



LOCKHART

Planning for the 21st Century

The **Lockhart 2020 Comprehensive Plan** is the City's 20-year master plan. It is intended to provide an official public document, adopted by the City Council, to serve as a guide for policy decisions

Community Vision

To have a vision means to look ahead: to imagine the future. Visioning is a process by which a community envisions its preferred future. A vision chronicles the hopes, dreams, and aspirations of a community and helps citizens agree on what they want their community to become.

A "visioning" process was conducted to create a shared vision of the future. The process involved city leaders and citizens in a dialogue to identify issues, determine the assets and challenges of the community, and prepare goals and objectives that will shape and define the future. The Lockhart Vision is a broad statement of how the community views itself as it moves into the 21st Century. It is an ideal image of the future based on the community's values. Lockhart's Vision is:

The Lockhart 2020 Comprehensive Plan:

- Guides the future physical development and redevelopment of the community;
- Has a time frame that is long, extending over a twenty-year horizon;
- Encompasses a large geographic area including the corporate limits and ETJ of the community;
- Is general in nature, allowing some issues to be resolved and many decisions to be made;
- Articulates ideas in a framework of goals and objectives, policies and actions, and plans and projects;
- Is intended foremost, to serve as a continuing guide to decision-making, to provide a common direction, and to provide stability as issues are addressed and future decisions are made.

- 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.

relating to the physical development of the community. The comprehensive plan is a physical plan, it is long-range, and it is a statement of public policy. It is slightly optimistic and inspirational, enough to challenge the future of the community; but it provides clear direction through statements of action as to how to achieve the desired vision.

The plan includes 11 elements, each addressing a particular facet of the community, which include:

- Introduction;
- Community Vision;
- Land Use;
- Transportation;
- Economic Development;
- Central Business District;
- Water and Wastewater;
- Storm Drainage;
- Community Facilities & Services;
- Implementation.

- 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 maintaining the Central Business District as 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**.

A Vision Statement is a broad statement of how the community views itself as it moves into the 21st Century. A vision for the community is an ideal and unique image of the future based on the community values.



ECONOMIC STATISTICS:

Median Household Income:

Lockhart = \$18,514
 Caldwell County = \$20,169
 Texas = \$27,016

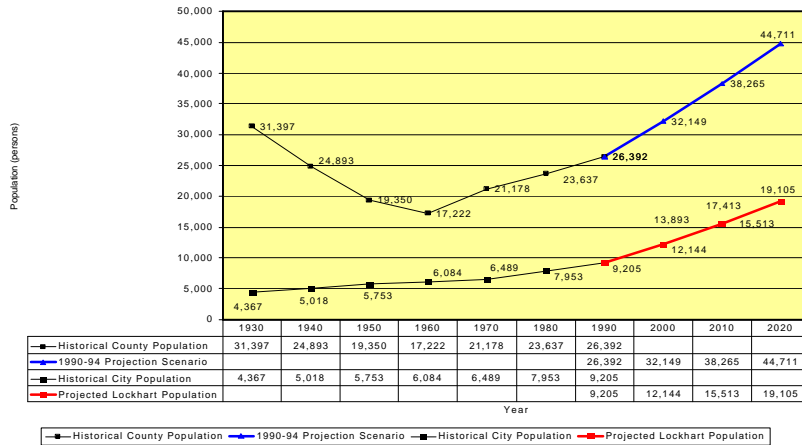
Income below poverty level:

Lockhart = 32.8 %
 Caldwell County = 32.2 %

Community Profile

Population

Population growth in Lockhart ranged from 5.75 percent between 1950 and 1960 to 22.56 percent between 1970 and 1980. Caldwell County's population was declining through 1960 and has since had steady growth ranging between 11.61 percent and 22.97 percent.



Source: Wilbur Smith Associates

Rate of Unemployment '99:

Lockhart = 4.2%
 Caldwell County = 3.6%
 Texas = 4.4%

Sales Tax Allocations:

Lockhart - \$366,314 in 1987
 to \$916,898 in 1998 = 250%

Per Capita Sales Tax Allocation at 1.5%:

Lockhart = \$82.00
 San Marcos = \$216.00
 Austin = \$223.00

Site Selection Assets:

Wage levels, building costs, land/site costs, and financing.

Top Five Major Employers:

Lockhart ISD = 550
 Wakenhut Corrections - 244
 Caldwell County = 160
 Golden Age Home - 110
 City of Lockhart - 105

Employment by Industry:

Retail trade - 591 persons
 Construction - 385 "
 Educational Services - 383 "
 Durable Manuf. - 283 "

Employed Labor Force:

3,180 in 1980
 3,542 in 1990
 5,295 in 1999

The estimated 1998 population of Lockhart was 11,740 persons. Utilizing this estimate as the base year population, the projected Year 2000 population is 12,144 persons, which accounts for an average annual rate of growth of 3.43 percent, or 32 percent since 1990. Lockhart's population has increased as a percentage of the County population from 14 percent in 1930 to 35 percent in 1990. Continuation of this steady trend results in Lockhart's population accounting for 38 percent of the County population in the Year 2000, increasing to 41 percent in the Year 2010 and 43 percent in the Year 2020. As displayed in the above illustration, the projected population in Lockhart is 15,513 persons in the Year 2010 and 19,105 persons in the Year 2020.

Education

The Lockhart Independent School District (ISD) serves the Lockhart area. As of the 1998-99 school year, there were 4,176 students admitted, which is a 2.5 percent increase over the 1997-98 school year. On average, the district has approximately a 3.2 percent increase in admitted students annually. The percentage of students passing all TAAS tests in Lockhart is very close to the state average, as is the mean composite score on the ACT examination. As of the 1998-99 school year, 53.8 percent of Lockhart's students were economically disadvantaged compared to a state average of 48.1 per-

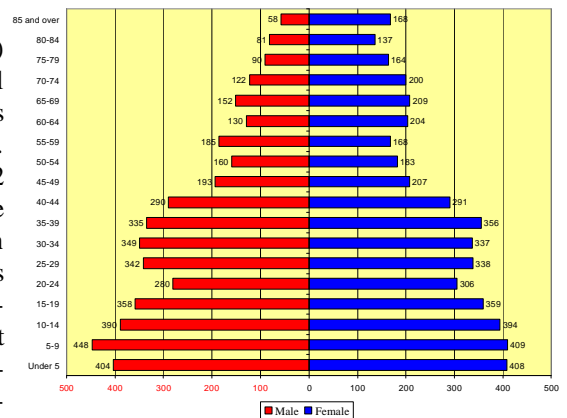
cent. In 1998-99, Lockhart I.S.D. received an accountability rating from the Texas Education Agency (TEA) of "Academically Acceptable."

Economy

In Lockhart, with the exception of gasoline service stations which had a 60 percent increase, all retail trade sectors declined or remained constant in the number of establishments between 1987 and 1992. In both Lockhart and Caldwell County, however, there was a significant increase in retail sales. During this five-year period in Lockhart, retail sales increased from \$55,638,000 to \$70,129,000 for an increase of 26 percent. Although not as significant, the County's retail sales increased by 18 percent. The most significant contributors to the volume of retail sales in Lockhart were eating and drinking places at 104 percent, gasoline service stations at 50 percent, and food stores at 18 percent. Census of Retail Trade data indicate that a fewer number of establishments were contributing to a larger share of retail sales in 1992 than in 1987. Eating and drinking places and gasoline service stations have had the most influence on retail sales. In Lockhart, the increased sales of gasoline service stations can be attributed to a 60 percent increase in the number of establishments.

