and has made annual renewals since that time.

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Approve contract renewal

LIST OF SUPPORTING DOCUMENTS: Cemetery Maintenance Agreement 2025, 2009 Cemetery Maintenance Contract Bid and Contract Packet-Gene Bagwell

STATE OF TEXAS

)

CITY OF LOCKHART

)

CALDWELL COUNTY

)

CONTRACT RENEWAL

Mr. Gene Bagwell d/b/a Maintenance Management
625 Pioneer Trail
San Marcos, Texas 78666

Re: Seventh Renewal of Lockhart Cemeteries Maintenance Contract Agreement

Initial Term: January 1, 2010 through December 31, 2014
First Renewal Term: January 1, 2015 through December 31, 2019
Second Renewal Term: January 1, 2020 through December 31, 2020
Third Renewal Term: January 1, 2021 through December 31, 2021
Fourth Renewal Term: January 1, 2022 through December 31, 2022
Fifth Renewal Term: January 1, 2023 through December 31, 2023
Sixth Renewal Term: January 1, 2024 through December 31, 2024
Seventh Renewal Term: January 1, 2025 through December 31, 2025

Date: October 15, 2024

The Cemeteries Maintenance Contract described above was awarded to you on November 10, 2009. We have determined that you have performed in accordance with the requirements of the Contract.

Therefore, the City is exercising its option to renew the Contract year to year effective from January 1, 2025, through December 31, 2025. This renewal period is governed by the specifications, pricing, terms, and conditions set forth in the Cemeteries Maintenance Contract. Also, this Contract Renewal reflects the understanding of you and the City when the original Agreement was entered into, and rectifies the renewal language on page 8, section 1 of the Contract Agreement, that the first renewal term of the Lockhart Cemeteries Maintenance Contract Agreement is for five (5) years and thereafter year to year at the City's discretion.

The Contract amount price set forth in this Renewal will be in the amount of \$72,698 and includes the mowing and maintenance of all grounds within Lockhart Burial Park as well as Hooks Cemetery. This Contract amount is subject to price adjustments at the beginning of the City's fiscal year (October 1) based on the "June" Consumer Price Index as published by the U.S. Department of Labor, Bureau of

Labor Statistics. Any such adjustments may not increase fees more than 3% and must be presented to the City in writing at least 90 days prior to October 1, 2025.

I hereby acknowledge acceptance of this Contract Renewal, and I agree to be bound by all requirements, terms, and conditions as set forth in the Lockhart Cemeteries Maintenance Contract Agreement and this Contract Renewal.

CONTRACTOR

Mr. Gene Bagwell d/b/a Maintenance Management

Date

CITY OF LOCKHART

Lew White, Mayor

Date

Attest:

Julie Bowerman, City Secretary

Date

City C: folder
Gene Bagwell

CITY OF LOCKHART

REQUEST FOR PROPOSALS and CONTRACT

The City of Lockhart is soliciting proposals with a base bid for maintenance of portions of the City of Lockhart Memorial Burial Park.

The intent of this RFP is to establish an agreement with a qualified contractor with at least three (3) years of verifiable experience with references in providing general mowing and grass edging services for cemeteries.

Designate on the front, lower, left hand corner of your response envelope, the following:

Proposal Reference Number: Cemetery 10-07-09

Subject: Cemetery Maintenance Proposal

Deadline for Submittal of Proposal: Wednesday, October 7, 2009, at 2 pm

Proposal Packet Non-Refundable Deposit

A non-refundable deposit of \$ 100.00 will be required for each numbered Request of Proposals Packet.

Mandatory Pre-bid Meeting

There will be mandatory pre-bid meeting answer questions and clarify any issues regarding the request for proposals. Interested contractors must have obtained a proposal packet. Bids will not be accepted from contractors who do not attend this meeting.

Where: City Hall, 308 W. San Antonio, Lockhart, Texas 78644

When: Thursday, October 1, 2009, at 2 pm

TABLE OF CONTENTS

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INSTRUCTIONS TO PROPOSERS

1. PROPOSAL SUBMISSION ADDRESS AND DEADLINE

Completed proposals will be received in the Office of the City Secretary, City Hall, 308 W San Antonio Street, Lockhart, Texas 78644 or mailed to P O Box 239 until the proposal submission deadline on Wednesday, October 7, 2009, 2:00 pm, as stated on the cover page. Proposal responses received after the closing time and date will be returned to the sender unopened.

If you do not wish to respond at this time, but wish to remain on the proposers list for this service or commodity, please submit a "No Proposal" by the same time and date at the same location as stated for proposals. If you wish to be removed from the proposers list, or changed to a list for another service or commodity, please advise us in writing.

2. SIGNATURES

All proposal responses are required to be signed by an authorized representative of the proposing entity. See Authority to Quote section. Proposal responses received unsigned will not be considered.

3. ALTERING PROPOSALS

Proposals cannot be altered, amended or withdrawn by the proposer after the submission deadline. Any interlineations, alterations, or erasure made before this deadline, must be initialed by the signer of the proposal, guaranteeing authenticity.

4. PROPOSAL WITHDRAWAL OR REJECTION

The City reserves the right to withdraw the request for proposals for any reason or to reject any or all proposals or parts of all of any specific proposal or proposals. The City further reserves the right to accept part of all of any specific proposal or proposals.

5. LATE PROPOSALS

The City of Lockhart is not responsible for lateness of non-delivery of mail, carrier, etc. to the City, and the time and date recorded in the City Secretary's Office shall be the official time of receipt.

6. PRICES HELD FIRM

All prices quoted by the proposer will remain firm for a minimum of 90 days from the date of the opening unless otherwise specified by the City or the proposer.

7. IDENTICAL PROPOSALS

In the event of two or more identical proposals, the contract will be awarded as prescribed by Chapter 271, Subchapter Z, Section 271.901 of Vernon's Texas Codes Annotated.

8. DEVIATION FROM SPECIFICATIONS

Any deviations from specifications and alternate proposals must be clearly shown with complete information provided by the proposer. They may or may not be considered by the City.

9. WARRANTY

Guarantees and warranties (if applicable) should be attached as a part of the proposal as they may be a consideration in awarding the contract.

10. DURATION OF CONTRACT

The successful proposer will be awarded a contract effective January 1, 2010, for five (5) years. Negotiated contract prices must be firm for the entire contract period as specified. At the City's option, the contract may be renewed for up to (5) additional twelve (12) month periods and thereafter year to year at the City's discretion.

11. CONTRACT PRICE ADJUSTMENTS

The base cost of services under this contract may be subject to price adjustments (Not to exceed 3% for increases and decreases) at beginning of each City fiscal year (October 1) based on the "June" Consumer Price Index (CPI) as published by the U.S. Department of Labor, Bureau of Labor Statistics. Any such adjustments may not increase more than 3% or decrease more than 3%. Should funds for this contract at any time not be available for the City's forthcoming fiscal year, then the contract will terminate at the end of that current fiscal year with the City providing thirty (30) days written notice. The contractor may ninety (90) days before October of each year of the contract period request in writing a contract adjustment increase due to fuel cost increases. If such an increase is granted by the Council, the effective day would be October 1 of that year. The City may also adjust the contract due to lower fuel costs with the same notice requirements to the contractor.

12. TERMINATION OF CONTRACT

The City may terminate this agreement by giving the contractor thirty (30) days written notice. Upon delivery of such notice by the City to the Contractor, the Contractor shall discontinue all services in connection with the performance of **this agreement** and shall proceed to cancel promptly all existing orders and contracts insofar as such orders of contracts are chargeable to this agreement. As soon as practicable after receipt of notice of termination, the contractor shall submit a statement, showing in detail the services satisfactorily performed under this agreement to the date of termination. The City shall then pay the Contractor that portion of the **prescribed charges**.

13. ASSIGNMENT

The successful proposer's rights and duties awarded by the contract may not be assigned to another without written consent of the City signed by the City's authorized agent. Such consent shall not relieve the assigner of the liability in the event of default by the assignee.

14. PROPOSAL AMBIGUITY

Any ambiguity in the proposal as a result of omission, error, lack of clarity or non compliance by the proposer with specifications, instructions, and all conditions of proposing shall be construed in the favor of the City.

15. CHANGE ORDERS

No oral statement of any person shall modify or otherwise change, or affect the terms, conditions, or specifications stated in the resulting contract. All change orders to the contract will be made in writing and shall not be effective unless signed by an authorized officer of the City.

16. MODIFICATIONS AND AMENDMENTS

The City shall have the right to modify the specifications prior to the proposal submission deadline and will endeavor to notify all potential proposers that have received a copy of the proposal specifications, but failure to notify shall impose no obligation of liability on the City.

17. LIENS

The successful proposer agrees to and shall indemnify and save harmless the City against any and all liens and encumbrances for all labor, goods and services which may be provided under the City's request, by seller or seller's vendor(s) and if the City requests, a proper release of all liens or satisfactory evidence of freedom from liens shall be delivered to the City.

18. PATENT INDEMNITY

The successful proposer hereby warrants that the use or sale of the products and materials delivered hereunder will not infringe on the rights of any patent, copyright, or registered trademark, covering such materials and the successful proposer agrees to indemnify and hold harmless the City for any and all costs, expenses, judgments and damages which the City may have to pay or incur.

19. GRATUITIES/BRIBES

The City may, by written notice to the successful proposer, cancel this contract without liability to the proposer if it is determined by the City that gratuities or bribes in the form of entertainment, gifts, or

otherwise, were offered or given by the successful proposer, or its agent or representative to any City officer, employee or elected representative with respect to the performance of the contract. In addition,

the successful proposer may be subject to penalties stated in Title 8 of the Texas Penal Code.

20. RESPONSE FORM TO BE USED

The proposal quote must be submitted on the form provided.

21. PAYMENT

Payment to the successful proposer will be as after satisfactory completion of the services ordered by the City or scheduled in the specifications and receipt or the invoice or other billing instrument used by the successful proposer. The City is exempt from Federal Excise and State Sales Tax; therefore, tax will not be included in the negotiated fees. Negotiated fees shall include all charges and conditions.

22. MATERIAL SAFETY DATA SHEETS

Material Safety Data Sheets shall be provided to the City by the successful proposer for all materials and chemicals used.

23. REFERENCES

Each proposer is to provide a minimum of three (3) verifiable references in which the proposer has provided a similar service, particularly cemeteries maintenance. List references in Attachment I section of this document.

24. STANDARD FORM OF AGREEMENT

Each proposer may submit their contract for services for the City evaluation. At the City's option, the successful proposer's form may be used as submitted or edited to meet the needs of the City and successful proposer; the City may choose to use a standard form of agreement.

Clarification, questions, or conferences may be directed through the City Manager office (512-398-3461).

INSURANCE AND INDEMNITY

INSURANCE.

The successful proposer shall meet the minimum insurance requirements as defined in Attachment II.

NOTE: Each proposal must be accompanied by a City of Lockhart Insurance Requirement Affidavit completed by the proposer's insurance agent/broker(s). See Attachment III.

INDEMNITY

The successful proposer agrees to defend, indemnify, and hold the City and all of its officers, agents, employees, and elected officials whole and harmless against any and all claims for damages, costs, and expenses of persons or property that may arise out of, or be occasioned by, or from any negligent act, or omission of the successful proposer, or any agent, servant, or employee of the successful proposer in

the execution of performance of this contractor, without regard to whether such persons are under the direction of City agents of employees.

EXPERIENCE PREFERRED FOR PROPOSALS

Preference will be given to contractors with a minimum of three (3) years of recent verifiable experience in cemeteries maintenance and operations prior to proposal closing date.

SPECIFICATIONS

SERVICES TO BE PROVIDED:

A. Pursuant to this Agreement, the Contractor agrees to provide general clean up, mowing, grass edging services a minimum of sixteen (16) times annually plus two (2) annual cleanups of the cemetery, tree and plant trimmings as needed. Removal of trees is not included. Mowing services shall be performed within seven (7) days before Mother's Day, Father's Day, Memorial Day, Veteran's Day, Christmas Day, and Easter Sunday unless approved by the City.

B. The Contractor shall provide all the labor, materials, superintendence, technical personnel, apparatus, machinery, insurance, equipment, supplies, incidentals, and services to maintain in superior condition all turf areas, approximately twenty-six (26) acres in scope including the road right of ways out side the fenced areas on US Hwy 183 and FM 672 for the length of the Cemetery property. These areas shall be maintained and mown to be neat in appearance and as otherwise described herein.

All turf areas indicated shall receive no less than the following:

1. MOWING HEIGHTS - The height shall be no less than three (3) inches for all general turf areas in cemeteries covered by these specifications and standards of the proposal. Mowing height may be no greater than three and one-half (3.5) inches. Mower adjustment must be made and measured on a flat, paved surface.

2. USE OF HERBICIDES - If the Contractor uses herbicides for trim work specified herein, the Contractor shall only use a herbicide containing a glyphosphate salt product equal to or better than "Round-Up" or "Kleen-Up."

3. EDGING OF SIDEWALKS AND OTHER PAVED AREAS - All sidewalk-turf edges shall be edged either with herbicides or machinery, to insure a clean appearance and shall be maintained level with the height of the surrounding turf. This standard also applies to all paved areas such as drives, walkways, and other hard-surfaced areas.

4. EDGING OF GRAVE HEADSTONES - All headstone areas are to be trimmed with either herbicides or trimmers to maintain the height of the surrounding turf.

5. OTHER EDGING - All other turf edge areas such as shrub beds, tree bases, curbs, etc., shall be maintained with either herbicides or mechanical trimmers to be the required height. Fences are to be kept free of trees and brush as needed to prevent damage to the fences.

6. WEED REMOVAL - Weeds in gravel on gravesites shall be destroyed by the use of herbicides. Weed height shall not exceed three (3) inches.

7. BRUSH REMOVAL - Any brush cut by Contractor shall be piled up at a City designated site within the Cemetery until it can be removed by the City. Brush piles shall be removed entirely from the cemetery by the City.

8. GENERAL CLEANUP- Prior to the beginning of mowing, all sticks, branches, paper and debris shall be removed, containerized and placed at a City designated site within the Cemetery,

9. The Contractor is responsible for any and all damages done to headstones, curbing, fencing, trees, etc., caused by the operation of the equipment or personnel under the Contractor's employment.

10. The Contractor is responsible for reporting all vandalism or damage at the cemetery to the City.

PAYMENT OF COMPENSATION

The total annual consideration to be paid the Contractor shall be prorated and paid in equal monthly installments less five (5%) percent retainage each month during the term of the contract beginning January 1, 2010.. Each monthly installment shall be paid to the Contractor by the City on or about the 10th day of each month after receipt of the Contractor's invoice. The five percent (5%) retainage is to be held by the City in order to insure substantial compliance and completion of the contract by the Contractor. The accumulated retainage will be paid to the Contractor by the City in September of each year of the contract period upon the Contractor's satisfactory completion of the contractual terms to that date. In the event the City terminates the contract based upon violation of the agreement the Contractor; then the Contractor forfeits any and all of the amount retained.

STANDARD CONTRACTUAL TERMS TO BE INCLUDED IN THE CONTRACT AGREEMENT BETWEEN THE CONTRACTOR AND THE CITY OF LOCKHART

1. The successful proposer will be awarded a contract effective January 1, 2010, for five (5) years. At the City's option, the contract may be renewed for (5) additional twelve (12) month periods and thereafter year to year at the City's discretion.
2. The contract will be in effect year around.
3. The proposer may be an individual, partnership, or corporation. If the proposer is a corporation, the City reserves the right to require the principal officer or director of the corporation to personally guarantee the obligations of the proposer underneath the contract.
4. The contract will contain a "hold-harmless" agreement.

5. The Contractor will be required to maintain the premises in accordance with written standards established by the City within this document or as mutually amended from time to time.
6. Liability insurance must be obtained from a recognized, responsible insurance carrier in the policy amounts required and approved by the City of Lockhart.

AUTHORITY TO SUBMIT

PROPOSER/COMPANY NAME: Gene Bagwell dba Maintenance Management

AUTHORIZED REPRESENTATIVE: Gene Bagwell

SIGNED: Gene Bagwell

TITLE: Owner

ADDRESS: 625 Pioneer Trail

CITY, STATE & ZIP: San Marcos, Tx 78666

BUSINESS TELEPHONE: 512-396-4960 CELL PHONE 512-517-3542

DATE: 10/6/09

EQUIPMENT

COMPLETE THE FOLLOWING LIST AND ATTACH TO THIS PROPOSAL OF CURRENTLY OWNED OR LEASED MOWING AND TRIMMING EQUIPMENT OPERATED BY YOUR COMPANY AND ANY NEW EQUIPMENT THAT WILL BE PURCHASED OR LEASED IF YOUR COMPANY SUBMITS THE SUCCESSFUL PROPOSAL

mower/tractor make/model cutting width type of mower

FINANCIAL INFORMATION

A. Are current quarterly financial statements available?

☒ Yes or No

B. Is a certified public audit available for the preceding fiscal year?

Yes or ☒ No

SUPERVISORY PERSONNEL

List the names and brief description of the cemetery maintenance and supervisory personnel of your company who will manage and supervise this contract.

#1 NAME: Gene Bague //

EXPERIENCE: 25+ yrs operations + maintenance of cemeteries and (below)

#2 NAME: Ruben Caudillo

EXPERIENCE: 20 years crew foreman - cemetery maintenance crew

#3 NAME: Robert Sanchez

EXPERIENCE: 15+ years Lead-hand cemetery maintenance crew

Continued:

#1 burial services. Turn-Key operational capabilities with uninterrupted service history with multiple municipalities and other governmental entities for 20+ years. Established long-term relationships with local & regional funeral homes. Ten years experience with Lockhart City Cemetery and its citizens. We have a deep resource pool of trained & experienced staff always available for back-up. I operate and/or maintain 20 cemeteries regionally and service more than 100 cemeteries in a 75 mile radius of Austin. I dedicate sufficient equipment and manpower to complete the maintenance cycle in Lockhart in ONE day in all but the rarest of occasions. I maintain a consistent line of communication between myself and Lockhart City staff and promote the same open communications between my staff and City workers.

ATTACHMENT I

REFERENCES

Each proposer is to provide a minimum of three (3) verifiable references in which the proposer has provided cemetery maintenance services.

#1 Company Name or Contracting Entity: City of San Marcos
Address: 630 East Hopkins, San Marcos Tx 78666
Contact Person: Rodney Cobb - Director of Parks & Recreation
Telephone: (512) 393-8400
Date of Service and Number of Years: 1980 to the present
Amount of Contract: \$ ~ \$100,000/yr Acreage: ~ 45

#2 Company Name or Contracting Entity: City of Austin
Address: P.O. Box 1088 Austin Tx 78767
Contact Person: Joe Washington - contract administrator
Telephone: (512) 974-6759
Date of Service and Number of Years: 1990 to present
Amount of Contract: \$ ~ \$1,000,000/yr Acreage: ~ 200

#3 Company Name or Contracting Entity: State of Texas - Texas Veterans Land Board
Address: P.O. Box 12873 Austin Tx 78711-2873
Contact Person: Jack Slayton - Program Director
Telephone: (512) 463-5977
Date of Service and Number of Years: ~ 2005 to present
Amount of Contract: \$ ~ \$2,000,000/yr Acreage: ~ 300

ATTACHMENT II

INSURANCE

SECTION A. Prior to the approval of this contract by the City, CONTRACTOR shall furnish a completed Insurance Certificate to the City, which shall be **completed by an agent** authorized to bind the named underwriter(s) to the coverage, limits, and termination provisions shown thereon, and which shall furnish and contain all required information referenced or indicated thereon. CITY SHALL HAVE NO DUTY TO PAY OR PERFORM UNDER THIS CONTRACT UNTIL SUCH CERTIFICATE SHALL HAVE BEEN DELIVERED TO THE CITY, and no officer or employee of the City shall have authority to waive this requirement.

INSURANCE COVERAGE REQUIRED

SECTION B. CITY reserves the right to review the insurance requirements of this section during the effective period of the contract and to require adjustment of insurance coverage and their limits when deemed necessary and prudent by CITY based upon changes in statutory law, court decisions, or the claims history of the industry as well as the CONTRACTOR.

SECTION C. Subject to CONTRACTOR'S right to maintain reasonable deductibles in such amounts as are approved by CITY, CONTRACTOR shall obtain and maintain in full force and effect for the duration of this contract, and any extension hereof, at CONTRACTOR'S sole expense, insurance coverage written by companies approved by the State of Texas and acceptable to CITY, in the following type(s) and amount(s);

<u>TYPE</u>	<u>AMOUNT</u>
1. Worker's Compensation And Employers Liability	Statutory \$500,000/500,000/500,000
2. Commercial General (public) Liability insurance including coverage for the following:	
a. Premises operations	Combined single limit for bodily injury and property damage of \$500,000 per occurrence or its equivalent operations
b. Independent contractors	
c. Products/completed	
d. Personal injury	
e. Advertising injury	
f. Contractual liability	
g. Medical payments	
Comprehensive Automobile Liability insurance, including coverage for loading and unloading hazards, for:	Combined single limit for bodily injury and property damage of \$500,000 per occurrence or its equivalent.
a. Owned/leased vehicles	
b. Non-owned vehicles	
c. Hired vehicles	

ADDITIONAL POLICY ENDORSEMENTS

CITY shall be entitled, upon request, and without expense, to receive copies of the policies and all endorsements thereto and may make any reasonable request for deletion, revision, or modification of particular policy terms, conditions, limitations, or exclusions (except where policy provisions are established by law or regulation binding upon either of the parties hereto or the underwriter of any of such policies). Upon such request by CITY, CONTRACTOR shall exercise reasonable efforts to accomplish such changes in policy coverage, and shall pay the cost thereof.

REQUIRED PROVISIONS

CONTRACTOR agrees that with respect to the **above required insurance**, all insurance contracts and certificate(s) of insurance will contain and state, in writing, on the certificate or its attachment, the following required provisions:

- a. Name the City of Lockhart and its officers, employees, and elected representatives as additional insured, (as the interest of each insured may appear) as to all applicable coverage;
- b. Provide for 30 days notice to CITY for cancellation, non-renewal, or material change;

Remove all language on the certificate of insurance indicating that the insurance company or agent/broker will endeavor to notify CITY but failure to do so shall impose no obligation or liability of any kind upon the company, its agents, or representatives.

- c. Provide for notice to CITY at the address shown below by registered mail

City of Lockhart- Attention: City Manager- P O Box 239- Lockhart, Texas 78644

City of Lockhart- Attention: City Secretary- P O Box 239- Lockhart, Texas 78644

- d. Provide for an endorsement that the "other insurance" clause shall not apply to the City of Lockhart;
- e. CONTRACTOR agrees to waive subrogation against the City of Lockhart its officers, employees, and elected representatives for injuries, including death, property damage, or any other loss to the extent same may be covered by the **proceeds of insurance**;
- f. Provide that all provisions of this agreement concerning liability, duty, and standard of care together with the indemnification provision, shall be underwritten by contractual liability coverage sufficient to include such Obligations within applicable policies;
- g. All copies of the Certificates of Insurance shall reference the project name or proposal number for which the insurance is being supplied.

NOTICES OF CHANGE

CONTRACTOR shall notify CITY in the event of any change in coverage and shall give such notices not less than 30 days prior to the change, which notice must be accompanied by a replacement CERTIFICATE OF INSURANCE.

All notices shall be given to CITY at the following two addresses:

City Manager
City of Lockhart
P O Box 239
Lockhart, TX 78644

City Secretary
City of Lockhart
P O Box 239
Lockhart, TX 78644

SECTION D. Approval, disapproval, or failure to act by CITY regarding any insurance supplied by CONTRACTOR shall not relieve CONTRACIOR of full responsibility or liability for damages and accidents as set forth in the contract documents. Neither shall the bankruptcy, insolvency, or denial of liability by the insurance company exonerate CONTRACTOR from liability.

ATTACHMENT III

CITY OF LOCKHART
INSURANCE REQUIREMENT AFFIDAVIT

To Be Completed By Appropriate Insurance Agent/Broker

I, the undersigned Agent/Broker, certify; that the insurance requirements contained in this proposal document have been reviewed by me with the below identified Contractor. If the below identified Contractor is awarded this contract by the City of Lockhart, I will be able to, within ten (10) days after being notified of such award, furnish a valid insurance certificate to the City meeting all of the requirements defined in this proposal.

Agent (Signature) Agent (Print)

James H. Fite
JAMES H. FITE

Name of Agent/Broker:

Insurance Agency of San Marcos

Address of Agent/Broker:

400 W. Hopkins / #204, San Marcos,

City/State/Zip:

Texas, 78666

Agent/Broker Telephone #:

512 396-8290

Date:

10/6/09

CONTRACTORS' NAME

Gene Bequell aka Maintenance Mgt
(Print or Type)

NOTE TO AGENT/BROKER

If this time requirement is not met, the City has the right to reject this proposal and award the contract to another. If you have any questions concerning these requirements, please contact the City Manager for the City of Lockhart at (512) 398-3461.

ATTACHMENT IV

BASE BID

BID SHEET FOR CEMETERIES MAINTENANCE PROPOSAL

TOTAL BID PRICE:

The providing of general maintenance services to include all labor, materials, superintendence, technical personnel, machinery, apparatus, insurance, supplies, and other incidentals to provide general mowing maintenance services at least sixteen (16) times per year as herein described in the approved contractual period.

For an annual fee of \$ # 52,200 . 00
(numbers clearly written in dollars and cents)

For an annual rate of \$ fifty two thousand & two hundred Dollars and zero cents
(write in dollars and cents)

The base cost of services under this contract may be subject to price adjustments (increase or decrease) at the beginning of each City fiscal year (October 1) based on the "June" Employment Cost Index for the industry category as published by the U.S. Department of Labor, Bureau of Labor Statistics. Any proposed price adjustment must be presented to the City in writing at least 90 days prior to October 1 of each year. Should funds for this contract not be available for the City's next fiscal year, then the contract will terminate at the end of that current fiscal year with the City providing proper notice

Proposal Submitted by : Gene Bagwell dba Maintenance Management
Company Name

Representative: Gene Bagwell Gene Bagwell 10/6/09
Printed or Typed Name Signature Date

ATTACHMENT V

CONTRACT AGREEMENT FOR SELECTED PROPOSAL

CONTRACTOR

I, Gene Bagwell, an authorized representative of Maintenance Mgt
(PRINTED OR TYPED REPRESENTATIVE NAME) (PRINTED OR TYPED COMPANY NAME)

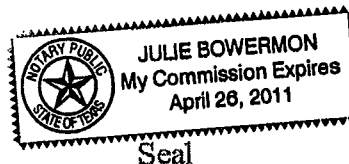
do hereby agree to all the terms as presented in this document.

Gene Bagwell
Signature of Authorized Representative

11/10/09
Date

The above person appeared before me in person on this the 10th day of NOVEMBER, 2009, and
affixed his/her signature to this page of this document.

Julie Bowermon
Notary Signature



My commission expires on APRIL 26, 2011.

Seal

CITY OF LOCKHART

[Signature]
Mayor James Bertram

4 Nov 2009
Date

Attest:

Connie Ortiz

Connie Ortiz, TRMC, City Secretary

11-4-2009
Date

Maintenance Management – Equipment List: Routine Service

2 Scag 61" Sabertooth Frontline Zero Turn Hydrostatic Commercial Lawnmowers

2 Scag 72" Sabertooth Frontline Zero Turn Hydrostatic Commercial Lawnmowers

6 Echo SRM 311 Commercial Weedeaters

4 Echo PB 400 Commercial Airblowers

3 Echo Commercial Chainsaws

3 Echo Commercial Hedgeclippers

2006 GMC 2500HD 4WD Crewcab Truck

22 ft. Commercial Utility Trailer

Assorted Handtools

Special Needs Equipment:

One-ton Flatbed Setting Truck w/ 7000lb. Monument Crane and Monument lifting accessories. Experienced monument setting staff(20+ years)

Cemetery related heavy equipment: Bobcat 331 Mini-excavators, Bobcat Skidsteer Loaders, Terex Heavy material Dumpers

Gene Bagwell 10/6/09

From: Vance Rodgers
Sent: Friday, October 02, 2009 10:19 AM
To: 'Gene Bagwell (bagwellg@asutin.rr.com)'; 'James Amaya (lawnservicebyjames@sbcglobal.net)';
'Universal Landscape Services (universallandscapeservices@yahoo.com)'
Cc: Bernie Rangel
Subject: Addendum #1 to Cemetery Maintenance Request for Proposal

Importance: High
Gentlemen:

As discussed the following items are considered as **Addendum # 1**:

1. Page 7, Specifications (A) , the number of mowing cycles is change to 22-24 per year.

Page 7, Specifications (B), the following sentence is "added" to the paragraph:

Once the contractor starts a mowing cycle under contract, sufficient personnel and equipment must be utilized to complete the mowing cycle within three (3) workdays unless verifiable weather conditions prohibit.

2. Page 16, Base Bid, "For an annual rate of" is changed to "For an annual fee of"

(write in dollars and cents) is changed to "write in words the dollars and cents"

Should you have questions, please contact me.

Vance Rodgers
City Manager
(512) 398-3461, ext 224
Cell (512) 376-8149
Fax (512) 398-5103

The information transmitted in this message is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If the reader of this message is not the intended recipient, you are hereby notified that your access is unauthorized, and any review, dissemination, distribution or copying of this message including any attachments is strictly prohibited. If you are not the intended recipient, please contact the sender and delete the material from any computer.

From: Vance Rodgers
Sent: Monday, October 05, 2009 11:16 AM
To: 'James Amaya (lawnservicebyjames@sbcglobal.net)'; 'Universal Landscape Services (universallandscapeservices@yahoo.com)'; 'Gene Bagwell (bagwellg@austin.rr.com)'
Cc: Bernie Rangel
Subject: FW: Addendum #2 to Cemetery Maintenance Request for Proposal

Importance: High
 Gentlemen:

Addendum # 2:

Page 7, Under SERVICES TO BE PROVIDED. B. ...the term "approximately 26 acres in scope" is changed to "approximately 28 acres in scope". This includes the sloped area to the right when coming through the main gate down to the City Park entrance road **which was not included in the current contract by Maintenance Management.**

Page 8, Under STANDARD CONTRACTUAL TERMS TO BE INCLUDED IN THE CONTRACT AGREEMENT BETWEEN THE CONTRACTOR AND THE CITY OF LOCKHART, Section 1. **is hereby amended to read :** The successful proposer will be awarded a contract effective January 1, 2010, for five (5) years, or as negotiated. At the City's option, the contract may be renewed for five (5) additional twelve (12) month periods and thereafter year to year at the City's discretion.

Page 16, Under Total Bid price description, the term "maintenance services at least sixteen (16) times per year" is **hereby changed to** "maintenance services at least 22-24 times per year". I overlooked this in Addendum # 1.

Page 16, the term "The base cost of services may be subject to price adjustments" is **hereby changed to** "The base cost of services as negotiated in accordance with Section 10 DURATION OF CONTRACT may be subject to price adjustments".

Should you have questions, please contact me.

Thanks,

Vance Rodgers
 City Manager
 (512) 398-3461, ext 224
 Cell (512) 376-8149
 Fax (512) 398-5103

The information transmitted in this message is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If the reader of this message is not the intended recipient, you are hereby notified that your access is unauthorized, and any review, dissemination, distribution or copying of this message including any attachments is strictly prohibited. If you are not the intended recipient, please contact the sender and delete the material from any computer.

From: Vance Rodgers
Sent: Friday, October 02, 2009 10:19 AM
To: 'Gene Bagwell (bagwellg@asutin.rr.com)'; 'James Amaya (lawnservicebyjames@sbcglobal.net)'; 'Universal Landscape Services (universallandscapeservices@yahoo.com)'
Cc: Bernie Rangel
Subject: Addendum #1 to Cemetery Maintenance Request for Proposal
Importance: High

Gentlemen:

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1. Page 7, Specifications (A) , the number of mowing cycles is change to 22-24 per year.

Page 7, Specifications (B), the following sentence is "added" to the paragraph:

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(write in dollars and cents) is changed to "write in words the dollars and cents"

Should you have questions, please contact me.

Vance Rodgers
City Manager
(512) 398-3461, ext 224
Cell (512) 376-8149
Fax (512) 398-5103

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City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION:

Hold a PUBLIC HEARING and discussion and/or action on Ordinance 2024-31 amending the comprehensive plan for the City of Lockhart entitled "Lockhart Looking Forward," providing a savings clause and providing an effective date.

ORIGINATING DEPARTMENT AND CONTACT: Development Services - David Fowler

ACTION REQUESTED: Ordinance

BACKGROUND/SUMMARY/DISCUSSION: This item is the public hearing for the review, public comment, and possible adoption of the Lockhart Looking Forward Comprehensive Plan. The planning process began with the awarding of the contract for professional services for Freese and Nichols Inc to Write a Comprehensive Plan in April 2023. Since then, Freese and Nichols and City staff have held focus groups, steering committee meetings, public workshops, and provided online interaction activities to gather the input of the community. The consultant has also presented several updates to City Council and the Planning and Zoning Commission regarding research findings and presenting in-progress draft plan assumptions and strategies. The Planning and Zoning Commission has recommended approval, while also providing a few comments which Freese and Nichols and staff have incorporated in creating the revised draft that has been submitted for public hearing. The draft also incorporated many of the suggestions received in public comments posted on the plan's website as well as comments City Staff has received from interested parties.

PROJECT SCHEDULE (if applicable): The contract awarded in April 2023 specified an 18-month process of researching, gathering input for, and drafting a comprehensive plan. The proposed plan is proposed for adoption at the end of the 18 months as intended.

FISCAL NOTE (if applicable): None

PREVIOUS COUNCIL ACTION: City Council approved the awarding of the comprehensive planning services contract to Freeses and Nichols. This contract was executed on April 20, 2023.

COMMITTEE/BOARD/COMMISSION ACTION: The Planning and Zoning Commission recommended approval of the draft plan at its September 25, 2024 meeting.

STAFF RECOMMENDATION/REQUESTED MOTION: Approval of Ordinance 2024-31 adopting the Lockhart Looking Forward plan as the official updated City Comprehensive Plan.

LIST OF SUPPORTING DOCUMENTS: Ordinance 2024-31 Comp Plan Amendment

City of Lockhart, Texas

Council Agenda Item Cover Sheet

Adoption, LRK23400 Book Final-R, LRK23400 Document Appendices-R,
DraftPlan_Comments&Responses

ORDINANCE NO. 2024-31

AN ORDINANCE OF THE CITY OF LOCKHART, TEXAS AMENDING A COMPREHENSIVE PLAN FOR THE CITY OF LOCKHART, TEXAS ENTITLED “LOCKHART LOOKING FORWARD”; PROVIDING A SAVINGS CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Lockhart (the “City”) is a Home Rule Municipality acting under its Charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Texas Local Government Code; and

WHEREAS, pursuant to Article II, Section 2.01 of its Charter, the City “shall have all the powers granted to cities by the constitution and laws of the State of Texas, together with all implied powers necessary to carry into execution all the powers granted” and “may make and enforce all police, health, sanitary and other regulations”; and

WHEREAS, Section 211.004 of the Texas Local Government Code requires all zoning regulations of a city to be made “in accordance with a comprehensive plan”, which, according to Section 213.002 of the Texas Local Government Code is a “plan for the long-range development” of the City; and

WHEREAS, in April 2023, the City Council of the City of Lockhart (the “City Council”) engaged a consultant to prepare an updated comprehensive plan for the City; and

WHEREAS, after more than a year of analysis, community engagement, and coordination, a draft of the updated comprehensive plan was formally presented to the City Council, Planning and Zoning Commission of the City (the “Commission”), and the Comprehensive Plan Advisory Committee on September 11, 2024; and

WHEREAS, as required by Section 213.003(a)(2) of the Texas Local Government Code, the Commission reviewed the final draft of the updated comprehensive plan on September 25, 2024 and recommended that the City Council approve same; and

WHEREAS, as required by Section 213.003(a)(1) of the Texas Local Government Code, the City Council held a public hearing on October 15, 2024 to allow the public to “give testimony and present written evidence” for or against the updated comprehensive plan; and

WHEREAS, the City Council of the City of Lockhart finds that it would be in the best interest of the health, safety, and welfare of the citizens of the City to adopt the updated comprehensive plan entitled “Lockhart Looking Forward” to manage the long-term growth of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS:

SECTION 1. INCORPORATION OF PREMISES. The above and foregoing premises are true and correct and are incorporated herein and made a part hereof for all purposes.

SECTION 2. FINDINGS. After due deliberations, the City Council has concluded that the adoption of this Ordinance is in the best interest of the City of Lockhart, Texas, and of the public health, safety, morals, and welfare of its citizens.

SECTION 3. ADOPTION OF COMPREHENSIVE PLAN. The Comprehensive Plan entitled “Lockhart Looking Forward” and attached as **Exhibit “A”** is hereby adopted as the Comprehensive Plan of the City of Lockhart, Texas.

SECTION 4. SAVINGS/REPEALING CLAUSE. All provisions of any ordinance in conflict with this Ordinance are hereby repealed to the extent they are in conflict. Any remaining portions of said ordinances shall remain in full force and effect.

SECTION 5. EFFECTIVE DATE. This Ordinance shall become effective immediately upon its adoption.

SECTION 6. OPEN MEETINGS. That it is hereby found and determined that the meeting at which this Ordinance was passed was open to the public as required by law, and that a public notice of the time, place, and purpose of said meeting was given, all as required by Article 551.041, Texas Government Code.

PASSED AND APPROVED on this the 15th day of October, 2024.

APPROVED:

Lew White, Mayor
City of Lockhart

ATTEST:

Julie Bowermon, City Secretary
City of Lockhart

APPROVED AS TO FORM:

Bradford E. Bullock, City Attorney
City of Lockhart

EXHIBIT “A”

**City of Lockhart Comprehensive Plan
“Lockhart Looking Forward”**



Lockhart

Looking Forward

City of Lockhart Comprehensive Plan
Adopted XXXX 2024

ACKNOWLEDGMENTS

City Council

Lew White, Mayor

Angie Gonzales-Sanchez, Mayor Pro-Tem

Juan Mendoza, District 1

John Castillo, District 2

John Lairsen, District 3

Jeffry Michelson, District 4

Brad Westmoreland, Councilmember at-large

Planning and Zoning Commission

Rick Arnic

Bradley Lingvai

Philip McBride

Manuel Oliva

Dr. Ronald Peterson

Philip Ruiz

Julia Haug

Larry Metzler - Impact Fee Advisory Committee

Comprehensive Plan Steering Committee

Mayor Pro-tem Angie Gonzales-Sanchez

Councilmember Jeffry Michelson

Rick Arnic, P&Z Commissioner

Brad Lingvai, P&Z Commissioner

Superintendent Mark Estrada, Lockhart ISD

Winn Smith, Lockhart Chamber of Commerce

Jonathan Gonzales, Greater Caldwell County Hispanic Chamber of Commerce

Mike Kamerlander, Executive Director, Lockhart Economic Development Corporation

Sally Danie, Downtown Business Association

Russell Wheeler, Parks Board

Ron Faulstich, Lockhart Historical Preservation Commission

Frank Gomillion, Community Member

Kim Coleman, Community Member

Donna Blair, Community Member

Andi St. Ledger, Community Member

Sarah Partridge, Community Member

Timothy Juarez, Jr., Community Member

City Staff

David Fowler, AICP, City Planning Director

Kevin Waller, AICP, Senior Planner

Evan Olszewski, AICP, Planner

Christine Banda, Planning/GIS Technician

Sean Kelley, Director of Public Works

Sean Kelley, Director of Public Works

Tatiana Salazar, Public Information Officer

Consultant Team



Chance Sparks, FAICP, CNU-A

Caitlin Admire, AICP, LEED ND, ENV SP

Chris Wesseln, AICP-C

Caroline Stewart, AICP

Ethan Shires, PE



Travis James, MBA

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Appendix B - Background Data & Information	
Appendix C - Land Use Supplemental Information	

- This page reserved for a message from City leadership, to be created upon plan adoption -

INTRODUCTION

What is A Comprehensive Plan?

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

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

The primary objective that underpins this Plan is the idea that the City seeks to harness anticipated growth to enhance quality of life, multiple benefits, and community resilience to the people of Lockhart. This means the community must first recognize that growth is happening, and will

happen, with the City having few tools to control or manage growth here in Texas. That being said, the City and community can guide growth, through regulations, in a way that encourages that growth to happen in such a way that it provides opportunities for all and celebrates what makes Lockhart special. This Comprehensive Plan aims to set the stage for this future, where growth is happening **WITH** Lockhart rather than **TO** Lockhart. This Comprehensive Plan sets in place a vision and strategy to achieve growth and decision making in Lockhart that maintains its culture while bringing new ideas and realizing outcomes that make everyone in Lockhart, currently and in the future, stronger.

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

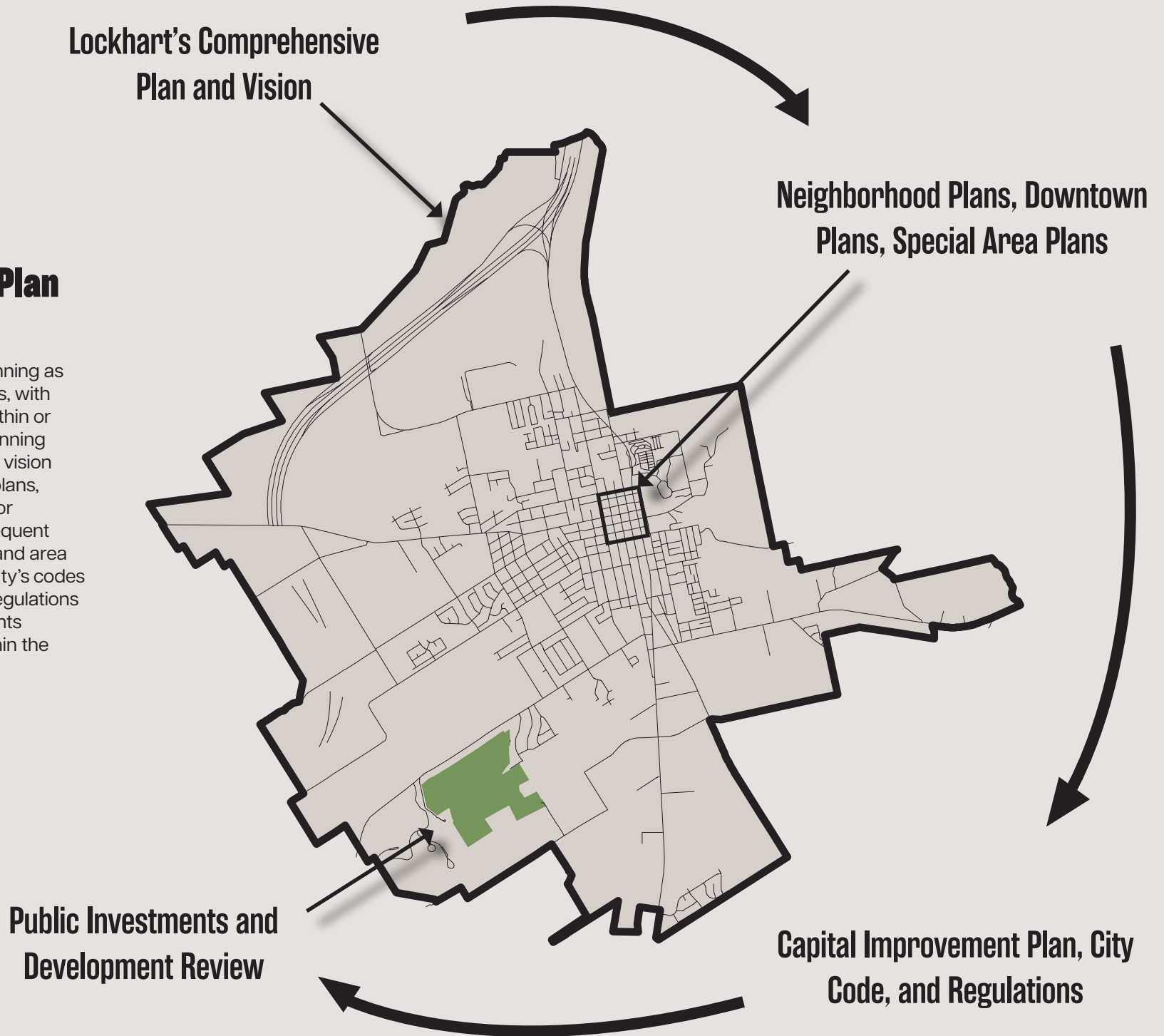
- There are no detrimental trade-offs being made
- Developers show a long-term commitment to the community and City
- Projects commit to being good neighbors
- A continuous positive feedback loop is created that improves of relationships and outcomes for residents

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



Lockhart Comprehensive Plan Framework

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



LOCKHART LOOKING FORWARD

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



Where We've Been

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



Where We Are

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



Where We Want to Be

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

The background of the slide is a photograph of a historic building with a prominent dome and ornate architectural details. The building is surrounded by lush green trees, and the scene is captured in a soft, slightly hazy light, possibly during the golden hour. The image is used as a backdrop for the text boxes.

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

VISION STATEMENT

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

GUIDING PRINCIPLES

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



ARTS & CULTURE

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



COMMERCIAL DEVELOPMENT

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



ECONOMIC DEVELOPMENT

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



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.



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.



TRANSPORTATION

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



HOUSING

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



PARKS & RECREATION

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



COMMUNITY SNAPSHOT



LOCKHART LOOKING FORWARD



Embracing the Past

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



Understanding the Place & People

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



Responding to Change & Moving Forward

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

Community Engagement

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

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

Top priorities that emerged throughout the public engagements include:

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

5 Comprehensive Plan Steering Committee (CPSC) Meetings

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

7 Stakeholder Conversations

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

4 Public Outreach Events

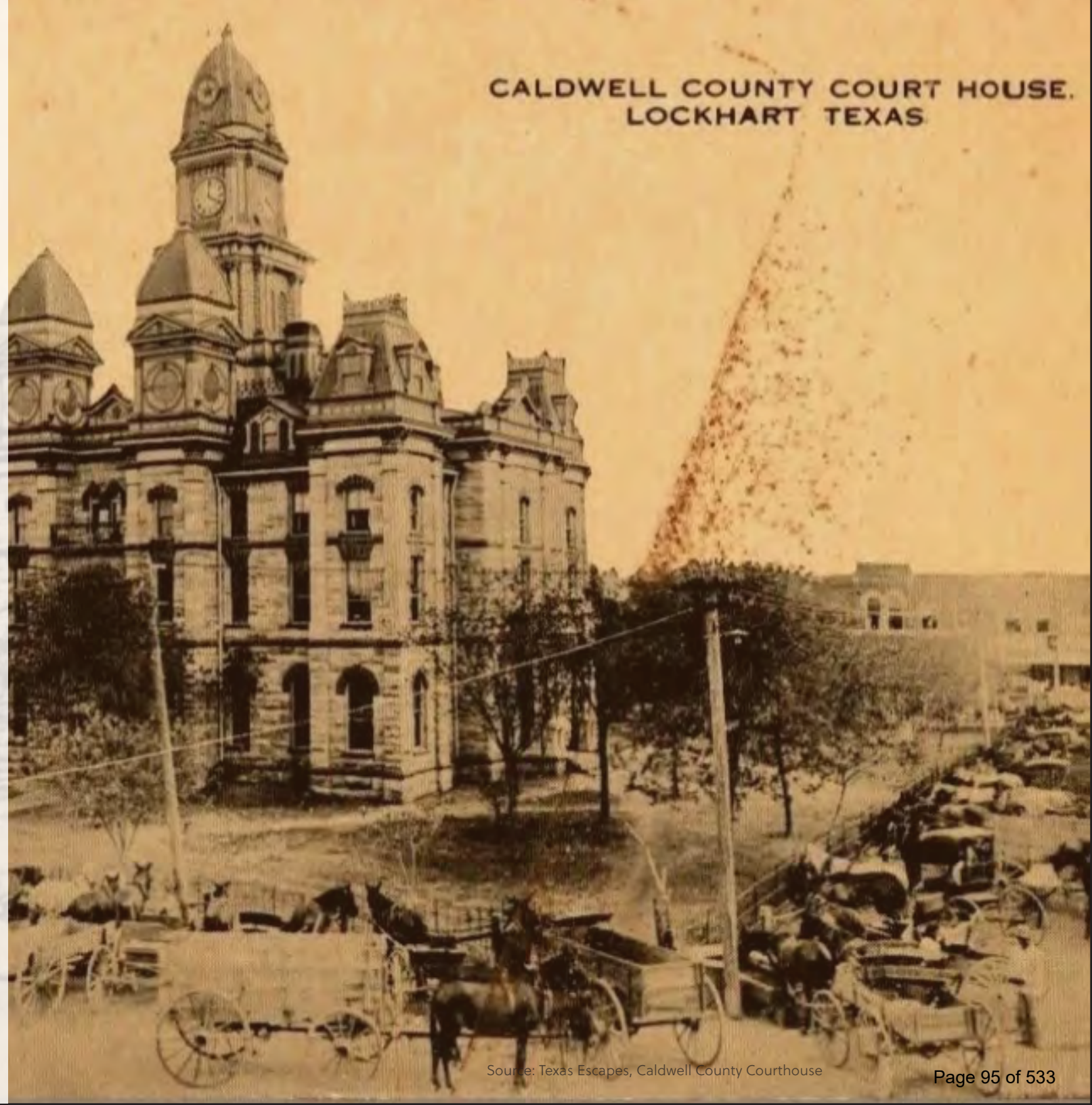
The planning team held four community outreach events throughout the process that varied in time, location, and delivery, aiming to reach different sectors of the community. Events included tabling at the Courthouse Nights community event, an open house prior to a CPSC meeting at the public library,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

2 Community Surveys

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



PAST



CALDWELL COUNTY COURT HOUSE.
LOCKHART TEXAS

Pre-Lockhart

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

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

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

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

2 Paul Clark. “Tonkawa Massacre of 1862.” Clio: Your Guide to History. May 6, 2019. Accessed 1 Aug. 2023. <https://theclio.com/entry/77338>

Early Lockhart

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

By the mid 1800s Lockhart was a well established community with 423 residents. The City boasted a school, masonic lodge, and at least five different church organizations. During this time, the St.

John Colony was founded just outside Lockhart by a group of formerly enslaved people. The community became a thriving settlement with its own churches and school. Notably, the St. John Missionary Baptist Church established in 1873. St. John Colony played an important role in shaping the cultural fabric of early Lockhart.³

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

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



Plum Creek Wetland Area

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

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

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

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

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

20th Century

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

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

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



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

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

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

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

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

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

New Growth

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

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

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

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



Henry's Restaurant downtown Lockhart, 2023

Lockhart Historical & Growth Timeline

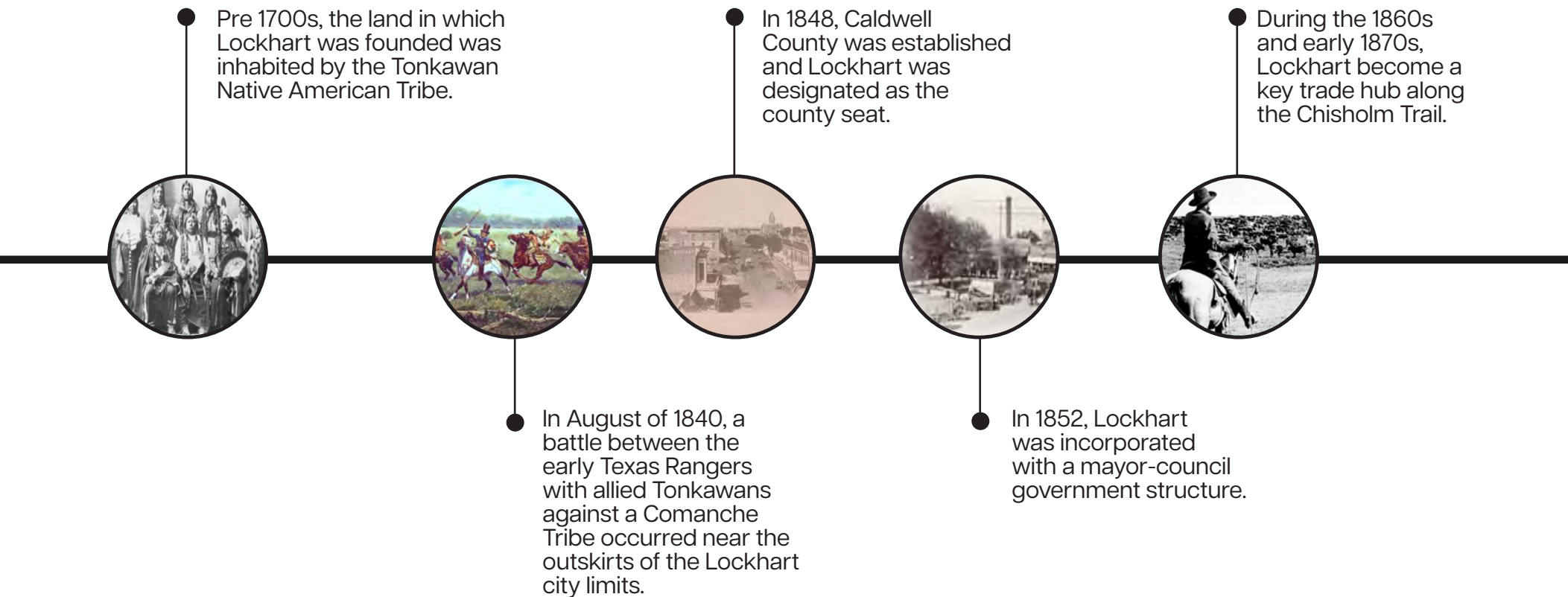


Figure 1. Lockhart Timeline

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



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



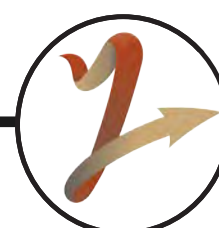
In the early 1900s, oil was discovered in nearby Luling, causing a loss of economic status for Lockhart.



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



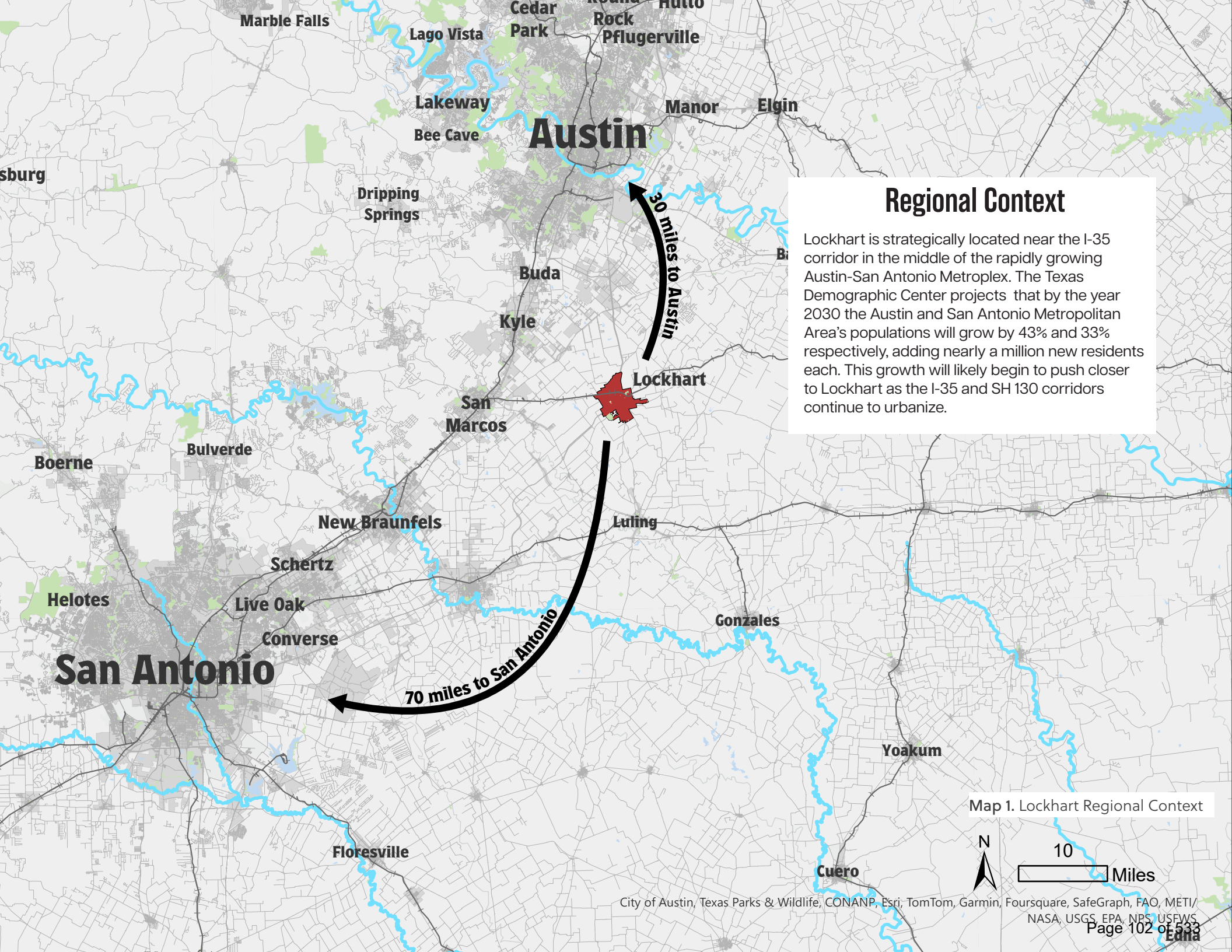
Between 2010 and 2023, the Central Texas Region started to experience significant growth. Significant regional development stemming from the Austin and San Antonio metros, especially along the I-35 and SH 130 corridors, is expected to bring new growth to Lockhart.



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

PLACE





Austin

Lockhart

San Antonio

Regional Context

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

Map 1. Lockhart Regional Context



Physical Features

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

What is an ETJ?

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

Elevation

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

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 floodplains represents 18% of the total area of the city limits and ETJ. Plum Creek is a 52-mile stream that begins in Hays County north of Kyle and flows southeast through Caldwell County. The most significant flooding event in Lockhart occurred in October 1998, when Plum Creek crested at 23 feet. This event caused significant flooding on US 183 and to low lying homes closest to Plum Creek. With Plum Creek inside city limits, the probability of a future flood event is highly likely based on historical records.

Railroad

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

Existing Road Network

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

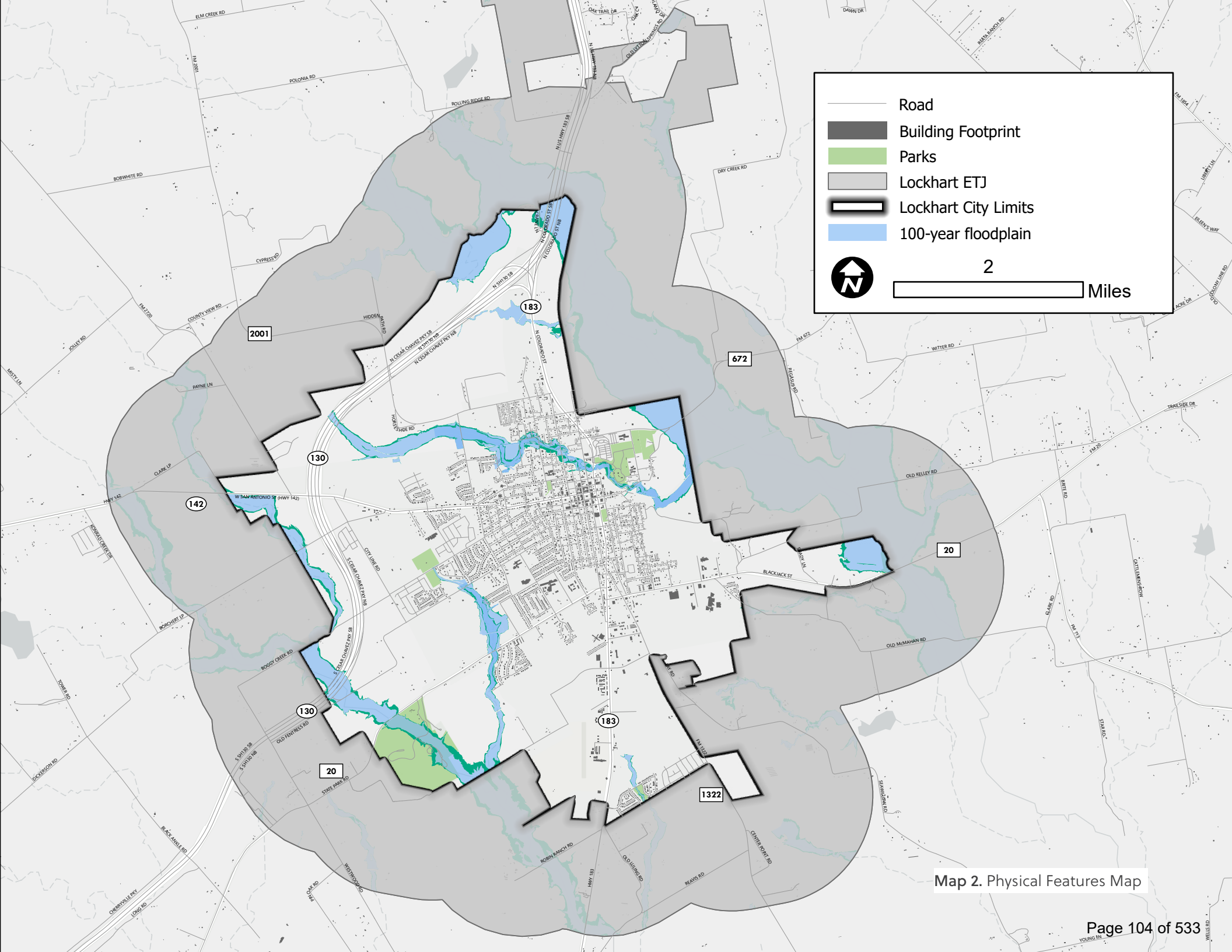
The second key transportation corridor within Lockhart is SH 142 (San Antonio Street). This route has an AADT of 10,601 vehicles and serves as the primary route toward San Marcos.

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

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



Map 2. Physical Features Map

Existing Planning Framework

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

Lockhart 2020 Comprehensive Plan

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

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

Downtown Revitalization Project

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

Lockhart Parks Master Plan

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

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



Lockhart Parks Master Plan Illustration

Lockhart's Next Chapter: A Targeted Business Strategy Refresh

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



Lockhart Sustainable Places Illustration

The Sustainable Places Project

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

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

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

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

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

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

PEOPLE



Demographics

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

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

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

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

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

Population

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

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

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

Table 1. Lockhart Historic Population

Year	Population	Change
1900	2,306	-
1910	2,945	+27.7%
1920	3,731	+26.6%
1930	4,367	+17.0%
1940	5,018	+14.9%
1950	5,573	+11.0%
1960	6,084	+9.1%
1970	6,489	+6.6%
1980	7,953	+22.5%
1990	9,205	+15.7%
2000	11,615	+26.1%
2010	12,698	+9.3%
2020	14,379	+13.2%

Source: U.S. Census Bureau, Decennial Census

Population Projections

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

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

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

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

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

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

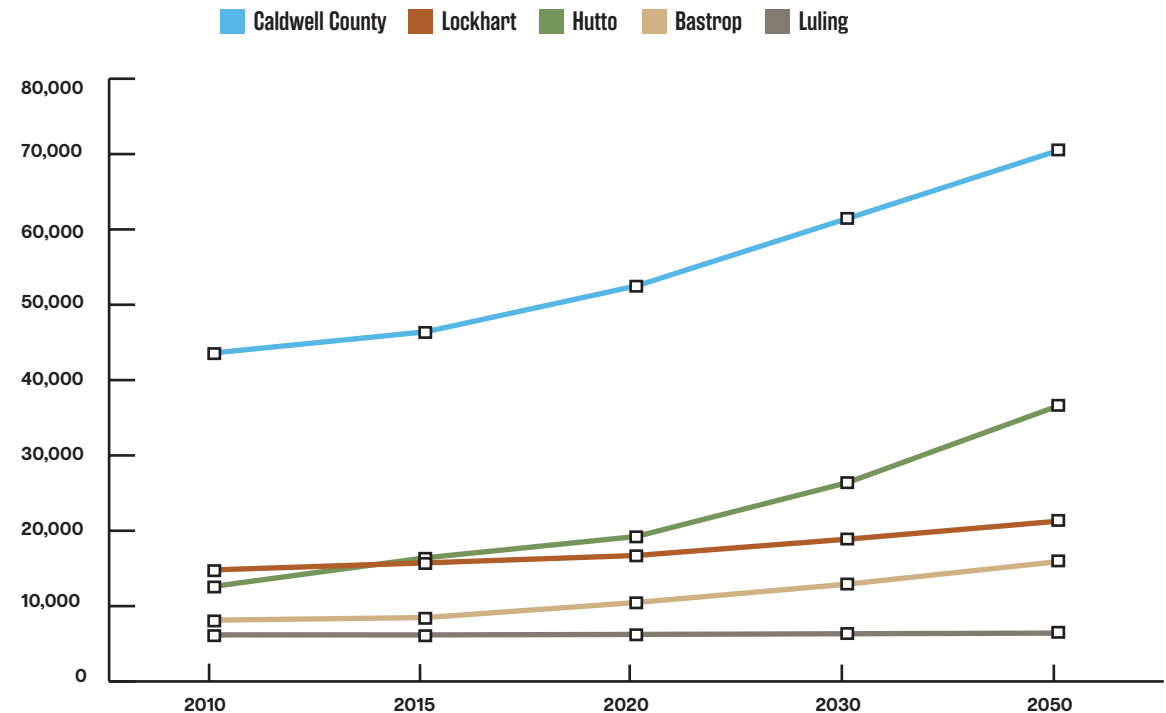


Table 2. Lockhart TWDB Population Projections 2020-2060

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

Source: Texas Water Development Board

Population Scenarios

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

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

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

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

Table 3. City of Lockhart Growth Scenarios 2023-2060

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

Race and Ethnicity Trends

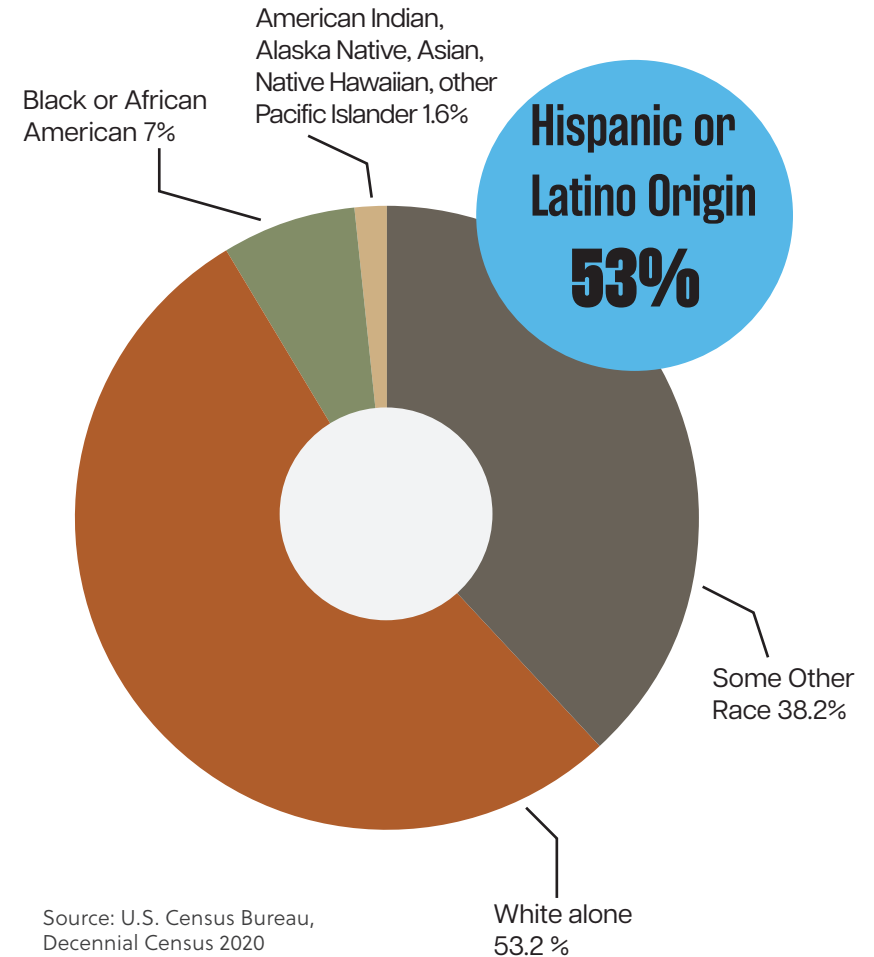
While the City of Lockhart has continued to grow over the years, it has also become more diverse. Much of this trend cannot be seen when analyzing U.S. Census Bureau data based on race, as it does not capture the Hispanic and Latino population because Hispanic/Latino is considered an ethnicity rather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

Table 4. Total Population by Race, 2010-2020

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

Source: U.S. Census Bureau, Decennial Census

Figure 3. 2020 Lockhart Demographic Breakdown



Age

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

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

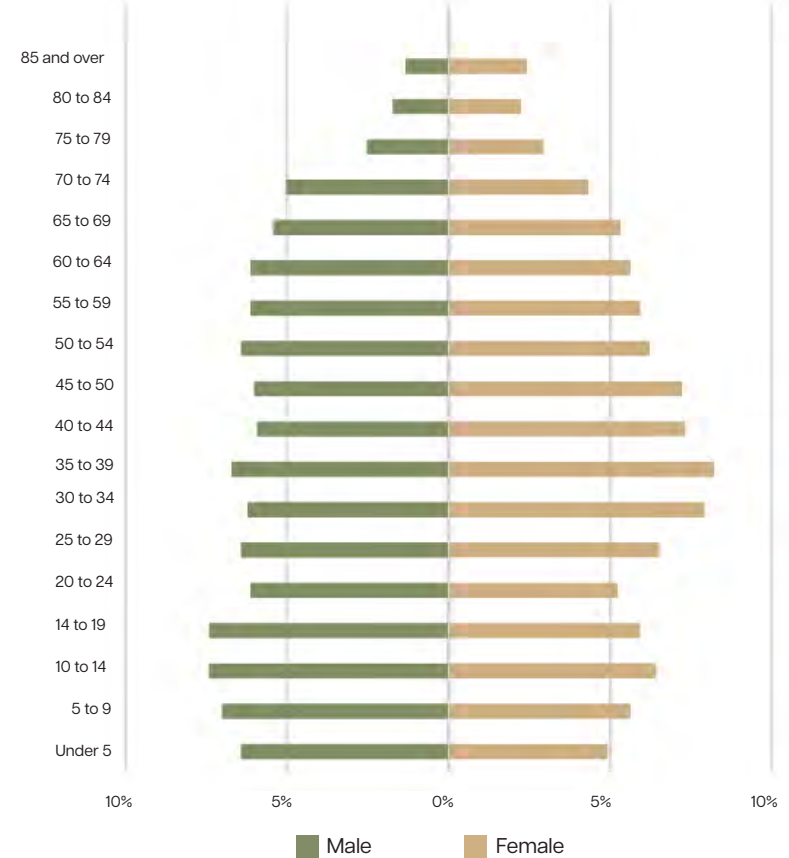
Lockhart’s population has aged over the past decade, with the median age rising by more than four years from 2015 to 2020. In contrast to Caldwell County and the statewide average, Lockhart has an older population profile. Comparing Lockhart’s age distribution between 2010 and 2021, according to the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

Table 5. Median Age by City, 2010-2020

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

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

Figure 4. Lockhart 2020 Age Distribution by Gender



Source: U.S. Census Bureau, DEC 2020

Education and Poverty

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

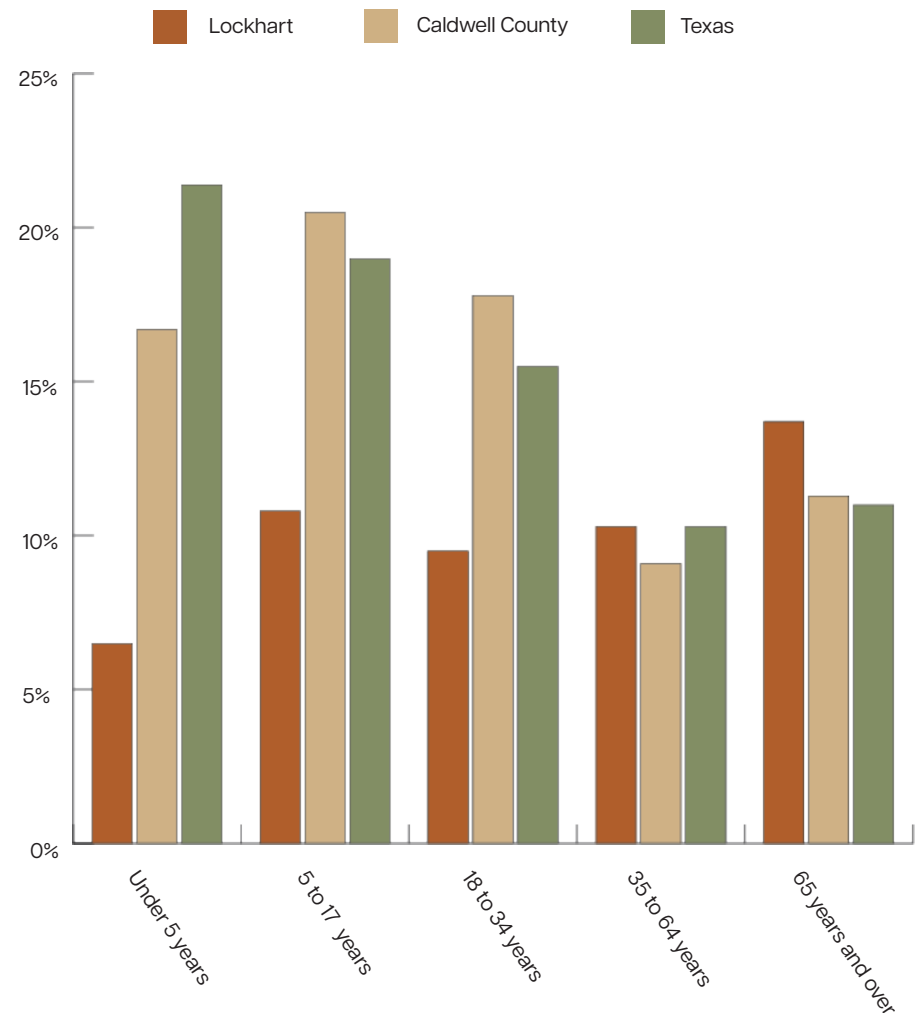
According to the U.S. Census Bureau, in 2021 the total number of residents within the City of Lockhart that were below the poverty line was 1,378 individuals or 10% of the total population. Of that 10%, more than half are at prime working age, which can suggest limited employment opportunities, educational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

Table 6. Educational Attainment for Population 25 Years and Over

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

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

Figure 5. Percent Below the Poverty Line by Age Group

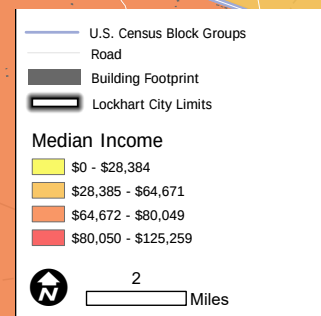
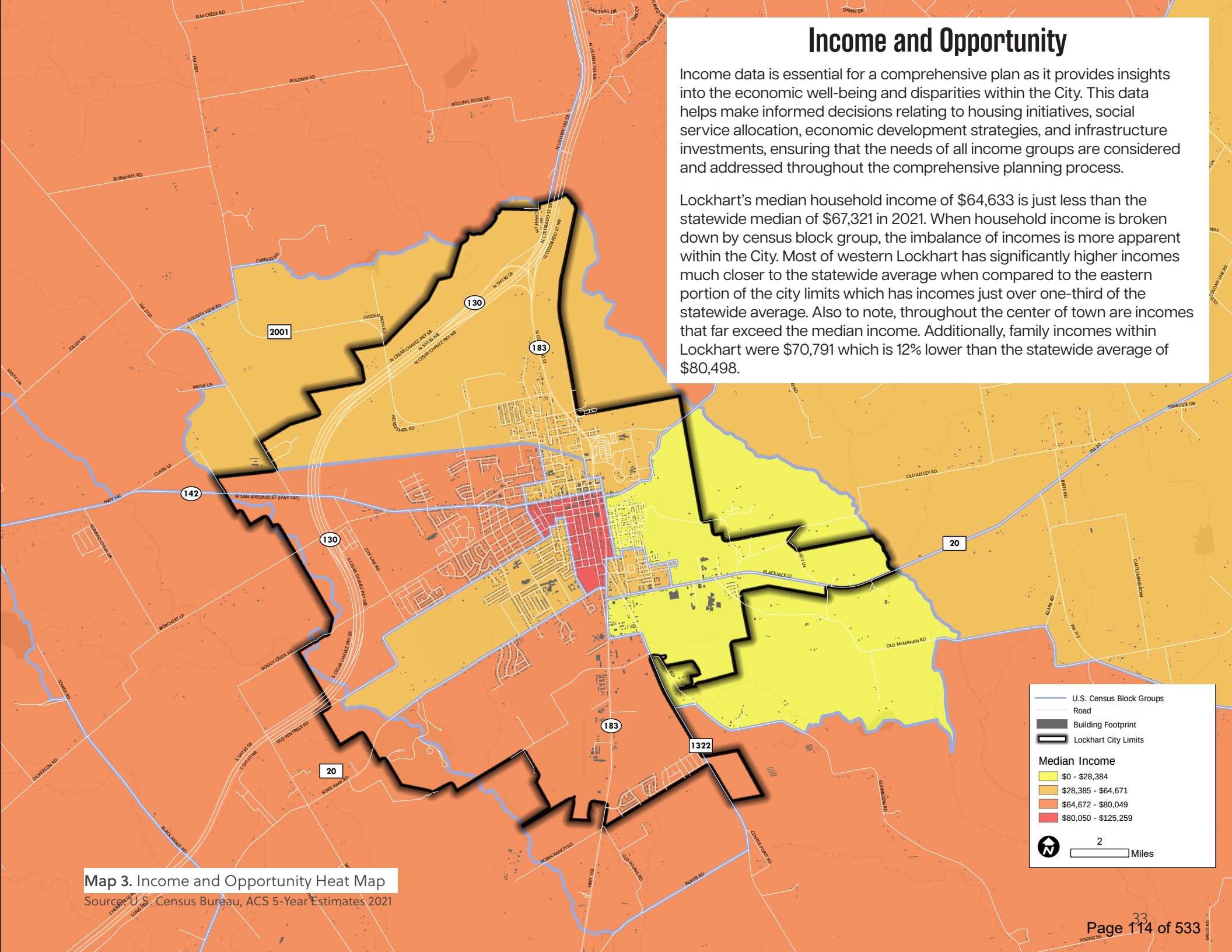


Source: U.S. Census Bureau, ACS 5-Year Estimates 2021

Income and Opportunity

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

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



Map 3. Income and Opportunity Heat Map

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

Health Outcomes

The EPA's Environmental Justice Screening and Mapping Tool (Version 2.2) notes a few areas where Lockhart ranks specifically high related to health indicators and disparities, based on national averages. These include identified food deserts, persons with disabilities, low life expectancy, and lack of health insurance, see Figure 6. Alternatively, Lockhart ranks low in rates of heart disease, asthma and cancer. These health indicators can be the result of a variety of things, including individual behaviors, clinical care, and living environment, and most often a combination of all three to some extent. However, the conditions in which people live, work, and age have a greater role in a community's health than individual behaviors and clinical care⁶.

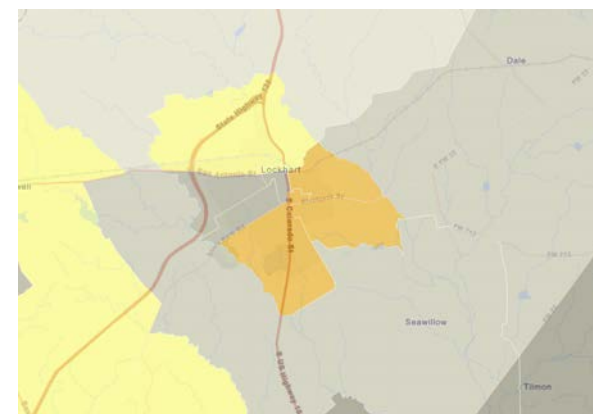
Planning efforts can support community health and well being, including physical, mental and social health, through a variety of policies and actions, including:

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

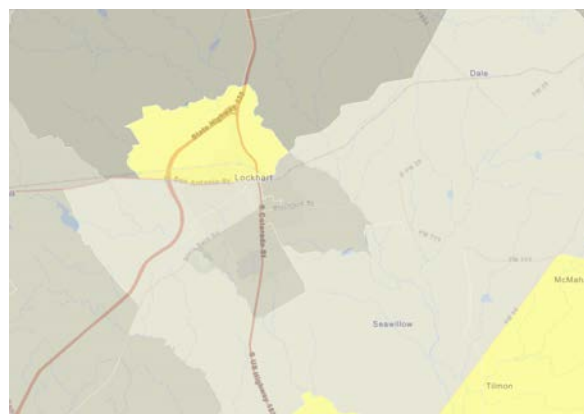
⁶ American Planning Association, Healthy Communities Policy Guide, 2017.



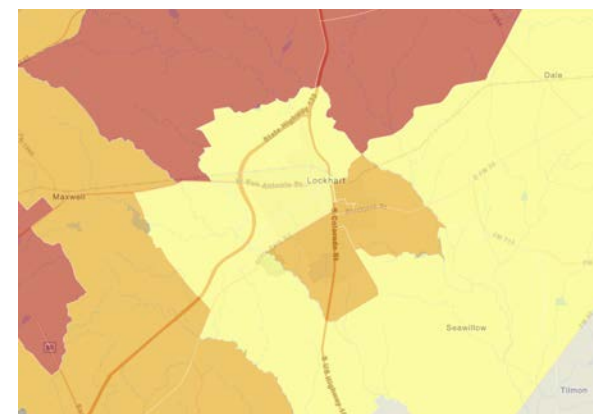
Identified Food Deserts (Highlighted In Blue)



Persons with Disabilities



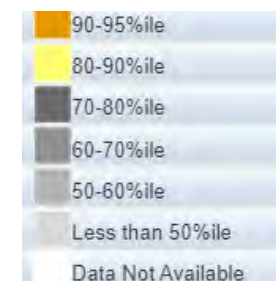
Low Life Expectancy



Lack of Health Insurance

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

Source: U.S. EPA, Environmental Justice Screen



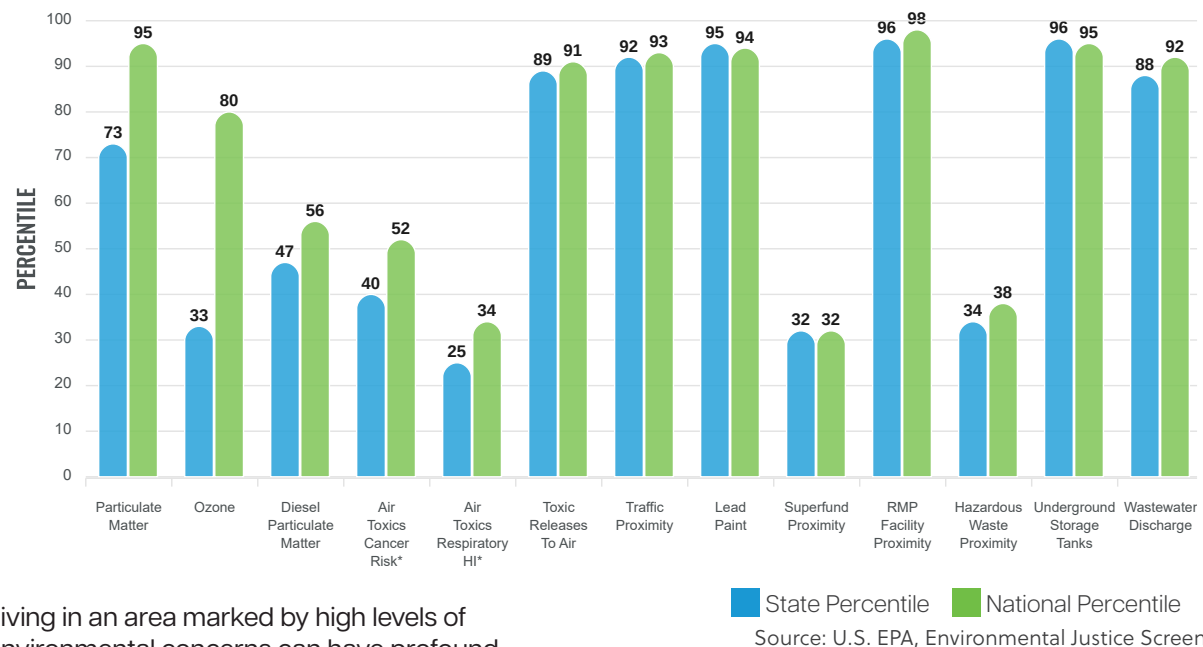
Environmental Justice

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

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

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

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



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

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



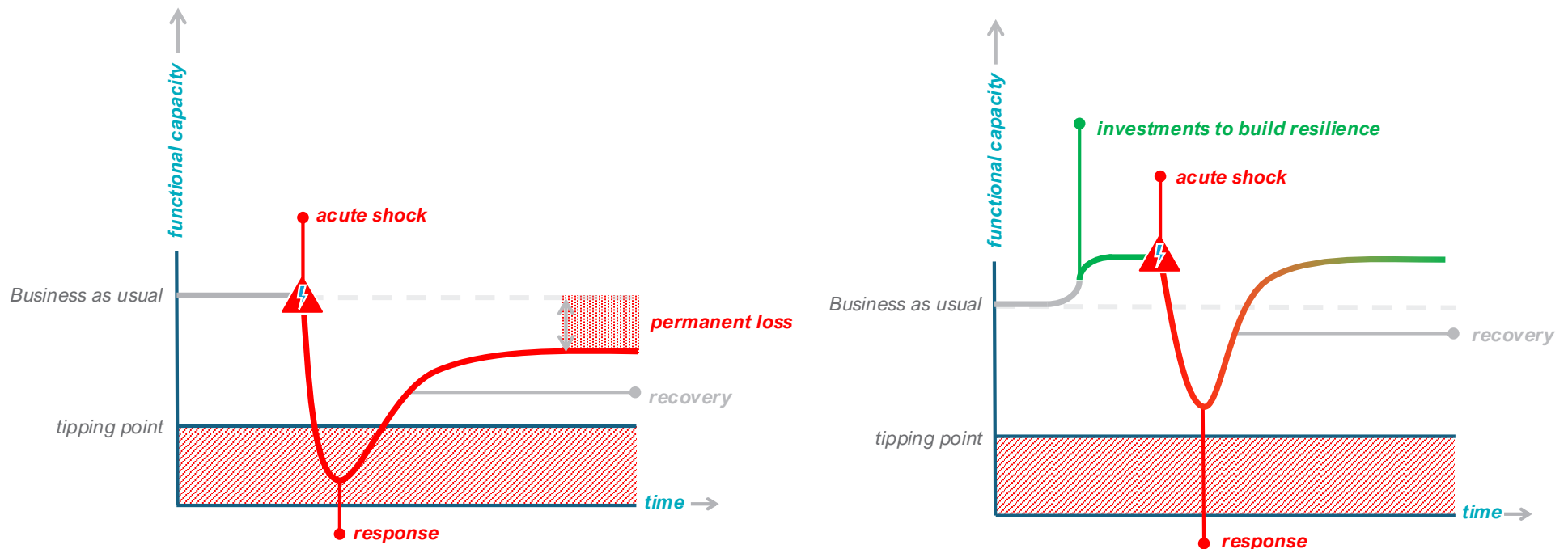
Map 4. EPA Disadvantaged Community Boundary in East Lockhart



RESILIENCE

What is Resilience?

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



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

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

Figure 8. What is resilience?

Adapted from NOAA.

Lockhart Resilience Dashboard

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

Drought

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

Extreme Heat

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

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

Wildfire

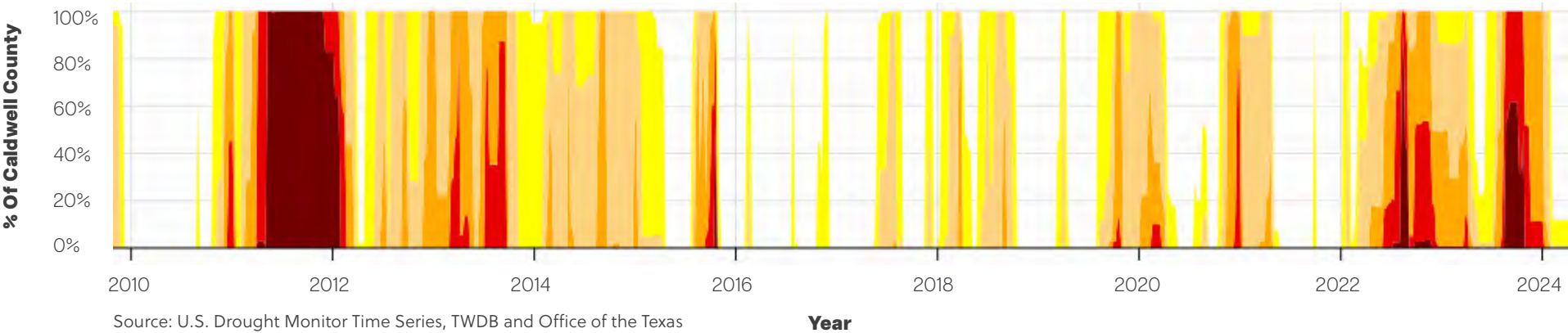
Between 2011 and 2022, Caldwell County has had one large fire as defined by Texas A&M Forest Service, which burned roughly 1,000 acres and destroyed six homes in 2011. Additionally, much of the area within the city limits east of

US 183 is rated as having a moderate to severe impact from wildfire threats according to the Texas A&M Forest Service. Key public facilities should be located in areas with adequate access and egress in case of emergencies, maintenance of surrounding vegetation should also be implemented to create a defensible space between structures and potential fires. The smoke from wildfires can also cause air quality issues, especially for young children, the elderly and people with asthma, in areas much wider than those impacted by the actual fire.

Flooding

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

Figure 9. Caldwell County Drought History 2010-2024



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

Community Resilience

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

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

that provide day-to-day services specific to a neighborhood’s needs but are also equipped to serve as a place of respite and resources for residents in the event of a disaster. Generally, the outcomes that community resilience programs should be working towards are:

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

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

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

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

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

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

Caldwell County CHARM Resiliency Workshop

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

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

Potential Mitigation Actions

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

Plans and Regulations

- Consider ways to include aspects of resiliency throughout the comprehensive plan update (this Plan).
- Consider adding additional restrictions and strengthening regulatory standards for the City's existing Floodplain Ordinance and/or other ordinances. This may include restrictions on development in the floodway, No Adverse Impact (NAI) requirements, raising existing freeboard requirements, critical facilities protections, and other

mitigation strategies. In addition, adopt the currently available FEMA base level engineering (BLE) data accessible online (<https://webapps.usgs.gov/infrm/estbfe/>) as best available data to guide new and re-development in areas where the base flood elevation (BFE) is not currently available through the regulatory flood maps.

- The City currently implements the 2018 International Building Code. To increase the resiliency of the area's housing stock, it will greatly benefit from adopting a more recent building code, i.e. the 2021 International Building Code, for new buildings and renovations going forward.

Emergency Coordination and Notification

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

Structure and Infrastructure Projects

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

Community Rating System (CRS)

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

Natural Systems Protection

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

Administration, Partnerships, and Outreach

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



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



A photograph of a construction site under a clear blue sky. In the foreground, a wooden frame for a house is visible, with some debris and a green pipe on the ground. In the background, a house is partially covered in white drywall, with 'DRYline' and 'TSX' printed on it. A wooden sign with the number '48' is in the lower right. The text 'LAND USE AND DEVELOPMENT' is overlaid in large white letters.

LAND USE AND DEVELOPMENT

LOCKHART LOOKING FORWARD

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



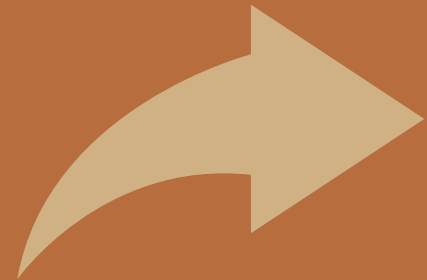
Consider Current Patterns & Tradeoffs

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



Create a Land Use Model that Support Community Priorities

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



Establish Land Use Policies that Move Us Forward

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

WHAT WE'VE HEARD:

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

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

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

"A safe place without losing the small town community feel, a place with hike + bike trails with easy mobility to reduce dependency of the automobile."

