

LOCKHART

THE SUSTAINABLE PLACES PROJECT



FINAL

December 12, 2013

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The Caldwell County Courthouse and its surrounding square gives Downtown Lockhart a distinctive sense of place.



The numerous barbeque establishments are renowned, attracting visitors from around the region and beyond.

1. Executive Summary

Lockhart is one of five cities in Central Texas chosen to participate in the Sustainable Places Project, an ambitious regional planning initiative aimed at helping communities create the conditions for livable places, consistent with local goals and values. The project offers professional assistance in community outreach, development planning, economic and market research, and financial planning for a “Demonstration Site” defined by each community. In Lockhart, the City chose a 1,311-acre area, including the Downtown and US 183 corridor from SH 130 south to the southern city limit.

The Sustainable Places Project has been a two-year planning process guided by six livability principles using an innovative, GIS-based analytic tool for scenario planning. The public process yielded various planning scenarios for Lockhart that were further refined into an action plan aimed at guiding future growth toward a more livable and sustainable community.

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 lands around creeks as recreational space, and promoting compact patterns of infill development throughout the Demonstration Site with appropriate transitions to existing residential neighborhoods.

The Sustainable Places Project Action Plan consists of an Illustrative Plan, a Phasing and Implementation Strategy, and a series of Recommended Land Use Policy and Code Amendments necessary to implement the community’s vision.

The Illustrative Plan addresses the potential for infill development in the Downtown and along the Colorado Street Corridor, and the creation of new neighborhoods on undeveloped land between SH 130 and Downtown. The plan provides for: a diversity of housing opportunities – up to 2,100 new dwelling units at full build-out, distributed between single-family detached homes, small-lot cottages, townhouses and apartments; approximately three million square feet of new commercial uses that could generate up to 6,450 jobs; and an extensive system of open space and greenway trails that connect surrounding neighborhoods with Downtown and other natural features. In the heart of Downtown, the plan calls for pedestrian and streetscape enhancements around the iconic Caldwell County Courthouse Square, including the creation of a new plaza on the north side of San Antonio Street.

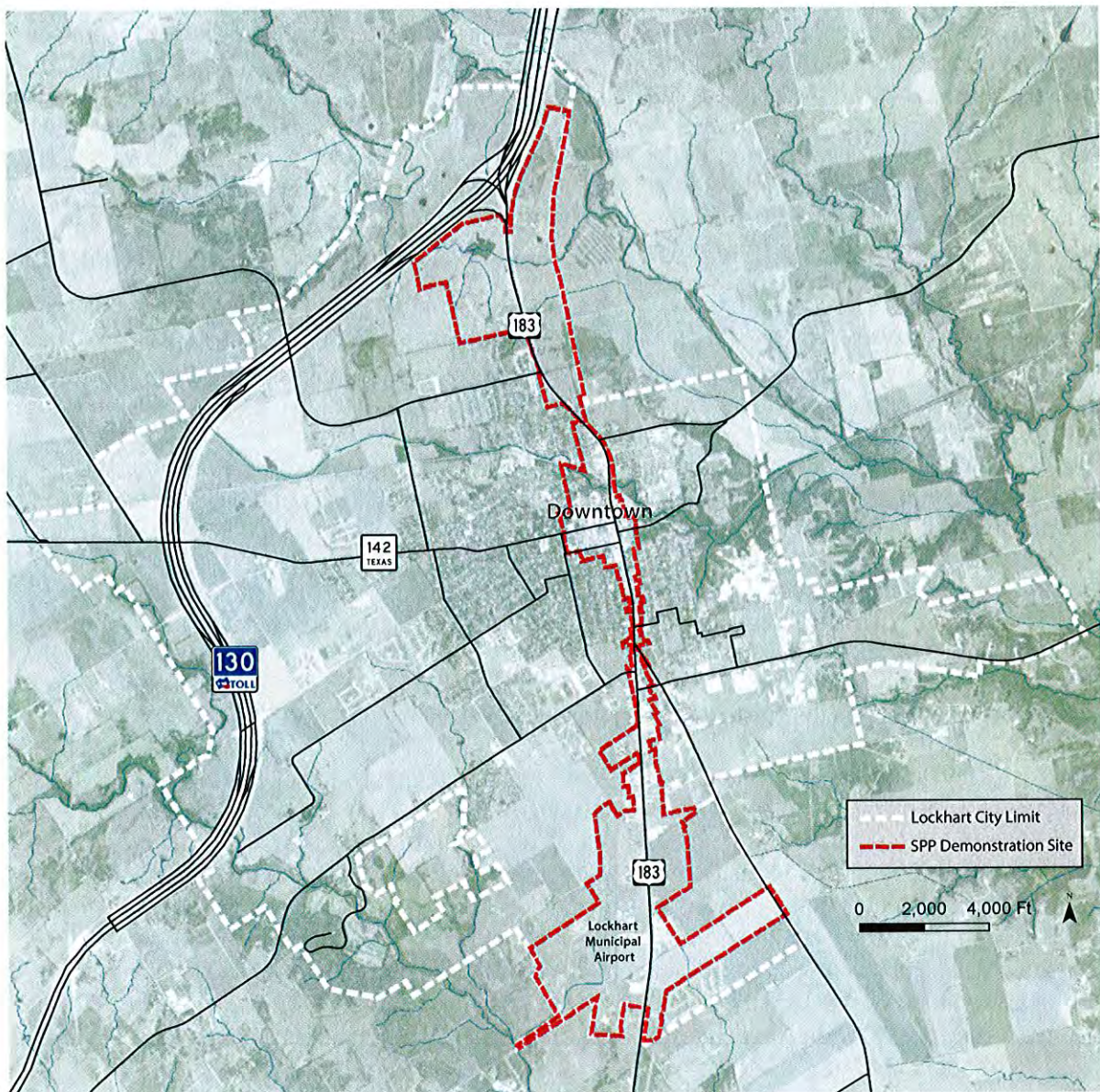
The Phasing and Implementation Strategy identifies early “catalytic” public and private investments that could help to kick off the community’s vision for the area, including:

- An enhanced Courthouse Square with pedestrian safety and accessibility improvements;
- The improvement of Commerce Street as an additional gateway into the heart of Downtown from US 183, with streetscape investments and private development along the corridor;
- Streetscape improvements of Main Street north of the Courthouse Square, leading to a future park and swimming venue along the Town Branch Creek floodplain, a destination aimed at extending and enhancing the visitor and resident experience, and creating opportunities for private redevelopment of surrounding private properties for a mix of residential and commercial uses.

It is estimated that the street and open space improvements associated with these catalytic projects would cost approximately \$6.6 million – an amount the City of Lockhart currently does not have the capacity to

fully fund. The Plan recommends the creation of a tax increment financing (TIF) zone within the Demonstration Site that can create value over time to be used for developer incentives or for “pay-as-you-go” projects. Other funding sources could include State and Federal grant monies, as well as the prioritized inclusion of recommended projects in the City’s Capital Improvement Plan.

In order to ensure that the Plan can be implemented, various regulatory amendments are necessary. Most notably, the Plan recommends creating a Downtown Overlay District to replace the current Euclidian zoning with form-based development standards that more purposefully create the type and scale of places that the community has envisioned. Under this proposal, the Demonstration Site would be divided into five development districts, each with context-specific standards for land uses and building and site design aimed at preserving the character and promoting economic growth and vitality in Lockhart.



The City of Lockhart and the Demonstration Site

1. Introduction

Lockhart is one of five cities in Central Texas chosen to participate in the Sustainable Places Project, an ambitious regional planning initiative aimed at helping communities create the conditions for livable places, consistent with local goals and values. The project offers professional assistance in community outreach, development planning, economic and market research, and financial planning of catalytic investment projects.

Using an innovative digital analytic tool in conjunction with a comprehensive public engagement plan, the Sustainable Places Project (SPP) builds on existing plans and policies to develop an implementable action plan that can achieve the community's aspirations. The Capital Area Texas Sustainability (CATS) Consortium, a network of regional planning agencies, community development organizations, and local governments, led by the Capital Area Council of Governments (CAPCOG), was awarded a Sustainable Communities Regional Planning Grant by the US Department of Housing and Urban Development (HUD) in 2010 to support the Sustainable Places Project.

The Partnership for Sustainable Communities is a Federal initiative formed to actively promote and create comprehensive strategies for sustainable development through the collaboration of



its partnering Federal agencies, including The Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency. The Partnership developed six livability principles to guide the development of sustainable communities. For application to Central Texas, the CATS Consortium refined these principles as follows:

Housing choices:

All kinds of housing for all kinds of people

Mobility options:

Multiple ways of getting around....not just by car

Economic prosperity:

Jobs and services for area residents

Healthy communities:

Recreation, health, food and civic connections

Concentrated and balanced growth:

Pedestrian-friendly mixed-use districts

Environment and natural resources:

Protection of natural areas and resources

In order to address the livability principles in a participatory way, the planning team employed a software package developed by the University of Texas at Austin and Fregonese and Associates through the regional planning grant. The planning tools allow residents to "paint" development types on a local map and instantly view the effect of their land use and development choices on a range of factors such as population, housing mix, jobs-housing balance and fiscal performance. Different growth scenarios can be created quickly to compare impacts. A uniquely calibrated public fiscal impact model is used to provide an understanding of a city's costs and revenues associated with various scenarios.

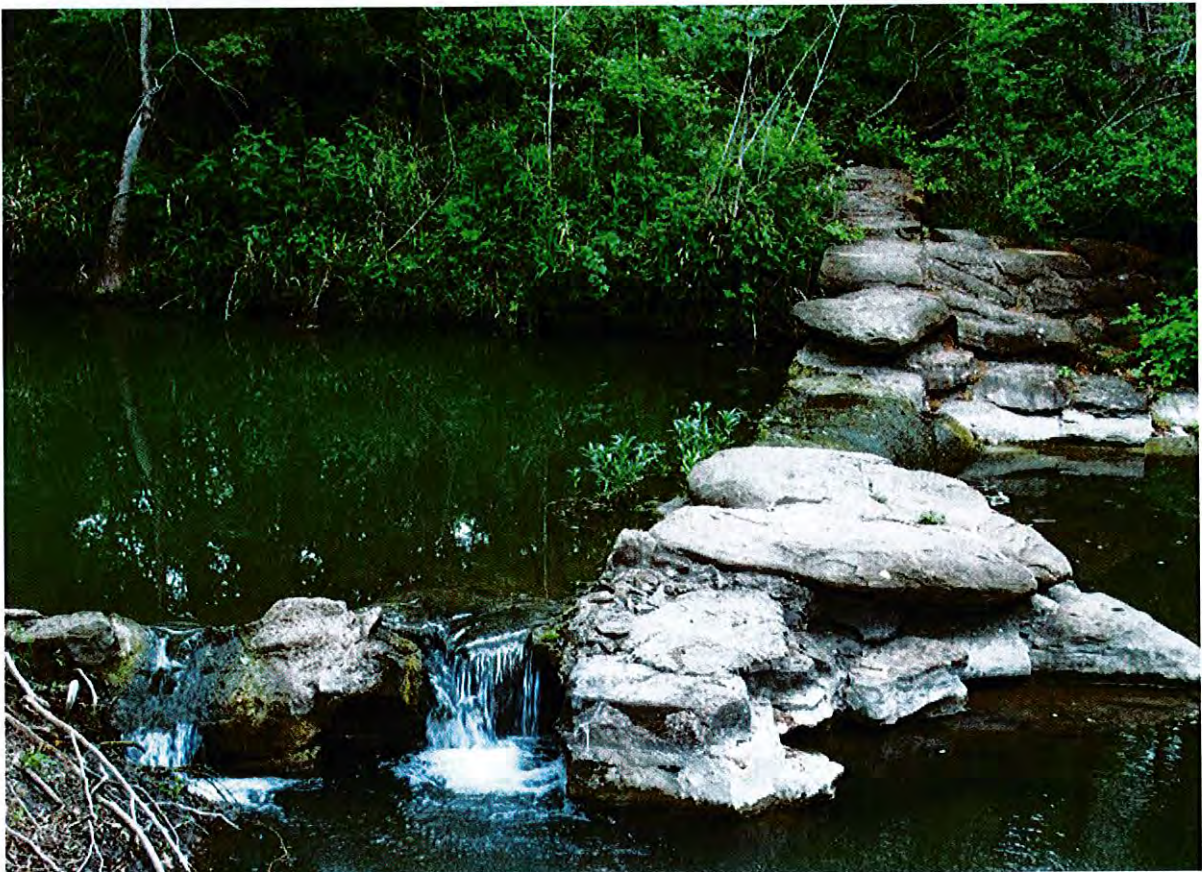
What is Sustainability?

For the Sustainable Places Project, sustainability is viewed through the lens of long-term livability and inclusivity. According to the US EPA, "Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic and other requirements of present and future generations."