Age and Gender

The age and gender composition of Lockhart in 1990 is displayed in the population pyramid shown below. In 1990, the population was primarily within the younger age cohorts, with the largest percentage in the 5 to 9 age cohort, followed by cohorts ranging in age from 25 to 44 years. Based upon an assumed continuation of current trends, the distribution of population will progress into the older age cohorts by the Year 2020 resulting in an older average age.



Source: U.S. Census, 1990, Wilbur Smith Associates

Land Use

PROJECTED FUTURE LAND USE REQUIREMENTS

Lockhart consists of approximately 7,254 acres within the corporate limits. The Lockhart planning area, which consists of the area within one mile of the corporate limits, includes approximately 22,542 acres. Including the northward extension along U.S. 183, there are approximately 27,606 acres within the corporate limits and Extraterritorial Jurisdiction (ETJ). Approximately 37 percent of the land within the city is developed, which excludes agricultural lands and vacant/undeveloped property. Residential land use is the second largest category, which includes single family, two family, multi-family and manufactured homes uses, amounting to roughly 1,051 acres or 14.49 percent of the city. Single family residential uses occupy 93 percent of all residential use.

Vision: To create a positive community identity by preserving the City's historic character, enhancing existing neighborhoods, creating new neighborhoods served by schools, parks and open space, attracting a strong employment base, and implementing design standards for all development in the City and particularly along the major entrances to the City.

A clear statement of goals is necessary to define the community's vision pertaining to the type, scale, location, and density of future development and the regulatory provisions enacted to implement the Comprehensive Plan. The Land Use goals include those displayed below.

Future Land Use Requirements

The projected acreage needed for each type of land use for the Year 2020 is shown in the Projected Future Land Use Requirements tabulation. The land use types shown include only developed land since projecting agricultural and vacant/undeveloped land will be variable

Category	Existing (Acres)	Year 2020 (Acres)	Percent of Total Year 2020	Change
Total Incorporated Land Area	7,254	--	--	--
Population (Persons)	11,740 ¹	19,105 ²	--	7,365
Residential Single Family	973	1,585	16.59%	612
Residential Two Family	32	52	0.54%	20
Residential Multi-Family	29	47	0.49%	18
Manufactured Housing	17	27	0.29%	10
Light-Medium Commercial	10	16	0.17%	6
General-Heavy Commercial	225	366	3.83%	141
Industrial	161	262	2.74%	101
Public and Institutional	558	908	9.50%	350
Parks and Recreation	95	155	1.62%	60
Streets	555	903	9.45%	348
TOTAL (Developed Land)	2,655	4,321	100%	1,666

Source: Wilbur Smith Associates

¹Estimated population, 1998

²Year 2020 projected population

upon annexation decisions and public policy. These data represent the minimum space requirements that should be provided in the future land use plan.

The plan for the future use of land is entitled as the **Lockhart 2020 Land Use and Thoroughfare Plan**, which is provided in the centerfold of this brochure. This is the general physical plan for future development of the City based upon forecasted growth to the Year 2020. The land use plan shows the generalized pattern of planned future land use, taking into consideration the City's land use goals and objectives. *The purpose of the land use plan is to minimize conflicts between adjacent uses, maximize the efficiency of the transportation network, achieve fiscally sound decisions pertaining to private development and public infrastructure investments, and generally aspire to create a livable environment for the citizens of the community.*

The Lockhart 2020 Land Use Plan considered the following policy considerations:

- Compatibility of existing uses should be maintained with consideration given to the long-term transition of land use and opportunities for redevelopment;
- There should be sufficient buffering between incompatible land uses so as to minimize harmful affects on the value and enjoyment of land;
- Transportation access and circulation should be provided for uses that generate large numbers of trips;
- Land use decisions should be made to ensure adequate transportation facilities are existing or planned to support access and circulation needs;
- Development which may burden the City's fiscal resources for providing municipal facilities and services should be considered premature;
- Nonresidential land uses should be located where transportation and utility infrastructure is designed to accommodate high volumes of traffic;
- Flood plain areas should not be encroached upon by future development;
- Natural areas and development constrained areas should be used for natural open space;
- Noise sensitive uses and height obstructions should be avoided in the airport environs;
- Environmentally sensitive areas should be protected;
- Service areas for water and wastewater will establish the ultimate limits of urbanization for the city; and,
- Existing natural features and unique topography should be used to provide adequate separation or buffer between incompatible land uses.

Land Use Goals:

- Discourage leap-frog development and encourage in-fill development.
- Control development along State-designated major thoroughfares and the proposed S.H. 130 corridor through enhanced regulation.
- Establish adequate acreage for industrial parks to facilitate expanded employment opportunities and enhance the community's tax base.
- Protect the value and enjoyment of private property through the use of zoning and other municipal regulations.
- Provide for appropriate and compatible uses within the area of influence of the Lockhart Municipal Airport.
- Support legislation to broaden county authority to control land use.
- Enhance and expand the existing parks, recreation, and community facilities in Lockhart.

Vision: To be a City that provides safe, affordable and quality residential neighborhoods that are sound and stable offering a variety of housing opportunities that meet the City's current and future needs.

HOUSINGSTATISTICS:

Owner Occupancy:
Lockhart = 62%

Rate of Vacancy:
Lockhart = 12%
Caldwell County = 13.6%
Austin MSA = 11.6%

Median Year of Construction by Census Block Group:
Ranges from 1939 in Downtown to 1980 south of SH 142 and north of Clearfork

Median Income:
Lockhart = Ranges from \$8,009.00 to \$28,148
Caldwell County = \$20,169
Austin MSA = \$28,474

Median Rent:
Ranges from \$187.00 to \$477.00 per month.

Median Mortgage Payment:
Range from \$347.00 to \$1,044.00 per month.

Median Value:
Ranges from \$19,100 in Northeast Lockhart to \$102,000 in the ETJ.

Housing Affordability:
Six census block groups exceed 30% of household income spent on rent. Two census block groups exceed 30% of household income spent on mortgage payments.

Source: U.S. Census, 1990



Housing

The condition and availability of housing are important to the livability and quality of life for community residents. An adequate stock of available housing is needed to suit the requirements of low, moderate, middle, and upper income households. Housing providers at all levels, both private and public, should address this issue, leaving flexibility to adjust to market demands in the future. Areas that are targets for revitalization, renovation, and redevelopment should be addressed to preserve existing neighborhoods and prevent future decay and deterioration.

The housing conditions in Lockhart are displayed below. The three classifications utilized to classify the conditions included standard, substandard, and dilapidated conditions.