"Welcome new businesses."

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

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

In the future, residents want Lockhart to:

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

Top Priorities for City Investment:

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

What residents think is the most critical issue facing Lockhart:

1. Remaining an affordable place to live
2. Managing traffic (tie)
Maintaining low crime and perceptions of public safety (tie)

Land Use, Growth & Resilience Connection

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



BACKGROUND INFORMATION

2020 Future Thoroughfare Plan

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

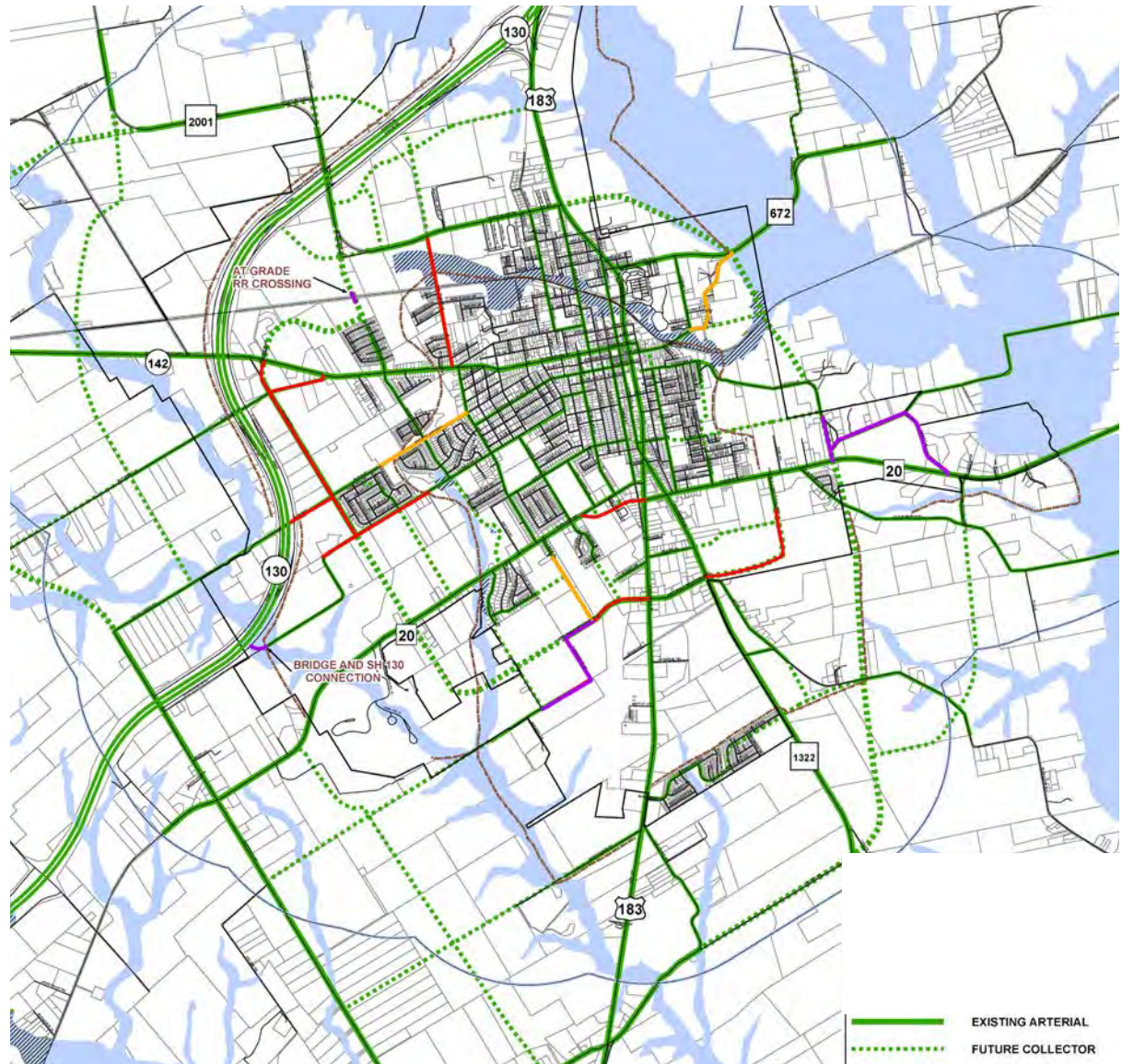
MAP LEGEND

THOROUGHFARES

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

FLOOD ZONES

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



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

Existing Land Use

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

Within the City of Lockhart, the large majority (5,999 acres) of land is utilized for agricultural

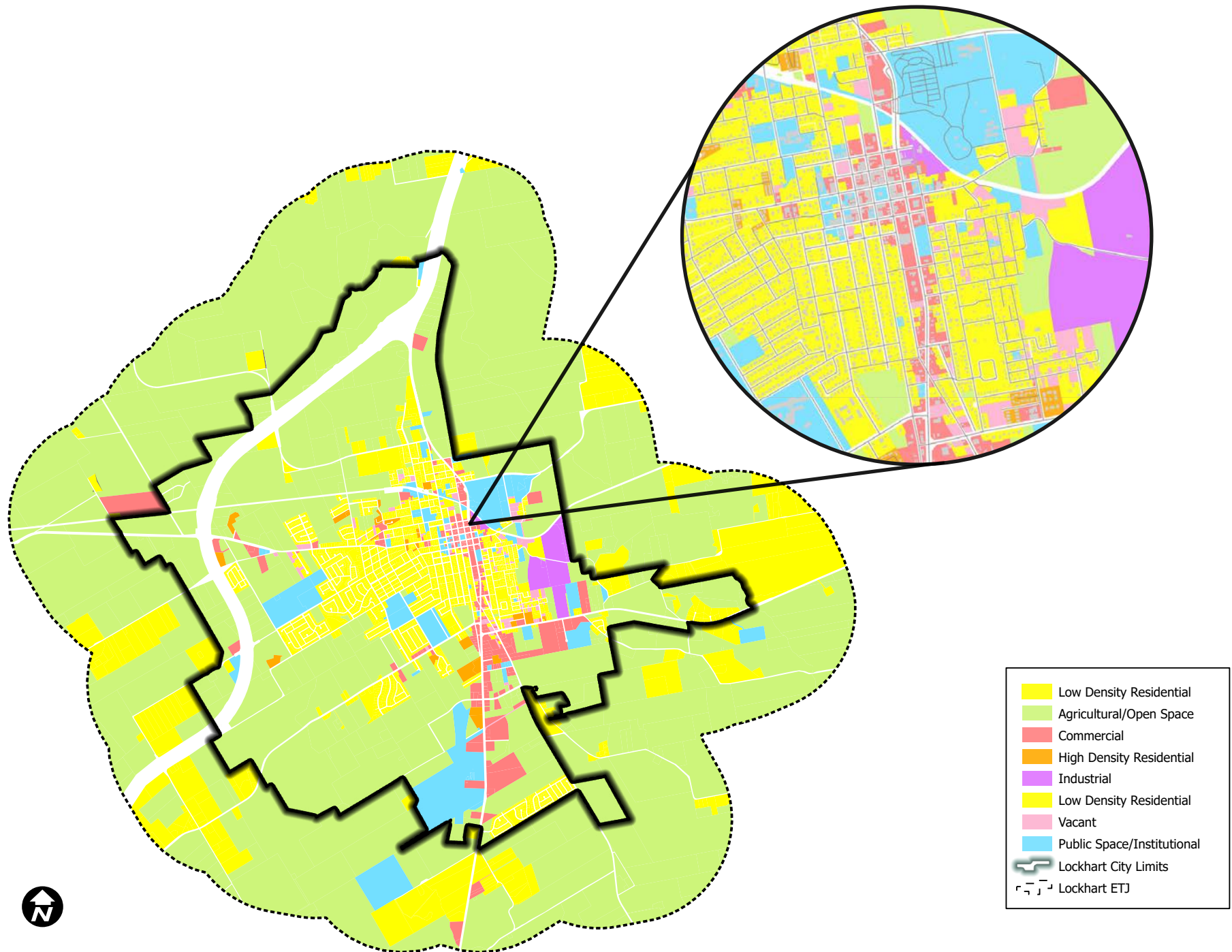
purposes. Lockhart’s economic history has greatly informed its land use and ultimately the built form which the City embodies today. Agricultural and ranching industries have played a large role in the City, from cattle drives of the Chisholm Trail to the industrial revolution to the railroads that were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

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

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

Table 6. Existing Land Use

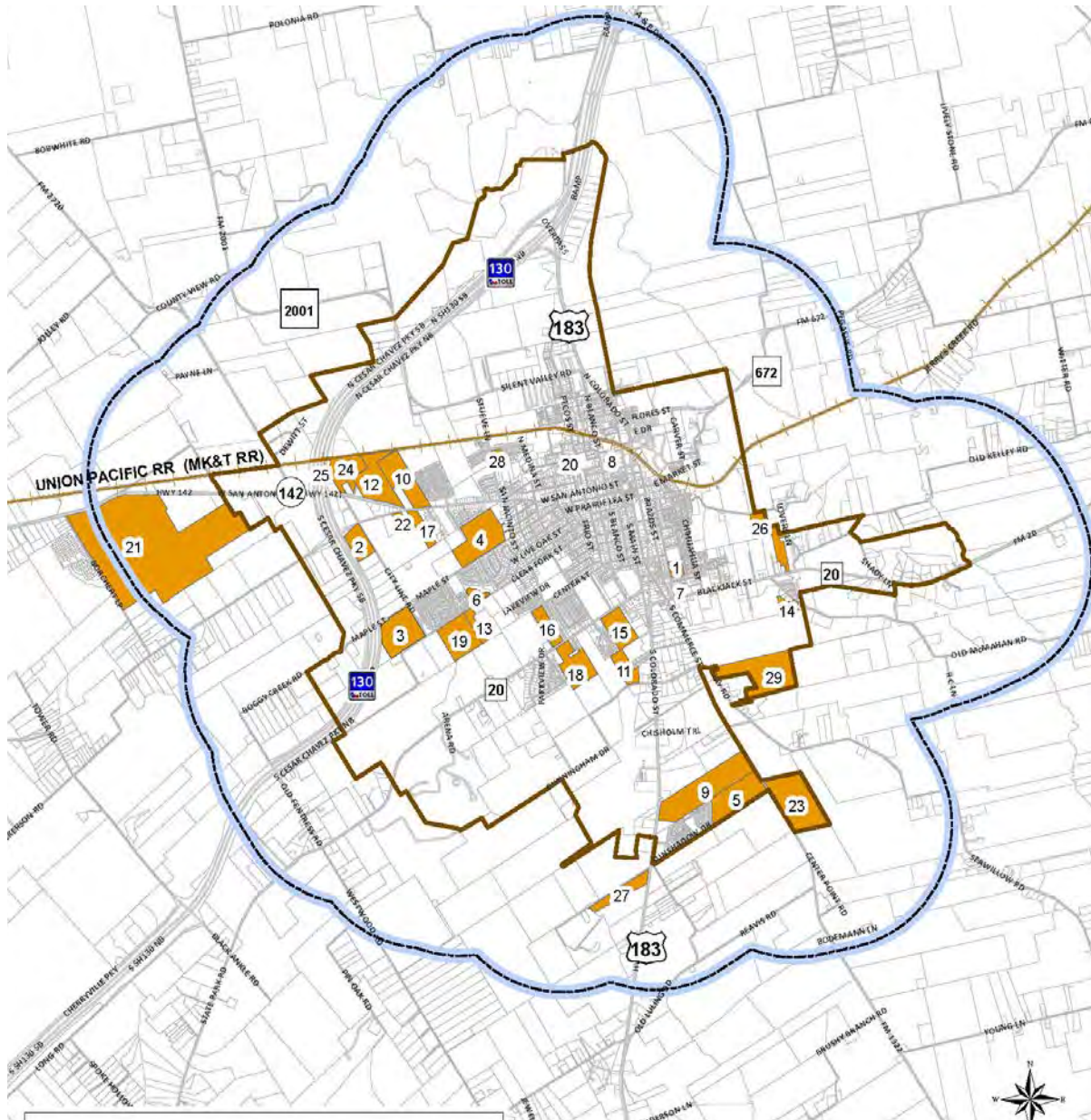
Existing Land Use		City Limits (acres)	City Limits (%)	City Limits + ETJ (acres)	City Limits + ETJ (%)
	Ag/Conservation	5,999	65%	22,063	77%
	Low Density Residential	1,612	18%	4,877	17%
	Public Space/Institutional	765	8%	899	3%
	Industrial	154	2%	187	1%
	Commercial	495	5%	610	2%
	High Density Residential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



Map 6. Existing Land Use Map

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.



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

Source: City of Lockhart

FUTURE LAND USE PLAN

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

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

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

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

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

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

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

**Step 1: Community-created
Land Use Scenarios**

**Step 2: Iteration of Potential
Land Use Concepts**

**Step 3: Creation of a
Preferred Land Use Model**

Trade-offs & Considerations

Open Space

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



Attracting Medical Uses

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



Traffic Congestion

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



Infrastructure

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



City Tax Base

- Tax base is what keeps the City government running; without income tax, Texas cities rely on property and sales taxes.
- Often in discussions around development, communities discuss density, services and taxes. Figure 8 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.

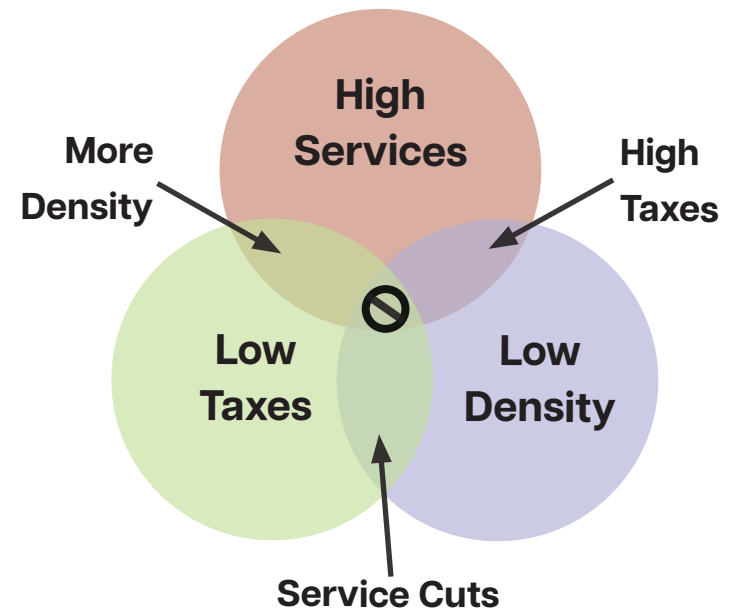


Figure 8. Venn Diagram of Growth Trade-offs

“Hub and Spoke” Land Use Model

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

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

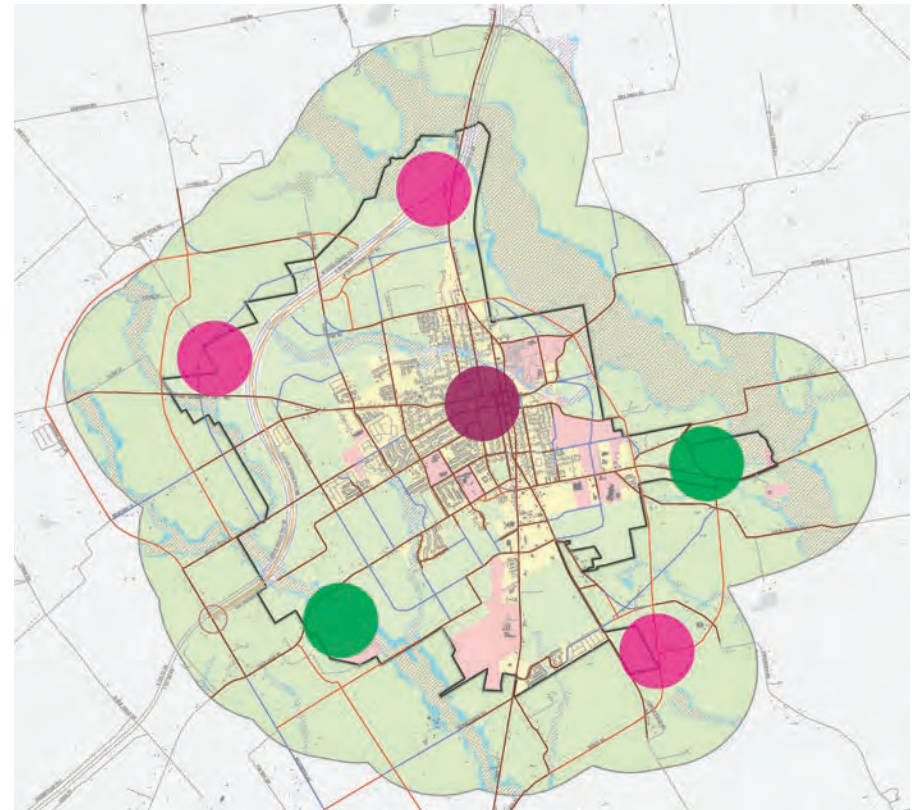


Figure 9. Identification of Activity Hubs

- **Mixed Use Hub:** A typical mix of residential and commercial uses that creates a hub of activity and commerce, a regional draw that also provides residents with access to goods, services, and jobs.
- **Specialty Hub:** Historic Downtown Lockhart, provides a unique character and experience that cannot be found elsewhere in the City. A mix of uses similar to what is there today but with the flexibility to adapt and change, maintaining relevance and preventing building vacancies.
- **Green Hub:** A more locally serving mix of residential and commercial uses focused around a major green asset, providing access to not only goods and services but also high-quality recreational opportunities.

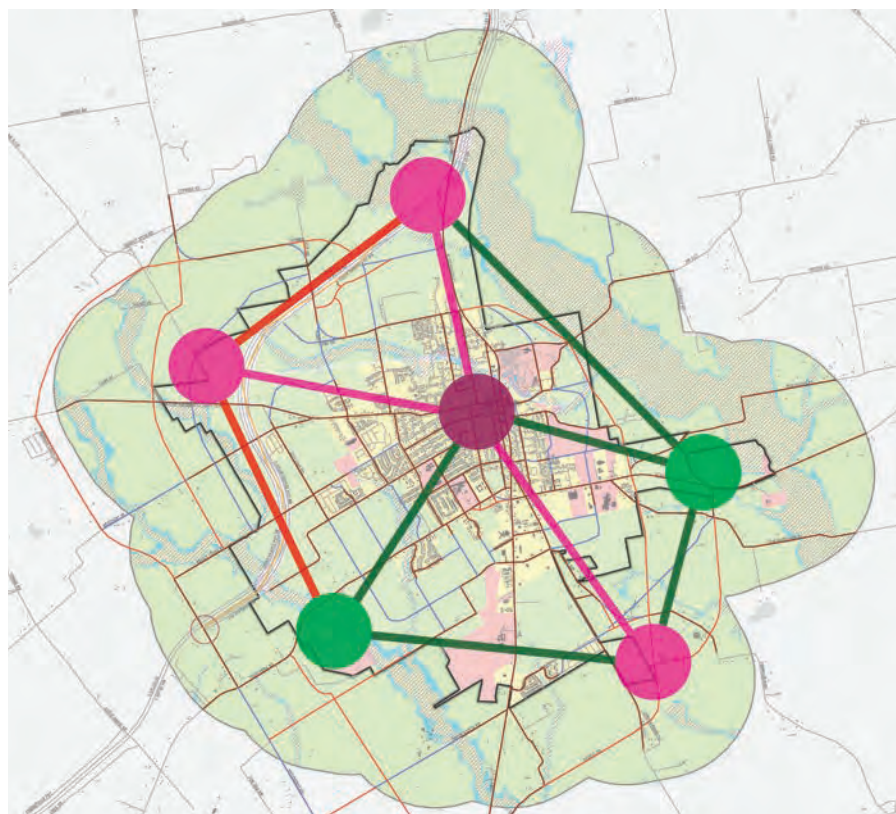


Figure 10. Identification of Spoke Connections

- **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 11. Application of Supporting Uses around Activity Hubs

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

- | | |
|---|---|
| ▬ Low-density Residential | ▬ Employment & Light Industrial |
| ▬ Mid-density Infill | ▬ Industrial |
| ▬ Multi-family | ▬ Green Space |
| ▬ Retail | |

Figure 12. “Hub and Spoke” Land Use Model for the City of Lockhart



Supporting Land Use Descriptions & Policy Guidance

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

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

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

Development Patterns

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

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

These development patterns are reflective of the land uses in the model and the following district dashboards, and relate to each other as demonstrated in Figure 13. To note, this graphic is intended to be a diagrammatic representation of the development ratios presented in the district dashboards and to provide additional detail related to context and intentions. Refer to the Land Use model and district dashboards to understand the specific intent for each node, corridor and supporting area uses identified throughout the City.

In reality, when development is being implemented throughout the City, the mix of development types are likely to be more organic than what is shown here. The figure is intended to be illustrative in nature, to reflect a typical layout and transition of uses within these patterns and are not representative of specific land use categories or real places in the City. Boundaries

and development patterns shown here are intended to demonstrate a typical or general piece of a community, and boundaries are meant to be interpreted as appropriate for a specific context based on major roadways, geographic features, geopolitical boundaries and established developments. Connectivity between uses should be achieved through a variety of tools, including vehicular, bicycle and pedestrian access as well as the orientation of structures.

Node Development

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

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

Corridor Development

The corridor development pattern begins with more intense commercial uses along a major roadway or primary corridor, connecting primary or secondary nodes, and transitions to less intense commercial development as you get farther from the primary corridor frontage. The corridor development pattern and uses generally transition to the surrounding area development

within about 1/4 mile from the primary corridor frontage. A corridor development pattern, once off the primary corridor, utilizes a network of local streets to provide access between the most intense uses along the primary corridor frontage and making connections to other uses not directly on the frontage, and ultimately beyond into the surrounding neighborhood or area development. Multi-modal infrastructure should be provided along corridors to facilitate connections and mobility choices between nodes.

Supporting Area Development

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

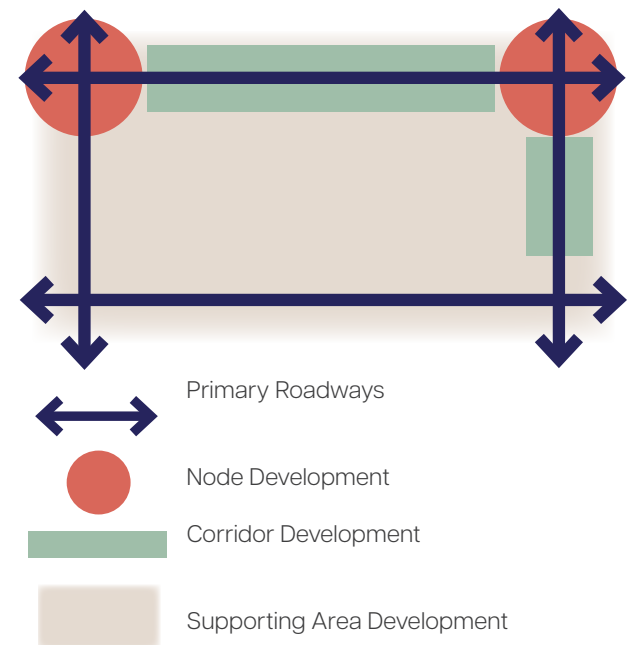


Figure 13. Spatial organization of typical land use development patterns identified in the Land Use Model.

Creation of Districts

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



Central District:

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



Plum Creek District:

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



St. John's District:

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



City Line District:

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



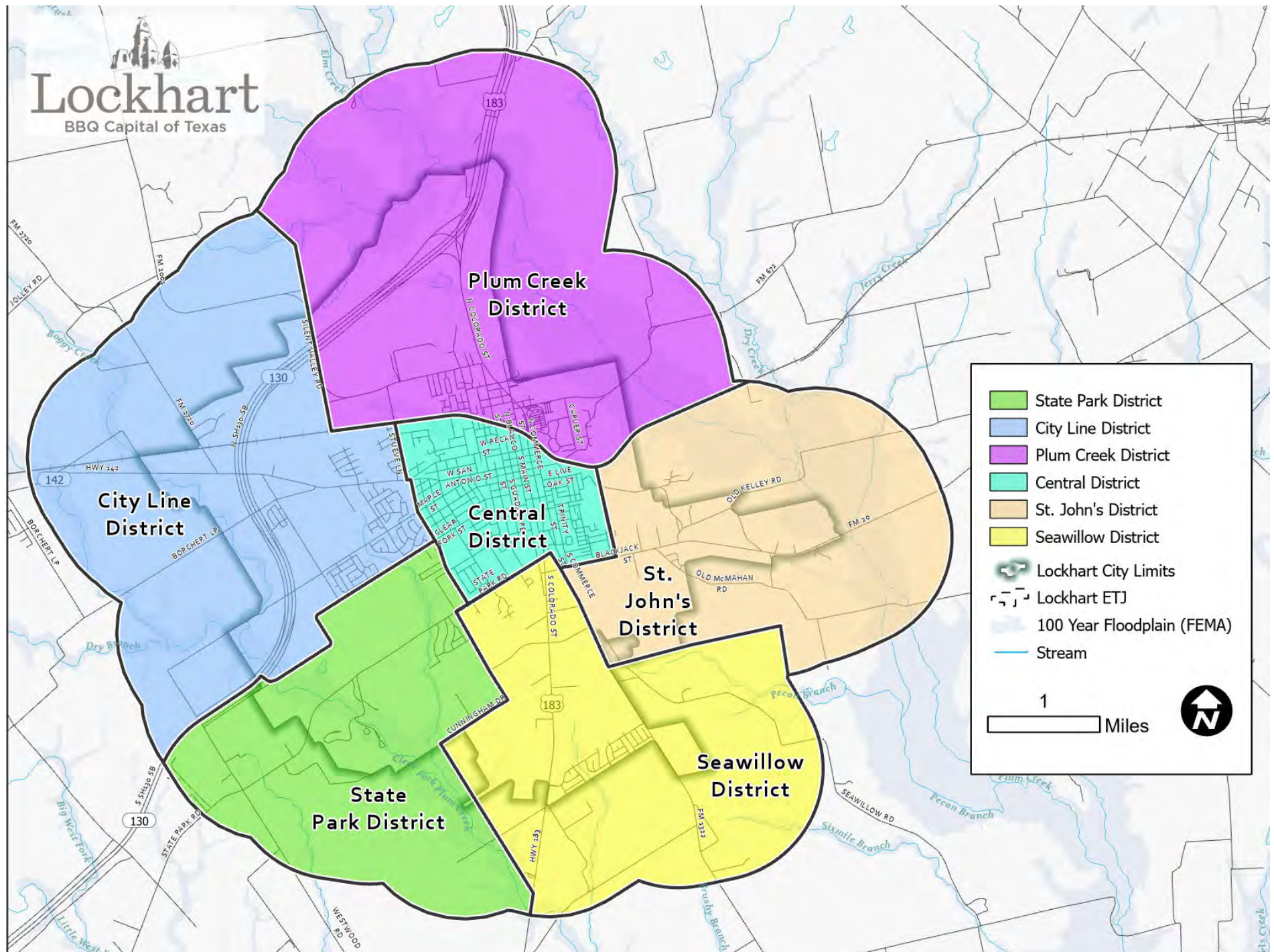
Seawillow District:

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



State Park District:

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

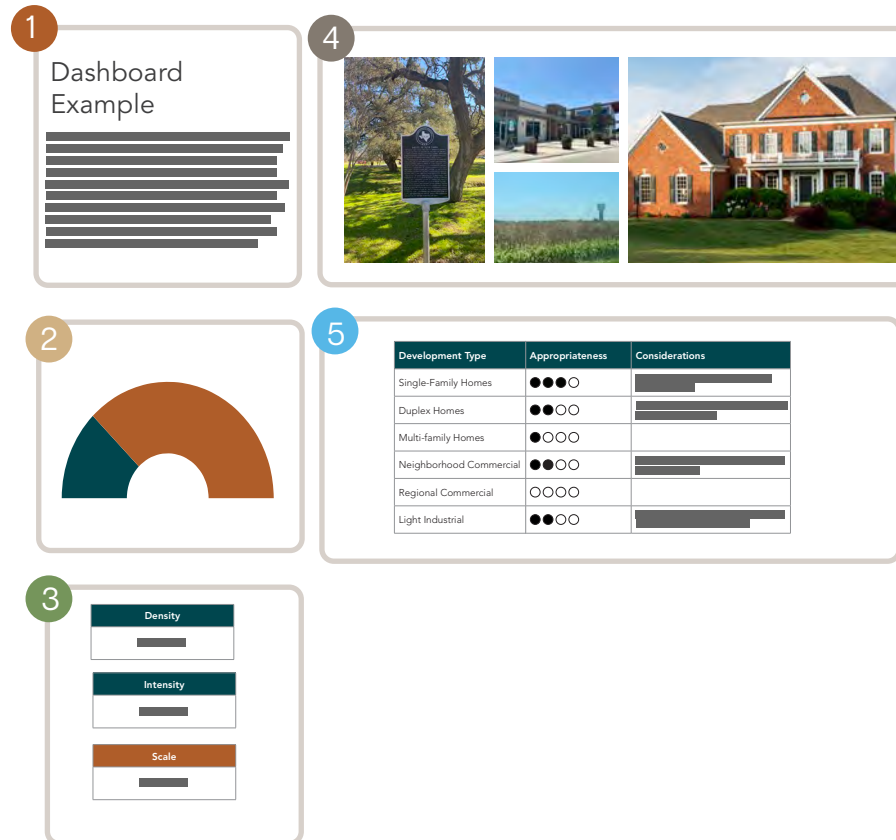


Map 8. Planning Districts

District Development Dashboards

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

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



1 District Description

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

2 Development Ratio

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

3 Density, Intensity 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 non-residential structures. Scale is referenced in stories, with one story being approximately 12 to 14 feet in height. .

4 Visual Representation

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

5 Project Types & Appropriateness Table

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

Single-Family Detached (SFD)

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

SFD + Additional Dwelling Unit (ADU)

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

Single-Family Attached (SFA)

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

Small Multi-family

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

Large Multi-family

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

Retail/Entertainment

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

Office

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

Light Industrial

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

Heavy Industrial

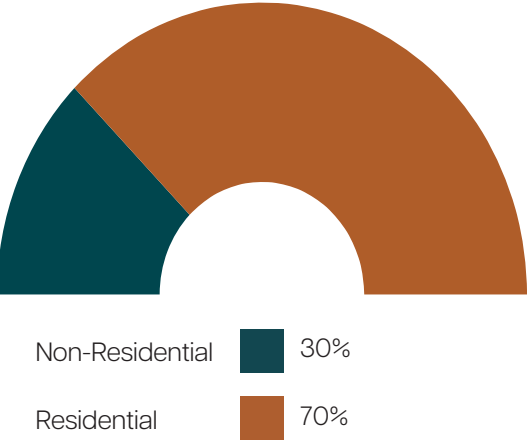
Industrial development intended to serve local or regional markets. This development type ranges from services on an individual-consumer basis to larger shipping operations and may produce more-than-average noise, waste, large truck traffic, and other nuisances. This development type is incompatible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

Open Space & Civic Uses

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

Central District

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



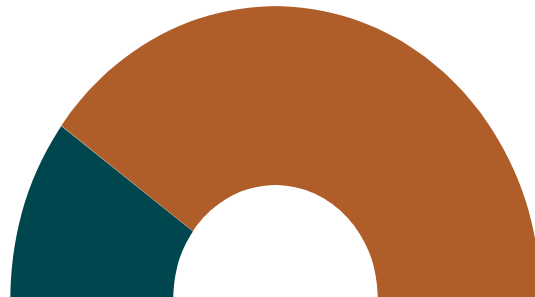
Residential Density
4 to 24 DUA
Intensity
50-100% Lot Coverage Medium to High Intensity
Scale
1 to 3 Stories Low- to Mid-rise



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

St. John's District

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



Non-Residential 20%

Residential 80%

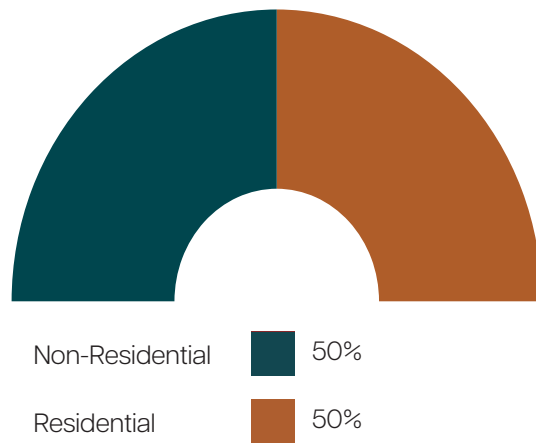
Residential Density
4 to 12 DUA
Intensity
40-60% Lot Coverage Low Intensity
Scale
1 to 2 Stories Low-rise



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

Seawillow District

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



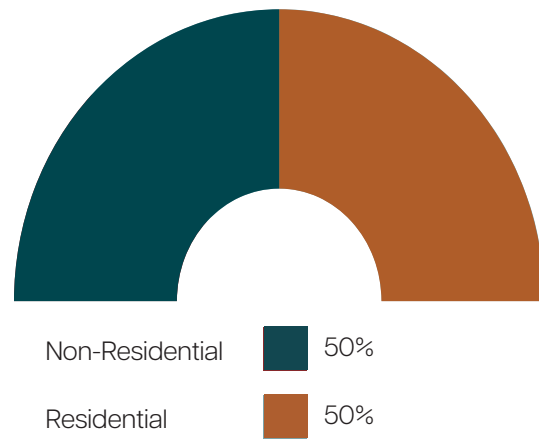
Residential Density
4 to 32 DUA
Intensity
40-80% Lot Coverage Low to Medium Intensity
Scale
1 to 2 Stories Low-rise



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

Plum Creek District

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



Residential Density
4 to 32 DUA

Intensity
60-80% Lot Coverage Medium Intensity

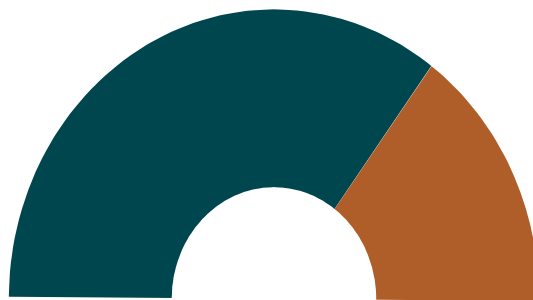
Scale
1 to 5 Stories Low- to Mid-rise



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

City Line District

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



Non-Residential 70%

Residential 30%

Residential Density

4 to 12 DUA

Intensity

50-80% Lot Coverage
Medium Intensity

Scale

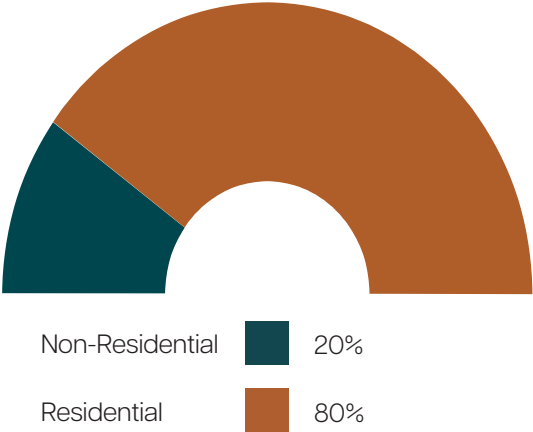
1 to 5 Stories
Low- to Mid-rise



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

State Park District

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



Residential Density
0 to 12 DUA
Intensity
40-60% Lot Coverage
Low Intensity
Scale
1 to 5 Stories
Low- to Mid-rise



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

GROWTH CAPACITY ANALYSIS

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

Land Development Typologies

The growth scenario analysis identifies nine land development typologies, ranging from low-density residential to high-intensity industrial uses. These development typologies look at the types of development that are likely to be established in Lockhart, based on the FLUP, so they can be applied to a map in a way that allows for reasonable development assumptions and quantities to be determined. Table 7 describes the development typologies, to note, there may be some overlaps with the supporting land use descriptions provided previously as part of the FLUP. To note, most of the development typologies include a mix of uses, for example, even residential development typologies assume some reasonable accommodations for appropriately scaled non-residential development.

Future Growth Scenario Map

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

Land Development Typologies

Table 7. Land Development Typologies & Descriptions

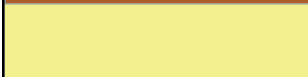
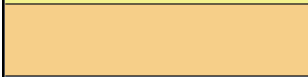
Land Development Typology	Description
Low-density Residential	Characterized by single-family housing, these are more generally single-use and auto-oriented neighborhoods with homogeneous housing types and farther distances to access goods and services. However, they provide a lifestyle that many residents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

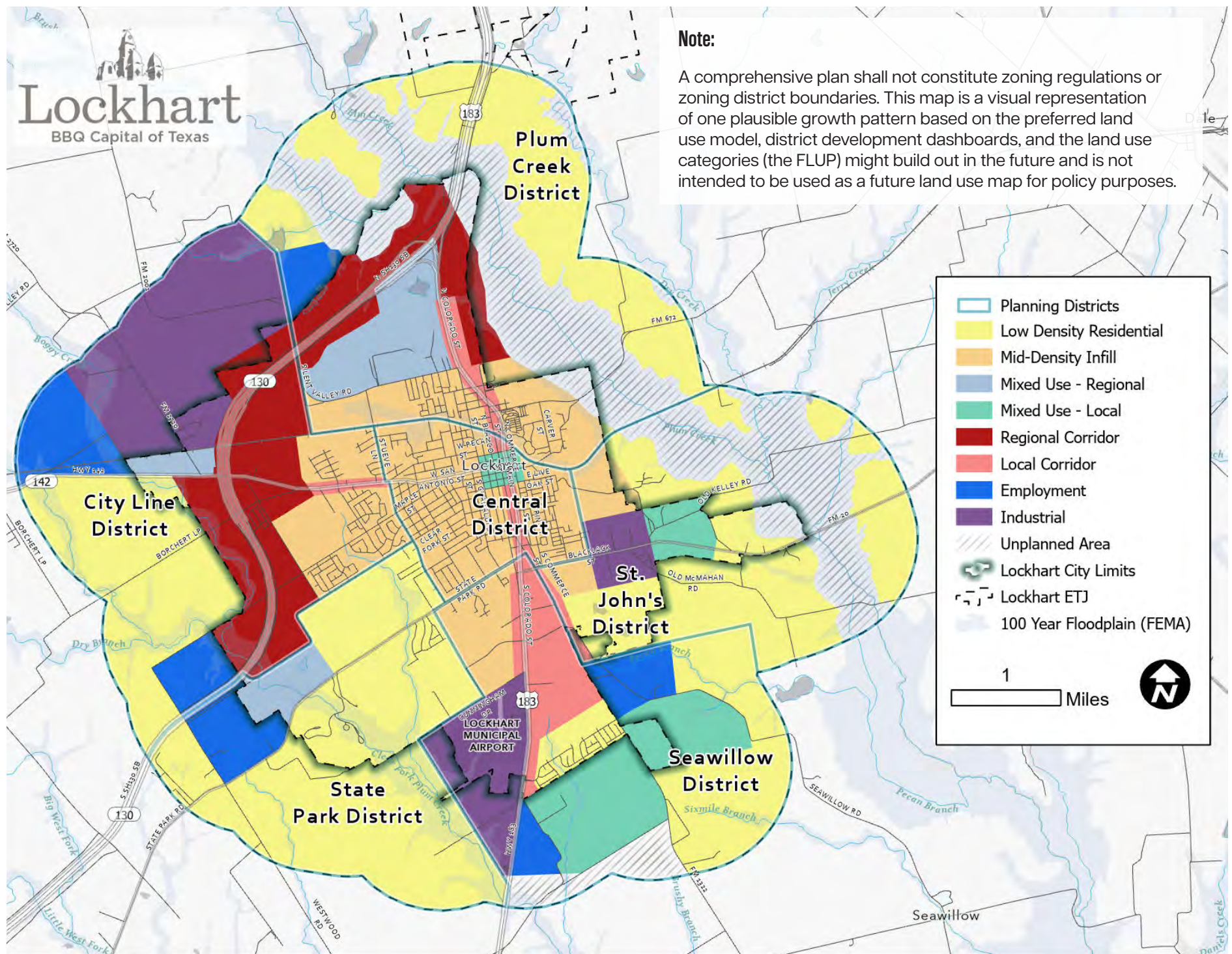
Future Land Development	Description
Mixed Use Local	A mix of residential and commercial uses that creates a hub of activity and commerce. Can be regional or local in scale. Regional MU serves as a regional hub while Local MU focuses on local needs and providing residents with access to goods, services,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

Future Growth Scenario Map

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

Table 8. Land Development Typologies by Acreages

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



Growth Comparisons

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

Table 9. Regional Growth Comparisons

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

Preparing for a “Big Fish”

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

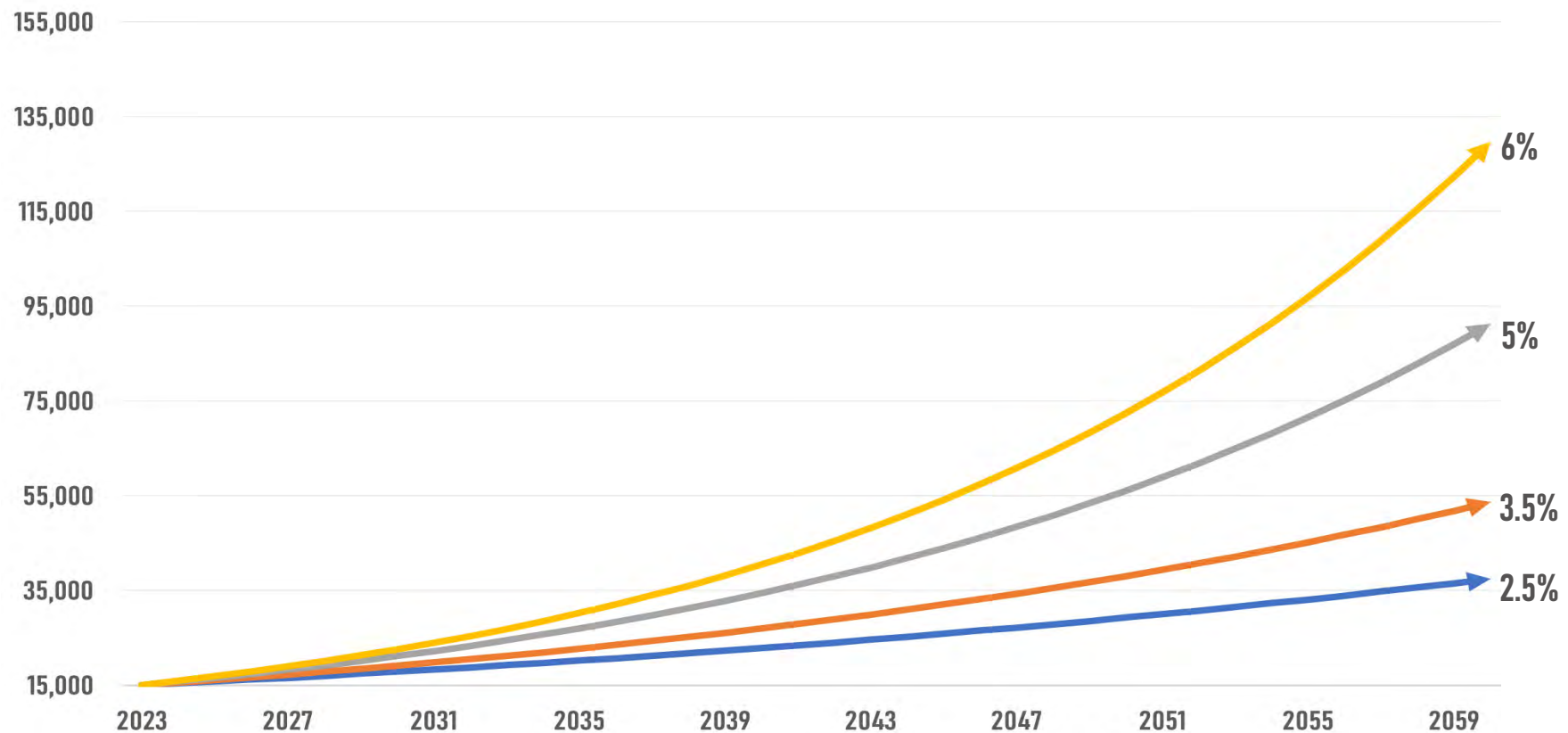
The following growth scenarios include consideration of mega site development potential and accompanying increases in growth intensity (the 5 percent and 6 percent CAGR scenarios). The process and results of the growth scenarios concluded Lockhart could physically handle the influx of growth, but it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

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

Growth Rate Scenarios

In the past two decades, Lockhart's population has grown steadily at a rate of around 1% each year. However, the economic landscape of the Central Texas Region has changed dramatically, seeing an almost 10% increase in total Central Texas jobs between 2010 and 2020, according to the Texas Comptroller. Many of the industries driving this growth include advanced manufacturing, construction and agricultural production. It is evident that yearly growth rates between 2.5% and 6% are within the realm of possibility for Lockhart. Its distance from the Austin metro, available land, and recent increase in development entitlement seems to support this as well. Figure 14 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 14. City of Lockhart Growth Scenarios



Future Growth Capacity

Creating an accurate build out projection to accompany the future growth scenario helps ensure that this Plan can both accommodate the expected growth and meet the goals that the community has identified during the planning process. The Future Land Use Plan (FLUP) elements presented previously help inform not only the location of development, but also the intensity in which it occurs, which can be translated into a zoning or development code. Therefore, it is imperative that the FLUP provides for a proper mix of housing and commercial types so that the objectives of the community are maintained. In the table below, the approximate maximum population and employment that can be held within each district, based on use assumptions made for the land use typologies, is summarized. The total dwelling units, employment, and population represent the populations that could be supported by this Plan if each district was fully built out as mapped in the Growth Scenario. The time period in which maximum build out could be achieved varies significantly based on market trends over the next many decades, with the possibility that the build out is never fully reached at all. Assumptions and development ratios used for these analyses are provided in Appendix C. Table 10 shows the total growth possible in each district, including the existing population as of 2023. Table 11 shows that the FLUP, as presented in this Plan, could accommodate any of the possible growth scenarios studied through the year 2050, and would only begin reaching capacity after that with the 5% or 6% growth scenarios (as seen in yellow).

Table 10. Maximum Buildout within the Districts (including existing)

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

Table 11. 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 FLUP.

Street Design

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

Sidewalks

Sidewalks play a vital role in communities. They facilitate pedestrian safety, movement and access, promoting overall community connectivity and welfare. Safe, accessible and well-maintained sidewalks are a fundamental and necessary investment for cities, which have been found to enhance public health and maximize social capital. In residential settings sidewalks

should ideally be 5 to 7 feet wide, and 8 to 12 feet wide in commercial settings. New developments should be required to install sidewalks along their frontages and a plan to fill in sidewalk gaps throughout the City should be developed.

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

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

Lane Width

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

Curb Extensions

Curb extensions are a traffic calming measure primarily used to narrow roadways at crosswalks and extend the sidewalk for pedestrians crossing

the street. Shortening the crossing distance improves pedestrian safety and visibility. Curb extensions may also be implemented to help allocate more space for street furniture, landscaping or street trees in areas with narrow rights-of-way.

Streetscapes

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

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

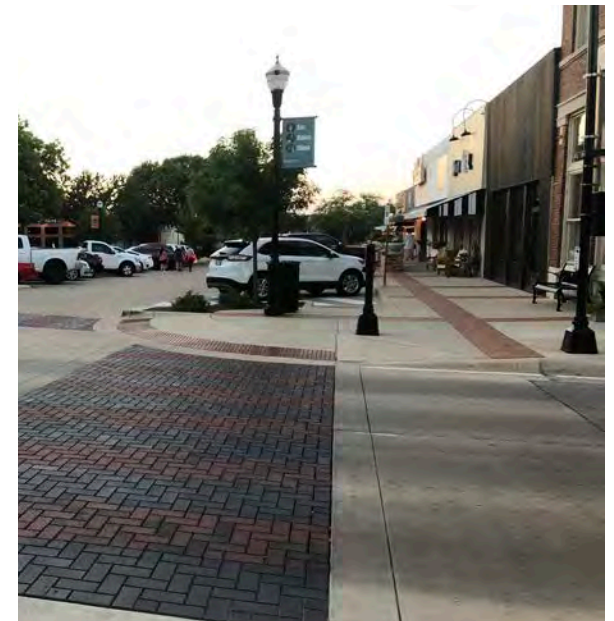
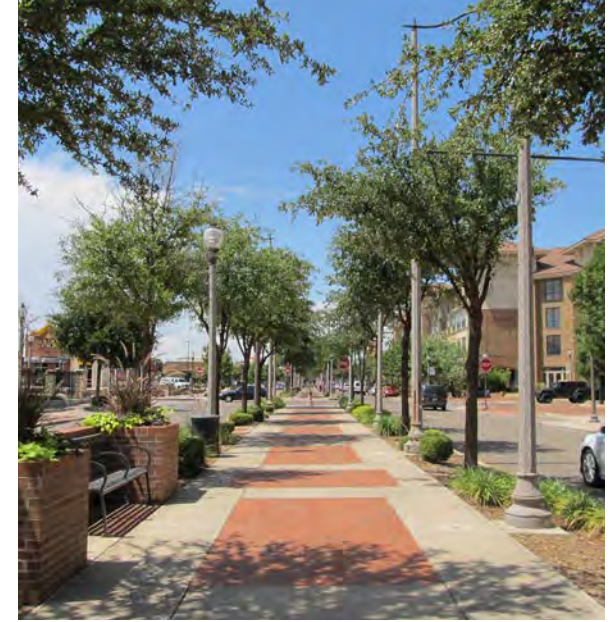
High quality streetscapes do not need to be expensive; cost and scale can be adjusted to available resources and context without sacrificing impact.

Street Trees

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

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

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



Lighting

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

Furnishings

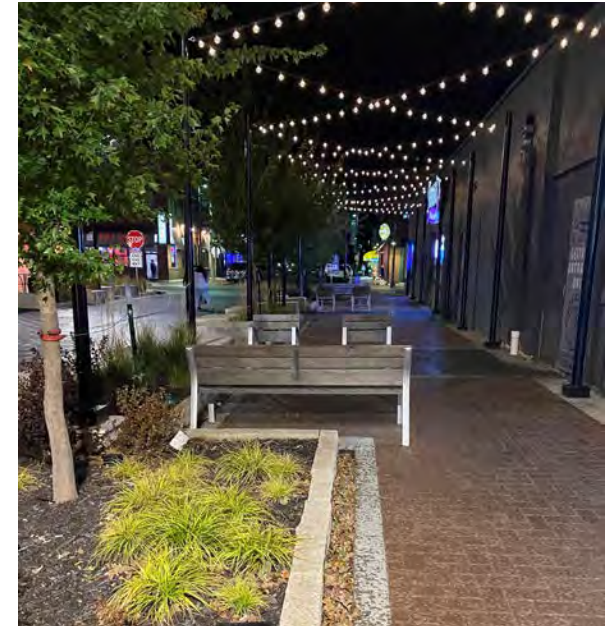
Appropriate furnishings along a streetscape, such as seating and waste receptacles, are highly dependent on the context. The types of amenities provided for a pathway that may be primarily used for recreation will vary from those provided near a transit stop. Like lighting, the application of furnishings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

Screening

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

Activation

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



Building Form & Site Design

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

Massing, Height & Scale

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

Building Placement

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

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

Building Facade

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

Parking

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

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

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



Figure 15. Strategies to address urban design using building form.





COMPLETE COMMUNITIES

LOCKHART LOOKING FORWARD

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



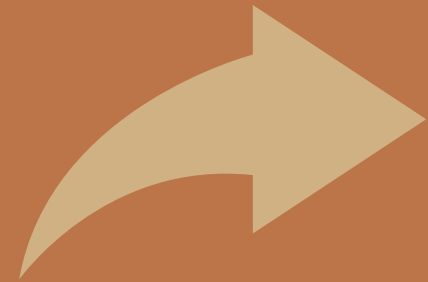
Evaluate Access and Opportunity

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



Create Policies that Encourage Complete Communities

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



Build Neighborhoods that Move Us Forward

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

WHAT WE'VE HEARD:

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

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

"Keep the small town values and vibe."

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

"Affordable housing"

"I would ensure that all Lockhart residents could safely visit their neighbors, gather downtown together, and recreate outdoors without needing to use a car and without fear of being injured by a car."

"Owning a historic home."

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

Housing & Resilience Connection

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



BACKGROUND INFORMATION

Housing Stock & Supply

As mentioned previously in the Community Snapshot chapter, Lockhart's demographic landscape currently features a mixture of households with and without children, as shown in Figure 17. With such a diverse array of household compositions, it becomes evident that a variety of housing requirements and preferences will abound within the community.

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

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

Figure 17. Existing Household Makeup

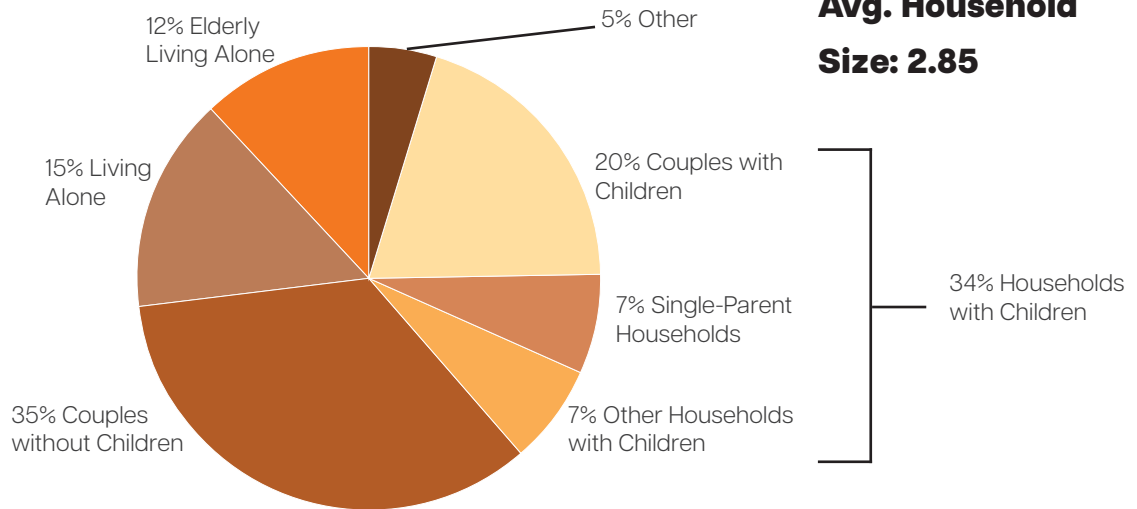
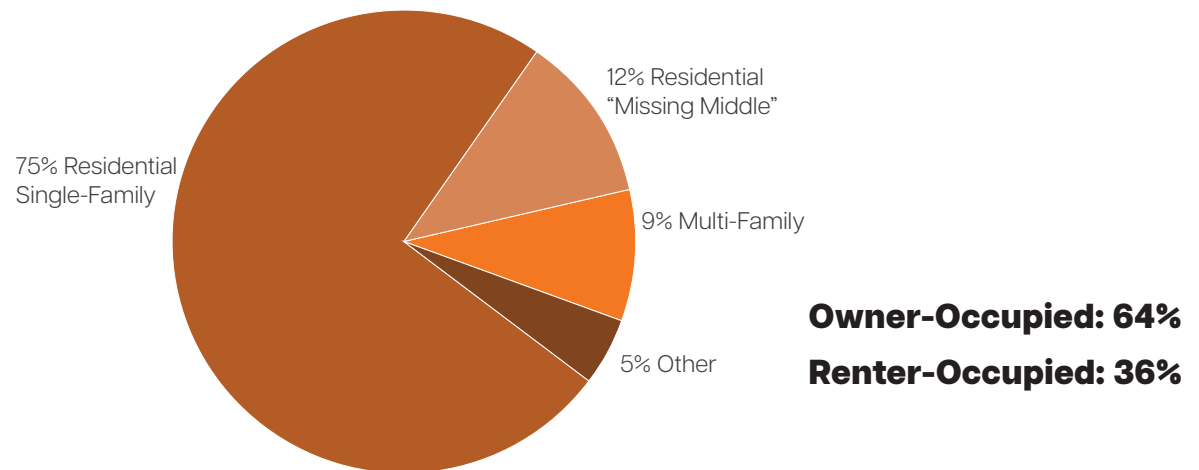


Figure 18. Existing Housing Mix



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

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

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

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

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

Lockhart saw a steady rise in housing permits from 2019 to 2021. In 2023, there was a notable surge to 588 permits approved, as shown in Figure 20. However, market changes since late 2023 have slowed permit applications, suggesting ongoing fluctuations in Lockhart's housing market. Recent subdivision applications may indicate a potential increase in housing development later in 2024.

Figure 19. Existing Unit Mix by Housing Structure Type

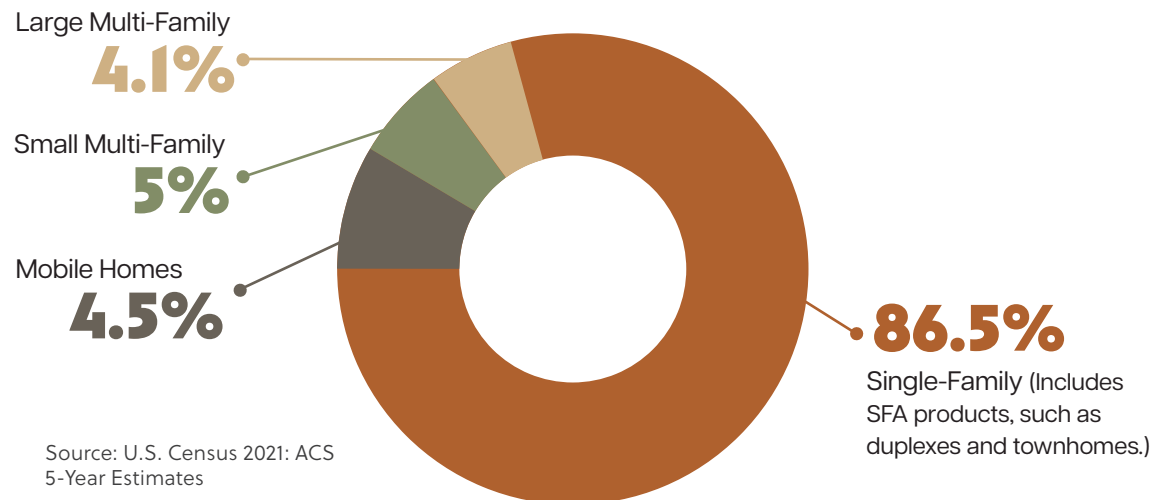
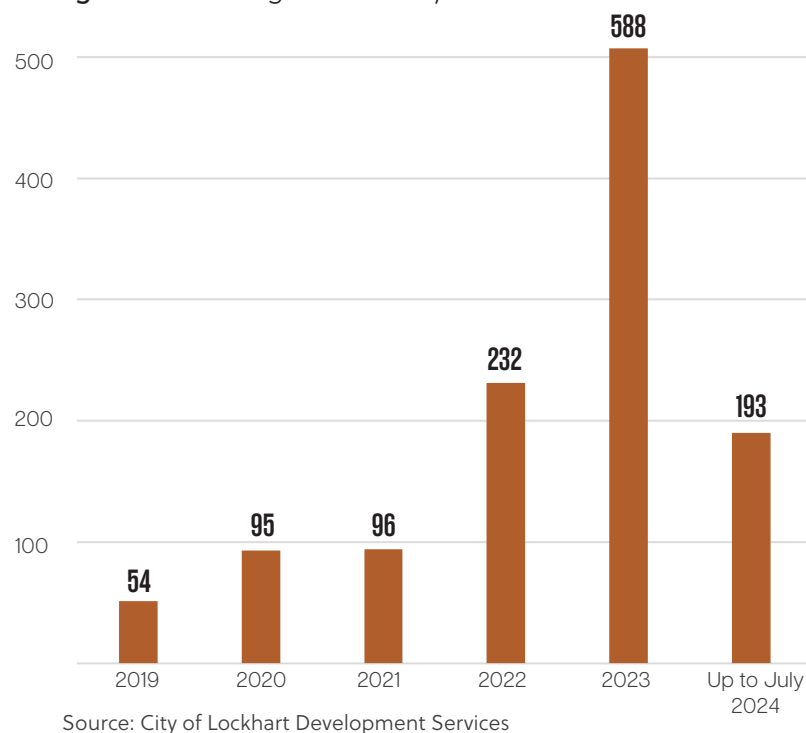


Figure 20. Housing Permitted by Year

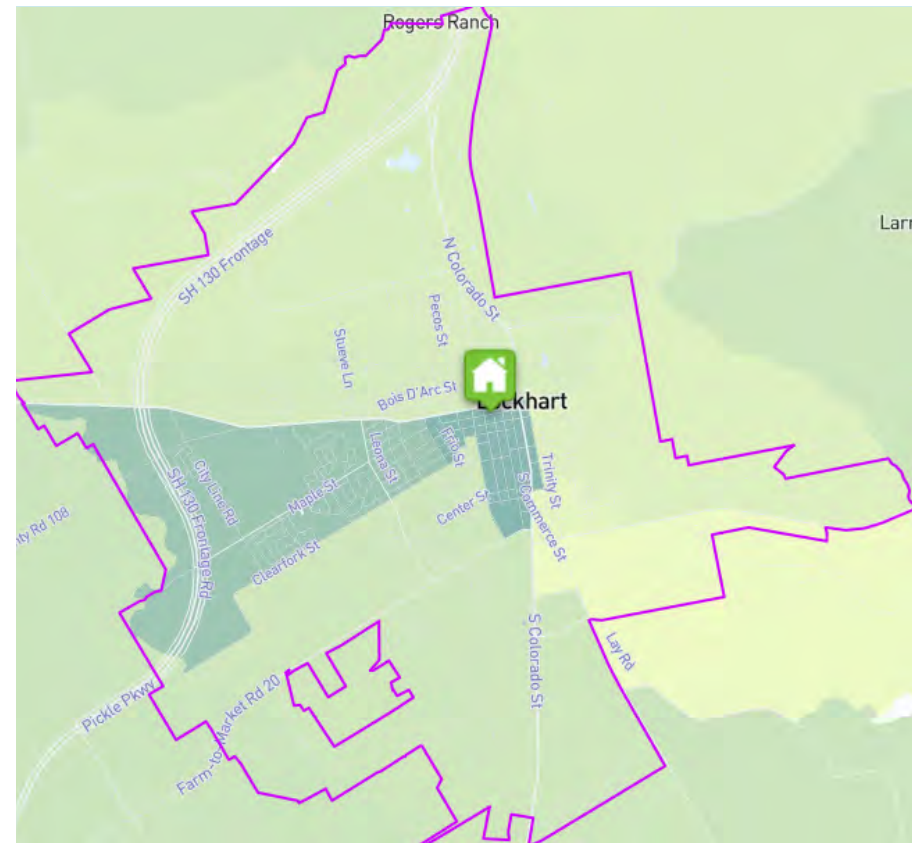


Housing Affordability

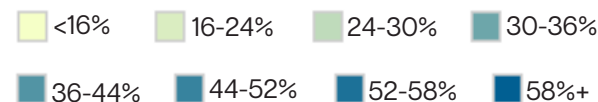
Lockhart's housing affordability is a multifaceted issue, as evidenced by recent statistics. According to the 2021 ACS 5-Year Estimates, the total number of housing units has increased to 5,105, with an occupancy rate of 88%. However, the vacancy rate which currently stands at 12% has been growing roughly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

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

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



Map 9. Housing Affordability - Housing Costs as % of Income



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

Housing + Transportation Affordability Index (H+T Index)

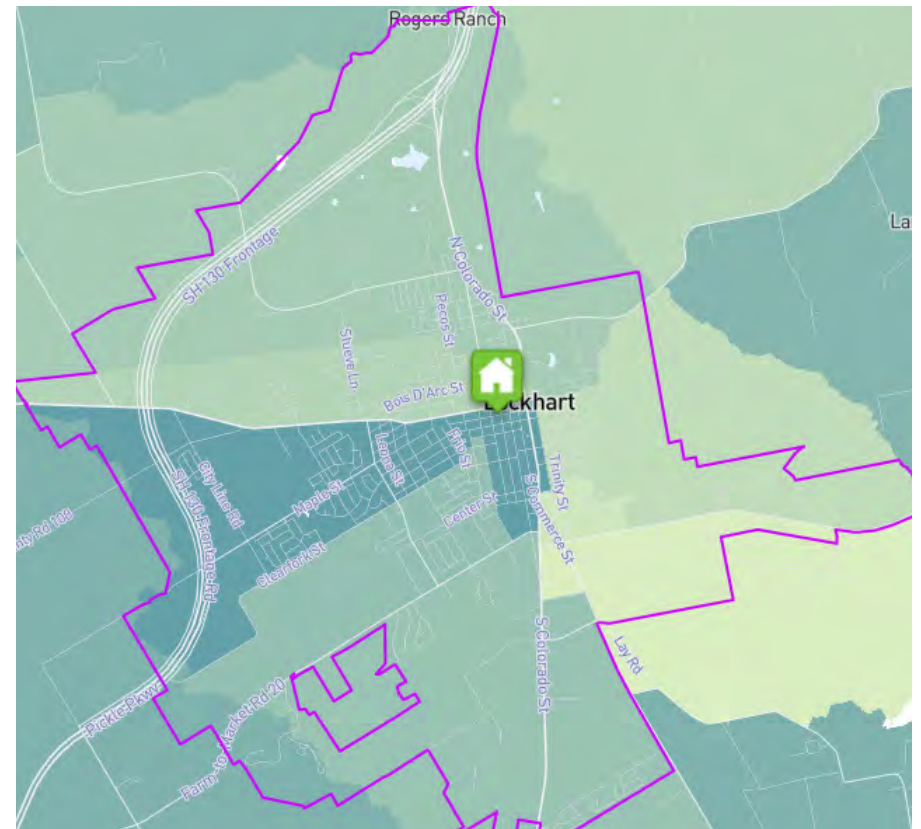
The H+T Index is a tool that demonstrates affordability as a combination of both housing and transportation costs, creating a more holistic picture of affordability within a community. Nationally, 55% of neighborhoods meet the traditional definition of “affordability” that housing costs should be no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

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

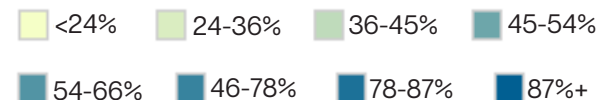
The H+T Index recommends that housing and transportation costs together should make up no more than 45% of a household’s income. Currently, Lockhart’s overall H+T Index comes out to 40% (20% housing and 20% transportation), under the 45% recommended benchmark. So while housing cost burden is currently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

In order to preserve affordability in Lockhart, the City needs to maintain its housing attainability and implement strategies to help bring down residents’ transportation costs. Some strategies to achieve this are to provide

1. UnitedForALICE, ACS 2021, 5-Year Estimates



Map 10. H+T Index Map - Housing + Transportation Costs as % of Income



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

development patterns and infrastructure that allow residents to choose alternative modes of transportation, bringing more goods and services closer to residents so they do not have to travel as far, and providing more jobs in the community so residents can have shorter commutes and more commuting choices.

Neighborhood Condition

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

Infrastructure Condition

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

Housing Condition

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

Neighborhood Assessment

The neighborhood assessment is conducted by assessing the age of housing and infrastructure as well as a visual assessment generally of housing and infrastructure. The assessment of Lockhart neighborhoods revealed that the neighborhoods in Plum Creek and east of downtown are most in need of repairs in order to stabilize the area, as shown in Map 11 Neighborhood Conditions Assessment. The map denotes three categories of neighborhoods:

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

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

Repair and Weatherization Programs

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

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

Community Stewardship

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

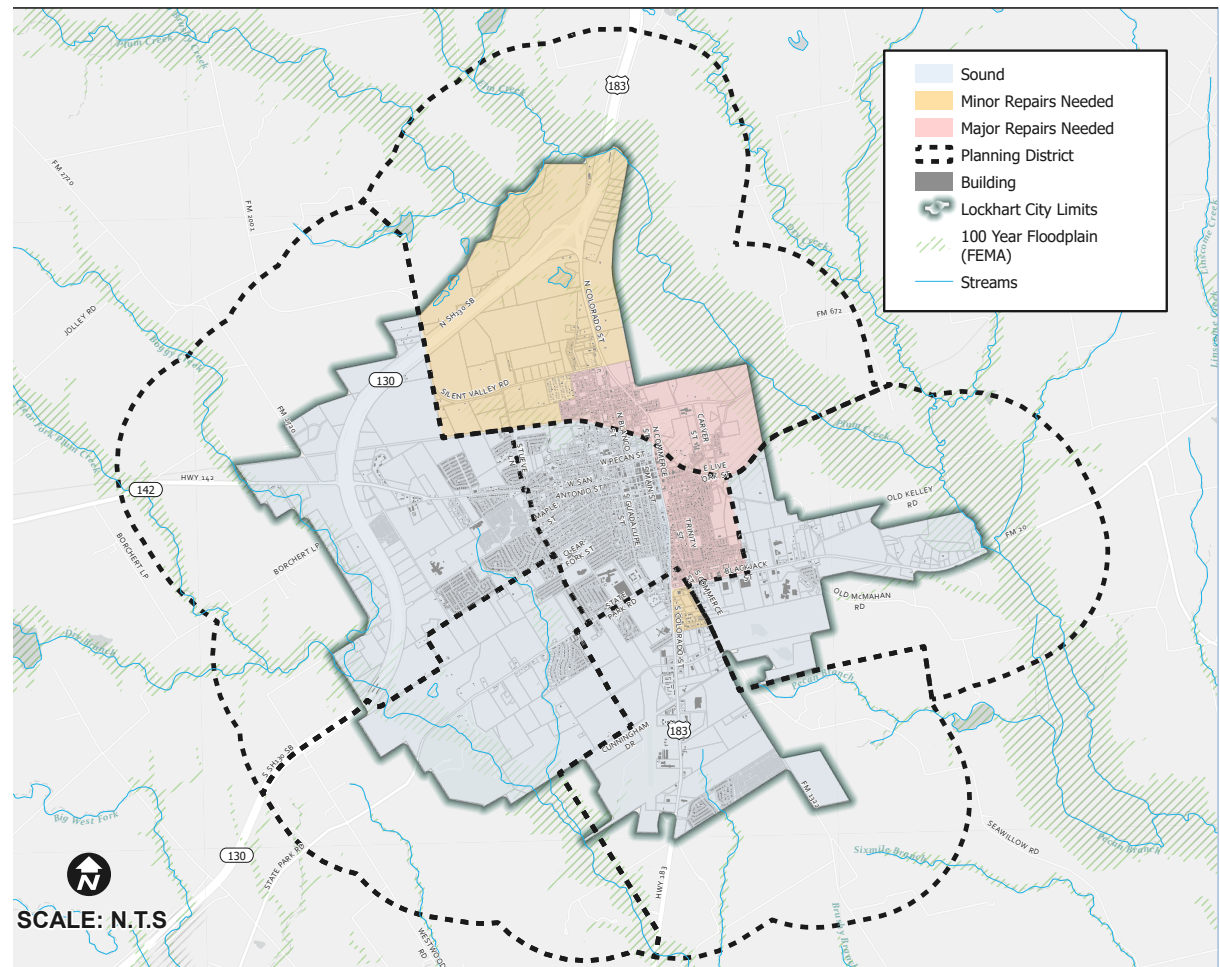
The City could create and distribute “Idea Books” to showcase ideas about how to improve curb appeal on a budget.

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

Neighborhood Safety

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

One approach to enhancing community safety is through the concept of “eyes on the street” and Crime Prevention Through Environmental Design (CPTED). This concept emphasizes the importance of designing the built environment in a way that maximizes natural surveillance, thereby deterring criminal activity. Strategies



Map 11. Neighborhood Condition Assessment

include ensuring clear sightlines, maintaining well-lit areas, and designing spaces that encourage community interaction.

The City of Lockhart can further improve community safety by focusing on proactive community policing, engaging residents, marketing externally, and providing education

on safety measures. While the Lockhart Police Department already has several engagement programs in place, there is a recommendation to concentrate efforts on directly engaging with neighborhoods. This approach can foster stronger relationships between law enforcement and the community, leading to a safer and more cohesive environment for all residents.

Planning Framework for Housing Diversity

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

Mixed Use

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

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

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

Infill

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

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

New Neighborhoods

New neighborhoods primarily center on single-family residential development, with additional housing options incorporated as appropriate. Planning for new subdivisions allows for the inclusion of desired elements like green spaces, parks, and improved infrastructure. The City

anticipates continued interest from the private sector in developing new neighborhoods and should plan to connect this new growth to goods and services.

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

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

Missing Middle Housing

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

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

Small Area Planning

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

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

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

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

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

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

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

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

- **West San Antonio Corridor:** This area struggles with compatibility of uses between historic, established residential neighborhoods and growing commercial uses along a corridor that is controlled by TxDOT.
- **Central Neighborhoods East of US 183:** This area struggles with a historical lack of investment, including infrastructure quality, environmental concerns and reduced access and mobility due to the barrier caused by US 183.
- **North Gateway (US 183):** This is the City's initial opportunity to establish a brand and identity for traffic coming off SH 130 from Austin and other northern destinations.
- **West Gateway (SH 142):** This is the City's initial opportunity to establish a brand and identity for traffic coming via SH 142 from San Marcos and other western destinations.
- **South Gateway (US 183/FM 1322):** This is the City's initial opportunity to establish a brand and identity for traffic arriving from southern locales such as Luling.

COMPLETE COMMUNITIES

Neighborhood Mobility

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

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

- Navigation is straightforward and intuitive.
- The system distributes traffic along a variety of alternative routes, reducing congestion and providing redundancy.
- They promote walking and cycling by creating interconnected streets, making it easier for residents to travel without needing to access high volume, high speed roads.

- Regular block sizes and street patterns support a diverse mix of land uses and are more easily redeveloped as community needs change.

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

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

Housing Variety

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

Gridded Streets



Curvilinear Streets





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

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

Access & Opportunity

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

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

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

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

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



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

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

Public Spaces & Facilities Condition

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

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

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

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

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

District Completeness Assessments

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

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

Plum Creek District Profile

Physical Context

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

Neighborhood Mobility

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

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

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

Housing Variety

Currently, the area north of Silent Valley Road features relatively sparse development, primarily consisting of ranch housing and agricultural uses. The highest density residential developments are located south of Silent Valley Road, characterized

mainly by manufactured housing with some multi-family units near North Pecos Park. Much of the residential properties in this area were constructed between 1980 and the late 1990s. Compared to the Central District, there is significantly less missing middle housing options such as duplexes, multiplexes, or townhouses within this district.

Access & Opportunity

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

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

Public Spaces & Facilities

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

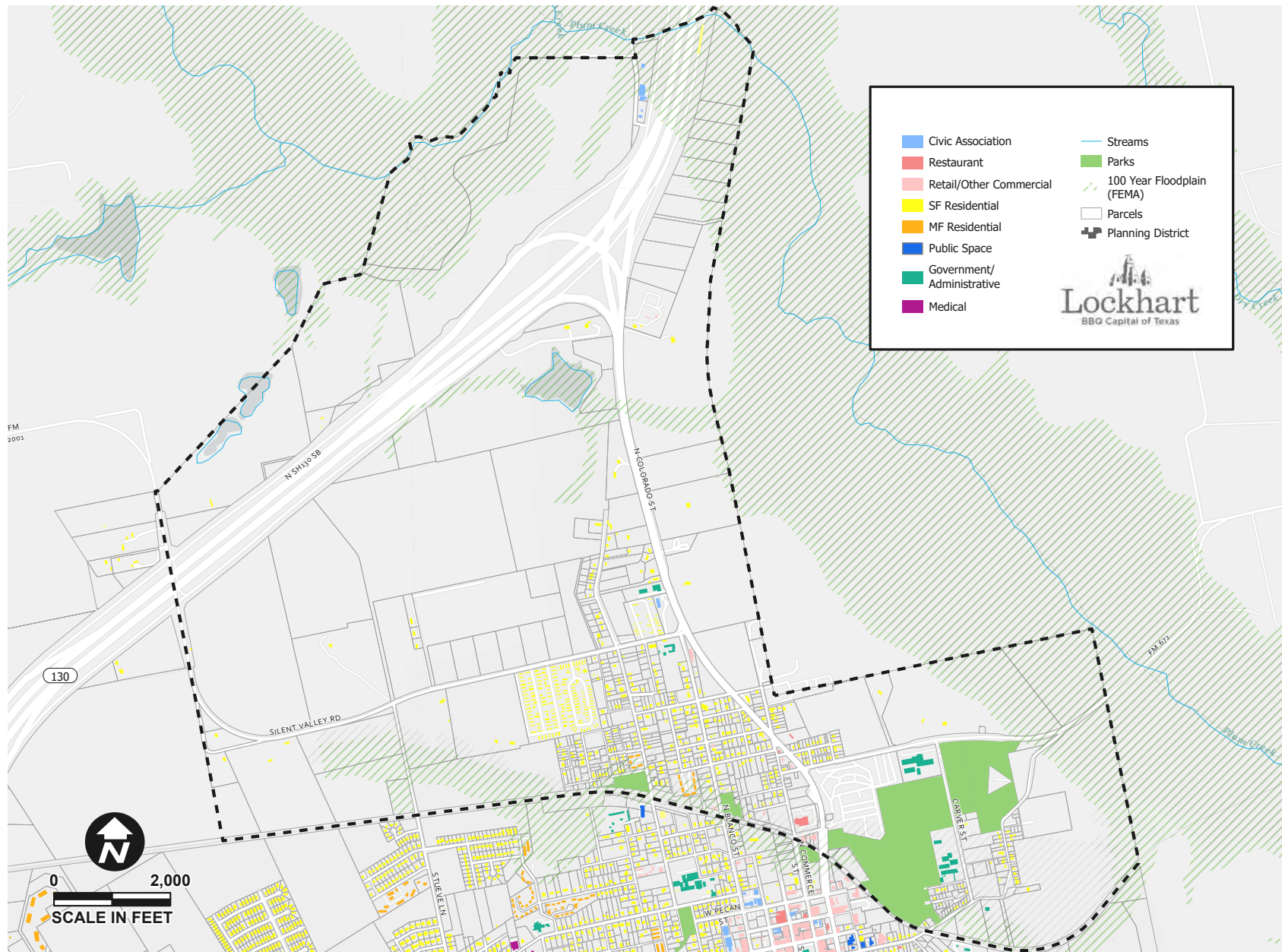
The City Park offers a range of amenities such as baseball/softball fields, a skate park, playground, disc golf course, amphitheater, and pool, making it a crucial social and cultural hub for Lockhart.

Summary

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

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

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



Map 12. Plum Creek Neighborhood Features and Land Use

Central District Profile

Physical Context

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

Neighborhood Mobility

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

Housing Variety

The Central District is one of the most dynamic neighborhoods in the City and encompasses a diverse range of housing options, including duplexes, apartments, and single-family homes in close proximity. According to the U.S. Census Bureau, the census tract that covers most of the Central District has an estimated 2,051 homes, with 70% of those being built before 1990 and 11% before 1939.²

The older homes exhibit characteristics of vernacular architectural styles such as national folk/farm, folk Victorian, and craftsman, with newer infill development showing contemporary

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

design elements. Building materials range from plastic siding on newer homes to more traditional vernacular materials such as wood, stone, and brick siding with tin roofs.

Access & Opportunity

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

Public Spaces & Facilities

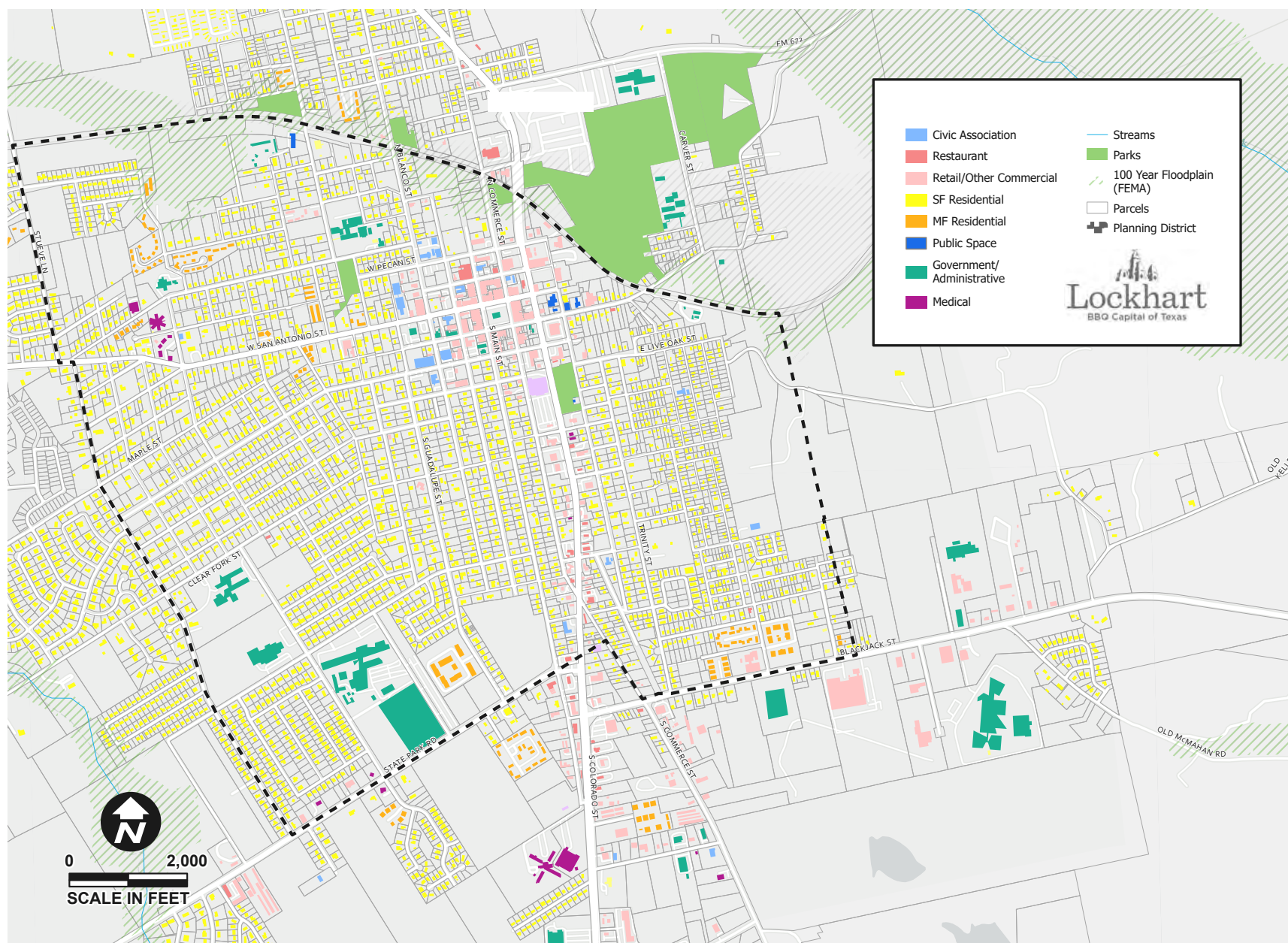
The Central District houses a large number of facilities that serve government and administrative purposes, including the Lockhart City Hall, Caldwell County Courthouse, U.S. Postal Service, Lockhart Fire Department, and Dr. Eugene Clark Library. The courthouse lawn is often utilized as a venue for live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

Summary

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

Opportunities to enhance community completeness within the Central District include:

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



City Line District Profile

Physical Context

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

Neighborhood Mobility

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

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

Housing Variety

The majority of the land in this district is still agricultural in nature, but there has been a variety of new developments starting to occur along San Antonio Street and Cesar Chavez Parkway. Currently there are several multi-family apartment complexes that target young professionals, young families, and seniors. There are also several low density single-family developments that are suburban in character. Most of the homes in this rapidly growing part of the City are relatively

new and well-maintained though little housing diversity exists for the types of housing that fall between single-family detached homes and large apartment complexes. However, specific U.S. Census data on the structural age of homes exclusively in this area is currently unavailable.

Access & Opportunity

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

Public Spaces & Facilities

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

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

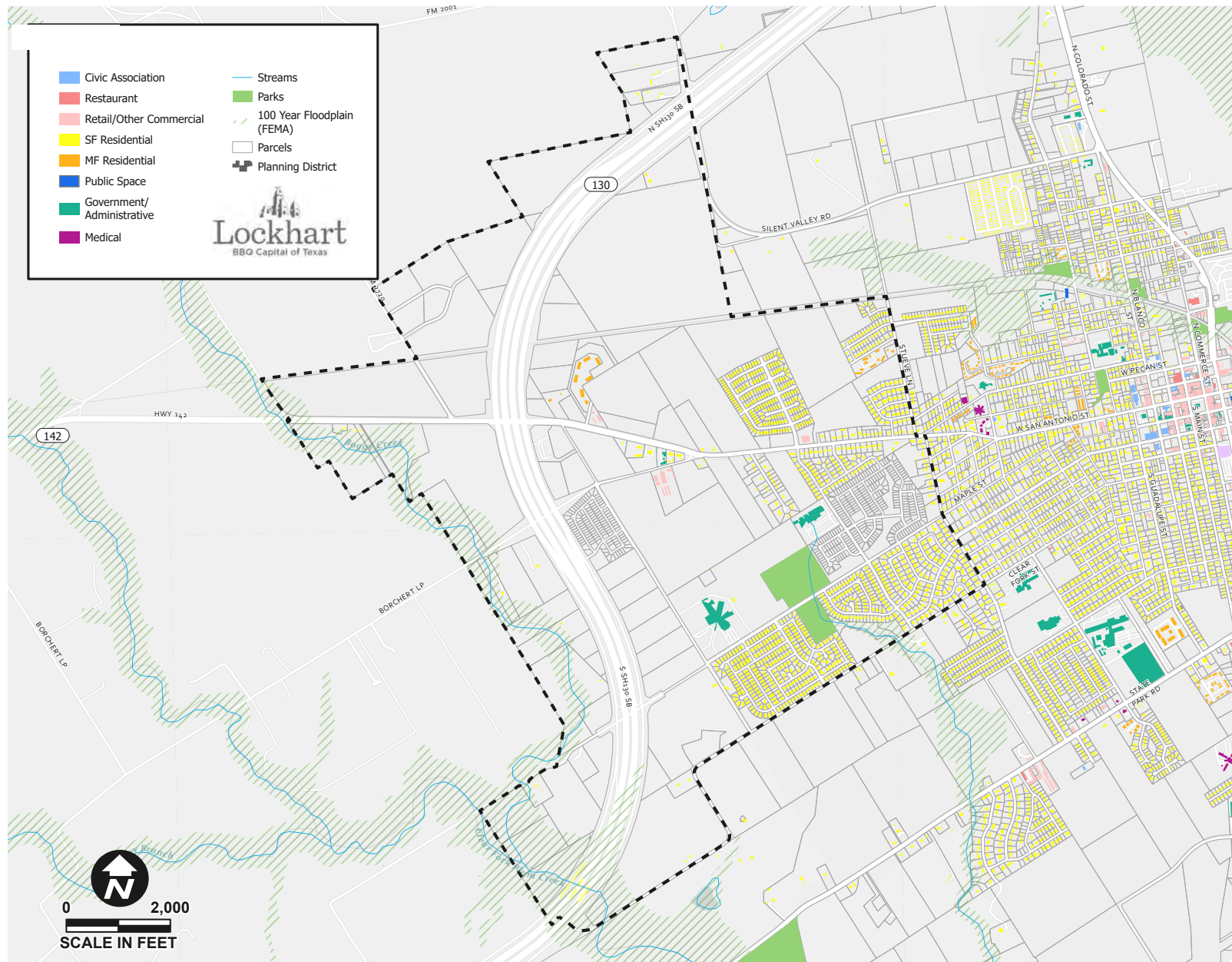
Summary

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

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

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

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



Map 14. City Line Neighborhood Features and Land Use

State Park District Profile

Physical Context

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

Neighborhood Mobility

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

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

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

Housing Variety

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

Access & Opportunity

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

Public Spaces & Facilities

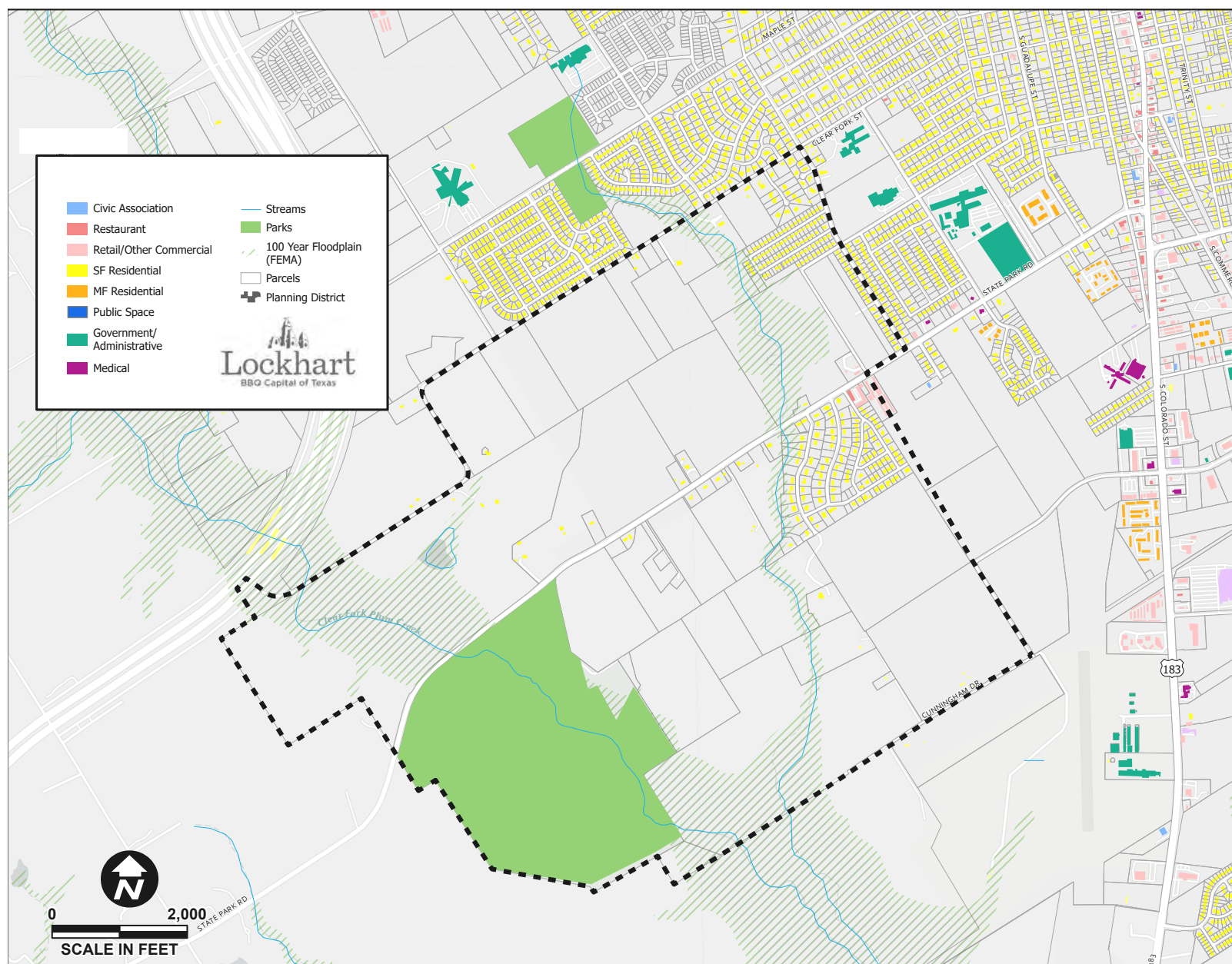
One of the most significant features of the district is Lockhart State Park, which contains the largest amount of contiguous green space in the City. Lockhart State Park is a significant regional draw, offering a variety of amenities, including hiking and biking trails, camping spaces, and a golf course.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

Summary

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

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

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



Seawillow District Profile

Physical Context

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

Neighborhood Mobility

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

Housing Variety

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

This area's housing stock is characterized by traditional suburban development, featuring relatively new single-family homes. Most of the houses were built within the past few decades, with a significant portion constructed in the last

10 to 15 years. New suburban developments are expected to contain 1,400 to 2,000 square-foot single-family homes on 50-foot lots. The northern portion of the Seawillow District contains a significant number of multi-family units that target young professionals and elderly residents.