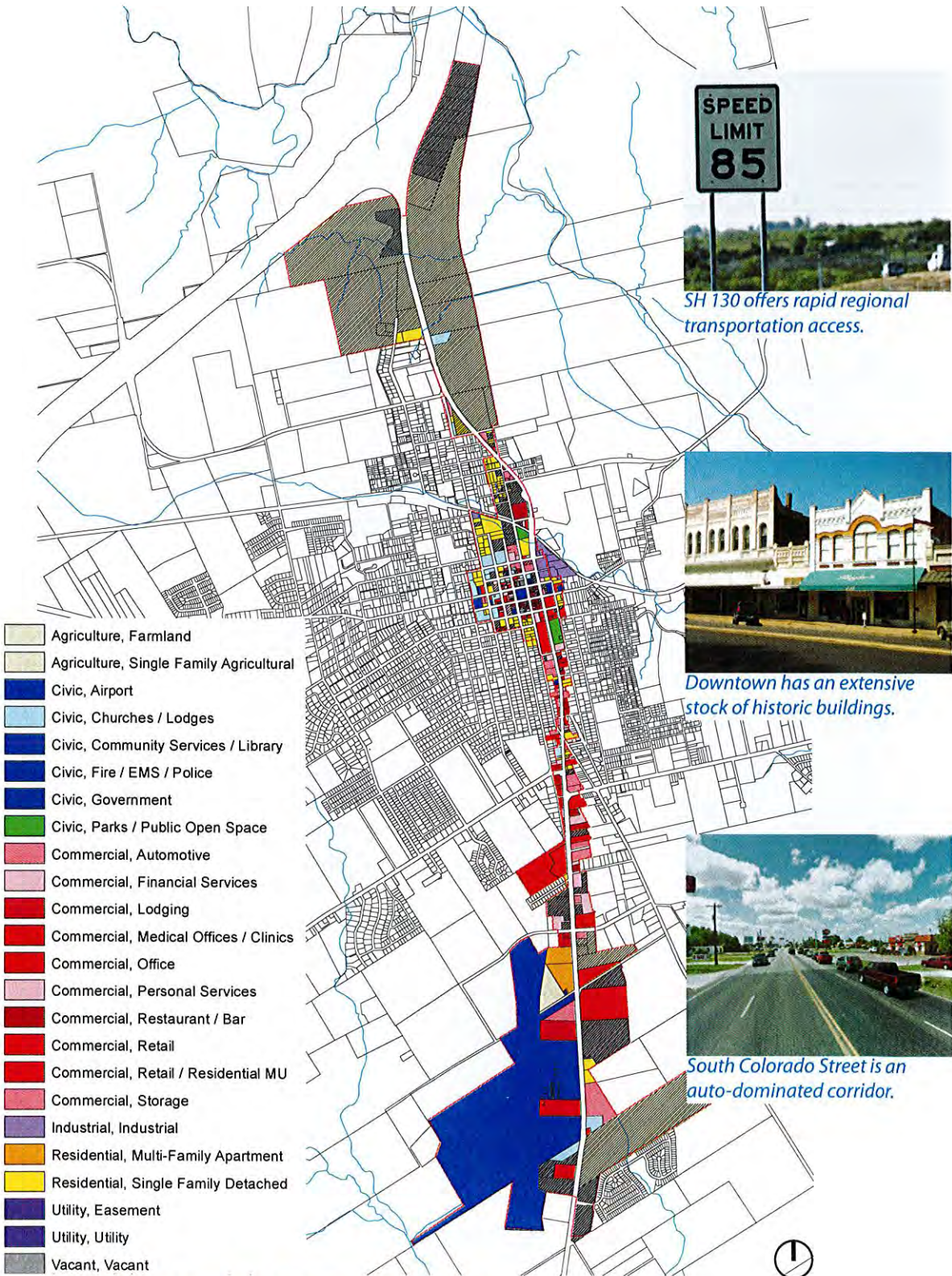
The City of Lockhart applied to participate in the Sustainable Places Project with the goals of redeveloping its downtown area as a central focus for economic and social activity and of developing placemaking strategies to attract tourists and locals to stay for more than the famous barbecue. (Appendix A) The City also requested assistance with updates to its various municipal codes, including those related to zoning, subdivisions, and site development, to promote a more sustainable community and be more aligned with the community's vision of the future.

Cities participating in the Sustainable Places Project identified "Activity Center" study areas that could serve as demonstrations of sustainability planning for other Central Texas cities. The Lockhart Demonstration Site is a 1,311-acre area stretching from the intersection of US 183 and

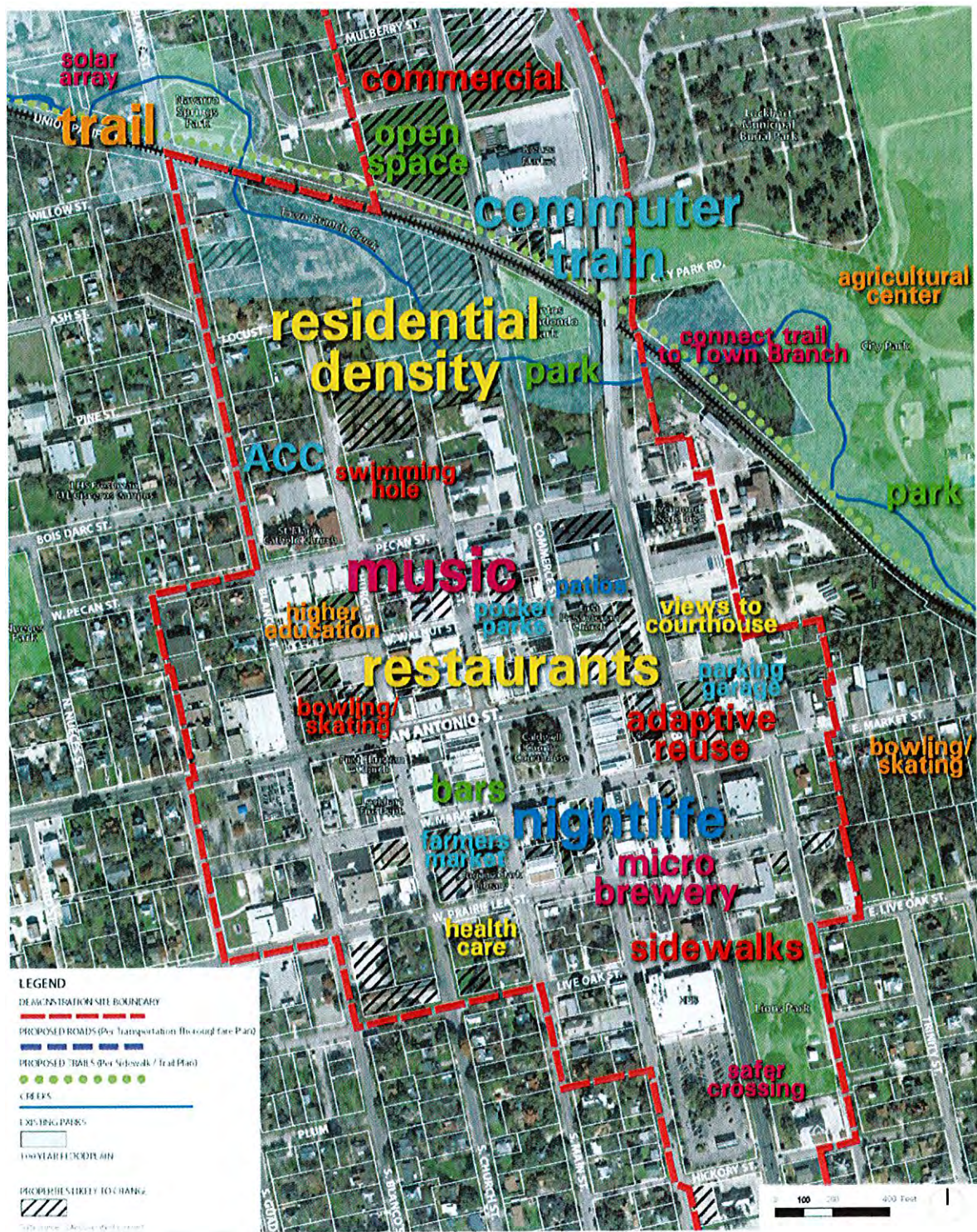
SH 130 through Downtown Lockhart and along the Colorado Street (US 183) corridor beyond the Municipal Airport to the city limits. The area includes the historic Downtown and the Caldwell County Courthouse Square, a large area of mostly undeveloped land between SH 130 and Downtown, and an extended length of arterial roadway and adjacent parcels. Downtown has a definite focal point with the Courthouse and a historic pattern of commercial streets surrounding it. Town Branch Creek bisects the Demonstration Site, running through the northern portion of Downtown Lockhart and connecting to other larger natural areas and open space, while Plum Creek and its Clear Fork tributary flow from north to south along the northeastern and southwestern edges of the Demonstration Site, respectively.



Plum Creek and Town Branch Creek are unique features in the Demonstration Site.



Demonstration Site Existing Land Use



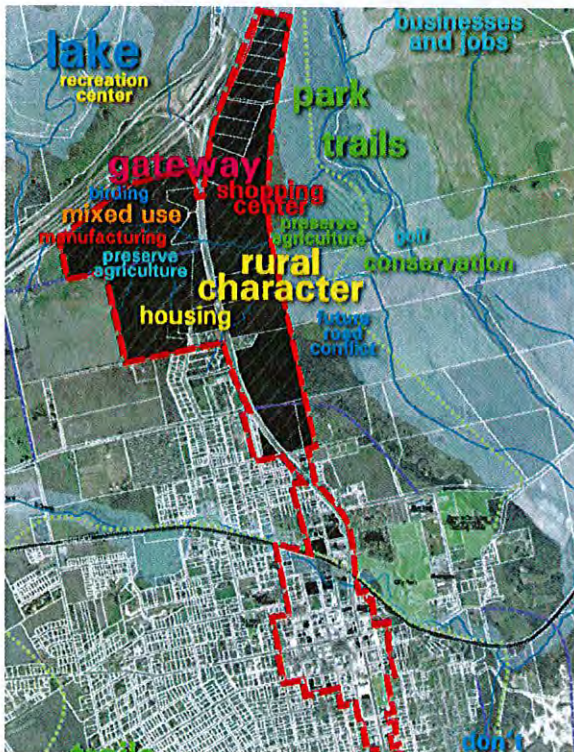
The Downtown "Idea Map" from the Visioning Workshop

2. Planning Process

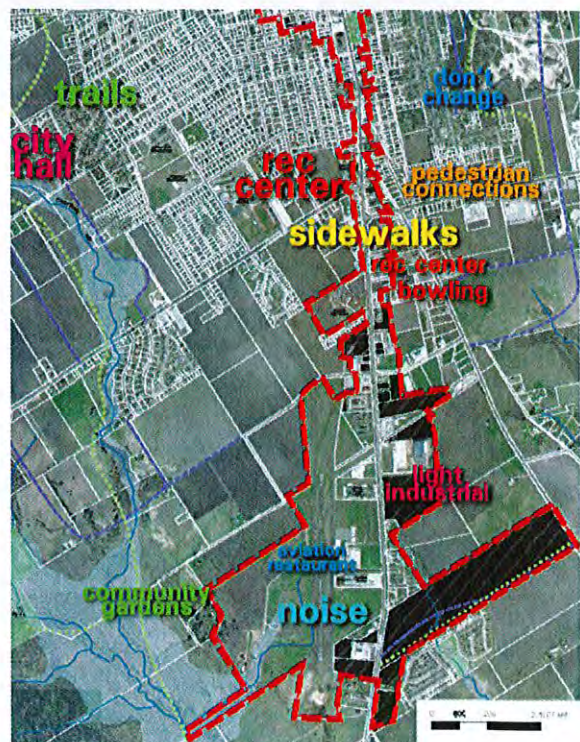
Following its selection for the Sustainable Places Project in November 2011, the City Council appointed an independent Stakeholder Committee of 15 individuals to represent the diverse interests of the community and to work with the consultant team for the duration of the two-year planning process. The planning team conducted several initial meetings with the committee to discuss existing conditions and to explore key issues and opportunities, and continued to meet with the group throughout the process.

The Visioning Workshop: With some of the identified opportunities and constraints in mind, the citizens of Lockhart met for a Visioning Workshop in October, 2012 to describe the kind of place their community should become for the next

generation. The Stakeholder Committee hosted the workshop, where residents were asked how they would address each of the livability principles, first by responding to a series of survey questions and then through a small group mapping exercise, where ideas for “what should happen where” were recorded with “Post-It” notes placed directly upon a large aerial map of the Demonstration Site. The evening’s questions were duplicated in an online survey that encouraged anonymous comments. A total of 45 people shared their thoughts at the workshop and online. (Appendix B)



Northern Gateway



South Colorado Street

Town Center



- Compact, walkable district
- Concentration of retail, residential, office, service uses
- Place to gather, experience community culture
- 2 - 5 stories
- 32 jobs / acre
- 22 households / acre



Corridor Commercial



- Along major arterials or highways
- Auto-oriented
- Mix of large format (big box) retail uses and smaller retail, service and office uses
- Building set back behind surface parking lot
- 1 story
- 12 jobs / acre
- 0 households / acre



Civic



- Schools, higher ed, government buildings
- Cultural facilities: churches, museums, libraries, theaters, auditoria
- Individual buildings (eg. museums, post offices) or larger campuses (eg. universities, community colleges)
- 20 jobs / acre
- 0 households / acre



Office



- Mix of low and mid-rise office buildings
- Flex buildings for commercial, light-industrial uses
- Mostly surface parked
- 1 - 5 stories
- 36 jobs / acre
- 0 households / acre



Industrial



- Light industrial, business park, flex buildings
- Mix of industrial yards, light manufacturing, warehousing, office
- Surface parking
- Near major transportation corridors, away from residential
- 1 story
- 14 jobs / acre
- 0 households per acre



Compact Neighborhood



- Walkable streets with mix of small-lot, SF homes, duplexes, townhouses, 2-3 story apartments
- Serves diverse community: seniors, young families, singles etc.
- 50% rental, 50% for-sale homes
- Located close to Town Center
- 0 jobs / acre
- 18 households / acre



Single-Family (SF) Neighborhood



- Detached SF homes
- Lots from 5,000 to 9,000 sq ft
- Homes suitable for families
- Neighborhoods away from Town Center, within close proximity to schools
- 0 jobs / acre
- 4 households / acre



Open Space



- Small urban plazas and pocket parks
- Community and regional parks
- Large conservation areas
- 0 jobs / acre
- 0 households / acre



Development Types "Chip Menu"

The “Charrette”: The January 2013 charrette allowed people to translate their visions into more specific development scenarios for the Demonstration Site. The charrette activity was based on residents’ visions of where specific development types should be located. The participants formed groups and each one had a menu of types with jobs and housing details along with example images (See left). The participants formed groups and arranged “chips” that corresponded to the development types on a map of the Demonstration Site. Each group’s map was digitized in real time using analytic GIS-based software, allowing participants to understand the effect of their decisions on various indicators.



The “Open House”: In February, an open house was conducted to present three scenarios based upon the charrette results. Two of the scenarios were designed to “bracket” the range of ideas expressed by the community at the charrette, while the third was developed as a “baseline” example of “business as usual”, reflecting current, dominant development trends. In addition, specific ideas for the Courthouse Square were developed for consideration by the community. Through a survey conducted at the meeting and subsequently on-line, more than 60 residents stated preferences and offered further suggestions for the refinement of the planning concepts (Appendix C).