HOUSING CONDITIONS SURVEY

Type of Housing	Standard		Substandard		Dilapidated		Total
	Structures	Percent	Structures	Percent	Structures	Percent	
Single Family	2,839	92.5%	205	6.5%	16	1.0%	3,060
Two Family	110	84.0%	21	16.0%	0	0.0%	131
Multiple Family	54	98.2%	1	1.8%	0	0.0%	55
Manufactured Homes	21	31.8%	44	67.0%	1	0.2%	66
TOTAL	3024	91.3%	271	8.2%	17	0.5%	3312

Source: Housing Condition Inventory, Wilbur Smith Associates

Nearly 91 percent of the single-family homes in Lockhart were classified as having a standard condition, with nearly 8 percent classified as substandard and the remaining one percent of the units classified as dilapidated. Of the 131 two family structures, 110 or 84 percent are of standard condition and the remaining 16 percent show some signs of needed repair causing them to be classified as substandard. Manufactured homes were in worse condition than other dwelling types with 67 percent classified as substandard and 32 percent classified as having a standard condition with no visual defects. In all, 91.3 percent of the housing structures are of standard condition, 8.2 percent are substandard and less than 1 percent are dilapidated.

Affordable housing, both owner and renter occupied, is currently a concern in Lockhart and may likely become more of an issue as the population increases and ages over the 20-year horizon of this plan. The City cannot solely provide solutions to affordable housing, but can facilitate partnerships between the housing industry, private businesses, lending institutions, home builders, developers, community-based organizations, federal and state agencies, as well

Housing Goals:

The following statement of goals is intended to guide future decisions pertaining to the provision and preservation of housing opportunities in Lockhart.

- Meet the future housing needs in Lockhart by providing for a variety of housing options.
- Recognize the use of manufactured homes as a viable housing option.
- Revitalize and rehabilitate existing housing in the community where needed.
- Establish incentives for rehabilitation or replacement of substandard housing.
- Promote a standard of home ownership encouraging attractive and well-maintained residential properties.

as citizens to create an affordable and livable community environment that offers housing opportunities for all segments of the population. Strengthening neighborhoods through organization, communication, coordination, and education is a key to maintaining and improving a livable housing environment. Established, stable neighborhoods must be preserved and protected from encroaching incompatible development while new neighborhoods are developed in a sustainable manner. Neighborhoods that are declining need a focus of efforts between the City and residents to rehabilitate the public infrastructure as well as private property investments. The City's role includes provision and maintenance of adequate streets, drainage, sidewalks, streetlights, water, and wastewater infrastructure. Public services such as police and fire protection and solid waste collection are also important ingredients, as are other community services and programs for youth and seniors. Condemnation and demolition of derelict property and strict enforcement of zoning and housing codes, as well as standards for new construction, are also necessary to preserve stable neighborhoods and redevelop deteriorating neighborhoods.

Community Facilities and Services

The purpose of the Community Facilities and Services Element is to assure adequate provision of primary public services such as police, fire, and emergency medical services plus appropriate municipal buildings and facilities such as a city library, community center, and City Hall. Looking ahead to the Year 2020, the City must be prepared to continue meeting the service and facility expectations of a growing population in a timely, orderly, and economical manner, possibly in coordination with other public and private entities when mutually beneficial.

Public Safety

To continue the provision of high-quality public safety services, the identified priority needs include:

- *Police support staff* - The Police Department needs civilian support staff to free officers from their “paperwork” burden and maximize the time spent on their primary duties.
- *Balanced Police staffing* - Staffing in the Criminal Investigation Division needs to grow proportionally to the Patrol Division since the addition of more patrol officers generates more investigative work for the Department.
- *Competitive Police salaries* - Updated salary studies are needed every few years because market conditions are changing so fast due to all the growth in Central Texas. A difference in salary can affect hiring and retention.
- *Additional space for the Police Department* - The City’s Public Safety Building was built in the early 1990s and has approximately 17,500 square feet of floor space. In addition to the Police Department, the City Electric Department and Emergency Medical Services each account for 20 percent of the space. The expanded Police Department is experiencing “growing pains” and will require more space at some point in the future, although this may require relocation of other City functions which now share the building.
- *Regular technology upgrades* - The Police Department will eventually need to replace the three-year-old laptop computers currently used by its officers.
- *Revised Communications function* - In a revamped Communications operation,

critical emergency communications would be separated from routine phone calls and walk-in traffic. This would require additional staffing and a change in the division’s physical layout.

Fire Protection

To continue the provision of high-quality fire protection services, the priority needs include:

- *New central fire station* - The Department operates from a nearly 100-year-old building, which has inadequate space for current personnel and equipment.
- *One or two substations in the next 10 years* - The Department will need substation locations and associated equipment to serve ongoing community growth. Eventual locations for these substations will depend on the direction of population growth and land development activity in the coming years. The substation on the north side may not be needed depending on the final location of overpasses along proposed S.H. 130.
- *Water system improvements* - There is concern that insufficiently sized water mains will create problems in the future. As population growth continues, the City must ensure that adequate water flow and pressure will be maintained in the entire system for fire suppression purposes.

City Hall

The City Hall building has approximately 10,400 square feet of floor space. A general standard for municipal office space calls for 1,000 square feet of floor area per 1,000 residents. Based on this standard and with an estimated 1998 population of 11,740, City Hall is close to meeting this target. However, with anticipated population growth, abiding by this standard would require approximately 19,000 square feet of space by Year 2020. The distribution of City functions among various buildings and sites in addition to a main City Hall facility must also be considered.

Dr. Eugene Clark Library

The Dr. Eugene Clark Library meets and exceeds each of the State library service standards, enabling it to be a member of the Texas Library System. The library also maintains a long-range plan, and future needs include expansion of technology, increased floor and shelving space to accommodate a larger stock of books and other library resources, and increased staffing to keep pace with Lockhart’s population growth. Since Lockhart’s population is pro-

jected to increase to 19,105 persons by Year 2020, the City’s purchase of the Masonic Temple building has provided an excellent opportunity for the



library to expand its facility and prepare for future needs. The library should continue to look for ways to increase its accessibility and services to Lockhart and Caldwell County residents to ensure that this community asset is being used to its full potential.

Community Facilities and Services Goals:

- Maintain adequate provision of police services and continue to fulfill the mission of the Lockhart Police Department.
- Maintain a high standard fire and of EMS emergency response services.
- Establish and support an expanded City-wide recycling program.
- Enhance Lockhart’s Animal Control program to meet the community’s service expectations.
- Provide adequate facilities for the City administration and other civic purposes.
- Maintain the Clark Library as a unique asset and resource for Lockhart and Caldwell County.
- Enhance and expand the Municipal Cemetery.

Transportation Goals:

The goals for the Transportation Element include:

- Establish a hierarchy of thoroughfare classifications that will provide for safe and convenient flow of traffic throughout the community.
- Provide continuity of traffic flow within and between neighborhoods and throughout the community.
- Provide for relief of traffic congestion.
- Eliminate major barriers to traffic movement.
- Upgrade and improve existing street infrastructure to meet or exceed minimum standards by Year 2020.
- Establish and maintain a network of new and existing sidewalks as a component of improved standards for City streets.
- Cooperate with neighboring communities to establish interurban modes of transportation.
- Expand the Municipal Airport and create a self-supporting operation.
- Provide residents of Lockhart hike/bike trails for recreation opportunities and as alternative transportation.

Transportation Vision

Lockhart's transportation system shall provide residents and visitors safe, efficient and convenient access to all areas of the City and surrounding region, accommodate current and future demand for movement of people and goods, and allow travelers choices of destinations, routes and modes of travel.