Access & Opportunity

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

Public Spaces & Facilities

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

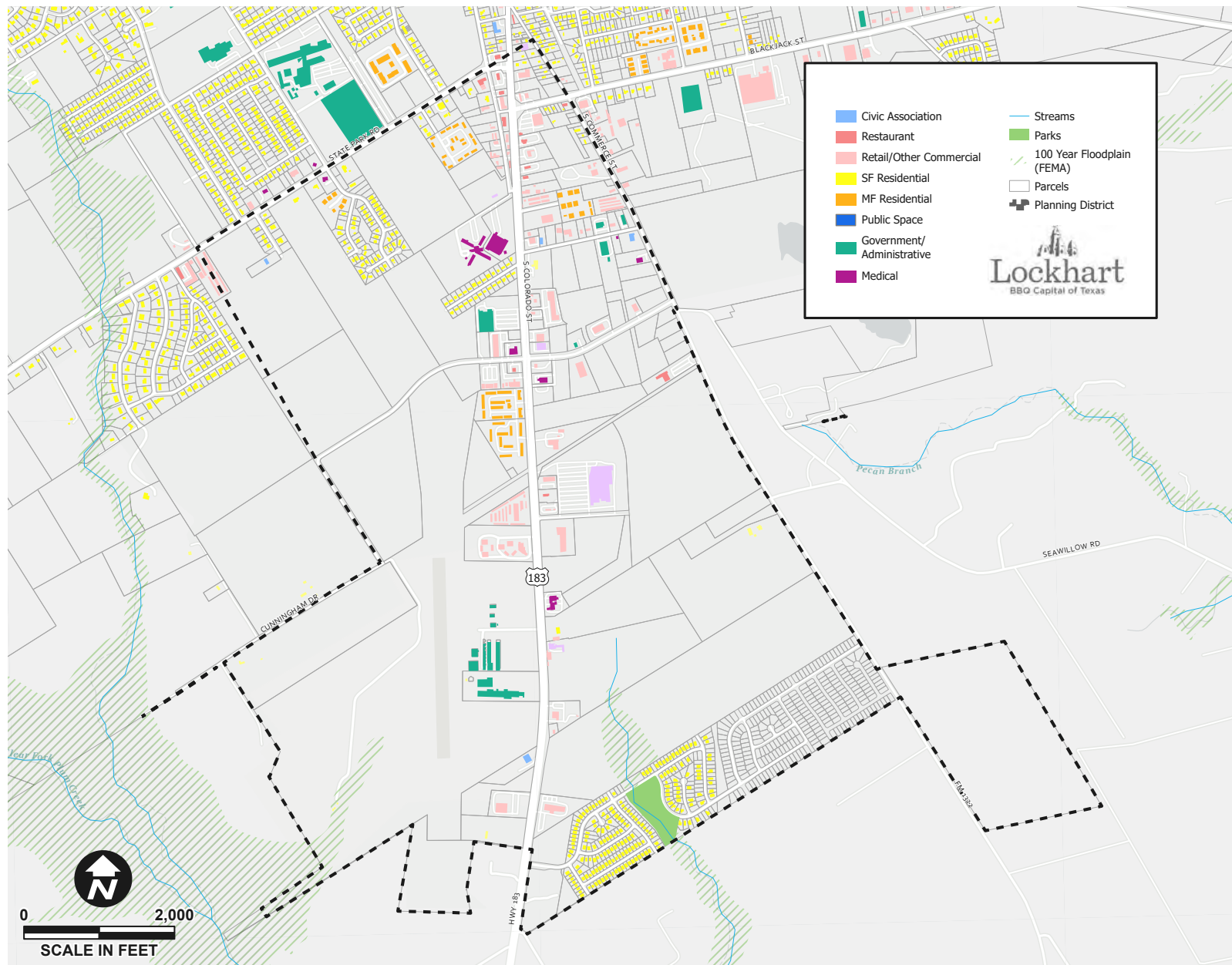
Summary

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

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

Opportunities to enhance community completeness within the Seawillow District include:

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



Map 16. Seawillow Neighborhood Features and Land Use

St. John's District Profile

Physical Context

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

Neighborhood Mobility

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

Housing Variety

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

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

Access & Opportunity

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

Public Spaces & Facilities

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

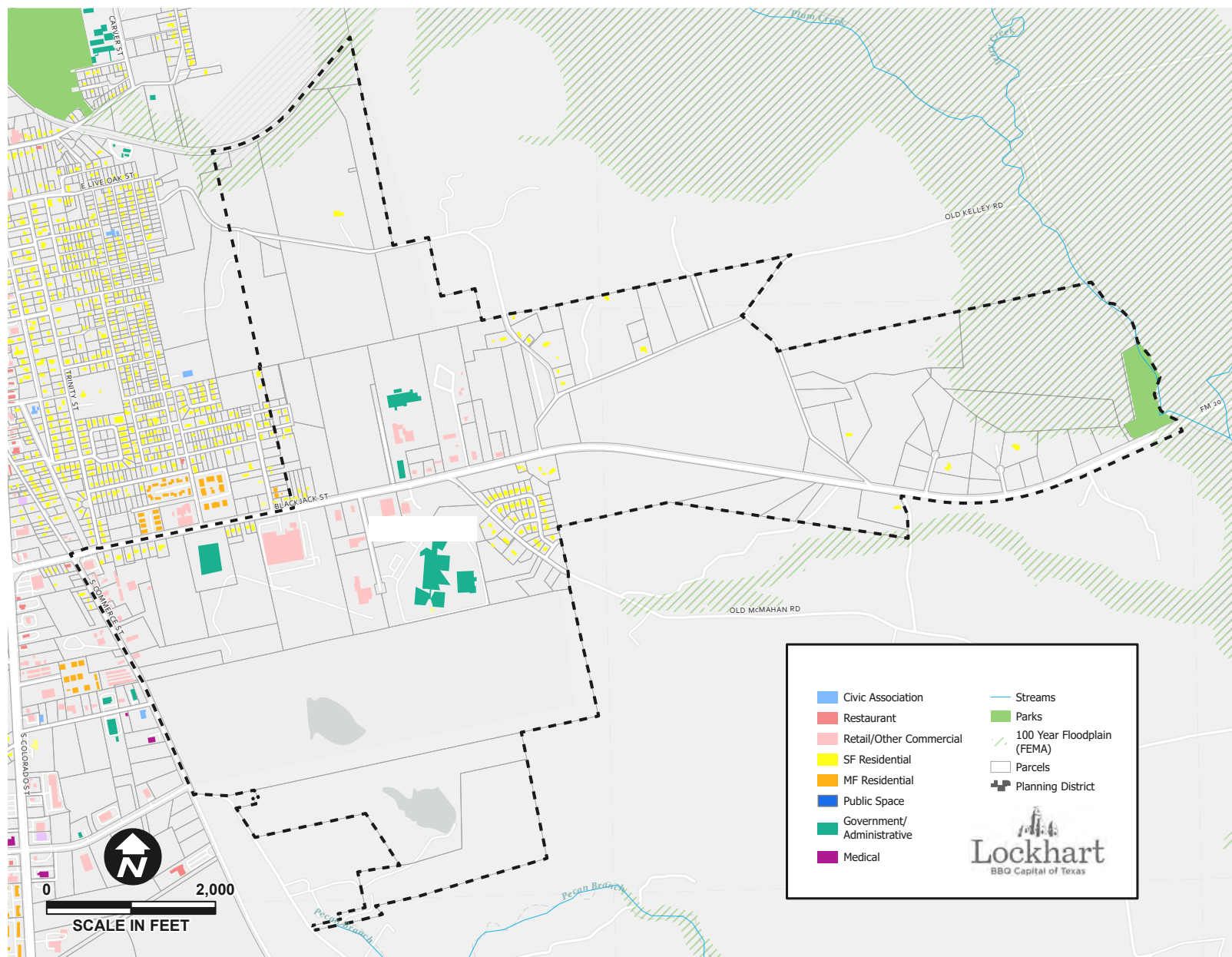
This district does benefit from its close proximity to the public spaces and civic institutions that are located in the far east portion of the downtown neighborhood. Though much of the residential areas farther east along Blackjack Street have no pedestrian access to any type of green space, public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

Summary

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

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

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



Map 17. St. Johns Neighborhood Features and Land Use



A photograph of a busy street intersection. In the foreground, a silver SUV is partially visible on the right. In the middle ground, a white pickup truck is driving away from the camera. To the left, a silver SUV is also driving away. The background is filled with various commercial signs, including 'Pizza Hut', 'Cash America Pawn', 'CASA DE EMPENO', 'BR/VOAUTOS.com', 'MTCJOBS.CO', 'NOW HIRING!', 'O'Reilly Auto Parts', and 'HICKORY'. A traffic light is visible in the distance, showing a green light. The overall scene depicts a typical urban or suburban commercial area.

TRANSPORTATION AND MOBILITY

LOCKHART LOOKING FORWARD

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



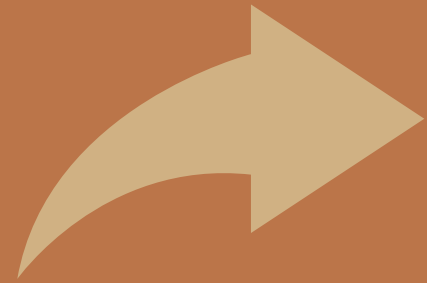
Analyze How and Where People Travel

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



Create a Resilient and Robust Transportation System

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



Build Transportation Networks that Move Us Forward

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

WHAT WE'VE HEARD:

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

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

"Safer built environment so people don't have to drive everywhere. We could safely walk & bike more with kids & elderly. We would all be healthier & more connected."

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

"Increase funding for road improvements and repair."

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

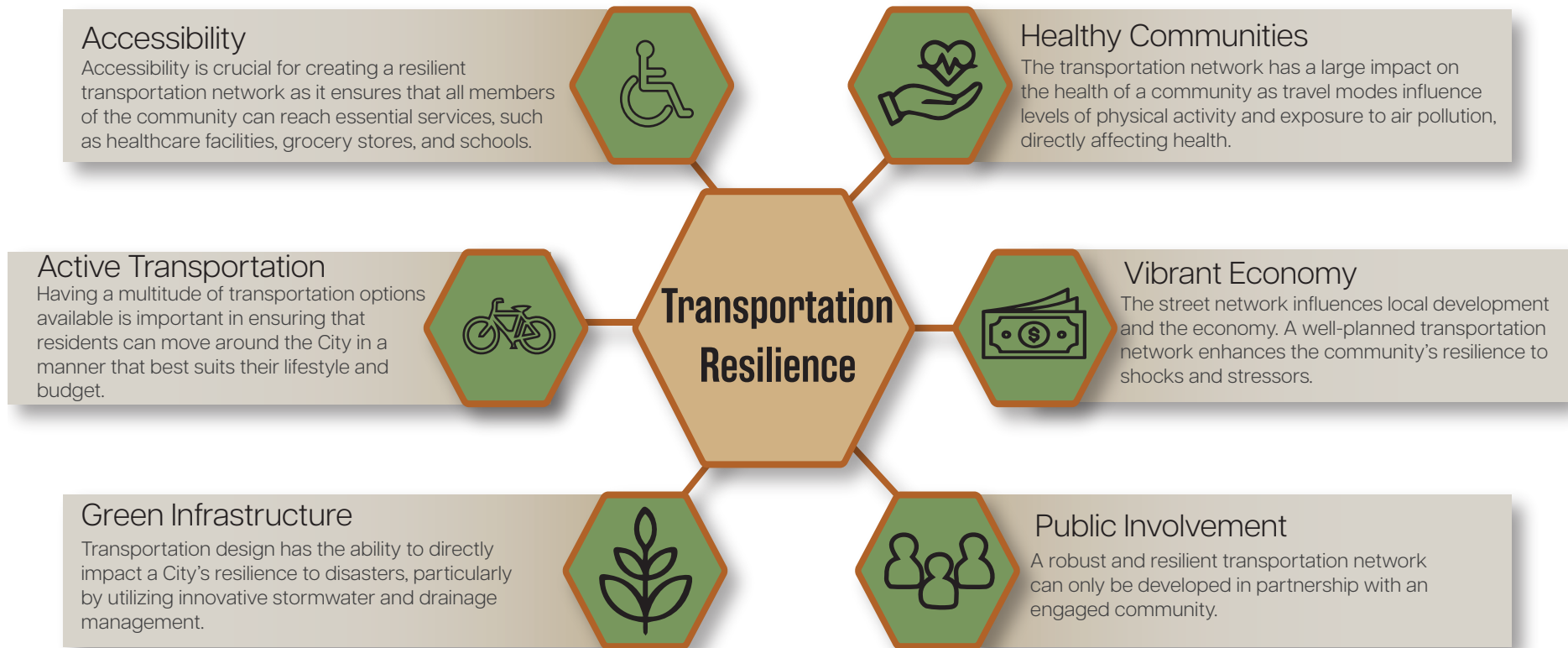
"Better roads, traffic lights and wider roads."

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

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

Transportation & Resilience Connection

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



BACKGROUND INFORMATION

Lockhart Transportation Demographic Trends

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

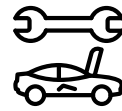
Commute time is another crucial factor that directly impacts the quality of life for residents. Long commute times can lead to increased stress, reduced productivity, and negative health outcomes. By analyzing commute times, planners can identify areas where transportation improvements are needed to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

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

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

 **4.9%** Households are limited English speaking

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

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

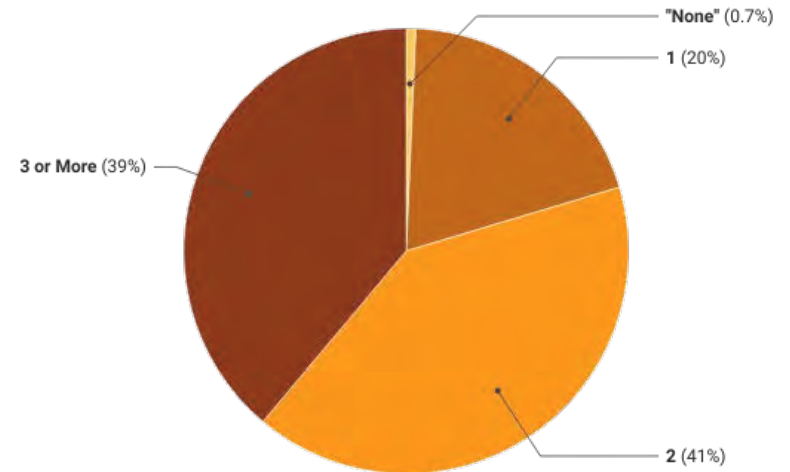


Figure 21. Number of Cars per Household
Source: U.S. Census Bureau, ACS

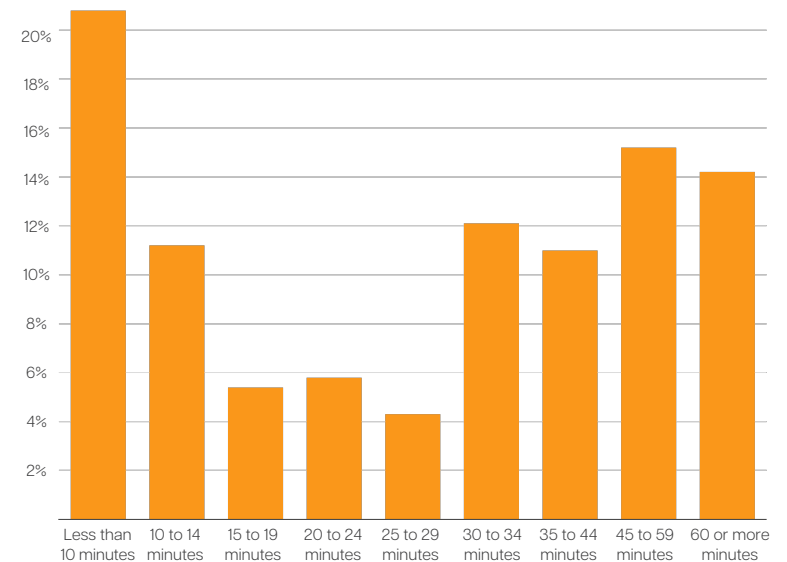


Figure 22. Lockhart Commute Times
Source: U.S. Census Bureau, ACS

Commuting Patterns

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

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

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

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

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

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

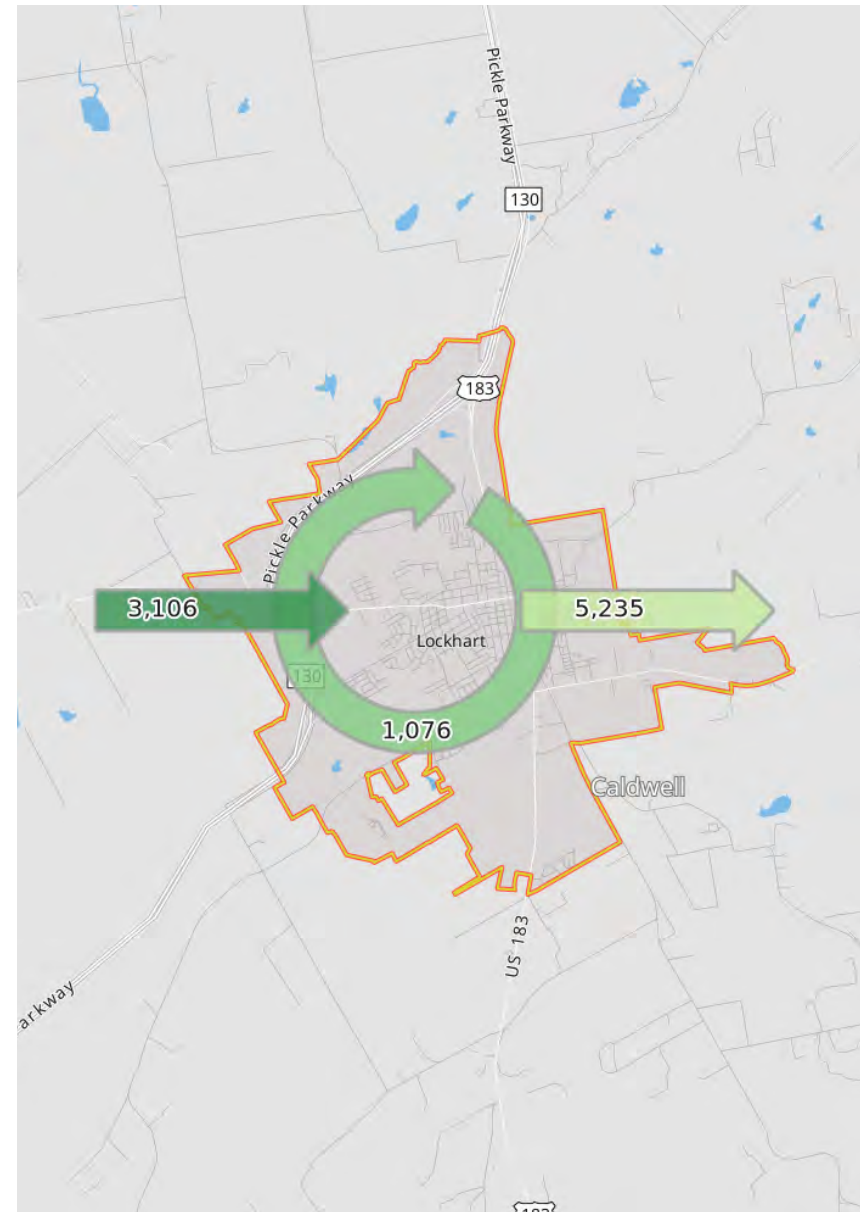
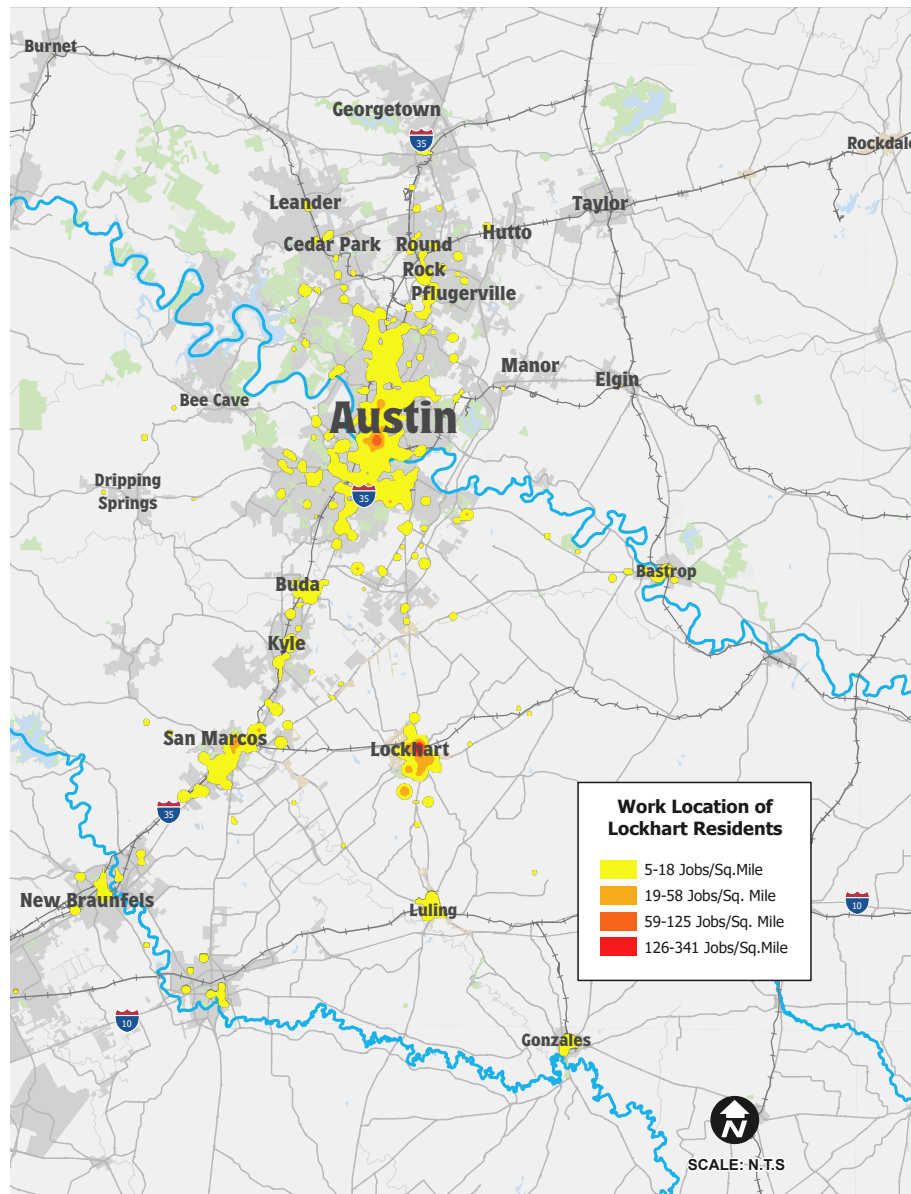


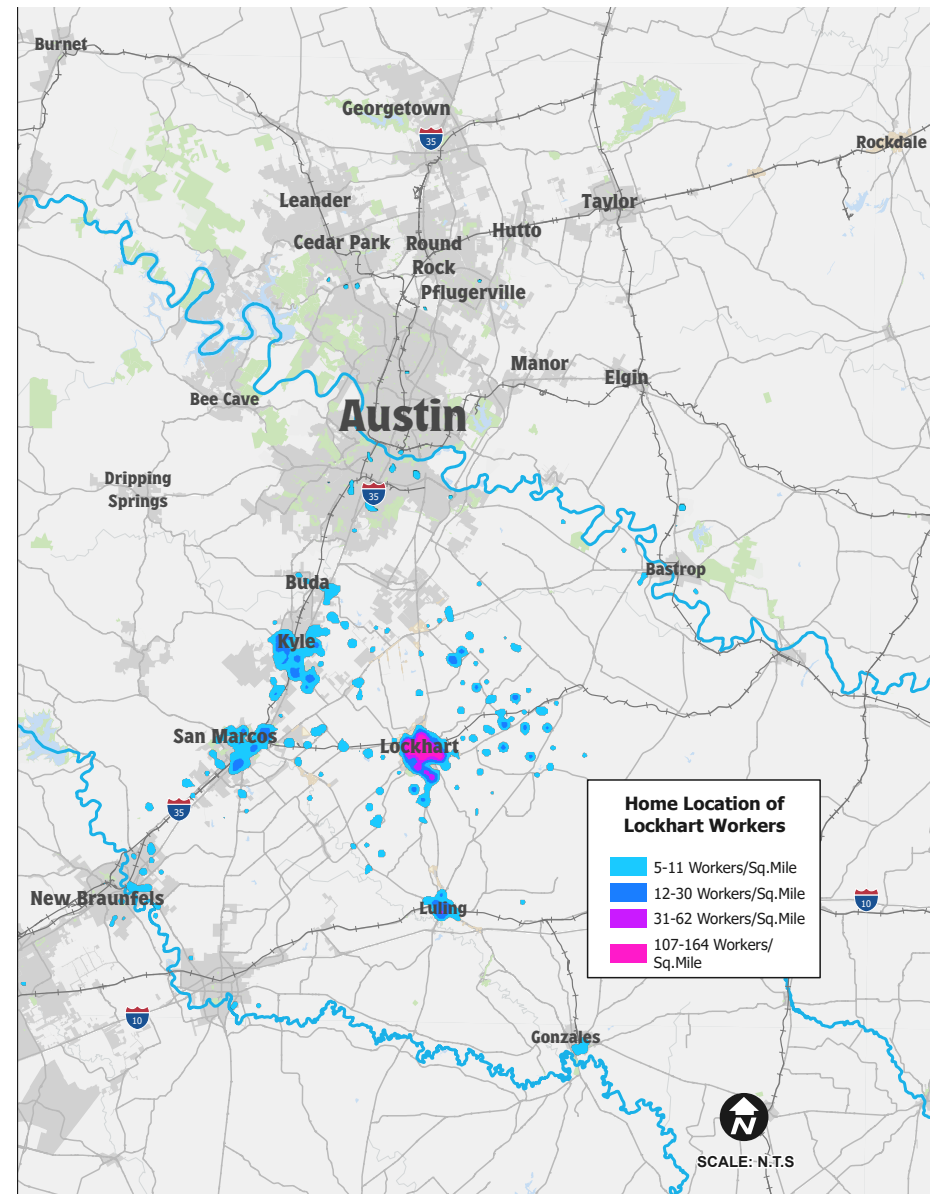
Figure 23. Lockhart Commute Inflow/Outflow Analysis
Source: U.S. Census Bureau "On the Map", ACS 2021

Where Lockhart Residents Work



Map 18. Work Locations of Lockhart Residents

Where Lockhart Workers Live



Map 19. Home Locations of Lockhart Workers

Functional Classification

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

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

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

Guidance Regarding Functional Classification

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

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

ROADWAY CLASSIFICATION

MULTI-MODAL CLASSIFICATION

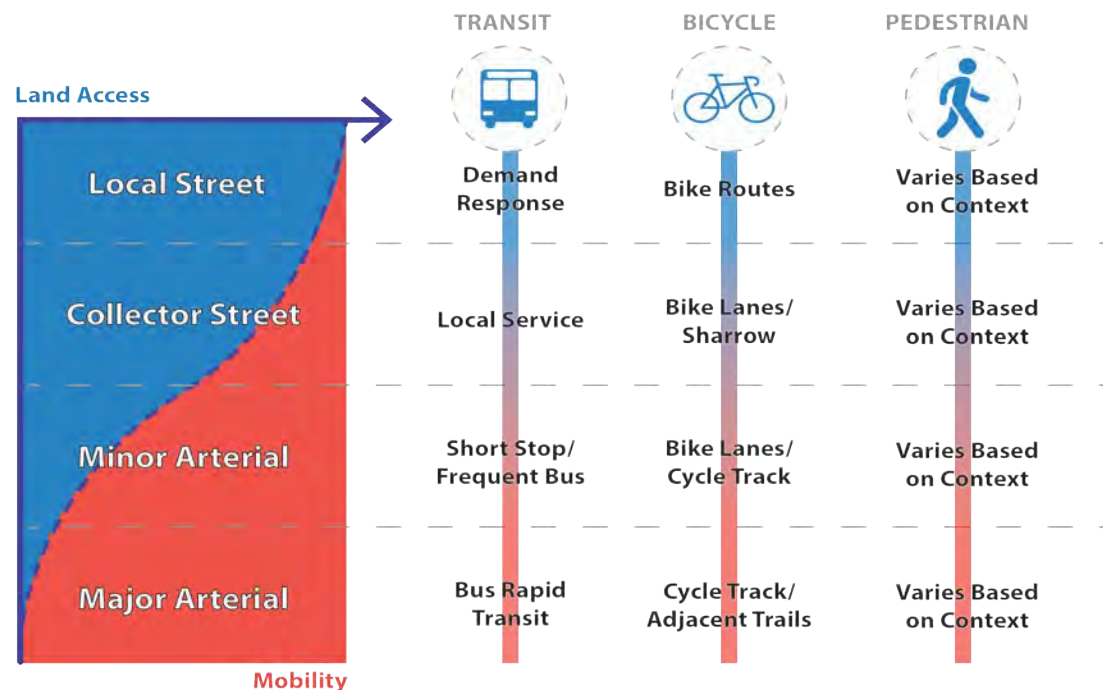


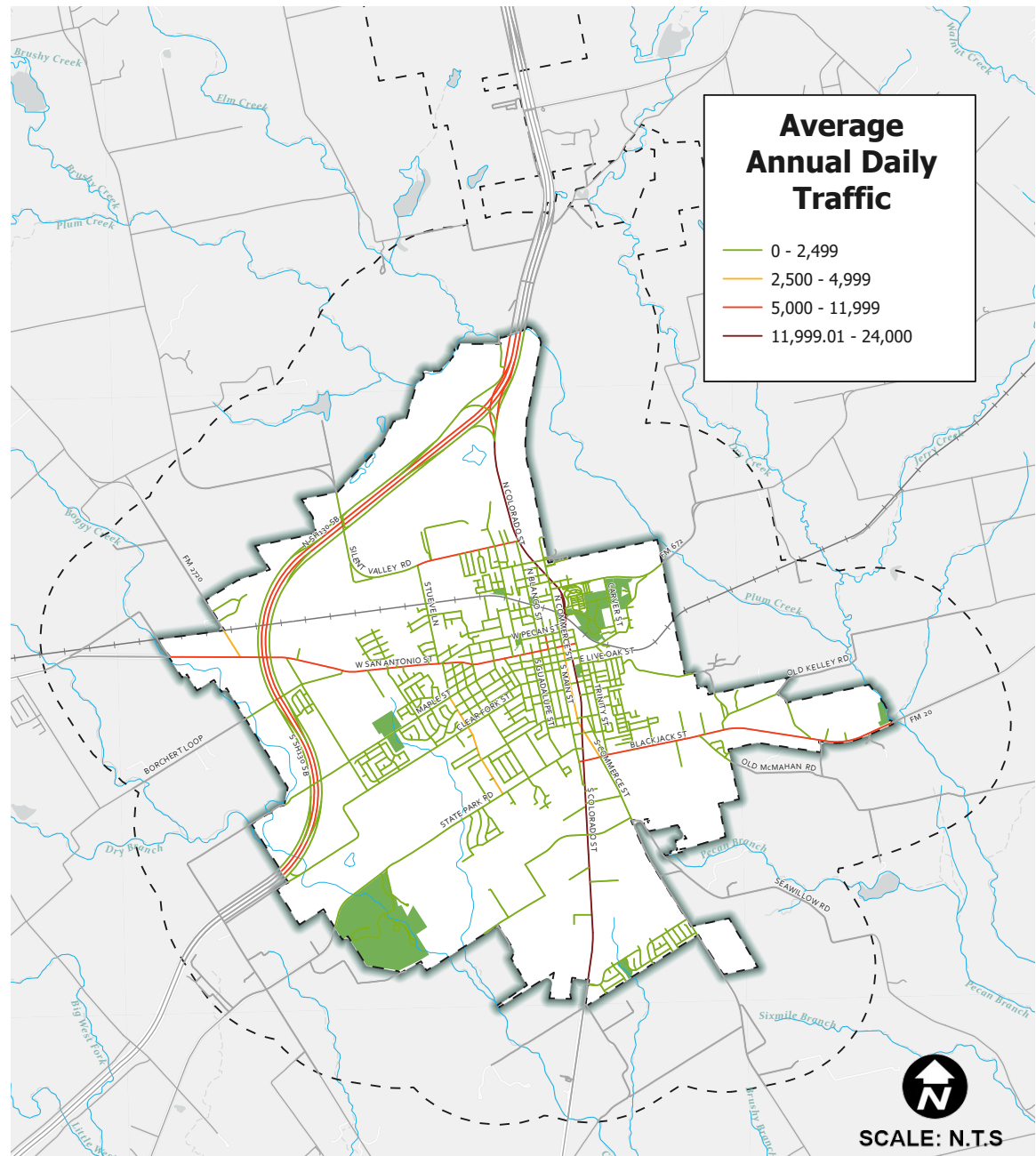
Figure 24. Roadway Classification Categories

Current Traffic Volumes

In transportation planning, the measurement of Annual Average Daily Traffic (AADT) plays a crucial role in understanding and managing traffic flow on roadways. AADT represents the total volume of vehicle traffic on a particular road segment averaged over a full year, providing a comprehensive picture of traffic patterns. This metric is essential for several reasons. Firstly, AADT helps transportation planners and engineers assess the capacity and level of service of roadways. By knowing the volume of traffic, planners can determine if a road segment is operating efficiently or if it is experiencing congestion. This information is vital for identifying areas where improvements are needed, such as improving connectivity, widening lanes, adding turning lanes, or implementing traffic control measures. Map 21 includes baseline traffic volume, but to better understand the volume within the context of the road's capacity one must utilize V/C ratios, which are mapped in Map 23.

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

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



Map 21. Lockhart Traffic Volumes
Source: Texas Department of Transportation

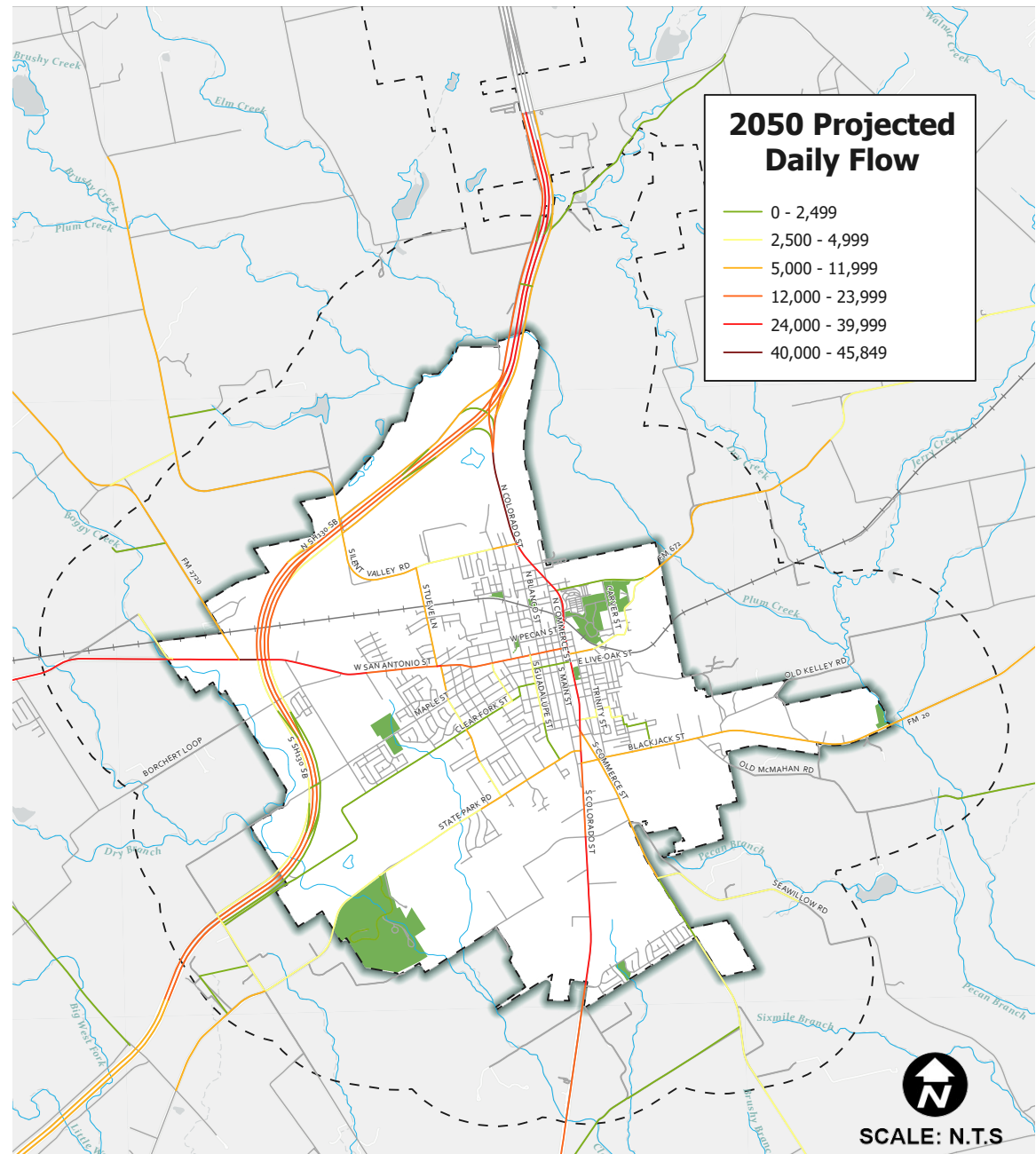
Major Thoroughfares Projected Daily Flow

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

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

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

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



Major Thoroughfares Volume/ Capacity Analysis

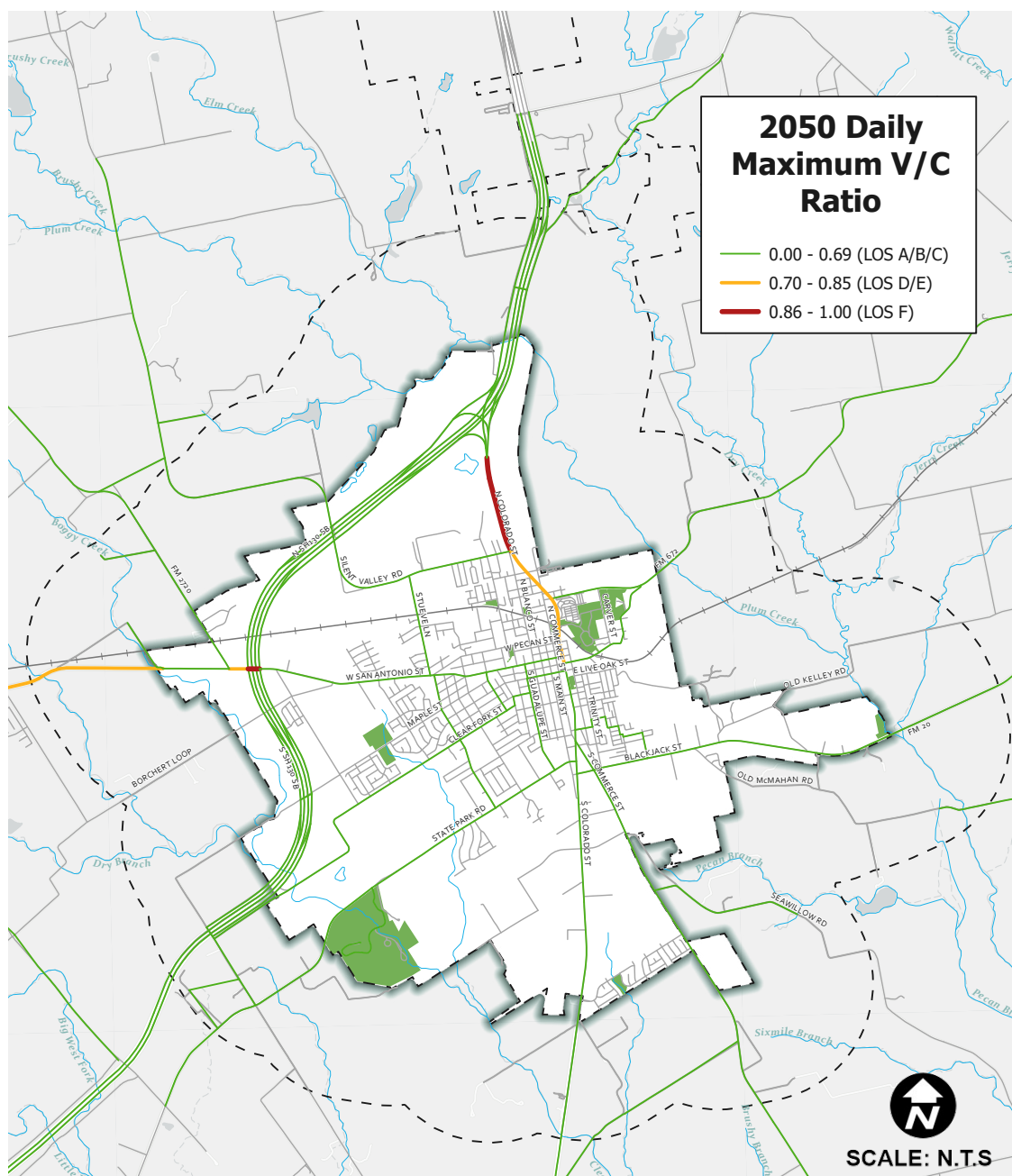
The final dimension to understanding traffic volumes within the City of Lockhart, is by analyzing the Volume-to-Capacity (V/C) ratio for each of the major thoroughfares that run throughout the City. The V/C ratio is a measure used in transportation planning to assess the level of congestion on a roadway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

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

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

Map 23 shows the daily maximum V/C ratios that are projected for the year 2050 by CAMPO. As was the case for the analysis of absolute volume, the state-maintained routes SH 142 and US 183 have the highest V/C ratios, with US 183 being above 0.7 on stretches of road close to downtown and SH 142 west of SH 130.

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



Map 23. Lockhart 2050 Daily Maximum V/C Ratio
Source: CAMPO

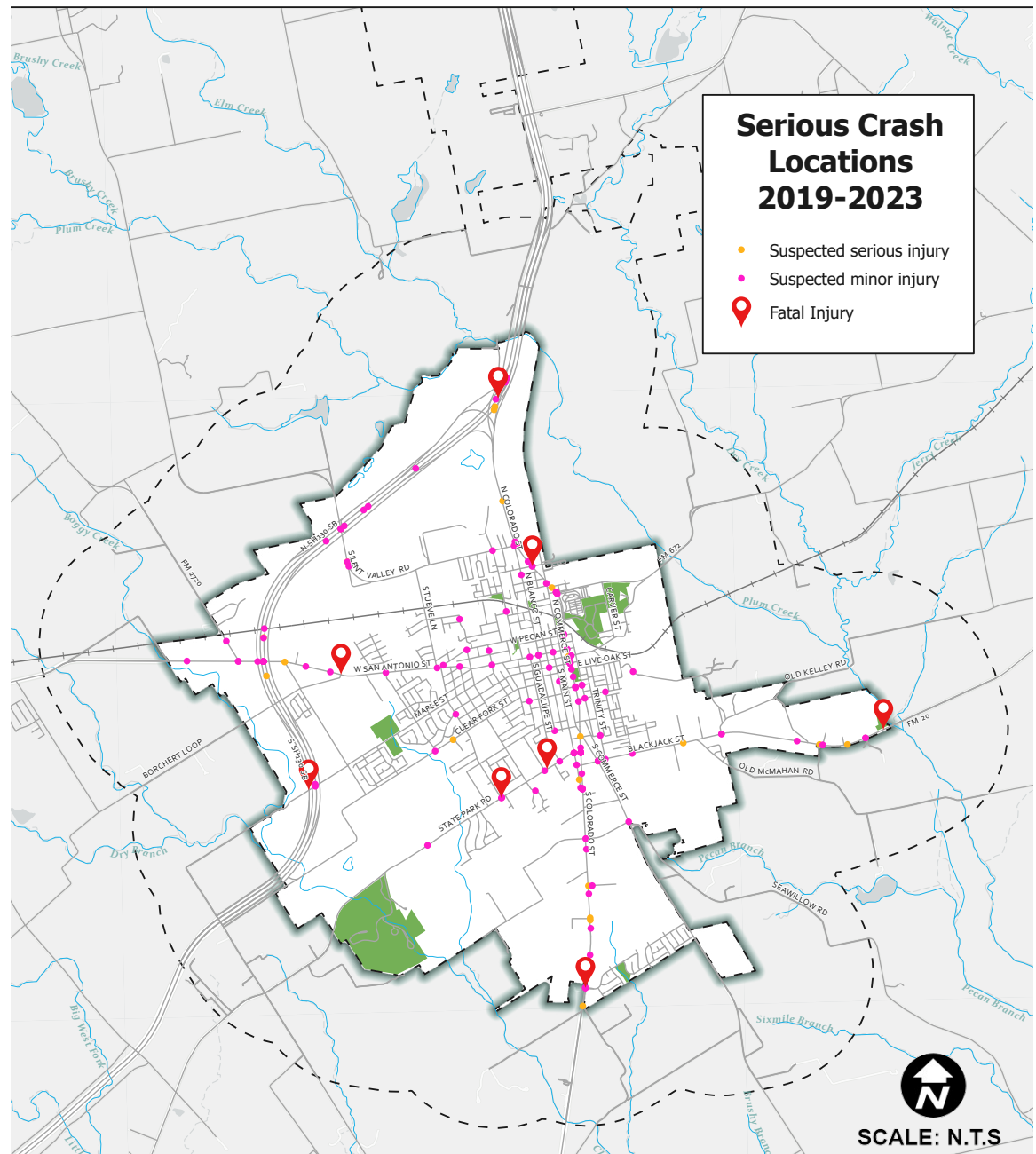
Safety

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

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

In the past five years, there have been eight fatal accident events which are denoted with the red points on Map 24. In the same time period, 1,197 incidents that caused potentially serious or minor injuries occurred within the City of Lockhart. Each of the fatal accidents happened on the streets that have high volumes and higher speeds relative to other local roads within the city limits.

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



Map 24. Lockhart Crash Locations

Thoroughfare Plan

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

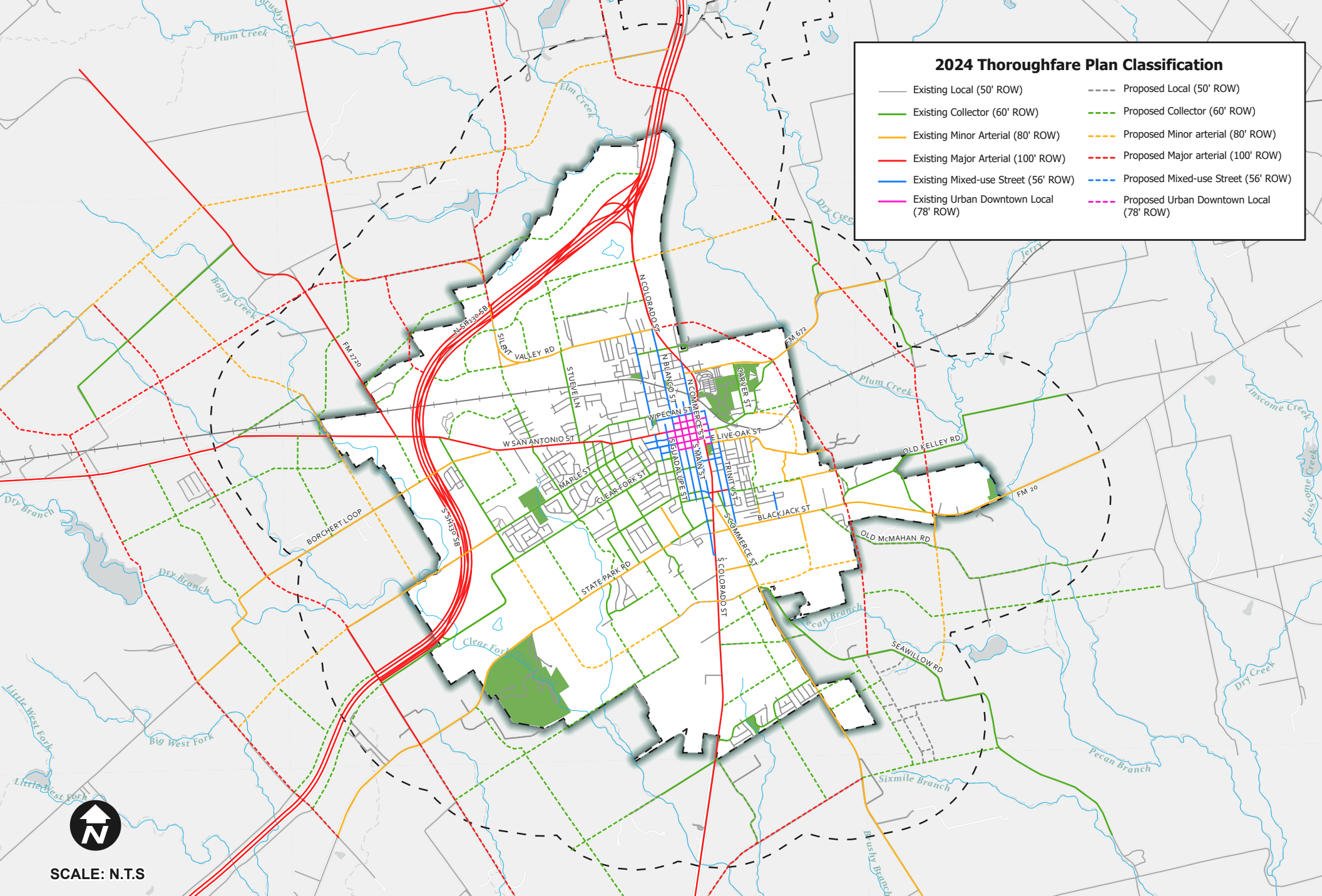
The Thoroughfare Map

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

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

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

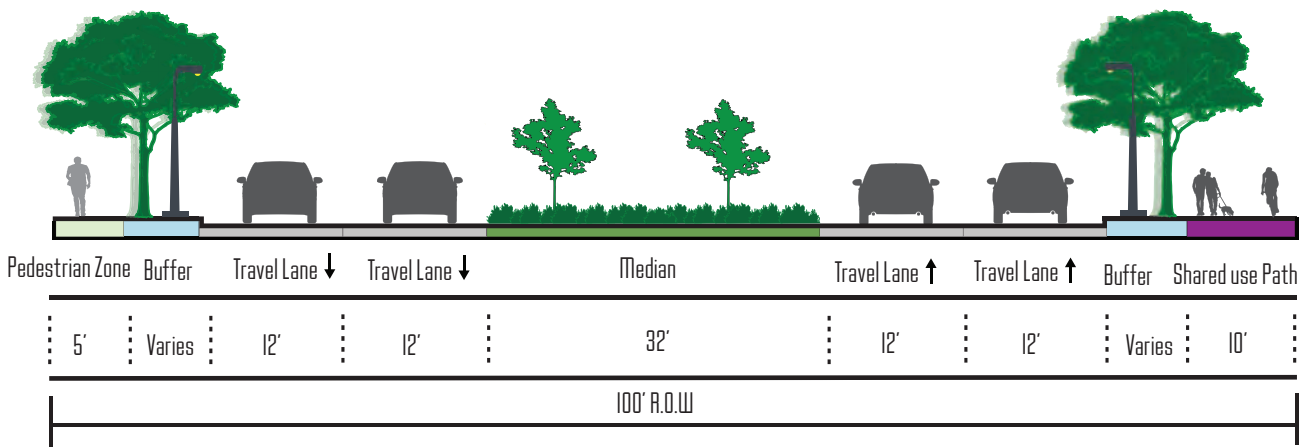
To better align with the community's Future Land Use Growth Scenario and future/current transportation demand, a number of proposed collector and arterial routes were included to serve existing and future residential development as well as commercial development in much of the undeveloped portion of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



Map 25. City of Lockhart 2024 Master Thoroughfare Plan Map

Major Arterial - Typical 100' ROW

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



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

Alternative Configurations

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

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

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

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

Pedestrian Space

Auto Lane

Buffers

TWLT/Island

Shared-Use Path

Protected Bike Lane

Median

Parking

1a	10'	10'	12'	11'	14'	11'	12'	10'	10'	100 ROW		
1b	12'	8'	12'	12'	12'	12'	12'	8'	12'	100 ROW		
1c	8'	8'	12'	12'	12'	16'	12'	12'	12'	8'	8'	120 ROW
1d	8'	6'	12'	11'	12'	24'	12'	11'	12'	6'	8'	122 ROW

Additional Considerations

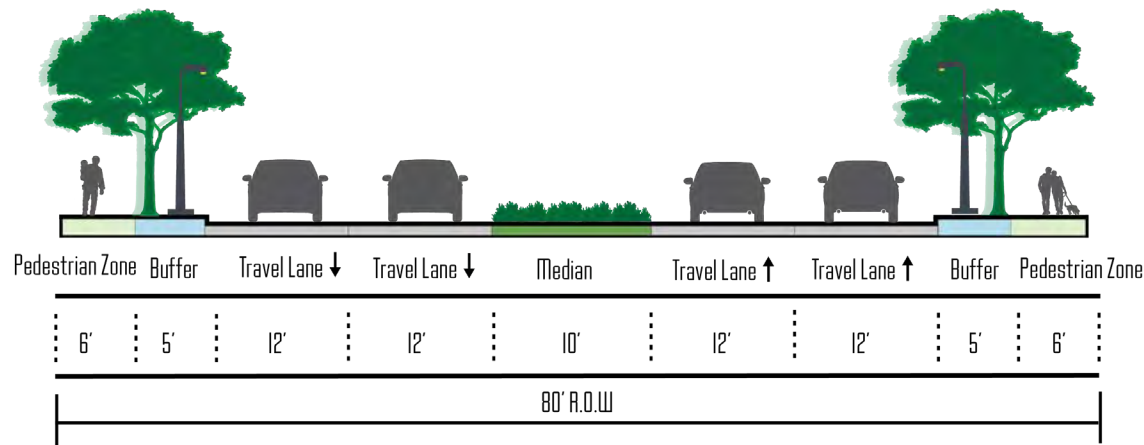
1a When traffic volumes are greater than 18,000 and ROW is constrained

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

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

Minor Arterial - Typical 80' ROW

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



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

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

Alternative Configurations

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

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

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

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

Pedestrian Space

Auto Lane

Buffers

TWLT/Island

Shared-Use Path

Protected Bike Lane

Median

Parking

2a	12'	6'	11'	11'	11'	6'	12'	69 ROW	
2b	3'	12'	8'	12'	12'	8'	12'	3'	70 ROW
2c	12'	11'	11'	11'	11'	11'	12'	79 ROW	
2d	8'	6'	11'	11'	11'	11'	6'	8'	83 ROW

Additional Considerations

2a

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

2b

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

2c

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

2d

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

TRANSPORTATION & MOBILITY

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Collector - Typical 60' ROW

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

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

Alternative Configurations

3c- Collector (w/On Street Parking)

3d-Urban Collector (w/Bike Lanes)

3e-Industrial Collector

3c	9'	2'	8'	11'	11'	8'	2'	9'	60 ROW
3d	9'	5'	6'	10'	10'	6'	5'	9'	60 ROW
3e	6'	5'	12'	11'	12'	5'	6'		57 ROW

Additional Considerations

3b

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

Pedestrian Space



Auto Lane



Buffers



TWLT/Island



Shared-Use Path



Protected Bike Lane



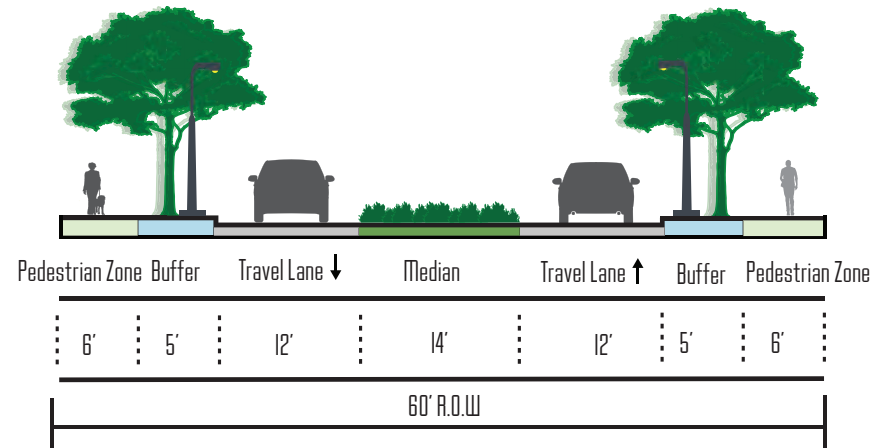
Median



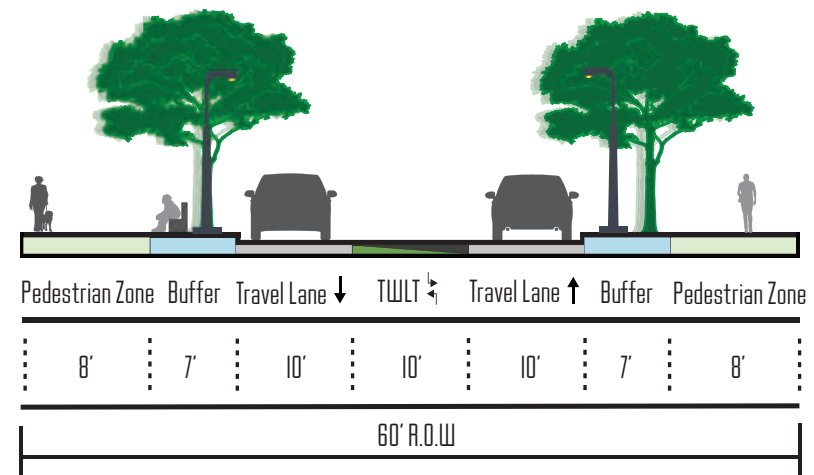
Parking



3a - Residential Collector

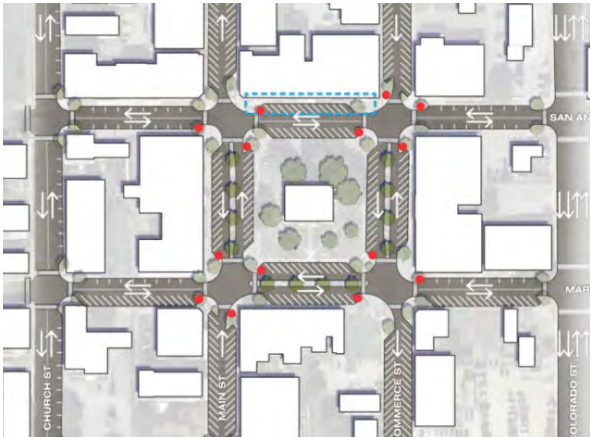
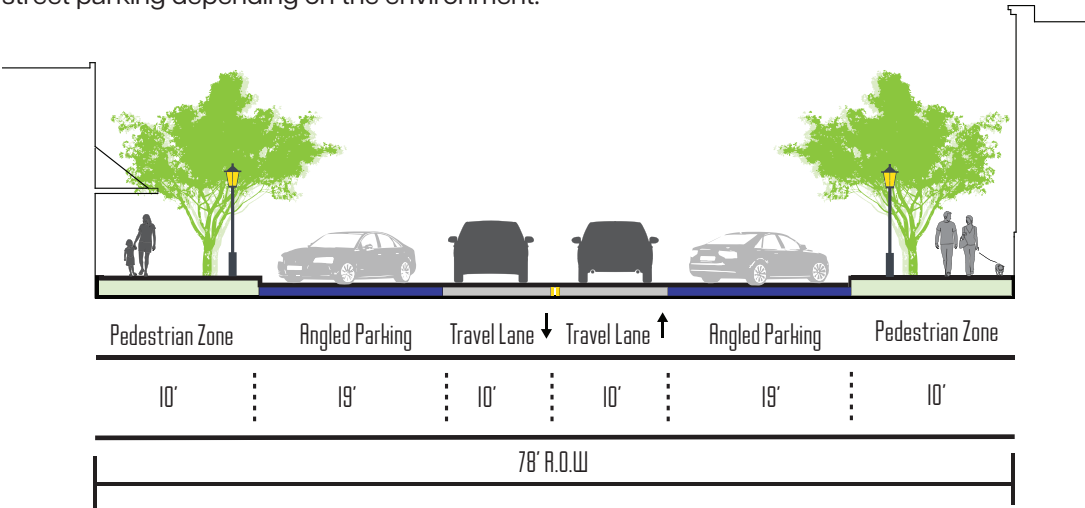


3b - Commercial Collector



Urban/Downtown Local - Typical 78' ROW

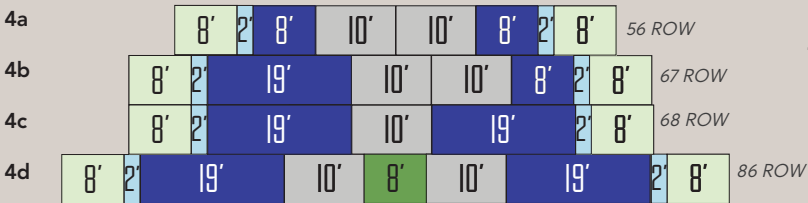
Urban/downtown local street sections should primarily be utilized in downtown Lockhart between Prairie Lea Street and Walnut Street and in accordance with the current Downtown Revitalization Plan. Alternative configurations may include landscaped medians, tree grates along sidewalks, shade trees, and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



Source: Lockhart Downtown Revitalization Project

Alternative Configurations

- 4a- Two-Way Downtown Urban
- 4b- Two-Way Downtown Urban (w/One Side Slanted Parking)
- 4c- One-Way Downtown Urban (w/Slanted Parking)
- 4d- Two-Way Downtown Urban (w/Median)



Additional Considerations

- 4a May include only parallel on street parking in some roadway sections where limited ROW is available and where slanted parking would most negatively impact vehicular flow. This alternative also prioritizes pedestrian walkability as it minimizes pavement width.
- 4b One side of angled parking can be substituted with standard 8' parking stalls on roads that have moderate traffic volumes and sufficient ROW.
- 4c Where ROW is significantly constrained and parking is desired, one way configurations may be utilized.
- 4d Landscaped medians may be utilized on streets that currently have street trees within the ROW such as those adjacent to the County Courthouse or on streets where aesthetics and pedestrian safety is prioritized.

Mixed Use Street - Typical 56' ROW

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

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

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

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

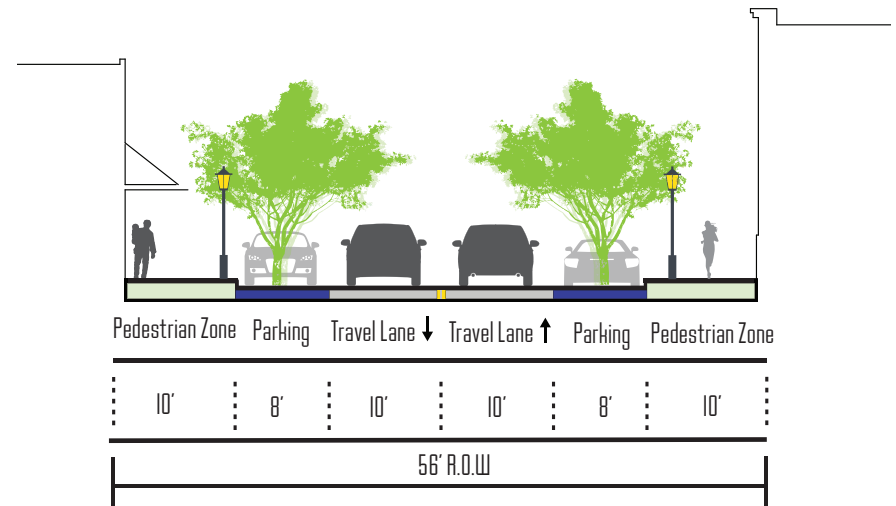
Additional Considerations

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

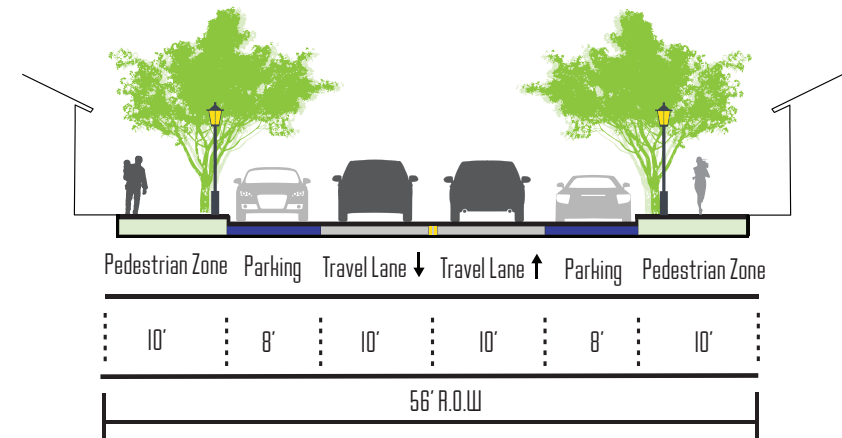
On mixed use streets, choose the smallest curb radius that can accommodate the design vehicle. In pedestrian oriented areas where safety and walkability are prioritized, smaller actual corner radii are preferred and actual corner radii exceeding 15' should be the exception ¹

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

5a - Mixed Use Commercial

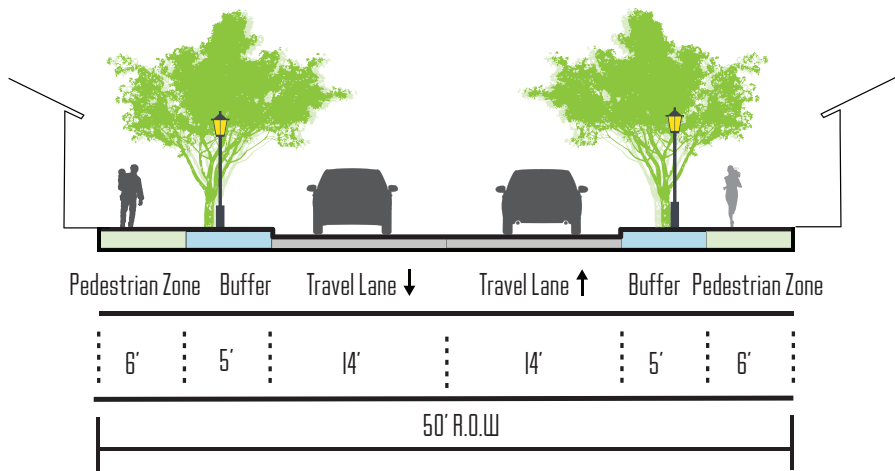


5b - Mixed Use Residential



Local - Typical 50' ROW

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

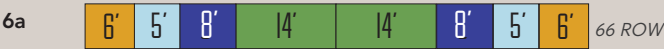


The 50-foot ROW allows for the inclusion of features such as wider sidewalks, dedicated bike lanes and on-street parking. While on-street parking is not formalized on these streets, the wider lane widths accommodate parking and allow for cars to yield to oncoming traffic when two vehicles are passing.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

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

Alternative Configurations

6a- On-street Parking Local



Pedestrian Space



Auto Lane



Buffers



TWLT/Island



Shared-Use Path



Protected Bike Lane



Median



Parking



Additional Considerations

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

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

Transportation Planning Toolbox

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

Passive Design

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



Proactive Design

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



Traffic Calming Strategies

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

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



Figure 25. Traffic Calming Elements in Practice Illustration

Source: NACTO, Urban Street Design Guide

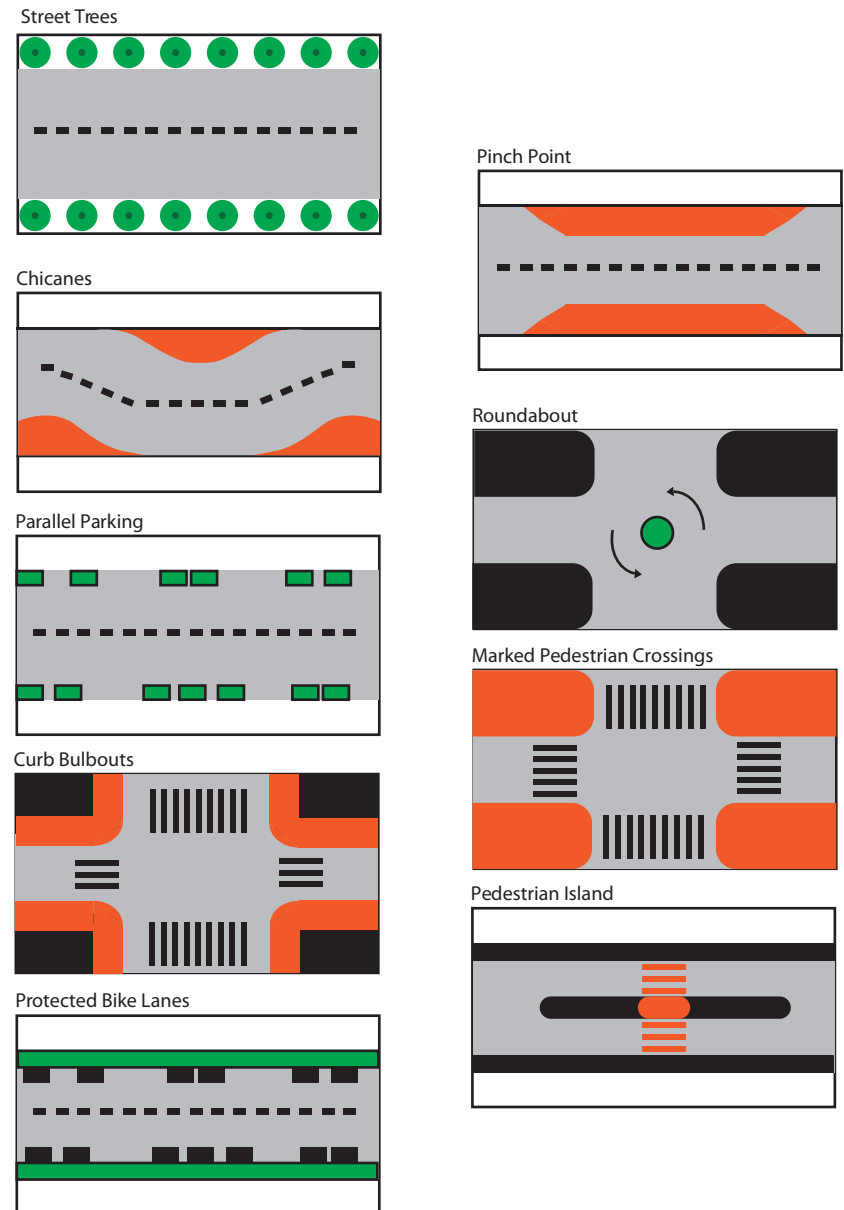


Figure 26. Traffic Calming Elements

When to Use Traffic Calming Strategies

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

Table 13. Traffic Calming Strategy Use

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

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

Table 13. Traffic Calming Strategy Use

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

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

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

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

Lane Width

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

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

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

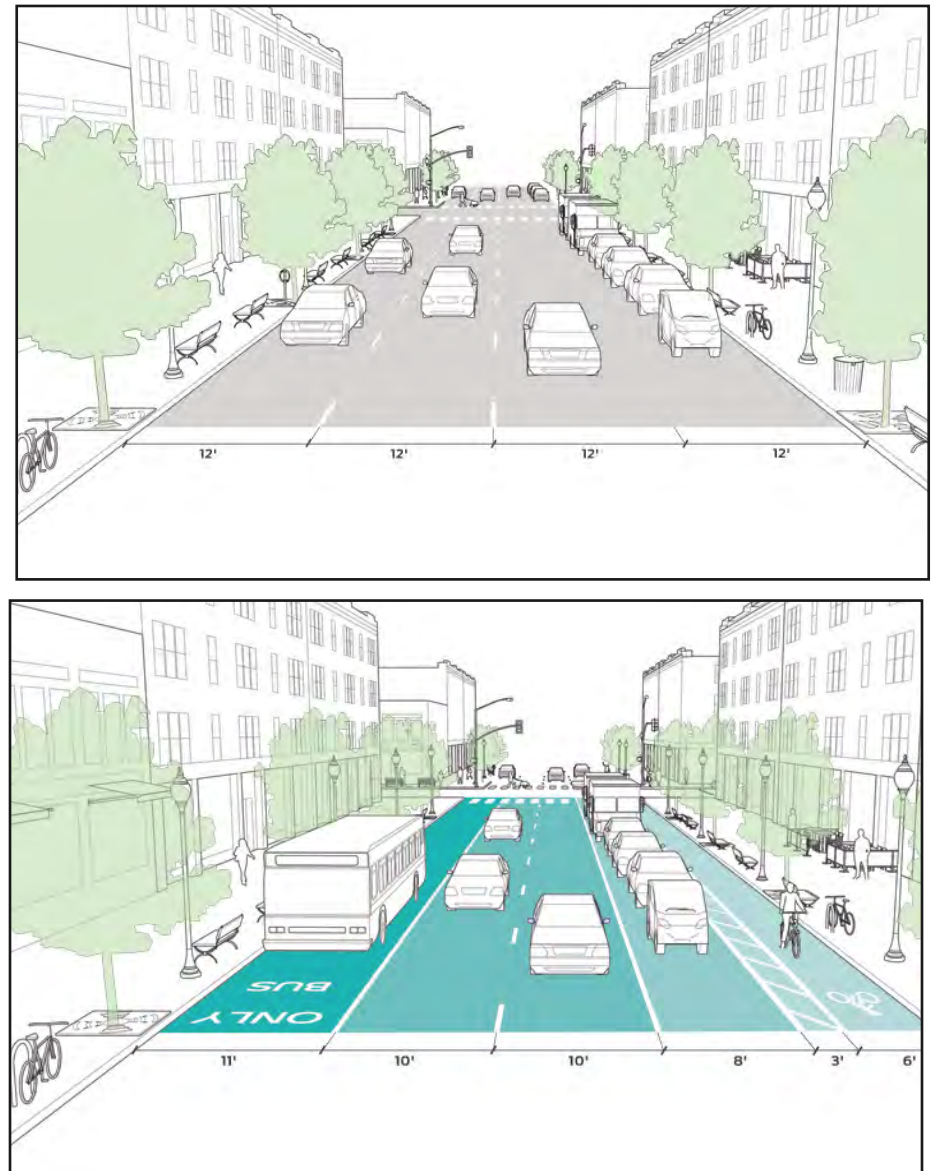


Figure 27. Conventional Street Revitalization Example

Source: NACTO, Urban Street Design Guide

Design Speed

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

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

Design Vehicle

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

Design Hour

The term “design hour” in transportation planning typically refers to the specific hour during the day when traffic demand is at its peak, and the transportation infrastructure needs to accommodate the maximum volume of vehicles and users. It is a crucial aspect of designing roads, intersections, and other transportation

facilities to ensure they can handle the highest levels of traffic efficiently. Taking into account all users during this design hour is essential, encompassing pedestrians, cyclists, and various types of vehicles. This inclusive approach results in transportation infrastructure that not only addresses peak-hour automobile demands but also caters to the diverse needs of the entire user population, promoting safety, accessibility, and efficiency.

Design Year

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

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

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

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

Figure 28. Speed, Crash and Fatality Correlation

Intersections

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

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

Figure 29. Conventional Street Revitalization Example



Source: NACTO, Urban Street Design Guide

Curb Radii

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

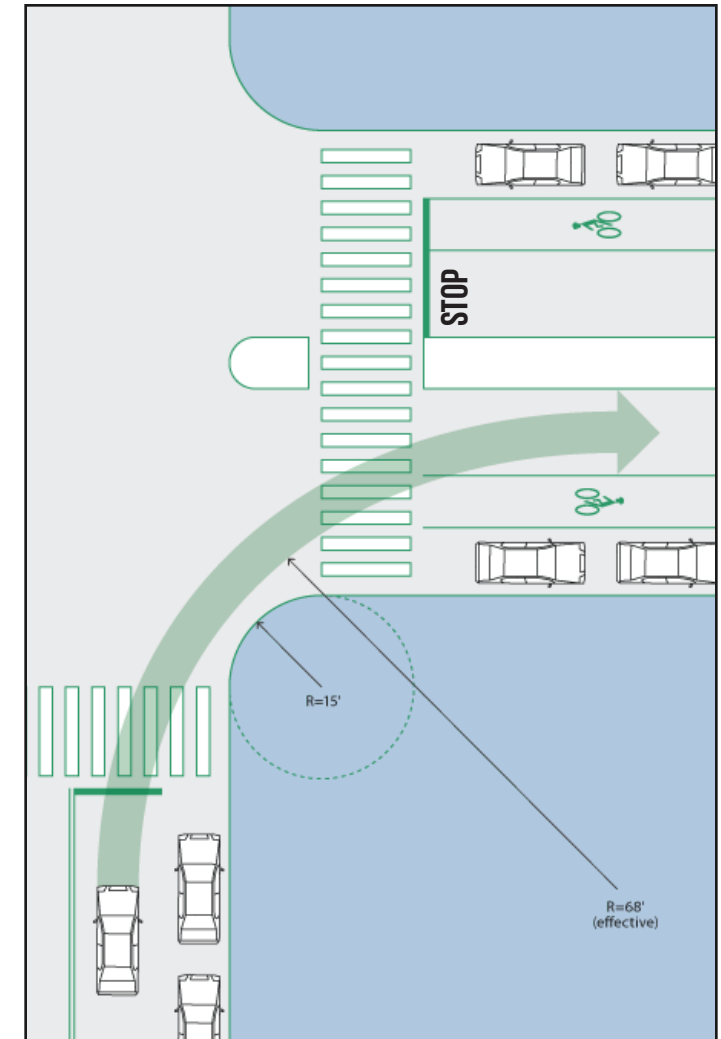
Generally turning speeds should be limited to 15 mph or less to mitigate conflicts with pedestrians. Within most urban contexts corner radii should be no more than 15 feet and can often be less than 5 feet. Often lower corner radii can accommodate industrial vehicles as well due to the fact the effective corner radius is substantially larger than the actual corner radius as is shown in Figure 31. Recessed stop lines are another effective method for accommodating larger vehicles without compromising pedestrian space.

Figure 30. Conventional Street Revitalization Example



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

Figure 31. Conventional Street Revitalization Example



Source: NACTO, Urban Street Design Guide

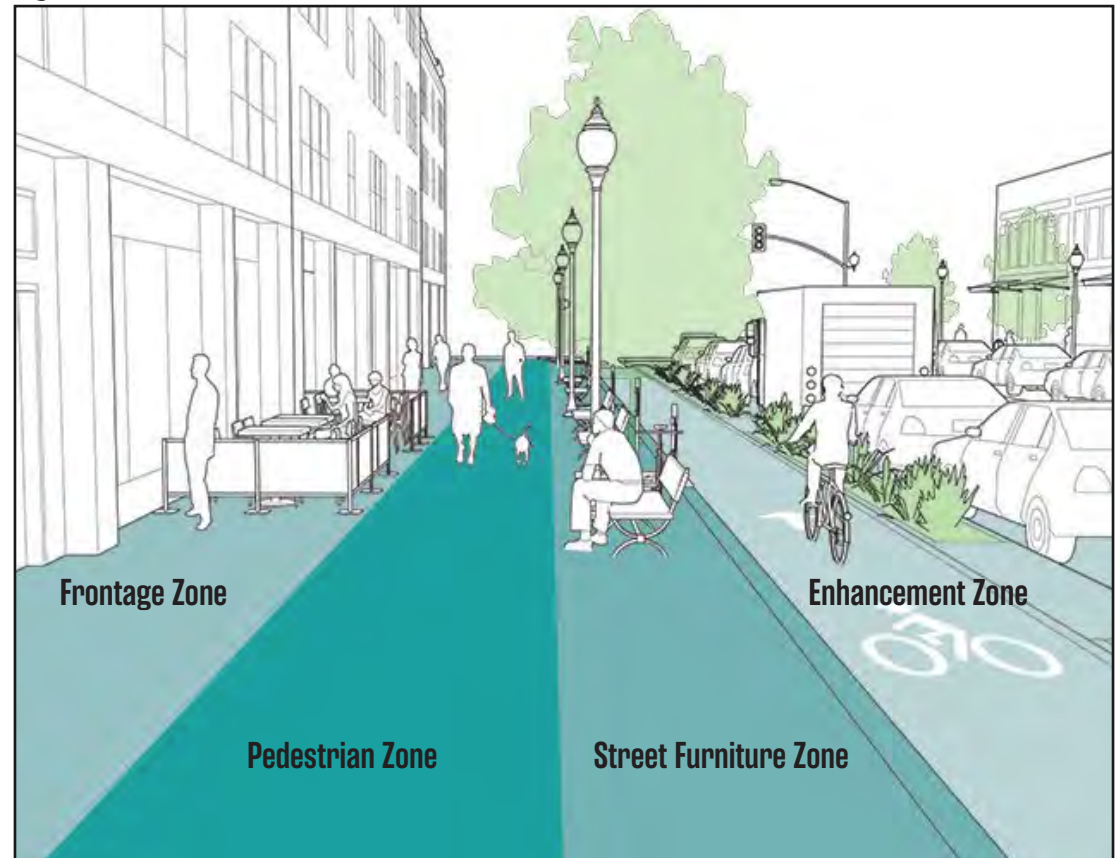
Sidewalks

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

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

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

Figure 32. Pedestrian Zones



Source: NACTO, Urban Street Design Guide

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

⁷ NACTO, Urban Street Design Guide

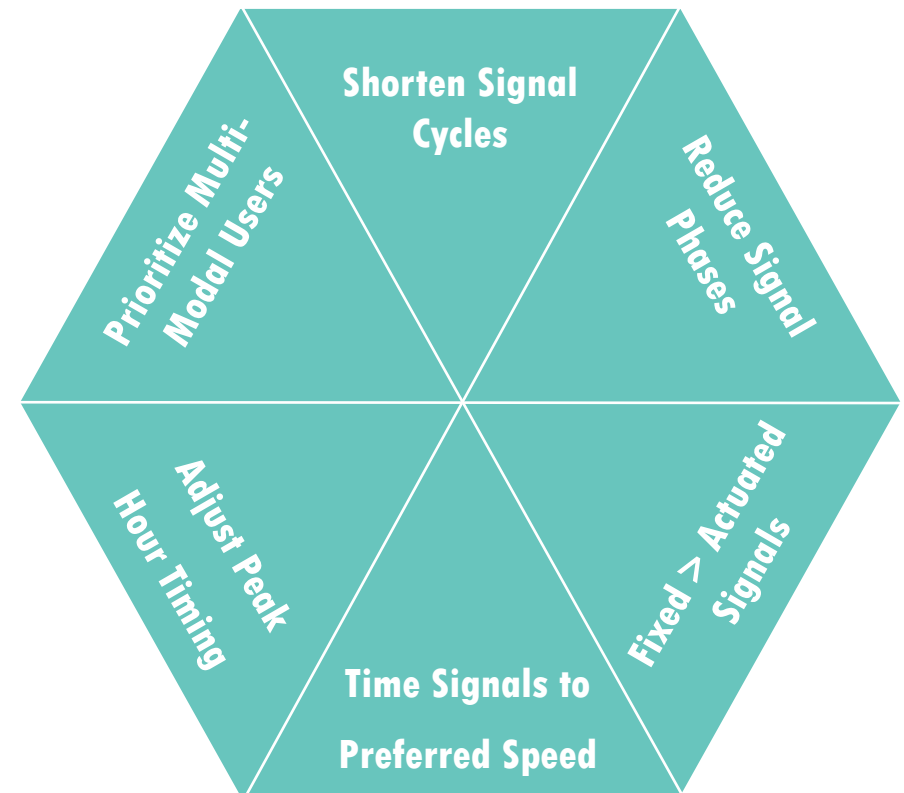
Signalization

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

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

NACTO provides six general signalization principles as shown in Figure 33. When designing and timing signalization controls it is important to consider creating separate timing schedules based around the typical user during that peak hour. It is also important to time signals at the speed that is preferred, to avoid congestion. Maintenance is another crucial factor as actuated signals (signals that operate on real-time sensor information) have high associated maintenance costs compared to fixed (pre-programmed) signal systems.

Figure 33. NACTO Signalization Principles



Source: NACTO, Urban Street Design Guide

Stormwater Management

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

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

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

Figure 34. Bioswale Stormwater Design



Source: NACTO, Urban Street Design Guide

Transportation Safety Guidance

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



Design Street for the Desired Speed

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



Reduce Traffic Volumes

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



Separate Modes

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



Prioritize Vulnerable Users

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



Design Standards and Considerations

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

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

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

Design Process

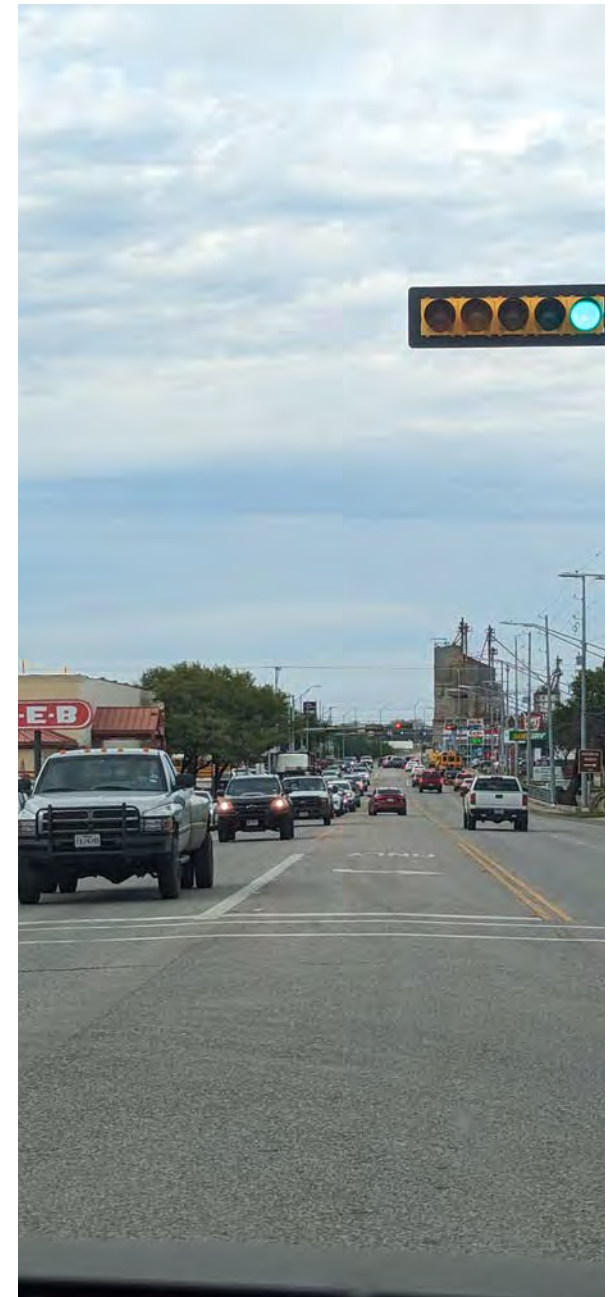
The process of designing Context Sensitive Design (CSD) roadways is similar to the process of designing traditional thoroughfares in that automobile traffic is considered with traffic counts, traffic demand, and level of service information gathering efforts.

However, the difference is that automobile traffic is only one element considered, among numerous

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

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

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



Design Standards by General Functional Class

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

Table 14. Thoroughfare Classification Standards

Standard	Local	Collector	Minor Arterial	Major Arterial	Mixed Use Street	Urban Downtown Local
ADT (Avg Daily Traffic)	< 800	< 2,500	> 18,000	> 32,000	< 5,000	< 7,000
ROW (Right-of-Way)	50'	60'	80'	100'	56'	78'
FOC (Face of curb to Face of Curb)	28'	38'	62'	80'	36'	58'
Lanes	2	2	2-4	4	2	2
Lane Width	14' (parking permitted)	10'-11' (parking permitted)	10'-12'	11'-12'	10' (parking permitted)	10' (parking permitted)
Median Width	---	---	24'	24'	---	---
Design Speed	20-30 mph	30 mph	35 mph	40 mph	20-30 mph	15-20 mph
Driveways	Yes	Yes/No	Yes	Yes	Yes	Yes
Parking	Both sides	Both sides	No	No	Both sides	Both sides
Tree Lawn	5', both sides	8', both sides	8', both sides	8', both sides	5', both sides	5', both sides
Sidewalks/Shared-Use Path	6', both sides	6'-8' both sides w/2' striped buffer	10', both sides	10'-12', both sides	6',-10 both sides	6'-10' both sides
Bicycle Lanes	No	6', both sides	No	No	6', both sides	6', both sides
Buffer (Sidewalk to ROW line)	---	5' both sides	5' both sides	8' both sides	2'-5' both sides	2'-5' both sides

Active Transportation

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

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

To address these concerns, the planning team created an Active Transportation Plan (Map 26) that includes an existing and proposed trail network that would achieve the community's vision of a safer and more connected transportation system.

Implementing an Active Transportation Plan

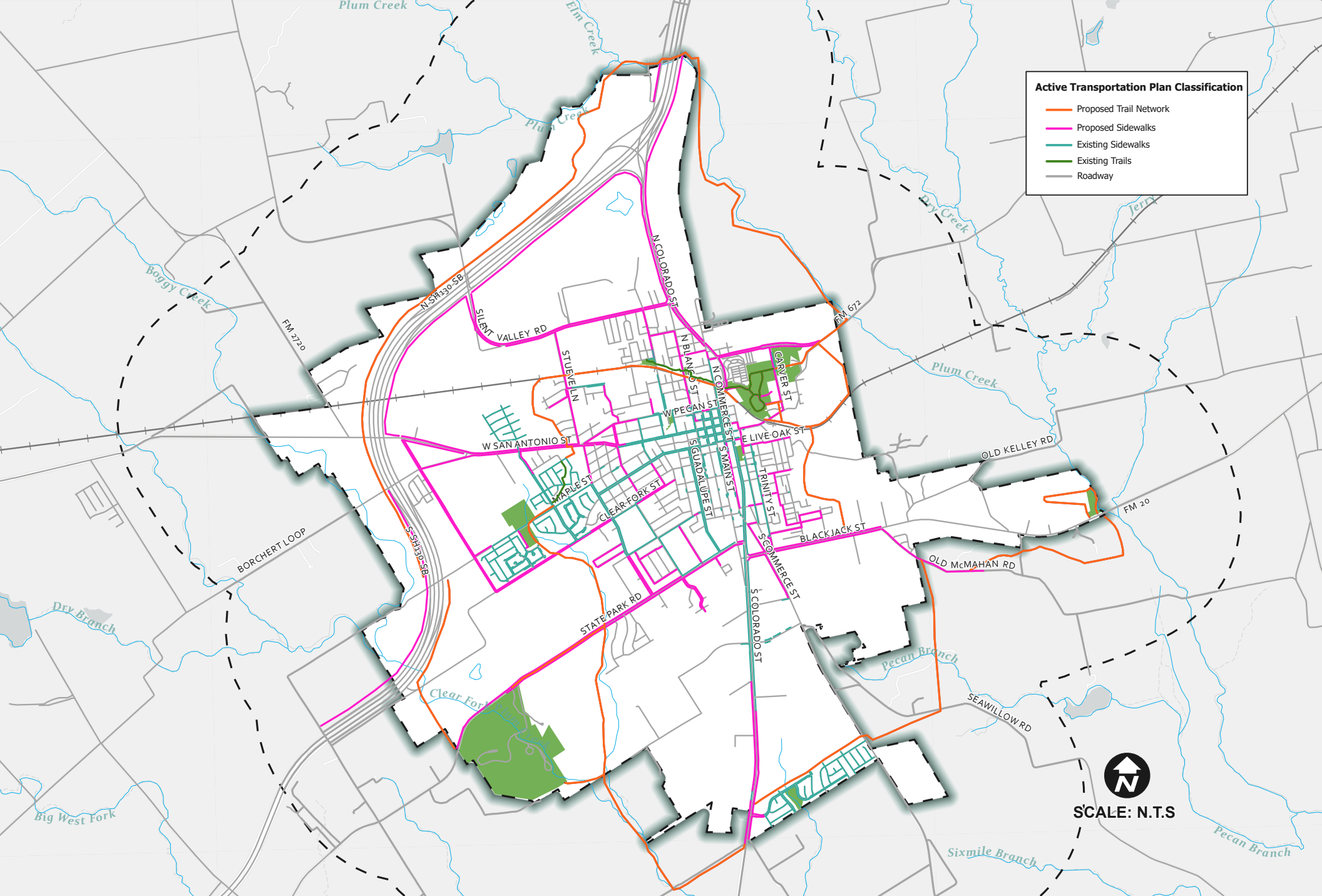
- **Holistic Approach:** Take a comprehensive view of transportation planning that considers the needs of pedestrians, cyclists, and motorists. Ensure that active transportation is integrated into broader transportation and land use planning efforts.
- **Data Driven Decisions:** Prioritizing active transportation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

Bikeway Design Standards

Table 15. Bikeway Design Standards

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

Source: NACTO, Urban Bikeway Design Guide



Map 26. City of Lockhart 2024 Active Transportation Plan

Bikeway Design Examples

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

Protected Bicycle Lane



Bicycle Boulevard



Source: NACTO, Urban Bikeway Design Guide

Conventional Bicycle Lane



Bike Path w/Separated Walkway



Source: Small Town and Rural Design Guide

Shared Use Path



Source: TxDOT

Regional and Public Transit In Lockhart

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

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

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

Existing Network

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

The primary "Country Bus" routes include curb to curb trips to Luling, Kyle (Seton Medical), and San

Marcos. The "CARTS NOW" program provides curb to curb service trips within the City of Lockhart.