The Draft Plan: On the basis of the survey results, and of subsequent meetings with the Stakeholder Committee and senior City staff, this draft plan was developed, providing specific recommendations regarding the overall land use plan and the types of public and private investments that could “jumpstart” the community’s vision for the Demonstration Site. Plans for these public improvements and catalyst projects were prepared by the team and a financing strategy was developed for their implementation. In addition, the team recommended regulatory and ordinance amendments aimed at achieving the community’s vision and the six livability principles of the Sustainable Places Project.

Residents “paint” land use colors on a map of Lockhart for input into analytic software at the January 2013 charrette.

3. Issues, Opportunities, and Objectives

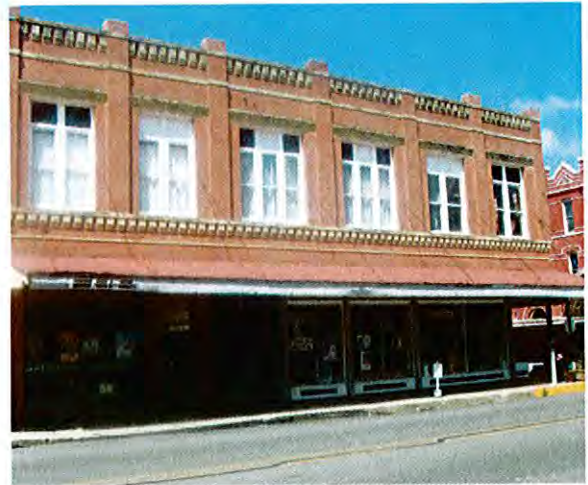
At the outset of the project, the consultant team, in conjunction with CAPCOG, conducted a diagnostic assessment of the community, evaluating existing conditions, regulations and demographic and economic factors (See Appendix D and E). Through the public planning process and surveys, the community and stakeholders had the opportunity to tell the planning team what they value in Lockhart, what concerns them, and what desirable growth would look like. Some of the common themes can be summarized as follows:

- Revitalize Downtown and the Courthouse Square with businesses that encourage visitors to stay longer.
- Improve the pedestrian environment in and around the Courthouse Square.
- Promote infill development in the Downtown with an appropriate transition to neighborhoods.
- Preserve lands around Plum Creek as an open space gateway from SH 130
- Enhance and extend the trail along Town Branch Creek.

The surveys also yielded specific objectives and examples of how the six livability principles could be addressed in Lockhart:

Housing choices: *Introduce a greater variety of housing for people of different incomes.*

- Provide more upscale large lot houses.
- Provide affordable homes for working families.
- Encourage upper-level housing in downtown buildings.
- Introduce Multi-family residential development.



Encourage upper-level housing in Downtown buildings

Mobility options: *Make it easier and more convenient to move around Lockhart.*

- Introduce sidewalks and crosswalks along Colorado Street (US 183).
- Improve crosswalks in the Downtown and make sidewalks safer.
- Develop a system of hike and bike trails along creeks and rail corridors.
- Realign road alignments on the future thoroughfare map to avoid unnecessary taking of private property.
- Increase public transit options (e.g., bus, commuter rail).

Economic prosperity: *Attract new businesses and employment to Lockhart to increase the City's tax base.*

- Reserve undeveloped land along the US 183 corridor for tax-generating uses.
- Create recreational and tourist attractions (e.g., swimming lake, resort, golf course, nature trails, etc.) along the floodplain of Plum Creek.
- Increase the range of Downtown activities to promote longer visits (e.g., shops, bars, music, restaurants, micro-brewery, hotel, etc.).
- Introduce higher education options in the Demonstration Site. Consider including Caldwell County as part of the ACC District.

Healthy and inclusive communities: *Provide recreational amenities and critical services within easy reach of residents.*

- Create a major park with community-oriented facilities along the Plum Creek floodplain (e.g., recreation center, community gardens, agricultural history center, golf course).
- Create an open space amenity within walking distance of downtown along Town Branch Creek as an additional attraction for visitors.
- Introduce family-oriented recreational facilities (e.g., bowling, skating, swimming).
- Expand local medical and health care services.

Concentrated and balanced growth: *Encourage compact mixed-use development on undeveloped properties in and around Downtown.*

- Ensure that new development provides adequate open space.
- Encourage higher density development that is compatible with the scale, character and historic identity of the Downtown.

Preservation of environment and natural resources: *Protect Lockhart's water supply.*

- Preserve viable agricultural land and the rural character along the northern portions of US 183.
- Protect Plum Creek and other waterways by maintaining adequate setbacks.

It is clear from the survey results that the majority of participants are concerned with the revitalization of the historic Downtown and improving its appeal as a destination, and as a place for the enjoyment of local residents. Also important to participants are the fiscal performance of future development and making sure that planning trajectories are focused on balanced and sustainable growth that create a positive tax base for the city. These key issues should inform and be incorporated into Lockhart's future planning and development.



Introduce family-oriented recreational facilities that can attract visitors and residents to the Downtown.

Table 1



“Welcome to Lockhart / Getting Beyond BBQ”

Table 2



“Uptown, Downtown, ‘Lo-down”

Table 3



“18-Hour Downtown / Bucolic Gateway”

Table 4



(Untitled)

Table 5



“Great Green Lockhart”

The five scenarios created by participants in the January 2013 planning charrette

4. Planning Scenarios

Participants in the January charrette produced five complete growth scenarios of Lockhart's future. All five scenarios were digitized and analyzed with the analytic tool software, displaying in real time how each configuration could affect the community's tax revenue, population, jobs-housing balance, and the mix of housing types.

While the five groups at the charrette produced different scenarios, there were common themes among all of them:

- Preserve lands around Plum Creek as an open space gateway from SH 130.
- Revitalize Downtown and the Courthouse Square with businesses that encourage visitors to stay longer.

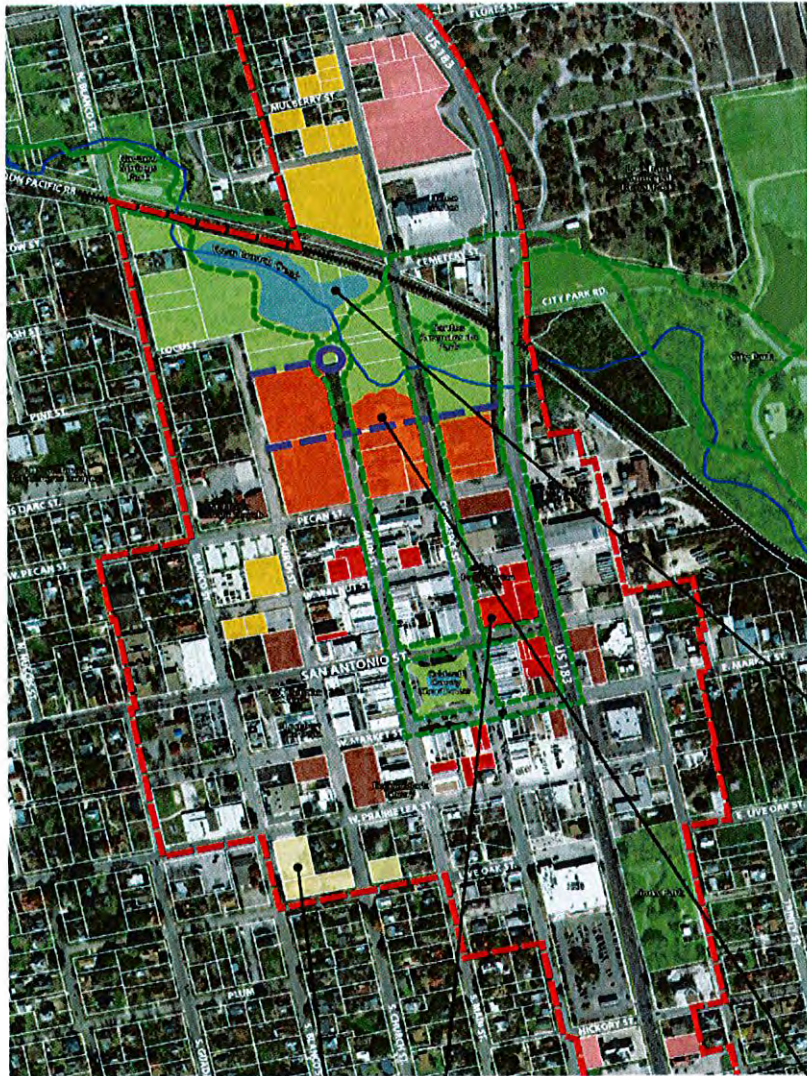
- Promote infill development Downtown with an appropriate transition to neighborhoods.
- Enhance and extend the trail along Town Branch Creek.

With the knowledge and perspective gained from the Visioning Workshop, the Charrette, and a variety of preference surveys, the five Analytic Tool maps were condensed into three planning scenarios. The first scenario (below) illustrates past development trends, which include a dominant pattern of large-lot single-family homes in standard suburban subdivision layouts and commercial development concentrated along US 183 and SH 130. Scenario B proposes development in Downtown and two additional districts: "Uptown", which is characterized by a mix of commercial, residential and light industrial uses between the US 183/SH 130 junction and the north edge of Downtown, and the area south of Downtown consisting primarily of employment and commercial uses along the Colorado Street (US 183) frontage. The Scenario C also featured

Scenario A: Current Development Trends Continue



Scenario B: Three Centers, One Community



Downtown



Highway Commercial

Light industrial and auto-oriented commercial uses are proposed along the SH 130 frontage, while restaurants and shops are envisioned along an enhanced floodplain greenway featuring parkland, trails and the existing Bath Lake.



The Uptown Neighborhood

A new mixed use district is envisioned in 'Uptown' offering a range of housing choices from single family homes to townhouses and apartments, all within walking distance of new commercial uses oriented to Colorado Street (US 183).



Town Park

This scenario explores the idea of acquiring over-time existing properties within the floodplain along Town Branch Creek for the creation of a pond and park that could feature swimming, paddle boats and restaurants. Trail extensions and enhanced streetscapes would provide strong pedestrian linkages to Downtown and City Park.



Scale Transitions

On vacant sites at the edge of Downtown, highest priority should be given to careful development of low-intensity single family homes that are in keeping with the historic scale and character of the existing neighborhoods.



New Downtown Businesses

New businesses that expand offerings to visitors as well as residents should be encouraged on undeveloped or underutilized Downtown sites. Such uses could include a brew pub/beer garden, a boutique hotel, and more specialty shops and restaurants.



Mixed-Use

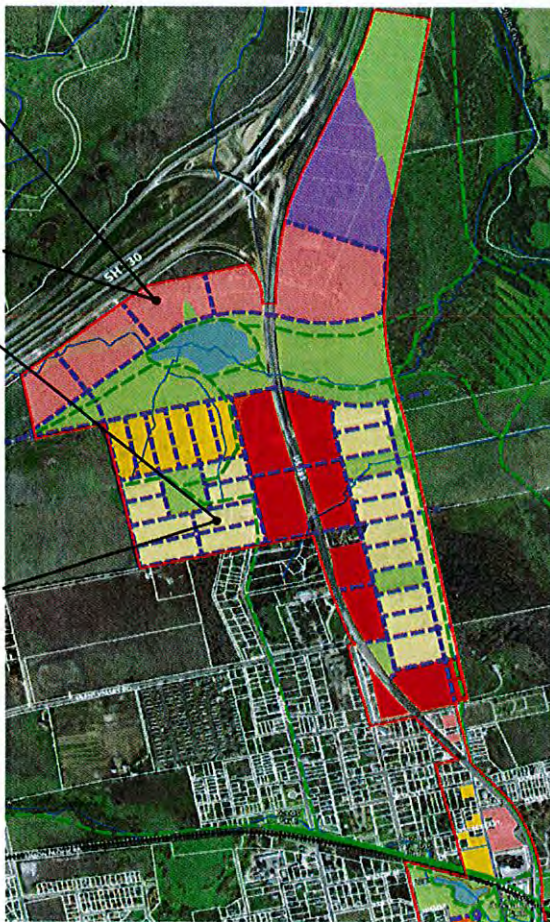
With the creation of Town Park as a performance and events venue, this scenario anticipates the redevelopment of the Gibeaux and St. Mary's blocks for a mixed-use district that could include ground level shops and restaurants with upper-level office and residential uses.

Scenario B: Three Centers, One Community

Scenario B follows the lead of several charrette tables, which envisioned three distinct areas of development: Uptown, Downtown and Lower Lockhart or "Lo-Down". The Uptown area is characterized by a mix of commercial, residential and light industrial uses oriented to US 183 and to a linear greenway along Plum Creek. Within the Downtown, a major park and water feature is proposed at the northern terminus of Main Street within the floodplain of Town Branch Creek. New shops and restaurants, some with upper level office and residential uses, fill in vacant or underutilized sites on the blocks surrounding the Courthouse Square. Employment and commercial uses are concentrated in the southern extremes of the Demonstration Site along Colorado Street and around the airport.

LEGEND

	DEMONSTRATION SITE BOUNDARY		CORRIDOR COMMERCIAL		MAIN STREET COMMERCIAL		INDUSTRIAL		PROPOSED ROADS
	SINGLE FAMILY NEIGHBORHOOD		TOWN CENTER		CIVIC		EXISTING TRAILS		100 YEAR FLOODPLAIN
	COMPACT NEIGHBORHOOD		OFFICE		OPEN SPACE		PROPOSED TRAILS		



"Uptown"



"Lo-Down"

Scenario C: A Rural Gateway



Downtown



An Events Center

By combining the open space of the St. Mary's Church and Gibaux properties, a two-block events center could be created as a new downtown destination featuring a venue for theatrical performances, festivals and concerts. Adjacent single-family homes may evolve over time into higher-density apartments and townhouses.



Downtown Streetscapes

Planned improvements to Colorado Street, and future investments along Main and Commerce Streets could create stronger pedestrian linkages between the Courthouse Square, Town Branch Creek and City Park. These improvements could invite visitors to expand their experience beyond the dining, barbecue venues.



A New Lake and Resort

An expansion of existing Earth Lake along Plum Creek is envisioned as a recreational feature of this scenario. Many charrette participants identified the potential for a small hotel or resort as part of a village center offering trails and other recreational amenities to its visitors and residents.



Compact Neighborhood

Small-lot single-family homes, cottages and townhouses are envisioned on infill properties within Downtown and in "village clusters" within the northern segments of the Demonstration Site. An interconnected system of recreational trails would provide an alternative means of moving around town.