Transportation

The Transportation Element provides a framework for planning rational and orderly development of all levels of the City's transportation system, which includes pedestrians, automobiles, rail and air travel.

The Transportation Thoroughfare Plan is the City's general plan for guiding thoroughfare system development, including the planned widening and extension of roads, streets and public highways within the City and its ETJ. The plan indicates the needed rights-of-way, general alignments and typical sections for planned new roadways, as well as for widening and extensions of existing thoroughfares. Proposed alignments are shown for planned new roadways and roadway extensions, and actual alignments may vary depending upon future development. The importance of thoroughfare planning is to decide, in advance, the general location and type of thoroughfares that are needed to serve the projected future mobility needs of the City and region, and to require consideration of thoroughfare rights-of-way needs concurrent with new development or redevelopment. Lockhart's Transportation Thoroughfare Plan is shown on the next page as well as on the Lockhart 2020 Land Use and Thoroughfare Plan.

Implementation of thoroughfare system improvements occurs in stages over time as the City grows and, over many years, builds toward the ultimate thoroughfare system shown in the Thoroughfare Plan. The fact that a planned thoroughfare is shown in the plan does not represent a commitment to a specific time frame for construction, nor that the City will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies including the City, Caldwell County, and Texas Department of Transportation (TxDOT), as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City, County, and TxDOT, as well as residents, land owners and developers, can utilize the Thoroughfare Plan in making decisions relating to planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions should include consideration of compliance with the Thoroughfare Plan, in order to ensure consistency and availability of

sufficient rights-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where right-of-way is needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public rights-of-way, and provision of set backs for new buildings, utility lines, and other improvements located along the rights-of-way for existing and planned thoroughfares.

Benefits of Thoroughfare Planning

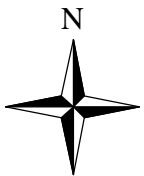
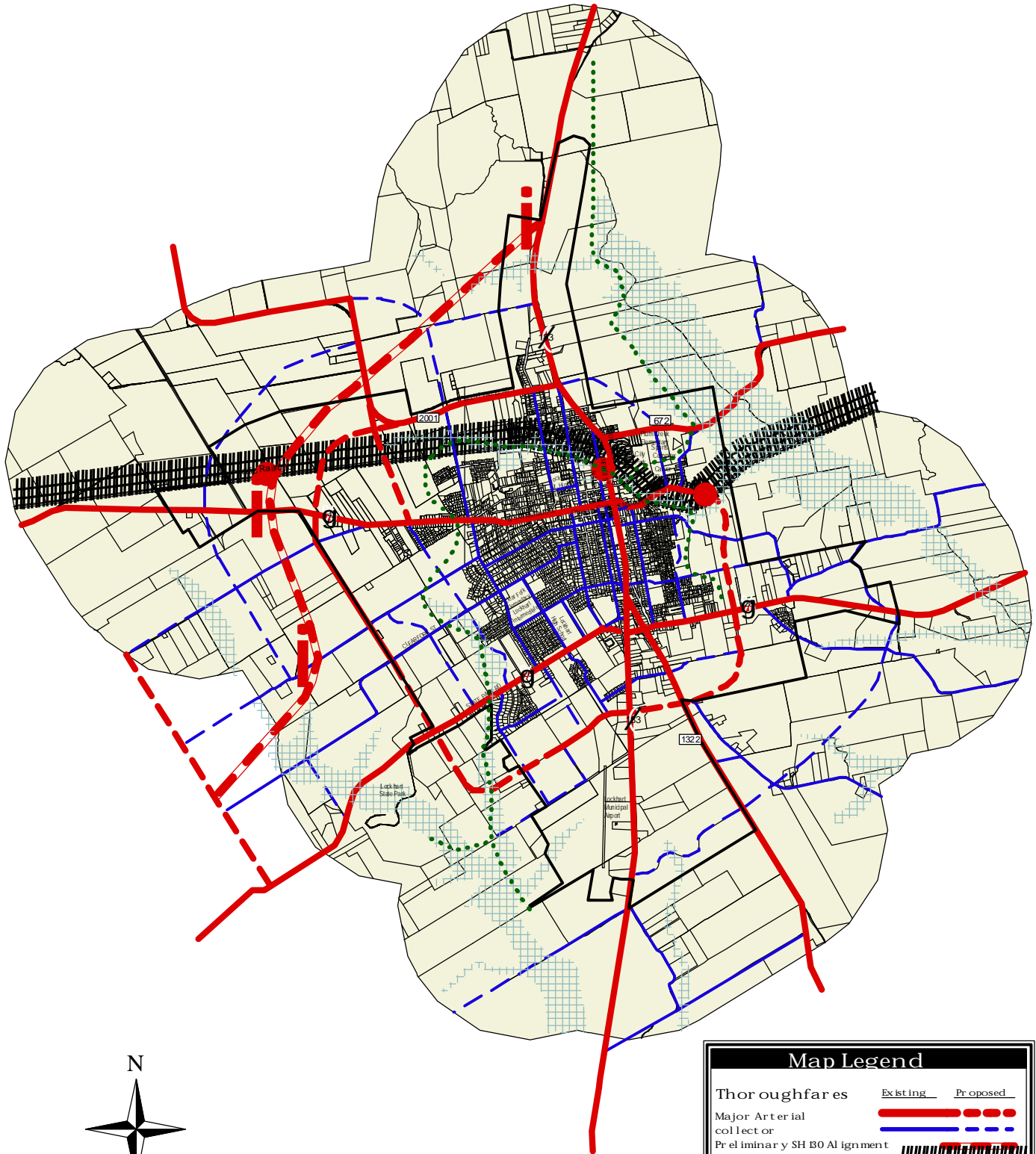
The primary objective of the Thoroughfare Plan is to ensure that adequate rights-of-way are preserved on appropriate alignments and of sufficient width to allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs.

The benefits of effective thoroughfare planning and implementation include the following objectives:

- Preserving adequate rights-of-way for future long-range transportation improvements;
- Minimizing the amount of land required for street and highway purposes;
- Identifying the functional role that each street should be designed to serve in order to promote and maintain the stability of traffic flow and land use patterns;
- Informing citizens of the streets that are intended to be developed as arterial and collector thoroughfares, so that private land use decisions can anticipate which streets will become major traffic facilities in the future;
- Providing information on thoroughfare improvement needs which can be used to determine priorities and schedules in the City's Capital Improvement Program (CIP) and capital budget; and,
- Minimizing the negative impacts of street widening and construction on neighborhood areas and the overall community, by recognizing where future improvements may be needed and incorporating thoroughfare needs in the city's comprehensive planning process.