Proposed Network

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

Ridesharing

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

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

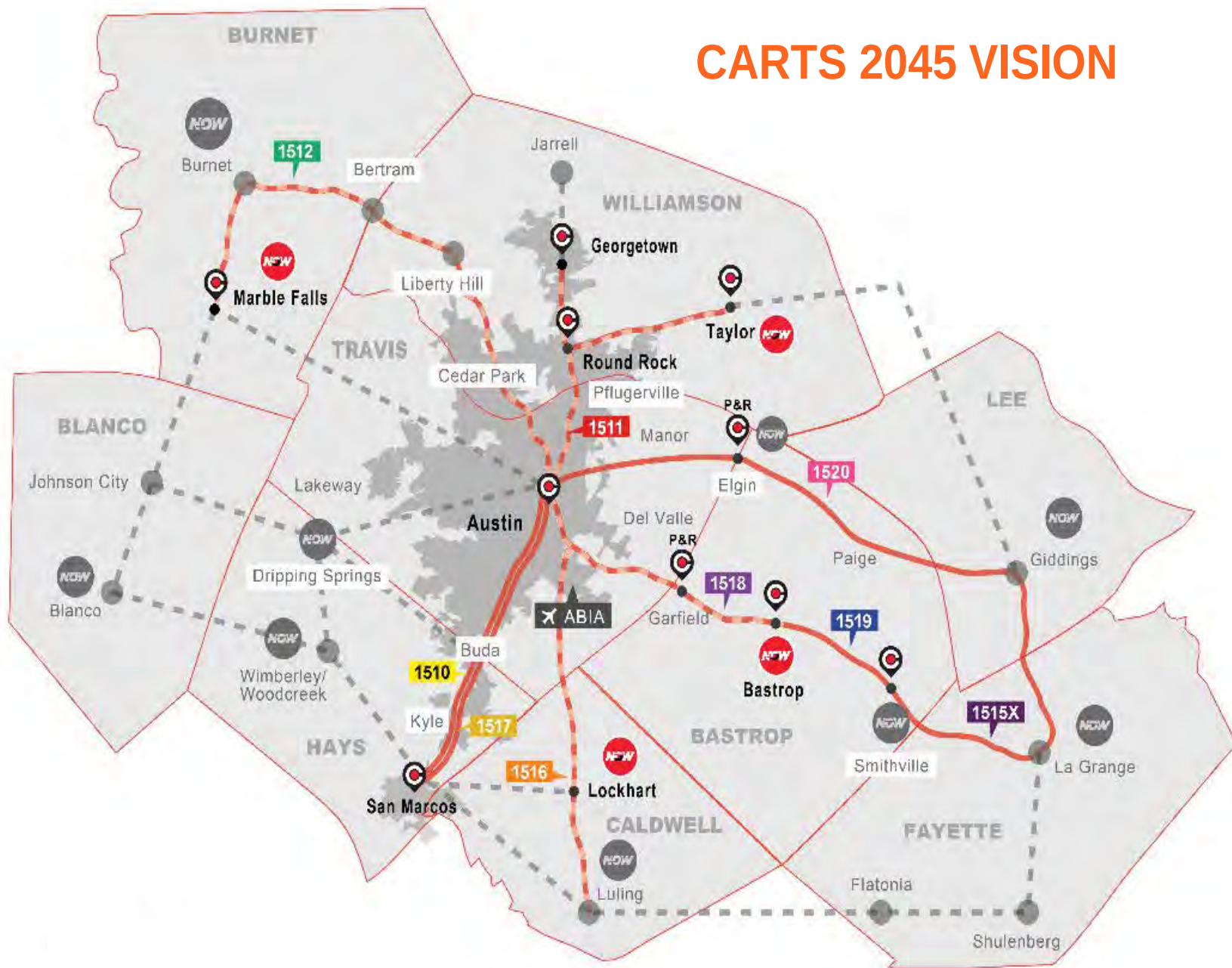
Figure 35. CARTS 2045 Network Plan (opposite page)

Source: CARTS

Legend

-  **CARTS Stations**
(National Intercity Connections)
-  **P&R** Planned park & ride improvements
-  **Existing Routes**
 -  Planned express bus service
 -  Existing stops
-  **Existing CARTS Now Service**
-  **Planned CARTS Now Service**
-  **Planned CARTS Stations**
-  **Planned Express Bus Routes**

CARTS 2045 VISION







ECONOMIC DEVELOPMENT

LOCKHART LOOKING FORWARD

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



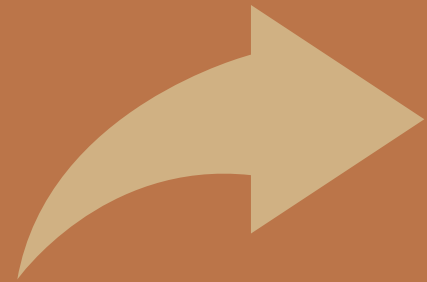
Inventory Lockhart's Assets and Character

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



Leverage Assets without Diminishing their Quality

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



Economic Growth that Move Us Forward

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

WHAT WE'VE HEARD:

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

"Entertainment for kids and teenagers."

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

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

"Local talent."

"Variety in cultural venues."

"Put real meaning behind history."

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

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

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

Economics & Resilience Connection

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



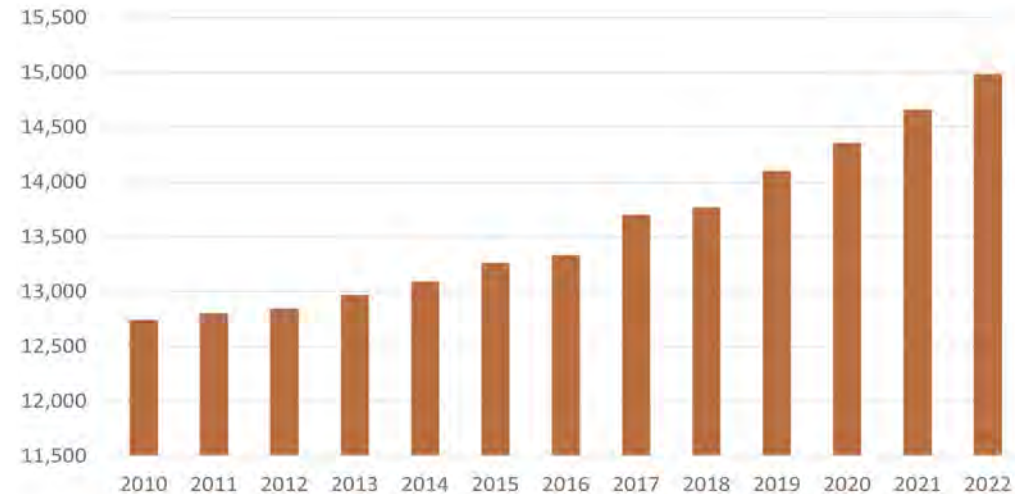
BACKGROUND INFORMATION

Demographic & Economic Profile

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

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

Figure 35. Lockhart Population Growth



Source: U.S. Census Bureau

Figure 36. Regional Population Growth (2010 to 2022)



Source: U.S. Census Bureau

Lockhart-Based Employment

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

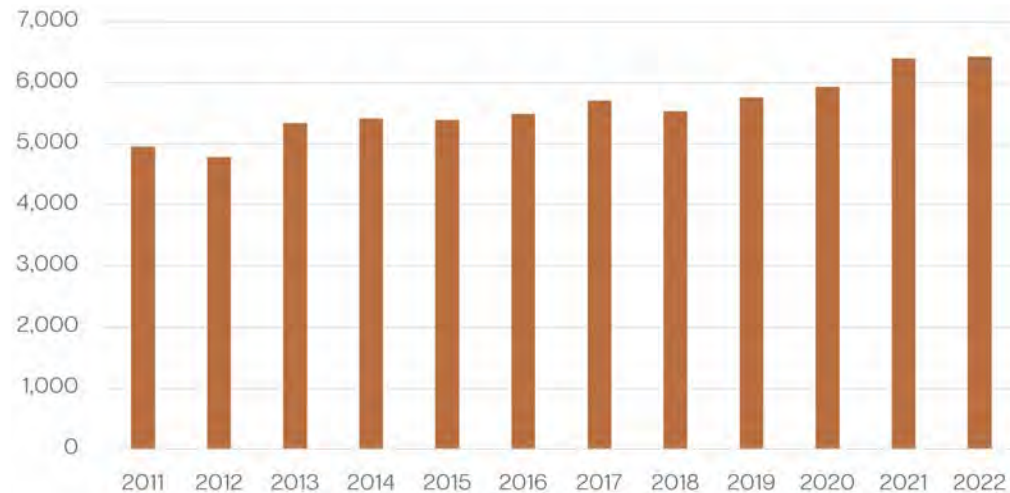
Note, employment estimates for small cities such as Lockhart vary since there is no current public sector dataset. Therefore, studies typically rely on third-party estimates. *Lockhart's Next Chapter: A Targeted Business Strategy Refresh* study uses a Lockhart employment estimate of 5,169 for Q3 2022.

Labor Force Participation

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

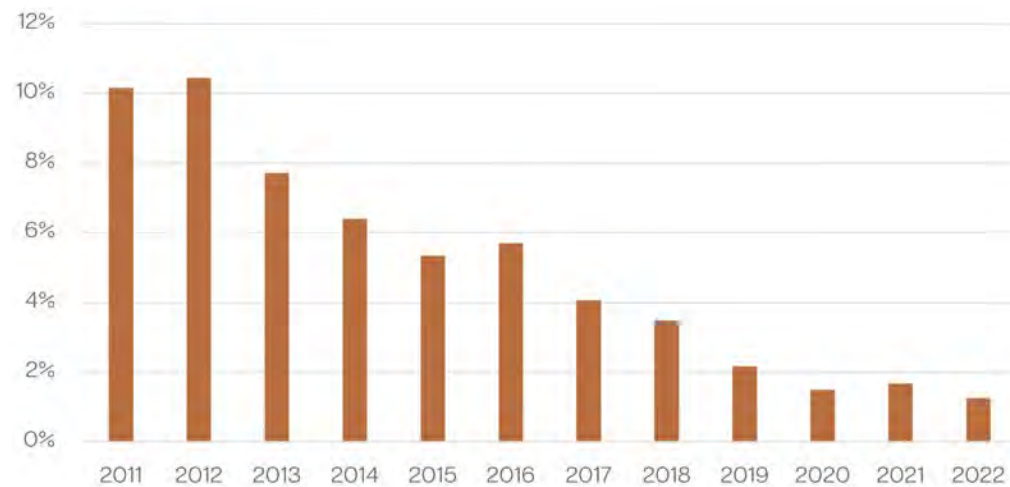
Lockhart's economy and unemployment rate are linked to the greater Austin MSA economy. Lockhart residents work in various industries, such as construction, education, retail trade, and professional services. As regional economic activity expands or contracts, these effects ripple across the region. High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

Figure 37. Employed Lockhart Residents



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

Figure 38. Lockhart Unemployment Rate



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

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

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

Source: ESRI; Data Axle; TXP, Inc.

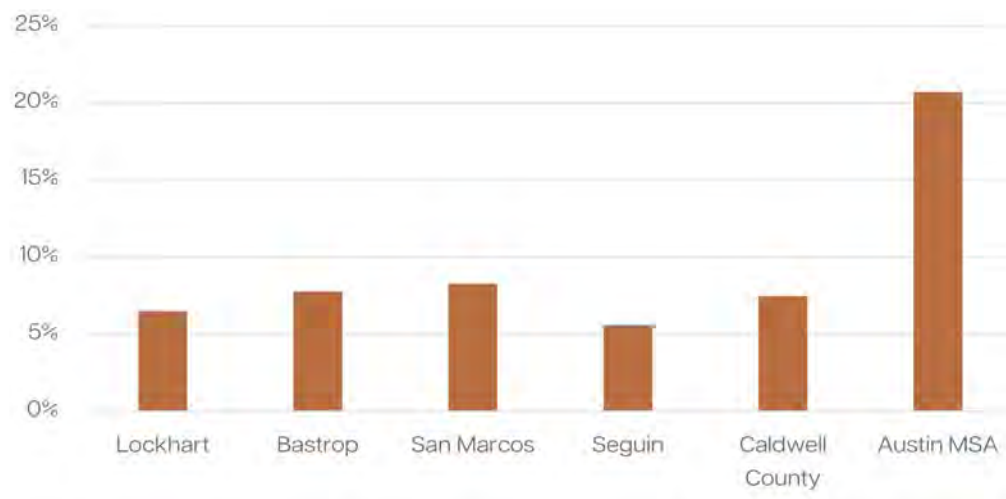
Where Residents Work

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

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

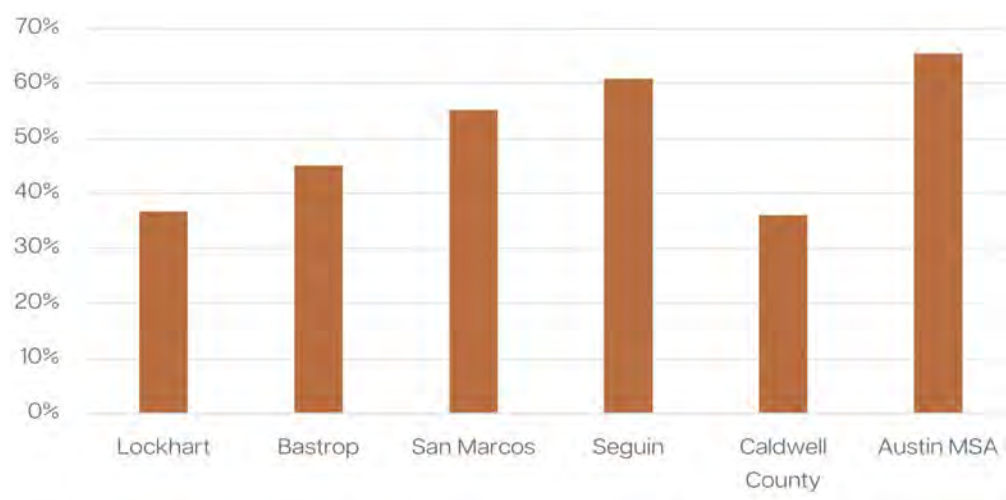
For 2022, 6.5% of Lockhart residents worked from home. This is a smaller percentage than the regional averages for Caldwell County and the Austin MSA. Remote or work-from-home jobs tend to be professional services jobs that pay high wages. However, more and more companies are asking employees to return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

Figure 39. Percent of People Who Worked from Home



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

Figure 40. Percent of People Who Worked in their Place of Residence



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

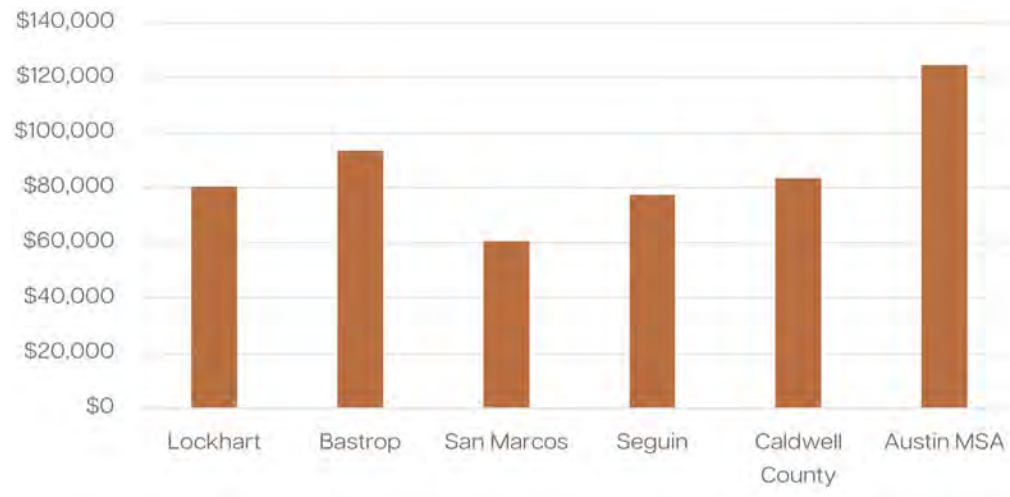
Wages & Income

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

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

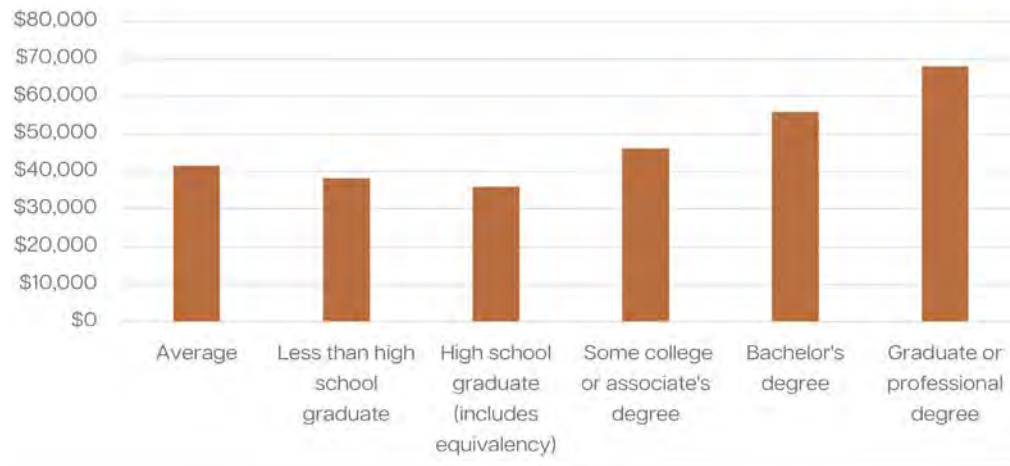
This trend underscores the importance of education in fostering economic resilience and social mobility, while areas with lower educational attainment may face challenges related to lower incomes and limited job opportunities in higher-paying sectors. Efforts to improve education access and attainment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

Figure 41. Average Household Income



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

Figure 42. Earnings by Educational Attainment

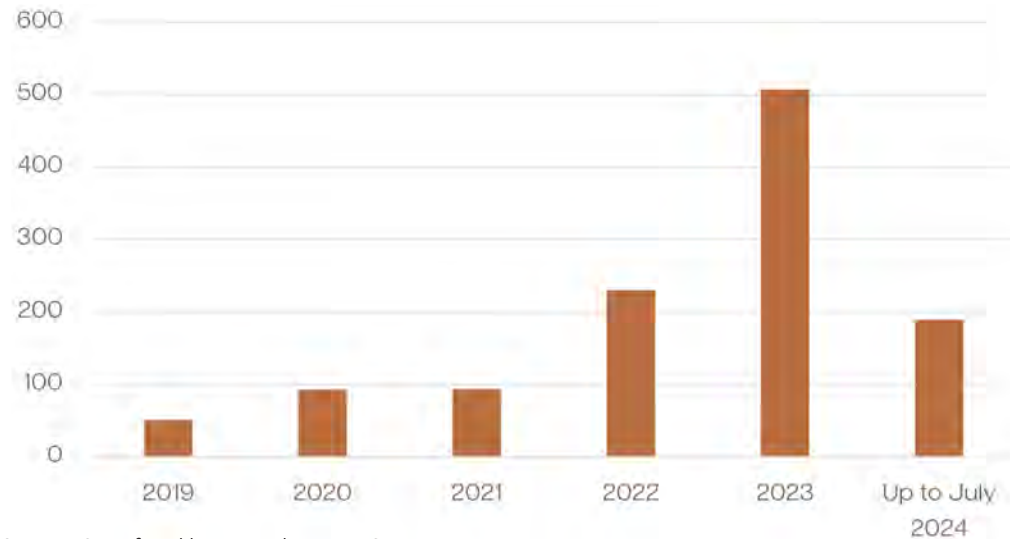


Source: U.S. Census Bureau - American Community Survey (ACS)

Residential Real Estate

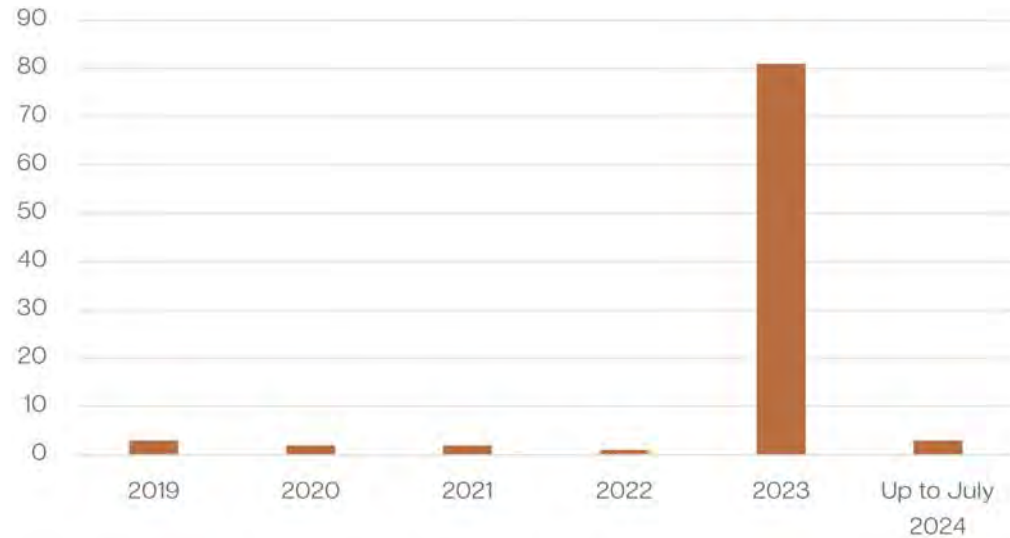
Single-family housing permits and sales tend to be correlated with population growth. Since 2019, 1,166 single-family housing units have been permitted. According to data from Redfin, the median sales price of a Lockhart home has increased from \$110,000 in 2012 to \$290,000 in 2024. This far outpaces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

Figure 43. Single-Family Units Permitted



Source: City of Lockhart Development Services

Figure 44. Duplex and Multi-Family Developments Permitted



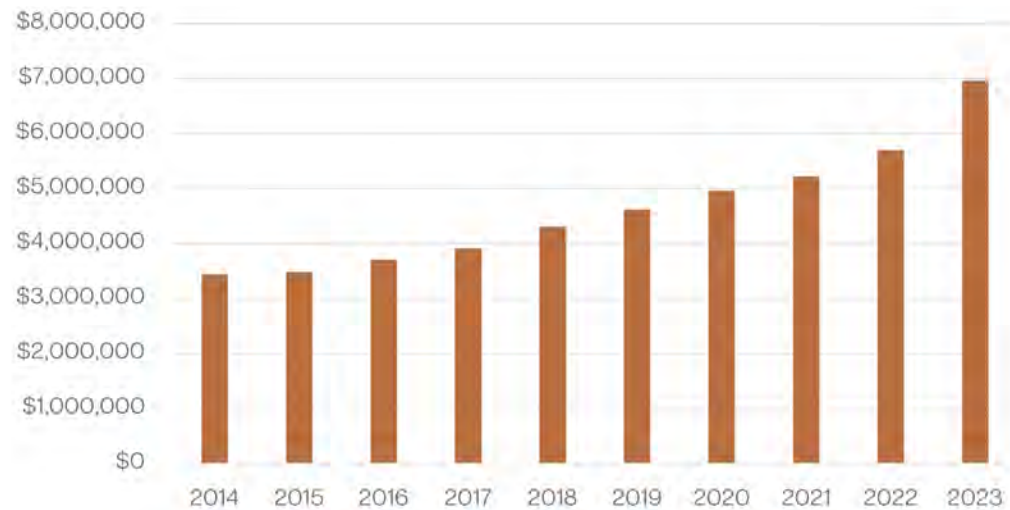
Source: City of Lockhart Development Services

Tax Revenue

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

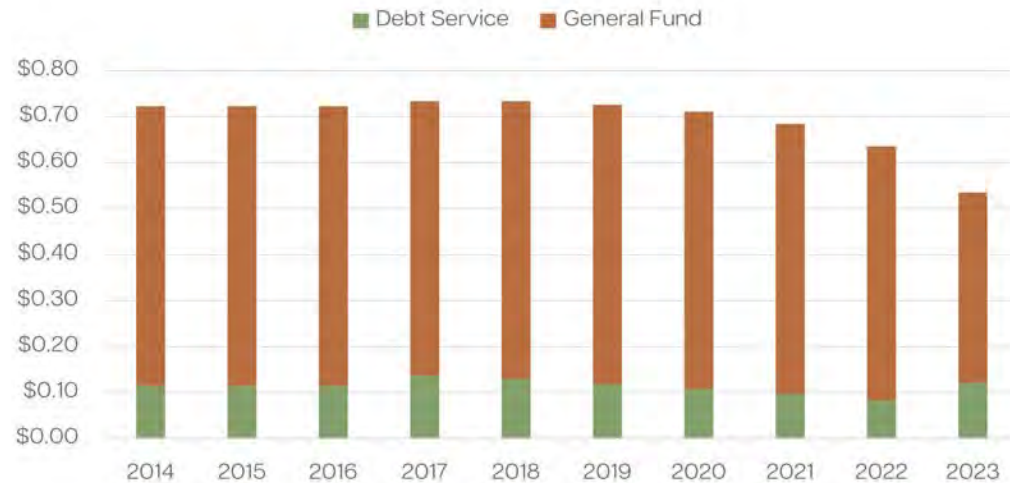
For fiscal year 2023, hotel occupancy tax revenue was \$0.2 million. Lockhart's total tax revenue for fiscal year 2023 was \$10.3 million. Using the Governor's Economic Development and Tourism Department estimate of \$0.5 million; tourism activity is responsible for approximately 5.1% of city tax receipts.

Figure 45. Lockhart Property Tax Revenue



Source: City of Lockhart 2023 Annual Comprehensive Financial Report

Figure 46. Lockhart Property Tax by Year



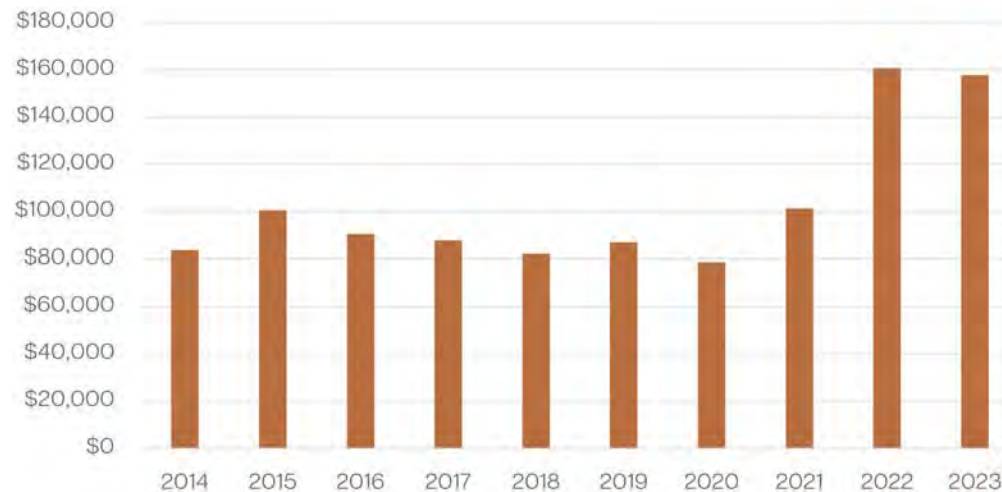
Source: City of Lockhart 2023 Annual Comprehensive Financial Report

Visitor Activity

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

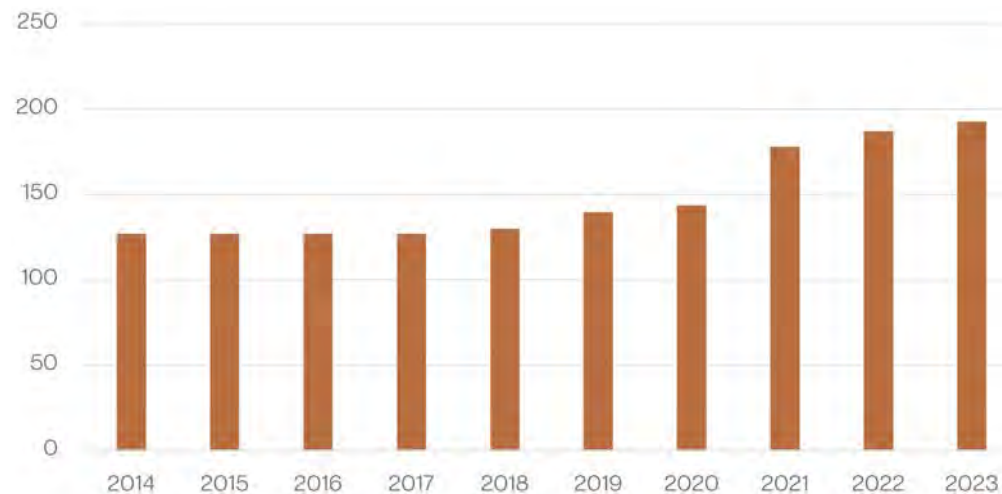
One gap in Lockhart's visitor ecosystem is hotel rooms. According to Source Strategies, there are less than 200 total hotel rooms in the City. This shortage presents a challenge for accommodating the increasing number of tourism and visitors, especially during peak seasons and major events. As tourism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

Figure 47. Hotel Occupancy Tax Collections



Source: City of Lockhart 2023 Annual Comprehensive Financial Report

Figure 48. Number of Available Hotel Rooms



Source: Source Strategies

Table 17. Tourism Activity In Lockhart

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

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

HISTORIC & CULTURAL ASSETS

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

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

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

Cementerio Navarro Histórico

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

Histórico after the noted Tejano statesman and signer of the Texas Declaration of Independence, José Antonio Navarro.

Downtown Lockhart

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

Caldwell County Courthouse

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

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

Caldwell County Jail Museum

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

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



Dr. Eugene Clark Library

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

Downtown Art Galleries and Studios

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

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



Tank Town

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

Community Events and Festivals

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



Gaslight Baker Theatre

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

Lockhart's System of Parks

Lockhart offers a variety of parks and recreational opportunities. Assets include the Lockhart State Park, purchased by the state in 1934 with park facilities built by the Civilian Conservation Corps between 1935 and 1938.⁵

⁴ Source: <https://mygbt.org/history/>

⁵ Source: <http://www.caldwellcountyhistoricalcommission.org/areasofinterest.html>



Emmanuel Episcopal Church

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

First Christian Church

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

First Presbyterian Church

In the 1840s several Presbyterians settled in what would become the town of Lockhart and Caldwell County. Lockhart was established as a town in 1852 and Caldwell a county in 1848, and at that time there was no church building in the town. A small group of Presbyterians started financing and constructing churches, erecting the current building in 1914.⁸

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

Historic Homes

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

A. L. Brock Cabin

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

Filming

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

9 Source: <http://www.caldwellcountyhistoricalcommission.org/areasofinterest.html>, <https://facebook.com/BrockCabin>, and <https://museumdatabase.com/museums/view/30172>

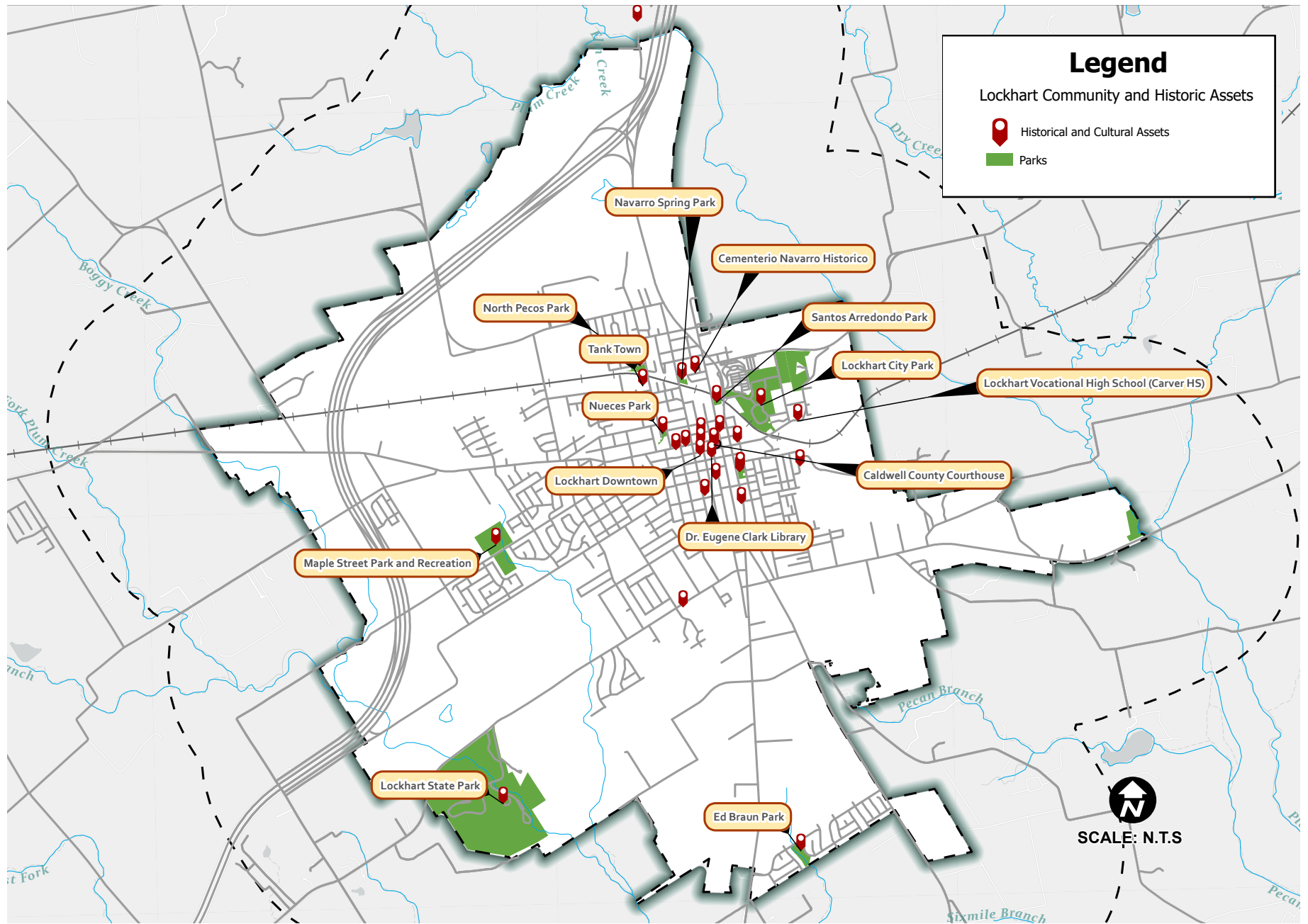
10 Source: <https://lockhartedc.com/site-selectors/film-in-lockhart>

Southwest Museum of Clocks and Watches

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

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





Map 27. Community and Historic Assets

ECONOMIC DEVELOPMENT STRATEGIES

Support Implementation of the LEDC Target Industry Plan

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

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

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

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

Ensure New Development Pays for Itself

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

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

Local Training, Hiring and Upskilling

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

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

Digital Access & Competencies

A commitment to implementing targeted digital literacy programs in community hubs like community centers, libraries, and schools provides residents with essential digital access and competencies crucial for taking advantage of local training and upskilling programs. Through strategic collaboration and fostering public-private partnerships between local educational

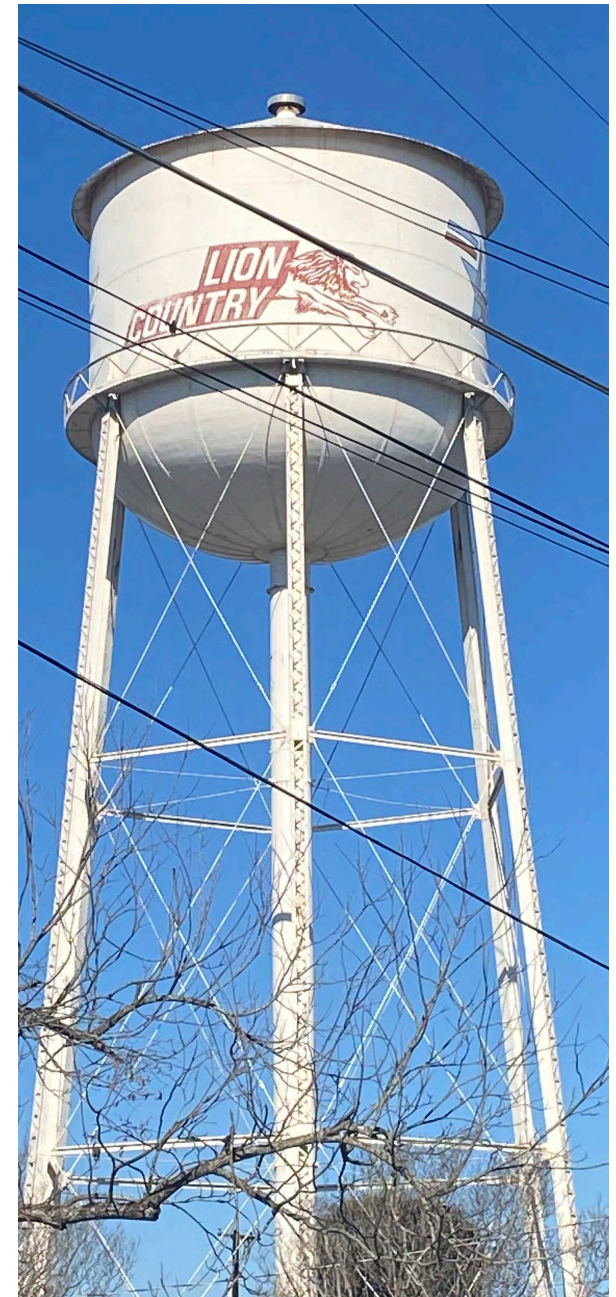
institutions and tech companies, training programs can be cultivated that equip the workforce with in-demand digital proficiencies.

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

Higher Education Initiatives

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

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



Expand Retail and Business Offerings

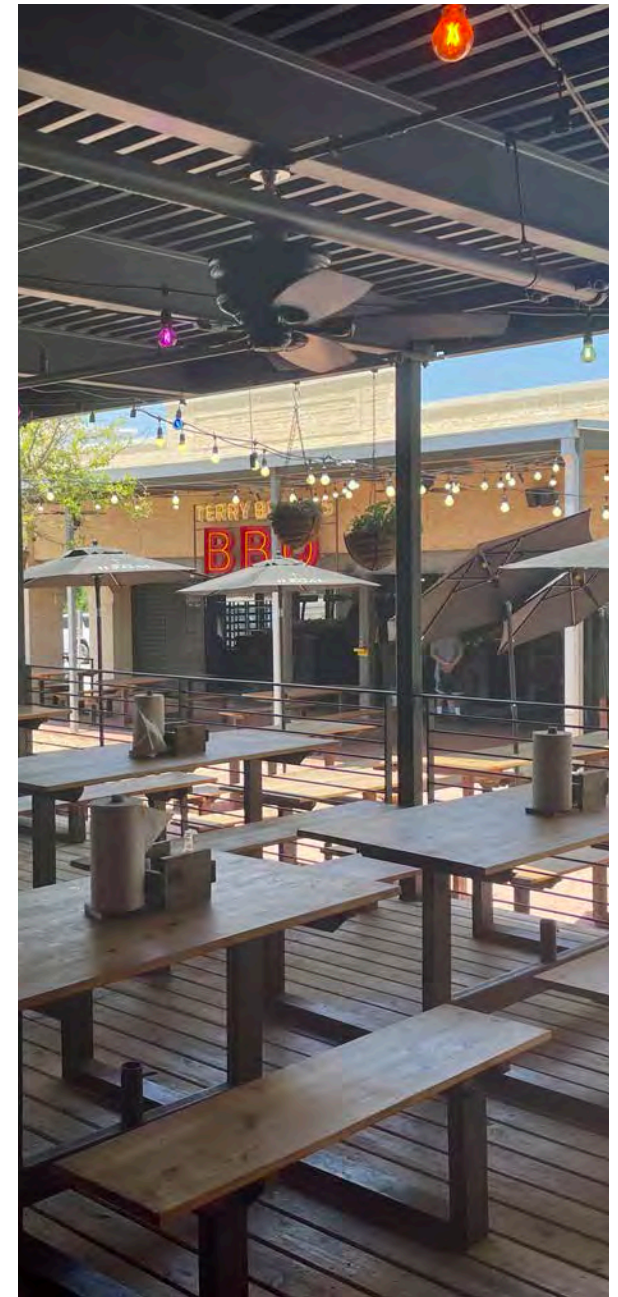
Enhancing the retail and business landscape is key for creating a vibrant and self-sustaining community. By expanding and diversifying the retail offerings, the city better meets the diverse needs of residents while reducing the necessity for shopping trips to neighboring communities. This strategy enriches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

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

Family Entertainment

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

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



Support Local and Small Businesses

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

Support the Creation of a Business Incubator

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

Incentives for Small Business Retention and Beautification

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



Sustainable Business Retention and Attraction

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

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

For instance, Tax Increment Financing (TIF) is an example of a front-loaded incentive where the City invests in infrastructure improvements or other projects upfront, expecting to recoup the investment through increased tax revenues in the future. This aggressive front-loading approach

may risk jeopardizing the long-term benefits sought by the City from incentive programs, as potential workers may opt to live in neighboring towns offering a higher quality of life.

Conversely, "back-loaded" economic incentives represent a less significant upfront cost to cities and can include performance-based grants, conditional development fee reductions, workforce training partnerships, shared-use agreements, and support for infrastructure. These incentives prioritize investments that provide lasting benefits to the community, regardless of the success or failure of the business. For

example, workforce training programs not only benefit the company but also enhance the skills of the local workforce, improving overall employability and economic resilience. Infrastructure improvements, when carefully planned within the framework of community goals, can enhance connectivity and accessibility for residents and businesses alike.

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



Tourism

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

Eco-Tourism

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



Enhance Downtown and Arts & Cultural Offerings

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

Implement the Downtown Revitalization Plan

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

Attract a Hotel with Conference/Meeting Space to Downtown

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

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

The Texas Commission on the Arts (TCA) can designate cultural districts in cities across Texas. Cultural districts are special zones that harness the power of cultural resources to stimulate economic development and community vitality. These districts can become focal points for generating businesses, attracting tourists,

stimulating cultural development, and fostering civic pride. To be successful, Lockhart will need to proactively build a high concentration of arts and cultural assets clustered in a walkable area of the City. Once approved, there is TCA grant funding programs available only to approved cultural districts.

Arts Festival

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

Create an Arts and Culture Center in Historic Downtown

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

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

Implement an Outdoor Performance Venue in Downtown

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



Downtown Lockhart and Catalyst Sites

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

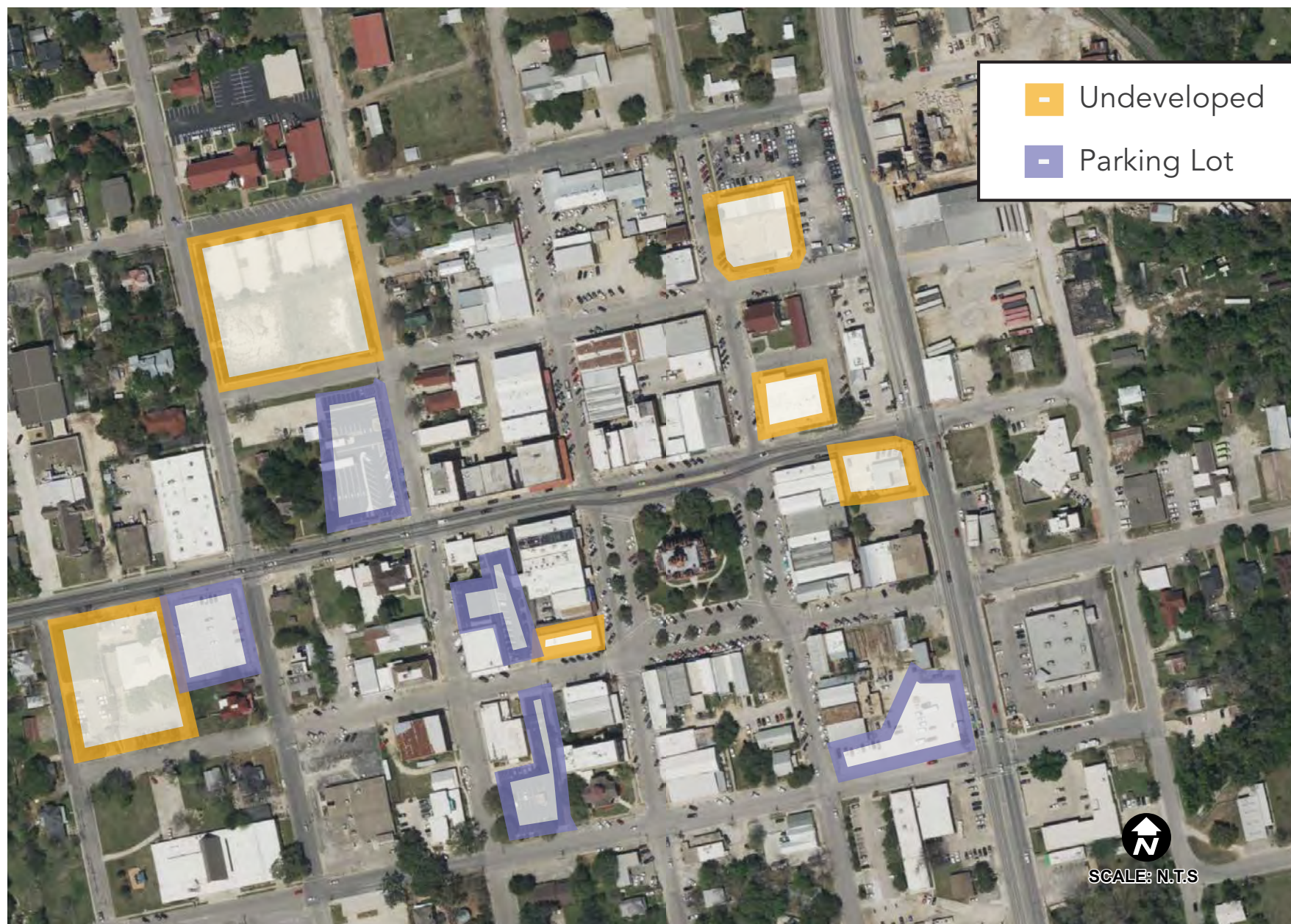
In addition to expanding public seating, residents are advocating for the integration of more landscaping throughout downtown. Green spaces not only enhance the aesthetic appeal of the area but also contribute to a healthier and more sustainable urban ecosystem. Moreover, the inclusion of greenery promotes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

Furthermore, residents are calling for the construction of a new city hall that is more accessible and provides more opportunities for civic engagement. Additionally, residents noted the need for additional public spaces to serve as focal points for civic engagement and cultural activities. These facilities will not only provide essential infrastructure for local governance but also serve as gathering spaces for community events, celebrations, and festivals. By investing in these amenities, Lockhart can strengthen its sense of identity and pride, while also attracting visitors from neighboring areas. Lastly, improving

pedestrian crossings is paramount to ensuring the safety and accessibility of Downtown Lockhart. By implementing measures such as crosswalks, signage, and traffic-calming features, the City can enhance the pedestrian experience and encourage more sustainable modes of transportation. Much of these features and improvements in the immediate downtown area have been identified in the Lockhart Downtown Revitalization Plan which will be fully constructed by December 2025. Appendix A: Engagement Summaries shows the results of the community feedback discussed.

Additional catalyst sites have been identified in Map 28 to support the public improvements that are currently being implemented by the Revitalization Plan. The catalyst sites with underutilized structures are identified in orange and parking is identified in purple. These are sites that should either be targeted for enhancement or policy interventions should be implemented so that they provide the highest and best possible use that can bolster Lockhart's downtown.





Map 28. Downtown Opportunity Areas





PUBLIC FACILITIES & INFRASTRUCTURE

LOCKHART LOOKING FORWARD

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



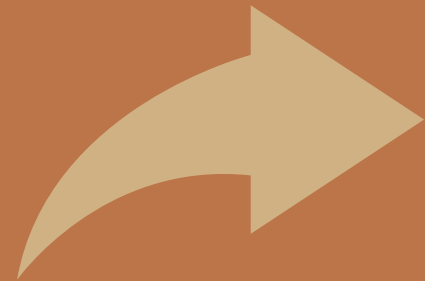
Identify the Infrastructure that Keeps Lockhart Functioning

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



Identify Strategies to Improve Public Services & Facilities

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



Invest in Public Programs & Projects that Move Us Forward

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

WHAT WE'VE HEARD:

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

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

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

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

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

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

"Need to invest in newer and more functional city buildings. City Hall is too small. The city is growing so the City of Lockhart needs to grow also."

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

Public Facilities/Infrastructure & Resilience Connection

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



PUBLIC FACILITIES AND SERVICES

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

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

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

Lockhart can continue to thrive as a vibrant and resilient city, meeting the needs of its residents both now and in the future.

Existing Public Facilities

Lockhart City Hall

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

Dr. Eugene Clark Library

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

Lockhart Fire Department

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

Lockhart EMS Department

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

Lockhart Police Department

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

Lockhart Municipal Court

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

Lockhart Recycling Center

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

Lockhart Animal Services

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

Lockhart W/WW Treatment

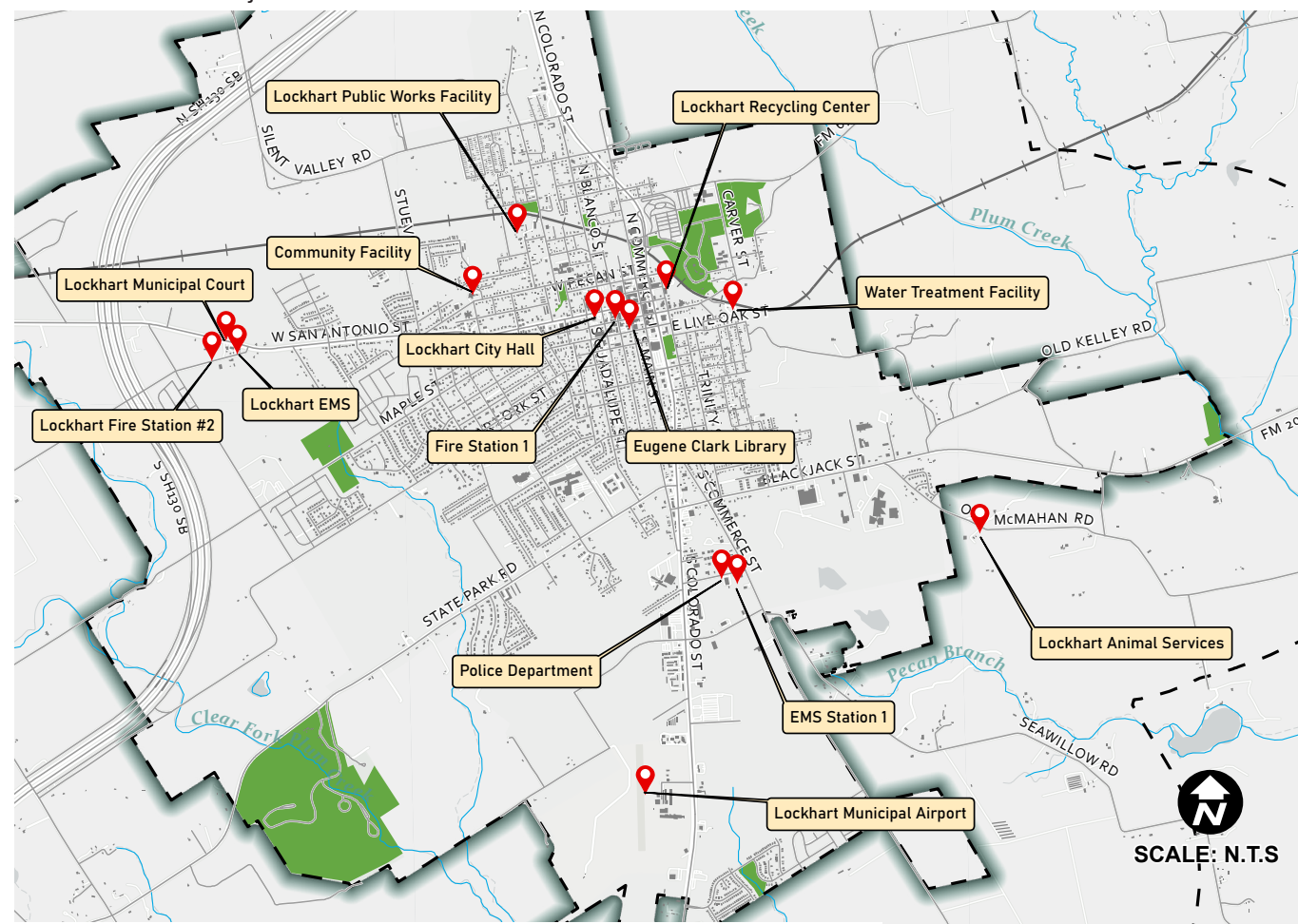
The Water/Waste Water Department is owned by the City of Lockhart and operates two wastewater treatment plants and water system. It is responsible for the operation and maintenance of four elevated water towers that bring water to the residents and businesses of the City of Lockhart.

Lockhart Municipal Airport

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

Lockhart Community Facility

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



Map 29. Public Facilities Map

Facility & Community Resilience

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

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

- Determine the necessary backup electrical load, and select the most suitable fuel type, with natural gas typically recommended.
- Conduct a comprehensive flood risk assessment to understand the potential impact of flooding on the facility and its surroundings. This assessment should consider factors such as historical flood data, topography, drainage patterns, and future climate projections.
- Consider adopting more stringent requirements that exceed regulatory mandates, such as siting critical facilities above the 500-year floodplain elevation, plus an additional 2 feet of elevation. This extra margin of safety can enhance resilience and minimize the risk of flood damage.
- Identify vulnerable portions of the building

and determine the degree of hardening necessary to withstand windstorms and tornadic/severe storms.

- Develop plans and infrastructure to ensure the continuation of government operations, including robust information technology systems capable of withstanding disruptions and maintaining essential services.
- When siting new facilities, prioritize locations that maintain a safe distance from rail lines to minimize the potential impact of train derailments. Establishing a buffer zone between the facility and nearby rail infrastructure can reduce the risk of damage or disruption in the event of a derailment.
- Ensure that buildings and infrastructure are designed to withstand occasional cold snaps by incorporating insulation, weatherproofing, and energy-efficient heating systems.
- In key community facilities consider establishing cooling centers or public spaces with air conditioning to provide refuge for residents during heatwaves, particularly for those who may not have access to adequate cooling at home. Public facilities can provide many services to residents in the face of disaster events, these are often referred to as “resilience hubs”. These facilities are hardened against major threats and also are where community members know to go for information and services during storm and hazard events.

Safety and Security

In addition to considerations of extreme weather events, changes in culture and risk have introduced a growing need to prioritize safety and security in facility design. Both employees and visitors alike seek the assurance of safety within

the built environment. While some security measures, such as emergency routes from public meeting spaces, have been standard practice for years, there’s a growing recognition that security doesn’t always have to be overt to instill feelings of safety. Passive security, which integrates protective features seamlessly into architectural design, is gaining prominence. This approach focuses on invisible yet effective design elements that enhance privacy, security, and protection without imposing on the building’s aesthetics or functionality. Some examples of this principle include:

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

Primary Facility Needs & Considerations

City Hall

A larger City Hall facility is crucial in light of Lockhart's growth and the increasing expectations placed on its local government. Modern functionality and ample space for city functions are currently lacking, necessitating the use of alternative venues such as the library. Thus, an assessment should be done to explore a new location within Lockhart's core area for a new and updated City Hall.

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

Recreation Center

The 2024 Lockhart Parks Master Plan 5-Year Update recommends an indoor recreation center to meet the growing needs of the community, with a focus on partnerships with Caldwell County and Lockhart ISD to help mitigate costs. Local and regional partners can provide additional resources, funding, and community engagement opportunities, making them ideal collaborators.

Virtually every age demographic needs a place to come together, engage in physical wellness and participate in recreational programming. Recreation centers provide lifelong learning opportunities for all ages, fostering community pride and inclusivity.

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

Animal Services

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

Effective coordination with Caldwell County is important for addressing evolving facility needs. Regular collaboration will help assess requirements based on community demand and secure necessary resources for improvements. Providing sufficient staffing and volunteer programming is also critical. This involves hiring

additional staff as needed, providing training and fostering a positive work environment. Addressing these needs will enable the animal services program to provide high-quality care, support future growth and effectively serve the community.

Senior Center

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

Parkland Deficiency

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

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

City Facility Information Technology (IT)

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

Library

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

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

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



Dr. Eugene Clark Library

Public Safety

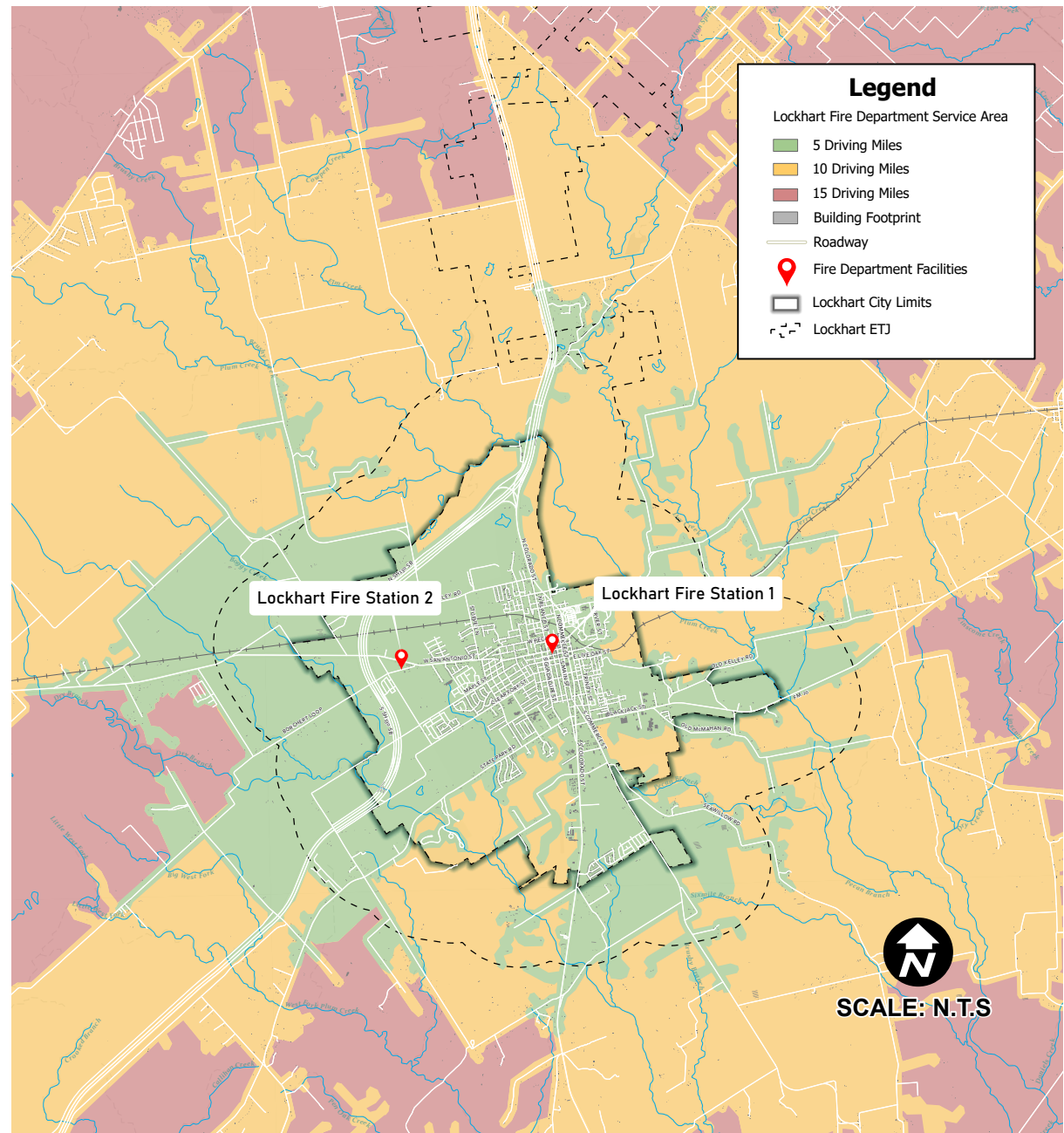
ISO Rating

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

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

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

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



Map 30. Lockhart Fire Department Service Area

Map 30 shows the properties that lie within the 5 road-mile service area. Some small, relatively undeveloped portions of the City Limits are not currently within the 5 roadway mile buffer.

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

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

CRS and NFIP Program

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

Participation in this program is not compulsory; rather, it hinges upon a community's commitment to embrace and uphold, at the very least, the federal guidelines governing construction

activities within Special Flood Hazard Areas (SFHAs). In return for this adherence, the federal government extends the provision of flood insurance as a crucial safeguard against the financial repercussions of flood-related damages. The City of Lockhart has continued to participate in the NFIP program since the 1980s.

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

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

Medical Facilities

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

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

Public Facilities Best Practices

Smart Facility Design and Siting

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

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

Establishing clear site selection criteria based on accessibility, environmental considerations, and future growth projections is equally important. Thorough site assessments help identify potential risks and opportunities, ensuring that chosen sites are well-suited for their intended purposes. Embracing innovative design principles enhances

functionality, aesthetics, and user experience, utilizing the latest technologies and design trends. Additionally, prioritizing safety and wellness in facility design ensures that spaces are not only efficient and attractive but also promote the well-being of their users.

Public Buildings as Catalysts

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

Shared Spaces

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

Flexible Spaces & Sites

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

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

Technology & Connectivity

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

WATER AND WASTEWATER SYSTEMS

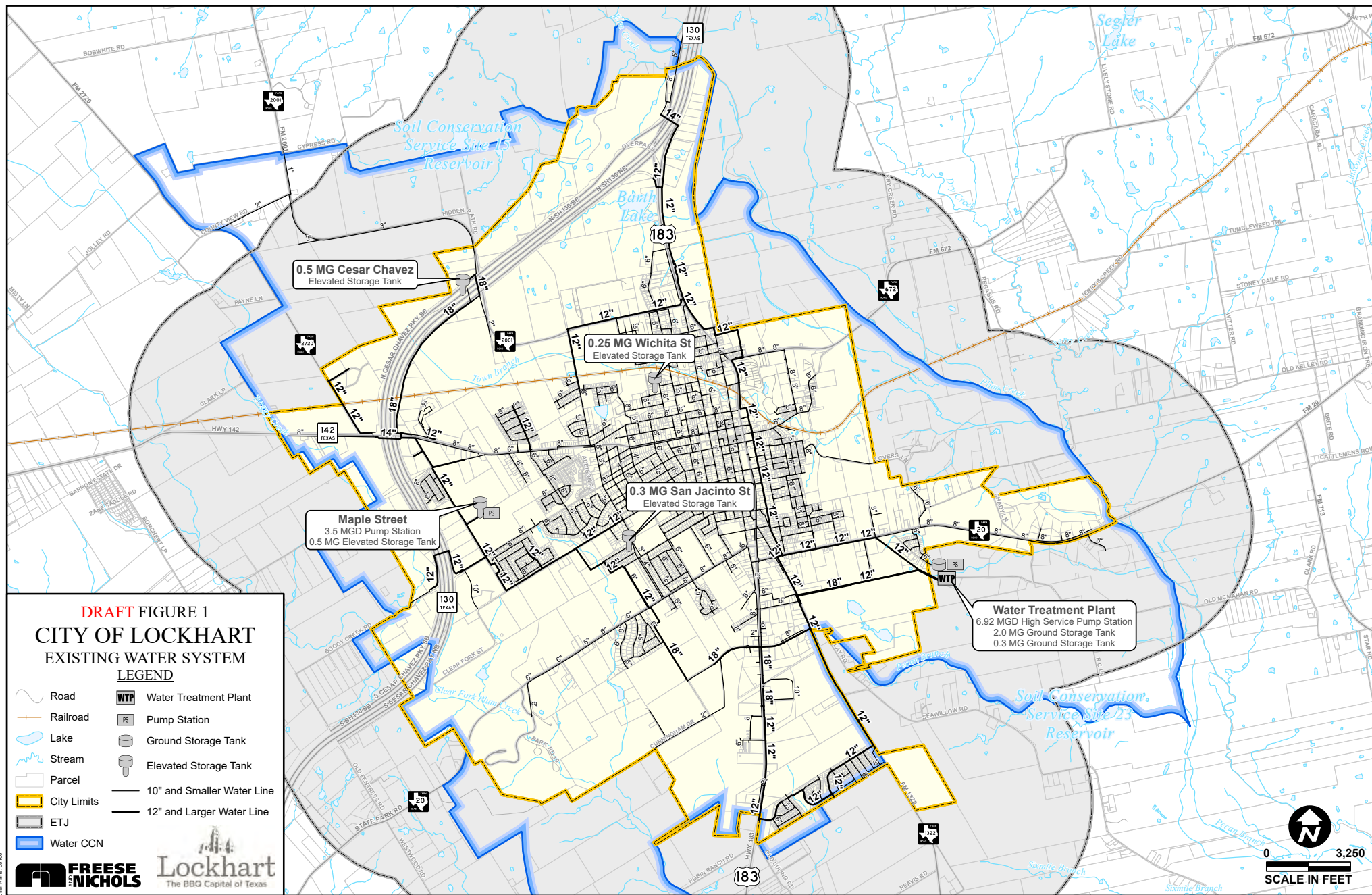
Existing Systems

The City of Lockhart's existing water system has a network of lines ranging from 2 to 18 inches, a water treatment plant, a high service pump station, a booster pump station, and four elevated storage tanks. The water supply is groundwater from seven wells in the Wilcox Aquifer and surface water from the Luling Water Treatment Plant. The water system currently serves just under 6,000 connections in the distribution system. A map of the existing water system is presented on Map 31.

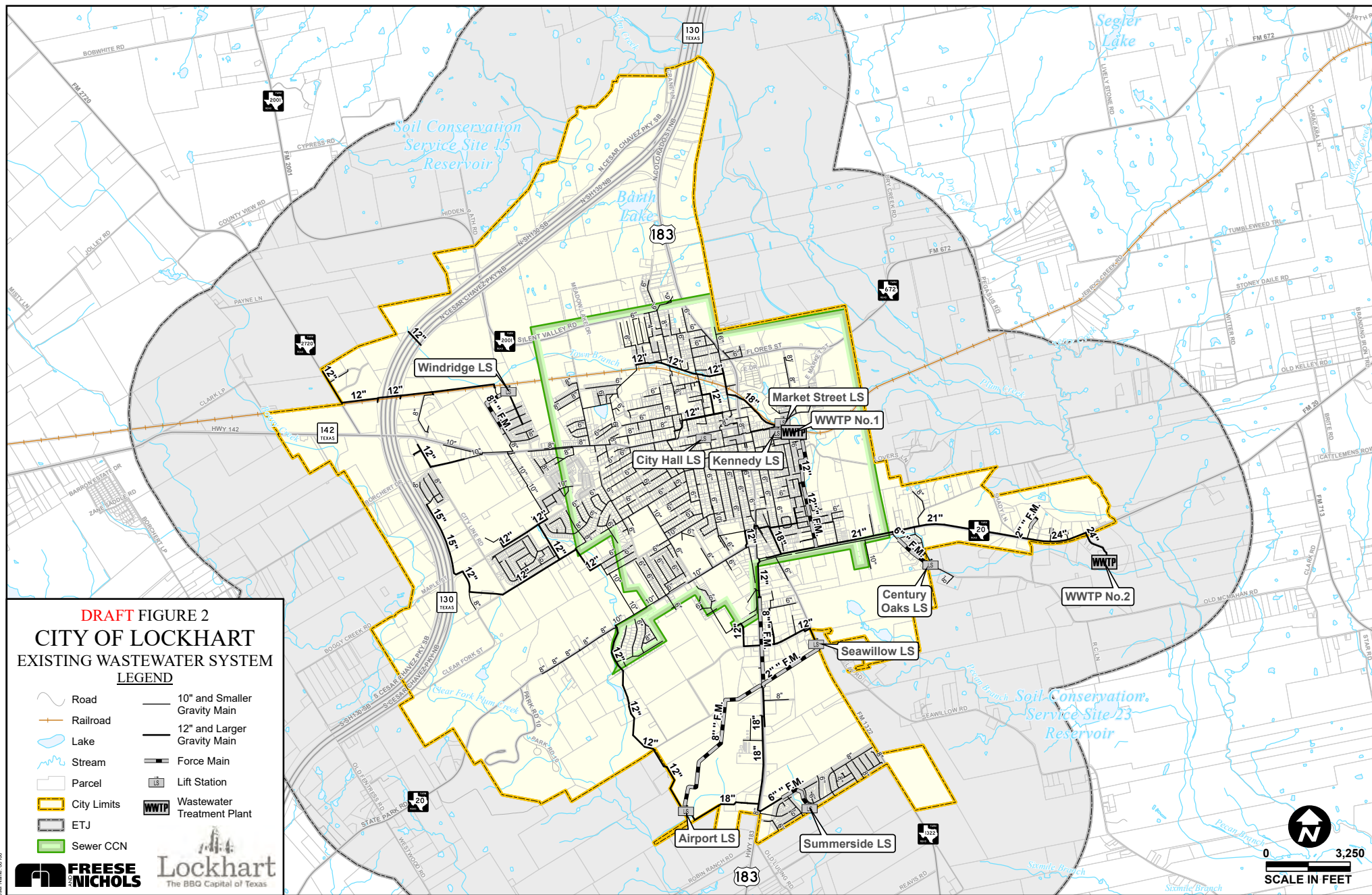
The existing wastewater system has a network of lines ranging from 6 to 24 inches, two wastewater treatment plants, and eight lift stations. The existing wastewater system is presented on Map 32.



Source: Guadalupe-Blanco River Authority



Map 31. Map of Existing Water System



Map 32. Map of Existing Wastewater System

Historical Water Demands and Wastewater Flows

Reviewing historical demands and flows helps provide insight into system operations and planning criteria for use in projecting future water demands and wastewater flows. The City provided historical water production data and wastewater treatment plant effluent flow data.

The water demands in the distribution system average 1.49 MGD with a maximum day demand of 2.55 MGD in 2021. These historical water demands are summarized in Table 18, and the historical wastewater flows are summarized in Table 19. The peak wet weather flow is from the City's Water and Wastewater Impact Fee Report.

Table 18. Historical Water Demands

Year	Connections	Average Day Demand (MGD)	Average Day Demand (Gallons per Connection per Day)	Maximum Day Demand MGD)	Maximum Day to Average Day Peaking Factor
2018	4,828	1.54	319	2.26	1.47
2019	4,910	1.49	303	2.14	1.44
2020	4,963	1.52	306	2.20	1.45
2021	5,094	1.30	255	2.55	1.96
2022	5,210	1.49	286	2.17	1.46
2023	5,333	1.60	299	2.45	1.53
Average	-	1.49	295	-	1.55
Max.	-	-	319	2.55	1.96

Table 19. Historical Wastewater Demands

Year	Connections	Average Annual Daily Flow (MGD)	Average Annual Daily Flow (Gallons per Connection per Day)	Peak Wet Weather Flow (MGD)	Wet Weather Peaking Factor
2018	4,615	1.03	223	4.31	4.18
2019	4,678	1.01	216	2.94	2.91
2020	4,714	1.02	216	3.70	3.63
2021	4,814	1.11	231	4.48	4.04
2022	4,896	1.04	212	3.38	3.25
2023	4,983	1.06	213	-	-
Average	-	-	219	-	3.60
Max.	-	-	231	-	4.18

Water Demand and Wastewater Flow Projections

The City of Lockhart is anticipated to continue growing over the next decade. To account for the wide range of potential future growth, the growth scenarios identified in the Land Use and Development Chapter were utilized to evaluate potential future water and wastewater conditions. Projected growth rates are presented as compound annual growth rates (CAGR) for each growth scenario. However, to project future water demand and wastewater flow, the identified growth rates are applied to the total 2023 water and wastewater customers and projected through all planning periods as shown in Table 20. To account for the difference between water and wastewater customers, it is assumed that all existing non-wastewater customers do not connect to the wastewater system in the future, but all future customers are provided both water and wastewater service.

A water utility must be able to supply water at rates that fluctuate over a wide range. Yearly, monthly, and hourly variations in water use occur, with higher use typically during dry years and in hot months. Also, water use typically follows a diurnal pattern, being low at night and peaking early in the morning and in the early evening. Usage rates most important to the hydraulic design and operation of a water treatment plant and distribution system are average day, maximum day, and peak hour demand conditions.

Average day demand is the total annual water use divided by the number of days in the year.

Table 20. Projected Water and Wastewater Connections

Water Connections			
Year	2.5% Growth Rate	5% Growth Rate	6% Growth Rate
2024	5,849	5,849	5,849
2029	6,618	7,465	7,827
2034	7,487	9,527	10,475
Wastewater Connections			
Year	2.5% Growth Rate	5% Growth Rate	6% Growth Rate
2024	5,272	5,272	5,272
2029	6,041	6,888	7,250
2034	6,910	8,950	9,898

The average day rate is used primarily as a basis for estimating maximum day and peak hour demands. The average day rate is also used to estimate future revenues and operating costs.

Maximum day demand is the maximum quantity of water used on any one day of the year. The maximum day demand is used to size water supply facilities, treatment facilities, and pump stations.

Peak hour demand is the peak rate at which water is required during any one hour of the year. Since minimum distribution system pressures are usually experienced during peak hour, the sizes and locations of distribution facilities are generally determined on the basis of this condition. Peak hour water requirements are partially met through the use of strategically located system storage.

The use of system storage minimizes the required capacity of transmission mains and permits a more uniform and economical operation of the water supply, treatment, and pumping facilities.

A wastewater utility must be able to convey and treat wastewater flows over two primary conditions: average day flow and peak wet weather flow. Average day flow is the total annual wastewater production divided by the number of days in the year. Average day flow is primarily used to size the capacity of wastewater treatment facilities. Peak wet weather flows are defined as the maximum flow rate that enters the wastewater collection system in response to typical rainfall events. Generally, peak wet weather flows are limited to 5-year wet weather events with an annual probability of exceedance of 20%. Peak wet weather flows are utilized to size gravity mains and lift stations.

The average water consumption and wastewater flow per connection from the water billing data was used to project future average water demand and wastewater flow. The design criteria are specified in Table 21. This design criteria were used to project maximum day and peak hour water demand and peak 2-hour wastewater flow as shown in Tables 22 and 23, respectively.

Table 21. Design Criteria

Criteria	Value
Water System	
Average Day Demand per Connection	310
Maximum Day to Average Day Peaking Factor	1.75
Peak Hour to Maximum Day Peaking Factor	2.00
Wastewater System	
Average Day Flow per Connection	225
Peak 2-hour to Average Day Peaking Factor	4.00

Table 22. Projected Water Demands

Connections	Average Day Demand (MGD)	Maximum Day Demand (MGD)	Peak Hour Demand (MGD)
2.5% Growth Rate			
2024			
5,849	1.81	3.17	6.35
2029			
6,618	2.05	3.59	7.18
2034			
7,487	2.32	4.06	8.12
5% Growth Rate			
2024			
5,849	1.81	3.17	6.35
2029			
7,465	2.31	4.05	8.10
2034			
9,527	2.95	5.17	10.34
6% Growth Rate			
2024			
5,849	1.81	3.17	6.35
2029			
7,827	2.43	4.25	8.49
2034			
10,475	3.25	5.68	11.37

Table 23. Projected Wastewater Demands

Connections	Average Annual Daily Flow (MGD)	Peak Wet Weather Flow (MGD)
2.5% Growth Rate		
2024		
5,272	1.19	4.74
2029		
5,965	1.34	5.37
2034		
6,749	1.52	6.07
5% Growth Rate		
2024		
5,272	1.19	4.74
2029		
6,729	1.51	6.06
2034		
8,588	1.93	7.73
6% Growth Rate		
2024		
5,272	1.19	4.74
2029		
7,055	1.59	6.35
2034		
9,441	2.12	8.50

Water and Wastewater System Improvements

The major improvements in the distribution system consist of elevated storage, new water lines, and replacing aging infrastructure. The water treatment ground storage capacity will meet system demands through 2034. Additional elevated storage capacity is recommended as part of the City's impact fee study. Additional pumping capacity is also recommended by the 2034 planning period. New water lines are needed to support additional growth within the City, and replacement of cast-iron pipelines is recommended throughout the distribution system.

The wastewater collection system needs additional lift stations and infrastructure to serve FM 20 East, Pecan Branch, Boggy Creek, Plum Creek, and South Commerce. The collection system also contains approximately 122,000 linear feet of clay tile pipe in the system that needs replacement to reduce infiltration and inflow into the collection system. Developing an inspection and maintenance program is recommended to prioritize areas for rehabilitation. The wastewater treatment plants have adequate capacity to meet projected wastewater flows through 2034.

UTILITY SERVICE BEST PRACTICES

Future updates to utility plans should include a risk-based assessment of all water pipelines, sewer mains, lift stations, pump stations, wells, and storage tanks to assist in the prioritization of recommended operations and maintenance improvements. The assessment should consider the condition and criticality of existing water and sewer system infrastructure, using a scoring system to provide an analytical and quantitative method to evaluate the condition and criticality of each facility, leading to a rehabilitation capital improvements plan for each system.

Because development demands are ever evolving and changing, Lockhart should develop and continually update the water and sewer system models, evaluate the CIP annually to see if critical infrastructure needs require a shift in the schedule, and engage modeling as early as possible in the development review and feasibility process.

With growth accelerating, timing for planning and design of facilities should exceed the Texas Commission on Environmental Quality (TCEQ) minimums to avoid compliance issues, improve overall system performance and lower risk. For example, the “75/90 rule” for planning and construction of wastewater treatment plant capacity may not be sufficient, given timelines to achieve necessary permits and the potential future rates of growth in Central Texas.

This same philosophy applies to drainage, as Lockhart has the opportunity to be proactive, where so many other cities have been reactive and ultimately been forced to undertake

expensive stormwater retrofits. Lockhart has the opportunity now to avoid that future for itself.

In a related manner, the design, timing and placement of developments can drastically affect short- and long-term operations and maintenance, as well as capital investment. Lockhart has an opportunity to advocate for compact, interconnected development patterns that foster efficiency and high fiscal performance in terms of both tax revenue per acre and number of connections per linear foot of infrastructure. More connections per linear foot results in more utility fees collected without having to add more infrastructure, and ultimately can help lower overall utility rates.

Water Auditing

Soils with high plasticity indexes in Central Texas make Lockhart’s system more susceptible to pipe breaks and leaks, which can decrease efficiency throughout the entire system, generating unnecessary costs for both the utility provider and end user.

The Texas Water Development Board released a report titled *Water Loss Audit Manual for Texas Utilities*¹ in 2008, which states the following:

- For utilities to operate efficiently, they should use recommended practices to monitor and control water and revenue

¹ Water Loss Audit Manual for Texas Utilities, by Mark Mathis, George Kunkel, P.E., and Andrew Chastain Howley for the Texas Water Development Board, Report 367, March 2008. https://www.twdb.texas.gov/publications/brochures/conservation/doc/WaterLossManual_2008.pdf

losses. These include active leakage control, as well as metering production flows and customer consumption.

- Real losses cause a portion of the treated, pressurized water to be lost from the distribution system before customer use. In effect, the utility treats a greater volume than its customer base requires, hence incurring excess production costs.
- All water utilities incur leakage losses; only the amount varies. Leaks and visible main breaks occur for a variety of reasons, including poor installation workmanship or materials, corrosion, external forces, environmental extremes, and other causes. Leakage is always occurring, and only grows worse if left unchecked. Therefore, all water utilities should provide system maintenance and upkeep functions that include appropriate components of leakage management via active leakage control, timely quality repair, water main rehabilitation, and pressure management.
- With decreasing water availability and rising costs for water treatment or purchase, auditing water supplies is essential for water utilities to ensure efficiency in their operations and preserve water resources.

Water Quality & Innovative Stormwater Management

Water quality is impacted by point and nonpoint source pollution. Point source pollution can be traced to specific points of discharge from wastewater treatment plants or industrial sites. Nonpoint source pollution typically originates from rainfall that moves over the ground and picks up natural and human pollutants and then deposits them into lakes, rivers, wetlands and coastal waters. Common examples of nonpoint source pollution include septic systems, oil and other contaminants on parking lots and roadways, fertilizers, and animal waste. Point source pollution is regulated through the National Pollutant Discharge Elimination System (NPDES) permit program.

Nonpoint source pollution has emerged as a major contributor to water quality problems. Unmanaged stormwater runoff is harmful to the environment as it often carries pollutants such as oil, dirt, chemicals, and lawn fertilizers directly to streams and rivers. Nonpoint pollutants are especially concentrated in the initial wash or “first inch” of runoff during a storm. Additionally, heavy storms can generate excessive volumes and velocities of runoff that can damage streamside vegetation and aquatic habitat, especially at the point of outlet from storm drains.

Beyond environmental implications, poor water quality can make these spaces, which are naturally suited to act as amenities in the forms of

linear open spaces and trails, less safe for human contact and reduces the potential for people to develop positive interactions with nature.

To protect water quality, infrastructure and development should be designed and built to minimize runoff and treat that first inch of water through conservation of natural areas, green infrastructure, cluster development, use of pervious surfaces and other best management practices (BMPs). These low-impact approaches are generally recognized as preferred instead of or in partnership with engineered, or “gray” solutions, and tend to result in the creation of amenities that also support quality of life and high-quality, valuable developments. Utilizing natural systems/processes and taking a comprehensive approach to managing water can help meet several of the community’s goals, including improved water quality, water conservation, interconnection between parks and neighborhoods, placemaking, and flooding reduction.

The use of natural systems and processes, including wetlands, native planting areas, and bioswales, to treat and retain stormwater is referred to as green infrastructure. These are important parts of holistically managing stormwater and water quality, and can be accomplished at the regional, community, and site scale. It is also critical to understand that green infrastructure extends to other aspects of the built environment, and can be utilized as amenities and dual-purpose facilities that bring multiple benefits to the City and community.

Maintenance of facilities is of the utmost importance; this is especially true for innovative stormwater practices where plants are serving functional purposes. Vegetated stormwater

facilities do not need to be more maintenance, in fact they should overall be less, but they do need to be properly maintained. There is a specific set of knowledge required to maintain green infrastructure. Certification classes are available for just this purpose.



Images of Green Infrastructure and Innovative Stormwater Management Elements.

The “One Water” Approach

The idea of an integrated systems approach to water is not new. Its full-scale implementation, however, has yet to be realized. All around the country, and particularly within regions like Central Texas that frequently encounter drought and flood risks, there are increasing examples of integrated and inclusive approaches to water resource management that touch multiple infrastructure systems. These approaches exemplify the view that all water has value and should be managed in a sustainable, inclusive, integrated way.

From nature to tap, from farms to food, from toilet back to river, there is just one water cycle. While nature provides water, it takes pipes, pumps, reservoirs, treatment plants, and people working around the clock to deliver clean water to homes and businesses, and to remove and treat wastewater so it can safely be reused or returned to the environment. Public facilities and utilities serve as opportunities to demonstrate design that recognizes One Water in a similar way that a private development project might, as well as providing the opportunity for community education.

Central Texas faces significant water extremes, with cities and service providers challenged by water scarcity during droughts and excess water during rainy seasons. The One Water approach can help communities manage and mitigate these issues. While the One Water approach can take various forms, it shares some unifying characteristics, as illustrated in Figure 49.



Figure 49. Elements of a One Water Approach



Watershed-scale Thinking and Action

Water does not respect geo-political boundaries. It is within the context of a natural watershed that communities have either too much water, too little water or poor quality water. Watershed-level management brings together regional partners for collaborative action and greater impacts.



Right-sized solutions

The scale of interventions should be proportional to achieving the desired outcome. For example, water quality can be addressed at a hyperlocal scale based on particular issues, but the root of the problem may require watershed-wide action.



Partnerships are Essential for Progress

All sectors are part of the solution, not just public entities and utility providers. No single stakeholder has the control, responsibility, expertise, political support or legal authority to manage issues like pollution, climate impacts or water consumption rates.



Inclusion and Engagement of All

When all people have a voice in ensuring a water-secure future, best results are achieved. Low-income people and communities of color are often disproportionately impacted by environmental justice and equity issues, including clean, safe, and reliable water.





IMPLEMENTATION

LOCKHART LOOKING FORWARD



Identify Actions that Realize the Vision

Achieving the vision for Lockhart requires a clear set of prioritized actions that align with the community's long-term goals. This involves identifying specific projects, policies, and initiatives that support the guiding principles outlined in the community snapshot chapter and the vision statement for the City of Lockhart.



Create a Framework to Track Progress

Establishing a robust framework to track progress is essential for the successful implementation of the Comprehensive Plan. This framework will include key performance indicators (KPIs) and milestones to evaluate success in areas such as economic development, infrastructure and community engagement. Regular monitoring and reporting of these indicators will help assess achievements, adjust strategies as needed, and maintain transparency and accountability throughout the process.



Realize Lasting Community Change that Moves Us Forward

Implementation focuses on achieving meaningful and lasting changes that reflect the community's vision. By staying committed to identified goals and remaining adaptable to future needs, this plan aims to create a positive and enduring impact on the City's growth and development. Each step taken contributes to progress that benefits current and future generations, ensuring that Lockhart continues to move forward with purpose and intent.

Maintaining a Comprehensive Plan

A comprehensive plans is meant to be a living document that is responsive to physical, social, economic, and political conditions, in addition to any other unforeseen events that may impact the community and its priorities. Since the Lockhart Comprehensive Plan is a direct reflection of the community's vision, the Plan must be continually updated to make sure that it still reflects the priorities and values of the community. To this end, all guiding principles, policies, and recommendations should be reviewed regularly to ensure that they are still appropriate for the community.

Annual Progress Reporting

Once the Comprehensive Plan is adopted, an appointed committee, such as the Planning and Zoning Commission or a standing committee such as the CPSC, should prepare a yearly progress report with City staff that may be presented to the City Manager, Mayor and City Council, and the public. This will help to drive public engagement of the Plan and make sure that it is consistently reviewed.

Five-Year Update

Every five years after the Plan is adopted, the Planning & Development Services Department should create a comprehensive report that evaluates the progress that has been made on all goals and recommendations that were included within the Plan. Additionally, the report should solicit feedback from various City staff to help understand how the Plan is performing from their perspective, including any successes

or shortcomings that it may have. Updates or additions to the Plan should be made as needed. If during one of these five-year reviews, it is determined that a more in-depth update or full revision of the Plan is necessary, that work should be undertaken. At a minimum, a more robust update should be done approximately every 20 years.

Proactive and Reactive Implementation

The implementation of a comprehensive plan involves proactive and reactive methods to achieve its goals and respond to changing circumstances. Proactive methods, such as zoning regulations and incentive programs, guide development in alignment with the plan's vision. Reactive methods, such as development review processes and amendment procedures, allow for adjustments to address emerging issues. Together, these approaches ensure that the plan remains dynamic and effective in guiding the future growth and development of the community.

Proactive Methods

Zoning and Land Use Regulations

Zoning and land use regulations help guide development according to the goals and vision of the Comprehensive Plan. They can include mixed use zoning, which encourages diverse and walkable neighborhoods, or conservation zoning, which protects environmentally sensitive areas.

Incentive Programs

Incentive programs, such as tax credits or density bonuses, can encourage developers to adhere to the Comprehensive Plan's recommendations.

These incentives can promote the creation of additional housing, the preservation of historic buildings, or the implementation of sustainable practices.

Infrastructure Planning

Infrastructure planning involves identifying and prioritizing infrastructure projects that align with the Comprehensive Plan. This can include projects related to transportation, utilities, parks, and other public amenities that support the Plan's goals.

Reactive Methods

Development Review Process

The development review process is a reactive method that ensures new development projects comply with the Comprehensive Plan and relevant regulations. This process allows for adjustments and modifications to proposals to better align with the Plan's goals.

Amendment Procedures

Comprehensive plans are not static documents and may need to be amended to respond to changing conditions or new priorities. Reactive amendment procedures allow for updates to the plan based on community feedback, emerging trends, or unforeseen challenges.

Community Engagement

While community engagement is proactive in its intent, it can also serve as a reactive method to address concerns or opposition to the implementation of the Comprehensive Plan. Engaging with the community allows for feedback and input that can shape or adjust implementation strategies.

Education and Training

Individual training workshops with the Planning and Zoning Commission, City Council, and key staff members are vital for successful plan implementation. These workshops may include:

- **Discussion of Roles and Responsibilities:** Clearly outline the roles and responsibilities of each entity and how they contribute to the implementation of the Plan.
- **Overview of the Plan:** Provide a detailed overview of the entire Plan, focusing on segments that directly relate to each group's responsibilities and purposes.
- **Tasking and Priority Setting:** Engage each group in developing their own one-, two-, and five-year agendas for implementation tasks, ensuring alignment with the overall Plan.
- **Mock Meeting Facilitation:** Conduct a mock meeting to demonstrate how the Plan's policies and recommendations can be effectively utilized in decision-making processes.
- **Question-and-Answer Session:** Conclude the workshop with a question-and-answer session to clarify any doubts and ensure that participants are fully prepared to begin implementing the Plan.

Organization of Recommendations

The Community Vision and Guiding Principles that were identified in the Community Snapshot chapter are the foundation from which all recommendations were made in this Plan. Recommendations are organized by the chapter/topic they apply to and the goal that they are fulfilling. Figure 50 below shows how the vision, goals, and action items are related.

Figure 50. Recommendation Organizational Diagram



Implementation Matrix

The following pages present a matrix of action items to undertake that will move the City toward achieving the goals of this Plan.

The matrix includes the following elements:

- **Action No.:** Provides an identification number for each action.
- **Action Description:** Presents and describes the recommended action.
- **Responsible Entity:** Identifies the typical party that would be primarily responsible for implementation of the action. Many actions will require multiple parties or partnerships, but each action should have a singular champion that is accountable for the action. Responsible parties are subject to change if the City deems another party is more suited to champion an action.
- **Metrics & Targets:** Performance metrics, established to monitor the success of the Plan's implementation, require tracking specific data points to ensure accurate progress measurements. Tracking metrics can help the City understand and demonstrate if they are moving toward or away from achieving goals. Importantly, metrics do not work independently and are not intended to capture the entire picture of what is going on in the City. Falling short of a metric does not necessarily mean that progress is not being made, but it may note that closer examination is needed for that particular element. It may be found that the metric originally listed is in fact not the best indicator for that action and can be updated.