A Rural Gateway

The northern gateway into Lockhart, with its rolling pastures, conveys the rural character of the city. In order to maintain this identity, this scenario calls for new development to be set back from the highway and for open space to be preserved there.



Reuse of the HEB?

Many charrette participants anticipated the future need for HEB to modernize and expand to another site in Lockhart. This scenario suggests the renovation and re-use of the building into a community recreational and events center, taking advantage of the large footprint building.

Scenario C: A Rural Gateway

In Scenario C, the rolling pasturelands along the northern segment of US 183 are maintained in open space to preserve the rural character of Lockhart at this important gateway. Several compact neighborhoods are set back from the highway and oriented to a recreational lake spanning both sides of the road. Commercial uses are clustered along the SH 130 frontage road. Within the Downtown, a civic open space for community events and celebrations is suggested on the properties held by Jeff Gibeaux and St. Mary's Church, with townhouses and apartments surrounding it, and with trails connecting to Town Branch Creek and City Park. A recreational center is proposed as a reuse of the existing HEB building, assuming that the supermarket will relocate to a larger site further south on Colorado Street.

LEGEND

	DEMONSTRATION SITE BOUNDARY		CORRIDOR COMMERCIAL		MAIN STREET COMMERCIAL		INDUSTRIAL		PROPOSED ROADS
	SINGLE FAMILY NEIGHBORHOOD		TOWN CENTER		CIVIC		EXISTING TRAILS		100 YEAR FLOODPLAIN
	COMPACT NEIGHBORHOOD		OFFICE		OPEN SPACE		PROPOSED TRAILS		



"Uptown"



"Lo-Down"

Downtown infill development, but focused on the preservation of the landscape character of the new “gateway” mixed use area between SH 130 and Downtown Lockhart by setting development back from the roadway. Both the scenarios envisioned setbacks from creeks and floodplains and a network of off-street trails and bike routes.

The Analytic Tool was used to measure quantitative performance, including population, jobs-housing balance, and fiscal impact. Both of the proposed scenarios assumed fairly similar population growth and delivered indicator results that reflected a positive fiscal impact and jobs-housing ratio. Scenario B (Three Centers, One Community) saw a jobs-housing ratio of 2:1 and a fiscal impact ratio of 1.05:1, meaning for every dollar spent investing in growth, \$1.05 would come back to the City of Lockhart as revenue. Scenario C’s (A Rural Gateway) indicators resulted in a 1.2:1 jobs-housing ratio and a 1.02:1 fiscal impact ratio.

Additionally, two proposals for improving the historic Courthouse Square were presented as potential public improvement and catalyst projects for the activity center. Both proposals focused on the enhancement of the pedestrian and human-scale experience in Lockhart’s historic center and the maximization of open, accessible space. Both scenarios also address the confusing traffic pattern



Courthouse Square Concept 1: *Improving the pedestrian environment; maximizing parking*

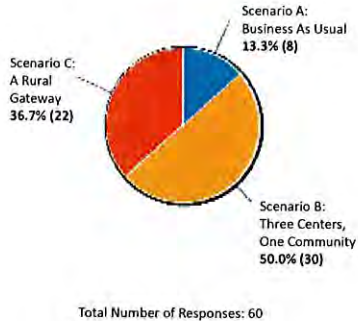


Courthouse Square Concept 2: *Maximizing open space around the Courthouse*

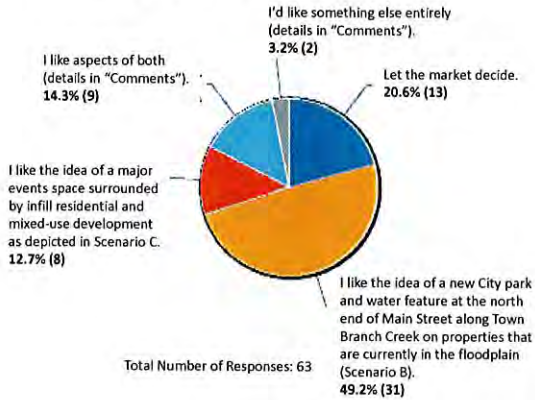


Survey respondents and workshop participants enthusiastically supported improvements to the Courthouse Square that enhanced the pedestrian environment, while minimizing any loss of parking.

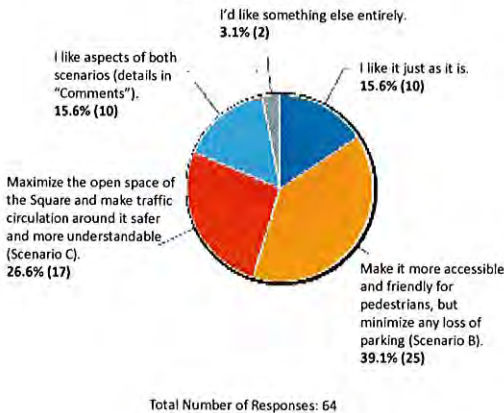
Looking at the maps of the three scenarios, which one do you feel is more consistent with your vision for Lockhart?



Which of the following ideas do you like for the Downtown?



Which of these concepts would you prefer to see for the Courthouse Square?



about which many residents expressed concerns.

Concept 1 (shown at left) creates landscaped extensions at the corners of the Square to reduce the walking distance between the Courthouse and surrounding shops. This scheme also preserves most of the parking spaces surrounding the square. In addition, San Antonio Street is realigned to create a gentle curve to the south, which alleviates the awkward traffic jog and creates a plaza on the north side of the street capable of hosting outdoor cafes, public art, and special events. Concept 2 was more of a traditional approach to the courthouse square, maximizing the amount of open space around the landmark structure, effectively doubling the size of the inner square. This scheme eliminates the interior bay of parking closest to the Courthouse, replacing it with diagonal parking around the street edges. Again, the traffic pattern is altered along San Antonio Street to eliminate the jog, by extending the street cross sections from adjacent rights-of-way through the square.

Community Preferences

The community preference survey conducted during and after the Open House (Appendix C) indicated a fairly even split between the two proposed land use scenarios, with a slight preference for Scenario B. The participants clearly preferred the proposed patterns of compact and connected development paired with thoughtful infill projects as described in Scenarios B and C, agreeing in large numbers that either of the scenarios would contribute to a more successful and sustainable Lockhart.

The Courthouse Square proposals were also considered and while the community participants responded favorably to the expansion of open space in the second scenario, there was more support for the first, which limited the loss of parking spaces. This concept was subsequently presented to local TxDOT officials, who for safety reasons supported the proposed realignment of San Antonio Street (SH 142).

Open House Survey Results



Proposed Catalyst Project Illustrative Plan

6. Action Plan

The Action Plan for Lockhart is intended to achieve the community's vision for the Demonstration Site. The Plan is comprised of three elements:

The Illustrative Plan that describes the full build-out of the Demonstration Site, the recommended mix of land uses, circulation and infrastructure improvements, and public open spaces. An evaluation of the recommended plan and development program using the analytic software provides a projection of the anticipated performance of the plan in relation to several indicators of importance to the community (e.g., fiscal, jobs-housing mix, population, etc.).

A Phasing and Implementation Strategy that provides a recommended program of early public improvements that can provide the setting for initial "catalyst" projects by the private sector, both of which are intended to kick off the community's vision for the Demonstration Site. An implementation strategy describing methods for financing the public improvements are also provided as part of this element.

Recommended Land Use Policy and Code Amendments necessary to implement the vision of the Demonstration Site and to achieve the six livability principles of the Sustainable Places Project. These include recommended amendments to the City's Comprehensive Plan, its zoning code, subdivision ordinance and other policy documents related to land use and development.

Private Property

The Sustainable Places Project Action Plan is grounded in the assumption that property owners are willing participants in the planning and development process. It is not the intent or policy of the City of Lockhart to exercise eminent domain to achieve the concepts described in the Action Plan, but rather to work cooperatively to advance the interests of property owners and the community at large.

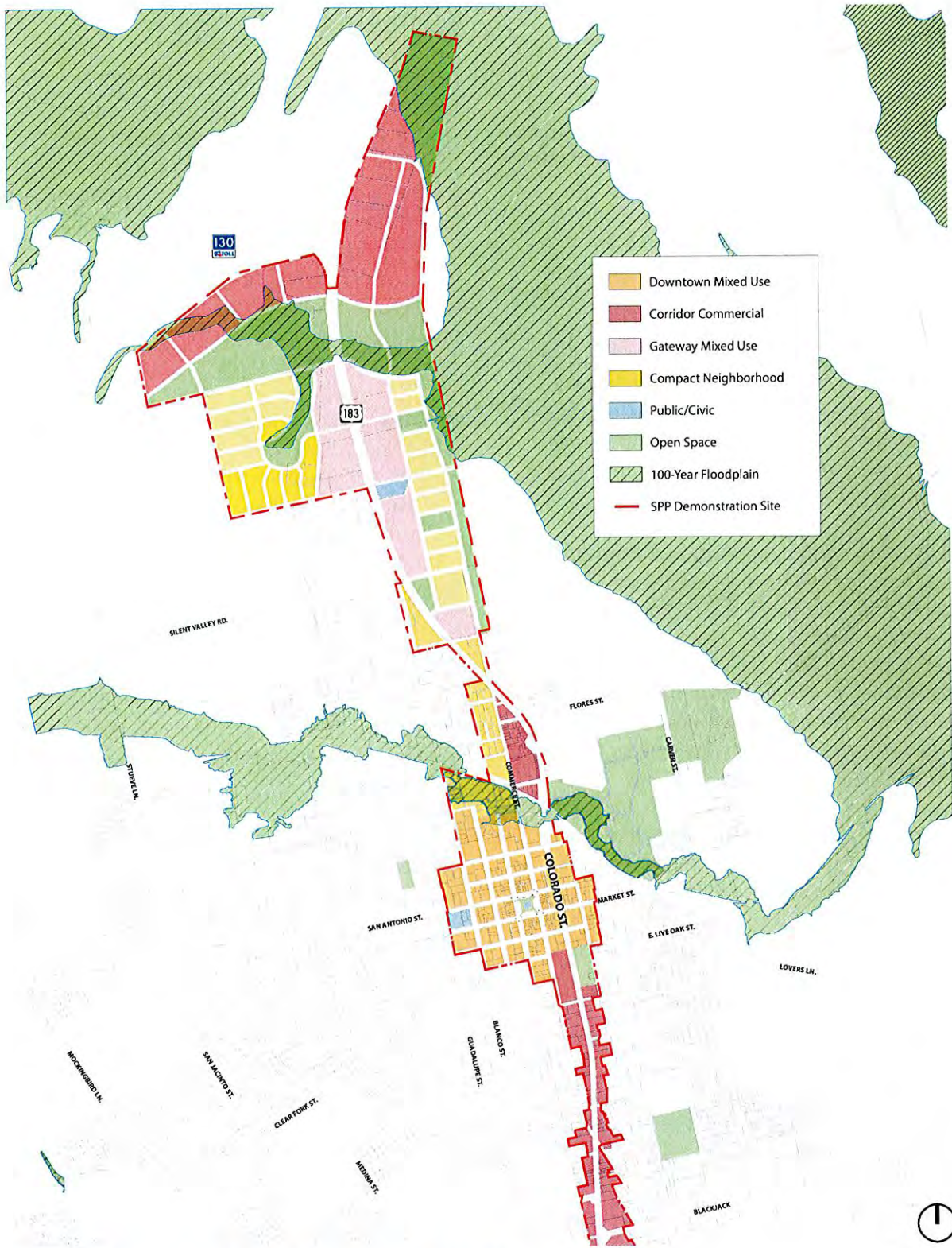
6.1 The Illustrative Plan

On the basis of extensive public input, the Sustainable Places Project has developed a recommended land use plan (shown on next page) intended to achieve the community's vision for the Demonstration Site. The plan provides for a diversity of Downtown activities aimed at extending the visitor experience, a range of housing opportunities, a new park amenity, and enhanced streetscapes to create a convenient and pleasing pedestrian experience in the Downtown and along the US 183 corridor.

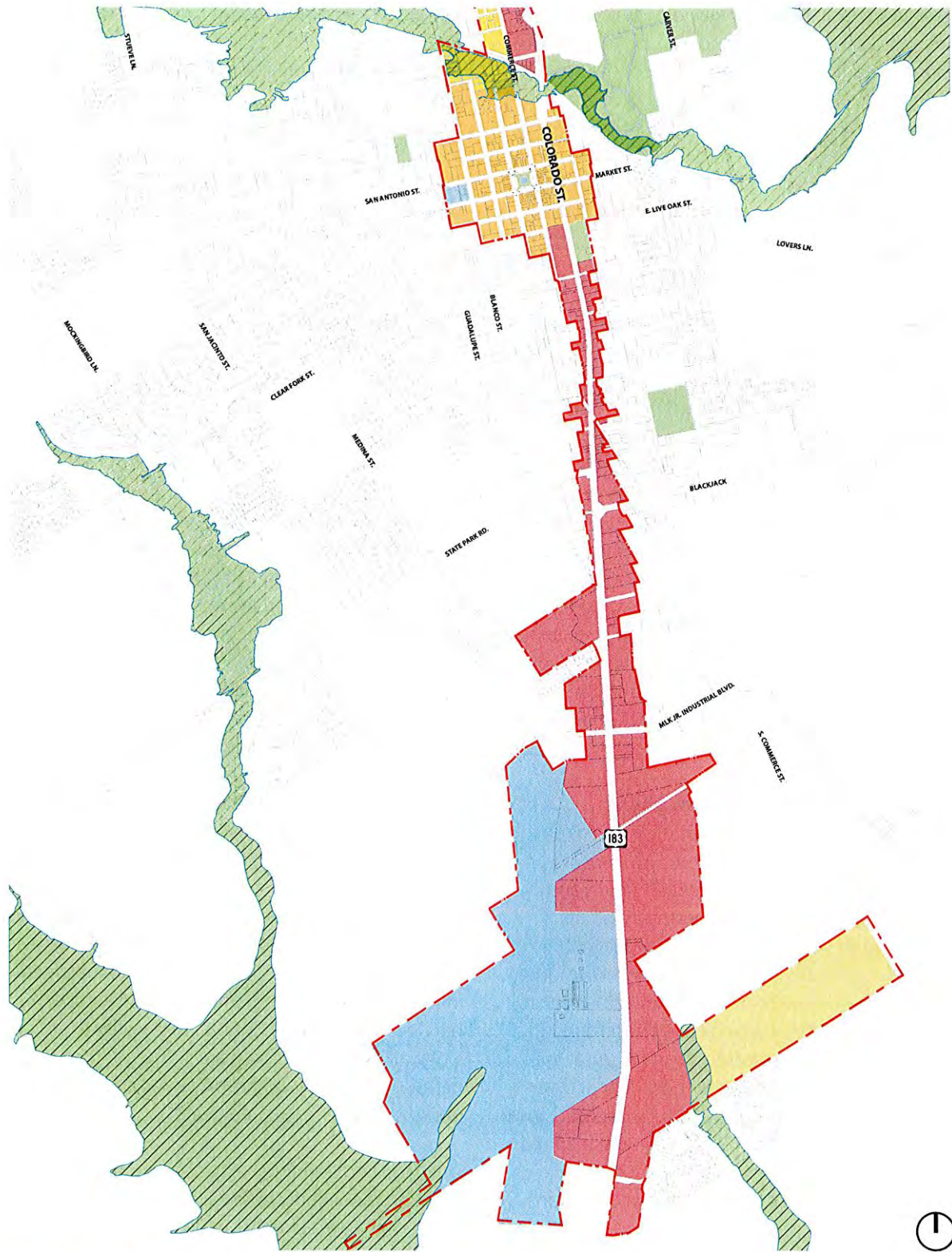
An Enhanced Courthouse Square: Lockhart's historic and striking Caldwell County Courthouse has always served as a central focus for the city. By making the environment surrounding it more pedestrian friendly, more residents and tourists alike will be able to enjoy Downtown. By making the experience easier and more pleasant for pedestrians, there will be more reason to linger. The proposed improvements build on the concept presented at the Open House, maximizing the amount of open space in the Square and the pedestrian connections to the surrounding shops and restaurants, while minimizing the loss of parking spaces.