Lockhart 2020 Thoroughfare Plan

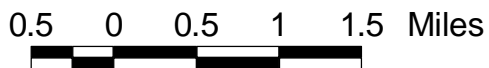
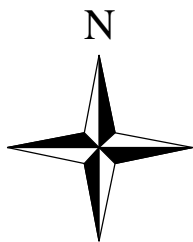
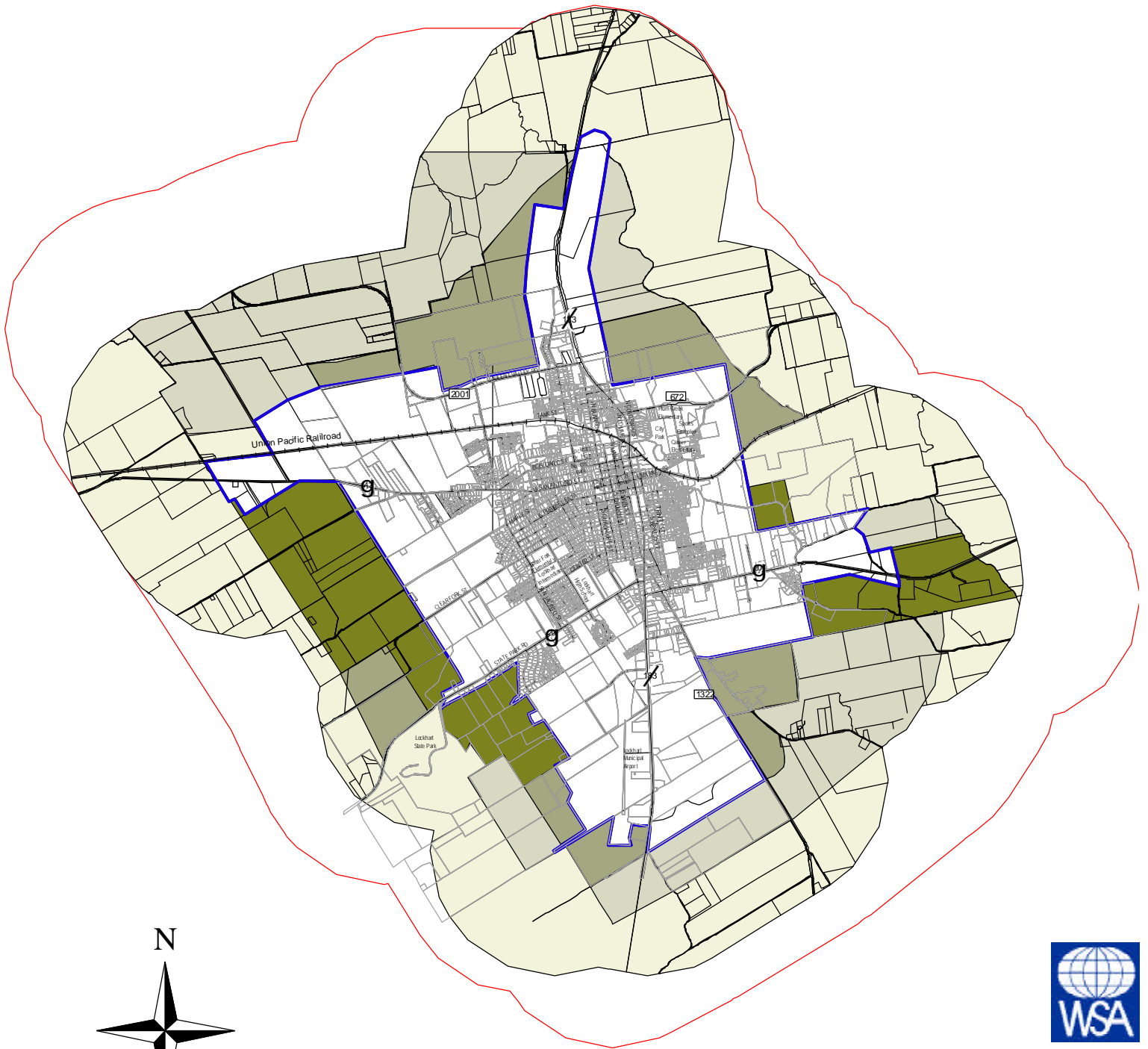


0.5 0 0.5 1 1.5 Miles



Map Legend		
Thoroughfares	Existing Proposed	
Major Arterial		
collector		
Preliminary SH 130 Alignment		
Hike/Running Trail		
Railroad Grade Separation		
Grade Separated Interchange		
Corporate Limits		

Lockhart 2020 Annexation Plan



This annexation plan does not anticipate the annexation of land required by the Local Government Code (SB 89) to have an annexation plan.



Map Legend	
	2000-2005
	2006-2010
	2011-2020
	Extra Territorial Jurisdiction (1999)
	Extra Territorial Jurisdiction (2020)

Annexation

Annexation is the process by which the City extends its municipal services, regulations, voting privileges, and taxing authority to new territory. The City annexes territory to provide municipal services to developed and developing areas, and to exercise the regulatory authority necessary to protect the public health, safety and general welfare. Annexation is also a means of ensuring that residents and businesses outside the City's corporate limits who benefit from access to city facilities and services share the tax burden associated with constructing and maintaining those facilities and services. Annexation and the imposition of land development regulations may also be used as a growth management tool to implement the comprehensive plan.

Annexation Goals

This statement of goals is intended to provide direction to the City regarding management of future annexation in an orderly and contiguous manner that is cost effective and fiscally responsible pertaining to infrastructure investments and the provision of adequate public facilities and services. The goals include:

- Identify preferred growth areas for annexation.
- Facilitate an annexation process to accommodate future projected population and employment growth.

Annexation Guidelines

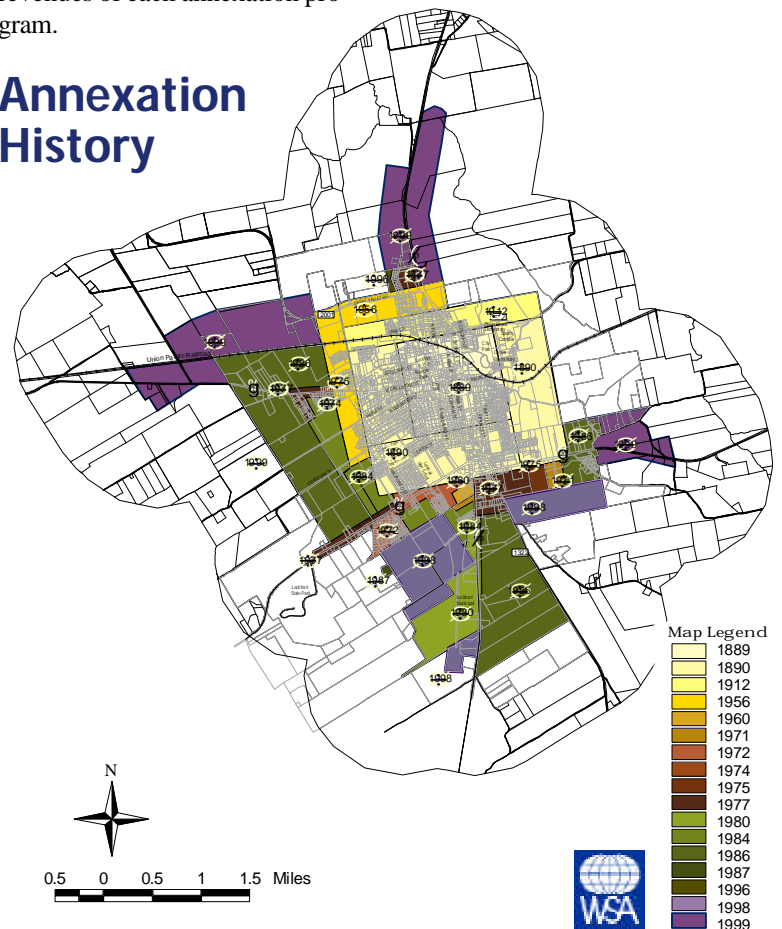
A clear set of guidelines for managing future annexations will help to minimize the future costs of providing municipal facilities and services in newly annexed areas, and to reduce the complexity of annexation procedures. The Annexation Guidelines include:

- The City should maintain a long-range annexation plan for expansion of the corporate limits and extension of municipal facilities and services.
- As the Lockhart area continues to grow and expand, and as development densities increase along the fringe of the urbanized area, the City needs to grow and expand to incorporate new developed and developing areas and provide services to the expanding urban area.
- The City may utilize annexation to extend its jurisdiction to encompass certain critical public facilities and important growth areas, which require protection and management through zoning and other regulatory powers.