- **Timing:** Identifies a target timeline for implementation of the action. Some actions may be ongoing, in this case the timeline sets a target for initiation of the ongoing action.
 - Short = less than 3 years
 - Medium = 3-6 years
 - Long = 7-10+ years
 - Ongoing = Continuous effort



Land Use

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.1	Assign an individual or department within the City as the primary Comprehensive Plan Champion to be accountable for internal Comprehensive Plan implementation and coordination across the City.	Development Services	Metric: Percentage of Comprehensive Plan actions or goals achieved. Target: Make progress on or update 100% of Comprehensive Plan actions within their noted timeframe.	Short
LU.2	Upon adoption, the Comprehensive Plan Champion should be responsible for establishing and overseeing a process for annual progress reporting and five-year plan evaluation and updates.	Development Services	Metric: Number of annual progress reports and five-year plan evaluations completed. Target: Complete 100% of annual progress reports and five-year plan evaluations.	Ongoing
LU.3	Examine the zoning ordinance and other development regulations to identify any existing barriers to implementing the recommendations of this Plan.	Development Services	Metric: Completion of an ordinance & regulation diagnostic. Target: Completion of the diagnostic report complete with identification of needed policy & regulatory updates within one year.	Short
LU.4	Review and update City ordinances to address transitions and meaningful integration of residential development adjacent to essential goods and services. Multi-family uses should be enabled in commercial/retail areas to support mixed use benefits. Provide compatibility transitions that buffer while also retaining the benefits of adjacent mixed uses.	Development Services	Metric: Adoption of updated ordinances. Target: 100% of relevant ordinances are updated and adopted within two years.	Short
LU.5	Update the zoning ordinance and map to reflect the Future Land Use Plan and goals of this Plan.	Development Services	Metric: Updated zoning ordinance and map to align with the Future Land Use Plan. Target: Adopt the updated zoning ordinance and map within two years.	Medium
LU.6	Conduct necessary GIS analysis to establish conditions for any target metric listed in this Action Plan Matrix.	Development Services	Metric: Number of target metrics evaluated in GIS. Target: 100% of actions that require GIS analysis to be evaluated.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.7	Evaluate and develop regulations that reduce development impacts related to impervious cover, natural drainage function, and increasing bicycle/ pedestrian connectivity.	Development Services	Metric: New regulations focused on reducing impervious cover, enhancing natural drainage function, and increasing bike/pedestrian connectivity. Target: New regulations adopted within three years.	Medium
LU.8	Update City regulations to promote mixed use development, missing middle housing products or similar, consistent with this Plan.	Development Services	Metric: Percentage increase in mixed use developments. Target: Three mixed use developments in the City within five years.	Medium
LU.9	Update City regulations to promote compact, well-connected neighborhoods and commercial areas through connectivity, street design, open space, trails, etc, consistent with this Plan.	Development Services	Metric: Percentage of households within a 10-minute walk to retail and services. Target: Increase the percentage of households within a 10-minute walk to retail and services by 25% within five years.	Medium
LU.10	Consider incentives and bonuses, such as reduced lot widths, reduced lot sizes and increased density, for projects that voluntarily choose to achieve higher community benefits or design standards. Examples include alley-loaded housing products, use of masonry, urban design standards, build-to lines, interior-accessed units for multi-family, enhanced streetscape and sidewalks, historic preservation, art/ culture/public amenities, etc.	Development Services	Metric: Percentage of projects utilizing incentives and bonuses and providing enhanced community benefit or design standards. Target: 25% of new projects utilize adopted incentives and bonuses within five years.	Medium
LU.11	Create a Small Area Plan program with a methodology and criteria for prioritizing planning areas and applying the strategies and principles of this Comprehensive Plan with a greater degree of detail for a defined area, neighborhood or corridor.	Development Services	Metric: Number of Small Area Plans created and implemented. Target: Create and implement two Small Area Plans within five years.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.12	Create a new and expanded zoning district for the downtown area that aligns with the goals for the downtown district and specialty hub outlined in this Plan.	Development Services	Metric: Develop and adopt new zoning regulations for the downtown area. Target: Complete the zoning district proposal and adoption within three years.	Medium
LU.13	Encourage infill and redevelopment within the city limits by offering incentives that encourage the utilization of existing infrastructure and promote revitalization.	Development Services Public Works	Metric: Number of infill and redevelopment projects completed. Target: Increase infill and redevelopment projects by 25% within five years.	Medium
LU.14	Consider regulatory incentives and density bonuses for placement of higher density residential projects near the mixed use hubs.	Development Services	Metric: Percentage of higher-density residential projects located near mixed use hubs. Target: Within five years, 60% of high-density residential projects are being built within a 10-minute walk of a mixed use hub.	Medium
LU.15	Incorporate measures that prioritize mitigation of flooding and restoring riparian functions of floodplains, while prohibiting construction of new structures in the regulatory floodplain. Incentivize the use of low impact development and green infrastructure techniques in private development.	Development Services Public Works	Metric: Number of structures located within the regulatory floodplain. Target: Reduce the number of structures located within the regulatory floodplain by 5% within five years.	Medium
LU.16	Promote the establishment of the mixed use hubs to enhance access to goods, services, employment and other opportunities.	Development Services	Metric: Percentage of households within a 10-minute walk to mixed use hubs. Target: Achieve 25% of households within a 10-minute walk to mixed use hubs within ten years.	Long
LU.17	Maintain and create accessibility to parks and trails throughout the City by providing access and trailhead connections near residential and commercial development and preserving trail easements and ROW for future trail alignments.	Development Services Public Works Parks & Recreation	Metric: Percentage of Lockhart residential units within a 10-minute walking distance of parks and trails. Target: 70% of residential units within walking distance of a park or trailhead within ten years.	Long

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
LU.18	Establish and maintain a City policy for planned growth in the ETJ including special financing districts and development financing tools like MUDs and PIDs, to ensure new development can be efficiently supported by City infrastructure and services.	Development Services	Metric: Evaluation of infrastructure capacity for future ETJ growth. Target: Ensure 100% infrastructure capacity for new developments in the ETJ.	Ongoing
LU.19	Create a Standard Operating Procedure (SOP) for reviewing development applications for relevance and consistency with this Plan and communicating that to Commissions and City Council, when applicable.	Development Services	Metric: Percentage of zoning applications consistent with the Land Use chapter of this Plan. Target: Ensure 100% consistency with the Land Use chapter for all future zoning and development applications.	Ongoing
LU.20	Implement an SOP to keep in contact with Lockhart ISD and work with developers to preserve appropriate school sites, including use of development incentives or offsets.	Development Services	Metric: Number of school sites preserved, as identified by the ISD. Target: Preserve 100% of identified necessary school sites.	Ongoing

Housing

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
HG.1	Implement beautification initiatives to help facilitate and improve private property maintenance, including development of an idea book and micro-incentives or grants for curb appeal improvements.	Development Services	Metric: Production and implementation of a curb appeal idea book and micro-incentives or grants for beautification efforts. Target: Publishing of the idea book and implementation of five pilot projects within three years.	Medium
HG.2	Establish incentives for the creation of attainable and workforce housing; which may include reduced lot size, reduced setbacks, increased density, decreased parking and increased lot coverage to support low income and workforce renters.	Development Services	Metric: Percentage of housing units affordable to households earning 60-120% of the area median income. Target: 5% increase within five years.	Medium
HG.3	Review feasibility and applicability of Neighborhood Empowerment Zones (NEZs) and Neighborhood Conservation Districts (NCDs) for preservation and reinvestment purposes, and as an anti-displacement strategy.	Development Services	Metric: The proportion of land area designated as requiring "Major Repairs" that is encompassed within a NEZ or NCD. Target: Incorporate 80% of the zones designated as needing "Major Repairs" within a NEZ or NCD over a span of five years.	Medium
HG.4	Establish a down payment assistance or point buy down program on mortgage interest for workforce home buyers, potentially targeting community-supportive professions like teachers, medical personnel and public safety employees.	Development Services Administration	Metric: Establishment of the program. Target: Establish the within five years.	Medium
HG.5	Establish architectural guidelines within areas identified for their historical and cultural importance to Lockhart in addition to the Secretary of the Interior Standards, to protect and celebrate the established character.	Development Services	Metric: Percentage of buildings within designated historical or cultural areas that adhere to established architectural guidelines. Target: Ensure 75% of buildings within designated historical or cultural areas adhere to established architectural guidelines within five years.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
HG.6	Conduct a historic resources survey that meets the standards/guidelines of the Texas Historical Commission.	Development Services	Metric: Percentage of the City covered within a study area boundary of a Historic Resources Survey completed in the last ten years. Target: 50% of the City covered within the study area.	Medium
HG.7	Encourage a variety of housing types and densities to promote diverse housing choices for a variety of income levels, lifestyles, and life stages.	Development Services	Metric: Percentage of housing in the community other than single-family detached. Target: Increase the percentage of housing in the community other than single-family detached to 30% within ten years.	Long
HG.8	Regularly communicate with neighborhood representatives (e.g., homeowner's association members, religious and other community leaders) to keep neighborhood sustainability at the front of mind. Consider the creation of a Neighborhood Commission.	Development Services Lockhart PIO	Metric: Number of scheduled communications or engagements with neighborhood representatives annually. Target: Conduct at least four scheduled communications or engagements with neighborhood representatives annually.	Ongoing
HG.9	Support nonprofit developers to include home-ownership choices for workforce housing (60% to 120% of area median household incomes).	Development Services	Metric: Housing + Transportation (H + T) Index. Target: Maintain a Housing + Transportation Index below 45%.	Ongoing
HG.10	Evaluate housing grant programs and other resources (e.g., HOME, Rebuilding Together, CDBG) to support the construction of new affordable housing and fund maintenance and weatherization programs for existing homes.	Development Services	Metric: Number of grants or resources awarded to affordable housing developments or existing housing improvements. Target: Award grants or resources to all affordable housing projects coming to the City.	Ongoing

Transportation & Mobility

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
TM.1	Adapt street cross-sections from this Plan into development regulations and roadway engineering standards.	Development Services Public Works	Metric: Roadway projects incorporating updated thoroughfare cross-section design standards. Target: Incorporation of the sections into City standards within one year, all future roadway projects in the City should adhere to these standards.	Short
TM.2	Adopt a formal Complete Streets Policy; integrate the policy into local ordinances, zoning codes, and development regulations.	Development Services Public Works	Metric: Adoption date of Complete Streets Policy. Target: Adopt and integrate the Complete Streets Policy within one year.	Short
TM.3	Develop a street design manual that includes standards for implementing complete streets. This should include design guidelines for the street typologies that have been identified in this Plan.	Development Services Public Works	Metric: Completion date of street design manual. Target: Complete and adopt the street design manual within two years.	Short
TM.4	Adopt connectivity index requirements within the subdivision regulation design standards.	Development Services	Metric: Intersection density/square mile city wide Target: Greater than 60 intersections/square mile within the City of Lockhart limits.	Short
TM.5	Conduct a parking study for the downtown area to assess current and future parking needs, if any.	Development Services	Metric: Identify parking availability and any deficiencies in downtown Lockhart. Target: Complete the parking study and report findings within two years.	Short
TM.6	Identify procedural requirements to establish when collector streets are necessary for new developments.	Development Services Public Works	Metric: Develop a clear set of criteria for determining the need for collector streets. Target: Adopt code regulations detailing collector street requirements within two to five years.	Short-Medium
TM.7	Enhance last mile connectivity with the addition of transit stops, focusing on improving ease of access via sidewalks and bike lanes.	Development Services Public Works	Metric: Increase the percentage of transit stops with accessible sidewalks and bike lanes within a designated radius. Target: Ensure that 80% of newly added transit stops have accessible sidewalks and bike lanes within a 0.5-mile radius.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
TM.8	Explore the implementation of a Transit-Oriented Development (TOD) Overlay district to encourage mixed use development, enhance access to transit facilities and promote pedestrian accessibility.	Development Services	Metric: Establish a TOD Overlay district. Target: Achieve a 15% increase in mixed use developments and residential density within the TOD Overlay district.	Medium
TM.9	Conduct a roadway safety study and action plan to identify high accident locations with the City and determine low cost/highly effective treatments.	Public Works	Metric: Reduction in the number and severity of accidents within the City of Lockhart. Target: No transportation-related fatalities and serious injuries for three consecutive years (Vision-Zero target).	Medium
TM.10	Restrict or disallow the use of cul-de-sacs, favoring stub streets or temporary turnarounds Within the City's Subdivision Regulations, restrict the maximum length and number of units served by a cul-de-sac.	Development Services	Metric: Updated Subdivision Regulations, Number of new cul-de-sacs versus stub streets or temporary turnarounds in approved developments. Target: Reduce the number of new cul-de-sacs by 50% within five years.	Medium
TM.11	Develop incentives such as density bonuses or impact fee reductions/ rebates for developments that exceed minimum connectivity standards.	Development Services	Metric: Number of developments utilizing density bonuses or impact fee reductions/ rebates. Target: Ensure 30% of new developments utilize incentives for exceeding connectivity standards.	Medium
TM.12	As the Capital Area Rural Transportation System: CARTS service expands, incorporate additional stops in areas of the City where car ownership rates are below the regional average.	Administration Public Works	Metric: Work with CARTS to increase the number of service stops. Target: Add a minimum of two new CARTS stops.	Medium
TM.13	Evaluate access management treatments along major corridors such as US 183 and SH 142.	Development Services TxDOT	Metric: Curb Cut Density - (Total Curb Cut Length/Total Frontage Length) *100) along major corridors. Target: Curb Cut Density less than 40% along major corridors.	Long

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
TM.14	Ensure that established transit stops are well marketed, ADA accessible, well-lit and equipped with adequate cover.	Public Works	Metric: Conduct regular audits to assess the accessibility and amenities of established transit stops. Target: Achieve compliance with established transit stops meeting ADA accessibility standards and having adequate lighting and shelter.	Ongoing
TM.15	Review and update the Thoroughfare Plan and roadway impact fees on a regular basis.	Development Services Public Works	Metric: Frequency of thoroughfare plan/roadway impact fees reviews and updates. Target: Review and update the thoroughfare plan every five years.	Ongoing
TM.16	Secure or obtain the required right-of-way (ROW) for future network expansion. Focus on establishing parallel and extension routes to current major infrastructure to alleviate congestion and maintain overall network connectivity.	Development Services Public Works	Metric: Percentage of required ROW acquired. Target: Acquire 100% of right of way during in the land development entitlement process.	Ongoing
TM.17	Create an SOP to include an analysis of impacts to ISO rating in the City's development review process. This assessment should consider factors such as proximity to fire stations, availability of water supply and hydrant coverage, access for emergency vehicles, and road connectivity as it relates to emergency response times.	Development Services Lockhart EMS Lockhart Fire Department	Metric: Percentage of City limits within five driving miles of both EMS and Fire services. Target: 100% of City limits within five driving miles of both EMS and Fire Service facilities (supportive of the highest scoring under ISO review/analysis for response distance.	Ongoing
TM.18	Ensure that the ISD's plan for new schools are coordinated with the City and conform to the Comprehensive Plan, Major Thoroughfare Plan.	Development Services Lockhart ISD	Metric: Percentage of new school developments conforming to the Comprehensive Plan and Major Thoroughfare Plan. Target: Achieve 100% conformity for new school development.	Ongoing

Economic Resilience

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
ER.1	Work with higher education institutions to bring community college or similar higher education opportunities to Lockhart.	Economic Development Corporation (LEDC) Development Services	Metric: Number of courses offered for higher education. Target: 100 participants in higher education opportunities.	Short-Medium
ER.2	Through regulatory incentives and other methods, encourage the development healthcare and hospital services.	Economic Development Corporation (LEDC)	Metric: Implement a regulatory incentive or initiative to encourage healthcare and hospital development. Target: Track the number of interested healthcare providers within three years.	Short-Medium
ER.3	Pursue Certified Local Government (CLG) status for Lockhart's Historic Preservation initiatives.	Development Services	Metric: Completion of all necessary documentation and criteria required by the State Historic Preservation Office (SHPO). Target: Achieve CLG status.	Medium
ER.4	Continue implementing the 2020 LEDC Target Industry Plan and update it at least every five years.	Economic Development Corporation (LEDC)	Metric: Percentage of LEDC plan recommendations implemented. Target: 85% of plan recommendations implemented within five years.	Medium
ER.5	Develop and promote a tourism marketing campaign that highlights local attractions, particularly Lockhart outdoor activities, recreation activities and historic sites.	Economic Development Corporation (LEDC)	Metric: Annual Hotel Occupancy Tax collected. Target: 25% increase in Hotel Occupancy Tax and spending within five years.	Medium
ER.6	Implement improvements from this Plan, including transportation, infrastructure, and quality of life enhancements (parks, trails and community facilities) to attract employees and support economic development.	Public Works Parks & Recreation Administration	Metric: Number of projects completed and their impact on economic development. Target: Complete at least five improvement projects within five years.	Medium
ER.7	Create an arts and culture center in historic Downtown Lockhart.	Economic Development Corporation (LEDC) Administration	Metric: Increase in local business revenues and tourism spending in Downtown Lockhart. Target: Achieve a 10% increase in Downtown spending within five years.	Medium
ER.8	Preserve and enhance Downtown Lockhart by implementing the actions identified in the 2022 Downtown Revitalization Plan.	Development Services Public Works	Metric: Percent of blockfaces with more than 10% vacancy Target: 0% of Downtown blockfaces with more than 10% vacancy.	Medium
ER.9	Pursue designation of Downtown Lockhart as a Cultural District through the Texas Commission on the Arts (TCA).	Administration	Metric: Cultural district property tax revenue. Target: 25% increase in cultural district property tax revenue collected five years after district creation.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
ER.10	Identify and assess brownfields and greyfields, conducting an inventory of potential redevelopment sites impacted by environmental contamination concerns.	Development Services Economic Development Corporation (LEDC)	Metric: Number of brownfield/greyfield sites identified and assessed. Target: Identify and assess two brownfield/greyfield sites within five years.	Medium
ER.11	Create a business incubator program with the EDC to support early-stage local companies with mentorship and resources. Also, evaluate existing state and local entrepreneurship programs to ensure they align with the efforts of the Lockhart Chamber of Commerce and EDC.	Economic Development Corporation (LEDC)	Metric: Number of startups participating, their success rate and the number of programs evaluated and integrated. Target: Incubate a target of ten new startups within five years and integrate two relevant programs every two years.	Medium-Long
ER.12	Develop a fiscal and equity impact tool for discretionary developments and annexations to assess the net community benefit.	Development Services Public Works Administration	Metric: The ratio of projected tax revenues (property tax per acre, sales tax and businesses tax) generated by the development vs. the public costs (infrastructure, services, schools) incurred. Target: Developments should generate at least a 1 to 1 ratio or more of revenues to costs, ensuring a positive net return for the City.	Long
ER.13	Conduct a study to identify optimal sites with the fewest barriers to development.	Economic Development Corporation (LEDC) Water/Wastewater Department Public Works	Metric: Number of jobs created as a result of new developments on shovel-ready sites. Target: Annual Increase year over year in job creation.	Ongoing
ER.14	Ensure infrastructure capacity is in place in a timely manner to allow Lockhart to support economic opportunities and target industries.	Economic Development Corporation (LEDC) Water/Wastewater Department Public Works	Metric: Percentage of infrastructure projects completed on schedule according to water, wastewater, and transportation master plan recommended schedules. Target: Achieve a 95% on-time completion rate for infrastructure projects.	Ongoing
ER.15	EDC should host meetings with local employers bi-annually or annually to discuss workforce needs.	Economic Development Corporation (LEDC)	Metric: Number of meetings held and employer participation rate. Target: Minimum of two meetings per year with at least 75% of local employers participating.	Ongoing
ER.16	Launch a digital literacy training program hosted by the Dr. Eugene Clark Library.	Dr. Eugene Clark Library	Metric: Number of participants who complete the digital literacy program. Target: 100 participants completing the program annually.	Ongoing

Infrastructure & Utilities

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
IU.1	Promote the creation of defensible space around public facilities and critical infrastructure by clearing flammable vegetation.	Public Works	Metric: Percentage of public facilities with defensible space created. Target: 100% of critical facilities have defensible space within three years.	Short
IU.2	Enhance and add additional programming to the Dr. Eugene Clark Library. Consider providing more technological services and providing additional programs for the non-English speaking population. Note: a new City hall may allow for the council chambers to move out of the library and expand into the City Hall.	Library Services Public Works	Metric: User satisfaction with library programming. Target: 90% or greater reported user satisfaction.	Short
IU.3	Create a facility needs assessment for the Lockhart City Hall to aid in discussion regarding its expansion or relocation.	Development Services Public Works	Metric: Completion of City Hall Facility Needs assessment. Target: Complete report within three years of plan adoption.	Short
IU.4	Conduct a risk-based assessment of all water pipelines, sewer mains, lift stations, pump stations, wells, and storage tanks to assist in the prioritization of recommended operations and maintenance improvements.	Water/Wastewater Department	Metric: Percentage of infrastructure assessed annually. Target: 100% of critical infrastructure assessed within five years.	Medium
IU.5	Create an SOP to engage modeling as early as possible in the development review and feasibility processes.	Water/Wastewater Department	Metric: Percentage of development projects incorporating early modeling. Target: 90% of new projects incorporate modeling in the early stages within five years.	Medium
IU.6	Consider participation in FEMA's Community Rating System program to reduce potential for flood damage and flood insurance costs for residents and businesses.	Development Services	Metric: CRS rating improvement and flood insurance cost reduction. Target: Achieve a CRS rating of six within five years.	Medium
IU.7	Evaluate opportunities for an indoor recreation center in partnership with county and regional stakeholders.	Parks & Rec Public Works	Metric: Complete a feasibility study for an indoor recreation center. Target: Complete study within five years of plan adoption.	Medium

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
IU.8	Complete a facility needs assessment for the Animal Services Facility.	Animal Services Public Works	Metric: Completion of Animal Service Facility Needs assessment. Target: Complete report within five years of plan adoption.	Medium
IU.9	Upgrade IT infrastructure throughout all public facilities to meet current and projected demands.	Public Works Finance Library Services	Metric: Percentage of facilities with upgraded IT infrastructure. Target: 75% of city-owned facilities upgraded with five years.	Medium
IU.10	Complete a facility needs assessment for a public safety facility (police, fire, EMS) in the southern portion of the City.	Lockhart Fire and Police Departments	Metric: Completion of a fire station survey by an ISO consultant and completion of a space study for Lockhart Police Department. Target: Complete surveys within five years of plan adoption.	Medium
IU.11	City of Lockhart should partner with the County, State, and Federal agencies to implement the flood protection projects identified in the 2024 Caldwell County Flood Protection Plan.	Public Works	Metric: Number of flood protection projects implemented. Target: Implement at least one flood protection project every three years.	Long
IU.12	Water Control and Improvement Districts (WCID) and Municipal Utility Districts (MUD) should be carefully evaluated. These tools can accelerate infrastructure improvements beyond responsible growth. The City should ensure impacts are mitigated through consent and strategic partnership agreements. Note: the City should use these agreements to advance the implementation of the Comprehensive Plan vision, goals and actions.	Public Works	Metric: Number of WCID/MUD agreements reviewed and updated annually. Target: 100% of agreements are reviewed annually.	Ongoing
IU.13	Advocate for compact, interconnected development patterns that foster efficiency and high fiscal performance in terms of both tax revenue per acre and number of connections per linear foot of infrastructure.	Development Services	Metric: Ratio of tax revenue per acre and number of connections per linear foot. Target: Year-over-year increase in both metrics.	Ongoing

Action No.	Action Description	Responsible Entity	Metrics & Targets	Timing
IU.14	Evaluate future public facility designs for net zero water by incorporating innovative technologies, alternative water sources, and on-site wastewater treatment	Public Works	Metric: Percentage of water that is reused within site. Target: At least 50% of water in new public facilities is reused.	Ongoing
IU.15	Timing for planning and design of facilities should exceed the TCEQ minimums to avoid compliance issues, improve overall system performance and lower risk.	Water/Wastewater Department	Metric: Percentage of projects meeting or exceeding TCEQ timelines. Target: 100% compliance with timelines exceeding TCEQ minimums.	Ongoing
IU.16	Be proactive with stormwater facilities and infrastructure. Incorporate green infrastructure such as bioswales, retention ponds, and permeable pavements to manage stormwater runoff.	Water/Wastewater Department	Metric: Percentage of projects by project value that include green stormwater infrastructure (GSI) Target: 50% of City CIP projects by value to include GSI elements.	Ongoing
IU.17	Develop and continually update the water and sewer system models.	Water/Wastewater Department	Metric: Frequency of model updates. Target: Models updated semi-annually.	Ongoing
IU.18	Evaluate CIP annually to see if critical infrastructure needs require a shift in the schedule.	Water/Wastewater Department Public Works	Metric: Number of CIP adjustments made annually based on critical needs. Target: 100% critical needs addressed annually.	Ongoing
IU.19	Regularly review the City's Flood Damage Prevention Ordinance and any other City Floodplain management related ordinances to ensure that they align with current best practices.	Development Services Engineering	Metric: Frequency of ordinance reviews. Target: Annual review and update of ordinances.	Ongoing
IU.20	The City of Lockhart should continue to actively participate in the County hazard mitigation planning process and continue to implement identified actions within the existing 2020 hazard mitigation plan.	Development Services Administration Public Works	Metric: Number of hazard mitigation actions implemented annually. Target: Complete at least one hazard mitigation action annually.	Ongoing

Prepared for the City of Lockhart



Prepared by Freese and Nichols and TXP





City of Lockhart Comprehensive Plan
Appendices



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APPENDIX A:

ENGAGEMENT SUMMARIES

SUMMARY OF ENGAGEMENTS

5 Comprehensive Plan Steering Committee (CPSC) Meetings

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

7 Stakeholder Conversations

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

1 Project Website with Online Engagement Tools

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

4 Public Outreach Events

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

2 Community Surveys

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

STEERING COMMITTEE MEETINGS

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

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

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

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

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

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

STAKEHOLDER CONVERSATIONS

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

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

Community Focus Groups:

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

Technical Focus Groups:

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

PUBLIC OUTREACH EVENTS

Courthouse Nights

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

Description of Event Activities

Informational boards provided at the event included:

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

Interactive boards and activities provided at the event included:

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



Courthouse Nights Event



Project design team member and participant of the coin exercise.

Community Open House #1

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

Summary of Coin Investing Exercise

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

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

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

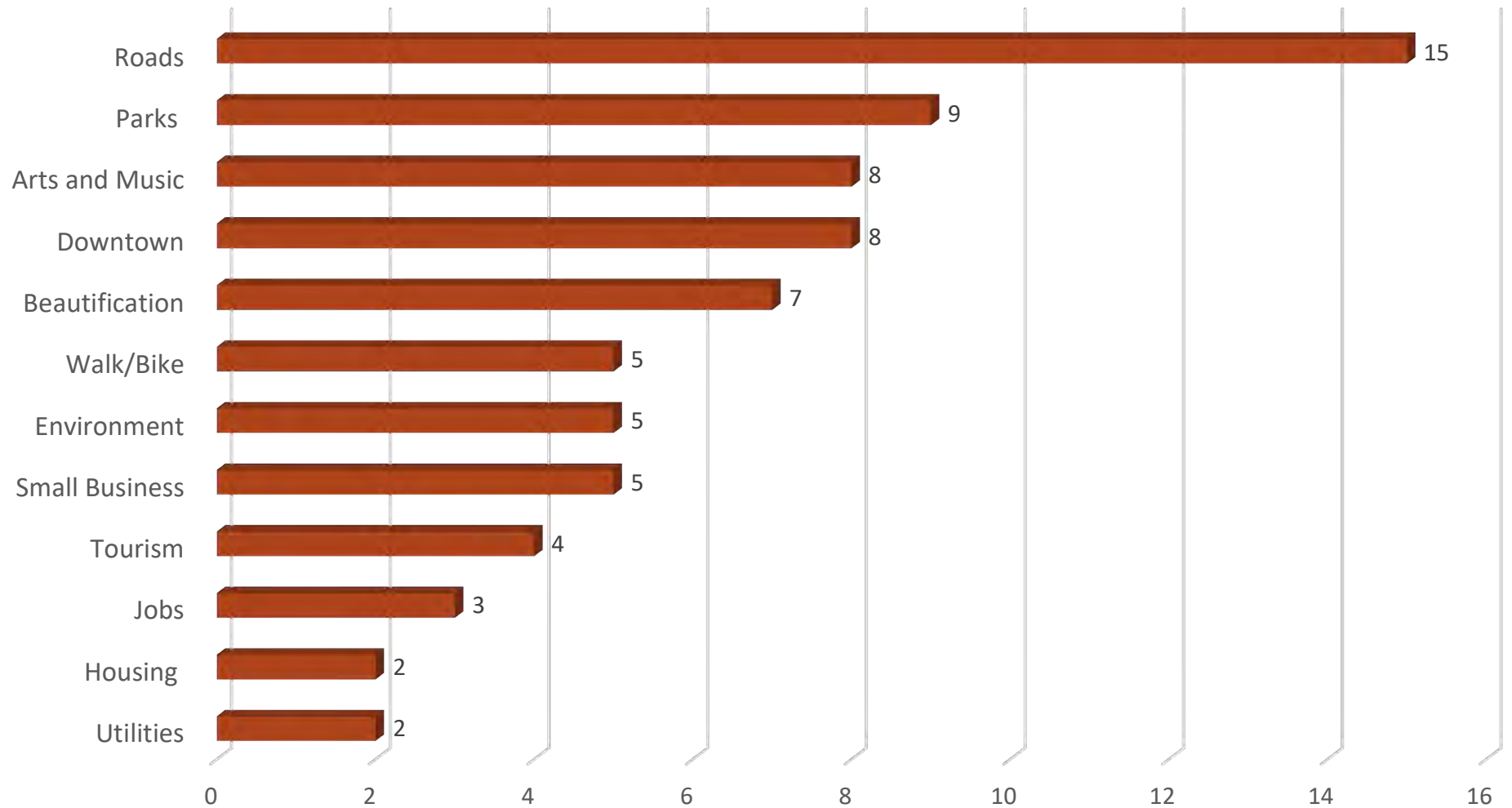


Community Open House



Coin investing exercise with feedback from the community.

Coins Invested



- Results of the coin investing exercise.

PUBLIC LAND USE SCENARIO WORKSHOP

Purpose of the workshop:

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

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

Description of Event Activities

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

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



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

Exercise #1

Housing Mix

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

Housing Types for Consideration

Residential Single-Family Single-family, detached homes		• Houses with private yards, attractive to families • Lowest per lot impervious cover • “American Dream” lifestyle • Ownership = wealth creation • Can be ownership or rental	• Higher prices, higher maintenance • Highest demand for roadway and utility infrastructure per unit • Usually leads to overall highest impervious cover • Often very car-dependent, unless incorporated into a complete community
---	---	---	---



5-10 du/acre

Housing Types for Consideration

Residential Single-Family+ ADUs and Duplexes



- 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

- Parking and traffic concerns in existing neighborhoods, unless located near transit



5-10 du/acre

Housing Types for Consideration

Residential “Missing Middle” Townhomes, Tri- or Quad-Plexes, Bungalow Courts		• 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	• Can still be high price-points if luxury construction
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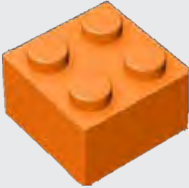
<https://fryeproperties.com/construction/bungalow-court-the-cavalier-residences/>



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

12-24 du/acre

Housing Types for Consideration

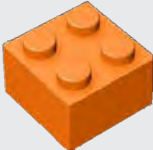
Residential Multi Family Apartments, Assisted Living		• Most efficient land consumption and infrastructure • Trades private outdoor space for larger public open spaces and amenities • Likely rentals	• Not a desirable lifestyle for everyone • Trades private outdoor space for larger public open spaces and amenities
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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		• Can be local scale or regional scale (big box) • Local-scale good for small businesses, infill projects • Opportunities for shared parking	• Lower-paying jobs (cashiers, servers) • Often likes to be along major roadways or intersections
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20 jobs/acre

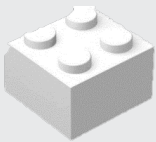
Commercial Types for Consideration

Commercial Employment Offices, medical		• Higher paying jobs with benefits • Allows workers to have jobs closer to home • Attracts major corporate employers • Good tax base	• Can create auto-centric office parks, depending on location • Peak traffic during commute times
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52 jobs/acre

Commercial Types for Consideration

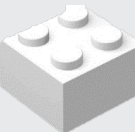
Industrial Warehousing, manufacturing, flex space (such as tech, R&D)		• Lower-wage jobs (tech/R&D can bring higher wage jobs) • Can be “light” or “heavy”, based on nuisance • Often a supportive use for other commercial • Good tax base	• Creates nuisances, not compatible with residential uses • Truck traffic, likes access to major roads
---	---	---	--



12 jobs/acre

Instructions

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

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

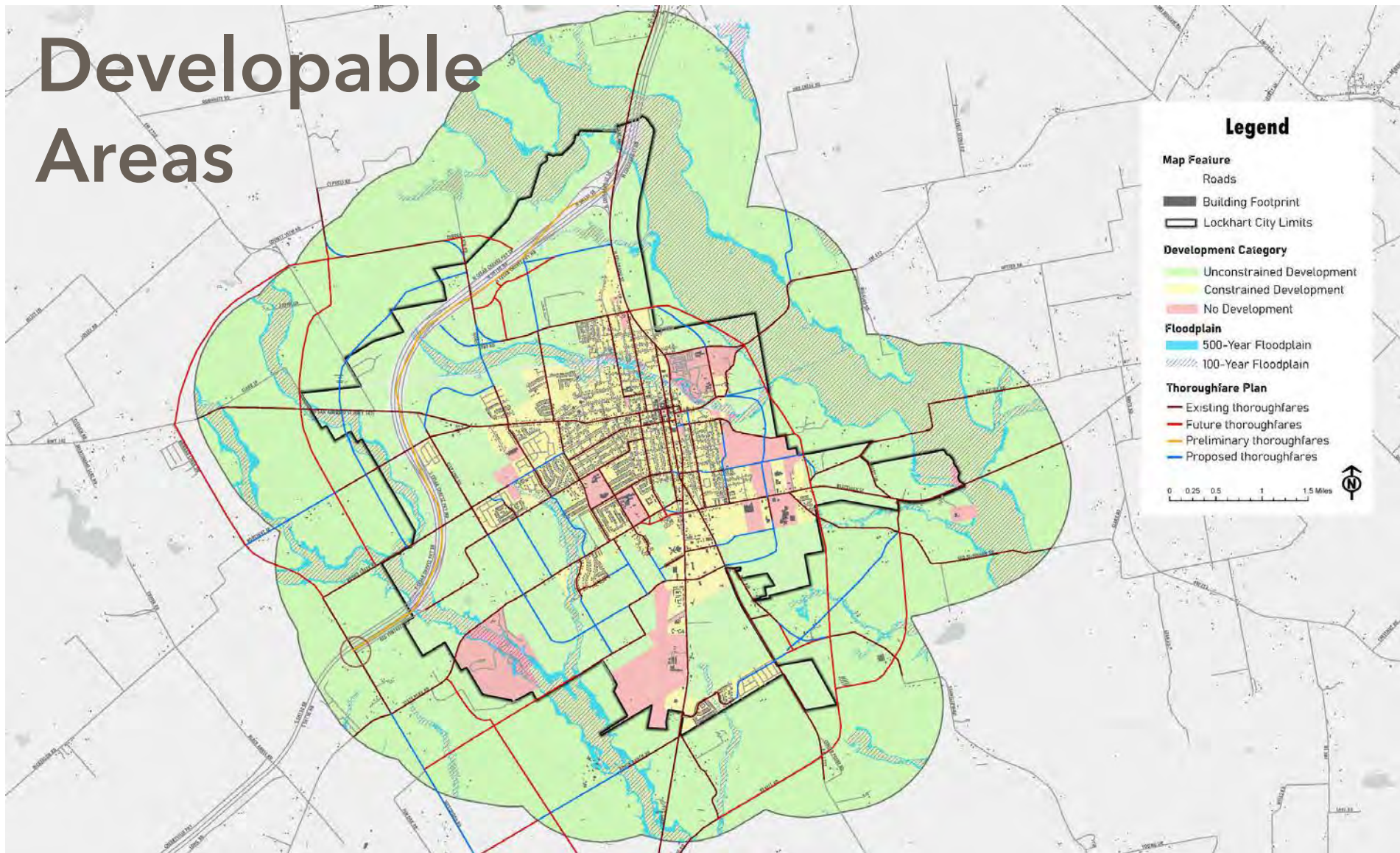
**Where should those
homes and businesses go?**

Other Development

Civic Uses & Public Facilities		5 jobs/acre = 125 jobs/lego brick • Major utility facilities • Recreation centers, libraries, etc • Public safety facilities • City administrative offices • Schools	• Provides basic needs as well as quality of life benefits • Large public facilities like libraries or City Hall can help spur investment in new areas or anchor neighborhoods • Location should focus on providing accessible public services for residents • Consideration should be made for safe walking and bicycling routes
Parks & Open Space		No units or jobs • Improved parks space • Natural conserved land	• Provides quality of life benefits • Distribution should focus on providing access, both in quantity and quality of park spaces, for residents • Consideration should be made for safe walking and bicycling routes

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

Developable Areas



Instructions

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

Ask yourselves...

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

****Alert****

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

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

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

+ 4,700

How will you accommodate these impacts in your plan?

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

Discussion

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

Public Land Use Scenario Workshop

Outcomes and Results

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

Key Points of Alignment:

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

Key Points of Conflict:

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

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

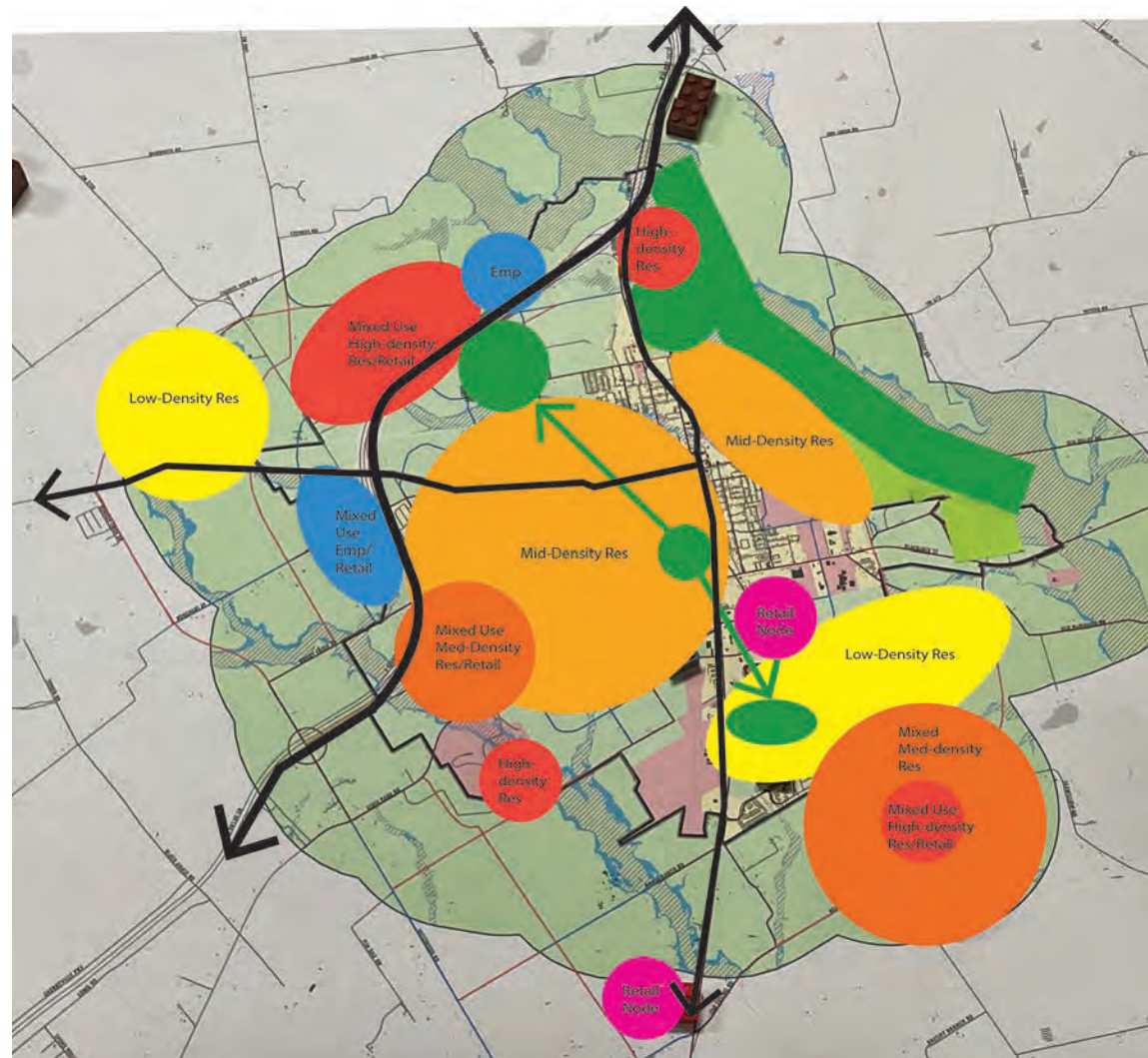


Images of two of the final concept outcomes created by participants.

Table 1 Results

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

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



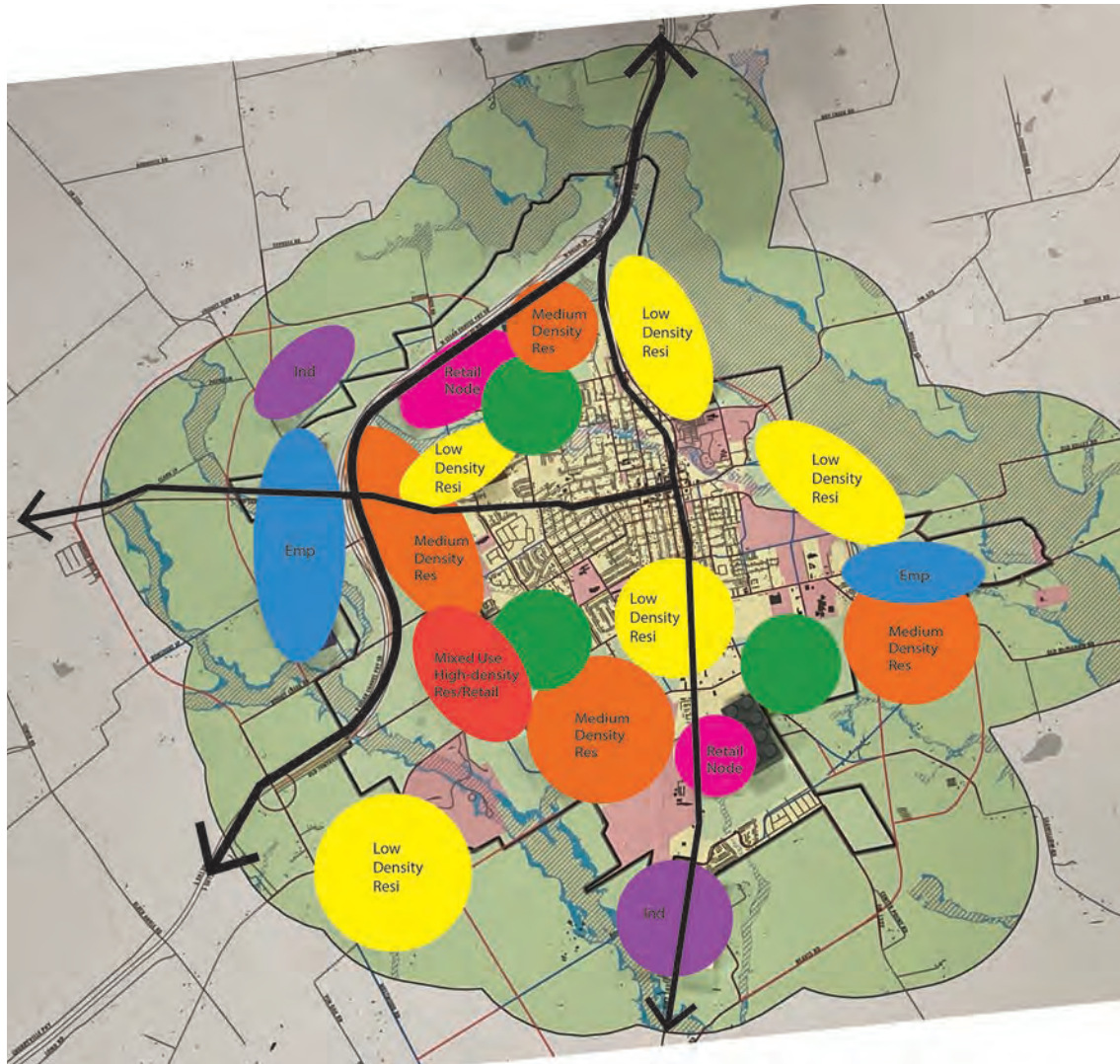


Table 2 Results

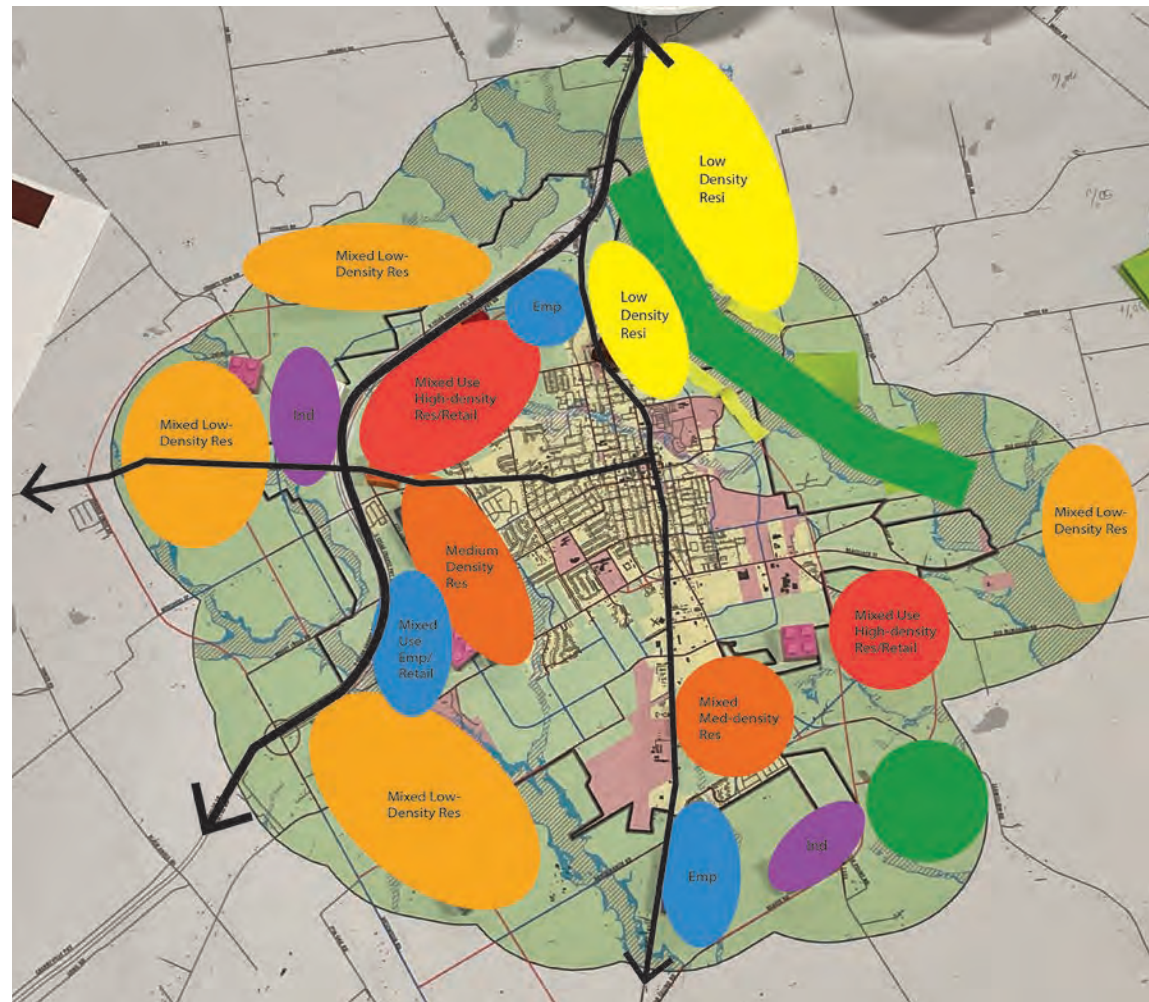
- Lower density & parks near the core, gets higher as you move away – creating inner and outer ring
- Concentration of activity along 130, down to the airport
- Dispersion of industrial and employment
- Distinct retail nodes along corridors
- Growth mostly contained within city limits

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

Table 3 Results

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

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



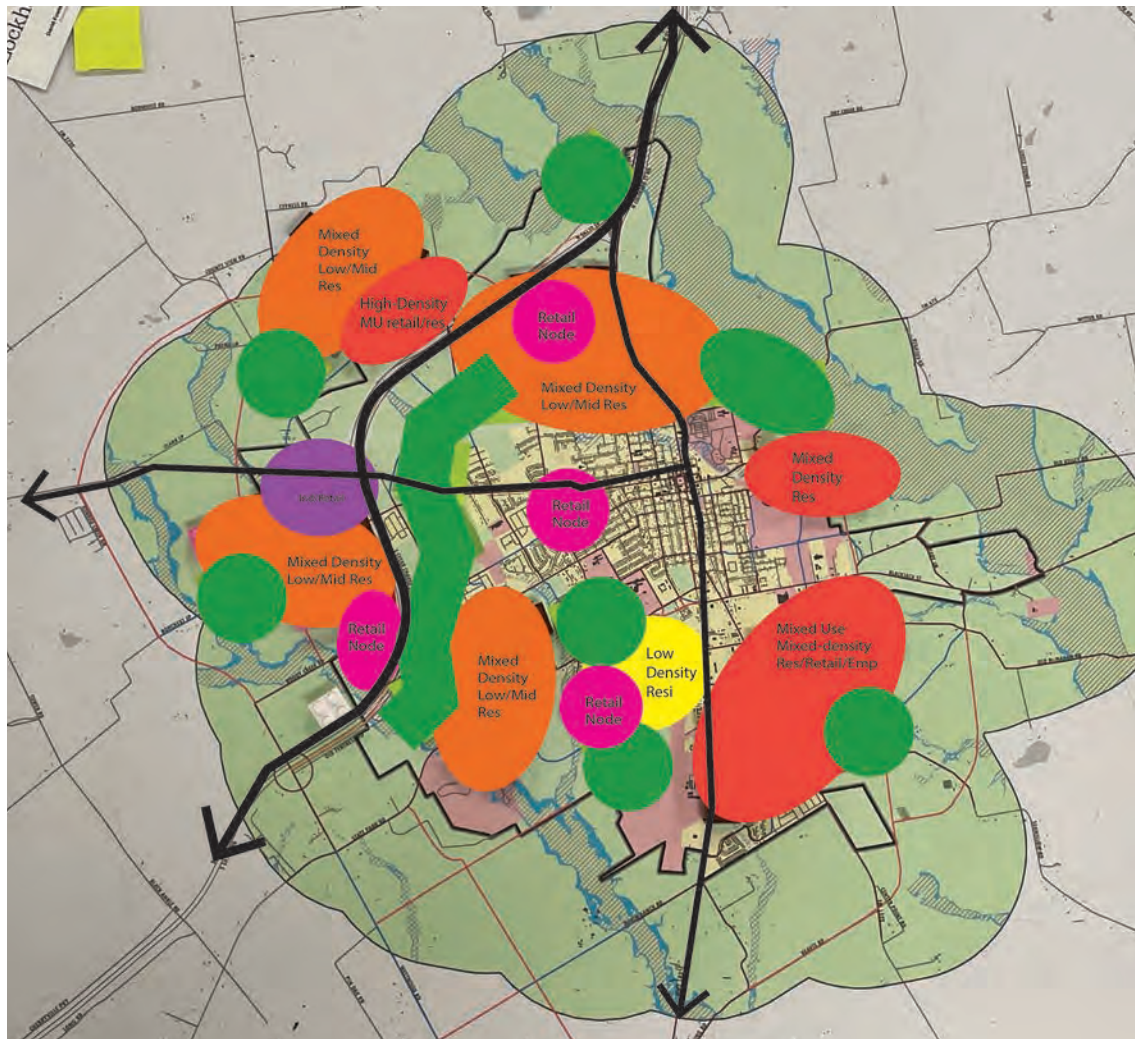


Table 4 Results

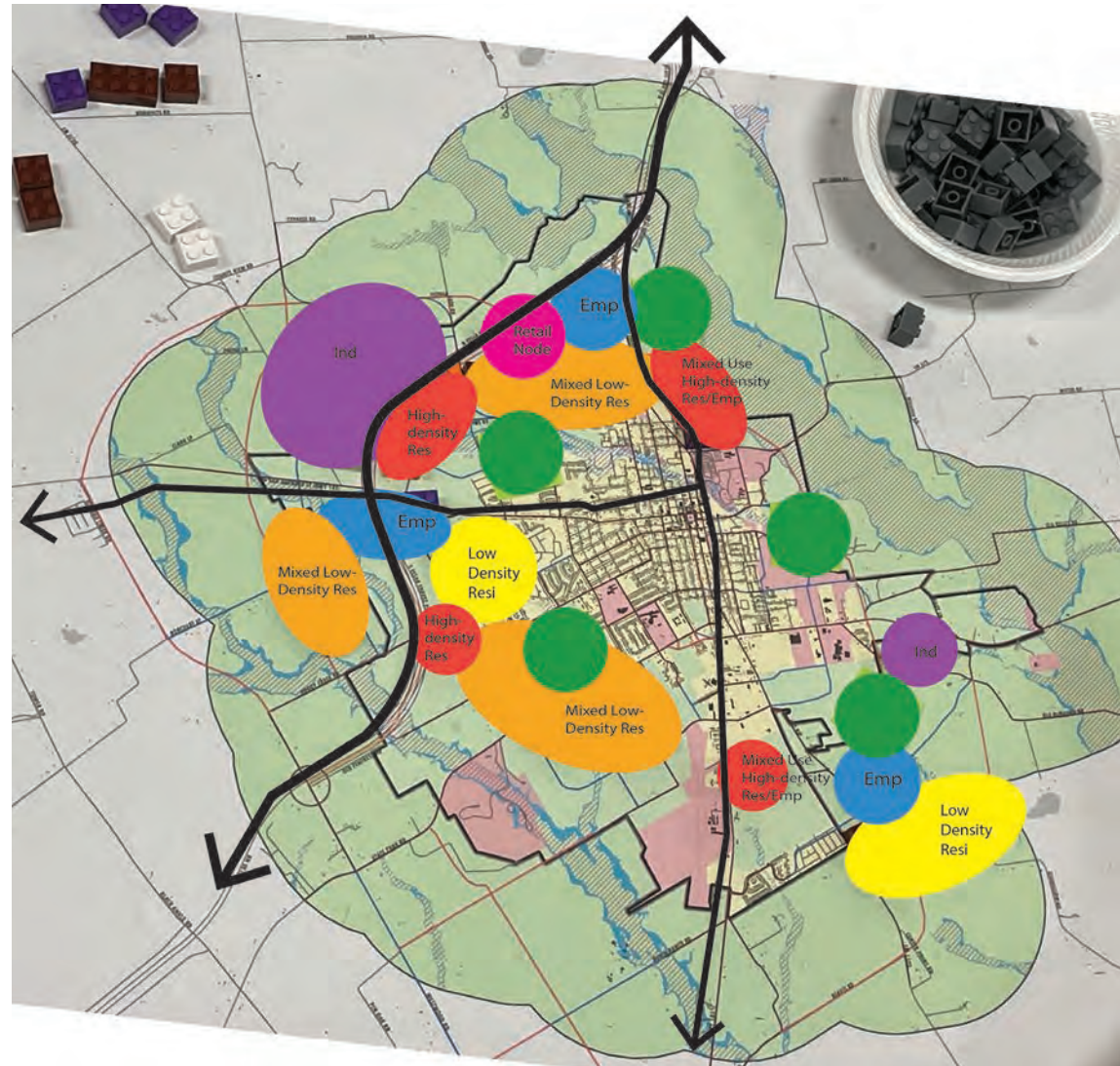
- Much more density overall, hardly any low density
- Concentrated within city limits, with some additional growth west of 130
- Major greenbelt feature and many parks throughout
- Multiple retail and mixed use nodes dispersed across the City
- Limited employment and industrial

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

Table 5 Results

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

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



Community Open House #2

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

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



What We've Heard So Far

(Lo que hemos escuchado hasta ahora)

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



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

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

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

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

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



SCAN ME

www.PlanLockhartTx.com

When asked to define responsible growth, respondents consistently emphasized several key themes. These included the pursuit of prosperity, prioritizing infrastructure development ahead of growth, and ensuring inclusivity. This underscores a desire for sustainable and inclusive development practices that prioritize long-term prosperity while ensuring essential infrastructure needs are met prior to further growth.

What Does Responsible Growth Mean to You?

(¿Qué significa para ti un crecimiento responsable?)

Write your thoughts on a sticky and place below
Cómo definirías el crecimiento responsable

Growth

Growth tends to prioritize increasing the quantity of goods and services produced within an economy. This can lead to higher levels of consumption and material wealth but may come at the expense of social and environmental well-being. Growth-focused policies often prioritize short-term gains over long-term sustainability.

Prosperity

Prosperity is a broader and more holistic concept that considers not just the financial wealth of a community but also factors such as health, education, social cohesion, and environmental sustainability. It emphasizes long-term sustainability and the well-being of all members of society.

What Does Responsible Growth Mean to You?

Responses

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

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

Infrastructure & Public Facilities

Información y Facilidades Públicas

What is working? ¿Qué está funcionando?

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



Electric
Electricidad

•••••



Water
Agua

•••••



Roads
Calle

••



Wastewater
Aguas residuales

•••••



City Facilities
Instalaciones de la ciudad

•



Internet

••

Other Ideas:
Write other ideas here
Escribe otras ideas aquí

What is lacking? ¿Qué falta?



Electric
Electricidad

•



Water
Agua

•••••



Roads
Calle

•••••



Wastewater
Aguas residuales

•••••



City Facilities
Instalaciones de la ciudad

•••••



Internet

•••••

English: 3d - some lack?

Storm water Infrastructure

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

Responses

What is working?

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

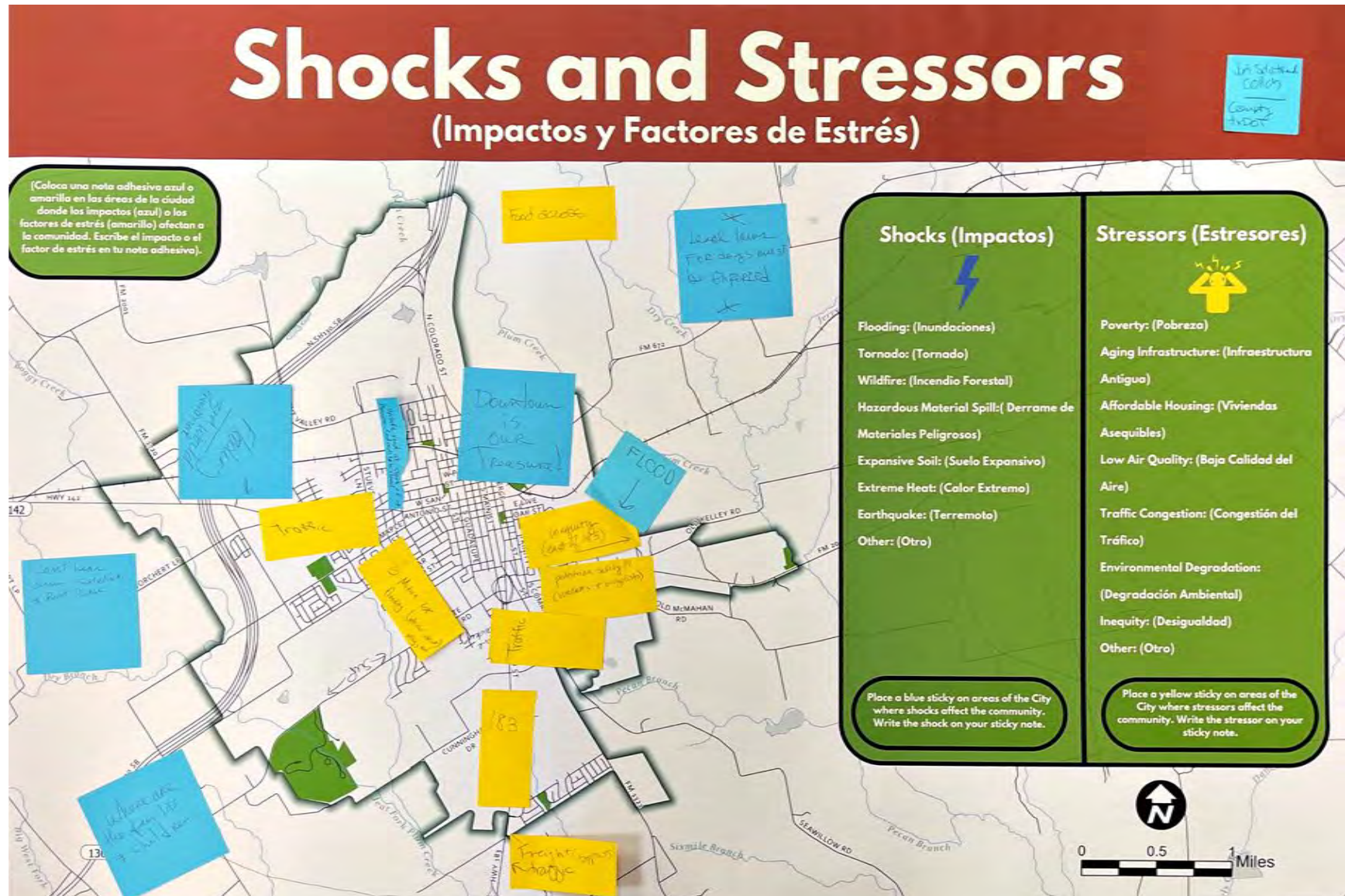
What is lacking?

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

Other Ideas:

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

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



Shocks and Stressors

Responses

Shocks

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

Stressors

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

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

How do Shocks and Stressors impact you?

¿Cómo te afectan los choques y factores estresantes?

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

Shocks (Impactos)



FLOODING LIMITS
TRAFFIC WHEN
ROADS GET CLOSED

WILDFIRES
THREATEN OUR
LAND & ANIMALS

Fitting into a short
interval for
middle school
elementary



Stressors (Estresores)



CONNECTING
EAST + WEST
NEIGHBORHOODS

Lesson 68 coming
to Bette (?)
Grove Park at Feb 20
in the evening -
don't know
something at 2nd St
M

Concord
5/16/57

Mixed Housing
Types - shallow
housing for
teachers &
services

Community Land
Trust + Land
Banks

Schnellprüfung
Congestion

How do Shocks and Stressors impact you?

Responses

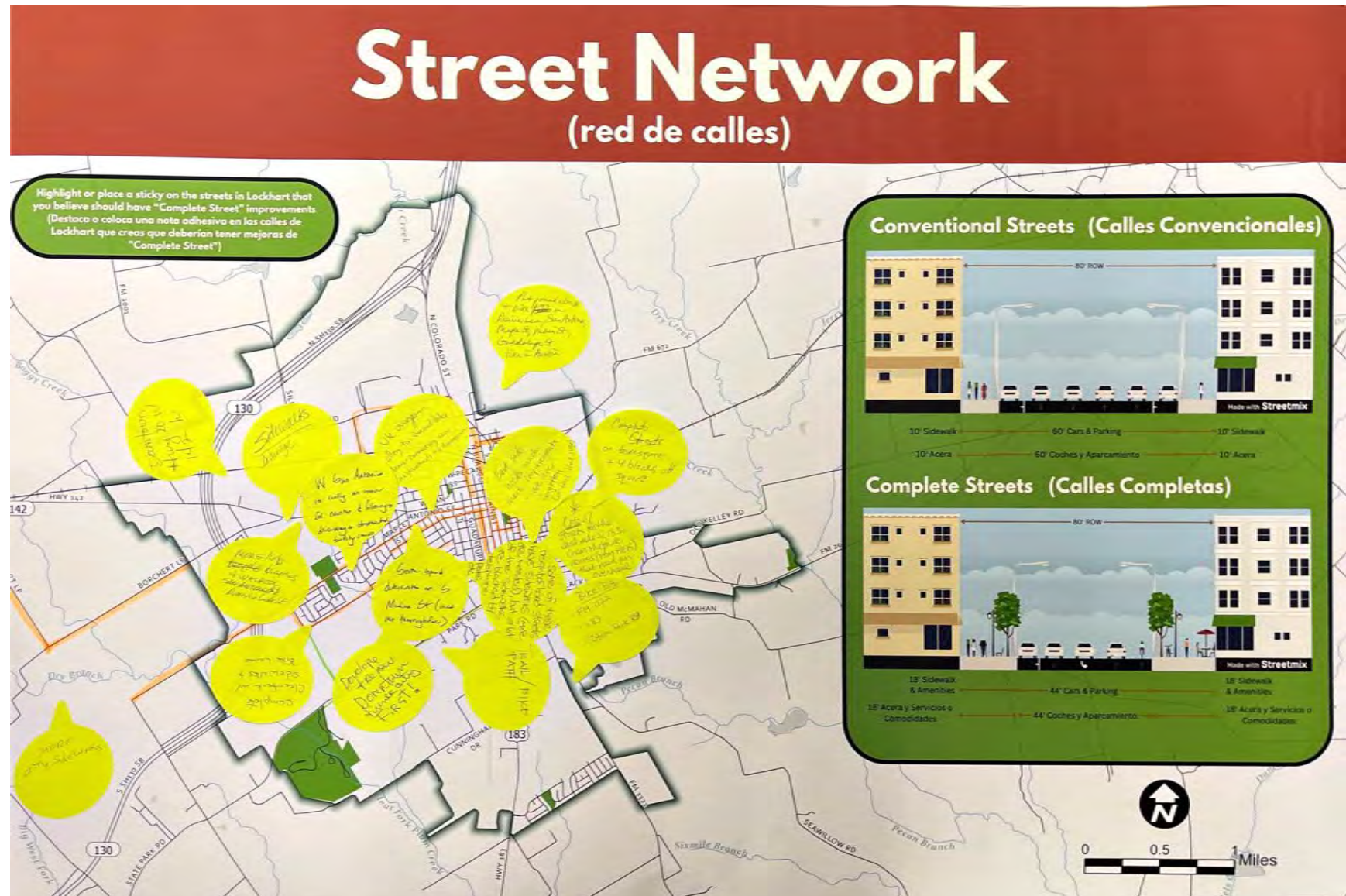
Shocks

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

Stressors

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

In evaluating the city's street network and distinction between conventional streets and complete streets, residents have emphasized the necessity for infrastructure improvements, particularly on the east side. Other priorities identified include sidewalks throughout the city and improved multi-modal connectivity via trails and bicycle lanes. The community input creates a vision for safer, more accessible streets that accommodate diverse modes of transportation and ensure improvements throughout the city as a whole..



Street Network

Responses

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

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

Transportation Tradeoffs and Priorities

(Tradeoffs y Prioridades en Transporte)

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

Amenities and Services Close Together (Servicios y comodidades cercanos)



Low Density Development (Desarrollo de Baja Densidad)



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



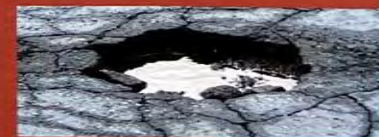
High Speed, Wide Streets (Calles de Alta Velocidad y Alto Tráfico)



Road Expansion (Expansión de calle)



Maintenance Existing Road (Mantener la Calles Existente)



Transportation Tradeoffs and Priorities

Responses

Amenities and Services Close Together v. Low Density Development

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

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

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

Road Expansion v. Maintenance Existing Road

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

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

Lockhart, Building on BBQ (Lockhart, construyendo sobre la barbacoa.)

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

BBQ/Music/Art/Historical

Music, Art

Architecture

green spaces
parks/trails
shopping hole

Music/Art/Historical Parks & Trails

Old law that corner
all at Coldwell Country

FAMILY activities
- better parks, events, etc

Lockhart Springs
renewing our natural springs

- LARGE HEB SUB 115 on W. 1st Ave
- SPARK HOUSE
- BREW Pub Downtown

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

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

Known for championing
"micro" business

* Music (we have lots of
musicians & composers here)
→ Arts (lots of artists/artists here, too)

sign w/ landmarks
at state park

equilibrium

people walking everywhere

- Old Mill
- local farmers
- lots for artists

History!

Lockhart, Building on BBQ

Responses

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

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

What Elements Would Enhance Lockhart's Arts and Culture (¿Qué elementos mejorarían las artes y la cultura en Lockhart?)

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



Where are the children & families?

Other Ideas

Write other ideas here
Escribe otras ideas aquí

- Connecting trails/paths
- Entertainment/ideas for kids
- Entertainment for kids & teenagers
- See Center
- Expand skate park
- Movie & Entertainment Center
- Variety in cultural venues
- Family make artistic facilities
- Bowling Alley

and festival that does hotel/500 stage summer (low toll 5500 per) create opportunities for people in beds Historic focus & highlights

What Elements Would Enhance Lockhart's Arts and Culture

Responses

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

Other Ideas:

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

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

What Design Elements Would Enhance Your Downtown Experience (¿Qué elementos de diseño mejorarían tu experiencia en el centro de la ciudad?)

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

Library Expansion Expansión de la biblioteca 	Arts/Cultural Center Centro de artes/cultura 	Community Gathering Space Espacio de reunión comunitaria 	New City Hall Nuevo Ayuntamiento
Pedestrian Crossings Pasos de peatones 	Lighting Lighting 	Public Seating Asientos públicos 	Planters & Landscaping Maceteros y paisajismo

Other Ideas

Write other ideas here
Escribe otras ideas aquí

Address Park-
no more
city hall

parking lots
downtown

HISTORIC

definitely put real
meaning behind
history & historical
landmarks

LIBRARY
EXPANSION TO
INCORPORATE OUTDOOR
TYPIC SEATING & POSSIBLY
A KIDS AREA

DIRECTIONAL SIGNAGE & LIGHTING
TO PARKING SPACES AVAILABLE TO
DOWNTOWN VISITORS

GENERAL BUILDING CONSTRUCTION OF THE 1980s
like Park that goes to Austin Parks

Senior Center - Renovation

Parking for Out-of-towners!

Community - where the old class + young like how to be a good bird
or "how to be a bird" - make linked to a change - for having effective programing in
downtown

CITY HALL TO ADD GREEN SPACE &
SEATING FOR PUBLIC

What Design Elements Would Enhance Your Downtown Experience

Responses

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

Other Ideas:

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

PROJECT WEBSITE & VIRTUAL ENGAGEMENT

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

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

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

Online Mapping Exercise

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

Recurring themes found throughout the online map comments include:

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

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

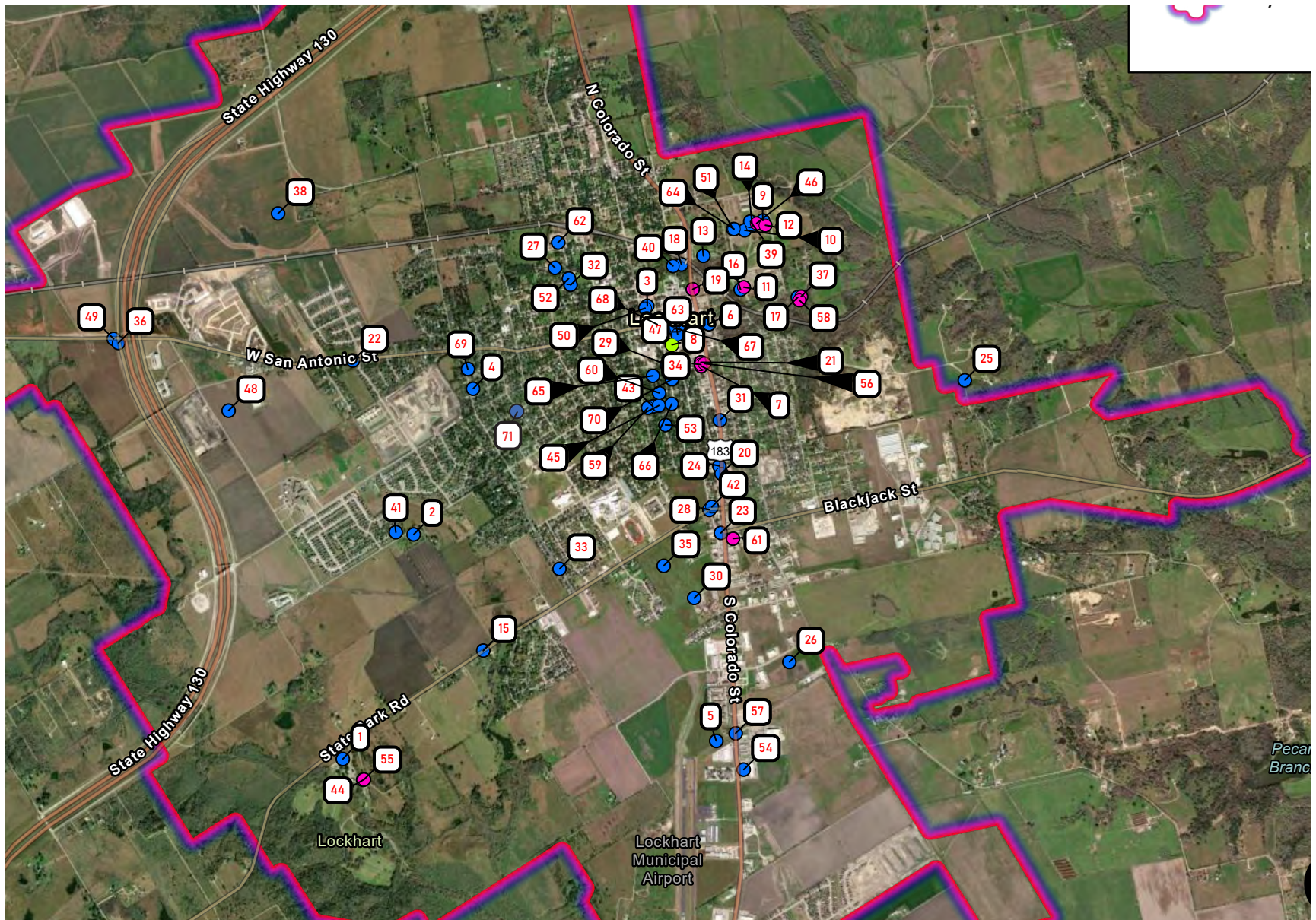


Figure 1. Key Map of Online Mapping Comments.

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

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

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

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

45	Ideas and Suggestions	This road could really use a sidewalk, especially with all the pedestrian traffic to the grocery store and to Clear Fork Elementary school.	4	1	NEUTRAL
46	Make a Comment	"The dog park has shade. The human skatepark should too. It would make the park more useable during our long hot summers. -thank you"	3	0	NEUTRAL
47	Ideas and Suggestions	Get parking out of here and make this a civic space for the who community!!!	3	12	POSITIVE
48	Ideas and Suggestions	What if we built a second HEB in this area of town? Would be in favor of 2 smaller HEBs instead of an HEB plus on the outskirts of town	3	8	NEUTRAL
49	Ideas and Suggestions	Remove this light. I now have to reflect on my life for five minutes (at a minimum) every morning.	3	4	NEGATIVE
50	Ideas and Suggestions	EV charging areas near downtown/walking distance—folks from in and out of town have to spend at least 15-60 mins charging cars. If a location is close to square, they spend that time walking around, patronizing the businesses adjacent to it. City should invest in multi-use space that could incorporate ev charging, pop-up markets(like another comment) that bring people into the area to patronize local businesses	3	6	NEUTRAL
51	Ideas and Suggestions	"Free Community Garden Space. https://www.google.com/search?sca_esv=563116082&cs=1& ;tbn=lcl& ;sxsrf=AB5stBh6uBwVRt4LITAX4-N3h1UfXvSA1A:1694022630666& ;q=Southtown+Community+Garden& ;rflq=1& ;nu-=H4slAAAAAAAAAB1ROU4DQRCUAXD5WgQb7RP6PmICUiReYIERSOBFxhbiO7yAd_EKahhN0tU1XdU1V5fzlkXCSbi1UrW8gxQokXsnbbtnF2kRA9UoledlziBpccp5MnIVrmxLQQdtBzW6l9SAp4UUyco8eXU4U5c1mZo16zxloDDPYPVklQNzy4V-qYUKKXy1uw2UQYStSEwMGOR-bYqWLJizNtJuH2tJuwmnQzrKuKEwT5rNDRvSuF5SLIOKpcmlWodZbqQDaqSyYS_NwGb "	2	0	NEUTRAL
52	Ideas and Suggestions	DMC learning center for children removed from school for behavior problems. Only street access for parents picking up children. Completely blocks Wichita St. during 6 months of the year.	2	0	NEUTRAL
53	Ideas and Suggestions	There are growing numbers of children in the downtown neighborhood and streets like blanco and Guadalupe need speed bumps	2	1	NEUTRAL

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

66	Ideas and Suggestions	Slow streets - This would be an excellent option for a SLOW STREET initiative, where some of our streets become pedestrian/bike/local traffic only. It requires signs in the middle of the street at intersections, but is so much faster and easier that creating sidewalks all over town. Other cities did "slow streets" in the pandemic so people could have flat, safe places to get outside with their families. Lockhart would be perfect for this to help keep our kiddos safe.	0	0	POSITIVE
67	Ideas and Suggestions	Much less car traffic on the square (we'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	4	POSITIVE
68	Ideas and Suggestions	Reroute San antonio traffic off the square - northbound in one direction and southbound in another. At the very least lights and pedestrian signals to help with the flow and increase safety.	0	3	NEUTRAL
69	Ideas and Suggestions	REROUTE SAN ANTONIO traffic for folks going south on 183 to miss the square. Making this a thoroughfare with bike lanes and sidewalks.	0	2	NEUTRAL
70	Ideas and Suggestions	Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks Sidewalks sidewalks please and thank you.	1	0	NEUTRAL
71	Ideas and Suggestions	Designated bike lanes along Prairie Lea	0	0	NEUTRAL

COMMUNITY VISION SURVEY RESULTS

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

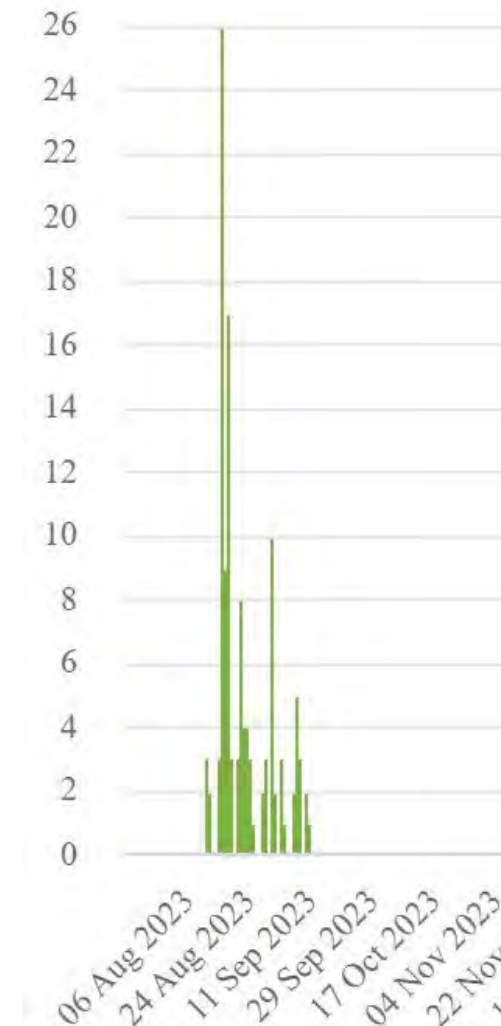


Figure 2. Number of survey responses by day, spikes generally coincide with outreach efforts.

Question 1

In the future. I want Lockhart to:

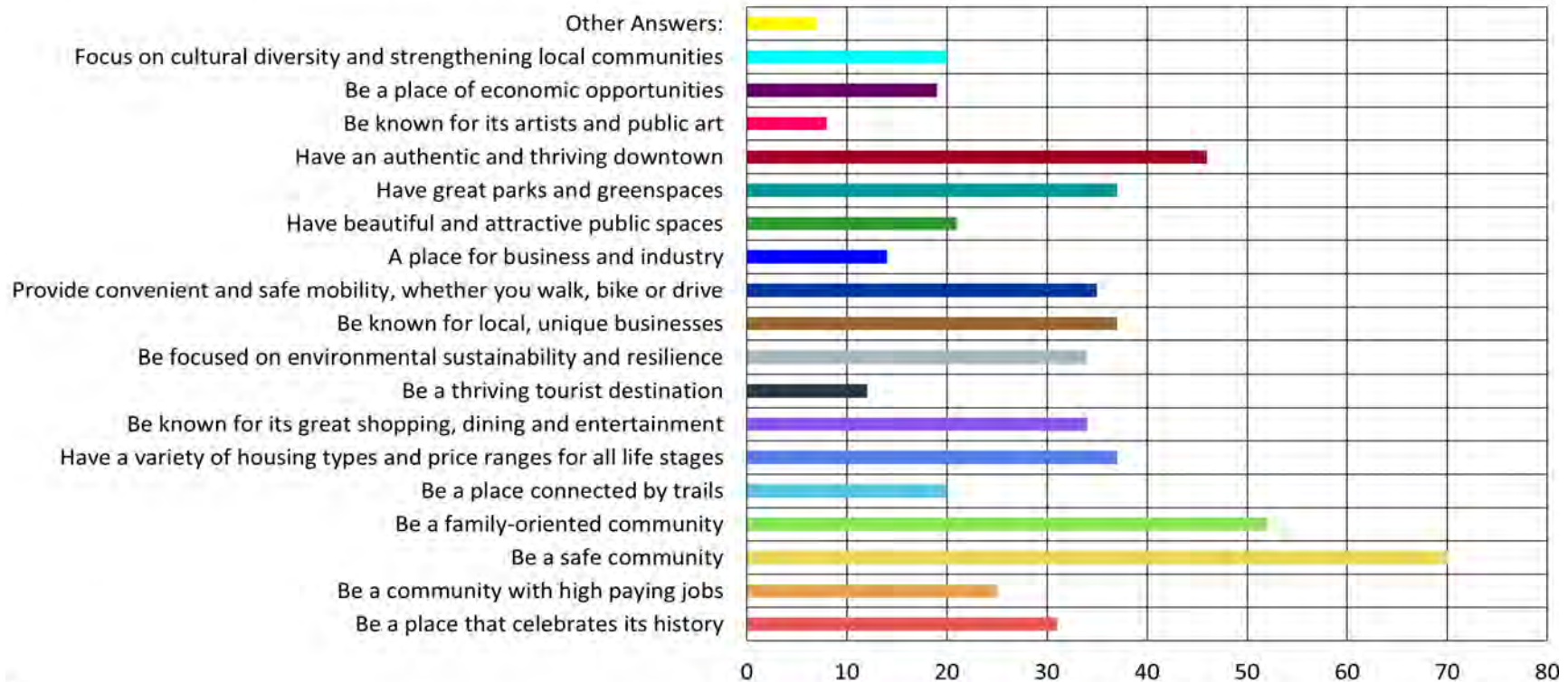


Figure 3. Breakdown of responses for Question 1.

Other Answers:

- Be the most innovative digital city for citizens and tourists
- New fast food and restaurants
- Better road quality
- Not ruin our charming town. Keep the historical but add to it with diverse business and culture
- No more mass apartment buildings control the growth
- Have great resources for its residents such as medical access, high performing education systems, easy accessible parks/fitness, legal, banking, shopping, etc
- Be a community where hundreds of our residents don't need the food pantry to survive week to week

When asked about the future vision for Lockhart, respondents had three clear priorities. Nearly 60% of survey takers listed “be a safe community” as a main priority for Lockhart. Following safety, 44% of respondents said that being a family-oriented community was their preferred vision for the future of Lockhart. At 39%, maintaining a thriving and authentic downtown was the third priority. Many visionary goals fell into the 25-31% range; these included visionary statements on the topics of multi-modal accessibility, parks, housing variety, and environmental sustainability, among others. Notably, some visionary goals that were the least popular amongst survey respondents included being “known for public art and artists,” “a place for business and industry,” and “being a thriving tourist destination.”

Question 2

What tagline do you like for the Lockhart Comprehensive Plan?

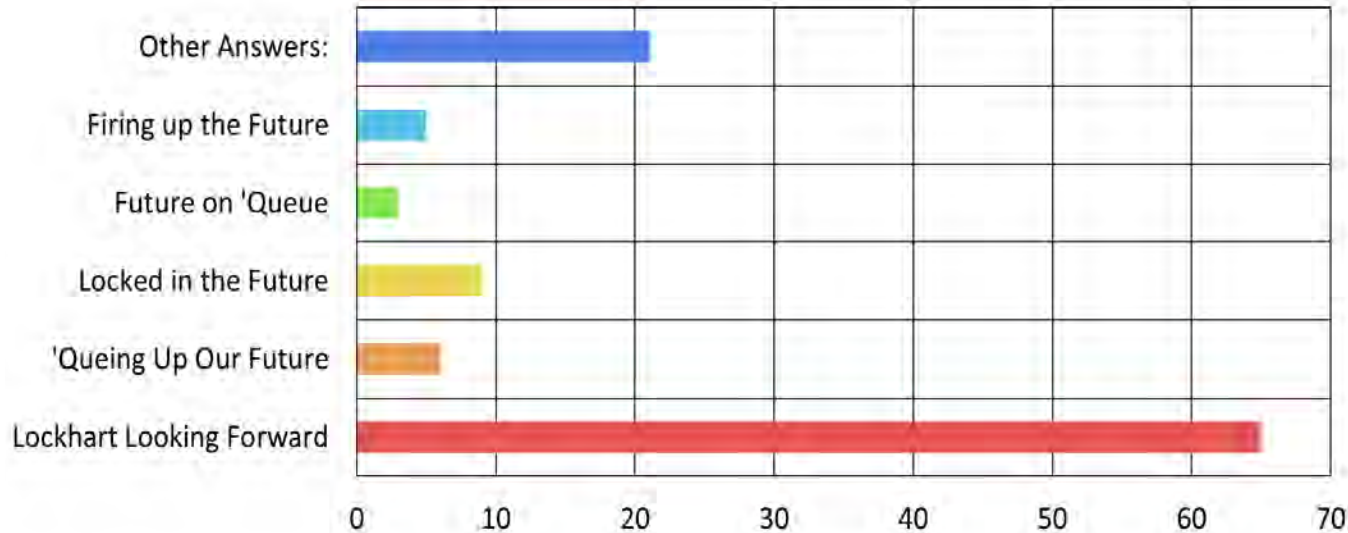


Figure 4. Breakdown of responses for Question 2.

Respondents were asked to pick a tagline to help brand the comprehensive plan. Given five different options, most respondents (60%) chose “Lockhart Looking Forward” as their preferred tagline.

Other Answers:

- Shaping Tomorrow by Preserving Today
- Lockhart’s Vision for the Future
- More than just great BBQ
- Locked on our Hart
- None of them
- Lockhart Family Forward
- Definitely no fire...How about something with the word Connecting
- Thriving sustainably
- Love local Lockhart
- Lockhart - Come for the BBQ then head on back home
- Lockhart Creating Community
- Slogans are icky
- Unlocking our Future
- Kick starting a better future
- Lockhart(ing) the Future
- Locked into the heart of our roots
- These are all terrible
- Lockhart Living
- Locked on community
- LockhART ‘Queues Forward
- Lockhart planning for prosperity
- Lockhart path to the future
- I like “Lockhart Looking Forward” but had to offer an opinion on the “queue” options. Barbecue is NOT spelled with “que”. Just don’t
- Stay away from Fire, particularly right now, locked in sounds like jail...Queue not a good term, more about staying in line than planning

Question 3

If you could do one big thing to make Lockhart the best place it could be, what would that be?



Figure 5. Word cloud generated from responses to Question 3.

Question 3 was an open-response question that garnered a variety of unique responses, but some key themes could still be extracted. Nearly 29% of responses were related to public spaces and connections between those spaces. This included improved trail networks, sidewalks, multi-modal street options, and general infrastructure improvements. An increased number of public spaces available within the City was equally important within this subsection of survey takers. Another key theme was increasing amenities within the City, including healthcare, grocery options, and restaurants.

1	Stop the uncontrolled growth of apartment buildings and start planning infrastructure to accommodate the population growth
2	Connect points of interest (downtown, museum, schools, local parks, state parks) with sidewalks and trails. Create infrastructure for safe biking in town - bike trails, bike lanes, and bike corridors
3	I would make this a healthy community to live in. Improve walkability/bikeability, add more shade structures, attract high quality healthcare and health professionals, enlarge or add another H-E-B to improve selection of foods, bring in more dining variety than just fast food
4	Enhance public green spaces and parks with community- and user- friendly features like shade, benches, hydration, off-leash dog areas, etc
5	Build a new HEB in a better location that actually has room for parking
6	Get more people involved in the community
7	Convince people here to be more open-minded and adapt to change. Lockhart is no longer isolated and is slowly being recognized as a destination City, along with a place to raise a family
8	Address the growing homeless population
9	Get rid of the thug looking bars and restaurants, have all business have a standard of a proper curb appeal
10	A safe place without losing the small town community feel, a place with hike + bike trails with easy mobility to reduce dependency of the automobile
11	Build a bigger H-E-B and bring in more easy restaurants like Chipotle and Panda Express
12	A pokemon themed park
13	Top quality schools for our children! (Grades K-12)
14	Have more places for our children to gather
15	Animal control. The shelter needs help. The people need to control and spay/neuter

16	Reduce car and truck traffic in the downtown area. Incentivize riding bikes, small electric vehicles, walking and golf carts in town. Provide bike, motorcycle and small vehicle parking and lanes and roads just for alternative vehicles to get to and through town, including trails
17	Keeping it clean
18	Put expensive requirements on new builds and purchases
19	Definitely need a community center, there is nothing for young kids to do that promotes positivity in this town aside from sports and work that's it. We need a community center that can offer a mentorship for at risk youth and underprivileged kids who might not have a solid home to return to every evening. A place to guide our young children to offer tutoring mentors and possible opportunities for trades outside of fast food
20	Attract business with good paying jobs
21	The plan we have to align the square and make traffic flow more smoothly is the only thing we need to do - it would help us living here and clean up the appearance of our square in general
22	Welcome new businesses
23	Keep doing what is working
24	An indoor activity center like San Marcos has
25	Open more restaurants
26	I would make the town more walkable
27	More music
28	Focus on green space, pump track, more bike trails/bike friendly streets
29	Bring in a community college
30	Expand Town Branch to be a safe, flowing body of water
31	Focus on green space, pump track, more bike trails / bike friendly streets

32	We need safe, inviting, outdoor spaces beyond the state park closer to downtown. The city park needs investment with a better layout, updated playscapes (with shade), and better trails. City park could be beautiful and inviting with the river, and nicer splash pad (maple street is looking great). The families are the future of our town. We have to invest in them and create cultural buy in. Our town has an amazing culture beginning to really take shape with an artistic, laid back, cool, but very friendly vibe. Improving the parks near downtown would also be important. Nueces, Arrendondo, and Lions park do not feel safe for me by myself as a mom with three young children. Also, indoor options for fun things and more grocery options
33	Have strength through the community. Neighbors helping neighbors and all neighborhood blocks taking care of each other, looking out for each other, pets, children, picking up trash on the street. Empowering ourselves to take care of ourselves
34	I would ensure that all Lockhart residents could safely visit their neighbors, gather downtown together, and recreate outdoors without needing to use a car and without fear of being injured by a car
35	Hospital
36	Bring a hospital to town
37	Keep it small
38	Public transportation to/from the airport
39	Enhance green spaces and parks, create more trails and space for community events
40	More retail and a hospital
41	Community Recreation Center
42	Put in sidewalks
43	Lower taxes we are not Austin or Kyle

44	Build a "Community and Visitor's Center" and some type of Water Park or ski lake. Lockhart needs a lake or something to do with water. We have nothing to offer for outdoor water events
45	Raise the pay to be competitive with surrounding cities
46	Stop building so many pre-fab housing neighborhoods and apartments. We have little to no infrastructure here. The schools are at capacity and we are building low income housing. That needs to stop
47	Keep Lockhart a small town and don't sell out for gain
48	Safety
49	Build a bigger H-E-B and have more than on JR High and High School
50	Good paying job, more entertainment-bowling alley, skating ring, more eating places than barbecue or Mexican food
51	Build community recreation center for families
52	Enforce code enforcement issues to promote a clean and attractive town
53	Do you have a water plan? One thing best for Lockhart control the growth and don't develop all the farm land around the area
54	Digitize the city. Create virtual digital tours, implement digital services for citizens
55	Train station and EV charging
56	Be a certified Dark Sky Community
57	A space close to downtown that could incorporate a park, shops, community center, etc. That could compliment our downtown area very well if it was done correctly
58	Hospital
59	Control growth
60	Continued Focus on family friendly events, park and free space enhancements. PUMPTRACK!! And more connected below at trails. Skatepark expansion

61	A Small water Park with a walking trail duck ponds, fishing ponds outside the city
62	Some kind of redirection regarding the traffic flow
63	Upgrade public schools
64	Lower property taxes or better health for the community build a hospital
65	Fixing infrastructure, and keeping local culture and history alive
66	More family friendly activities
67	Traffic Downtown needs to be calmed. More pedestrian are showing up and people are driving thru town at 45 miles an hour
68	Keep it small
69	Civic/Community Center to accommodate large events
70	Attract more restaurants, we had a great anchor with Lockhart Bistro. We need something similar to offer other than BBQ
71	Successfully recruit business/industry that employs highly educated and highly paid people
72	Fill our churches with people sincerely seeking God, as it was 30 years ago
73	Be more self sufficient. Don't rely on Austin to provide for our needs such as medical services
74	Increase funding for road improvements and repair
75	Adopt the Main Street program and enjoy the many benefits of being a great destination while increasing economic development, tourism and sustainability
76	Protect and encourage preservation of the historic structures and business district in Lockhart
77	Improve infrastructure

78	Create better high paying jobs through restaurants and services
79	Trails
80	It is sad to see our farm and ranch land bought up by investors just to develop it for more housing. We all realize Lockhart is growing but at what point do we stop squeezing out the economical industry for creating goods and services with crops and livestock
81	Keep the small town values and vibe
82	Having a variety of publicly accessible forums that the community can use. There are so many creative people in Lockhart looking to do cool things that if there was public spaces that could be "rented" or "loaned" out on a application basis, there could be a lot of draws for community, business and commerce to grow off of
83	Have a Lockhart Diner that serves breakfast 24/7. Also have a menu of variety cultures
84	Provide a community center for all ages with free activities
85	Sports Multiplex and Community Center- A MASSIVE one for all sports indoor and outdoor
86	Make it safely bikeable
87	Increased medical access
88	I would dedicate a little time to improving the existing utilities in the old neighborhoods
89	Plant more trees. Make tree buying/planting/care a priority so that our town withstands summer months better
90	A events center or similar venue to host larger events
91	Change the perception that many people who live on the west side have of the east side
92	Consider all consequences of fast growth and plan for it, be inclusive of local businesses and residents needs
93	Bring in a Aldi, Walking/Bike Trail

94	I think creating opportunity for the people who live here to work here and vice versa would go a long way to solidifying Lockhart's community
95	Add event center
96	Have the community retain its culture but also be open to having big investment in jobs and new construction in the town
97	Affordable housing

Question 4

In your opinion, what is Lockhart's greatest strength?
What differentiates Lockhart from any other city?