A Town Park along Town Branch Creek: As part of a strategy to enhance both the livability of the Downtown area and its destination appeal for visitors, the plan envisions a new park within the floodplain along Town Branch Creek at the northern terminus of Main Street. The concept calls for the creation of a spring-fed swimming pond as a central feature of the park, which could also include an outdoor amphitheater for musical and theatrical performances.

A Connected System of Public Open Space: A more comprehensive system of accessible open space is envisioned throughout the Demonstration Site and greater Lockhart, where riparian corridors like Plum Creek and Town Branch Creek create the framework for an interconnected network of trails and greenways. The new park along Town



Illustrative Land Use Concept - North



Illustrative Land Use Concept - South

Branch Creek in Downtown should be connected via trails east to City Park and beyond to the vast Plum Creek floodplain, which can connect to new neighborhoods and parks north of Downtown. Likewise, the network can connect to the west and to the Clear Fork of Plum Creek, which runs along the south side of Lockhart. A complete system of trails and a mix of programmed and unprogrammed areas will create amenities for residents and visitors alike.

A Mixed-Use Program: At build-out, the plan envisions approximately 2,100 new housing units, distributed between single-family detached homes, small lot cottages, townhouses, and apartments. New dwelling units are envisioned as part of Downtown mixed use infill development, as well as in new neighborhoods north of Downtown. These new neighborhoods would enjoy direct links to a formalized greenway and trail system, intended to connect the entire city. The development of regional-serving retail development and office uses are proposed along SH 130. In total, the plan identifies sites that could accommodate approximately three million square feet of new commercial space, distributed between office/light industrial and retail development.

Improved Streetscapes throughout

Downtown: Commerce Street is viewed as an important gateway corridor into Downtown from US 183, crossing Town Branch Creek, and connecting directly to the Courthouse Square. Improving this urban spine is a key idea in the expansion of access to a vibrant Downtown, and in providing a corridor for future redevelopment. In addition, Main Street which currently terminates at a dead end on the north side of Downtown is envisioned as a pedestrian-friendly connection from the Courthouse Square to the proposed Town Park along Town Branch Creek. With the planned sidewalk improvements now underway for a two-mile segment of Colorado Street (and plans for the entire length), it will also become a more hospitable corridor for pedestrians and a more attractive location for commercial and mixed use development.

Strong Infrastructure and Cooperation:

Any effort to fulfill the SPP vision in Lockhart will require infrastructure cooperation between the City, Caldwell County, and TxDOT. State road planning affects Lockhart in several ways, especially since the opening of SH 130. Creating a gateway corridor of the type envisioned from U.S. 183 to the heart of the City will involve more cooperation with TxDOT – and TxDOT also could help the City address area drainage issues within the Demonstration Site that may be at least partially the result of SH 130 construction.

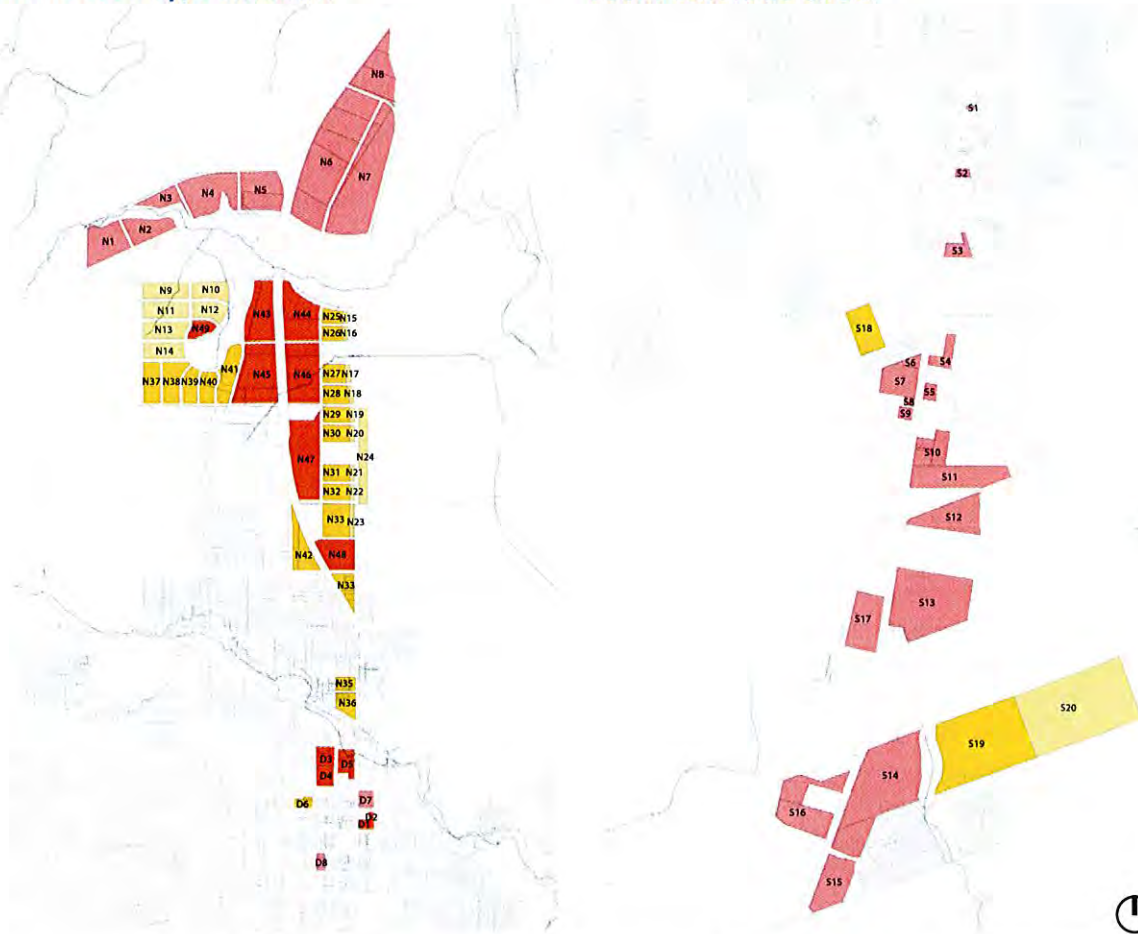
Downtown, the City and the County will need to work with each other – and with TxDOT – to facilitate the plans for an enhanced Courthouse Square that is a key recommendation of the Sustainable Places Project. As currently proposed, the plan calls for license agreements or swaps on right-of-way, and a slight right-of-way adjustment to San Antonio Street (SH 142) at the square to improve both pedestrian and vehicular travel safety, and to enhance economic development opportunities downtown. It's possible that some SH 130 concession funding, funneled through the county, could be available to help fund parts of the drainage, street and sidewalk infrastructure necessary for the plan, if the County – which would see improvements adjacent to its property on the Courthouse Square – actively supports the vision and priorities expressed in the SPP plan.

The City's Thoroughfare Plan and the recently completed Caldwell County Transportation Plan (adopted early in 2013) address long-range street infrastructure improvements and connections between the City and County road system. Sidewalks in parts of town are aging, are too narrow, or in decay, and the City has an effort underway to refresh its sidewalks.

Drainage and flooding are issues in isolated parts of the Demonstration Site but these issues are being monitored closely by the City, which has ordinances in place to address drainage (see the Subdivision and Site Development section of this report, below). Water and waste water should

North Gateway/Downtown

South Colorado Street



Site	Area (ac) ²	Residential (DU)				Non-Residential (GSF)			
		Detached	Attached	Apartments	Total DU	Office/R&D	Retail	Hotel	Total Non-Res
A. NORTH GATEWAY									
N1-N8: Corridor Commercial ⁴	95.8	-	-	-	-	521,631	521,631	-	1,043,262
N9-N24: Standard Detached ⁵	32.59	261	-	-	261	-	-	-	-
N25-N42: Compact Neighborhood ⁶	49.2	295	295	-	590	-	-	-	-
N43-N49: Mixed Use ⁷	59	-	295	295	590	160,628	160,628	-	321,255
Subtotal North Gateway	236.59	556	590	295	1,441	682,259	682,259	0	1,364,517
B. DOWNTOWN ³									
D1: Mixed Use	0.6	-	-	-	-	2,500	2,500	49,750	54,750
D2: Mixed Use	0.44	-	8	-	8	3,000	3,000	-	6,000
D3: Mixed Use	1.83	-	-	-	-	4,000	4,000	54,000	62,000
D4: Mixed Use	1.85	-	-	40	40	4,000	4,000	-	8,000
D5: Mixed Use	2.25	-	-	60	60	1,000	1,000	-	2,000
D6: Compact Neighborhood	0.92	-	10	-	10	-	-	-	-
D7: Commercial	1.32	-	-	-	-	28,750	-	-	28,750
D8: Commercial	0.72	-	-	-	-	7,841	-	-	7,841
Subtotal Downtown	9.93	0	18	100	118	51,090	14,500	103,750	169,340
C. SOUTH COLORADO									
S1-S17: Corridor Commercial ⁸	126.15	-	-	-	-	686,887	686,887	-	1,373,774
S18-S19: Compact Neighborhood ⁹	38.36	192	192	-	384	-	-	-	-
S20: Standard Detached ¹⁰	40.65	163	-	-	163	-	-	-	-
Subtotal South Colorado	205.16	354	192	0	546	686,887	686,887	0	1,373,774
TOTAL	451.68	910	800	395	2,105	1,420,236	1,383,645	103,750	2,907,631

Notes:

1. Development program reflects site capacities, not necessarily market demand.
2. Represents net land areas projected for development/redevelopment.
3. Lockhart Public Improvement and Catalyst Projects program used.
4. N1-N8: assume .25 FAR, 50% Retail, 50% Office / R&D / Light Industrial
5. N9-N24: assume 8du/ac, 100% detached

6. N25-N42: assume 12du/ac, 50% detached, 50% attached
7. N43-N49: assume 25% Retail at .25 FAR, 25% Office at .25 FAR, 25% attached residential at 20 du/ac, 25% apartments at 20 du/ac
8. S1-S17: assume .25 FAR, 50% Retail, 50% Office
9. S18-S19: assume 10 du/ac, 50% detached, 50% attached
10. S20: assume 4 du/ac, 100% detached

Illustrative Development Program

be reliable throughout the site, and barring unforeseen circumstances there should be plenty of capacity to accommodate the SPP development plan at least through the end of the decade and probably beyond. For water, the City relies on a blend of groundwater from the plentiful Carrizo-Wilcox aquifer system and a surface water contract with the City of Luling (the contract runs for another decade). In the long run, staff indicates the City may need a new transmission line and/or a new water tower, regardless of the SPP. In the short-term, projected infrastructure costs around the catalyst site downtown are included in engineering estimates in this report.

Other, less developed areas in the Demonstration Site, such as parts of the Neighborhood Mixed Use and Northern Gateway districts will require localized infrastructure extensions by investors as property develops. Waste water for the City is treated by two plants operated by the Guadalupe Blanco River Authority, and staff estimates these have adequate capacity through the end of the decade. In places, old clay pipes are being replaced as other routine work occurs, but these do not appear to be a problem. Elevated pollutants in Plum Creek, documented by TCEQ's Texas Water Quality Inventory and the Plum Creek Watershed Partnership point to the need for vigilance by Lockhart and other cities in the region over agricultural waste, and storm water and waste water discharge.