- The future growth and development of Lockhart needs to occur in an orderly and coordinated manner. Private land development, construction of public facilities and expansion of the corporate limits should occur in a phased, coordinated manner.
 - Annexation should occur prior to or concurrent with development, where possible, to coordinate the extension of adequate public facilities and services in developing areas.
 - When development occurs outside the corporate limits and immediate annexation is not feasible, the City should utilize annexation agreements or other appropriate means to ensure that the future ability of the City to expand its limits is not unduly impeded and that the proposed development is consistent with the future development pattern of the City.
 - Fiscal impact analysis should be utilized to assess the estimated costs of providing municipal services and weigh them against the anticipated revenues of each annexation program.
- There may be exceptional situations where health, safety, environmental, general welfare, or other factors will override fiscal considerations and areas may be considered for annexation despite a less-than-satisfactory assessment of the fiscal impact of annexation.

The City is required by law to comply with stringent service delivery requirements for newly annexed areas. As part of the annexation process, the City prepares a service plan for the areas proposed for annexation. The service plan must provide for the extension of water, sewer, streets, street lights, parks and recreation facilities, and other public facilities. The City must plan to provide services that are at least of the same level as existed prior to annexation. Construction of capital improvements must be completed within 22 years.

Annexation History



Central Business District (CBD)

Vision: To establish a strong identity of Lockhart's Courthouse Square as a means to create a vital commercial, entertainment and cultural district which offers a sound business climate and pedestrian-friendly environment that attracts both businesses and patrons.

Lockhart's CBD includes the nine-block area within the Commercial Central Business (CCB) zoning district. It is bounded by Walnut Street on the north and Prairie Lea Street on the south. The eastern boundary divides three blocks between Commerce Street and Colorado Street. The western boundary extends south from Walnut Street for one block, west to Blanco Street, south for one block to Market Street, east for one half block, and then south to Prairie Lea Street.



Aesthetics - A business district is largely characterized by its physical appearance. Factors influencing the appearance include architecture, facade maintenance, gateways, signage, landscaping, open space, street furniture, and lighting. Improvements that will have a significant impact on the visual environment are displayed on this page. By enhancing its appeal, the CBD can become a preferred destination for consumers. Another initiative that would aesthetically enhance the CBD is the improvement of alleyways, as shown in the graphic illustration. A café next to an alleyway could utilize the space for outdoor dining. Improvements as simple as tables, chair and umbrellas along with planters and festive lights create a usable pleasant space.

Pedestrian Friendliness - The CBD may be considered pedestrian friendly when a person desires to visit the district and complete their business on foot. It is, therefore, important that the street-level environment is appealing to pedestrians, including amenities such as patterned sidewalks, benches, landscaping, seasonal color in planters, adequate lighting, trash receptacles, awnings for shelter, and storefront window displays.



By implementing the CBD improvements recommended in the Comprehensive Plan, an economically viable district will be created that will be able to sustain additional commercial growth. In addition, the CBD will likely have in-fill development, which will intensify the use of the CBD creating a lively, vibrant destination. To create this attractive, interesting place where citizens and visitors will want to shop and be entertained, there are four issues to be addressed including:

Mixed Use - In order for the CBD to play important economic and social roles, a variety of uses need to be present. An important element is a public gathering area such as a park. Landscaping, benches, a gazebo or band stand, and public art would greatly complement the CBD, create a sense of destination, and could be a focal point for festivals and activities. Second-story residential use should be encouraged to maximize use of the CBD and also to generate more activity during all hours. Entertainment and restaurant uses are critical to draw residents and visitors to the area. An appropriate blend of uses will create an inviting environment necessary to revitalize downtown Lockhart.

Access - It is essential that customers have good access. A top priority should be improvement of street conditions throughout the CBD and to install curbs and gutters where needed. Distinctive street signs, which convey the character of the district, will assist shoppers to easily find their destination while alleviating confusion for visitors.

CBD Goals

The following goals were formulated as a vision for the future of Lockhart's Central Business District.

- Improve the Central Business District so that it combines a balance of economic and social roles in a unique way to create a destination for residents and visitors of Lockhart, making the CBD the activity center and focal point of the community.
- Provide direct and adequate access to the Central Business District thereby encouraging visits of passers-by.
- Create an aesthetic and physically appealing character in the Central Business District that creates a unique destination for visitors.
- The Central Business District should encourage pedestrian circulation.



Water and Wastewater

The Water and Wastewater Element provides information for the orderly growth of the water and wastewater systems, which include the water supply, treatment, storage and distribution system and the wastewater collection and treatment system. This element includes a review of previous water and wastewater studies, an overview of historical water use and existing facilities, projections of future water use and wastewater demands, and recommendations for future growth of the utility systems.

Existing Water System

The demands on a water system vary from year to year and season to season with peak consumption occurring during hot and dry periods. The yearly and monthly water consumption for 1998-99 is shown in the table below. Water consumption has not increased over the past several years, which may be due to the water rationing program. With recent improvements at the water treatment plant the capacity has been doubled thereby eliminating the need to implement water rationing. The average and

- Provide an additional high service pump in the near future and a second new pump prior to the Year 2015;
- Construct additional pump stations and elevated storage tanks at higher elevations to serve future development;
- Install major pipelines to meet the requirements of future development; and,
- Replace the existing 79,500 linear feet of unlined iron pipe.

Existing Wastewater System

The Lockhart collection and treatment system currently collects and treats essentially all of the domestic wastewater generated by the citizens of Lockhart. The wastewater collection system serves approximately 3,300 residential and commercial customers. A review of the wastewater flow records indicates the average amount of wastewater flow received at the treatment plants is 114 gallons per capita per day. For design purposes, the maximum 3-month average from December 1997 to February 1998 was used to determine the average daily flow of 1.54 MGD. Based upon an estimated population of 11,740 persons, the per capita flow is 131 gallons/day.

HISTORICAL WATER USAGE

Month	Year	Average Daily Flow (MGD)	Maximum Daily Flow (MGD)	Year	Average Daily Flow (MGD)	Maximum Daily Flow (MGD)
Jan	98	1.446	1.891	99	1.245	1.566
Feb	98	1.423	1.865	99	1.316	1.692
Mar	98	1.370	1.794	99	-	-
Apr	98	1.578	1.990	99	-	-
May	98	1.801	2.140	99	-	-
June	98	2.049	2.377	99	-	-
July	98	1.867	2.244	99	-	-
Aug	98	1.697	2.430	99	-	-
Sept	98	1.427	1.744	99	-	-
Oct	98	1.306	1.649	99	-	-
Nov	98	-	-	99	-	-
Dec	98	1.266	1.392	99	-	-
98	Average	1.566	Maximum 2.430 (Aug. 2)	99	Average 1.280	Maximum 1.692 (Feb. 28)

Source: WSA Consultant Team, 1999

peak demand is established to be 1.56 MGD and 2.9 MGD, respectively.