Figure 6. Word cloud generated from responses to Question 4.

When asked about Lockhart's greatest strength, respondents nearly 30% had responses that specifically cited Lockhart's "small-town charm" as its key differentiator. Amongst this subcategory of respondents, many commented that Lockhart's unique culture, small size, and relative proximity to Austin contributed to its special character. An 8% minority of respondents suggested that BBQ was Lockhart's greatest strength, which may indicate that respondents have a broader vision for the future of Lockhart outside of barbecue.

1	It hasn't been absorbed into one of the major metroplexes... yet. I would love to keep the small town feel while increasing conveniences within the city
2	Unique small town feel + affordability + proximity to San Marcos, San Antonio, and Austin
3	Small town feel
4	Diversity in architecture, breaking up the homogeny of the modern multi-use buildings and subdivisions
5	Close knit and safe community
6	Friendliness
7	BBQ Capital of Texas
8	Small town feel with accessibility to bigger surrounding town. Best of both
9	The greatest strength is community feeling and safety
10	It's rich history
11	Business friendly, ease of doing business
12	BBQ
13	It prides itself in its history and genuinely strives to make everyone's quality of life better
14	It is family-oriented
15	Our unique businesses and food establishments
16	Lockhart is a little big town. It is small enough to where it has a close knit feel, but big enough to do entertainment things without traveling out of town
17	Small town diversity with big dreams and big hearts
18	Small town feel
19	Proximity to Austin, beautiful downtown, increase of live-music and like-minded people beginning to take notice
20	Lockhart can be a growing community and still have that small town feel because of the downtown square area

21	Is a small country town where everyone cares. The minute more people start coming here things will change and it will end up like Austin or worse
22	Small businesses
23	Affordable
24	Friendliness
25	Being a safe place to raise your family
26	Bar b que
27	It was home prices, no longer cheap
28	Our BBQ places bringing in lots of visitors, also the downtown area and small community. Unity
29	The lovely square. Arts. Music
30	Because it's so flat, it's easy to walk and ride bikes. The downtown square is so charming and has a great vibe. The historical buildings and aesthetic of the square is fantastic. Obviously the BBQ is a huge draw
31	A fascinating history
32	Greatest strength- The Thriving Downtown. The difference between Lockhart and other cities is that it has grown slowly and pretty evenly from the center out. All parts of the city limits are an even distance to the heart of the town
33	Celebrates its own identity instead of selling out to suburbia
34	Keeping it small not a suburb of Austin
35	BBQ competition
36	Great people
37	Our blend of old and new cultures

38	It's mostly untouched by the explosive growth in the central Texas area. It has a unique opportunity to grow in a way that prevents it from losing its small town charm. Stopping strip mall full of big box stores should be a priority
39	It's proximity to Austin
40	Community and willingness to change
41	Our diversity in culture. We have our traditional BBQ places, but we've also seen a lot of growth in the past 10 years that provide other options with restaurants, bars, and nightlife
42	Easy access to Austin where jobs exist
43	Crime rate and cleanliness. Taking care of each other by cross-promoting businesses
44	Small town environment with big city culture
45	Our community identity is our greatest strength but we are losing that fast. New residents are not invested in our community or making it better. We are in danger of becoming nothing but a vacuous bedroom community where no one bothers to vote or volunteer
46	Charm
47	Downtown square
48	It's friendliness and charm
49	The room for growth 30 miles down the road is the biggest connect of city's from San Antonio to Austin we have to expect people will move this way. Lockhart's ability to absorb all those people is possible if done right! But the city must ready for lots of more traffic and people
50	The bar b que
51	Small local feel, friendly and exciting downtown space, friendly people, COMMUNITY

52	Keep it small
53	Lockhart is cool but friendly! We have a thriving artistic culture that could be further developed, intelligent hardworking people, and people who want to build a real community here. It's full of people who are kind and welcoming yet confident in their own unique personality
54	Community
55	One of the greatest strengths I see is how much the community loves Lockhart and wants the best for it. Our town square comes in a close second. It is charming and off of the main drag
56	Lockhart's greatest strength is the strong community feeling and fostering of unique small businesses in its historic downtown
57	Low population, friendly, trusting neighbors that RESPECT each other
58	We truly have a caring community who reaches out in a time of need
59	Lockhart still feels small even though it grown dramatically. Again, small town feel
60	BBQ branding
61	Affordability & unique due to artists & creative people able to live & work here
62	Small town atmosphere
63	Local leaders
64	It's people – the diversity and creativity is unmatched
65	It's the friendliest little town in Texas, without a doubt
66	Its scale, 15-50k population, is great for day to day living
67	Small hometown feel
68	Our courthouse square
69	It's greatest strength are the families that have dedicated their lives to building up and maintaining this community

70	I think our greatest strength is how much everyone loves this town and wants to see it persevere. The people who've lived here all their lives and those who've only lived here for a year seem to love it just as deeply. This is the smallest town I've ever lived in, so maybe this doesn't sufficiently differentiate Lockhart from other towns of its size, but I've traveled enough to know that the vibrancy of a town comes from the love for it by its people, and this town definitely shines
71	Friendly welcoming attitude
72	Lots of open space and infill opportunities, and the political will to make sure nothing but high quality development gets there
73	Small town charm with easy access to larger cities
74	The small town feel
75	The young people here and the vibe downtown. The downtown events like first Friday and courthouse nights. Awesome
76	Downtown has a lot to offer our locals and visitors. Still has the small town feel with options
77	Variety of food and outdoor activities
78	Small community, diversified what you would call a hometown
79	I think Lockhart has good community connection & with the right intentions, the connection could strengthen greatly
80	Safe community
81	Small town, but it is different since does not have a hospital
82	Small/quaint
83	It is a small town with a historical courthouse square that has recently made great leaps in reviving that town square and sending a signal that it is excited about change and growth

84	There are a lot of people here who really care about their community
85	The number of BBQ restaurants
86	Big city vibes, small town hospitality
87	We are still geographically compact to live within
88	The families whose roots are in Lockhart; the new families with varied backgrounds, but have the desire to know the history of the town. Of course, the bar-be-que; family feuds and all
89	Quaint almost original square
90	The historic structures citywide and the down town business district
91	Picturesque, historic downtown
92	It's small town ambiance and history
93	A vibrant Historic Public Square with approximately 60 active unique businesses
94	The citizens
95	Charming square, community
96	The vibe and low key nature. So much history
97	Our greatest strength is a community built upon generations of families who understand our history
98	Two things: The current shape of the city, with an established downtown space that is growing and transitioning with local owners and businesses developing the space. And two is the people who are already here and making (or looking to make) the city even more vibrant

Question 5

What have you seen in other cities or towns that you would like to see in Lockhart?



Figure 7. Word cloud generated from responses to Question 5

One key theme among 29% of survey takers was an emphasis on increasing parks and recreation opportunities within the City of Lockhart. This included connections between parks, recreational programming, and providing additional public recreational space for residents. Many residents also wanted more amenities, such as expanded grocery options and a variety of service-related businesses. While respondents do advocate for increased amenities, many responses indicate that new developments should maintain and enhance the City's unique character.

1	A large free community vegetable garden at City Park.
2	Vibrant local museum to showcase history and serve as a visitor's center - see the Bastrop Museum and Visitor Center for a great example
3	Robust trail system with lots of shade
4	H-E-B plus or target
5	Dog parks, increased bike mobility spaces
6	HEB Plus
7	More recreational opportunities
8	Better retail options, a variety of food establishments, and a hospital/health department
9	WATER park, ski lake, something to do with water so we don't have to travel outside of Lockhart to cool off in the summer. A YMCA or something like that would also be nice
10	More eating places
11	Beautiful downtown/square area. An event venue large enough to host an event. Private school options
12	Small businesses only, no large corporations
13	An indoor community center, with indoor swimming pool
14	More Family style restaurant. Where you can sit, have a nice dinner
15	Sidewalks
16	A convention center that would attract seminars and conferences to town and which could also act as an activity center
17	Nothing
18	Full digital services. All city services possible to receive online from mobile phone
19	Amenities that keep people in town for a day. outside of just BBQ
20	Wimberely has done an excellent job of retaining it's character amid explosive growth

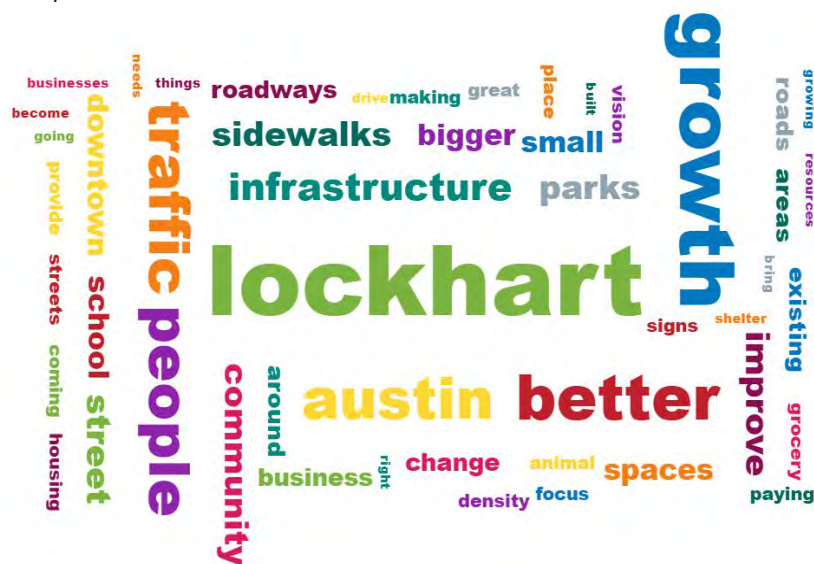
21	Better restaurants
22	Asian food, bike racks
23	Lockhart doesn't feel cohesive. It seems like many competing cultures/styles. Downtown feels very different than Walmart area. The parks and neighborhoods feel disjointed. The city planning seems lacking. For example we have three other car washes. Why another one in a prime location on 183? Lockhart needs cleaning up and investment. The new shops with Summer Moon and buffalo arrow are nice and downtown is well kept but other parts of the city seem disjointed and neglected
24	I don't want Lockhart to reflect other cities. Keep our small town charm and values
25	Community college
26	Bring in a major hospital
27	The people
28	Community\Convention Center
29	Speed bumps on neighborhood streets around downtown; a rec center; a community garden
30	A decriminalization of marijuana and outreach programs to help instead of punish
31	Centralized place to find resources
32	More variety in dining options
33	Larger grocery store or a few more selections,a few more shopping centers
34	Luling has The Foundation Farm. I realize Luling is close but their hours available for out-of-towners doesn't provide time for buying meat and garden grown vegetables. Lockhart could use something like this for educational purposes as well for all ages. Students, Farmers, Ranchers and the public to purchase farm raised goods
35	Hiking trails & parks throughout town. not necessarily playgrounds but parks

36	Info booth on the square. Bike Lanes. Neighborhood Speed Bumps
37	Community Center, more upscale housing, hospital
38	Thriving chamber of commerce
39	A thriving and diverse downtown shopping businesses. More places to pop in and out of to walk off a heavy meal
40	Year Round Aquatic Center/ YMCA
41	Hospital and Rec Center
42	More things to do
43	More sidewalks and walkable spaces
44	Kid friendly places, less bars
45	More pay for city employees
46	More public spaces that would allow for gatherings/events, bike lanes, swimming opportunities
47	More restaurants
48	Large H-E-B, wineries, bars, live music
49	More shopping centers, you have to travel to shop other than walmart
50	A few different restaurants, rec center and more beautification
51	More parks, trails, green spaces and trees shading paths and sidewalks. Native plant gardens and picnic areas. More dog parks. Public transportation
52	Divide bike lanes and off-street trails
53	More opportunity for youth
54	Well organized infrastructure
55	More community engagement from city and county officials
56	A park space near downtown
57	Bike paths and improved sidewalks
58	Nothing, Lockhart is just fine as it is

59	More education outside of high school! After 6pm activity's bring in an outside business would come with a offer
60	More food variety
61	More variety in dining establishments, less Meixican, chicken, BBQ, Coffee
62	PUMPTRACK! Veloway trails and greenspace for gathering
63	A recreation center for families and children to have more entertainment options
64	More local bus service
65	Exercise equiment at the parks
66	In other cities I have seen more investment in public recreation and social programming and I have seen more investment in bicycle lanes and safe mobility infrastructure, I would like to see both those things here
67	Walking & biking trails/lanes/sidewalks and roundabouts (safer & more fuel efficient!!)
68	Green space
69	Walkways/paths designated for pedestrians that encourage walking traffic
70	I think Georgetown, TX has done a good job of managing growth in a way that has largely protected its Square and the historic district around it while bringing new businesses into the fold (both in the downtown area and on the outskirts). They have also added expectations/codes about 15 years ago to ensure that the city was planning appropriately for the growth that was coming their way. This included a focus on greener energy sources and conservation efforts as they wanted to qualify for certain federal grant monies, and they did win some funds as such. I also know that some developments in that area, along with a few in Hays Co., Require home and commercial builders to install water catchment systems if they cover more than X amount of the lot their building in with an impervious cover. I'd like to see us move in this direction as we need to about how to grow our resources going forward as the demand on them grows

71	I would love to see more economic opportunities come to the city. I would love to see some big company's build buildings close to the city
72	Hospital
73	Downtown bars
74	Reducing traffic in the town square, increasing shade everywhere with trees and canopies and adding sidewalks
75	Family friendly things like mini golf, outdoor movies etc
76	Public art and more recreational spots (i.e. bowling, arcades and stuff)
77	Better paying jobs
78	A hospital, a large recreation facility like the Buda YMCA and the recreation center in New Braunfels, a large modern senior citizens center
79	A department store
80	Require new construction in historic downtown district to emulate the existing historic architecture
81	More diverse housing design
82	More cooperation between governmental entities. Monthly meetings between city, county and school district to plan to plan together for growth
83	Public plazas downtown with brick pavers, planters with trees and tables for the public to sit
84	Clean up businesses and signage on main thoroughfares
85	More restaurants but not chain restaurants
86	More focus on outdoors. Trails, green spaces, dog parks
87	Having options for kids. YMCA, recreational center, skating rink

What about Lockhart would you like to see change or improve?



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, PUMPTACK! 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?

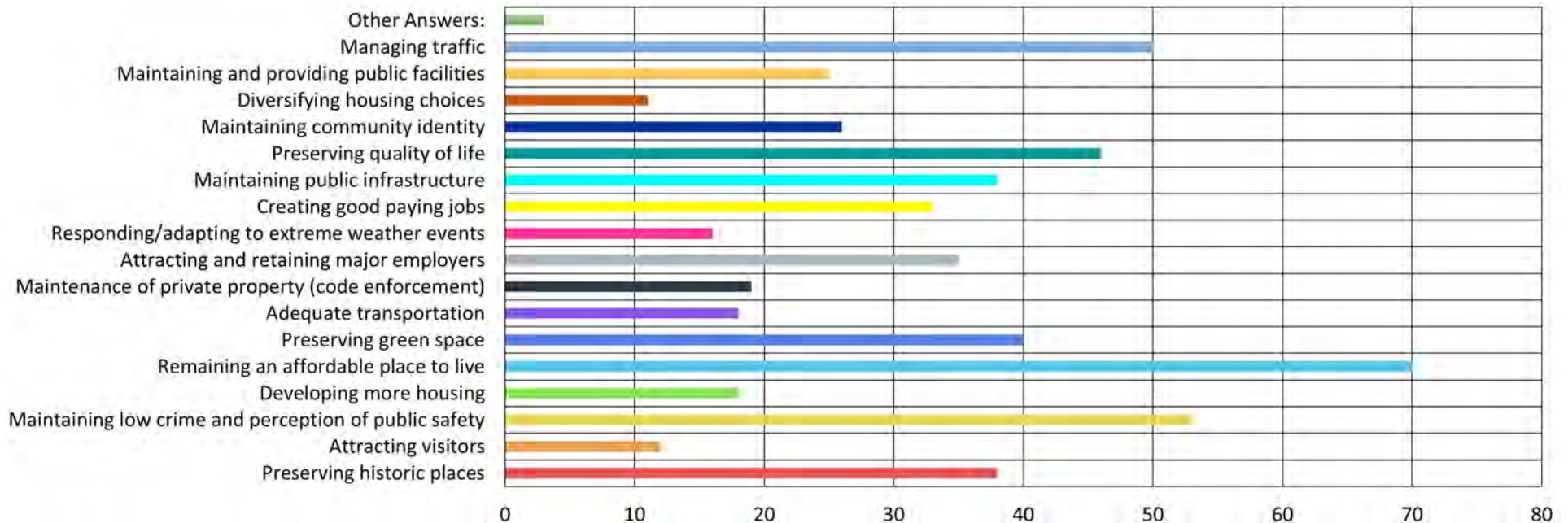


Figure 9. Breakdown of responses for Question 7.

For a large majority of respondents (60%), the most critical issue they believe Lockhart will face in the future is affordability. Following affordability, survey takers selected “Maintaining low crime and perception of public safety” as another critical issue facing Lockhart. Many residents did not feel that tourism, diversifying housing options, or adapting to extreme weather events were essential issues to address when considering the future of the City.

Other Answers:

- More full time medical facilities. One day a week is not enough
- Bringing in more shopping choices so we don't have to go to SM or Austin all the time
- Limiting light pollution

Question 8

What types of retail and services does Lockhart need more of?

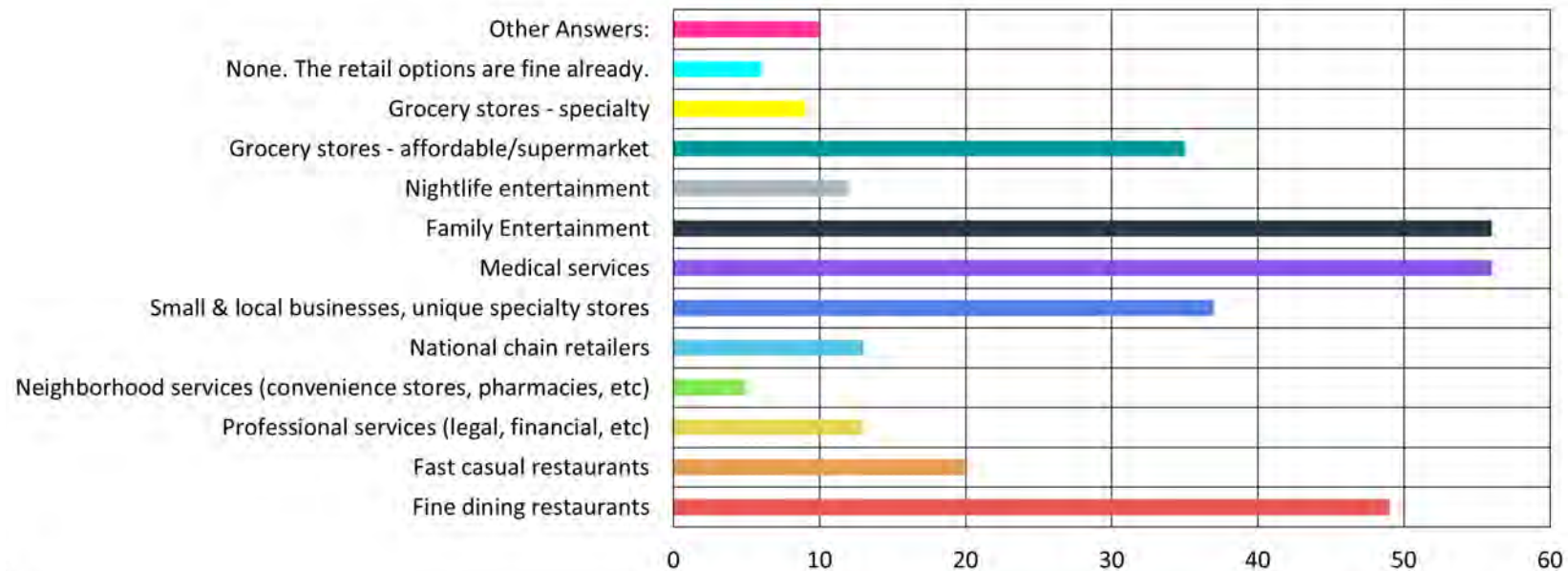


Figure 10. Breakdown of responses for Question 8.

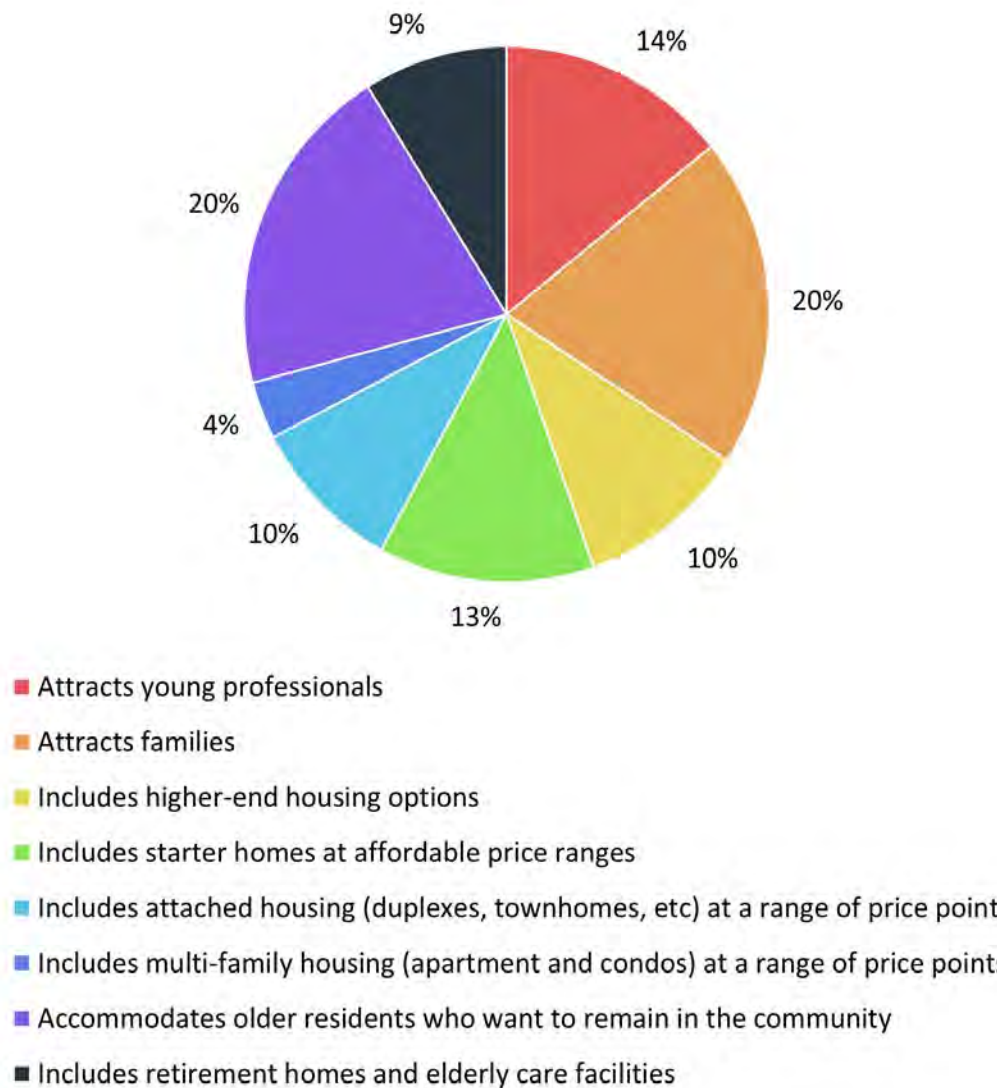
Medical services and family entertainment options were both selected by nearly 50% of respondents as being important retail/service sectors that Lockhart needs more of. Fine dining, small and local businesses, and affordable supermarkets were each selected by 30-42% of the participants. Specialty grocery and neighborhood-serving stores were seen as low-priority business sectors that Lockhart needs or should attract.

Other Answers:

- A variety of food establishments, more specifically healthier food options
- Mid grade fast restaurants like Torchy's Chipotle or chick fil a
- Aldi grocery
- Retail-clothing, athletic wear, shoes
- Entertainment and activity options for teenagers who may not play sports
- A new location for HEB grocery store/a major hospital
- Variety of foods & quality produce from our many local farmers
- Healthy food options
- A community rec center with indoor track, courts, pool
- It really needs a new HEB

Question 9

In the future, Lockhart should focus on housing that:



The responses to this question were distributed relatively evenly across several housing categories, with a slight preference for housing accommodating older residents and families, garnering 56% and 55% of the total selections. 39% of respondents also suggested that creating housing for young professionals was a key priority. Multi-family housing and apartments were by far the least favored option and only preferred by 9% of respondents.

Figure 11. Breakdown of responses for Question 9.

Question 10

In your opinion, what ways might be useful in supporting all residents in Lockhart to thrive and prosper here?

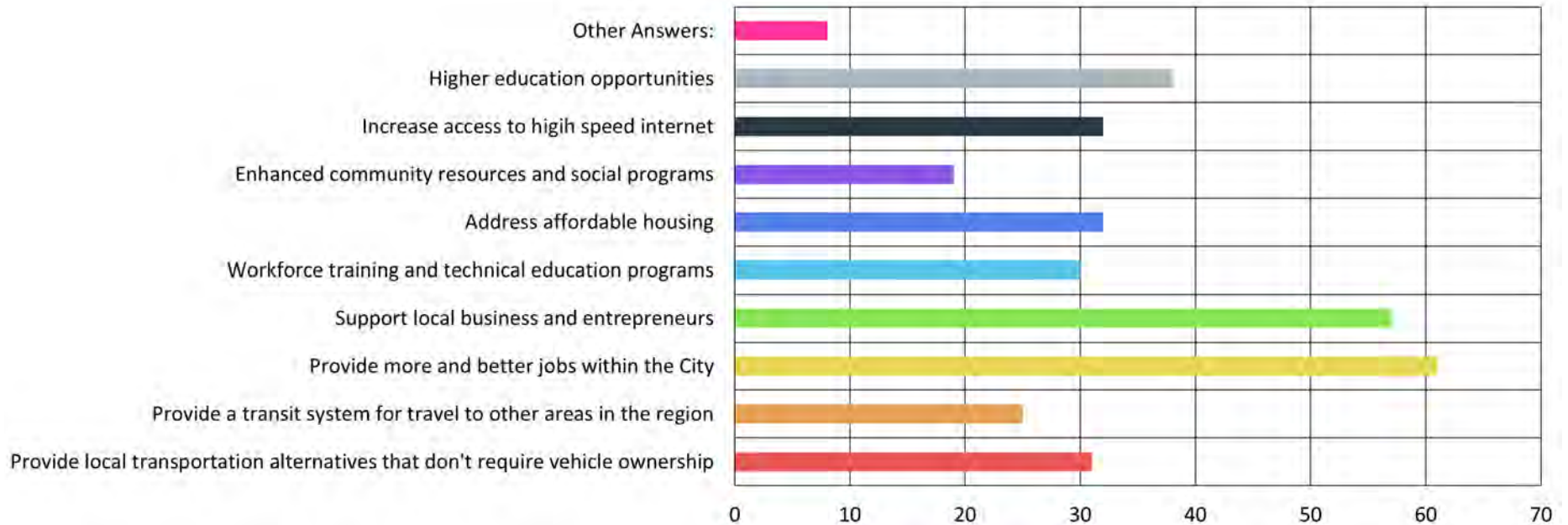


Figure 12. Breakdown of responses for Question 10.

Respondents felt that the most important strategies for helping Lockhart residents thrive and prosper were providing more jobs (52%) and supporting local businesses (48%). Between 27-32% of respondents felt that greater internet access, affordable housing, and higher education opportunities were critical for residents to thrive in Lockhart. Investments in community resources and social programs was the option that received the least amount of selections among survey respondents, receiving votes from just 16% of the total respondents.

Other Answers:

- Lower property taxes as they are already too expensive
- Healthcare system and clinics. So glad to have an urgent care, but it's not sustainable to drive 30 mins to the closest ER. Maybe expand emergency services too
- N/A
- More high speed Internet options/competition
- Locate a community College in Lockhart and a major hospital
- Educate the public about caring for neighboring elders. Call or simple "Checking ins"
- Create Bike Lanes and or Golf cart lanes
- Provide more medical services, including a regional hospital. Also for my third choice, provide a loop around the south side of Lockhart to Hwy 142-one that trucks could use too

Question 11

Public facilities and infrastructure investments should focus on:

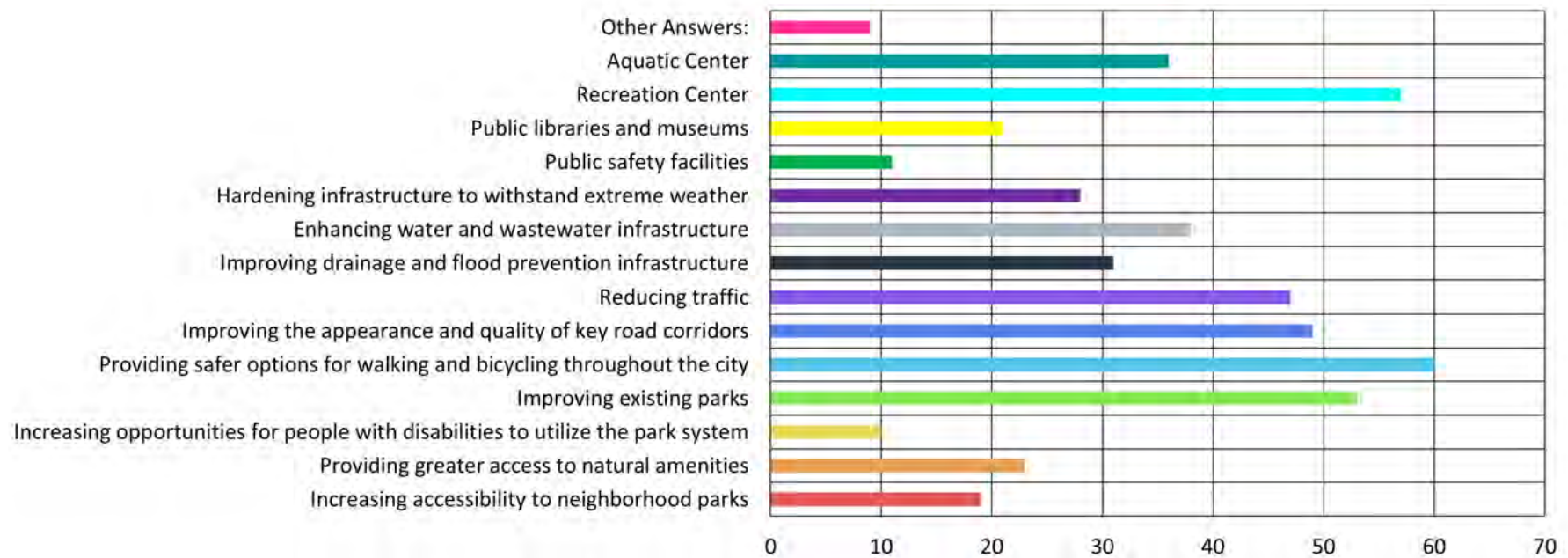


Figure 13. Breakdown of responses for Question 11.

Respondents felt that the most important public infrastructure and facility investment category was for infrastructure that would provide safer walking and biking options throughout the City of Lockhart. The second most important categories were parks and recreation facilities, which were seen as priorities by nearly 50% of survey respondents. The lowest priority infrastructure/facility categories included public safety facilities and those that would increase ADA access to parks and recreation areas.

Other Answers:

- Making a complex type area 6 fields or more will allow for Lockhart to unload a huge sports traffic from little league tournaments to older sports competitive play! The fields will pay for themselves over the few years
- YMCA for kids and elderly disabled individuals
- Electric bill
- Better transportation between major cities
- Replacement of the old leaking clay tile sewer pipes under most of our city streets. And replacement of the older deteriorating water lines before both become a bigger environmental issue than they already are
- Gyms

- Civic Center
- City HallBuild an Event/Expo Center similar to the J.B. Wells Park, Arena & Expo Center in Gonzales. This is a 169-acre park with a covered pavilion, multi-purpose show barn, covered arena, practice area, a hike and bike trail and RV Hook-ups. JB Wells Park hosts many events throughout the year; bull riding ,cutting horse events, team ropings, barrel races, 4-H play days, junior high and high school rodeos, stock shows, cattle sales, tractor pulls, concerts and much more. This could be a regional draw for the County and City, increasing the economy, tourism and bringing family-oriented events to our town. All in keeping with our deep history in cattle and agriculture and beyond

Question 12

In the future, residents should be connected to destinations within the City through:

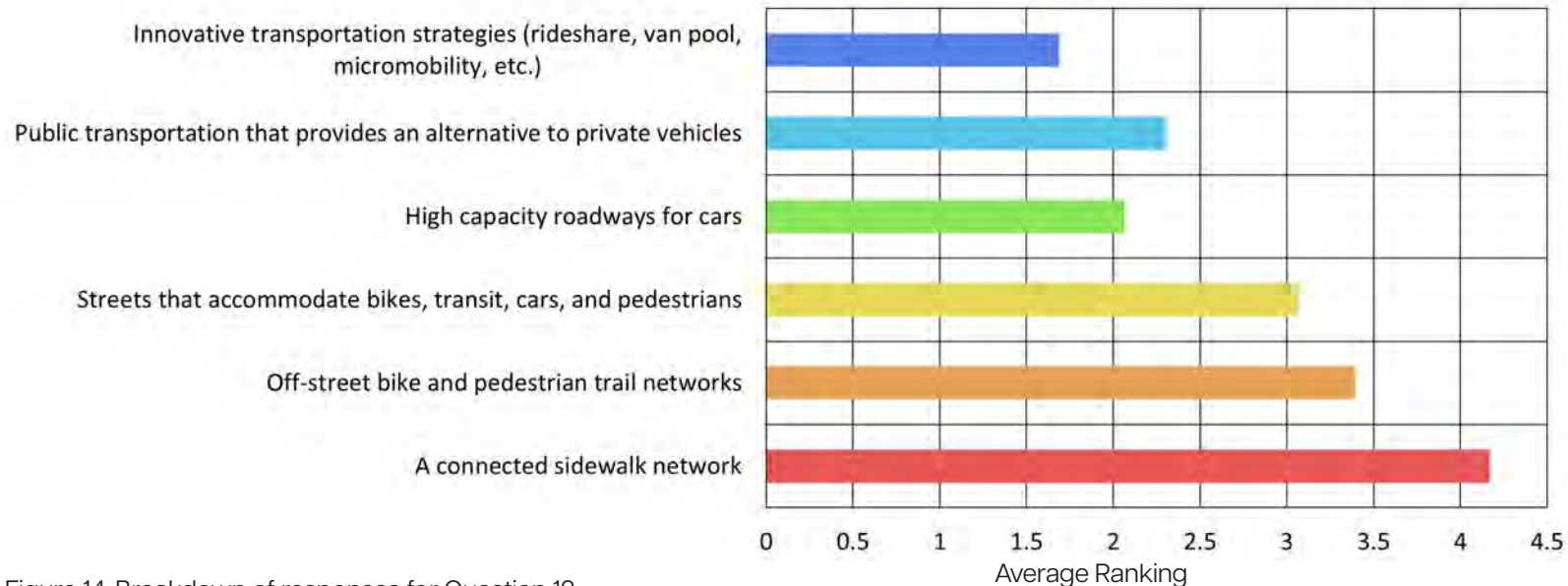


Figure 14. Breakdown of responses for Question 12.

When asked to rank the transportation modes that should connect people and places in Lockhart, most respondents chose a “connected sidewalk network.” The second and third-ranked transportation options were “off-street bike and pedestrian trail networks” and “streets that accommodate bikes, transit, cars, and pedestrians.” Most residents did not believe newer modes of transportation, such as bike-share, 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?

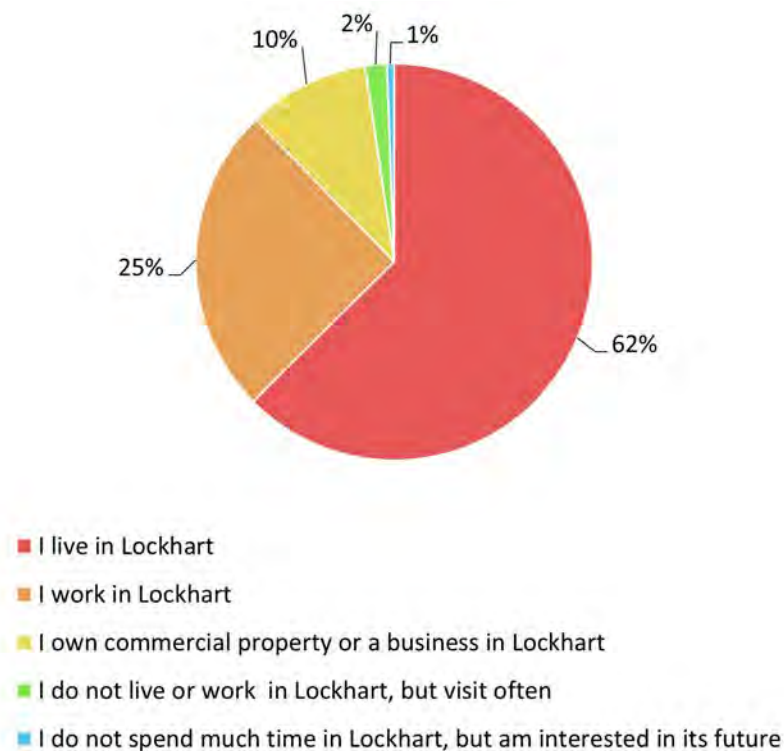


Figure 15. Breakdown of responses for Question 13.

Examining the two charts displayed on this page, it's evident that the majority of participants are Lockhart residents, with the next significant group comprising individuals employed in Lockhart. Among those residing in Lockhart, a substantial percentage are homeowners, indicating a strong sense of ownership and stability within the community.

Question 14

If you live in Lockhart, what best describes your living situation?

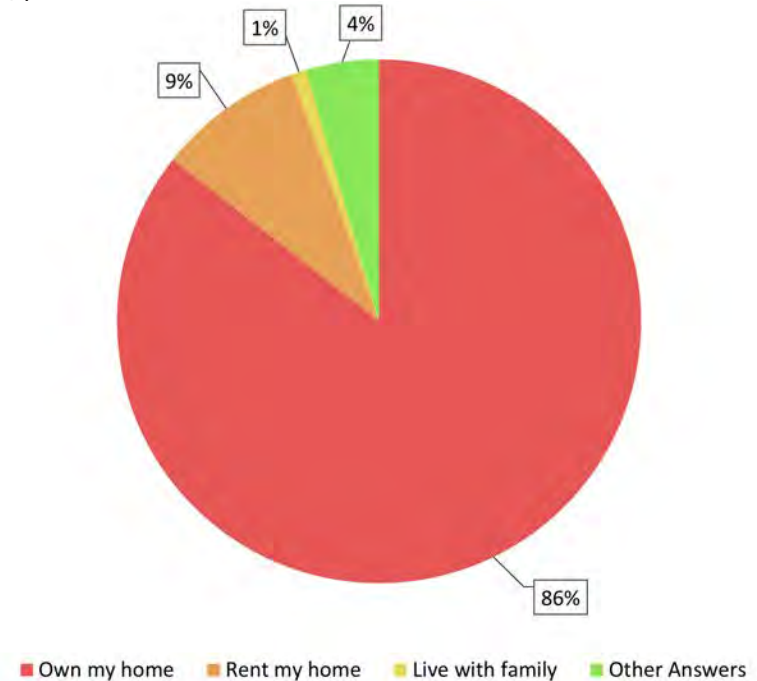


Figure 16. Breakdown of responses for Question 14.

Other Answers:

- Family ranch in Lockhart
- Rent my Apartment
- I don't live in Lockhart
- Am interested in living there within one year
- My family owns land and so do I

Question 15

If you live in Lockhart but work or go to school somewhere else, how long is your usual one-way commute?

35 minutes	50 minutes (but I telework often)
40 min	25-45 minutes
An hour each way	1 hour
N/A	20-25 minutes
45min	I work from home
35 minutes	40 minutes
retired	45 minutes
1.5hrs	38 miles
NA	B/A
Not applicable	1 hour
Well, years ago it was only 15 minutes, now its about 30 minutes each way most days	45 minutes (Austin) but I work from home 90% of the time
1hour	45-60 minutes
45 min-1 hr	35 minutes
N/A	45 minutes
30 minutes (Buda) but looking to move here for work	I commute 45 minutes to an hour each way 2-3 days/week
16 minutes	45 minutes
50 minutes	NA
35-45 min	1 hour
20 minutes	45 minutes
57 miles	15min
45 mins	N/A
45 minutes	25 Minutes
10 minutes	You should have asked if I am retired...we have a very large retired population
35 min	

Question 16

If you live in Lockhart, how many years have you lived here?

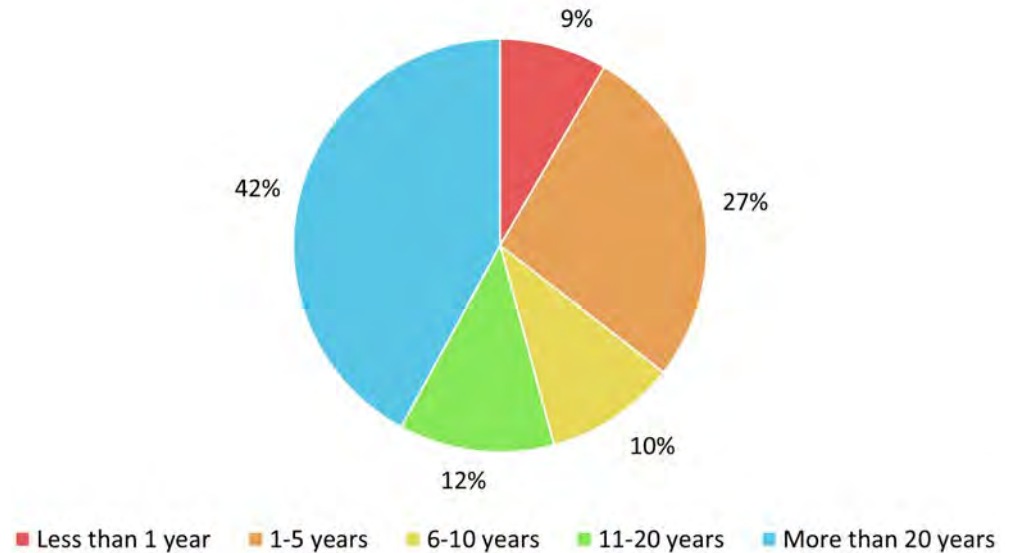


Figure 17. Breakdown of responses for Question 16.

Expanding on those that live in Lockhart, it was asked how long a residents' one-way commute was. As shown in the table on the left, the average commute falls between 30 minutes to one hour each way, revealing that a majority of participants do not work within Lockhart, reflecting common commuting patterns.

Looking at the 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?

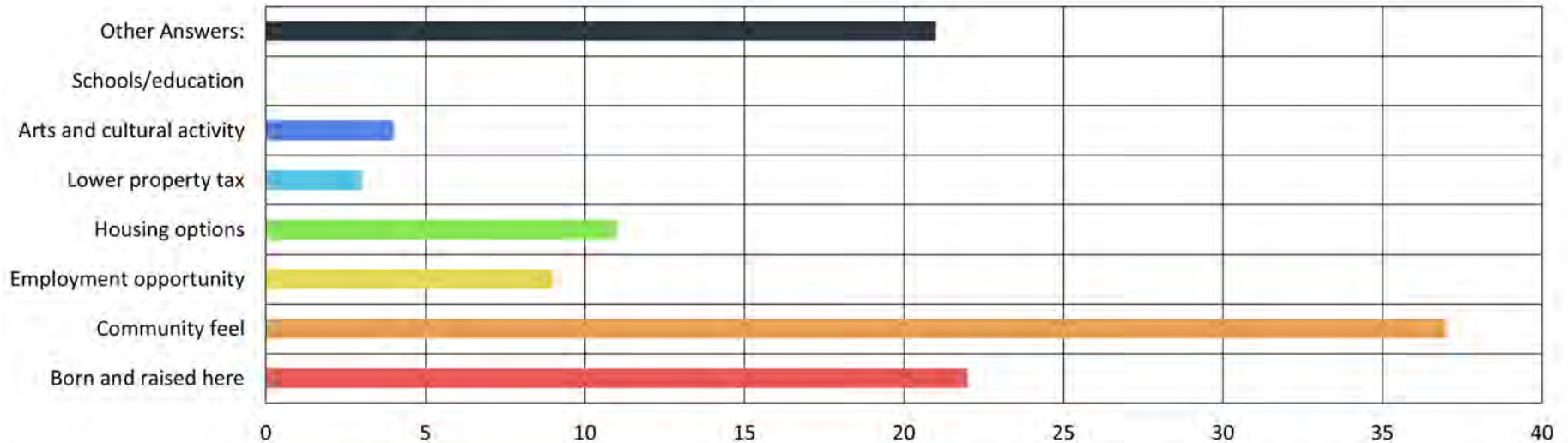


Figure 18. Breakdown of responses for Question 17.

The clear majority of respondents chose to live in Lockhart for the community feel. Two other notable choices were the participant being born and raised in Lockhart or they provided their own response. The main themes in the other answers were affordability and family.

Other Answers:

- Property taxes were lower...once upon a time
- Was not born here but was raised here and graduated from LHS
- Love the feel of small town Lockhart. Want to preserve the charm
- I like it here
- Small town
- At the time it was cheaper to live in Lockhart than Rollingwood/West Lake Hills
- Couldn't afford Austin anymore
- I feel safe here
- Married someone who was born and raised in Lockhart
- Retirement home, country living
- Family
- Affordable housing back when I moved here, and it was a reasonably short commute to my job
- Our daughter and family live here
- Needed to relocate from overgrown Austin. Quality of life and housing better
- Affordable land
- Owning a historic homel was raised in Luling but the school is better in Lockhart so my son and I moved to Lockhart for his education
- Not born here, but raised my children in the community. I've lived here all but a few years of my life
- Came here to open our business
- We wrote to 3 Chambers of Commerce in 1978. Only Lockhart's answered. We were welcomed and made to feel at home. We are on our 3rd move back (we were an Air Force Family)
- Born here. 7th generation Caldwell Countian. Although I grew up in nearby San Antonio, I was here visiting relatives all my life. Shopped at Wuest's Grocery Store with my grandmother, ate at Kreuz's with my granddad and family, swam in the pool at Lockhart State Park, spent summers at my grandparent's farm east of town. I moved back in the area in 1998, and ultimately moved back to Lockhart in 2006

Question 18

What is your age?

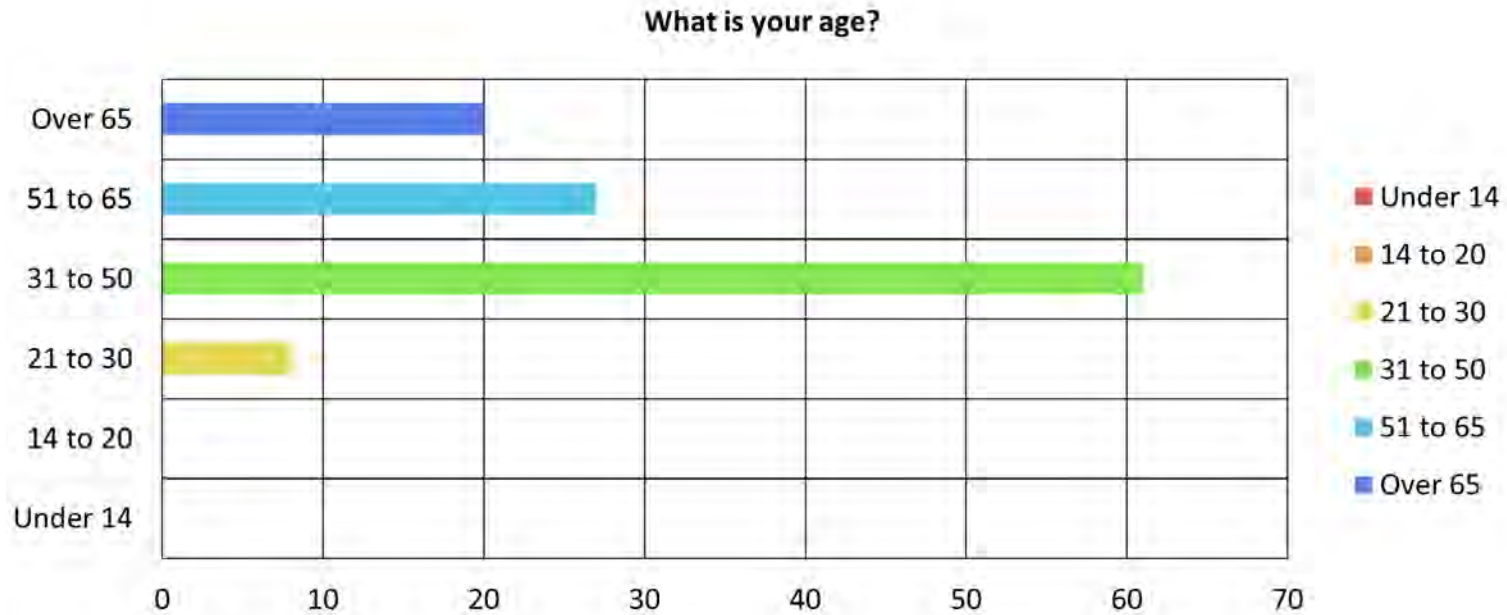


Figure 19. Breakdown of responses for Question 18.

The highest number of responses were received from mid-career aged adults. The next largest age groups were late-career and retiree aged adults. The least amount of responses were from the early-career age group, with no responses from those 20 years of age or younger, displaying a need to better engage the youth in later stages of the project.

Question 19

Which best describes your race?

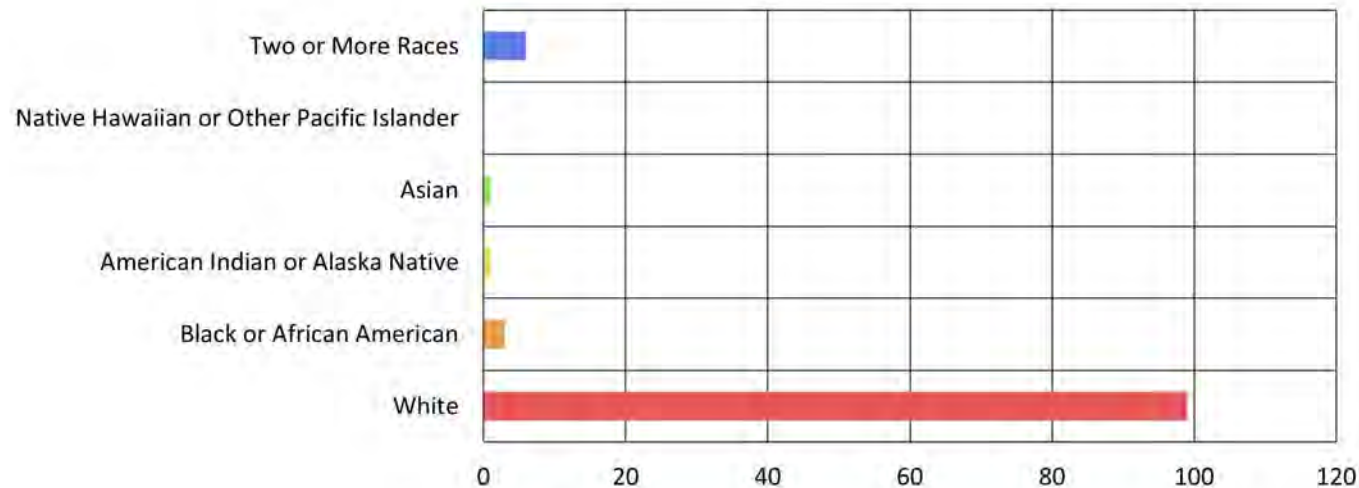


Figure 20. Breakdown of responses for Question 19.

Question 20

Which best describes your ethnicity?

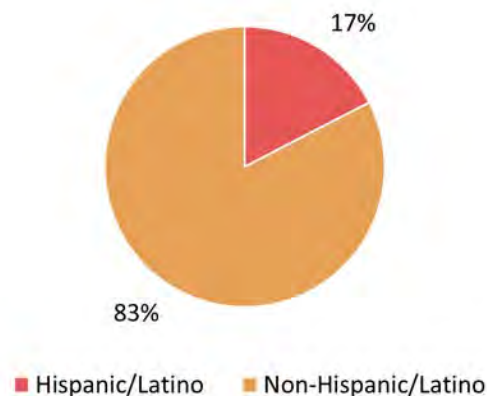


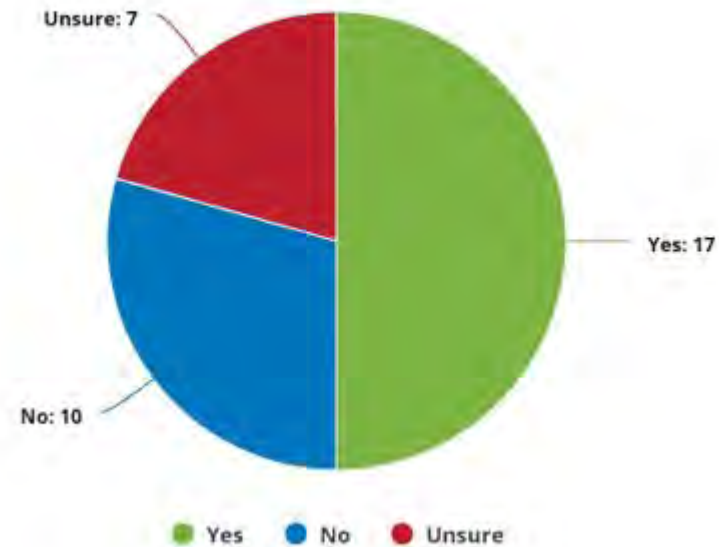
Figure 21. Breakdown of responses for Question 20.

Examining the two figures presented on this page, it is evident that the primary respondents in this survey were individuals of White race and non-Hispanic/Latino ethnicity. Several considerations were made during the survey's promotion, including creating flyers and social media posts in both English and Spanish, as well as providing the project website accessibility in multiple languages. While this approach aligns reasonably well with the city's demographic makeup (refer to Chapter 1 - Community Snapshot), it is noteworthy that the Hispanic/Latino community, constituting a significant portion of the population, is underrepresented in the survey data. Moving forward, there is a need to place greater emphasis on engaging with this demographic to ensure a more comprehensive and inclusive representation.

DRAFT PLAN SURVEY FEEDBACK RESULTS

A community survey was available online through the project website from September 11, 2024, to October 9, 2024, inviting public feedback on the Draft Comprehensive Plan. Open to all, the survey featured translation options to accommodate multiple languages and was accessible on both desktop and mobile devices. In total, the survey garnered 31 responses. This summary also includes input from the Planning and Zoning Commission.

Q2. Overall, do you generally support the direction for Lockhart being presented in this plan?



Comment #	Do you overall support the direction of this plan?	Open Comments/Feedback	Plan Response
1	Yes	None	N/A
2	Yes	None	N/A
3	Yes	None	N/A
4	Yes	"Pre-Lockhart" on page 15 is offensive by implying that the Tonkawa no longer exist. This reinforces a harmful and false narrative that Native Americans have been eradicated and are not a significant part of American life today. The Tonkawa are alive and well. They are a federally recognized tribe with 718 members today: https://tonkawatribe.com/about/ . I think there is a way to re-word this section to be more accurate and less offensive. Also no history of St. John's colony is included, however one of the hub and spoke districts is named after it.	"Pre-Lockhart" section has been reworded to not imply the Tonkawa tribe no longer exist and provide the most accurate information on their background. Also, information on the St. John Colony was included in the Early Lockhart section.
5	Yes	None	N/A
6	Yes	Overall, excellent work on the plan (by many of my former colleagues). It's easy to understand, detailed, and considers a lot of important issues. I strongly agree on: 1. Avoiding short-term incentives to attract commercial growth 2. Encouraging or requiring LID practices for stormwater management 3. Reduced or eliminated parking minimums 4. Development of a trails master plan. I am particularly interested in seeing a safe pedestrian/bike path that connects to Lockhart State Park. 5. Infill and redevelopment incentives. One thing I would like to see in the plan is for the city to develop and track a metric (e.g. tax-value-per-acre) for proposed new developments as a way to consider whether "the activity taking place on that city's land is creating enough wealth to support the infrastructure and services needed for that place to continue to exist and thrive." (https://www.strongtowns.org/journal/2020/8/7/youre-ready-to-dothemath-in-your-own-town) Perhaps sometime in the future, this could be used as a criterion for approval of development permits, and it would be great to have the past data if that time comes. Thanks for all the hard work!	Incorporated a new action in the implementation matrix to create a fiscal and equity impact tool for discretionary developments and annexations to assess the net community benefit.
7	Yes	It's encouraging to see that the town I'm living in is moving forward. A swim and recreation center to hold events would be a wonderful addition. Programs for children and adults exercise dance social.	N/A
8	Yes	None	N/A

9	Yes	Concerned around execution of plan and water resources. How will the city balance economic and education opportunities for the current Lockhart community or are they going to be gentrified like other cities? For those who live outside ETJ lines, what coordination and care will be there for traffic and roadway? How will this also invest in LISD for equitable education?	An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. The Plan does discuss access to opportunity and some strategies the City could support to help existing residents stay and thrive in Lockhart (e.g. housing options, access to jobs) and address some of the potential negative consequences of growth (maintain an affordable H&T index). Education spending is outside the purview of the City of Lockhart, the ISD boundaries are much larger than the City boundaries and therefore outside the scope of this planning effort. LISD was engaged during this plan and the intent is that LISD and the City can use this document to help make more informed decisions going forward regarding future growth. Roadways outside the City are not the jurisdiction of the City and are built and maintained by the County and State, however, coordination between the City and these entities is paramount.
10	Yes	Please keep noise levels in mind when planning growth. Thank you.	Appendix B discusses Contextually Sensitive Design and includes considering nuisances with new development.
11	Yes	None	N/A
12	Unsure	None	N/A
13	Unsure	I moved here 8 years ago because it was a quaint little town. Homes were 175k. Crime was minimal. Now my car and several others have been vandalized many times. Most homes are 450k and up, I can barely afford to live there anymore. Multi story apartments are going up like crazy and renting for 1500 and up. Homelessness is on the rise. Traffic is ridiculous because nothing has been done to update the roads, besides more traffic lights which makes everything worse. Until the infrastructure is improved I don't think the city is ready for the influx of people.	The Plan provides many strategies aimed at housing attainability and overall cost of living in Lockhart The Transportation & Mobility chapter discusses connectivity and traffic concern and the Public Facilities & Infrastructure chapter further discusses impacts of growth on infrastructure and facilities. The Implementation chapter provides direct actions the City can pursue related to all of these topics. An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. Additionally, the City has transportation, water, and wastewater impact fee programs. The Plan does include recommendations to undertake updates to the MTP and roadway standards per this Plan. It should be noted that many of the major roadways in Lockhart are TXDOT or County Roads that the City does not have jurisdiction over those, although they should be coordinating with those entities.
14	Unsure	I would like to see something about small businesses operating from home and curbside parking in those areas. Also better enforcement of backflow management to protect our water supply. A lot of the surrounding communities have annual requirements for testing the irrigation backflow devices and building isolation backflow devices.	These concerns are more detailed issues than are addressed in a Comprehensive Plan, but could be considerations for future City ordinances and policies as a way to support the larger goals of this Plan.
15	Unsure	None	N/A
16	Unsure	We need a big HEB plus with a big parking lot. And a better traffic plan.	The Plan discusses food deserts, which does support additional grocers in the City. The Transportation & Mobility chapter helps address traffic and provide avenues to further address traffic issues past this Plan's scope. Additionally, the City has transportation impact fee programs. The Plan does include recommendations to undertake updates to the MTP and roadway standards per this Plan. It should be noted that many of the major roadways in Lockhart are TXDOT or County Roads that the City does not have jurisdiction over those, although they should be coordinating with those entities.

17	Unsure	I'm disappointed in the plans limited 2050 scale and narrow direction on fundamental infrastructure. We can't keep approving high occupancy development while operating on our current feudal constraints. We need.... a hospital-not clinics, a city loop-not a four lane clogged artery, perishable food- alternatives, scalable police support, a real solution to the High school. What we have now is congestion and limited services and what the plan reveals is sidewalks and trees. We are trying to shove a size 13 foot into a size 10 shoe. Progressive pressure is busting our seams, lets properly prepare with 50 year plan that illuminates a foundation with limitless potential.	25 years is the typical timeframe for Comprehensive Plans and the scope of this Plan follows the scope provided to FNI by the City. Beyond 25 years it gets very hard to predict what may happen with local/regional/global trends and to make any kind of informed recommendations relate to the topic covered in this Plan. It is best practice to review and update Comprehensive Plans every five years, with a full revision every 10 years, to ensure it remains aligned with the City's current needs and future growth projections - so in turn, the plan horizon pushes out further every 10 years to remain proactive. Many of the goals and recommendations of the Plan support the other items noted here.
18	No	None	N/A
19	No	Leaning towards a city filled with strangers and no accountability. No longer support or wish to live in a misrepresented poorly managed "small town". Waiting for it to fail.	The Plan creates the opportunity for the community to align on vision and goals and provides tools throughout to help align progress in the City with these. The intent is that the Plan itself can be used as an accountability tool.
20	No	I think the council needs to focus on how dangerous the JR High parking is when school lets out. Also, the ridiculous carpool lanes for Navarro and Clearfork. I am poor you to go watch how dangerous it is for us to pick up our kids in the safety of students trying to cross the street even at the crosswalk.	The Plan does not specifically address traffic issues related to school drop-offs and pick-ups; however, the Transportation & Mobility chapter does consider traffic and connectivity opportunities within the City in relation to schools.
21	No	None	N/A
22	No	Loosing the small town feel, the crime rate is rising, the community feels more like Austin than Lockhart	The intent of this Plan is to support and grow the things that make Lockhart unique while also addressing some of the growing pains facing cities in Central Texas.
23	No	Lockhart had the small town charm . That charm is dwindling very fast . Schools over crowded . 183 is a parking lot come 5:00 and it's most of all getting attention it doesn't need. Lockhart has been my home town . I was born here.	The intent of this Plan is to support and grow the things that make Lockhart unique while also addressing some of the growing pains facing cities in Central Texas. School overcrowding is beyond the scope of a comprehensive plan, but we hope this plan can help the ISD proactively plan for future growth.
24	No	None	N/A
25	No	None	N/A
26	No	It honestly feels/looks as if we're trying to become the next Cedar Park or Leander, and both of those cities basically priced out the majority of lower to mid middle class citizens.	Although this Plan looks at potential exponential growth that could impact the City in the future, taking Lockhart to a status like larger cities, it does not mean that Lockhart is encouraging this future. However, that is a potential future the City may face and needs to be prepared for. There is discussion throughout the Plan addressing housing affordability and diversity as this is necessary for the City as it grows.
27	No	This plan means nothing without a budget and how the money will be obtained.	This Plan is a very long term vision meant to serve as the basis for budgeting and prioritization decisions within the City going forward.

28	No	Is this real? You want me to read 100 plus pages then just answer yes or no? This seems like a joke.	This comment period was open for four weeks to provide the community opportunity to express any thoughts on the proposed Comprehensive Plan. We specifically do not ask directed questions at this point and provide the opportunity for open ended comments in order to ensure we are allowing people to tell us in their own words exactly what they want us to know. However, it is valuable for us to get a quick gut check of support before diving into the more detailed feedback left by respondents.
29	Yes	I have reviewed the Comprehensive plan. 1) I was confused and saddened that South Main street isn't considered a main thoroughfare...this does not compute with the number of cars that travel it on any given day, speeding. It was too difficult to understand that section for me to comment more. But, I believe Main Street needs to be mentioned in any 20 year plan because traffic is only going to increase. 2) I wholeheartedly support the need for an indoor recreation center -- long overdue! Please start soon. 3) I could not find a reference to a Senior Center... so if its there it is well hidden... i hope somewhere in the plan it mentions how many current senior citizens are in the City and what that projection is for the future. Please include something in the plan regarding a larger, more modern Senior Center and improved Senior Citizen Services. 4) What about a hospital? Surely that is very important need within the next 20 years. 5). I agree with the need for an enlarged City Hall. I hope it can be kept in the downtown location by adding on or expanding at the current location. 6) I am not sure there was any mention of Additional Parking needs close to downtown??? Please this is urgent NOW! 7) I agree with Clark Expansion to third floor. 8) Please ensure the Clark coordinates and cosponsors dual language programs with the ISD. 9) The Clark should have more programs focusing on teaching of English to Hispanic Adults. 10) Please add senior citizens to the focus of the Clark Library for Digital Literacy. Very very much needed in addition to lessons on preventing scams for all citizens. 11) NO NO to narrower street requirements... this will only work if on street parking is prohibited. Just drive down summerside streets. I love this plan for Lockhart! The improvements will enhance our wonderful town.	1) All streets within the City are included in the Master Thoroughfare Plan. While Main Street is not specifically named, details regarding the street classification it falls under are provided, along with how this classification should be considered in future planning. 2) N/A 3) A section on the Senior Center was added to the primary facility needs and considerations spread (pages 188-189) in the Infrastructure & Public Facilities chapter. 4) Hospitals and medical uses are private entities, so detailed discussions about attracting a hospital are beyond the scope of a Comprehensive Plan and are generally done via an economic development strategy. However, the high-level analysis provided here outlines current conditions and offers brief strategies that the City could do related to the Comprehensive Plan topics to create an atmosphere that could help attract medical services to the City. An action item under Economic Resilience has been added to promote the Lockhart Economic Development Corporation's efforts to pursue this service. 5) N/A 6) An action item has been added to conduct a parking study for the downtown area. 7) N/A 8) The discussion on literacy under the library needs, can lead to coordination with the ISD. This would be a valuable future policy recommendation from the Plan. 9) Using the tools and strategies described in the Plan, the library can N/A
30	Yes	I love this plan for Lockhart! The improvements will enhance our wonderful town.	N/A
31	Yes	Very detailed. Looks great. A huge thank you to the committee team!	N/A

P&Z Comments

Comment #	Commentor	Comments/Feedback	Plan Response
1	Chairman Ruiz	Environmental Justice (35): This section is poorly written and fails to address existing Environmental Justice conditions. The section identifies only one census block as a "disadvantaged community." This section suggests that perhaps no actual field verification was performed.	The identified disadvantaged community is based on the formal EPA determination. While environmental justice is important, this section focuses on introducing the idea and how it relates to the EPA identified disadvantaged community. Also, expanding on what other elements create environmental justice barriers that can be addressed through City policy. Some environmental justice issues brought up in previous discussions were looked into but were not within the City limits so the City does not have jurisdiction to address those.

2	Chairman Ruiz	2020 Future Thoroughfare Plan (47): This section fails to address the need for future thoroughfare revisions to meet anticipated exponential population growth.	This page is not addressing the proposed Future Thoroughfare Plan and creating recommendations, rather it is providing how the existing plan was considered and utilized in creating the Future Land Use Plan. An updated Thoroughfare Plan is provided in the Transportation and Mobility chapter.
3	Chairman Ruiz	Future Land Use plan (51): This section use a Future Land Use Plan (FLUP) model based on the creation of six HUB & Spoke districts. This (pie in the sky) model is very unlikely to happen.	The future land use model was created based on community input and in coordination with the Planning Department staff and CPAC. While it does not provide specific a parcel-by-parcel future land use map (which is more so the job of a zoning map), it provides guidelines and targets related to the variety and appropriateness of development in different parts of the City, allowing staff flexible application of the land use model, as was their request.
4	Chairman Ruiz	Land Use Model & creation of 6 districts (HUD and Spoke) (51-69): The model fails to give decision makers the tools needed to address future growth.	The future land use model is presented in a way as was requested by staff to be most useful for them. While it does not provide specific parcel-by-parcel future land use map, it provides guidelines and goals that should be utilized while crafting new City policies and ordinances.
5	Chairman Ruiz	Lane Width (Narrow Streets) (77): Under the proposed Urban Design Best Practices: "Narrower streets are typically recommended in a downtown..." The design standards should address potential high use scenarios of the downtown and narrower streets would be not conducive to the downtown area.	The action item related to narrow streets was amended to focus on new or mixed-use developments rather than the downtown area.
6	Chairman Ruiz	Parking (Reduction) (80): Under Building Form & Site Design proposed standards. "Reduced parking requirements should be considered for downtown..." This proposed design standard would be not beneficial to the downtown area.	The page was updated to reflect maintaining current parking standards (which already does not require parking for the majority of uses downtown) and encourage reduced parking in areas adjacent to Downtown that have easy multi-modal access to Downtown. It should be noted that when reducing minimums landowners are still able to provide as much parking as they think is necessary to make their projects feasible, it just allows them the choice to do what is best for their project rather than being prescribed by the City.
7	Chairman Ruiz	Neighborhood Assessment (91): I would like to review the Neighborhood Assessment methodology used and would like to review the Neighborhood Assessment collected. The Neighborhood Assessment seems poorly performed and, most likely, inadequate	The methodology was a mix of observation of infrastructure condition, stakeholder and community conversations related to needs in certain areas, and mapping the access to jobs, goods and services. This is a high level assessment to identify areas of the City that should be the highest priority for future investment related to the topics of the Comprehensive Plan.
8	Chairman Ruiz	Affirmatively Furthering Fair Housing (93): The Planning Framework for Housing Diversity Section needed to provide decision makers the tools needed to address Housing Diversity is inadequate.	The Complete Communities chapter highlights housing diversity, weaving this theme throughout the chapter to guide policy and decision-making.
9	Chairman Ruiz	Small Planning Areas (94): The small area plan (SAP) concept should be expanded to allow a better assessment of local neighborhoods and communities of interest.	Detailed SAPs are not within the scope of the project; however, this spread outlines the importance and general areas to pursue for SAPs in the future. These SAPs should be a highly localized processes and co-created with the specific communities and neighborhoods they impact.
10	Chairman Ruiz	District Completeness Assessments (97-107): The District Profiles (HUB & Spoke districts) are too generic, which makes them almost meaningless.	The district completeness assessments were useful to the planning team to look at what currently exists and identify character as well as gaps in access to jobs, goods, services, housing, etc. in different parts of the City. Individual sections of the Plan provide additional detail related to mobility, housing variety, access & opportunity, and public spaces & facilities within the districts.

11	Chairman Ruiz	Thoroughfare Plan (124): Future Growth Capacity scenarios indicate that the Community would most likely double in the near future. However, the proposed thoroughfare vision is inadequate in accessing real growth potential.	Thoroughfare Plans should be updated more frequently and accurately based on the newest development trends within the City. We do believe the current plan accommodates the current future land use scenario and incorporates the most current development data that was received from the City.
12	Chairman Ruiz	Regional and Public Transit in Lockhart (150-151): With the anticipated exponential population growth of Lockhart and Caldwell County, the CARTS Regional Transit and Ridesharing policies are inadequate.	The CARTS program is actively expanding as this plan is being developed, incorporating recent discussions with the City. As ridesharing and similar forms of transportation are managed by private organizations, this high-level analysis lays the foundation for further exploration of these networks as demand increases. The City itself does not provide public transit and plans to work with CARTS as the transit provider in the future.
13	Chairman Ruiz	Public Facilities and Services (185-186): Future growth scenarios indicate that existing public facilities (e.g., City Hall, Police Dept., Fire Dept., Library), recreation facilities, and other facilities would be insufficient to accommodate population growth.	The public facilities profiles on pages 185-186 provide an overview of the current state of these facilities.
14	Chairman Ruiz	Facility & Community Resilience (187): This section needs to be expanded to provide decision makers the assessment guides needed to address Community Resilience.	The facility & community resilience section outlines key considerations for the City to begin planning for resiliency in public facilities. Resilience is an overarching topic of the plan and addressed more specifically in each chapter according to the topic. Additionally, specific recommendations that were identified as outcomes of the CHARM workshop are provided on pages 40-41.
15	Chairman Ruiz	Primary Facility Needs & Considerations (188-189): This section needs to be expanded to give decision makers the tools to evaluate individual Primary Facility Needs.	Based on discussions throughout the process, the highest importance facility needs were evaluated, and initial considerations to address them are provided. Detailed facility assessments are recommended as future tasks.
16	Chairman Ruiz	Public Safety (Hospital) (190-191): This policy guide should include a more detailed evaluation for a hospital and related medical facilities.	Hospitals and medical uses are private entities, so detailed discussions about attracting a hospital are beyond the scope of a Comprehensive Plan and are generally done via an economic development strategy. However, the high-level analysis provided here outlines current conditions and offers strategies that the City could do related to the Comprehensive Plan topics to create an atmosphere that could help attract medical services to the City. An action item under economic resilience was added to further promote the Lockhart Economic Development Corporation to pursue this service.
17	Chairman Ruiz	Water and Wastewater Systems Improvements (193-199): With the anticipated exponential population growth coming, decision makers need to be provided with a more detailed section on addressing improvements to the water treatment and distribution system and long-term water supply issues. Additionally, the wastewater treatment plan and collection system need a more detailed section.	An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. More detailed information on these systems will be provided in that plan.
18	Chairman Ruiz	Implementation Matrix (210-222): The Implementation Matrix indicates that City's Development Services (with its extremely limited staff) would be responsible for achieving the majority of the goals of the plan.	The City has since provided comments on appropriate responsible entities and the action plan has been updated accordingly.
19	Chairman Ruiz	Implementation Matrix (210-222): A detailed review needs to be undertaken on the proposed action items. (For example: "TM10". "Targets that 50% of new development streets... utilize reduced street widths and traffic calming measures") TM10. Should be revised or deleted. Other Implementation Matrix action items should be reviewed and correctly assigned appropriate city departments.	Removed the action item related to narrower streets. The City has since provided comments on appropriate responsible entities and the action plan has been updated accordingly.



APPENDIX B: **BACKGROUND DATA & INFORMATION**

COMPLETE COMMUNITIES SUPPLEMENTAL INFORMATION

Existing Job Density

Job density plays a pivotal role in shaping the dynamics of housing and the concept of complete communities. The density of jobs in a given area significantly influences the demand for housing, particularly in proximity to these job centers. Job density also influences traffic patterns, which greatly impact residents' daily quality of life.

Job densities are generally higher near a Downtown, which provides access to goods and services and is therefore a desirable location. This often leads to increased demand for housing, driving up property values and impacting affordability. This relationship is crucial for understanding housing market dynamics and the need for diverse housing options to accommodate a range of income levels as well as the provision of additional access to jobs, goods, and services throughout the community.

Areas with higher job density are more likely to have complete neighborhoods, where residents can live, work, shop, and access services without relying heavily on cars. This promotes efficient development, reduces traffic congestion, and generally enhances overall quality of life. Understanding the interplay between existing job density, housing, and complete neighborhoods is essential for urban planners to create well-balanced and resilient communities that meet the diverse needs of their residents.

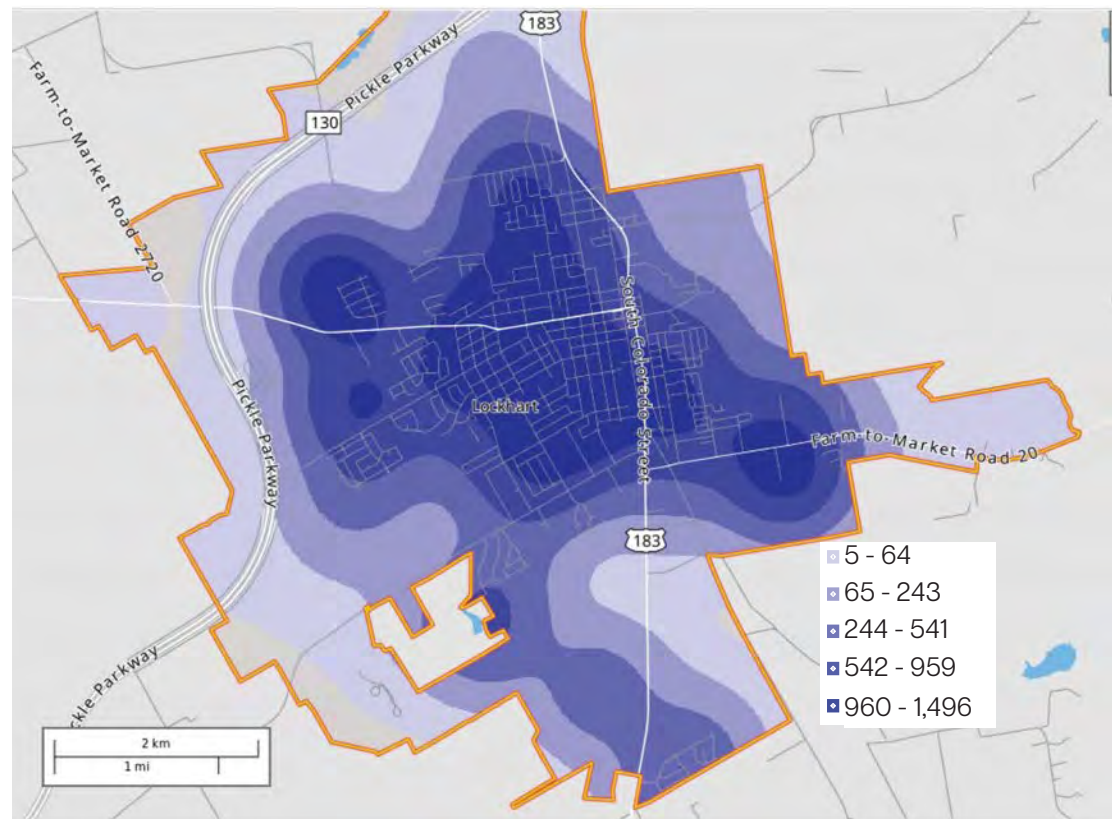


Figure 22. Job Density - Jobs/Square Mile

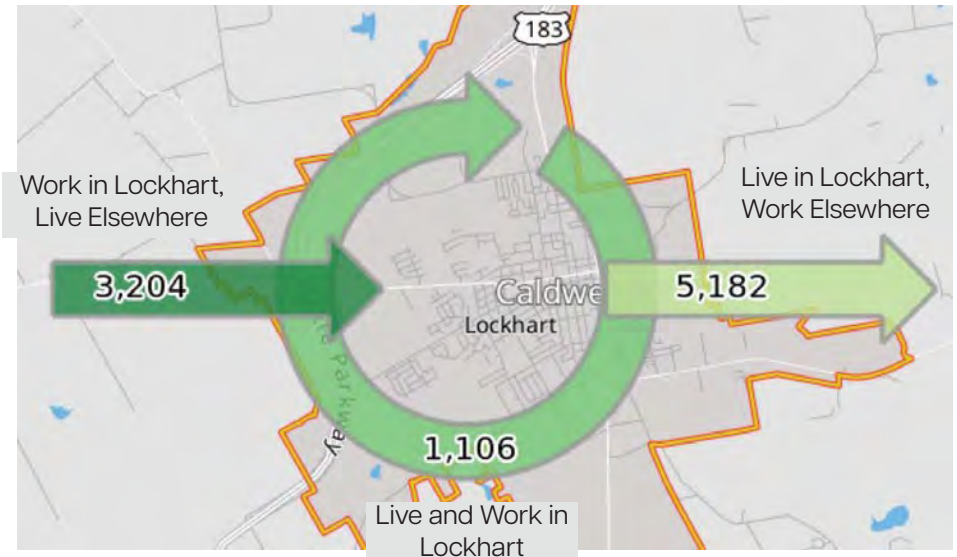
Commute Patterns

As of 2020 only about 12% of all workers in Lockhart live and work in the City. The majority (55%) of workers live in Lockhart and commute outside of the City for jobs, as shown in Figure 23. These workers are mostly going north, presumably into Austin, as shown in Figure 24. A significant portion of the workforce commuting into the City are coming from the north and west, as shown in Figure 25.

Understanding that the vast majority of the City's workforce is commuting long distances, either into or out of the City, underscores the importance of providing diverse housing options as well as jobs within Lockhart. By offering a range of housing types and affordability levels, balanced with jobs and opportunity, the need for lengthy commutes can be reduced.

When considering residents in Lockhart, thought should be put into how to increase commute choice - this means residents and workers have a choice in terms of how long of a commute they endure as well as choices in the means of mobility by which they undertake their commutes. Lockhart needs to take steps to ensure this is a real choice, and not a requirement for residents.

Figure 23. Lockhart Commuting Patterns 2020



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2020).

Figure 24. Commute Trends by Distance & Direction in 2020, for workers in Lockhart commuting into the City for work.

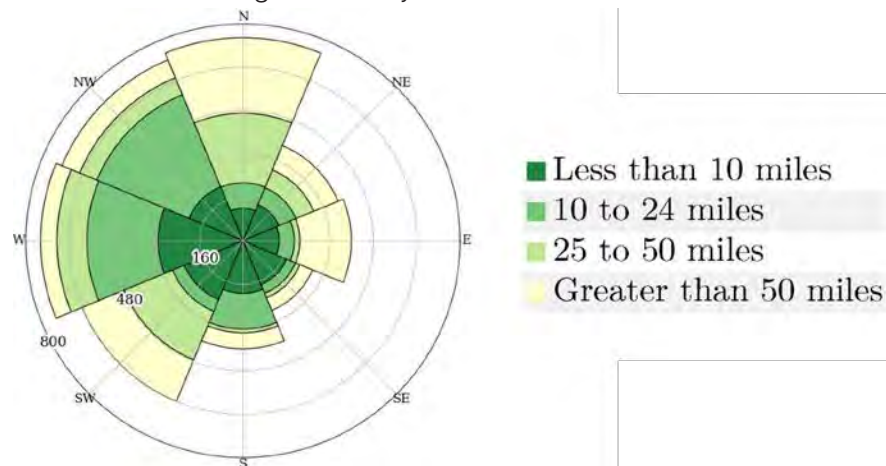
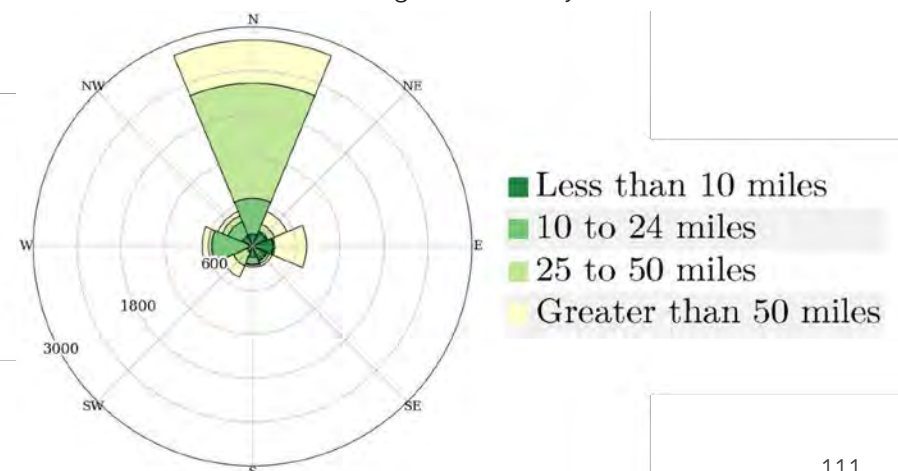


Figure 25. Commute Trends by Distance & Direction in 2020, for residents in Lockhart commuting out of the City for work.



Topic of Note: Range of Housing Choices

Diversity within housing is defined as variety in the housing type (e.g. single-family home, townhome, duplex), size, and price point. While related to affordability, diversity also considers the specific preferences or needs of the household, which often varies by life stage. Housing unit type is an important characteristic to consider for cities to adequately understand housing challenges and issues facing their residents and workforce. A range in housing options is important to ensure the full life cycle of housing is available. Enabling residents to stay within the community throughout their lives, even as housing desires change, is an invaluable component of a city. Smaller starter homes, apartments, townhomes, and retirement housing are important to ensure adequate housing for young adults, families with children, empty-nesters and retirees. Additionally, a range of housing options combats inequality and provides housing for all income levels.

Topic of Note: Aging in Place

Aging in place refers to staying in one's familiar home and community as one ages, with changing needs. Here we are focused less on the individual house or unit but more on the community wide efforts that support aging in place. Incorporating 'missing middle' housing like ADUs into neighborhoods allows for downsizing while maintaining proximity to family and familiar surroundings. These housing options, referred to as 'granny flats', offer independent living. Condoized single-family homes and setups like bungalow courts also provide independence with less upkeep, fostering social connections among residents. Yet, holistic quality of life for seniors necessitates mixed-use neighborhoods with daily amenities and services easily accessible without relying on cars. Keeping seniors in communities benefits everyone, as they contribute through volunteering, support the local economy and help with childcare. Prioritizing features like ADA accessibility, high-speed internet and public transit access is essential in senior-friendly housing.



Leveraging School Districts

Although school districts operate separately from cities, both benefit from positive public perception and strong working relationships. There are several actions that Lockhart can initiate to strengthen its relationship with the school district:

- Promote Lockhart-area schools through newsletters, local media channels, and social media. Pursue collaborative marketing between City, school district, and other entities such as the economic development community and local real estate agencies.
- Support teachers by offering workforce housing options for teachers and paraprofessionals, including missing middle housing like town homes, condominiums, duplexes, live-work units and patio homes. The City can collaborate with and encourage local property owners and developers to offer discounted rates or promotions to school faculty and staff members so that a greater variety of housing options are attractive and accessible. In turn, teachers and other paraprofessionals can afford to live in the City they work in.

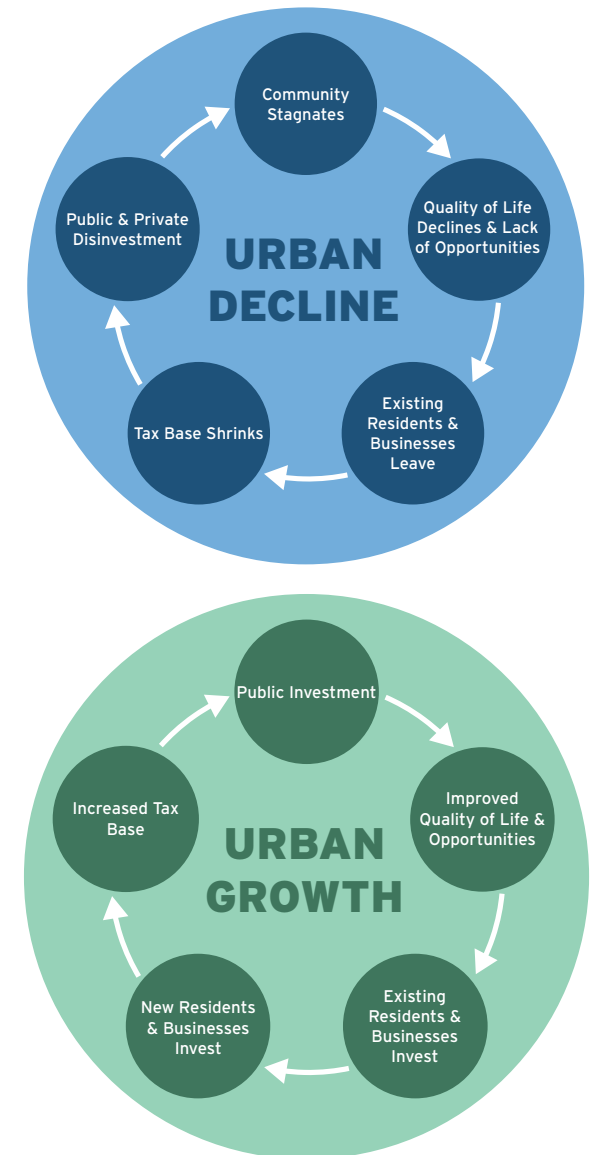
Vicious & Virtuous Cycles

As neighborhoods undergo constant change, it is easy for housing to become fixed in a vicious or virtuous cycle. The vicious cycle involves declining neighborhoods; resulting in a diminished quality of life, residents and businesses deserting, a shrinking tax base, disinvestment, and a stagnant community that further exacerbates the decline in quality of life - a downward spiral that may commence at any point and persist unless interrupted. Conversely, thriving neighborhoods are associated with a virtuous cycle which has more favorable results of improved quality of life, investment and reinvestment from residents and businesses, increased tax base, and increased public investment, which then enhances quality of life even more, and the cycle spirals upward.

It is important to note that unchecked growth is not the ultimate objective, as it introduces its own set of challenges such as sprawl, displacement, congestion, and increased strain on city resources. These are complex issues that take coordination from multiple City departments to address and plan for as they begin to promote and see the benefits of the urban growth cycle. The optimal outcome is a balanced, sustainable growth cycle that benefits both existing and new residents and businesses.

In addition to the Neighborhood Assessment presented previously, the City should identify neighborhoods that are at risk of becoming stuck in a vicious cycle and direct resources to prevent that cycle from taking hold, and doing so in partnership with the residents.

Figure 26. Cycles of Urban Growth & Decline



Topic of Interest: Contextually Sensitive Design

There are contextual situations that exist or will exist within any City that create special characteristics of development. Determining where, when, and how development responds in these areas depends on the desired future characteristics for the area and how they align with the goals and intent of this Plan.

The key to ensuring the success of the overall Plan is to implement recommendations with sensitivity to the context of the existing and surrounding neighborhoods. In the Downtown District specifically, there are and will continue to be a mix of uses that can be seen as competing at times. Transitioning uses at mid-block or at the back of lots rather than street frontages is one way to encourage a more seamless shift, as this allows uses that face each other across streets to be compatible.

The issue of enforcement is also a critical part of this conversation. Updating and enforcing the City's nuisance ordinances (such as noise) can help reduce some of the aversion from residents about seemingly less desirable or incompatible uses and activities.

Infill Development & Redevelopment

Infill and redevelopment efforts provide a mechanism for population and density increases while supporting efforts of preserving the character of established neighborhoods. Infill and redevelopment can also reduce infrastructure costs associated with new development, as it is usually less expensive to provide a connections to an existing roadway or utility line, rather than constructing a new one. While infill is a commendable development practice, it must also

be done in a manner that is compatible with the surrounding neighborhood. Infill will be an especially applicable tool in the Downtown District, as that includes the majority of Lockhart's established neighborhoods.

Character & Preservation

A community's character leaves an impression on residents and visitors through the development and maintenance of distinctive and attractive image-making. The City's identity is created by its residents and workers and the values and needs of these people in turn influence the physical and built environment. The character of the public realm serves as a physical reflection of the community's values to visitors and instills pride among residents, increasing community stewardship. Character is also heavily impacted by historic assets within the City. By implementing a variety of methods to help maintain and enhance community character and identity, Lockhart can set itself apart from other communities.