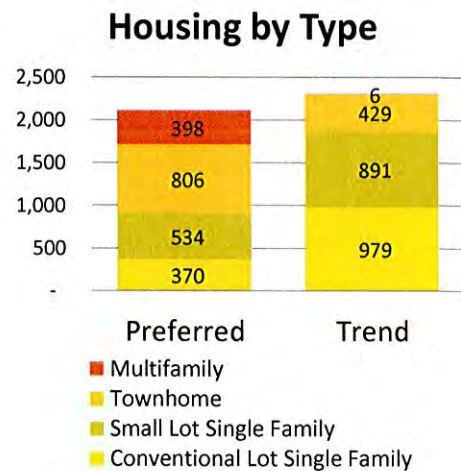
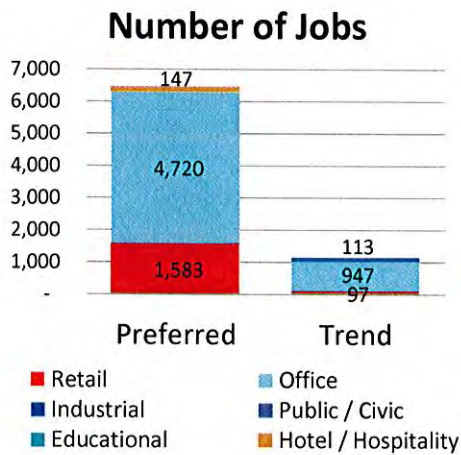
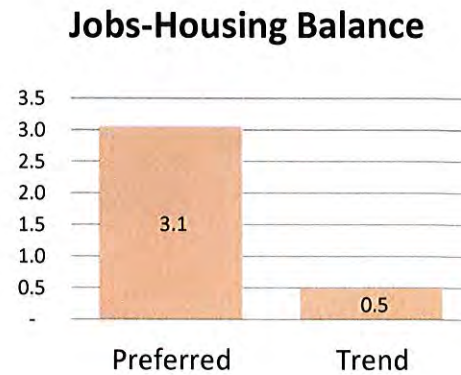
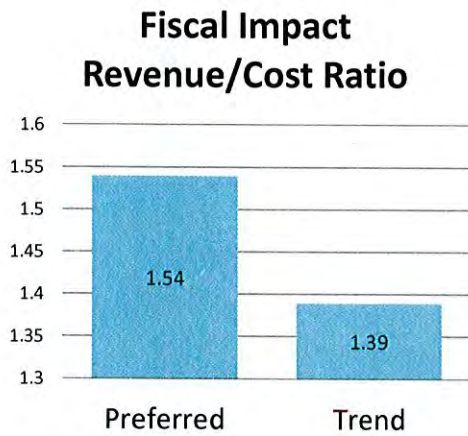
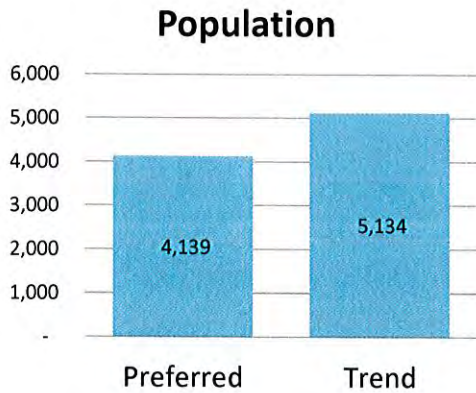
Indicator Analysis: The community identified several areas of concern, (e.g., fiscal performance, jobs/housing balance, etc.) that were evaluated with the Analytic Tool. Results can be summarized as follows (full reports see Appendix F):

- Population in the project area would grow by approximately 4,139 people as compared to the trend scenario (current development practices) which is projected to result in 5,134 new residents.
- The mix of housing types for the preferred scenario would include multi-family (19%,

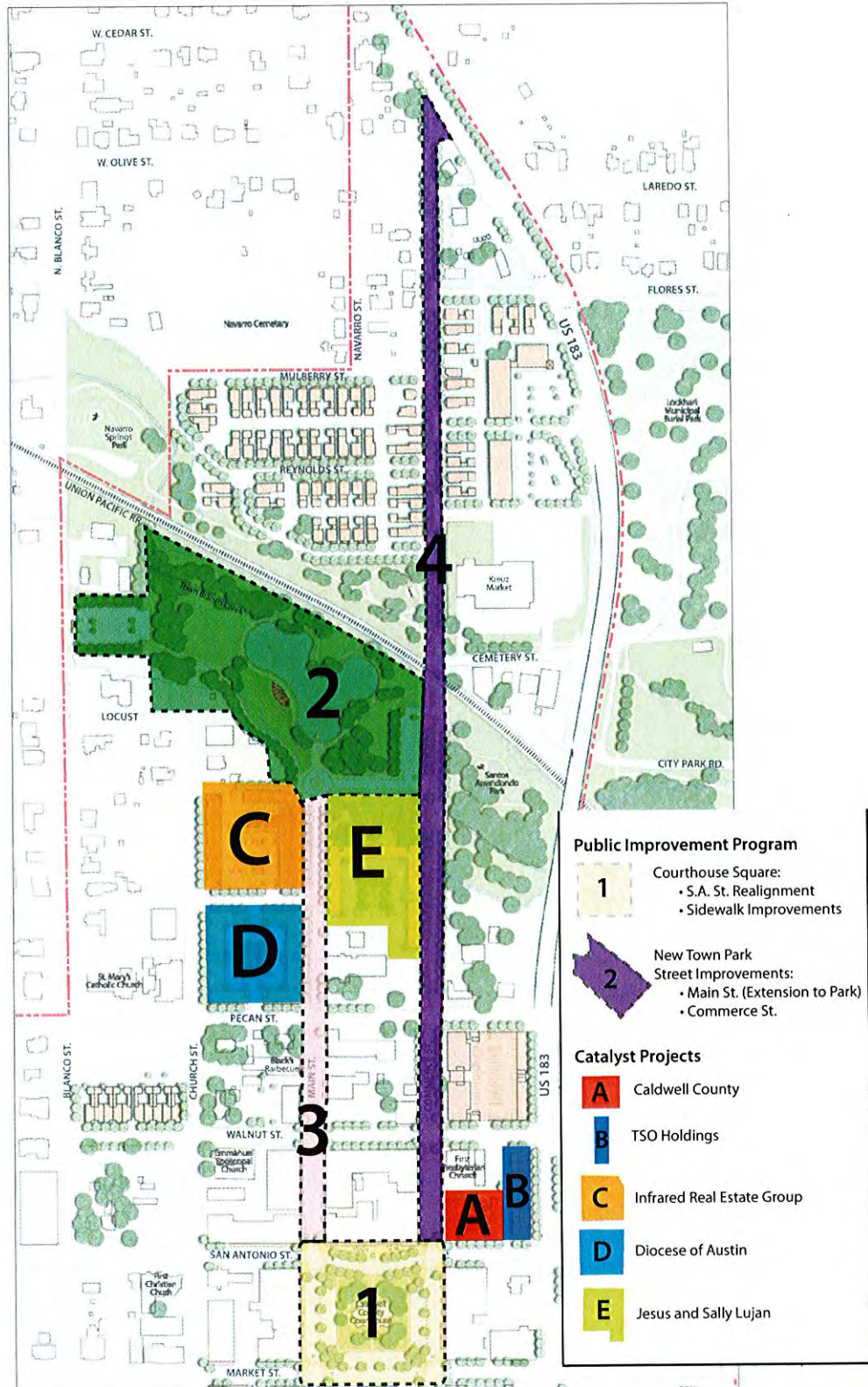
398 units), townhomes (38%, 806 units), small lot single family (25%, 534 units), and conventional lot single family (18%, 370 units).

This mix of housing choices is substantially greater than that of the trend scenario, which was dominated by single family housing.

- The varied housing also offers a broader range of housing cost options, with the average home purchase price being reduced by over \$20,000 in the preferred scenario as compared to the trend scenario. Additionally, the average rental costs are reduced by \$100 per month.
- The employment mix in the preferred scenario includes a total of 6,450 jobs with 4,720 (73%) office jobs, 1,583 (25%) retail, and 147 (2%) hospitality. This is compared to 1,157 total jobs in the trend scenario
- The Jobs Housing Balance (number of jobs per household) showed 3 jobs for every household in the project area, as compared to only one job per every two households in the trend scenario.
- On water usage, energy usage, and environmental services, the preferred scenario outperforms the trend scenario.
- As compared to the trend scenario, the preferred scenario shows a greater positive "Fiscal Impact" to the local tax base.



Plan Indicators



Proposed Public Improvements and Catalyst Project Sites

6.2 Phasing and Implementation Strategy

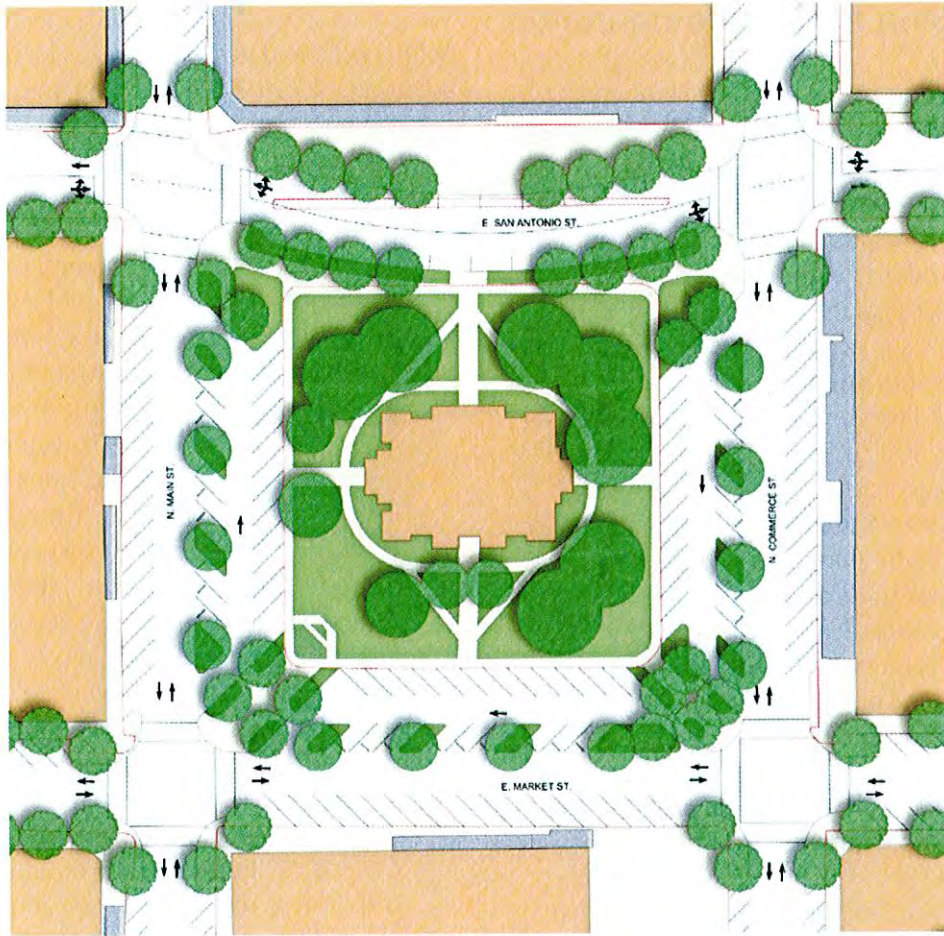
It is recognized that the full build-out of this community vision will take many years to be fully realized, and will require coordinated public and private sector investment. The development program is scaled to appropriately reflect the ultimate capacity of the community to absorb new residents and economic activity. In terms of the pace of development, much depends on both external factors, such as interest rates and the local business cycle, and the capacity of the public sector to facilitate adequate utility and transportation infrastructure to accommodate the projected growth. Infrastructure development is likely to involve some combination of both the public and private sector; capital improvement plans, value-capture strategies, and developer incentives will all play a role in determining the ultimate mix and financing structure.

A Series of Catalyst Projects Involving Public and Private Investment: A key goal of the Sustainable Places Project is to provide each community with feasible plans for projects that can act as catalysts for the achievement of the community's vision of the Demonstration Site. Through strategic public and private investment, these projects could set the stage for future phases of development in the area.

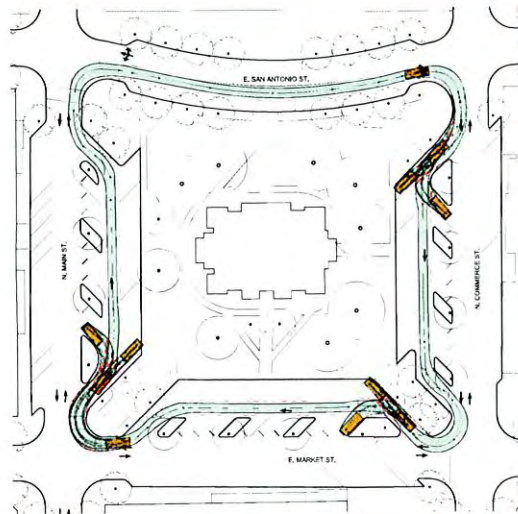
For Lockhart, five key sites are identified as potential "Catalyst Projects" that could be developed in the near to mid-term to "kick-off" the community's vision for Downtown. These projects, generally clustered between the Courthouse Square and the proposed Town Park, illustrate a variety of residential and commercial product types including Apartments, Townhomes, Live/Work units, and a small hotel. They are examples of what the private property owners could do to realize the community vision within the proposed Overlay Zoning described below. In total, these five catalyst sites could support 118 units of housing, 170,000 square feet of office/retail and restaurant space, and 150 hotel rooms.

Many of the sites identified will be much better positioned to act as catalysts for desired development in the area if accompanied by strategic public improvements. It is recommended that the City give highest priority to the following:

- Pedestrian and streetscape improvements around the Courthouse Square aimed at enhancing the significance of the square and its signature structure as the community's principal gathering space, while improving pedestrian safety and the attractiveness of the urban environment of the Downtown core. Realignment of San Antonio Street provides for safer and more efficient channeling of traffic and for the creation of a new plaza along the northern side of the street. (1)
- A variety of alternatives were developed for the Courthouse Square improvements, culminating in the recommended concept shown on page 33. In addition to the new plaza on the north side of San Antonio Street, earlier concepts called for the removal of the traffic "weave" along Main, Market and Commerce Streets, and the introduction of bulb-outs to minimize the crossing distance of pedestrians to the Courthouse and the square. Based on input from City officials and concerns regarding vehicular circulation and turning radii, the recommended option maintains the San Antonio Street plaza, while reducing the size of the pedestrian bulb-outs from the central square. Instead, pedestrian refuges are added to the ends of the parking medians on the east, west, and south sides of the square, allowing pedestrians to cross to the square in two stages. (1)
- Coordination with TxDOT to prohibit truck through traffic between SH 130 and US 183 on San Antonio St. (SH 142) Downtown to facilitate the creation of the new plaza.
- The improvement of Commerce Street as an additional entry into the heart of Downtown from US 183, with enhanced streetscapes, sidewalks and wayfinding that could support private investment in the northern reaches of the Downtown. (4)



The first proposal for the Courthouse Square called for the removal of the awkward traffic weaves on each of the four streets surrounding the open space, introduction of a new plaza on the north side of San Antonio Street, and large pedestrian “bulb-outs” at the corners of the square to reduce pedestrian crossing distances.