At present, the Lockhart water system serves approximately 3,300 customers and a small portion of the Polonia water system. The per capita average and peak water demands are 133 gal./cap./day and 244 gal./cap./day (based upon a population of 11,740 persons in 1998), respectively.

Future Water System Improvements

The recommended future water system improvements include:

- Investigate other water supply sources such as a lake on Plum Creek, the San Marcos River, or the Guadalupe River/Canyon Lake;
- Construct a 1 million gallon ground storage reservoir around the Year 2015;

Water and Wastewater Goals:

The following statement of goals is intended to ensure there is adequate supply, storage and distribution capacities of water and adequate collection, treatment, reuse and disposal capacities of the wastewater system to meet the existing and projected future demands in Lockhart.

- Provide an adequate amount of water to serve the City's needs.
- Improve water quality.
- Upgrade existing water and wastewater facilities, with special emphasis on the north and east parts of the City.
- Investigate, evaluate and facilitate acquisition of rural cooperative service areas.
- Prepare for the orderly growth of the water and wastewater systems to provide for new development.

Wastewater System Improvements

Lockhart has two wastewater treatment facilities to receive and treat the raw sewage production from residences and businesses. Wastewater treatment plant 1 was upgraded in 1986 and plant 2 was placed into operation in February 1999. Both plants are operated by the Guadalupe-Blanco River Authority, who has the responsibility for meeting the effluent requirements imposed by the Texas Natural Resource Conservation Commission (TNRCC). The combined capacity of the two plants is 2.6 million gallons per day (MGD) design flow and 8.5 MGD peak flow. The current daily wastewater production is 1.34 MGD average and 4.26 MGD peak, with a maximum 3-month average of 1.535 MGD. Based on the 3-month average, 75 percent of the design flow will be met in the Year 2008 and 90 percent will be met by Year 2019, at which time construction plans should be prepared for plant expansion. Consideration should be given to reuse of the effluent to reduce the use of potable water for golf courses, schoolyards, and other feasible uses. The facilities may need to be upgraded for the reuse system depending on the application.

Recommended improvements to the wastewater system include:

- Replace all clay tile pipe to avoid continued deterioration and failure;
- Rehabilitate the Market Street lift station;
- Abandon the Blanco lift station with the new gravity main along Town Branch Creek;
- Install improvements needed to serve future development; and,
- Upgrade and expand the treatment plants at 75 percent (Year 2008) and 90 percent (Year 2019) capacity.

Storm Drainage

The Drainage Element of Lockhart’s 2020 Comprehensive Plan provides information for the orderly growth of the drainage system that includes correcting existing drainage problems and proposed recommendations to allow for future development. This element includes a review of previous drainage studies, an overview of drainage system design and existing facilities, and recommendations for future growth of the system.

Adequate drainage facilities will ensure the protection of the City’s population from the hazards and inconvenience associated with storm water runoff. The public expects no to minimal property damage from storm drainage or high water. In response to this demand and hazards, the drainage system has been surveyed and a drainage system plan has been developed. This plan has taken into consideration the condition of the existing drainage system, areas of local flooding, drainage for future growth, and costs associated with future construction. The plan includes an analysis of the existing drainage system with maps highlighting areas requiring improvement or new drainage facilities and project estimates for improvements.

Storm Drainage Goals:

- Correct existing problems and deficiencies.
- Prevent additional drainage problems in the future.
- Exercise sound management for flood plain areas and storm water drainage.
- Maintain and efficiently utilize existing drainage and flood protection infrastructure.
- Promote responsible growth that can be efficiently served by infrastructure

Provision of adequate drainage for built-up areas, lots, streets and open areas is essential to protect susceptible land uses and activity areas from property damage, injury or loss of life caused by standing or flowing water. The level of protection needed depends upon the magnitude of potential loss. For example, residential and commercial areas require a high degree of protection from flooding, while parks and outdoor recreation areas may need minimal protection.

Drainage facilities include drainage swales and channels, curb and gutters, storm drain inlets, enclosed storm sewers, open ditches, and natural watercourses. Each component of the drainage system must have sufficient capacity to accommodate the runoff water discharged to it by upstream components of the drainage system for the rainfall event the system is designed to accommodate. The average frequency of rainfall occurrence determines the degree of protection offered by a storm sewer system. For example, storm sewers in residential and commercial areas are typically designed to accommodate the predicted runoff from a rainfall event expected to occur at least once in ten years.

The period of time in which a storm of known proportion will probably reoccur is referred to as a storm frequency. Storms of major proportion, such as “100-year” or “50-year” or any other time period, are expressed in terms of probability. A 100-year storm is one in which there is a 1/100 chance that a storm of 100-year intensity (or greater) will occur in any given year. The probability is 1 percent (1 in 100) that a 100-year frequency storm will occur in any given year. Similarly, the chances are 1/25 that a storm of 25-year intensity (or greater) will occur in any given year. A 100-year storm does not mean that a storm of that proportion would not reoccur within 100 years. Two 100-year storms could occur a week or a year apart, though the probability of this occurring is relatively small.

The City of Lockhart is located on a ridge between Plum Creek to the east and the Clear Fork of Plum Creek to the west. The development of the City apparently began on the western edge of the Plum Creek flood plain and has gradually spread to the west toward Clear Fork Creek. The Plum Creek flood plain has limited the development of the City in an easterly direction and is used for the eastern boundary of the study area for this report. The City of Lockhart and its ETJ has been divided into nine (9) major drainage areas, which are graphically depicted in the Comprehensive Plan. The drainage areas include Water Plant Creek, Pecan Branch Creek, Clear Fork Creek-Berry Branch, Clear Fork Creek-Airport Branch, Clear Fork Creek, Mebane Creek, Boggy Creek, Town Branch Creek and Plum Creek. The existing City has had a very limited amount of storm sewers installed until recently. Major improvements have been made on Clear Fork and Medina Street on the west side of the City and Trinity Street on the east side.

Additional storm sewer improvements are scheduled in the near future for Brazos Street through the 1996 Bond Program. The majority of the existing City is contained in the Mebane Creek and Town Branch Creek drainage areas. Water Plant Creek, Pecan Branch Creek and Clear Fork-Airport Branch are partially developed. Clear Fork Creek-Berry Branch, Clear Fork Creek, Boggy Creek and Plum Creek areas are basically undeveloped and are presently used for agricultural purposes. The existing drainage structures and storm sewer systems within the City of Lockhart and its ETJ are shown on the individual drainage area figures contained in the Comprehensive Plan report.