The word character can be broad and encompassing, as it relates to the built environment, character includes a variety of design recommendations and guidelines that can be implemented to allow the City to leave a positive impression on residents and visitors. Design recommendations and guidelines to help achieve community character include, but are not limited to:

- Urban design guidelines and streetscape enhancement programs

- Gateway installations
- Landscape enhancements
- Development standards
- Corridor aesthetic standards



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APPENDIX C:

LAND USE SUPPLEMENTAL INFORMATION

FUTURE LAND USE PLAN PROCESS

Step 1: Community-created Land Use Scenarios

The process began by analyzing both the community input and physical analyses done during the prior phases of work. Specifically, the stakeholder and community conversations as well as the land use scenarios created at the public land use workshop provided the team with valuable information on what uses the community wants to see in Lockhart and where.

Participants at the workshop worked in teams of 6-10 residents to generate scenarios land use scenarios that accommodated an additional 15,700 people in Lockhart by the year 2050. They were asked to discuss and come to a consensus among their group as to the following questions:

- How will we house the growing population of Lockhart?
- How will we balance housing with access to jobs, goods, and services?
- Where will those uses go?
- How will we adjust for unforeseen scenarios?

The results of the workshop were a set of six community-created land use scenarios in the form of LEGOs on a map of the City, which the planning team took back and analyzed for key points of alignment or conflicts among all the scenarios. Additional information on this workshop and outcomes can be found in Appendix A.

Key Points of Alignment:

- Greenbelts & Parks
- Preserve the Core
- Focus activity on the SH130 Corridor

Key Points of Conflict:

- Overall placement of density; core, ETJ, in between?
- Amount of industrial and employment
- Mixed-use and mixed-density neighborhoods vs nodes for specific uses
- Housing type; overall mid-density seemed to be the most popular, with participants split on the amount of low density and apartments

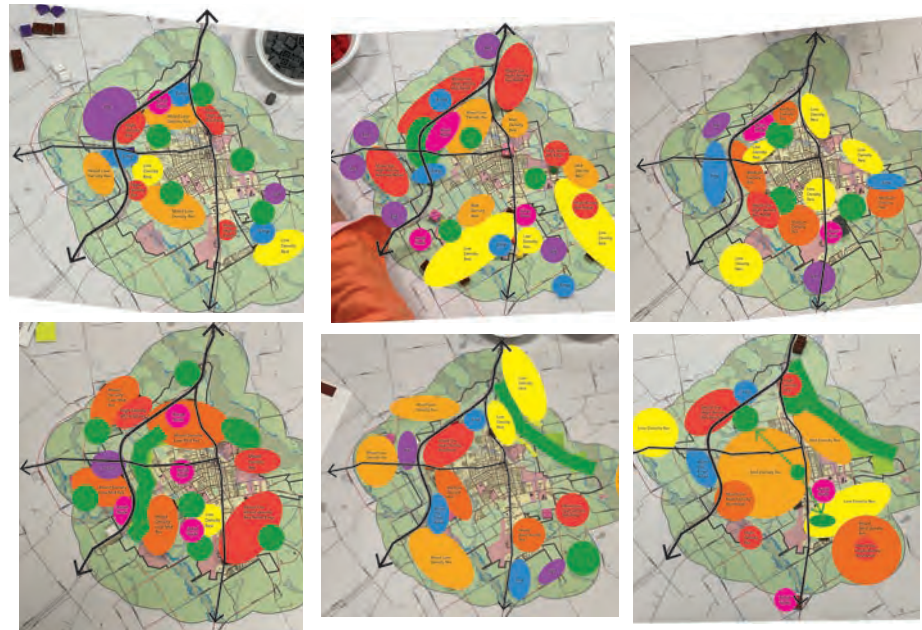


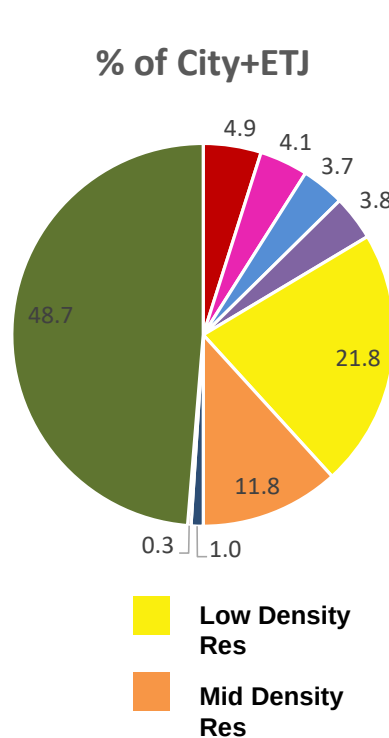
Figure 27. Land use scenarios generated from the analysis of team plans created at the Public Land Use Scenario Workshop.

Step 2: Iteration of Potential Land Use Concepts

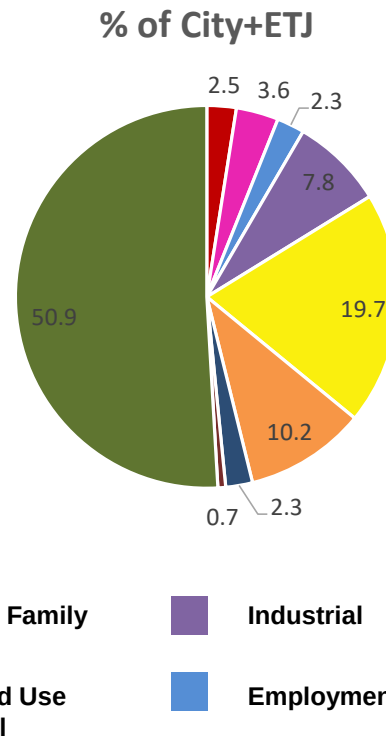
Based on the analysis of the six community-created land use scenarios and the observed key points of alignment and conflicts among them, the design team generated a set of potential land use concepts for discussion with the CPSC. All concepts discussed with the CPSC were focused on the geographic distribution of land uses and presented plausible and probable futures for the City of Lockhart. The three geographic distributions included a corridor concept, a nodal concept, and a core or concentrated concept, as outlined here.

Each concepts was discussed as to their merits, listed in Figure 29, and how far they move the needle on reaching the community vision and goals. The takeaway from the CPSC direction was a combination of the best elements from all the various concepts, specifically the nodal and corridor concepts. It was determined that while some of the merits of the concentrated concept were noteworthy, that it was unrealistic to assume growth would not happen in the ETJ and so it was best to plan for it now.

Corridor (1.5 Jobs:Housing)



Node (2 Jobs:Housing)



Core (0.7 Jobs:Housing)

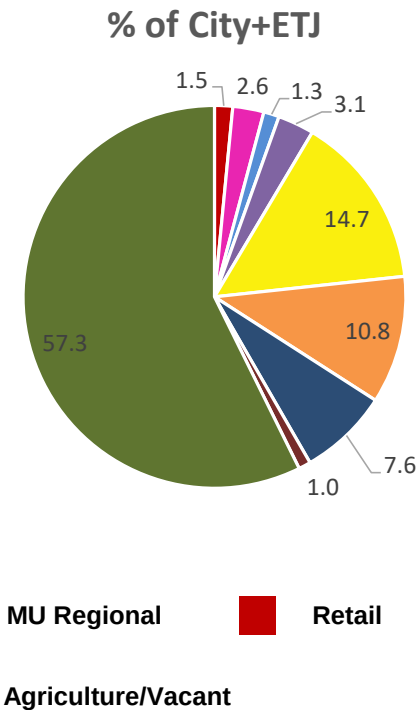


Figure 28. Comparisons for the three geographic distribution land use concepts for discussion with the CPSC.



Corridor Concept

- Concentrates density on the SH130 corridor, with a second concentration along SH142.
- Has a more distinct separation of uses.
- The corridor becomes one major focus of commerce and activity, Central becomes specialty destination.
- Promotes development away from Central and the existing neighborhoods of Lockhart, while allowing for some neighborhood-scale new residential and businesses to be built within existing neighborhoods.
- Green corridors that follow roadways or natural drainageways provide connectivity.
- Low-density development is concentrated in the southern portions of town.
- Uses the greatest amount of ETJ land.



Nodal Concept

- Begins by placing a variety of mixed-use nodes throughout the City then incorporating a mix of uses adjacent to each node.
- Nodes become multiple smaller focus areas of commerce and activity, Central is one destination of many.
- Promotes development away from Central and the existing neighborhoods of Lockhart, while allowing for some neighborhood-scale new residential and businesses to be built within existing neighborhoods.
- Greater overall provision of employment and industrial uses throughout the City.
- Low-density development spread throughout town more so, providing neighborhoods greater access to nodes.
- Green corridors that follow roadways or natural drainageways provide connectivity.



Core/Concentrated Concept

- Concentrates growth within Lockhart City limits, for the most part. This preserves an outer ring of agriculture uses (to note, the prior land use plan took a similar approach with little growth in the ETJ).
- Focuses new growth in a “ring” that wraps around existing neighborhoods.
- Central remains the City’s primary destination, land uses highlight major corridors leading into Central.
- The preserved “core” of existing neighborhoods is smaller in this concept than the other two.
- Green corridors provide buffering between new development and existing neighborhoods.
- Lowest amount of low-density development.
- Green corridors that follow roadways or natural drainageways provide connectivity.

Figure 29. Three geographic distribution land use concepts created for discussion with the CPSC.

Growth scenario map district breakdown

Shown below are the development ratios for each district included within the Future Growth Scenario Map. Each district is broken up into more precise development typologies, these are not to be implemented as strict development regulations, rather they are intended to provide examples of complimentary land use mixes that would meet the goals provided by the community. The exact mix of development types within each district may fluctuate as economic and social priorities change within the community.

Figure 30. Growth Scenario District Development Mix Wheels (listed as percents)

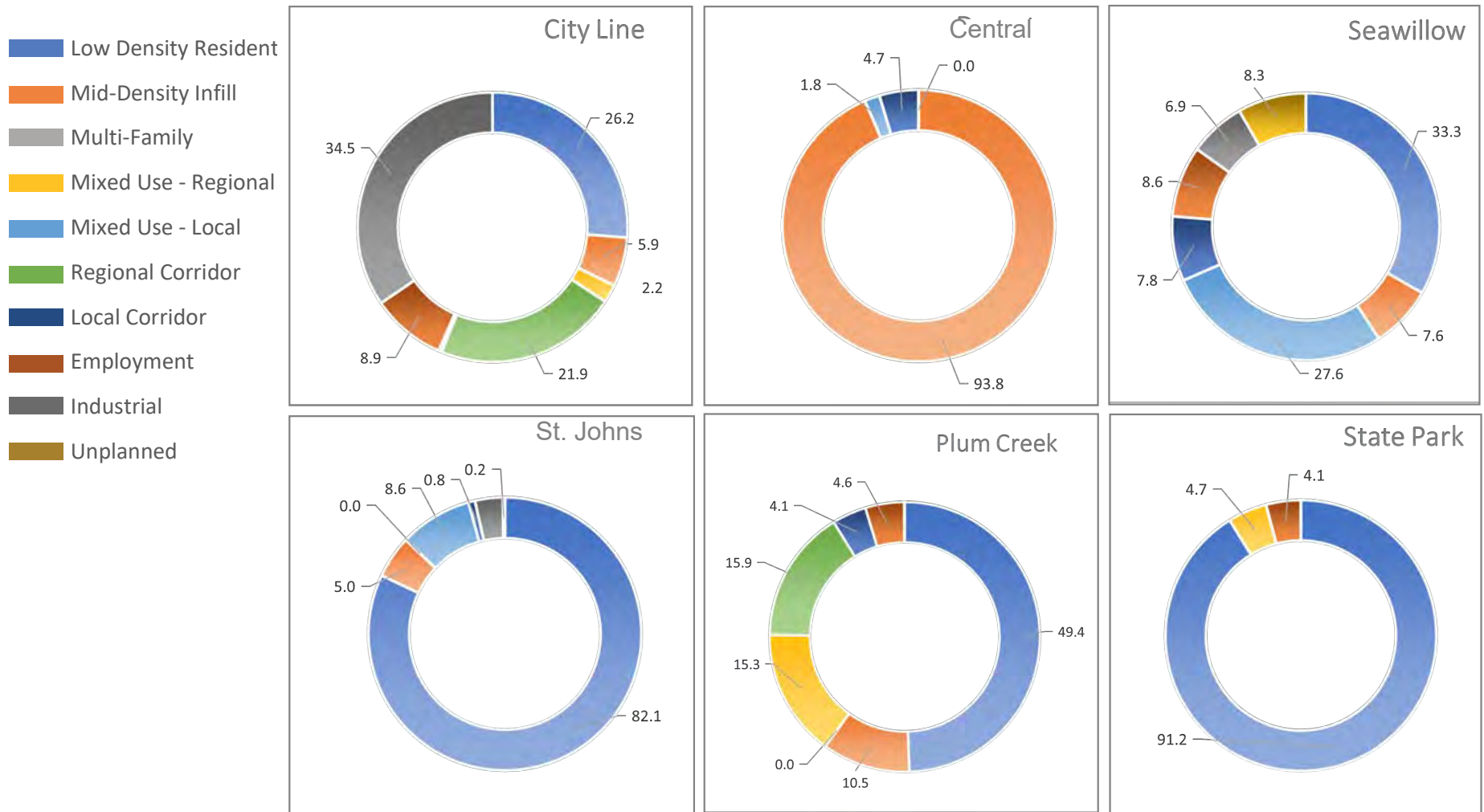


Figure 31. Growth Scenario Development Mix for Developable Area per District

Development Mix by District						
District	City Line	St John's	Central	Plum Creek	Seawillow	State Park
Total Acres	3,805	1,670	144	3,101	3,075	2,386
Low Density Residential (acres)	998	1,371	0	1,533	1,023	2,175
Mid-Density Infill (acres)	224	84	135	326	233	0
Multi-Family (acres)	0	0	0	0	0	0
Mixed Use Regional (acres)	83	0	0	474	0	111
Mixed Use Local (acres)	0	144	2.6	0	849	0
Regional Corridor- (acres)	832	0	0	494	0	0
Local Corridor (acres)	14	13	6.7	127	241	0
Employment (acres)	340	0	0	144	265	99
Industrial (acres)	1,313	55	0	0	211	0
Unplanned (acres)	0	5	0	1.8	255	0

Land Use Assumptions

Assumptions for the complete buildout for each district included a breakdown of the development typologies into specific ratios of development types that would reasonably occur. Residential uses were assigned a typical DUA (dwelling unit per acre) and commercial uses were assigned a typical jobs per acre. Total residential units for each development type were then multiplied by a household size multiplier to get the total buildout residential population. The same process was conducted for the commercial categories with the exception of the household size multiplier. Lastly, it was assumed that 35% of the land within each district would be undevelopable for such uses as floodplains, open space, civic facilities, or reserved for rights-of-way for roads and utilities.

Figure 32. Development Typology Assumptions

Development Type	Residential Density (DUA)	Employment Jobs / Acre	Household Size
Single-Family Detached (SFD)	4	0	2.73
SFD + Additional Dwelling Unit (ADU)	6	0	2.2
Single-Family Attached (SFA)	8	0	2.73
Small Multi-Family (SM MF)	14	0	2
Large Multi-Family (LG MF)	18	0	1.5
Retail/Entertainment (Retail/Ent)	0	20	0
Office	0	40	0
Light Industrial (Lt Ind)	0	12	0
Heavy Industrial (Hvy Ind)	0	10	0
Unplanned	0	0	0

Figure 33. Land Use Category Development Breakdowns

Development Type & Breakdown		City Line		St. Johns		Central		Plum Creek		Seawillow		State Park	
Total Acres		2864		1593		375		3102		3132		3116	
		Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created	Acres	Units or Jobs Created
Low Density Residential		588		556		41		0		930		1966	
SFD	80%	470	1223	445	1156	33	85	0	0	744	1934	1573	4089
SFD + ADU	10%	59	229	56	217	4	16	0	0	93	363	197	767
SFA	5%	29	191	28	145	2	11	0	0	47	242	98	511
Retail/Ent	2.5%	15	191	14	181	1	13	0	0	23	302	49	639
Office	2.5%	15	382	14	361	1	27	0	0	23	605	49	1278
Mid-Density Infill		38		45		326		233		240		370	
SFD	30%	11	30	14	35	98	254	70	80	72	187	111	289
SFD + ADU	30%	11	44	14	53	98	381	70	121	72	281	111	433
SFA	15%	6	37	7	35	49	254	35	80	36	187	56	289
SM MF	10%	4	35	5	41	33	297	23	94	24	218	37	337
Retail/Ent	10%	4	49	5	59	33	424	23	134	24	312	37	481
Office	5%	2	49	2	59	16	424	12	134	12	312	19	481

Development Type & Breakdown		City Line		St. Johns		Central		Plum Creek		Seawillow		State Park	
Multi-Family		0		317		0		463		58		227	
SM MF	40%	0	0	127	1154	0	0	185	1685	23	211	91	826
LG MF	40%	0	0	127	1484	0	0	185	2167	23	271	91	1062
Retail/Ent	20%	0	0	63	824	0	0	93	1204	12	151	45	590
Mixed Use Regional		314		0		0		323		0		111	
SFA	10%	31	204	0	0	0	0	32	168	0	0	11	58
SM MF	10%	31	286	0	0	0	0	32	294	0	0	11	101
LG MF	25%	79	918	0	0	0	0	81	945	0	0	28	325
Retail/Ent	30%	94	1125	0	0	0	0	97	1260	0	0	33	433
Office	25%	79	2041	0	0	0	0	81	2100	0	0	28	722
Mixed Use Local		0		144		3		0		791		0	
SFA	20%	0	0	29	150	1	3	0	0	158	823	0	0
SFD + ADU	20%	0	0	6	22	0	0	0	0	32	123	0	0
SM MF	20%	0	0	29	262	1	5	0	0	158	1440	0	0
Retail/Ent	30%	0	0	43	562	1	10	0	0	237	3085	0	0
Office	10%	0	0	14	374	0	7	0	0	79	2057	0	0

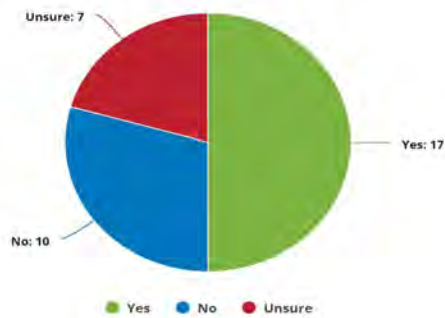
Development Type & Breakdown		City Line		St. Johns		Central		Plum Creek		Seawillow		State Park	
Regional Corridor		519		0		0		278		0		314	
LG MF	20%	104	1214	0	0	0	0	56	651	0v	0	63	735
Retail/Ent	50%	260	3374	0	0	0	0	139	1807	0	0	157	2041
Office	20%	104	2699	0	0	0	0	56	1446	0	0	63	1633
Lt Ind	10%	52	405	0	0	0	0	28	217	0	0	31	245
Local Corridor		8		15		7		128		331		5	
SFA	20%	2	10	3	16	1	7	26	133	66	344	1	5
SM MF	20%	2	15	3	27	1	12	26	233	66	602	1	9
SFD + ADU	20%	0	1	1	2	0	1	5	20	13	52	0	1
Retail/Ent	25%	2	26	4	49	2	21	32	416	83	1076	1	16
Office	10%	1	21	2	39	1	17	13	333	33	861	1	13
Lt Ind	5%	0	3	1	6	0	3	6	50	17	129	0	2

Development Type & Breakdown		City Line		St. Johns		Central		Plum Creek		Seawillow		State Park	
Employment		315		0		0		143		194		123	
Retail/Ent	10%	32	410	0	0	0	0	14	186	19	252	12	160
Office	50%	158	4095	0	0	0	0	72	1859	97	2522	62	1599
Lt Ind	40%	126	983	0	0	0	0	57	446	78	605	49	384
Industrial		1081		229		0		118		332		0	
Hvy Ind	60%	649	4216	137	893	0	0	71	460	199	1295	0	0
Lt Ind	40%	432	3373	92	714	0	0	47	368	133	1036	0	0
Unplanned		0	0	287	0	0	0	1412	0	255	0	0	0

Lockhart Comprehensive Plan - Comments & Feedback on Draft Plan, 10/9/2024

Online Public Comments on the Full Draft Plan

Q2. Overall, do you generally support the direction for Lockhart being presented in this plan?



Comment #	Do you overall support the direction of this plan?	Open Comments/Feedback	Plan Response
1	Yes	None	N/A
2	Yes	None	N/A
3	Yes	None	N/A
4	Yes	"Pre-Lockhart" on page 15 is offensive by implying that the Tonkawa no longer exist. This reinforces a harmful and false narrative that Native Americans have been eradicated and are not a significant part of American life today. The Tonkawa are alive and well. They are a federally recognized tribe with 718 members today: https://tonkawatribe.com/about/ . I think there is a way to re-word this section to be more accurate and less offensive. Also no history of St. John's colony is included, however one of the hub and spoke districts is named after it.	"Pre-Lockhart" section has been reworded to not imply the Tonkawa tribe no longer exist and provide the most accurate information on their background. Also, information on the St. John Colony was included in the Early Lockhart section.
5	Yes	None	N/A
6	Yes	Overall, excellent work on the plan (by many of my former colleagues). It's easy to understand, detailed, and considers a lot of important issues. I strongly agree on: 1. Avoiding short-term incentives to attract commercial growth 2. Encouraging or requiring LID practices for stormwater management 3. Reduced or eliminated parking minimums 4. Development of a trails master plan. I am particularly interested in seeing a safe pedestrian/bike path that connects to Lockhart State Park. 5. Infill and redevelopment incentives. One thing I would like to see in the plan is for the city to develop and track a metric (e.g. tax-value-per-acre) for proposed new developments as a way to consider whether "the activity taking place on that city's land is creating enough wealth to support the infrastructure and services needed for that place to continue to exist and thrive." (https://www.strongtowns.org/journal/2020/8/7/youre-ready-to-dothemath-in-your-own-town) Perhaps sometime in the future, this could be used as a criterion for approval of development permits, and it would be great to have the past data if that time comes. Thanks for all the hard work!	Incorporated a new action in the implementation matrix to create a fiscal and equity impact tool for discretionary developments and annexations to assess the net community benefit.
7	Yes	It's encouraging to see that the town I'm living in is moving forward. A swim and recreation center to hold events would be a wonderful addition. Programs for children and adults exercise dance social.	N/A
8	Yes	None	N/A

9	Yes	Concerned around execution of plan and water resources. How will the city balance economic and education opportunities for the current Lockhart community or are they going to be gentrified like other cities? For those who live outside ETJ lines, what coordination and care will be there for traffic and roadway? How will this also invest in LISD for equitable education?	An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. The Plan does discuss access to opportunity and some strategies the City could support to help existing residents stay and thrive in Lockhart (e.g. housing options, access to jobs) and address some of the potential negative consequences of growth (maintain an affordable H&T index). Education spending is outside the purview of the City of Lockhart, the ISD boundaries are much larger than the City boundaries and therefore outside the scope of this planning effort. LISD was engaged during this plan and the intent is that LISD and the City can use this document to help make more informed decisions going forward regarding future growth. Roadways outside the City are not the jurisdiction of the City and are built and maintained by the County and State, however, coordination between the City and these entities is paramount.
10	Yes	Please keep noise levels in mind when planning growth. Thank you.	Appendix B discusses Contextually Sensitive Design and includes considering nuisances with new development.
11	Yes	None	N/A
12	Unsure	None	N/A
13	Unsure	I moved here 8 years ago because it was a quaint little town. Homes were 175k. Crime was minimal. Now my car and several others have been vandalized many times. Most homes are 450k and up, I can barely afford to live there anymore. Multi story apartments are going up like crazy and renting for 1500 and up. Homelessness is on the rise. Traffic is ridiculous because nothing has been done to update the roads, besides more traffic lights which makes everything worse. Until the infrastructure is improved I don't think the city is ready for the influx of people.	The Plan provides many strategies aimed at housing attainability and overall cost of living in Lockhart The Transportation & Mobility chapter discusses connectivity and traffic concern and the Public Facilities & Infrastructure chapter further discusses impacts of growth on infrastructure and facilities. The Implementation chapter provides direct actions the City can pursue related to all of these topics. An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. Additionally, the City has transportation, water, and wastewater impact fee programs. The Plan does include recommendations to undertake updates to the MTP and roadway standards per this Plan. It should be noted that many of the major roadways in Lockhart are TXDOT or County Roads that the City does not have jurisdiction over those, although they should be coordinating with those entities.
14	Unsure	I would like to see something about small businesses operating from home and curbside parking in those areas. Also better enforcement of backflow management to protect our water supply. A lot of the surrounding communities have annual requirements for testing the irrigation backflow devices and building isolation backflow devices.	These concerns are more detailed issues than are addressed in a Comprehensive Plan, but could be considerations for future City ordinances and policies as a way to support the larger goals of this Plan.
15	Unsure	None	N/A
16	Unsure	We need a big HEB plus with a big parking lot. And a better traffic plan.	The Plan discusses food deserts, which does support additional grocers in the City. The Transportation & Mobility chapter helps address traffic and provide avenues to further address traffic issues past this Plan's scope. Additionally, the City has transportation impact fee programs. The Plan does include recommendations to undertake updates to the MTP and roadway standards per this Plan. It should be noted that many of the major roadways in Lockhart are TXDOT or County Roads that the City does not have jurisdiction over those, although they should be coordinating with those entities.
17	Unsure	I'm disappointed in the plans limited 2050 scale and narrow direction on fundamental infrastructure. We can't keep approving high occupancy development while operating on our current feudal constraints. We need.... a hospital-not clinics, a city loop-not a four lane clogged artery, perishable food- alternatives, scalable police support, a real solution to the High school. What we have now is congestion and limited services and what the plan reveals is sidewalks and trees. We are trying to shove a size 13 foot into a size 10 shoe. Progressive pressure is busting our seams, lets properly prepare with 50 year plan that illuminates a foundation with limitless potential.	25 years is the typical timeframe for Comprehensive Plans and the scope of this Plan follows the scope provided to FNI by the City. Beyond 25 years it gets very hard to predict what may happen with local/regional/global trends and to make any kind of informed recommendations relate to the topic covered in this Plan. It is best practice to review and update Comprehensive Plans every five years, with a full revision every 10 years, to ensure it remains aligned with the City's current needs and future growth projections - so in turn, the plan horizon pushes out further every 10 years to remain proactive. Many of the goals and recommendations of the Plan support the other items noted here.
18	No	None	N/A
19	No	Leaning towards a city filled with strangers and no accountability. No longer support or wish to live in a misrepresented poorly managed "small town". Waiting for it to fail.	The Plan creates the opportunity for the community to align on vision and goals and provides tools throughout to help align progress in the City with these. The intent is that the Plan itself can be used as an accountability tool.
20	No	I think the council needs to focus on how dangerous the JR High parking is when school lets out. Also, the ridiculous carpool lanes for Navarro and Clearfork. I am poor you to go watch how dangerous it is for us to pick up our kids in the safety of students trying to cross the street even at the crosswalk.	The Plan does not specifically address traffic issues related to school drop-offs and pick-ups; however, the Transportation & Mobility chapter does consider traffic and connectivity opportunities within the City in relation to schools.
21	No	None	N/A

22	No	Loosing the small town feel, the crime rate is rising, the community feels more like Austin than Lockhart	The intent of this Plan is to support and grow the things that make Lockhart unique while also addressing some of the growing pains facing cities in Central Texas.
23	No	Lockhart had the small town charm . That charm is dwindling very fast . Schools over crowded . 183 is a parking lot come 5:00 and it's most of all getting attention it doesn't need. Lockhart has been my home town . I was born here.	The intent of this Plan is to support and grow the things that make Lockhart unique while also addressing some of the growing pains facing cities in Central Texas. School overcrowding is beyond the scope of a comprehensive plan, but we hope this plan can help the ISD proactively plan for future growth.
24	No	None	N/A
25	No	None	N/A
26	No	It honestly feels/looks as if we're trying to become the next Cedar Park or Leander, and both of those cities basically priced out the majority of lower to mid middle class citizens.	Although this Plan looks at potential exponential growth that could impact the City in the future, taking Lockhart to a status like larger cities, it does not mean that Lockhart is encouraging this future. However, that is a potential future the City may face and needs to be prepared for. There is discussion throughout the Plan addressing housing affordability and diversity as this is necessary for the City as it grows.
27	No	This plan means nothing without a budget and how the money will be obtained.	This Plan is a very long term vision meant to serve as the basis for budgeting and prioritization decisions within the City going forward.
28	No	Is this real? You want me to read 100 plus pages then just answer yes or no? This seems like a joke.	This comment period was open for four weeks to provide the community opportunity to express any thoughts on the proposed Comprehensive Plan. We specifically do not ask directed questions at this point and provide the opportunity for open ended comments in order to ensure we are allowing people to tell us in their own words exactly what they want us to know. However, it is valuable for us to get a quick gut check of support before diving into the more detailed feedback left by respondents.
29	Yes	I have reviewed the Comprehensive plan. 1) I was confused and saddened that South Main street isn't considered a main thoroughfare...this does not compute with the number of cars that travel it on any given day, speeding. It was too difficult to understand that section for me to comment more. But, I believe Main Street needs to be mentioned in any 20 year plan because traffic is only going to increase. 2) I wholeheartedly support the need for an indoor recreation center -- long overdue! Please start soon. 3) I could not find a reference to a Senior Center... so if its there it is well hidden... i hope somewhere in the plan it mentions how many current senior citizens are in the City and what that projection is for the future. Please include something in the plan regarding a larger, more modern Senior Center and improved Senior Citizen Services. 4) What about a hospital? Surely that is very important need within the next 20 years. 5). I agree with the need for an enlarged City Hall. I hope it can be kept in the downtown location by adding on or expanding at the current location. 6) I am not sure there was any mention of Additional Parking needs close to downtown??? Please this is urgent NOW! 7) I agree with Clark Expansion to third floor. 8) Please ensure the Clark coordinates and cosponsors dual language programs with the ISD. 9) The Clark should have more programs focusing on teaching of English to Hispanic Adults. 10) Please add senior citizens to the focus of the Clark Library for Digital Literacy. Very very much needed in addition to lessons on preventing scams for all citizens. 11) NO NO to narrower street requirements... this will only work if on street parking is prohibited. Just doing down summer side streets.	1) All streets within the City are included in the Master Thoroughfare Plan. While Main Street is not specifically named, details regarding the street classification it falls under are provided, along with how this classification should be considered in future planning. 2) N/A 3) A section on the Senior Center was added to the primary facility needs and considerations spread (pages 188-189) in the Infrastructure & Public Facilities chapter. 4) Hospitals and medical uses are private entities, so detailed discussions about attracting a hospital are beyond the scope of a Comprehensive Plan and are generally done via an economic development strategy. However, the high-level analysis provided here outlines current conditions and offers brief strategies that the City could do related to the Comprehensive Plan topics to create an atmosphere that could help attract medical services to the City. An action item under Economic Resilience has been added to promote the Lockhart Economic Development Corporation's efforts to pursue this service. 5) N/A 6) An action item has been added to conduct a parking study for the downtown area. 7) N/A 8) The discussion on literacy under the library needs, can lead to coordination with the ISD. This would be a valuable future policy recommendation from the Plan. 9) Using the tools and strategies described in the Plan, the library can
30	Yes	I love this plan for Lockhart! The improvements will enhance our wonderful town.	N/A
31	Yes	Very detailed. Looks great. A huge thank you to the committee team!	N/A

P&Z Comments

Comment #	Commentor	Comments/Feedback	Plan Response
1	Chairman Ruiz	Environmental Justice (35): This section is poorly written and fails to address existing Environmental Justice conditions. The section identifies only one census block as a "disadvantaged community." This section suggests that perhaps no actual field verification was performed.	The identified disadvantaged community is based on the formal EPA determination. While environmental justice is important, this section focuses on introducing the idea and how it relates to the EPA identified disadvantaged community. Also, expanding on what other elements create environmental justice barriers that can be addressed through City policy. Some environmental justice issues brought up in previous discussions were looked into but were not within the City limits so the City does not have jurisdiction to address those.

2	Chairman Ruiz	2020 Future Thoroughfare Plan (47): This section fails to address the need for future thoroughfare revisions to meet anticipated exponential population growth.	This page is not addressing the proposed Future Thoroughfare Plan and creating recommendations, rather it is providing how the existing plan was considered and utilized in creating the Future Land Use Plan. An updated Thoroughfare Plan is provided in the Transportation and Mobility chapter.
3	Chairman Ruiz	Future Land Use plan (51): This section use a Future Land Use Plan (FLUP) model based on the creation of six HUB & Spoke districts. This (pie in the sky) model is very unlikely to happen.	The future land use model was created based on community input and in coordination with the Planning Department staff and CPAC. While it does not provide specific a parcel-by-parcel future land use map (which is more so the job of a zoning map), it provides guidelines and targets related to the variety and appropriateness of development in different parts of the City, allowing staff flexible application of the land use model, as was their request.
4	Chairman Ruiz	Land Use Model & creation of 6 districts (HUD and Spoke) (51-69): The model fails to give decision makers the tools needed to address future growth.	The future land use model is presented in a way as was requested by staff to be most useful for them. While it does not provide specific parcel-by-parcel future land use map, it provides guidelines and goals that should be utilized while crafting new City policies and ordinances.
5	Chairman Ruiz	Lane Width (Narrow Streets) (77): Under the proposed Urban Design Best Practices: "Narrower streets are typically recommended in a downtown..." The design standards should address potential high use scenarios of the downtown and narrower streets would be not conducive to the downtown area.	The action item related to narrow streets was amended to focus on new or mixed-use developments rather than the downtown area.
6	Chairman Ruiz	Parking (Reduction) (80): Under Building Form & Site Design proposed standards. "Reduced parking requirements should be considered for downtown..." This proposed design standard would be not beneficial to the downtown area.	The page was updated to reflect maintaining current parking standards (which already does not require parking for the majority of uses downtown) and encourage reduced parking in areas adjacent to Downtown that have easy multi-modal access to Downtown. It should be noted that when reducing minimums landowners are still able to provide as much parking as they think is necessary to make their projects feasible, it just allows them the choice to do what is best for their project rather than being prescribed by the City.
7	Chairman Ruiz	Neighborhood Assessment (91): I would like to review the Neighborhood Assessment methodology used and would like to review the Neighborhood Assessment collected. The Neighborhood Assessment seems poorly performed and, most likely, inadequate	The methodology was a mix of observation of infrastructure condition, stakeholder and community conversations related to needs in certain areas, and mapping the access to jobs, goods and services. This is a high level assessment to identify areas of the City that should be the highest priority for future investment related to the topics of the Comprehensive Plan.
8	Chairman Ruiz	Affirmatively Furthering Fair Housing (93): The Planning Framework for Housing Diversity Section needed to provide decision makers the tools needed to address Housing Diversity is inadequate.	The Complete Communities chapter highlights housing diversity, weaving this theme throughout the chapter to guide policy and decision-making.
9	Chairman Ruiz	Small Planning Areas (94): The small area plan (SAP) concept should be expanded to allow a better assessment of local neighborhoods and communities of interest.	Detailed SAPs are not within the scope of the project; however, this spread outlines the importance and general areas to pursue for SAPs in the future. These SAPs should be a highly localized processes and co-created with the specific communities and neighborhoods they impact.
10	Chairman Ruiz	District Completeness Assessments (97-107): The District Profiles (HUB & Spoke districts) are too generic, which makes them almost meaningless.	The district completeness assessments were useful to the planning team to look at what currently exists and identify character as well as gaps in access to jobs, goods, services, housing, etc. in different parts of the City. Individual sections of the Plan provide additional detail related to mobility, housing variety, access & opportunity, and public spaces & facilities within the districts.
11	Chairman Ruiz	Thoroughfare Plan (124): Future Growth Capacity scenarios indicate that the Community would most likely double in the near future. However, the proposed thoroughfare vision is inadequate in accessing real growth potential.	Thoroughfare Plans should be updated more frequently and accurately based on the newest development trends within the City. We do believe the current plan accommodates the current future land use scenario and incorporates the most current development data that was received from the City.
12	Chairman Ruiz	Regional and Public Transit in Lockhart (150-151): With the anticipated exponential population growth of Lockhart and Caldwell County, the CARTS Regional Transit and Ridesharing policies are inadequate.	The CARTS program is actively expanding as this plan is being developed, incorporating recent discussions with the City. As ridesharing and similar forms of transportation are managed by private organizations, this high-level analysis lays the foundation for further exploration of these networks as demand increases. The City itself does not provide public transit and plans to work with CARTS as the transit provider in the future.
13	Chairman Ruiz	Public Facilities and Services (185-186): Future growth scenarios indicate that existing public facilities (e.g., City Hall, Police Dept., Fire Dept., Library), recreation facilities, and other facilities would be insufficient to accommodate population growth.	The public facilities profiles on pages 185-186 provide an overview of the current state of these facilities.

14	Chairman Ruiz	Facility & Community Resilience (187): This section needs to be expanded to provide decision makers the assessment guides needed to address Community Resilience.	The facility & community resilience section outlines key considerations for the City to begin planning for resiliency in public facilities. Resilience is an overarching topic of the plan and addressed more specifically in each chapter according to the topic. Additionally, specific recommendations that were identified as outcomes of the CHARM workshop are provided on pages 40-41.
15	Chairman Ruiz	Primary Facility Needs & Considerations (188-189): This section needs to be expanded to give decision makers the tools to evaluate individual Primary Facility Needs.	Based on discussions throughout the process, the highest importance facility needs were evaluated, and initial considerations to address them are provided. Detailed facility assessments are recommended as future tasks.
16	Chairman Ruiz	Public Safety (Hospital) (190-191): This policy guide should include a more detailed evaluation for a hospital and related medical facilities.	Hospitals and medical uses are private entities, so detailed discussions about attracting a hospital are beyond the scope of a Comprehensive Plan and are generally done via an economic development strategy. However, the high-level analysis provided here outlines current conditions and offers strategies that the City could do related to the Comprehensive Plan topics to create an atmosphere that could help attract medical services to the City. An action item under economic resilience was added to further promote the Lockhart Economic Development Corporation to pursue this service.
17	Chairman Ruiz	Water and Wastewater Systems Improvements (193-199): With the anticipated exponential population growth coming, decision makers need to be provided with a more detailed section on addressing improvements to the water treatment and distribution system and long-term water supply issues. Additionally, the wastewater treatment plan and collection system need a more detailed section.	An updated water and wastewater master plan is currently in progress and is being considered for adoption soon. More detailed information on these systems will be provided in that plan.
18	Chairman Ruiz	Implementation Matrix (210-222): The Implementation Matrix indicates that City's Development Services (with its extremely limited staff) would be responsible for achieving the majority of the goals of the plan.	The City has since provided comments on appropriate responsible entities and the action plan has been updated accordingly.
19	Chairman Ruiz	Implementation Matrix (210-222): A detailed review needs to be undertaken on the proposed action items. (For example: "TM10". "Targets that 50% of new development streets... utilize reduced street widths and traffic calming measures") TM10. Should be revised or deleted. Other Implementation Matrix action items should be reviewed and correctly assigned appropriate city departments.	Removed the action item related to narrower streets. The City has since provided comments on appropriate responsible entities and the action plan has been updated accordingly.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Hold a PUBLIC HEARING and discussion and/or action on Resolution 2024-26 authorizing and creating the Seawillow Public Improvement District pursuant to Chapter 372 of the Texas Local Government Code.

ORIGINATING DEPARTMENT AND CONTACT: City Attorney - Brad Bullock

ACTION REQUESTED: Resolution

BACKGROUND/SUMMARY/DISCUSSION: As Council recalls, the City previously approved the Seawillow Development Agreement, which provides that the City will take steps to authorize the creation of a public improvement district ("PID"), created pursuant to Chapter 372 of the Texas Local Government Code. Chapter 372 sets forth the steps necessary to establish the creation of a PID. At the September 3rd Council Meeting, Council adopted a resolution accepting a petition for and calling a public hearing on the advisability of public improvements and creation of Seawillow Public Improvement District pursuant to Chapter 372 of the Texas Local Government Code. That resolution was the first required step in the PID creation process.

The second required step is to hold a public hearing on the advisability of the improvements and services, and publish notices for the public hearing. All required notices have been published and distributed via mail to affected property owners. The last step is to pass a resolution authorizing and creating the PID.

The purpose of a PID is to allow development to pay for itself and reimburse a developer for funding certain approved costs related to infrastructure and similar items that benefit the new development. The attached Resolution 2024-26 creates the Seawillow Public Improvement District in accordance with Chapter 372.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION:

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION:

LIST OF SUPPORTING DOCUMENTS: Resolution 2024-26 - Authorizing and Creating
Seawillow PID

RESOLUTION NO. 2024-26

A RESOLUTION OF THE CITY OF LOCKHART, TEXAS AUTHORIZING AND CREATING THE SEAWILLOW PUBLIC IMPROVEMENT DISTRICT IN ACCORDANCE WITH CHAPTER 372 OF THE TEXAS LOCAL GOVERNMENT CODE; PROVIDING FOR RELATED MATTERS; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Lockhart, Texas (the “City”), is authorized under Chapter 372 of the Texas Local Government Code, as amended (the “Act”), to create a public improvement district within its corporate limits and/or its extraterritorial jurisdiction; and

WHEREAS, the City Council of the City (the “City Council”) has received a petition (the “Petition”) requesting the creation of the Seawillow Public Improvement District (the “District”) from RODG DT Seawillow Propco LLC, a Texas limited liability company, David Acevedo, an individual, Eduardo Acevedo, an individual, as a representative of the Leandro Acevedo Estate, David Acevedo, an individual, as a representative of the Leandro Acevedo Estate, Virginia Villarreal, an individual, as a representative of the Leandro Acevedo Estate, and Margarita Britt, an individual, as a representative of the Leandro Acevedo Estate, the record owners of taxable real property representing more than fifty percent (50%) of the appraised value of the real property liable for assessment (as determined by the most recent certified appraisal roll for Caldwell County) in the proposed District and the record owners of taxable real property that constitutes more than 50% of all of the area of all taxable real property that is liable for assessment under the District (the “Petitioners”); and

WHEREAS, the Petition has been examined, verified, and found to meet the requirements of Section 372.005(b) of the Act and to be sufficient for consideration by the City Council, and

WHEREAS, the boundaries of the District are located partially within the corporate limits of the City and partially within the extraterritorial jurisdiction of the City, and are described in Exhibit A (the “Property”), attached hereto and incorporated herein for all purposes; and

WHEREAS, after providing all notices required by the Act, the City Council, on October 15 2024, convened a public hearing on the advisability of the improvements and services (the “Public Hearing”) and, after considering all written and documentary evidence presented at the hearing, including all written comments and statements filed with the City, the City Council closed the Public Hearing;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS:

Section 1. The findings set forth in the recitals of this Resolution are found to be true and correct.

Section 2. The Petition submitted to the City by the Petitioners was filed with the City Secretary and complies with Section 372.005 of the Act.

Section 3. Pursuant to the requirements of the Act, including, without limitation, Sections 372.006, 372.009(a), 372.009(b) and 372.010, the City Council, after considering the Petition and the evidence and testimony presented at the Public Hearing, hereby finds and declares:

- (a) **Advisability of the Proposed Improvements.** It is advisable to create the District to provide the Authorized Improvements (as described below). The Authorized Improvements are feasible and desirable and will promote the interests of the City and will confer a special benefit on the Property.
- (b) **General Nature of the Authorized Improvements.** The general nature of the proposed public improvements to be provided by the District that are necessary for the development of the Property within the District and which shall promote the interests of the City and confer a special benefit upon the Property, may include: (i) street and roadway improvements, including related sidewalks, drainage, utility relocation, signalization, landscaping, lighting, signage, off-street parking and right-of-way; (ii) establishment or improvement of parks and open space, together with the design, construction of any ancillary structures, features or amenities such as trails, playgrounds, walkways, lighting and any similar items located therein; (iii) sidewalks and landscaping, including entry monuments and features, fountains, lighting and signage; (iv) acquisition, construction, and improvement of water, wastewater and drainage improvements and facilities; (v) acquisition of real property, interests in real property, or contract rights in connection with the Authorized Improvements; (vi) payment of costs, including, without limitation, design, engineering, permitting, legal, required payment, performance and maintenance bonds, bidding, support, construction, construction management, administrative and inspection costs, associated with developing and financing the public improvements listed in (i) through (v) above; (vii) projects similar to those listed in subsections (i) - (v) above or authorized by the Act, including similar off-site projects that provide a benefit to the property within the District; (viii) payment of costs associated with special supplemental services for improvement and promotion of the District as approved by the City including services related to advertising, promotion, health and sanitation, water and wastewater, public safety, security, business recruitment, development, recreation, and cultural enhancement; and (ix) payment of costs associated with developing and financing the public improvements listed in (i) - (viii) above, as well as the interest, costs of issuance, reserve funds, or credit enhancement of bonds issued for the purposes described in (i) through (viii) above, and costs of establishing, administering and operating the District (collectively, the “Authorized Improvements”).
- (c) **Estimated Costs of the Authorized Improvements and Apportionment of Costs.** The estimated costs of constructing and acquiring all of the currently proposed Authorized Improvements, together with bond issuance costs, legal and financial fees, letter of credit fees and expenses, bond credit enhancement expenses, capitalization of bond interest, the creation of a bond reserve fund, expenses incurred in the establishment, administration and operation of the District and acquisition, by purchase or otherwise, of real property or contract rights in connection with each authorized improvement, is presently estimated to be a total of approximately \$150,000,000, based on the estimated current and future costs of the Authorized Improvements to serve the area within the District, as authorized by law. The total costs of the Authorized Improvements shall be paid from assessments lawfully available to the City and/or from other sources of funds of the developer, anticipating that the costs of acquisition of the Authorized Improvements will be paid pursuant to a contractual reimbursement obligation or the issuance of bonds secured by and payable from a special assessment levied on all property within the District’s boundaries for the Authorized Improvements.

- (d) **Boundaries of the District.** The boundaries of the Seawillow Public Improvement District are set forth in Exhibit A. The District shall be located partially within the corporate limits of the City and partially within the extraterritorial jurisdiction of the City, located north of County Road 197 between Farm to Market Road 1322 and Seawillow Road.
- (e) **Proposed Method of Assessment.** The City shall levy assessment(s) relating to the costs of the Authorized Improvements on property within the District in a manner that results in imposing equal shares of the costs on property similarly benefited. All assessments, including interest, may be paid in full at any time, and certain assessments may be paid in annual installments, with interest. If an assessment is allowed to be paid in installments, then the installments must be paid in amounts necessary to meet annual costs for those Authorized Improvements financed by the assessments, and must continue for a period necessary to retire the indebtedness for those Authorized Improvements (including interest). A report will be prepared showing the special benefit accruing to property in the District and how the costs of the Authorized Improvements are assessed to property on the basis of a special benefit.
- (f) **Management of the District.** The District shall be managed by the City, with the assistance of a consultant, who shall, from time to time, advise the City regarding certain operations of the District.
- (g) **Advisory Board.** The District shall be managed without the creation of an advisory body.

Section 4. The Seawillow Public Improvement District is hereby authorized and created as a public improvement district under the Act in accordance with the findings of the City Council as to the advisability of the Authorized Improvements contained in this Resolution, the nature and the estimated costs of the Authorized Improvements, the boundaries of the District, the method of assessment, and the apportionment of costs as described herein; and the conclusion that the District is needed to fund such Authorized Improvements.

Section 5. The City Council hereby authorizes and directs the City Secretary, on or before the 7th day from the date hereof, in accordance with the Act, to file a copy of this Resolution authorizing the District with the county clerk of each county in which all or part of the District is located.

Section 6. Effective upon the date of the passage of this Resolution, the District shall be established.

Section 7. This Resolution shall take effect immediately from and after its passage in accordance with the law.

**DULY RESOLVED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF
LOCKHART, TEXAS ON OCTOBER 15, 2024.**

APPROVED:

CITY OF LOCKHART, TEXAS

Lew White, Mayor

ATTEST:

Julie Bowermon, City Secretary

APPROVED AS TO FORM:

Bradford E. Bullock, City Attorney

STATE OF TEXAS **§**

COUNTY OF CALDWELL §

This instrument was acknowledged before me on _____, 2024 by Lew White, Mayor of the City of Lockhart, Texas on behalf of said City.

Notary Public, State of Texas
(SEAL)

[Signature page of Resolution]

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

BEING a 588.547 acre tract of land situated in the JOHN A. NEILL SURVEY, ABSTRACT No. 20, Caldwell County, Texas, and being all of the called 89.769 acres of land as described in deed as recorded in Document Number 2021-006882, Real Property Records, Caldwell County, Texas, and a portion of the called 160.00 acres of land described in deed as recorded in Volume 28, Page 146 of the Real Property Records, Caldwell County, Texas, SAVE & EXCEPT the called 3.007 acres of land described in deed recorded in Instrument Number 2018-003545 Real Property Records, Caldwell County, Texas, and all of the 358.536 acres of land as described in deed as recorded in Volume 209, Page 425, Official Public Records, Caldwell County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch capped iron rod found, marked Hinkle Surveying, on the Northeast Right-of-Way line of Farm to Market Road 1322, an 80 foot Right-of-Way, and for the Northwest corner of a called 85.00 acre tract of land as described in a deed to Charles D. Spillmann and Jane Spillmann as recorded in Document Number 2016-005533 of said Official Public Records, same being the Southwest corner of said 169.811 acre tract and the of this herein described tract;

THENCE North 31° 43' 06" West, along said Right-of-Way and the Southwest line of said 89.775 acre tract, a distance of **2,572.95 feet** to a 1/2 inch capped iron rod found, marked Jones Carter Prop Corner, for the Southwest corner of a called 80.04 acre tract of land as described in deed to Vema Investments, LLC. as recorded in Instrument 2021-007855 of said Official Public Records, same being a Northwest corner of said 89.775 acre tract;

THENCE North 78° 46' 11" East, along the common line of said 80.04 acres and said 89.775 acres, a distance of **1,665.32 feet** to a 1/2 inch iron rod found on the Southwest line of a called 358.536 acre tract of land as described in a deed to David V. Acevedo and Marge Margarita Acevedo as recorded in Volume 209, Page 425 of said Official Public Records, and being the Southeast corner of said 80.04 acres;

THENCE North 29°54'41" West, along the common line of said 358.536 acres and said 80.04 acres, a distance of **956.23 feet** to a 1/2 inch iron rod found for an interior angle point in the West line of a called 2.606 acre tract of land described in deed to Ray C. Nash and wife, Helen K. Nash as recorded in Volume 76, Page 743 of said Official Public Records, same being a Northwest corner of said 358.536 acres;

THENCE North 12°42'23" East, along the common line of said 358.536 acres and said 2.606 acres, a distance of **100.55 feet** to a 1 inch iron pipe found on the South Right-of-Way line of County Road 205, a.k.a. Seawillow Road, a variable width Right-of-Way;

THENCE along the South Right-of-way and the North line of said 358.536 acres the following bearings and distances:

South 72°03'50" East, a distance of **65.07 feet** to a 1/2 inch iron rod found capped;

South 86°16'07" East, a distance of **189.45 feet** to a 1/2 inch iron rod found capped;

North 79°02'20" East, a distance of **350.87 feet** to a three way fence corner post found;

North 78°34'18" East, a distance of **1,963.89 feet** to a 1/2 inch iron rod capped DATAPOINT#10194585 set;

South 64°47'06" East, a distance of **592.08 feet** to a 1/2" iron rod found capped for the North corner of a called 3.07 acre tract of land described in deed to Chris C. Chapman and Kimberly K. Hoffman Chapman as recorded in Instrument Number 2018-003545 of said Official Public Records;

THENCE departing said South Right-of-Way, along the common line of said 3.07 acres and said 358.536 acres the following bearings and distances:

South 24°46'35" West, a distance of **365.69 feet** to a 1/2 inch iron rod found capped;

South 62°46'06" East, a distance of **358.21 feet** to a fence corner post found;

North 24°38'27" East, a distance of **366.83 feet** to a 5/8 inch iron rod found on said South Right-of-Way, for the East corner of said 3.07 acres;

THENCE South 61°15'06" East, along said South Right-of-Way line, a distance of **472.51 feet** to a 1/2 inch iron rod capped DATAPOINT#10194585 set for the North corner of the 20.000 acre remainder of said 160 acre tract;

THENCE over and across, said 160 acres the following three (3) courses and distances:

South 32°22'32" West, a distance of **639.03 feet** to a 1/2 inch iron rod capped DATAPOINT#10194585 set;

South 24°59'14" East, a distance of **617.22 feet** to a 1/2 inch iron rod capped DATAPOINT#10194585 set;

North 82°35'38" East, a distance of **1096.03 feet** to a 1/2 inch iron rod capped DATAPOINT#10194585 set on the West Right-of-Way line of said CR 205 and the East line of said 160 acres;

THENCE South 14°17'18" East, a distance of **970.10 feet** to a "L" bracket with flagging found for the Northwest corner of a called 1.997 acre tract of land as described in deed to Russell A. Nickel, a single man, as recorded in Instrument Number 2020-003246 of said Official Public Records, and being on the East line of said 358.536 acres;

THENCE South 11°10'32" East, along the East line of said 358.536 acres, passing a 5/8 inch iron rod found for the Northwest corner of a called 9.152 acre tract of land as described in the deed to Brenda Gayle Bagwell Hagan, a married person, as her separate property and estate as recorded in Instrument Number 2021004181 of said Official Public Records, same being the Southwest corner of said 1.997 acres, continuing a total distance of **935.26 feet** to a 6 inch wood fence corner post found for the Southwest corner of said 9.152 acres, same being an interior ell corner of said 358.536 acres;

THENCE North 78°31'19" East, along a North line of said 358.536 and along the South line of said 9.152 acres and a called 9.152 acres of land as described in deed to William R Hagan and Brenda G Hagan, husband and wife, as recorded in Volume 273, Page 537 of said Official Public Records, and the South line of a called 9.15 acres of land described in deed to Delores Stanton Revocable Trust as recorded in Instrument Number 2023-003597 of said Official Public Records, a distance of **2095.92 feet** to a 6 inch wood fence corner post found on the West Right-of-Way

line of said CR 205 for a Northeast corner of said 358.536 acres, same being the Southeast corner of said 9.15 acres;

THENCE along the West Right-of-Way line of said CR 205 the following bearings and distances:

South 09°58'20" East, a distance of **1445.88 feet** to a 1/2 inch iron rod capped DATAPOINT#10194585 set;

South 13°05'03" East, a distance of **202.27 feet** to a 1/2 inch iron rod capped DATAPOINT#10194585 set;

South 23°19'16" East, a distance of **157.39 feet** to a 1/2 inch iron rod found capped for the Northeast corner of Lot 1, 2 and 3, Commanche Hill, Section One, a Subdivision in Caldwell County, Texas according to the Map or Plat of Records in Plat Cabinet A, Slide 28, Plat Records of Caldwell County, as described in deed to Beatrice Madrigal, a single person and John S. Rosales, a single person as recorded in Instrument Number 126568 of Official Public Records, same being the Southernmost Southeast corner of said 358.536 acres;

THENCE South 78°28'58" West, along the South line of said 358.536 acres, a distance of **4735.83 feet** to a 1 inch iron pipe found for the Southeast corner of said 85.00 acres and being the Southernmost Southwest corner of said 358.536 acres, from which a 1/2 inch iron rod found for the Southwest corner of said 85.00 acres bears South 78° 47' 06" West, a distance of 1,503.48 feet;

THENCE North 29°54'41" West, along the common line of said 85.00 acres and said 358.536 acres, a distance of **2533.18 feet** to a calculated point from which a 1/2 inch iron rod found capped "Hinkle Surveying" bears, South 78° 48' 18" West, a distance of 0.35 feet for the Northeast corner of said 85.00 acres and being the Southeast corner of said 89.775 acres;

THENCE South 78°46'18" West, along the South line of said 89.775 acres and the North line of said 85.00 acres, a distance of **1579.70 feet** to the **POINT OF BEGINNING**, containing an area of 25,637,112 Square Feet and/or **588.547 Acres** of land, more or less.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion and/or action regarding a Facilities Use Agreement between the City of Lockhart and DeNucci Constructors for the temporary use of property located behind 110 North Brazos Street for purposes of a construction laydown yard, and authorizing the City Manager to sign the agreement if approved.

ORIGINATING DEPARTMENT AND CONTACT: Public Works - Sean Kelley

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: On July 16, 2024, the Downtown Revitalization Project was awarded to DeNucci Constructors. The two-year project consists of water, wastewater, storm drain infrastructure, street improvements and landscaping. As part of this project, the contractor brings in supplies and materials for the construction of the infrastructure that is the Downtown Revitalization Project. When projects have long durations, right-of-way is limited and construction storage limitations exist, contractors utilize temporary laydown yards to store the materials necessary to complete the project.

Authorizing the temporary use of the land located behind 110 North Brazos Street (Lockhart Recycling Center) as a laydown yard for "spoil" dirt material, bedding materials, and other various staged materials would benefit the project's functionality. DeNucci Constructors currently has leased property to serve as a laydown yard at the northeast corner of N. Blanco Street and Walnut Street. The primary function of this laydown location will be used as storage for traffic control devices and equipment storage, shifting the more disruptive uses to the location behind 110 North Brazos Street.

The term of the proposed temporary use agreement located at 110 North Brazos Street would be until March 16, 2027, beyond the anticipated completion date of the Downtown Revitalization Project. The contractor will be required to maintain and secure required insurance. They will also be required to keep the site free of trash and must restore the property to its original condition at the end of the agreement term.

PROJECT SCHEDULE (if applicable): Term of Use Agreement Expires March 16, 2027

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

City of Lockhart, Texas

Council Agenda Item Cover Sheet

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Staff respectfully recommends entering the Facility Use Agreement with DeNucci Constructors.

LIST OF SUPPORTING DOCUMENTS: Lockhart DeNucci Facility Use Agreement, Laydown Yard Exhibit A

FACILITIES USE AGREEMENT

This Facilities Use Agreement (this "Agreement") is by and between the CITY OF LOCKHART, TEXAS, a home rule city located in Caldwell County, Texas (the "City") and DeNucci Constructors, a limited liability corporation, whose address is P.O. Box 201268, Austin, Texas 78720 ("Contractor") and is made and entered into effective as of the ____ day of October, 2024 (the "Effective Date"). The City and Contractor are sometimes individually referred to as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, the City holds fee simple title to property located at 110 North Brazos Street, Lockhart, Texas, described by property identification number on the attached Exhibit A (the "Property") and incorporated herein by reference; and

WHEREAS, the Contractor is performing certain work related to a previously awarded contract related to the Downtown Revitalization Project (the "Improvements"); and

WHEREAS, during construction of the Improvements, the Contractor desires to use the Property for use as a laydown yard, materials staging area and parking of vehicles by contractors constructing the Improvements; and

WHEREAS, the City has agreed to enter this Facilities Agreement with the Contractor; and

WHEREAS, the Facilities Agreement will provide the terms by which the Contractor may use the Property for use as a laydown yard, materials staging area and parking of vehicles by Contractor and those performing work on Contractor's behalf constructing the Improvements.

NOW THEREFORE, for and in consideration of these premises and of the mutual promises, obligations, covenants and benefits herein contained, the Parties agree as follows:

- 1) Term. This Agreement shall remain in effect from the Effective Date and conclude no later than March 16, 2027 ("Term").
- 2) Use of Property, Maintenance and Restoration. City agrees that the Contractor may use the Property use as a laydown yard, materials staging area and parking of vehicles by Contractor and those performing work on Contractor's behalf for the City during the Term. During the Term, the Contractor agrees to keep the Property free and clear of trash and debris. If the condition of the Property was altered as a result of the use of the Property hereunder by the Contractor or its invitees, then within thirty (30) days of the end of the Term, the Contractor must restore the Property substantially to its original condition.
- 3) Waiver of Representation/Warranty and Assumption of Risk. The Contractor acknowledges and agrees that City has not made any representation or warranty of any kind or nature as to the fitness of the Property for the use intended by the Contractor

hereunder and City expressly negates and disclaims any such representation or warranty. The Contractor hereby agrees that its and its invitees use of the Property hereunder shall be at its and its invitees sole and exclusive risk and the Contractor has and does hereby waive as against City any and all claims arising out of or in connection with its and its invitees use of the Property hereunder.

- 4) Indemnity. The Contractor does hereby agree to waive all claims, release, indemnify, defend and hold harmless City, and all of its officers, agents and employees, from and against any and all liability, claims, losses, damages, suits, demands or causes of action including all expenses of litigation and/or settlement, court costs and attorney fees which may arise by reason of injury to or death of any person or for loss of, damage to, or loss of use of any property occasioned by the error, omission, or negligent act of the Contractor and its invitees on the Property, their officers, agents, or employees arising out of or in connection with the Contractor's or its invitees use of the Property hereunder, and the Contractor will at its own cost and expense defend and protect City from any and all such claims and demands. Such indemnities shall apply unless cause by the sole negligence or willful misconduct of City, its officers, officials, agents or employees.

- 5) Insurance.

During the Term, the Contractor will secure and maintain, and will require its contractors to secure and maintain, the following insurance coverages with limits not less than the amounts specified, and with companies satisfactory to City who are authorized to do business in the State of Texas, and will furnish certificates of such insurance satisfactory to City before commencing use of the Property; provided, however, that no waiver of the provisions of the Section 5 will be inferred from any failure on the part of City to object or complain about the Contractor's failure to furnish certificates of insurance satisfactory to City.

(a) Worker's Compensation and Employer's Liability Insurance with limits of not less than \$1,000,000 per accident, which will fully comply with the statutory requirements of State laws as well as Federal laws, if applicable.

(b) Commercial General Liability Insurance INCLUDING CONTRACTUAL LIABILITY, with minimum limits of liability for injury, death, or property damage of \$1,000,000 combined single limit per occurrence, and an aggregate annual limit of not less than \$2,000,000.

(c) Automobile Liability Insurance covering owned, hired, and non-owned vehicles, with minimum limits for injury, death or property damage of \$1,000,000 combined single limit per occurrence.

(d) Excess Liability Insurance over that required in (a) through (c) above, with minimum limits of \$5,000,000 and specifically including City's contractual liability.

- 6) Assignment/Non-Transferable. The Parties agree that this Agreement will not assigned or transferred by either Party, except that City may assign this Agreement to any third

party in connection with such third party's purchase of the Property from City.

- 7) Successors and Assigns. The Parties, and their partners, subcontractors, executors, officers, agents, employees, representatives, and administrators and their authorized successors and assigns, are hereby bound to the terms and conditions of this Agreement.
- 8) Notices. Any notice provided or permitted to be given under this Agreement must be in writing and may be served by depositing same in the United States mail, addressed to the party to be notified, postage pre-paid and registered or certified with return receipt requested, or by delivering the same in person to such party via facsimile, electronic mail or a hand-delivery service, Federal Express or any courier service that provides a return receipt showing the date of actual delivery of same to the addressee thereof. Notice given in accordance herewith shall be effective upon receipt at the address of the addressee. For purposes of notice, the addresses of the parties shall be as follows:

If to the City, to:

City of Lockhart
Attn: Steve Lewis, City Manager
308 W. San Antonio St.
P.O. Box 239
Lockhart, Texas 78644
(512) 398-3461

If to Contractor, to:

DeNucci Constructors
P.O. Box 201268
Austin, Texas 78720
(512) 971-2368

Each party has the right to change, from time to time, its notice addresses by giving at least 10 days written notice to the other parties.

- 9) No Additional Waiver Implied. The failure of any party to insist upon strict performance of any provision of this Agreement shall not be construed as a waiver of the future performance of such provision by the other parties.
- 10) Reservation of Rights. All rights, powers, privileges and authority of the parties hereto not restricted or affected by the express terms and provisions hereof are reserved by the parties and, from time to time, may be exercised and enforced by the parties.
- 11) Construction and Venue. This Agreement is a contract made under and shall be construed in accordance with and governed by the laws of the United States of America and the State of Texas, as such laws are now in effect and venue for any action shall lie only in Caldwell County, Texas.
- 12) Cumulative Remedies. All rights and remedies of the parties under this Agreement shall be cumulative, and none shall ^{page 3}exclude any other right or remedy provided by law, or by

any other provisions of the Agreement. All such rights and remedies may be exercised and enforced concurrently and whenever, and as often, as occasion for their exercise arises.

- 13) Immunity. The Parties agree that the City of Lockhart has not waived its sovereign immunity by entering into and performing its obligations under this Agreement.
- 14) Waiver of Breach. A waiver by either party of a breach of the Agreement by the other party does not constitute a continuing waiver or a waiver of any subsequent breach of the Agreement.
- 15) Parties Bound. The Agreement shall be binding upon, and inure to the benefit of, the parties to the Agreement and their respective heirs, executors, administrators, legal representatives, successors, and assigns when permitted by this Agreement.
- 16) No Third-Party Beneficiaries. Nothing in this Agreement shall be construed to create any right in any third party not a signatory to this Agreement, and the parties do not intend to create any third-party beneficiaries by entering into this Agreement.
- 17) Incorporation of Recitals. The representations, covenants and recitations set forth in the foregoing recitals of this Agreement are true and correct and are hereby incorporated into the body of this Agreement and adopted as findings of the parties.
- 18) Entire Agreement. This Agreement contains the entire agreement of the parties with respect to the matters contained herein and may not be modified, amended or terminated except upon the provisions hereof or by the mutual written agreement of the parties hereto. The subject matter of this Agreement is for the use of the identified property only and not any other matters that may exist between the parties past, present or future.
- 19) Consideration. This Agreement is executed by the parties hereto without coercion or duress and for substantial consideration, the sufficiency of which is forever confessed.
- 20) Counterparts. This Agreement may be executed in a number of identical counterparts, each of which shall be deemed an original for all purposes. A facsimile or other electronic signature will also be deemed to constitute an original if properly executed.
- 21) Authority to Execute. The individuals executing this Agreement on behalf of the respective parties below represent to each other and to others that all appropriate and necessary action has been taken to authorize the individual who is executing this Agreement to do so for and on behalf of the party for which his or her signature appears, that there are no other parties or entities required to execute this Agreement in order for the same to be an authorized and binding agreement on the party for whom the individual is signing this Agreement and that each individual affixing his or her signature hereto is authorized to do so, and such authorization is valid and effective on the date hereof.
- 22) Force Majeure. Neither Contractor nor the City of Lockhart shall be required to perform any term, condition, or covenant in the Agreement so long as performance is delayed or prevented by force majeure, which shall mean acts of God, strikes, lockouts, material or labor restrictions by any governmental authority, civil riots, floods, and any other cause

not reasonably within the control of the party and which by the exercise of due diligence the party is unable, wholly or in part, to prevent or overcome.

- 23) Miscellaneous Drafting Provisions. This Agreement shall be deemed drafted equally by the parties hereto. The language of all parts of this Agreement shall be construed as a whole according to its fair meaning, and any presumption or principle that the language herein is to be construed against any party shall not apply. Headings in this Agreement are for the convenience of the parties and are not intended to be used in construing this document.
- 24) Savings/Severability. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
- 25) Representations. Each signatory represents this Agreement has been read by the party for which this Agreement is executed and that such party has had an opportunity to confer with its legal counsel.

IN WITNESS WHEREOF, the Parties hereto have executed this agreement in multiple copies, each of equal dignity.

Accepted and executed as of the _____ day of _____, 2024.

CITY OF LOCKHART

By: _____
Steven Lewis, City Manager

DENUCCI CONSTRUCTORS

By:  10/10/2024
Ryan DeNucci, Vice- President

Exhibit A
Laydown Yard

Area to be leased



Area to be Leased

110 N. Brazos Street

8145 Zip: 75001

Mailing Address Zip: 78644

Zoom to

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion and/or action on updated agreement with Lower Colorado River Authority and McCoy Tree Surgery for tree trimming in the right-of-way and utility easements.

ORIGINATING DEPARTMENT AND CONTACT: Electric - Bobby Leos

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: It is recommended that the City continue the tree trimming program with McCoy Tree Surgery (McCoy) in an effort to reduce voltage flicker, outages, losses, and improve public safety and satisfaction. Trees in close contact with power lines and tree limbs falling onto power lines are the most common causes of outages. Downed power lines caused by falling trees are a public safety hazard. Utilities that fail to maintain a tree trimming program frequently experience higher than normal expenses during severe storm conditions, which include overtime, purchase of additional inventory to replace damaged poles, wires and electric equipment. The City's electric utility staff are very satisfied with the work McCoy has completed throughout the city to date.

If approved, McCoy advised they can begin pruning in early December 2024. Trimming oak trees during the winter months (December–February) is an industry best practice to mitigate potential causes of Oak Wilt. Staff anticipates funding appropriated in this year's FY 2024-25 budget will continue tree trimming services through April 2025. Prior to trimming, door hangars (in English and Spanish) are left at the residences in the area and provide the name and number of the City's contractor.

McCoy was first awarded a Customer Services Contract with the City for tree trimming services in FY 2019-20 during the March 3rd, 2020 Council meeting. The approved services contract was provided through the Lower Colorado River Authority's (LCRA) competitively procured tree trimming agreement with McCoy Tree Surgery. LCRA advised they will rebid the tree trimming agreement in Fall 2024 for a new term.

McCoy Tree Surgery specializes in vegetation management for the electric utility industry. Their pruning methods comply with industry standards for safety and tree care, and are endorsed by the International Society of Arboriculture and Tree Care Ind. Additional information regarding the city's tree trimming program can be found on the city website: www.lockhart-tx.org/page/elec_tree_trimming. Funding for this program is incorporated into the city's existing electric utility rates. There is no additional charge to the customer for these services.

PROJECT SCHEDULE (if applicable): Estimated 20.5 weeks with three person crew.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

AMOUNT & SOURCE OF FUNDING:

Funds Required: 150,000

Account Number: 500-5745-298-00

Funds Available: 150,000

Account Name: Other Contracts & Services

FISCAL NOTE (if applicable): New GL account number was created specifically for tree trimming at the request of the City Manager.

PREVIOUS COUNCIL ACTION: Approved

COMMITTEE/BOARD/COMMISSION ACTION: N/A

STAFF RECOMMENDATION/REQUESTED MOTION: Staff recommends continued service with McCoy Tree Surgery.

LIST OF SUPPORTING DOCUMENTS: Lockhart Tree Contract 10.1.2024

**CUSTOMER
SERVICES CONTRACT**

CUSTOMER: City of Lockhart
P.O. Box 239
Lockhart, TX 78644
Bobby Leos

DATE SUBMITTED: October 1, 2024

SCOPE OF SERVICES:

JOB NUMBER:

The Lower Colorado River Authority ("LCRA") will provide the Customer access to LCRA's tree trimming services contract (the "Agreement") with McCoy Tree Surgery ("McCoy"). The City will specify which lines McCoy is to clear prior to the start of work.

Per hour rates will depend on individual classification of each employee. (See attached rate schedule). McCoy will bill Customer directly, on a weekly basis, and Customer will pay invoices directly to McCoy in accordance with the terms and conditions of the Agreement.

Scope of Tree Trimming:	Estimated at 20.5 crew-weeks of trimming
Estimated Services Value:	\$ 142,569.30 per year (direct charge from McCoy)
Total Amount of Services (includes LCRA Fee):	\$ 149,697.77 Estimate

See Attached Terms and Conditions.

SCHEDULE:

Customer and McCoy will determine a mutually acceptable time for the start of services. Services have a target start of January 6, 2024 with a 20.5 week completion.

CONTRACT PRICE:

LCRA Administration Fee: \$ 7,128.47
The Administration Fee will be added to the Customer's monthly power bill upon execution of contract. (or invoiced direct as applicable).

City of Lockhart

Lower Colorado River Authority

By: _____
Title: _____
Date: _____

By: Sam Woolard
Title: VP, Trans Const & Maintenance
Date: _____

OFFICE USE ONLY

Accounting: _____ 0

Approved By: _____
Completion Date: _____

Personnel Level	Rates	1	Rate
Supervisor/General Foreperson	\$ 61.46	1 \$	61.46
Foreperson	\$ 47.95	1 \$	47.95
Trimmer	\$ 41.40	1 \$	41.40

Equipment

Chain Saws (each)	0.92	1 \$	0.92
Bucket Truck with Chip bed	18.07	1 \$	18.07
Chipper	6.92	1 \$	6.92
GF Pickup	14.82	1 \$	14.82

Crew Rate (using Max Rates)

Supervisor/General Foreperson	\$ 61.46	0.25 \$	15.37
GF Pickup	\$ 14.82	0 \$	-
Foreperson	\$ 47.95	1 \$	47.95
Trimmer	\$ 41.40	2 \$	82.80
Chain Saws (each)	\$ 0.92	3 \$	2.76
Bucket Truck with Chip bed	\$ 18.07	1 \$	18.07
Chipper	\$ 6.92	1 \$	6.92

Total Hourly Crew Rate		\$	173.87
Total Weekly Crew Rate		\$	6,954.60
Total weeks (estimated)	20.5	\$	142,569.30
Total Trimmers	3.25		
Includes per diem costs for Lodging and meals			

Total (using max rates)	\$	142,569.30	Note: This is the estimated direct charge from McCoy
Average/week	\$	6,954.60	

Actual Charges according to the rate schedule will be billed.

LCRA will bill a fee to cover the cost of scheduling and administering the program
The Administration fee is: \$ 7,128.47

FOR BUDGETING PURPOSES ONLY

Total (LCRA and McCoy)	\$	149,697.77	3 PERSON CREW
Total (LCRA and McCoy) weekly avg.	\$	7,302.33	

TERMS AND CONDITIONS

The Lower Colorado River Authority ("LCRA") will provide the Customer access to LCRA's tree trimming services contract (the "Agreement") with McCoy Tree Surgery ("McCoy").

LCRA will add a fee to Customer's wholesale power bill to cover administration of this program. The fee is noted on the front of the contract.

The services under this Customer Services Contract are provided pursuant to the Technical Services Agreement between LCRA and the City, dated December 11, 1979 and under the authority of Chapter 791 of the Texas Government Code, Chapter 271, Subchapter F of the Texas Local Government Code, and in furtherance of LCRA's statutory and constitutional authority to provide electric utility services. The purpose of this Customer Services Contract is to increase the reliability of electric service within Customer's service territory, and to realize savings and efficiencies by cooperatively procuring services.

Customer will purchase services from McCoy under the same terms and conditions and pricing contained in the Agreement. All orders and payments for such purchases will be issued directly from Customer to McCoy, and McCoy will provide the services and associated invoices directly to Customer. LCRA is not a party to, and will in no way be responsible to either Customer or McCoy for, such orders, including without limitation any payments, performance, costs, expenses, losses or damages arising from such transactions between McCoy and Customer. Customer releases LCRA from any liability associated with Customer's transactions under the Agreement.

Customer represents that (i) all payments made pursuant to this Customer Services Contract will be paid from current revenues and (ii) it has the authority to enter into this Customer Services Contract.



City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion and/or action regarding the proposal and contractual engagement letter between BrooksWatson and Company and the City of Lockhart; and appointing the Mayor and City Manager to sign the contractual engagement letter.

ORIGINATING DEPARTMENT AND CONTACT: Finance - Keeli Michna

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: The City of Lockhart's Charter requires that *"the City shall have its records and accounts audited annually and shall have an annual financial statement prepared based on the audit. The City Council shall employ a certified public accountant who holds a permit to practice from the Texas State Board of Public Accountancy." Additionally, "the accountant shall not maintain or keep any of the City's accounts or records and shall not perform the City's annual audit for more than five (5) consecutive years in succession" (Section 3.14).*

On April 21, 2021, the City of Lockhart, Texas entered into a contract with BrooksWatson and Company for auditing services for a term of three (3) years with the option to extend an additional two years. At the end of fiscal year 09/30/2023, BrooksWatson and Company fulfilled their three-year term with the City of Lockhart. BrooksWatson and Company has recommended the implementation of updated financial policies and procedures to ensure compliance and safekeeping of City funds. It is the recommendation of staff to extend the auditing services contract for the two additional years for the fiscal year ending September 2024 and 2025.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$39,815

Account Number: multiple departments

Funds Available: \$38,952

Account Name: Accounting & Financial

FISCAL NOTE (if applicable): All major funds are budgeted for annual auditing services by percentage of expenses. The Lockhart Economic Development Corporation is budgeted separately. This engagement letter consists of an audit fee for LEDC of \$4,500 for Fiscal Year 2023-24 and 2024-25.

PREVIOUS COUNCIL ACTION: Approved BrooksWatson and Company auditing services engagement letter on April 20, 2021.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Staff respectfully recommends the approval of the engagement letter as presented.

LIST OF SUPPORTING DOCUMENTS: Audit Engagement Letter 2024-25



October 15, 2024

City of Lockhart, Texas
308 W. San Antonio St.
Lockhart, Texas 78644

The following represents our understanding of the services we will provide the City of Lockhart, Texas.

You have requested that we audit the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Lockhart, Texas, as of September 30, 2024 through September 30, 2025, and for the years then ended and the related notes to the financial statements, which collectively comprise the City of Lockhart, Texas's basic financial statements as listed in the table of contents. We are pleased to confirm our acceptance and our understanding of this audit engagement by means of this letter. Our audit will be conducted with the objective of our expressing an opinion on each opinion unit.

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, pension information, and budgetary comparison information be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the required supplementary information (RSI) in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist primarily of inquiries of management regarding their methods of measurement and presentation, and comparing the information for consistency with management's responses to our inquiries. We will not express an opinion or provide any form of assurance on the RSI. The following RSI is required by accounting principles generally accepted in the United States of America. This RSI will be subjected to certain limited procedures but will not be audited:

- 1) Management's discussion and analysis
- 2) Budgetary Comparison Information
- 3) Pension and OPEB schedules

Supplementary information other than RSI will accompany the City of Lockhart, Texas's basic financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the basic financial statements and perform certain additional procedures, including comparing and reconciling the supplementary information to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and additional procedures in accordance with auditing standards generally accepted in the United States of America. We intend to provide an opinion on the following supplementary information in relation to the financial statements as a whole:

- 1) Individual nonmajor fund financial statements and schedules
- 2) Combining statements

Also, the document we submit to you will include the following other additional information that will not be subject to the auditing procedures applied in our audit of the financial statements:

- 1) Introductory section
- 2) Statistical section

The Objective of an Audit

The objective of our audit is the expression of opinions as to whether your basic financial statements are fairly presented, in all material respects, in accordance with generally accepted accounting principles and to report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America and will include tests of the accounting records and other procedures we consider necessary to enable us to express such opinions. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions or add emphasis-of-matter or other-matter paragraphs. If our opinions on the financial statements are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or to issue a report as a result of this engagement.

General Audit Procedures

We will conduct our audit in accordance with auditing standards generally accepted in the United States of America (U.S. GAAS). Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the basic financial statements are free from material misstatement. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the

financial statements, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws, governmental regulations, grant agreements, or contractual agreements. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

Internal Control Audit Procedures

Because of the inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements may not be detected exists, even though the audit is properly planned and performed in accordance with U.S. GAAS.

In making our risk assessments, we consider internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. However, we will communicate to you in writing concerning any significant deficiencies or material weaknesses in internal control relevant to the audit of the financial statements that we have identified during the audit.

Compliance with Laws and Regulations

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the City of Lockhart, Texas's compliance with the provisions of applicable laws, regulations, contracts, and agreements. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion.

Management Responsibilities

Our audit will be conducted on the basis that management and those charged with governance acknowledge and understand that they have responsibility:

1. For the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America;
2. For the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws, governmental regulations, grant agreements, or contractual agreements; and

3. To provide us with:
 - i. Access to all information of which management is aware that is relevant to the preparation and fair presentation of the financial statements such as records, documentation, and other matters;
 - ii. Additional information that we may request from management for the purpose of the audit; and
 - iii. Unrestricted access to persons within the entity from whom we determine it necessary to obtain audit evidence.
4. For including the auditor's report in any document containing financial statements that indicates that such financial statements have been audited by the entity's auditor;
5. For identifying and ensuring that the entity complies with the laws and regulations applicable to its activities; and
6. For adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the current year period(s) under audit are immaterial, both individually and in the aggregate, to the financial statements as a whole.

With regard to the supplementary information referred to above, you acknowledge and understand your responsibility: (a) for the preparation of the supplementary information in accordance with the applicable criteria; (b) to provide us with the appropriate written representations regarding supplementary information; (c) to include our report on the supplementary information in any document that contains the supplementary information and that indicates that we have reported on such supplementary information; and (d) to present the supplementary information with the audited financial statements, or if the supplementary information will not be presented with the audited financial statements, to make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance by you of the supplementary information and our report thereon.

As part of our audit process, we will request from management and those charged with governance, written confirmation concerning representations made to us in connection with the audit.

We will assist the City with the preparation of the comprehensive annual financial report, which is considered to be a nonattest service. With respect to this and any other nonattest services we perform, the City of Lockhart, Texas's management is responsible for (a) making all management decisions and performing all management functions; (b) assigning a competent individual to oversee the services; (c) evaluating the adequacy of the services performed; (d) evaluating and accepting responsibility for the results of the services performed; and (e) establishing and maintaining internal controls, including monitoring ongoing activities.

Reporting

We will issue a written report upon completion of our audit of the City of Lockhart, Texas's basic financial statements. Our report will be addressed to the governing body of the City of Lockhart, Texas. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions, add an emphasis-of-matter or other-matter paragraph(s), or withdraw from the engagement.

Other

We understand that your employees will prepare all confirmations we request and will locate any documents or support for any other transactions we select for testing.

If you intend to publish or otherwise reproduce the financial statements and make reference to our firm, you agree to provide us with printers' proofs or masters for our review and approval before printing. You also agree to provide us with a copy of the final reproduced material for our approval before it is distributed.

Provisions of Engagement Administration, Timing and Fees

During the course of the engagement, we may communicate with you or your personnel via fax or e-mail, and you should be aware that communication in those mediums contains a risk of misdirected or intercepted communications.

The timing of our audit will be scheduled for performance and completion as follows:

	Begin	Complete
Document internal control and preliminary tests		August 31st
Observe physical inventories (if necessary)		n/a
Mail confirmations		October 1st
Perform year-end audit procedures		December/January
Issue audit report		March

Mike Brooks is the engagement partner for the audit services specified in this letter. His responsibilities include supervising BrooksWatson & Co., PLLC's services performed as part of this engagement and signing or authorizing another qualified firm representative to sign the audit report.

Our fees for the financial statement audits are all inclusive as follows:

Financial Statement Audits			
Fiscal Year	City	EDC	Total
2024	\$ 39,815	\$ 4,500	\$ 44,315
2025	\$ 42,030	\$ 4,500	\$ 46,530

We will notify you immediately of any circumstances we encounter that could significantly affect this initial fee estimate. Whenever possible, we will attempt to use the City of Lockhart, Texas's personnel to assist in the preparation of schedules and analyses of accounts. This effort could substantially reduce our time requirements and facilitate the timely conclusion of the audit.

The invoice shall be rendered monthly based upon actual hours billed during the invoice period. We will notify you immediately of any circumstances we encounter that could significantly affect this initial fee estimate. In addition, we will work with you to identify any federal awards that might meet the criteria for an (OMB) Uniform Guidance audit.

Other Matters

During the course of the audit we may observe opportunities for economy in, or improved controls over, your operations. We will bring such matters to the attention of the appropriate level of management, either orally or in writing.

We agree to retain our audit documentation or work papers for a period of at least five years from the date of our report.

At the conclusion of our audit engagement, we will communicate to those charged with governance the following significant findings from the audit:

- Our view about the qualitative aspects of the entity's significant accounting practices;
- Significant difficulties, if any, encountered during the audit;
- Uncorrected misstatements, other than those we believe are trivial, if any;
- Disagreements with management, if any;
- Other findings or issues, if any, arising from the audit that are, in our professional judgment, significant and relevant to those charged with governance regarding their oversight of the financial reporting process;
- Material, corrected misstatements that were brought to the attention of management as a result of our audit procedures;
- Representations we requested from management;
- Management's consultations with other accountants, if any; and

- Significant issues, if any, arising from the audit that were discussed, or the subject of correspondence, with management.

The audit documentation for this engagement is the property of BrooksWatson & Co., PLLC and constitutes confidential information. However, we may be requested to make certain audit documentation available to certain regulators and federal agencies and the U.S. Government Accountability Office pursuant to authority given to it by law or regulation, or to peer reviewers. If requested, access to such audit documentation will be provided under the supervision of BrooksWatson & Co., PLLC's personnel. Furthermore, upon request, we may provide copies of selected audit documentation to these agencies and regulators. The regulators and agencies may intend, or decide, to distribute the copies of information contained therein to others, including other governmental agencies.

Please sign and return the attached copy of this letter to indicate your acknowledgment of, and agreement with, the arrangements for our audit of the financial statements including our respective responsibilities.

We appreciate the opportunity to be your financial statement auditors and look forward to working with you and your staff.

Respectfully,

A handwritten signature in black ink that reads "BrooksWatson & Co." in a cursive, stylized font.

BrooksWatson & Co.
14950 Heathrow Forest Pkwy | Ste 530
Houston, TX 77032

RESPONSE:

This letter correctly sets forth our understanding.

The City of Lockhart, Texas

Acknowledged and agreed on behalf of the City of Lockhart, Texas by:

Management

Name: _____

Title: _____

Date: _____

Mayor or Council Representative

Name: _____

Title: _____

Date: _____

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion and/or action to consider an inter-local agreement with TxDOT to facilitate the installation of the City's approved Gateway Monument Signs within the TxDOT Highway 183 and Highway 130 right-of-ways.

ORIGINATING DEPARTMENT AND CONTACT: Parks & Recreation - Travis Hughes

ACTION REQUESTED: Direction

BACKGROUND/SUMMARY/DISCUSSION: The City adopted a Wayfinding Master Plan on February 1, 2022 that includes Gateway Monument Signs located within the TxDOT right-of-way on Hwy 183 and Hwy 130. TxDOT has specific guidelines for Gateway Monument Signs that are included in the attached Inter-local Gateway Monument Agreement. It is a TxDOT requirement that the City submit this signed agreement along with all relevant designs, plans, and details for approval prior to installation.

PROJECT SCHEDULE (if applicable): The project will begin as soon as TxDOT approves the relevant design submittals. We are anticipating a 30-day approval period.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: Council approved the Wayfinding Master Plan on February 1, 2022. Council adopted Resolution 2024-25 approving the installation of 4 Gateway Monument Signs (Phase 1 of the Wayfinding Master Plan) on September 17, 2024.

COMMITTEE/BOARD/COMMISSION ACTION: The Wayfinding Planning Committee developed the Wayfinding Master Plan prior to its adoption on February 1, 2022.

STAFF RECOMMENDATION/REQUESTED MOTION: Authorize signature of the Inter-local Gateway Monument Agreement with TxDOT.

LIST OF SUPPORTING DOCUMENTS: Interlocal Gateway Monument Signature Page, Resolution-2024-25.-Gateway Monuments, 73875 R2 - Lockhart Parks Rec - Lockhart Gateway Signs - Lockhart Tx

City of Lockhart, Texas

Council Agenda Item Cover Sheet

GATEWAY MONUMENT AGREEMENT

THE STATE OF TEXAS §

COUNTY OF TRAVIS §

THIS AGREEMENT is made by and between the State of Texas, acting by and through the Texas Department of Transportation, hereinafter called the "State", and the _____ City _____ of _____ Lockhart _____, acting through its duly authorized officials, as evidenced by Resolution or Ordinance Number 2024-25, dated 09/17/2024, hereinafter called the "Local Entity".

BACKGROUND

The State owns and maintains a system of highways, including HWY 183 in Caldwell County, Texas, for public use and benefit. The State agrees to allow for the construction of a Gateway Monument within the State's right of way and the Local Entity agrees to construct the Monument and to conduct the long term maintenance for this structure located at the interchange of HWY 183 and HWY 130 at the North entrance to Lockhart, referred to as the "Gateway Monument A," and 150 feet South of the intersection of HWY 183 and Summerside Ave at the South entrance to Lockhart, referred to as the "Gateway Monument B," more specifically described in **Attachment "A,"** Project Map, which is attached hereto. The Local Entity will conduct the Monument's long term maintenance activities through the use of Local Entity forces, contractors, or other means satisfactory to the Local Entity and the State.

THEREFORE, in consideration of the mutual promises contained in this Agreement, the parties agree to the following.

A G R E E M E N T

SECTION 1. PERIOD OF THE AGREEMENT

This Agreement becomes effective when finally executed by the State and shall continue unless or until otherwise terminated as provided by this agreement.

SECTION 2. FINANCIAL RESPONSIBILITIES

All costs covered by this agreement including design, engineering, testing, construction, installation, access for maintenance, maintenance, labor, materials, supplies, traffic control, additional improvements, and if required, removal of the Gateway Monument, shall be the responsibility of the Local Entity.

Any administrative costs associated with the Gateway Monument that are incurred by the State, such as those related to proposal review, as well as developing, issuing, and monitoring the Agreement for approved the Gateway Monument project shall be the responsibility of the State.

SECTION 3. RESPONSIBILITY OF THE PARTIES**A. The Local Entity agrees to:**

1. Provide Gateway Monument design plans to the State before execution of this agreement according to State policy and, upon final approval, furnish and construct the Gateway Monument according to plans approved by the State, which are set out more specifically in **Attachment "B,"** Local Entity's Final Gateway Monument Proposal, which is attached to this Agreement, and include any other related installation items that may be required; and
2. Furnish, erect, and maintain any barricades, signs and traffic handling devices, in accordance with the latest Texas Manual of Uniform Traffic Control Devices (MUTCD) and to the satisfaction of the State related to this project, as may be required to protect the safety of the public; and
3. Conduct periodic inspections of the Gateway Monument as deemed necessary; and
4. Provide for the construction and maintenance of all associated appurtenances that are considered by the State to be a part of the project. The Local Entity further agrees to remove such items from the project's location and restore the area to the satisfaction of the State upon termination of this Agreement in accordance with Section 9.

B. The State agrees to:

1. Review and evaluate the Gateway Monument proposal submitted by the Local Entity with due consideration to safety (location, potential for motorist distraction, accessibility for maintenance, etc.), aesthetics, community support and maintainability; and
2. Coordinate with other State Divisions, as appropriate, as well as interact with the Federal Highway Administration (FHWA) for input, review and approval; and
3. Cooperate with the Local Entity to determine the requirements for barricades, signs, and traffic handling devices to be used by the Local Entity during the construction and maintenance of the Gateway Monument; and
4. Provide maintenance access to the project location for the Local Entity or for its Contractor or group, and if possible, from outside the highway right of way; and
5. Conduct periodic inspections of the Gateway Monument as deemed necessary.

C. The Local Entity and State further agree that nothing contained in this Agreement will be construed to:

1. Give either party the power to direct and control the day-to-day activities of the other; or
2. Constitute the parties as partners, joint venturers, co-owners, or otherwise as participants in a joint or common undertaking; or allow either party to create or assume any obligation on behalf of the other party for any purpose whatsoever.

SECTION 4. DESIGN AND PLACEMENT OF GATEWAY MONUMENTS

A. Gateway Monuments shall be designed and placed so as to:

1. Be freestanding.
2. Feature only the letters of the community name and/or officially adopted seal.
3. Include, if required by the State, approved protective graffiti coatings.
4. Be appropriate to its proposed setting and community context.
5. Be in proper size and scale with its surroundings.
6. Be composed of materials that are durable for the projected life span of the project.
7. Be located beyond the clear zone, for both main lane traffic and frontage road traffic.
8. Be located where maintenance can be safely performed, as specified in the Gateway Monument Agreement, and in conformance with State procedures.
9. Be subject to the review and approval of the State in consideration of design, size, and scale for appropriate integration on urban or rural highway features.

B. Gateway Monuments shall not:

1. Be allowed within the center median areas of interstate highway rights-of-way.
2. Contain religious, political, special interest, private, or commercial messages of any sort, including, but not limited to, symbols, logos, business names, trade names, jingles, or slogans.
3. Contain any displays of any sort, advertising, decorative banners, flags, or flag poles.
4. Display telephone numbers, street addresses, or Internet addresses.
5. Interfere with airspace above the roadway.
6. Create a distraction to the motoring public; for example, the Gateway Monument shall be large enough to interpret at highway speed, but not be so large that it demands attention from the motorist.
7. Include reflective or glaring surface finishes.
8. Include illumination that impairs or distracts the vision of transportation system users. Other lighting may be permitted.
9. Display blinking or intermittent or moving lights, including changeable message signs, digital displays, or lighted static displays such as LED.
10. Include moving elements (kinetic art) or simulate movement.
11. Include water features of any sort.
12. Interfere with official traffic control devices, nor interfere with the operational right-of-way above the roadway.
13. Be placed within State right-of-way upon trees, or painted or drawn upon rocks or other existing natural features.
14. Make use of or simulate colors or combinations of colors usually reserved for official traffic control devices described in the Texas Manual on Uniform Traffic Control Devices.
15. Require the removal of trees or other vegetation for visibility, or harm trees during construction. Pruning of tree branches or roots, and removal of shrubs should be avoided.
16. Negatively impact existing highway features, including existing signs, irrigation systems, necessary drainage patterns, and facilities.