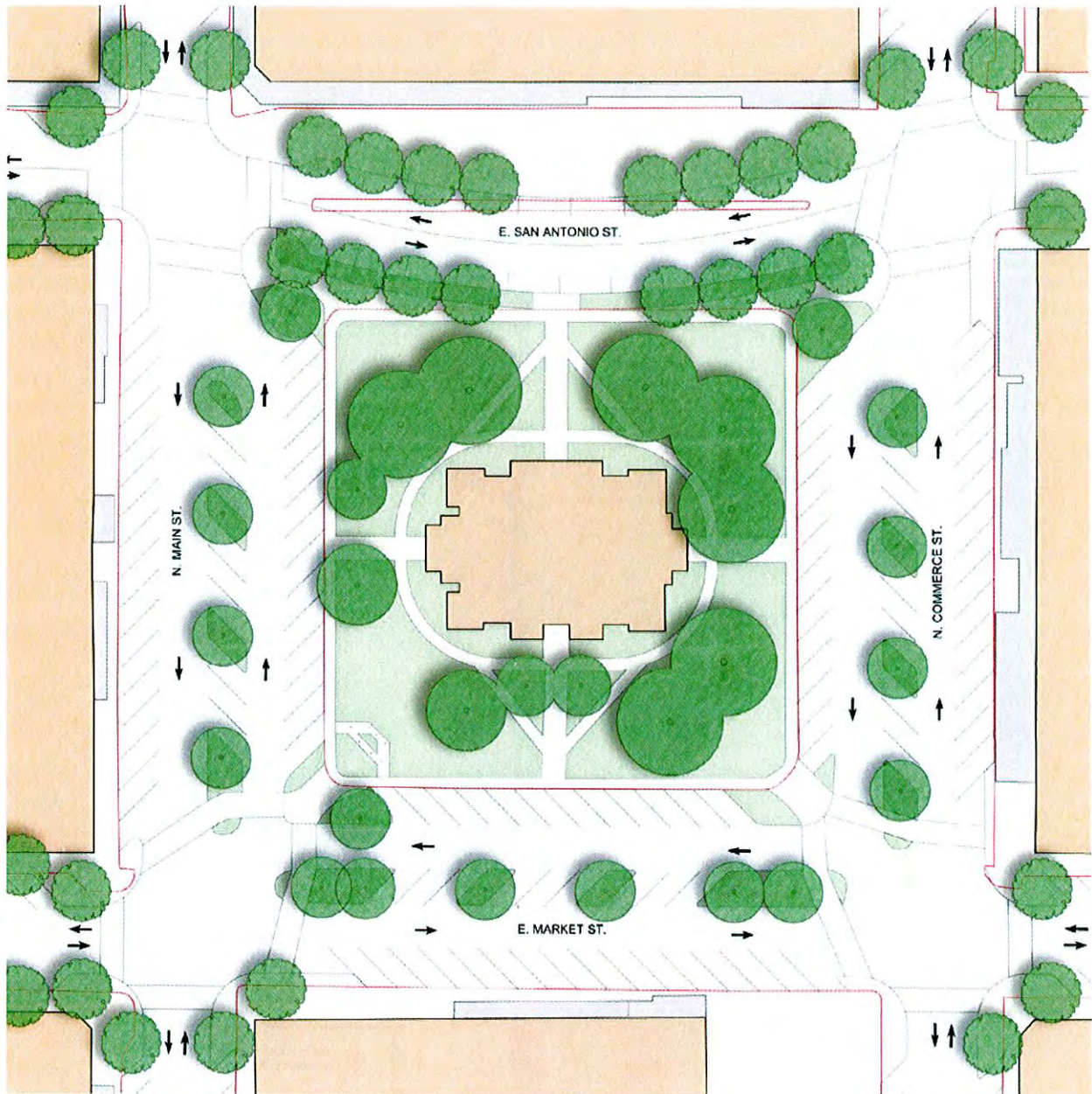


A computer simulation was conducted using AutoTurn to demonstrate the ability of large vehicles to navigate the proposed traffic pattern.

Courthouse Square Proposals

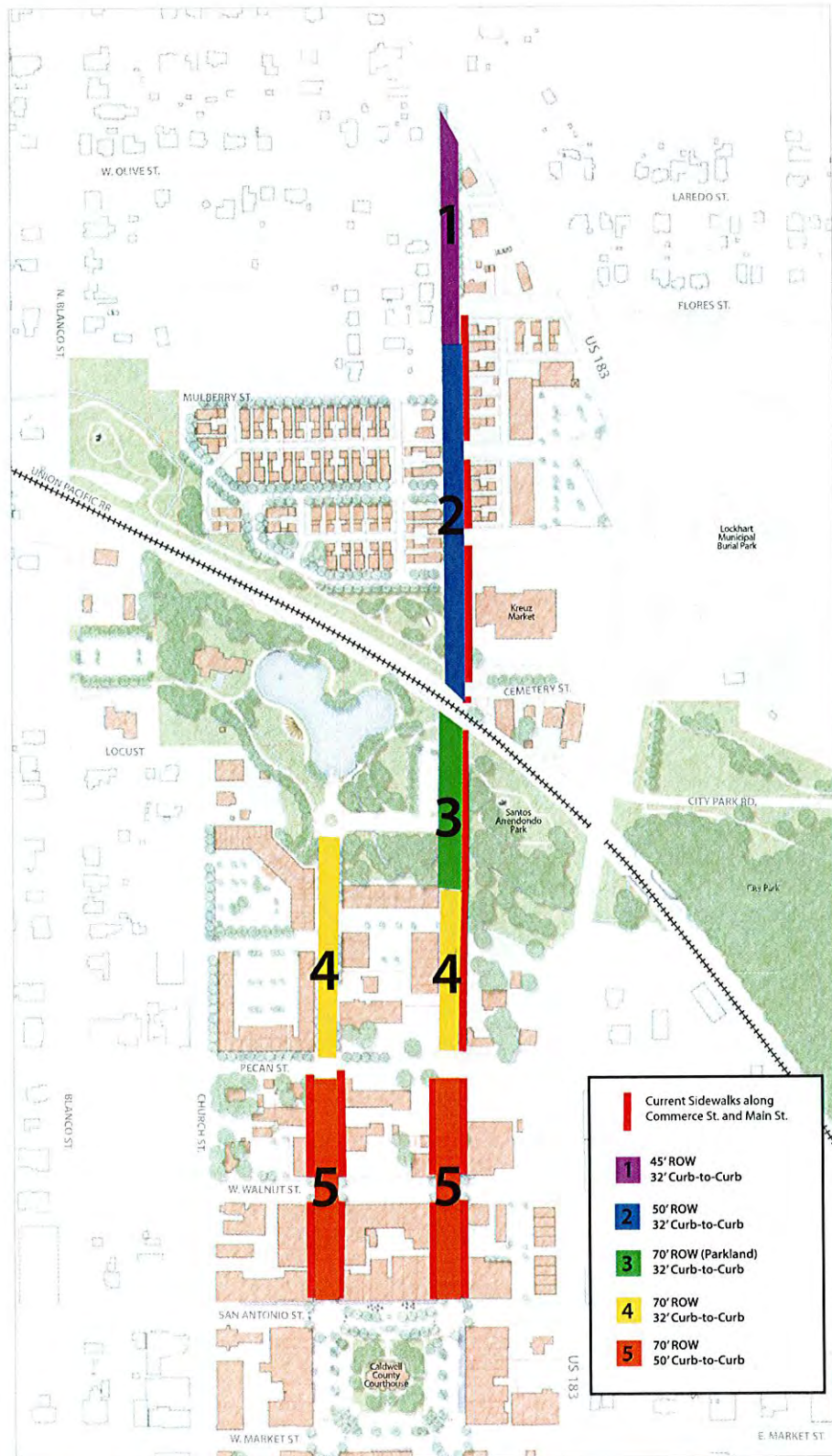
These schemes are not intended to be final designs. The Sustainable Places Project recommends that the City of Lockhart proceed to the engineering design phase to assess the detailed feasibility and safety of each proposal.

Earlier Concept for the Courthouse Square



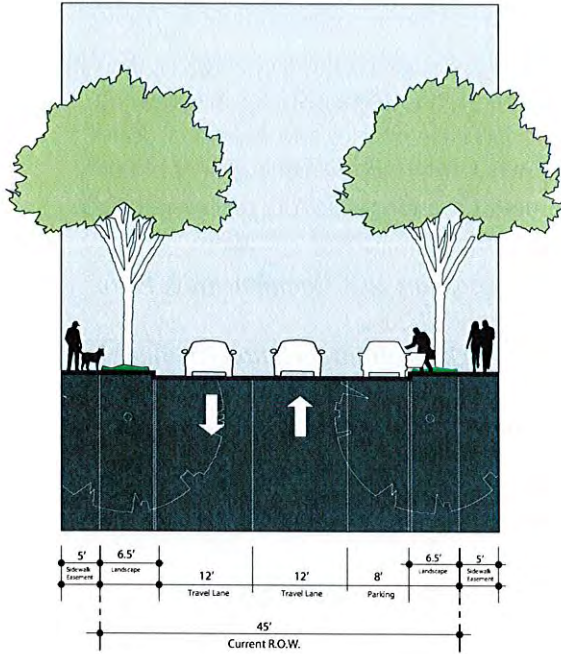
On the basis of discussions with City officials and concerns regarding vehicular circulation and turning movements, the recommended plan for the Courthouse Square calls for the creation of a new plaza on San Antonio Street, while maintaining current traffic patterns on the other three streets, with more limited pedestrian refuges. This scheme also maintains the current traffic pattern and location of street trees.

Recommended Plan for Courthouse Square

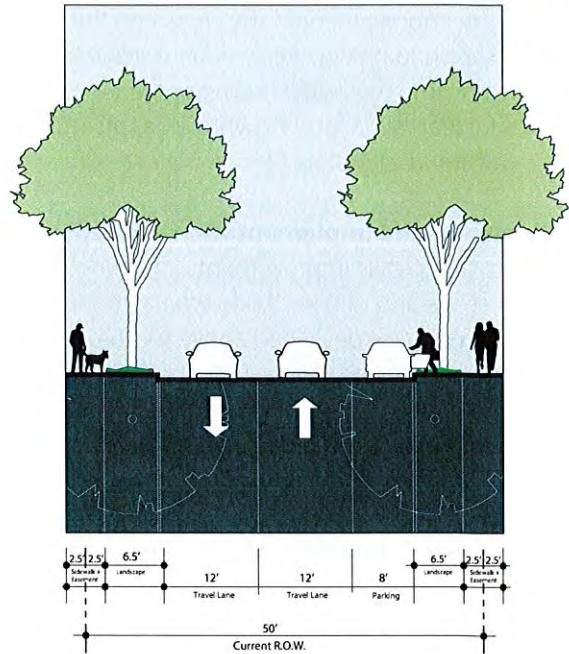


Current Conditions and Street Section Key Map

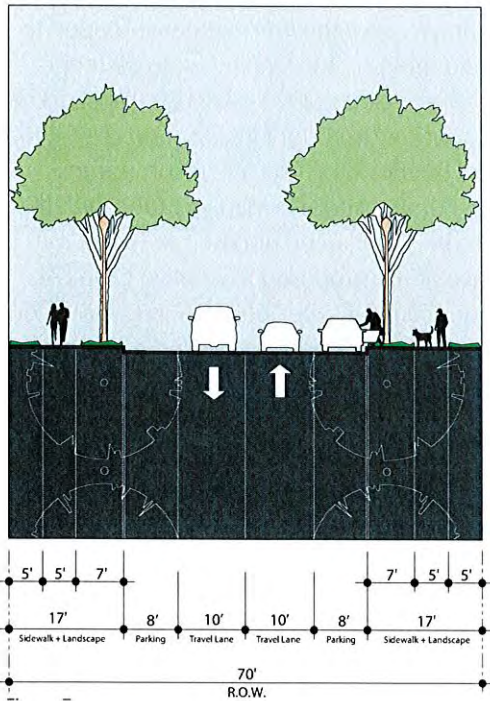
1. North Commerce Street



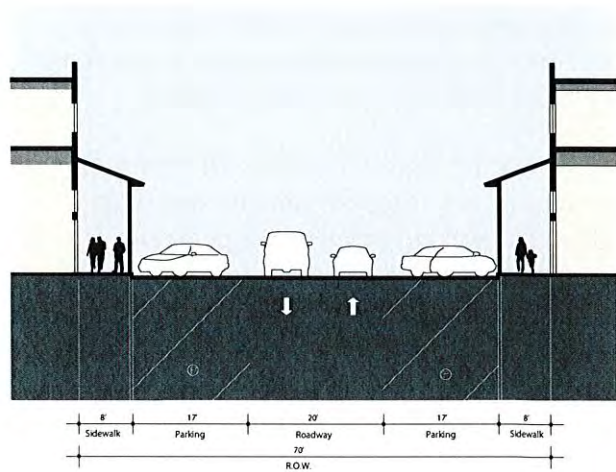
2. Commerce Street North of Railroad Tracks



3. & 4. Commerce Street North of Pecan Street



5. Commerce and Main Streets, North of the Square



Proposed Street Cross Sections

- The extension of Main Street north from the Square to Town Branch Creek (3), and the improvement of the creek and the surrounding floodplain as a future park with a “swimming hole” and performance venue, further reinforcing Downtown as an attractive visitor destination. (2)

Financing and Implementation Strategy:

The cost of public improvements including roads, open space and utilities, associated with the phased program described above is estimated at approximately \$6.6 million, with the Courthouse Square improvements being approximately \$575,000 and the Commerce Street, Main Street, and Town Park improvements (including potential property acquisition) estimated to be approximately six million dollars. (Appendix G).

At this point, the City of Lockhart does not appear to have the capacity to fully fund the cost of public improvements, although some portion could potentially be addressed through the City’s capital improvement program and/or budget reallocations. Moreover, there may be opportunities to partner with other public sector jurisdictions/entities (such as TxDOT, the County, and the EDC) to direct existing resources that could offset some of the capital costs identified.

As a result, the financing strategy will entail further exploration of sources and amounts that could be used, as well as putting programs in place to capture value that is created over time (to be used for some combination of pay-as-you go projects, as the basis of debt service at some point, and/or developer incentives/reimbursement). Appendix H provides illustrative projections of what a tax-increment financing (TIF) district that reflects parcels in the demonstration area could plausibly generate over the next twenty years. These forecasts are made based on recent historical growth rates, reflect current tax rates, and assume full allocation of the increment to the district. Going forward, Lockhart should consider establishing the TIF district (perhaps in conjunction with Caldwell County).

6.3 Recommended Land Use Policy and Code Amendments

As part of the Sustainable Places Project, the City of Lockhart requested assistance in reviewing current land use policies and municipal codes to identify barriers to the achievement of the community’s vision for a more sustainable and livable community. These include:

- *The Lockhart 2020 Comprehensive Plan*, adopted 2000;
- *The Lockhart Transportation Thoroughfare Plan*, updated 2011;
- *Sidewalk / Trail Plan*, updated 2011;
- *The Central Business District (CBD) Plan*;
- *The City of Lockhart Zoning Ordinance*;
- *Subdivision and Site Development Regulation*

Lockhart 2020 Comprehensive Plan:

The Comprehensive Plan guides the future development of the Lockhart community. Lockhart’s Vision Statements collectively reflect a desire to achieve a sustainable, livable, and economically robust community focused on preserving its heritage while remaining open to incoming growth. The Plan includes elements such as the Lockhart 2020 Land Use Plan, Lockhart Transportation Thoroughfare Plan and the Central Business District Plan. The SPP recommends that the Future Land Use Map included with the Comprehensive Plan be updated to reflect the guidance of the proposed Illustrative Land Use Concept. Currently, the Future Land Use Map only designates the area one to one-and-a-half blocks away from the Courthouse Square as “Mixed Retail, Office, Residential”. This should be revised to reflect the proposed Development Districts Overlay, which applies urban mixed use standards to most of Downtown Lockhart.

Additionally, the Future Land Use Map, updated in 2011, should be revised to address the path of growth between Downtown and the SH 130 interchange “gateway” area. Currently, the Comprehensive Plan’s Future Land Use Map designates most of the undeveloped area between SH 130 and Silent Valley Road as Low

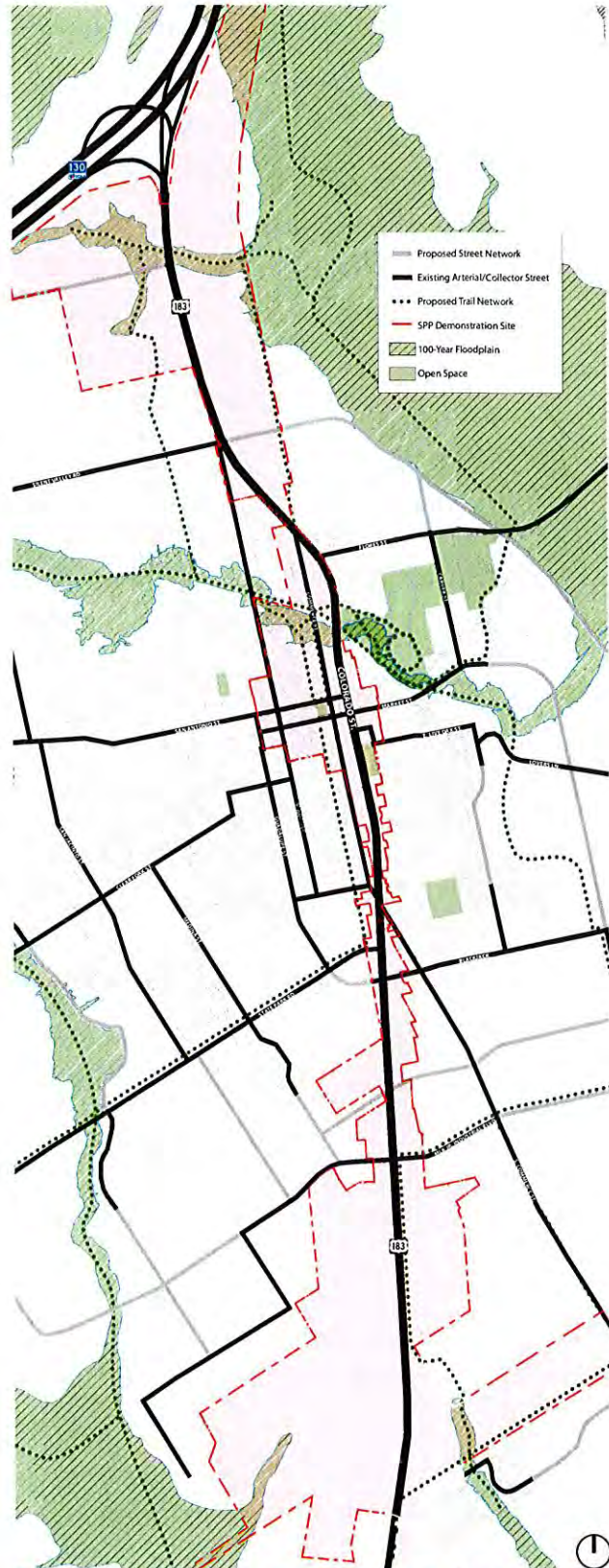
Density Residential. This area should be revised to reflect the potential for compact mixed use neighborhoods along the North Colorado Street (US 183) corridor.

Lockhart Transportation Thoroughfare Plan:

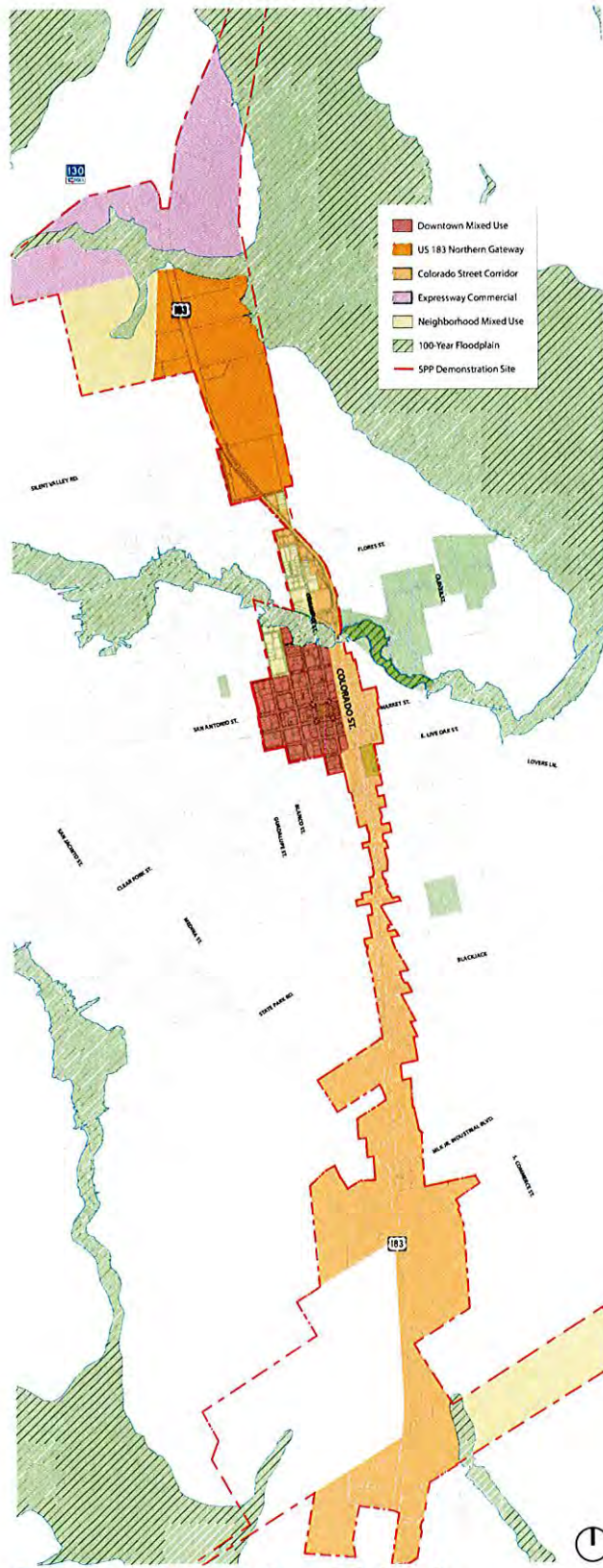
The City's Transportation Thoroughfare Plan within the Lockhart 2020 Plan reflects the desire to maintain a network of roads to ease local traffic pressure. The Sustainable Places Project Transportation Plan recommends a comprehensive network of roads that can provide additional connectivity and support future coordinated development of the tracts north of Downtown. Additionally, in response to issues raised at public meetings, it is recommended that some road alignments shown on the Thoroughfare Plan be adjusted to reduce or avoid impacts on private property. The design of these roads needs to be carefully considered to promote safe pedestrian and bicycle circulation and traffic calming. The SPP provides recommended cross sections for local streets, featuring continuous tree-lined sidewalks and on-street parking that offers convenience and a buffer from moving traffic.

Sidewalk / Trail Plan: It is recommended that the City update its Sidewalk / Trail Plan to include the expanded trail system of the SPP plan, through the proposed neighborhoods north of Downtown, with connections to the historic core and to the proposed central park around the Downtown section of Town Branch Creek. Additionally, SPP recommends that the Commerce and Colorado Street corridors be considered priority programs for streetscape improvements.

The Central Business District (CBD) Plan: In order to achieve the CBD Plan's goals of making Downtown a focal point of the community, enhancing pedestrian circulation, and improving the balance of economic and social assets, the SPP recommends that the City update it to conform to newly proposed Downtown Mixed Use Development Standards described below. These standards should be applied throughout the Downtown as an Overlay District.



Transportation and Open Space Plan



Proposed Overlay Districts

The City of Lockhart Zoning Ordinance, Chapter 64, Code of Ordinances: The zoning ordinance for Lockhart is a conventional use-based code. Within the Demonstration Site there are ten zoning districts that legislate land uses, height, lot size and density etc. (See Appendix D). The single-use districts in their current application do not clearly reflect the Comprehensive Plan’s goals for promoting mixed-use and infill development, and lack the flexibility to include provisions for a variety of permitted housing options.

The Sustainable Places Project recommends that the City adopt a series of Overlay Districts for the Demonstration Site (see map on left), with form-based development standards to help guide the thoughtful creation of infill development and new compact and pedestrian-friendly neighborhoods. Five development districts, each with a set of form-based development standards would augment the existing districts (see Appendix I). They can be summarized as follows:

Downtown Mixed Use: Reinforce Downtown Lockhart as a vibrant and walkable mixed-use district, maintaining its historic scale and character, and enhancing it as an attractive destination for visitors and residents. A full mix of urban uses permitted under CCB zoning is allowed. Drive-through and automotive uses are prohibited. Buildings are limited to 60’ or five floors.



Neighborhood Mixed Use: Protect existing central city residential areas and promote the development of new compact pedestrian-oriented neighborhoods. This district provides a full range of neighborhood-scaled housing types and local-serving commercial uses not exceeding 10,000 square feet.



US 183 Northern Gateway: Promote a pattern of development that maintains the landscape character of the rural gateway into the city, while allowing development of compact pedestrian-friendly mixed-use neighborhoods. This district allows for a full range of housing types and local and regional-serving commercial uses.



Colorado Street Corridor: Promote regional and local serving uses that strengthen Lockhart's economic viability, and the Colorado Street Corridor as a more walkable and attractive north-south boulevard through the community. All uses currently allowed in the existing CLB, CMB, and

CHB zoning districts that exist on the properties are permitted. Some stand-alone residential is allowed as a conditional use, subject to livability principles. Provisions are made for enhancement of the pedestrian environment, including provision for streetscapes and for a more positive relationship of building activity to the street.



Expressway Commercial: Allow for more intensive commercial and auto-oriented uses along major thoroughfares. This District concentrates regional-serving and highway-oriented development along the frontages of SH 130, which benefit from regional traffic flows, and which can contribute to Lockhart's tax base and fiscal health. All uses currently allowed in the CHB zoning district are permitted and residential is allowed if located at least 400 feet from the SH 130 highway frontage.



Subdivision, Site Development and Related Ordinances:

Lockhart has deep institutional knowledge in the City administration and an active planning department, so code language and requirements are basically sound. Still, some amendments are in order to meet the vision laid out by the SPP plan. (In fact, city staff is already working to update the code in some areas.) The City has a strong reputation for inspections and workmanlike rules for streets but the planning team recommends the City consider narrowing down street width specifications on minor residential streets in new subdivisions as a way to help calm traffic and reduce future maintenance costs. The City already includes some innovative calming and mobility measures, such as a provision for roundabouts. Some street profiles in the catalyst area do not conform precisely with Lockhart subdivision and site development regulations – ROW widths, landscape medians, sidewalk widths – but these are mostly public improvements, adapting to local and existing conditions, and are unlikely to involve extensive private development (or, if so, issues should be easily handled by variance). To preserve local heritage and the natural environment, the City unified code includes chapters that include tree preservation, an environmental chapter, and a chapter addressing drainage/flood control. The Sustainable Places Project recommends the City build on that foundation by expanding the categories for protected trees and adding stream buffers to further enhance erosion control and environmental stewardship. See Appendix J for more information.

7. Acknowledgments

CITY OF LOCKHART

Lew White, DDS - Mayor

Vance Rogers - City Manager

Dan Gibson, AICP - Planning Director

STAKEHOLDER COMMITTEE MEMBERS

Jeff Gibeaux, Chair - Major Land Owner

Philip Ruiz - Planning + Zoning Commission

John Castillo - Lockhart City Council

Ronda Reagan - Historic Preservation Commission

Joe Roland - Caldwell County Commissioners Court

Ed Theriot - Lockhart Chamber of Commerce

Alfredo Muñoz - Caldwell County Hispanic Chamber of Commerce

Catrin (Cat) Bennett - Imagine Lockhart

Janet Christian - Gaslight-Baker Theatre

Ray Sanders - St. Mary's Catholic Church

Rick Womble - First Lockhart National Bank

Fermin Islas - Harrison Partners Realty

Edward Strayer - Resident

Jim Smith - Countywide Builders

Richard Mendez - A-1 Bail Bonds

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