The proposed drainage structure standards include:

- Streets and Inlets - Storm sewer inlets should be provided along streets at such intervals as are necessary to limit the depth of flow.
- Storm Sewer Pipe and Culverts - The size and location of storm sewer conduits and culverts should be determined by a final design based on a detailed investigation of the area.
- Open Channels - The scenic beauty of a properly cleared and maintained watercourse is a civic asset. Streams should be allowed to use their natural channels, except where intolerable flooding conditions are anticipated.
- Unlined Channels - These channels can be used to reduce the flow area required to hold flood waters within acceptable limits.
- Lined Channels - These channels do not preserve the natural appearance of the channel and are more expensive than unlined channels.

Economic Development

Economic development is the cooperative action between the public and private sectors, which results in widespread and sustained private investment. A community can take actions that attract industry and encourage growth. A community prospers when companies engaged in manufacturing production or in the distribution of goods and service locate there as a result of the actions. The most challenging part of the economic development process is determining what action the community should take to bring its economic development goals to fruition. The purpose of the Economic Development element is to review the historic pattern of economic development, analyze the existing conditions, determine what barriers impede economic growth in Lockhart, and identify strategies for attracting and retaining business.

Employment

The largest industrial classifications in terms of employment and annual payroll in Caldwell County are the service and retail trade industries, which represent 62 percent of total employment and 56 percent of total annual payroll. The manufacturing industry is also significant, accounting for 14 percent of the employees and 18 percent of total annual payroll. The smaller industries include agriculture services, and forestry and fishing, which account for 0.6 percent of the total employees and 0.4 percent of the total annual payroll of County industries. In Lockhart, the number of employed persons has increased from 3,180 to 4,720 persons between 1980 and 1997, which represents a 48 percent increase. The rate of unemployment increased dramatically between 1980 and 1990 in the City and County, but has since declined to a level comparable to 1980. The estimated unemployment rates for Lockhart and Caldwell County are 5.4 percent and 4.6 percent, respectively.

Economic Development Vision

Vision: To be a City that raises and maintains the standard of living and quality of life for its residents as a result of actions by business, government and the community that attract, retain, and sustain dynamic manufacturing and service industries.

Economic Development Strategy

Economic development is a community-wide, multi-faceted effort that involves coordination and cooperation of various entities. It addresses job creation and retention, tax base creation and expansion, increasing property values, increase/retention of wealth, increasing family incomes, economic stability, and economic self-sufficiency. The Lockhart Chamber of Commerce, Industrial Foundation, and Economic Development program should jointly develop, implement and sustain a coordinated development strategy and program, as the cornerstone for crafting and strengthening the components of the community's economic development process, which include:

- Offering incentives and revising policies so that the higher property tax rate of Lockhart compared to competing cities is offset.
- Establishing a task force to identify strategies to attract a vocational education program, including a feasibility assessment, identification of target institutions, and determination of site development requirements and potential sites.
- Focusing on the high school career and technology education programs to continue workforce development, which will enrich the future labor supply and assist in attracting desirable industry.
- Enhancing the physical environment with amenities such as landscaping, appealing entrances, coordinated signage, building design themes, and well maintained property to make Lockhart an attractive place to live and work.
- Supporting, preserving, and enhancing the City's historic and multi-cultural heritage, which adds to the City's quality of life.
- Creating and marketing group tour packages and materials to tour operators and travel agents, which capitalizes on Lockhart as "the barbecue capital of the world."
- Being responsive to the needs of existing business and industry and willing to make improvements to provide a business climate that fosters growth and further investment.
- Continuing to invest in economic development by investing in sound infrastructure.
- Aggressively lobbying communication infrastructure providers to upgrade to state-of-the-art facilities, which will provide an asset when marketing to business and industry.
- Enacting incentives that encourage development of mixed housing types and price ranges.
- Maintaining active membership with organizations such as the I-35 Corridor Council, IH-10 Council, Capital Area Planning Council, Austin Regional Partnerships, and the Texas Municipal League.

Economic Development

Goals:

The goals for Economic Development include:

- Enhance the economic attractiveness of Lockhart to perspective business and industry.
- Improve the quality of the present and future labor supply in Lockhart.
- Provide residents of Lockhart with adequate health care facilities and services, law enforcement services, and fire protection.
- Improve the quality of life in Lockhart.
- Recruit, expand, and retain clean primary business and industry that pay an above average wage to the existing and potential future local work force.
- Ensure existing infrastructure is in good condition and plan for future infrastructure needs.
- Increase inventory of affordable housing.
- Establish a comprehensive network of communication that keeps residents informed, fosters cooperation with local and regional organizations, and enables the City to respond to opportunities.

Recruitment

+

Expansion

+

Retention

=

Economic Development

Implementation

Planning is a continuous process. Therefore, it is important to realize that the Lockhart 2020 Comprehensive Plan is by no means an end in itself. In fact, standing alone it is merely a source of information on existing conditions and future desires, capable of accomplishing very little. A Comprehensive Plan must be constantly scrutinized to ensure that its goals, objectives, policies, and recommended actions continue to reflect changing community needs and attitudes.

Circumstances will continue to change in the future and the Lockhart 2020 Comprehensive Plan will require modifications and refinements to be kept up-to-date and current. Needed refinements and changes should be carefully noted and thoroughly considered as part of **Annual Plan Updates** and

5-Year Major Plan Revisions.

As changes occur, however, **Lockhart's Vision** should remain the central theme and provide a unifying element. The plan's importance lies in the commitment of citizens to agree on Lockhart's purposes for the future, and to apply that consensus in continuing efforts that focus on the betterment of their community.

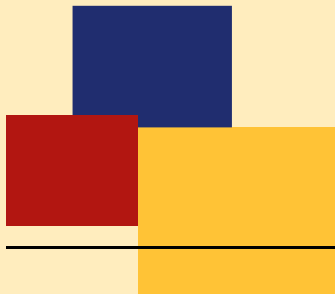
Perhaps the most important method of implementing Lockhart's Comprehensive Plan comes from a day-to-day commitment by elected and appointed officials, city staff members, and citizens of Lockhart. The Comprehensive Plan must be perceived as a useful and capable tool in directing the City's future. The Comprehensive Plan should continually be referenced in planning studies and zoning case reports, as well as

informal discussions. It is this high visibility that will make the plan successful, dynamic, and a powerful tool for guiding Lockhart's future growth and development.

A series of implementation actions were developed to effectuate the goals, objectives, and policies described in the plan. These are specific steps that are recommended to implement the Comprehensive Plan. The proposed actions designed to aid in implementing the plan are described in the plan elements. While the proposed implementation actions are not legally binding like the City's zoning ordinance and subdivision regulations, the actions are critically important to the plan's successful implementation, and are a vital supplement to its goals, objectives and policies.

Implementation Goals

- The City shall be accountable to the citizens of Lockhart for meeting the goals, objectives, and policies set forth in this Comprehensive Plan as well as future updates.
- Establish and maintain strong citizen and organizational support of the Lockhart 2020 Comprehensive Plan to ensure continued updating and implementation.
- Implement and annually update a five-year Capital Improvements Program.
- Revise existing ordinances and adopt new ordinances as necessary to implement the Lockhart 2020 Comprehensive Plan.



LOCKHART

Planning for the 21st Century

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The purpose of the Lockhart 2020 Comprehensive Plan is to guide the City's future land use and development decisions to ensure managed future growth, fiscally responsible decisions pertaining to infrastructure investments, and preservation of the special quality of life enjoyed by the citizens of Lockhart, Texas.

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