SECTION 5. MAINTENANCE

The Local Entity shall provide regularly scheduled maintenance, as described in **Attachment "B,"** the Local Entity's Final Gateway Monument Proposal, for its projected lifespan. Maintenance shall include, but not be limited to, restoration work to maintain the integrity of the approved Gateway Monument, maintenance of any associated landscaping or lighting, and graffiti removal. Gateway Monuments shall be kept clean, free of graffiti, and in good repair. Graffiti removal shall conform to the most current State policies and guidelines, which require prompt removal of offensive messages and timely removal of all other graffiti. Maintenance practices of the Local Entity or its agent shall protect air and water quality as required by federal and state law.

SECTION 6. MONUMENT REMOVAL

The Local Entity shall remove the Gateway Monument covered by this agreement, if in the opinion of the State, it creates safety or operational concerns due to deterioration or inadequate maintenance or upon termination of the main Gateway Monument Agreement. The State will notify the Local Entity when it has determined that the Gateway Monument requires special attention. In the event the Local Entity fails to maintain, repair, rehabilitate, or remove the Gateway Monument in a timely manner, the State may choose to remove the Gateway Monument after thirty (30) days following notification to the Local Entity, and bill the Local Entity for all costs of removal and restoration of the area.

The State reserves the right to remove the Gateway Monument due to construction, rehabilitation, violation of the terms of this agreement, or other necessary activities affecting the transportation facilities without any obligation, compensation to, or approval of the Local Entity. The State will strive to notify the Local Entity of its intent to remove the Gateway Monument to allow for timely removal and salvage by the Local Entity, if possible.

The State reserves the right to remove or alter any Gateway Monument that presents an immediate safety hazard to the public without delay or advanced notification to the Local Entity.

SECTION 7. USE OF CONTRACTOR OR GROUP

The Local Entity shall have the right to engage any responsible Contractor or group to perform or provide any portion of the Local Entity's Gateway Monument activities specified in this Agreement. However, notwithstanding this provision, the Local Entity shall continue to remain responsible to the State to ensure performance of all its duties and responsibilities specified in this Agreement. The Local Entity shall ensure that any Contractor or group complies with all provisions of this agreement, and federal, state, and local laws, and regulations as may be applicable.

In the event the Local Entity engages a Contractor to perform Gateway Monument construction or maintenance activities under this Agreement, the Local Entity shall ensure that said Contractor shall indemnify the State for any and all damages and claims for damages by said Contractor, its employees, agents, or representatives, including any claims resulting from bodily injury or death to others, or, for loss of or damage to property of others, arising out of, incident to, or in any manner connected to Gateway Monument construction or maintenance

activities, and, for any or all liability arising from the negligent acts of said Contractor, its employees, agents, or representatives.

In the event the Local Entity engages and approves a responsible group to perform Gateway Monument construction or maintenance activities under this Agreement, the Local Entity shall require and ensure that said Contractor or group follow all the terms of this Agreement as well as all Attachments.

SECTION 8. INDEMNIFICATION

The Local Entity and the State each acknowledge responsibility for the acts, deeds, errors and omissions of its own employees. The parties agree that the Texas Tort Claims Act pertaining to governmental liability for tortious conduct and/or property damage shall apply to this Agreement.

The Local Entity shall also indemnify and save harmless the State from any and all expense, including, but not limited to, attorney fees, which may be incurred by the State in litigation or otherwise resisting a claim or liabilities that may be imposed on the State as a result of error, omission, or act of the Local Entity, its agents, or its employees.

SECTION 9. TERMINATION

This Agreement may be terminated under any of the following conditions:

- A. By mutual written agreement and consent of both parties; or
- B. By either party upon giving the other party thirty (30) days prior written notice; or
- C. By the State, in the event the State determines that the Gateway Monument is not in the best interest of the traveling public.

If either party terminates this Agreement, as provided herein, the Local Entity will be responsible for repair or removal of the Gateway Monument. In the event that the Local Entity does not provide the repair or removal services, the State may remove or repair the Gateway Monument and shall be entitled to reimbursement from the Local Entity for any reasonable costs incurred by the State to restore the State's right of way to its original condition.

SECTION 10. AMENDMENTS

Amendments to this Agreement shall be in writing and shall be executed by both parties.

SECTION 11. AUDIT

The state auditor may conduct an audit or investigation of any entity receiving funds from the state directly under the contract or indirectly through a subcontract under the contract. Acceptance of funds directly under the contract or indirectly through a subcontract under this contract acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.

SECTION 12. SUCCESSORS AND ASSIGNS

Subject to the provisions of Section 7, the Local Entity shall not assign or otherwise transfer its rights and obligations under this Agreement except with prior written consent of the State, and any prohibited assignment or transfer shall be null and void.

SECTION 13. REMEDIES

This Agreement shall not be considered as specifying the exclusive remedy for any default. All legal remedies may be pursued by either party and shall be cumulative.

SECTION 14. INSURANCE

If this agreement authorizes the Local Entity or its contractor to perform any work on State right of way, before beginning work, the entity performing the work shall provide the State with a fully executed copy of the State's Form 1560 Certificate of Insurance verifying the existence of coverage in the amounts and types specified on the Certificate of Insurance for all persons and entities working on the State right of way. This coverage shall be maintained until all work on the State right of way is complete. If coverage is not maintained, all work on State right of way shall cease immediately, and the State may recover damages and all costs of completing the work.

SECTION 15. NOTICES

All notices to either party by the other under this Agreement shall be delivered personally or sent by U.S. mail, postage prepaid, addressed to such party at the following addresses:

STATE : Texas Department of Transportation District Engineer (mailing address) _____ _____, Texas _____	LOCAL ENTITY: City of <u>Lockhart</u> Attn: <u>Parks & Recreation Department</u> <u>PO Box 239</u> <u>Lockhart, TX 78644</u>
--	---

SECTION 16. GRATUITIES

Texas Transportation Commission policy mandates that employees of the State shall not accept any benefits, gifts, or favors from any person doing business or who reasonably speaking may do business with the State under this Agreement. Any person doing business with or who may reasonably speaking do business with the State under this Agreement may not make any offer of benefits, gifts or favors to State employees. Failure on the part of the Local Entity to adhere to this policy may result in the termination of this Agreement.

SECTION 17. INCORPORATION OF PROVISIONS

Attachments “A” and “B” are made part of this contract. The parties shall comply with the provisions of Attachments “A” and “B” as if they were set forth in full within the body of this contract.

SECTION 18. SIGNATORY WARRANTY

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THEREFORE, the Parties have executed this Agreement in duplicate originals.

THE CITY OF Lockhart

THE STATE OF TEXAS

By: _____
Title: _____
Date: _____

Certified as being executed for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by The Texas Transportation Commission

Attest: _____
City Clerk

By: _____
District Engineer
_____ District
Date: _____

Approved as to form:

City Attorney

List of Attachments:

- “A” – Project Map for Gateway Monument**
- “B” - Local Entity’s Final Gateway Monument Proposal**

RESOLUTION 2024-25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS, AUTHORIZING THE ADOPTION OF THE PROPOSED DESIGNS OF THE GATEWAY MONUMENT AND WAYFINDING SIGNAGE AS DEPICTED IN THE 2022 WAYFINDING MASTER PLAN, AND REQUESTING INSTALLATION WITHIN THE OPERATIONAL HIGHWAY RIGHT-OF-WAY.

WHEREAS, the city has jurisdiction over the proposed Gateway Monument and Wayfinding Sign locations; and

WHEREAS, the city has approved the Gateway Monument and Wayfinding Sign designs; and

WHEREAS, the city assumes all costs associated with the Gateway Monument and Wayfinding Sign installations; and

WHEREAS, the city assumes all responsibility for maintenance of the Gateway Monument and Wayfinding Signs, associated landscaping, and lighting; and

WHEREAS, the city has allocated funds to begin the Gateway Monument and Wayfinding Sign installation project immediately.

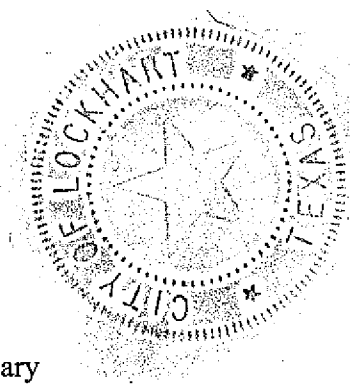
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS, that:

City Council approves the adoption and installation of the proposed Gateway Monument and Wayfinding Signage as depicted in the 2022 Wayfinding Master Plan. Attached as Exhibit A.

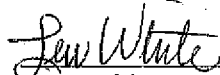
PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS, ON THIS THE 17th DAY OF SEPTEMBER 2024.

Attest:


Julie Bowermon, City Secretary



CITY OF LOCKHART

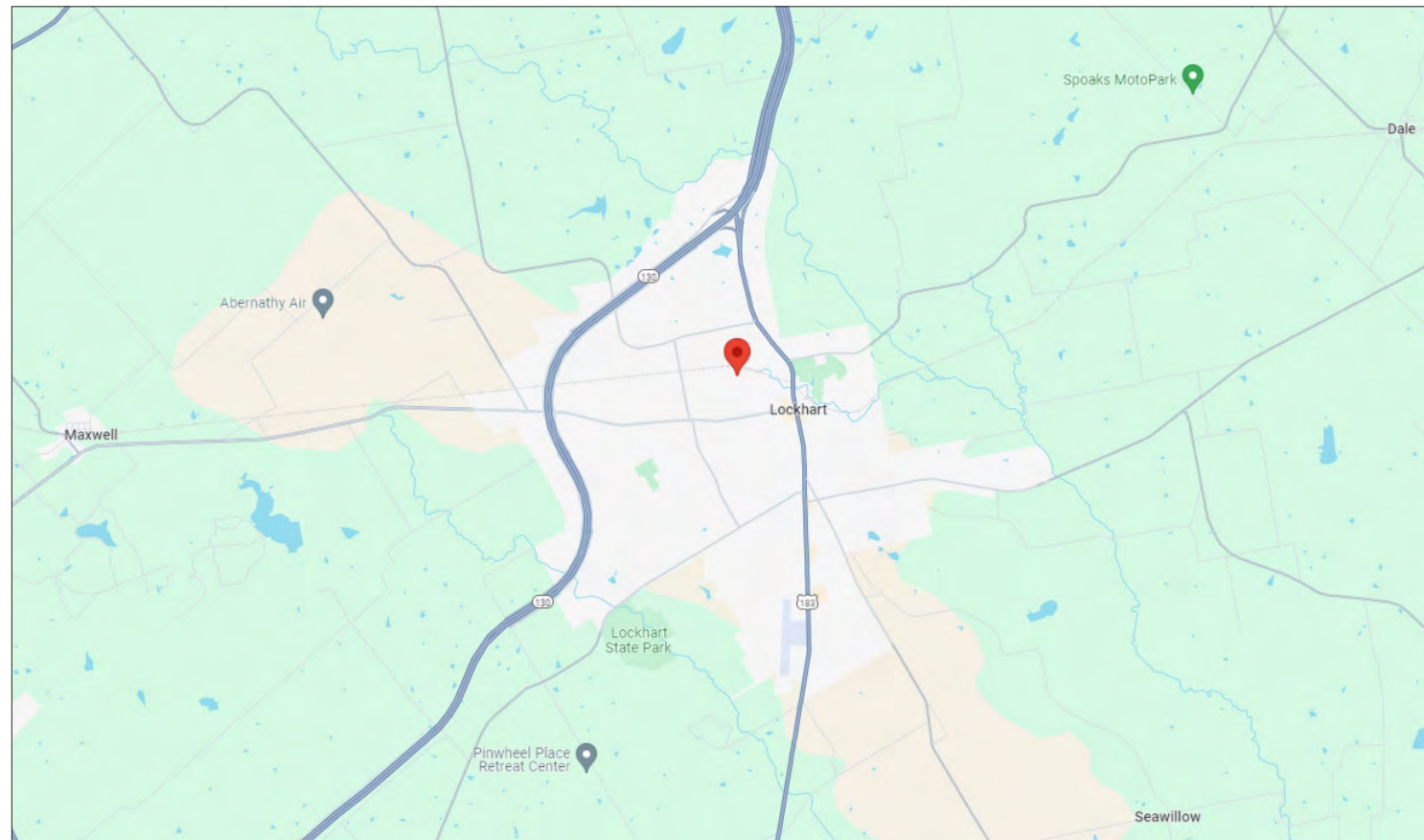

Lew White, Mayor

APPROVED AS TO FORM:


Brad Bullock, City Attorney

LOCKHART PARKS & REC

Gateway Sign Package



705 Wichita St, Lockhart, TX 78644





Job Name:

Lockhart Gateway Signs

■ Proposal Drawing
□ Final Drawing

Client: Lockhart Parks & Rec
Location: 705 Wichita St,
Lockhart, TX 78644
Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
File Name: 73875 R2 -
Lockhart Parks & Rec -
Lockhart Gateway Signs -
Lockhart Tx.cdr

Proposal #: 73875

Job #: n/a

Revisions (M/D/Y)-(initials): desc.



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(210) 341-7244

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(972) 870-1594

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Houston, TX 77061
(713) 943-1831

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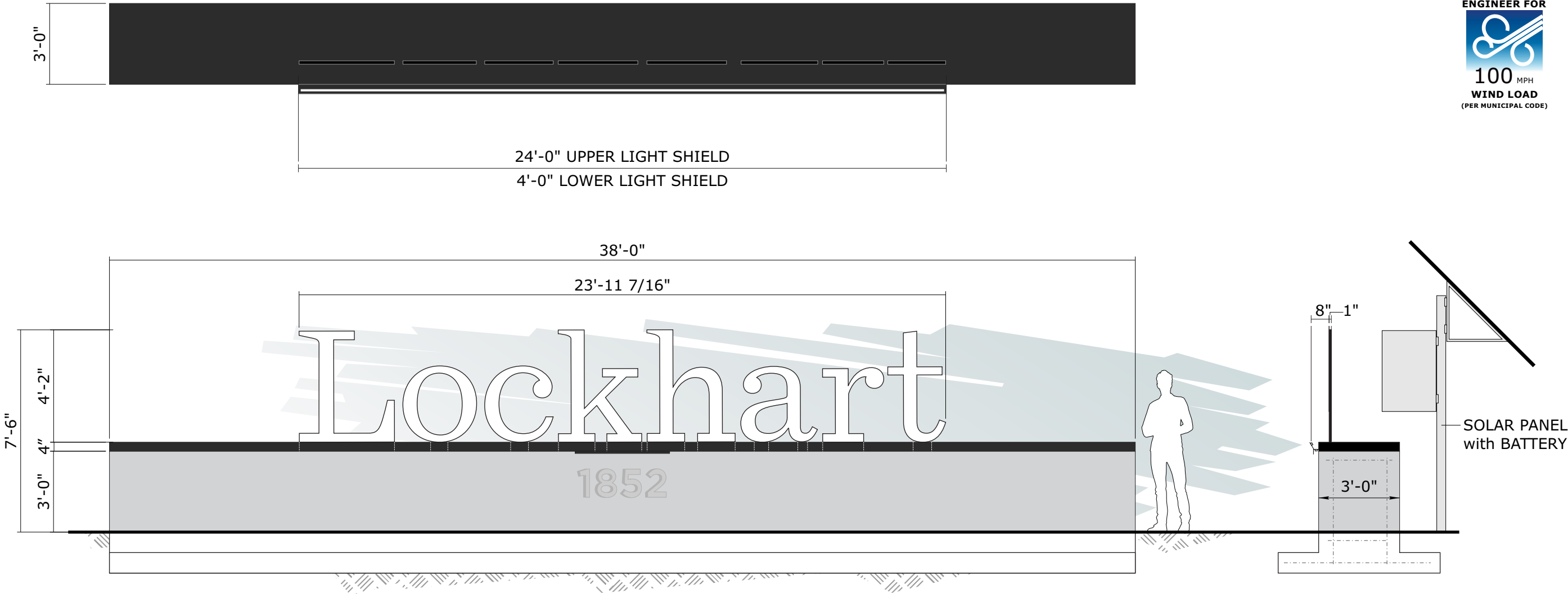
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A

GATEWAY SIGN @ HWY 130 (NORTH)

Scale: 1/4" = 1'-0"

QTY: ONE (1)

SCOPE: MF & INSTALL SIGN.

- CONCRETE BASE (FOOTER BURIAL DEPTH TBD) with
- ALUMINUM CAP/FRAME WITH LED UPLIGHTING/DOWNLIGHTING INCORPORATED TO FRONT. ANCHOR FRAME TO CONCRETE BASE with TAP-CON ANCHORS ALONG FRAME.
- 1/4" THK. ALUM. BRAKE FORMED LIGHT SHIELDS IN FRONT OF COPY. CAP ENDS.
- FREE-STANDING 1" ALUMINUM FCO LETTERS with WHITE FACES/BLACK RETURNS. THROUGH BOLT TO CAP FRAME with NON-CORROSIVE HARDWARE. LETTER FORM EXTENDS BELOW CAP.
- ALL FINISHES TO HAVE U.V. PROTECTIVE COATING APPLIED.
- "1852" DATE MOLDED INTO CONCRETE BASE.
- ILLUMINATE COPY with PRINCIPAL STREET WRAP FLEX POD WHITE LEDs MOUNTED TO SHIELD. REMOTE POWER SUPPLIES with SOLAR POWERED PRIMARY.
- ALL LANDSCAPING by OTHERS



**FIELD SURVEY REQUIRED
PRIOR TO PRODUCTION**

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Lockhart

1852

SIMULATED NIGHT VIEW WITH UPLIGHTING

Scale: 1/4" = 1'-0"

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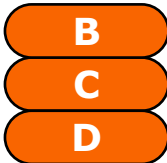
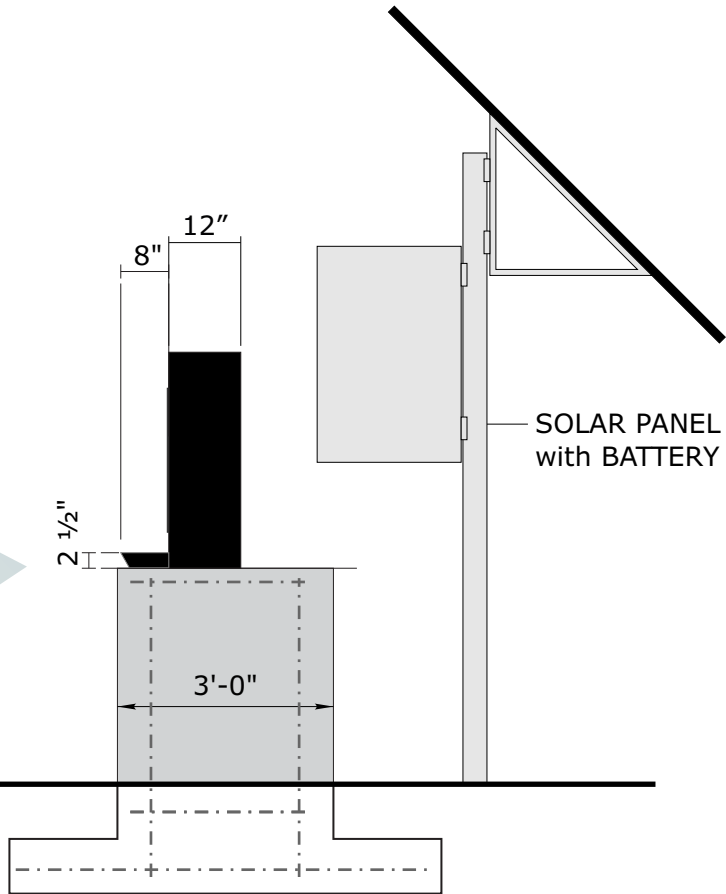
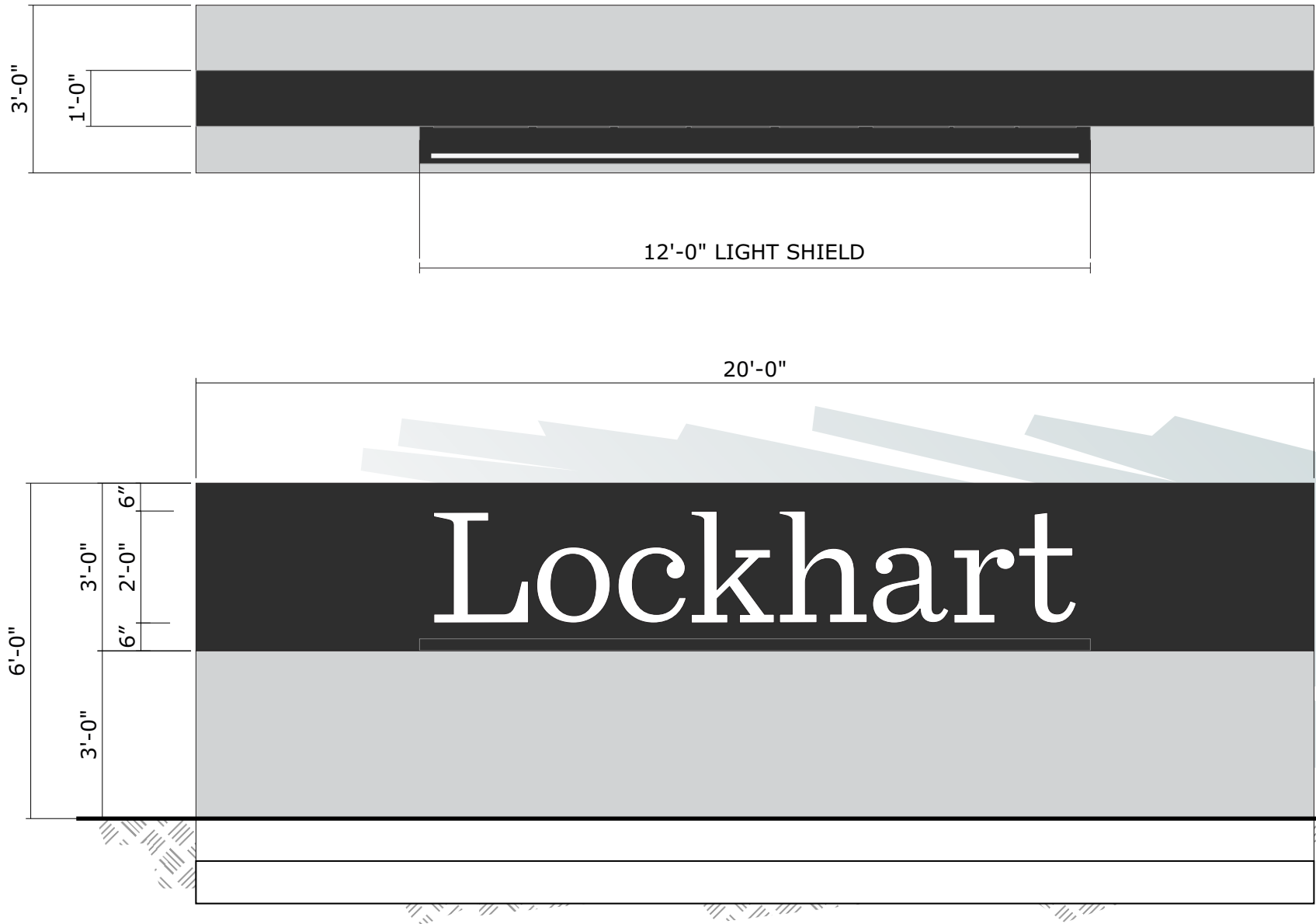
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GATEWAY SIGN @ HWY 183 (SOUTH), HWY 142 (WEST) and SH 130 (SOUTHWEST)

QTY: ONE (1) EACH, THREE TOTAL

Scale: 3/8" = 1'-0"

SCOPE: MF & INSTALL SIGN.

- CONCRETE BASE (FOOTER BURIAL DEPTH TBD) with TROUGH FOR LED UPLIGHTING
- ALUMINUM SIGN SIGN CABINET WITH 1/4" ALUMINUM FCO LETTERS FLUSH MOUNTED
- FABRICATED ALUMINUM LIGHT SHIELD IN FRONT OF COPY MOUNTED TO CONCRETE BASE.
- ALL FINISHES TO HAVE U.V. PROTECTIVE COATING APPLIED.
- ILLUMINATE COPY with PRINCIPAL STREET WRAP FLEX POD WHITE LEDs MOUNTED TO SHIELD. REMOTE POWER SUPPLIES with SOLAR POWERED PRIMARY.
- ALL LANDSCAPING by OTHERS



**FIELD SURVEY REQUIRED
PRIOR TO PRODUCTION**

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Lockhart

SIMULATED NIGHT VIEW WITH UPLIGHTING

Scale: 3/8" = 1'-0"

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SOLARSIGN
SOLAR POWERED LIGHTING SYSTEM



SIGN LOAD INFO

COMPONENT: SW Flex Pod
TOTAL WATTAGE: 112.51 or 54.31
POWER OUTPUT: 24 VDC
NOTES:

Project: Monument Signs

Location: Lockhart TX
Part Number:
Lockhart 1 - SEPA800-HM(LED112)-MPP121DCDC-PZ2
Lockhart 2 - SEPA800-QM(LED54)-MPP121DCDC-PZ2
Project Manager: Liz Kerschner-Glorie
Date: 8/20/24
Notes:

SOLAR ELECTRIC POWER ASSEMBLY

SEPA	POWER	CURRENT	DIMENSIONS	WEIGHT	EPA
SEPA30	30 W	1.61	26.57"L x 14.08"W x 1.38"D	18	2.08
SEPA50	50 W	2.79	26.57"L x 21.02"W x 1.38"D	23	2.74
SEPA100	100 W	5.56 - 7.4	40.19"L x 26.25"W x 1.38"D	46	5.45
SEPA150	150 W	8.15 - 11.1	58.25"L x 26.57"W x 1.38"D	55	7.7
SEPA200	200 W	9.55 - 14.8	58.25"L x 26.57"W x 1.38"D	55	7.7
SEPA275	300 W	22.25	39"L x 64.57"W x 1.38"D	95	12.12
SEPA300	300 W	36.3 - 22.25	52.50"L x 58.25"W x 1.38"D	135	19.92
SEPA400	400 W	19.1 - 29.62	52.50"L x 58.25"W x 1.38"D	135	19.92
SEPA600	600 W	44.5	78"L x 64.57"W x 1.38"D	180	24.24

BATTERY ASSEMBLY

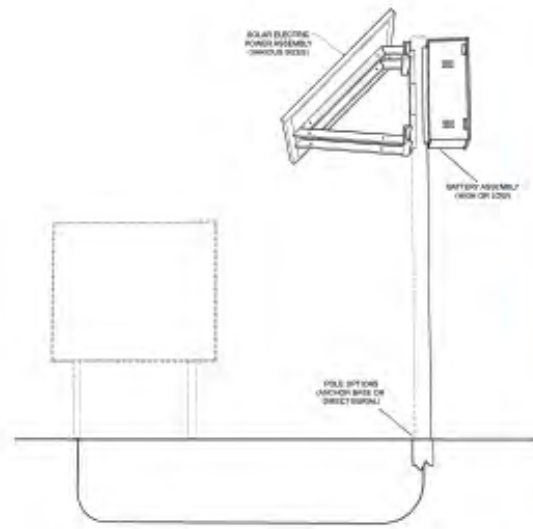
BATTERY	CURRENT (@ 12V)	BOX DIMENSIONS	WEIGHT
XS	36 A.H.	14"H x 14"W x 10"D	39
S	82 A.H.	14"H x 14"W x 10"D	66
M	112 A.H.	14"H x 14"W x 10"D	78
DS	164 A.H.	27"H x 14"W x 10"D	126
DM	224 A.H.	27"H x 14"W x 10"D	146
CS	328 A.H.	30"H x 14"W x 12"D	252
QM	448 A.H.	30"H x 14"W x 12"D	292
HS	492 A.H.	36"H x 14"W x 12"D	378
HM	672 A.H.	36"H x 14"W x 12"D	438
XM	896 A.H.	30"H x 14"W x 15"D	600

CONTROL OPTIONS

ALC2 - See Chart
MPP12 3/1 - See Chart
RTC - Real Time Clock
ATC - Astronomical Time Clock

POLE OPTIONS

PZ1 - PZ8 - Load Category 2
Pole Type: SG - Steel
AL - Aluminum
FC - Fiberglass Composite
CP - Concrete
Other -
Pole Base: AB - Anchor Base
DB - Direct Burial
Other -
Pole Height: 12' OAL
Pole Finish: Raw Alum



For illustration purposes only please request system elevation drawing for as built details.

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

APDB



ALUMINUM POLE DIRECT BURIAL

APDB Specifications

6061-T6 Extruded Aluminum Round Tubing (Structural)

Schedule 40 pipe conforms to ASTM B221, AMS-QQA-200/8

Meets ANSI C136.36A-2010

6061 - Transportation, structural pipe with resistance to corrosion

Nominal: 4" OD Min

Wall: 0.250"

Weight: 3.925 lbs per foot

Lengths available - Up to 24 Feet

Typical burial depths* per wind speed

16" diameter Augured Hole filled concrete

- 80 - 90MPH - 5 Feet
- 100 - 120MPH - 6 Feet
- 130 - 140MPH - 7 Feet
- 150 - 170MPH - 8 Feet

Consult Local P.E. to verify soil conditions

Project Name: _____
Project Notes: _____

PZ1 - PZ8 - Load Category _____
Pole Height - _____
Finish - _____

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

Job Name:

Lockhart Gateway Signs

■ Proposal Drawing
□ Final Drawing

Client: Lockhart Parks & Rec
Location: 705 Wichita St,
Lockhart, TX 78644
Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
File Name: 73875 R2 -
Lockhart Parks & Rec -
Lockhart Gateway Signs -
Lockhart Tx.cdr

Proposal #: 73875
Job #: n/a

Revisions (M/D/Y)-(initials): desc.



TDLR: 18010 • MET: E113766

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(713) 943-1831

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SEPA600

SOLAR ELECTRIC POWER ASSEMBLY



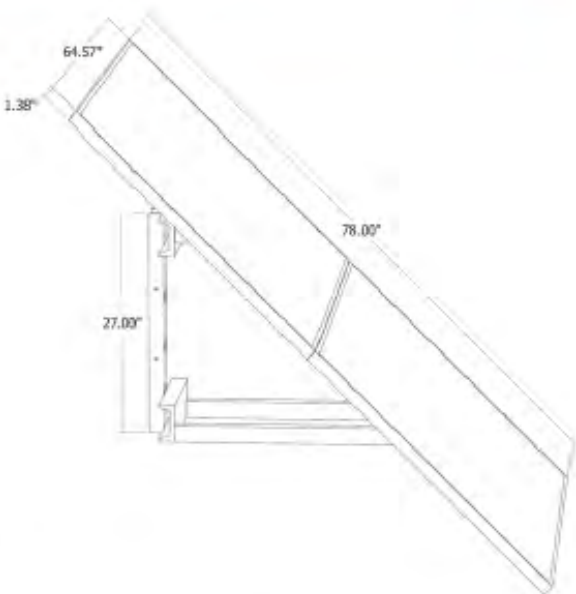
SEPA600 - Solar Electric Power Assembly 600 Watt

Features & Benefits

- Crystalline solar cells
- Aluminum frame for easy mounting
- Tempered glass for durability
- Fluoropolymer coating on the back of the panel
- 25-year warranty
- Manufactured and tested to UL 1703 / IEC 61215 / IEC 61730 CE

Module Specifications

Peak Power	Pmax (W)	600
Maximum Power Voltage	Vmp (V)	32.15
Maximum Power Current	Imp (A)	18.66
Open-Circuit Voltage	Voc (V)	39.61
Short-Circuit Current	Isc (A)	19.56
Dimensions	In. (M)	78 x 64.57 (1981 x 1640)
EPA @ 45°	Sq Ft	24.24



A SEPA600 double array consists of two 300-310 Watt modules, each mechanically fastened to a vented aluminum panel pan with stainless steel fasteners and utilizes the standard MC4 connectors.

The SEPA600 is also available with an optional full sheet metal backside protection.

The array has a 10-year warranty for 10% power loss and a 25-year warranty for 20% power loss. The solar array has a life cycle testing and actual field-proven life of over 30 years.

An all-aluminum, unique single support power bracket (45° only) consists of a substantial aluminum channel affording mounting to any pole or wall. Circumference welding of strong 2-1/4" aluminum tubing in a single support arrangement to provide maximum strength for wind loading.

The power bracket contains predrilled 11/16" mounting holes for up to 5/8" diameter mounting bolts. The bracket contains the unique "Through the Pole" wire hole for no exposed system wiring.

SEPCO solar electric power assemblies have proven themselves as the most rugged and robust design in thousands of installations worldwide since their introduction in 1994. SEPCO systems surpass all codes, compliances, and quality controls.

**Actual panel dimensions fluctuate depending on stock at time of ordering - power provided will always be equal to or greater than to sustain system design.

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

SEPA400

SOLAR ELECTRIC POWER ASSEMBLY



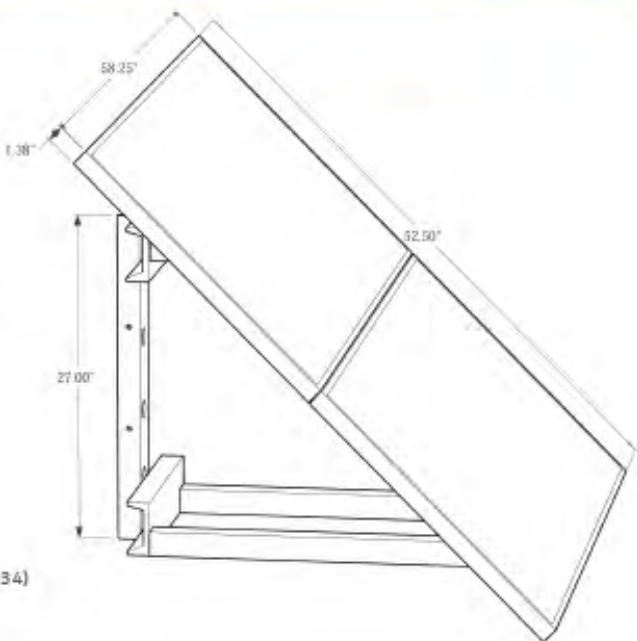
SEPA400 - Solar Electric Power Assembly 400 Watt

Features & Benefits

- Crystalline solar cells
- Aluminum frame for easy mounting
- Tempered glass for durability
- Fluoropolymer coating on the back of the panel
- 25-year warranty
- Manufactured and tested to UL 1703 / IEC 61215 / IEC 61730 CE

Module Specifications

Peak Power	Pmax (W)	400
Maximum Power Voltage	Vmp (V)	20.8
Maximum Power Current	Imp (A)	19.1
Open-Circuit Voltage	Voc (V)	24.4
Short-Circuit Current	Isc (A)	20.06
Dimensions	In. (M)	58.25 x 52.5 (1479 x 1334)
EPA @ 45°	Sq Ft	19.92



A SEPA400 double array consists of two 200-210 Watt modules, each mechanically fastened to a vented aluminum panel pan with stainless steel fasteners and utilizes the standard MC4 connectors.

The SEPA400 is also available with an optional full sheet metal backside protection.

The array has a 10-year warranty for 10% power loss and a 25-year warranty for 20% power loss. The solar array has a life cycle testing and actual field-proven life of over 30 years.

An all-aluminum, unique single support power bracket (45° Only) consists of a substantial aluminum channel affording mounting to any pole or wall. Circumference welding of strong 2-1/4" aluminum tubing in a single support arrangement to provide maximum strength for wind loading.

The power bracket contains predrilled 11/16" mounting holes for up to 5/8" diameter mounting bolts. The bracket contains the unique "Through the Pole" wire hole for no exposed system wiring.

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Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

Job Name:

Lockhart Gateway Signs

■ Proposal Drawing
□ Final Drawing

Client: Lockhart Parks & Rec
Location: 705 Wichita St,
Lockhart, TX 78644
Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
File Name: 73875 R2 -
Lockhart Parks & Rec -
Lockhart Gateway Signs -
Lockhart Tx.cdr

Proposal #: 73875

Job #: n/a

Revisions (M/D/Y)-(initials): desc.



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HM

672 AMP HOUR BATTERY ASSEMBLY



HM - 672 Amp Hour Battery Assembly

Features & Benefits

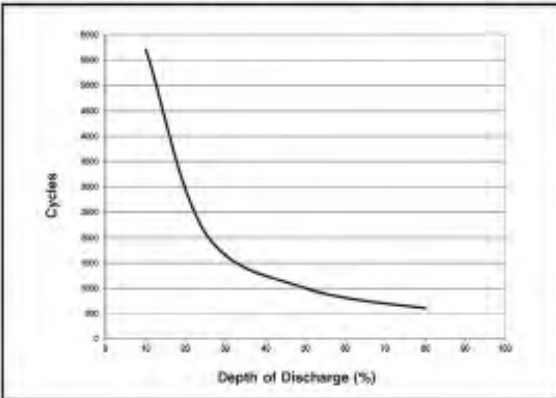
- Maintenance-free Gel-Cell batteries
- NEMA 3R vented aluminum battery box w/ lock
- Welded back mounting channel
- Plug and play wiring
- Through pole wiring for no exposed wires
- Non-Spillable
- 5-year pro-rated warranty

Battery Specifications

Bulk Charge	Max Current	30% of 20 Hr Rate
Absorption (Regulation)	Constant Voltage	2.35-2.40 vpc
Float Charge	Constant Voltage	2.25 vpc +/- 0.01
Equalize Charge	Constant Voltage	2.4-2.43 vpc
Temperature Coefficient	0.003 v/°C	
Dimensions Each Battery	In (mm)	12.83 (326) x 6.56 (167) x 9.24 (235)
Dimensions of Cabinet		36 (915) x 24 (610) x 10 (305)

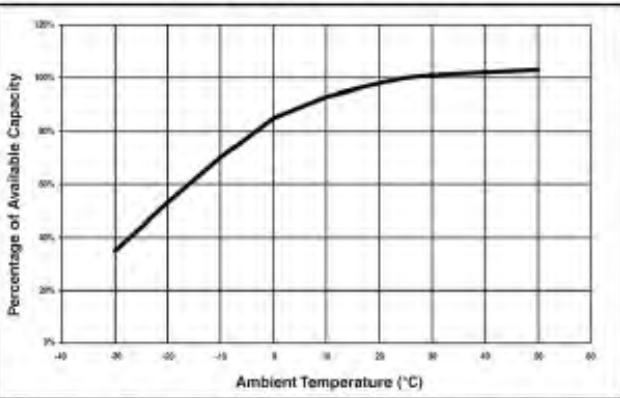


Cycle Life vs Depth of Discharge at +25°C (77°F)*



Cycle Chart applies to types with similar design characteristics, ex. 24, 27, 31.

Capacity vs. Operating Temperature



Capacity vs. Operating Temperatures: Above are the changes in capacity for wider ambient temperature range, giving the available capacity, as a percentage of the rated capacity, at different ambient temperatures. The curves show the behavior of the battery after a number of cycles.



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QM

448 AMP HOUR BATTERY ASSEMBLY



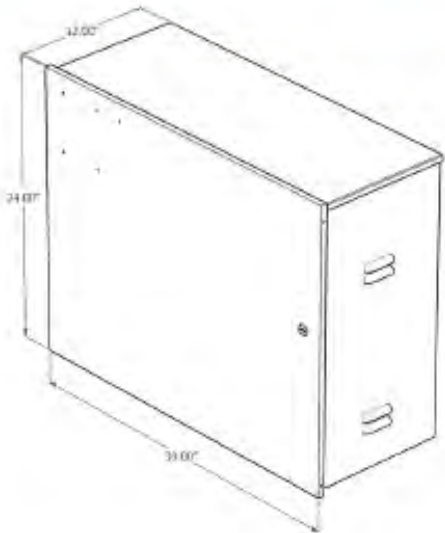
QM - 448 Amp Hour Battery Assembly

Features & Benefits

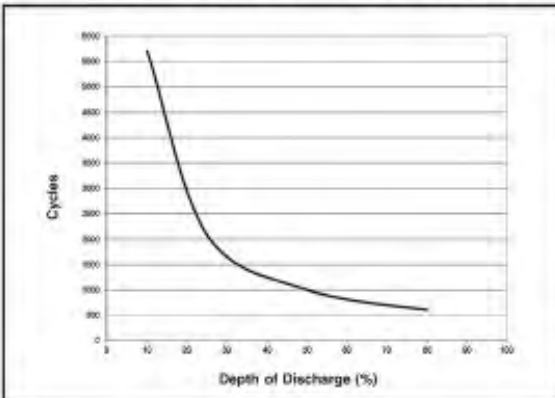
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Equalize Charge	Constant Voltage	2.4-2.43 vpc
Temperature Coefficient	0.003 v/°C	
Dimensions Each Battery	In (mm)	12.83 (326) x 6.56 (167) x 9.24 (235)
Dimensions of Cabinet		24 (610) x 30 (762) x 10 (305)

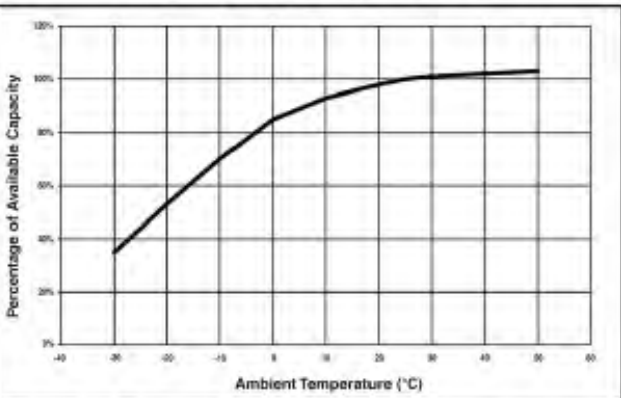


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Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

Lockhart Gateway Signs

■ Proposal Drawing
□ Final Drawing

Client: Lockhart Parks & Rec
Location: 705 Wichita St,
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Salesperson: Maggie Star
Prj. Mngr.:
Date: 08/01/2024
Designer: Shawn Murphy
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Lockhart Parks & Rec -
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Lockhart Tx.cdr

Proposal #: 73875

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DCDC2
MAXIMUM POWER POINT TRACKER



Features & Benefits

- Up to 100 W isolated output
- Rugged metal enclosure with integrated heat sink
- 4:1 input range (9~36 Vdc, 18~75 Vdc)
- Single output from 3.3~48 Vdc
- 1,500 Vdc isolation
- Over-current, over-temperature, over-voltage, and short circuit protections
- Remote on/off
- Efficiency up to 84%



The SEPCO DC to DC converter is a rugged chassis mount dc-dc converter featuring an integrated heat sink for improved thermal performance. The aluminum heat sink allows the unit to operate at higher temperatures with a minimal amount of airflow. With an ultra-wide 4:1 input range, these high-power dc-dc converters are ideal when being driven from a fluctuating device such as a battery which exhibits wide voltage swings during charging and discharging conditions.

Specifics:	
Voltage - Input (Min)	9V
Voltage - Output (Max)	36V
Number of Inputs	1
Voltage - Output	12 or 24V
Current - Output (Max)	8.3A or 4.17A
Power (Watts)	up to 100 Watts
Operating Temperature	-40°C ~ 85°C
Efficiency	81.5%
Mounting Type	Chassis Mount
Size / Dimensions	4.25" L x 4.00" W x 1.50" H (108.0mm x 101.6mm x 38.1mm)

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

MPPT2
MAXIMUM POWER POINT TRACKER



Features & Benefits

- The encapsulated case provides waterproof sealed housing, IP68
- Outstanding system efficiency, 12 or 24 VDC
- Auto-protect functions: 2 voltage disconnects along with automatic low battery dimming
- Intelligent timing and dimming functions for flexible lighting control
- Internal battery temperature compensation
- Integrated data logger
- LED adaptive load output
- MPPT2 delivers 30 Amps of charge current



The MPPT2 is a commercial-grade charge controller with innovative maximum power point tracking technology that is suitable for all SEPCO LED lighting applications. It features a multi-LED system status display. This high-quality charge/load controller is packed with amazing load features such as flexible load timer functions, low-voltage disconnect, high-voltage disconnect, automatic low battery dimming. The MPPT2 allows for up to a 30% gain over standard PWM controllers and can provide up to 2 years of data logging.

The MPPT2 has no moving parts, switches, or buttons. It can be exposed to extreme weather / environmental conditions due to our encapsulation to prevent corrosion. SEPCO programs each MPPT2 to your project operating parameters, options listed in the table below.

Our sealed controller simply plugs into the system wire harness in the battery assembly. This feature eliminates the risk of damage from external influences (corrosion, dust, water, bugs, chemicals, incorrect wiring). The MPPT was developed in accordance with well-established standards incorporating the latest technology, highest-quality, and best possible cost / performance ratio.

System Voltage	12/24 V Auto Recognition	Grounding	Negative Ground
Max Charge / Load Current	30A	Ambient Temperature	-40 to +60 °C
Max PV Input Power	400 W @ 12 V, 800W @ 24 V	Max Height	4,000 m above sea level
Float Charge	13.8 / 27.6V (25° C)	Battery Type	Sealed GEL
Main Charge	14.4 / 28.8 V (25° C), 30 min. (daily)	Adjustment Range:	0 ~ 15 h / 0 ~ 14 h
Boost Charge	14.4 / 28.8 V (25° C), 2 hour	Evening / Morning Hours	2.5 ~ 10V / 5.0 ~ 20.0 V (adjust step 0.5 / 1.0 V)
	Activation: battery voltage < 12.3 / 24.6 V	Night / Day Detection	4.0 ~ 11.5V / 8.0 ~ 23.0V (adjust step 0.5 / 1.0 V)
Deep discharge protection		Data Logger	2 Years
Cut-off Voltage	11 ~ 12V / 22 ~ 24V	Wire Length	20 cm
Reconnect Level	12.8 / 25.6V	Dimensions (L x W x H)	5.1 x 5.9 x 1.8 in / 130 x 150 x 45mm
Overvoltage Protection	15.5 / 31.0V	Weight	2 lbs 5 oz / 1050g
Undervoltage Protection	10.5 / 21.0V	Wire Cross Section	14 AWG / 2.5mm²
Max Panel Voltage	85V	Type of Protection	IP68
Min Panel Voltage	17 / 34V	Control Values	0 ~ 100% output power
Temperature Compensation	-4.2 mV/cell * K	Control Line Voltage	0 ~ 10 VDC (max 1 mA)
(Charge Voltage)	15 mA at 12V	Impedance	1,000 Ohm
Idle Self Consumption	8 mA at 24V		

MPPT Load Control Annotations

- | | |
|--|---------------------------------------|
| 1 - Dusk to Dawn (DTD) | 6 - DTD Dim, Motion to Full Intensity |
| 2 - Dusk Activated for ____ Hours (DAT) | 7 - DTD Off, Motion On |
| 3 - Split Time On ____ Off, On ____ Dawn | 8 - Always On Operation |
| 4 - DAT ____ Dim for Remainder of Night | 9 - Custom Configuration |
| 5 - DAT ____ Dim, Full Intensity ____ Dawn | |

Solar Electric Power Company - www.sepco-solarlighting.com - 772-220-6615

CUSTOMER APPROVAL

APPROVED BY: _____ DATE: ____ / ____ / ____

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: October 15, 2024

AGENDA ITEM CAPTION: Discussion and/or action to consider renewal of the Cemetery Maintenance Agreement with Maintenance Management, LLC.

ORIGINATING DEPARTMENT AND CONTACT: Parks & Recreation - Travis Hughes

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: The City has an annually renewable Cemetery Maintenance Agreement with Maintenance Management, LLC to conduct mowing, tree trimming and general maintenance of the City Burial Park and Hooks Cemetery. The service area is approximately 35.6 acres and is to be mowed and trimmed 22–24 times per year. This has been a satisfactory agreement and City Staff recommends renewal of the contract.

PROJECT SCHEDULE (if applicable): January 1, 2025 through December 31, 2025

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$72,698

Account Number: 100-5632-299-00

Funds Available: \$72,698

Account Name: Other Contracts & Services

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: Council approved the original 5-year contract on November 10, 2009, and has made annual renewals since that time.

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Approve contract renewal

LIST OF SUPPORTING DOCUMENTS: Cemetery Maintenance Agreement 2025, 2009 Cemetery Maintenance Contract Bid and Contract Packet-Gene Bagwell, .

STATE OF TEXAS

)

CITY OF LOCKHART

)

CALDWELL COUNTY

)

CONTRACT RENEWAL

Mr. Gene Bagwell d/b/a Maintenance Management
625 Pioneer Trail
San Marcos, Texas 78666

Re: Seventh Renewal of Lockhart Cemeteries Maintenance Contract Agreement

Initial Term: January 1, 2010 through December 31, 2014
First Renewal Term: January 1, 2015 through December 31, 2019
Second Renewal Term: January 1, 2020 through December 31, 2020
Third Renewal Term: January 1, 2021 through December 31, 2021
Fourth Renewal Term: January 1, 2022 through December 31, 2022
Fifth Renewal Term: January 1, 2023 through December 31, 2023
Sixth Renewal Term: January 1, 2024 through December 31, 2024
Seventh Renewal Term: January 1, 2025 through December 31, 2025

Date: October 15, 2024

The Cemeteries Maintenance Contract described above was awarded to you on November 10, 2009. We have determined that you have performed in accordance with the requirements of the Contract.

Therefore, the City is exercising its option to renew the Contract year to year effective from January 1, 2025, through December 31, 2025. This renewal period is governed by the specifications, pricing, terms, and conditions set forth in the Cemeteries Maintenance Contract. Also, this Contract Renewal reflects the understanding of you and the City when the original Agreement was entered into, and rectifies the renewal language on page 8, section 1 of the Contract Agreement, that the first renewal term of the Lockhart Cemeteries Maintenance Contract Agreement is for five (5) years and thereafter year to year at the City's discretion.

The Contract amount price set forth in this Renewal will be in the amount of \$72,698 and includes the mowing and maintenance of all grounds within Lockhart Burial Park as well as Hooks Cemetery. This Contract amount is subject to price adjustments at the beginning of the City's fiscal year (October 1) based on the "June" Consumer Price Index as published by the U.S. Department of Labor, Bureau of

Labor Statistics. Any such adjustments may not increase fees more than 3% and must be presented to the City in writing at least 90 days prior to October 1, 2025.

I hereby acknowledge acceptance of this Contract Renewal, and I agree to be bound by all requirements, terms, and conditions as set forth in the Lockhart Cemeteries Maintenance Contract Agreement and this Contract Renewal.

CONTRACTOR

Mr. Gene Bagwell d/b/a Maintenance Management

Date

CITY OF LOCKHART

Lew White, Mayor

Date

Attest:

Julie Bowerman, City Secretary

Date

City C: folder
Gene Bagwell

CITY OF LOCKHART

REQUEST FOR PROPOSALS and CONTRACT

The City of Lockhart is soliciting proposals with a base bid for maintenance of portions of the City of Lockhart Memorial Burial Park.

The intent of this RFP is to establish an agreement with a qualified contractor with at least three (3) years of verifiable experience with references in providing general mowing and grass edging services for cemeteries.

Designate on the front, lower, left hand corner of your response envelope, the following:

Proposal Reference Number: Cemetery 10-07-09

Subject: Cemetery Maintenance Proposal

Deadline for Submittal of Proposal: Wednesday, October 7, 2009, at 2 pm

Proposal Packet Non-Refundable Deposit

A non-refundable deposit of \$ 100.00 will be required for each numbered Request of Proposals Packet.

Mandatory Pre-bid Meeting

There will be mandatory pre-bid meeting answer questions and clarify any issues regarding the request for proposals. Interested contractors must have obtained a proposal packet. Bids will not be accepted from contractors who do not attend this meeting.

Where: City Hall, 308 W. San Antonio, Lockhart, Texas 78644

When: Thursday, October 1, 2009, at 2 pm

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INSTRUCTIONS TO PROPOSERS

1. PROPOSAL SUBMISSION ADDRESS AND DEADLINE

Completed proposals will be received in the Office of the City Secretary, City Hall, 308 W San Antonio Street, Lockhart, Texas 78644 or mailed to P O Box 239 until the proposal submission deadline on Wednesday, October 7, 2009, 2:00 pm, as stated on the cover page. Proposal responses received after the closing time and date will be returned to the sender unopened.

If you do not wish to respond at this time, but wish to remain on the proposers list for this service or commodity, please submit a "No Proposal" by the same time and date at the same location as stated for proposals. If you wish to be removed from the proposers list, or changed to a list for another service or commodity, please advise us in writing.

2. SIGNATURES

All proposal responses are required to be signed by an authorized representative of the proposing entity. See Authority to Quote section. Proposal responses received unsigned will not be considered.

3. ALTERING PROPOSALS

Proposals cannot be altered, amended or withdrawn by the proposer after the submission deadline. Any interlineations, alterations, or erasure made before this deadline, must be initialed by the signer of the proposal, guaranteeing authenticity.

4. PROPOSAL WITHDRAWAL OR REJECTION

The City reserves the right to withdraw the request for proposals for any reason or to reject any or all proposals or parts of all of any specific proposal or proposals. The City further reserves the right to accept part of all of any specific proposal or proposals.

5. LATE PROPOSALS

The City of Lockhart is not responsible for lateness of non-delivery of mail, carrier, etc. to the City, and the time and date recorded in the City Secretary's Office shall be the official time of receipt.

6. PRICES HELD FIRM

All prices quoted by the proposer will remain firm for a minimum of 90 days from the date of the opening unless otherwise specified by the City or the proposer.

7. IDENTICAL PROPOSALS

In the event of two or more identical proposals, the contract will be awarded as prescribed by Chapter 271, Subchapter Z, Section 271.901 of Vernon's Texas Codes Annotated.

8. DEVIATION FROM SPECIFICATIONS

Any deviations from specifications and alternate proposals must be clearly shown with complete information provided by the proposer. They may or may not be considered by the City.

9. WARRANTY

Guarantees and warranties (if applicable) should be attached as a part of the proposal as they may be a consideration in awarding the contract.

10. DURATION OF CONTRACT

The successful proposer will be awarded a contract effective January 1, 2010, for five (5) years. Negotiated contract prices must be firm for the entire contract period as specified. At the City's option, the contract may be renewed for up to (5) additional twelve (12) month periods and thereafter year to year at the City's discretion.

11. CONTRACT PRICE ADJUSTMENTS

The base cost of services under this contract may be subject to price adjustments (Not to exceed 3% for increases and decreases) at beginning of each City fiscal year (October 1) based on the "June" Consumer Price Index (CPI) as published by the U.S. Department of Labor, Bureau of Labor Statistics. Any such adjustments may not increase more than 3% or decrease more than 3%. Should funds for this contract at any time not be available for the City's forthcoming fiscal year, then the contract will terminate at the end of that current fiscal year with the City providing thirty (30) days written notice. The contractor may ninety (90) days before October of each year of the contract period request in writing a contract adjustment increase due to fuel cost increases. If such an increase is granted by the Council, the effective day would be October 1 of that year. The City may also adjust the contract due to lower fuel costs with the same notice requirements to the contractor.

12. TERMINATION OF CONTRACT

The City may terminate this agreement by giving the contractor thirty (30) days written notice. Upon delivery of such notice by the City to the Contractor, the Contractor shall discontinue all services in connection with the performance of **this agreement** and shall proceed to cancel promptly all existing orders and contracts insofar as such orders of contracts are chargeable to this agreement. As soon as practicable after receipt of notice of termination, the contractor shall submit a statement, showing in detail the services satisfactorily performed under this agreement to the date of termination. The City shall then pay the Contractor that portion of the **prescribed charges**.

13. ASSIGNMENT

The successful proposer's rights and duties awarded by the contract may not be assigned to another without written consent of the City signed by the City's authorized agent. Such consent shall not relieve the assigner of the liability in the event of default by the assignee.

14. PROPOSAL AMBIGUITY

Any ambiguity in the proposal as a result of omission, error, lack of clarity or non compliance by the proposer with specifications, instructions, and all conditions of proposing shall be construed in the favor of the City.

15. CHANGE ORDERS

No oral statement of any person shall modify or otherwise change, or affect the terms, conditions, or specifications stated in the resulting contract. All change orders to the contract will be made in writing and shall not be effective unless signed by an authorized officer of the City.

16. MODIFICATIONS AND AMENDMENTS

The City shall have the right to modify the specifications prior to the proposal submission deadline and will endeavor to notify all potential proposers that have received a copy of the proposal specifications, but failure to notify shall impose no obligation of liability on the City.

17. LIENS

The successful proposer agrees to and shall indemnify and save harmless the City against any and all liens and encumbrances for all labor, goods and services which may be provided under the City's request, by seller or seller's vendor(s) and if the City requests, a proper release of all liens or satisfactory evidence of freedom from liens shall be delivered to the City.

18. PATENT INDEMNITY

The successful proposer hereby warrants that the use or sale of the products and materials delivered hereunder will not infringe on the rights of any patent, copyright, or registered trademark, covering such materials and the successful proposer agrees to indemnify and hold harmless the City for any and all costs, expenses, judgments and damages which the City may have to pay or incur.

19. GRATUITIES/BRIBES

The City may, by written notice to the successful proposer, cancel this contract without liability to the proposer if it is determined by the City that gratuities or bribes in the form of entertainment, gifts, or otherwise, were offered or given by the successful proposer, or its agent or representative to any City officer, employee or elected representative with respect to the performance of the contract. In addition,

the successful proposer may be subject to penalties stated in Title 8 of the Texas Penal Code.

20. RESPONSE FORM TO BE USED

The proposal quote must be submitted on the form provided.

21. PAYMENT

Payment to the successful proposer will be as after satisfactory completion of the services ordered by the City or scheduled in the specifications and receipt or the invoice or other billing instrument used by the successful proposer. The City is exempt from Federal Excise and State Sales Tax; therefore, tax will not be included in the negotiated fees. Negotiated fees shall include all charges and conditions.

22. MATERIAL SAFETY DATA SHEETS

Material Safety Data Sheets shall be provided to the City by the successful proposer for all materials and chemicals used.

23. REFERENCES

Each proposer is to provide a minimum of three (3) verifiable references in which the proposer has provided a similar service, particularly cemeteries maintenance. List references in Attachment I section of this document.

24. STANDARD FORM OF AGREEMENT

Each proposer may submit their contract for services for the City evaluation. At the City's option, the successful proposer's form may be used as submitted or edited to meet the needs of the City and successful proposer; the City may choose to use a standard form of agreement.

Clarification, questions, or conferences may be directed through the City Manager office (512-398-3461).

INSURANCE AND INDEMNITY

INSURANCE.

The successful proposer shall meet the minimum insurance requirements as defined in Attachment II.

NOTE: Each proposal must be accompanied by a City of Lockhart Insurance Requirement Affidavit completed by the proposer's insurance agent/broker(s). See Attachment III.

INDEMNITY

The successful proposer agrees to defend, indemnify, and hold the City and all of its officers, agents, employees, and elected officials whole and harmless against any and all claims for damages, costs, and expenses of persons or property that may arise out of, or be occasioned by, or from any negligent act, or omission of the successful proposer, or any agent, servant, or employee of the successful proposer in

the execution of performance of this contractor, without regard to whether such persons are under the direction of City agents of employees.

EXPERIENCE PREFERRED FOR PROPOSALS

Preference will be given to contractors with a minimum of three (3) years of recent verifiable experience in cemeteries maintenance and operations prior to proposal closing date.

SPECIFICATIONS

SERVICES TO BE PROVIDED:

A. Pursuant to this Agreement, the Contractor agrees to provide general clean up, mowing, grass edging services a minimum of sixteen (16) times annually plus two (2) annual cleanups of the cemetery, tree and plant trimmings as needed. Removal of trees is not included. Mowing services shall be performed within seven (7) days before Mother's Day, Father's Day, Memorial Day, Veteran's Day, Christmas Day, and Easter Sunday unless approved by the City.

B. The Contractor shall provide all the labor, materials, superintendence, technical personnel, apparatus, machinery, insurance, equipment, supplies, incidentals, and services to maintain in superior condition all turf areas, approximately twenty-six (26) acres in scope including the road right of ways out side the fenced areas on US Hwy 183 and FM 672 for the length of the Cemetery property. These areas shall be maintained and mown to be neat in appearance and as otherwise described herein.

All turf areas indicated shall receive no less than the following:

1. MOWING HEIGHTS - The height shall be no less than three (3) inches for all general turf areas in cemeteries covered by these specifications and standards of the proposal. Mowing height may be no greater than three and one-half (3.5) inches. Mower adjustment must be made and measured on a flat, paved surface.

2. USE OF HERBICIDES - If the Contractor uses herbicides for trim work specified herein, the Contractor shall only use a herbicide containing a glyphosphate salt product equal to or better than "Round-Up" or "Kleen-Up."

3. EDGING OF SIDEWALKS AND OTHER PAVED AREAS - All sidewalk-turf edges shall be edged either with herbicides or machinery, to insure a clean appearance and shall be maintained level with the height of the surrounding turf. This standard also applies to all paved areas such as drives, walkways, and other hard-surfaced areas.

4. EDGING OF GRAVE HEADSTONES - All headstone areas are to be trimmed with either herbicides or trimmers to maintain the height of the surrounding turf.

5. OTHER EDGING - All other turf edge areas such as shrub beds, tree bases, curbs, etc., shall be maintained with either herbicides or mechanical trimmers to be the required height. Fences are to be kept free of trees and brush as needed to prevent damage to the fences.

6. WEED REMOVAL - Weeds in gravel on gravesites shall be destroyed by the use of herbicides. Weed height shall not exceed three (3) inches.

7. BRUSH REMOVAL - Any brush cut by Contractor shall be piled up at a City designated site within the Cemetery until it can be removed by the City. Brush piles shall be removed entirely from the cemetery by the City.

8. GENERAL CLEANUP- Prior to the beginning of mowing, all sticks, branches, paper and debris shall be removed, containerized and placed at a City designated site within the Cemetery,

9. The Contractor is responsible for any and all damages done to headstones, curbing, fencing, trees, etc., caused by the operation of the equipment or personnel under the Contractor's employment.

10. The Contractor is responsible for reporting all vandalism or damage at the cemetery to the City.

PAYMENT OF COMPENSATION

The total annual consideration to be paid the Contractor shall be prorated and paid in equal monthly installments less five (5%) percent retainage each month during the term of the contract beginning January 1, 2010.. Each monthly installment shall be paid to the Contractor by the City on or about the 10th day of each month after receipt of the Contractor's invoice. The five percent (5%) retainage is to be held by the City in order to insure substantial compliance and completion of the contract by the Contractor. The accumulated retainage will be paid to the Contractor by the City in September of each year of the contract period upon the Contractor's satisfactory completion of the contractual terms to that date. In the event the City terminates the contract based upon violation of the agreement the Contractor; then the Contractor forfeits any and all of the amount retained.

STANDARD CONTRACTUAL TERMS TO BE INCLUDED IN THE CONTRACT AGREEMENT BETWEEN THE CONTRACTOR AND THE CITY OF LOCKHART

1. The successful proposer will be awarded a contract effective January 1, 2010, for five (5) years. At the City's option, the contract may be renewed for (5) additional twelve (12) month periods and thereafter year to year at the City's discretion.
2. The contract will be in effect year around.
3. The proposer may be an individual, partnership, or corporation. If the proposer is a corporation, the City reserves the right to require the principal officer or director of the corporation to personally guarantee the obligations of the proposer underneath the contract.
4. The contract will contain a "hold-harmless" agreement.

5. The Contractor will be required to maintain the premises in accordance with written standards established by the City within this document or as mutually amended from time to time.
6. Liability insurance must be obtained from a recognized, responsible insurance carrier in the policy amounts required and approved by the City of Lockhart.

AUTHORITY TO SUBMIT

PROPOSER/COMPANY NAME: Gene Bagwell dba Maintenance Management

AUTHORIZED REPRESENTATIVE: Gene Bagwell

SIGNED: Gene Bagwell

TITLE: Owner

ADDRESS: 625 Pioneer Trail

CITY, STATE & ZIP: San Marcos, Tx 78666

BUSINESS TELEPHONE: 512-396-4960 CELL PHONE 512-517-3542

DATE: 10/6/09

EQUIPMENT

COMPLETE THE FOLLOWING LIST AND ATTACH TO THIS PROPOSAL OF CURRENTLY OWNED OR LEASED MOWING AND TRIMMING EQUIPMENT OPERATED BY YOUR COMPANY AND ANY NEW EQUIPMENT THAT WILL BE PURCHASED OR LEASED IF YOUR COMPANY SUBMITS THE SUCCESSFUL PROPOSAL

mower/tractor make/model cutting width type of mower

FINANCIAL INFORMATION

A. Are current quarterly financial statements available?

☒ Yes or No

B. Is a certified public audit available for the preceding fiscal year?

Yes or ☒ No

SUPERVISORY PERSONNEL

List the names and brief description of the cemetery maintenance and supervisory personnel of your company who will manage and supervise this contract.

#1 NAME: Gene Bague //

EXPERIENCE: 25+ yrs operations + maintenance of cemeteries and (below)

#2 NAME: Ruben Caudillo

EXPERIENCE: 20 years crew foreman - cemetery maintenance crew

#3 NAME: Robert Sanchez

EXPERIENCE: 15+ years Lead-hand cemetery maintenance crew

Continued:

#1 burial services. Turn-Key operational capabilities with uninterrupted service history with multiple municipalities and other governmental entities for 20+ years. Established long-term relationships with local & regional funeral homes. Ten years experience with Lockhart City Cemetery and its citizens. We have a deep resource pool of trained & experienced staff always available for back-up. I operate and/or maintain 20 cemeteries regionally and service more than 100 cemeteries in a 75 mile radius of Austin. I dedicate sufficient equipment and manpower to complete the maintenance cycle in Lockhart in ONE day in all but the rarest of occasions. I maintain a consistent line of communication between myself and Lockhart City staff and promote the same open communications between my staff and City workers.

ATTACHMENT I

REFERENCES

Each proposer is to provide a minimum of three (3) verifiable references in which the proposer has provided cemetery maintenance services.

#1 Company Name or Contracting Entity: City of San Marcos
Address: 630 East Hopkins, San Marcos Tx 78666
Contact Person: Rodney Cobb - Director of Parks & Recreation
Telephone: (512) 393-8400
Date of Service and Number of Years: 1980 to the present
Amount of Contract: \$ ~ \$100,000/yr Acreage: ~ 45

#2 Company Name or Contracting Entity: City of Austin
Address: P.O. Box 1088 Austin Tx 78767
Contact Person: Joe Washington - contract administrator
Telephone: (512) 974-6759
Date of Service and Number of Years: 1990 to present
Amount of Contract: \$ ~ \$1,000,000/yr Acreage: ~ 200

#3 Company Name or Contracting Entity: State of Texas - Texas Veterans Land Board
Address: P.O. Box 12873 Austin Tx 78711-2873
Contact Person: Jack Slayton - Program Director
Telephone: (512) 463-5977
Date of Service and Number of Years: ~ 2005 to present
Amount of Contract: \$ ~ \$2,000,000/yr Acreage: ~ 300

ATTACHMENT II

INSURANCE

SECTION A. Prior to the approval of this contract by the City, CONTRACTOR shall furnish a completed Insurance Certificate to the City, which shall be **completed by an agent** authorized to bind the named underwriter(s) to the coverage, limits, and termination provisions shown thereon, and which shall furnish and contain all required information referenced or indicated thereon. CITY SHALL HAVE NO DUTY TO PAY OR PERFORM UNDER THIS CONTRACT UNTIL SUCH CERTIFICATE SHALL HAVE BEEN DELIVERED TO THE CITY, and no officer or employee of the City shall have authority to waive this requirement.

INSURANCE COVERAGE REQUIRED

SECTION B. CITY reserves the right to review the insurance requirements of this section during the effective period of the contract and to require adjustment of insurance coverage and their limits when deemed necessary and prudent by CITY based upon changes in statutory law, court decisions, or the claims history of the industry as well as the CONTRACTOR.

SECTION C. Subject to CONTRACTOR'S right to maintain reasonable deductibles in such amounts as are approved by CITY, CONTRACTOR shall obtain and maintain in full force and effect for the duration of this contract, and any extension hereof, at CONTRACTOR'S sole expense, insurance coverage written by companies approved by the State of Texas and acceptable to CITY, in the following type(s) and amount(s);

<u>TYPE</u>	<u>AMOUNT</u>
1. Worker's Compensation And Employers Liability	Statutory \$500,000/500,000/500,000
2. Commercial General (public) Liability insurance including coverage for the following:	
a. Premises operations	Combined single limit for bodily injury and property damage of \$500,000 per occurrence or its equivalent operations
b. Independent contractors	
c. Products/completed	
d. Personal injury	
e. Advertising injury	
f. Contractual liability	
g. Medical payments	
Comprehensive Automobile Liability insurance, including coverage for loading and unloading hazards, for:	Combined single limit for bodily injury and property damage of \$500,000 per occurrence or its equivalent.
a. Owned/leased vehicles	
b. Non-owned vehicles	
c. Hired vehicles	

ADDITIONAL POLICY ENDORSEMENTS

CITY shall be entitled, upon request, and without expense, to receive copies of the policies and all endorsements thereto and may make any reasonable request for deletion, revision, or modification of particular policy terms, conditions, limitations, or exclusions (except where policy provisions are established by law or regulation binding upon either of the parties hereto or the underwriter of any of such policies). Upon such request by CITY, CONTRACTOR shall exercise reasonable efforts to accomplish such changes in policy coverage, and shall pay the cost thereof.

REQUIRED PROVISIONS

CONTRACTOR agrees that with respect to the **above required insurance**, all insurance contracts and certificate(s) of insurance will contain and state, in writing, on the certificate or its attachment, the following required provisions:

a. Name the City of Lockhart and its officers, employees, and elected representatives as additional insured, (as the interest of each insured may appear) as to all applicable coverage;

b. Provide for 30 days notice to CITY for cancellation, non-renewal, or material change;

Remove all language on the certificate of insurance indicating that the insurance company or agent/broker will endeavor to notify CITY but failure to do so shall impose no obligation or liability of any kind upon the company, its agents, or representatives.

c. Provide for notice to CITY at the address shown below by registered mail

City of Lockhart- Attention: City Manager- P O Box 239- Lockhart, Texas 78644

City of Lockhart- Attention: City Secretary- P O Box 239- Lockhart, Texas 78644

d. Provide for an endorsement that the "other insurance" clause shall not apply to the City of Lockhart;

e. CONTRACTOR agrees to waive subrogation against the City of Lockhart its officers, employees, and elected representatives for injuries, including death, property damage, or any other loss to the extent same may be covered by the **proceeds of insurance**;

f. Provide that all provisions of this agreement concerning liability, duty, and standard of care together with the indemnification provision, shall be underwritten by contractual liability coverage sufficient to include such Obligations within applicable policies;

g. All copies of the Certificates of Insurance shall reference the project name or proposal number for which the insurance is being supplied.

NOTICES OF CHANGE

CONTRACTOR shall notify CITY in the event of any change in coverage and shall give such notices not less than 30 days prior to the change, which notice must be accompanied by a replacement CERTIFICATE OF INSURANCE.

All notices shall be given to CITY at the following two addresses:

City Manager
City of Lockhart
P O Box 239
Lockhart, TX 78644

City Secretary
City of Lockhart
P O Box 239
Lockhart, TX 78644

SECTION D. Approval, disapproval, or failure to act by CITY regarding any insurance supplied by CONTRACTOR shall not relieve CONTRACIOR of full responsibility or liability for damages and accidents as set forth in the contract documents. Neither shall the bankruptcy, insolvency, or denial of liability by the insurance company exonerate CONTRACTOR from liability.

ATTACHMENT III

CITY OF LOCKHART
INSURANCE REQUIREMENT AFFIDAVIT

To Be Completed By Appropriate Insurance Agent/Broker

I, the undersigned Agent/Broker, certify; that the insurance requirements contained in this proposal document have been reviewed by me with the below identified Contractor. If the below identified Contractor is awarded this contract by the City of Lockhart, I will be able to, within ten (10) days after being notified of such award, furnish a valid insurance certificate to the City meeting all of the requirements defined in this proposal.

Agent (Signature) Agent (Print)

James H. Fite
JAMES H. FITE

Name of Agent/Broker:

Insurance Agency of San Marcos

Address of Agent/Broker:

400 W. Hopkins / #204, San Marcos,

City/State/Zip:

Texas, 78666

Agent/Broker Telephone #:

512 396-8290

Date:

10/6/09

CONTRACTORS' NAME

Gene Bequell aka Maintenance Mgt
(Print or Type)

NOTE TO AGENT/BROKER

If this time requirement is not met, the City has the right to reject this proposal and award the contract to another. If you have any questions concerning these requirements, please contact the City Manager for the City of Lockhart at (512) 398-3461.

ATTACHMENT IV

BASE BID

BID SHEET FOR CEMETERIES MAINTENANCE PROPOSAL

TOTAL BID PRICE:

The providing of general maintenance services to include all labor, materials, superintendence, technical personnel, machinery, apparatus, insurance, supplies, and other incidentals to provide general mowing maintenance services at least sixteen (16) times per year as herein described in the approved contractual period.

For an annual fee of \$ # 52,200 . 00
(numbers clearly written in dollars and cents)

For an annual rate of \$ fifty two thousand & two hundred Dollars and zero cents
(write in dollars and cents)

The base cost of services under this contract may be subject to price adjustments (increase or decrease) at the beginning of each City fiscal year (October 1) based on the "June" Employment Cost Index for the industry category as published by the U.S. Department of Labor, Bureau of Labor Statistics. Any proposed price adjustment must be presented to the City in writing at least 90 days prior to October 1 of each year. Should funds for this contract not be available for the City's next fiscal year, then the contract will terminate at the end of that current fiscal year with the City providing proper notice

Proposal Submitted by : Gene Bagwell dba Maintenance Management
Company Name

Representative: Gene Bagwell Gene Bagwell 10/6/09
Printed or Typed Name Signature Date

ATTACHMENT V

CONTRACT AGREEMENT FOR SELECTED PROPOSAL

CONTRACTOR

I, Gene Bagwell, an authorized representative of Maintenance Mt
(PRINTED OR TYPED REPRESENTATIVE NAME) (PRINTED OR TYPED COMPANY NAME)

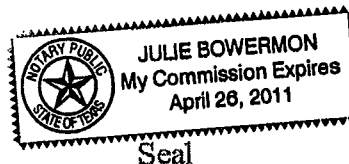
do hereby agree to all the terms as presented in this document.

Gene Bagwell
Signature of Authorized Representative

11/10/09
Date

The above person appeared before me in person on this the 10th day of NOVEMBER, 2009, and
affixed his/her signature to this page of this document.

Julie Bowermon
Notary Signature



My commission expires on APRIL 26, 2011.

Seal

CITY OF LOCKHART

[Signature]
Mayor James Bertram

4 Nov 2009
Date

Attest:

Connie Ortiz

Connie Ortiz, TRMC, City Secretary

11-4-2009
Date

Maintenance Management – Equipment List: Routine Service

2 Scag 61" Sabertooth Frontline Zero Turn Hydrostatic Commercial Lawnmowers

2 Scag 72" Sabertooth Frontline Zero Turn Hydrostatic Commercial Lawnmowers

6 Echo SRM 311 Commercial Weedeaters

4 Echo PB 400 Commercial Airblowers

3 Echo Commercial Chainsaws

3 Echo Commercial Hedgeclippers

2006 GMC 2500HD 4WD Crewcab Truck

22 ft. Commercial Utility Trailer

Assorted Handtools

Special Needs Equipment:

One-ton Flatbed Setting Truck w/ 7000lb. Monument Crane and Monument lifting accessories. Experienced monument setting staff(20+ years)

Cemetery related heavy equipment: Bobcat 331 Mini-excavators, Bobcat Skidsteer Loaders, Terex Heavy material Dumpers

Gene Bagwell 10/6/09

From: Vance Rodgers
Sent: Friday, October 02, 2009 10:19 AM
To: 'Gene Bagwell (bagwellg@asutin.rr.com)'; 'James Amaya (lawnservicebyjames@sbcglobal.net)';
'Universal Landscape Services (universallandscapeservices@yahoo.com)'
Cc: Bernie Rangel
Subject: Addendum #1 to Cemetery Maintenance Request for Proposal

Importance: High
Gentlemen:

As discussed the following items are considered as **Addendum # 1**:

1. Page 7, Specifications (A) , the number of mowing cycles is change to 22-24 per year.

Page 7, Specifications (B), the following sentence is "added" to the paragraph:
Once the contractor starts a mowing cycle under contract, sufficient personnel and equipment must be utilized to complete the mowing cycle within three (3) workdays unless verifiable weather conditions prohibit.

2. Page 16, Base Bid, "For an annual rate of" is changed to "For an annual fee of"

(write in dollars and cents) is changed to "write in words the dollars and cents"

Should you have questions, please contact me.

Vance Rodgers
City Manager
(512) 398-3461, ext 224
Cell (512) 376-8149
Fax (512) 398-5103

The information transmitted in this message is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If the reader of this message is not the intended recipient, you are hereby notified that your access is unauthorized, and any review, dissemination, distribution or copying of this message including any attachments is strictly prohibited. If you are not the intended recipient, please contact the sender and delete the material from any computer.

From: Vance Rodgers
Sent: Monday, October 05, 2009 11:16 AM
To: 'James Amaya (lawnservicebyjames@sbcglobal.net)'; 'Universal Landscape Services (universallandscapeservices@yahoo.com)'; 'Gene Bagwell (bagwellg@austin.rr.com)'
Cc: Bernie Rangel
Subject: FW: Addendum #2 to Cemetery Maintenance Request for Proposal

Importance: High
 Gentlemen:

Addendum # 2:

Page 7, Under SERVICES TO BE PROVIDED. B. ...the term "approximately 26 acres in scope" is changed to "approximately 28 acres in scope". This includes the sloped area to the right when coming through the main gate down to the City Park entrance road **which was not included in the current contract by Maintenance Management.**

Page 8, Under STANDARD CONTRACTUAL TERMS TO BE INCLUDED IN THE CONTRACT AGREEMENT BETWEEN THE CONTRACTOR AND THE CITY OF LOCKHART, Section 1. **is hereby amended to read :** The successful proposer will be awarded a contract effective January 1, 2010, for five (5) years, or as negotiated. At the City's option, the contract may be renewed for five (5) additional twelve (12) month periods and thereafter year to year at the City's discretion.

Page 16, Under Total Bid price description, the term "maintenance services at least sixteen (16) times per year" is **hereby changed to** "maintenance services at least 22-24 times per year". I overlooked this in Addendum # 1.

Page 16, the term "The base cost of services may be subject to price adjustments" is **hereby changed to** "The base cost of services as negotiated in accordance with Section 10 DURATION OF CONTRACT may be subject to price adjustments".

Should you have questions, please contact me.

Thanks,

Vance Rodgers
 City Manager
 (512) 398-3461, ext 224
 Cell (512) 376-8149
 Fax (512) 398-5103

The information transmitted in this message is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If the reader of this message is not the intended recipient, you are hereby notified that your access is unauthorized, and any review, dissemination, distribution or copying of this message including any attachments is strictly prohibited. If you are not the intended recipient, please contact the sender and delete the material from any computer.

From: Vance Rodgers
Sent: Friday, October 02, 2009 10:19 AM
To: 'Gene Bagwell (bagwellg@asutin.rr.com)'; 'James Amaya (lawnservicebyjames@sbcglobal.net)'; 'Universal Landscape Services (universallandscapeservices@yahoo.com)'
Cc: Bernie Rangel
Subject: Addendum #1 to Cemetery Maintenance Request for Proposal
Importance: High

Gentlemen:

As discussed the following items are considered as **Addendum # 1:**

1. Page 7, Specifications (A) , the number of mowing cycles is change to 22-24 per year.

Page 7, Specifications (B), the following sentence is "added" to the paragraph:

Once the contractor starts a mowing cycle under contract, sufficient personnel and equipment must be utilized to complete the mowing cycle within three (3) workdays unless verifiable weather conditions prohibit.

2. Page 16, Base Bid, "For an annual rate of" is changed to "For an annual fee of"

(write in dollars and cents) is changed to "write in words the dollars and cents"

Should you have questions, please contact me.

Vance Rodgers
City Manager
(512) 398-3461, ext 224
Cell (512) 376-8149
Fax (512) 398-5103

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Lockhart

T E X A S

2022-2023 Strategic Work Plan



The Strategic Planning Process

From January through April 2022, the City of Lockhart embarked on a strategic planning process to create strategic priorities for 2022-2023. The following is the process used to reach the conclusions for the plan:

The process kicked off with a preliminary Zoom between the City Manager, Steve Lewis, Mayor Lew White, and professional facilitator Alysia A. Cook, PCED, IOM with Opportunity Strategies LLC. The three met to review key issues facing the city, understand the programs and projects currently underway, and to prepare the process and format for the planning session.

On April 8, 2022, the City of Lockhart Management Team met at the Library for Part 1 of the Strategic Work Planning Session for 2022-2023.

On April 9, 2022, the City of Lockhart City Council and City Manager met at the Library for Part 2 of the Strategic Work Planning Session for 2022-2023.



Day One – Management Team

Day One began with City Manager Steve Lewis reviewing with the Management Team the City of Lockhart's accomplishments and success stories of 2021.

Following that, the City Manager and the facilitator shared some leadership concepts and considerations with the Lockhart Management Team. This led to some group discussions about the importance of continuous learning and leadership development.

The City Manager discussed with the participants that when goals are adopted by the City Council, they provide a positive impact for the Management Team in at least 4 different ways:

- a) Direction is clearly set by City Council
- b) Once that direction is established, differences can be discussed in a more open, less polarizing manner
- c) Saves time in decision making on projects/programs
- d) City Manager's recommendations can be better aligned with ultimate objectives

Mission of Lockhart Management Team

To promote and influence the alignment of organizational resources by focusing on:

- a) Organizational planning and issues
- b) Open communication with elected officials, staff, boards, commissions, and citizens
- c) Ensuring City of Lockhart is a leader in Central Texas regarding issues with community relevance
- d) Implementing programs that derive from the City Council and community's goals

Start – Stop – Continue

The facilitator then engaged the Management Team in a group exercise called *Start – Stop – Continue* which divides participants into small groups and has them offer feedback on what the City needs to start doing, stop doing, and continue doing.

These are individual manager recommendations and not necessarily agreed to by all managers or by City Council members. The responses are as follows:

Start

- Long-term capital planning
- Increasing non-emergency communications
- Administering annual customer service surveys that are statistically valid
- Developing recreation programs
- Indoor community recreation center
- City facilities and community infrastructure improvements
- New spaces for city facilities
- Modernize Human Resources policies including technology
- A vehicle acquisition fund
- Decreasing steps in the hiring process
- Staff planning for future growth
- Modernizing our contracts, best practices, attorney, etc. including reviewing for mutually beneficial language and avoiding one-sided contracts

Stop

- Ineffective/outdated contracts
- Thinking small
- Six-month probationary period for personnel
- Reconnecting customers after 10pm
- Providing free services (such as banners and road closures) and establish a fee schedule for these special requests
- Requiring utility inspections for every change of occupant

Continue

- Longevity pay
- Forward-looking planning for quality growth
- Law enforcement outreach with community
- Contracting (sending RFPs) for solid waste collection
- Supporting tourism
- Modernizing technology, e.g. paperless, Go Green
- Enhancing community investment
- Planning our wayfinding and signage
- Growing events that enhance overnight stays in Lockhart and maximize HOT \$ collections
- Economic growth including considering developing a 4th industrial park
- Striving for improved customer service
- Community engagement including public open houses and social media



Next, the Management Team embarked on a discussion around the following topics which also included some departmental reports on the status of various projects:

- Growth Trends
- Land Development
- Economic Development
- Service Delivery
- Workforce Development
- Long Range Financial Outlook

Following those discussions, the facilitator led the Management Team through a discussion of what they each thought should be the 2022-2023 goals City Council would establish the following day. She recorded those recommendations, then the group reached consensus on what would be put forth to the Council to consider.

The final decisions for 2022-2023 were made by City Council the following day and are listed below.

Day Two – City Council

Day Two began with City Manager Steve Lewis reviewing with City Council the City of Lockhart's accomplishments and success stories of 2021.

Expectations – City Council

Following that, the facilitator asked City Council to share any expectations for the day. Responses were as follows:

- TxDOT – Wayfinding and Signage
- Summerside Subdivision turn lane and traffic light
- Urgent Care facility
- Comprehensive mental health care for first responders
- Keeping City Staff wages competitive
- Need for an Assistant City Manager
- Need for a grantwriter
- Regional animal shelter
- Next industrial park and/or property

The following is the City of Lockhart 2022-2023 Strategic Work Plan.

City of Lockhart Vision:

- To be a first-class community that has maintained its integrity and sense of community characterized by livable neighborhoods and quality schools.
- To be a City that focuses on family by ensuring quality recreational and cultural activities, services, housing, economic, and educational opportunities that promote a well-rounded productive member of the community.
- To be a City that is friendly to visitors and future residents with a spirit of fellowship and cooperation by accommodating their needs and recognizing the wealth in cultural, ethnic and age diversity.
- To be a City committed to sustainability by diligently balancing community needs with available resources and managing growth in a smart and fiscally responsible manner.
- To be a City that celebrates and embraces its long and rich history by reinvesting in neighborhoods, preserving areas and buildings of historic significance and returning the Central Business District to an economically viable and lively activity center.
- To be a City recognized for the quality of its built environment and the integration of the natural landscape throughout the community.
- To be a City that ensures a good balance between residential, commercial, industrial, and public/institutional uses supported by quality infrastructure and transportation systems.
- To be a City known for its innovative solutions to managing growth, progressiveness of City government, and responsiveness to the needs of citizens and businesses.

Source: Lockhart 2020 Comprehensive Plan

Goal #1:

**City
Facilities**

Goal #2:

**Human Resources/
Staffing**

Goal #3:

**Parks &
Recreation**

Goal #4:

Infrastructure

Goal #5:

**Modernization &
Communications**

Goal #6:

**Development &
Quality of Life**

Goal #7:

**Revenue
Sustainability**

2022-2023 Goals:

Each of the following seven goals is guided by the values of diversity and inclusion. Diversity and inclusion are a tapestry that is woven through every goal, every service, and every program.

Goal #1: City Facilities

To begin planning for new city facilities and offices.

Goal #2: Human Resources/Staffing

To enhance our HR services to ensure Lockhart remains a competitive employer.

Goal #3: Parks & Recreation

To develop the Parks & Recreation program and services.

Goal #4: Infrastructure

To enhance physical infrastructure and branded wayfinding throughout Lockhart.

Goal #5: Modernization & Communications

To modernize our in-house and online technology, systems, and communications to serve residents more efficiently and tell the Lockhart story.

Goal #6: Development & Quality of Life

To continually improve the quality of life and employment opportunities of the people of Lockhart.

Goal #7: Revenue Sustainability

To ensure the long-term financial health and sustainability of the City of Lockhart.

Goal #1: City Facilities

To begin planning for new city facilities and offices.

- 1.1 Consider which facilities improvements should be funded by certificates of obligation vs. bonds
- 1.2 Begin plans to replace/update City Hall
- 1.3 Begin plans to replace/update Police/Fire/Training facilities
- 1.4 Begin plans to replace/update Maintenance/City Barn Utilities
- 1.5 Reclaim old space at the hospital
- 1.6 Lease additional space at the EDC building
- 1.7 Conduct a Facilities Study with architects and engineers
- 1.8 Consider Airport improvements (TxDOT Aviation) in the study

Goal #2: Human Resources/Staffing

To enhance our HR services to ensure Lockhart remains a competitive employer.

- 2.1 Hire ACM (Assistant City Manager) immediately
- 2.2 Hire City Manager Support Staff (Executive Assistant or Administrative Assistant)
- 2.3 Once new ACM is hired, assign him/her with developing a Staffing Plan
- 2.4 Once new ACM is hired, assign him/her with developing a Succession Plan
- 2.5 Consider adding additional staff city-wide as needed
- 2.6 Retain law enforcement officers by ensuring compensation competitiveness
- 2.7 Implement a formal EAP (Employee Assistance Program)
- 2.8 Secure a grantwriter (explore opportunities for hiring one vs. contractor)

Goal #3: Parks & Recreation

To develop the Parks & Recreation program and services.

- 3.1 Develop adult and youth programming that utilize existing facilities
- 3.2 Conduct successful outreach to sports leagues across Texas and neighboring states
- 3.3 Consider new Parks & Rec facilities such as pickleball, volleyball, and frisbee golf
- 3.4 Plan for and implement safety improvements of existing facilities
- 3.5 Plan for and implement aesthetic improvements of existing facilities
- 3.6 City Council requests to meet with Parks & Rec Director and City Manager to discuss ideas and brainstorm next steps in the Parks Plan including:
 - Work session, then tour Parks facilities with Parks & Rec Director
 - Discuss short-term vs. long-term Parks & Rec needs
 - Develop plan to survey citizens including bond exploration

Goal #4: Infrastructure

To enhance physical infrastructure and branded wayfinding throughout Lockhart.

- 4.1 Conduct public open houses to determine public wishes for Downtown
- 4.2 Council to approve a final Downtown Conceptual Design and authorize staff to implement
- 4.3 Consider an additional commercial district with retail and mixed-use offerings
- 4.4 Issue the RFP for a Comprehensive Plan update (hire firm by January 2023, then CIP (capital improvement plan) to follow
- 4.5 Explore downtown WiFi options including geofencing

Goal #5: Modernization & Communications

To modernize our in-house and online technology, systems, and communications to serve residents more efficiently and tell the Lockhart story.

- 5.1 PIO (Public Information Officer) to secure proposals for a new website design including:
 - Online forms and application portals (permitting, employment, variance requests, etc.)
 - Must be mobile responsive platform
 - Ensure ease of use and innovative utility of site
 - Include a portal to the Lockhart Economic Development Corporation website
- 5.2 Hire a consultant to 1) build a survey to ask the public what information they seek to find on the City of Lockhart website and 2) compare Lockhart website to other communities with high utilization of an innovative website
- 5.3 Streamline application processes of permits, developer proposals, engineering, employment, etc. to be placed on website (see 5.1)
- 5.4 Verify internet access at all City facilities



Goal #6: Development & Quality of Life

To continually improve the quality of life and employment opportunities of the people of Lockhart.

- 6.1 Consider proposed sidewalk ordinance
- 6.2 Facilitate/incentivize more housing options including:
 - Rental housing options
 - Workforce housing options
 - Higher-income housing
 - Infill/revitalized housing within centers of commerce (existing or planned)
 - Senior/retiree housing
- 6.3 Continue to promote family-friendly events in Downtown
- 6.4 Encourage higher development standards (within state legislature constraints) to research modernization techniques and make recommendations to City Manager for consideration
- 6.5 Continue to implement Animal Control Audit recommendations
- 6.6 Continue to provide concerts on the square

Goal #7: Revenue Sustainability

To ensure the long-term financial health and sustainability of the City of Lockhart.

- 7.1 Explore and increase film production permitting fees
- 7.2 Create and implement fees for banners, road closures, event special requests
- 7.3 Use grantwriter (see 2.8) to find and write grants that benefit the City of Lockhart and its residents
- 7.4 Conduct discussions between City Council and Staff regarding which items can/should be funded by certificates of obligation vs. bonds
- 7.5 Update/increase construction permit fees and impact fees
- 7.6 Explore a bond vote for the items proposed by Parks & Rec and Council from Goal #3
- 7.7 Explore the concept of a Community Foundation with community benefactor options including other communities who have successfully created and implemented a Community Foundation

City of Lockhart Leadership

The 2022 City Council and Management Team participating:

City Council:

Lew White, Mayor
Angie Gonzales-Sanchez, Mayor Pro-Tem
Brad Westmoreland, Councilmember At-Large
Juan Mendoza, Councilmember District 1
David Bryant, Councilmember District 2
Kara McGregor, Councilmember District 3
Jeffrey Michelson, Councilmember District 4

Management Team:

Steve Lewis, City Manager
Julie Bowermon, Director of Human Resources
Connie Constancio, City Secretary
Travis Hughes, Director of Parks & Recreation
Randy Jenkins, Fire Chief
Mike Kamerlander, Economic Development Director
Sean Kelley, Public Works Director
Pam Larison, Director of Finance
Bobby Leos, Electric Superintendent
Victoria Maranan, Public Information Officer
Bertha Martinez, Director of Library Services
Ernest Pedraza, Chief of Police





City of Lockhart

2020-2021 Strategic Priorities

Prepared by:

